CITY OF COLUMBIA
TENNESSEE

AGENDA

The Columbia Planning Commission Development Review Committee will meet on Tuesday, May 13, 2025 at 10:00 AM in Conference Room A, City Hall, basement level, to consider the following:

I. Items For Review

1. Request from Ragan Smith & Associates for Final Plat approval with surety of Marlons Creek Phase 1A, being a portion of Tax Map 73 Parcel 15 off Lasea Road.

2. Request from Ragan Smith & Associates for Final Plat approval with surety of Marlons Creek Phase 1B, being a portion of Tax Map 73 Parcel 15 off Lasea Road.

3. Request from WES Engineers & Surveyors for Final Plat approval with surety of McClure Farms Phase 1B being a portion of Tax Map 51 Parcel 6 off Nashville Highway.

4. Request from WES Engineers & Surveyors for Preliminary and Final Plat approval at 721 Poplar Street, being Tax Map 89D Group C Parcel 1.

5. Request from Lynn Ealey for Final Plat approval with surety of Heritage Green Phase 1, being Tax Map 74 Parcel 37 off Baker Road.

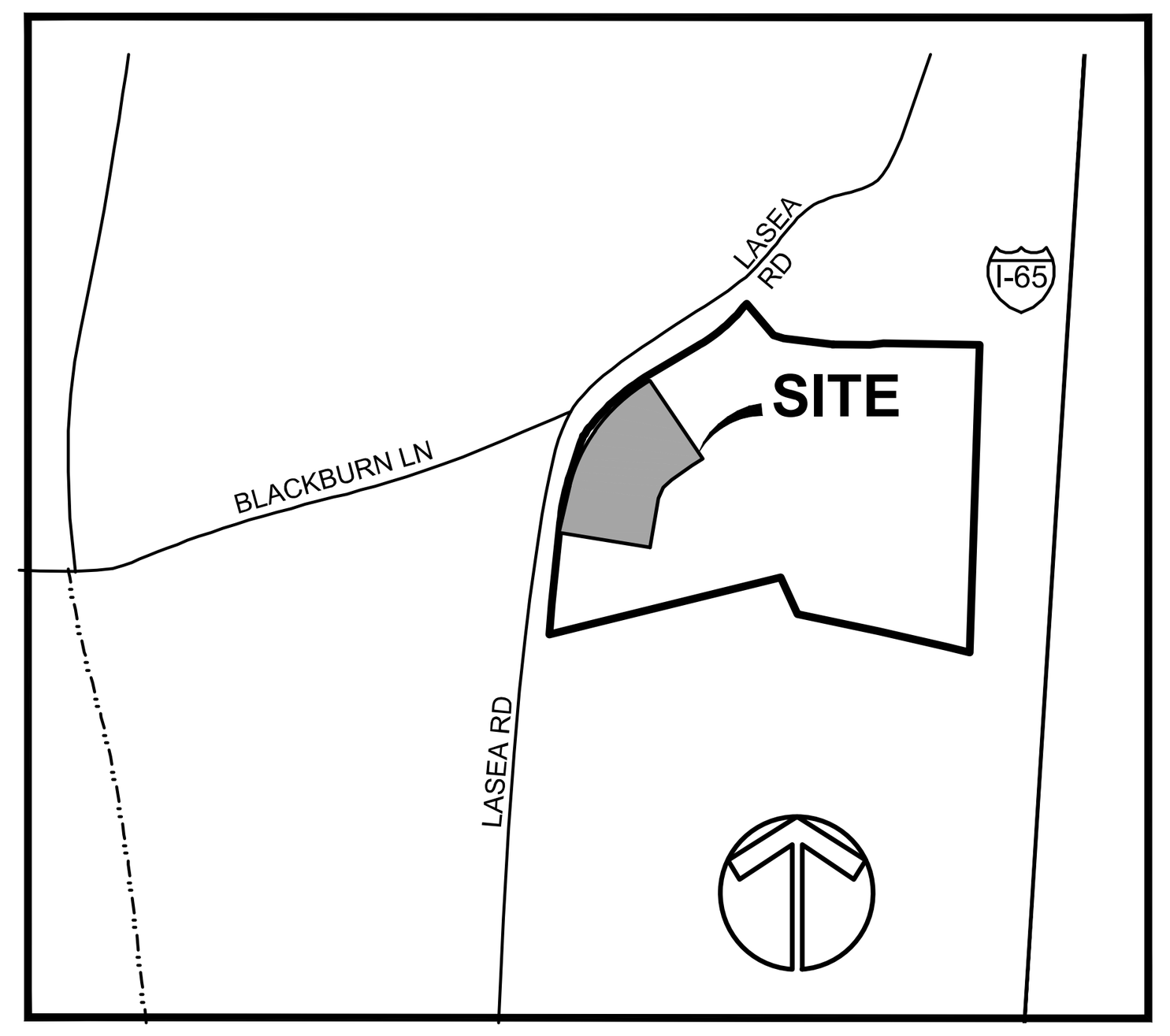
6. Request from Allison Corolla for Preliminary Plat with Site Development Plan approval for Trotwood Foster Subdivision off Trotwood Ave, being Tax Map 112 Parcel 18.03.

7. Request from Colton Dorris for Preliminary Plat and Site Development Plan approval of Hampshire Pike Steadfast Mixed Use Development located off Hampshire Pike, being a portion of Tax Map 89 Parcel 41.15.

II. Items for Additional Review

1. Request from Abigail Overstreet for Final Plat approval with surety of Hampshire Pike Steadfast Mixed Use development located off Hampshire Pike and Avely Ridge Way at Tax Map 89 Parcel 41.15.

2. Request from M2 Group, LLC for Final Plat approval with surety of Idlewild Subdivision Section 3 off Hiwassee Drive, being Tax Map 89 Parcels 23.01 and 23.02.



VICINITY MAP
(N.T.S.)

GENERAL NOTES

1. THE PURPOSE OF THIS PLAT IS TO CREATE 30 RESIDENTIAL LOTS AND TO DEDICATE RIGHT-OF-WAY.

2. BEARINGS SHOWN HEREON ARE BASED ON THE TENNESSEE COORDINATE SYSTEM OF 1983.

3. THIS PROPERTY IS CURRENTLY ZONED CD3.

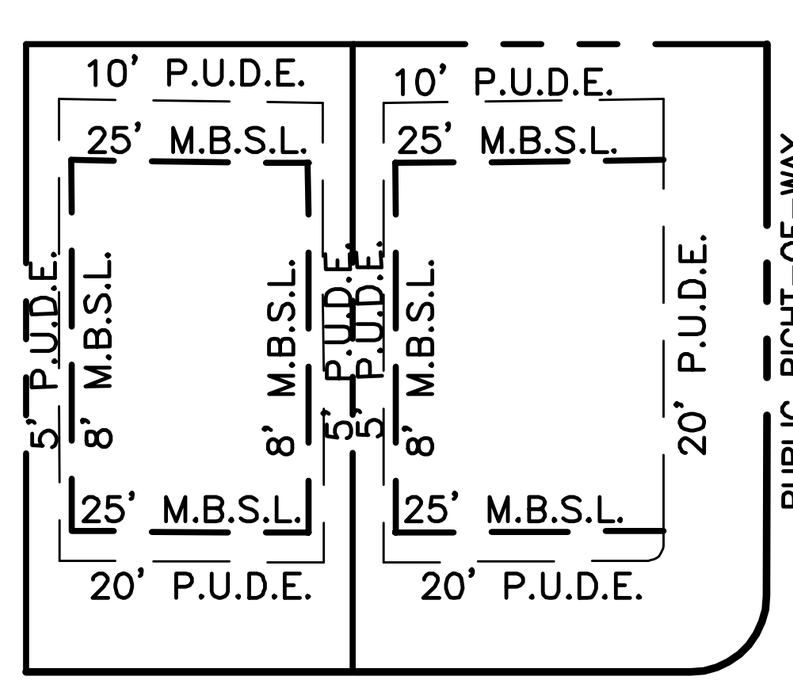
4. BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN FLOOD ZONE "X" AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47119C0195E, WITH AN EFFECTIVE DATE OF 4/16/2007 WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE ADMINISTRATION REPORT; COMMUNITY NO. 471013 PANEL NO. "NOT PRINTED" WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED. SAID MAP DEFINES ZONE "X" AREA OF MINIMAL FLOOD HAZARD.

5. 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 NOR 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.

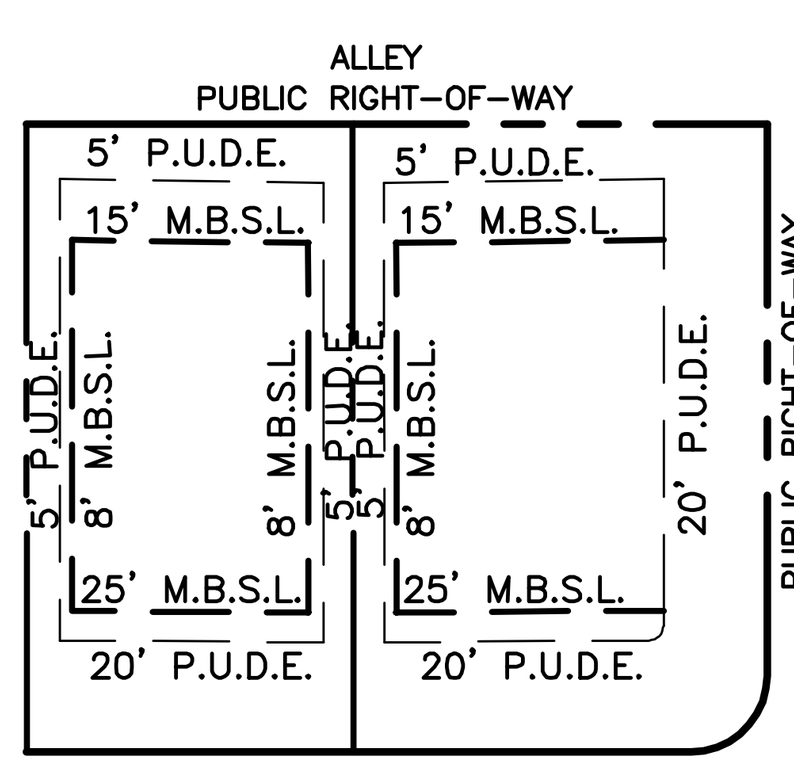
6. BEING A PORTION OF PARCEL NUMBER 15 AS SHOWN ON MAURY COUNTY PROPERTY MAP NUMBER 73.

7. ALL SIDEWALKS OUTSIDE THE RIGHT-OF-WAY SHALL BE MAINTAINED BY THE HOMEOWNER'S ASSOCIATION THE MAURY COUNTY HIGHWAY DEPARTMENT WILL NOT BE RESPONSIBLE FOR ANY MAINTENANCE OF THE SIDEWALK IN THE LASEA ROAD RIGHT-OF-WAY.

8. THIS PROPERTY IS SUBJECT TO THE INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES AS RECORDED IN BOOK R3051, PAGE 1262 IN THE REGISTERS OFFICE OF MAURY COUNTY, TENNESSEE.



SINGLE FAMILY
TYPICAL LOT DETAIL
(NOT TO SCALE)

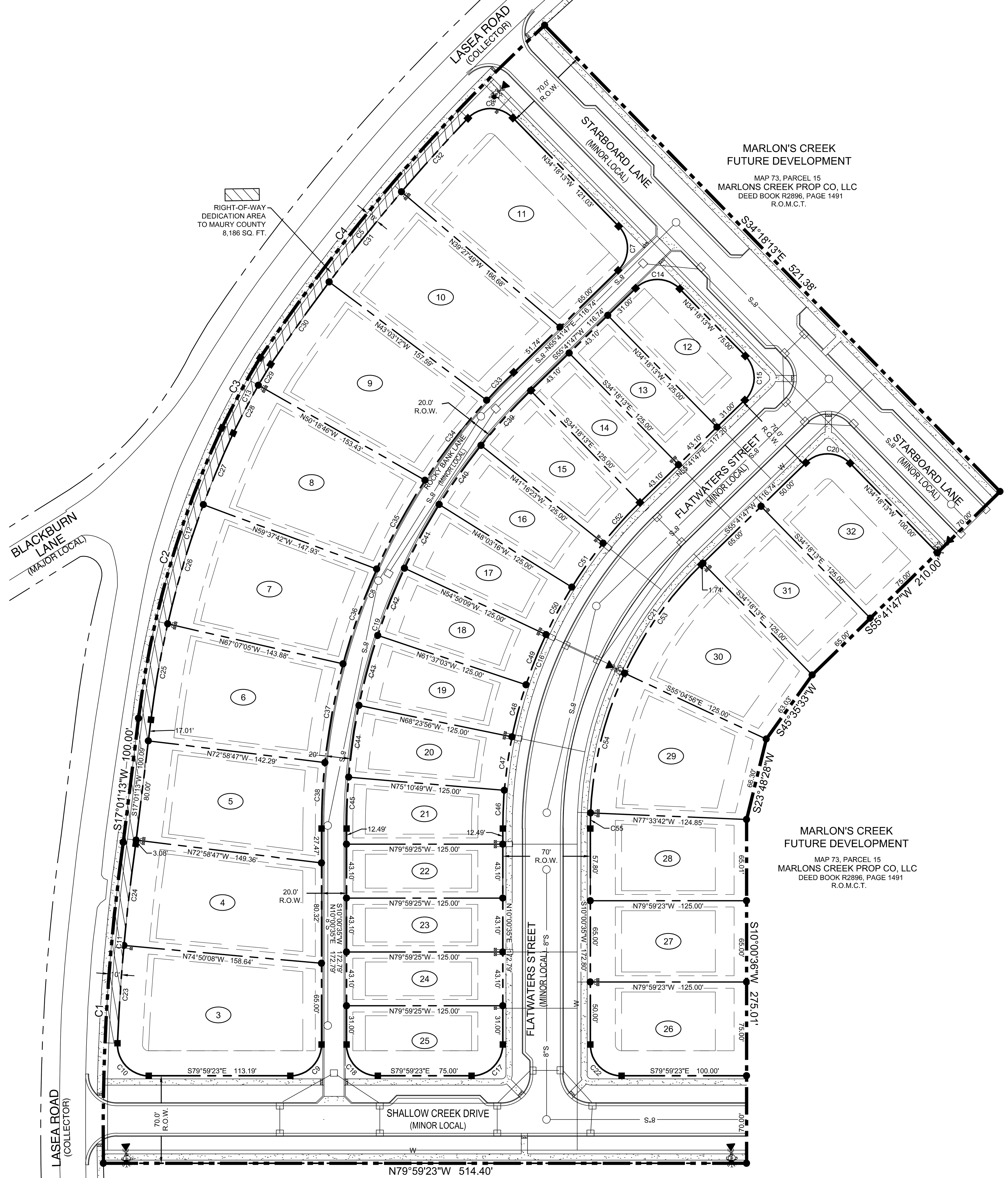


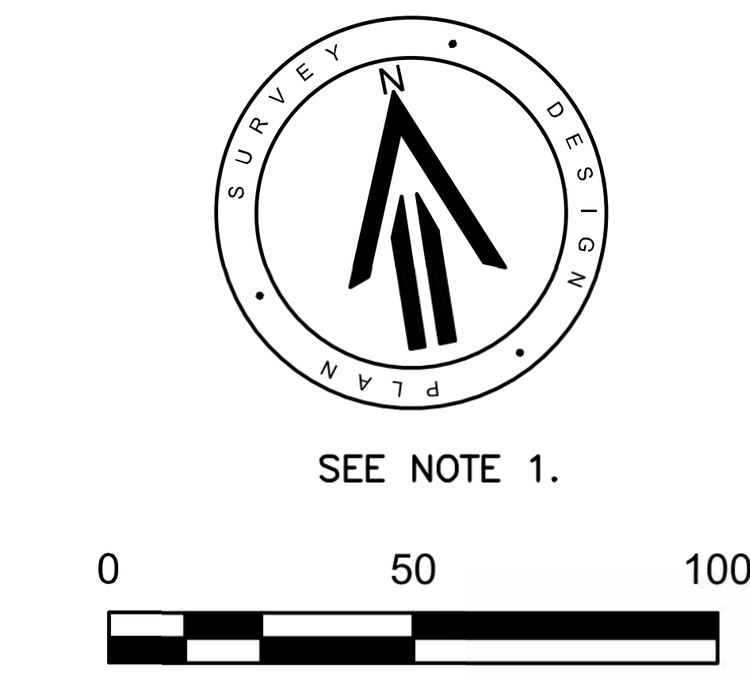
ALLEY LOADED
SINGLE FAMILY
TYPICAL LOT DETAIL
(NOT TO SCALE)

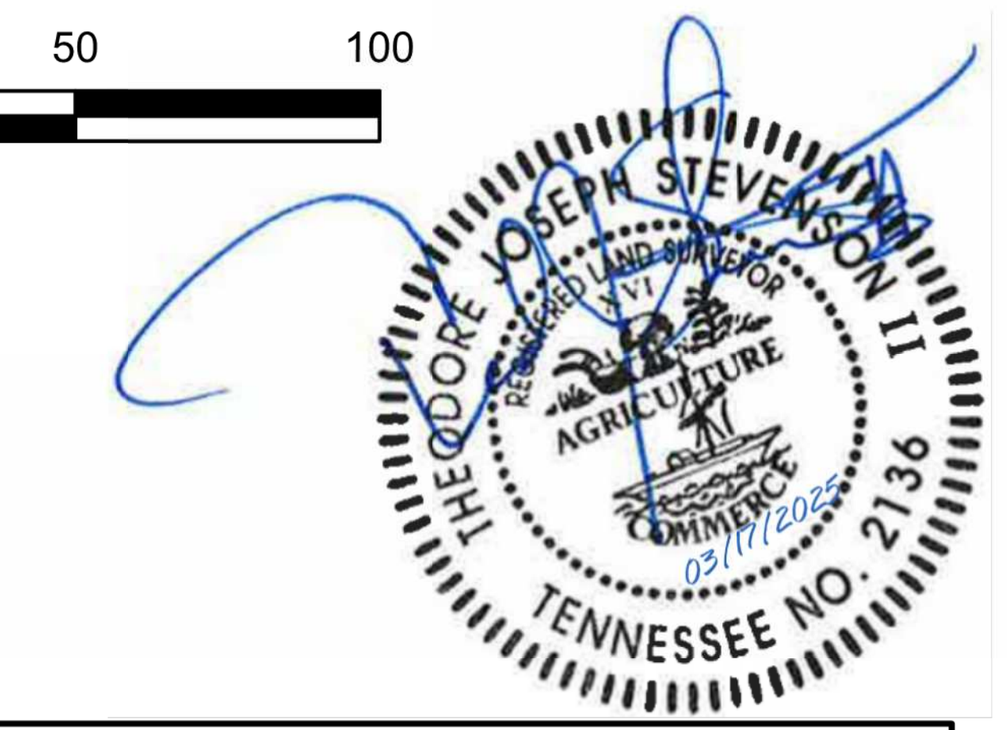
LEGEND

● IR(N)	IRON ROD (NEW) (5/8" X 18" W/CAP STAMPED "RAGAN SMITH & ASSOCIATES")
	FIRE HYDRANT
☒	WATER VALVE
☐	CATCH BASIN/CURB INLET
—W—	WATER LINE
—S—	SANITARY SEWER LINE
—P—	OVERHEAD ELECTRIC POWER LINE
R.O.M.C.T.	REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE

G:\21-0282\1-SURVEY\PLAT\FINAL\PHASE 1A\PHASE 1A FINAL PLAT.DWG







LOTS AREA	274,020 SQ. FT. OR 6.29 ACRES±
MAURY COUNTY RIGHT-OF-WAY DEDICATION	8,186 SQ. FT. OR 0.18 ACRES±
CITY OF COLUMBIA RIGHT-OF-WAY DEDICATION	131,380 SQ. FT. OR 3.02 ACRES±
TOTAL AREA PHASE 1A AREA	413,586 SQ. FT. OR 9.49 ACRES±
FUTURE DEVELOPMENT	3,383,975 SQ. FT. OR 77.69 ACRES±
TOTAL SITE AREA	3,797,561 SQ. FT. OR 87.18 ACRES±

LOT AREA TABLE

LOT	SQ.FT.±	ACRES±
3	15439.80	0.35
4	12712.12	0.29
5	11604.12	0.27
6	12512.99	0.29
7	13120.83	0.30
8	14021.57	0.32
9	14040.35	0.32
10	14170.69	0.33
11	16272.73	0.37
12	6731.75	0.15
13	5387.50	0.12
14	5387.50	0.12
15	6442.62	0.15
16	6324.77	0.15
17	6324.77	0.15
18	6324.77	0.15
19	6324.77	0.15
20	6324.77	0.15
21	6047.84	0.14
22	5387.50	0.12
23	5387.50	0.12
24	5387.50	0.12
25	6731.68	0.15
26	9240.88	0.21
27	8125.00	0.19
28	8455.98	0.19
29	11541.79	0.26
30	10880.84	0.25
31	8125.00	0.19
32	9240.87	0.21

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHORD BRG
C1	1646.76'	257.56'	8°57'40"	129.04'	257.30'	S13°32'39"W
C2	771.67'	242.66'	18°01'01"	122.34'	241.66'	S26°01'43"W
C3	640.94'	63.97'	5°43'05"	32.01'	63.94'	S38°36'28"W
C4	1485.41'	350.83'	13°31'56"	176.23'	350.01'	S50°33'43"W
C5	1475.41'	252.62'	9°48'37"	126.62'	252.31'	S48°42'32"W
C6	25.00'	40.18'	92°04'57"	25.93'	35.99'	N80°20'42"W
C7	25.00'	39.27'	90°00'00"	25.00'	35.36'	N10°41'47"E
C8	510.00'	406.66'	45°41'11"	214.84'	395.98'	N32°51'11"E
C9	25.00'	39.27'	90°00'02"	25.00'	35.36'	N55°00'36"E
C10	25.00'	40.32'	92°24'38"	26.07'	36.09'	S33°47'04"E
C11	1636.76'	160.17'	5°36'25"	80.15'	160.11'	S15°13'27"W
C12	761.67'	239.45'	18°00'44"	120.72'	238.46'	S26°01'35"W
C13	630.94'	62.70'	5°41'39"	31.38'	62.68'	S38°36'05"W
C14	25.00'	39.27'	90°00'00"	25.00'	35.36'	N79°18'13"W
C15	25.00'	39.27'	90°00'00"	25.00'	35.36'	N10°41'47"E
C16	365.00'	290.58'	45°36'51"	153.49'	282.97'	S32°49'01"W
C17	25.00'	39.27'	90°00'02"	25.00'	35.36'	N55°00'36"E
C18	25.00'	39.27'	89°59'58"	25.00'	35.36'	S34°59'24"E
C19	490.00'	390.72'	45°41'11"	206.41'	380.45'	N32°51'11"E
C20	25.00'	39.27'	90°00'00"	25.00'	35.36'	N79°18'13"W
C21	295.00'	235.23'	45°41'11"	124.27'	229.04'	S32°51'11"W
C22	25.00'	39.27'	89°59'58"	25.00'	35.36'	S34°59'24"E
C23	1636.76'	78.38'	2°44'37"	39.20'	78.37'	S13°47'34"W
C24	1636.76'	81.79'	2°51'48"	40.91'	81.79'	S16°35'46"W
C25	761.67'	77.92'	5°51'42"	39.00'	77.89'	S19°57'04"W
C26	761.67'	99.57'	7°29'23"	49.85'	99.49'	S26°37'37"W
C27	761.67'	61.96'	4°39'39"	31.00'	61.94'	S32°42'08"W
C28	630.94'	43.31'	3°55'59"	21.66'	43.30'	S37°43'15"W
C29	630.94'	19.39'	1°45'40"	9.70'	19.39'	S40°34'04"W
C30	1475.41'	80.93'	3°08'34"	40.48'	80.92'	S45°22'31"W
C31	1475.41'	92.44'	3°35'23"	46.23'	92.42'	S48°44'29"W
C32	1475.41'	79.25'	3°04'39"	39.63'	79.24'	S52°04'30"W
C34	510.00'	80.87'	9°05'06"	40.52'	80.78'	N47°40'00"E
C35	510.00'	80.91'	9°05'24"	40.54'	80.83'	N38°34'45"E
C36	510.00'	80.62'	9°03'27"	40.39'	80.54'	N29°30'20"E
C37	510.00'	80.33'	9°01'29"	40.25'	80.25'	N20°27'52"E
C38	510.00'	52.89'	5°56'32"	26.47'	52.87'	N12°58'51"E
C39	490.00'	59.14'	6°54'56"	29.61'	59.11'	S52°11'05"W
C40	490.00'	58.00'	6°46'53"	29.03'	57.96'	S45°20'10"W
C41	490.00'	58.00'	6°46'53"	29.03'	57.96'	S38°33'17"W
C42	490.00'	58.00'	6°46'53"	29.03'	57.96'	S31°46'24"W
C43	490.00'	58.00'	6°46'53"	29.03'	57.96'	S24°59'31"W
C44	490.00'	58.00'	6°46'53"	29.03'	57.96'	S18°12'38"W
C45	490.00'	41.13'	4°48'36"	20.58'	41.12'	S12°24'53"W
C46	365.00'	30.64'	4°48'36"	15.33'	30.63'	N12°24'53"E
C47	365.00'	43.20'	6°46'53"	21.63'	43.18'	N18°12'38"E
C48	365.00'	43.20'	6°46'53"	21.63'	43.18'	N24°59'31"E
C49	365.00'	43.20'	6°46'53"	21.63'	43.18'	N31°46'24"E
C50	365.00'	43.20'	6°46'53"	21.63'	43.18'	N38°33'17"E
C51	365.00'	43.20'	6°46'53"	21.63'	43.18'	N45°20'10"E
C52	365.00'	43.94'	6°53'50"	22.00'	43.91'	N52°10'32"E
C53	295.00'	106.98'	20°46'42"	54.09'	106.40'	S45°18'26"W
C54	295.00'	115.74'	22°28'46"	58.62'	115.00'	S23°40'41"W
C55	295.00'	12.50'	2°25'43"	6.25'	12.50'	S11°13'27"W

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 R2896, PAGE 1491, MAURY COUNTY REGISTER'S OFFICE AND ADOPT THIS FINAL SUBDIVISION PLAT OR THE PROPERTY AS SHWON 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 1:304,042.

RAGAN-SMITH ASSOCIATES, LLC

TED J. STEVENSON, II, RLS NUMBER 2136 ______ DATE 3/17/2025

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 UBDIVISION 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 PLAT

MARLONS CREEK PHASE 1A

1686 LASEA ROAD
3RD CIVIL DISTRICT
MAURY COUNTY, TENNESSEE

DATE: MARCH 17, 2025
SCALE: 1"= 50'
JOB NO. 21-0282

SHEET 1 of 1

LAND SURVEYOR
TED STEVENSON, TN RLS
RAGAN-SMITH ASSOCIATES, LLC.
315 WOODLAND STREET
NASHVILLE, TENNESSEE 37206
OFFICE: 615.244.8591
EMAIL: tstevenson@ragansmith.com

OWNER/DEVELOPER
MARLONS CREEK PROP CO, LLC
2925 BERRY HILL DRIVE
NASHVILLE, TN 37204
CONTACT: OWEN HOSAY
(615) 934-2864

RaganSmith
a Pape-Dawson company

Appendix B: Subdivision Development Agreement

This DEVELOPMENT AGREEMENT is made and entered into on this

17th day of February, 2025,
between THE CITY OF COLUMBIA, TENNESSEE, (hereinafter the "CITY"), and

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

WITNESSETH:

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

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

17th day of February, 2025,
pursuant to Tennessee Code Annotated Title 13, Chapter 4, and the Subdivision Regulations of Columbia, Tennessee (hereinafter the "SUBDIVISION REGULATIONS"); and,

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

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

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

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

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

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

B1 General Conditions

B1.1 Construction Costs

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

B1.2 City Ordinances, Rules and Regulations

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

B1.3 Fees

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

B1.4 Inspection

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

B1.5 Right of Entry

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

B1.6 Easements

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

B1.7 Stormwater Maintenance Agreement

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

B1.8 Attorney Fees and Other Expenses

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

B1.9 Agreement Not Assignable

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

B1.10 Revocation and Interpretation

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

B1.11 No Oral Agreement

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

B1.12 Separability

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

B 1.13 Transferability

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

B1.14 Indemnity

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

B1.15 Binding Effect

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

B1.16 Entire Agreement

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

B1.17 Headings

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

B2 Performance Surety

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

B3 Construction

B3.1 Construction Plans

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

B3.2 Commencement of Construction

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

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

B3.3 Site Grading

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

B3.4 Storm Water Management Systems

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

B3.5 Street Construction

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

B3.6 Time Period for Construction

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

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

B3.7 Off-Site Improvements

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

B3.9 Inspection and Compliance

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

B3.10 Testing

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

B3.11 Scrap Removal

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

B3.12 Traffic Control

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

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

B3.13 Temporary Facilities

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

B4 Acceptance of Improvements

B4.1 Completion of Improvements

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

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

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

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

B4.3 Acceptance of Facilities

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

B4.4 Failure to Install

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

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

Marlons Creek Subdivision
PROJECT

Completed by the Developer	*Completed by the City*
Marlons Creek Prop Co. LLC DEVELOPER NAME	
Owen Hosey AUTHORIZED AGENT NAME	CITY ENGINEER
 SIGNATURE	SIGNATURE
2-17-2025 DATE	DATE
2925 Berry Hill Drive STREET	
Nashville, TN 37204 CITY, STATE, ZIP	
615-934-8264 PHONE	
owen@freehillventures.net EMAIL	
Attest	*Attest*
Mandy A. Allen ATTEST NAME	ATTEST NAME
 ATTEST SIGNATURE	ATTEST SIGNATURE
02/17/2025 DATE	DATE

Plw Owen Hosay

BK/PG: R3051/1262-1278
25003178

17 PGS:AL-AGREEMENT
JANE BATCH: 347084 03/10/2025 - 10:10 AM

VALUE	0.00
MORTGAGE TAX	0.00
TRANSFER TAX	0.00
RECORDING FEE	85.00
ARCHIVE FEE	0.00
DP FEE	2.00
REGISTER'S FEE	0.00
TOTAL AMOUNT	87.00

STATE OF TENNESSEE, MAURY COUNTY
JOHN FLEMING
REGISTER OF DEEDS

DOCUMENT PREPARED BY:
Name: Hunter Fred
Company Ragan Smith
Address: 315 Woodland St.
Nashville TN, 37206

After recording return copy to City of Columbia, Development Services

INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES

Map & Parcel Number: Map 73, Parcel 15.00
Project Name: Marlons Creek Phase 1A

Recorded by deed in the Register of Deeds Office of Maury County in Deed Book R2896, Page(s) 1491-1496.

THIS AGREEMENT, made this 10 day of March, 2025, by and between Marlon's Creek Prop Co. LLC hereinafter referred to as the "OWNER(S)" of the following property and City of Columbia, Tennessee, hereinafter referred to as the "CITY",

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

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

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

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

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

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

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

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

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

9. The OWNER(S) and the OWNER(S) heirs, administrators, executors, assigns, and any other successor in interest shall indemnify and hold harmless the CITY and its officers, agents and employees for any and all damages, accidents, casualties, occurrences, claims or attorney's fees which might arise or be asserted, in whole or in part, against the CITY from the construction, presence, existence, or maintenance of the stormwater control facilities subject to this AGREEMENT. In the event a claim is asserted against the CITY, its officers, agents or employees, the CITY shall notify OWNER(S) and the OWNER(S) shall defend at OWNER(S) expense any suit based on such claim. If any judgment or claims against the CITY, its officers, agents or employees, shall be allowed, the OWNER(S) shall pay all costs and expenses in connection therewith. The CITY will not indemnify, defend or hold harmless in any fashion the OWNER(S) from any claims arising from any failure, regardless of any language in any attachment or other document that the OWNER(S) may provide.

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

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

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

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

ATTEST BY OWNER(S):

Print Name: Lynn Exley

Title: Member

Signature:

Owner: Marlons Creek Propco LLC

Address: 2925 Berry Hill Dr.

City, State ZIP: Nashville TN, 37204

STATE OF TN
COUNTY OF DAVIDSON

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

Witness my hand this the 5th day of March, 2025.

Susan E. Gorman
Notary Public

My Commission Expires: 3/9/2027

SUSAN E. GORMAN
STATE OF TENNESSEE
NOTARY PUBLIC
DAVIDSON COUNTY
MY COMMISSION EXPIRES 3-9-2027

CITY OF COLUMBIA, TENNESSEE
ENGINEERING DEPARTMENT

APPROVED BY: R. Neil Scruggs
R. NEIL SCRUGGS

STATE OF TENNESSEE
COUNTY OF MAURY

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

Witness my hand this the 10 day of March, 2025.

Kim Dale
Notary Public
My Commission Expires: 5/20/2026

KIM DALE
STATE OF TENNESSEE
NOTARY PUBLIC
MAURY COUNTY

Freehill
VENTURES

February 17, 2025

Register's Office

Maury County

RE: Marlon's Creek Phase 1A

To Whom It May Concern,

Please allow this letter to serve as Marlon's Creek Prop Co, LLC's authorization for Ragan-Smith Associates, on our behalf, to; final plans, site plan(s), and any other necessary documentation concerning our Marlons Creek project submittal.

Please feel free to contact us if you have any questions, comments, or need additional information at this time.

Sincerely,

Nathan J. Quinn

Owner's Representative

CITY OF COLUMBIA TENNESSEE

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

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

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

ADDRESS/LOCATION	1686 Lasea Road, Columbia, TN		
	TAX MAP: 73	GROUP:	PARCEL: 15
SUMMARY OF NATURE OF REQUEST AND WORK	Marlons Creek Phase 1A Final Plat		

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

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

Rev. 2/7/2024

Marlons Creek Phase 1A Final Plat	**Plats/PUDs:** ☒ Project Name (include Sections & Phases)
30	☒ Total Number of Lots/Residential Units
N/A	☐ Square Footage of Non-Residential Floor Space
TOTAL AREA PHASE 1A AREA 413,586 SQ. FT. OR 9.49 ACRES± FUTURE DEVELOPMENT 3,383,975 SQ. FT. OR 77.69 ACRES± TOTAL SITE AREA 3,797,561 SQ. FT. OR 87.18 ACRES±	☒ 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

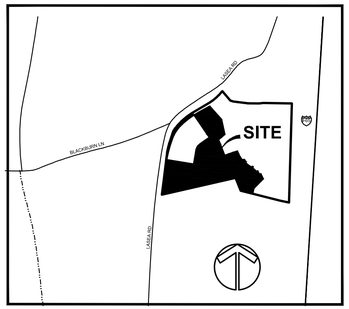
All communications go to the Applicant's email that is provided.

NAME	Owen Hosay	PHONE	615-934-8264
ADDRESS	2925 Berry Hill Dr.Nashville, TN	EMAIL	owen@freehillventures.net

PROPERTY OWNER NAME	Marlons Creek Prop Co, LLC	PHONE	615-934-8264
ADDRESS	2925 Berry Hill Dr.	EMAIL	owen@freehillventures.net

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.

Owen Hosay		4/21/2025
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Owen Hosay		4/21/2025
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE



VICINITY MAP
(N.T.S.)

GENERAL NOTES

1. THE PURPOSE OF THIS PLAT IS TO CREATE 28 RESIDENTIAL LOTS AND TO DEDICATE RIGHT-OF-WAY.

2. BEARINGS SHOWN HEREON ARE BASED ON THE TENNESSEE COORDINATE SYSTEM OF 1983.

3. THIS PROPERTY IS CURRENTLY ZONED CD3.

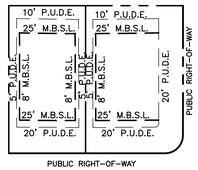
4. BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN FLOOD ZONE "X" AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47119C0195E, WITH AN EFFECTIVE DATE OF 4/16/2007 WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE ADMINISTRATION REPORT; COMMUNITY NO. 471013 PANEL NO. "NOT PRINTED" WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED. SAID MAP DEFINES ZONE "X" AREA OF MINIMAL FLOOD HAZARD.

5. 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 NOR 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.

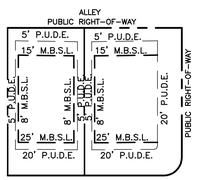
6. BEING A PORTION OF PARCEL NUMBER 15 AS SHOWN ON MAURY COUNTY PROPERTY MAP NUMBER 73.

7. ALL SIDEWALKS OUTSIDE THE RIGHT-OF-WAY SHALL BE MAINTAINED BY THE HOMEOWNER'S ASSOCIATION THE MAURY COUNTY HIGHWAY DEPARTMENT WILL NOT BE RESPONSIBLE FOR ANY MAINTENANCE OF THE SIDEWALK IN THE LASEA ROAD RIGHT-OF-WAY.

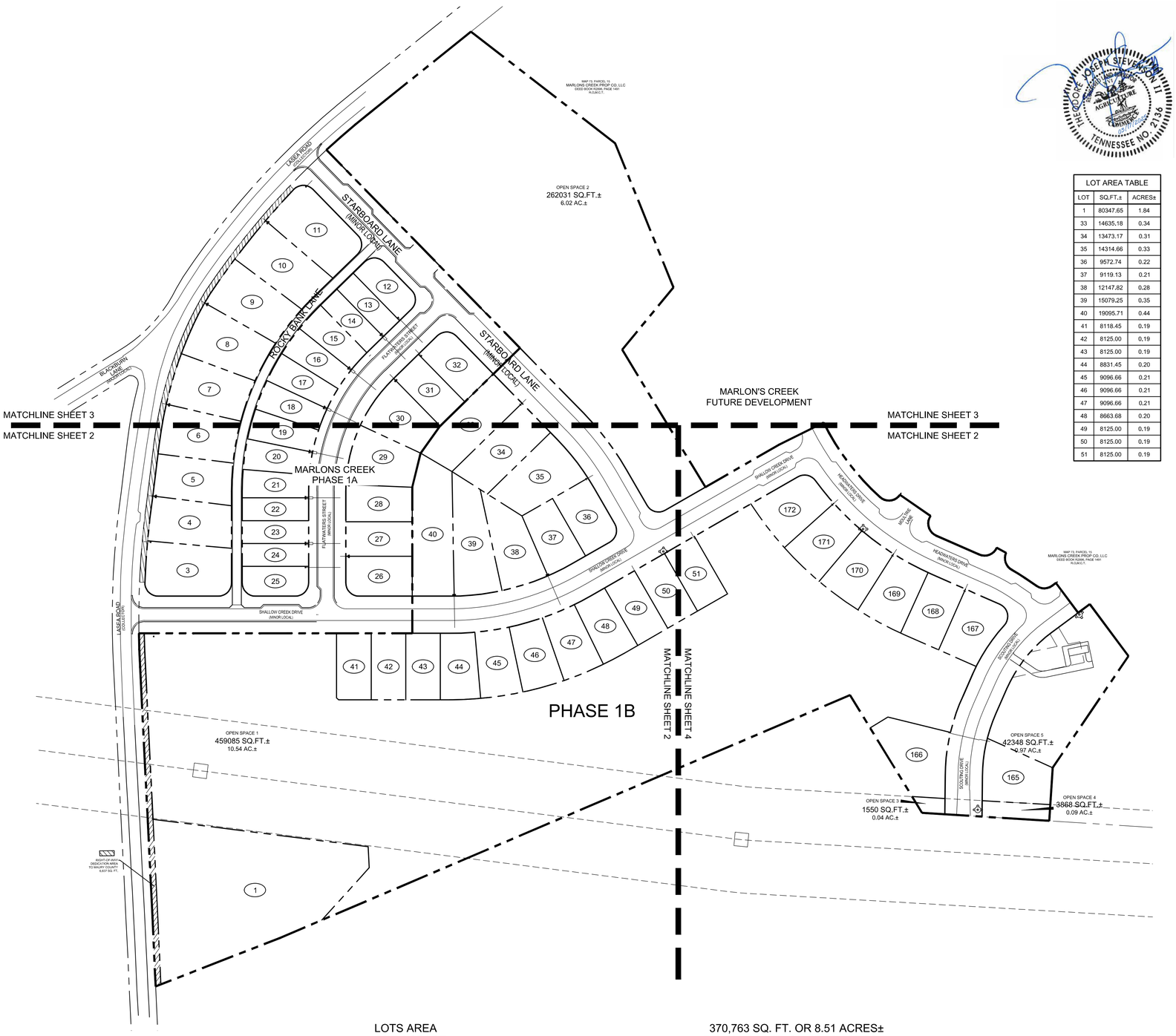
8. THIS PROPERTY IS SUBJECT TO THE INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES AS RECORDED IN BOOK R3051, PAGE 1245 IN THE REGISTERS OFFICE OF MAURY COUNTY, TENNESSEE.



SINGLE FAMILY
TYPICAL LOT DETAIL
(NOT TO SCALE)



ALLEY LOADED
SINGLE FAMILY
TYPICAL LOT DETAIL
(NOT TO SCALE)





0 50 100

LOT AREA TABLE		
LOT	SQ.FT.±	ACRES±
1	80347.65	1.84
33	14635.18	0.34
34	13473.17	0.31
35	14314.66	0.33
36	9572.74	0.22
37	9119.13	0.21
38	12147.82	0.28
39	15079.25	0.35
40	19095.71	0.44
41	8118.45	0.19
42	8125.00	0.19
43	8125.00	0.19
44	8831.45	0.20
45	9096.66	0.21
46	9096.66	0.21
47	9096.66	0.21
48	8663.68	0.20
49	8125.00	0.19
50	8125.00	0.19
51	8125.00	0.19

LOT AREA TABLE		
LOT	SQ.FT.±	ACRES±
165	12280.07	0.28
166	14683.98	0.34
167	10723.58	0.25
168	9686.25	0.22
169	10320.60	0.24
170	10320.60	0.24
171	10320.60	0.24
172	11249.42	0.26

LOT AREA TABLE		
LOT	SQ.FT.±	ACRES±
OS1	459122.00	10.54
OS2	262031.33	6.02
OS3	1550.31	0.04
OS4	3868.30	0.09
OS5	42347.88	0.97

LOTS AREA	370,763 SQ. FT. OR 8.51 ACRES±
OPEN SPACE	769,029 SQ. FT. OR 17.65 ACRES±
CITY OF COLUMBIA RIGHT-OF-WAY DEDICATION	159,009 SQ. FT. OR 3.65 ACRES±
MAURY COUNTY RIGHT-OF-WAY DEDICATION	6,637 SQ. FT. OR 0.15 ACRES±
TOTAL AREA	1,305,438 SQ. FT. OR 29.96 ACRES±
PHASE 1A AREA	413,586 SQ.FT. OR 9.49 ACRES±
FUTURE DEVELOPMENT	2,970,389 SQ. FT. OR 68.19 ACRES±
TOTAL SITE AREA	3,797,561 SQ. FT. OR 87.18 ACRES±

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 R2896, PAGE 1491, MAURY COUNTY REGISTER'S OFFICE AND ADOPT THIS FINAL SUBDIVISION PLAT OR THE PROPERTY AS SHWON 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 1:304,042.

RAGAN-SMITH ASSOCIATES, LLC

TED J. STEVENSON, II, RLS NUMBER 2136 3/17/2025 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 UBDIVISION 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 PLAT

MARLONS CREEK PHASE 1B

1686 LASEA ROAD
3RD CIVIL DISTRICT
MAURY COUNTY, TENNESSEE

DATE: MARCH 17, 2025
SCALE: 1"= 50'
JOB NO. 21-0282

SHEET 1 of 4

LAND SURVEYOR
TED STEVENSON, TN RLS
RAGAN-SMITH ASSOCIATES, LLC.
315 WOODLAND STREET
NASHVILLE, TENNESSEE 37206
OFFICE: 615.244.8591
EMAIL: tstevenson@ragansmith.com

OWNER/DEVELOPER
MARLONS CREEK PROP CO, LLC
2925 BERRY HILL DRIVE
NASHVILLE, TN 37204
CONTACT: OWEN HOSAY
(615) 934-2864

RaganSmith
a Pape-Dawson company

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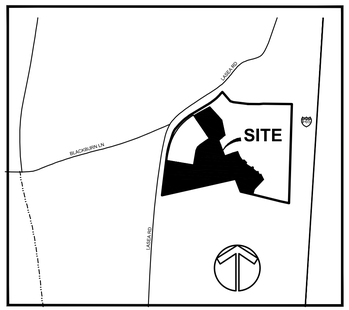
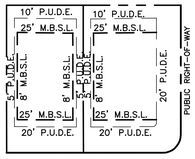
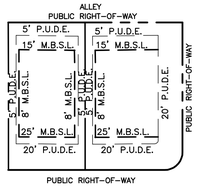


VICINITY MAP
(N.T.S.)



SINGLE FAMILY
TYPICAL LOT DETAIL
(NOT TO SCALE)



ALLEY LOADED
SINGLE FAMILY
TYPICAL LOT DETAIL
(NOT TO SCALE)

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N68°35'24"E	39.08'
L2	N76°39'54"W	62.04'
L3	S10°29'37"W	42.73'
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L5	S38°15'17"E	5.14'

CURVE TABLE						
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C1	1481.74'	107.91'	4°10'22"	53.98'	107.89'	N59°24'33"E
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C24	660.00'	80.39'	6°58'42"	40.24'	80.34'	N88°32'23"W
C25	1636,76'	61,81'	2°09'49"	30,91'	61,81'	S07°58'33"W

LEGEND

- ● IR(N) — IRON ROD (NEW) (5/8" X 18" W/CAP STAMPED "RAGAN SMITH & ASSOCIATES")
- FIRE HYDRANT
- ⊠ WATER VALVE
- □ CATCH BASIN/CURB INLET
- —W— WATER LINE
- —S— SANITARY SEWER LINE
- —P— OVERHEAD ELECTRIC POWER LINE
- R.O.M.C.T. — REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE

MATCHLINE SHEET 3
MATCHLINE SHEET 2

MARLONS CREEK
PHASE 1A

FLATWATERS STREET
(MINOR LOCAL)

SHALLOW CREEK DRIVE
(MINOR LOCAL)

LASEA ROAD
(COLLECTOR)

N79°59'23"W 514.40'

N10°00'36"E 276.01'

S45°35'23"W

S23°48'26"W

STREAM BUFFER

TOP OF BANK

OPEN SPACE 1
459085 SQ.FT.±
10.54 AC.±

200' TVA POWER
LINE EASEMENT
DEED BOOK 489,
PAGE 293, R.O.M.C.T.

TVA TOWER

N07°10'21"E 472.49'

S72°43'36"E 408.24'

S76°55'37"W 1166.99'

S78°41'38"W 250.58'

N07°27'01"E 130.85'

RIGHT-OF-WAY
DEDICATION AREA
TO MAURY COUNTY
6,637 SQ. FT.

1

MATCHLINE SHEET 4
MATCHLINE SHEET 2

SEE NOTE 1.

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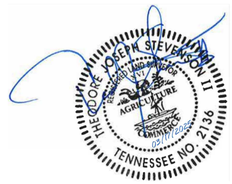

FINAL PLAT

MARLONS CREEK PHASE 1B

1686 LASEA ROAD
3RD CIVIL DISTRICT
MAURY COUNTY, TENNESSEE

DATE: MARCH 17, 2025
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JOB NO. 21-0282

SHEET 2 of 4

LAND SURVEYOR
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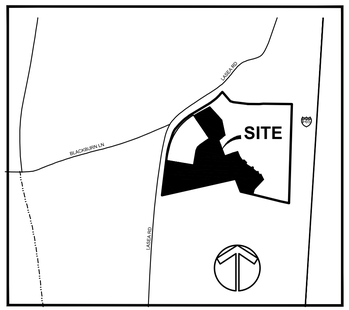

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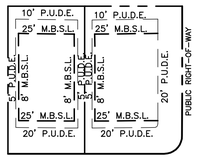
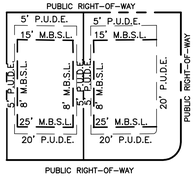


SINGLE FAMILY
TYPICAL LOT DETAIL
(NOT TO SCALE)



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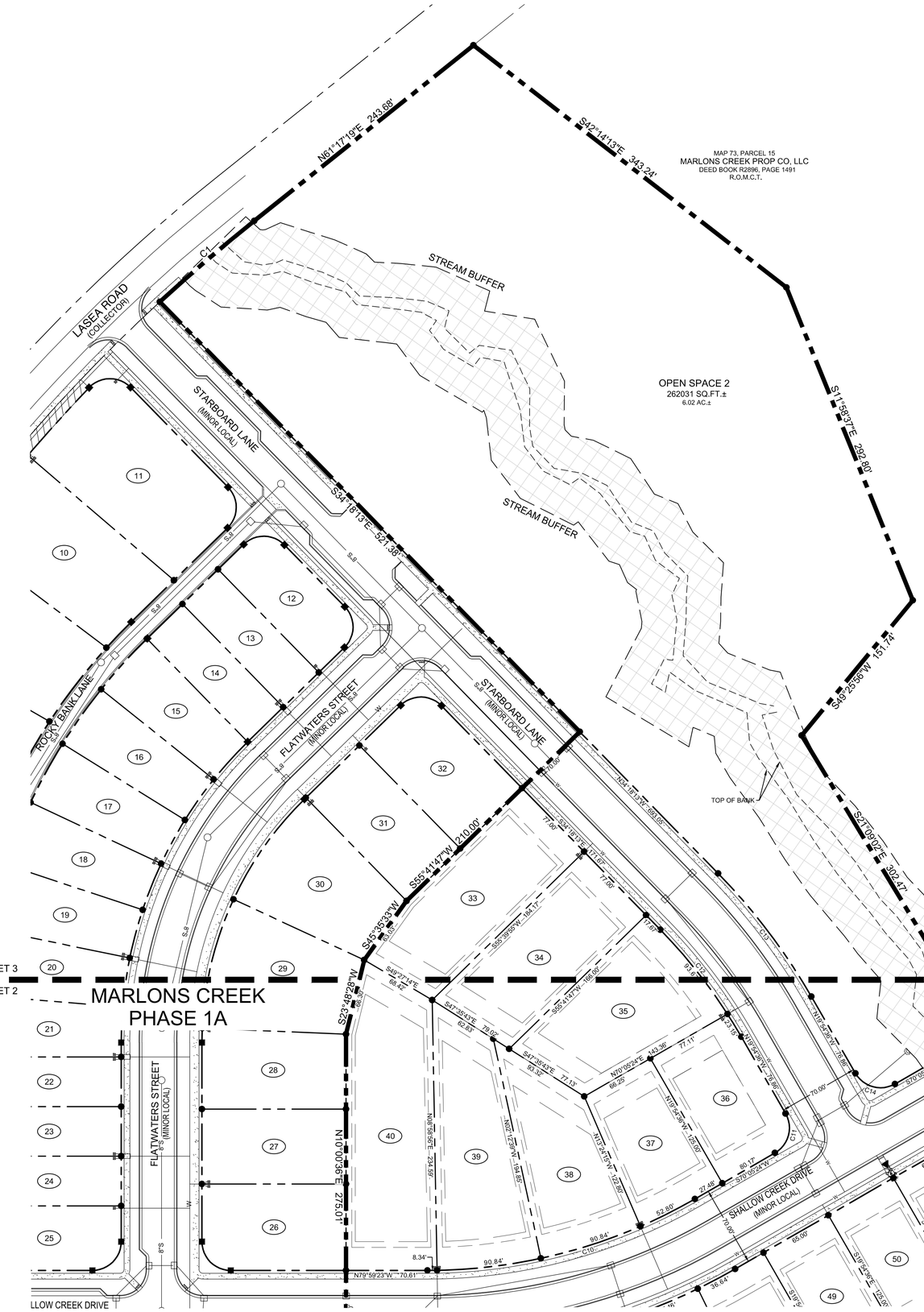
SINGLE FAMILY
TYPICAL LOT DETAIL
(NOT TO SCALE)



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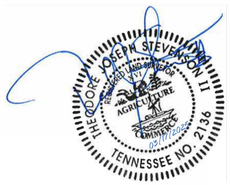

LEGEND

● IR(N)	IRON ROD (NEW) (5/8" X 18" W/CAP STAMPED "RAGAN SMITH & ASSOCIATES")
	FIRE HYDRANT
	WATER VALVE
	CATCH BASIN/CURB INLET
—W—	WATER LINE
—S—	SANITARY SEWER LINE
—P—	OVERHEAD ELECTRIC POWER LINE
R.O.M.C.T.	REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE

FINAL PLAT

MARLONS CREEK PHASE 1B

1686 LASEA ROAD
3RD CIVIL DISTRICT
MAURY COUNTY, TENNESSEE

DATE: MARCH 17, 2025
SCALE: 1"= 50'
JOB NO. 21-0282

SHEET 3 of 4

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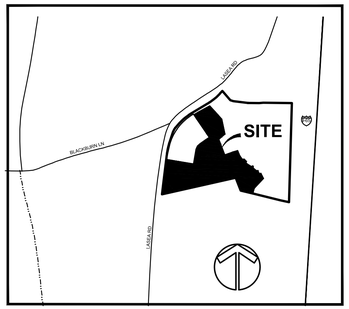
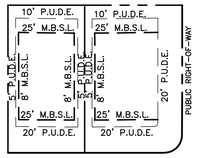
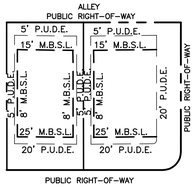
G:\21-0282\1-SURVEY\PLAT\FINAL\PHASE 1B\PHASE 1B FINAL PLAT.DWG



VICINITY MAP
(N.T.S.)



SINGLE FAMILY
TYPICAL LOT DETAIL
(NOT TO SCALE)



ALLEY LOADED
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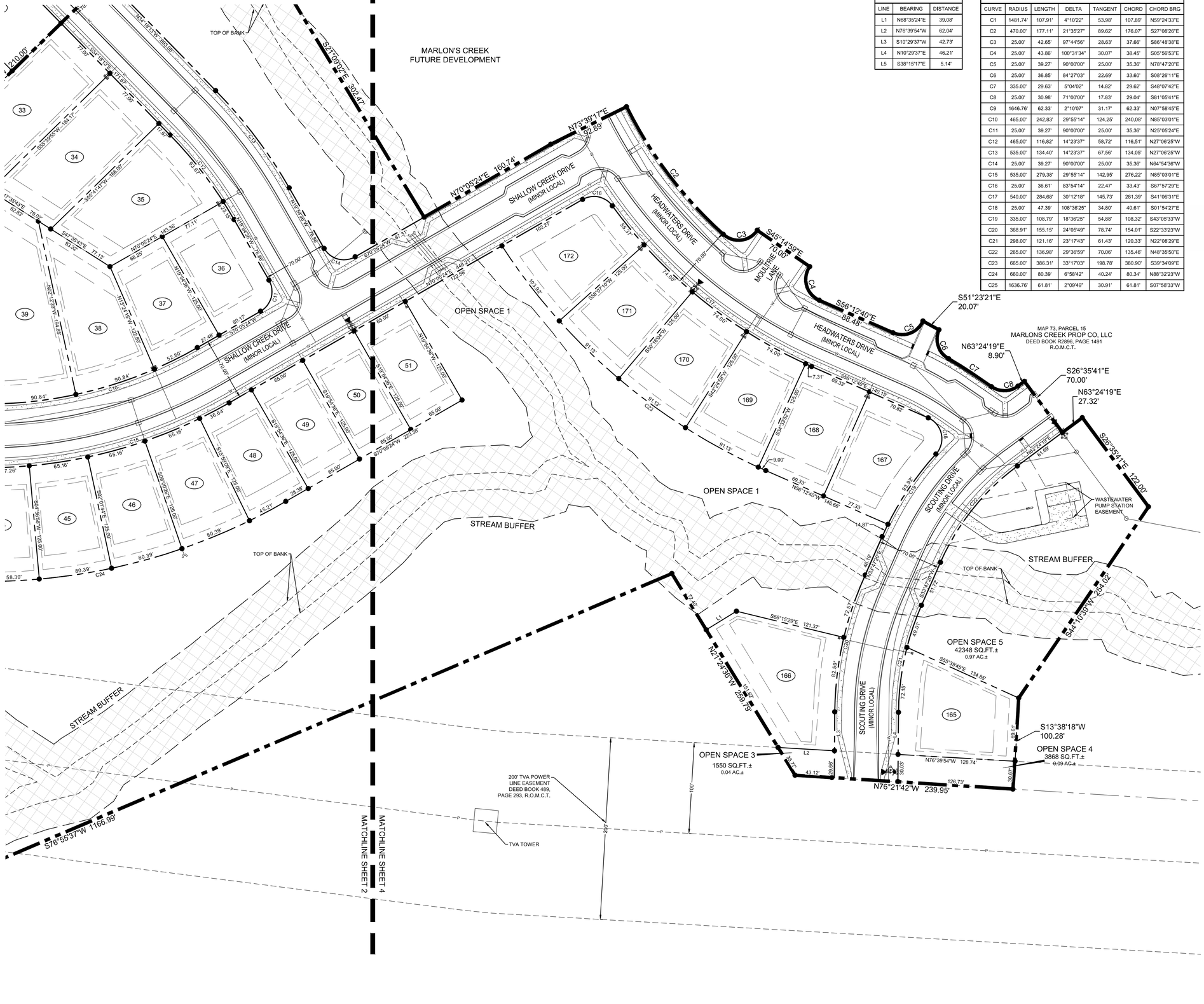

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SEE NOTE 1.

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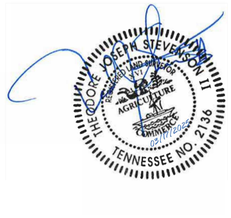

LEGEND

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- FIRE HYDRANT
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FINAL PLAT

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NASHVILLE, TENNESSEE 37206
OFFICE: 615.244.8591
EMAIL: tstevenson@ragansmith.com

OWNER/DEVELOPER
MARLONS CREEK PROP CO, LLC
2925 BERRY HILL DRIVE
NASHVILLE, TN 37204
CONTACT: OWEN HOSAY
(615) 934-2864

RaganSmith
a Pape-Dawson company

G:\21-0282\1-SURVEY\PLAT\FINAL\PHASE 1B\PHASE 1B FINAL PLAT.DWG

Appendix B: Subdivision Development Agreement

This DEVELOPMENT AGREEMENT is made and entered into on this

17th day of February, 2025,
between THE CITY OF COLUMBIA, TENNESSEE, (hereinafter the "CITY"), and

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

WITNESSETH:

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

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

17th day of February, 2025,
pursuant to Tennessee Code Annotated Title 13, Chapter 4, and the Subdivision Regulations of Columbia, Tennessee (hereinafter the "SUBDIVISION REGULATIONS"); and,

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

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

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

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

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

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

B1 General Conditions

B1.1 Construction Costs

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

B1.2 City Ordinances, Rules and Regulations

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

B1.3 Fees

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

B1.4 Inspection

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

B1.5 Right of Entry

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

B1.6 Easements

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

B1.7 Stormwater Maintenance Agreement

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

B1.8 Attorney Fees and Other Expenses

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

B1.9 Agreement Not Assignable

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

B1.10 Revocation and Interpretation

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

B1.11 No Oral Agreement

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

B1.12 Separability

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

B 1.13 Transferability

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

B1.14 Indemnity

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

B1.15 Binding Effect

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

B1.16 Entire Agreement

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

B1.17 Headings

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

B2 Performance Surety

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

B3 Construction

B3.1 Construction Plans

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

B3.2 Commencement of Construction

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

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

B3.3 Site Grading

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

B3.4 Storm Water Management Systems

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

B3.5 Street Construction

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

B3.6 Time Period for Construction

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

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

B3.7 Off-Site Improvements

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

B3.9 Inspection and Compliance

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

B3.10 Testing

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

B3.11 Scrap Removal

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

B3.12 Traffic Control

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

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

B3.13 Temporary Facilities

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

B4 Acceptance of Improvements

B4.1 Completion of Improvements

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

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

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

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

B4.3 Acceptance of Facilities

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

B4.4 Failure to Install

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

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

Marlons Creek Subdivision
PROJECT

Completed by the Developer	*Completed by the City*
Marlons Creek Prop Co. LLC DEVELOPER NAME	
Owen Hosey AUTHORIZED AGENT NAME	CITY ENGINEER
 SIGNATURE	SIGNATURE
2-17-2025 DATE	DATE
2925 Berry Hill Drive STREET	
Nashville, TN 37204 CITY, STATE, ZIP	
615-934-8264 PHONE	
owen@freehillventures.net EMAIL	
Attest	*Attest*
Mandy A. Allen ATTEST NAME	ATTEST NAME
 ATTEST SIGNATURE	ATTEST SIGNATURE
02/17/2025 DATE	DATE

BK/PG: R3051/1245-1261
25003177

17 PGS:AL-AGREEMENT
JANE BATCH: 347084 03/10/2025 - 10:10 AM

VALUE	0.00
MORTGAGE TAX	0.00
TRANSFER TAX	0.00
RECORDING FEE	85.00
ARCHIVE FEE	0.00
DP FEE	2.00
REGISTER'S FEE	0.00
TOTAL AMOUNT	87.00

STATE OF TENNESSEE, MAURY COUNTY
JOHN FLEMING
REGISTER OF DEEDS

Plu Owen Hosay

DOCUMENT PREPARED BY:
Name: Hunter Fred
Company Ragan Smith
Address: 315 Woodland St.
Nashville TN, 37206

After recording return copy to City of Columbia, Development Services

INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES

Map & Parcel Number: Map 73, Parcel 15.00
Project Name: Marlons Creek Phase 1B

Recorded by deed in the Register of Deeds Office of Maury County in Deed Book R2896, Page(s) 1491-1496.

THIS AGREEMENT, made this 10 day of March, 2025, by and between Marlons Creek Prop Co. LLC hereinafter referred to as the "OWNER(S)" of the following property and City of Columbia, Tennessee, hereinafter referred to as the "CITY",

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

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

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

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

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

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

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

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

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

9. The OWNER(S) and the OWNER(S) heirs, administrators, executors, assigns, and any other successor in interest shall indemnify and hold harmless the CITY and its officers, agents and employees for any and all damages, accidents, casualties, occurrences, claims or attorney's fees which might arise or be asserted, in whole or in part, against the CITY from the construction, presence, existence, or maintenance of the stormwater control facilities subject to this AGREEMENT. In the event a claim is asserted against the CITY, its officers, agents or employees, the CITY shall notify OWNER(S) and the OWNER(S) shall defend at OWNER(S) expense any suit based on such claim. If any judgment or claims against the CITY, its officers, agents or employees, shall be allowed, the OWNER(S) shall pay all costs and expenses in connection therewith. The CITY will not indemnify, defend or hold harmless in any fashion the OWNER(S) from any claims arising from any failure, regardless of any language in any attachment or other document that the OWNER(S) may provide.

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

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

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

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

ATTEST BY OWNER(S):

Print Name Lynn Earley

Title Member

Signature

Owner Marlons Creek Propco LLC

Address 2925 Berry Hill Dr.

City, State ZIP Nashville TN, 37204

STATE OF TN
COUNTY OF DAVIDSON

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

Witness my hand this the 5th day of March, 2025.

Susan E. Gorman
Notary Public

My Commission Expires: 3/9/2027

SUSAN E. GORMAN STATE OF TENNESSEE NOTARY PUBLIC DAVIDSON COUNTY MY COMMISSION EXPIRES 3-9-2027

CITY OF COLUMBIA, TENNESSEE
ENGINEERING DEPARTMENT

APPROVED BY: R. Neil Scruggs
R. NEIL SCRUGGS

STATE OF TENNESSEE
COUNTY OF MAURY

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

Witness my hand this the 10 day of March, 2025.

Kim Dale
Notary Public
My Commission Expires: 5/20/2026

KIM DALE STATE OF TENNESSEE NOTARY PUBLIC MAURY COUNTY

Freehill
VENTURES

February 17, 2025

Register's Office

Maury County

RE: Marlon's Creek Phase 1B

To Whom It May Concern,

Please allow this letter to serve as Marlon's Creek Prop Co, LLC's authorization for Ragan-Smith Associates, on our behalf, to; final plans, site plan(s), and any other necessary documentation concerning our Marlons Creek project submittal.

Please feel free to contact us if you have any questions, comments, or need additional information at this time.

Sincerely,

Nathan J. Quinn

Owner's Representative

CITY OF COLUMBIA TENNESSEE

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

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

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

ADDRESS/LOCATION	1686 Lasea Road, Columbia, TN		
	TAX MAP: 73	GROUP:	PARCEL: 15
SUMMARY OF NATURE OF REQUEST AND WORK	Marlons Creek Phase 1B Final Plat		

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

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

Rev. 2/7/2024

Marlons Creek Phase 1B Final Plat	**Plats/PUDs:** ☒ Project Name (include Sections & Phases)
28	☒ Total Number of Lots/Residential Units
N/A	☐ Square Footage of Non-Residential Floor Space
1,305,438 sq ft	☒ 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

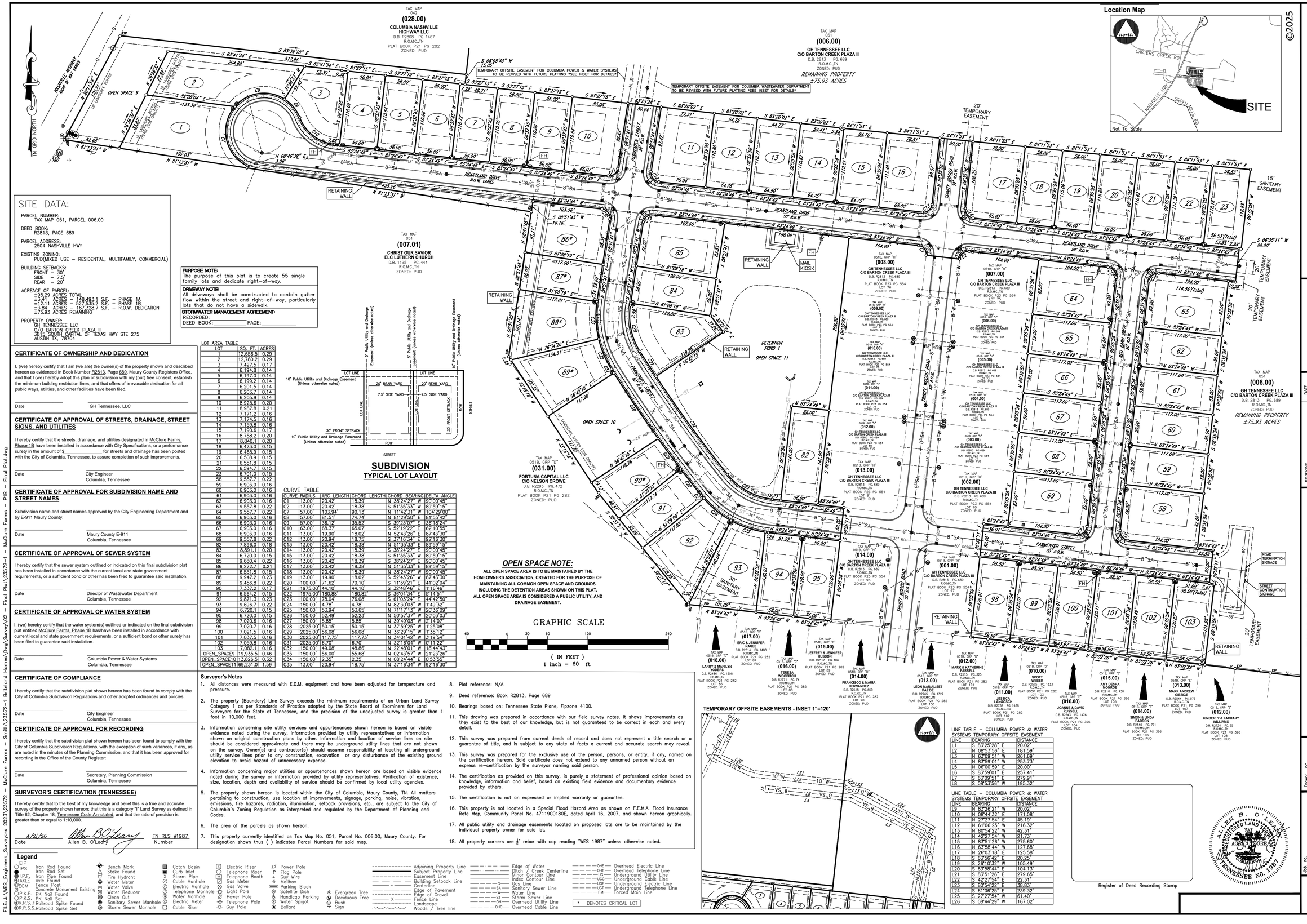
All communications go to the Applicant's email that is provided.

NAME	Owen Hosay	PHONE	615-934-8264
ADDRESS	2925 Berry Hill Dr.Nashville, TN	EMAIL	owen@freehillventures.net

PROPERTY OWNER NAME	Marlons Creek Prop Co, LLC	PHONE	615-934-8264
ADDRESS	2925 Berry Hill Dr.	EMAIL	owen@freehillventures.net

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.

Owen Hosay		4/21/2025
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Owen Hosay		4/21/2025
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE



SITE DATA:

PARCEL NUMBER:
TAX MAP 051, PARCEL 006.00

DEED BOOK:
R2813, PAGE 689

PARCEL ADDRESS:
2504 NASHVILLE HWY

EXISTING ZONING:
PUD(MIXED USE – RESIDENTIAL, MULTIFAMILY, COMMERCIAL)

BUILDING SETBACKS:
FRONT – 30'
SIDE – 7.5'
REAR – 20'

ACREAGE OF PARCEL:
±95.29 ACRES TOTAL
±1.41 ACRES – 548,493.1 S.F. – PHASE 1A
±12.11 ACRES – 527,535.2 S.F. – PHASE 1B
±1.84 ACRES – 167,328.7 S.F. – R.O.W. DEDICATION
±75.93 ACRES REMAINING

PROPERTY OWNER:
GH TENNESSEE LLC
C/O BARTON CREEK PLAZA III
3815 SOUTH CAPITAL OF TEXAS HWY STE 275
AUSTIN TX, 78704

PURPOSE NOTE:
The purpose of this plat is to create 55 single family lots and dedicate right-of-way.

DRIVEWAY NOTE:
All driveways shall be constructed to contain gutter flow within the street and right-of-way, particularly lots that do not have a sidewalk.

STORMWATER MANAGEMENT AGREEMENT:
RECORDED: _____
DEED BOOK: _____ PAGE: _____

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 R2813, Page 689, Maury County Registers Office, and that I (we) hereby adopt this plan of subdivision with my (our) free consent, establish the minimum building restriction lines, and that offers of irrevocable dedication for all public ways, utilities, and other facilities have been filed.

Date GH Tennessee, LLC

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, STREET SIGNS, AND UTILITIES

I hereby certify that the streets, drainage, and utilities designated in McClure Farms, Phase 1B have been installed in accordance with City Specifications, or a performance surety in the amount of $_____ for streets and drainage has been posted with the City of Columbia, Tennessee, to assure completion of such improvements.

Date City Engineer
Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR SUBDIVISION NAME AND STREET NAMES

Subdivision name and street names approved by the City Engineering Department and by E-911 Maury County.

Date Maury County E-911
Columbia, Tennessee

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

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

Date Director of Wastewater Department
Columbia, Tennessee

CERTIFICATE OF APPROVAL OF WATER SYSTEM

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

Date Columbia Power & Water Systems
Columbia, Tennessee

CERTIFICATE OF COMPLIANCE

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

Date City Engineer
Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR RECORDING

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

Date Secretary, Planning Commission
Columbia, Tennessee

SURVEYOR'S CERTIFICATION (TENNESSEE)

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

4/21/25 Allen B. O'Leary TN RLS #1987
Date Allen B. O'Leary Number

LOT AREA TABLE

LOT	SQ. FT.	ACRES
1	12,656.5	0.29
2	12,780.2	0.29
3	7,427.5	0.17
4	6,194.8	0.14
5	6,197.0	0.14
6	6,199.2	0.14
7	6,201.5	0.14
8	6,203.7	0.14
9	6,205.9	0.14
10	8,925.6	0.20
11	8,987.8	0.21
12	7,171.2	0.16
13	7,174.5	0.16
14	7,159.8	0.16
15	7,190.6	0.17
16	8,758.2	0.20
17	8,840.1	0.20
18	6,423.0	0.15
19	6,465.9	0.15
20	6,508.9	0.15
21	6,551.8	0.15
22	6,594.7	0.15
23	6,701.0	0.15
24	9,557.7	0.22
59	6,903.0	0.16
60	6,903.0	0.16
61	6,903.0	0.16
62	6,903.0	0.16
63	9,557.8	0.22
64	9,557.7	0.22
65	6,903.0	0.16
66	6,903.0	0.16
67	6,903.0	0.16
68	6,903.0	0.16
69	9,557.8	0.22
82	7,896.0	0.18
83	8,891.1	0.20
84	6,720.0	0.15
85	9,680.4	0.22
86	9,272.7	0.21
87	6,551.8	0.15
88	9,947.2	0.23
89	9,456.8	0.22
90	7,537.2	0.17
91	6,564.2	0.15
92	9,871.3	0.23
93	9,696.7	0.22
94	6,720.1	0.15
95	6,720.0	0.15
98	7,020.6	0.16
99	7,020.7	0.16
100	7,021.5	0.16
101	7,037.5	0.16
102	7,059.8	0.16
103	7,082.1	0.16
OPEN_SPACE9	19,935.5	0.46
OPEN_SPACE10	13,826.5	0.32
OPEN_SPACE11	69,231.0	1.59

CURVE TABLE

CURVE	RADIUS	ARC	LENGTH	CHORD	CHORD BEARING	DELTA ANGLE
C1	13.00'	20.42'	18.39'	N 38°24'27" W		90°00'45"
C2	13.00'	20.42'	18.38'	S 51°35'33" W		89°59'15"
C7	57.00'	103.94'	90.13'	N 11°42'33" W		104°29'00"
C8	57.00'	81.51'	74.74'	N 81°29'50" E		81°55'42"
C9	57.00'	36.12'	35.52'	S 39°23'07" E		36°18'24"
C10	63.00'	68.30'	65.07'	S 52°19'22" E		62°10'55"
C11	13.00'	19.90'	18.02'	N 52°43'26" E		87°43'30"
C12	13.00'	20.94'	18.75'	S 37°16'34" E		92°16'30"
C13	13.00'	20.42'	18.38'	N 51°35'33" E		89°59'15"
C14	13.00'	20.42'	18.39'	S 38°24'27" E		90°00'45"
C15	13.00'	20.42'	18.38'	S 51°35'33" W		89°59'15"
C16	13.00'	20.42'	18.39'	S 38°24'27" E		90°00'45"
C17	13.00'	20.42'	18.38'	N 51°35'33" E		89°59'15"
C18	13.00'	20.42'	18.39'	N 38°24'27" W		90°00'45"
C19	13.00'	19.90'	18.02'	S 52°43'26" W		87°43'30"
C20	100.00'	71.60'	70.10'	S 11°39'31" E		41°02'04"
C21	1975.00'	44.10'	44.10'	S 32°48'46" E		1°16'46"
C22	1975.00'	180.88'	180.82'	S 36°04'34" E		5°14'51"
C23	100.00'	78.04'	76.08'	S 61°03'24" E		44°42'50"
C24	150.00'	4.78'	4.78'	N 82°30'03" W		1°49'32"
C25	150.00'	53.94'	53.65'	N 71°17'13" W		20°36'09"
C26	150.00'	52.49'	52.23'	N 50°57'37" W		20°03'03"
C27	150.00'	5.85'	5.85'	N 39°49'03" W		2°14'07"
C28	2025.00'	50.15'	50.15'	N 37°59'25" W		1°25'08"
C29	2025.00'	56.08'	56.08'	N 36°29'15" W		1°35'12"
C30	2025.00'	117.75'	117.73'	N 34°01'43" W		3°19'54"
C31	2025.00'	6.70'	6.70'	N 32°16'04" W		0°11'22"
C32	150.00'	49.08'	48.86'	N 22°48'01" W		18°44'43"
C33	150.00'	56.00'	55.68'	N 07°43'56" W		21°23'26"
C34	150.00'	2.35'	2.35'	N 08°24'44" E		0°53'55"
C35	13.00'	20.94'	18.75'	N 37°16'34" W		92°16'30"

SUBDIVISION
TYPICAL LOT LAYOUT

OPEN SPACE NOTE:

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

GRAPHIC SCALE
60 0 30 60 120 240
(IN FEET)
1 inch = 60 ft.

Surveyor's Notes

1. All distances were measured with E.D.M. equipment and have been adjusted for temperature and pressure.
2. The property (Boundary) Line Survey exceeds the minimum requirements of an Urban Land Survey Category 1 as per Standards of Practice adopted by the State Board of Examiners for Land Surveyors for the State of Tennessee, and the precision of the unadjusted survey is greater than 1 foot in 10,000 feet.
3. Information concerning site utility services and appurtenances shown hereon is based on visible evidence noted during the survey, information provided by utility representatives or information shown on original construction plans by other. Information and location of service lines on site should be considered approximate and there may be underground utility lines that are not shown on the survey. Owner(s) and contractor(s) should assume responsibility of locating all underground utility service lines prior to any construction, excavation or any disturbance of the existing ground elevation to avoid hazard of unnecessary expense.
4. Information concerning major utilities or appurtenances shown hereon are based on visible evidence noted during the survey or information provided by utility representatives. Verification of existence, size, location, depth and availability of service should be confirmed by local utility agencies.
5. The property shown hereon is located within the City of Columbia, Maury County, TN. All matters pertaining to construction, use location of improvements, signage, parking, noise, vibration, emissions, fire hazards, radiation, illumination, setback provisions, etc., are subject to the City of Columbia's Zoning Regulation as interpreted and regulated by the Department of Planning and Codes.
6. The area of the parcels as shown hereon.
7. This property currently identified as Tax Map No. 051, Parcel No. 006.00, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: N/A
9. Deed reference: Book R2813, Page 689
10. Bearings based on: Tennessee State Plane, Fipzone 4100.
11. This drawing was prepared in accordance with our field survey notes. It shows improvements as they exist to the best of our knowledge, but is not guaranteed to be correct in each and every detail.
12. This survey was prepared from current deeds of record and does not represent a title search or a guarantee of title, and is subject to any state of facts a current and accurate search may reveal.
13. This survey was prepared for the exclusive use of the person, persons, or entity, if any, named on the certification hereon. Said certificate does not extend to any unnamed person without an express re-certification by the surveyor naming said person.
14. The certification as provided on this survey, is purely a statement of professional opinion based on knowledge, information and belief, based on existing field evidence and documentary evidence provided by others.
15. The certification is not an expressed or implied warranty or guarantee.
16. This property is not located in a Special Flood Hazard Area as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0180E, dated April 16, 2007, and shown hereon graphically.
17. All public utility and drainage easements located on proposed lots are to be maintained by the individual property owner for said lot.
18. All property corners are ½" rebar with cap reading "WES 1987" unless otherwise noted.

TEMPORARY OFFSITE EASEMENTS - INSET 1"=120'

LINE TABLE – COLUMBIA POWER & WATER SYSTEMS TEMPORARY OFFSITE EASEMENT

LINE	BEARING	DISTANCE
L1	S 83°25'28" E	20.02'
L2	N 08°53'56" E	181.59'
L3	N 63°09'51" W	261.69'
L4	N 83°59'01" W	253.73'
L5	N 06°00'59" E	20.00'
L6	S 83°59'01" E	257.41'
L7	S 63°09'51" E	279.91'
L8	S 08°53'56" W	195.32'

LINE TABLE – COLUMBIA POWER & WATER SYSTEMS TEMPORARY OFFSITE EASEMENT

LINE	BEARING	DISTANCE
L9	N 83°26'21" W	20.02'
L10	N 08°44'32" E	171.08'
L11	N 27°27'54" E	45.19'
L12	N 61°06'25" W	216.32'
L13	N 80°54'22" W	42.31'
L14	N 42°27'54" W	21.73'
L15	N 83°51'26" W	275.60'
L16	N 63°58'44" W	127.68'
L17	N 26°03'18" E	125.58'
L18	S 63°56'42" E	20.25'
L19	S 26°10'32" W	105.49'
L20	S 63°58'44" E	104.13'
L21	S 83°51'26" E	279.65'
L22	S 42°27'54" E	22.31'
L23	S 80°54'22" E	38.83'
L24	S 61°06'25" E	239.32'
L25	S 27°27'54" W	61.40'
L26	S 08°44'29" W	167.02'

Register of Deed Recording Stamp

Legend

EIP
IPS Iron Rod Found
Iron Rod Set
I.P.F. Iron Pipe Found
AXLE Axle Found
ECM Fence Post
Concrete Monument Existing
P.K.F. PK Nail Found
P.K.S. PK Nail Set
R.R.S.-F Railroad Spike Found
R.R.S.S. Railroad Spike Set
Bench Mark
Stake Found
Fire Hydrant
Water Meter
Water Valve
Water Reducer
Clean Out
Sanitary Sewer Manhole
Storm Sewer Manhole
Catch Basin
Curb Inlet
Storm Pipe
Cable Manhole
Electric Manhole
Telephone Manhole
Water Manhole
Electric Meter
Cable Riser
Electric Riser
Telephone Riser
Telephone Booth
Gas Meter
Power Pole
Telephone Pole
Guy Pole
Power Pole
Flag Pole
Guy Wire
Mailbox
Parking Block
Satellite Dish
Handicap Parking
Water Spigot
Bollard
Evergreen Tree
Deciduous Tree
Bush
Sign
Adjoining Property Line
Subject Property Line
Easement Line
Building Setback Line
Centerline
Edge of Pavement
Edge of Gravel
Fence Line
Landscape
Woods / Tree line
Edge of Water
Ditch / Creek Centerline
Minor Contour Line
Index Contour Line
Gas Line
Sanitary Sewer Line
Water Line
Storm Sewer Line
Overhead Utility Line
Overhead Cable Line
OHE Overhead Electric Line
OHT Overhead Telephone Line
UG Underground Utility Line
UGE Underground Electric Line
UGT Underground Telephone Line
FM Forced Main Line
* DENOTES CRITICAL LOT

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

Client
Brightland Homes of Tennessee, LLC
Barton Creek Plaza III
3815 South Capital of Texas HWY STE 275
Austin, TX. 78704

REVISIONS	DATE

Drawn: CG
Checked: EB
Approved: AO
Date: 4-21-2025

Job. no. 23572-1
Scale:
Vertical: 1"=60'
Horizontal:

FINAL PLAT
MCCLURE FARMS, PHASE 1B
NASHVILLE, HWY., COLUMBIA, TN

ENGINEERS & SURVEYORS

ALLEN B. O'LEARY
REGISTERED LAND SURVEYOR
STATE OF TENNESSEE
AGRICULTURE
No. 1987
SEE NO. 1987

1 of 1

FILE: J:\WES_Engineers_Surveyors 2023\23572 – McClure Farms – Smith\23572–1 Britland Homes\Dwg\Survey\02 – Final Plat\23572–1 – McClure Farms – P1B – Final Plat.dwg

Appendix B: Subdivision Development Agreement

This DEVELOPMENT AGREEMENT is made and entered into on this

16th day of April, 2025,
between THE CITY OF COLUMBIA, TENNESSEE, (hereinafter the "CITY"), and

Brightland Homes 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

16th day of April, 2025,
pursuant to Tennessee Code Annotated Title 13, Chapter 4, and the Subdivision Regulations of Columbia, Tennessee (hereinafter the "SUBDIVISION REGULATIONS"); and,

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

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

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

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

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

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

B1 General Conditions

B1.1 Construction Costs

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

B1.2 City Ordinances, Rules and Regulations

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

B1.3 Fees

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

B1.4 Inspection

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

B1.5 Right of Entry

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

B1.6 Easements

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

B1.7 Stormwater Maintenance Agreement

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

B1.8 Attorney Fees and Other Expenses

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

B1.9 Agreement Not Assignable

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

B1.10 Revocation and Interpretation

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

B1.11 No Oral Agreement

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

B1.12 Separability

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

B 1.13 Transferability

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

B1.14 Indemnity

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

B1.15 Binding Effect

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

B1.16 Entire Agreement

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

B1.17 Headings

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

B2 Performance Surety

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

B3 Construction

B3.1 Construction Plans

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

B3.2 Commencement of Construction

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

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

B3.3 Site Grading

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

B3.4 Storm Water Management Systems

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

B3.5 Street Construction

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

B3.6 Time Period for Construction

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

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

B3.7 Off-Site Improvements

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

B3.9 Inspection and Compliance

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

B3.10 Testing

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

B3.11 Scrap Removal

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

B3.12 Traffic Control

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

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

B3.13 Temporary Facilities

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

B4 Acceptance of Improvements

B4.1 Completion of Improvements

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

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

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

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

B4.3 Acceptance of Facilities

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

B4.4 Failure to Install

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

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

McClure Farms 1B
PROJECT

Completed by the Developer	*Completed by the City*
Brightland Homes LLC DEVELOPER NAME	
Andy Davidson AUTHORIZED AGENT NAME	CITY ENGINEER
 SIGNATURE	SIGNATURE
4/16/25 DATE	DATE
4068 Aural Plains Circle Suite 200 STREET	
Franklin, TN 37064 CITY, STATE, ZIP	
615-981-0900 PHONE	
Gdavidson@brightlandhomes.com EMAIL	
Attest	*Attest*
 ATTEST NAME	ATTEST NAME
 ATTEST SIGNATURE	ATTEST SIGNATURE
4/16/25 DATE	DATE

April 21, 2025

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

RE: **Project Name: McClure Farms Phase 1B, Final Plat**
City of Columbia Staff Review Submittal

On behalf of GH Tennessee, LLC, the owner of these 55 proposed single family lots, **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



Allen B. O'Leary, RLS
Principal

CITY OF COLUMBIA TENNESSEE

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

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

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

ADDRESS/LOCATION	Nashville Hwy, Columbia, TN		
	TAX MAP: 051	GROUP:	PARCEL: 006.00
SUMMARY OF NATURE OF REQUEST AND WORK	To create 55 single family residential lots and dedicate right-of-way for McClure Farms, Phase 1B.		

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

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

	Plats/PUDs: ☑ Project Name (include Sections & Phases) McClure Farms, Phase 1B ☑ Total Number of Lots/Residential Units 55 ☐ Square Footage of Non-Residential Floor Space ☑ Total acreage ±15.95

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	GH Tennessee, LLC	PHONE	615-981-0900
ADDRESS	3815 South Capital of Texas HWY Suite 275, Austin, TX 78704	EMAIL	adavidson@brightlandhomes.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.

Allen B O'Leary
APPLICANT NAME

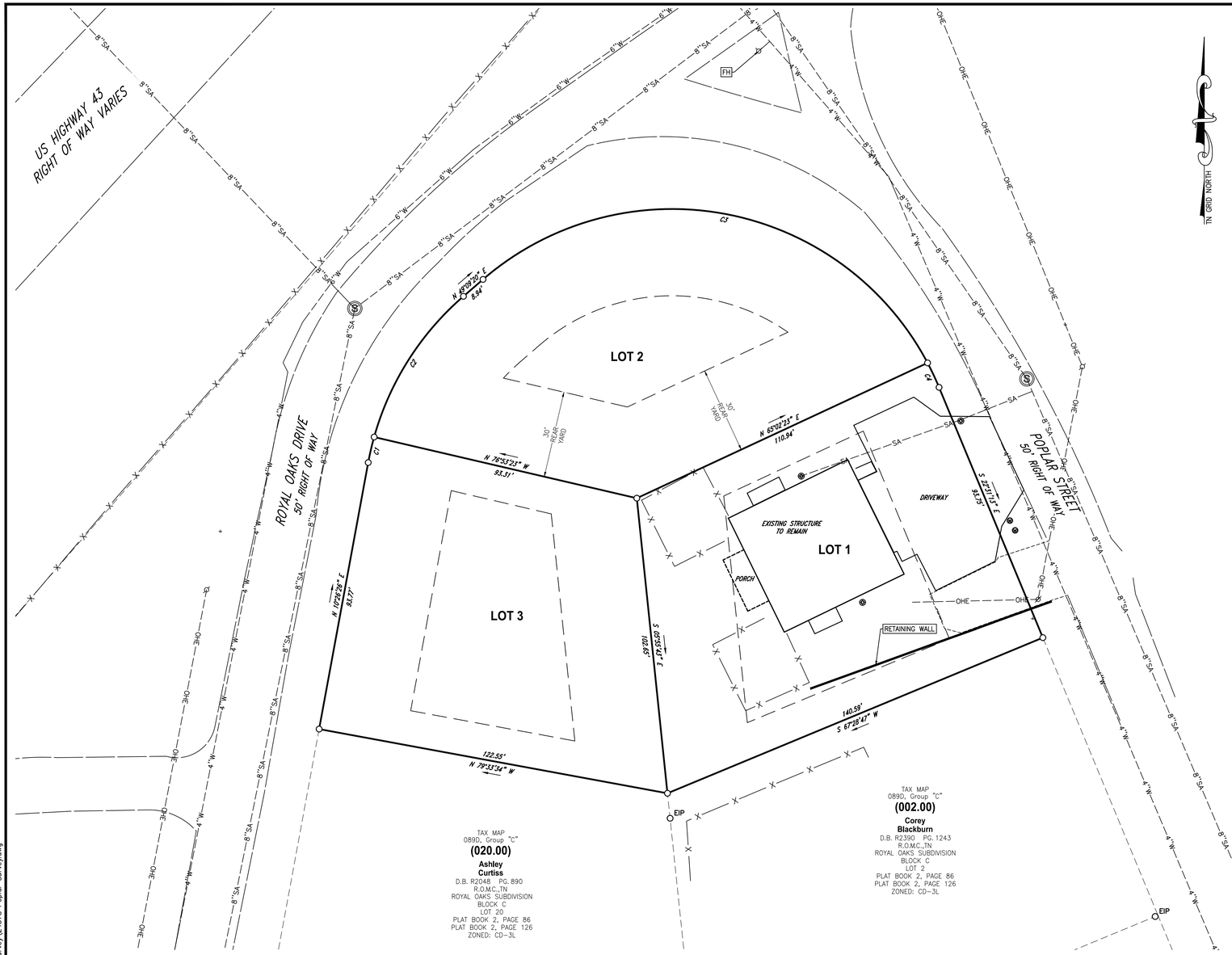
APPLICANT SIGNATURE

4/17/25
DATE

Andy Davidson
PROPERTY OWNER NAME

PROPERTY OWNER SIGNATURE

4/16/25
DATE



Legend

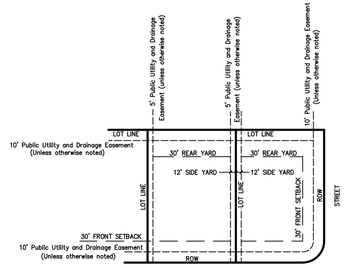
EIP Iron Rod Found	Bench Mark	Catch Basin	Electric Riser	Power Pole	Adjoining Property Line	Edge of Water	Overhead Electric Line
IPS Iron Rod Set	Stake Found	Curb Inlet	Telephone Riser	Flag Pole	Subject Property Line	Ditch / Creek Centerline	Overhead Telephone Line
IPF Iron Pipe Found	Fire Hydrant	Storm Pipe	Telephone Booth	Guy Wire	Easement Line	Minor Contour Line	Underground Utility Line
AXLE Axle Found	Water Meter	Cable Manhole	Gas Meter	Mailbox	Building Setback Line	Index Contour Line	Underground Cable Line
FCM Fence Post Concrete Monument Existing	Water Valve	Electric Manhole	Gas Valve	Parking Block	Centerline	Gas Line	Underground Electric Line
PKF PK Nail Found	Water Reducer	Telephone Manhole	Light Pole	Satellite Dish	Edge of Pavement	Sanitary Sewer Line	Underground Telephone Line
PKS PK Nail Set	Clean Out	Water Manhole	Power Pole	Handicap Parking	Edge of Gravel	Water Line	Forced Main Line
RRSF Railroad Spike Found	Sanitary Sewer Manhole	Electric Meter	Telephone Pole	Water Spigot	Fence Line	Storm Sewer Line	
RRSS Railroad Spike Set	Storm Sewer Manhole	Cable Riser	Guy Pole	Bollard	Landscape	Overhead Utility Line	
					Woods / Tree line	Overhead Cable Line	

Evergreen Tree · Deciduous Tree · Bush · Sign

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.



SUBDIVISION
TYPICAL LOT LAYOUT

PURPOSE NOTE:
The purpose of this plat is to subdivide the existing lot into three lots.

GENERAL NOTE:
The recording of this plat vacates, voids, and supercedes the previous plats of record Plat Book P2, Page 86, Group "C", Lot 1.

WALL NOTE:
The property owner of Tax Map 089D, Group "C", Parcel 001.00 is responsible for inspections and maintenance of the retaining wall and assumes all liability for any issues associated with wall failure or lack of maintenance.

Surveyor's Notes

1. All distances were measured with E.D.M. equipment and have been adjusted for temperature and pressure.
2. The property (Boundary) Line Survey exceeds the minimum requirements of an Urban Land Survey Category 1 as per Standards of Practice adopted by the State Board of Examiners for Land Surveyors for the State of Tennessee, and the precision of the unadjusted survey is greater than 1 foot in 10,000 feet.
3. Information concerning site utility services and appurtenances shown hereon is based on visible evidence noted during the survey, information provided by utility representatives or information shown on original construction plans by other. Information and location of service lines on site should be considered approximate and there may be underground utility lines that are not shown on the survey. Owner(s) and contractor(s) should assume responsibility of locating all underground utility service lines prior to any construction, excavation or any disturbance of the existing ground elevation to avoid hazard of unnecessary expense.
4. Information concerning major utilities or appurtenances shown hereon are based on visible evidence noted during the survey or information provided by utility representatives. Verification of existence, size, location, depth and availability of service should be confirmed by local utility agencies.
5. The property shown hereon is located within the City of Columbia, Maury County, TN. All matters pertaining to construction, use location of improvements, signage, parking, noise, vibration, emissions, fire hazards, radiation, illumination, setback provisions, etc., are subject to the City of Columbia's Zoning Regulation as interpreted and regulated by the Department of Planning and Codes.
6. The area of the parcels as shown hereon.
7. This property currently identified as Tax Map No. 089D, Group "C" Parcel No. 001.00, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: P2, PG.86 & P2, PG.126, BLOCK C, LOT 1, Royal Oaks Subdivision
9. Deed reference: Book R2841, Page 1219
10. Bearings based on: Tennessee State Plane, NAD 83.
11. This drawing was prepared in accordance with our field survey notes. It shows improvements as they exist to the best of our knowledge, but is not guaranteed to be correct in each and every detail.
12. This survey was prepared from current deeds of record and does not represent a title search or a guarantee of title, and is subject to any state of facts a current and accurate search may reveal.
13. This survey was prepared for the exclusive use of the person, persons, or entity, if any, named on the certification hereon. Said certificate does not extend to any unnamed person without an express re-certification by the surveyor naming said person.
14. The certification as provided on this survey, is purely a statement of professional opinion based on knowledge, information and belief, based on existing field evidence and documentary evidence provided by others.
15. The certification is not an expressed or implied warranty or guarantee.
16. This property is not 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, and shown hereon graphically.
17. All public utility and drainage easements located on proposed lots are to be maintained by the individual property owner for said lot.
18. All property corners are ½" rebar with cap reading "WES 1987" unless otherwise noted.

CURVE TABLE

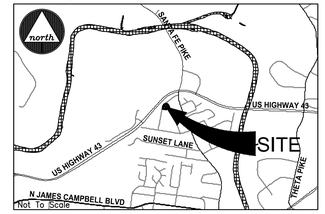
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	100.00'	9.08'	9.07'	N 13°02'26" E	5°12'00"
C2	100.00'	58.49'	57.66'	N 32°23'53" E	33°30'54"
C3	100.00'	179.71'	156.48'	S 79°21'44" E	102°57'52"
C4	100.00'	9.35'	9.35'	S 25°12'00" E	5°21'36"

LOT AREA TABLE

LOT	SQ. FT.	ACRES
1	12,850.7	0.29
2	12,280.4	0.28
3	10,847.7	0.25

Register of Deed Recording Stamp

Location Map



PARCEL NUMBER:
TAX MAP 089D, GROUP "C", PARCEL 001.00

DEED BOOK:
R2841, PAGE 1219

PLAT BOOK:
P2, PG.86 & P2, PG.126, BLOCK C, LOT 1, ROYAL OAKS SUBDIVISION

PARCEL ADDRESS:
721 POPLAR STREET
COLUMBIA, TN 38401

EXISTING ZONING:
CD-3L

BUILDING SETBACKS:
FRONT – 30'
SIDE – 12'
REAR – 30' OR 15' MIN FROM ℄ OF REAR ALLEY

ACREAGE OF PARCEL:
±0.82 ACRES

PROPERTY OWNER:
JMC PROPERTIES INC
435 DUE LANE
COLUMBIA, TN 38401

CERTIFICATE OF OWNERSHIP AND DEDICATION

I, (we) hereby certify that I am (we are) the owner(s) of the property shown and described hereon as evidenced in Book Number R2841, Page 1219, Maury County Registers Office, and that I (we) hereby adopt this plan of subdivision with my (our) free consent, establish the minimum building restriction lines, and that offers of irrevocable dedication for all public ways, utilities, and other facilities have been filed.

Date — JMC Properties INC

CERTIFICATE OF APPROVAL FOR SUBDIVISION NAME AND STREET NAMES

Subdivision name and street names approved by the City Engineering Department and by E-911 Maury County.

Date — Maury County E-911
Columbia, Tennessee

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

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

Date — Director of Wastewater Department
Columbia, Tennessee

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I, (we) hereby certify that the water system(s) outlined or indicated on the final subdivision plat entitled Poplar Street - Royal Oaks Drive has/have been installed in accordance with current local and state government requirements, or a sufficient bond or other surety has been filed to guarantee said installation.

Date — Columbia Power & Water Systems
Columbia, Tennessee

CERTIFICATE OF COMPLIANCE

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

Date — City Engineer
Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR RECORDING

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

Date — Secretary, Planning Commission
Columbia, Tennessee

SURVEYOR'S CERTIFICATION (TENNESSEE)

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

3/17/25 (Date) — Allen B. O'Leary — TN RLS #1987 (Number)

ALLEN B. O'LEARY
REGISTERED LAND SURVEYOR
AGRICULTURE
TENNESSEE NO. 1987

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

©2025

Client
JMC PROPERTIES INC.
435 DUE LANE
COLUMBIA, TN 38401

REVISIONS | DATE

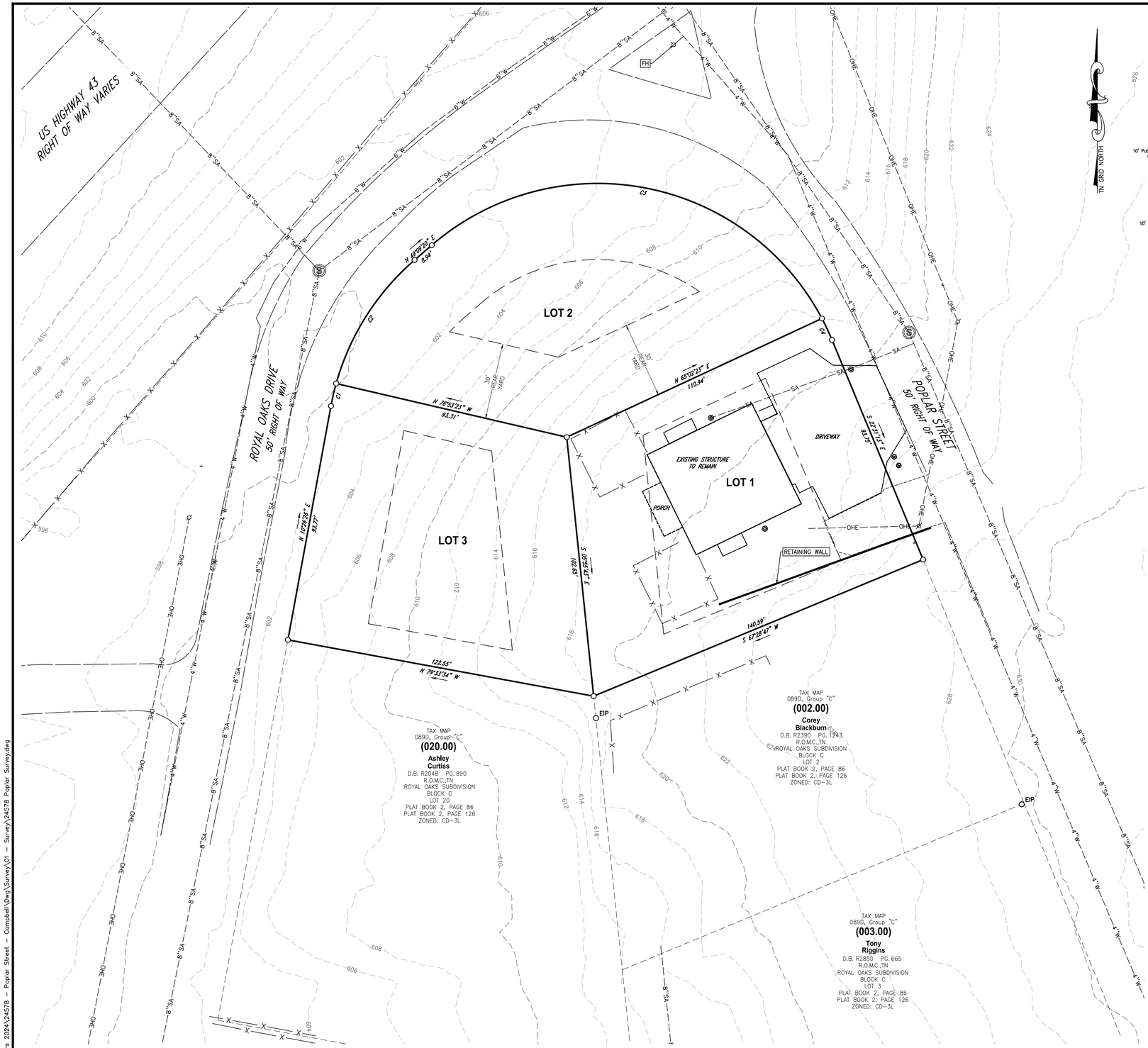
FINAL PLAT
3 LOTS - POPLAR STREET - ROYAL OAKS DRIVE
COLUMBIA, TN 38401

Drawn: CG
Checked: AO
Approved: AO
Date: 3-17-2025

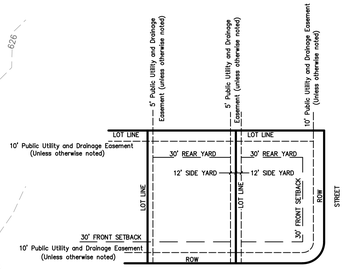
Job. no. 24578
Scale: Vertical: 1"=20' Horizontal:

1 of 1

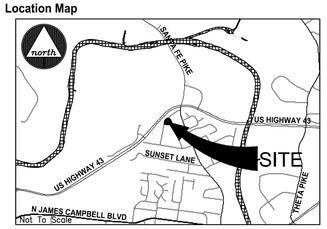
FILE: J:\WES_Engineers_Surveyors 2024\24578 - Poplar Street - Campbell\Dwg\Survey\01 - Survey\24578 Poplar Survey.dwg



SUBDIVISION
TYPICAL LOT LAYOUT



Location Map



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(IN FEET)
1 inch = 20 ft.

ALLEN B. O'LEARY
REGISTERED LAND SURVEYOR
AGRICULTURE
TENNESSEE NO. 1987

Legend

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- IPS Iron Rod Set
- I.P.F. Iron Pipe Found
- AXLE Axle Found
- FCM Fence Post
- Concrete Monument Existing
- P.K.F. PK Nail Found
- P.K.S. PK Nail Set
- R.R.S.-F Railroad Spike Found
- R.R.S.-S Railroad Spike Set
- Bench Mark
- Stake Found
- Fire Hydrant
- Water Meter
- Water Valve
- Water Reducer
- Clean Out
- Sanitary Sewer Manhole
- Storm Sewer Manhole
- Catch Basin
- Curb Inlet
- Storm Pipe
- Cable Manhole
- Electric Manhole
- Telephone Manhole
- Water Manhole
- Electric Meter
- Cable Riser
- Electric Riser
- Telephone Riser
- Telephone Booth
- Gas Meter
- Gas Valve
- Light Pole
- Power Pole
- Telephone Pole
- Guy Pole
- Power Pole
- Flag Pole
- Guy Wire
- Mailbox
- Parking Block
- Satellite Dish
- Handicap Parking
- Water Spigot
- Bollard
- Evergreen Tree
- Deciduous Tree
- Bush
- Sign
- Adjoining Property Line
- Subject Property Line
- Easement Line
- Building Setback Line
- Centerline
- Edge of Pavement
- Edge of Gravel
- Fence Line
- Landscape
- Woods / Tree line
- Edge of Water
- Ditch / Creek Centerline
- Minor Contour Line
- Index Contour Line
- Gas Line
- Sanitary Sewer Line
- Water Line
- Storm Sewer Line
- Overhead Utility Line
- Overhead Cable Line
- Overhead Electric Line
- Overhead Telephone Line
- Underground Utility Line
- Underground Cable Line
- Underground Electric Line
- Underground Telephone Line
- Forced Main Line

WES ENGINEERS & SURVEYORS
CIVIL ENGINEERS & LAND SURVEYORS
2486 NASHVILLE HIGHWAY
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ENGINEERS & SURVEYORS

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Client
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435 DUE LANE
COLUMBIA, TN 38401

REVISIONS	DATE

PRELIMINARY PLAT
3 LOTS - POPLAR STREET - ROYAL OAKS DRIVE
COLUMBIA, TN 38401

Drawn: CG
Checked: AO
Approved: AO
Date: 3-17-2025

Job. no. 24578
Scale:
Vertical: 1"=20'
Horizontal:

1 of 1

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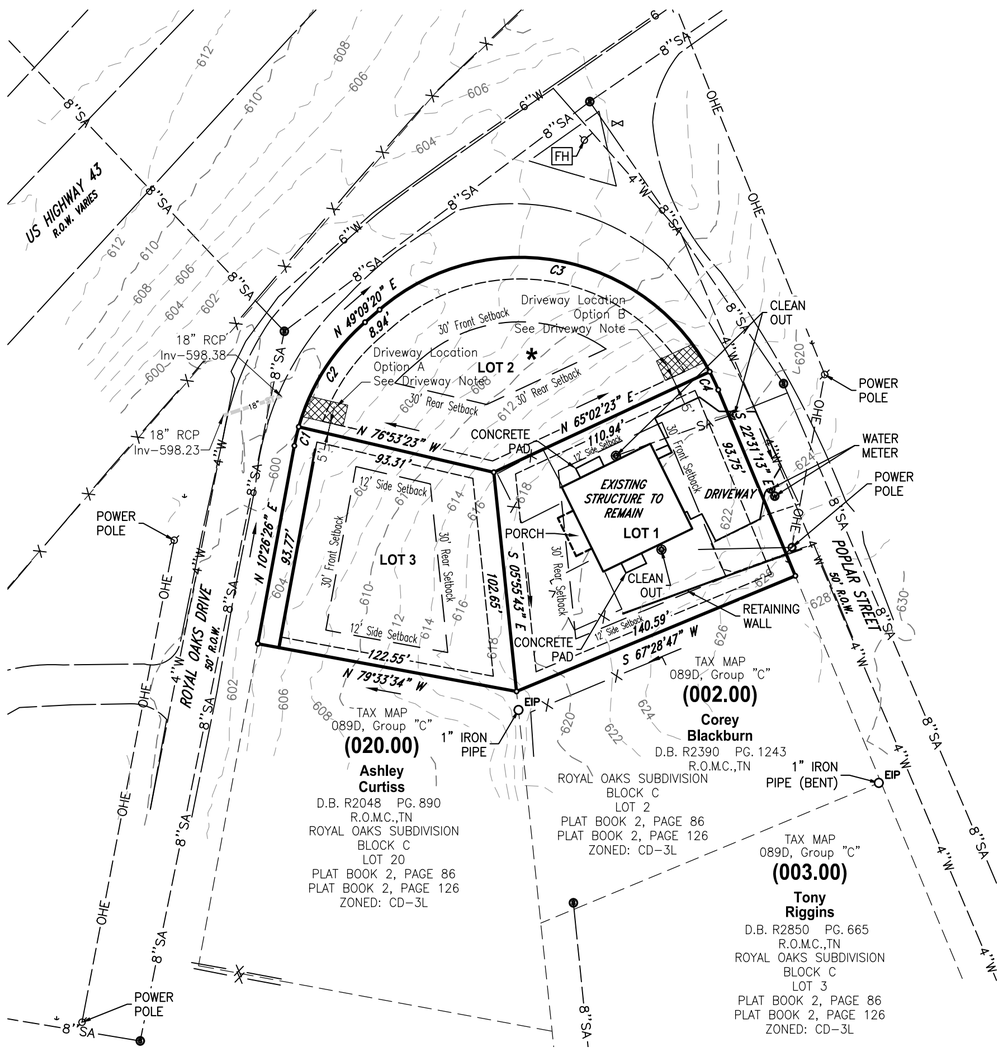


PARCEL NUMBER:
TAX MAP 089D, GROUP "C", PARCEL 001.00

DEED BOOK:
R2841, PAGE 1219

PLAT BOOK:
P2, PG.86 & P2, PG.126, BLOCK C, LOT 1, ROYAL OAKS SUBDIVISION

PARCEL ADDRESS:
721 POPLAR STREET
COLUMBIA, TN 38401

EXISTING ZONING:
CD-3L
Must comply with district standards

BUILDING SETBACKS:
FRONT - 30'
CORNER - 30'
SIDE - 12'
REAR - 30' OR 15' MIN FROM ℄ OF REAR ALLEY

MINIMUM LOT WIDTH
100'

ACREAGE OF PARCEL:
±0.82 ACRES

PROPERTY OWNER:
JMC PROPERTIES INC
435 DUE LANE
COLUMBIA, TN 38401

PURPOSE NOTE:
The purpose of this plat is to subdivide the existing lot into three lots.

WALL NOTE:
The property owner of Tax Map 089D, Group "C", Parcel 001.00 is responsible for inspections and maintenance of the retaining wall and assumes all liability for any issues associated with wall failure or lack of maintenance.

DRIVEWAY NOTE:
The driveway locations as shown on Lot 2 are the only approved driveway locations and only one will be permitted, either A or B.

*

Denotes a critical lot and a Critical Lot Plan will be required to submit to the City of Columbia to obtain a building permit.

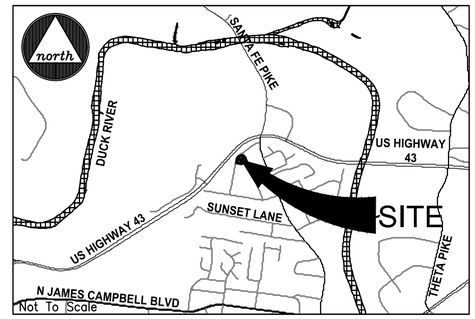
CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	100.00'	9.08'	9.07'	N 13°02'26" E	5°12'00"
C2	100.00'	58.49'	57.66'	N 32°23'53" E	33°30'54"
C3	100.00'	179.71'	156.48'	S 79°21'44" E	102°57'52"
C4	100.00'	9.35'	9.35'	S 25°12'00" E	5°21'36"

LOT AREA TABLE

LOT	SQ. FT.	ACRES
1	12,650.7	0.29
2	12,280.4	0.28
3	10,847.7	0.25

Location Map



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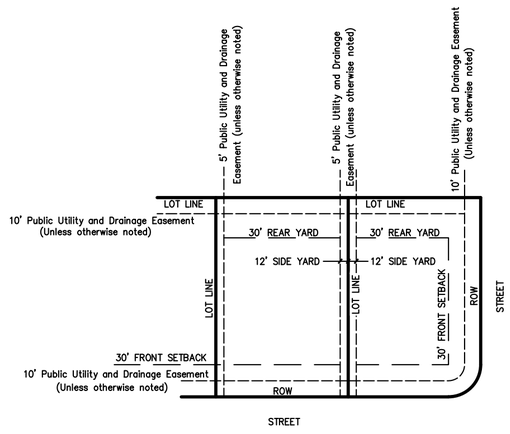
Surveyor's Notes

1. All distances were measured with E.D.M. equipment and have been adjusted for temperature and pressure.
2. The property (Boundary) Line Survey exceeds the minimum requirements of an Urban Land Survey Category 1 as per Standards of Practice adopted by the State Board of Examiners for Land Surveyors for the State of Tennessee, and the precision of the unadjusted survey is greater than 1 foot in 10,000 feet.
3. Information concerning site utility services and appurtenances shown hereon is based on visible evidence noted during the survey, information provided by utility representatives or information shown on original construction plans by other. Information and location of service lines on site should be considered approximate and there may be underground utility lines that are not shown on the survey. Owner(s) and contractor(s) should assume responsibility of locating all underground utility service lines prior to any construction, excavation or any disturbance of the existing ground elevation to avoid hazard of unnecessary expense.
4. Information concerning major utilities or appurtenances shown hereon are based on visible evidence noted during the survey or information provided by utility representatives. Verification of existence, size, location, depth and availability of service should be confirmed by local utility agencies.
5. The property shown hereon is located within the City of Columbia, Maury County, TN. All matters pertaining to construction, use location of improvements, signage, parking, noise, vibration, emissions, fire hazards, radiation, illumination, setback provisions, etc., are subject to the City of Columbia's Zoning Regulation as interpreted and regulated by the Department of Planning and Codes.
6. The area of the parcels as shown hereon.
7. This property currently identified as Tax Map No. 089D, Group "C" Parcel No. 001.00, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: P2, PG.86 & P2, PG.126, BLOCK C, LOT 1, Royal Oaks Subdivision
9. Deed reference: Book R2841, Page 1219
10. Bearings based on: Tennessee State Plane, NAD 83.
11. This drawing was prepared in accordance with our field survey notes. It shows improvements as they exist to the best of our knowledge, but is not guaranteed to be correct in each and every detail.
12. This survey was prepared from current deeds of record and does not represent a title search or a guarantee of title, and is subject to any state of facts a current and accurate search may reveal.
13. This survey was prepared for the exclusive use of the person, persons, or entity, if any, named on the certification hereon. Said certificate does not extend to any unnamed person without an express re-certification by the surveyor naming said person.
14. The certification as provided on this survey, is purely a statement of professional opinion based on knowledge, information and belief, based on existing field evidence and documentary evidence provided by others.
15. The certification is not an expressed or implied warranty or guarantee.
16. This property is not 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, and shown hereon graphically.
17. All public utility and drainage easements located on proposed lots are to be maintained by the individual property owner for said lot.
18. All property corners are ½" rebar with cap reading "WES 1987" unless otherwise noted.



SUBDIVISION
TYPICAL LOT LAYOUT

Legend

- EIP
- IPS Iron Rod Found
- Iron Rod Set
- I.P.F. Iron Pipe Found
- AXLE Axle Found
- ECM Fence Post
- Concrete Monument Existing
- P.K.F. PK· Nail Found
- P.K.S. PK· Nail Set
- R.R.S..F Railroad Spike Found
- R.R.S.S. Railroad Spike Set
- Bench Mark
- Stake Found
- Fire Hydrant
- W Water Meter
- Water Valve
- Water Reducer
- Clean Out
- S Sanitary Sewer Manhole
- SM Storm Sewer Manhole
- Catch Basin
- Curb Inlet
- X Storm Pipe
- C Cable Manhole
- E Electric Manhole
- T Telephone Manhole
- W Water Manhole
- E Electric Meter
- Cable Riser
- E Electric Riser
- Telephone Riser
- Telephone Booth
- Gas Meter
- Gas Valve
- Light Pole
- Power Pole
- Telephone Pole
- Guy Pole
- Power Pole
- Flag Pole
- Guy Wire
- Mailbox
- Parking Block
- Satellite Dish
- Handicap Parking
- Water Spigot
- Bollard
- Evergreen Tree
- Deciduous Tree
- Bush
- Sign
- Adjoining Property Line
- Subject Property Line
- Easement Line
- Building Setback Line
- Centerline
- Edge of Pavement
- Edge of Gravel
- X Fence Line
- Landscape
- Woods / Tree line
- Edge of Water
- Ditch / Creek Centerline
- Minor Contour Line
- Index Contour Line
- G Gas Line
- SA Sanitary Sewer Line
- W Water Line
- ST Storm Sewer Line
- OH Overhead Utility Line
- OHC Overhead Cable Line
- OHE Overhead Electric Line
- OHT Overhead Telephone Line
- UG Underground Utility Line
- UGC Underground Cable Line
- UGE Underground Electric Line
- UGT Underground Telephone Line
- FM Forced Main Line

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.



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

Client
JMC PROPERTIES INC.
435 DUE LANE
COLUMBIA, TN 38401

PRELIMINARY PLAT
3 LOTS - POPLAR STREET - ROYAL OAKS DRIVE
COLUMBIA, TN 38401

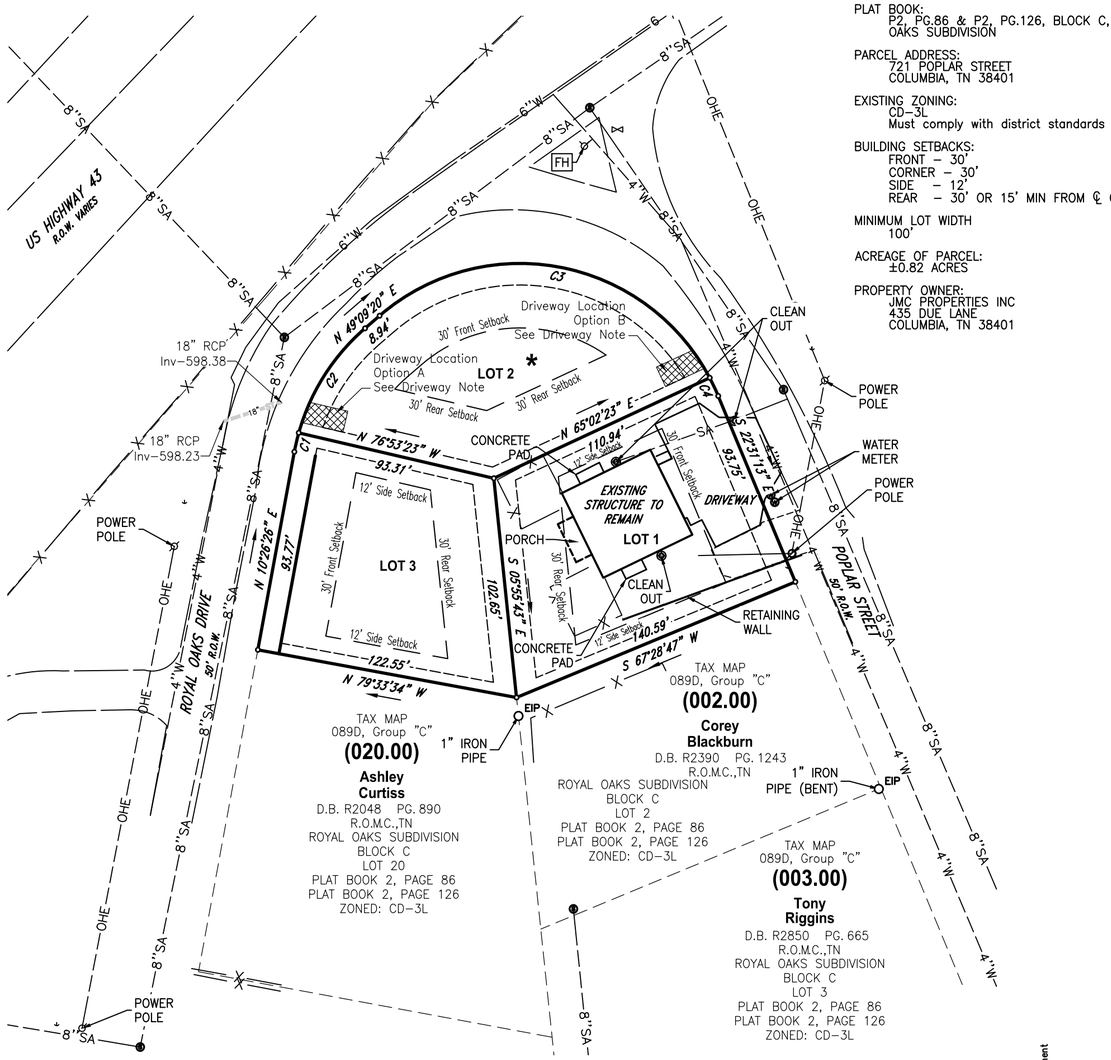
REVISIONS	DATE

Dram: CG
Checked: AO
Approved: AO
Date: 4-21-2025

Job. no. 24578
Scale: Vertical: 1"=50'
Horizontal:

1 of 1

FILE:J:\ WES_Engineers_Surveyors 2024\24578 - Poplar Street - Campbell\Dwg\Survey\01 - Survey\24578 Poplar Survey.dwg



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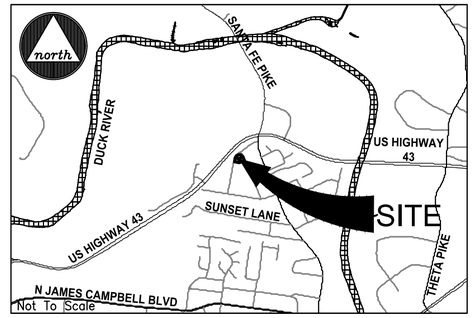
Location Map



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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 R2841, Page 1219, Maury County Registers Office, and that I (we) hereby adopt this plan of subdivision with my (our) free consent, establish the minimum building restriction lines, and that offers of irrevocable dedication for all public ways, utilities, and other facilities have been filed.

Date JMC Properties INC

CERTIFICATE OF COMPLIANCE

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

Date City Engineer
Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR RECORDING

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

Date Secretary, Planning Commission
Columbia, Tennessee

SURVEYOR'S CERTIFICATION (TENNESSEE)

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

4/21/25 Allen B. O'Leary TN RLS #1987
Date Allen B. O'Leary Number

WES Engineers & Surveyors
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Client
JMC PROPERTIES INC.
435 DUE LANE
COLUMBIA, TN 38401

FINAL PLAT

3 LOTS - POPLAR STREET - ROYAL OAKS DRIVE
COLUMBIA, TN 38401

REVISIONS	DATE

Drawn: CG
Checked: AO
Approved: AO
Date: 4-21-2025

Job no. 24578
Scale: Vertical: 1"=50'
Horizontal:

1 of 1

CURVE TABLE

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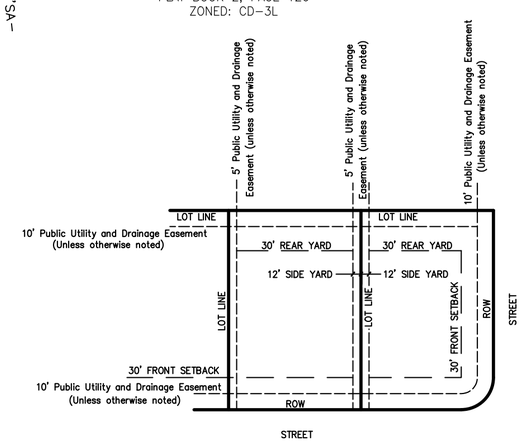

SUBDIVISION
TYPICAL LOT LAYOUT

Legend

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- Telephone Riser
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- Gas Meter
- Gas Valve
- Light Pole
- Power Pole
- Telephone Pole
- Guy Pole
- Power Pole
- Flag Pole
- Guy Wire
- Mailbox
- Parking Block
- Satellite Dish
- Handicap Parking
- Water Spigot
- Bollard
- Evergreen Tree
- Deciduous Tree
- Bush
- Sign
- Adjoining Property Line
- Subject Property Line
- Easement Line
- Building Setback Line
- Centerline
- Edge of Pavement
- Edge of Gravel
- Fence Line
- Landscape
- Woods / Tree line
- Edge of Water
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- Index Contour Line
- Gas Line
- Sanitary Sewer Line
- Water Line
- Storm Sewer Line
- Overhead Utility Line
- Overhead Cable Line
- Overhead Electric Line
- Overhead Telephone Line
- Underground Utility Line
- Underground Cable Line
- Underground Electric Line
- Underground Telephone Line
- Forced Main Line

GRAPHIC SCALE

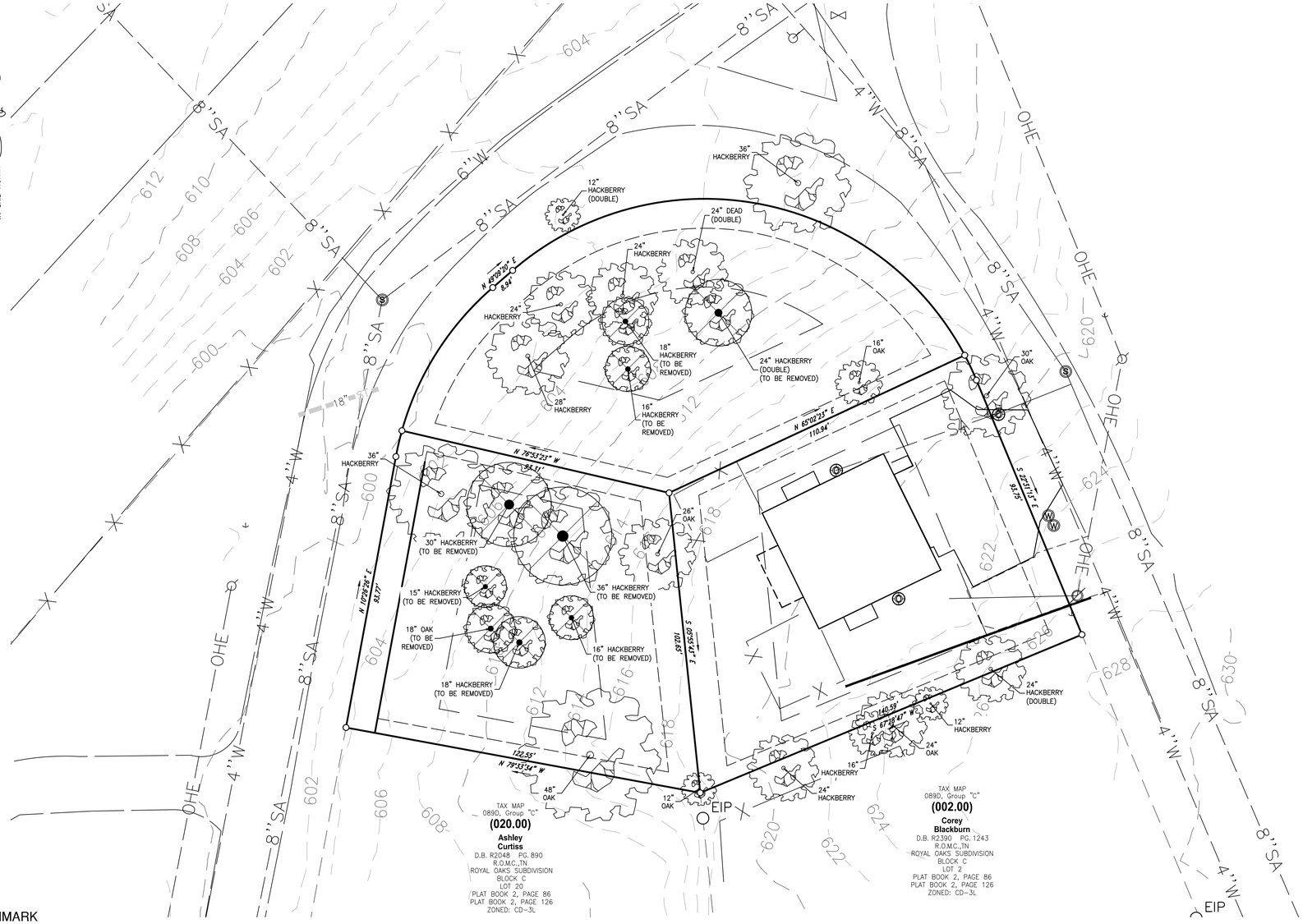
50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

Register of Deed Recording Stamp

ALLEN B. O'LEARY
REGISTERED LAND SURVEYOR
No. 1987
AGRICULTURE
COMMERCE
TENNESSEE

FILE: J:\WES_Engineers_Surveyors 2024\24578 - Poplar Street - Campbell\Dwg\Survey\01 - Survey\24578 Poplar Survey.dwg



BENCHMARK

BENCHMARK #1
IRON ROD
ELEV. = XXX.XX'
NORTHING:
EASTING:
TENNESSEE COORDINATE
SYSTEM OF 1983
NAVD 88

WARNING! UTILITY LINES!

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

Tennessee811 Know what's below Call before you dig.

LEGEND

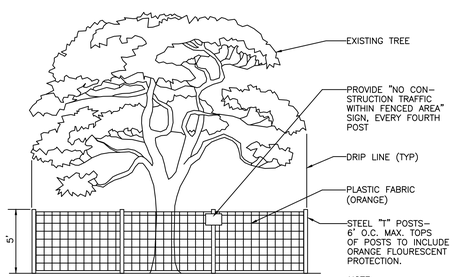
	EXISTING	PROPOSED
WATER MAIN		
SANITARY SEWER		
STORM SEWER	18"ST	18"ST
OVERHEAD	OHE	OHE
FENCE	X	X
GAS		
DRAINAGE DITCH		
TREE PROTECTION FENCE		TP
SIGN		
UTILITY POLE		
IRON PIN SET		
EXISTING IRON PIN	CIP	
CONCRETE MONUMENT		
DECIDUOUS TREE		
GATE VALVE IN BOX		
LIGHT POLE		
BENCHMARK	BM 1	

TREE LINE
STORM STRUCTURE LABEL (S-1)
ASPHALT
CONCRETE
PARKING SPACES (14)
P.U.D.E.

LANDSCAPE LEGEND:

Proposed Plantings

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



Tree Protection Fencing Detail

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

GENERAL NOTE:

NO TREES REMOVED ARE HERITAGE TREES.
NO TREE REPLACEMENT REQUIRED.

TREE CANOPY PRESERVATION:

TOTAL ACRES (TREE CANOPY): 0.29 ACRES
EXISTING TREE CANOPY PERCENTAGE: 35.4%
TOTAL RETENTION REQUIRED: 48.0%
TOTAL REQUIRED AREA TO RETAIN: 0.14 ACRES
CALCULATED AREA RETAINED: 0.21 ACRES

GRAPHIC SCALE

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

Landscape Notes:

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1. The landscape contractor shall verify the exact location of all utilities and take necessary precautions to prevent damage to these utilities.
2. The landscape contractor shall coordinate all construction with the appropriate utility company and shall be responsible for and damage to utilities.
3. Plant materials and stumps indicated for removal shall be removed and disposed off-site by the contractor. Backfill holes with topsoil free of roots and rocks.
4. All planting and mulch beds shall be hand weeded or sprayed with round-up (contractor's option) prior to the installation of mulch.
5. The landscape contractor shall be responsible for the fine grading of all planting areas.
6. The landscape contractor shall verify all material quantities. In the event of a discrepancy, the quantities shown on the plan will take precedence.
7. The landscape contractor shall be responsible for completely maintaining the work (including but not limited to: watering, mulching, spraying, fertilizing, etc.) of all planting areas and lawns until total acceptance of the work by the owner.
8. The standards set forth in "American Standard for Nursery Stock" represent general guideline specifications only and will constitute minimum quality requirements for plant material. All plants must meet minimum size noted at the materials schedule. Trees shall be No. 1 grade specimen and shrubs shall be heavy well shaped specimens as well.
9. The landscape contractor shall completely guarantee all work for a period of one year beginning at the date of acceptance. The landscape contractor shall make all replacements promptly (as per direction of owner).
10. The landscape contractor shall provide the owner with written instructions on the proper care of all specified plant materials prior to final payment.
11. Existing trees to remain shall be protected from construction damage. Selectively prune dead wood.
12. All disturbed areas shall be planted with seed and mulched or turf as indicated on the materials schedule.
13. All deciduous trees, existing and proposed shall be pruned to provide 4' minimum clear trunk unless otherwise noted.
14. All Landscape materials to be selected by owner and must be in accordance to the Required Plant Species requirements of the Zoning Ordinance. One tree for each 50 lineal feet of landscaped area required along parking area. Remaining areas to be surfaced with shrubs, ground cover, grass, or other landscape material (excluding rock). (Zoning Ordinance 10.5.5.C&D and 11.1.3.F)
15. Canopy trees shall be a minimum of ten feet in height with a four to five-foot spread and a 2-inch caliper trunk at time of planting. Accent trees shall be a minimum of eight feet in height with a three to four-foot spread and a 1½ -inch caliper trunk at time of planting.
16. Ten shrubs shall be planted for every 100 linear feet of building perimeter for nonresidential uses. All required shrubs shall be 20-inches in height in a minimum 3-gallon container. (Zoning Ordinance 11.1.3.F&I)
17. Deciduous trees shall have one dominant trunk with the tip of the leader on the main trunk left intact and the terminal bud on the central leader is at the highest point on the tree.
18. Trees with forked trunks are acceptable if all the following conditions are met:
A. The fork occurs in the upper ⅓ of the tree.
B. One fork is less than ⅔ the diameter of the dominant fork.
C. The top ⅓ of the smaller fork is removed at the time of planting.
19. No branch shall be greater than ⅔ the diameter of the trunk directly above the branch.
20. Several branches shall be larger in diameter and obviously more dominant.
21. Branching habit is to be more horizontal than vertical, and no branches are to be oriented nearly vertical to the trunk.
22. Branches are to be evenly distributed around the trunk with no more than one major branch located directly above another and the crown is to be full of foliage evenly distributed around the tree.
23. Stake all trees as shown in Planting on Slopes details.

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

ALLEN B. OLEAR REGISTERED LANDSCAPE ARCHITECT AGRICULTURE BUILDING UNIVERSITY OF TENNESSEE NO. 1081

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Client
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DATE
REVISIONS

TREE PRESERVATION PLAN

3 LOTS - POPLAR STREET - ROYAL OAKS DRIVE
COLUMBIA, TN 38401

Drawn: CG
Checked: AO
Approved: AO
Date: 4-21-2025

Job. no. 24578
Scale:
Vertical:
Horizontal:

FILE: z:\WES_Engineers_Surveyors 2024\24578 - Poplar Street - Campbell\Dwg\Survey\01 - Survey\24578 Poplar Survey.dwg

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none
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Allen O'Leary

From:	Shane Andrews <Shane.Andrews@cpws.com>
Sent:	Tuesday, March 4, 2025 3:13 PM
To:	Allen O'Leary
Cc:	Bart Anderson; Caleb Morphew; Richard Kelley; jimmy@jmcrealtor.com
Subject:	Poplar Street
Attachments:	Poplar Survey-Final Plat Preliminary.pdf; Poplar Street.pdf

Good afternoon Mr. O'Leary,

Please see the attachment on our water utility's location and sizes. Once you have those indicated correctly on the final plat, CPWS will then provide signatures and that will eliminate the request for a WAL. Please let me know if you need any additional information.

Thanks,

Shane Andrews
Director of Water Distribution

CPWS

Columbia Power and Water Systems
201 Pickens Lane
P.O. Box 379
Columbia, TN 38402
(931) 375-7644

CONFIDENTIALITY NOTICE: The contents of this email and its attachments are intended solely for the addressee(s) and may contain data that is confidential, proprietary, or non-public personal information. If you are not the named addressee(s), or if this message has been addressed to you in error, you are directed not to read, disclose, reproduce, distribute, disseminate, or otherwise use this transmission. By accepting the confidential information, you agree to indemnify us against any losses or expenses, including attorney's fees that we may incur as a result of any unauthorized use or disclosure of this data due to your acts or omissions. If a party other than the intended recipient receives this e-mail, he or she is requested to instantly notify us of the erroneous delivery and return to us all data so delivered.

CITY OF COLUMBIA
TENNESSEE

WASTEWATER DEPARTMENT

4 March 2025

James M Jimmy Campbell
JMC Properties INC
803 Hatcher Lane
Columbia, TN 38401

RE: 721 Poplar Street, Columbia, TN 38401; 3 Lots Subdivision

James,

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.

Donnie Boshers, Director
City of Columbia, TN
Wastewater Department

March 17, 2025

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

RE: Project Name: 3 Lots – Poplar Street – Royal Oaks Drive
City of Columbia Staff Review Submittal

On behalf of JMC Properties INC, the owner of the property that is proposed to be subdivided into 3 residential lots, **WES Engineers & Surveyors** would like to submit this Final Plat and Preliminary Plat to the City of Columbia for approval.

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

Sincerely,
WES Engineers & Surveyors



Allen B. O'Leary, RLS
Principal

CITY OF COLUMBIA TENNESSEE

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

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

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

ADDRESS/LOCATION	721 Poplar Street		
	TAX MAP: 089D	GROUP: C	PARCEL: 001.00
SUMMARY OF NATURE OF REQUEST AND WORK	Request Preliminary Plat approval to subdivide the current lot into 3 separate lots.		

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

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

	Plats/PUDs: ☑ Project Name (include Sections & Phases) Poplar Street - Royal Oaks Drive ☑ Total Number of Lots/Residential Units 3 ☐ Square Footage of Non-Residential Floor Space ☑ Total acreage 0.82 Acres

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

APPLICANT

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

NAME	WES Engineers & Surveyors	PHONE	(931)-388-2329
ADDRESS	2486 Nashville Highway	EMAIL	allen@wesengineers.com

PROPERTY OWNER NAME	JMC Properties INC	PHONE	
ADDRESS	435 Due Lane	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.

James M. Campbell Jr. — APPLICANT NAME

James M. Campbell Jr. — APPLICANT SIGNATURE

3-6-25 — DATE

JMC Properties INC. — PROPERTY OWNER NAME

JMC Properties INC — PROPERTY OWNER SIGNATURE

3-6-25 — DATE

Rev. 2/7/2024

CITY OF COLUMBIA TENNESSEE

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

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

Final Plat: * *1 hard copy of all materials for submittal + PDF copy on a USB flash drive (no multiple applications on one storage device)*
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APPLICANT
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NAME	WES Engineers & Surveyors	PHONE	(931)-388-2329
ADDRESS	2486 Nashville Highway	EMAIL	allen@wesengineers.com

PROPERTY OWNER NAME	JMC Properties INC	PHONE	
ADDRESS	435 Due Lane	EMAIL	

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James M. Campbell Jr.	James M. Campbell	3-6-25
APPLICANT NAME	APPLICANT SIGNATURE	DATE
JMC Properties INC.	JMC Properties	3-6-25
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

Rev. 2/7/2024

Scale: 1"=200'

0' 100' 200' 400' 600'
GRAPHIC SCALE

NORTH
GRID NORTH

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 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

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 COMMON AREAS DEDICATION

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

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

Date ______, ______ Owner ______

CERTIFICATE OF 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 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 SURVEY ACCURACY

I (we) do 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 "1" Land Survey as defined in Title 62, Chapter 18, Tennessee Code Annotated, and the ratio of precision is greater than or equal to 1:10,000.

James G. Terry — 2287 — 04/17/2025
Registered Land Surveyor — Number — Date

JAMES G. TERRY — REGISTERED LAND SURVEYOR — AGRICULTURE — COMMERCE — TENNESSEE NO. 2287 — 4-17-25

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 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 2858, Page 1296, Maury County Register's Office, and adopt this final subdivision plat of the property as shown hereon and dedicate all public ways and easements as noted with my (our) free consent.

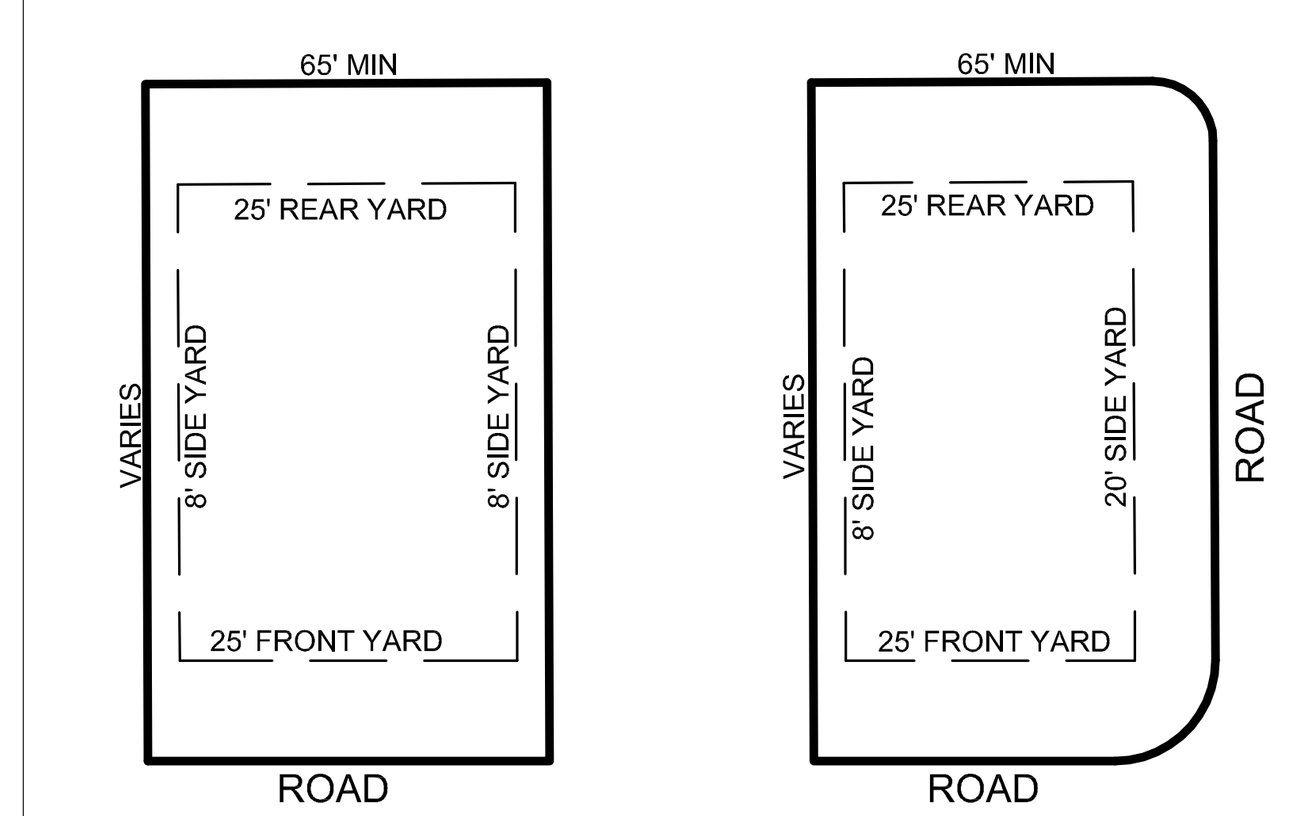
Owner(s) ______ Date ______

Title (if acting for corporation or partnership) ______

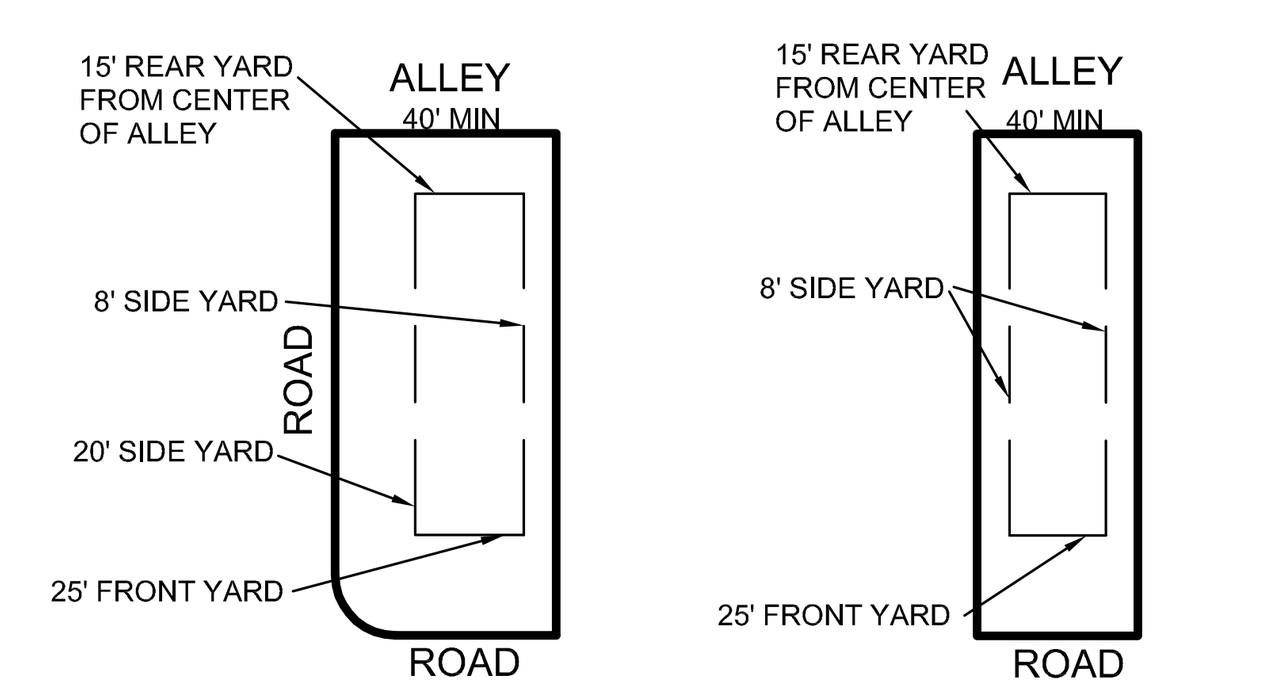
CERTIFICATE OF APPROVAL OF WATER SYSTEM

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

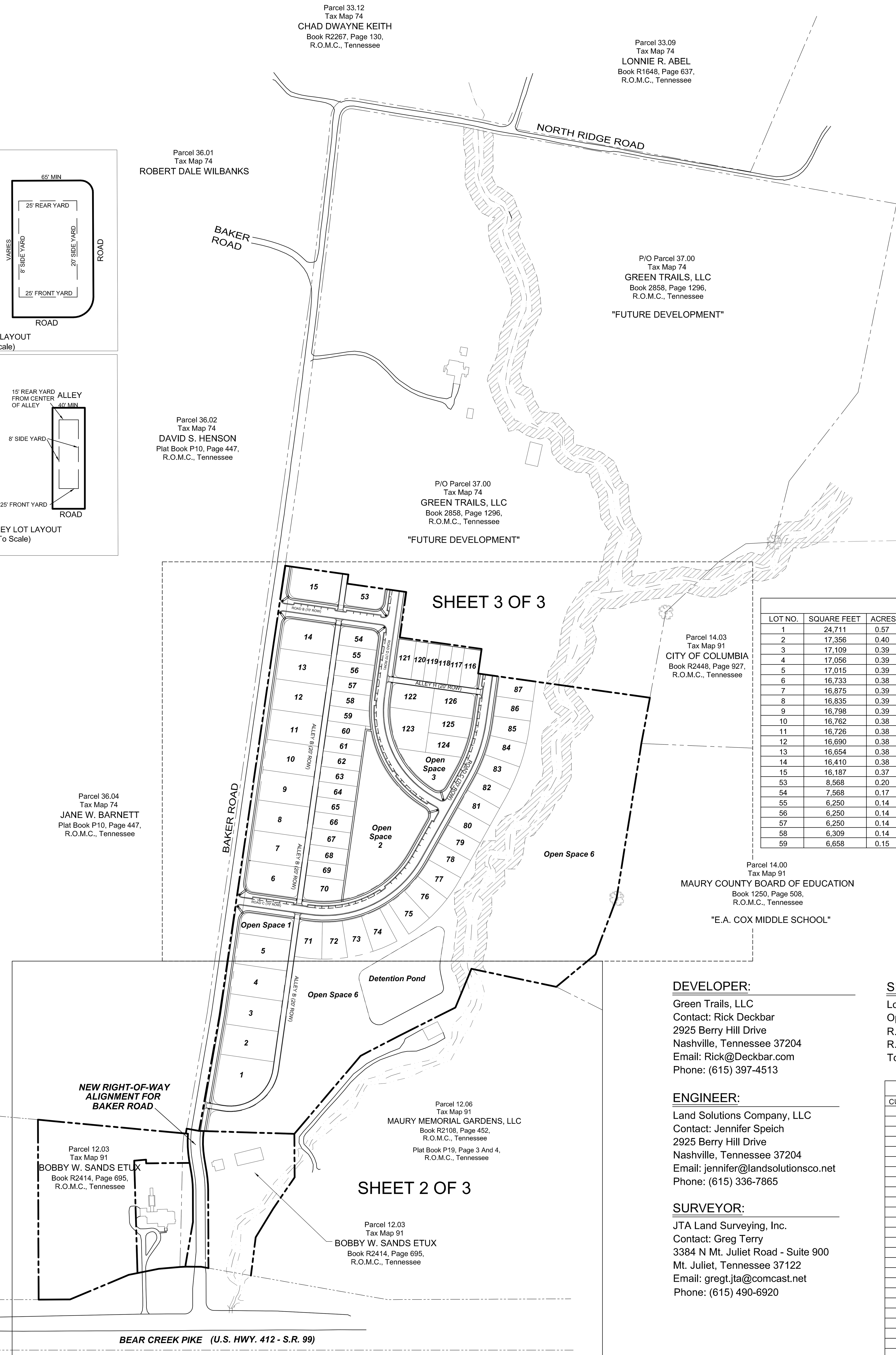
Date ______ Name, Title, and Agency or Authorized Approving Agent ______



TYPICAL LOT LAYOUT
(Not To Scale)



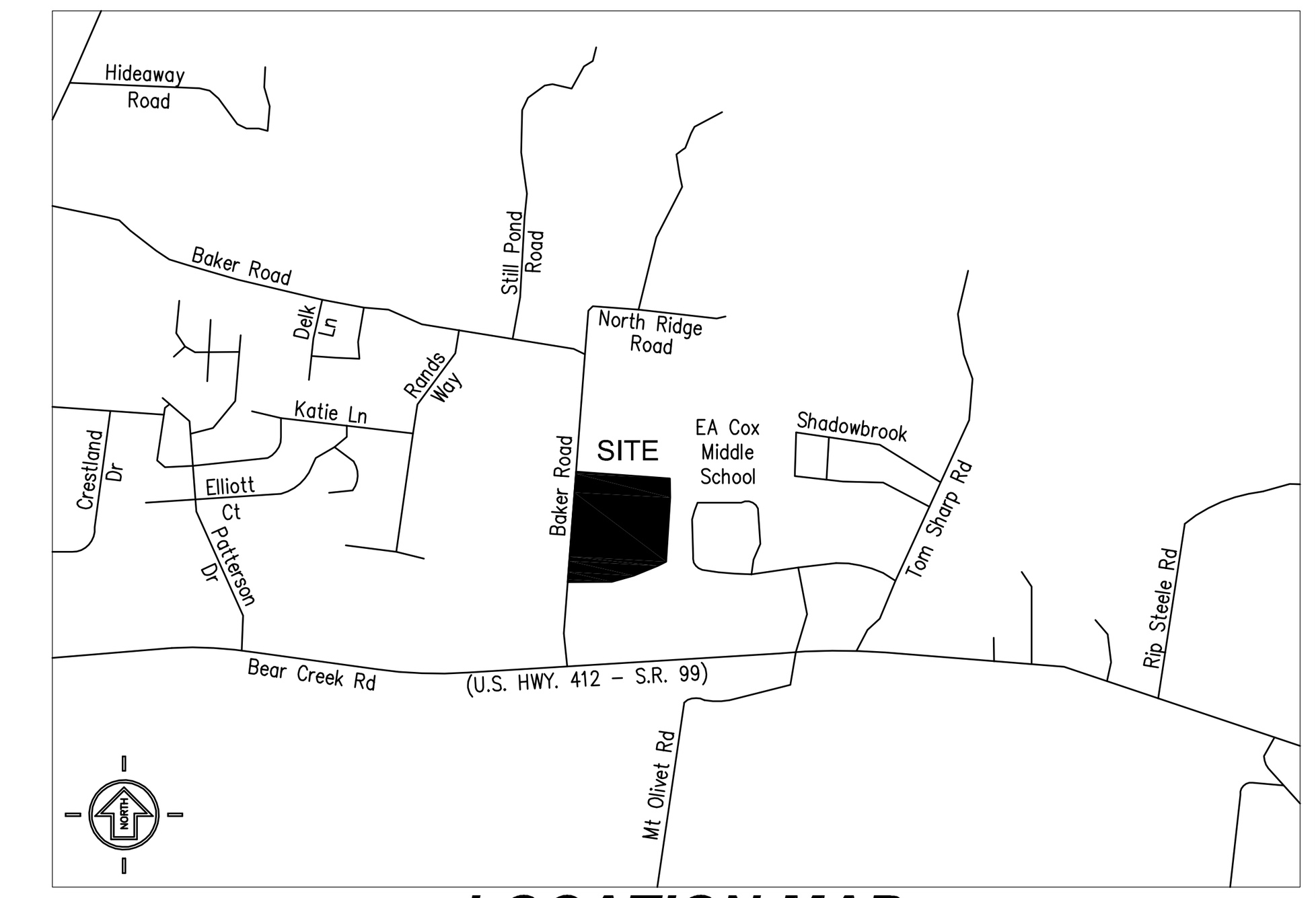
TYPICAL ALLEY LOT LAYOUT
(Not To Scale)



LEGEND:

- IR(O) Existing Iron Rod – IR(O)
- IR(N) Iron Rod (New) – IR(N)
- Sanitary Manhole
- Fire Hydrant (F.H.)
- Catch Basin
- Storm Manhole
- Concrete Headwall
- PUDE Public Utility & Drainage Easement
- R.O.M.C. Registers' Office Maury County

ZONING: CD3



LOCATION MAP
NOT TO SCALE

GENERAL NOTES:

1. THE PURPOSE OF THIS PLAT IS TO CREATE 61 BUILDABLE LOTS, 4 OPEN SPACE LOTS, DEDICATION OF RIGHT OF WAY AND EASEMENTS.
2. PROPERTY SHOWN HEREON IS PART OF PARCEL (37.00) ON MAURY COUNTY PROPERTY MAP 74.
3. BEARINGS SHOWN HEREON ARE BASED ON TENNESSEE STATE PLANE COORDINATE SYSTEM, ZONE 5301, FIPZONE 4100, NAD 83 DATUM.
4. BEING PART OF THE SAME PROPERTY CONVEYED TO GREEN TRAILS, LLC AS OF RECORD IN BOOK 2858, PAGE 1296 REGISTERS' OFFICE, MAURY COUNTY, TENNESSEE.
5. ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY MAP, A PORTION OF THIS PROPERTY IS LOCATED WITHIN AN AREA OF FLOOD INUNDATION AS SHOWN FEMA MAP NUMBER: 47119C 0190 E, DATED: 4/16/2007.
6. THIS PROPERTY IS CURRENTLY ZONED: CD3.
7. WATER AND SANITARY SEWER SERVICES TO BE PROVIDED BY COLUMBIA PUBLIC UTILITIES.
8. THERE IS A 10' PUBLIC UTILITY & DRAINAGE EASEMENT RUNNING PARALLEL TO THE REAR PROPERTY LINE AND ALL STREET R.O.W. UNLESS SHOWN OTHERWISE. THERE IS A 5' PUBLIC UTILITY & DRAINAGE EASEMENT RUNNING PARALLEL TO THE SIDE PROPERTY LINE UNLESS SHOWN OTHERWISE.
9. ALL UTILITIES ARE TO BE UNDERGROUND.
10. NO MOBILE HOMES SHALL BE PERMITTED.
11. NO DRIVEWAY TO BE CONSTRUCTED OVER SANITARY SEWER SERVICE LINE.
12. FOR MINIMUM YARD LINES SEE THE TYPICAL LOT DETAILS.
13. ALL NOTES AND CERTIFICATES APPLY TO ALL SHEETS.
14. SIDEWALKS ARE 5' WIDE, UNLESS OTHERWISE NOTED.
15. EXISTING USE: VACANT, PROPOSED USE : ONE-FAMILY, DETACHED DWELLINGS
16. ALL OPEN SPACE TRACTS SHALL BE OWNED AND MAINTAINED BY HERITAGE GREEN HOMEOWNERS ASSOCIATION.
17. ROADS, UTILITIES, AND OTHER FACILITIES HAVE BEEN FILED AS REQUIRED BY THE CITY OF COLUMBIA SUBDIVISION REGULATIONS.
18. THIS SUBDIVISION IS SUBJECT TO THE TERMS AND CONDITIONS OF THE RECORDED STORMWATER INSPECTION AND MAINTENANCE AGREEMENT FOR THESE FACILITIES AS RECORDED IN BOOK _____, PAGE _____, R.O.M.C., TN.
19. A STREAM BUFFER AS SHOWN ON THIS PLAN IS TO BE A PERMANENT WATER QUALITY BUFFER IN ACCORDANCE WITH ARTICLE 6 SECTION 9 OF THE CITY OF COLUMBIA STORMWATER ORDINANCE. THIS STREAM BUFFER IS TO REMAIN IN A NATURAL VEGETATED STATE FREE OF OBSTRUCTIONS, STRUCTURES, AND INTRUSIONS. BUFFER IS TO BE A NO MOW BUFFER AREA, AND THE MAINTENANCE WITHIN STREAM BUFFERS TO BE LIMITED TO HAND OPERATED TOOLS AND BE PERFORMED IN ACCORDANCE WITH CURRENT CITY OF COLUMBIA STORMWATER ORDINANCE AND OR AT THE DIRECTION OF THE CITY OF COLUMBIA ENGINEERING DIVISION.
20. NO OBSTRUCTIONS OR ENCROACHMENTS WHICH IMPEDE THE FLOW OF STORMWATER SHALL BE PERMITTED WITHIN PUBLIC DRAINAGE EASEMENTS. THE CITY OF COLUMBIA IS NOT RESPONSIBLE FOR REPAIR OR REPLACEMENT OF ANY ENCROACHMENTS THAT ARE DAMAGED OR REMOVED IN THE COURSE OF MAINTENANCE ACTIVITY WITHIN EASEMENTS AS REFERENCED IN THE COLUMBIA GENERAL MANAGEMENT CODE, CHAPTER 15, ARTICLE 1, SECTION 15-8.
21. THE FINAL PLAT SHOWN HEREON IS VESTED UNDER THE PREVIOUS ZONING CODE WITHIN ZONING ORDINANCE 3638 AS AN RS-10 PLANNED UNIT DEVELOPMENT.

LOT AREA TABLE

LOT NO.	SQUARE FEET	ACRES	LOT NO.	SQUARE FEET	ACRES	LOT NO.	SQUARE FEET	ACRES
1	24,711	0.57	60	6,250	0.14	82	8,141	0.19
2	17,356	0.40	61	6,250	0.14	83	8,680	0.20
3	17,109	0.39	62	6,250	0.14	84	8,680	0.20
4	17,056	0.39	63	6,250	0.14	85	8,388	0.19
5	17,015	0.39	64	6,250	0.14	86	7,800	0.18
6	16,733	0.38	65	6,250	0.14	87	7,800	0.18
7	16,875	0.39	66	6,250	0.14	116	6,825	0.16
8	16,835	0.39	67	6,250	0.14	117	5,000	0.11
9	16,798	0.39	68	6,250	0.14	118	5,000	0.11
10	16,762	0.38	69	6,250	0.14	119	5,000	0.11
11	16,726	0.38	70	9,205	0.21	120	5,000	0.11
12	16,690	0.38	71	9,702	0.22	121	6,827	0.16
13	16,654	0.38	72	9,026	0.21	122	10,739	0.25
14	16,410	0.38	73	9,026	0.21	123	15,226	0.35
15	16,187	0.37	74	9,026	0.21	124	8,114	0.19
53	8,568	0.20	75	9,026	0.21	125	8,688	0.20
54	7,568	0.17	76	9,026	0.21	126	10,752	0.25
55	6,250	0.14	77	8,854	0.20	OS1	11,714	0.27
56	6,250	0.14	78	7,800	0.18	OS2	77,633	1.78
57	6,250	0.14	79	7,800	0.18	OS3	15,285	0.35
58	6,309	0.14	80	7,800	0.18	OS6/6A	661,604	15.19
59	6,658	0.15	81	7,800	0.18	1	24,711	0.57

DEVELOPER:
Green Trails, LLC
Contact: Rick Deckbar
2925 Berry Hill Drive
Nashville, Tennessee 37204
Email: Rick@Deckbar.com
Phone: (615) 397-4513

ENGINEER:
Land Solutions Company, LLC
Contact: Jennifer Speich
2925 Berry Hill Drive
Nashville, Tennessee 37204
Email: jennifer@landsolutionsco.net
Phone: (615) 336-7865

SURVEYOR:
JTA Land Surveying, Inc.
Contact: Greg Terry
3384 N Mt. Juliet Road - Suite 900
Mt. Juliet, Tennessee 37122
Email: gregt.jta@comcast.net
Phone: (615) 490-6920

SITE DATA:
Lot Area = 14.06 Acres
Open Space Area = 17.56 Acres
R.O.W. Area = 4.27 Acres
R.O.W. Dedication Area = 1.64 Acres
Total Area Of Phase 1 = 37.53 Acres

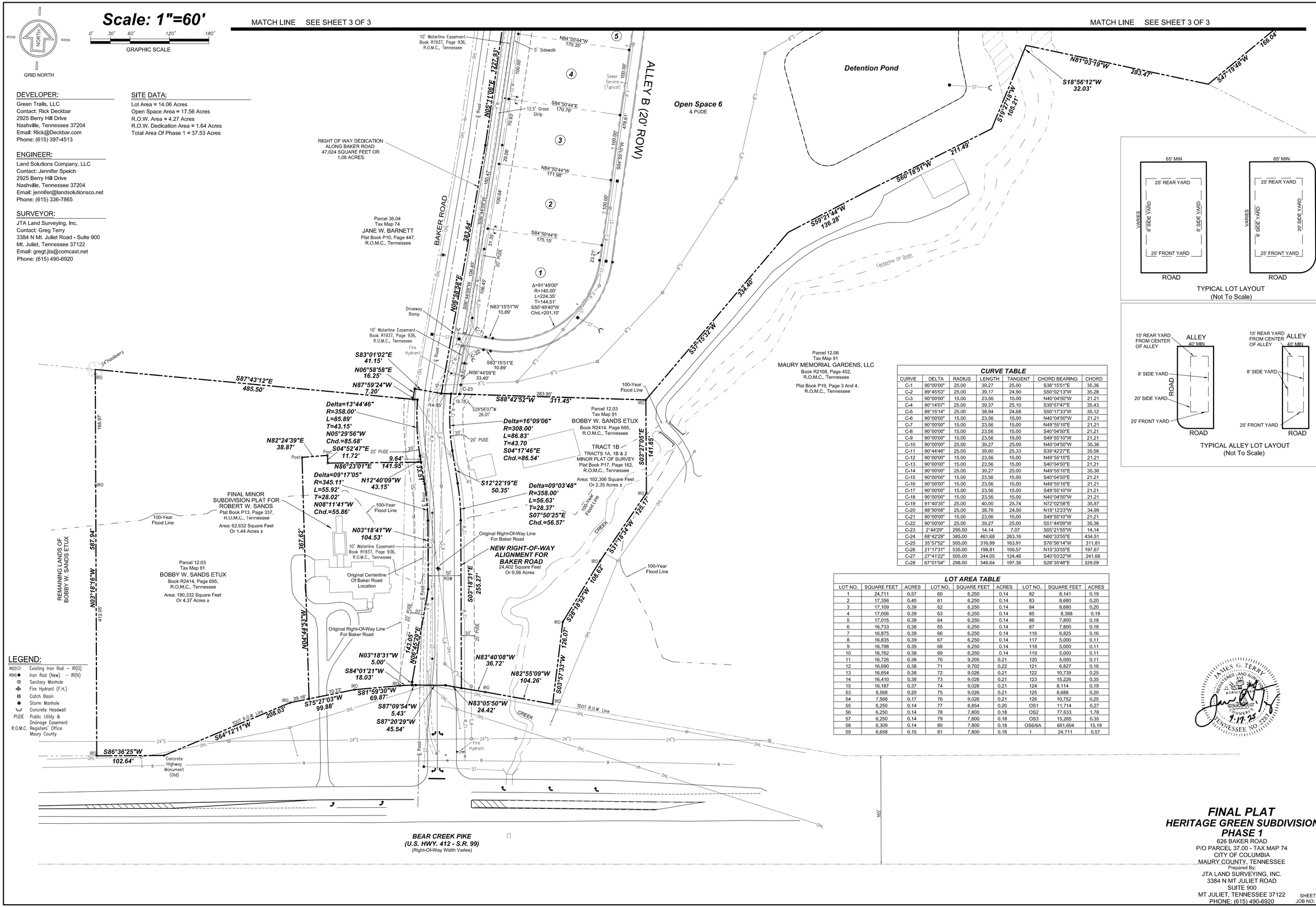
CURVE TABLE

CURVE	DELTA	RADIUS	LENGTH	TANGENT	CHORD BEARING	CHORD
C-1	90°00'00"	25.00	39.27	25.00	S38°15'51"E	35.36
C-2	89°45'53"	25.00	39.17	24.90	S50°02'13"W	35.28
C-3	90°00'00"	15.00	23.56	15.00	N40°04'50"W	21.21
C-4	90°14'07"	25.00	39.37	25.10	S39°57'47"E	35.43
C-5	89°15'14"	25.00	38.94	24.68	S50°17'33"W	35.12
C-6	90°00'00"	15.00	23.56	15.00	N40°04'50"W	21.21
C-7	90°00'00"	15.00	23.56	15.00	N49°55'10"E	21.21
C-8	90°00'00"	15.00	23.56	15.00	S40°04'50"E	21.21
C-9	90°00'00"	15.00	23.56	15.00	S49°55'10"W	21.21
C-10	90°00'00"	25.00	39.27	25.00	N40°04'50"W	35.36
C-11	90°44'46"	25.00	39.60	25.33	S39°42'27"E	35.58
C-12	90°00'00"	15.00	23.56	15.00	N49°55'10"E	21.21
C-13	90°00'00"	15.00	23.56	15.00	S40°04'50"E	21.21
C-14	90°00'00"	25.00	39.27	25.00	N49°55'10"E	35.36
C-15	90°00'00"	15.00	23.56	15.00	S40°04'50"E	21.21
C-16	90°00'00"	15.00	23.56	15.00	N49°55'10"E	21.21
C-17	90°00'00"	15.00	23.56	15.00	S49°55'10"W	21.21
C-18	90°00'00"	15.00	23.56	15.00	N40°04'50"W	21.21
C-19	91°40'35"	25.00	40.00	25.74	N72°02'58"E	35.87
C-20	88°50'08"	25.00	38.76	24.50	N18°12'23"W	34.99
C-21	90°00'00"	15.00	23.56	15.00	S49°55'10"W	21.21
C-22	90°00'00"	25.00	39.27	25.00	S51°44'09"W	35.36
C-23	2°44'29"	295.50	14.14	7.07	S05°21'55"W	14.14
C-24	68°42'29"	385.00	461.68	263.16	N60°33'55"E	434.51
C-25	35°57'52"	505.00	316.99	163.91	S76°56'14"W	311.81
C-26	21°17'31"	535.00	198.81	100.57	N15°33'55"E	197.67
C-27	27°41'22"	505.00	244.05	124.46	S40°03'22"W	241.68
C-28	67°01'54"	298.00	348.64	197.36	S28°35'48"E	329.09

FINAL PLAT
HERITAGE GREEN SUBDIVISION
PHASE 1

626 BAKER ROAD
P/O PARCEL 37.00 - TAX MAP 74
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE
Prepared By:
JTA LAND SURVEYING, INC.
3384 N MT JULIET ROAD
SUITE 900
MT JULIET, TENNESSEE 37122
PHONE: (615) 490-6920

SHEET 1 OF 3
JOB NO: 2025-132


Scale: 1"=60'
0' 30' 60' 120' 180'
GRAPHIC SCALE
NORTH
GRID NORTH
MATCH LINE SEE SHEET 3 OF 3
MATCH LINE SEE SHEET 3 OF 3
Detention Pond
Open Space 6
& PUDE
ALLEY B (20' ROW)
BAKER ROAD
RIGHT OF WAY DEDICATION ALONG BAKER ROAD 47,024 SQUARE FEET OR 1.08 ACRES
Parcel 36.04
Tax Map 74
JANE W. BARNETT
Plat Book P10, Page 447, R.O.M.C., Tennessee
Parcel 12.06
Tax Map 91
MAURY MEMORIAL GARDENS, LLC
Book R2108, Page 452, R.O.M.C., Tennessee
Plat Book P19, Page 3 And 4, R.O.M.C., Tennessee
Parcel 12.03
Tax Map 91
BOBBY W. SANDS ETUX
Book R2414, Page 695, R.O.M.C., Tennessee
TRACT 1B
TRACTS 1A, 1B & 2
MINOR PLAT OF SURVEY
Plat Book P17, Page 162, R.O.M.C., Tennessee
Area: 102,306 Square Feet Or 2.35 Acres ±
FINAL MINOR SUBDIVISION PLAT FOR ROBERT W. SANDS
Plat Book P13, Page 337, R.O.M.C., Tennessee
Area: 62,632 Square Feet Or 1.44 Acres ±
Parcel 12.03
Tax Map 91
BOBBY W. SANDS ETUX
Book R2414, Page 695, R.O.M.C., Tennessee
Area: 190,332 Square Feet Or 4.37 Acres ±
REMAINING LANDS OF BOBBY W. SANDS ETUX
NEW RIGHT-OF-WAY ALIGNMENT FOR BAKER ROAD
24,402 Square Feet Or 0.56 Acres
Original Right-Of-Way Line For Baker Road
Original Centerline Of Baker Road Location
10' Waterline Easement Book R1937, Page 936, R.O.M.C., Tennessee
5' Sidewalk
12.5' Grass Strip
Sewer Service (Typical)
Driveway Ramp
Fire Hydrant
Centerline Of Drain
CREEK
100-Year Flood Line
Concrete Highway Monument (Old)
24" Hackberry
BEAR CREEK PIKE
(U.S. HWY. 412 - S.R. 99)
(Right-Of-Way Width Varies)
N84°50'44"W 170.35'
N05°11'08"E 1227.93'
S84°50'44"E 170.76'
N84°50'44"W 171.98'
S84°50'44"E 175.15'
N09°58'58"E 383.64'
Δ=91°49'00"
R=140.00'
L=224.35'
T=144.51'
S50°49'40"W
Chd.=201.10'
N83°15'51"W 10.89'
S83°15'51"E 10.89'
N06°44'09"E 33.40'
S88°42'52"W 283.95'
311.45'
S87°43'12"E 485.50'
S83°01'02"E 41.15'
N06°58'58"E 16.25'
N87°59'24"W 7.20'
Delta=13°44'46"
R=358.00'
L=85.89'
T=43.15'
N05°29'56"W
Chd.=85.68'
N82°24'39"E 38.87'
S04°52'47"E 11.72'
9.64'
N86°23'01"E 141.95'
Delta=09°17'05"
R=345.11'
L=55.92'
T=28.02'
N08°11'41"W
Chd.=55.86'
N12°40'09"W 43.15'
N03°18'41"W 104.53'
S12°22'19"E 50.35'
Delta=09°03'48"
R=358.00'
L=56.63'
T=28.37'
S07°50'25"E
Chd.=56.57'
Delta=16°09'06"
R=308.00'
L=86.83'
T=43.70
S04°17'46"E
Chd.=86.54'
S03°27'05"E 141.83'
S19°27'18"W 105.21'
S18°56'12"W 32.03'
N81°03'19"W 283.47'
S47°19'48"W 166.04'
S60°18'57"W 211.49'
S59°21'44"W 136.28'
S37°15'32"W 334.40'
S31°18'34"W 125.17'
S26°18'52"W 108.62'
S03°57'33"W 126.07'
N83°40'08"W 36.72'
N82°55'09"W 104.26'
N83°05'50"W 24.42'
S87°09'54"W 5.43'
S87°20'29"W 45.54'
S81°59'30"W 69.87'
S75°27'03"W 99.88'
S64°12'11"W 208.03'
S86°36'25"W 102.64'
N03°18'16"W 587.94'
N04°44'53"W 412.05'
N03°18'31"W 367.62'
S03°18'31"E 255.27'
N06°45'29"E 143.06'
N03°18'31"W 5.00'
S84°01'21"W 18.03'
S29°58'07"W 26.01'
N00°44'09"W 106.45'
S00°44'09"E 106.45'
S04°55'10"W 478.67'
N00°44'09"W 160.47'
S00°44'09"E 160.47'
N00°44'09"W 100.04'
S00°44'09"E 100.04'
N00°44'09"W 70.93'
S00°44'09"E 70.93'
N00°44'09"W 29.08'
S00°44'09"E 29.08'
N00°44'09"W 31.35'
S00°44'09"E 31.35'
N00°44'09"W 19.78'
S00°44'09"E 19.78'
N00°44'09"W 114.95'
S00°44'09"E 114.95'
N00°44'09"W 33.40'
S00°44'09"E 33.40'
N00°44'09"W 33.57'
S00°44'09"E 33.57'
N00°44'09"W 33.57'
S00°44'09"E 33.57'
N00°44'09"W 33.57'
S00°44'09"E 33.57

Scale: 1"=60'

NORTH

GRAPHIC SCALE 0' 30' 60' 120' 180'

GRID NORTH

LOT AREA TABLE

LOT NO.	SQUARE FEET	ACRES
1	24,711	0.57
2	17,356	0.40
3	17,109	0.39
4	17,056	0.39
5	17,015	0.39
6	16,733	0.38
7	16,875	0.39
8	16,835	0.39
9	16,798	0.39
10	16,762	0.38
11	16,726	0.38
12	16,690	0.38
13	16,654	0.38
14	16,410	0.38
15	16,187	0.37
53	8,568	0.20
54	7,568	0.17
55	6,250	0.14
56	6,250	0.14
57	6,250	0.14
58	6,309	0.14
59	6,658	0.15
60	6,250	0.14
61	6,250	0.14
62	6,250	0.14
63	6,250	0.14
64	6,250	0.14
65	6,250	0.14
66	6,250	0.14
67	6,250	0.14
68	6,250	0.14
69	6,250	0.14
70	9,205	0.21
71	9,702	0.22
72	9,026	0.21
73	9,026	0.21
74	9,026	0.21
75	9,026	0.21
76	9,026	0.21
77	8,854	0.20
78	7,800	0.18
79	7,800	0.18
80	7,800	0.18
81	7,800	0.18
82	8,141	0.19
83	8,680	0.20
84	8,680	0.20
85	8,388	0.19
86	7,800	0.18
87	7,800	0.18
116	6,825	0.16
117	5,000	0.11
118	5,000	0.11
119	5,000	0.11
120	5,000	0.11
121	6,827	0.16
122	10,739	0.25
123	15,226	0.35
124	8,114	0.19
125	8,688	0.20
126	10,752	0.25
OS1	11,714	0.27
OS2	77,633	1.78
OS3	15,285	0.35
OS6	661,604	15.19

RIGHT OF WAY DEDICATION
ALONG BAKER ROAD
47,024 SQUARE FEET OR
1.08 ACRES

LEGEND:

- IR(0)○ Existing Iron Rod – IR(O)
- IR(N)● Iron Rod (New) – IR(N)
- Sanitary Manhole
- Fire Hydrant (F.H.)
- Catch Basin
- Storm Manhole
- Concrete Headwall
- PUDE Public Utility & Drainage Easement
- R.O.M.C. Registers' Office Maury County

DEVELOPER:
Green Trails, LLC
Contact: Rick Deckbar
2925 Berry Hill Drive
Nashville, Tennessee 37204
Email: Rick@Deckbar.com
Phone: (615) 397-4513

ENGINEER:
Land Solutions Company, LLC
Contact: Jennifer Speich
2925 Berry Hill Drive
Nashville, Tennessee 37204
Email: jennifer@landsolutionsco.net
Phone: (615) 336-7865

SURVEYOR:
JTA Land Surveying, Inc.
Contact: Greg Terry
3384 N Mt. Juliet Road - Suite 900
Mt. Juliet, Tennessee 37122
Email: gregt.jta@comcast.net
Phone: (615) 490-6920

SITE DATA:
Lot Area = 14.06 Acres
Open Space Area = 17.56 Acres
R.O.W. Area = 4.27 Acres
R.O.W. Dedication Area = 1.64 Acres
Total Area Of Phase 1 = 37.53 Acres

P/O Parcel 37.00
Tax Map 74
GREEN TRAILS, LLC
Book 2858, Page 1296,
R.O.M.C., Tennessee

"Future Development"

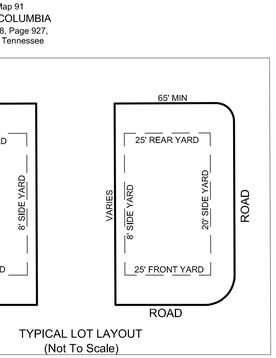
Parcel 14.03
Tax Map 91
CITY OF COLUMBIA
Book R2448, Page 927,
R.O.M.C., Tennessee

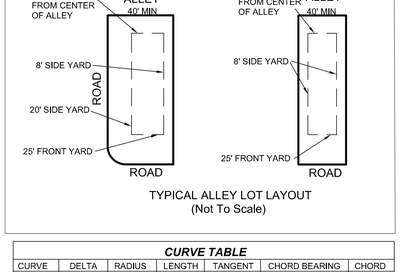
Parcel 36.04
Tax Map 74
JANE W. BARNETT
Plat Book P10, Page 447,
R.O.M.C., Tennessee

Parcel 14.00
Tax Map 91
MAURY COUNTY BOARD OF EDUCATION
Book 1250, Page 508,
R.O.M.C., Tennessee

"E.A. COX MIDDLE SCHOOL"

JAMES G. TERRY
REGISTERED LAND SURVEYOR
STATE OF TENNESSEE
1.17.25





CURVE TABLE

CURVE	DELTA	RADIUS	LENGTH	TANGENT	CHORD BEARING	CHORD
C-1	90°00'00"	25.00	39.27	25.00	S38°15'51"E	35.36
C-2	89°45'53"	25.00	39.17	24.90	S50°02'13"W	35.28
C-3	90°00'00"	15.00	23.56	15.00	N40°04'50"W	21.21
C-4	90°14'07"	25.00	39.37	25.10	S39°57'47"E	35.43
C-5	89°15'14"	25.00	38.94	24.68	S50°17'33"W	35.12
C-6	90°00'00"	15.00	23.56	15.00	N40°04'50"W	21.21
C-7	90°00'00"	15.00	23.56	15.00	N49°55'10"E	21.21
C-8	90°00'00"	15.00	23.56	15.00	S40°04'50"E	21.21
C-9	90°00'00"	15.00	23.56	15.00	S49°55'10"W	21.21
C-10	90°00'00"	25.00	39.27	25.00	N40°04'50"W	35.36
C-11	90°44'46"	25.00	39.60	25.33	S39°42'27"E	35.58
C-12	90°00'00"	15.00	23.56	15.00	N49°55'10"E	21.21
C-13	90°00'00"	15.00	23.56	15.00	S40°04'50"E	21.21
C-14	90°00'00"	25.00	39.27	25.00	N49°55'10"E	35.36
C-15	90°00'00"	15.00	23.56	15.00	S40°04'50"E	21.21
C-16	90°00'00"	15.00	23.56	15.00	N49°55'10"E	21.21
C-17	90°00'00"	15.00	23.56	15.00	S49°55'10"W	21.21
C-18	90°00'00"	15.00	23.56	15.00	N40°04'50"W	21.21
C-19	91°40'35"	25.00	40.00	25.74	N72°02'58"E	35.87
C-20	88°50'08"	25.00	38.76	24.50	N18°12'23"W	34.99
C-21	90°00'00"	15.00	23.56	15.00	S49°55'10"W	21.21
C-22	90°00'00"	25.00	39.27	25.00	S51°44'09"W	35.36
C-23	2°44'29"	295.50	14.14	7.07	S05°21'55"W	14.14
C-24	68°42'29"	385.00	461.68	263.16	N60°33'55"E	434.51
C-25	35°57'52"	505.00	316.99	163.91	S76°56'14"W	311.81
C-26	21°17'31"	535.00	198.81	100.57	N15°33'55"E	197.67
C-27	27°41'22"	505.00	244.05	124.46	S40°03'22"W	241.68
C-28	67°01'54"	298.00	348.64	197.36	S28°35'48"E	329.09

FINAL PLAT
HERITAGE GREEN SUBDIVISION
PHASE 1

626 BAKER ROAD
P/O PARCEL 37.00 - TAX MAP 74
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE
Prepared By:
JTA LAND SURVEYING, INC.
3384 N MT JULIET ROAD
SUITE 900
MT JULIET, TENNESSEE 37122
PHONE: (615) 490-6920

SHEET 3 OF 3
JOB NO: 2025-132

MATCH LINE SEE SHEET 2 OF 3

MATCH LINE SEE SHEET 2 OF 3

Will work with Engineering staff to determine Surety amount and draft development agreement with initial review of the Final Plat.

CPWS

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

January 13, 2025

RE: Heritage Green Phase 1
Columbia Power and Water Systems, Maury County, Tennessee

Dear Ms. Dodd,

We have approved the design of the above referenced project consisting of ***approximately 600LF of 12-inch, 1,835LF of 10-inch, 2,250LF of 8-inch and 60LF of 4-inch mains*** and all related appurtenances to provide water service, and agree to own, operate and maintain the proposed project once in operation. We have conducted an analysis and determined the system has adequate flow and pressure for the design flow rate and that the project will not negatively affect existing customers or the water distribution system in general.

Hydraulic modeling calculations were performed by our consultant, Inflo Design Group, and are included with this submittal. If you have any questions or require any additional information, please contact Eric King at 423-774-0349 or eric.king@inflodesign.com.

Sincerely,

Matthew J. Wheeler, P.E.
Vice President of Water Resources, CPWS

cc: File 22-011

STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
DIVISION OF WATER RESOURCES
Davy Crockett Tower, 9th Floor
500 James Robertson Parkway
Nashville, Tennessee 37243-1204

February 10, 2025

Gary Lynn Ealey, PE
e-copy: lynn@landsolutionsco.net
Land Solutions Company, LLC
2925 Berry Hill Dr.
Nashville, TN 37204

RE: **COLUMBIA POWER & WATER SYSTEMS (PWSID TN0000128)**
Maury County
Project Number: DW20250061
Heritage Green Phase 1

Dear Mr. Ealey:

The Tennessee Department of Environment and Conservation, Division of Water Resources, acknowledges receipt of construction documents for the referenced project on January 22, 2025 with additional documentation received through February 10, 2025.

The project consists of approximately 602 feet of 12-inch DIP; 1,835 feet of 10-inch DIP; 2,244 feet of 8-inch DIP; 60 lf of 4-inch DIP; and associated appurtenances. Construction is to be completed in accordance with the approved standard specifications of Columbia Power and Water Systems. As indicated by our stamp, this project has been approved for construction.

This letter, with the enclosed engineering documents bearing our official stamp, constitutes approval by the Commissioner of the Tennessee Department of Environment and Conservation for construction of the referenced facility. Approval is granted in accordance with the Tennessee Safe Drinking Water Act of 1983 and Regulations of the Tennessee Board of Water Quality, Oil and Gas. One complete set of plans and specifications, bearing the official stamp, must be kept at the construction site. Projects utilizing previously approved standard specifications are not required to maintain a stamped copy of the specifications at the construction site. All construction must conform with these approved documents. It is the responsibility of the water utility and/or their engineer to ensure that construction conforms to the plans and specifications.

Approval expires one year from the stamped approval date (February 10, 2025) unless construction is either underway or complete. Deviations from the approved plan documents which

may affect the quality or quantity of potable water must be submitted and approved in writing before such changes are made.

The Columbia Environmental Field Office should also be contacted for determinations regarding whether an Aquatic Resource Alteration Permit (ARAP) and/or a National Pollutant Discharge Elimination System (NPDES) construction stormwater permit will need to be obtained prior to the beginning of construction of this project.

The Division's appropriate Field Office may desire to schedule an inspection of the construction work to verify compliance with the approved plans and specifications. Therefore, the engineer or the water utility shall notify the Columbia Field Office of the start of construction. This notification may be made by completing and sending the attached "Construction Start Notification" form to the field office.

To expedite matters, please reference the assigned drinking water project number DW20250061 on any future correspondence. If you have any questions, please feel free to contact Mr. Matthew Tipton, E.I. at 423-203-0948 or by E-mail at *Matthew.Tipton2@tn.gov*.

Sincerely,

Angela Jones, PE, CPM
Manager, Engineering Services Unit

Enclosures: Approved Construction Documents
Construction Start Notification Form

cc: Shane Andrews, Distribution Superintendent , Columbia Power & Water Systems, Shane.Andrews@cpws.com
David Alley, Land Solutions Company, david@landsolutionsco.net
Crystal Stacey, Multi-Program Coordinator, TDEC - Columbia Environmental Field Office, Crystal.Stacey@tn.gov

CITY OF COLUMBIA TENNESSEE

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

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

Please submit scanned copy of the application online at City of Columbia | Permitting (onlama.com)
If there is no access to a computer, please submit all pertinent information on a flash drive as well as provide one hard copy. Additional fee may apply.

ADDRESS/LOCATION	626 Baker Rd		
	TAX MAP: 74	GROUP:	PARCEL: 37.00
SUMMARY OF NATURE OF REQUEST AND WORK	Final Plat for Heritage Green Phase 1. 61 lots and associated R.O.W. 37.53 Acres		

DATE OF PRE-APPLICATION CONFERENCE	n/a	*Pre-application meetings are scheduled for Wednesdays. Concept plan/fee due the Friday before the meeting.*

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 ☐ ARC Alternative Compliance ☐ As Approved Plans ☐ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations:** ☐ Annexation Permission Form **Annexations/Rezoning/Plan Amendments:** ☐ Requested Zone Listed ☐ Statement of Compliance with Comprehensive Plan ☐ Concept Plan **Preliminary Plats/Site Development Plans:** ☐ Plans and/or Plats conforming to City standards with signed and completed check list **All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:** ☐ Receipt of Payment for Pre-Application Meeting ☐ Written Legal Description copy ☐ Columbia Water System Availability Letter ☐ Columbia Waste Water Department Will Serve Letter

	Plats/PUDs: ☑ Project Name (include Sections & Phases) ☑ Total Number of Lots/Residential Units ☐ Square Footage of Non-Residential Floor Space n/a ☑ Total acreage 37.53 Acres

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

APPLICANT

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

NAME	Lynn Ealey	PHONE	615-969-9202
ADDRESS	2925 Berry Hill Dr Nashville 37204	EMAIL	Lynn@landsolutionsco.net

PROPERTY OWNER NAME	Green Trails LLC	PHONE	Same
ADDRESS	Same	EMAIL	Same

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.

Lynn Ealey		4/21/2025
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Rick Jackson		4/21/2025
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

TROTWOOD FOSTER SUBDIVISION

SITE DEVELOPMENT PLAN & PRELIMINARY PLAT

CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

MAP 112, PARCEL 018.03

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

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

DEVELOPER:
NELSON CROWE
NELSON@FORTUNALLC.NET

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

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

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



SITE VICINITY MAP
N.T.S.

Sheet Schedule

C-0.0	COVER SHEET
C-1.0	EXISTING CONDITIONS
C-2.0	SITE DEVELOPMENT PLAN & PRELIMINARY PLAT
C-2.1	DETAILED SITE PLAN
C-2.2	DETAILED SITE PLAN
C-2.3	DETAILED SITE PLAN
C-2.4	DETAILED SITE PLAN
C-2.5	PARCEL TABLES
C-2.6	PARCEL TABLES
C-2.7	CIVIC SPACE PLAN
C-2.8	SITE DETAILS
C-2.9	SITE DETAILS
C-2.10	RESOURCE PROTECTION PLAN
C-3.0	INITIAL EROSION CONTROL PLAN
C-3.1	TEMPORARY EROSION CONTROL PLAN
C-3.2	FINAL EROSION CONTROL PLAN
C-3.3	EROSION CONTROL DETAILS
C-5.0	GRADING PLAN
C-5.1	DRAINAGE PLAN
C-5.2	GRADING & DRAINAGE DETAILS
C-5.3	GRADING & DRAINAGE DETAILS
C-6.0	FOSTER LANE PLAN AND PROFILE
C-6.1	ALPHA AVENUE & SIGMA PASS PLAN AND PROFILE
C-6.2	BETA BEND PLAN AND PROFILE
C-6.3	BETA BEND PLAN AND PROFILE
C-6.4	BETA BEND PLAN AND PROFILE
C-6.5	GAMMA GROVE PLAN AND PROFILE
C-6.6	GAMMA GROVE PLAN & PROFILE
C-6.7	DELTA DRIVE PLAN & PROFILE
C-6.8	CUL-DE-SAC & HOLLY BERRY DRIVE PLAN & PROFILE
C-7.0	UTILITY PLAN

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0293E OF MAURY COUNTY, TN, DATED 04/16/2007.

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

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

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

TROTWOOD FOSTER SUBDIVISION

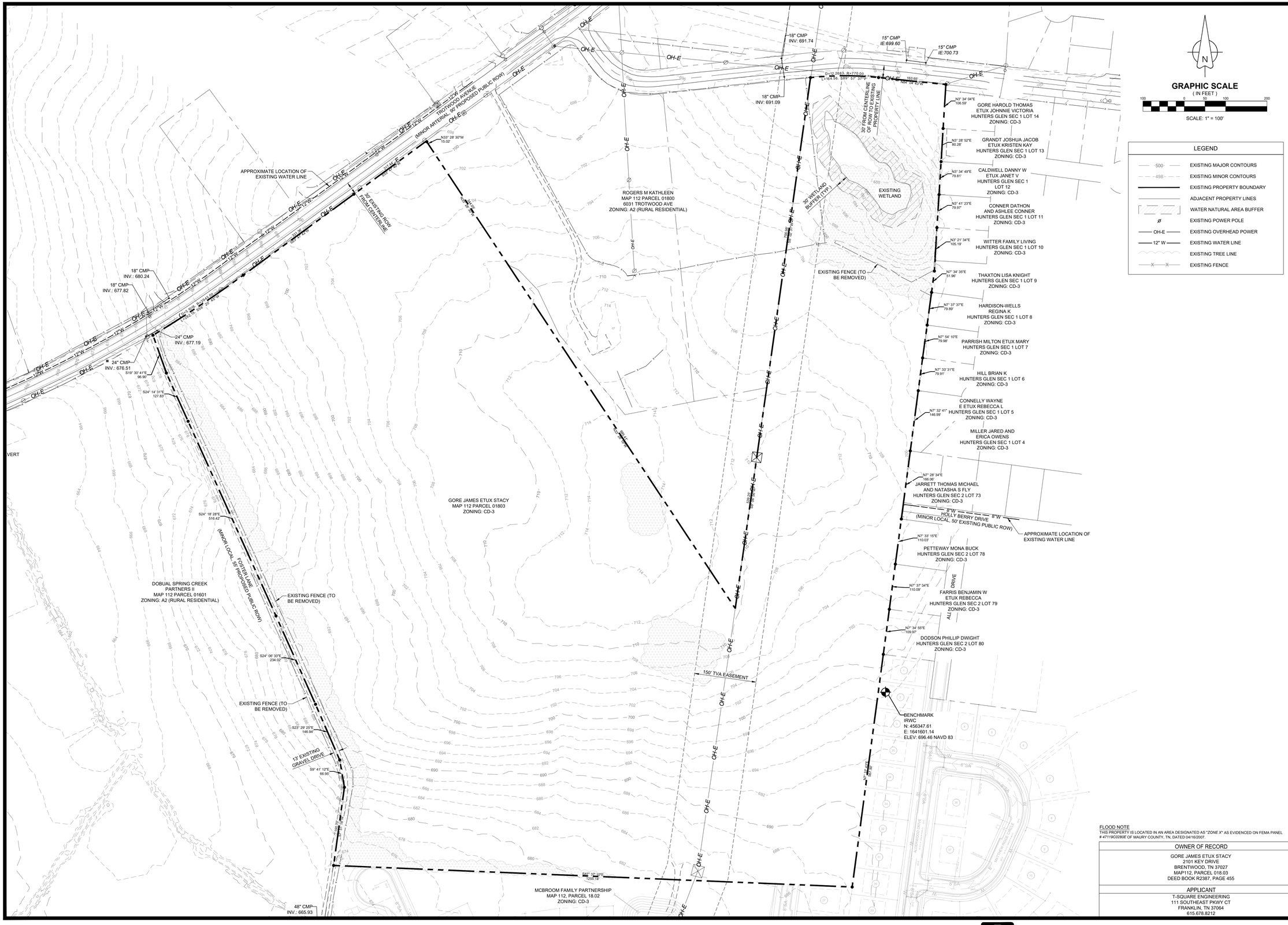
ALLISON B. COROLLA
REGISTERED ENGINEER
No. 127389
STATE OF TENNESSEE
04/21/2025

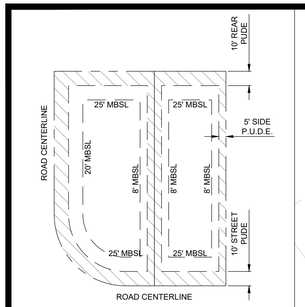
PROJECT
24-0314

SHEET
C-0.0

T-SQUARE ENGINEERING

P:\Projects\2024\24-0314 (Trotwood Avenue - Tyler Ring & Nelson Crowe)\Production\24-0314 1- Site Plan.dwg, 4/15/2025 8:37:52 AM


TROTWOOD AVENUE
(MINOR ARTERIAL 90' PROPOSED PUBLIC ROW)
FOSTER LANE
(MINOR LOCAL, 50' PROPOSED PUBLIC ROW)
HOLLY BERRY DRIVE
(MINOR LOCAL, 50' EXISTING PUBLIC ROW)
APPROXIMATE LOCATION OF EXISTING WATER LINE
30' EXISTING ROW FROM CENTERLINE
30' FROM CENTERLINE OF ROW TO EXISTING PROPERTY LINE
EXISTING WETLAND
30' WETLAND BUFFER (TYP.)
EXISTING FENCE (TO BE REMOVED)
150' TVA EASEMENT
13' EXISTING GRAVEL DRIVE
ROGERS M KATHLEEN
MAP 112 PARCEL 01800
6031 TROTWOOD AVE
ZONING: A2 (RURAL RESIDENTIAL)
GORE JAMES ETUX STACY
MAP 112 PARCEL 01803
ZONING: CD-3
DOBUAL SPRING CREEK PARTNERS II
MAP 112 PARCEL 01601
ZONING: A2 (RURAL RESIDENTIAL)
MCBROOM FAMILY PARTNERSHIP
MAP 112, PARCEL 18.02
ZONING: CD-3
GORE HAROLD THOMAS ETUX JOHNNIE VICTORIA
HUNTERS GLEN SEC 1 LOT 14
ZONING: CD-3
GRANDT JOSHUA JACOB ETUX KRISTEN KAY
HUNTERS GLEN SEC 1 LOT 13
ZONING: CD-3
CALDWELL DANNY W ETUX JANET V
HUNTERS GLEN SEC 1 LOT 12
ZONING: CD-3
CONNER DATHON AND ASHLEE CONNER
HUNTERS GLEN SEC 1 LOT 11
ZONING: CD-3
WITTER FAMILY LIVING
HUNTERS GLEN SEC 1 LOT 10
ZONING: CD-3
THAXTON LISA KNIGHT
HUNTERS GLEN SEC 1 LOT 9
ZONING: CD-3
HARDISON-WELLS REGINA K
HUNTERS GLEN SEC 1 LOT 8
ZONING: CD-3
PARRISH MILTON ETUX MARY
HUNTERS GLEN SEC 1 LOT 7
ZONING: CD-3
HILL BRIAN K
HUNTERS GLEN SEC 1 LOT 6
ZONING: CD-3
CONNELLY WAYNE E ETUX REBECCA L
HUNTERS GLEN SEC 1 LOT 5
ZONING: CD-3
MILLER JARED AND ERICA OWENS
HUNTERS GLEN SEC 1 LOT 4
ZONING: CD-3
JARRETT THOMAS MICHAEL AND NATASHA S FLY
HUNTERS GLEN SEC 2 LOT 73
ZONING: CD-3
PETTEWAY MONA BUCK
HUNTERS GLEN SEC 2 LOT 78
ZONING: CD-3
FARRIS BENJAMIN W ETUX REBECCA
HUNTERS GLEN SEC 2 LOT 79
ZONING: CD-3
DODSON PHILLIP DWIGHT
HUNTERS GLEN SEC 2 LOT 80
ZONING: CD-3
ALLEY
DRIVE
BENCHMARK
IRWC
N: 456347.61
E: 1641601.14
ELEV: 696.46 NAVD 83
18" CMP INV.: 680.24
18" CMP INV.: 677.82
24" CMP INV.: 677.19
24" CMP INV.: 676.51
48" CMP INV.: 665.93
18" CMP INV: 691.74
18" CMP INV: 691.09
15" CMP IE:699.60
15" CMP IE:700.73
D=12.24=3, R=770.00
L=164.56, S89° 57' 37"W
163.65
N84° 24' 23"W
N33° 28' 30"W 15.02'
N24° 17' 47"W 83.14'
N24° 17' 47"W 83.14'
N24° 17' 47"W 83.14'
N24° 17' 47"W 83.14'
S19° 30' 41"E 96.90'
S24° 14' 31"E 127.83'
S24° 18' 28"E 516.42'
S24° 06' 33"E 234.02'
S23° 29' 25"E 146.94'
S9° 41' 12"E 66.95'
S87° 37' 10"E 1255.14'
S8° 06' 50"E 538.35'
N3° 34' 04"E 106.59'
N3° 28' 52"E 80.28'
N3° 34' 49"E 79.81'
N3° 41' 23"E 79.97'
N3° 21' 34"E 105.19'
N7° 34' 35"E 91.96'
N7° 37' 37"E 79.89'
N7° 54' 10"E 79.96'
N7° 33' 31"E 79.91'
N7° 32' 41" 146.99'
N7° 28' 34"E 166.06'
N7° 33' 15"E 110.03'
N7° 37' 34"E 110.09'
N7° 34' 55"E 109.97'
8"W
8"W
8"SA
8"W
8"SA
8"W
8"SA



TYPICAL LOT LAYOUT
N.T.S.

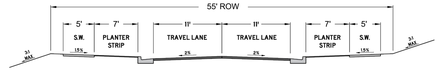
SITE DATA	
PROJECT NAME	TROTWOOD FOSTER SUBDIVISION
PROJECT NUMBER	24-0314
ADDRESS	TROTWOOD AVENUE
PARCEL ID	MAP 112 PARCEL 018.03
EXISTING ZONING	CIVIC DISTRICT 3
PROPOSED ZONING	CIVIC DISTRICT 3
EXISTING SITE AREA	51.14 AC
ROW RESERVATION	0.75 AC
PROPOSED SITE AREA	50.52 AC
PROPOSED LOTS	119
PROPOSED DENSITY	2.36 UNITS/ACRE
BUILDING HEIGHT	3 STORIES MAXIMUM
LOT WIDTH	65' MINIMUM
SETBACKS	
FRONT	25' (PRIMARY); 20' (SECONDARY)
SIDE	8'
REAR	25'
CIVIC SPACE	
REQUIRED CIVIC SPACE	2.53 AC (5%)
PLAYGROUND 1	0.20 AC
PLAYGROUND 2	0.68 AC
GREEN	2.42 AC
PROVIDED CIVIC SPACE	3.30 AC (7%)

N

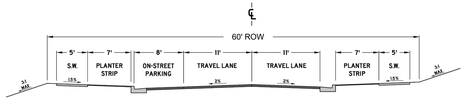
GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

LEGEND	
	PROPOSED LOT LINES
(00)	PROPOSED LOT NUMBER
	PROPOSED BUILDING SETBACK
8" W	PROPOSED WATER LINE
	PROPOSED WATER SERVICE
	PROPOSED FIRE HYDRANT ASSEMBLY
S	PROPOSED SANITARY MANHOLE
	PROPOSED SANITARY SERVICE
	PROPOSED STORM INLET
	PROPOSED HEADWALL
D	PROPOSED STORM MANHOLE

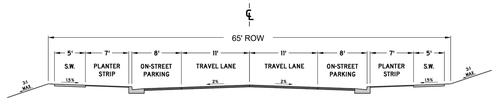
NOTES
- ALL HOMES TO HAVE A 2-CAR GARAGE, MEETING PARKING REQUIREMENTS
- PLAYGROUND SETUP SHOWN FOR GRAPHIC PURPOSES ONLY; FULL PLAYGROUND DIMENSIONS AND DETAILS WILL BE PROVIDED WITH CONSTRUCTION PLANS
- NO STRUCTURE ENCROACHMENT IS ALLOWED ON ANY LOT WITHIN A TVA EASEMENT



URBAN NEIGHBORHOOD STREET
PARALLEL PARKING BOTH SIDES
55' R.O.W.
TYPICAL SECTION
N.T.S.



URBAN NEIGHBORHOOD STREET
PARALLEL PARKING BOTH SIDES
60' R.O.W.
TYPICAL SECTION
N.T.S.



URBAN NEIGHBORHOOD STREET
PARALLEL PARKING BOTH SIDES
65' R.O.W.
TYPICAL SECTION
N.T.S.

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

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

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

SITE DEVELOPMENT PLAN &
PRELIMINARY PLAT
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROLLA
REGISTERED
LICENSED PROFESSIONAL ENGINEER
No. 127380
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

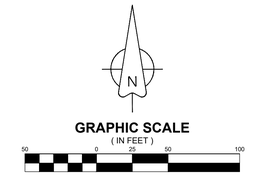
SHEET
C-2.0

T-SQUARE ENGINEERING

P:\Projects\2024\24-0314 (Trotwood Avenue - Tyler Roig & Nelson Crowe)\Production\24-0314 1- Site Plan.dwg, 4/15/2025 8:38:02 AM

SITE DATA	
PROJECT NAME	TROTWOOD FOSTER SUBDIVISION
PROJECT NUMBER	24-0314
ADDRESS	TROTWOOD AVENUE
PARCEL ID	MAP 112 PARCEL 018.03
EXISTING ZONING	CIVIC DISTRICT 3
PROPOSED ZONING	CIVIC DISTRICT 3
EXISTING SITE AREA	51.14 AC
ROW RESERVATION	0.75 AC
PROPOSED SITE AREA	50.52 AC
PROPOSED LOTS	119
PROPOSED DENSITY	2.36 UNITS/ACRE
BUILDING HEIGHT	3 STORIES MAXIMUM
LOT WIDTH	65' MINIMUM
SETBACKS	
FRONT	25' (PRIMARY); 20' (SECONDARY)
SIDE	8'
REAR	25'
CIVIC SPACE	
REQUIRED CIVIC SPACE	2.53 AC (5%)
PLAYGROUND 1	0.20 AC
PLAYGROUND 2	0.68 AC
GREEN	2.42 AC
PROVIDED CIVIC SPACE	3.30 AC (7%)





LEGEND	
	PROPOSED LOT LINES
(00)	PROPOSED LOT NUMBER
	PROPOSED BUILDING SETBACK
8" W	PROPOSED WATER LINE
	PROPOSED WATER SERVICE
	PROPOSED FIRE HYDRANT ASSEMBLY
S	PROPOSED SANITARY MANHOLE
	PROPOSED SANITARY SERVICE
	PROPOSED STORM INLET
	PROPOSED HEADWALL
D	PROPOSED STORM MANHOLE

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
1	9642.75	0.22
2	12724.12	0.29
3	14819.35	0.34
4	16915.28	0.39
5	17588.75	0.40
6	21185.82	0.49
7	22247.96	0.51
8	23282.63	0.53
9	10901.91	0.25
10	11839.06	0.27
11	15564.15	0.36
12	13417.50	0.31
13	10740.85	0.25
14	10000.00	0.23
15	10000.00	0.23
16	10000.00	0.23
17	10000.00	0.23
18	10000.00	0.23
19	10000.00	0.23
20	10010.28	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
21	11133.43	0.26
22	10521.71	0.24
23	9120.00	0.21
24	9120.00	0.21
25	9120.00	0.21
26	9119.71	0.21
27	10828.35	0.25
28	10080.98	0.23
29	10080.94	0.23
30	10080.86	0.23
31	10080.77	0.23
32	10080.69	0.23
33	10080.61	0.23
34	10080.53	0.23
35	10080.45	0.23
36	10080.37	0.23
37	10080.28	0.23
38	10080.20	0.23
39	12465.69	0.29
40	16092.59	0.37

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
41	14491.38	0.33
42	13489.60	0.31
43	13914.92	0.32
44	13864.56	0.32
45	13814.20	0.32
46	13763.84	0.32
47	13713.49	0.31
48	13663.13	0.31
49	13614.13	0.31
50	13570.47	0.31
51	13527.35	0.31
52	13485.50	0.31
53	9644.62	0.22
54	9597.09	0.22
55	9574.20	0.22
56	9572.15	0.22
57	9577.53	0.22
58	9583.66	0.22
59	10996.18	0.25
60	11020.85	0.25

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
61	10258.72	0.24
62	10256.77	0.24
63	10258.41	0.24
64	10257.53	0.24
65	10254.64	0.24
66	10251.74	0.24
67	10248.84	0.24
68	10245.95	0.24
69	10242.68	0.24
70	10650.39	0.24
71	18189.29	0.42
72	16436.56	0.38
73	15177.55	0.35
74	16363.60	0.38
75	10740.88	0.25
76	10740.87	0.25
77	10000.00	0.23
78	10000.00	0.23
79	10000.00	0.23
80	10000.00	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
81	10000.00	0.23
82	10000.00	0.23
83	10000.00	0.23
84	10000.00	0.23
85	10000.00	0.23
86	10000.00	0.23
87	10000.00	0.23
88	10740.88	0.25
89	9999.72	0.23
90	10000.00	0.23
91	10000.00	0.23
92	10000.00	0.23
93	10000.00	0.23
94	10000.00	0.23
95	10000.00	0.23
96	10000.00	0.23
97	10000.00	0.23
98	10000.00	0.23
99	10000.00	0.23
100	10740.88	0.25

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
101	10740.87	0.25
102	10000.00	0.23
103	15770.50	0.36
104	10595.40	0.24
105	10595.40	0.24
106	9852.50	0.23
107	10000.00	0.23
108	10000.00	0.23
109	10000.00	0.23
110	10000.00	0.23
111	10000.00	0.23
112	10740.88	0.25
113	9950.17	0.23
114	16363.90	0.38
115	12002.37	0.28
116	11048.00	0.25
117	11160.07	0.26
118	11136.01	0.26
119	10684.98	0.25

Open Space Areas		
PARCEL	SQ. FT.	ACRE
GREEN SPACE:1	105367.96	2.42
OS:1	59202.02	1.36
OS:2	1000.00	0.02
OS:3	158660.92	3.64
OS:4	15283.34	0.35
OS:5	18059.42	0.41
PLAYGROUND:1	8652.85	0.20
PLAYGROUND:2	29569.83	0.68

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

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

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

DETAILED SITE PLAN

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

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CORDELL
REGISTERED ENGINEER
No. 127739
STATE OF TENNESSEE
04/21/2025

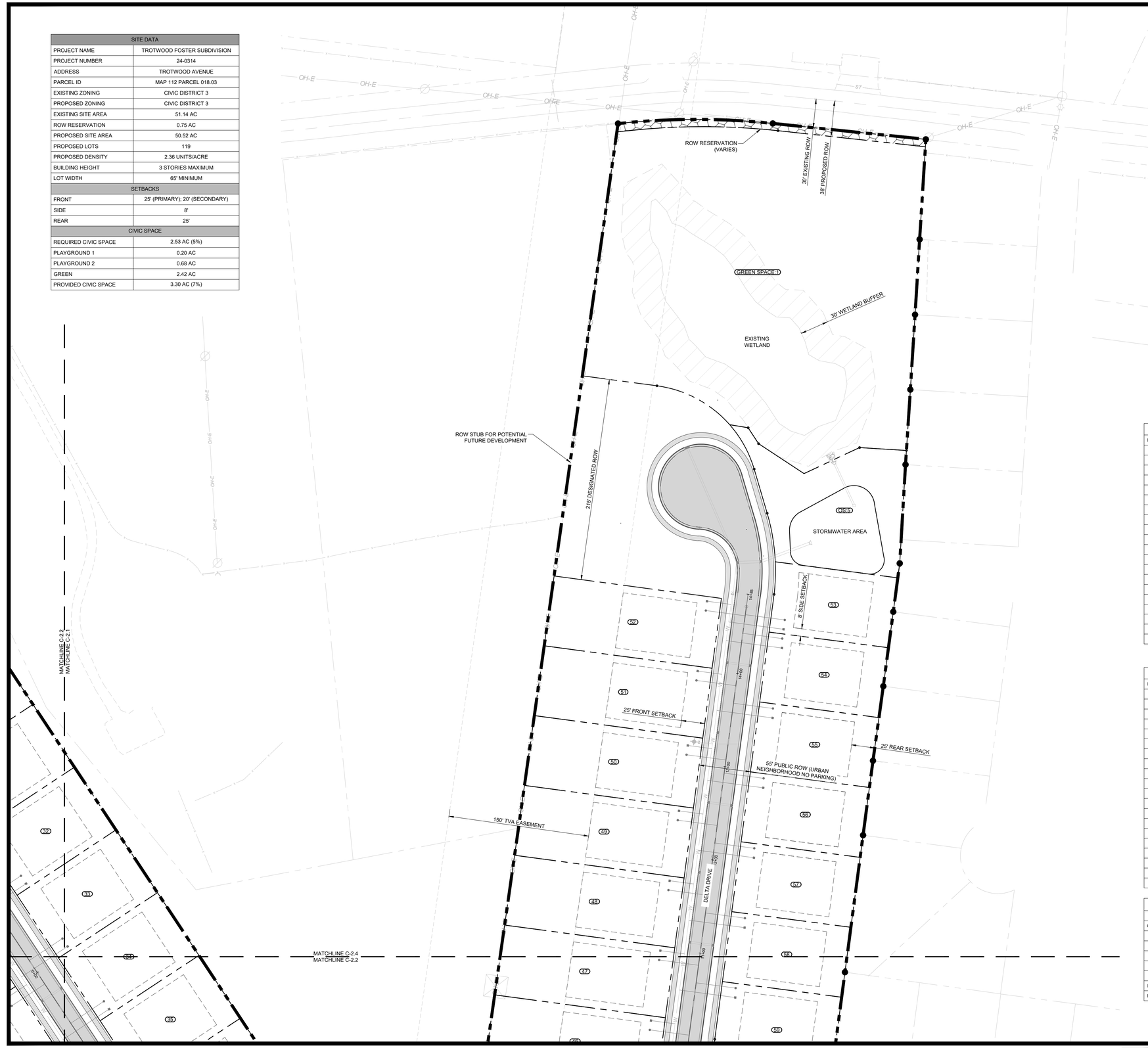
PROJECT
24-0314

SHEET
C-2.1

T-SQUARE ENGINEERING

P:\Projects\2024\24-0314 (Trotwood Avenue - Tyler Ring & Nelson Crowell)\Production\24-0314 1- Site Plan.dwg, 4/15/2025 8:38:18 AM

SITE DATA	
PROJECT NAME	TROTWOOD FOSTER SUBDIVISION
PROJECT NUMBER	24-0314
ADDRESS	TROTWOOD AVENUE
PARCEL ID	MAP 112 PARCEL 018.03
EXISTING ZONING	CIVIC DISTRICT 3
PROPOSED ZONING	CIVIC DISTRICT 3
EXISTING SITE AREA	51.14 AC
ROW RESERVATION	0.75 AC
PROPOSED SITE AREA	50.52 AC
PROPOSED LOTS	119
PROPOSED DENSITY	2.36 UNITS/ACRE
BUILDING HEIGHT	3 STORIES MAXIMUM
LOT WIDTH	65' MINIMUM
SETBACKS	
FRONT	25' (PRIMARY); 20' (SECONDARY)
SIDE	8'
REAR	25'
CIVIC SPACE	
REQUIRED CIVIC SPACE	2.53 AC (5%)
PLAYGROUND 1	0.20 AC
PLAYGROUND 2	0.68 AC
GREEN	2.42 AC
PROVIDED CIVIC SPACE	3.30 AC (7%)



N

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

LEGEND	
	PROPOSED LOT LINES
00	PROPOSED LOT NUMBER
	PROPOSED BUILDING SETBACK
8" W	PROPOSED WATER LINE
	PROPOSED WATER SERVICE
	PROPOSED FIRE HYDRANT ASSEMBLY
S	PROPOSED SANITARY MANHOLE
	PROPOSED SANITARY SERVICE
	PROPOSED STORM INLET
	PROPOSED HEADWALL
	PROPOSED STORM MANHOLE

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
1	9642.75	0.22
2	12724.12	0.29
3	14819.35	0.34
4	16915.28	0.39
5	17588.75	0.40
6	21185.82	0.49
7	22247.96	0.51
8	23282.63	0.53
9	10901.91	0.25
10	11839.06	0.27
11	15564.15	0.36
12	13417.50	0.31
13	10740.85	0.25
14	10000.00	0.23
15	10000.00	0.23
16	10000.00	0.23
17	10000.00	0.23
18	10000.00	0.23
19	10000.00	0.23
20	10010.28	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
21	11133.43	0.26
22	10521.71	0.24
23	9120.00	0.21
24	9120.00	0.21
25	9120.00	0.21
26	9119.71	0.21
27	10828.35	0.25
28	10080.98	0.23
29	10080.94	0.23
30	10080.86	0.23
31	10080.77	0.23
32	10080.69	0.23
33	10080.61	0.23
34	10080.53	0.23
35	10080.45	0.23
36	10080.37	0.23
37	10080.28	0.23
38	10080.20	0.23
39	12465.69	0.29
40	16092.59	0.37

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
41	14491.38	0.33
42	13489.60	0.31
43	13914.92	0.32
44	13864.56	0.32
45	13814.20	0.32
46	13763.84	0.32
47	13713.49	0.31
48	13663.13	0.31
49	13614.13	0.31
50	13570.47	0.31
51	13527.35	0.31
52	13485.50	0.31
53	9644.62	0.22
54	9597.09	0.22
55	9574.20	0.22
56	9572.15	0.22
57	9577.53	0.22
58	9583.66	0.22
59	10996.18	0.25
60	11020.85	0.25

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
61	10258.72	0.24
62	10256.77	0.24
63	10258.41	0.24
64	10257.53	0.24
65	10254.64	0.24
66	10251.74	0.24
67	10248.84	0.24
68	10245.95	0.24
69	10242.68	0.24
70	10650.39	0.24
71	18189.29	0.42
72	16436.56	0.38
73	15177.55	0.35
74	16363.60	0.38
75	10740.88	0.25
76	10740.87	0.25
77	10000.00	0.23
78	10000.00	0.23
79	10000.00	0.23
80	10000.00	0.23

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PARCEL	SQ. FT.	ACRES
81	10000.00	0.23
82	10000.00	0.23
83	10000.00	0.23
84	10000.00	0.23
85	10000.00	0.23
86	10000.00	0.23
87	10000.00	0.23
88	10740.88	0.25
89	9999.72	0.23
90	10000.00	0.23
91	10000.00	0.23
92	10000.00	0.23
93	10000.00	0.23
94	10000.00	0.23
95	10000.00	0.23
96	10000.00	0.23
97	10000.00	0.23
98	10000.00	0.23
99	10000.00	0.23
100	10740.88	0.25

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
101	10740.87	0.25
102	10000.00	0.23
103	15770.50	0.36
104	10595.40	0.24
105	10595.40	0.24
106	9852.50	0.23
107	10000.00	0.23
108	10000.00	0.23
109	10000.00	0.23
110	10000.00	0.23
111	10000.00	0.23
112	10740.88	0.25
113	9950.17	0.23
114	16363.90	0.38
115	12002.37	0.28
116	11048.00	0.25
117	11160.07	0.26
118	11136.01	0.26
119	10684.98	0.25

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PARCEL	SQ. FT.	ACRE
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OS:1	59202.02	1.36
OS:2	1000.00	0.02
OS:3	158660.92	3.64
OS:4	15283.34	0.35
OS:5	18059.42	0.41
PLAYGROUND:1	8652.85	0.20
PLAYGROUND:2	29569.83	0.68

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

OWNER OF RECORD

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

APPLICANT

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

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

DETAILED SITE PLAN

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

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CORDELL
REGISTERED LANDSCAPE ARCHITECT
No. 127799
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-2.2

P:\Projects\2024\24-0314 (Trotwood Avenue - Tyler Ring & Nelson Crowe)\Production\24-0314 1- Site Plan.dwg, 4/15/2025 8:38:33 AM

SITE DATA	
PROJECT NAME	TROTWOOD FOSTER SUBDIVISION
PROJECT NUMBER	24-0314
ADDRESS	TROTWOOD AVENUE
PARCEL ID	MAP 112 PARCEL 018.03
EXISTING ZONING	CIVIC DISTRICT 3
PROPOSED ZONING	CIVIC DISTRICT 3
EXISTING SITE AREA	51.14 AC
ROW RESERVATION	0.75 AC
PROPOSED SITE AREA	50.52 AC
PROPOSED LOTS	119
PROPOSED DENSITY	2.36 UNITS/ACRE
BUILDING HEIGHT	3 STORIES MAXIMUM
LOT WIDTH	65' MINIMUM
SETBACKS	
FRONT	25' (PRIMARY); 20' (SECONDARY)
SIDE	8'
REAR	25'
CIVIC SPACE	
REQUIRED CIVIC SPACE	2.53 AC (5%)
PLAYGROUND 1	0.20 AC
PLAYGROUND 2	0.68 AC
GREEN	2.42 AC
PROVIDED CIVIC SPACE	3.30 AC (7%)



N

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

LEGEND

- PROPOSED LOT LINES
- (100) PROPOSED LOT NUMBER
- PROPOSED BUILDING SETBACK
- 8" W PROPOSED WATER LINE
- PROPOSED WATER SERVICE
- PROPOSED FIRE HYDRANT ASSEMBLY
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY SERVICE
- PROPOSED STORM INLET
- PROPOSED HEADWALL
- PROPOSED STORM MANHOLE

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
1	9642.75	0.22
2	12724.12	0.29
3	14819.35	0.34
4	16915.28	0.39
5	17588.75	0.40
6	21185.82	0.49
7	22247.96	0.51
8	23282.63	0.53
9	10901.91	0.25
10	11839.06	0.27
11	15564.15	0.36
12	13417.50	0.31
13	10740.85	0.25
14	10000.00	0.23
15	10000.00	0.23
16	10000.00	0.23
17	10000.00	0.23
18	10000.00	0.23
19	10000.00	0.23
20	10010.28	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
21	11133.43	0.26
22	10521.71	0.24
23	9120.00	0.21
24	9120.00	0.21
25	9120.00	0.21
26	9119.71	0.21
27	10828.35	0.25
28	10080.98	0.23
29	10080.94	0.23
30	10080.86	0.23
31	10080.77	0.23
32	10080.69	0.23
33	10080.61	0.23
34	10080.53	0.23
35	10080.45	0.23
36	10080.37	0.23
37	10080.28	0.23
38	10080.20	0.23
39	12465.69	0.29
40	16092.59	0.37

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
41	14491.38	0.33
42	13489.60	0.31
43	13914.92	0.32
44	13864.56	0.32
45	13814.20	0.32
46	13763.84	0.32
47	13713.49	0.31
48	13663.13	0.31
49	13614.13	0.31
50	13570.47	0.31
51	13527.35	0.31
52	13485.50	0.31
53	9644.62	0.22
54	9597.09	0.22
55	9574.20	0.22
56	9572.15	0.22
57	9577.53	0.22
58	9583.66	0.22
59	10996.18	0.25
60	11020.85	0.25

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
61	10258.72	0.24
62	10256.77	0.24
63	10258.41	0.24
64	10257.53	0.24
65	10254.64	0.24
66	10251.74	0.24
67	10248.84	0.24
68	10245.95	0.24
69	10242.68	0.24
70	10650.39	0.24
71	18189.29	0.42
72	16436.56	0.38
73	15177.55	0.35
74	16363.60	0.38
75	10740.88	0.25
76	10740.87	0.25
77	10000.00	0.23
78	10000.00	0.23
79	10000.00	0.23
80	10000.00	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
81	10000.00	0.23
82	10000.00	0.23
83	10000.00	0.23
84	10000.00	0.23
85	10000.00	0.23
86	10000.00	0.23
87	10000.00	0.23
88	10740.88	0.25
89	9999.72	0.23
90	10000.00	0.23
91	10000.00	0.23
92	10000.00	0.23
93	10000.00	0.23
94	10000.00	0.23
95	10000.00	0.23
96	10000.00	0.23
97	10000.00	0.23
98	10000.00	0.23
99	10000.00	0.23
100	10740.88	0.25

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
101	10740.87	0.25
102	10000.00	0.23
103	15770.50	0.36
104	10595.40	0.24
105	10595.40	0.24
106	9852.50	0.23
107	10000.00	0.23
108	10000.00	0.23
109	10000.00	0.23
110	10000.00	0.23
111	10000.00	0.23
112	10740.88	0.25
113	9950.17	0.23
114	16363.90	0.38
115	12002.37	0.28
116	11048.00	0.25
117	11160.07	0.26
118	11136.01	0.26
119	10684.98	0.25

Open Space Areas		
PARCEL	SQ. FT.	ACRE
GREEN SPACE:1	105367.96	2.42
OS:1	59202.02	1.36
OS:2	1000.00	0.02
OS:3	158660.92	3.64
OS:4	15283.34	0.35
OS:5	18059.42	0.41
PLAYGROUND:1	8652.85	0.20
PLAYGROUND:2	29569.83	0.68

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

OWNER OF RECORD

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

APPLICANT

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

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

DETAILED SITE PLAN

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

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROLLA
ARCHITECTURE
No. 127380
STATE OF TENNESSEE
04/21/2025

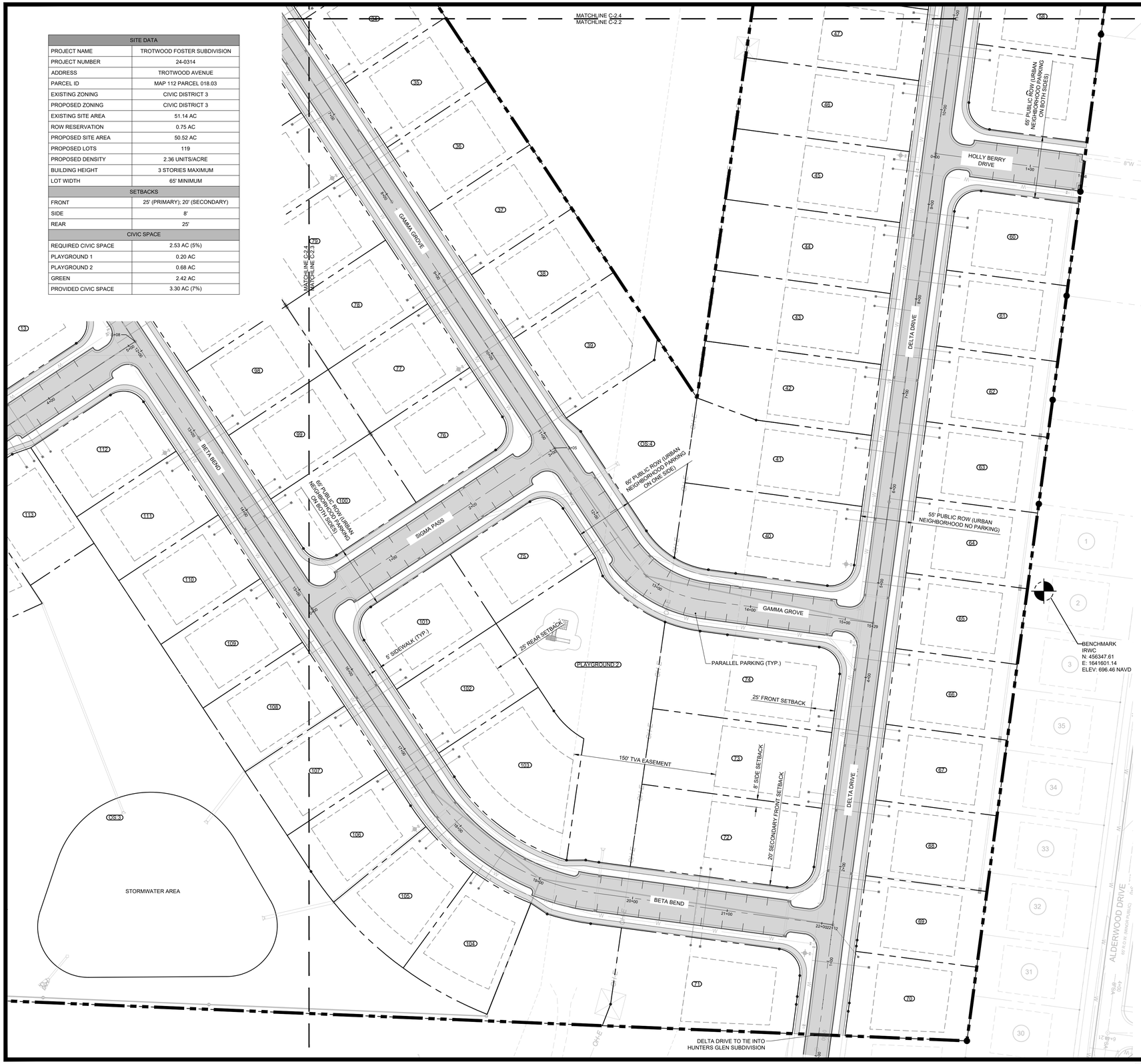
PROJECT
24-0314

SHEET
C-2.3

T-SQUARE ENGINEERING

P:\Projects\2024\24-0314 (Trotwood Avenue - Tyler Roig & Nelson Crowe)\Production\24-0314 1- Site Plan.dwg, 4/15/2025 8:38:43 AM

SITE DATA	
PROJECT NAME	TROTWOOD FOSTER SUBDIVISION
PROJECT NUMBER	24-0314
ADDRESS	TROTWOOD AVENUE
PARCEL ID	MAP 112 PARCEL 018.03
EXISTING ZONING	CIVIC DISTRICT 3
PROPOSED ZONING	CIVIC DISTRICT 3
EXISTING SITE AREA	51.14 AC
ROW RESERVATION	0.75 AC
PROPOSED SITE AREA	50.52 AC
PROPOSED LOTS	119
PROPOSED DENSITY	2.36 UNITS/ACRE
BUILDING HEIGHT	3 STORIES MAXIMUM
LOT WIDTH	65' MINIMUM
SETBACKS	
FRONT	25' (PRIMARY); 20' (SECONDARY)
SIDE	8'
REAR	25'
CIVIC SPACE	
REQUIRED CIVIC SPACE	2.53 AC (5%)
PLAYGROUND 1	0.20 AC
PLAYGROUND 2	0.68 AC
GREEN	2.42 AC
PROVIDED CIVIC SPACE	3.30 AC (7%)



N

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

LEGEND	
	PROPOSED LOT LINES
(00)	PROPOSED LOT NUMBER
	PROPOSED BUILDING SETBACK
8" W	PROPOSED WATER LINE
	PROPOSED WATER SERVICE
	PROPOSED FIRE HYDRANT ASSEMBLY
S	PROPOSED SANITARY MANHOLE
	PROPOSED SANITARY SERVICE
	PROPOSED STORM INLET
	PROPOSED HEADWALL
	PROPOSED STORM MANHOLE

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
1	9642.75	0.22
2	12724.12	0.29
3	14819.35	0.34
4	16915.28	0.39
5	17588.75	0.40
6	21185.82	0.49
7	22247.96	0.51
8	23282.63	0.53
9	10901.91	0.25
10	11839.06	0.27
11	15564.15	0.36
12	13417.50	0.31
13	10740.85	0.25
14	10000.00	0.23
15	10000.00	0.23
16	10000.00	0.23
17	10000.00	0.23
18	10000.00	0.23
19	10000.00	0.23
20	10010.28	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
21	11133.43	0.26
22	10521.71	0.24
23	9120.00	0.21
24	9120.00	0.21
25	9120.00	0.21
26	9119.71	0.21
27	10828.35	0.25
28	10080.98	0.23
29	10080.94	0.23
30	10080.86	0.23
31	10080.77	0.23
32	10080.69	0.23
33	10080.61	0.23
34	10080.53	0.23
35	10080.45	0.23
36	10080.37	0.23
37	10080.28	0.23
38	10080.20	0.23
39	12465.69	0.29
40	16092.59	0.37

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
41	14491.38	0.33
42	13489.60	0.31
43	13914.92	0.32
44	13864.56	0.32
45	13814.20	0.32
46	13763.84	0.32
47	13713.49	0.31
48	13663.13	0.31
49	13614.13	0.31
50	13570.47	0.31
51	13527.35	0.31
52	13485.50	0.31
53	9644.62	0.22
54	9597.09	0.22
55	9574.20	0.22
56	9572.15	0.22
57	9577.53	0.22
58	9583.66	0.22
59	10996.18	0.25
60	11020.85	0.25

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
61	10258.72	0.24
62	10256.77	0.24
63	10258.41	0.24
64	10257.53	0.24
65	10254.64	0.24
66	10251.74	0.24
67	10248.84	0.24
68	10245.95	0.24
69	10242.68	0.24
70	10650.39	0.24
71	18189.29	0.42
72	16436.56	0.38
73	15177.55	0.35
74	16363.60	0.38
75	10740.88	0.25
76	10740.87	0.25
77	10000.00	0.23
78	10000.00	0.23
79	10000.00	0.23
80	10000.00	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
81	10000.00	0.23
82	10000.00	0.23
83	10000.00	0.23
84	10000.00	0.23
85	10000.00	0.23
86	10000.00	0.23
87	10000.00	0.23
88	10740.88	0.25
89	9999.72	0.23
90	10000.00	0.23
91	10000.00	0.23
92	10000.00	0.23
93	10000.00	0.23
94	10000.00	0.23
95	10000.00	0.23
96	10000.00	0.23
97	10000.00	0.23
98	10000.00	0.23
99	10000.00	0.23
100	10740.88	0.25

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
101	10740.87	0.25
102	10000.00	0.23
103	15770.50	0.36
104	10595.40	0.24
105	10595.40	0.24
106	9852.50	0.23
107	10000.00	0.23
108	10000.00	0.23
109	10000.00	0.23
110	10000.00	0.23
111	10000.00	0.23
112	10740.88	0.25
113	9950.17	0.23
114	16363.90	0.38
115	12002.37	0.28
116	11048.00	0.25
117	11160.07	0.26
118	11136.01	0.26
119	10684.98	0.25

Open Space Areas		
PARCEL	SQ. FT.	ACRE
GREEN SPACE:1	105367.96	2.42
OS:1	59202.02	1.36
OS:2	1000.00	0.02
OS:3	158660.92	3.64
OS:4	15283.34	0.35
OS:5	18059.42	0.41
PLAYGROUND:1	8652.85	0.20
PLAYGROUND:2	29569.83	0.68

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

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

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

DETAILED SITE PLAN

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

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROLLA
REGISTERED ENGINEER
AGRICULTURE
CIVIL
No. 127369
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-2.4

T-SQUARE ENGINEERING

P:\Projects\2024\24-0314 (Trotwood Avenue - Tyler Ring & Nelson Crown)\Production\24-0314 1 - Site Plan.dwg, 4/15/2025 8:38:58 AM



PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
1	9642.75	0.22
2	12724.12	0.29
3	14819.35	0.34
4	16915.28	0.39
5	17588.75	0.40
6	21185.82	0.49
7	22247.96	0.51
8	23282.63	0.53
9	10901.91	0.25
10	11839.06	0.27
11	15564.15	0.36
12	13417.50	0.31
13	10740.85	0.25
14	10000.00	0.23
15	10000.00	0.23
16	10000.00	0.23
17	10000.00	0.23
18	10000.00	0.23
19	10000.00	0.23
20	10010.28	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
21	11133.43	0.26
22	10521.71	0.24
23	9120.00	0.21
24	9120.00	0.21
25	9120.00	0.21
26	9119.71	0.21
27	10828.35	0.25
28	10080.98	0.23
29	10080.94	0.23
30	10080.86	0.23
31	10080.77	0.23
32	10080.69	0.23
33	10080.61	0.23
34	10080.53	0.23
35	10080.45	0.23
36	10080.37	0.23
37	10080.28	0.23
38	10080.20	0.23
39	12465.69	0.29
40	16092.59	0.37

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
41	14491.38	0.33
42	13489.60	0.31
43	13914.92	0.32
44	13864.56	0.32
45	13814.20	0.32
46	13763.84	0.32
47	13713.49	0.31
48	13663.13	0.31
49	13614.13	0.31
50	13570.47	0.31
51	13527.35	0.31
52	13485.50	0.31
53	9644.62	0.22
54	9597.09	0.22
55	9574.20	0.22
56	9572.15	0.22
57	9577.53	0.22
58	9583.66	0.22
59	10996.18	0.25
60	11020.85	0.25

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
61	10258.72	0.24
62	10256.77	0.24
63	10258.41	0.24
64	10257.53	0.24
65	10254.64	0.24
66	10251.74	0.24
67	10248.84	0.24
68	10245.95	0.24
69	10242.68	0.24
70	10650.39	0.24
71	18189.29	0.42
72	16436.56	0.38
73	15177.55	0.35
74	16363.60	0.38
75	10740.88	0.25
76	10740.87	0.25
77	10000.00	0.23
78	10000.00	0.23
79	10000.00	0.23
80	10000.00	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
81	10000.00	0.23
82	10000.00	0.23
83	10000.00	0.23
84	10000.00	0.23
85	10000.00	0.23
86	10000.00	0.23
87	10000.00	0.23
88	10740.88	0.25
89	9999.72	0.23
90	10000.00	0.23
91	10000.00	0.23
92	10000.00	0.23
93	10000.00	0.23
94	10000.00	0.23
95	10000.00	0.23
96	10000.00	0.23
97	10000.00	0.23
98	10000.00	0.23
99	10000.00	0.23
100	10740.88	0.25

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
101	10740.87	0.25
102	10000.00	0.23
103	15770.50	0.36
104	10595.40	0.24
105	10595.40	0.24
106	9852.50	0.23
107	10000.00	0.23
108	10000.00	0.23
109	10000.00	0.23
110	10000.00	0.23
111	10000.00	0.23
112	10740.88	0.25
113	9950.17	0.23
114	16363.90	0.38
115	12002.37	0.28
116	11048.00	0.25
117	11160.07	0.26
118	11136.01	0.26
119	10684.98	0.25

Open Space Areas		
PARCEL	SQ. FT.	ACRE
GREEN SPACE:1	105367.96	2.42
OS:1	59202.02	1.36
OS:2	1000.00	0.02
OS:3	158660.92	3.64
OS:4	15283.34	0.35
OS:5	18059.42	0.41
PLAYGROUND:1	8652.85	0.20
PLAYGROUND:2	29569.83	0.68

N

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

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

TROTWOOD FOSTER SUBDIVISION

PARCEL TABLES

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

ALLISON B. COROLLA
REGISTERED LANDSCAPE ARCHITECT
No. 127369
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-2.5

T-SQUARE ENGINEERING

P:\Projects\2024\24-0314 (Trotwood Avenue - Tyler Ring & Nelson Crown)\Production\24-0314 1- Site Plan.dwg, 4/15/2025 8:39:11 AM

Parcel Line Table		
Line #	Length	Direction
L1	75.00	S32° 11' 18.63"E
L2	127.73	S57° 48' 41.37"W
L3	75.02	N33° 28' 21.99"W
L4	2.48	S32° 11' 18.63"E
L5	129.41	N57° 48' 41.37"E
L6	116.19	N33° 28' 21.99"W
L7	80.00	S33° 28' 21.99"E
L8	18.74	S33° 28' 21.99"E
L9	48.30	S7° 48' 11.66"E
L10	149.33	S75° 07' 54.30"W
L11	61.26	S33° 28' 21.99"E
L12	44.44	S33° 28' 21.99"E
L13	80.00	S7° 48' 11.66"E
L14	192.22	S82° 11' 48.34"W
L15	35.56	S33° 28' 21.99"E
L16	53.20	S33° 28' 21.99"E
L17	77.73	S7° 48' 11.66"E
L18	230.67	N82° 11' 48.34"E
L19	26.80	S33° 28' 21.99"E
L20	12.74	S33° 28' 21.99"E
L21	46.81	S24° 17' 21.94"E
L22	256.21	N65° 42' 38.06"E
L23	67.26	S33° 28' 21.99"E
L24	13.78	S33° 28' 21.99"E
L25	80.00	S24° 17' 21.94"E
L26	271.63	N65° 42' 38.06"E
L27	66.22	S33° 28' 21.99"E
L28	80.00	S33° 28' 21.99"E
L29	80.00	S24° 17' 21.94"E
L30	284.57	N65° 42' 38.06"E
L31	80.00	S33° 28' 21.99"E
L32	15.86	S33° 28' 22.30"E
L33	80.00	S24° 17' 21.94"E
L34	135.90	S65° 42' 38.06"W
L35	80.00	N24° 49' 17.90"W
L36	62.00	S24° 17' 21.94"E
L37	136.65	S65° 42' 38.06"W
L38	92.00	S24° 49' 17.90"E
L39	20.62	N79° 44' 48.53"E
L40	92.50	N65° 42' 38.06"E
L41	80.00	S65° 42' 38.06"W
L42	169.22	S32° 00' 32.35"E
L43	13.79	N56° 31' 40.65"E
L44	61.19	N65° 42' 38.06"E
L45	64.87	N56° 31' 40.65"E
L46	20.62	N42° 29' 30.70"E
L47	87.00	N33° 28' 22.37"W
L48	64.14	N33° 28' 22.37"W
L49	125.00	S56° 31' 40.65"W
L50	62.00	N33° 28' 21.99"W
L51	100.00	N56° 31' 40.65"E
L52	125.00	S56° 31' 40.65"W
L53	80.00	N33° 28' 21.99"W
L54	125.00	S56° 31' 40.65"W
L55	80.00	N33° 28' 21.99"W
L56	125.00	S56° 31' 40.65"W
L57	80.00	N33° 28' 21.99"W
L58	125.00	N56° 31' 40.65"E
L59	80.00	N33° 28' 21.99"W
L60	125.00	S56° 31' 40.65"W
L61	80.00	N33° 28' 21.99"W
L62	125.00	N56° 31' 40.65"E
L63	80.00	N33° 28' 21.99"W
L64	126.47	N56° 31' 40.65"E
L65	58.91	N33° 28' 21.99"W
L66	156.72	S56° 31' 40.65"W
L67	39.37	N8° 01' 13.43"W
L68	81.12	S32° 11' 18.63"E
L69	466.91	S53° 53' 49.37"W
L70	40.55	N33° 28' 29.62"W
L71	13.50	N56° 31' 40.65"E
L72	20.92	N52° 25' 25.25"E
L73	109.00	S55° 07' 47.88"E
L74	13.50	S56° 31' 40.65"W
L75	114.00	N33° 28' 20.53"W
L76	80.00	S56° 31' 40.65"W
L77	114.00	N33° 28' 20.53"W
L78	80.00	N56° 31' 40.65"E
L79	80.00	S56° 31' 40.65"W
L80	114.00	N33° 28' 20.53"W

Parcel Line Table		
Line #	Length	Direction
L81	80.00	N56° 31' 40.65"E
L82	80.00	S56° 31' 40.65"W
L83	114.00	N33° 28' 20.53"W
L84	80.00	N56° 31' 40.65"E
L85	79.99	S56° 31' 40.65"W
L86	114.00	N33° 28' 29.62"W
L87	80.00	N56° 31' 40.65"E
L88	62.00	S33° 28' 21.99"E
L89	101.00	S56° 31' 40.65"W
L90	87.00	N33° 28' 48.57"W
L91	80.00	S33° 28' 21.99"E
L92	126.01	N56° 31' 40.65"E
L93	42.51	N33° 28' 29.62"W
L94	37.49	N33° 28' 19.35"W
L95	80.00	S33° 28' 21.99"E
L96	126.01	N56° 31' 40.65"E
L97	80.00	N33° 28' 19.35"W
L98	80.00	S33° 28' 21.99"E
L99	126.01	N56° 31' 40.65"E
L100	80.00	N33° 28' 19.35"W
L101	80.00	S33° 28' 21.99"E
L102	126.01	N56° 31' 40.65"E
L103	80.00	N33° 28' 19.35"W
L104	80.00	S33° 28' 21.99"E
L105	126.01	S56° 31' 40.65"W
L106	80.00	N33° 28' 19.35"W
L107	80.00	S33° 28' 21.99"E
L108	126.01	N56° 31' 40.65"E
L109	80.00	N33° 28' 19.35"W
L110	80.00	S33° 28' 21.99"E
L111	126.01	N56° 31' 40.65"E
L112	80.00	N33° 28' 19.35"W
L113	80.00	S33° 28' 21.99"E
L114	126.01	S56° 31' 40.65"W
L115	80.00	N33° 28' 19.35"W
L116	80.00	S33° 28' 21.99"E
L117	126.01	N56° 31' 40.65"E
L118	80.00	N33° 28' 19.35"W
L119	80.00	S33° 28' 21.99"E
L120	126.00	N56° 31' 40.65"E
L121	80.00	N33° 28' 19.35"W
L122	80.00	S33° 28' 21.99"E
L123	126.00	S56° 31' 40.65"W
L124	80.00	N33° 28' 19.35"W
L125	100.00	S33° 28' 23.51"E
L126	126.00	N56° 31' 40.65"E
L127	82.60	N33° 28' 19.35"W
L128	20.62	S47° 30' 25.14"E
L129	110.55	S56° 31' 40.65"W
L130	23.27	S8° 07' 02.03"W
L131	75.33	N33° 28' 19.35"W
L132	124.85	S33° 28' 21.99"E
L133	96.99	S82° 22' 17.17"E
L134	79.23	S8° 07' 02.03"W
L135	187.21	S82° 22' 17.17"E
L136	61.99	N7° 36' 09.50"E
L137	89.74	S8° 07' 02.03"W
L138	66.08	N69° 28' 59.12"W
L139	122.00	N82° 22' 17.17"W
L140	75.00	N7° 36' 09.50"E
L141	60.26	S8° 07' 02.03"W
L142	185.87	N82° 22' 17.18"W
L143	75.00	N7° 36' 09.50"E
L144	75.00	S8° 06' 56.07"W
L145	185.20	N82° 22' 17.18"W
L146	75.00	N7° 36' 09.50"E
L147	75.00	S8° 06' 56.07"W
L148	184.53	N82° 22' 17.18"W
L149	75.00	N7° 36' 09.50"E
L150	75.00	S8° 06' 56.07"W
L151	183.85	N82° 22' 17.18"W
L152	75.00	N7° 36' 09.50"E
L153	75.00	S8° 06' 56.07"W
L154	183.18	S82° 22' 17.18"E
L155	75.00	N7° 36' 09.50"E
L156	75.00	S8° 06' 56.07"W
L157	182.51	N82° 22' 17.18"W
L158	75.00	N7° 36' 09.50"E
L159	75.00	S8° 06' 56.07"W
L160	181.84	N82° 22' 17.18"W

Parcel Line Table		
Line #	Length	Direction
L161	75.00	N7° 36' 09.50"E
L162	28.97	S8° 06' 56.07"W
L163	46.03	S8° 02' 30.70"W
L164	181.23	S82° 22' 17.18"E
L165	75.00	N7° 36' 09.50"E
L166	75.00	S8° 02' 30.70"W
L167	180.65	N82° 22' 17.18"W
L168	75.00	N7° 36' 09.50"E
L169	75.00	S8° 02' 30.70"W
L170	180.08	S82° 22' 17.18"E
L171	75.00	N7° 36' 09.50"E
L172	75.00	S8° 02' 30.70"W
L173	179.54	N82° 22' 17.18"W
L174	75.00	N7° 37' 42.82"E
L175	80.07	S82° 22' 17.07"E
L176	261.95	S8° 02' 30.70"W
L177	157.70	S83° 45' 32.16"E
L178	98.63	N3° 34' 04.26"E
L179	80.28	N3° 28' 52.49"E
L180	79.81	N3° 31' 21.10"E
L181	64.86	N3° 44' 50.17"E
L182	48.97	S16° 24' 32.60"E
L183	19.90	N80° 37' 48.29"W
L184	20.23	N33° 02' 12.86"W
L185	57.86	N56° 38' 52.28"W
L186	65.28	S64° 53' 55.86"W
L187	49.92	N86° 28' 22.82"W
L188	15.11	N3° 44' 50.17"E
L189	105.12	N3° 21' 33.93"E
L190	15.56	S7° 34' 35.45"W
L191	40.45	S7° 33' 43.36"W
L192	131.39	N82° 31' 31.73"W
L193	36.40	N7° 34' 35.40"E
L194	38.60	N7° 37' 36.91"E
L195	75.00	S7° 36' 09.50"W
L196	128.01	S82° 31' 25.95"E
L197	41.29	N7° 37' 36.91"E
L198	33.71	N7° 54' 10.32"E
L199	75.00	S7° 36' 09.50"W
L200	127.82	S82° 31' 25.95"E
L201	46.27	N7° 54' 10.32"E
L202	28.73	N7° 33' 31.43"E
L203	75.00	S7° 36' 09.50"W
L204	127.60	S82° 31' 25.95"E
L205	51.18	N7° 33' 31.43"E
L206	23.82	N7° 32' 40.54"E
L207	75.00	S7° 36' 09.50"W
L208	127.66	S82° 31' 25.95"E
L209	75.00	N7° 32' 40.54"E
L210	75.00	S7° 36' 09.50"W
L211	127.74	S82° 31' 25.95"E
L212	48.17	N7° 32' 40.54"E
L213	26.83	N7° 28' 34.05"E
L214	61.94	S7° 36' 09.50"W
L215	127.85	N82° 31' 25.95"W
L216	87.00	N7° 28' 34.05"E
L217	102.98	S82° 31' 25.95"E
L218	62.06	S7° 36' 09.50"W
L219	103.24	N82° 31' 25.95"W
L220	87.00	N7° 33' 55.88"E
L221	80.00	S7° 36' 09.50"W
L222	128.24	S82° 31' 25.95"E
L223	10.25	N7° 33' 14.67"E
L224	69.75	N7° 37' 34.37"E
L225	80.00	S7° 36' 09.50"W
L226	128.22	S82° 31' 25.95"E
L227	40.34	N7° 37' 34.37"E
L228	39.66	N7° 34' 54.86"E
L229	80.00	S7° 36' 09.50"W
L230	128.22	S82° 31' 25.95"E
L231	70.32	N7° 34' 54.86"E
L232	9.68	N7° 37' 42.83"E
L233	80.00	S7° 36' 09.50"W
L234	128.24	S82° 31' 25.95"E
L235	80.00	N7° 37' 42.83"E
L236	80.00	S7° 36' 09.50"W
L237	128.20	S82° 31' 25.95"E
L238	80.00	N7° 37' 42.83"E
L239	80.00	S7° 36' 09.50"W
L240	128.16	S82° 31' 25.95"E

Parcel Line Table		
Line #	Length	Direction
L241	80.00	N7° 37' 42.83"E
L242	80.00	S7° 36' 09.50"W
L243	128.13	S82° 31' 25.95"E
L244	80.00	N7° 37' 42.83"E
L245	80.00	S7° 36' 09.50"W
L246	128.09	S82° 31' 25.95"E
L247	80.00	N7° 37' 42.83"E
L248	5.56	S7° 03' 55.60"W
L249	68.12	S7° 36' 09.50"W
L250	128.06	S82° 31' 25.95"E
L251	80.00	N7° 37' 42.83"E
L252	25.85	S7° 33' 22.26"W
L253	54.52	S7° 03' 55.60"W
L254	127.94	N82° 31' 25.95"W
L255	77.82	N7° 37' 42.83"E
L256	127.86	S87° 37' 09.97"E
L257	24.14	S20° 59' 59.93"W
L258	80.79	S8° 07' 02.03"W
L259	166.84	N82° 22' 17.17"W
L260	22.13	N7° 03' 55.60"E
L261	30.83	N7° 33' 22.26"E
L262	199.25	S87° 37' 09.97"E
L263	32.58	N82° 22' 17.17"W
L264	20.44	N56° 23' 59.71"W
L265	125.00	N21° 31' 59.35"E
L266	125.00	N36° 08' 21.82"E
L267	125.00	N50° 44' 44.30"E
L268	45.27	S33° 28' 21.99"E
L269	125.00	N56° 31' 40.65"E
L270	45.27	N33° 28' 21.99"W
L271	80.00	S33° 28' 21.99"E
L272	125.00	S56° 31' 40.65"W
L273	80.00	N33° 28' 21.99"W
L274	80.00	S33° 28' 21.99"E
L275	125.00	N56° 31' 40.65"E
L276	80.00	N33° 28' 21.99"W
L277	80.00	S33° 28' 21.99"E
L278	125.00	N56° 31' 40.65"E
L279	80.00	N33° 28' 21.99"W
L280	80.00	S33° 28' 21.99"E
L281	125.00	N56° 31' 40.65"E
L282	80.00	N33° 28' 21.99"W
L283	80.00	S33° 28' 21.99"E
L284	80.00	S33° 28' 21.99"E
L285	125.00	N56° 31' 40.65"E
L286	80.00	N33° 28' 21.99"W
L287	87.00	S33° 28' 21.99"E
L288	100.00	S56° 31' 40.65"W
L289	62.00	N33° 28' 21.99"W
L290	20.62	S70° 33' 50.97"W
L291	60.00	S56° 31' 40.65"W
L292	125.00	S33° 28' 21.99"E
L293	80.00	S56° 31' 38.01"W
L294	18.67	S56° 31' 40.65"W
L295	19.83	S51° 06' 15.07"W
L296	25.00	S24° 17' 21.94"E
L297	40.00	S65° 42' 38.06"W
L298	62.00	S24° 17' 21.94"E
L299	136.38	N65° 42' 38.06"E
L300	22.69	N33° 28' 21.99"W
L301	40.00	N65° 42' 38.06"E
L302	25.00	N24° 17' 21.94"W
L303	114.50	S65° 42' 38.06"W
L304	62.00	S24° 17' 21.94"E
L305	38.67	S24° 17' 21.94"E
L306	139.50	S65° 42' 38.06"W
L307	41.26	N24° 17' 21.94"W
L308	74.74	S16° 26' 40.65"E
L309	139.51	S72° 06' 34.69"W
L310	71.73	N16° 26' 40.65"W
L311	48.25	N16° 26' 40.65"W
L312	139.54	N72° 06' 36.20"E
L313	80.00	S16° 26' 40.65"E
L314	137.28	N72° 06' 36.20"E
L315	1.34	N24° 17' 19.35"W
L316	26.20	S16° 26' 40.65"E
L317	41.57	S24° 17' 19.35"E
L318	132.82	S72° 05' 33.72"W
L319	80.41	N24° 17' 19.35"W
L320	55.54	S24° 17' 19.35"E

Parcel Line Table		
Line #	Length	Direction
L321	727.57	S87° 37' 09.97"E
L322	258.59	S8° 07' 02.03"W
L323	28.85	N82° 22' 17.17"W
L324	97.01	N82° 22' 17.17"W
L325	62.01	N7° 36' 09.50"E
L326	258.59	S8° 07' 02.03"W
L327	189.36	N82° 22' 17.17"W
L328	80.00	N7° 36' 09.50"E
L329	258.59	S8° 07' 02.03"W
L330	190.08	N82° 22' 17.17"W
L331	61.99	N7° 36' 09.50"E
L332	165.85	S82° 22' 17.17"E
L333	33.14	N82° 22' 17.17"W
L334	20.11	S89° 41' 07.71"W
L335	128.50	N8° 07' 02.03"E
L336	29.68	S33° 28' 21.99"E
L337	125.00	N56° 31' 40.65"E
L338	109.68	N33° 28' 21.99"W
L339	80.00	S33° 28' 21.99"E
L340	125.00	N56° 31' 40.65"E
L341	109.68	N33° 28' 21.99"W
L342	62.00	S33° 28' 21.99"E
L343	100.00	S56° 31' 40.65"W
L344	87.00	S33° 28' 21.99"E
L345	100.00	S56° 31' 40.65"W
L346	62.00	N33° 28' 21.99"W
L347	125.00	N56° 31' 40.65"E
L348	20.46	S21° 09' 27.35"E
L349	100.00	N56° 31' 40.65"E
L350	62.00	S33° 28' 21.99"E
L351	125.00	N56° 31' 40.65"E
L352	87.00	N33° 28' 21.99"W
L353	80.00	S33° 28' 21.99"E
L354	125.00	N56° 31' 40.65"E
L355	80.00	S33° 28' 21.99"E
L356	80.00	S33° 28' 21.99"E
L357	125.00	S56° 31' 40.65"W
L358	80.00	N33° 28' 21.99"W
L359	80.00	S33° 28' 21.99"E
L360	125.00	N56° 31' 40.65"E
L361	80.00	N33° 28' 21.99"W
L362	80.00	S33° 28' 21.99"E
L363	125.00	N56° 31' 40.65"E
L364	80.00	S33° 28' 21.99"E
L365	80.00	S33° 28' 21.99"E
L366	125.00	S56° 31' 40.65"W
L367	80.00	S33° 28' 21.99"E
L368	80.00	S33° 28' 21.99"E
L369	125.00	N56° 31' 40.65"E
L370	80.00	S33° 28' 21.99"E
L371	80.00	S33° 28' 21.99"E
L372	125.00	N56° 31' 40.65"E
L373	80.00	N33° 28' 21.99"W
L374	80.00	S33° 28' 21.99"E
L375	125.00	N56° 31' 40.65"E
L376	80.00	S33° 28' 21.99"E
L377	80.00	S33° 28' 21.99"E
L378	125.00	N56° 31' 40.65"E
L379	80.00	S33° 28' 21.99"E
L380	80.00	S33° 28' 21.99"E
L381	125.00	N56° 31' 40.65"E
L382	80.00	N33° 28' 21.99"W
L383	74.50	S33° 28' 21.99"E
L384	124.84	S56° 31' 40.65"W
L385	80.00	N33° 28' 21.99"W
L386	30.82	S11° 48' 34.51"E
L387	27.50	S56° 31' 40.65"W
L388	87.00	N33° 28' 21.99"W
L389	100.00	S56° 31' 40.65"W
L390	62.00	N33° 28' 21.99"W
L391	125.00	N56° 31' 40.65"E
L392	80.00	N33° 28' 21.99"W
L393	125.00	N56° 31' 40.65"E
L394	80.00	N33° 28' 21.99"W
L395	125.00	N56° 31' 40.65"E
L396	80.00	N33° 28' 21.99"W
L397	125.00	N56° 31' 40.65"E
L398	80.00	N33° 28' 21.99"W
L399	125.00	N56° 31' 40.65"E
L400	80.00	N33° 28' 21.99"W

Parcel Line Table		
Line #	Length	Direction
L401	125.00	N56° 31' 40.65"E
L402	80.00	N33° 28' 21.99"W
L403	125.00	S56° 31' 40.65"W
L404	80.00	N33° 28' 21.99"W
L405	125.00	N56° 31' 40.65"E
L406	80.00	N33° 28' 21.99"W
L407	125.00	N56° 31' 40.65"E
L408	80.00	N33° 28' 21.99"W
L409	125.00	S56° 31' 40.65"W
L410	80.00	N33° 28' 21.99"W
L411	125.00	N56° 31' 40.65"E
L412	80.00	N33° 28' 21.99"W
L413	125.00	N56° 31' 40.65"E
L414	62.00	N33° 28' 21.99"W
L415	100.00	N56° 31' 40.65"E

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	70.28	232.50	17.32	S23° 31' 42"E	70.02
C2	28.67	232.50	7.07	S11° 20' 09"E	28.65
C3	30.71	222.50	7.91	S11° 45' 25"E	30.68
C4	39.27	25.00	90.00	S69° 17' 22"E	35.36
C5	26.44	165.00	9.18	N61° 07' 09"E	26.42
C6	39.27	25.00	90.00	N11° 31' 39"E	35.36
C7	21.16	152.50	7.95	N29° 29' 55"W	21.14
C8	46.59	152.50	17.50	N16° 46' 21"W	46.41
C9	78.11	157.50	28.41	N20° 39' 46"E	77.31
C10	51.01	2095.00	1.40	S56° 08' 24"W	51.01
C11	219.59	6697.71	1.88	S54° 30' 11"W	219.58
C12	37.64	152.50	14.14	N49° 27' 26"E	37.54
C13	100.74	266.50	21.66	S45° 41' 56"W	100.14
C14	39.27	25.00	90.00	S11° 31' 39"W	35.36
C15	40.76	92.50	25.25	S46° 05' 45"E	40.43
C16	38.19	92.50	23.65	S70° 32' 43"E	37.91
C17	39.28	25.00	90.03	N52° 36' 56"E	35.36
C18	89.58	125.00	41.06	S61° 50' 27"E	87.68
C19	153.49	727.50	12.09	S89° 48' 12"E	153.21
C20	54.33	125.00	24.90	S28° 51' 35"E	53.90
C21	52.47	216.50	13.89	S9° 27' 59"E	52.34
C22	34.74	216.50	9.19	S2° 04' 24"W	34.70
C23	39.33	25.00	90.13	S37° 27' 38"E	35.39
C24	39.21	25.00	89.87	S52° 32' 22"W	35.32
C25	6.31	673.50	0.54	S7° 20' 03"W	6.31
C26	8.80	1027.50	0.49	S7° 18' 39"W	8.80
C27	39.02	25.00	89.44	N37° 39' 11"W	35.18
C28	8.33	972.50	0.49	N7° 18' 39"E	8.33
C29	46.73	275.00	9.74	N77° 30' 11"W	46.68
C30	100.70	395.00	14.61	S61° 09' 49"E	100.42
C31	68.83	270.00	14.61	N61° 09' 49"W	68.64
C32	100.70	395.00	14.61	S46° 33' 27"E	100.42
C33	68.83	270.00	14.61	N46° 33' 27"W	68.64
C34	39.86	395.00	5.78	S36° 21' 49"E	39.84
C35	27.25	270.00	5.78	N36° 21' 49"W	27.23
C36	39.27	25.00	90.00	N78° 28' 21"W	35.36
C37	35.26	220.00	9.18	S61° 07' 09"W	35.22
C38	39.27	25.00	90.00	S20° 42' 38"W	35.36
C39	32.73	277.50	6.76	S20° 54' 37"E	32.71
C40	6.74	411.15	0.94	N23° 30' 35"W	6.74
C41	38.98	411.15	5.43	N20° 19' 26"W	38.97
C42	5.26	277.50	1.09	S16° 59' 16"E	5.26
C43	8.27	409.50	1.16	N17° 01' 23"W	8.27
C46	38.06	157.50	13.85	N75° 26' 55"W	37.97
C47	39.26	25.00	89.97	N37° 23' 04"W	35.35
C48	39.28	25.00	90.03	N52° 36' 56"E	35.36
C49	13.98	210.00	3.81	N80° 27' 51"W	13.98
C50	149.46	215.00	39.83	S53° 23' 18"E	146.47
C51	43.25	90.00	27.53	N47° 14' 22"W	42.83
C52	39.27	25.00	90.00	S11° 31' 39"W	35.36
C53	39.27	25.00	90.00	N78° 28' 21"W	35.36
C54	82.20	157.50	29.90	S53° 34' 28"E	81.27
C55	39.27	25.00	90.00	S78° 28' 21"E	35.36
C56	5.50	97.50	3.23	S31° 51' 20"E	5.50
C57	110.33	92.50	68.34	S22° 21' 33"W	103.90
C58	39.27	25.00	90.00	N78° 28' 21"W	35.36
C59	39.27	25.00	90.00	N11° 31' 39"E	35.36

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

PARCEL TABLES

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

TROTWOOD FOSTER SUBDIVISION

ALISON B. CORDELL
REGISTERED ENGINEER
AGRICULTURE
CIVIL
No. 127399
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-2.6

T-SQUARE ENGINEERING

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N

GRAPHIC SCALE
(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

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

SITE DATA	
PROJECT NAME	TROTWOOD FOSTER SUBDIVISION
PROJECT NUMBER	24-0314
ADDRESS	TROTWOOD AVENUE
PARCEL ID	MAP 112 PARCEL 018.03
EXISTING ZONING	CIVIC DISTRICT 3
PROPOSED ZONING	CIVIC DISTRICT 3
EXISTING SITE AREA	51.14 AC
ROW RESERVATION	0.75 AC
PROPOSED SITE AREA	50.52 AC
PROPOSED LOTS	119
PROPOSED DENSITY	2.36 UNITS/ACRE
BUILDING HEIGHT	3 STORIES MAXIMUM
LOT WIDTH	65' MINIMUM
SETBACKS	
FRONT	25' (PRIMARY); 20' (SECONDARY)
SIDE	8'
REAR	25'
CIVIC SPACE	
REQUIRED CIVIC SPACE	2.53 AC (5%)
PLAYGROUND 1	0.20 AC
PLAYGROUND 2	0.68 AC
GREEN	2.42 AC
PROVIDED CIVIC SPACE	3.30 AC (7%)

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

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

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

CIVIC SPACE PLAN

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

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROLLA
REGISTERED ENGINEER
AGRICULTURE
CIVIL
No. 127369
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-2.7

T-SQUARE ENGINEERING

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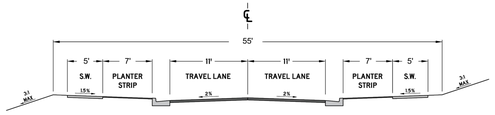


NOTES:

1. ONLY PERMITTED WITHIN THE APPLICABLE ZONING DISTRICTS
2. ONLY PERMITTED ON MINOR LOCAL AND MAJOR LOCAL ROADWAY CLASSIFICATIONS
3. PAVEMENT SECTION SHALL FOLLOW THE CORRESPONDING ROADWAY CLASSIFICATION'S STANDARD DETAIL
4. CURB AND GUTTER, SEE SD-01
5. EXTRUDED CURB, SEE SD-02
6. DECORATIVE LIGHT BASES SHALL BE BETWEEN 18" AND 24" BEHIND THE BACK OF CURB.
7. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED
8. DIMENSIONS REFLECT A MINIMUM STANDARD
9. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

CITY OF COLUMBIA TENNESSEE

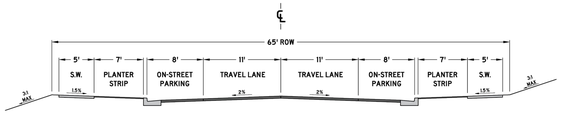
CITY OF COLUMBIA
DEVELOPMENT SERVICES DEPARTMENT
ENGINEERING DIVISION

STANDARD DETAILS

CHARACTER DISTRICT STREET
URBAN NEIGHBORHOOD
NO PARALLEL PARKING
(NTS)

DATE
7/1/2024

DS-12



NOTES:

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2. ONLY PERMITTED ON MINOR LOCAL AND MAJOR LOCAL ROADWAY CLASSIFICATIONS
3. PAVEMENT SECTION SHALL FOLLOW THE CORRESPONDING ROADWAY CLASSIFICATION'S STANDARD DETAIL
4. CURB AND GUTTER, SEE SD-01
5. EXTRUDED CURB, SEE SD-02
6. DECORATIVE LIGHT BASES SHALL BE BETWEEN 18" AND 24" BEHIND THE BACK OF CURB.
7. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED
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9. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

CITY OF COLUMBIA TENNESSEE

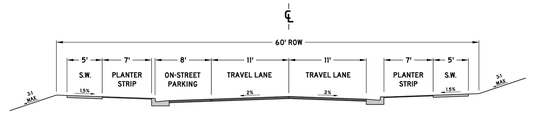
CITY OF COLUMBIA
DEVELOPMENT SERVICES DEPARTMENT
ENGINEERING DIVISION

STANDARD DETAILS

CHARACTER DISTRICT STREET
URBAN NEIGHBORHOOD
PARALLEL PARKING BOTH SIDES
(NTS)

DATE
7/1/2024

DS-18



NOTES:

1. ONLY PERMITTED WITHIN THE APPLICABLE ZONING DISTRICTS
2. ONLY PERMITTED ON MINOR LOCAL AND MAJOR LOCAL ROADWAY CLASSIFICATIONS
3. PAVEMENT SECTION SHALL FOLLOW THE CORRESPONDING ROADWAY CLASSIFICATION'S STANDARD DETAIL
4. CURB AND GUTTER, SEE SD-01
5. EXTRUDED CURB, SEE SD-02
6. DECORATIVE LIGHT BASES SHALL BE BETWEEN 18" AND 24" BEHIND THE BACK OF CURB.
7. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED
8. DIMENSIONS REFLECT A MINIMUM STANDARD
9. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

CITY OF COLUMBIA TENNESSEE

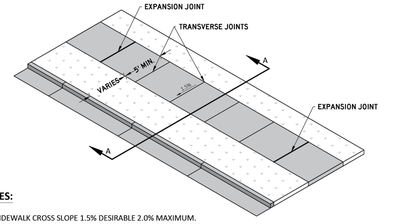
CITY OF COLUMBIA
DEVELOPMENT SERVICES DEPARTMENT
ENGINEERING DIVISION

STANDARD DETAILS

CHARACTER DISTRICT STREET
URBAN NEIGHBORHOOD STREET
PARALLEL PARKING ONE SIDE
(NTS)

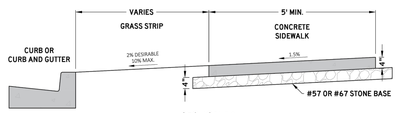
DATE
7/1/2024

DS-11



NOTES:

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



SECTION AA

CITY OF COLUMBIA TENNESSEE

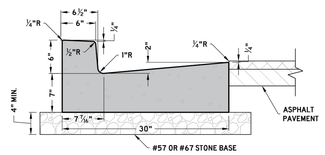
CITY OF COLUMBIA
DEVELOPMENT SERVICES DEPARTMENT
ENGINEERING DIVISION

STANDARD DETAILS

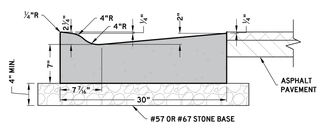
CONCRETE SIDEWALK
(NTS)

DATE
6/9/2022

SD-10



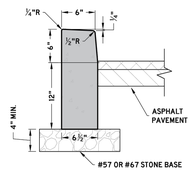
6-30 CONCRETE CURB AND GUTTER



LOWERED CONCRETE CURB AND GUTTER

NOTES:

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



VERTICAL POST CURB

CITY OF COLUMBIA TENNESSEE

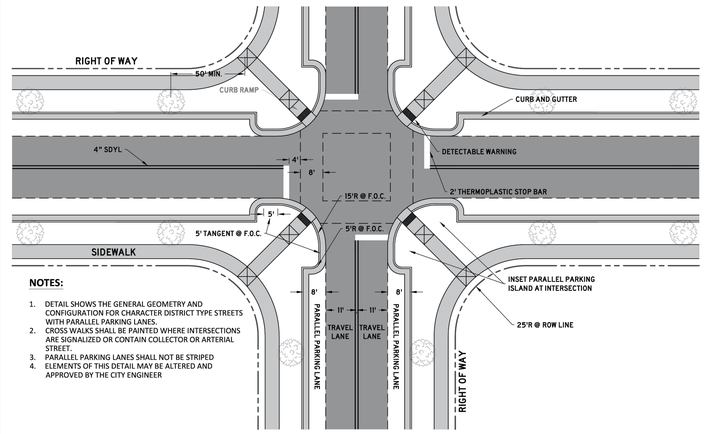
CITY OF COLUMBIA
DEVELOPMENT SERVICES DEPARTMENT
ENGINEERING DIVISION

STANDARD DETAILS

CURB AND GUTTER
AND POST CURB
(NTS)

DATE
6/9/2022

SD-01



NOTES:

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

CITY OF COLUMBIA TENNESSEE

CITY OF COLUMBIA
DEVELOPMENT SERVICES DEPARTMENT
ENGINEERING DIVISION

STANDARD DETAILS

INTERSECTION CONFIGURATION
AND GEOMETRY
(NTS)

DATE
6/9/2022

SD-07

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

TROTWOOD FOSTER SUBDIVISION

SITE DETAILS

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

ALLISON B. CROLEY
REGISTERED
LICENSED
ARCHITECTURE
No. 127389
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-2.8

T-SQUARE ENGINEERING

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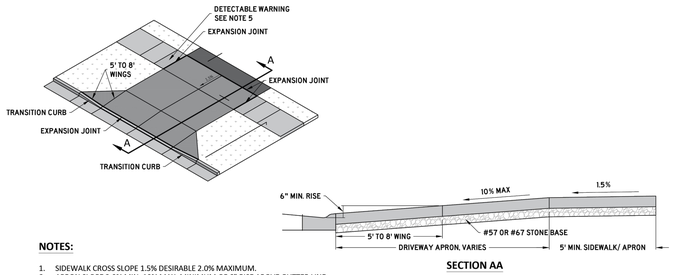
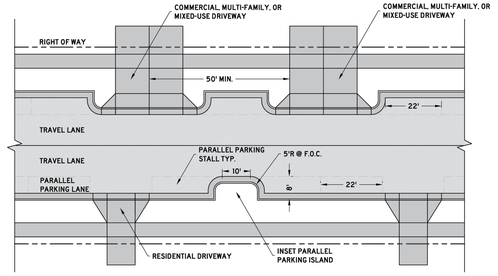


SECTION AA

NOTES:

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

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



NOTES:

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

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

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

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

TROTWOOD FOSTER SUBDIVISION



PROJECT
24-0314

SHEET
C-2.9

T-SQUARE ENGINEERING

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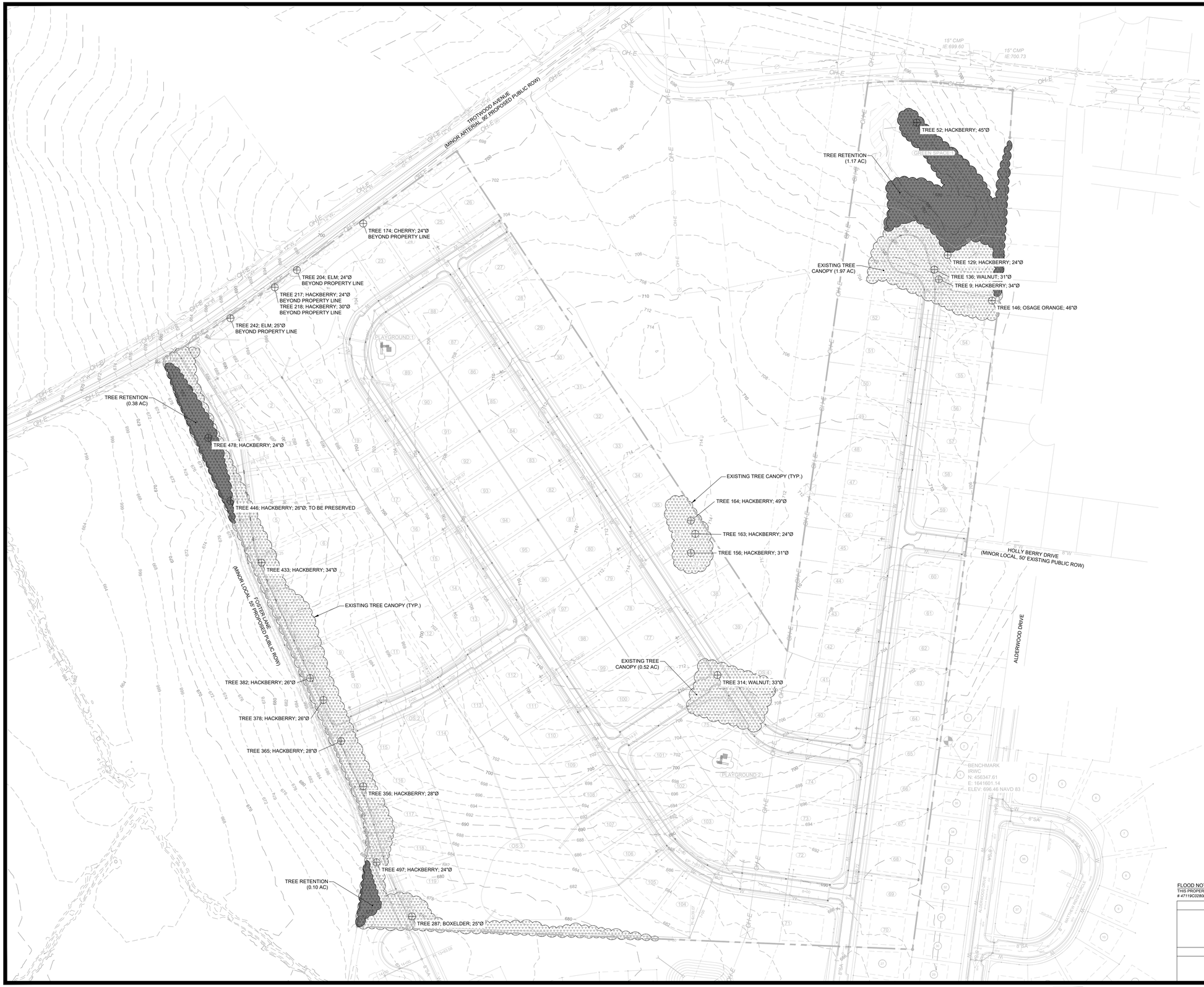

N

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

LEGEND	
500	EXISTING MAJOR CONTOURS
498	EXISTING MINOR CONTOURS
	EXISTING PROPERTY BOUNDARY
	PROPOSED LOT LINES
	WATER NATURAL AREA BUFFER
	EXISTING TREE CANOPY
	PROPOSED TREE CANOPY RETENTION

TREE CANOPY RETENTION
- EXISTING CANOPY: 5.38 ACRES (<19% DEVELOPMENT)
- REQUIRED RETENTION: 2.91 (54%)
- PROPOSED RETENTION: 1.65 ACRES (31%)
- PROPOSED TREE REPLACEMENT (80 TREES PER ACRE OF CANOPY DISTURBED): 101 TREES

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

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

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

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

RESOURCE PROTECTION PLAN
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROLL
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127369
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-2.10

T-SQUARE ENGINEERING

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N

GRAPHIC SCALE
(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

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

GENERAL EROSION NOTES:

A. ALL STORMWATER IS TO BE TREATED THROUGH VARIOUS EPSC MEASURES BEFORE IT REACHES THE PERMANENT STORM INFRASTRUCTURE. ALL PIPES TO REMAIN CLEAN DURING CONSTRUCTION.

B. THIS SITE DISTURBANCE IS APPROXIMATELY 49.5 ACRES AND DOES REQUIRE A SWPPP. THE STORMWATER CONTROLS SHOWN ON THIS PLAN AND IN THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE IMPLEMENTED PRIOR TO ANY LAND DISTURBANCE.

C. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DISPOSED OF IN A MANNER THAT PREVENTS CONTACT BETWEEN THESE MATERIALS AND STORM WATER THAT IS DISCHARGED FROM THE SITE.

C. THE SITE SHALL HAVE READILY AVAILABLE SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.

D. DUST CONTROL ON THE SITE SHALL BE MINIMIZED BY SPRAYING WATER ON DRY AREAS OF THE SITE. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.

E. NO RUBBISH, TRASH, GARBAGE, OR OTHER SUCH MATERIALS SHALL BE DISCHARGED INTO DRAINAGE DITCHES OR WATERS OF THE STATE.

F. ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THIS PLAN SHALL BE INITIATED AS SOON AS PRACTICAL.

G. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS STOPPED FOR AT LEAST 21 DAYS, SHALL BE TEMPORARILY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS FROM THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.

H. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.

I. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.

J. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.

K. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.

L. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN 30 DAYS AFTER FINAL STABILIZATION. FINAL STABILIZATION HAS OCCURRED WHEN ALL SOIL DISTURBING ACTIVITIES ARE COMPLETED AND A UNIFORM PERENNIAL VEGETATIVE COVER WITH A DENSITY OF 70% OF THE COVER FOR UNPAVED AREAS AND AREAS NOT COVERED BY PERMANENT STRUCTURES HAS BEEN EMPLOYED.

MAINTENANCE:

A. ALL MEASURES STATED ON THIS EROSION AND SEDIMENT CONTROL PLAN AND SWPPP SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL FINAL STABILIZATION OF THE SITE. DURING CONSTRUCTION THE FOLLOWING ITEMS SHALL BE CHECKED TWICE WEEKLY.

A.A. INLET/OUTLET PROTECTION DEVICES AND BARRIERS SHALL BE FIXED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING, OR SHALL BE REPLACED IF THEY SHOW SIGNS OF DETERIORATION. BASED ON INSPECTIONS, EPSC MUST BE REPAIRED, REPLACED, OR MODIFIED WITHIN 7 DAYS.

A.B. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED AND RESEEDED AS NEEDED.

A.C. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE THIRD TO ONE HALF THE HEIGHT OF THE SILT FENCE.

A.D. THE CONSTRUCTION ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION ENTRANCES AS CONDITIONS DEMAND.

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0260E OF MAURY COUNTY, TN, DATED 04/16/2007.

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

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

INITIAL EROSION CONTROL PLAN
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CORDELL
REGISTERED ENGINEER
No. 127389
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-3.0

P:\Projects\2024\24-0314 (Trotwood Avenue - Tyler Ring & Nelson Crowe)\Production\24-0314 3- Erosion Control Plan.dwg, 4/15/2025 8:40:25 AM





GRAPHIC SCALE
(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

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

GENERAL EROSION NOTES:

A. ALL STORMWATER IS TO BE TREATED THROUGH VARIOUS EPSC MEASURES BEFORE IT REACHES THE PERMANENT STORM INFRASTRUCTURE. ALL PIPES TO REMAIN CLEAN DURING CONSTRUCTION.

B. THIS SITE DISTURBANCE IS APPROXIMATELY 49.5 ACRES AND DOES REQUIRE A SWPPP. THE STORMWATER CONTROLS SHOWN ON THIS PLAN AND IN THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE IMPLEMENTED PRIOR TO ANY LAND DISTURBANCE.

C. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DISPOSED OF IN A MANNER THAT PREVENTS CONTACT BETWEEN THESE MATERIALS AND STORM WATER THAT IS DISCHARGED FROM THE SITE.

C. THE SITE SHALL HAVE READILY AVAILABLE SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.

D. DUST CONTROL ON THE SITE SHALL BE MINIMIZED BY SPRAYING WATER ON DRY AREAS OF THE SITE. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.

E. NO RUBBISH, TRASH, GARBAGE, OR OTHER SUCH MATERIALS SHALL BE DISCHARGED INTO DRAINAGE DITCHES OR WATERS OF THE STATE.

F. ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THIS PLAN SHALL BE INITIATED AS SOON AS PRACTICAL.

G. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS STOPPED FOR AT LEAST 21 DAYS, SHALL BE TEMPORARILY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS FROM THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.

H. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.

I. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.

J. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.

K. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.

L. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN 30 DAYS AFTER FINAL STABILIZATION. FINAL STABILIZATION HAS OCCURRED WHEN ALL SOIL DISTURBING ACTIVITIES ARE COMPLETED AND A UNIFORM PERENNIAL VEGETATIVE COVER WITH A DENSITY OF 70% OF THE COVER FOR UNPAVED AREAS AND AREAS NOT COVERED BY PERMANENT STRUCTURES HAS BEEN EMPLOYED.

MAINTENANCE:

A. ALL MEASURES STATED ON THIS EROSION AND SEDIMENT CONTROL PLAN AND SWPPP SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL FINAL STABILIZATION OF THE SITE. DURING CONSTRUCTION THE FOLLOWING ITEMS SHALL BE CHECKED TWICE WEEKLY.

A.A. INLET/OUTLET PROTECTION DEVICES AND BARRIERS SHALL BE FIXED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING, OR SHALL BE REPLACED IF THEY SHOW SIGNS OF DETERIORATION. BASED ON INSPECTIONS, EPSC MUST BE REPAIRED, REPLACED, OR MODIFIED WITHIN 7 DAYS.

A.B. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED AND RESEEDED AS NEEDED.

A.C. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE THIRD TO ONE HALF THE HEIGHT OF THE SILT FENCE.

A.D. THE CONSTRUCTION ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION ENTRANCES AS CONDITIONS DEMAND.

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

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

REVISIONS		
NO.	DATE	

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

TEMPORARY EROSION CONTROL PLAN

MAP 112, PARCEL 018.03

CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CORDELL
LICENSED
LANDSCAPE ARCHITECT
No. 127380
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-3.1

T-SQUARE ENGINEERING

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N

GRAPHIC SCALE
(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

LEGEND

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

GENERAL EROSION NOTES:

A. ALL STORMWATER IS TO BE TREATED THROUGH VARIOUS EPSC MEASURES BEFORE IT REACHES THE PERMANENT STORM INFRASTRUCTURE. ALL PIPES TO REMAIN CLEAN DURING CONSTRUCTION.

B. THIS SITE DISTURBANCE IS APPROXIMATELY 49.5 ACRES AND DOES REQUIRE A SWPPP. THE STORMWATER CONTROLS SHOWN ON THIS PLAN AND IN THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE IMPLEMENTED PRIOR TO ANY LAND DISTURBANCE.

C. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DISPOSED OF IN A MANNER THAT PREVENTS CONTACT BETWEEN THESE MATERIALS AND STORM WATER THAT IS DISCHARGED FROM THE SITE.

C. THE SITE SHALL HAVE READILY AVAILABLE SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.

D. DUST CONTROL ON THE SITE SHALL BE MINIMIZED BY SPRAYING WATER ON DRY AREAS OF THE SITE. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.

E. NO RUBBISH, TRASH, GARBAGE, OR OTHER SUCH MATERIALS SHALL BE DISCHARGED INTO DRAINAGE DITCHES OR WATERS OF THE STATE.

F. ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THIS PLAN SHALL BE INITIATED AS SOON AS PRACTICAL.

G. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS STOPPED FOR AT LEAST 21 DAYS, SHALL BE TEMPORARILY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS FROM THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.

H. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.

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J. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.

K. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.

L. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN 30 DAYS AFTER FINAL STABILIZATION. FINAL STABILIZATION HAS OCCURRED WHEN ALL SOIL DISTURBING ACTIVITIES ARE COMPLETED AND A UNIFORM PERENNIAL VEGETATIVE COVER WITH A DENSITY OF 70% OF THE COVER FOR UNPAVED AREAS AND AREAS NOT COVERED BY PERMANENT STRUCTURES HAS BEEN EMPLOYED.

MAINTENANCE:

A. ALL MEASURES STATED ON THIS EROSION AND SEDIMENT CONTROL PLAN AND SWPPP SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL FINAL STABILIZATION OF THE SITE. DURING CONSTRUCTION THE FOLLOWING ITEMS SHALL BE CHECKED TWICE WEEKLY.

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

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

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

PERMANENT EROSION CONTROL PLAN
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CORDELL
REGISTERED ENGINEER
AGRICULTURE
No. 127390
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-3.2

T-SQUARE ENGINEERING

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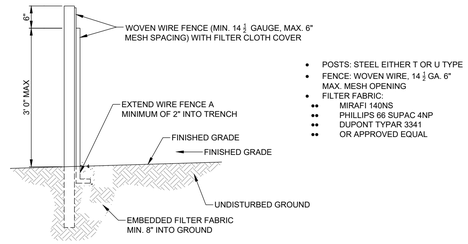
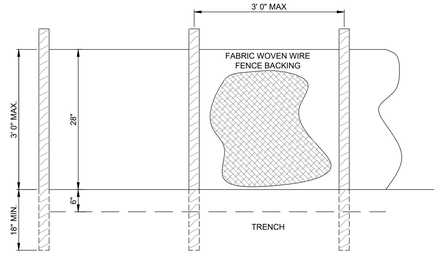




1. WOVEN WIRE CE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.
2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.
4.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

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

Manufactured by:
Agri Drain CORPORATION
PO Box 458 · 1462 340th Street · Adair, Iowa 50002
Phone: 1-800-232-4742 · Fax: 1-800-282-3353
www.agridrain.com · email: info@agridrain.com

Anti-Seep Collars

Keep your pipe from being washed out.

- The Anti-Seep Collar works with any smoothwall pipe or corrugated plastic tubing.
- 1/16" gum rubber.
- Easy to install.
- Tan floating stock has superior resilience, elongation, and tear strength.
- Resistant to water, most salts, mild acids, and many other chemicals.
- Wood frame.
- Economical to buy.

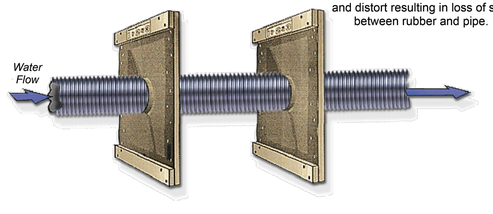
Anti-Seep Flanges—
1/16" Gum Rubber
with Wood Frame



ASC02 .....2' x 2'
ASC03 .....3' x 3'
ASC04 .....4' x 4'
ASC05 .....5' x 5'
ASC06 .....6' x 6'

Recommended Anti-Seep Collar

Pipe Size	Item#
3"	ASC02
4", 5", 6", 8", 10", 12"	ASC03
15", 18", 24"	ASC04
30", 36"	ASC05
42", 48", 60"	ASC06

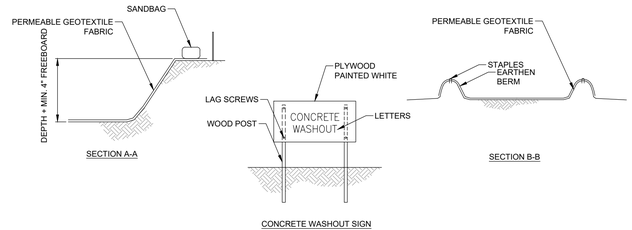


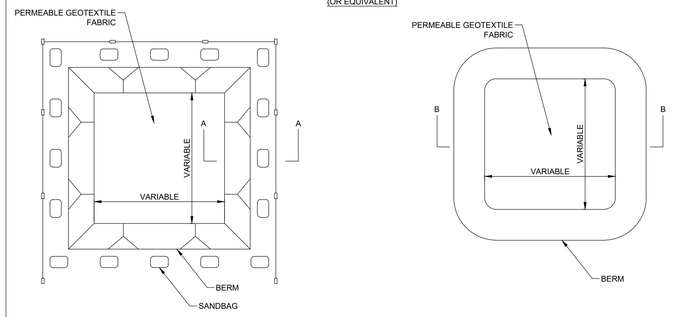
Directions for Using The Anti-Seep Collar

1. Unroll the Anti-Seep Collar and align the boards to form a square. Attach metal brackets to the corner of the boards with the screws provided. Attach the rubber to the frame with the nails provided.
2. ***IMPORTANT—Cut a round hole** in the center of the rubber that is smaller than the pipe size (approx. 33% smaller). This will allow the rubber to stretch over the pipe when the Anti-Seep Collar is installed on the pipe. This will provide a tight seal between the pipe and the Anti-Seep Collar.

   ***Cutting an "X" or slit will cause the rubber to tear.**
3. Slip the pipe through the Anti-Seep Collar, inspect the seal between the pipe and the Anti-Seep Collar, carefully backfill, and compact with suitable soil.

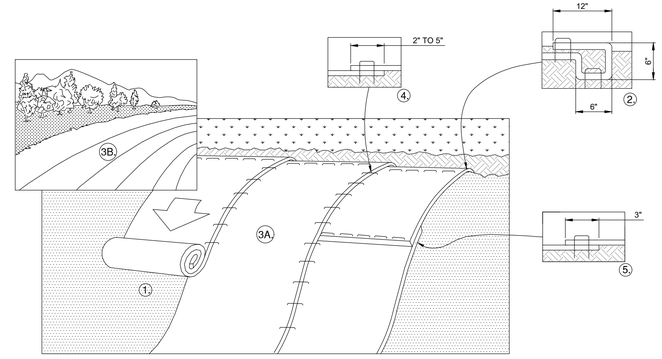
CAUTION: Excessive compaction or downward pressure on wooden frame will cause rubber to stretch and distort resulting in loss of seal between rubber and pipe.





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

CONCRETE WASHOUT
N.T.S



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

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

EROSION CONTROL MATTING DETAIL
N.T.S

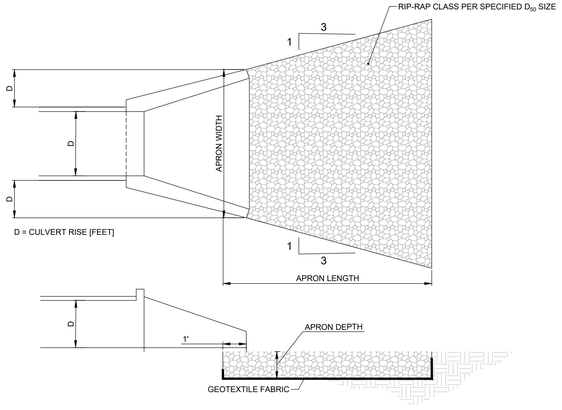
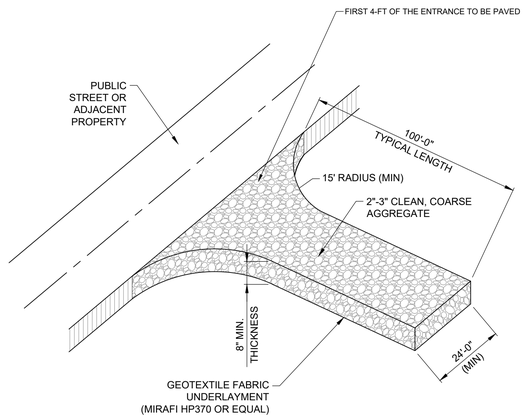


Table 10.1. Example Riprap Classes and Apron Dimensions

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

[1]D is the culvert rise.

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



ISOMETRIC VIEW

CONSTRUCTION ENTRANCE
N.T.S.

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

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

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

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

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CORCORAN
AGRICULTURE
No. 127380
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-3.3

T-SQUARE ENGINEERING

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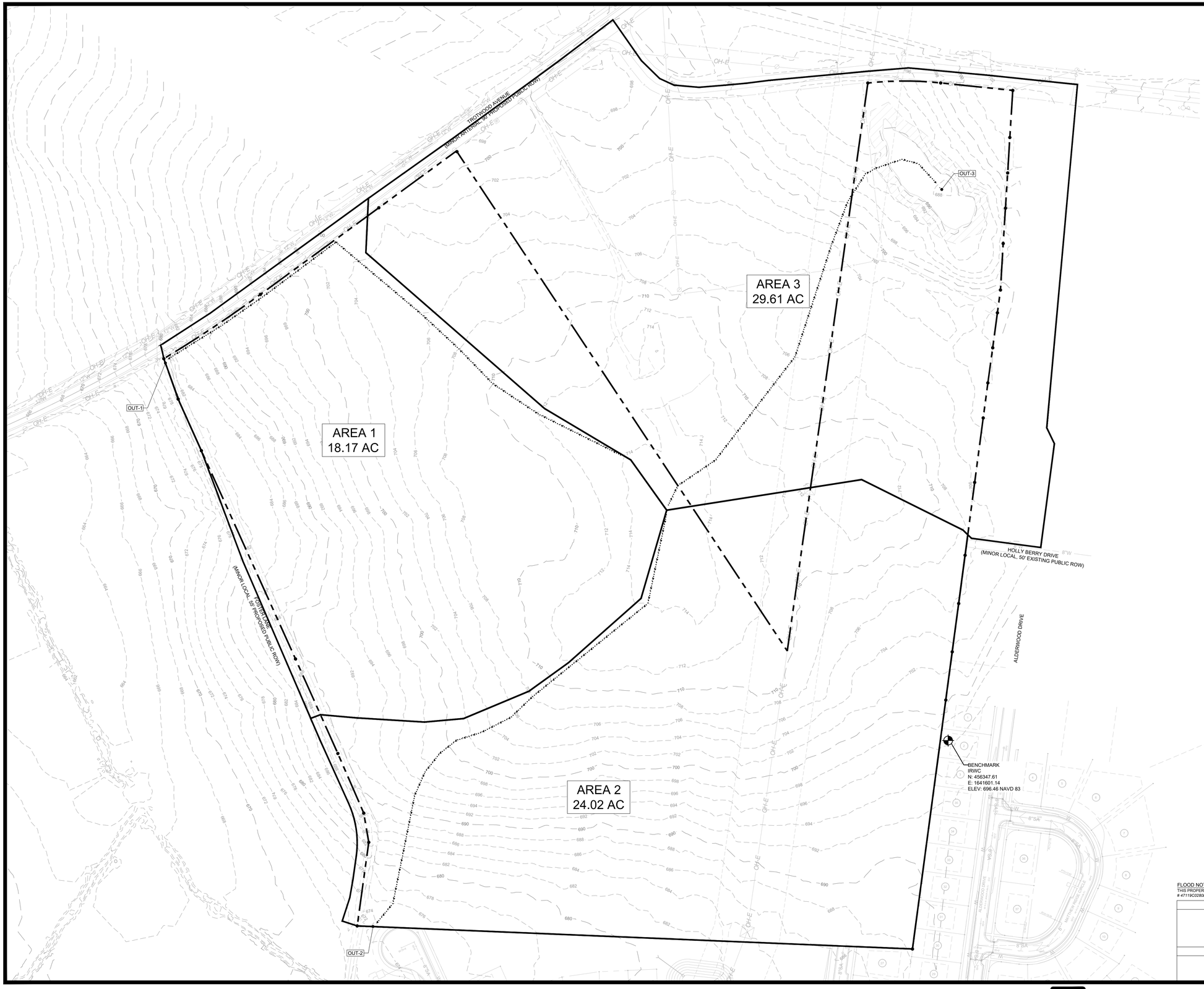

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GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

LEGEND	
500	EXISTING MAJOR CONTOURS
498	EXISTING MINOR CONTOURS
	PREDEVELOPMENT DRAINAGE BASIN
	PREDEVELOPMENT FLOW PATH
AREA 1 3.00 AC	PREDEVELOPMENT DRAINAGE AREA

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0293E OF MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD
GORE JAMES ETUX STACY 2101 KEY DRIVE BRENTWOOD, TN 37027 MAP112, PARCEL 018.03 DEED BOOK R2387, PAGE 455
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T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

PREDEVELOPMENT
STORMWATER PLAN
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

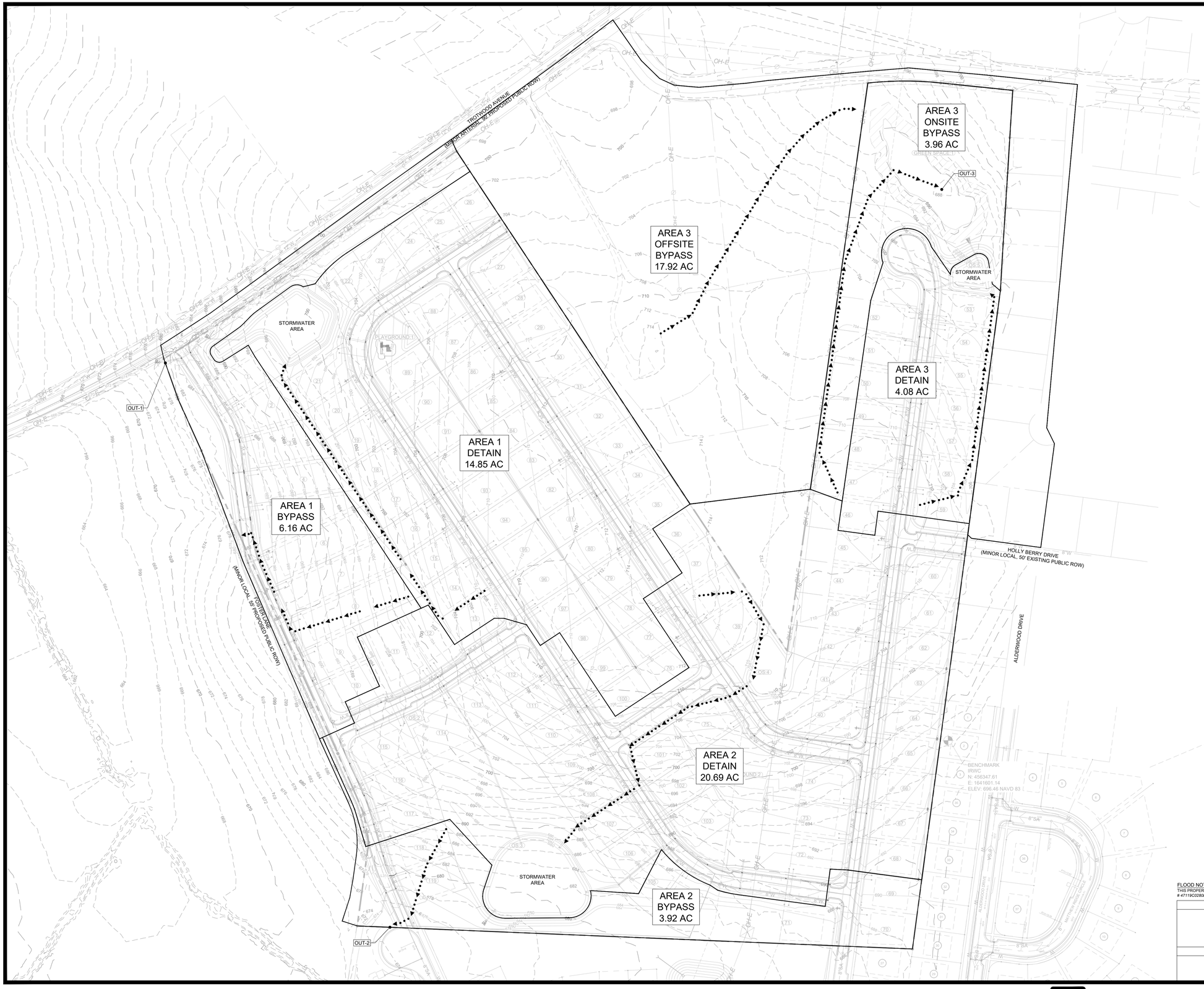
TROTWOOD FOSTER SUBDIVISION

ALLISON B. CORDELL
REGISTERED ENGINEER
No. 127389
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-4.0

P:\Projects\2024\24-0314 (Trotwood Avenue - Tyler Ring & Nelson Crowell)\Production\24-0314 4- Stormwater Plan.dwg, 4/15/2025 8:41:01 AM



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

LEGEND	
500	EXISTING MAJOR CONTOURS
498	EXISTING MINOR CONTOURS
500	PROPOSED MAJOR CONTOURS
498	PROPOSED MINOR CONTOURS
	POSTDEVELOPMENT DRAINAGE BASIN
	POSTDEVELOPMENT FLOW PATH
AREA 1 3.00 AC	POSTDEVELOPMENT DRAINAGE AREA

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

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

T-SQUARE ENGINEERING

NO.	DATE	REVISIONS

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

POSTDEVELOPMENT STORMWATER PLAN
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CORDELL
REGISTERED PROFESSIONAL ENGINEER
AGRICULTURE
No. 127390
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-4.1

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N

GRAPHIC SCALE
(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

LEGEND	
500	EXISTING MAJOR CONTOURS
498	EXISTING MINOR CONTOURS
500	PROPOSED MAJOR CONTOURS
498	PROPOSED MINOR CONTOURS
688.30	PROPOSED SPOT ELEVATION
1.0%	PROPOSED SLOPE

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

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

REVISIONS		
NO.	DATE	

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

GRADING PLAN

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

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROLLA
REGISTERED ENGINEER
No. 127369
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-5.0

T-SQUARE ENGINEERING

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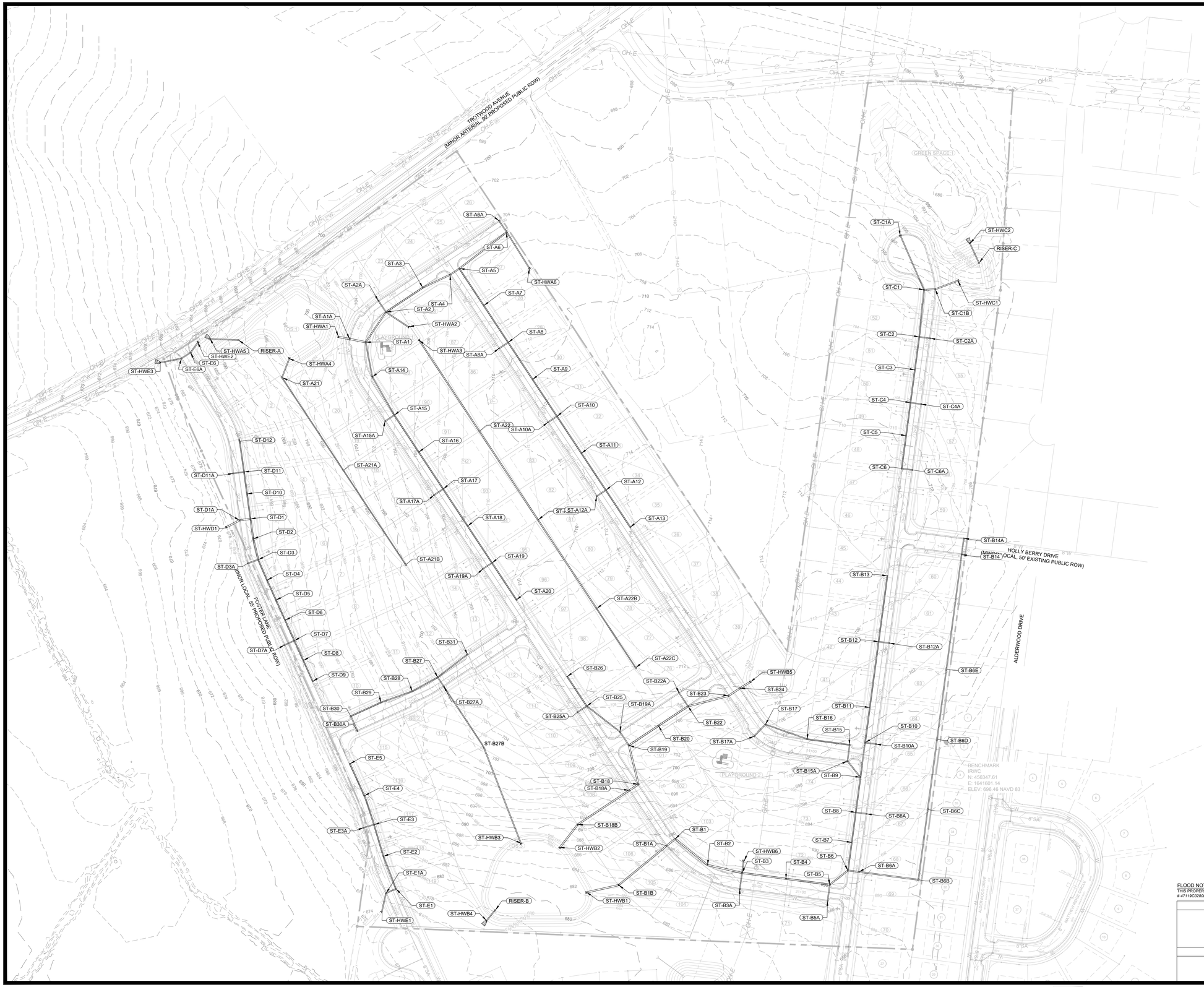

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GRAPHIC SCALE
(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

LEGEND	
500	EXISTING MAJOR CONTOURS
498	EXISTING MINOR CONTOURS
500	PROPOSED MAJOR CONTOURS
498	PROPOSED MINOR CONTOURS
	PROPOSED STORM INLET
	PROPOSED HEADWALL
	PROPOSED AREA DRAIN
	PROPOSED STORM PIPE

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

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

T-SQUARE ENGINEERING

REVISIONS			
NO.	DATE		

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

DRAINAGE PLAN

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

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CORDELL
REGISTERED ENGINEER
AGRICULTURE
COLUMBIA
No. 127389
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-5.1

STRUCTURE TABLE
STORM A

STRUCTURE NAME	DESCRIPTION	DETAILS	PIPES IN	PIPES OUT
ST-A1	SINGLE INLET	RIM = 698.51 FG = 698.51	INV. IN = 693.99 INV. IN = 693.99	INV. OUT =693.99
ST-A1A	DOUBLE INLET	RIM = 698.51 FG = 698.51	INV. IN = 693.62	INV. OUT =693.62
ST-A2	SINGLE INLET	RIM = 700.75 FG = 700.75	INV. IN = 696.04 INV. IN = 696.04 INV. IN = 696.04	INV. OUT =696.04
ST-A2A	SINGLE INLET	RIM = 700.87 FG = 700.87		INV. OUT =696.35
ST-A3	SINGLE INLET	RIM = 704.48 FG = 704.48	INV. IN = 698.04	INV. OUT =698.04
ST-A4	SINGLE INLET	RIM = 705.06 FG = 705.06	INV. IN = 698.38	INV. OUT =698.38
ST-A5	SINGLE INLET	RIM = 705.06 FG = 705.06	INV. IN = 698.50 INV. IN = 698.50	INV. OUT =698.50
ST-A6	SINGLE INLET	RIM = 703.17 FG = 703.17	INV. IN = 699.17 INV. IN = 699.17	INV. OUT =699.17
ST-A6A	SINGLE INLET	RIM = 703.29 FG = 703.29		INV. OUT =699.32
ST-A7	SINGLE INLET	RIM = 706.76 FG = 706.76	INV. IN = 702.39	INV. OUT =702.39
ST-A8	SINGLE INLET	RIM = 709.03 FG = 709.03	INV. IN = 703.89 INV. IN = 703.89	INV. OUT =703.89
ST-A8A	SINGLE INLET	RIM = 709.03 FG = 709.03		INV. OUT =704.14
ST-A9	SINGLE INLET	RIM = 711.25 FG = 711.25	INV. IN = 706.89	INV. OUT =706.89
ST-A10	SINGLE INLET	RIM = 712.39 FG = 712.39	INV. IN = 707.89 INV. IN = 707.89	INV. OUT =707.89
ST-A10A	SINGLE INLET	RIM = 712.39 FG = 712.39		INV. OUT =708.14
ST-A11	SINGLE INLET	RIM = 713.39 FG = 713.39	INV. IN = 709.39	INV. OUT =709.39
ST-A12	SINGLE INLET	RIM = 714.39 FG = 714.39	INV. IN = 710.39 INV. IN = 710.39	INV. OUT =710.39
ST-A12A	SINGLE INLET	RIM = 714.39 FG = 714.39		INV. OUT =710.64
ST-A13	SINGLE INLET	RIM = 715.39 FG = 715.39		INV. OUT =711.39
ST-A14	SINGLE INLET	RIM = 700.19 FG = 700.19	INV. IN = 696.14	INV. OUT =696.14
ST-A15	SINGLE INLET	RIM = 702.08 FG = 702.08	INV. IN = 697.64 INV. IN = 697.64	INV. OUT =697.64
ST-A15A	SINGLE INLET	RIM = 702.08 FG = 702.08		INV. OUT =698.14
ST-A16	SINGLE INLET	RIM = 704.08 FG = 704.08	INV. IN = 700.04	INV. OUT =700.04
ST-A17	SINGLE INLET	RIM = 706.08 FG = 706.08	INV. IN = 702.04 INV. IN = 702.04	INV. OUT =702.04
ST-A17A	SINGLE INLET	RIM = 706.08 FG = 706.08		INV. OUT =702.16
ST-A18	SINGLE INLET	RIM = 708.08 FG = 708.08	INV. IN = 704.04	INV. OUT =704.04
ST-A19	SINGLE INLET	RIM = 710.08 FG = 710.08	INV. IN = 706.04 INV. IN = 706.04	INV. OUT =706.04
ST-A19A	SINGLE INLET	RIM = 710.08 FG = 710.08		INV. OUT =706.16
ST-A20	SINGLE INLET	RIM = 712.08 FG = 712.08		INV. OUT =708.04
ST-A21	3 X 6 DROP GRATE	RIM = 688.37 FG = 688.37	INV. IN = 684.34	INV. OUT =684.34
ST-A21A	3 X 6 DROP GRATE	RIM = 694.26 FG = 694.26	INV. IN = 690.63	INV. OUT =690.63
ST-A21B	3 X 6 DROP GRATE	RIM = 699.60 FG = 699.60		INV. OUT =695.73
ST-A22	3 X 6 DROP GRATE	RIM = 707.06 FG = 707.06	INV. IN = 699.60	INV. OUT =699.60
ST-A22A	3 X 6 DROP GRATE	RIM = 710.01 FG = 710.01	INV. IN = 700.80	INV. OUT =700.80
ST-A22B	3 X 6 DROP GRATE	RIM = 708.40 FG = 708.40	INV. IN = 702.00	INV. OUT =702.00
ST-A22C	3 X 6 DROP GRATE	RIM = 706.80 FG = 706.80		INV. OUT =702.80
ST-HWA1	HEADWALL		INV. IN = 692.50	
ST-HWA2	HEADWALL			INV. OUT =697.50
ST-HWA3	HEADWALL		INV. IN = 698.37	
ST-HWA4	HEADWALL		INV. IN = 683.75	
ST-HWA6	HEADWALL			INV. OUT =704.50

PIPE TABLE
STORM A

NAME	SIZE	LENGTH	SLOPE
ST-A1 TO ST-A1A	30" RCP	35.78	1.00%
ST-A1A TO ST-HWA1	30" RCP	23.22	4.55%
ST-A2 TO ST-A1	24" RCP	80.71	2.50%
ST-A2A TO ST-A2	18" RCP	29.77	1.00%
ST-A3 TO ST-A2	24" RCP	98.82	2.00%
ST-A4 TO ST-A3	24" RCP	66.91	0.50%
ST-A5 TO ST-A4	24" RCP	23.76	0.50%
ST-A6 TO ST-A5	24" RCP	133.63	0.50%
ST-A6A TO ST-A6	18" RCP	29.76	0.50%
ST-A7 TO ST-A5	18" RCP	98.90	3.89%
ST-A8 TO ST-A7	18" RCP	98.79	1.50%
ST-A8A TO ST-A8	18" RCP	23.77	1.00%
ST-A9 TO ST-A8	18" RCP	98.85	3.00%
ST-A10 TO ST-A9	18" RCP	98.77	1.00%
ST-A10A TO ST-A10	18" RCP	23.77	1.00%
ST-A11 TO ST-A10	18" RCP	98.79	1.50%
ST-A12 TO ST-A11	18" RCP	98.77	1.00%
ST-A12A TO ST-A12	18" RCP	23.76	1.00%
ST-A13 TO ST-A12	18" RCP	98.77	1.00%
ST-A14 TO ST-A1	18" RCP	78.39	2.70%
ST-A15 TO ST-A14	18" RCP	98.56	1.50%
ST-A15A TO ST-A15	18" RCP	23.79	2.00%
ST-A16 TO ST-A15	18" RCP	98.82	2.40%
ST-A17 TO ST-A16	18" RCP	98.81	2.00%
ST-A17A TO ST-A17	18" RCP	23.76	0.50%
ST-A18 TO ST-A17	18" RCP	98.81	2.00%
ST-A19 TO ST-A18	18" RCP	98.81	2.00%
ST-A19A TO ST-A19	18" RCP	23.76	0.50%
ST-A20 TO ST-A19	18" RCP	98.81	2.00%
ST-A21 TO ST-HWA4	18" RCP	44.64	1.30%
ST-A21A TO ST-A21	18" RCP	250.32	2.50%
ST-A21B TO ST-A21A	18" RCP	253.66	2.00%
ST-A22 TO ST-HWA3	24" RCP	244.43	0.50%
ST-A22A TO ST-A22	24" RCP	238.77	0.50%
ST-A22B TO ST-A22A	24" RCP	238.77	0.50%
ST-A22C TO ST-A22B	18" RCP	158.76	0.50%
ST-HWA2 TO ST-A2	18" RCP	59.31	2.43%
ST-HWA6 TO ST-A6	18" RCP	93.46	5.61%

STRUCTURE TABLE
STORM B

STRUCTURE NAME	DESCRIPTION	DETAILS	PIPES IN	PIPES OUT
ST-B1	SINGLE INLET	RIM = 693.38 FG = 693.38	INV. IN = 683.14	INV. OUT =683.14
ST-B1A	SINGLE INLET	RIM = 693.38 FG = 693.38	INV. IN = 683.01	INV. OUT =683.01
ST-B1B	MANHOLE	RIM = 685.92 FG = 685.92	INV. IN = 682.31	INV. OUT =682.31
ST-B2	SINGLE INLET	RIM = 692.37 FG = 692.37	INV. IN = 683.61	INV. OUT =683.61
ST-B3	SINGLE INLET	RIM = 691.38 FG = 691.38	INV. IN = 684.01 INV. IN = 684.01 INV. IN = 684.01	INV. OUT =684.01
ST-B3A	SINGLE INLET	RIM = 691.38 FG = 691.38		INV. OUT =684.38
ST-B4	SINGLE INLET	RIM = 690.37 FG = 690.37	INV. IN = 684.51	INV. OUT =684.51
ST-B5	SINGLE INLET	RIM = 689.47 FG = 689.47	INV. IN = 685.01 INV. IN = 685.01	INV. OUT =685.01
ST-B5A	SINGLE INLET	RIM = 689.47 FG = 689.47		INV. OUT =685.20
ST-B6	SINGLE INLET	RIM = 691.05 FG = 691.05	INV. IN = 685.57 INV. IN = 685.57	INV. OUT =685.57
ST-B6A	SINGLE INLET	RIM = 690.98 FG = 690.98	INV. IN = 685.70	INV. OUT =685.70
ST-B6B	3 X 6 DROP GRATE	RIM = 689.59 FG = 689.59	INV. IN = 686.38	INV. OUT =686.38
ST-B6C	3 X 6 DROP GRATE	RIM = 691.01 FG = 691.01	INV. IN = 687.18	INV. OUT =687.18
ST-B6D	3 X 6 DROP GRATE	RIM = 695.68 FG = 695.68	INV. IN = 688.78	INV. OUT =688.78
ST-B6E	3 X 6 DROP GRATE	RIM = 701.08 FG = 701.08	INV. IN = 690.38	INV. OUT =690.38
ST-B7	SINGLE INLET	RIM = 692.89 FG = 692.89	INV. IN = 688.71	INV. OUT =688.71
ST-B8	SINGLE INLET	RIM = 694.94 FG = 694.94	INV. IN = 690.77 INV. IN = 690.77	INV. OUT =690.77
ST-B8A	SINGLE INLET	RIM = 694.94 FG = 694.94		INV. OUT =691.02
ST-B9	SINGLE INLET	RIM = 697.34 FG = 697.34	INV. IN = 693.17 INV. IN = 693.17	INV. OUT =693.17
ST-B10	SINGLE INLET	RIM = 699.71 FG = 699.71	INV. IN = 695.54 INV. IN = 695.54	INV. OUT =695.54
ST-B10A	SINGLE INLET	RIM = 699.71 FG = 699.71		INV. OUT =695.67
ST-B11	SINGLE INLET	RIM = 702.11 FG = 702.11	INV. IN = 697.94	INV. OUT =697.94
ST-B12	SINGLE INLET	RIM = 706.61 FG = 706.61	INV. IN = 702.44 INV. IN = 702.44	INV. OUT =702.44
ST-B12A	SINGLE INLET	RIM = 706.61 FG = 706.61		INV. OUT =702.57
ST-B13	SINGLE INLET	RIM = 711.11 FG = 711.11		INV. OUT =703.19
ST-B14	SINGLE INLET	RIM = 706.43 FG = 706.43	INV. IN = 695.60	INV. OUT =695.60
ST-B14A	SINGLE INLET	RIM = 706.43 FG = 706.43		INV. OUT =696.71
ST-B15	SINGLE INLET	RIM = 699.01 FG = 699.01	INV. IN = 695.01	INV. OUT =695.01
ST-B15A	SINGLE INLET	RIM = 699.01 FG = 699.01	INV. IN = 694.83	INV. OUT =694.83
ST-B16	SINGLE INLET	RIM = 701.30 FG = 701.30	INV. IN = 697.14	INV. OUT =697.14
ST-B17	SINGLE INLET	RIM = 705.25 FG = 705.25	INV. IN = 701.13	INV. OUT =701.13
ST-B17A	SINGLE INLET	RIM = 705.24 FG = 705.24		INV. OUT =701.32
ST-B18	SINGLE INLET	RIM = 697.42 FG = 697.42	INV. IN = 693.00	INV. OUT =693.00
ST-B18A	SINGLE INLET	RIM = 697.42 FG = 697.42	INV. IN = 692.38	INV. OUT =692.38
ST-B18B	MANHOLE	RIM = 689.94 FG = 689.94	INV. IN = 684.76	INV. OUT =684.76
ST-B19	SINGLE INLET	RIM = 703.16 FG = 703.16	INV. IN = 697.74 INV. IN = 697.74	INV. OUT =697.74
ST-B19A	SINGLE INLET	RIM = 703.16 FG = 703.16	INV. IN = 697.93	INV. OUT =697.93
ST-B20	SINGLE INLET	RIM = 705.76 FG = 705.76	INV. IN = 700.94	INV. OUT =700.94
ST-B22	SINGLE INLET	RIM = 708.54 FG = 708.54	INV. IN = 703.74 INV. IN = 703.74	INV. OUT =703.74
ST-B22A	SINGLE INLET	RIM = 708.54 FG = 708.54		INV. OUT =704.11
ST-B23	SINGLE INLET	RIM = 708.98 FG = 708.98	INV. IN = 704.21	INV. OUT =704.21
ST-B24	SINGLE INLET	RIM = 708.98 FG = 708.98	INV. IN = 704.37	INV. OUT =704.37
ST-B25	SINGLE INLET	RIM = 708.11 FG = 708.11	INV. IN = 702.66 INV. IN = 702.66	INV. OUT =702.66
ST-B25A	SINGLE INLET	RIM = 708.11 FG = 708.11		INV. OUT =702.91
ST-B26	SINGLE INLET	RIM = 711.78 FG = 711.78		INV. OUT =705.86
ST-B27	SINGLE INLET	RIM = 701.23 FG = 701.23	INV. IN = 682.76 INV. IN = 697.52	INV. OUT =682.76
ST-B27A	SINGLE INLET	RIM = 701.23 FG = 701.23	INV. IN = 682.63	INV. OUT =682.63
ST-B27B	MANHOLE	RIM = 696.28 FG = 696.28	INV. IN = 681.82	INV. OUT =681.82
ST-B28	SINGLE INLET	RIM = 697.58 FG = 697.58	INV. IN = 683.09	INV. OUT =683.09
ST-B29	SINGLE INLET	RIM = 693.42 FG = 693.42	INV. IN = 683.46	INV. OUT =683.46

STRUCTURE TABLE
STORM B

STRUCTURE NAME	DESCRIPTION	DETAILS	PIPES IN	PIPES OUT
ST-B30	SINGLE INLET	RIM = 689.37 FG = 689.37	INV. IN = 683.84	INV. OUT =683.84
ST-B30A	SINGLE INLET	RIM = 689.37 FG = 689.37		INV. OUT =684.02
ST-B31	SINGLE INLET	RIM = 705.68 FG = 705.68		INV. OUT =702.22
ST-HWB1	HEADWALL		INV. IN = 681.94	
ST-HWB2	HEADWALL		INV. IN = 682.16	
ST-HWB3	HEADWALL		INV. IN = 680.65	
ST-HWB5	HEADWALL			INV. OUT =704.50
ST-HWB6	HEADWALL			INV. OUT =690.50

PIPE TABLE
STORM B

NAME	SIZE	LENGTH	SLOPE
ST-B1 TO ST-B1A	30" RCP	23.77	0.50%
ST-B1A TO ST-B1B	30" RCP	137.39	0.50%
ST-B1B TO ST-HWB1	30" RCP	70.97	0.50%
ST-B2 TO ST-B1	30" RCP	92.54	0.50%
ST-B3 TO ST-B2	30" RCP	78.73	0.50%
ST-B3A TO ST-B3	18" RCP	35.77	1.00%
ST-B4 TO ST-B3	30" RCP	98.77	0.50%
ST-B5 TO ST-B4	30" RCP	98.77	0.50%
ST-B5A TO ST-B5	18" RCP	35.76	0.50%
ST-B6 TO ST-B5	24" RCP	50.18	1.07%
ST-B6A TO ST-B6	24" RCP	23.76	0.50%
ST-B6B TO ST-B6A	24" RCP	134.32	0.50%
ST-B6C TO ST-B6B	18" RCP	158.78	0.50%
ST-B6D TO ST-B6C	18" RCP	158.78	1.00%
ST-B6E TO ST-B6D	18" RCP	158.78	1.00%
ST-B7 TO ST-B6	18" RCP	62.67	4.93%
ST-B8 TO ST-B7	18" RCP	67.34	3.00%
ST-B8A TO ST-B8	18" RCP	23.77	1.00%
ST-B9 TO ST-B8	18" RCP	78.84	3.00%
ST-B10 TO ST-B9	18" RCP	77.84	3.00%
ST-B10A TO ST-B10	18" RCP	23.76	0.50%
ST-B11 TO ST-B10	18" RCP	78.84	3.00%
ST-B12 TO ST-B11	18" RCP	148.88	3.00%
ST-B12A TO ST-B12	18" RCP	23.76	0.50%
ST-B13 TO ST-B12	18" RCP	148.76	0.50%
ST-B14 TO ST-B6E	18" RCP	259.84	2.00%
ST-B14A TO ST-B14	18" RCP	35.82	3.00%
ST-B15 TO ST-B15A	18" RCP	35.76	0.50%
ST-B15A TO ST-B9	18" RCP	45.00	3.54%
ST-B16 TO ST-B15	18" RCP	95.55	2.20%
ST-B17 TO ST-B16	18" RCP	98.80	3.99%
ST-B17A TO ST-B17	18" RCP	35.76	0.50%
ST-B18 TO ST-B18A	30" RCP	23.83	2.50%
ST-B18A TO ST-B18B	30" RCP	137.75	5.44%
ST-B18B TO ST-HWB2	30" RCP	62.39	4.00%
ST-B19 TO ST-B18	30" RCP	89.60	5.23%
ST-B19A TO ST-B19	18" RCP	35.76	0.50%
ST-B20 TO ST-B19	30" RCP	78.94	4.00%
ST-B22 TO ST-B20	30" RCP	78.91	3.50%
ST-B22A TO ST-B22	18" RCP	35.77	1.00%
ST-B23 TO ST-B22	30" RCP	93.37	0.50%
ST-B24 TO ST-B23	30" RCP	29.77	0.50%
ST-B25 TO ST-B19A	18" RCP	93.40	5.00%
ST-B25A TO ST-B25	18" RCP	23.77	1.00%
ST-B26 TO ST-B25	18" RCP	78.89	4.00%
ST-B27 TO ST-B27A	18" RCP	23.76	0.50%
ST-B27A TO ST-B27B	18" RCP	160.08	0.50%
ST-B27B TO ST-HWB3	18" RCP	231.85	0.50%
ST-B28 TO ST-B27	18" RCP	64.14	0.50%
ST-B29 TO ST-B28	18" RCP	73.75	0.50%
ST-B30 TO ST-B29	18" RCP	73.76	0.50%
ST-B30A TO ST-B30	18" RCP	35.76	0.50%
ST-B31 TO ST-B27	18" RCP	83.83	5.54%
ST-HWB5 TO ST-B24	30" RCP	25.56	0.50%
ST-HWB6 TO ST-B3	18" RCP	25.98	24.38%

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

GRADING & DRAINAGE DETAILS

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

TROTWOOD FOSTER SUBDIVISION

ALISON B. CORDELL
LICENSED PROFESSIONAL ENGINEER
No. 127799
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-5.2

T-SQUARE ENGINEERING

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STRUCTURE TABLE STORM C				
STRUCTURE NAME	DESCRIPTION	DETAILS	PIPES IN	PIPES OUT
ST-C1	SINGLE INLET	RIM = 700.26 FG = 700.26	INV. IN = 693.77 INV. IN = 693.77	INV. OUT =695.44
ST-C1A	DOUBLE INLET	RIM = 698.75 FG = 698.75		INV. OUT =694.44
ST-C1B	SINGLE INLET	RIM = 700.19 FG = 700.19	INV. IN = 693.77	INV. OUT =693.77
ST-C2	SINGLE INLET	RIM = 702.92 FG = 702.92	INV. IN = 694.30 INV. IN = 694.30	INV. OUT =694.30
ST-C2A	SINGLE INLET	RIM = 702.92 FG = 702.92		INV. OUT =694.42
ST-C3	SINGLE INLET	RIM = 705.20 FG = 705.20	INV. IN = 701.04	INV. OUT =701.04
ST-C4	SINGLE INLET	RIM = 707.48 FG = 707.48	INV. IN = 703.29 INV. IN = 703.29	INV. OUT =703.29
ST-C4A	SINGLE INLET	RIM = 707.48 FG = 707.48		INV. OUT =703.54
ST-C5	SINGLE INLET	RIM = 709.76 FG = 709.76	INV. IN = 705.54	INV. OUT =705.54
ST-C6	SINGLE INLET	RIM = 712.03 FG = 712.03	INV. IN = 707.79	INV. OUT =707.79
ST-C6A	SINGLE INLET	RIM = 712.03 FG = 712.03		INV. OUT =708.04
ST-HWC1	HEADWALL		INV. IN = 693.50	

PIPE TABLE STORM C			
NAME	SIZE	LENGTH	SLOPE
ST-C1 TO ST-C1B	24" RCP	24.35	6.58%
ST-C1A TO ST-C1	18" RCP	132.56	0.50%
ST-C1B TO ST-HWC1	24" RCP	52.96	0.50%
ST-C2 TO ST-C1	18" RCP	105.59	0.50%
ST-C2A TO ST-C2	18" RCP	23.76	0.50%
ST-C3 TO ST-C2	18" RCP	74.22	8.99%
ST-C4 TO ST-C3	18" RCP	73.84	3.00%
ST-C4A TO ST-C4	18" RCP	23.77	1.00%
ST-C5 TO ST-C4	18" RCP	73.84	3.00%
ST-C6 TO ST-C5	18" RCP	73.84	3.00%
ST-C6A TO ST-C6	18" RCP	23.77	1.00%

STRUCTURE TABLE BYPASS				
STRUCTURE NAME	DESCRIPTION	DETAILS	PIPES IN	PIPES OUT
ST-E1	SINGLE INLET	RIM = 677.33 FG = 677.33	INV. IN = 672.86	INV. OUT =672.86
ST-E1A	SINGLE INLET	RIM = 677.32 FG = 677.32	INV. IN = 672.74	INV. OUT =672.74
ST-E2	SINGLE INLET	RIM = 680.52 FG = 680.52	INV. IN = 673.24	INV. OUT =673.24
ST-E3	SINGLE INLET	RIM = 683.41 FG = 683.41	INV. IN = 675.53 INV. IN = 679.60	INV. OUT =675.53
ST-E3A	SINGLE INLET	RIM = 683.41 FG = 683.41		INV. OUT =679.85
ST-E4	SINGLE INLET	RIM = 685.28 FG = 685.28	INV. IN = 677.03	INV. OUT =677.03
ST-E5	SINGLE INLET	RIM = 686.89 FG = 686.89		INV. OUT =679.28
ST-E6	SINGLE INLET	RIM = 681.48 FG = 681.48	INV. IN = 678.06	INV. OUT =678.06
ST-E6A	SINGLE INLET	RIM = 681.48 FG = 681.48	INV. IN = 677.93	INV. OUT =677.93
ST-HWE1	HEADWALL		INV. IN = 672.50	
ST-HWE2	HEADWALL			INV. OUT =678.20
ST-HWE3	HEADWALL		INV. IN = 677.69	

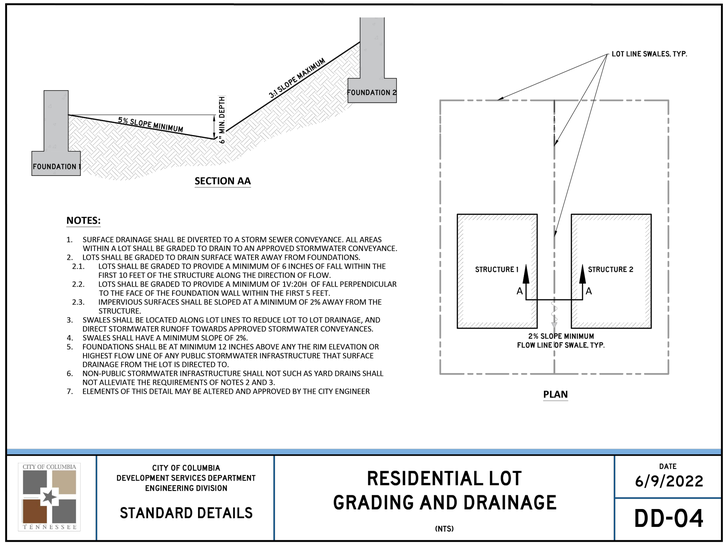
PIPE TABLE BYPASS			
NAME	SIZE	LENGTH	SLOPE
ST-E1 TO ST-E1A	18" RCP	23.70	0.50%
ST-E1A TO ST-HWE1	18" RCP	39.24	0.57%
ST-E2 TO ST-E1	18" RCP	77.39	0.48%
ST-E3 TO ST-E2	18" RCP	73.49	3.07%
ST-E3A TO ST-E3	18" RCP	23.77	1.00%
ST-E4 TO ST-E3	18" RCP	67.56	2.18%
ST-E5 TO ST-E4	18" RCP	78.03	2.84%
ST-E6 TO ST-E6A	18" RCP	23.76	0.50%
ST-E6A TO ST-HWE3	18" RCP	45.45	0.50%
ST-HWE2 TO ST-E6	18" RCP	26.19	0.50%

STRUCTURE TABLE STORM D				
STRUCTURE NAME	DESCRIPTION	DETAILS	PIPES IN	PIPES OUT
ST-D1	TRIPLE INLET	RIM = 682.75 FG = 682.75	INV. IN = 678.28 INV. IN = 678.28	INV. OUT =678.28
ST-D1A	SINGLE INLET	RIM = 682.75 FG = 682.75	INV. IN = 678.16	INV. OUT =678.16
ST-D2	TRIPLE INLET	RIM = 683.12 FG = 683.12	INV. IN = 678.50	INV. OUT =678.50
ST-D3	SINGLE INLET	RIM = 683.91 FG = 683.91	INV. IN = 679.30 INV. IN = 679.30	INV. OUT =679.30
ST-D3A	SINGLE INLET	RIM = 683.91 FG = 683.91		INV. OUT =679.42
ST-D4	DOUBLE INLET	RIM = 684.71 FG = 684.71	INV. IN = 680.27	INV. OUT =680.27
ST-D5	DOUBLE INLET	RIM = 685.48 FG = 685.48	INV. IN = 681.25	INV. OUT =681.25
ST-D6	SINGLE INLET	RIM = 686.26 FG = 686.26	INV. IN = 682.23	INV. OUT =682.23
ST-D7	SINGLE INLET	RIM = 687.05 FG = 687.05	INV. IN = 683.21 INV. IN = 683.21	INV. OUT =683.21
ST-D7A	SINGLE INLET	RIM = 687.05 FG = 687.05		INV. OUT =683.34
ST-D8	SINGLE INLET	RIM = 687.82 FG = 687.82	INV. IN = 683.71	INV. OUT =683.71
ST-D9	SINGLE INLET	RIM = 688.61 FG = 688.61		INV. OUT =684.21
ST-D10	TRIPLE INLET	RIM = 683.16 FG = 683.16	INV. IN = 678.56	INV. OUT =678.56
ST-D11	TRIPLE INLET	RIM = 683.66 FG = 683.66	INV. IN = 678.81 INV. IN = 678.81	INV. OUT =678.81
ST-D11A	SINGLE INLET	RIM = 683.66 FG = 683.66		INV. OUT =678.93
ST-D12	TRIPLE INLET	RIM = 684.35 FG = 684.35		INV. OUT =679.16
ST-HWD1	HEADWALL		INV. IN = 678.00	

PIPE TABLE STORM D			
NAME	SIZE	LENGTH	SLOPE
ST-D1 TO ST-D1A	30" RCP	23.77	0.50%
ST-D1A TO ST-HWD1	30" RCP	31.03	0.50%
ST-D2 TO ST-D1	24" RCP	44.74	0.47%
ST-D3 TO ST-D2	24" RCP	46.93	1.66%
ST-D3A TO ST-D3	18" RCP	23.76	0.50%
ST-D4 TO ST-D3	18" RCP	49.20	1.92%
ST-D5 TO ST-D4	18" RCP	48.05	1.99%
ST-D6 TO ST-D5	18" RCP	48.60	1.97%
ST-D7 TO ST-D6	18" RCP	49.47	1.93%
ST-D7A TO ST-D7	18" RCP	23.80	0.50%
ST-D8 TO ST-D7	18" RCP	48.07	1.01%
ST-D9 TO ST-D8	18" RCP	49.96	0.98%
ST-D10 TO ST-D1	18" RCP	55.56	0.50%
ST-D11 TO ST-D10	18" RCP	48.76	0.50%
ST-D11A TO ST-D11	18" RCP	23.76	0.50%
ST-D12 TO ST-D11	18" RCP	68.71	0.50%

STRUCTURE TABLE OUTLETS			
STRUCTURE NAME	DESCRIPTION	PIPES IN	PIPES OUT
RISER-A	RISER		INV. OUT =681.00
RISER-B	RISER		INV. OUT =679.00
RISER-C	RISER		INV. OUT =693.25
ST-HWA5	HEADWALL	INV. IN = 680.45	
ST-HWB4	HEADWALL	INV. IN = 678.70	
ST-HWC2	HEADWALL	INV. IN = 691.32	

PIPE TABLE OUTLETS			
NAME	SIZE	LENGTH	SLOPE
RISER-A TO ST-HWA5	18" RCP	60.64	0.86%
RISER-B TO ST-HWB4	18" RCP	27.89	1.00%
RISER-C TO ST-HWC2	18" RCP	46.29	4.00%



NOTES:

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

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

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

GRADING & DRAINAGE DETAILS

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

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CORDELL
REGISTERED ENGINEER
AGRICULTURE
No. 127390
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-5.3

T-SQUARE ENGINEERING

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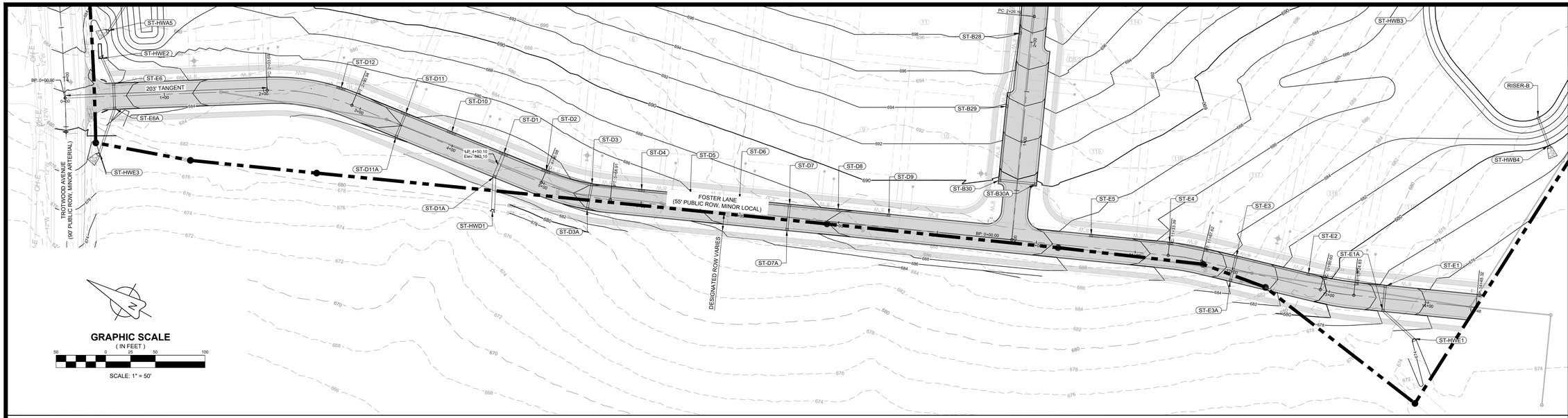

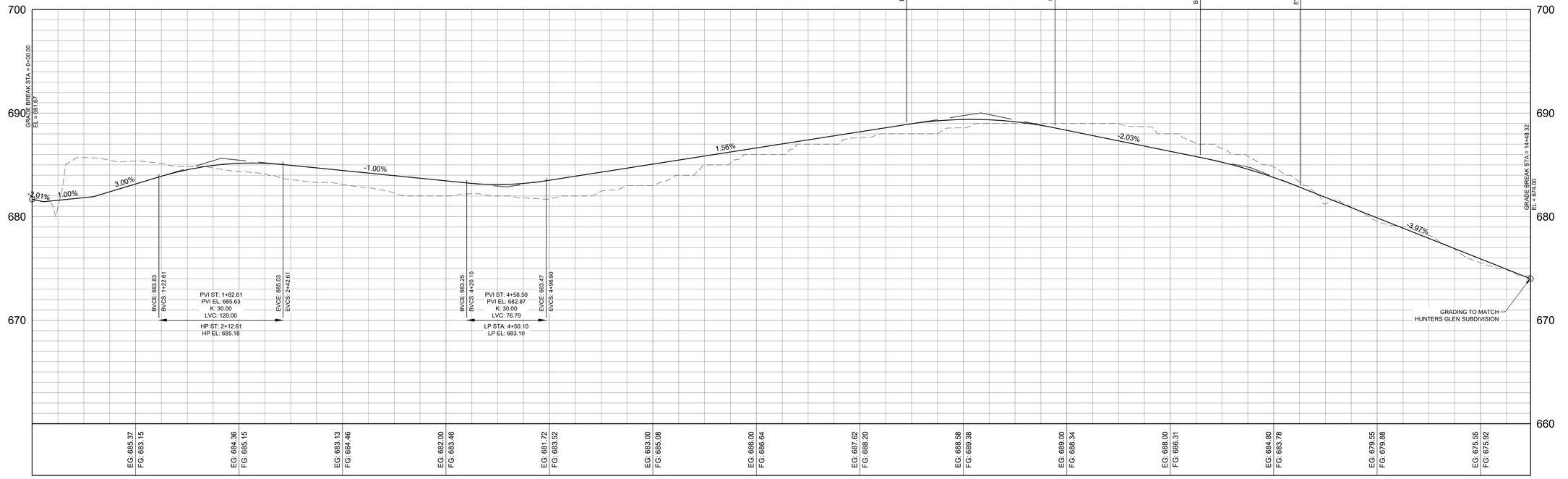

TROTWOOD FOSTER SUBDIVISION

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

NO.	DATE	REVISIONS

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

ALLISON B. CORCORAN
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
No. 127380
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-6.0

T-SQUARE ENGINEERING

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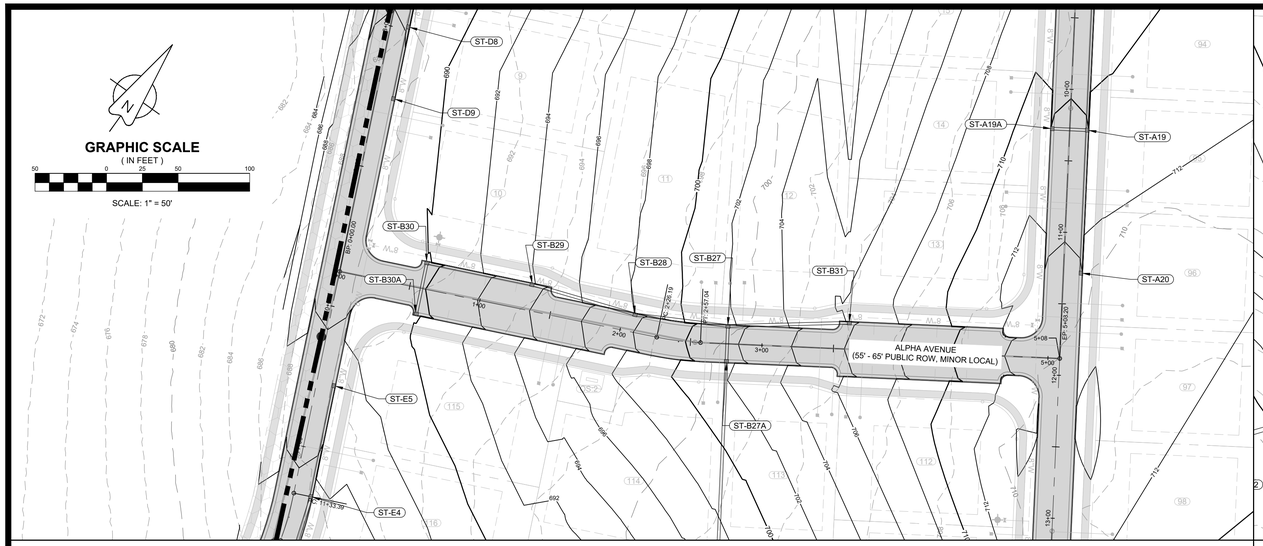

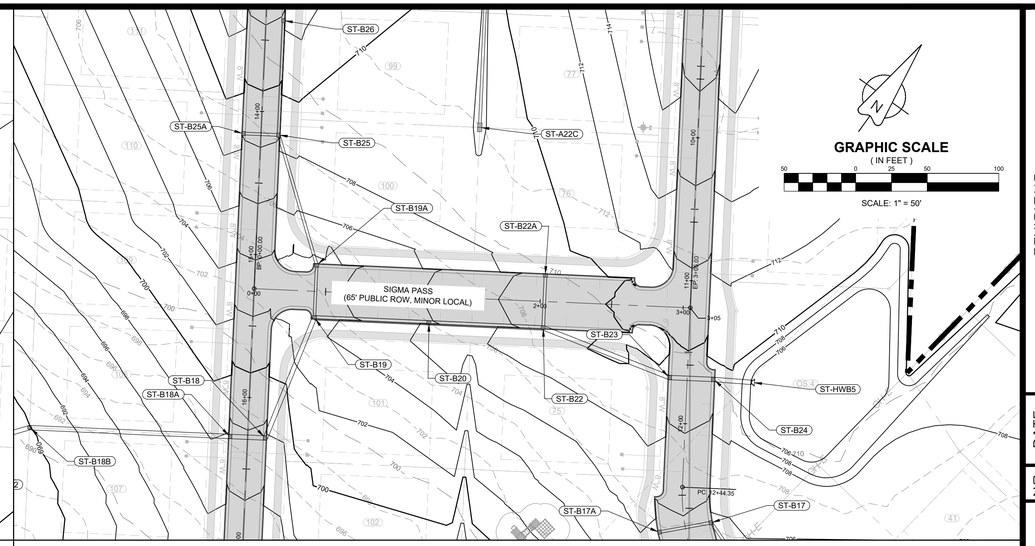

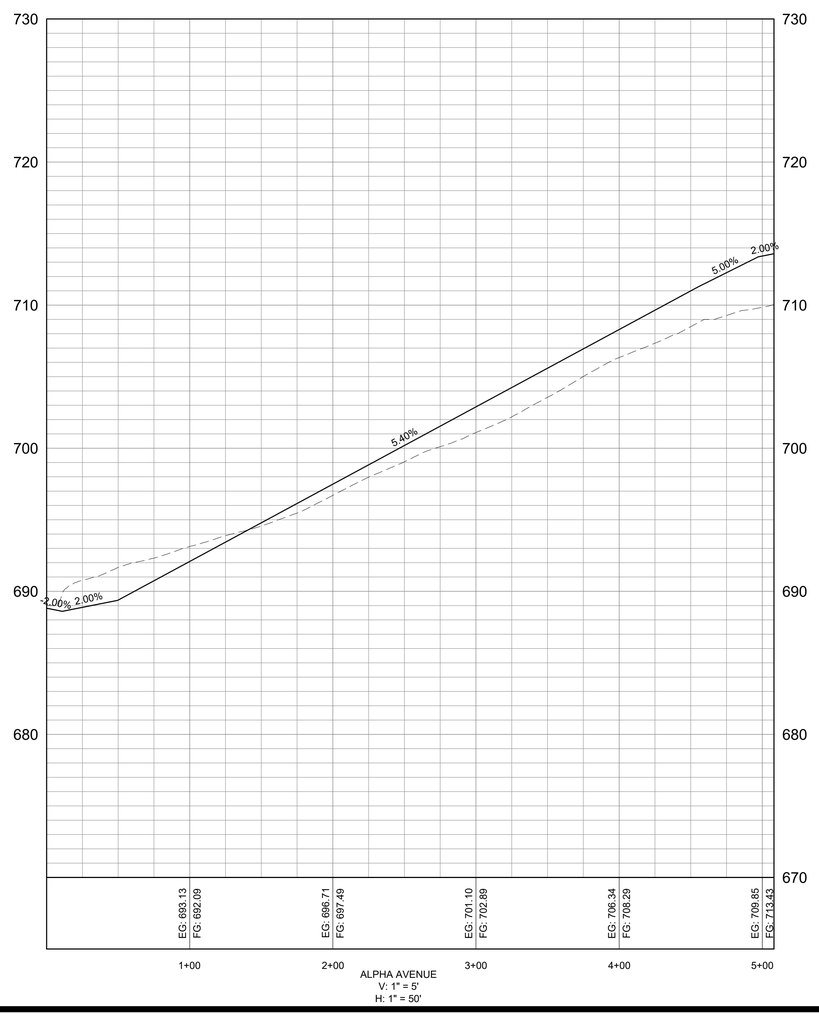

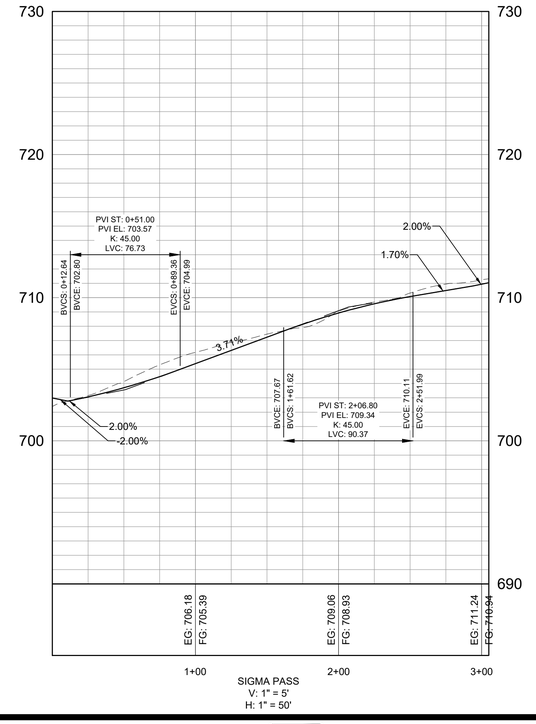

REVISIONS

NO.	DATE

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REVIEWER: ABC

ALPHA AVENUE AND SIGMA PASS
PLAN AND PROFILE
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CORDELL
REGISTERED ENGINEER
AGRICULTURE
No. 127369
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-6.1

T-SQUARE ENGINEERING

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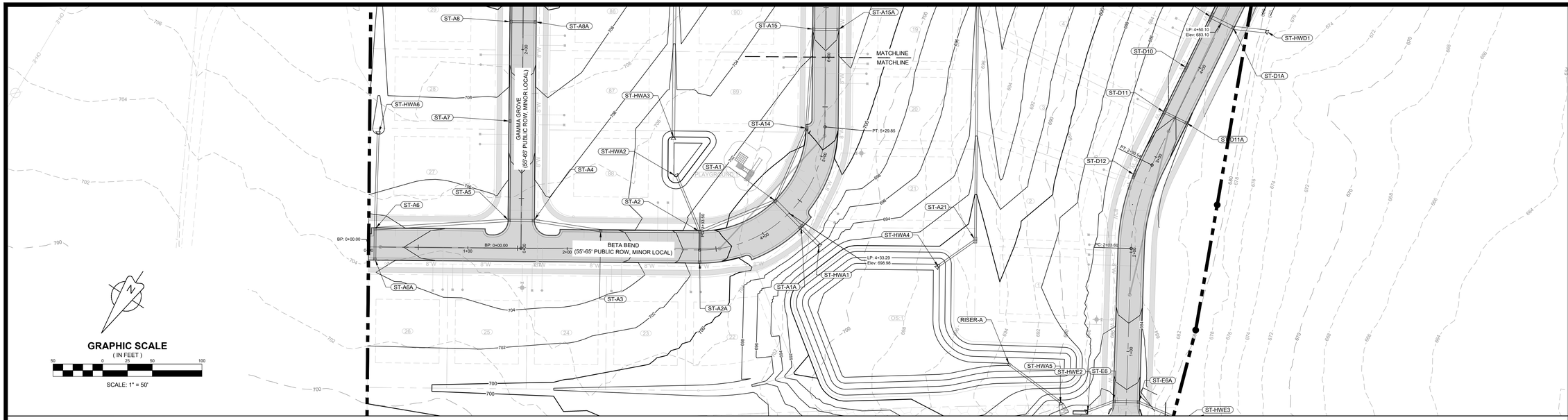

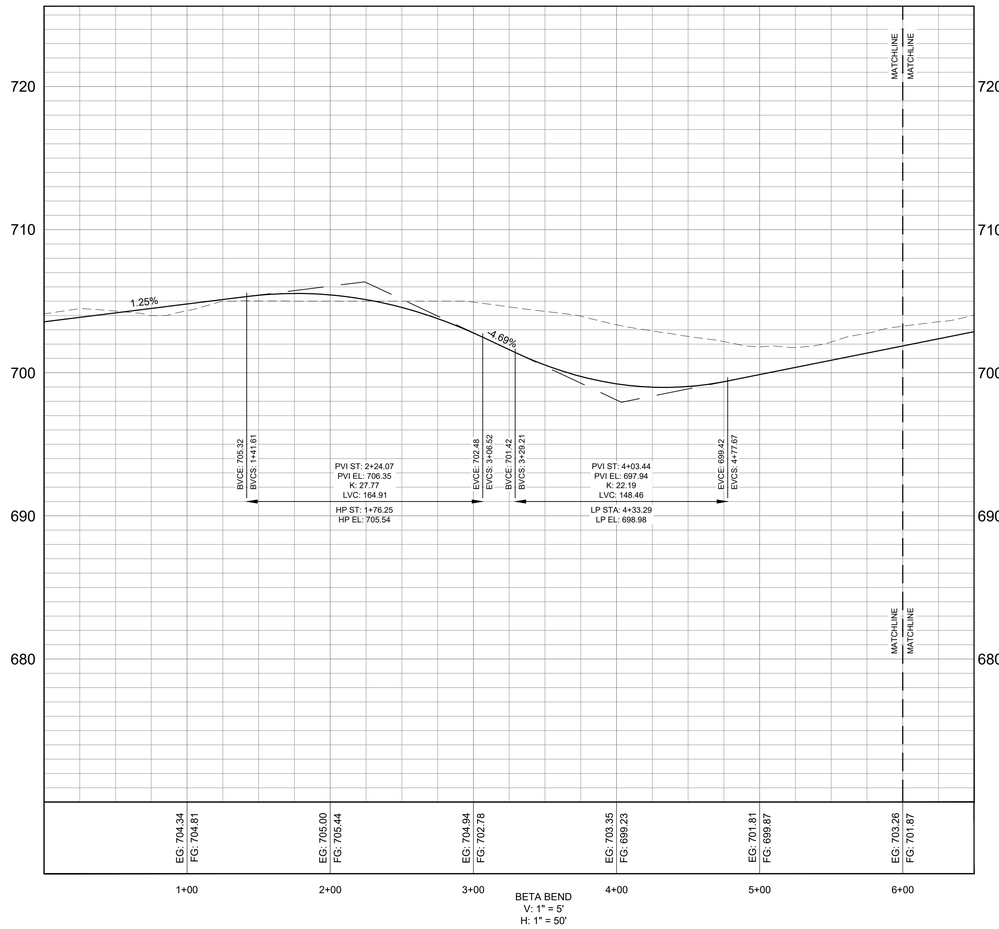

TROTWOOD FOSTER SUBDIVISION

REVISIONS

NO.	DATE

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DRAWN BY: T-SQUARE
REVIEWER: ABC

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

ALLISON B. CORDELL
REGISTERED ENGINEER
No. 127369
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-6.2

T-SQUARE ENGINEERING

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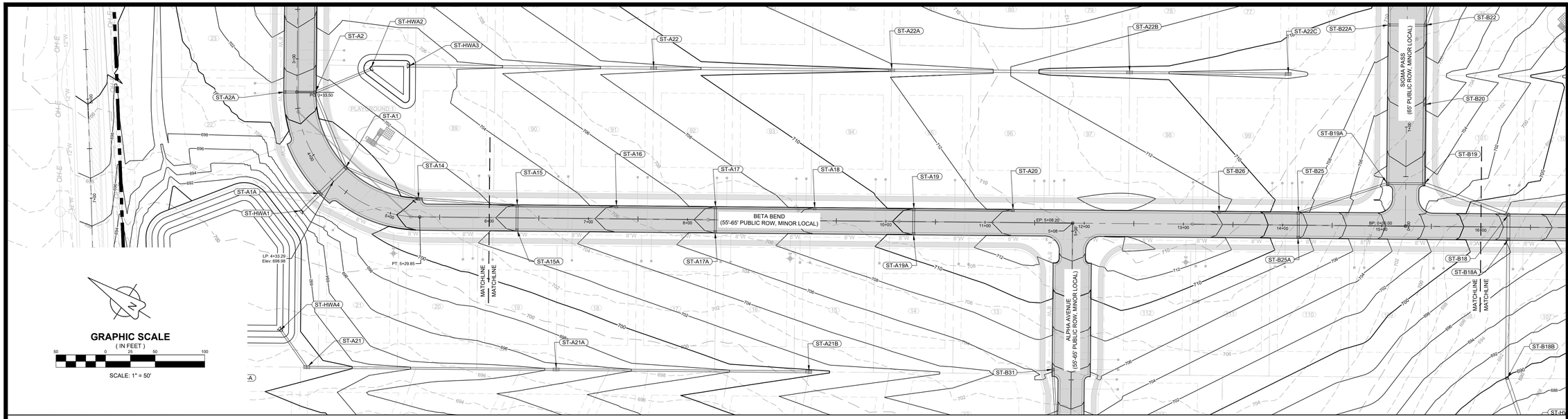

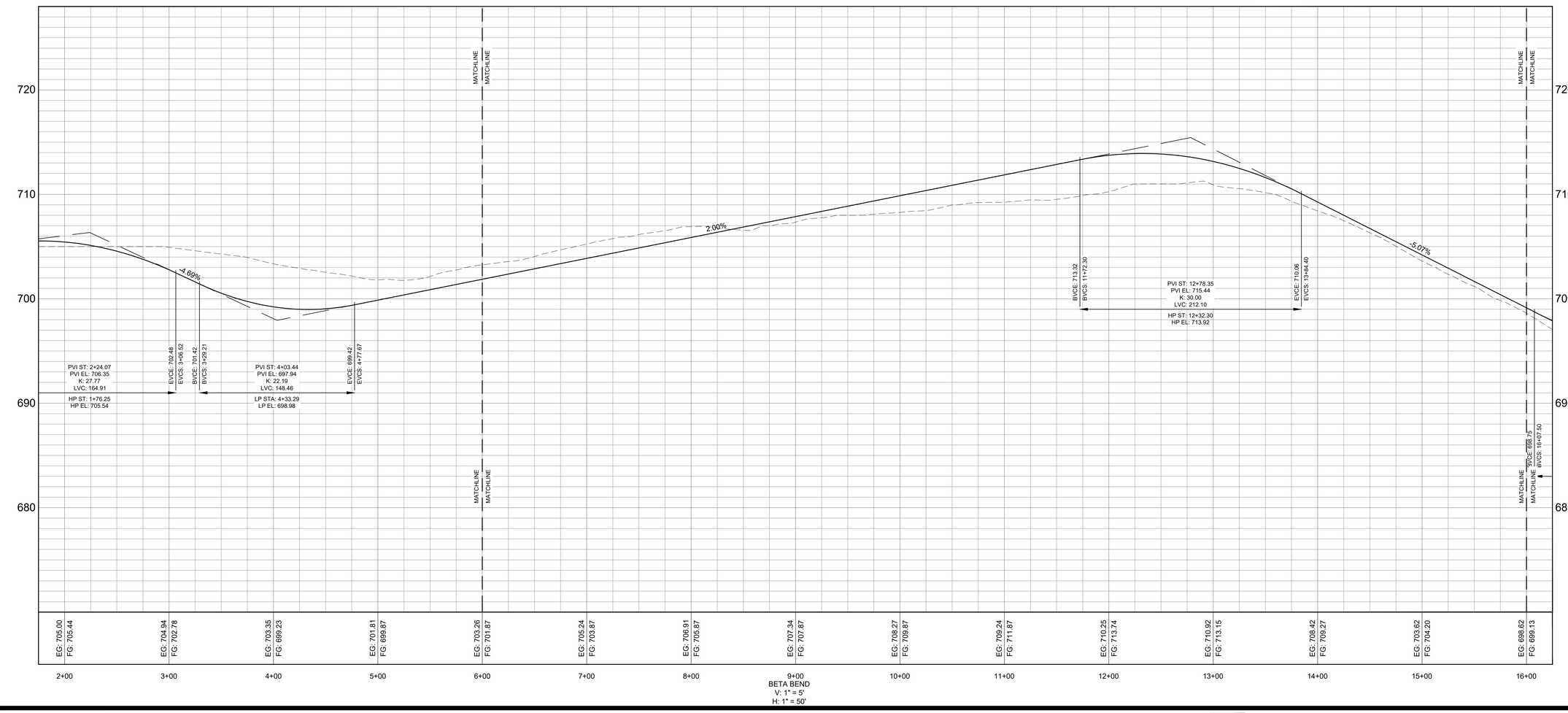

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REVIEWER: ABC

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

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROLLA
REGISTERED ENGINEER
AGREEMENT
No. 127569
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-6.3

T-SQUARE ENGINEERING

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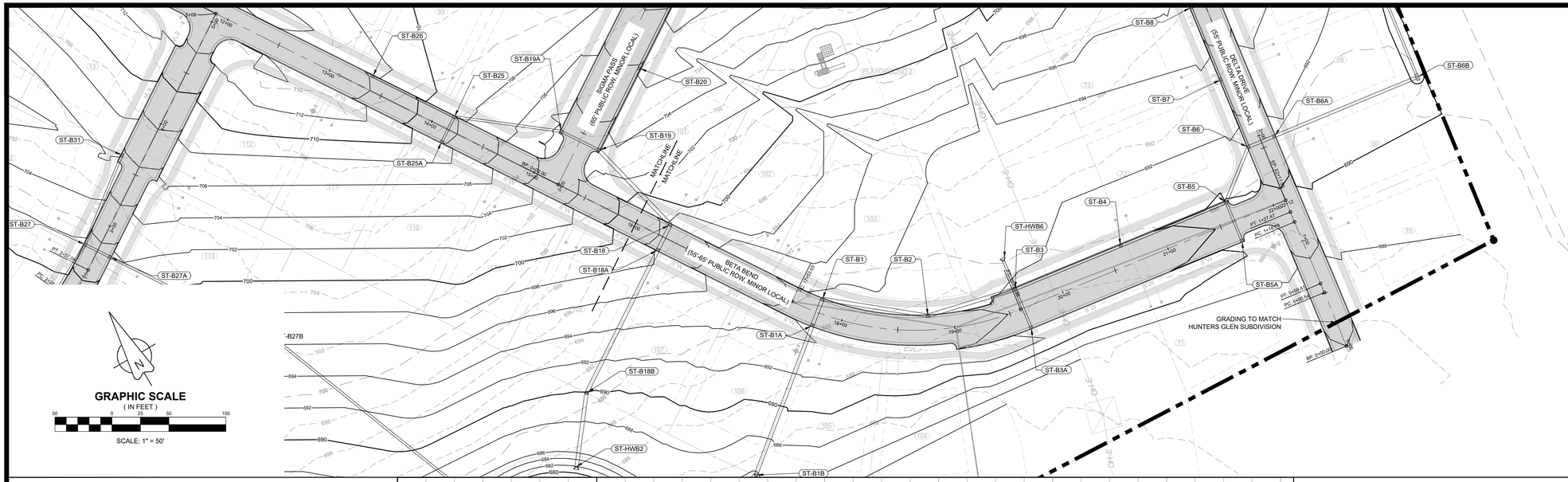

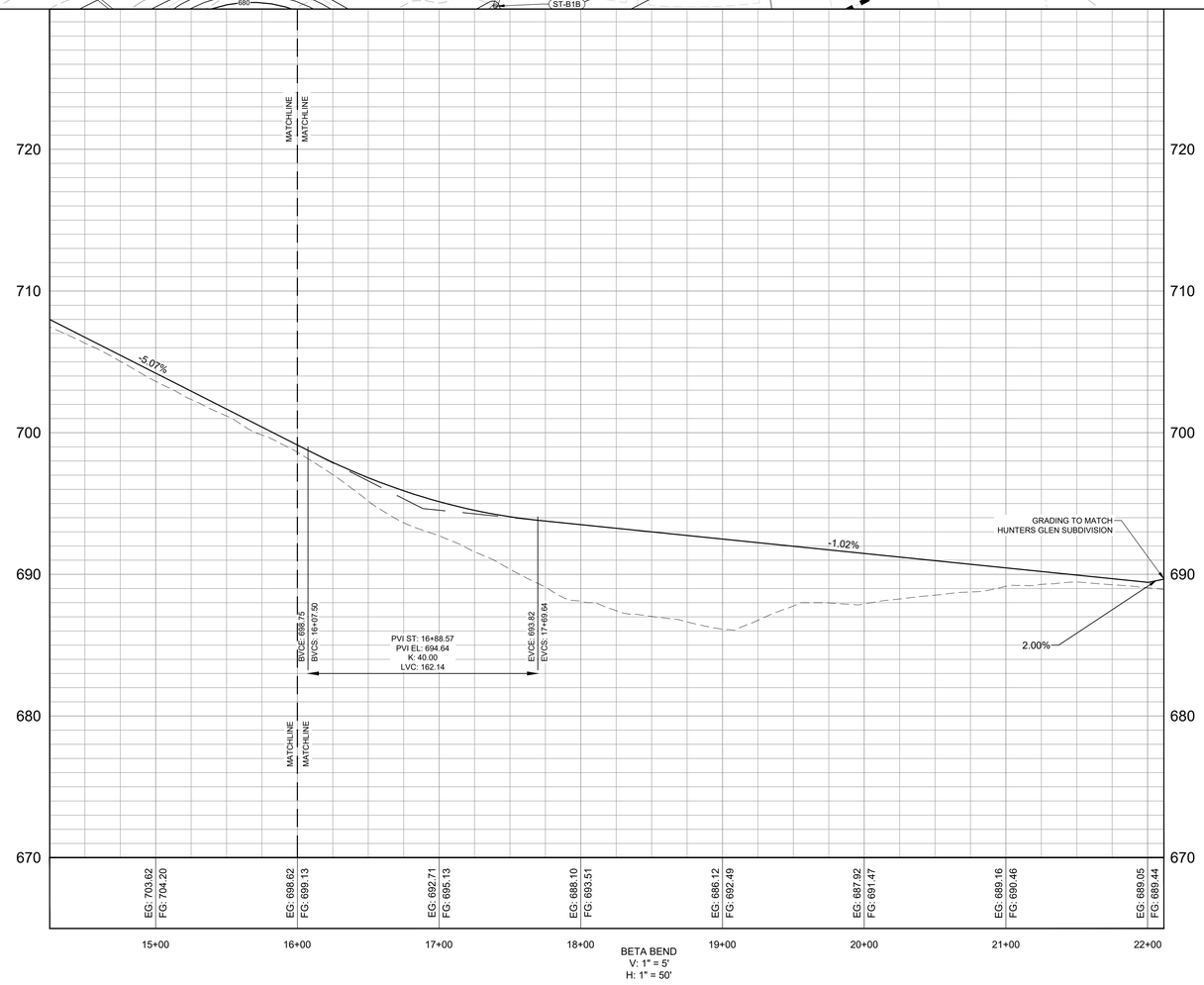

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REVIEWER: ABC

TROTWOOD FOSTER SUBDIVISION

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

ALLISON B. CORDELL
REGISTERED ENGINEER
No. 127369
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-6.4

T-SQUARE ENGINEERING

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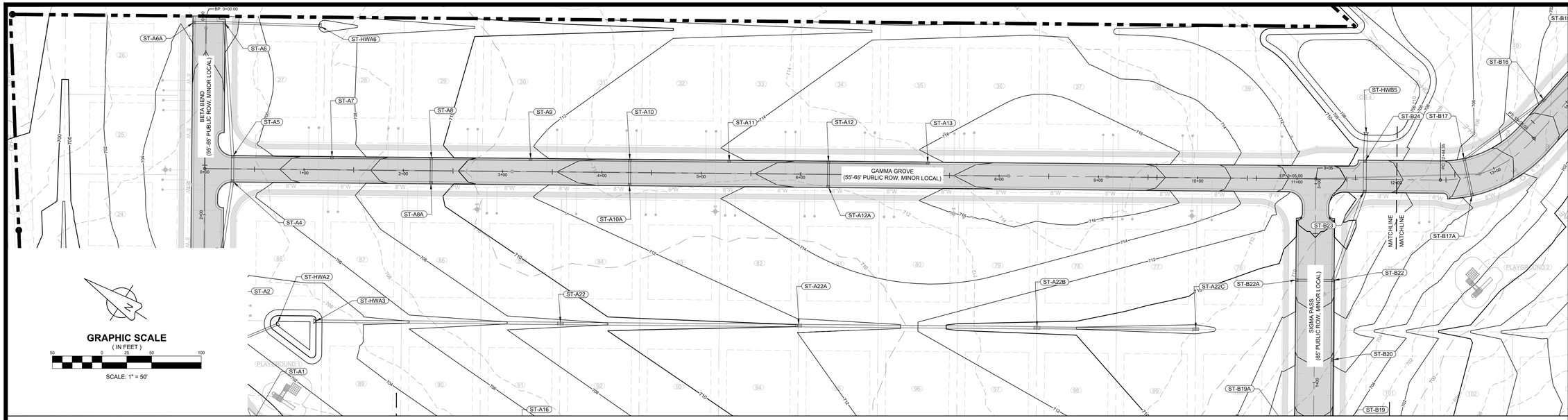

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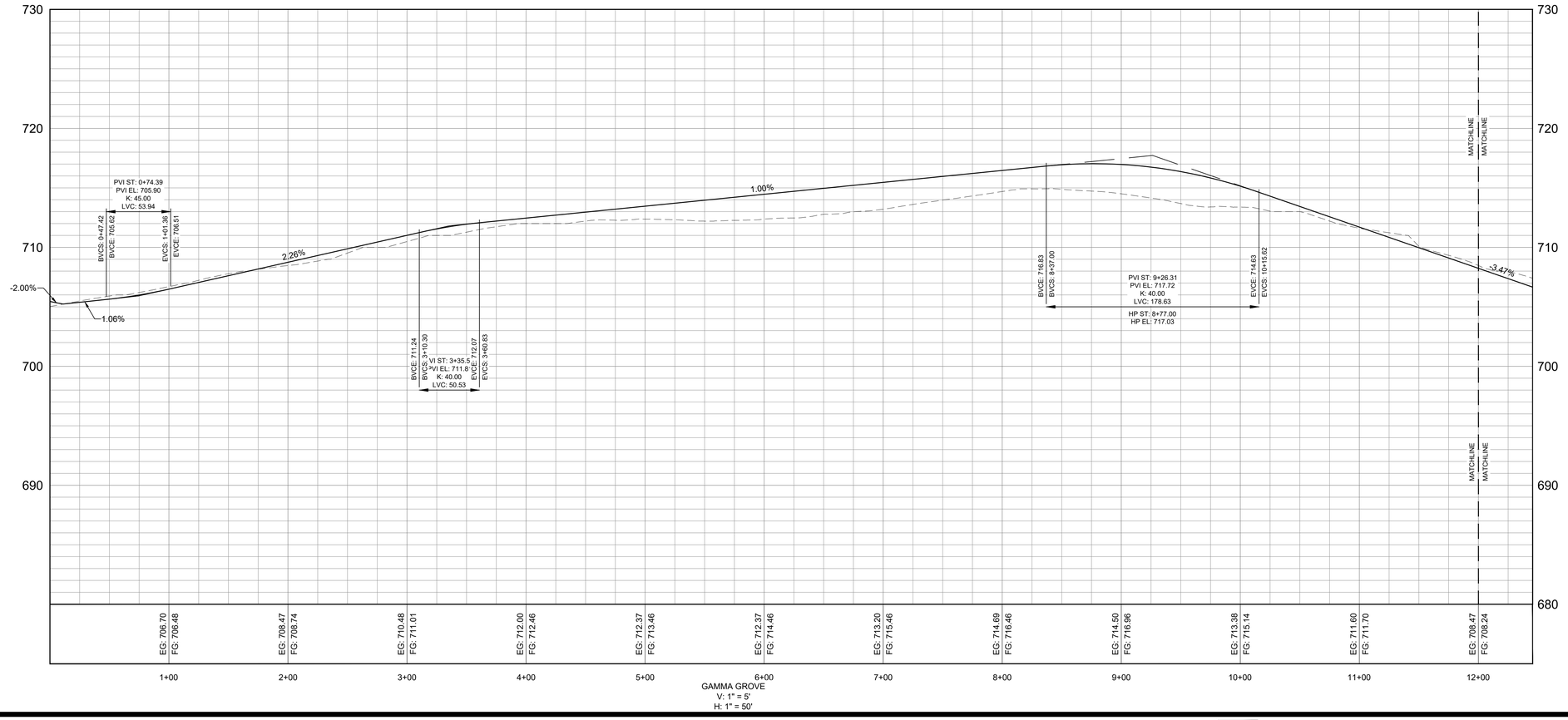

TROTWOOD FOSTER SUBDIVISION

GAMMA GROVE
PLAN AND PROFILE
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

NO.	DATE	REVISIONS

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REVIEWER: ABC

ALLISON B. COROLLA
REGISTERED ENGINEER
AGRICULTURE
No. 127369
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-6.5

T-SQUARE ENGINEERING

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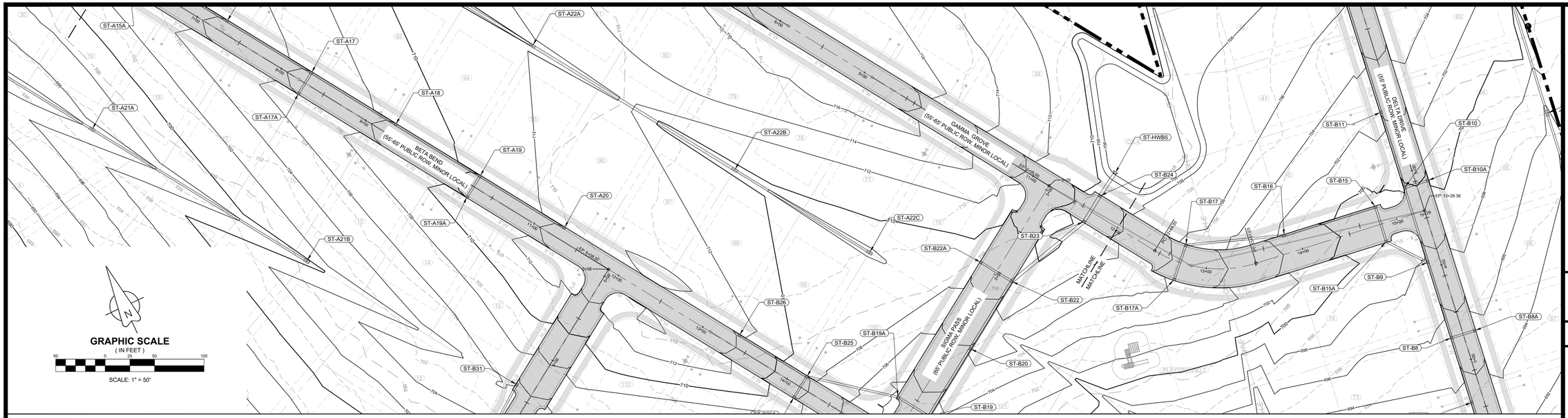

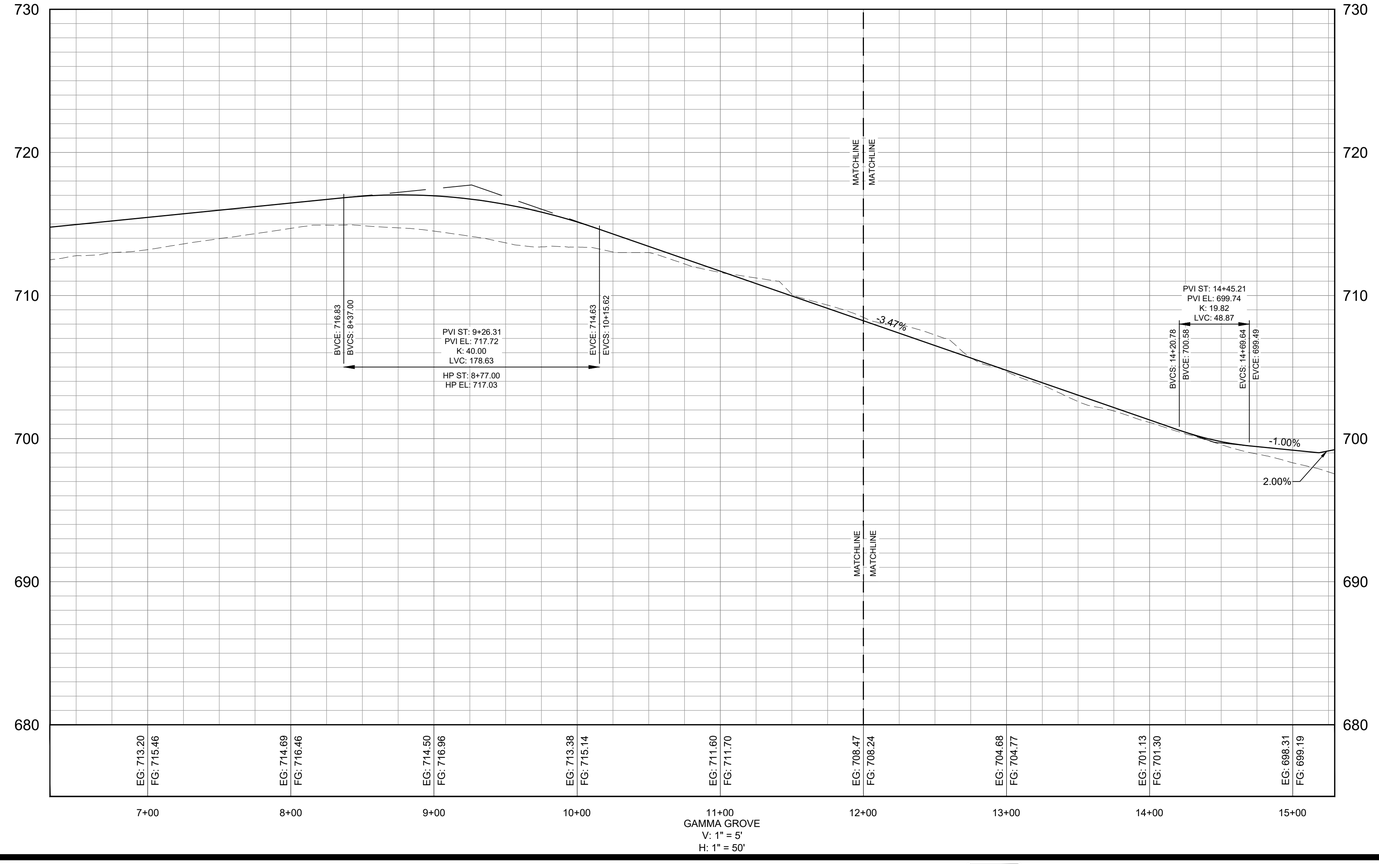

TROTWOOD FOSTER SUBDIVISION

GAMMA GROVE

PLAN AND PROFILE

MAP 112, PARCEL 018.03

CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

NO.	DATE	REVISIONS

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

ALLISON B. COROLLA
REGISTERED ENGINEER
AGRICULTURE
No. 127369
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-6.6

T-SQUARE ENGINEERING

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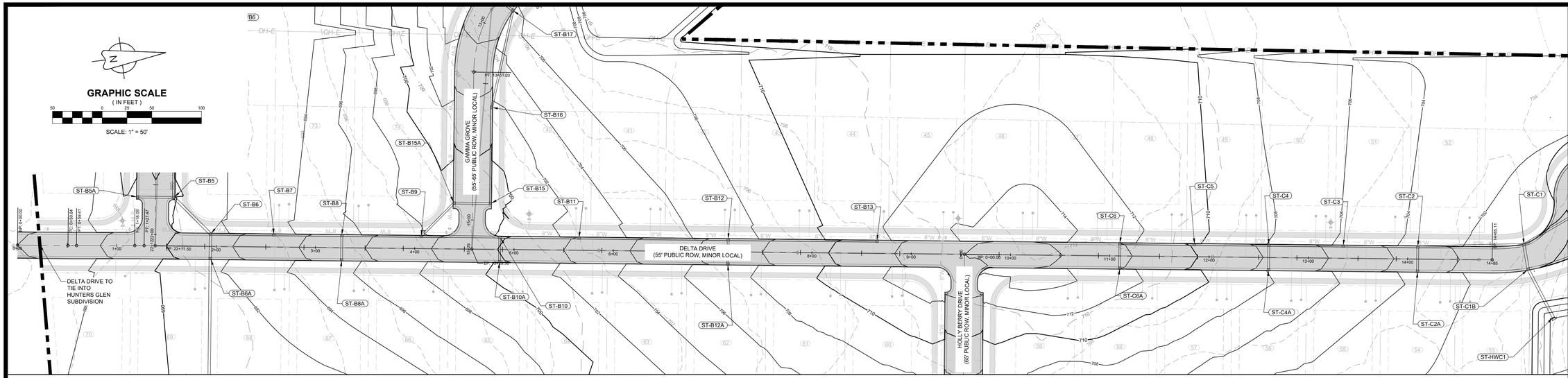

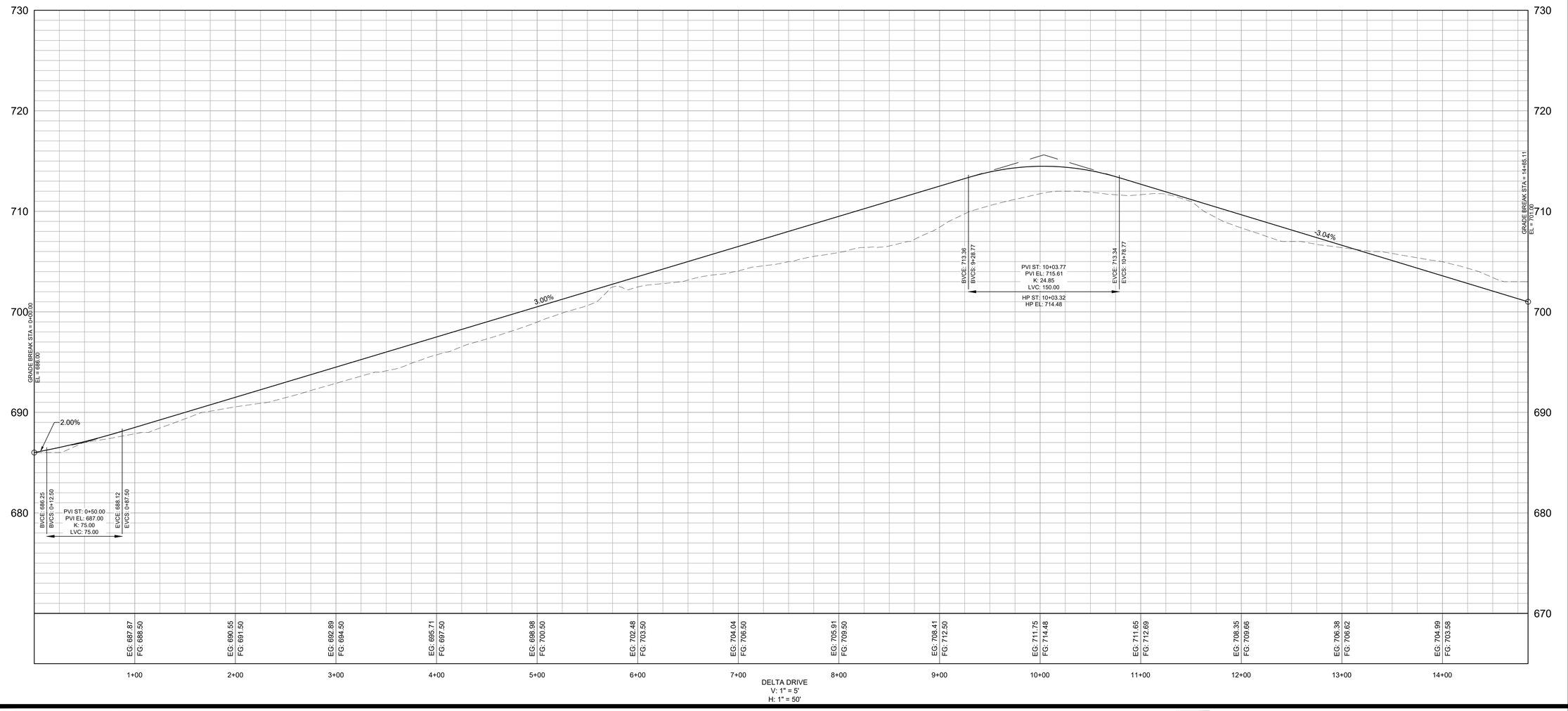

NO.	DATE	REVISIONS

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

DELTA DRIVE
PLAN AND PROFILE
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

FOSTER SUBDIVISION
TROTWOOD FARMS

ALLISON B. CORDELL
LICENSED PROFESSIONAL ENGINEER
No. 127369
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-6.7

T-SQUARE ENGINEERING

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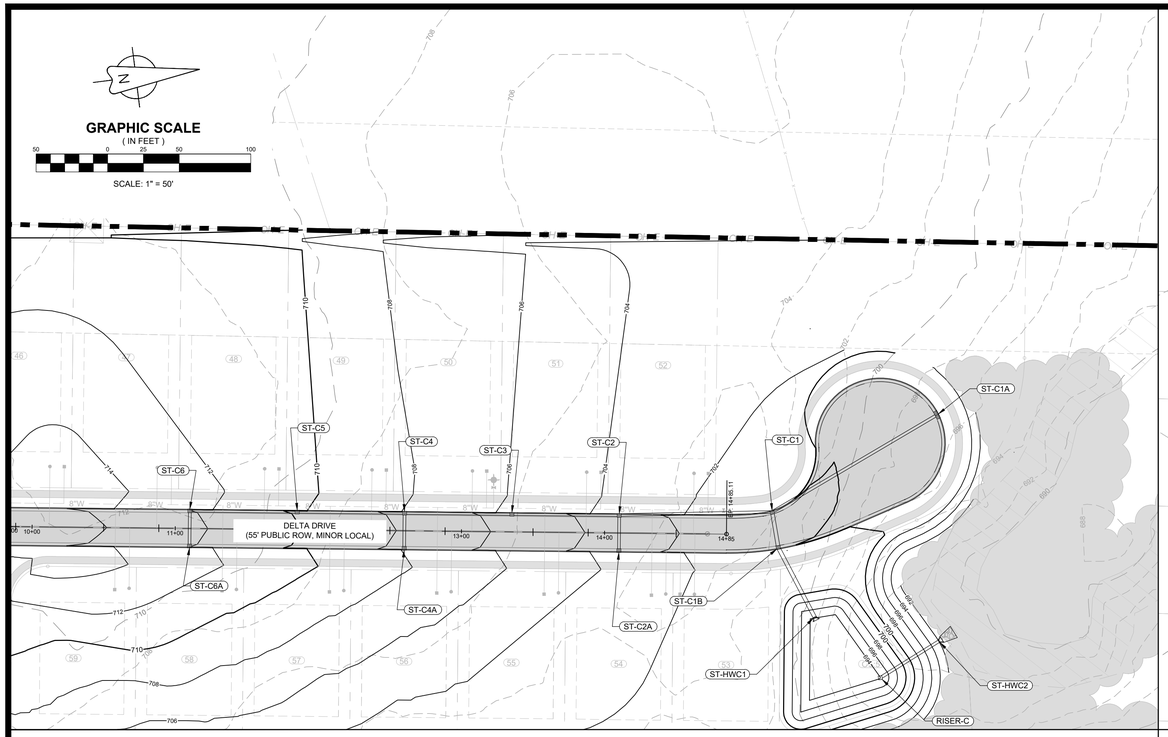

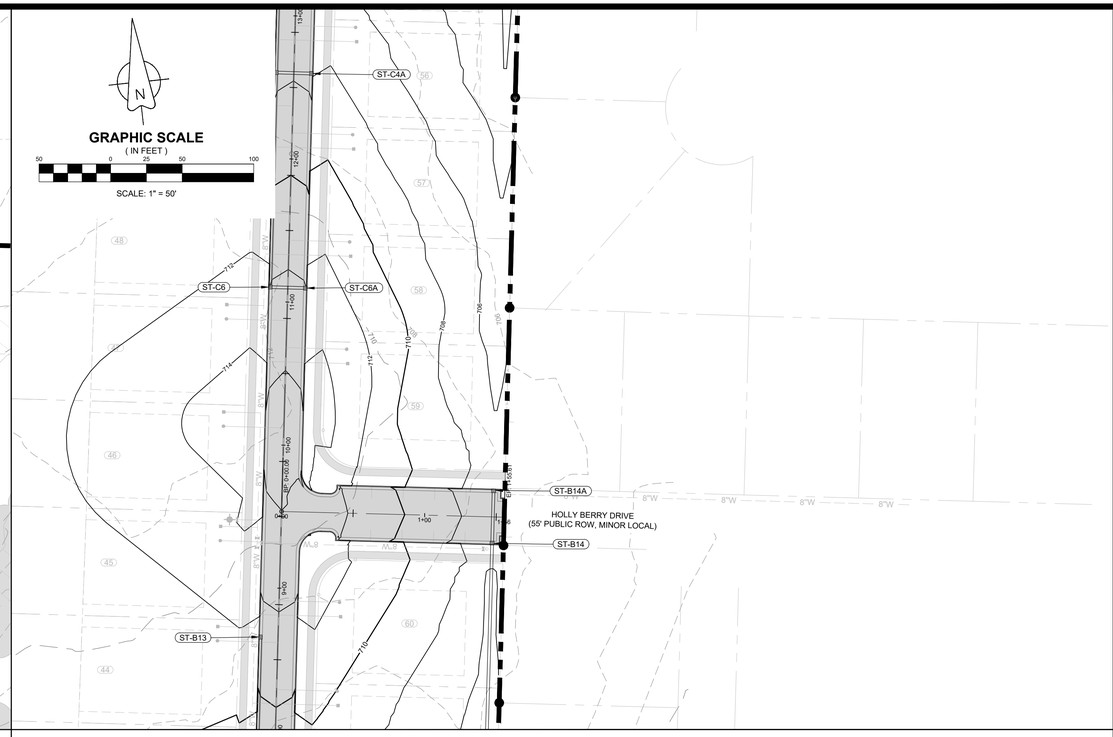

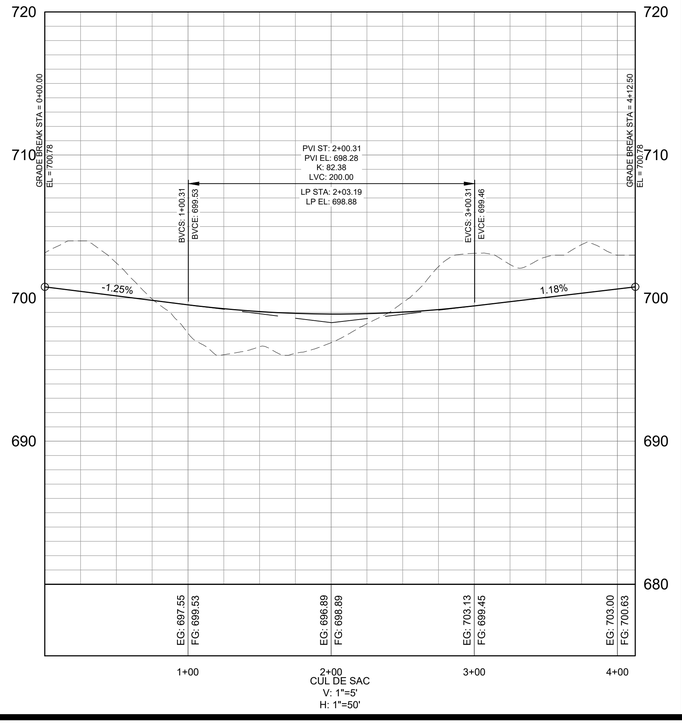

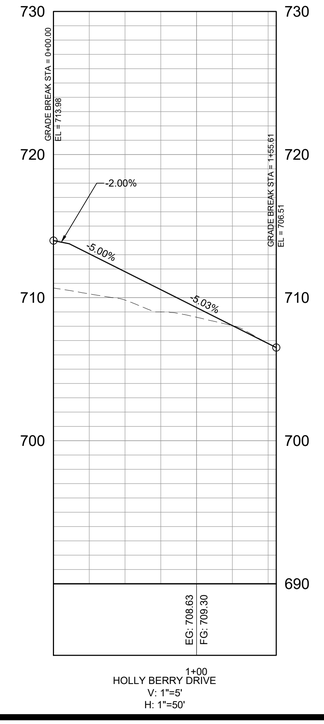

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

CUL-DE-SAC AND HOLLY BERRY DRIVE
PLAN AND PROFILE
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROLL
REGISTERED ENGINEER
AGRICULTURE
CONSERVATION
No. 127369
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-6.8

T-SQUARE ENGINEERING

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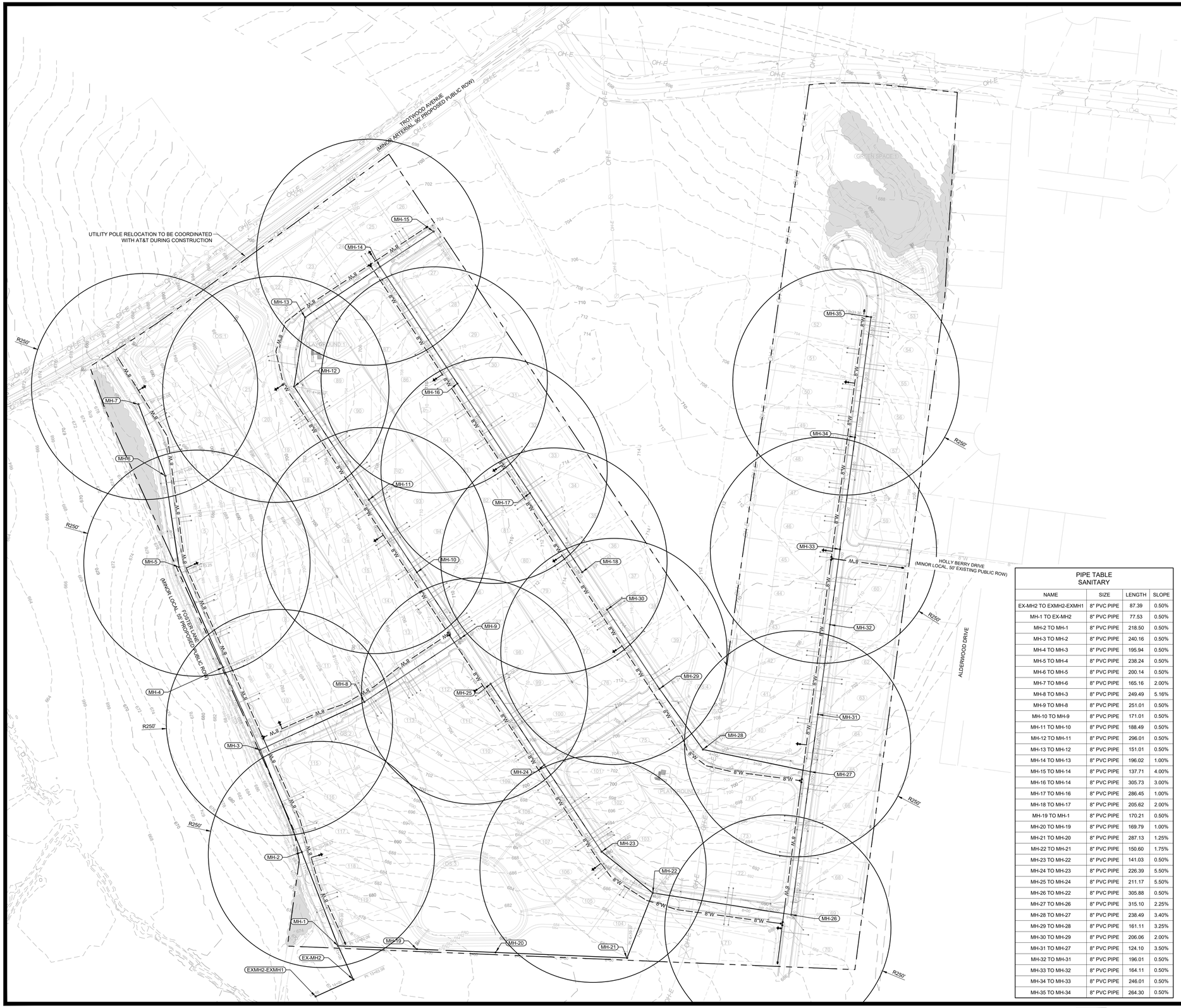

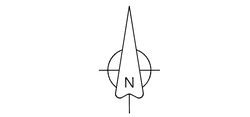

LEGEND

- PROPOSED ACCESS EASEMENT
- PROPOSED DRAINAGE EASEMENT
- PROPOSED UTILITY EASEMENT
- 8" W — PROPOSED WATER LINE
- PROPOSED WATER SERVICE
- PROPOSED FIRE HYDRANT ASSEMBLY
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY SERVICE
- PROPOSED STORM INLET
- PROPOSED HEADWALL

STRUCTURE TABLE
SANITARY

STRUCTURE NAME	DESCRIPTION	DETAILS	PIPES IN	PIPES OUT
EX-MH2	SANITARY MANHOLE	RIM = 674.45 FG = 674.45	INV. IN = 669.38	INV. OUT =669.18
EXMH2-EXMH1	SANITARY MANHOLE	RIM = 673.39 FG = 673.39	INV. IN = 668.72	
MH-1	SANITARY MANHOLE	RIM = 674.81 FG = 674.81	INV. IN = 669.99 INV. IN = 669.99	INV. OUT =669.79
MH-2	SANITARY MANHOLE	RIM = 683.06 FG = 683.06	INV. IN = 671.30	INV. OUT =671.10
MH-3	SANITARY MANHOLE	RIM = 688.82 FG = 688.82	INV. IN = 672.72 INV. IN = 672.72	INV. OUT =672.52
MH-4	SANITARY MANHOLE	RIM = 687.81 FG = 687.81	INV. IN = 673.92	INV. OUT =673.72
MH-5	SANITARY MANHOLE	RIM = 684.03 FG = 684.03	INV. IN = 675.33	INV. OUT =675.13
MH-6	SANITARY MANHOLE	RIM = 684.17 FG = 684.17	INV. IN = 676.55	INV. OUT =676.35
MH-7	SANITARY MANHOLE	RIM = 684.66 FG = 684.66		INV. OUT =679.93
MH-8	SANITARY MANHOLE	RIM = 700.36 FG = 700.36	INV. IN = 685.97	INV. OUT =685.77
MH-9	SANITARY MANHOLE	RIM = 713.59 FG = 713.59	INV. IN = 687.45	INV. OUT =687.25
MH-10	SANITARY MANHOLE	RIM = 710.13 FG = 710.13	INV. IN = 688.53	INV. OUT =688.33
MH-11	SANITARY MANHOLE	RIM = 706.29 FG = 706.29	INV. IN = 689.69	INV. OUT =689.49
MH-12	SANITARY MANHOLE	RIM = 700.29 FG = 700.29	INV. IN = 691.39	INV. OUT =691.19
MH-13	SANITARY MANHOLE	RIM = 700.41 FG = 700.41	INV. IN = 692.36	INV. OUT =692.16
MH-14	SANITARY MANHOLE	RIM = 705.45 FG = 705.45	INV. IN = 694.56 INV. IN = 694.56	INV. OUT =694.36
MH-15	SANITARY MANHOLE	RIM = 703.71 FG = 703.71		INV. OUT =700.22
MH-16	SANITARY MANHOLE	RIM = 711.22 FG = 711.22	INV. IN = 704.05	INV. OUT =703.85
MH-17	SANITARY MANHOLE	RIM = 714.46 FG = 714.46	INV. IN = 707.15	INV. OUT =706.95
MH-18	SANITARY MANHOLE	RIM = 716.55 FG = 716.55		INV. OUT =711.34
MH-19	SANITARY MANHOLE	RIM = 677.75 FG = 677.75	INV. IN = 671.06	INV. OUT =670.86
MH-20	SANITARY MANHOLE	RIM = 678.58 FG = 678.58	INV. IN = 673.00	INV. OUT =672.80
MH-21	SANITARY MANHOLE	RIM = 681.57 FG = 681.57	INV. IN = 676.84	INV. OUT =676.64
MH-22	SANITARY MANHOLE	RIM = 692.48 FG = 692.48	INV. IN = 679.74 INV. IN = 679.74	INV. OUT =679.54
MH-23	SANITARY MANHOLE	RIM = 694.01 FG = 694.01	INV. IN = 680.67	INV. OUT =680.47
MH-24	SANITARY MANHOLE	RIM = 702.99 FG = 702.99	INV. IN = 693.52	INV. OUT =693.32
MH-25	SANITARY MANHOLE	RIM = 712.93 FG = 712.93		INV. OUT =705.33
MH-26	SANITARY MANHOLE	RIM = 689.66 FG = 689.66	INV. IN = 681.49	INV. OUT =681.29
MH-27	SANITARY MANHOLE	RIM = 699.23 FG = 699.23	INV. IN = 688.87 INV. IN = 688.87	INV. OUT =688.67
MH-28	SANITARY MANHOLE	RIM = 705.30 FG = 705.30	INV. IN = 697.31	INV. OUT =697.11
MH-29	SANITARY MANHOLE	RIM = 711.04 FG = 711.04	INV. IN = 702.87	INV. OUT =702.67
MH-30	SANITARY MANHOLE	RIM = 716.90 FG = 716.90		INV. OUT =707.07
MH-31	SANITARY MANHOLE	RIM = 703.07 FG = 703.07	INV. IN = 693.55	INV. OUT =693.35
MH-32	SANITARY MANHOLE	RIM = 709.07 FG = 709.07	INV. IN = 694.75	INV. OUT =694.55
MH-33	SANITARY MANHOLE	RIM = 713.98 FG = 713.98	INV. IN = 695.79	INV. OUT =695.59
MH-34	SANITARY MANHOLE	RIM = 709.55 FG = 709.55	INV. IN = 697.24	INV. OUT =697.04
MH-35	SANITARY MANHOLE	RIM = 701.40 FG = 701.40		INV. OUT =698.58

PIPE TABLE
SANITARY

NAME	SIZE	LENGTH	SLOPE
EX-MH2 TO EXMH2-EXMH1	8" PVC PIPE	87.39	0.50%
MH-1 TO EX-MH2	8" PVC PIPE	77.53	0.50%
MH-2 TO MH-1	8" PVC PIPE	218.50	0.50%
MH-3 TO MH-2	8" PVC PIPE	240.16	0.50%
MH-4 TO MH-3	8" PVC PIPE	195.94	0.50%
MH-5 TO MH-4	8" PVC PIPE	238.24	0.50%
MH-6 TO MH-5	8" PVC PIPE	200.14	0.50%
MH-7 TO MH-6	8" PVC PIPE	165.16	2.00%
MH-8 TO MH-3	8" PVC PIPE	249.49	5.16%
MH-9 TO MH-8	8" PVC PIPE	251.01	0.50%
MH-10 TO MH-9	8" PVC PIPE	171.01	0.50%
MH-11 TO MH-10	8" PVC PIPE	188.49	0.50%
MH-12 TO MH-11	8" PVC PIPE	296.01	0.50%
MH-13 TO MH-12	8" PVC PIPE	151.01	0.50%
MH-14 TO MH-13	8" PVC PIPE	196.02	1.00%
MH-15 TO MH-14	8" PVC PIPE	137.71	4.00%
MH-16 TO MH-14	8" PVC PIPE	305.73	3.00%
MH-17 TO MH-16	8" PVC PIPE	286.45	1.00%
MH-18 TO MH-17	8" PVC PIPE	205.62	2.00%
MH-19 TO MH-1	8" PVC PIPE	170.21	0.50%
MH-20 TO MH-19	8" PVC PIPE	169.79	1.00%
MH-21 TO MH-20	8" PVC PIPE	287.13	1.25%
MH-22 TO MH-21	8" PVC PIPE	150.60	1.75%
MH-23 TO MH-22	8" PVC PIPE	141.03	0.50%
MH-24 TO MH-23	8" PVC PIPE	226.39	5.50%
MH-25 TO MH-24	8" PVC PIPE	211.17	5.50%
MH-26 TO MH-22	8" PVC PIPE	305.88	0.50%
MH-27 TO MH-26	8" PVC PIPE	315.10	2.25%
MH-28 TO MH-27	8" PVC PIPE	238.49	3.40%
MH-29 TO MH-28	8" PVC PIPE	161.11	3.25%
MH-30 TO MH-29	8" PVC PIPE	206.06	2.00%
MH-31 TO MH-27	8" PVC PIPE	124.10	3.50%
MH-32 TO MH-31	8" PVC PIPE	196.01	0.50%
MH-33 TO MH-32	8" PVC PIPE	164.11	0.50%
MH-34 TO MH-33	8" PVC PIPE	246.01	0.50%
MH-35 TO MH-34	8" PVC PIPE	264.30	0.50%

REVISIONS

NO.	DATE

DATE: 04/21/2025
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

TROTWOOD FOSTER SUBDIVISION

UTILITY PLAN

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

ALLISON B. CORDELL
REGISTERED
LANDSCAPE
ARCHITECT
No. 1277
STATE OF TENNESSEE
04/21/2025

PROJECT
24-0314

SHEET
C-7.0

T-SQUARE ENGINEERING

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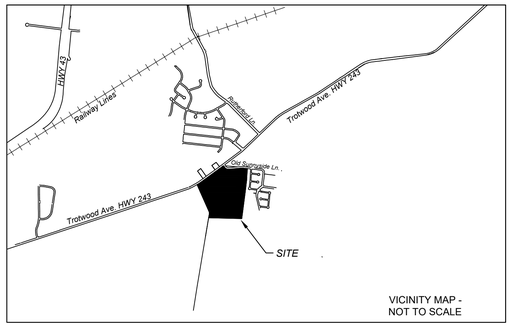


VICINITY MAP -
NOT TO SCALE

UTILITY DISCLAIMER:

Gresham Smith/Land surveyor does not guarantee accuracy of underground utility locations. Underground utilities shall not be relied upon without verification from proper utility authority having jurisdiction. Gresham Smith has not physically located the underground utilities, above grade and underground utilities shown were taken from visible appurtenances at the site, public records and /or maps prepared by others. Gresham Smith makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. Gresham Smith further does not warrant that the underground utilities are in the exact location indicated. Therefore reliance upon size and location of utilities shown shall be done so with this circumstance considered. Detailed verification of existence, location and depth must be made prior to any decisions relative thereto are made. Availability and cost of service should be confirmed with the appropriate utility authority. In Tennessee, it is a requirement, per "The Underground Utility Damage Prevention Act", that anyone who engages in excavation must notify all known underground utility owners, no less than three (3) or more than then (10) working days prior to the date of their intent to excavate and also to avoid any possible hazard or conflict. TENNESSEE ONE CALL 811.

GENERAL NOTES

1. The property described and depicted hereon is **a portion** of the property described in the Commitment for Title Insurance issued by Fidelity National Title Insurance Company Commitment Number 20220860CTN with a Commitment Date of April 25, 2022 at 8:00 A.M.; and Commitment Number 20220859CTN with a Commitment Date of May 4,2022 at 8:00 a.m., and that all easements, covenants and restrictions referenced in said title commitment or apparent from a physical inspection of the site or otherwise known to me have been located hereon or otherwise noted as not located on said portion.
2. Said described property is located within an area having a Zone Designation X (areas determined to be outside the 0.2% annual chance floodplain) by the Federal Emergency Management Agency (FEMA), on Flood Insurance Rate Map No. 47119C0280E, with an effective date of April 16, 2007 for Community No. 475423 & 470123, in Maury County, State of Tennessee, which is the most current Flood Insurance Rate Map available at the time of survey.
3. No title opinion is expressed or implied.
4. The lines of the adjoiner's indicated hereon have not been surveyed and have been graphically depicted from a compilation of record data and GIS data.
5. This survey has been signed, sealed and dated digitally.
6. Utility lines shown hereon shall be considered approximate.
7. A portion of Old Sunnyside Lane was observed within the deeded subject property with no formal dedication or easement document known to Surveyor. Recovered monuments, possession, and adjacent plat right-of-ways indicate a 60' width, as shown hereon.
8. A portion of Foster Lane was observed along deeded subject property. Surveyor is uncertain if this is public right-of-way. Deed to parcel 17.00 (Record Book 2758, Page 851) calls for a 30' width. Prescriptive rights may exist.
9. A right-of-way width of 60' was assumed for Trotwood avenue (SR 243), based on recovered monuments and existing possession. No plans where available from TDOT at time of survey.

PARCEL DATA TABLE

PARCEL ID	OWNER	ADDRESS	LEGAL REFERENCE
MAP 112, PARCEL 18	KATHLEEN M. RODGERS	6031 TROTWOOD AVE, TN 38401	RECORD BOOK 2174, PAGE 1417, R.O.M.C.,TN
MAP 112, PARCEL 018.04	JAMES AND STACY GORE	0 TROTWOOD AVE, TN 38401	RECORD BOOK 2768, PAGE 163, R.O.M.C.,TN
MAP 112, PARCEL 018.05	KATHLEEN M. RODGERS	0 TROTWOOD AVE, TN 38401	RECORD BOOK 2768, PAGE 165, R.O.M.C.,TN
MAP 112, PARCEL 018.03	JAMES AND STACY GORE	0 TROTWOOD AVE, TN 38401	RECORD BOOK 2387, PAGE 455, R.O.M.C.,TN

PARCEL 18 TRACT 1	*449,744.274 SQ/FT*	*10.324 AC*
PARCEL 18 TRACT 1 REMNANT	*11,977.451 SQ/FT*	*0.275 AC*
PARCEL 18 TRACT 2	*329,822.723 SQ/FT*	*7.567 AC*
PARCEL 18 TRACT 2 REMNANT	*9,474.556 SQ/FT*	*0.217 AC*
PARCEL 18.03 TRACT I	*1,951,579.498 SQ/FT*	*44.802 AC*
PARCEL 18.04 TRACT II	*38,993.582 SQ/FT*	*0.895 AC*
PARCEL 18.05 (EXCLUDED FROM TITLE)	*108,084.002 SQ/FT*	*2.481 AC*

LEGEND

Benchmark	Water Meter
(Set) 1/2" Diameter Rebar with Gresham Smith Cap	Water Valve
(Found) Property Corner	Fire Hydrant
Property Line	Sewer Manhole
Adjacent Property Line	Sewer Clean-Out
Easement Line	Power Pole
W Water Line	Guy Wire
SAN Sewer Line	Light Pole
G Gas Line	Mailbox Mailbox
OHE Overhead Electric Line	Fence (chainlink/woven wire)
UGE Underground Electric Line	Fence (wood rail / privacy)
UGF Underground Fiber Line	Sign - single post
Electric Pull Box / Telephone Pedestal	Sign - double post

SCHEDULE B, PART II
Exceptions from Fidelity National Title Insurance Company
Commitment No. 20220860CTN
Commitment Date: April 35, 2022, at 08:00AM

1. Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I-Requirements are met. **NONE KNOWN TO SURVEYOR AT TIME OF SURVEY.**
2. Rights or claims of parties in possession not shown by the public records. **RIGHTS OR CLAIMS NOT A SURVEY MATTER.**
3. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. **IMPROVEMENTS EXIST ALONG AN NEAR PROPERTY LINES AS SHOWN HEREON.**
4. Easements, or claims of easements, not shown by the public records. **SEE GENERAL NOTE NO. 7.**
5. Any lien, or right to a lien, for services, labor, or material heretofore or hereafter furnished, imposed by law and not shown by the public records. **NOT A SURVEY MATTER.**
6. Taxes or special assessments which are not shown as existing liens by the public records. **NOT A SURVEY MATTER.**
7. If improvements are completed after January 1 of any year, and the law, pursuant to TCA 67-5-509 and TCA 67-5-603, requires supplemental assessment for the year in which improvements are completed, the company assumes no liability for taxes assessed by correction or supplemental assessment. **NOT A SURVEY MATTER.**
8. Taxes for the year 2021, a lien due and payable, and now delinquent. **NOT A SURVEY MATTER.**
9. Application for Greenbelt assessment - Agricultural of record in Book R2177, Page 653, in the Register's Office for Maury County, Tennessee. NOTE: The land has been classified as Greenbelt for assessment, levy and collection purposes and may be subjected to substantial rollback taxes as defined in Tennessee Code Annotated, Section 67-5-1001. **NOT A SURVEY MATTER.**
10. 150' TVA easement of record in Book 469, Page 388, in the Register's Office for Maury County, Tennessee. **DOCUMENT NOT PROVIDED TO SURVEYOR.**
11. Title to all oil, gas, minerals and gravel within and underlying the premises together with all mining rights and other rights, privileges, and immunities relating thereto, including but not limited to mineral rights as referenced in Book 469, page 388, in the Register's Office for Maury County, Tennessee. **SUBSURFACE RIGHTS ARE NOT A SURVEY MATTER.**
12. 60 feet right of Way of Old Sunnyside Lane. **AFFECTS SUBJECT PROPERTY, NO FORMAL DEDICATION DOCUMENT PROVIDED TO OR FOUND BY SURVEYOR.**
13. Acreage content of the subject property is not hereby insured. Reference to acreage is left in the description merely for convenience in identifying the tract. **ACREAGE AS SHOWN HEREON.**
14. No insurance is offered to title to that portion of the premises embraced within the bounds of any roads, streets, or highways. **ROAD, STREETS, HIGHWAYS AND TRAVELED WAYS AS SHOWN HEREON.**

DESCRIPTION PER COMMITMENT NO. 20220860CTN

Land situated in Maury County, Tennessee:

Tract 1:

Being and lying in the 9th Civil District of Maury County, Tennessee and lying East of Trotwood Avenue and North and South of old Sunnyside Lane, and being more particularly described as follows:
Beginning at an iron pin found in the intersection of the East R.O.W. of Trotwood Avenue and in the North of old Sunnyside Lane; said iron pin found being the Northwest corner of Celia Ridley and the Southwest corner of Tillman Knox; thence leaving said road with South boundary of Knox, South 82 degrees, 27 minutes, 43 seconds East for a distance of 171.74 feet to an iron pin set; said iron pin set being the true point of beginning, and the Northwest corner of the tract being described;
thence continuing with Knox, South 82 degrees, 27 minutes, 43 seconds East, passing an iron pin found and the Southeast corner of Knox, and the Southwest corner of TVA at 307.41 feet, in all a distance of 705.51 feet to a point in old Sunnyside lane; said point being the Northeast corner of the tract being described;
thence leaving said road, South 03 degrees, 33 minutes, 39 seconds West passing an iron pin set and the Northwest corner of hunters glen section 1 subdivision, lot 14 at 24.08 feet, and an iron pin found at 130.67 feet, in all a distance of 210.86 feet to an iron pin found; said iron pin found being the Southwest corner of lot 13 and Northwest corner of lot 12 of said subdivision;
thence with lots 12-9, South 03 degrees, 28 minutes, 28 seconds West for a distance of 264.98 feet to an iron pin found;
thence South 07 degrees, 34 minutes, 20 seconds West for a distance of 52.00 feet to an iron pin found; said iron pin found being the Southwest corner of lot 9, and Northwest corner of lot 8;
thence with lots 8 and 7, South 07 degrees, 49 minutes, 28 seconds West for a distance of 159.55 feet to an iron pin found; said iron pin found being the Southeast corner of the tract being described, the Southwest corner of lot 7, Northwest corner of lot 6, and the Northeast corner of Campbell Ridley;
thence with North boundary of Ridley, South 79 degrees, 10 minutes, 20 seconds West for a distance of 562.64 feet to an iron pin set; said iron pin set being the Southwest corner of the tract being described;
thence with a new Ridley division line, North 05 degrees, 45 minutes, 40 seconds West for a distance of 887.29 feet to the true point of beginning and containing 11.35 acres as surveyed by Kenneth Carroll, RLS Tennessee license number 1335, November 7, 2011. Being a portion of the same property conveyed to Kathleen M. Rogers, an unmarried by Warranty Deed from Celia James Ridley, an unmarried person and Campbell P. Ridley, Jr. of record in Book R2174, page 1417, Register's Office for Maury County, Tennessee, dated December 20, 2011 and recorded on December 30, 2011.

Tract 2:
Being and lying in the 9th Civil District of Maury County, Tennessee and lying East of and adjacent to Trotwood Avenue and North and South of Old Sunnyside lane, and being more particularly described as follows:

Beginning at an iron pin found in the intersection of the East R.O.W. of Trotwood Avenue and in the North of Old Sunnyside Lane; said iron pin found being the Northwest corner of the tract being described and the Southwest corner of Tillman Knox;
thence leaving said road with South boundary of Knox, South 82 degrees,27 minutes,43 seconds East for a distance of 171.74 feet to an iron pin set; said iron pin set being the Northeast corner of the tract being described;
thence leaving Knox with a new Ridley division line, South 05 degrees, 45 minutes, 40 seconds East for a distance of 887.29 feet to an iron pin set; said iron pin set being the Southeast corner of the tract being described, and the North boundary of Campbell Ridley; thence leaving said division line with North boundary of Campbell Ridley, South 79 degrees 10 minutes 20 seconds West for a distance of 170.07 feet to an iron pin set; thence North 39 degrees, 24 minutes, 06 seconds West for a distance of 250.84 feet to an iron pin set;
thence North 25 degrees, 35 minutes, 04 seconds West for a distance of 118.14 feet to an iron pin set;
thence North 43 degrees, 31 minutes, 44 seconds West for a distance of 68.58 feet to an iron pin set; thence North 65 degrees 23 minutes 45 seconds West for a distance of 438.35 feet to an iron pin set on the East R.O.W. of Trotwood Avenue; said iron pin set being the Southwest corner of the tract being described, and the Northwest corner of Ridley;
thence with East of said road, North 54 degrees 19 minutes 40 seconds East for a distance of 693.95 feet to the point of beginning and containing 9.00 acres as surveyed by Kenneth Carroll, RLS Tennessee license number 1335, November 7, 2011.

Being a portion of the same property conveyed to Kathy M. Rogers, an unmarried person by Warranty Deed from Celia James Ridley, an unmarried person and Campbell P. Ridley, Jr. of record in Book R2174, page 1402, Register's Office for Maury County, Tennessee, dated December 2-0, 2011 and recorded on December 30, 2011.

DESCRIPTION PER COMMITMENT NO. 20220859CTN

Tract I:

Being and lying in the Ninth Civil District of Maury County, Tennessee and lying southeast of and adjacent to Trotwood Avenue, and the east of and adjacent to Foster Lane, being more particularly described as follows:

Beginning at a point in the intersection of the center of Foster Lane and the South right-of-way of Trotwood Avenue; said point being the Western most Northwest corner of the tract being described, and the Northeast corner of Dobual Spring Creek Partners; thence with South right-of-way of Trotwood Avenue, North 58 degrees 05 minutes 48 seconds East for a distance of 117.93 feet;
thence North 55 degrees 0 minutes 00 seconds East for a distance of 96.57 feet;
thence North 54 degrees 16 minutes 31 seconds East for a distance of 128.36 feet;
thence North 54 degrees 03 minutes 18 seconds East for a distance of 159.93 feet;
thence North 53 degrees 48 minutes 18 seconds East for a distance of 90.80 feet to a iron pin found; said iron pin found being the Northern most Northwest corner of the tract being described, and the Southwest corner of Kathleen Rogers;
thence leaving said road with Rogers, South 65 degrees 23 minutes 45 seconds East for a distance of 438.37 feet to a iron pin found;
thence South 43 degrees 30 minutes 58 seconds East for a distance of 68.54 feet to a iron pin found;
thence South 25 degrees 35 minutes 04seconds East for a distance of 118.14 feet to a iron pin found;
thence South 39 degrees 24 minutes 06 seconds East for a distance of 250.84 feet to a iron pin found;
thence North 79 degrees 10 minutes 51 seconds East for a distance of 170.07 feet to a iron pin found;
thence North 79 degrees 10 minutes 51 seconds East, passing the center of a TVA Line at 175.46 feet, in all a distance of 562.94 feet to a iron pin found; said iron pin found being the Northeast corner of the tract being described, the Southeast corner of Rogers, and the Southwest corner of Lot 7 and the Northwest corner of Lot 6 of Hunters Glen SubdivisionSection 1;
thence with Lot 6, South 07 degrees 32 minutes 54 seconds West for a distance of 79.95 feet to a iron pin found; said iron pin found being the Southwest corner of Lot 6, and the Northwest corner of lot 5;
thence with Lot 5, South 07 degrees 31 minutes 24 seconds West for a distance of 147.83 feet to a iron pin found; said iron pin found being the Southwest corner of lot 5, and the Northwest corner of Lot 73 of Hunters Glen Subdivision, Section 2;
thence with Lot 73, South 07 degrees 31 minutes 24 seconds West for a distance of 124.98 feet to a iron pin found on the North right-of-way of Holly Berry Drive; said iron pin found being the Southwest corner of Lot 73;
thence crossing Holly Berry Drive, South 07 degrees 31minutes 24 seconds West for a distance of 40.01 feet to a iron pin found on the South right-of-way of said road; said iron pin found being the Northwest corner of Lot 78 of Hunters Glenn Subdivision Section 2;
thence with lot 78, South 07 degrees 31 minutes 24 seconds West for a distance of 110.02 feet to a iron pin found; said iron pin found being the Southwest corner of Lot 78, and the Northwest corner of lot 79;
thence with lot 79, South 07 degrees 31 minutes 24 seconds West for a distance of 110.00 feet to a iron pin found; said iron pin found being the Southwest corner of lot 79, and the Northwest corner of Lot 80;
thence with Lot 80, South 07 degrees 33 minutes 00 seconds West for a distance of 110.26 feet to a iron pin found; said iron pin found being the Southwest corner of Lot 80, and the Northern most Northwest corner of McBroom Family Partnership;
thence with McBroom Family Partnership, South 07 degrees 29 minutes 46 seconds West for a distance of 567.43 feet to a iron pin found; said iron pin found being the Southeast corner of the tract being described;
thence continuing with McBroom, North 87degrees 40 minutes 39 seconds West , passing the center of a TVA line at 384.70 feet, in all a distance of 1256.56 feet to a iron pin found in the center of Foster Lane; said iron pin found being the Southwest corner of the tract being described, the western most Northwest corner of McBroom Family Partnership, and the east boundary of Dobual Spring Creek Partners;
thence with center of Foster Lane and east boundary of Dobual Spring Creek Partners, North 07 degrees 49 minutes 54 seconds East for a distance of 190.70 feet to a point;
thence North 09 degrees 42 minutes 36 seconds West for a distance of 66.95 feet to a point;
thence North 23 degrees 30 minutes 49 seconds West for a distance of 146.94 feet to a point;
thence North 24 degrees 07 minutes 57 seconds West for a distance of 234.02 feet to a point;
thence North 24 degrees 19 minutes 52 seconds West for a distance of 516.42 feet to a point,
thence North 24 degrees 15 minutes 55 seconds West for a distance of 127.83 feet to a point;
thence North 19 degrees 32 minutes 05 seconds West for a distance of 98.88 feet to the point of beginning and containing 47.33 acres as surveyed by Kenneth Carroll, R.L.S. Tennessee License Number 1335, August 3, 2016.

Less and except that portion of the above property conveyed to Kathy M. Rogers by the Quitclaim Deed of record in Book R2768, Page 165, in the Register's Office Maury County, Tennessee.

Being a portion of the same property conveyed to James Gore and wife, Stacy Gore, by the Warranty Deed of record in Book R2387, Page 455, in the Register's Office for Maury County, Tennessee.

Tract II:

A tract of land located in Maury County, Tennessee. Being a portion of the Kathleen Rogers property as recorded in Deed Book R2174, page 1402 and 1417, Maury County, Tennessee, and being more particularly described as follows.

Beginning at an iron pin found with RLS No. 1335 cap at the Northwest corner of Kathleen Rogers property as recorded in Deed Book R2174, page 1402 and 1417, said point being the Northeast corner of James and Stacy Gore as recorded in Deed Book R2387, page 455;
Thence with the South margin of Trotwood Avenue, North 54 degrees 20 minutes 56 seconds East a distance of 217.26' to an iron pin set;
Thence severing the property of Kathleen Rogers, South 33 degrees 28 minutes 06 seconds East a distance of 357.15' to an iron pin set;
Thence with the east line of James and Stacy Gore as recorded in Deed Book R2387, page 455, North 65 degrees 21 minutes 41 seconds West a distance of 410.91' which is the point of beginning, having an area of 38,768.9 square feet, 0.89 acres.

Being the same property conveyed to James Gore and Stacy Gore, husband and wife, by the Quitclaim Deed of record in Book R2768, page 163, in the Register's Office for Maury County, Tennessee.

GPS NOTE

1. GPS field procedure-Real-Time Kinematic with Online Position User Service
2. Relative Positional Precision= <0.07 feet between tested pairs
3. Dates of Survey-06/17/22 thru 07/08/22
4. Horizontal Datum-Nad-83 (2011), Epoch-2010
   Vertical Datum-NAVD 88 (Geoid computed)
5. Fixed Control Stations- DJ9560 TN36 TDOT DISTRICT 36 CORS ARP
   DM3531 TN30 TDOT DISTRICT 30 CORS ARP
   DM4145 TN39 TDOT DISTRICT 39 CORS ARP
6. Geoid Model-Geoid 18
7. Combined Grid Factor- 0.9999910
   GPS observations were scaled by the inverse factor to achieve ground distances.

SCHEDULE B, PART II
Exceptions from Fidelity National Title Insurance Company
Commitment No. 20220859CTN
Commitment Date: May 04, 2022, at 08:00AM

1. Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I-Requirements are met. **NONE KNOWN TO SURVEYOR AT TIME OF SURVEY. SEE GENERAL NOTE NO. 7 & 8.**
2. Rights or claims of parties in possession not shown by the public records. **RIGHTS OR CLAIMS NOT A SURVEY MATTER.**
3. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. **IMPROVEMENTS EXIST ALONG AN NEAR PROPERTY LINES AS SHOWN HEREON.**
4. Easements, or claims of easements, not shown by the public records. **SEE GENERAL NOTE NO. 7 & 8.**
5. Any lien, or right to a lien, for services, labor, or material heretofore or hereafter furnished, imposed by law and not shown by the public records. **NOT A SURVEY MATTER.**
6. Taxes or special assessments which are not shown as existing liens by the public records. **NOT A SURVEY MATTER.**
7. If improvements are completed after January 1 of any year, and the law, pursuant to TCA 67-5-509 and TCA 67-5-603, requires supplemental assessment for the year in which improvements are completed, the company assumes no liability for taxes assessed by correction or supplemental assessment. **NOT A SURVEY MATTER.**
8. Taxes for the year 2021, a lien due and payable, and now delinquent. **NOT A SURVEY MATTER.**
9. Taxes for the year 2022, a lien not yet due and payable. **NOT A SURVEY MATTER.**
10. Application for Greenbelt assessment - Agricultural of record in Book R2392, Page 218, in theRegister's Office for Maury County, Tennessee. **NOT A SURVEY MATTER.**
11. 150' TVA line right-of-way as referenced in the Warranty Deed of record in Book R2387, Page 455, in the Register's Office for Maury County, Tennessee. **AFFECTS SUBJECT PROPERTY, AS SHOWN HEREON.**
12. Acreage content of the subject property is not hereby insured. Reference to acreage is left in the description merely for convenience in identifying the tract. **AS SHOWN HEREON.**

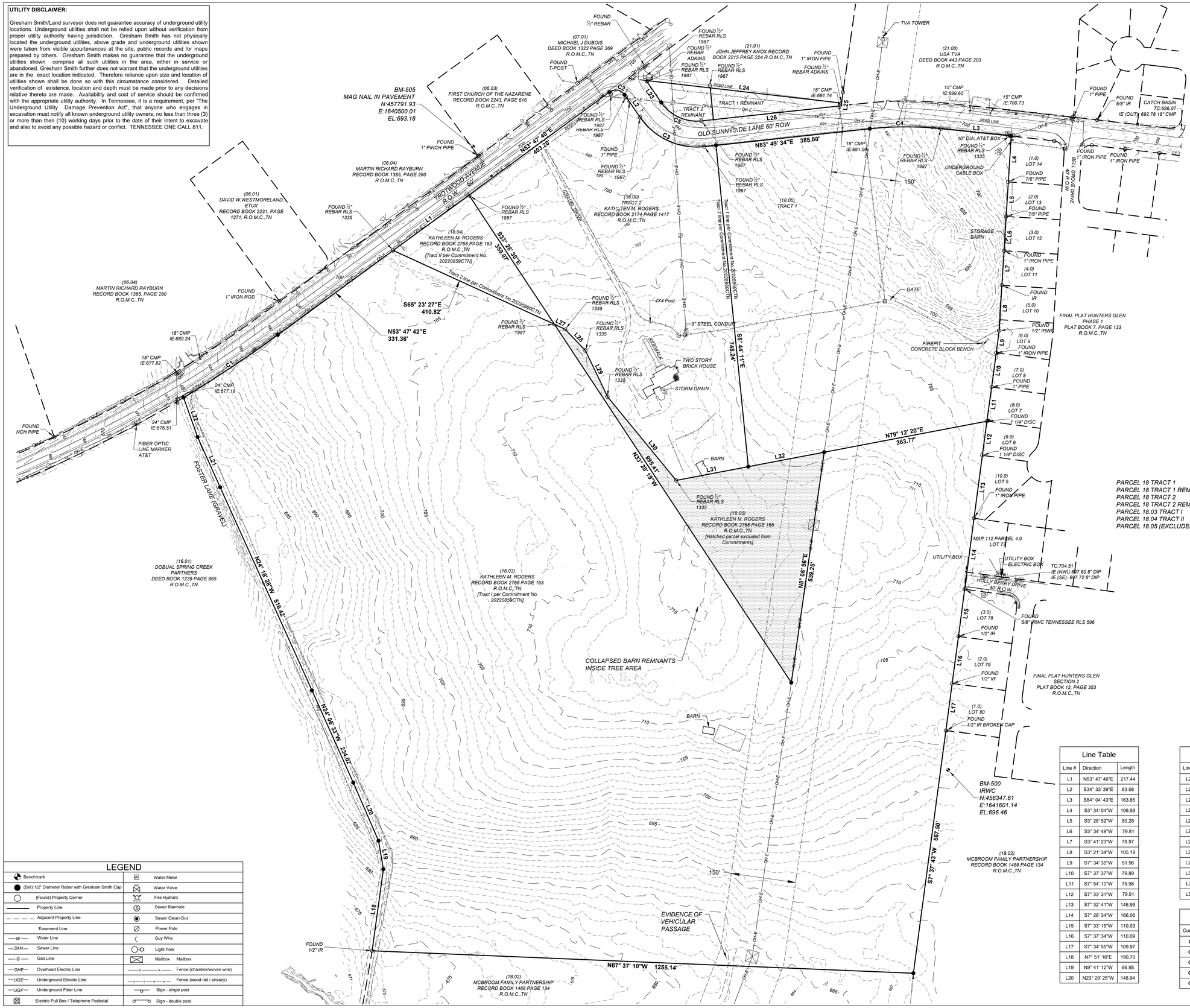
TABLE A - ITEM NOTES

Item 1-	Found or set, as shown on survey. No corners were set along the proposed partition(s).
Item 2 -	Current parcel addresses as shown in table on survey.
Item 3 -	See General Note 2
Item 4 -	As shown hereon.
Item 5-	As shown hereon. Contours shown at 1 foot intervals based on field run and lidar data provided by Precision Products. Relative to NAVD 88 (Geoid 18 computed).
Item 6(a)-	No Zoning Report provided at time of survey.
Item 8-	Substantial features as shown hereon.
Item 11a-	Underground utilities shown per field markings and observed evidence. Minimal utility markings were witnessed at time of survey. See utility disclaimer as shown hereon.
Item 13-	Adjoining owners as shown within graphic portion of this work. Information taken from *Real Estate Assessment Data* acquired from the State of Tennessee Comptroller of the Treasury
Item 14-	Subject properties exist at multiple intersecting streets, as shown hereon.
Item 15-	See Item 5.
Item 16-	At the time of survey, no active construction was being conducted.
Item 17-	No information was provided to this surveyor concerning proposed changes in street right of way lines.
Item 18 -	No offsite easements were provided to surveyor.

To: ••••••

UTILITY DISCLAIMER:

Gresham Smith/Land surveyor does not guarantee accuracy of underground utility locations. Underground utilities shall not be relied upon without verification from proper utility authority having jurisdiction. Gresham Smith has not physically located the underground utilities, above grade and underground utilities shown were taken from visible appurtenances at the site, public records and /or maps prepared by others. Gresham Smith makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. Gresham Smith further does not warrant that the underground utilities are in the exact location indicated. Therefore reliance upon size and location of utilities shown shall be done so with this circumstance considered. Detailed verification of existence, location and depth must be made prior to any decisions relative thereto are made. Availability and cost of service should be confirmed with the appropriate utility authority. In Tennessee, it is a requirement, per "The Underground Utility Damage Prevention Act", that anyone who engages in excavation must notify all known underground utility owners, no less than three (3) or more than then (10) working days prior to the date of their intent to excavate and also to avoid any possible hazard or conflict. TENNESSEE ONE CALL 811.



NORTH

Source of North
Tennessee State Plane
Coordinate System
(NAD 83)

100' 0 100' 200'
GRAPHIC SCALE

1 Inch = 100 Feet

PARCEL 18 TRACT 1	449,744.274 SQ/FT	10.324 AC
PARCEL 18 TRACT 1 REMNANT	11,977.451 SQ/FT	0.275 AC
PARCEL 18 TRACT 2	329,622.723 SQ/FT	7.567 AC
PARCEL 18 TRACT 2 REMNANT	9,474.556 SQ/FT	0.217 AC
PARCEL 18.03 TRACT I	1,951,579.498 SQ/FT	44.802 AC
PARCEL 18.04 TRACT II	38,993.582 SQ/FT	0.895 AC
PARCEL 18.05 (EXCLUDED FROM TITLE)	108,084.002 SQ/FT	2.481 AC

Line Table		
Line #	Direction	Length
L1	N53° 47' 40"E	217.44
L2	S34° 33' 39"E	63.08
L3	S84° 04' 43"E	163.65
L4	S3° 34' 04"W	106.59
L5	S3° 28' 52"W	80.28
L6	S3° 34' 49"W	79.81
L7	S3° 41' 23"W	79.97
L8	S3° 21' 34"W	105.19
L9	S7° 34' 35"W	51.96
L10	S7° 37' 37"W	79.89
L11	S7° 54' 10"W	79.98
L12	S7° 33' 31"W	79.91
L13	S7° 32' 41"W	146.99
L14	S7° 28' 34"W	166.06
L15	S7° 33' 15"W	110.03
L16	S7° 37' 34"W	110.09
L17	S7° 34' 55"W	109.97
L18	N7° 51' 18"E	190.70
L19	N9° 41' 12"W	66.95
L20	N23° 29' 25"W	146.94

Line Table		
Line #	Direction	Length
L21	N24° 14' 31"W	127.83
L22	N19° 30' 41"W	96.90
L23	N34° 33' 39"W	61.95
L24	S83° 25' 17"E	455.64
L25	S8° 03' 36"W	6.45
L26	S83° 49' 34"W	325.36
L27	S65° 07' 32"E	27.54
L28	S43° 29' 42"E	68.55
L29	S25° 30' 57"E	118.20
L30	S39° 23' 09"E	250.83
L31	N79° 12' 20"E	170.07
L32	N79° 12' 20"E	178.98

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	262.22	2945.00	5°06'06"	N56° 20' 45"E	262.13
C2	39.99	25.00	91°38'41"	S80° 23' 00"E	35.86
C3	172.06	160.00	61°36'50"	S65° 25' 12"E	163.89
C4	164.87	770.00	12°16'06"	N89° 57' 37"E	164.56
C5	107.54	100.00	61°36'50"	N65° 25' 12"W	102.43

LEGEND

Benchmark	Water Meter
(Set) 1/2" Diameter Rebar with Gresham Smith Cap	Water Valve
(Found) Property Corner	Fire Hydrant
Property Line	Sewer Manhole
Adjacent Property Line	Sewer Clean-Out
Easement Line	Power Pole
—W— Water Line	Guy Wire
—SAN— Sewer Line	Light Pole
—G— Gas Line	Mailbox Mailbox
—OHE— Overhead Electric Line	Fence (chainlink/woven wire)
—UGE— Underground Electric Line	Fence (wood rail / privacy)
—UGF— Underground Fiber Line	Sign - single post
Electric Pull Box / Telephone Pedestal	Sign - double post

Gresham Smith

GreshamSmith.com

222 Second Avenue South
Suite 1400
Nashville, TN 37201

615.770.8100

TROTWOOD GROVE

BEING PARCELS 18.00, 18.03, 18.04 & 18.05 OF TAX MAP 112

9TH CIVIL DISTRICT
COLUMBIA, MAURY COUNTY, TENNESSEE

CHRISTOPHER LYLE GOETZ
REGISTERED LAND SURVEYOR
AGRICULTURE
OWNER
7/22/2022
TENNESSEE NO. 2660

PRELIMINARY FOR REVIEW ONLY

Christopher Lyle Goetz, TN RLS 2660
Survey Manager, Gresham Smith
[P] chris.goetz@greshamsmith.com

Revision

No.	Date	Description

ALTA/NSPS LAND TITLE SURVEY

2 of 2

Project Number: 45709.01
JULY 22, 2022

This Line Is 3 Inches When Printed Full Size

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This instrument prepared by:
Bradley Arant Boult Cummings LLP
1221 Broadway, Suite 2400
Nashville, Tennessee 37203

DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS & RESTRICTIONS OF TROTWOOD & FOSTER

THIS DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS & RESTRICTIONS (the "Declaration") is executed this ____ day of _____, 2024, by BRIGHTLAND HOMES OF TENNESSEE, LLC, a Delaware limited liability company (the "Declarant").

WITNESSETH:

WHEREAS**,** the Declarant is the owner of certain real property located in Maury County, Tennessee, more particularly described on Exhibit A attached hereto and incorporated herein by reference, and desires to create thereon a residential development to be known as Trotwood & Foster (the "Development") for the mutual benefit of the future residents of the Development; and

WHEREAS, Declarant desires to provide for the protection and preservation of the values, amenities, desirability and attractiveness of the Development; and

WHEREAS, it is in the best interest of the Declarant, as well as to the mutual benefit, interest and advantage of each and every person or other entity hereafter acquiring any of the property within the Development that certain covenants, conditions, easements, assessments, liens and restrictions governing and regulating the use and occupancy of the same be established, fixed, set forth and declared to be covenants running with the land which shall be binding on all parties having or acquiring in the future any right, title or interest in and to all or any portion of the Development, and which shall inure to the benefit of each present and future owner; and

WHEREAS, Declarant further desires to establish for Declarant's benefit and for the mutual benefit, interest and advantage of each and every person or other entity hereafter acquiring any of the property within the Development, certain rights, easements, privileges, obligations, restrictions, covenants, liens, assessments, and regulations governing the use and occupancy of the Development and the maintenance, protection and administration of the common use facilities thereof, all of which are declared to be in furtherance of a plan to promote and protect the operative aspects of residency or occupancy in the Development and on all portions thereof, and are intended to be covenants running with the land which shall be binding on all parties having or acquiring in the future any right, title or interest in and to all or any portion of the Development, and which shall inure to the benefit of each present and future owner; and

DRAFT

WHEREAS, the Declarant has caused, or will cause, to be incorporated under the laws of the State of Tennessee a non-profit corporation having as its members owners of Lots (as defined hereinafter) within the Development for the purpose of exercising the aforementioned functions.

NOW, THEREFORE, Declarant, as legal title holder of the Development, as owner of the above-referenced Lots, for the purposes set forth above, declares as follows:

ARTICLE I
DEFINITIONS

The following words when used in this Declaration, or any amendment hereto, shall have the following meanings:

1. "Annual Assessments" shall mean and refer to the assessments described in Article V.

2. "Assessments" shall mean and refer to any Annual Assessments, Special Assessments, supplemental landscape assessments, or any other charges by the Association against one or more Lots owned by an Owner together with costs of enforcement and reasonable attorneys' fees incurred by the Association in connection therewith, and shall additionally include, to the extent authorized by the provisions herein, interest thereon.

3. "Association" shall mean and refer to [_____], a not-for-profit corporation to be organized and existing under the laws of the State of Tennessee, its successors and assigns.

4. "Board of Directors" shall mean and refer to the Board of Directors of the Association.

5. "By-Laws" shall mean and refer to the By-Laws of the Association attached hereto as Exhibit B and made a part hereof as the same may be amended from time to time.

6. "Committee" shall mean the Architectural Control Committee established pursuant to Article V hereof.

7. "Common Areas" shall mean and refer to all facilities within the Development used in common by the Owners, including without limitation, all recreational facilities, entranceway, gates, boundary walls and fences, median areas, drainage facilities, entrance ways and signs, any playground areas, and any areas lying within or adjacent to the roads which are desirable for the Association to maintain and landscape. The Common Areas shall be owned by the Association in fee or for a term of years, but for the non-exclusive use, benefit and enjoyment of the Owners

subject to the provisions of this Declaration, and will be shown as Common Areas on the Plat of the Development placed of record now and/or in the future.

8. "Declaration" shall mean and refer to this Declaration of Protective Covenants, Conditions and Restrictions applicable to the Development and which shall be recorded in the Office of the Register of Deeds for Maury County, Tennessee.

9. "Declarant" shall mean and refer to Brightland Homes of Tennessee, LLC, a Delaware limited liability company, having its principal place of business at 3815 South Capital of Texas Highway, Suite 275, Austin, Texas 78704, and its successors and assigns.

10. "Development" shall mean and refer to the property as shown on Exhibit A hereto and incorporated herein by reference, and shall be deemed to incorporate any future property annexed under this Declaration.

11. "Engineer" shall mean the architect or engineer engaged by Declarant and identified on the Plat.

12. "Improvements" shall mean any building, building addition, outbuilding, garage, detached structure, swimming pool, recreational facility, driveway, parking area, walkway, wall, fence, or utility service, or such other improvement or structure constructed or located upon all or any portion of the Development. It is intended that this definition of "Improvements" be broad in scope and is intended to encompass any man-made alteration of the condition of the Lot or Common Areas from and after the date of this Declaration.

13. "Lot" shall mean and refer to any plot of land within the Development to be used for single family residential purposes and so designated on the Plat.

14. "Majority of Owners" shall mean and refer to the holders of more than fifty (50%) percent of the total Votes of the Members.

15. "Member" shall mean and refer to any person or persons who shall be an Owner, and as such, shall be a Member of the Association. "Class A Members" shall mean and refer to any Owner, other than the Declarant, and "Class B Member" shall mean the Declarant or its successors and assigns.

16. "Mortgage" shall mean and refer to any holder of a first priority deed of trust encumbering one or more Lots.

DRAFT

17. "Owner" shall mean and refer to the record owner, whether one or more persons or entities, of the fee interest in any Lot within the Development, excluding however those parties having such interest merely as a security interest for the performance of an obligation.

18. “Plat” shall mean and refer to the Final Plat of Trotwood & Foster, of record in the Register's Office for Maury County, Tennessee, as the same may be amended or supplemented from time to time, and any additional property later annexed thereto.

19. “Person” shall mean and refer to a natural person, as well as a corporation, partnership, firm, association, trust or other legal entity. The use of the masculine pronoun shall include the neuter and feminine, and the use of the singular shall include the plural where the context so requires.

20. "Plans" shall mean the detailed plans prepared for construction of any Improvement which shall comply with the provisions of Article V, Section 4 hereof.

21. "Special Assessments" shall mean additional assessments of Owners made from time to time by the Board of Directors pursuant to Article IV, Section 2.

22. “Vote” or "Votes" shall mean the vote or votes in the affairs of the Association to which each Member is entitled unless stated otherwise in this document.

ARTICLE II
PROPERTY SUBJECT TO THIS DECLARATION

1. Definition of Property Subject to this Declaration. The real property located in Maury County, Tennessee, more particularly described on Exhibit A attached hereto and incorporated herein by references, is and shall be held, transferred, sold, conveyed and occupied subject to this Declaration. The Lots and Common Areas shown on the Plat are made subject to this Declaration. The Declarant, as the legal title holder in fee of the Development, hereby submits and subjects the Development to the provisions of this Declaration and By-Laws. The covenants, conditions and restrictions contained herein shall constitute covenants running with the land and shall be binding on all parties now owning or hereafter having or acquiring any right, title or interest in any Lots or any portion of the Development, and shall inure to the benefit of each Owner hereof. Every Person hereafter acquiring a Lot or any portion of the Development, by acceptance of a deed thereof, shall accept such interest subject to the terms and conditions of this Declaration, and by acceptance of the same shall be deemed to have consented to and be bound by the covenants, conditions and restrictions of this Declaration.

ARTICLE III
ASSOCIATION MEMBERSHIP AND VOTING RIGHTS

1. Members. Every person who is an Owner of record of a fee interest in any Lot which is included in the Development shall be a Member of the Association. Membership in the Association is appurtenant to and may not be separated from ownership of any Lot.

2. Classes of Membership. The Association shall have two classes of membership:

a. Class A Members shall be all Owners of lots, except for the Declarant, prior to the termination of the Class B Membership. If, however, Declarant owns one or more Lots upon or after the termination of its Class B Membership, then Declarant shall become a Class A Member.

b. The Class B Member shall be the Declarant, its successors or assigns. The Class B Membership shall terminate and cease upon specific written termination by Declarant or its successor or assignee (its successor or assignee may include any Builder(s) owning more than 10 lots in the Development), or the last to occur of (i) Declarant ceasing to be an owner of any lots within the Development and (ii) fifteen years from the date hereof.

3. Voting and Voting Rights. The voting rights of the Members shall be appurtenant to their ownership of Lots. The two Classes of Members shall have the following voting rights:

a. The Class B Member shall have control over the Development until all Lots are sold. Each Class A Member shall be entitled to cast one vote for each Lot owned by such Member. When two or more persons hold an interest (other than a leasehold or security interest) in a Lot, all such Persons shall be Members, but the Votes attributable to such Lot shall be exercised by one of such Persons as proxy and nominee for all such Members and in no event shall more than one Member be entitled to cast the Vote attributable to any one Lot. Furthermore, neither the Declarant nor any other Person dealing with the Development shall have any duty to inquire as to the authorization of the Member casting the Vote for any such Lot, but shall be entitled to rely upon the evidence of voting as conclusive evidence of such Member's authority to cast the Vote attributable to such Lot.

b. Any Member who is delinquent in the payment of any charges or Assessments duly levied by the Association against a Lot owned by such Member shall not be entitled to vote until all such charges, together with reasonable penalties and interest thereon as the Board of Directors may impose, have been paid to the Association.

4. Manner of Voting. Except as specifically provided elsewhere herein, the Board of Directors shall have the authority to regulate the procedural rules governing the voting of

Members, the acceptance of proxies from Members, the validity of voice votes, ballot votes, or other manners of voting, and any regulation of the solicitation of votes or proxies.

5. Organization.

a. The Association is a non-profit Tennessee corporation charged with the duties and invested with the powers prescribed by law and set forth in the Articles, By-Laws and this Declaration (collectively, the "Trotwood & Foster Association Documents"). Neither the Articles nor the By-Laws shall, for any reason, be amended or otherwise changed or interpreted so as to be inconsistent with this Declaration. In the event of any such inconsistency, the provisions of this Declaration shall prevail. The officers and directors of the Association shall be required to be either (i) Members of the Association; or (ii) officers, directors, agents, representatives or employees of Declarant or a successor to Declarant.

b. The Board of Directors of the Association, and such officers as the Board of Directors may elect or appoint, shall conduct the affairs of the Association in accordance with the Trotwood & Foster Association Documents. The Board of Directors shall, except to the extent approval by the Members shall be required by the By-Laws or by this Declaration, act on behalf of the Association in the implementation of this Declaration.

6. Powers, Authority, and Duties of the Association. The Association shall have all of the powers of a non-profit corporation organized under the laws of the State of Tennessee, subject only to such limitations upon the exercise of such powers as are expressly set forth in the Articles, the By-Laws, or this Declaration. The Association shall have the power to do any and all lawful things which may be authorized, required or permitted to be done by the Association under this Declaration, the Articles and By-Laws, and to do and perform any and all acts which may be necessary or proper for or incidental to the exercise of any of the express powers of the Association, including the following which are listed without intent to limit the foregoing grant, for the benefit of the Owners and for the maintenance, administration and improvement of the Lots. In addition to the aforementioned obligations, duties and functions, the Association shall have the obligations, duties and functions (subject to the provisions of the Trotwood & Foster Association Documents and applicable law), to do and perform the following:

a. To levy Assessments and other charges on the Owners of Lots and to enforce payment of such Assessments and other charges, all in accordance with the provisions of this Declaration;

b. To enforce, in the name of the Association, on its own behalf or on behalf of any Owner or Owners who consent thereto, to commence and maintain actions and suits to

restrain and enjoin any breach or threatened breach of this Declaration and to enforce, by mandatory injunction or otherwise, all the provisions of the Declaration, Articles and By-Laws;

c. To grant and convey to any third-party easements and rights-of-way in, on, over or under the Common Areas for the purpose of constructing, erecting, operating or maintaining thereon, therein, or thereunder, (i) overhead or underground lines, cables, wires, conduit or other devices for the transmission of electricity and for lighting, heating, power, telephone, television cables, radio and audio antennae facilities and for other appropriate purposes; (ii) public sewers, storm water drains and pipes, water system, sprinkling systems, water, heating and gas lines or pipes; and (iii) any similar public or quasi-public improvements or facilities;

d. To employ the services of any Person as manager, together with employees, to manage, conduct and perform the business, obligations and duties of the Association as may be directed by the Board of Directors and to enter into contracts for such purpose. Such manager and employees shall have the right of ingress and egress over such portion of the properties as is reasonably necessary for the purpose of performing such business, duties and obligations;

e. To execute and cause to be recorded from time to time agreements in favor of holders or insurers of mortgages secured upon the Development or any portion thereof. Such agreements may condition specified action, relevant to this instrument, of the activities of the Association upon approval by a specified group or number of mortgage holders or insurers. Actions and activities which may be so conditioned by such agreement may include, but shall not be limited to, the following: (i) any act or omission which seeks to abandon, partition, subdivide, encumber, sell or transfer the Common Areas or any other real estate or improvements owned, directly or indirectly, by the Association for the benefit of any lots; (ii) any change in the method of determining the obligations, Assessments, dues or other charges which may be levied against the owners of lots; (iii) any act or omission which may change, waive or abandon any scheme or regulations, or enforcement thereof, pertaining to the architectural design, exterior appearance or exterior maintenance and improvements erected upon the properties, driveways, or the upkeep of lawns or plantings located upon the properties; (iv) any failure to maintain specified fire and extended coverage insurance on insurable portions of the Common Areas; (v) any use of hazard insurance proceeds for losses to any improvement erected upon the Common Areas for other than the repair, replacement or reconstruction of such improvements; (vi) any failure to maintain kinds of insurance and amounts, from and covering risks as specified by such mortgage holders or insurers; and/or (vii) any decision to permit holders of specified mortgages on lots to jointly or singly pay taxes or other charges which are in default which may have become a charge against the Common Areas, to pay overdue premiums on hazard insurance lapse of any such policy for such property and any decision to permit mortgagees making any such payments to recover the amount thereof from the Association;

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f. Without liability to any Owner of a Lot, to cause its agents, independent contractors, and employees after reasonable notice, or without notice in the event of an emergency, to enter upon any Lot for the purpose of enforcing any of the rights and powers granted to the Association in the Trotwood & Foster Association Documents, and for the purpose of maintaining or repairing any portion of the properties if for any reason whatsoever the Owner thereof fails to maintain it in good condition and repair and so as to present an attractive exterior or appearance as required by this Declaration, or as reasonably required to promote or protect the general health, safety and welfare of the residents and users of the Lots and Common Areas;

g. To contract and pay for or otherwise provide for the maintenance, restoration and repair of all Improvements of whatsoever kind and for whatsoever purpose from time to time located upon or within the Common Areas or as required for exterior maintenance, sidewalks or lot clean-up in the event owner fails to maintain as required;

h. To obtain, maintain and pay for such insurance policies or bonds, whether or not required by any provision of this Declaration or any By-Laws, as the Association shall deem to be appropriate for the protection or benefit of the Association, the Board of Directors, the Members of any standing committee, their tenants or guests, including, but without limitation, fire and extended insurance coverage covering the Common Areas, liability insurance, workers compensation insurance, and performance of fidelity bonds;

i. To contract and pay for, or otherwise provide for, utility services, including, without limitation, water, sewer, garbage, electrical, telephone and gas services;

j. To contract and pay for, or otherwise provide for the construction, reconstruction, repair, replacement or refinishing of any roads, drives or other paved areas upon any portion of the Development not dedicated to any governmental unit and on the Lots in the event any Owner fail to keep such paved area maintained and repaired;

k. To contract and pay for, or otherwise provide for, fire, security and such other protective services as the Association shall from time to time deem appropriate for the benefit of the Lots, the Owners and their guests;

l. To contract and pay for, or otherwise provide for, such materials, supplies, furniture, equipment and labor as and to the extent the Association deems necessary.

m. To pay and discharge any and all liens from time to time placed or imposed upon any Common Areas on account of any work done or performed by the Association and the fulfillment of any of its obligations and duties of maintenance, repair, operation or administration; and

n. To represent the Owners in any condemnation proceedings or in negotiations, settlements and agreements with the condemning authority or acquisition of any of the Common Areas or any part thereof. In the event of a taking or acquisition of part or all of the Common Areas by any condemning authority, the award or proceeds of settlement shall be paid to the Association for the use and benefit of the Owners of the Lots and their mortgagees as their interests may appear. All Owners, by the acceptance of a Deed conveying a Lot, irrevocably constitute and appoint the Association their true and lawful attorney in their name, place and stead for the purpose of dealing with any condemning authority in any condemnation proceeding. Title to the Lots is declared and expressly made subject to such irrevocable appointment of the power of attorney. Any distribution of funds in connection with the condemnation of any part of the Common Areas shall be made on a reasonable and equitable basis by the Board of Directors or by a special committee appointed by the Board of Directors for that purpose.

ARTICLE IV
PROPERTY RIGHTS

1. Owners' Easement of Enjoyment. Every Owner, in addition to a perpetual unrestricted right of ingress and egress to his own Lot which passes with title, shall have the right and easement to drain surface waters to the retention area shown on the plats which shall be appurtenant to and shall pass with the title to every Lot, subject to the following provisions:

a. The right of the Association to manage the use of any retention areas and maintain their use as retention areas;

b. The right of the Association to suspend the voting rights of an Owner for any period in which any assessment against his lot remains unpaid; and for a period not to exceed sixty (60) days after notice and hearing as may be provided for in the By-Laws or rules for an infraction of its published rules and regulations; and

c. The right of the Association to dedicate or transfer any part of the Common Areas to any public agency, authority, or utility for the purpose of providing utilities, streets, or any similar purpose.

2. Land Use. No Lot shall be used except for single-family residential purposes.

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ARTICLE V
ASSESSMENTS

1. Annual Assessments. The Board of Directors shall have the power and authority to levy annual assessments against the Lots within the Development (the "Annual Assessments"). Annual Assessments shall be used to provide funds for such purposes as the Board of Directors shall determine to be for the benefit of the Development, including, without limitation, the improvement, maintenance, operation and security of the Development and Common Areas, payment of taxes and insurance thereon, payment of utility bills thereon (including water for sprinkler systems), payment of reasonable costs to provide attractive seasonable landscaping of the Common Areas, street maintenance costs, the repair, replacement and additions that may be necessary to the Common Areas and the cost of labor, equipment, materials, management and supervision thereof. The Board of Directors shall have the right, but not the obligation, to use the Annual Assessments to provide supplemental landscaping, maintenance within Lots, and to provide garbage and trash collection and disposal, if needed, to supplement that provided by public authority. The Board of Directors shall fix the amount of Annual Assessment each year by preparing an annual budget for the services to be provided by the Association in the coming year, and allocating said amount among the Lots equally.

2. Special Assessments. In addition to the Annual Assessments authorized herein, the Board of Directors may levy a special assessment (the "Special Assessment") applicable to a particular year, provided that any such Special Assessment shall have the affirmative Votes of not less than fifty percent (50%) of the total Votes within the Association at a meeting of all Members which shall be held after not less than five (5) days' written notice of the date, time and purpose for said meeting, at which a quorum shall be present. Special Assessments shall be due and payable on the date which is fixed by the resolution authorizing such Special Assessment.

3. Exempt Property. The Assessments and any liens created under this Article shall not apply to the Common Areas. All property within the Development which is dedicated to and accepted by a public authority, which is granted to or used by a utility company, or is designated as part of the Common Areas shall be exempt from such Assessments.

4. Property Owned by Declarant and Builders. Declarant and all Builders of homes within the Development are exempt from all Annual Assessments and Special Assessments, provided, however, that the Builders shall pay an initial capital contribution in an amount to be set by the Declarant.

5. Payment of Assessments. The Board of Directors shall have the power and authority to determine the payment method for any Assessments. Unless provided otherwise by the Board of Directors, each Owner shall pay its Annual Assessment on or before the first of April

of the year to which said assessment relates, and the Board of Directors shall fix the amount of the Annual Assessment and send a notice thereof to each Owner on or before the first of February of each such year. The Board of Directors shall have the power and authority to require quarterly or monthly payments of installments of the Annual Assessments from such Owners as the Board of Directors deems suitable, or may require all Annual Assessments to be paid on a quarterly or monthly basis, at its determination.

6. Commencement. The requirement for an Owner to pay Annual Assessments for a Lot shall commence the date in which the Owner acquires title to the Lot. Assessments on Lots that first become subject to Assessments during a calendar year shall be prorated on a calendar year basis for the remainder of such calendar year.

7. Records of Assessments. The Association shall cause to be maintained in the office of the Association a record of all Lots and Assessments applicable thereto which shall be open to inspection by any Owner. Written notice of any Assessment shall be mailed to every Owner of the Lot subject to such Assessment. The Association shall, upon demand and payment of a reasonable charge, furnish to any Owner a certificate in writing signed by an officer of the Association setting forth whether the Assessments against the Owner's Lot have been paid, and if not, the amount then due and owing. Absent manifest error, such certificate shall be deemed conclusive evidence to third parties as to the status of Assessments against any Lot within the Development.

8. Creation of Lien and Personal Obligations for Assessments. Each Owner of any Lot shall, by its acceptance of a deed thereof, whether or not it shall be so expressed in any such deed or other conveyance, be deemed to covenant and agree to all the terms and conditions of this Declaration and promises to pay to the Association all Assessments which may be due from an Owner from time to time. All Assessments, together with interest thereon and cost of collection thereof shall be a continuing lien upon the Lot against which such Assessment is levied as of the effective date of each such Assessment. Each such Assessment, together with such interest thereon and cost of collection therefor as are hereinafter provided, shall also consist of the personal obligation of the Person who was Owner of such Lot at the time when the same fell due. In the event a Lot is owned by more than one Member, all of such Members shall be jointly and severally liable for the entire Assessment then due.

9. Effect of Non-Payment of Assessment. If any Assessment hereunder is not paid upon the due date, or if any similar charge otherwise agreed to be paid by Owners in this Declaration is not paid when due, then such Assessment shall be delinquent and shall accrue interest thereon at the highest rate then permissible under the laws of the State of Tennessee commencing upon the due date. If such Assessment is not paid within thirty (30) days after the due date, then the Association may bring an action at law against the Owner personally, and/or at its option, foreclose the lien against the Lot by court action or trustee sale as hereinafter provided,

and there shall be added to the amount of such Assessment all reasonable attorneys' fees and costs incurred by the Association in any such action, and in the event a judgment is obtained, such judgment shall include interest on the Assessment as indicated above.

10. Enforcement of Lien by Trustee's Sale. For and in consideration of the privileges and protection granted in this Declaration, and the mutual enjoyment and use of the Common Areas, and for the express purpose of securing the payment of the Assessment described above, in order to avoid unnecessary court proceedings or delays for the enforcement of the liens described above, each Owner by accepting a deed to a Lot for their heirs, successors and assigns, does hereby transfer and convey in trust unto Thomas N. Jones, Trustee, his successors and assigns ("Trustee") each such Lot deeded to such Owner with the appurtenances, estate, title and interest thereto belonging to the Trustee in accordance with the following:

a. Each Owner agrees to pay all Assessments provided herein when due and upon demand of said Trustee or the Association, to pay, discharge, or remove any and all liens except a first mortgage or deed of trust lien which may hereafter be placed against said Lot which would adversely affect the lien granted herein, and in case the Trustee or his successors of the Association shall hereafter be required to appear in any court or tribunal to enforce, or defend the title to, or possession of, or costs and expenses of such appearance or proceedings, together with a reasonable attorneys' fees, shall be allowed and be payable by said Owner upon demand of the Trustee or the Association, and upon failure to do any of these things then said Trustee or Association may do any or all of said things, and the amounts so paid shall bear interest from the date of payment at the highest rate then permitted by the laws of the State of Tennessee and shall be and become a part of the indebtedness secured hereby.

b. If any Assessment, together with interest thereon, is not paid promptly when due or within a period of cure allowed above, or if after said Owner fails to pay any other sums due as above provided, or further, fail to reimburse the Trustee or Association within thirty (30) days from the date of the Trustee's or Association's payment of such sums, this trust conveyance shall remain in full force and effect, and the said Trustee or his successor in trust is hereby authorized and empowered, upon giving twenty (20) days' notice by three (3) publications in any daily or weekly newspaper published in Maury County, Tennessee, to sell said Lot at the front door of the Courthouse in said County to the highest bidder for cash at public outcry, free from the equity of redemption, statutory rights of redemption, homestead, dower, and all other exemptions of any kind which are hereby expressly waived; and the said Trustee or his successor in trust, is authorized and empowered to execute and deliver a deed to the purchaser at such foreclosure sale. The Association may bid at any sale under this trust conveyance. The Trustee may at any time after default and the payment of any of the above-described indebtedness enter and take possession of said Lot and shall only account for the net rents actually received by said Trustee. It is further agreed that in the event the Trustee fails, before

selling said Lot as herein provided, to enter and take possession hereof, the purchaser shall be entitled to immediate possession of said Lot upon delivery to him by the Trustee of a deed for said Lot. In case of sale hereunder, the proceeds shall be applied by the Trustee as follows:

i. to the payment of all costs, charges and expenses of executing such conveyance and enforcing said lien as herein provided, together with reasonable attorneys' fees for advice or for instituting and defending any litigation which may arise on account of the execution of this conveyance or the enforcement of said lien, together with the expenses and costs of any such litigation;

ii. to the payment of all taxes which may be unpaid upon said Lot;

iii. to the payment of all unpaid Assessments herein secured; and

iv. the residue, if any, to be paid to the order of said Owner(s) or their representatives or assigns.

c. In the event of the death, absence, inability, or refusal to act of said Trustee at any time when action of the foregoing powers and trusts may be authorized, or for any other reason, the lawful owner and holder of said lien is hereby authorized and empowered to name and appoint a successor in trust (the "Successor Trustee") to execute this trust by an instrument in writing to be recorded in the Register's Office for Maury County, Tennessee, and title therein conveyed to the above-named Trustee shall be vested in said Successor Trustee. The Trustee is authorized to appoint an attorney-in-fact to conduct in his stead and on his behalf and with the same power possessed by said Trustee as granted herein any and all foreclosure sales authorized above.

11. Priority of Lien. The lien described in this Article shall be subordinate to the lien of any mortgagee under a recorded first mortgage or deed of trust encumbering any such Lot. In the event any mortgagee becomes the Owner of such Lot after foreclosure thereof, or conveyance by deed in lieu of foreclosure, trustee's deed, or the like, such mortgagee shall become subject to the lien reserved herein for the purpose of securing all Assessments becoming due from and after the date such mortgagee accepts a deed to said Lot.

12. Mortgagee Protection Clause. No breach of the covenants, conditions, or restrictions herein contained for the enforcement of any lien provisions herein shall defeat or render invalid the lien of any prior mortgage given in good faith and for value, but said covenants, conditions and restrictions shall be binding upon and effective against any Owner whose title is derived through foreclosure or other judicial sale or in lieu of such of any prior mortgage.

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13. Each Owner shall indemnify and hold harmless each of the other Owners and the Association from any liability arising from the claim of any lien claimant or judgment debtor against the Lot of any other Owner or of the Common Areas. The Association or any affected Owner may enforce this obligation, which includes reasonable costs and attorneys' fees, in the manner of a Special Assessment or by action at law including all rights granted to the Association under Article V.

14. Notwithstanding the prior provisions of this Article V, the Declarant shall be exempt from all Assessments unless Declarant constructs a residence on any Lot in which case Declarant shall be subject to the same Assessments as other Owners within the Development.

ARTICLE VI
ARCHITECTURAL CONTROL COMMITTEE

1. Designation of Committee. The Association shall have an Architectural Control Committee (the "Committee"), which shall consist of three Members who shall be natural persons. The Members of the Committee shall be appointed and be subject to removal at any time by the Declarant until the termination of the Class B Membership, and thereafter by the Association's Board of Directors. The Committee shall designate an individual as its Secretary, and all communications with the Committee shall be conducted through the Secretary.

2. Approval of Plans and Architectural Review Committee. No construction, reconstruction, remodeling, alteration or addition to any structure, building, fence, wall, driveway, path or other improvement of any nature on any Lot shall be constructed or undertaken without obtaining the prior written approval of the Committee as to the intended location of same and as to its plans and specifications showing the nature, shape, height, materials and such other specifics as may be required including its architectural style. The Committee shall have full authority to review and act upon requests for approvals of such requests. As a prerequisite to consideration for such approval, and prior to the beginning of the contemplated work, the applicant must submit a set of plans and specifications with a written request for their approval. The Committee may withhold approval for any reason including purely aesthetic considerations. In the event the Committee fails to approve or disapprove the plans for design and location within ten (10) days after they have been submitted, approval will not be required and this section will be deemed to have been fully complied with. Upon approval being given, construction shall commence within sixty (60) days thereafter, and shall be processed to completion promptly and in strict compliance with the approved plans; otherwise the approval shall be void. Each Owner acknowledges that the decor, color scheme, landscaping, and design of the Lot has been selected in such a manner as to be consistent and harmonious with other Lots and residences in the Development and agrees to maintain and perpetuate the visual harmony of the Development.

3. Design Criteria. In carrying out the functions of the Committee, and in order to insure uniformity of quality of the Improvements located within the Development, the Committee may prepare, but is not required to, a statement of design criteria which shall be observed in the construction of all Improvements within the Development (the "Design Criteria"). If prepared, the Declarant and, after the termination of the Class B Membership, the Association, reserves the right to modify and amend the Design Criteria from time to time as it deems appropriate based upon changes and innovations in construction methods and techniques.

4. Limited Effect of Approval of Plans. The approval of the Committee of an Owner's plans for the construction of Improvements upon any Lot is not intended to be an approval of the structural stability, integrity or design of a completed improvement of the safety of any component therein but is required solely for the purpose of insuring compliance with the covenants contained herein and further to insure the harmonious and orderly architectural and aesthetic development and improvement of the Lots contained within the Development. Notice is hereby given therefore to any future occupant of any completed Improvement and all invitees, visitors and other persons who may from time to time enter or go on or about such completed Improvements, that no permission or approval granted by the Committee, the Declarant or the Association with respect to the construction of Improvements pursuant to this Declaration shall constitute or be construed as an approval of the structural stability of any building, structure or other Improvement and no liability shall accrue to the Declarant, the Committee or to the Association in the event that any such construction shall subsequently prove to be defective.

ARTICLE VII
IMPROVEMENT, SETBACK AND USE RESTRICTIONS

1. Improvement Restrictions. In addition to the requirements of Article VI above concerning compliance with the architectural review authority of the Committee, the following restrictions apply to Improvements;

a. Minimum setback requirements on the Plat shall be observed. The Declarant reserves the right to approve the location of each residence upon the Lot and to relocate the same, within the setback lines and/or building areas established by the Plat, in such manner as it shall be deemed, in its sole discretion, to be in the best interests of the overall Development and in furtherance of the goals set forth herein.

b. No Lot may be used for any purpose except for the construction and maintenance of a single-family residential building. No more than one single-family residential building may be constructed or maintained on any one Lot.

c. No Lot shall be re-subdivided, and all Lots shall remain as shown on the recorded Plat. A slight variance in the property lines may be made by adjacent owners, but not for the purpose of subdividing into more Lots.

d. No noxious or offensive operations shall be conducted or maintained on any Lot and nothing shall be constructed, reconstructed or kept on any Lot which may constitute an annoyance or nuisance to the neighborhood.

e. No animals or livestock of any kind shall be allowed or maintained on any Lot, except that dogs, domestic cats, or other household domestic pets may be kept, provided that they are not kept for commercial purposes. No poultry of any kind or description shall be allowed or maintained on any Lot at any time for any purpose.

f. No trailer, mobile home, modular home, basement house, tent, garage, barn, or other outbuilding shall be erected or used as either a temporary or permanent residence.

g. The Declarant, or their assigns, or the Committee, or its designees, reserve the right to enter upon any lot for the purpose of cutting grass, trimming trees and shrubs or generally cleaning up such Lot if the same reasonably requires, charging the expense thereof to the Owner thereof, which shall become a lien on the Lot until paid in full.

h. No sign of any kind shall be displayed on any lot greater than 4 X 4 ft and any such sign shall be in good taste. The Declarant and Builders may use signs of a greater magnitude so long as approve by the Committee. The use of flags shall be permitted by Builder and Declarant. In addition, a builder who is constructing more than house in the Development may have a model home where the garage may be used as a sales office.

i. All yard areas and landscape easements must be maintained in a neat and orderly fashion.

j. The minimum square feet of any residential building on any Lot shall be 1,850 square feet, exclusive of any square footage attributable to porches and garages.

k. Any Lot whereon a residential building is constructed must include, at a minimum, an attached, covered two-car garage. Front, side, and rear entry garages are permissible.

l. All Owners shall be required to install and maintain an operational garage door opener, and all garage doors shall remain closed, except for actual ingress or egress therein.

There shall be no detached garages or other accessory buildings constructed or located on the Lots without written approval from Committee.

m. Exterior building materials may be brick, stone, hardy plank, or any combination thereof. Exterior building materials may not be vinyl; provided, however, that vinyl and/or aluminum may be used on facia and soffit areas.

n. Foundations may be slab or crawlspace.

o. Any structure which is preassembled or already constructed and which the Owner of a Lot desires to move onto such Lot must receive the prior unanimous approval of the Committee, which approval may be withheld on the subjective grounds that the structure does not conform to the character and general atmosphere of the Development, even though said structure may meet all minimum square footage and other requirements.

p. The Builder shall be responsible for the expense of constructing sidewalks on each lot as well as the planting of trees one each lot as require by the City Planner.

q. No building shall be constructed or maintained on any Lot (i) in any reserved drainage utility or landscape easement area; or (ii) closer to the street than the setback line as shown on the recorded Plat, unless authorized by the Committee and Board of Zoning Appeals where applicable.

r. Once any construction has commenced, it shall proceed diligently. Owner is responsible for maintaining a neat and orderly construction site.

s. The only fences which shall be permitted on lots shall be those erected with the express prior written approval of the Committee, which is charged to ensure that said fences conform to the general character and atmosphere of the neighborhood, and shall be a minimum of four (4) feet tall and a maximum of five (5) feet tall. The Committee may require, as a condition of approval, the use of hedges or other greenery as screening for the fence. All fences must be maintained in good repair, and landowners agree to abide by reasonable requests for repairs and maintenance as may be made by the Committee. Any fences on the said lots shall be made of black aluminum, brick, or white PVC and shall not exceed beyond the rear corner of the building on the Lot. Wooden fences are not permitted in the Development. All fences facing the street should be built with the finished side facing the street.

(i) On all Lots except corner Lots, no fence shall be permitted between the front of the building or setback line and the street. On all corner Lots, no fence shall be permitted between either building or setback line and either street. In the event an Owner

incorporates any utility, landscape or drainage easement shown on the recorded Plat, within the boundaries of a fence, the inclusion of this area shall be done in such a manner so as not to interfere with any drainage on or other use of said easement.

t. All driveway enhances from the street to each Lot shall conform to the following standards: Except for houses with side entry garages, the entrances from the street to each Lot shall be sixteen (16) feet in width with a concrete apron running back three (3) feet from the entrance at street and tapering back to no less than twelve (12) feet in width to garage entry. For side entry garages, the driveway must be of a minimum width of twenty-five (25) feet in width. The driveway, including any turn around area, must be constructed of concrete. A temporary gravel drive shall be constructed from the street to the side of the proposed dwelling before or at the time construction of said dwelling is commenced.

u. No dwelling shall be constructed on any Lot closer than the minimum setback reflected on the Plat.

v. All dwellings constructed on any Lot shall have a full masonry or slab foundation.

w. All swimming pools are to be of in-ground construction. No above-ground swimming pools are allowed.

x. No Owner of a Lot may construct or place any dwelling, outbuilding, clothes line, fence or any other structure, pen or enclosure, on such Lot without the prior written approval by the Committee of the elevation or exterior design, colors, location and building material. Playground sets and trampolines are permitted without obtaining approval from the Committee so long as they are reasonably maintained and placed behind the home. It is the intent of these restrictions that the Committee shall ensure a uniform, aesthetically pleasing subdivision without the utilization of garish colors or architectural designs. The Committee is empowered to waive provision of these restrictions for good cause shown; provided, however, that this power shall not extend to reducing the minimum square footage as specified in paragraph 9 hereof.

y. All equipment, garbage cans, service yards, woodpiles or storage piles shall be kept screened by adequate planting or fencing so as to conceal from the view of neighboring houses and streets. All rubbish, trash or garbage shall be regularly removed from the Lots and shall not be allowed to accumulate thereon.

z. No exterior television or radio antennae of any sort or satellite reception dishes shall be placed, allowed, or maintained upon the front roof of any dwelling or upon the front

or side yard of any Lot, and no antenna or satellite dish shall exceed the height of the peak of the roof lines of the dwelling on any Lot.

aa. No boat, trailer, all-terrain vehicle, or motor home or other recreational vehicle of any kind shall be kept other than in garage or in the rear yard, screened from the view of neighbors and streets. No commercial vehicle of any kind shall be kept other than in garage, rear yard or other screened from the view of the neighbors and streets. No abandoned vehicles shall be stored on any Lot.

bb. No building material of any kind or character shall be placed or stored upon any of the Lots until the Owner of such Lot is ready to commence construction of improvements. Building materials shall not be placed or stored on such Lot.

cc. Sales trailers or model homes with flags and signs shall be permitted as an aide to any builder and/ or developer in the sale of new homes and/or Lots. Use of garage in model home as sales center will be permitted.

dd. No basketball goals will be permitted in the side or front yards.

ee. All setbacks must meet governmental restrictions.

ff. All mailboxes must be the uniform design established by the Declarant.

gg. Owners are responsible to ensure sidewalks are installed by the builder of any homes within the Development in accordance with the standards adopted by the Declarant, and trees are planted according to City requirements.

hh. The Declarant or its assigns reserves the right to enter upon any Lot for the purpose of cutting grass and cleaning up such Lot if the same reasonably requires, charging the expense thereof to the Owner of such Lot, which expense shall be come a lien upon the Lot.

ii. Children of residents or their guests shall not be permitted in drainage ditches during wet weather.

jj. Roof pitch must be no less than 6/12 (i.e., 26.57 degrees).

kk. Exposed metal fireplace chimneys are prohibited.

ll. No outside clotheslines or other apparatus for the drying of clothes shall be permitted.

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mm. Owners are prohibited from obstructing the free flow of storm surface water drainage and/or diverting, and/or changing such drainage flow in any manner resulting in damage or hazard to any other Lot and/or Owner.

2. Maintenance.

a. All Lots, together with the exterior of all Improvements located thereon, shall be maintained in a neat and attractive condition by their respective Owners.

b. In the event any Owner shall fail to maintain the Improvements situated upon his Lot in a manner satisfactory to the Association, the Association may, upon the vote of at least two-thirds of the Board of Directors and after ten (10) days' notice in writing to the offending Owner during which time said Owner has continued to fail to commence the correction of the matter in question, enter upon said Lot and perform the maintenance of the Improvements itself. The cost of such maintenance shall be added to and become a part of the Assessment to which such Lot is subject and the Owner of such Lot shall be personally liable for the cost thereof.

3. Further Use Restrictions.

a. No Owner shall use its Lot in such a manner as to create a nuisance. No Owner shall commit waste upon any Lot.

b. No wrecked vehicle or vehicles in a non-functional condition or vehicles without proper registration shall be parked on any Lot or upon any of the Common Areas. No house trailers, mobile homes, or modular homes shall be permitted within the Development.

c. No animals, livestock, poultry of any kind shall be raised, bred, pastured or maintained on any Lot except household pets which shall be kept in reasonable numbers as pets for the sole pleasure of the occupants, but not for any other purpose or use. No such household pets shall be permitted to the extent they become a nuisance to Owners of neighboring Lots. No pets shall be permitted outside the boundaries of the Owner's Lot unless accompanied by their Owner and on a leash. The Board of Directors, or any individual resident, may take appropriate measures to insure compliance with this provision, including without limitation, having the animal picked up by the appropriate governmental authorities.

d. No Owner shall cause or allow any use of his Lot that results in noise which disturbs the peace and quiet of the Development. This restriction includes, without limitation, dogs whose loud and frequent barking, whining or howling disturbs other Owners, exterior music

systems or public address systems, and other noise sources which disturb other Owners' ability to peacefully possess and enjoy their Lots.

e. No Owner shall permit or cause the escape of such quantities of dense smoke, soot, cinders, noxious acids, fumes, dust, or gases as to interfere with the use and enjoyment by other Owners of their Lots.

f. No house or other structure on any Lot shall be used for any business or purpose. Each Owner shall refrain from any act or use of his Lot which could reasonably cause embarrassment or discomfort or annoyance to the neighborhood. No noxious, offensive or illegal activity shall be carried out upon any Lot.

g. Each Owner shall observe all governmental building codes, health restrictions, zoning restrictions and other regulations applicable to his Lot. In the event of any conflict between any provision of such governmental code, regulation or restriction and any provision of this Declaration, the more restrictive provision shall apply.

h. Preassembled structures for residential purposes shall not be permitted even though they may meet the minimum square footage requirements and all other requirements.

i. The pursuit of hobbies or other inherently dangerous activities including without limitation the assembly and disassembly of motor vehicles or other mechanical devises, the shooting of firearms, fireworks, or other pyrotechnic devices of any type or size, and other such activities shall not be allowed upon any Lot.

ARTICLE VIII
EASEMENTS

1. General. A perpetual easement as shown on the Plat is reserved on each Lot for the construction and maintenance of utilities, such as drainage, electricity, gas, water main, sewage, etc., and no structure of any kind shall be erected or maintained upon or over said easement. It is understood and agreed that all easements granted herein, or by deed, or identified in the recorded Plat, may be used to service additional subdivision sections within all sections of the Development.

2. Emergency. There is hereby reserved without further assent or permit, a general easement to all policemen and security guards employed by Declarant or Association, firemen, ambulance personnel, garbage collectors, mailmen, utility personnel, delivery service personnel and all similar persons to enter upon the Development or any portion thereof which is now or hereafter made subject to this Declaration in the performance of their respective duties.

3. Easements Over Common Areas. The Plat designates certain areas for roads, utilities, drainage, Common Areas, and recreational areas. The easements so designated on the Plat encumber the Lots as shown on the Plat and are hereby established as perpetual and irrevocable easements. Said easements are granted and reserved for the use and benefit in common of all owners in the Development and their agents, servants, family members and invitees. No Owner shall have the right to restrict, impede or take any action in any way to prohibit or limit the use in common by all Owners of said easements. However, use of the easements and Common Areas shall be subject to and governed by provision of this Declaration and the by-laws, rules and regulations of the Association.

4. Easements for Utilities. All Lots and Common Areas in the Development shall be subject to the easements for installation of utilities and drainage facilities that are reserved and shown on the recorded Plat and as set forth herein or as required by later amendments. Within these easements, no structure, planting or other material shall be placed or permitted to remain which may interfere with the installation and maintenance of utilities, or which may change the direction or flow of drainage channels in the easements, or which may obstruct or retard the flow of water through drainage channels and easements.

5. Association Functions. There is hereby reserved to Declarant, any successor to Declarant, and the Association, or the duly authorized agents, representatives and managers of the Association, such easements as are necessary to perform the duties and obligations of the Association as are set forth in the Declaration and any other Trotwood & Foster Association Documents.

6. Ingress and Egress. In addition, there is reserved to Declarant for the use and benefit of any adjoining property that has been added as a new section to the Development or is intended to be added as a new section, a right of ingress and egress over the streets, a right to attach to and use sewer and utility easements and such other easements as may be necessary to develop said property or as are provided for the Development and the Declarant according to this Article VIII.

7. Covenants Running with Land. Each of the easements provided for in this Declaration shall be deemed to have been established upon the recordation of this Declaration and shall thenceforth be deemed to be covenants running with the land for the use and benefit of the Lots, and Common Areas as the case may be, superior to all other encumbrances applied against or in favor of any portion of the properties which is the subject of this Declaration.

8. Subject to Prior Utility Easements. Notwithstanding anything herein expressed or implied to the contrary, this Declaration shall be subject to all easements heretofore or hereafter

granted by Declarant for ingress or egress and for the installation and maintenance of utilities, sewers, television cables, drainage, and similar facilities that are necessary or appropriate for the development of the properties.

9. Utility Easements, Duties and Rights. The rights and duties of the Owners of Lots with respect to sanitary sewers and water, electricity, television cables, gas and telephone, shall be governed by the following:

a. Whenever sanitary sewer house connections and/or water house connections or electricity, television, gas or telephone lines are installed within the properties, which connections or any portion thereof lie in or upon Lots owned by others, then the Owners of the Lot served by said connections, shall have the right, and are hereby granted, an easement to the full extent necessary therefor, to enter upon said Lots or to have the utility company enter upon the Lots within such other Lot(s) in or upon which said connections, or any portion thereof lie, to repair, replace and generally maintain said connections as and when the same may be necessary.

b. When sanitary sewer house connections and/or water house connections or electricity, television cables, gas or telephone lines are installed within the properties, which connections serve more than one Lot, the Owner of each Lot served by said connections shall be entitled to full use and enjoyment of such portions of said connections as service his Lot.

ARTICLE IX
INSURANCE

1. Casualty Insurance. The Association shall keep all insurable improvements and fixtures on the Common Areas insured against loss and damage by fire for the full insurable replacement cost thereof, and shall obtain insurance against such other hazards and casualties as the Association may deem desirable as well as a general liability insurance policy covering all Common Areas with coverage of at least One Million Dollars ($1,000,000.00) for bodily injury or property damage for any single occurrence as well as coverage for any legal liability that results from lawsuits related to employment contracts in which the Association is a party. All policies shall provide that they may not be cancelled or substantially modified without ten (10) days written notice to all insureds including the mortgagees if any. The Association shall also insure any other property whether real or personal, owned by the Association, against loss or damage by fire or casualty and such other hazards as the Association my deed desirable, with the Association as the owner and beneficiary of such insurance. All casualty, liability and fidelity bond coverage shall be in such manner and is such amount as required by the Federal Nation Mortgage Association (FNMA), and their requirements thereto as set forth in Sections 501-504, FNMA Lending Guide, are adopted herein by reference. Any insurance coverage with respect to the Common Areas or otherwise shall be written in the name of, and the proceeds thereof, shall be payable to the

Association. Insurance proceeds shall be used by the Association for the repair or replacement of the property for which the insurance was carried. Premiums for all such insurance carried by the Association are common expenses included in the common Assessments made by the Association.

2. Replacement or Repair of Property. In the event of damage to or destruction of any part of the Common Areas and/or Improvements thereon, the Association shall repair or replace same from the insurance proceeds available. If such insurance proceeds are insufficient to cover the cost of repair or replacement of the property damaged or destroyed, the Association may make a Special Assessment against all owners to cover the additional cost of repair or replacement not covered by the insurance proceeds, in addition to any other Assessments made against such Owner.

3. Other Insurance. The Association may also maintain and pay for insurance policies or bonds that are appropriate for the protection and benefit of the Association, Members of the Board of Directors and any standing Committee, tenants or guest, including, but without limitations, workers' compensation, malicious mischief, and performance of fidelity bonds.

4. Annual Review of Policies. All insurance policies shall be reviewed at least annually by the Board of Directors in or order to ascertain whether the coverage contained in the policies is sufficient to make any necessary repairs or replacement of property which may be damaged or destroyed.

5. Hazard, Flood, Homeowners and Fire Insurance. Each Owner shall obtain and maintain in effect fire and appropriate damage and physical loss insurance, all in an amount equal to the then current full replacement value of each residence and improvement owned by such Owner, which may be established from time to time by the Board of Directors or the Association by resolution. Such additional insurance requirements may be set for the in agreements or other undertakings which the Board of Directors or Association may enter into with or for the benefit of holders or insurers of mortgages secured upon portions of the properties.

6. Obligation to Repair and Restore.

a. Subject only to the rights of an institutional holder of the first mortgage lien on any damaged Lot, insurance proceeds from any insurance policy covering such Lot shall be first applied to the repair, restoration, or replacement of such Lot. Each Owner shall be responsible for the repair, restoration, or replacement of each Lot owned by such Owner pursuant to the terms hereof. Any such repair, restoration or replacement shall (subject to advances and changes in construction techniques and materials generally used in such construction and in currently generally accepted design criteria) be generally harmonious with the other Lots in the Development, and reconstruction must be consistent with plans approved by the Committee. Such repair and restoration will be commenced as soon as possible.

b. If the proceeds of insurance are insufficient to pay for the cost of repair, restoration, or replacement of a residence or improvement, the Owner of such Lot shall be responsible for the payment of any such deficiency necessary to complete the repair, restoration or replacement.

7. Association Rights. If any Owner fails to obtain the insurance required in this Article, or fails to pay the premiums therefor when and as required or fails to otherwise perform the obligations of an Owner under this Article, the Association may (but shall not be obligated to in any manner) obtain such insurance, make such payments for any such Owner, and/or perform such obligations, and add the cost of such payments or performance, as a Special Assessment, to the Assessments of such Owner and enforce the payment of the Assessment in a like manner as an Annual Assessment.

8. Notice to First Mortgagees. In the event of substantial damage to or destruction of any part of the Common Areas, the institutional holder of any first deed of trust or mortgage on a Lot will be entitled to timely written notice of any such damage or destruction and no provision of any document establishing the Development will entitle the Owner of a Lot or other party to priority over such institutional holder with respect to the distribution to such Lot of any insurance proceeds.

ARTICLE X
EXTERIOR MAINTENANCE

1. Maintenance of, repairs to and replacements to the Common Areas shall be the responsibility of and shall be furnished by the Association. The cost of maintenance of, repairs to and replacements to the Common Areas shall be part of the common expenses, subject to the By-Laws, Rules and Regulation of the Association. If, due to the act or neglect of an Owner, or of his agent, servant, tenant, family member, invitee, licensee or household pet, damage shall be caused to the Common Areas, to the sidewalks, or to a Lot owned by others, or maintenance, repair or replacement are required which would otherwise be a common expense, then such Owner shall pay for such damage or such maintenance, repair or replacements, as may be determined by the Association, to the extent not covered by the Association's insurance or sufficient proceeds are not collected from the insurance carrier or to the extent any such claim raises insurance premiums.

In addition to the utility and maintenance easements as may appear on the Plat, the authorized representatives to the Association, Board of Directors or of a managing agent appointed by and with approval of the Board of Directors, shall be entitled to reasonable access to the individual Lots as may be required in connection with the preservation of any individual Lot in the event of an emergency, or in connection with maintenance of, repairs or replacements of the

Common Areas or any equipment, facilities or fixtures affecting or serving other Lots and the Common Areas or to make any alteration required by any governmental authority.

2. It will be the responsibility of each Owner of a Lot to maintain their own mailbox in keeping with the specific design approved by the Declarant.

3. Each Owner of a Lot is responsible for all exterior maintenance on his own Lot. Each Owner shall repair, maintain or replace all exteriors on any building in a good and workman like manner. Additionally, all landscaping, plants, shrubs, driveways, walks, yards, sidewalk adjacent to the street, etc., shall be maintained in a neat, orderly condition and in a good state of repair and maintenance. All exterior maintenance, including painting, shall be done in the color, method and design that is suitable and approved by the Committee. The Committee can base its decisions solely on esthetic considerations.

ARTICLE XI
ANNEXATION AND/OR ADDITION OF OTHER AREA TO PROPERTY

1. General. Declarant or its successors and assigns, shall be allowed to annex additional property by way of sections to the Development without the consent of the Association or its Members over any mortgagees or other lien holders (other than those holding mortgages a lien on the real property being annexed) by the recordation of an amendment to this Declaration as provided herein. Upon such annexation, the Association shall take whatever measures are necessary to add such annexed property and lots into the Development on an equal basis with the original Lots included hereunder.

2. Membership in Association. Owners of additional property annexed by way of sections to the Development (the "New Members") shall become Members of the Association obtaining all rights due Members of the Association and becoming liable for all Assessments and fees as set forth herein and/or in the supplemental Declaration and the Association shall take such measures necessary to evidence the admittance of such New Members as Members in the Association.

3. Common Areas. All Common Areas in any annexed property will be deeded to the Association in fee simple to be held in accordance with this Declaration.

ARTICLE XII
GENERAL PROVISIONS

1. Duration. The covenants, conditions an restrictions contained herein shall be appurtenant to and run with the land and shall be binding upon all Owners and parties hereinafter

having an interest in any of the Development, and all parties claiming under them, until January 1, 2055, at which time they shall be automatically extended for successive periods of ten (10) years each, unless a majority of the votes attributable to Lots in the Development are cast in favor of a proposition to change, amend or revoke the restrictions in whole or in part at a duly called meeting of the Association within the final one (1) year of the term of this Declaration, as it may have been extended. Each purchaser or subsequent grantee of any interest in any property now or hereafter made subject to this Declaration, by acceptance of a deed or other conveyance therefor, thereby agrees that the covenants, conditions and restrictions of this Declaration may be extended as provided in this Article XIII, Section 1.

2. Amendment. Any amendment of the Declaration, other than an amendment incorporating new property by way of sections to the Development as detailed in Article XI which may be done without an affirmative vote, will require the affirmative vote of at least two-thirds (2/3) of the Votes entitled to be cast by the Members of the Association, (both Class A and Class B) at a duly called meeting of the Association at which a quorum is present. Any such amendment shall not become effective until the instrument evidencing such change has been filed of record. Every purchaser or subsequent grantee of any interest in any property now or hereafter made subject to this Declaration by acceptance of a deed or other conveyance therefor, thereby agrees that the covenants, conditions and restrictions of this Declaration may be amended as provided herein.

3. Enforcement. All restrictions herein may be enforced by Declarant, its successors and assigns until the termination of the Class B Membership, or by the Association acting by and through its Board of Directors, or by the Committee, by proceeding at law or in equity against the Person violating or attempting to violate any covenant, condition and/or restriction, either to restrain the violation thereof or to recover money damages, together with reasonable attorneys' fees and court costs. Furthermore, after the termination of Declarant's Class B Membership in the Association, in the event the Association fails to act to enforce any restriction contained herein, any Owner of any Lot may enforce these restrictions as aforesaid against any other Owner. Notwithstanding the foregoing, the covenants contained in Article VIII hereof regarding the Declarant's option to purchase Lots shall be enforceable only by Declarant and not by its successors or assigns unless said rights are specifically assigned thereby Declarant in writing.

4. Partial Invalidity. Any invalidation of any one or more of these restrictions by judgment, court order, or statute, for failure on the part of Declarant or its successors or assigns to enforce any said restrictions, shall in no way affect any of the other provisions hereof or be deemed as a waiver of the right to enforce such restrictions at any time after the violation thereof. Invalidation of any one or more of these restrictions by judgment or court order shall neither affect any of the other provisions not expressly held to be void nor the provisions so void in circumstances or applications other than those expressly invalidated, and all such remaining

provisions shall remain in full force and effect together with the provisions ruled upon as they apply to circumstances other than those expressly invalidated.

5. Abatement. In the event that any Owner violates any of the terms or conditions of this Declaration and fails to cure the same within ten (10) days after written notice thereof, then Declarant, in addition to any other rights and remedies provided for herein, shall have the express right, privilege and license to enter upon any Lot to take any reasonable action to cure such violation, and all reasonable costs thereof shall be at the expense of the Owner of such Lot and shall be payable upon demand by Declarant, including reasonable attorneys' fees.

6. Notice. All notices required or permitted hereunder shall be in writing and effective when deposited in the U.S. mail, postage prepaid, addressed to any Owner at the address of the Lot owned by such Owner, and, if to Declarant, addressed to the Declarant as follows:

Brightland Homes of Tennessee, LLC
Barton Creek Plaza III
3815 South Capital of Texas Highway, Suite 275
Austin, Texas 78704

Attention: John Winniford
Email: jwinniford@brightlandhomes.com
and
Attention: Kent Mitchell
Telephone: 512.330.9366
Email: kmitchell@brightlandhomes.com
and
Attention: Chris Lynch
Telephone: 512.330.9755
Email: clynch@brightlandhomes.com

or such other address as Declarant may, by notice to each of the Owners, designate.

7. Headings and Binding Effect. Headings have been inserted only for convenience and are in no way to be construed as defining, limiting, extending or otherwise modifying or adding to the particular paragraphs to which they refer. The covenants, agreements and right set forth herein shall be binding upon and inure to the benefit of the respective heirs, executors, successors and assigns of the Declarant and all person claiming by, through or under Declarant.

8. Exoneration of Declarant. Each Owner of any Lot in the Development, or any other party having an interest in any portion of the Development, expressly agrees that no duty or

obligation is imposed upon Declarant to enforce or attempt to enforce any of the covenants or restriction contained herein, nor shall Declarant be subject to any liability of any kind or nature whatsoever resulting out of any claim by any third-party asserting that Declarant failed to enforce the same.

[Remainder of Page Intentionally Left Blank – Signature Page Follows]

DRAFT

IN WITNESS WHEREOF, the Declarant has caused this Declaration of Protective Covenants, Conditions and Restrictions to be duly executed this ____ day of _____, 2024.

BRIGHTLAND HOMES OF TENNESSEE, LLC,
a Delaware limited liability company

By: Brightland Homes, Ltd.,
a Texas limited partnership, sole Member

By: Brightland Homes I, Inc.,
a Texas corporation, General Partner

By: _____
John S. Winniford,
President and CEO

STATE OF TENNESSEE
COUNTY OF

Before me, the undersigned authority, a Notary Public in and for the State and County aforesaid, John S. Winniford, with whom I am personally acquainted (or proved to me on the basis of satisfactory evidence), and who, upon his/her oath, acknowledged himself/herself to be President and CEO of Brightland Homes of Tennessee, LLC, the within named Declarant, and he/she as such officer, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing the name of the limited liability company by himself/herself as such officer.

WITNESS MY HAND and official seal at my office on this the _____ day of _____, 2024.

_____
Notary Public

My commission expires: _____

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EXHIBIT "A"
LEGAL DESCRIPTION

DRAFT

EXHIBIT "B"

BY-LAWS
OF
[_____]

ARTICLE I
DEFINITIONS

The following words, when used herein, shall have the following meanings:

Section 1. "Association" shall mean [_____], a Tennessee not-for-profit corporation, its successors and assigns, which has as its members all owners of Lots in the Property. "Charter" shall mean the Articles of Incorporation of the Association as filed with the Office of the Secretary of State for Tennessee.

Section 2. "Board of Directors" shall mean the Board of Directors of the Association as described in Article IV hereof.

Section 3. "Declaration" shall mean the instrument headed "Declaration of Covenants, Conditions and Restrictions of Trotwood & Foster" recorded simultaneously herewith in the Register's Office for Maury County, Tennessee, as subsequently amended.

Section 4. "Declarant" shall have the meaning given it in the Declaration.

Section 5. "Member" shall mean and refer to those persons entitled to membership in the Association as provided in the Declaration.

Section 6. "Common Areas" shall have the meaning given it in the Declaration.

Section 7. "Lot" shall have the meaning given it in the Declaration.

Section 8. "Owner" shall have the meaning given it in the Declaration.

Section 9. "Plat" shall have the meaning given it in the Declaration.

Section 10. "Development" shall have the meaning given it in the Declaration.

ARTICLE II
NAME AND LOCATION

The name of the Association is [_____]. The principal office of the Association shall be located at [_____] or at such other place as may be designated by the Board of Directors. Meetings of members and directors may be held at such places within the State of Tennessee, County of Maury, as may be designated by the Board of Directors.

ARTICLE II
MEETING OF MEMBERS

Section 1. Annual Meetings. The first regular annual meeting of the Members may be held, subject to the terms hereof on any day, at the option of the Board of Directors; provided, however, that the first meeting may (if necessary to comply with Federal Regulations) be held no later than the earlier of the following events: (a) Four (4) months after all the Lots have been sold by the Declarant or (b) Three (3) years following conveyance of the first Lot by the Declarant. Each subsequent regular annual meeting of the Members shall be held within fifteen (15) days of the anniversary of the first regular annual meeting each year thereafter at such time as set by the Board of Directors.

Section 2. Special Meetings. Special meetings of the Members may be called at any time by the president or by the Board of Directors, or upon written request of the Members who are entitled to vote one-fourth (1/4) of all of the votes of the Class A membership.

Section 3. Notice of Meetings. Written notice of each meeting of the Members shall be given by, or at the direction of, the secretary or person authorized to call the meeting, by mailing a copy of such notice, postage prepaid, at least fifteen (15) days before such meeting to each Member entitled to vote at the meeting, addressed to the Member's address last appearing on the books of the Association, or supplied by such Member to the Association for the purpose of notice. Such notice shall specify the place, day and hour of the meeting, and, in the case of a special meeting, the purpose of the meeting.

Section 4. Quorum. The presence at the meeting of Members entitled to cast, or of proxies entitled to cast, fifty percent (50%) of the votes of each class of membership shall constitute a quorum for any action except as otherwise provided in the Charter, the Declaration, or these Bylaws. If, however, such quorum shall not be present or represented at any meeting, the Members entitled to vote at the meeting shall have power to adjourn the meeting from time to time, without notice other than announcement at the meeting, until a quorum as aforesaid shall be present or be represented. Further, as provided in the Declaration, if a quorum is not present a subsequent meeting may be called and the required quorum shall be reduced by half at such meeting and such procedure may be repeated until a quorum is established although in no event may the required quorum be less than 10% of the total number of eligible votes.

Section 5. Proxies. At all meetings of Members, each Member may vote in person or by proxy. All proxies shall be in writing and filed with the secretary. Every proxy shall be revocable and shall automatically cease upon conveyance by the Member of his Lot.

Section 6. Action Taken Without A Meeting. The Members shall have the right to take any action in the absence of a meeting which they could take at a meeting by obtaining the written consent of the number of Members which would otherwise be required to approve such action. For instance, if an action required the approval of Members holding three-fourths (3/4ths) of the total votes, then a writing signed by Members holding three-fourths (3/4ths) of the total votes of all Members would be effective as if such approval was given at a meeting duly called for such

purpose. Any action so approved shall have the same effect as though taken at a properly called meeting of the Members.

ARTICLE IV
BOARD OF DIRECTORS

Section 1. Number. The affairs of the Association shall be managed by a Board of Directors. The initial Board of Directors of the Association shall consist of three (3) persons, who need not be Members of the Association, who shall be appointed by the Declarant and who shall serve until all Lots in the Development are sold. Thereafter, the Board of Directors shall consist of five (5) directors each of whom must individually be a Member of the Association or be an owner, officer, trustee, or otherwise affiliated with a Member of the Association.

Section 2. Term of Office. Persons on the Board of Directors shall be elected for terms of two (2) years or until their successor is elected.

Section 3. Removal. Any director may be removed from the Board of Directors, with or without cause, by a majority vote of the Members of the Association, or in the case of the initial Board of Directors, by the Declarant. In the event of death, resignation or removal of a director, his successor shall be selected by the remaining Members of the Board of Directors, or in the case of the initial Board of Directors, by the Declarant, and shall serve for the unexpired term of his predecessor.

Section 4. Compensation. No director shall receive compensation from any service he may render to the Association; provided, however, any director may be reimbursed for his actual expenses incurred in the performance of his duties.

Section 5. Action Taken Without a Meeting. The directors shall have the right to take any action in the absence of a meeting which they could take at a meeting by obtaining the written approval of all the directors. Any action so approved shall have the same effect as though taken at a meeting of the directors.

ARTICLE V
NOMINATION AND ELECTION OF DIRECTORS

Section 1. Nomination. The Declarant shall name the directors for the initial Board of Directors. Thereafter, nomination for election to the Board of Directors shall be made from the floor at the annual meeting of the Association.

Section 2. Election. Election to the Board of Directors shall be by secret written ballot. At such election the Members or their proxies may cast, in respect to each vacancy, as many votes as they are entitled to exercise under the provisions of the Declaration. The persons receiving the largest number of votes shall be elected. Cumulative voting is not permitted.

ARTICLE VI
MEETING OF DIRECTORS

Section 1. Regular Meetings. Regular meetings of the Board of Directors shall be held at intervals established by the Board of Directors upon at least three (3) days' written notice, (or without notice if the time and place has been previously fixed by the Board of Directors), at such place and hour as may be fixed from time to time by resolution of the Board of Directors. Should said meeting fall upon a legal holiday, then that meeting shall be held at the same time on the next day which is not a legal holiday.

Section 2. Special Meetings. Special meetings of the Board of Directors shall be held when called by the president of the Association, or by any two directors, after not less than three (3) days' written notice to each director.

Section 3. Quorum. A majority of the number of directors shall constitute a quorum for the transaction of business. Every act or decision done or made by a majority of the directors present at a duly held meeting at which a quorum is present shall be regarded as the act of the Board of Directors.

ARTICLE VII
POWERS AND DUTIES

Section 1. Powers. The Board of Directors shall have power to:

(a) Adopt and publish rules and regulations governing the use of the Common Areas and facilities, and the personal conduct of the Members and their guests thereon, and to establish, assess and collect penalties and fines for the infraction thereof;

(b) Suspend the voting rights and right to use recreational facilities of a Member during any period in which such Member shall be in default in the payment of any assessment levied by the Association. Such rights may also be suspended until after the payment of reasonable financial assessments made after notice and hearing, for a period not to exceed 60 days for infraction of published rules and regulations;

(c) Exercise for the Association all powers, duties and authority vested in or delegated to this Association and not reserved to the membership by other provisions of these Bylaws, the Charter or the Declaration;

(d) Declare the office of a member of the Board of Directors to be vacant in the event such member shall be absent from three (3) consecutive regular meetings of the Board of Directors.

(e) Employ a manager, an independent contractor, or such other employees as they deem necessary, and to prescribe their duties.

Section 2. Duties. It shall be the duty of the Board of Directors to:

(a) Cause to be kept a complete record of all its acts and corporate affairs and to present a statement thereof to the Members at the annual meeting of the Members, or at any special meeting when such statement is requested in writing by one-fourth (1/4) of the Class A Members who are entitled to vote.

(b) Supervise all officers, agents and employees of the Association, and to see that their duties are properly performed;

(c) As more fully provided in the Declaration, to:

(1) Fix the amount of the annual assessment against each Lot at least thirty (30) days in advance of each annual assessment period; and

(2) Send written notice of each assessment to every Owner subject thereto at least thirty (30) days in advance of each annual assessment period; and

(3) Foreclose the lien against any property for which Assessments are not paid within thirty (30) days after due date or to bring an action at law against the Owner personally obligated to pay the same.

(d) Issue, or to cause an appropriate officer to issue, upon demand by any person, a certificate setting forth whether any assessment has been paid. A reasonable charge may be made by the Board of Directors for the issuance of these certificates. If a certificate states an assessment has been paid, such certificate shall be conclusive evidence of such payment;

(e) Procure and maintain adequate liability, hazard, and other insurance on property owned by the Association;

(f) Cause all officers or employees having fiscal responsibilities to be bonded, as required by the Declaration;

(g) Cause the Common Areas to be maintained.

(h) Exercise all discretion as provided in the Declaration regarding enforcement of all terms, restrictions and provisions contained in the Declaration and to take any and all enforcement actions as may be required pursuant thereto. Whenever discretion is granted to the Board of Directors to act upon any matter as required under the Declaration of these Bylaws, such discretion may be exercised by the president of the Association although any such action by the president shall be subject to change upon review by the Board of Directors.

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ARTICLE VIII
OFFICERS AND THEIR DUTIES

Section 1. Enumeration of Officers. The officers of this Association shall be a president, a vice-president, a treasurer, and a secretary, and such other officers as the Board of Directors may from time to time by resolution create.

Section 2. Election of Officers. The election of officers shall take place at the first meeting of the Board of Directors following each annual meeting of the Members.

Section 3. Term. The officers of the Association shall be elected annually by the Board of Directors and each shall hold office for one year unless he shall sooner resign, or shall be removed, or otherwise disqualified to serve.

Section 4. Special Appointments. The Board of Directors may elect such other officers as the affairs of the Association may require each of whom shall hold office for such period, have such authority, and perform such duties as the Board of Directors may, from time to time, determine.

Section 5. Resignation and Removal. Any officer may be removed from office with or without cause by the Board of Directors. Any officer may resign at any time by giving written notice to the Board of Directors, the president or the secretary. Such resignation shall take effect on the date of receipt of such notice or at any later time specified therein, and unless otherwise specified therein, the acceptance of such resignation shall not be necessary to make it effective.

Section 6. Vacancies. A vacancy in any office may be filled by appointment by the Board of Directors. The officer appointed to such vacancy shall serve for the remainder of the term of the officer he replaces.

Section 7. Multiple Offices. The offices of secretary and treasurer may be held by the same person. No person shall simultaneously hold more than one of any of the other offices except in the case of special offices created pursuant to Section 4 of this Article.

Section 8. Duties. The duties of the officers are as follows:

(a) President. The president shall preside at all meetings of the Board of Directors; shall see that orders and resolutions of the Board of Directors are carried out; shall sign all leases, mortgages, deeds and other written instruments and shall co-sign all checks and promissory notes.

DRAFT

(b) Vice-President. The vice-president shall act in the place and stead of the president in the event of his absence, inability or refusal to act, and shall exercise and discharge such other duties as may be required of him by the Board of Directors.

(c) Secretary. The secretary shall record the votes and keep the minutes of all meetings and proceedings of the Board of Directors and the Members; serve notice of meetings of the Board of Directors and of the Members; keep appropriate current records showing the Members of the Association together with their addresses, and shall perform such other duties as required by the Board of Directors.

(d) Treasurer. The treasurer shall receive and deposit in appropriate bank accounts all monies of the Association and shall disburse such funds as directed by resolution of the Board of Directors; shall together with another officer sign all checks and promissory notes of the Association; keep proper books of account; cause an annual audit of the Association's books to be made by a public accountant at the completion of each fiscal year; and shall prepare an annual budget and a statement of income and expenditures to be presented to the membership at its regular annual meeting, and deliver a copy of each to the Members.

ARTICLE IX
COMMITTEES

The Board of Directors shall appoint an Architectural Review Committee, as provided in the Declaration. In addition, the Board of Directors shall appoint other committees as deemed appropriate in carrying out its purpose.

ARTICLE X
BOOKS AND RECORDS

The books, records, papers of the Association and the Declaration, Charter and Bylaws shall be available for inspection by any Member or to the holder, guarantor or insurer of any first mortgage at the principal office of the Association, during normal business hours where copies may be purchased at reasonable cost.

ARTICLE XI
ASSESSMENTS

As more fully provided in the Declaration, each member is obligated to pay to the Association annual and special assessments as well as any other amounts assesses against an Owner by the Association which are secured by a continuing lien upon the property against which the assessment is made. Any assessments which are not paid when due shall be delinquent. If the

assessment is not paid within thirty (30) days after the due date, the assessment shall be subject to a late charge in an amount established by the Board of Directors and shall bear interest from the date of delinquency at the maximum rate allowed by applicable law. The Association may bring an action at law against the Owner personally obligated to pay the same or foreclose the lien against the Lot, and interest, costs, and reasonable attorney's fees of any such action shall be added to the amount of such assessment. No Owner may waive or otherwise escape liability for the assessments provided for herein by non-use of the Common Areas or abandonment of his Lot.

ARTICLE XII
AMENDMENTS

Section 1. These Bylaws may be amended, at a regular or special meeting of the Members, by a vote of a majority of a quorum of Members present in person, or by proxy.

Section 2. In the case of any conflict between the Charter and these Bylaws, the Charter shall control; and in the case of any conflict between the Declaration and these Bylaws, the Declaration shall control.

ARTICLE XIII
MISCELLANEOUS

The fiscal year of the Association shall begin on the first day of January and end on the 31st day of December of every year, except that the first fiscal year shall begin on the date of incorporation.

DRAFT



ELEVATION A

3/32" = 1'-0"



ELEVATION B

3/32" = 1'-0"



ELEVATION C

3/32" = 1'-0"



ELEVATION D

3/32" = 1'-0"

REVISION LOG

SHEET LIST

NO.	TITLE
A0.00	COVER SHEET
A1.00	ELEVATION A - FIRST FLOOR PLAN
A1.01	ELEVATION A - SECOND FLOOR PLAN
A1.02	ELEVATION A - EXTERIOR ELEVATIONS
A1.03	ELEVATION A - EXTERIOR ELEVATIONS
A1.04	ELEVATION A - ROOF PLAN
A2.01	ELEVATION B - PARTIAL FLOOR PLANS
A2.02	ELEVATION B - EXTERIOR ELEVATIONS
A2.03	ELEVATION B - EXTERIOR ELEVATIONS
A2.04	ELEVATION B - ROOF PLAN
A3.01	ELEVATION C - PARTIAL FLOOR PLANS
A3.02	ELEVATION C - EXTERIOR ELEVATIONS
A3.03	ELEVATION C - EXTERIOR ELEVATIONS
A3.04	ELEVATION C - ROOF
A4.01	ELEVATION D - PARTIAL FLOOR PLANS
A4.02	ELEVATION D - EXTERIOR ELEVATIONS
A4.03	ELEVATION D - EXTERIOR ELEVATIONS
A4.04	ELEVATION D - ROOF
A7.00	PLAN OPTIONS
A7.01	PLAN OPTIONS
A7.02	PLAN OPTIONS
A7.03	PLAN OPTIONS
A7.04	PLAN OPTIONS
A7.05	PLAN OPTIONS
A7.06	PLAN OPTIONS
A7.07	PLAN OPTIONS
A7.08	PLAN OPTIONS
A7.09	PLAN OPTIONS
A7.10	PLAN OPTIONS
A7.11	PLAN OPTIONS
A7.12	PLAN OPTIONS
A7.13	PLAN OPTIONS
A7.14	PLAN OPTIONS
A7.15	PLAN OPTIONS
A7.16	PLAN OPTIONS
A7.17	PLAN OPTIONS
A7.18	PLAN OPTIONS
AD1.00	DETAILS
AI1.00	INTERIOR ELEVATIONS
AI1.01	INTERIOR ELEVATIONS
E1.00	ELEVATION A - FIRST FLOOR ELECTRICAL PLAN
E1.01	ELEVATION A - SECOND FLOOR ELECTRICAL PLAN
E2.00	ELEVATION B - PARTIAL ELECTRICAL PLANS
E3.00	ELEVATION C - PARTIAL ELECTRICAL PLANS
E4.00	ELEVATION D - PARTIAL ELECTRICAL PLANS
E7.00	PLAN OPTIONS
E7.01	PLAN OPTIONS
SF1.00	FOUNDATION - ELEVATION A
SF4.00	FOUNDATION - ELEVATION D
SF7.00	PLAN OPTIONS

PLAN OPTIONS

- ELEVATION **A**
- ELEVATION **B**
- ELEVATION **C**
- ELEVATION **D**
- OPT. SIDE LOAD GARAGE
- OPT. EXTENDED PATIO
- OPT. REAR COVERED PORCH
- OPT. PORCH FIREPLACE
- OPT. GREAT ROOM SLIDER
- OPT. GREAT ROOM COFFERED CEILING
- OPT. FIREPLACE BUILT-INS
- OPT. STUDY COFFERED CEILLING
- OPT. 1/2 BATH VANITY
- OPT. LAUNDRY SINK
- OPT. LAUNDRY DOOR
- OPT. OWNERS BATH 1
- OPT. OWNERS BATH 2
- OPT. OWNERS CLOSET SHELVES
- OPT. OWNERS BEDROOM TRAY CEILINGS
- OPT. KITCHEN ISLAND
- OPT. DOUBLE OVEN
- OPT. ISLAND MIRCOWAVE
- OPT. BEDROOM 6

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PLAN NO.

3510

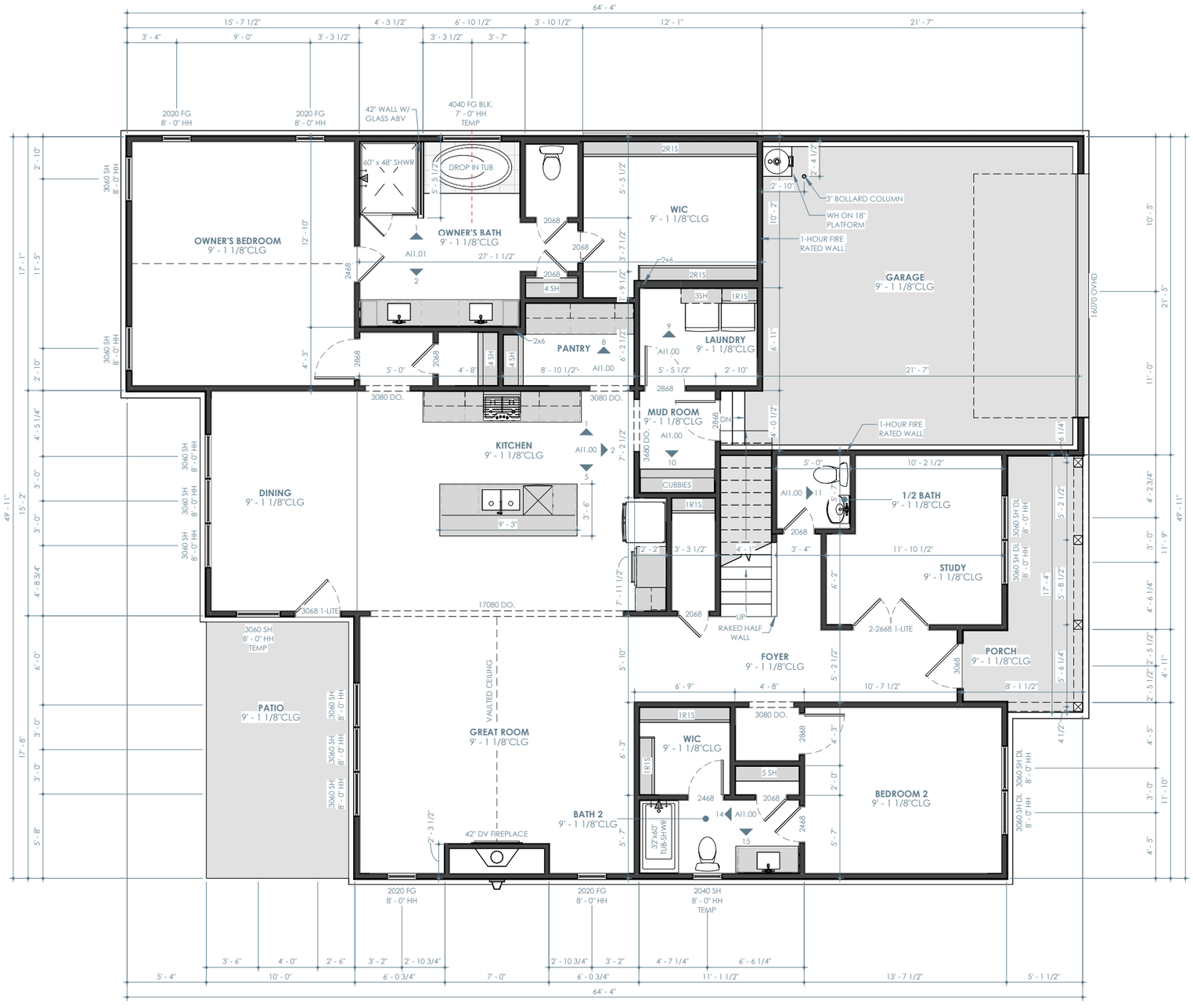
ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	As indicated

SHEET NAME

COVER SHEET

SHEET NO.

A0.00



ELEVATION A - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION A - A/C LIVING	
FIRST FLOOR	2028 SF
SECOND FLOOR	1466 SF
TOTAL	3493 SF

ELEVATION A - LIVING	
FIRST FLOOR	2230 SF
SECOND FLOOR	1403 SF
TOTAL	3633 SF

TOTAL UNDER ROOF	4382 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - FIRST FLOOR PLAN

SHEET NO.

A1.00



ELEVATION A -SECOND FLOOR PLAN

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - SECOND FLOOR PLAN

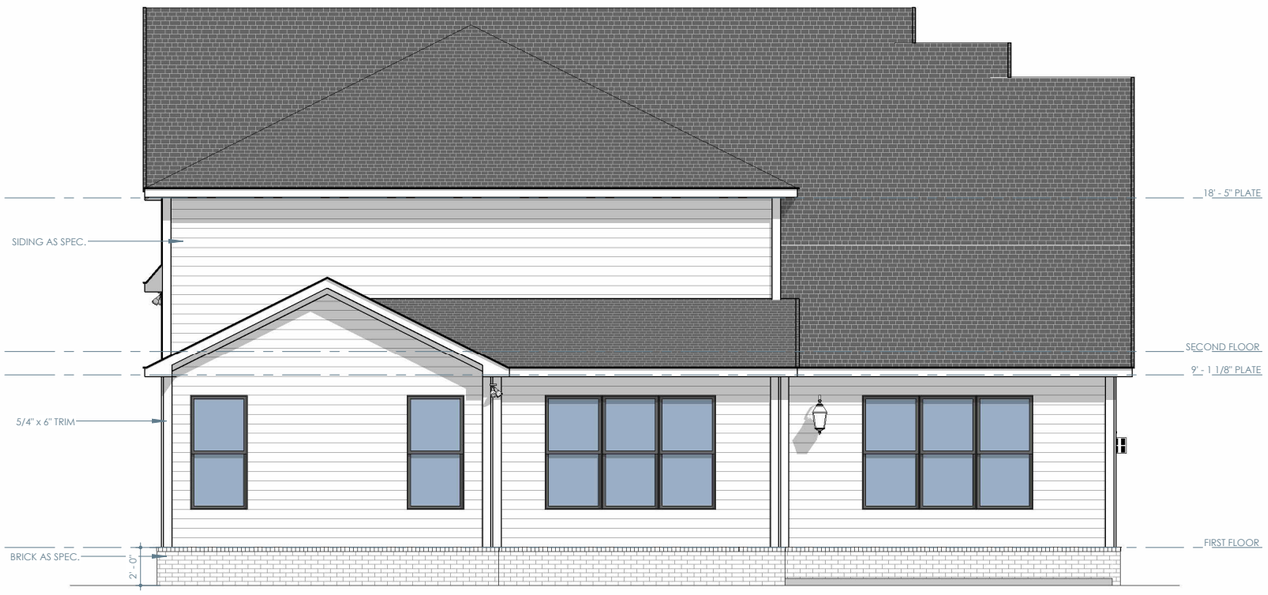
SHEET NO.

A1.01



ELEVATION A - FRONT

1/8" = 1'-0"



ELEVATION A - REAR

1/8" = 1'-0"

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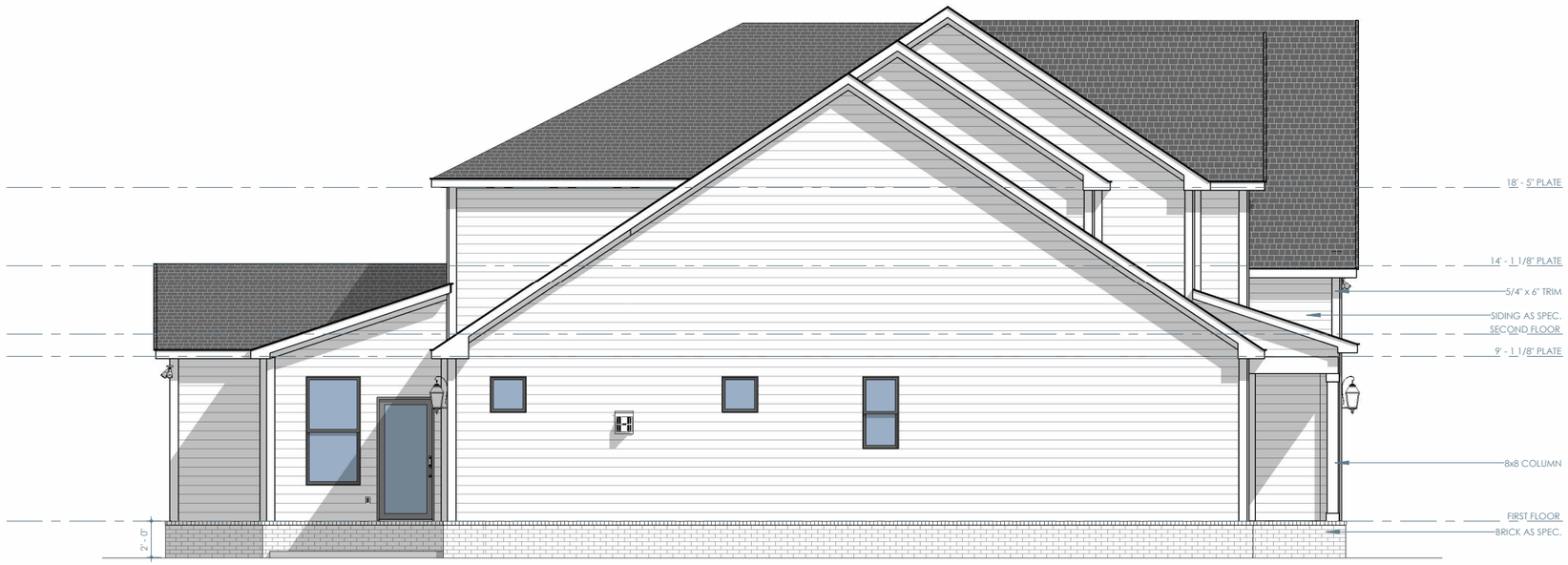
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

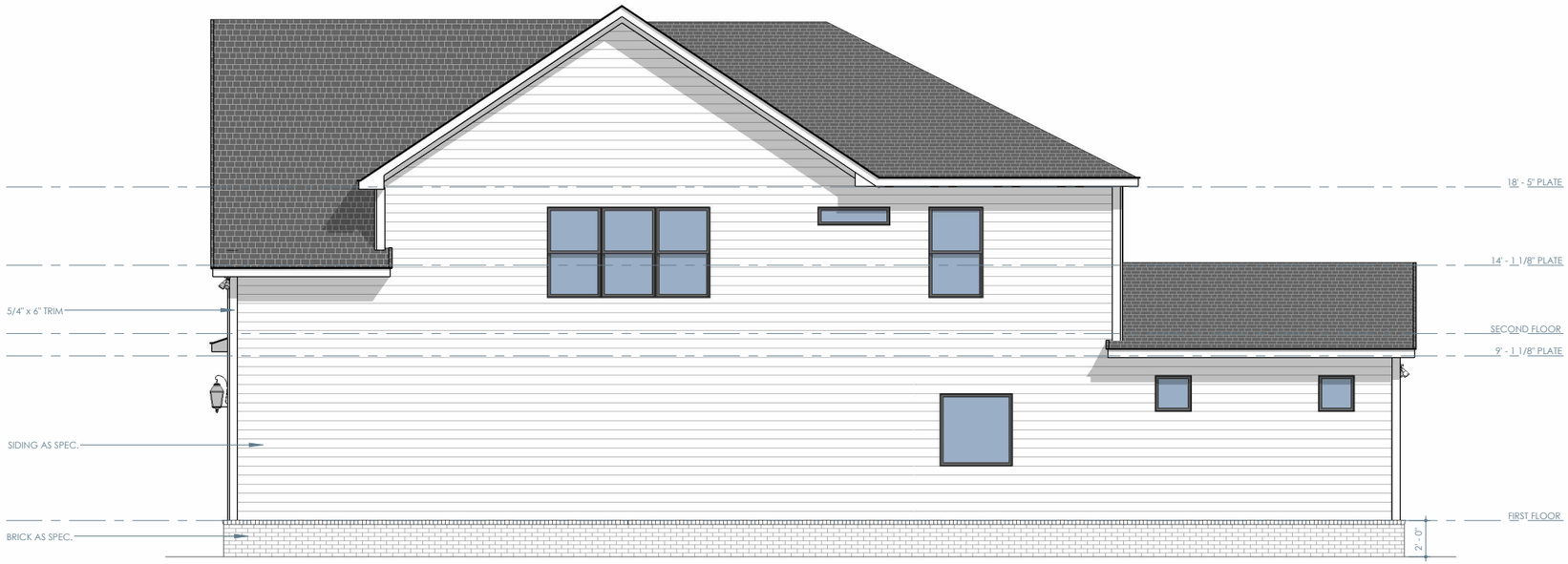
SHEET NO.

A1.02



ELEVATION A - LEFT

1/8" = 1'-0"



ELEVATION A - RIGHT

1/8" = 1'-0"

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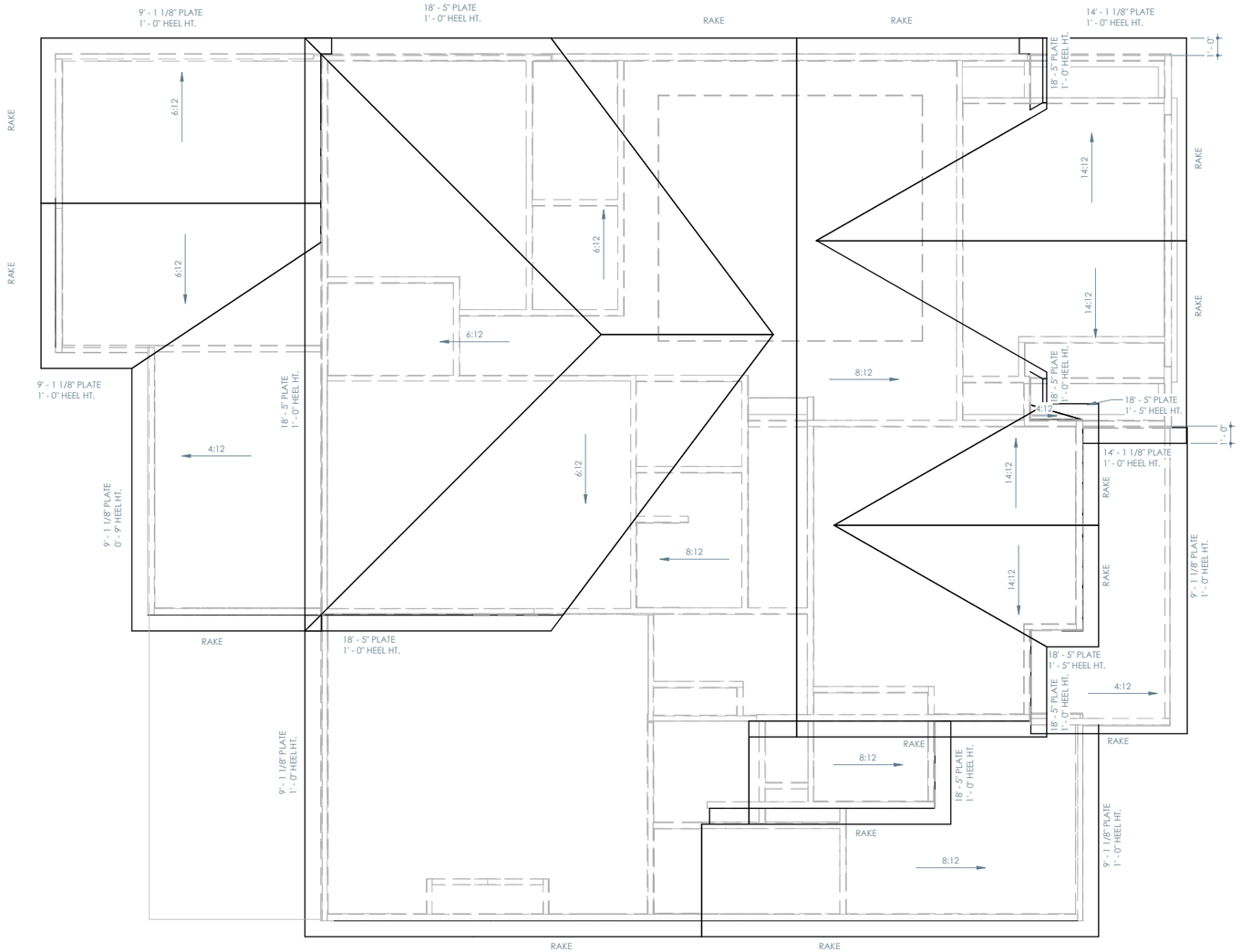
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.03



ELEVATION A - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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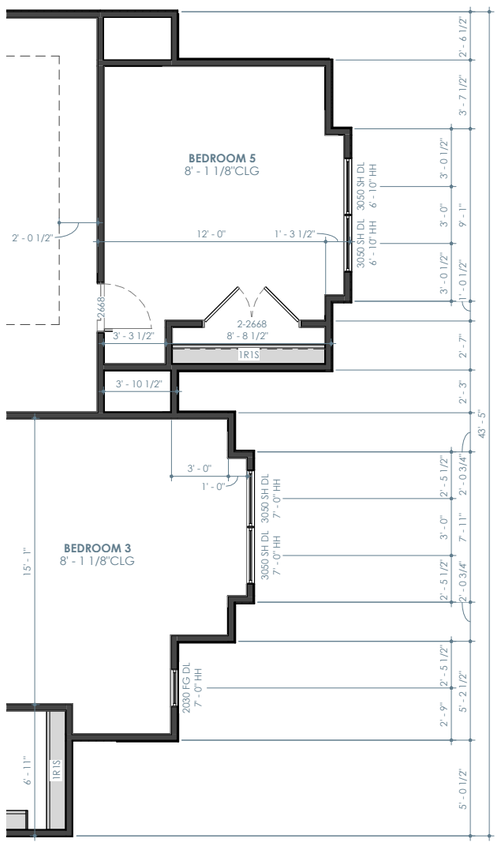
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - ROOF PLAN

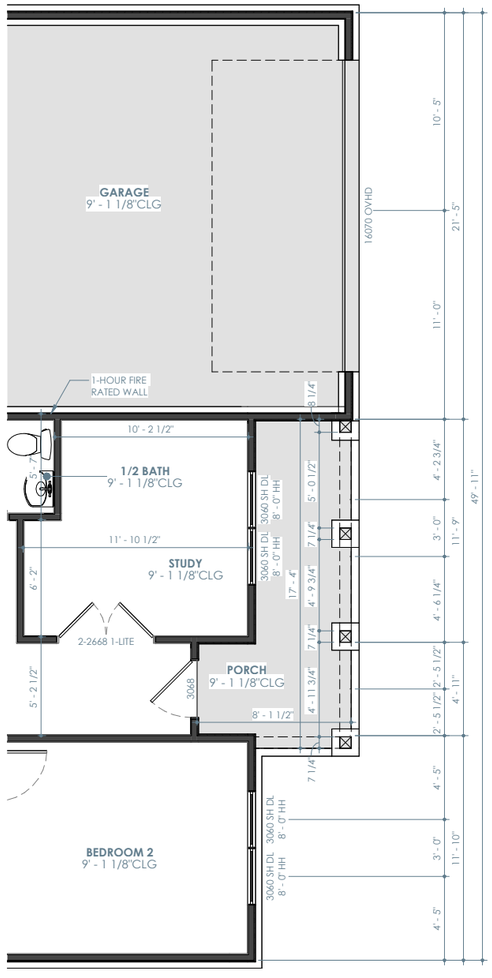
SHEET NO.

A1.04



ELEVATION B - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION B - LIVING

FIRST FLOOR	2230 SF
SECOND FLOOR	1419 SF
TOTAL	3648 SF

ELEVATION B - NON-LIVING

GARAGE	469 SF
PORCH	96 SF
PATIO	177 SF
TOTAL	741 SF
TOTAL UNDER ROOF	4390 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - PARTIAL FLOOR PLANS

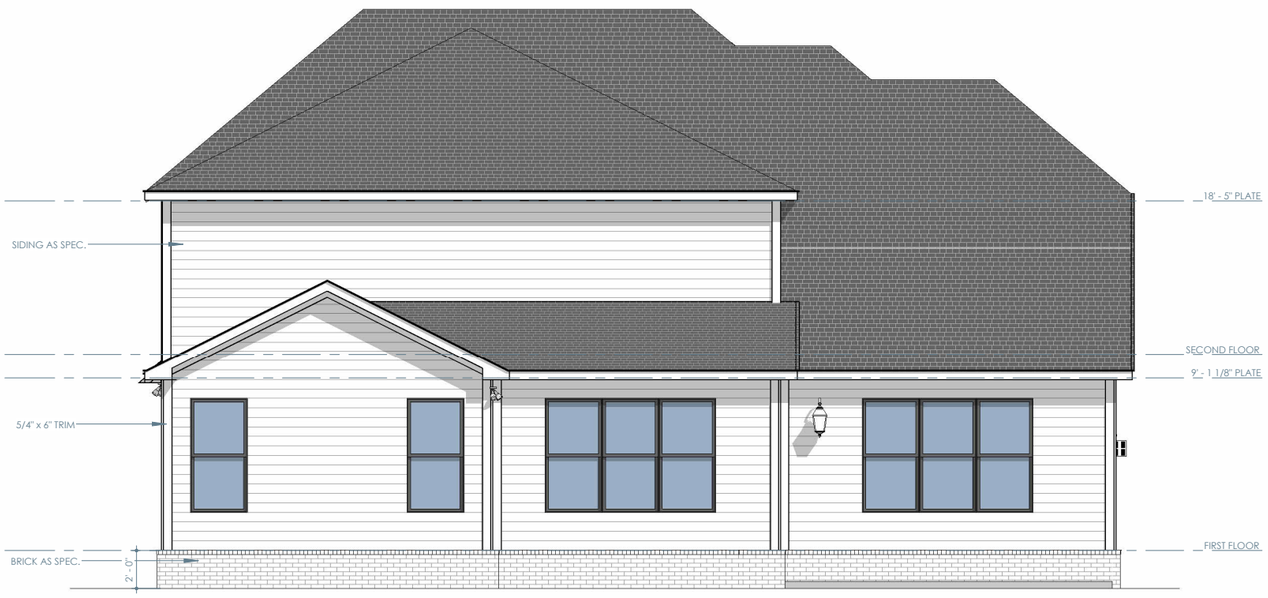
SHEET NO.

A2.01



ELEVATION B - FRONT

1/8" = 1'-0"



ELEVATION B - REAR

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.02



ELEVATION B - LEFT

1/8" = 1'-0"



ELEVATION B - RIGHT

1/8" = 1'-0"

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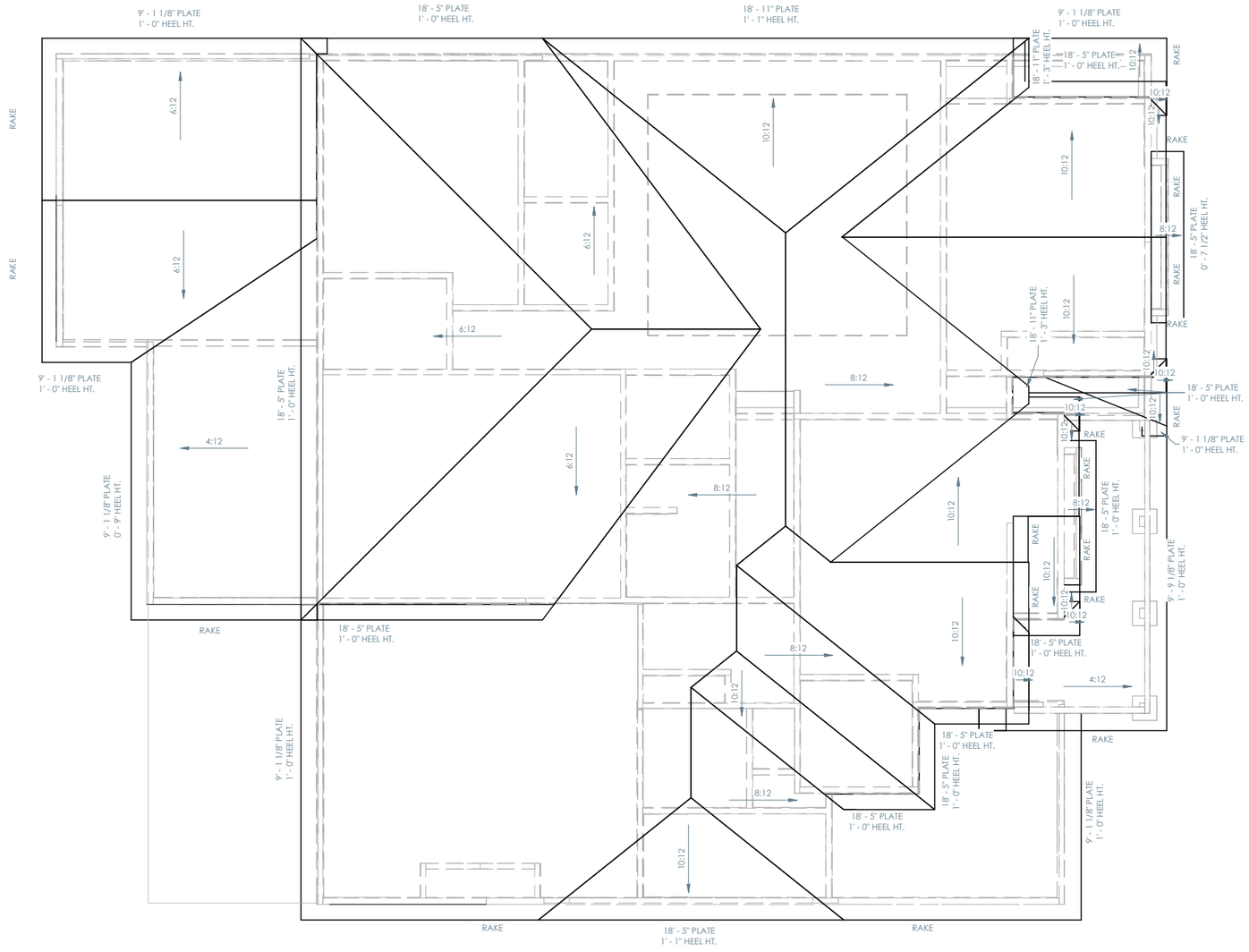
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.03



ELEVATION B - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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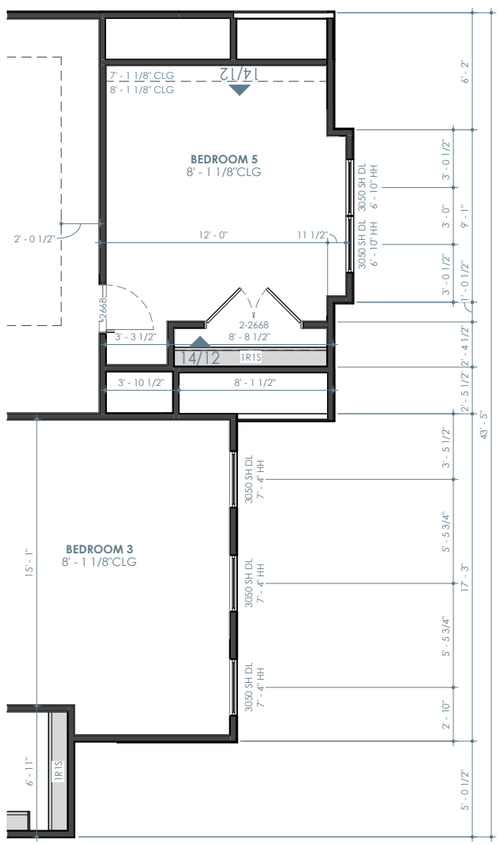
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - ROOF PLAN

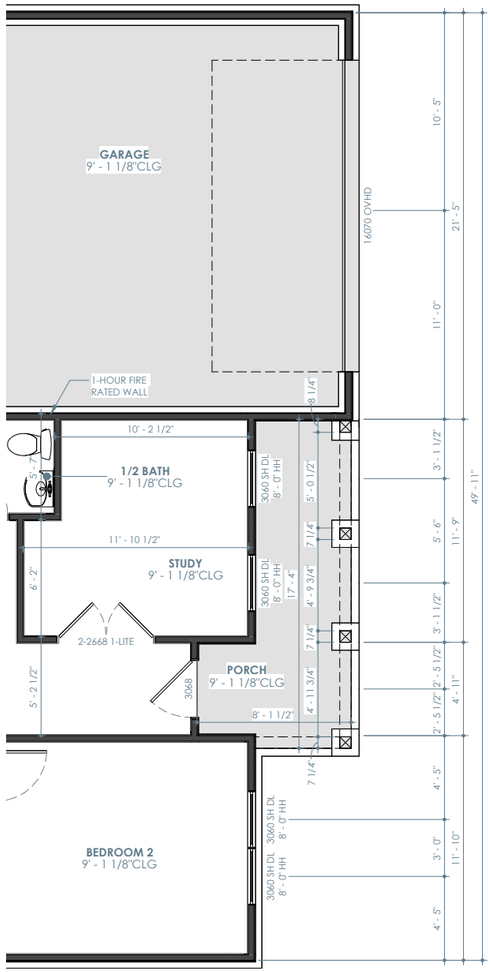
SHEET NO.

A2.04



ELEVATION C - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

ELEVATION C - LIVING	
FIRST FLOOR	2230 SF
SECOND FLOOR	1428 SF
TOTAL	3657 SF

ELEVATION C - NON-LIVING	
GARAGE	469 SF
PORCH	96 SF
PATIO	177 SF
TOTAL	741 SF
TOTAL UNDER ROOF	4399 SF

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PLAN NO.

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ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - PARTIAL FLOOR PLANS

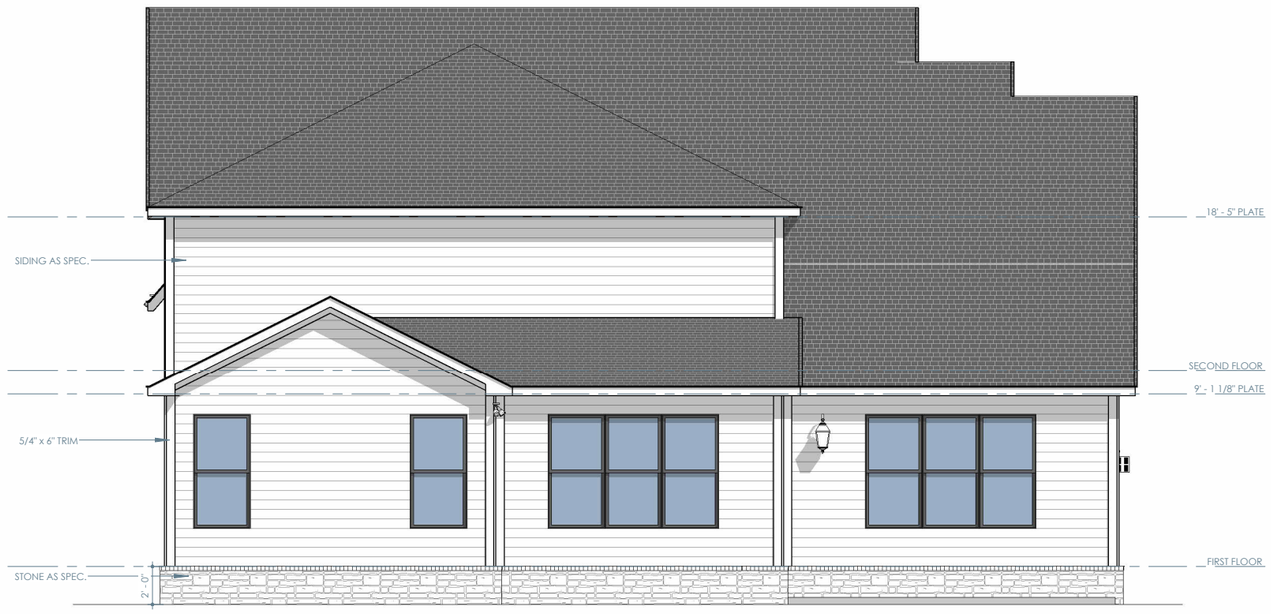
SHEET NO.

A3.01



ELEVATION C - FRONT

1/8" = 1'-0"



ELEVATION C - REAR

1/8" = 1'-0"

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PROJECT NAME

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PLAN NO.

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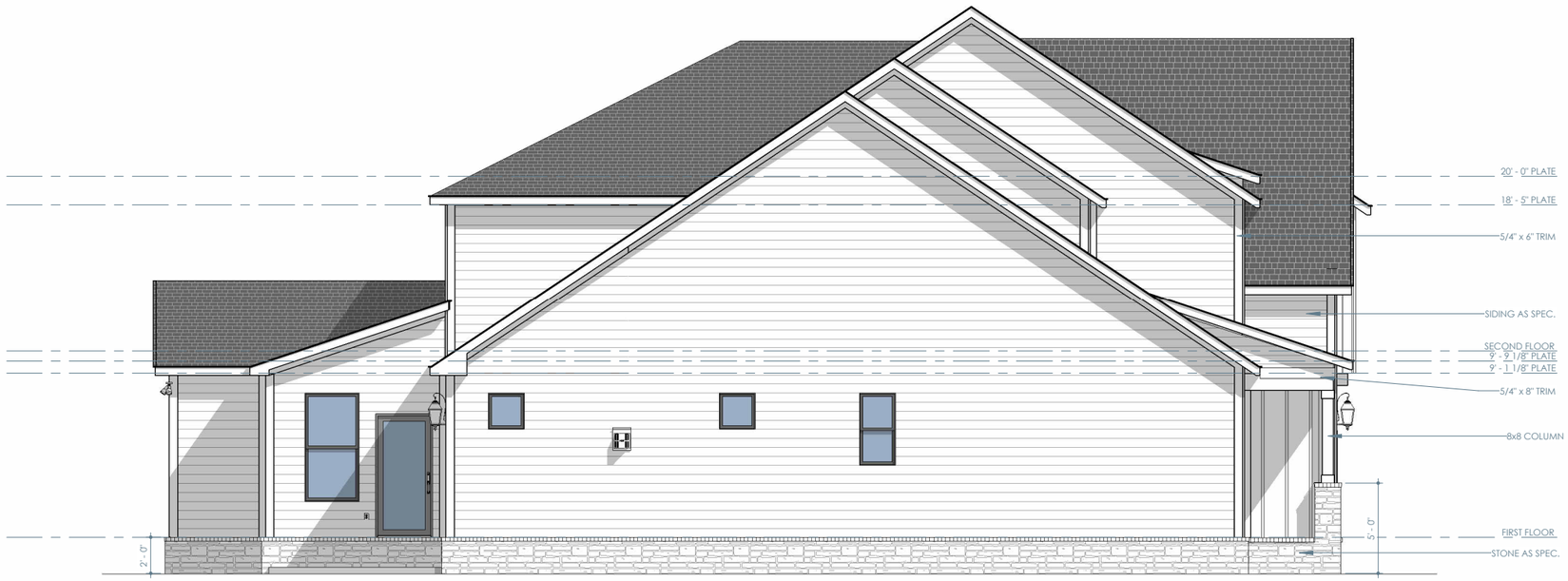
ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A3.02



ELEVATION C - LEFT

1/8" = 1'-0"



ELEVATION C - RIGHT

1/8" = 1'-0"

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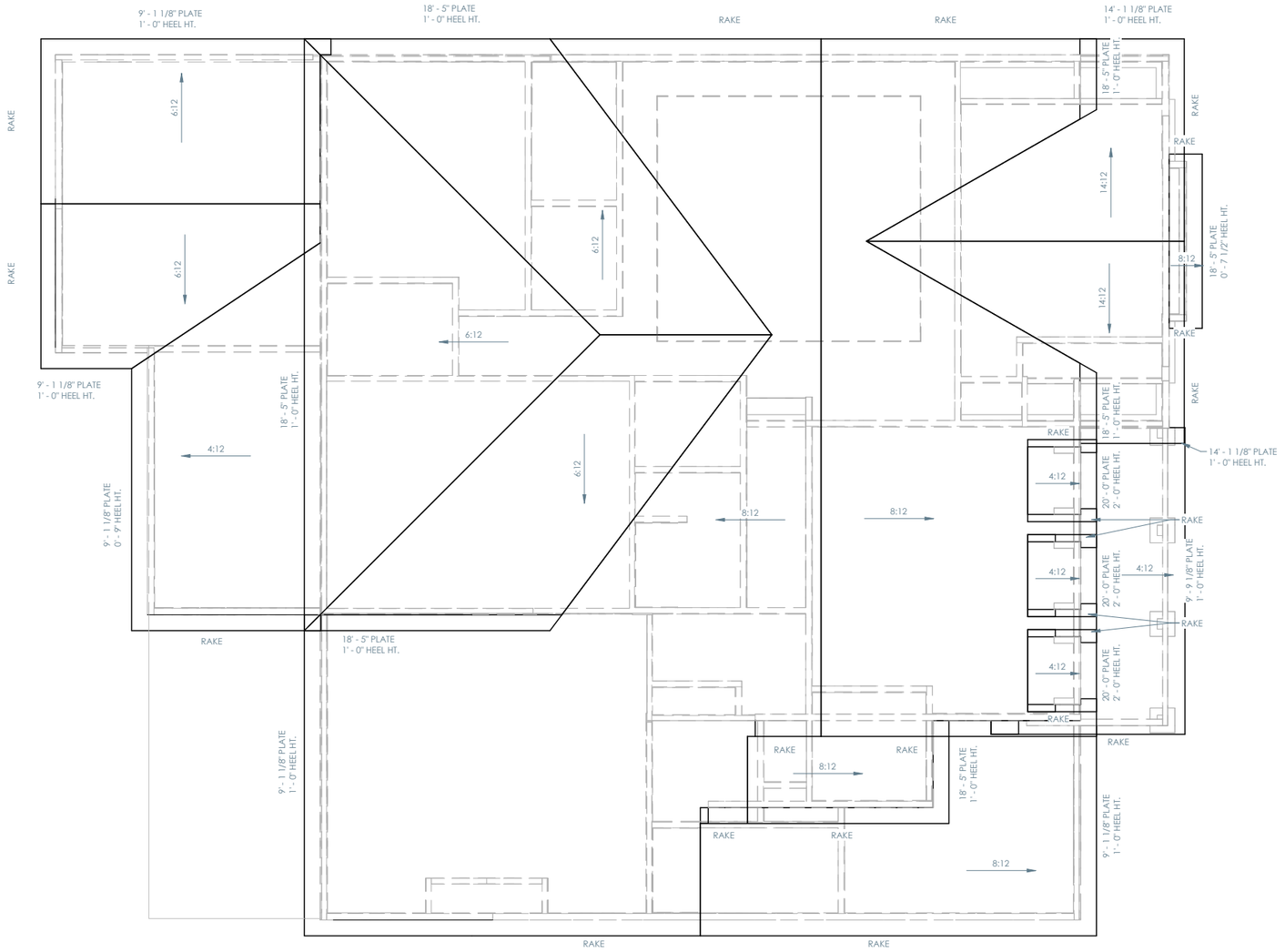
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A3.03



ELEVATION C - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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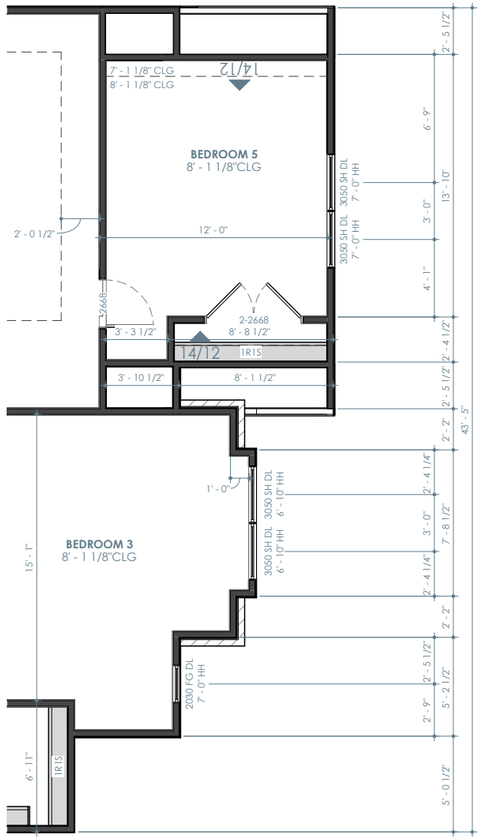
SHEET NAME

ELEVATION C - ROOF

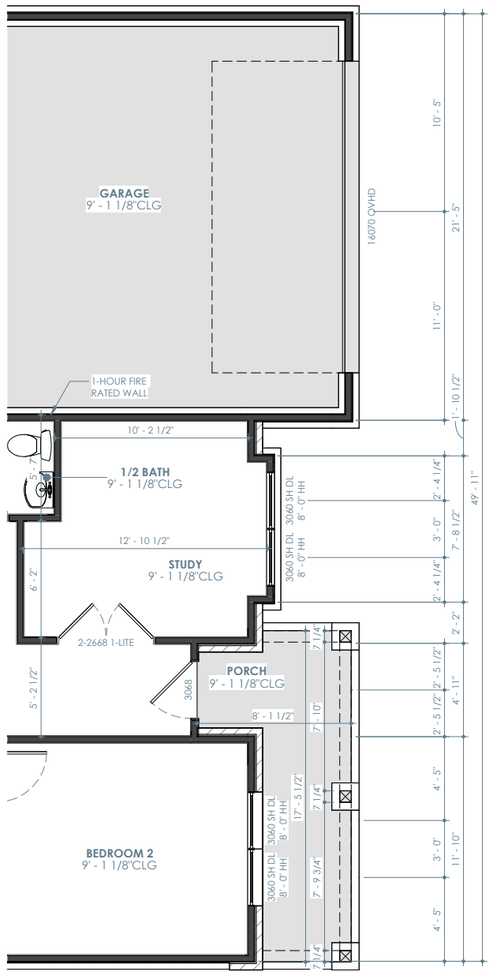
SHEET NO.

A3.04



ELEVATION D - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION D- FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION D - LIVING	
FIRST FLOOR	2249 SF
SECOND FLOOR	1416 SF
TOTAL	3665 SF

ELEVATION D - NON-LIVING	
GARAGE	469 SF
PORCH	93 SF
PATIO	177 SF
TOTAL	739 SF
TOTAL UNDER ROOF	4403 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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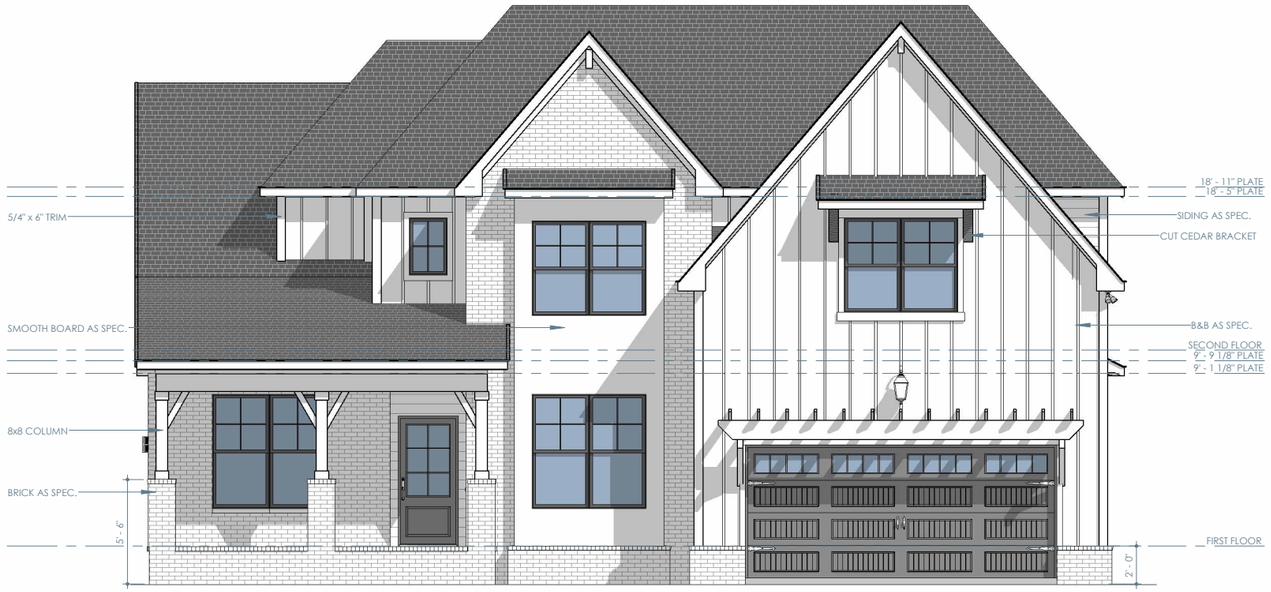
SHEET NAME

ELEVATION D - PARTIAL FLOOR PLANS

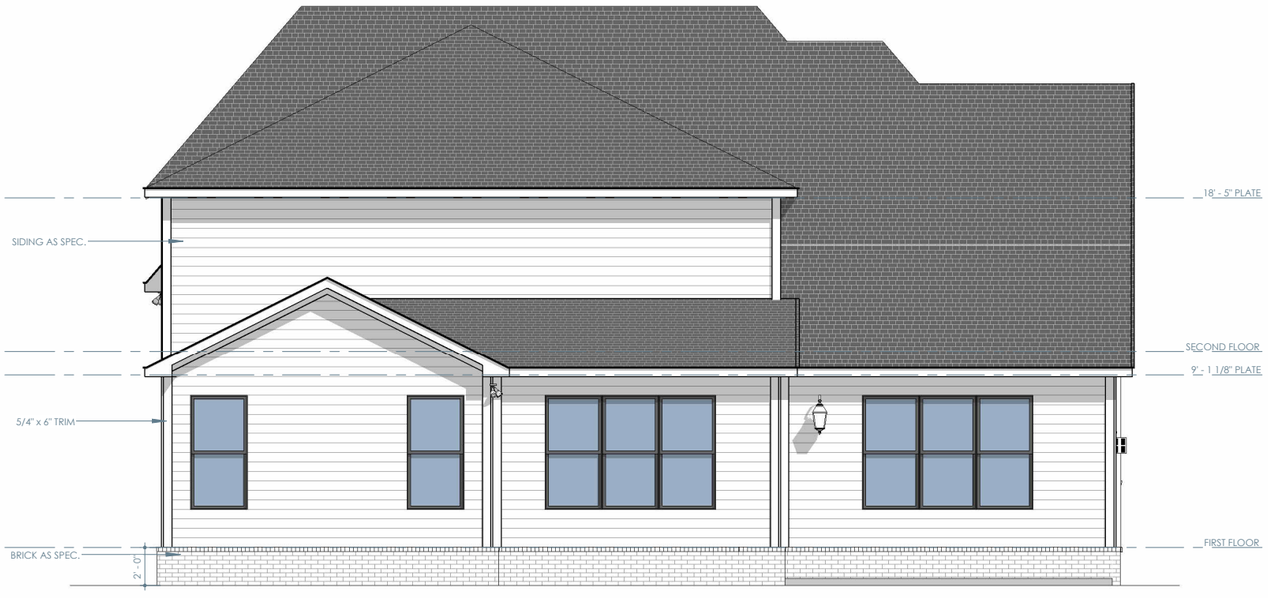
SHEET NO.

A4.01



ELEVATION D - FRONT

1/8" = 1'-0"



ELEVATION D - REAR

1/8" = 1'-0"

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SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A4.02



ELEVATION D - LEFT

1/8" = 1'-0"



ELEVATION D - RIGHT

1/8" = 1'-0"

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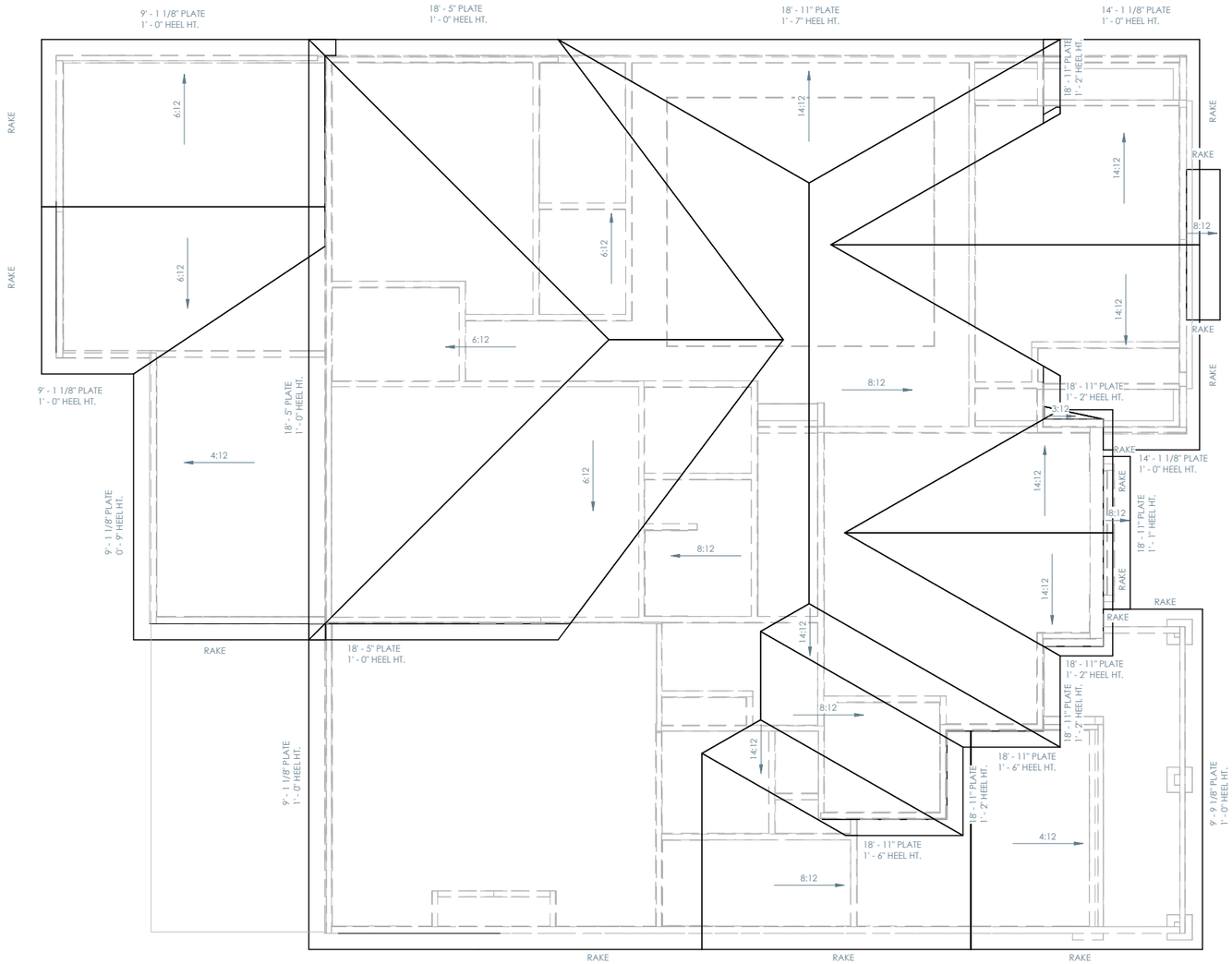
SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A4.03



ELEVATION D - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
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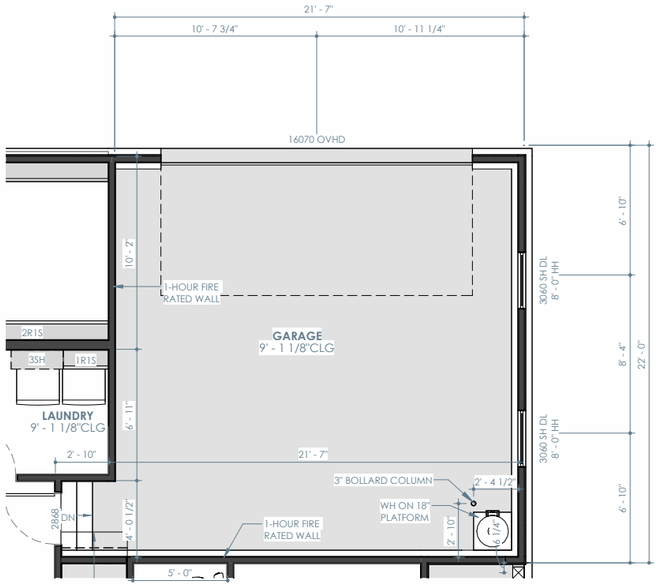
SHEET NAME

ELEVATION D - ROOF

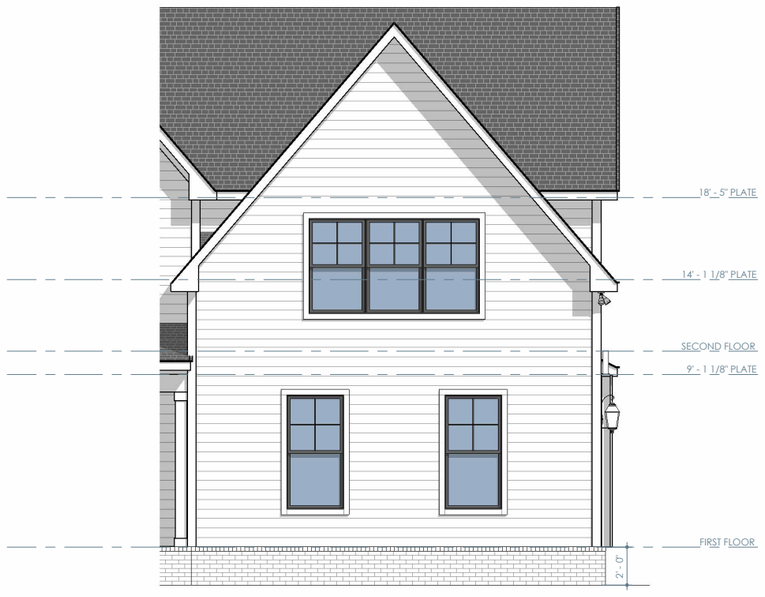
SHEET NO.

A4.04



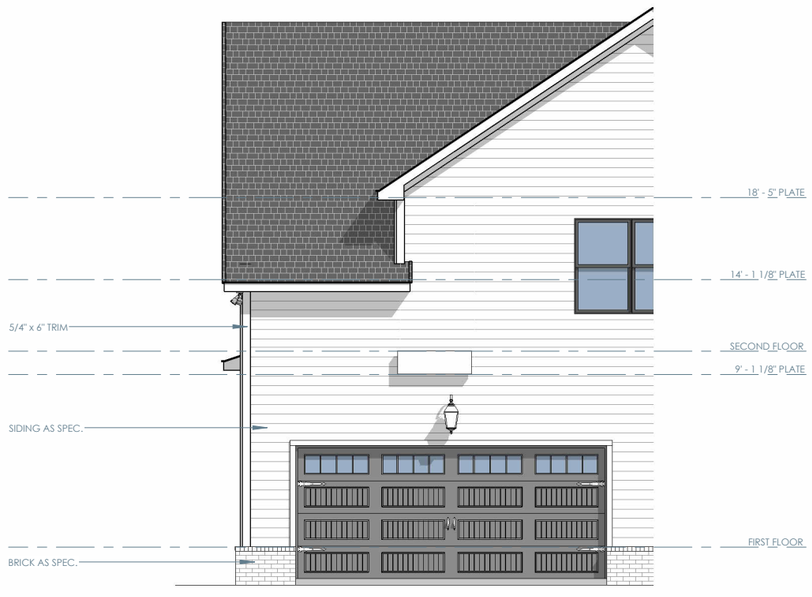
OPT. SIDE LOAD GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



ELEVATION A - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



ELEVATION A - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"

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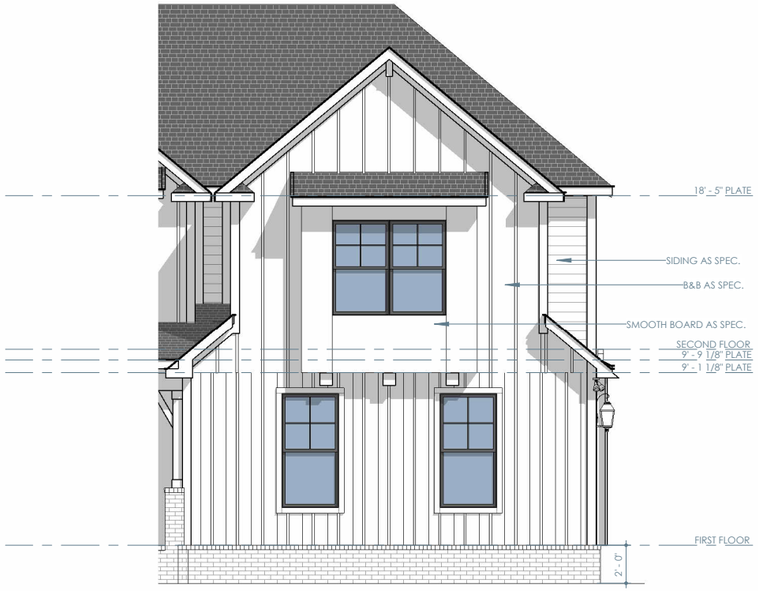
SHEET NAME

PLAN OPTIONS

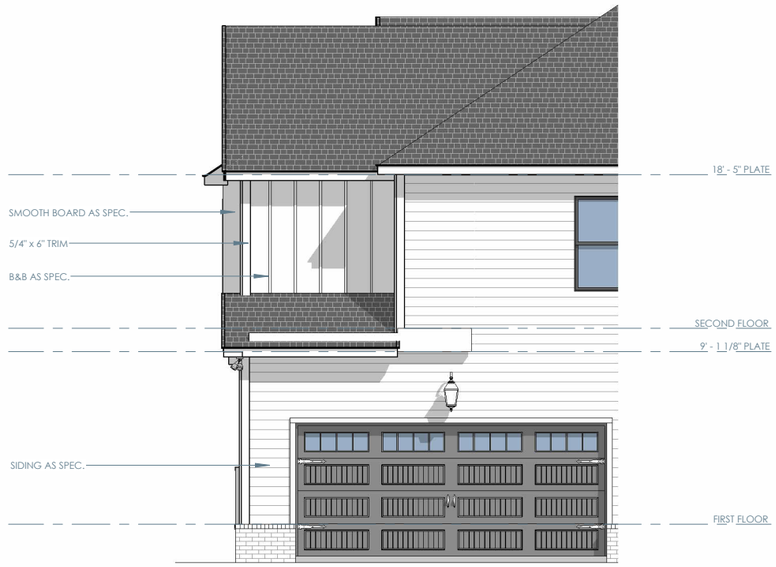
SHEET NO.

A7.00



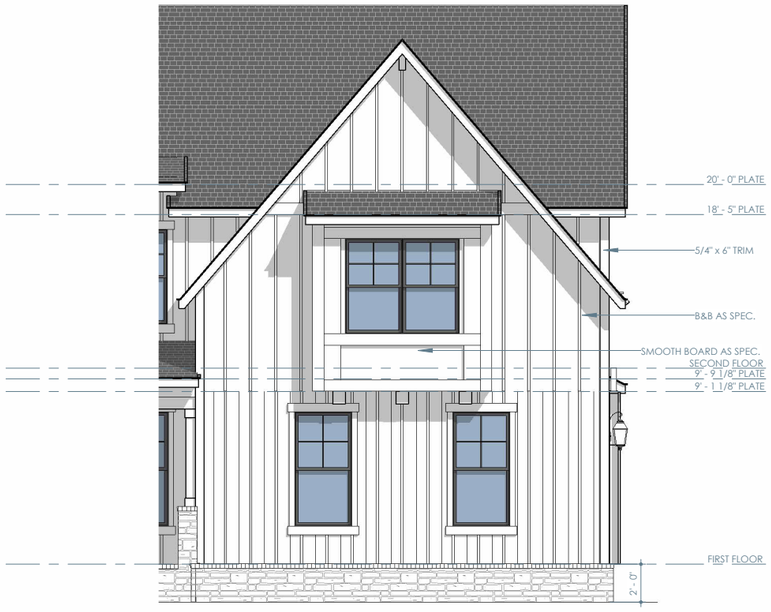
ELEVATION B - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



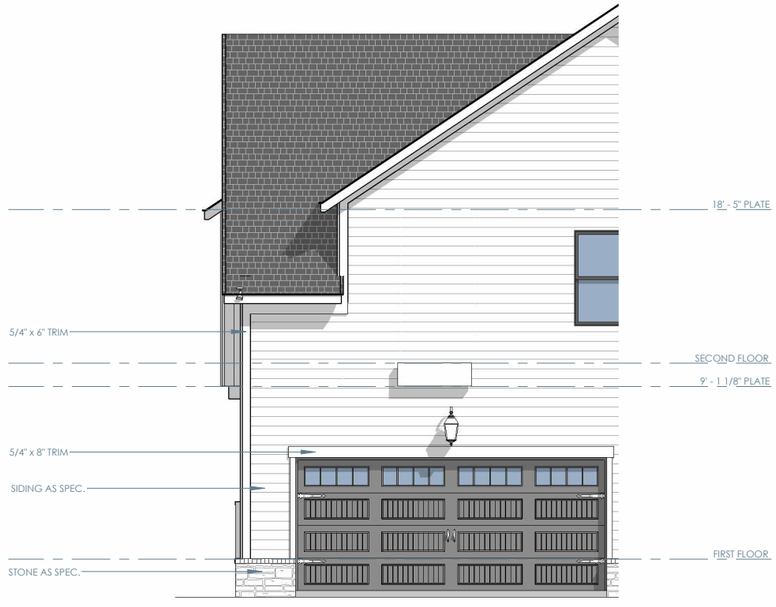
ELEVATION B - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



ELEVATION C - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



ELEVATION C - OPT. SIDE LOAD GARAGE RIGHT

1/8" = 1'-0"

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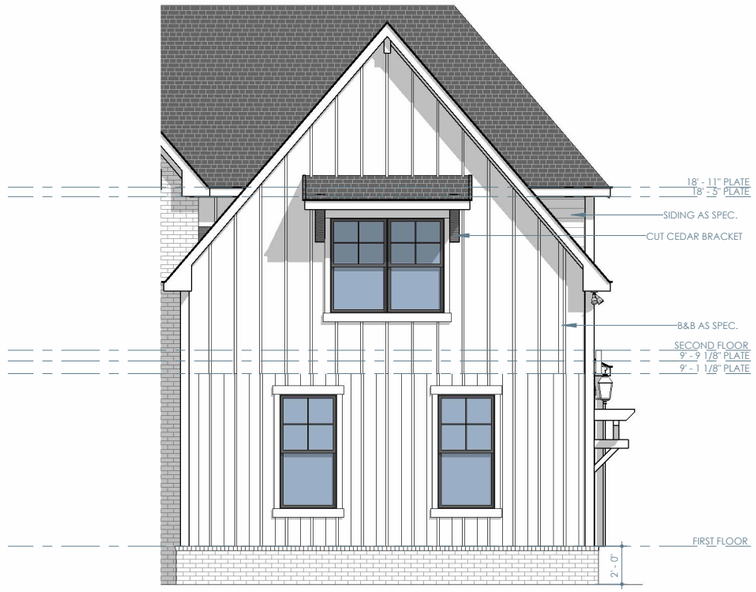
PLAN OPTIONS

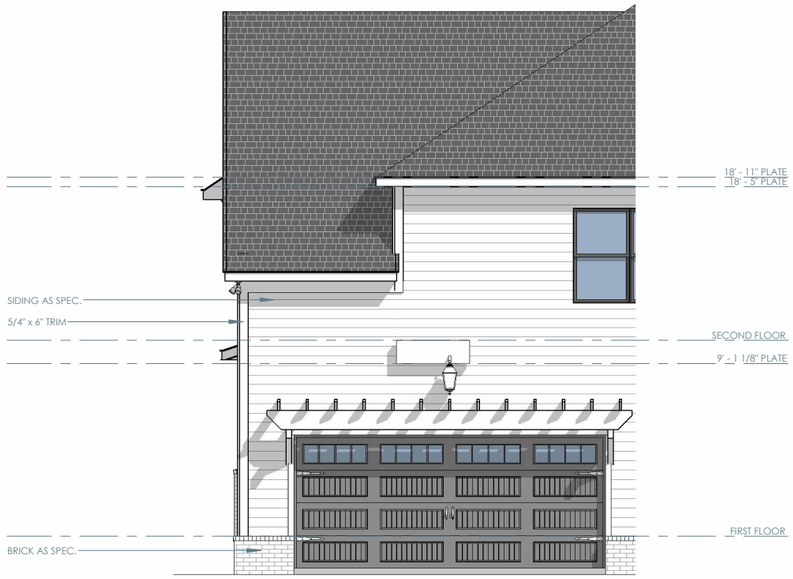
SHEET NO.

A7.01



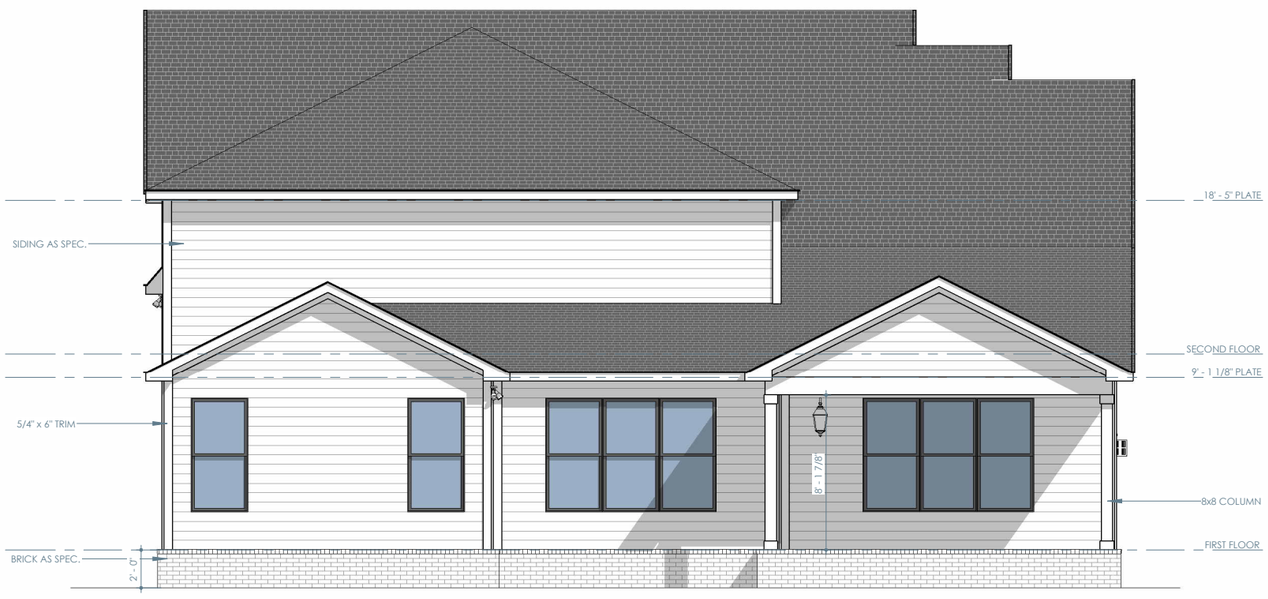
ELEVATION D - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



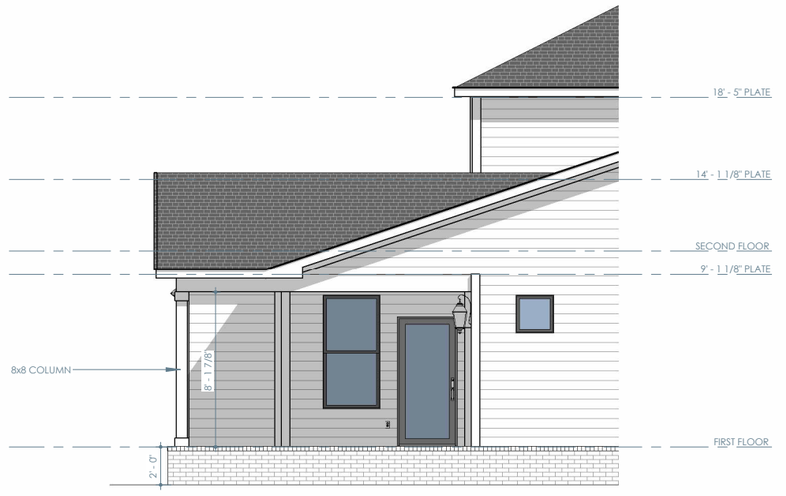
ELEVATION D - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



OPT. EXTENDED PATIO - REAR

1/8" = 1'-0"



OPT. EXTENDED PATIO - LEFT

1/8" = 1'-0"

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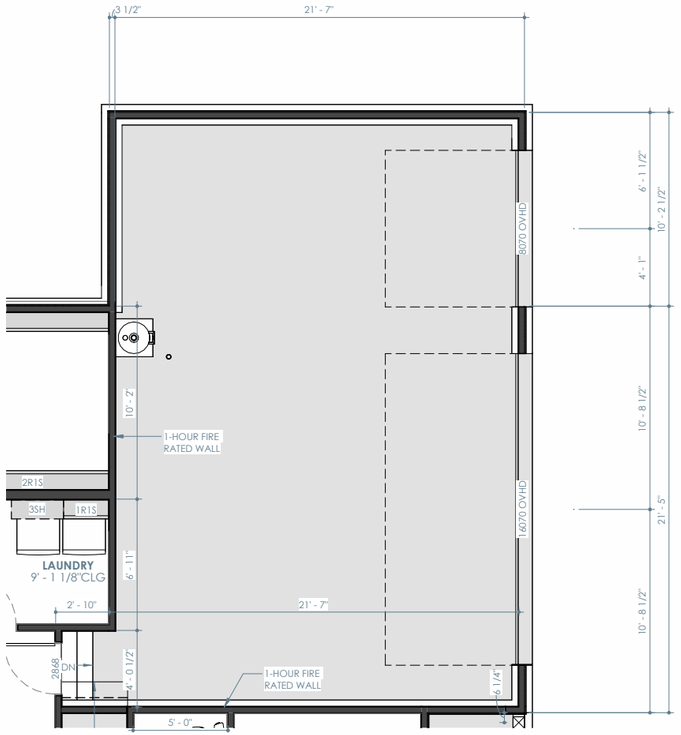
SHEET NAME

PLAN OPTIONS

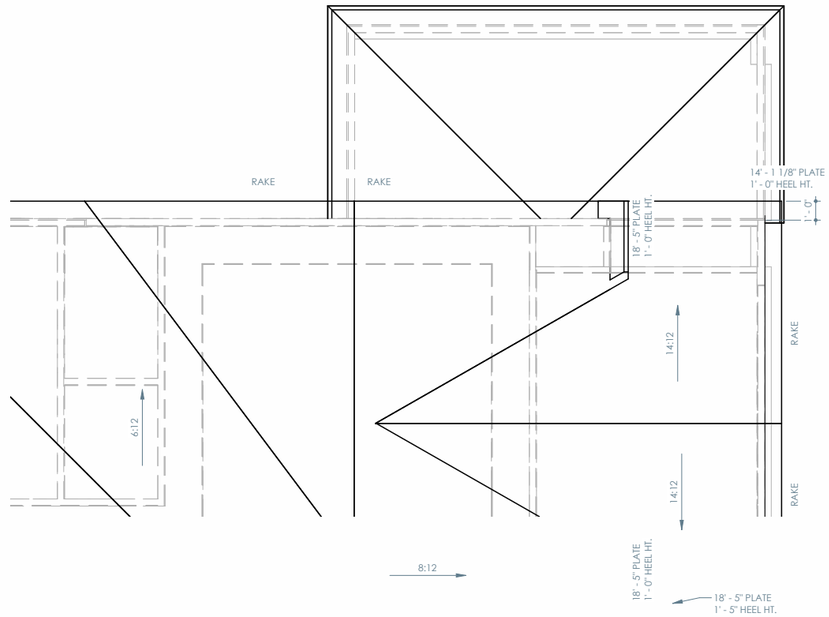
SHEET NO.

A7.02



OPT. 3 CAR GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



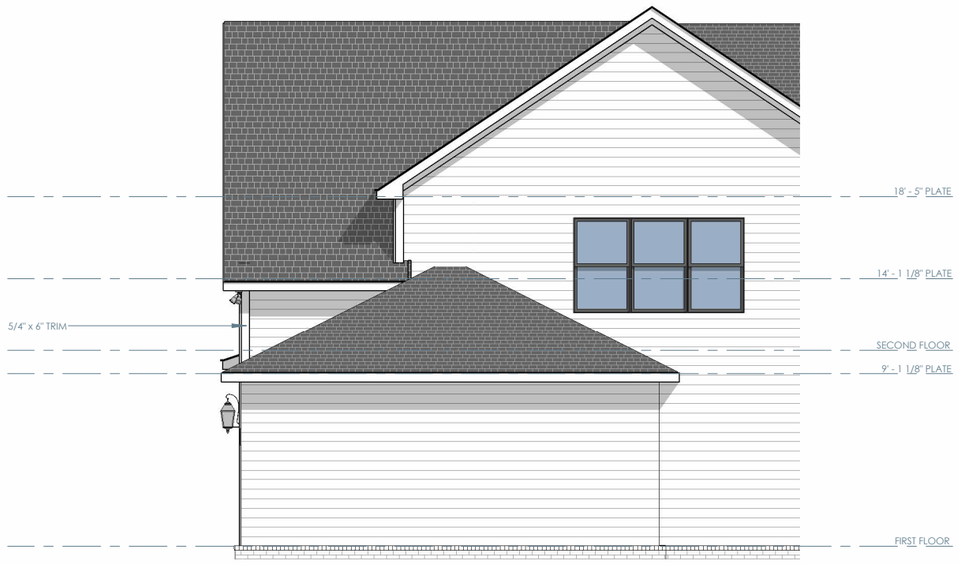
OPT. 3 CAR GARAGE - ELEV A - ROOF PLAN

1/8" = 1'-0"



OPT. 3 CAR GARAGE - ELEVATION A - FRONT

1/8" = 1'-0"



OPT. 3 CAR GARAGE - ELEVATION A - RIGHT

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.03



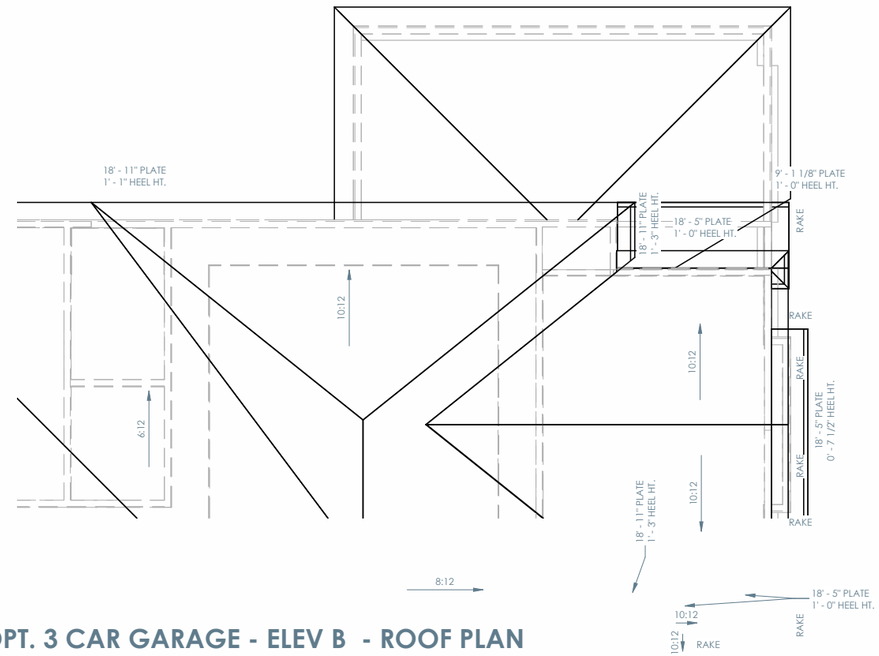
OPT. 3 CAR GARAGE - ELEVATION B - FRONT

1/8" = 1'-0"



OPT. 3 CAR GARAGE - ELEVATION B - RIGHT

1/8" = 1'-0"



OPT. 3 CAR GARAGE - ELEV B - ROOF PLAN

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.04



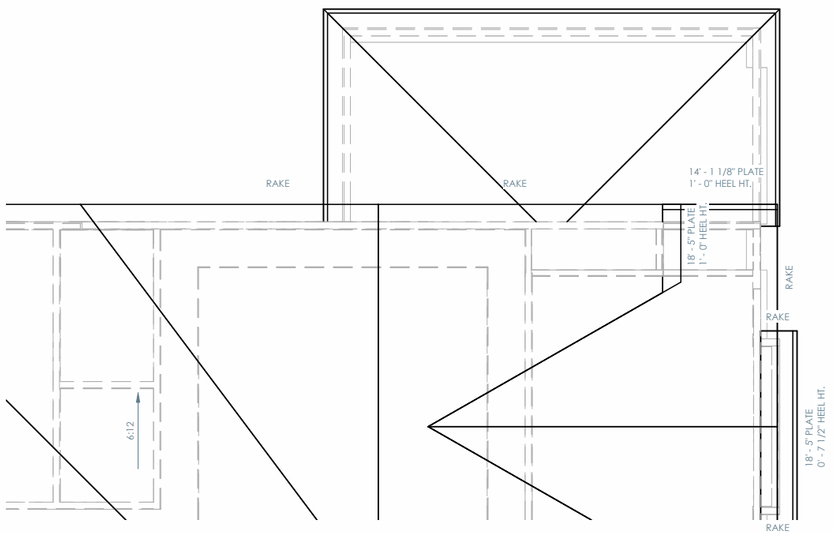
OPT. 3 CAR GARAGE - ELEVATION C - FRONT

1/8" = 1'-0"



OPT. 3 CAR GARAGE - ELEVATION C - RIGHT

1/8" = 1'-0"



OPT. 3 CAR GARAGE - ELEV C - ROOF PLAN

1/8" = 1'-0"

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SHEET NAME

PLAN OPTIONS

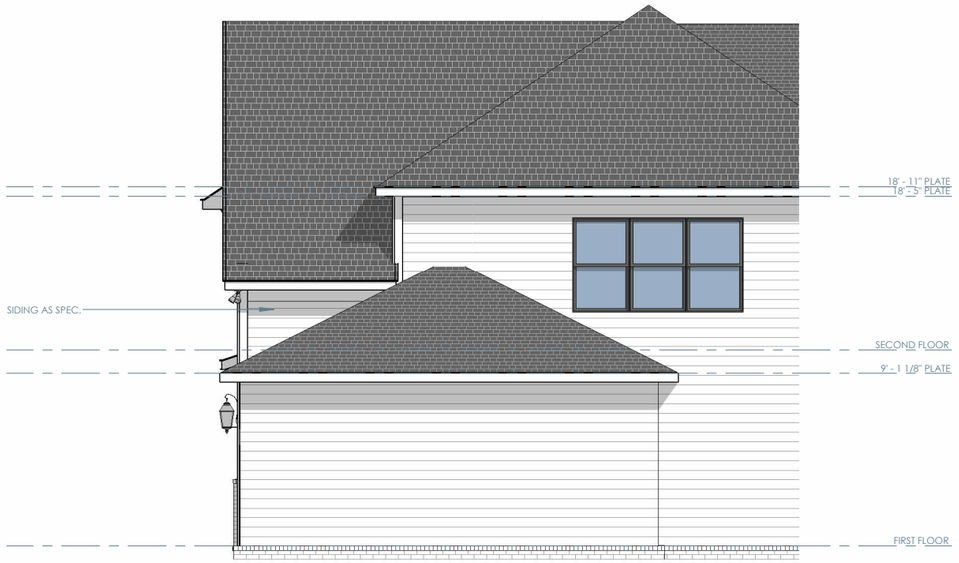
SHEET NO.

A7.05



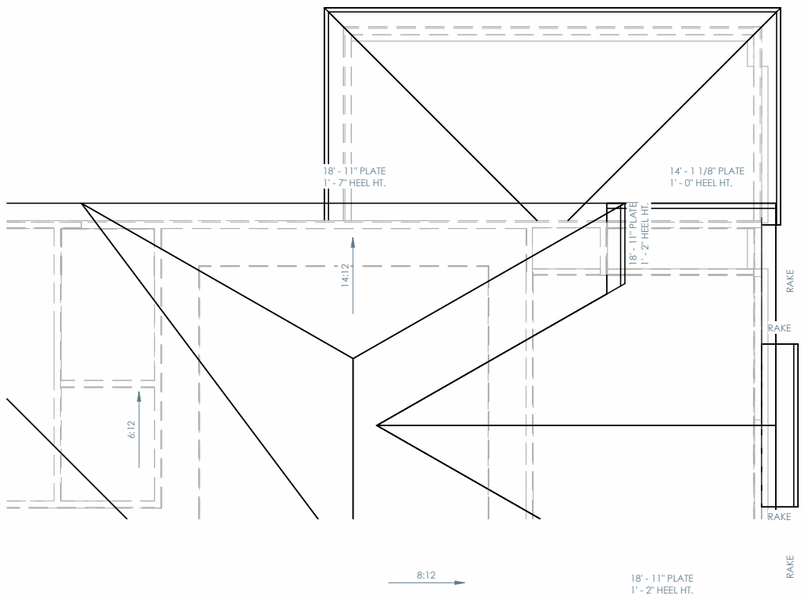
OPT. 3 CAR GARAGE - ELEVATION D - FRONT

1/8" = 1'-0"



OPT. 3 CAR GARAGE - ELEVATION D - RIGHT

1/8" = 1'-0"



OPT. 3 CAR GARAGE - ELEV D - ROOF PLAN

1/8" = 1'-0"

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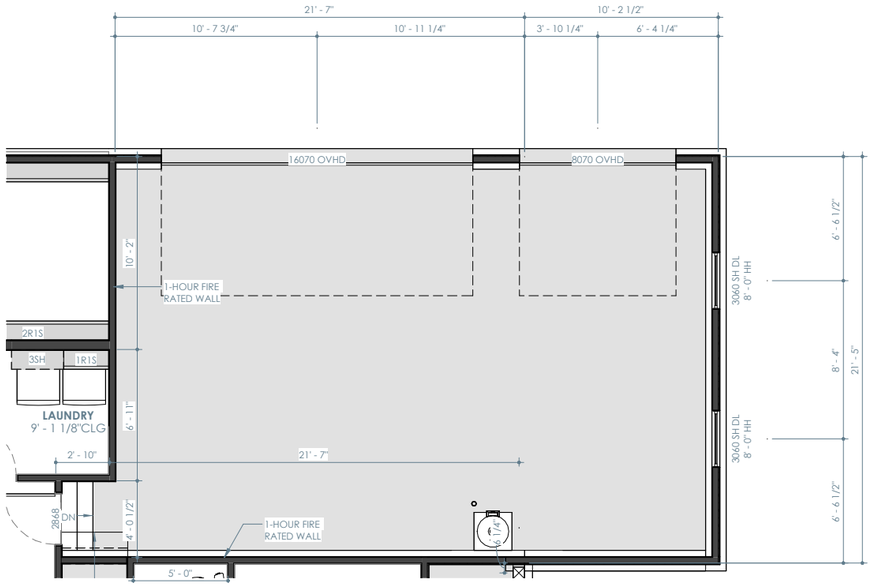
PLAN OPTIONS

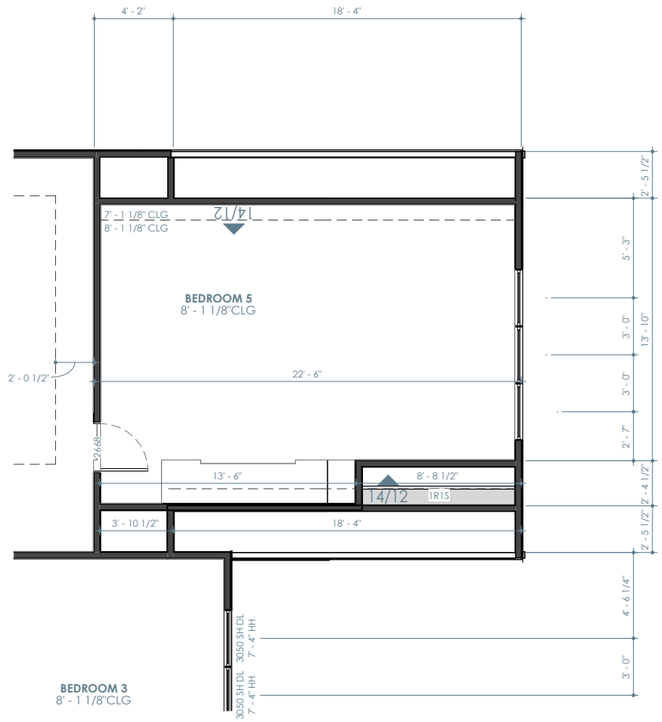
SHEET NO.

A7.06



OPT. 3 CAR SIDE LOAD GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - SECOND FLOOR PLAN

1/8" = 1'-0"

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SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.07



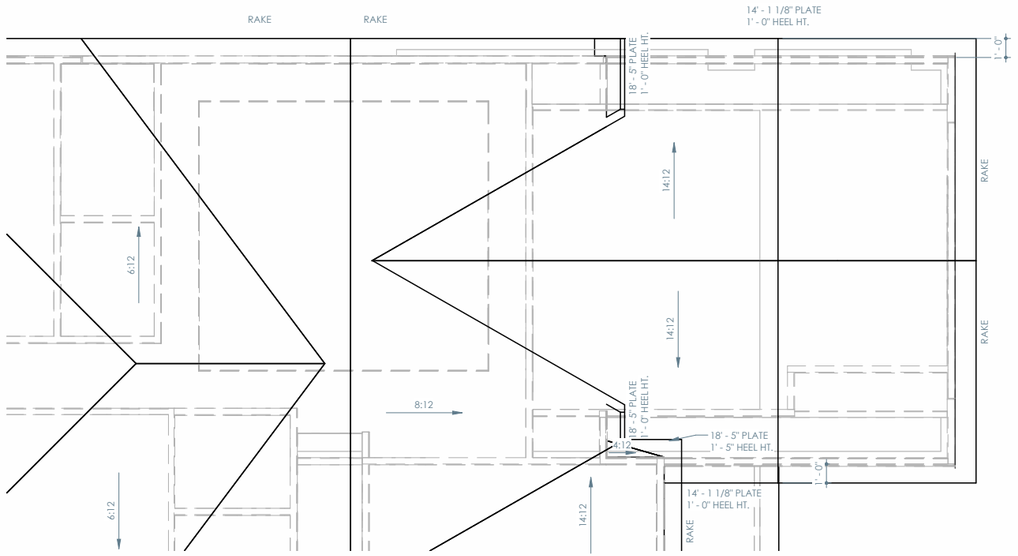
OPT. 3 CAR SIDE LOAD GARAGE - ELEVATION A - FRONT

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - ELEVATION A - RIGHT

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - ROOF PLAN

1/8" = 1'-0"

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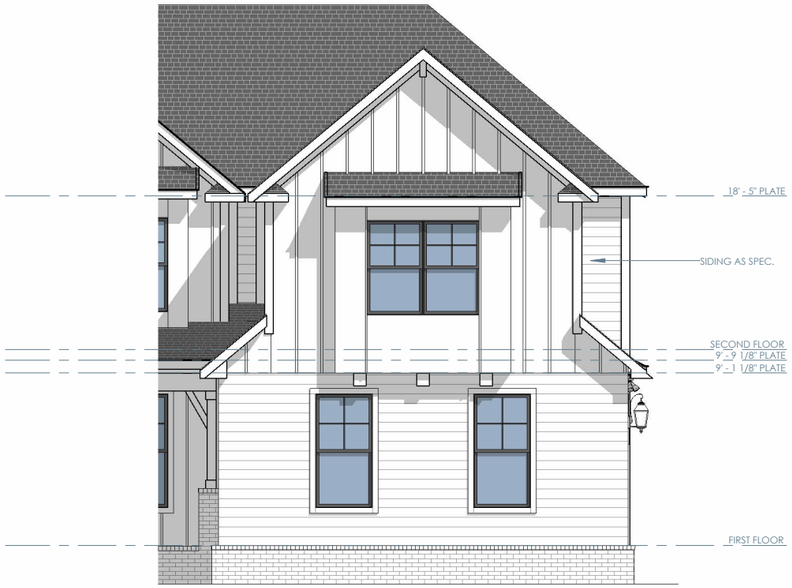
SHEET NO.

A7.08



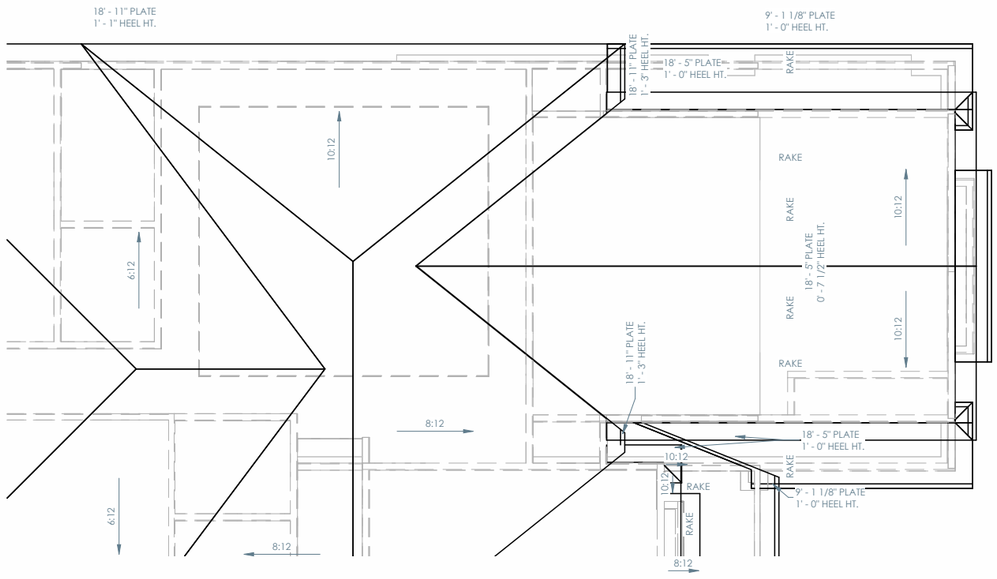
OPT. 3 CAR SIDE LOAD GARAGE - ELEVATION B - FRONT

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - ELEVATION B - RIGHT

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - ROOF PLAN

1/8" = 1'-0"

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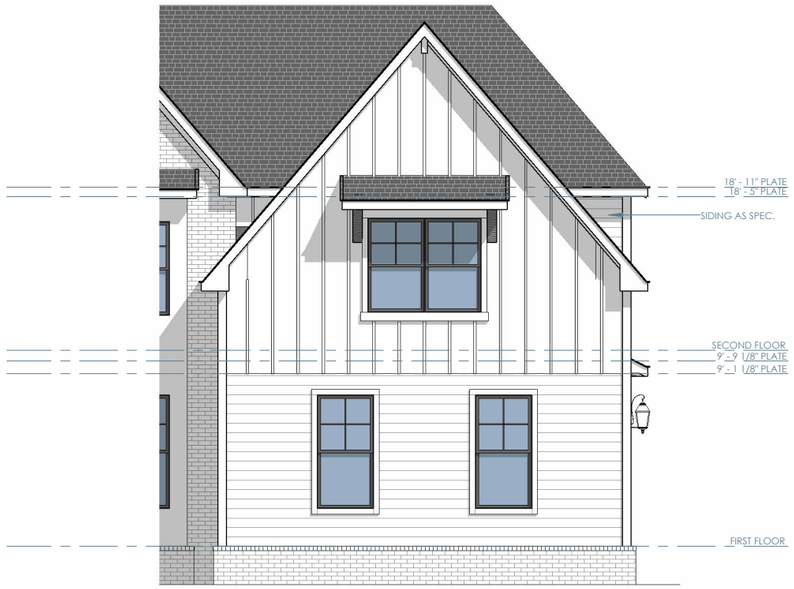
SHEET NO.

A7.09



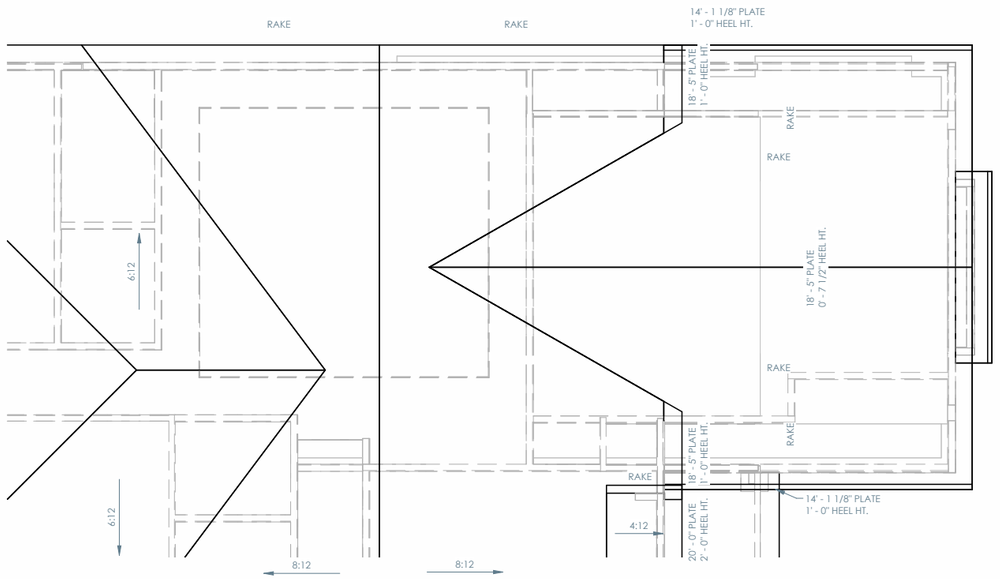
OPT. 3 CAR SIDE LOAD GARAGE - ELEVATION C - FRONT

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - ELEVATION C - RIGHT

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - ROOF PLAN

1/8" = 1'-0"

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SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.10



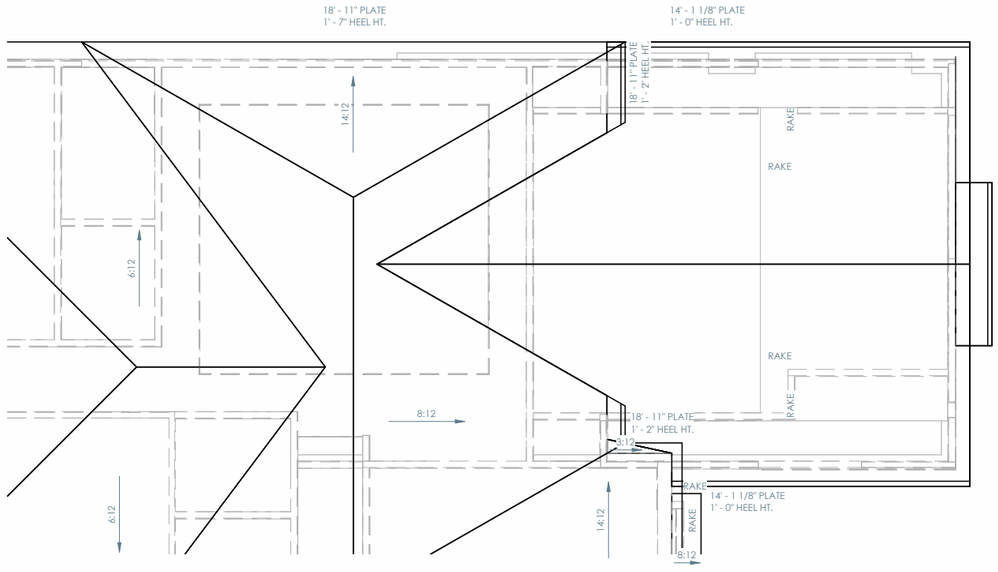
OPT. 3 CAR SIDE LOAD GARAGE - ELEVATION D - FRONT

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - ELEVATION D - RIGHT

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - ROOF PLAN

1/8" = 1'-0"

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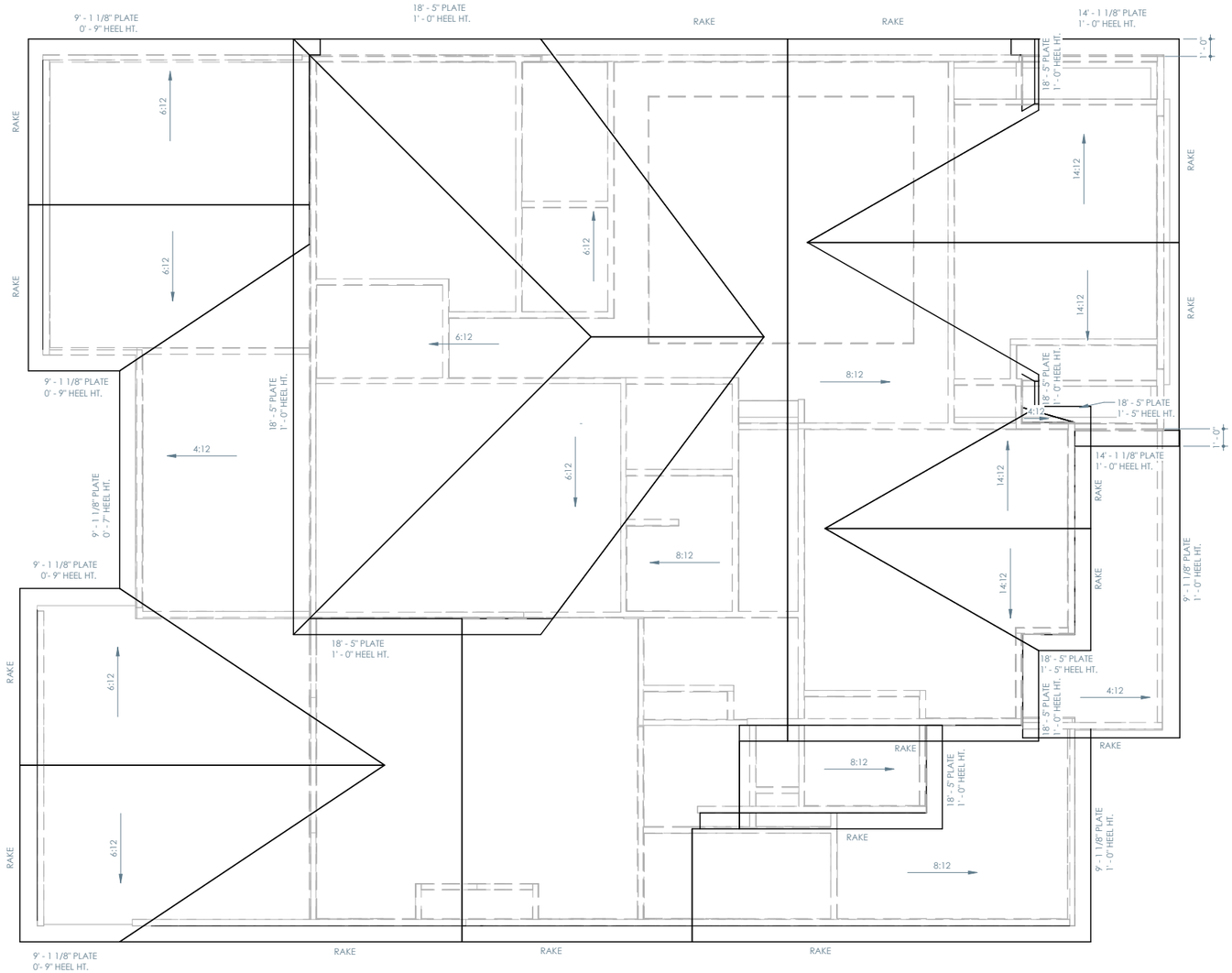
PLAN OPTIONS

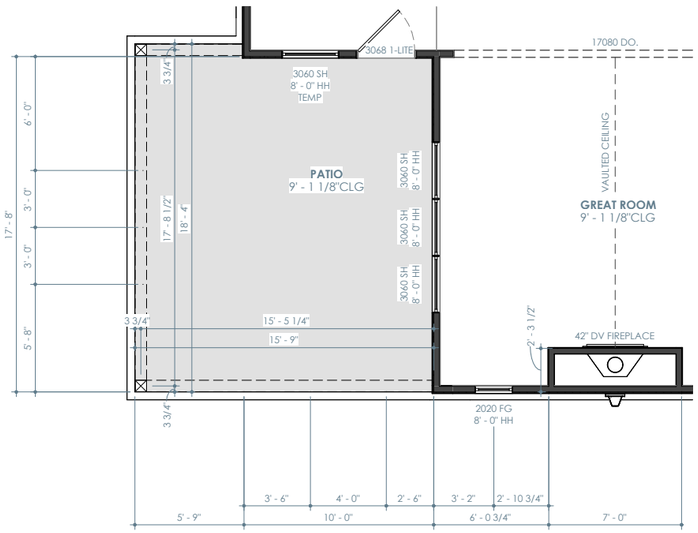
SHEET NO.

A7.11



OPT. EXTENDED PATIO - ROOF PLAN

1/8" = 1'-0"



OPT. EXTENDED PATIO - FIRST FLOOR PLAN

1/8" = 1'-0"

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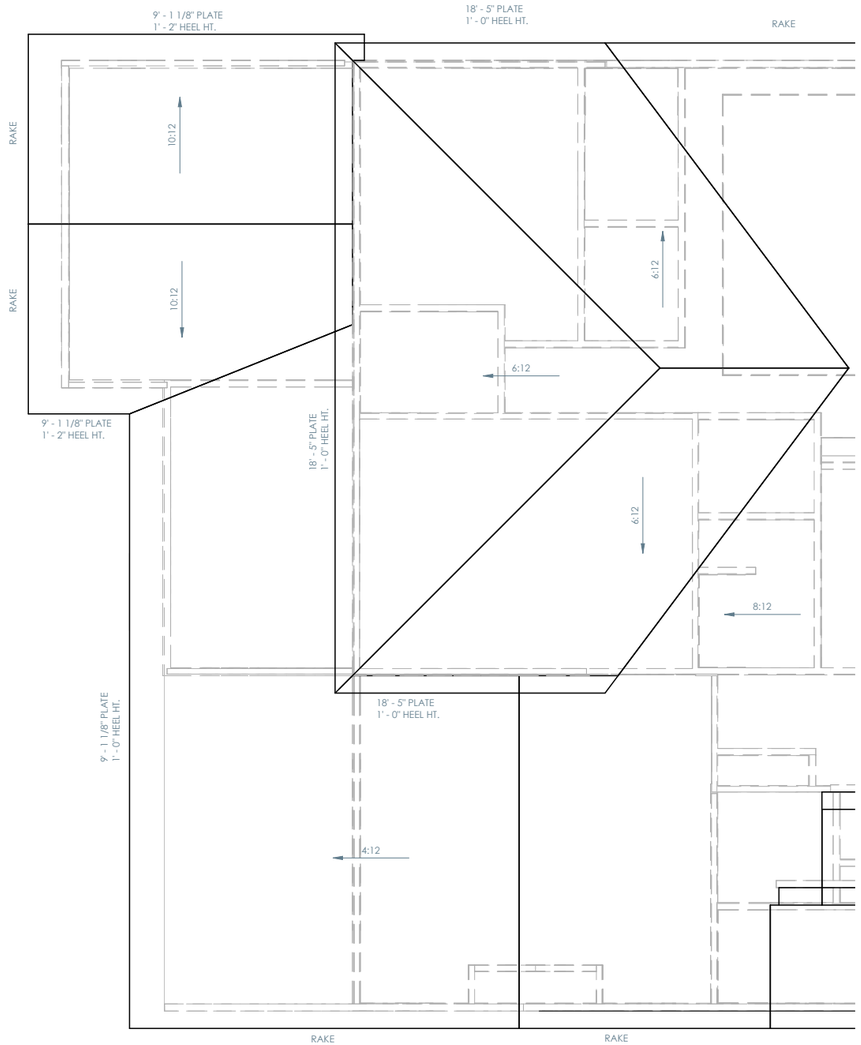
PLAN OPTIONS

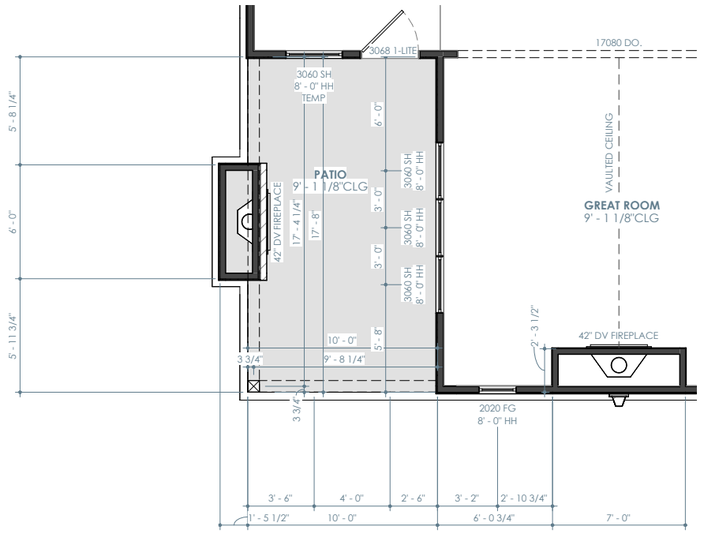
SHEET NO.

A7.12



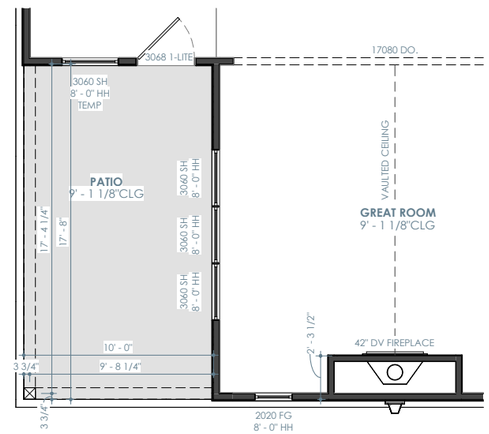
OPT. COVERED PATIO - ROOF PLAN

1/8" = 1'-0"



OPT. REAR COVERED PORCH W/ OPT. PORCH FIREPLACE - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. REAR COVERED PORCH- FIRST FLOOR PLAN

1/8" = 1'-0"

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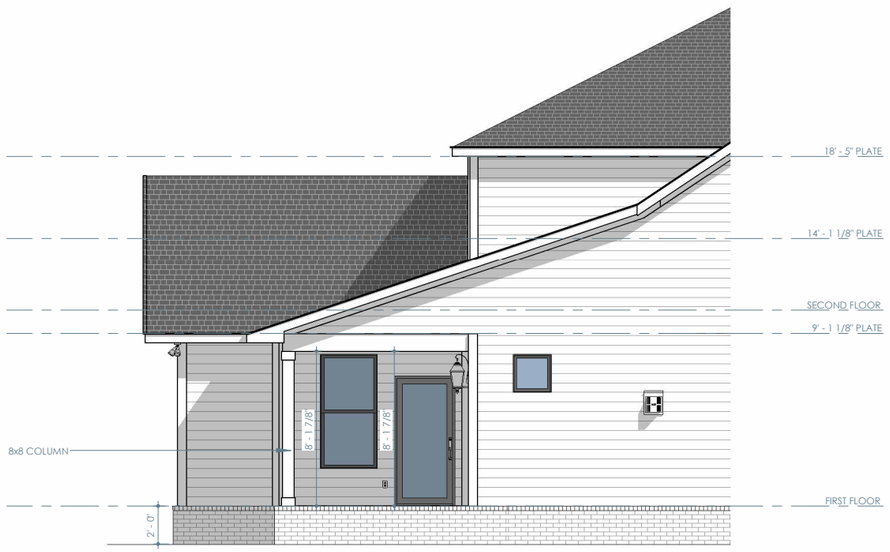
PLAN OPTIONS

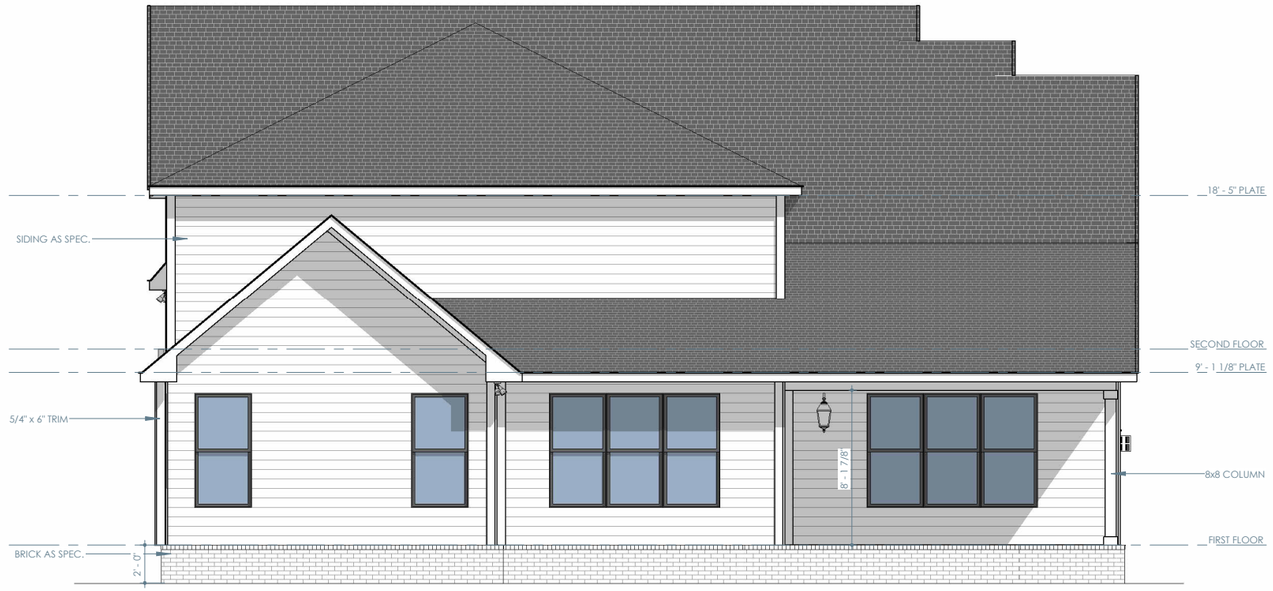
SHEET NO.

A7.13



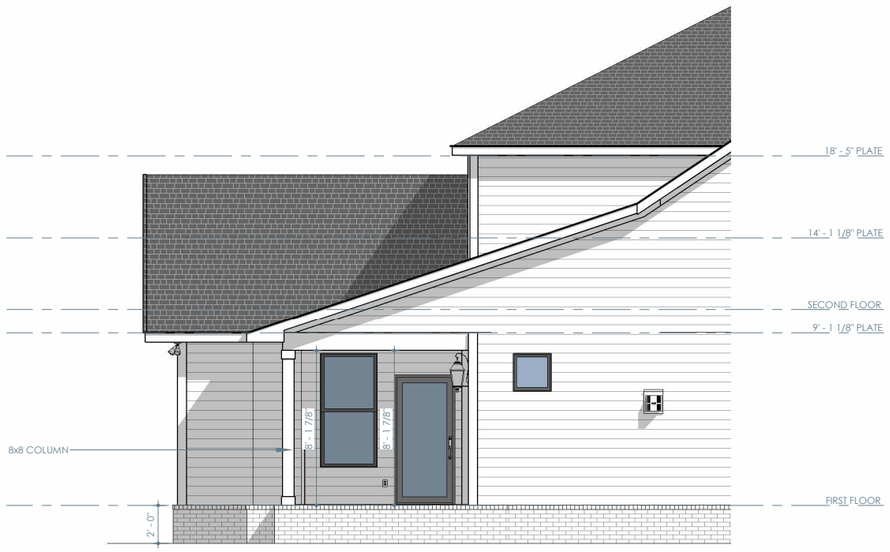
OPT. REAR COVERED PORCH - LEFT

1/8" = 1'-0"



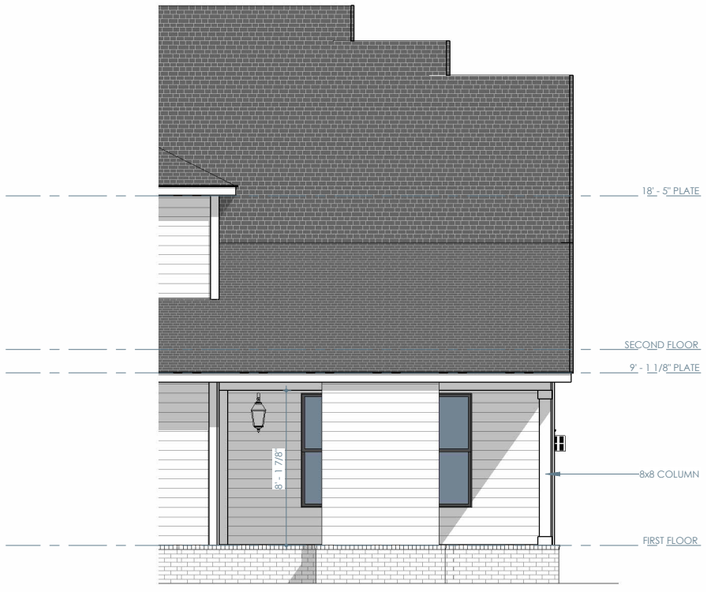
OPT. REAR COVERED PORCH - REAR

1/8" = 1'-0"



OPT. REAR COVERED PORCH W/ OPT. PORCH FIREPLACE - LEFT

1/8" = 1'-0"



OPT. REAR COVERED PORCH W/ OPT. PORCH FIREPLACE - REAR

1/8" = 1'-0"

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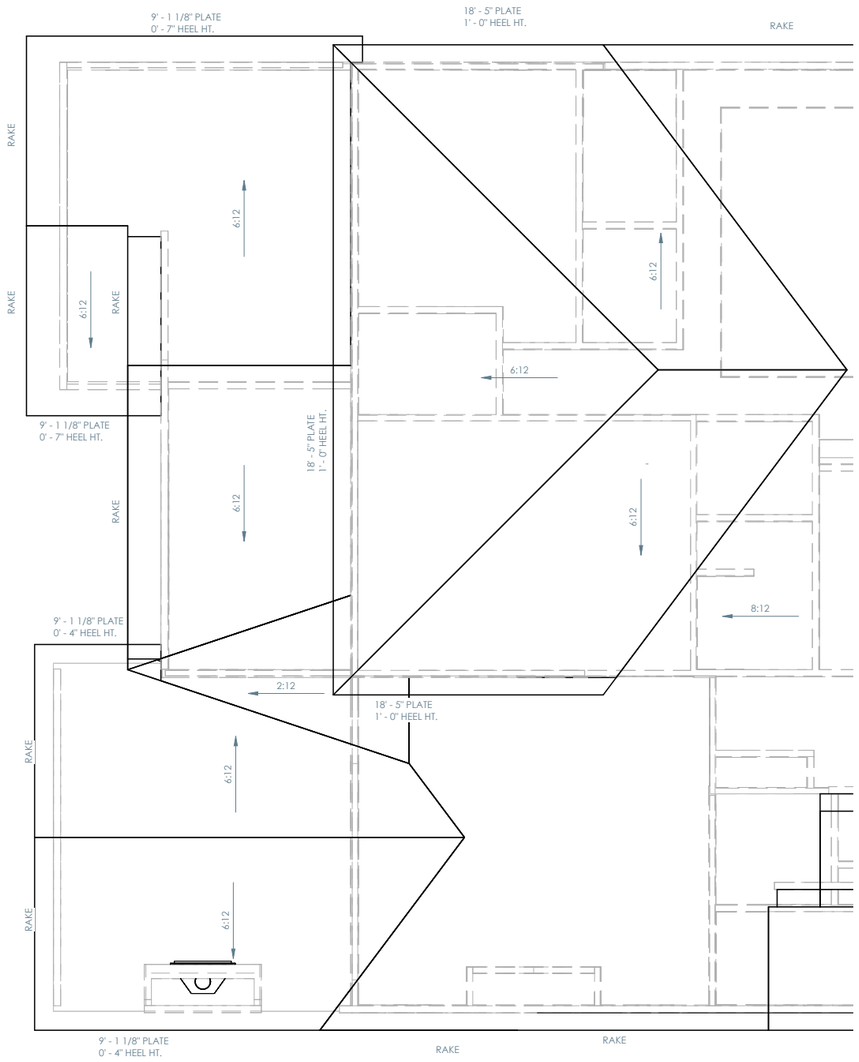
PLAN OPTIONS

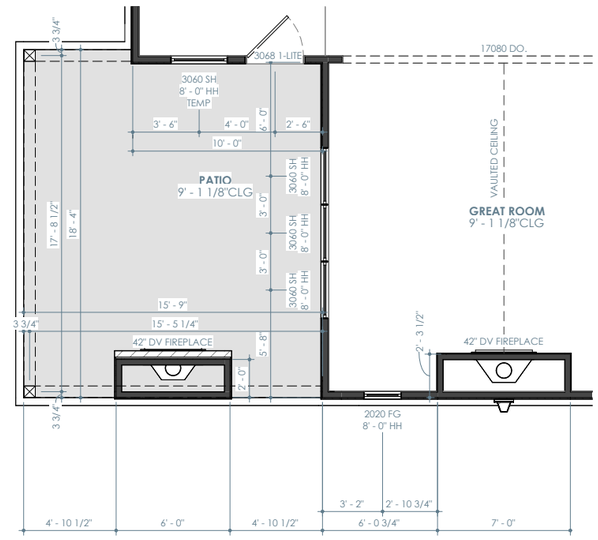
SHEET NO.

A7.14



OPT. EXTENDED PATIO
W/ REAR COVERED PORCH
W/ OPT. PORCH FIREPLACE - ROOF PLAN

1/8" = 1'-0"



OPT. EXTENDED PATIO
W/ REAR COVERED PORCH
W/ OPT. PORCH FIREPLACE - FIRST FLOOR PLAN

1/8" = 1'-0"

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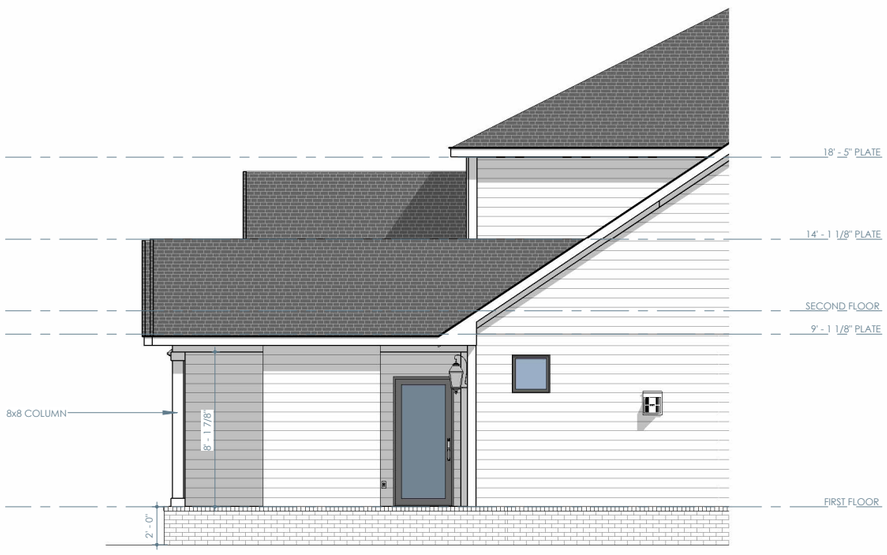
PLAN OPTIONS

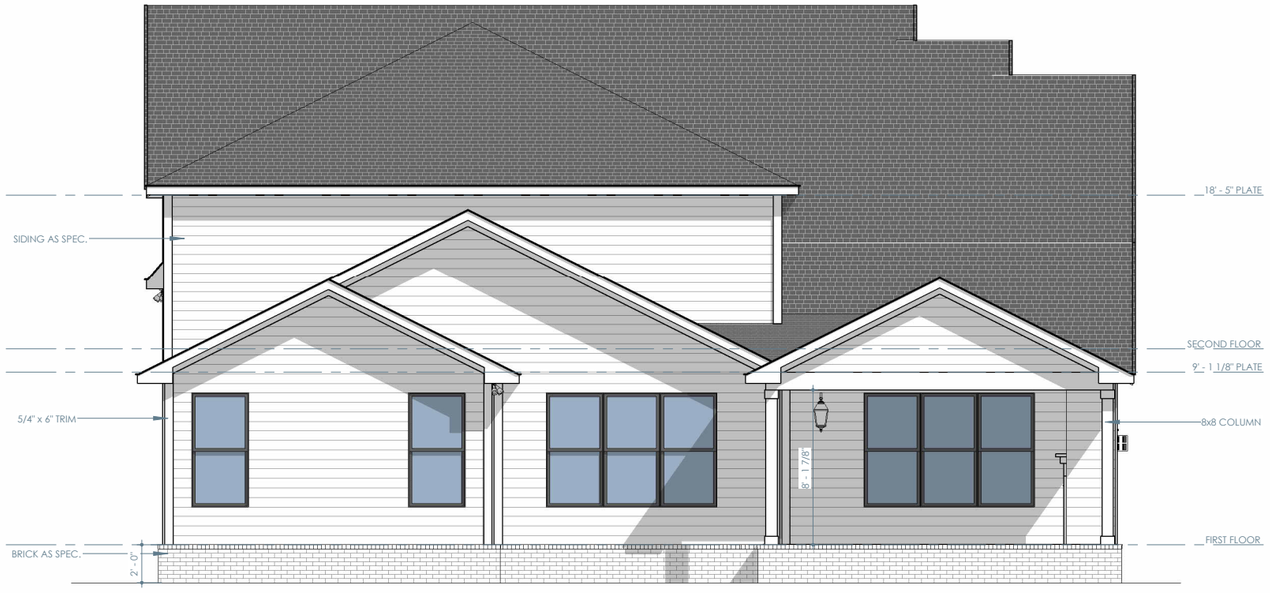
SHEET NO.

A7.15



OPT. EXTENDED PATIO
W/ REAR COVERED PORCH
W/ OPT. PORCH FIREPLACE - LEFT

1/8" = 1'-0"



OPT. EXTENDED PATIO
W/ REAR COVERED PORCH
W/ OPT. PORCH FIREPLACE - REAR

1/8" = 1'-0"

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PLAN OPTIONS

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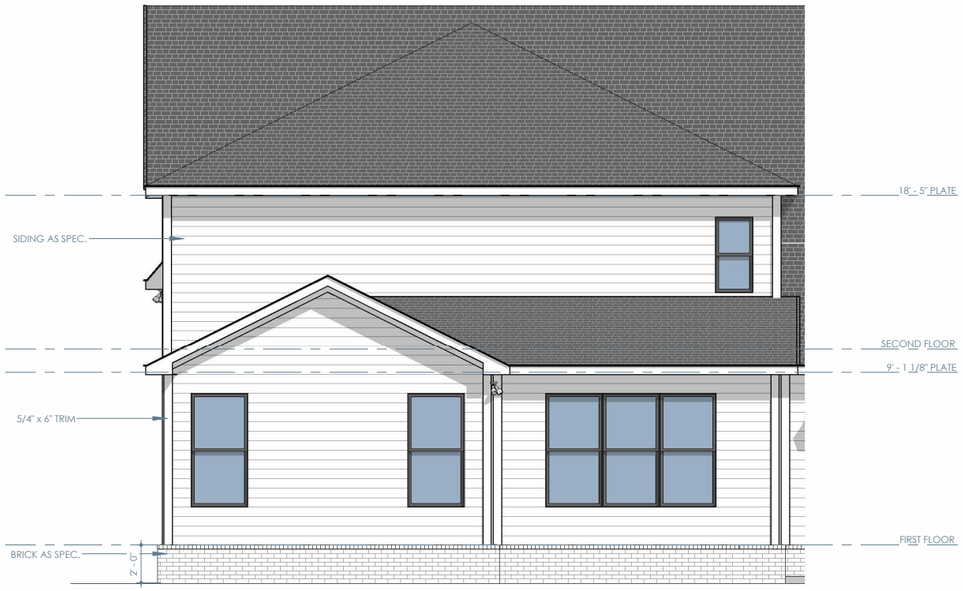
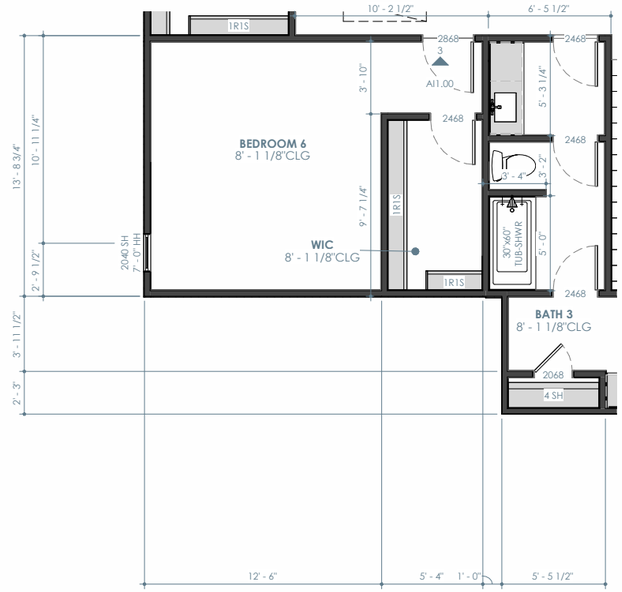
A7.16



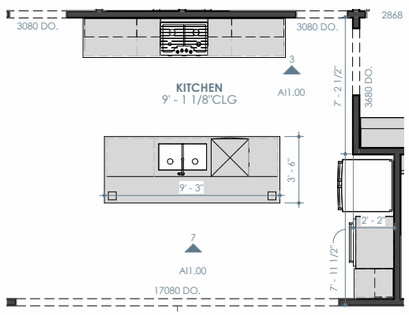
OPT. BEDROOM 6 - REAR

1/8" = 1'-0"



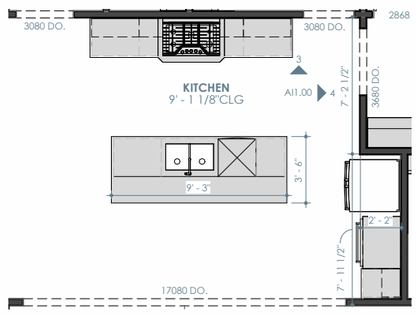
OPT. BEDROOM 6 - SECOND FLOOR PLAN

1/8" = 1'-0"



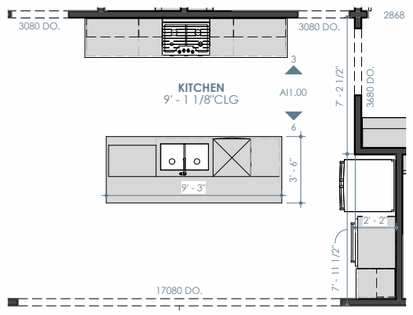
OPT. ISLAND - FIRST FLOOR PLAN

1/8" = 1'-0"



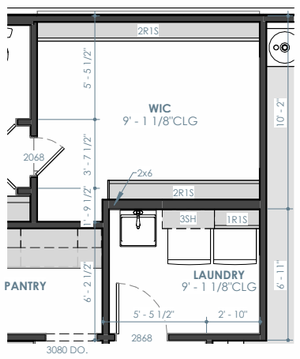
OPT. DOUBLE OVEN - FIRST FLOOR PLAN

1/8" = 1'-0"



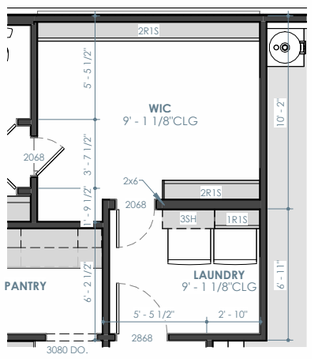
OPT. ISLAND MICROWAVE - FIRST FLOOR PLAN

1/8" = 1'-0"



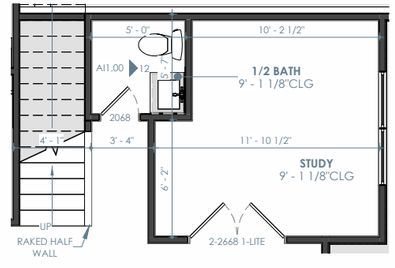
OPT. LAUNDRY SINK - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. LAUNDRY DOOR - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. 1/2 BATH VANITY - FIRST FLOOR PLAN

1/8" = 1'-0"

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PLAN NO.

3510

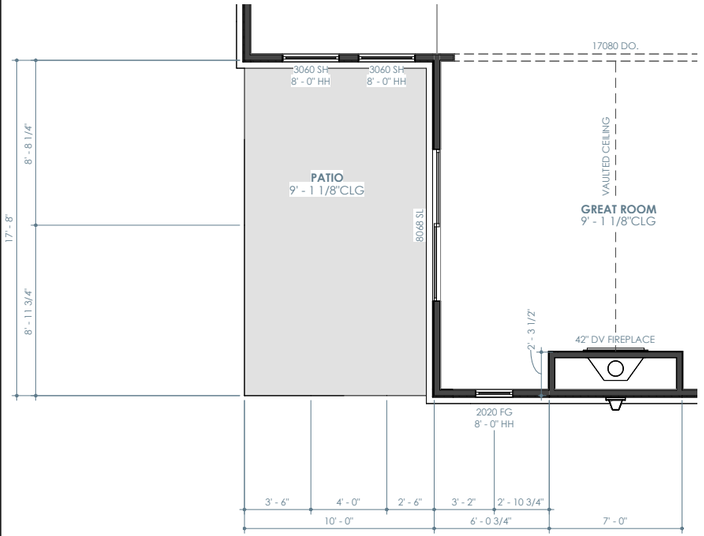
ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

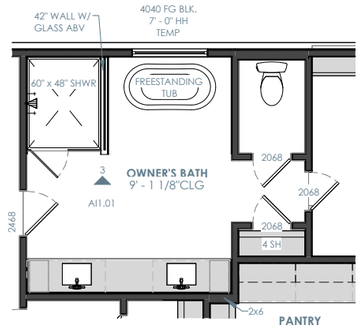
SHEET NO.

A7.17



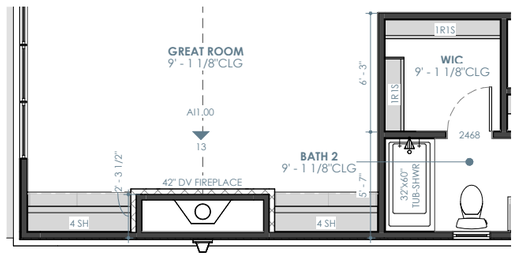
OPT. GREAT ROOM SLIDER - FIRST FLOOR PLAN

1/8" = 1'-0"



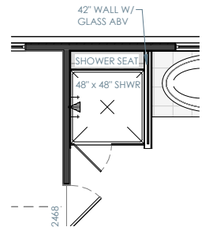
OPT. FREE STANDING TUB

1/8" = 1'-0"



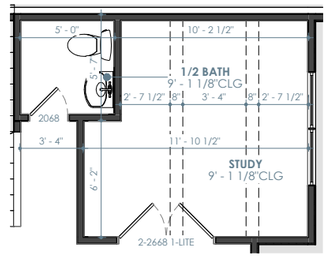
OPT. FIREPLACE BUILT-INS - FIRST FLOOR PLAN

1/8" = 1'-0"



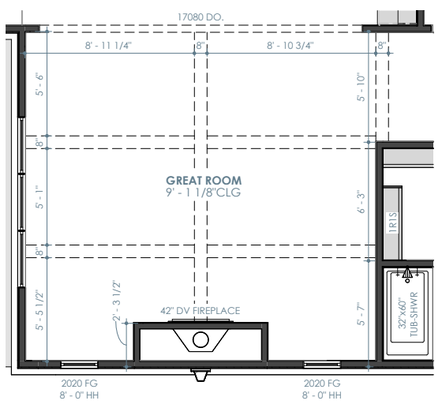
OPT. SHOWER SEAT

1/8" = 1'-0"



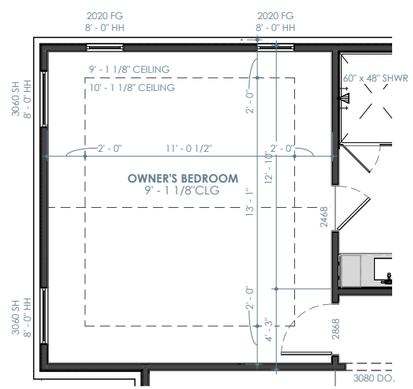
OPT. STUDY COFFERED CEILING - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. GREAT ROOM COFFERED CEILING - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. OWNERS BEDROOM TRAY CIELING - FIRST FLOOR PLAN

1/8" = 1'-0"

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ISSUE DATE	04-17-2024
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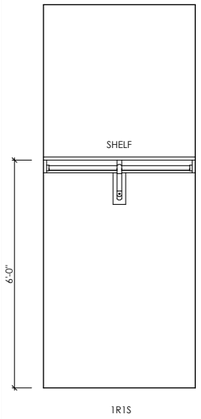
SCALE	1/8" = 1'-0"

SHEET NAME

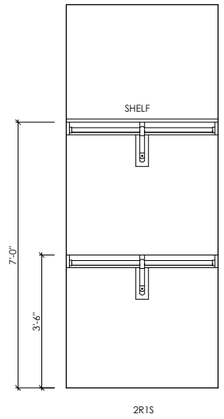
PLAN OPTIONS

SHEET NO.

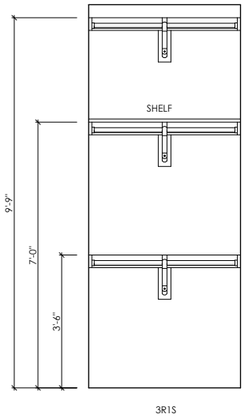
A7.18



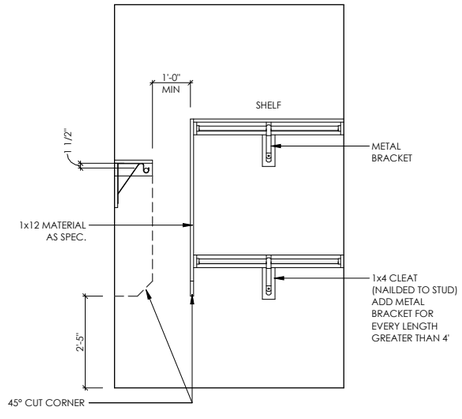
1R1S



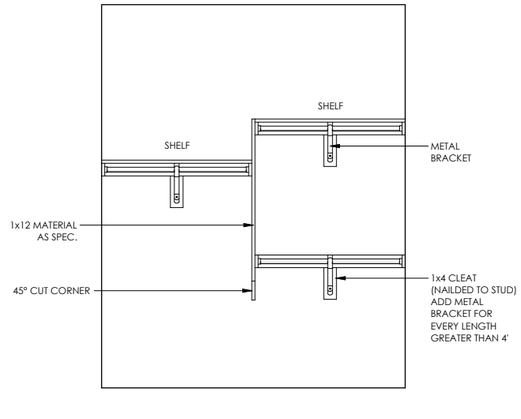
2R1S



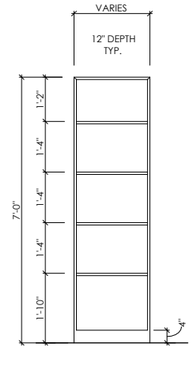
3R1S



CLOSET CORNER DETAIL



1R1S TO 2R1S TRANSITION DETAIL



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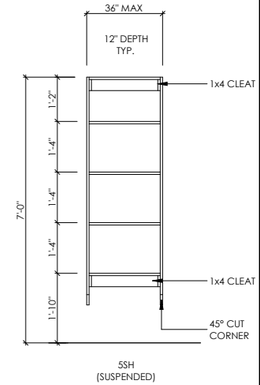
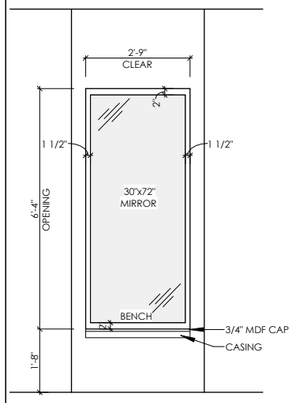


5SH
(SUSPENDED)

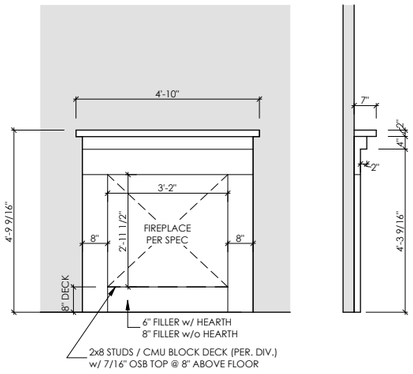
1 CLOSET DETAILS

1/4" = 1'-0"



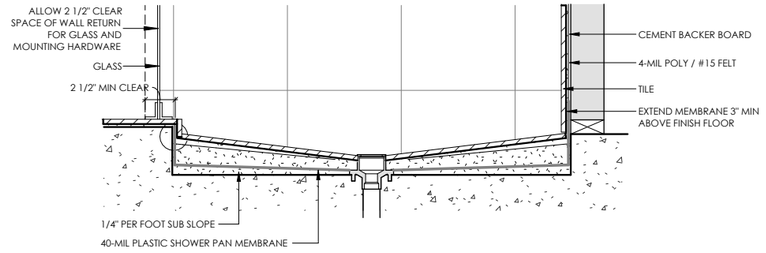
2 CLOSET BENCH

1/4" = 1'-0"



3 FIREPLACE DETAIL

1/4" = 1'-0"



4 MUD PAN SHOWER

3/4" = 1'-0"

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PLAN NO.

3510

ISSUE DATE 04-17-2024

DRAWN BY STT

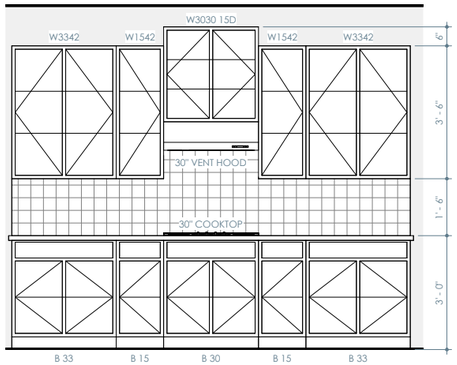
SCALE As indicated

SHEET NAME

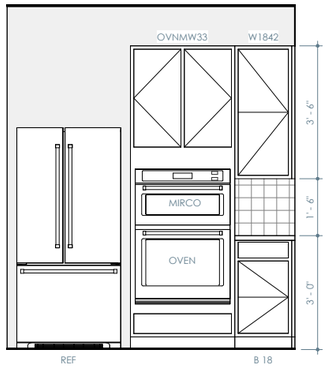
DETAILS

SHEET NO.

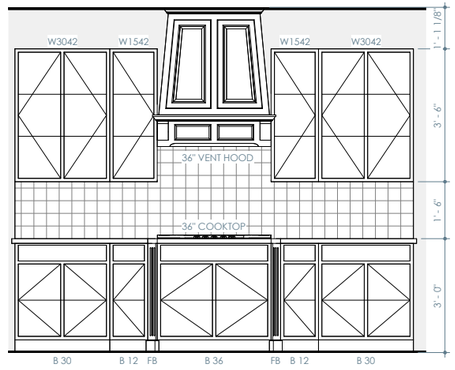
AD1.00



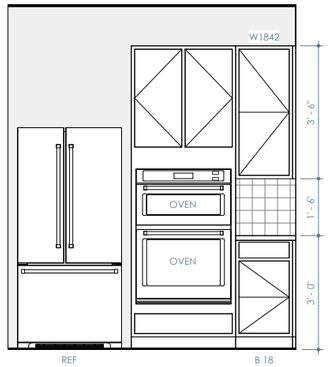
1 KITCHEN
1/4" = 1'-0"



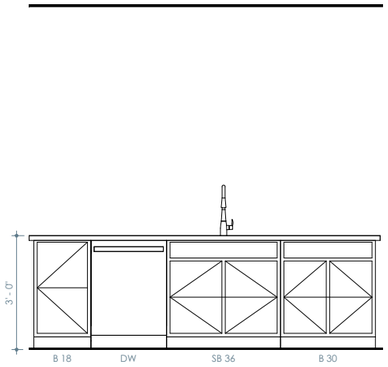
2 KITCHEN
1/4" = 1'-0"



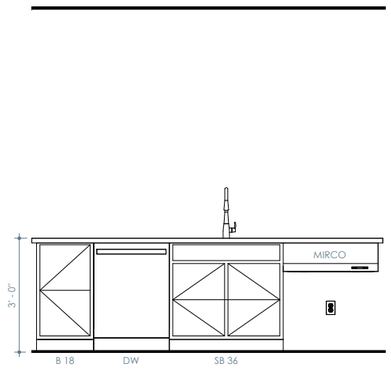
3 OPT. DOUBLE OVEN
1/4" = 1'-0"



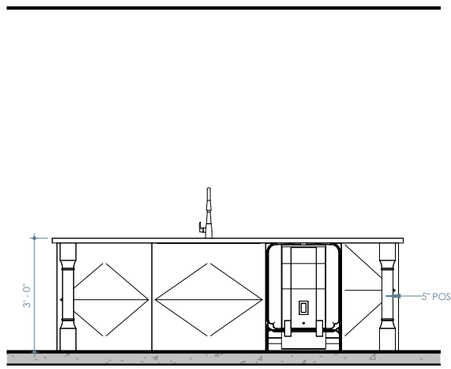
4 OPT. DOUBLE OVEN
1/4" = 1'-0"



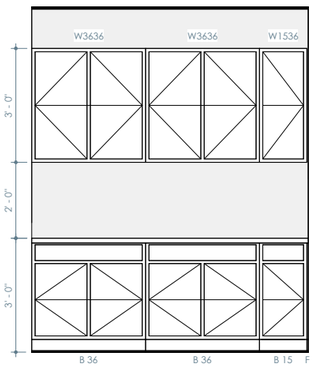
5 ISLAND
1/4" = 1'-0"



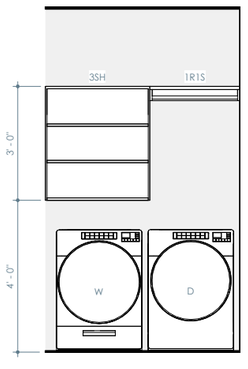
6 OPT. ISLAND MICROWAVE
1/4" = 1'-0"



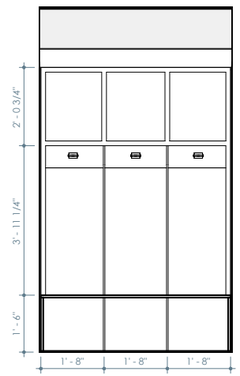
7 OPT. ISLAND
1/4" = 1'-0"



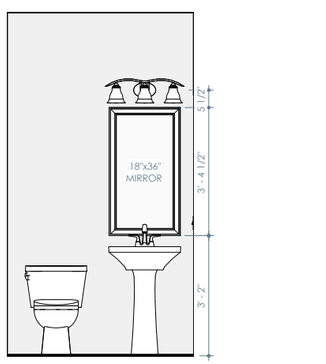
8 PANTRY
1/4" = 1'-0"



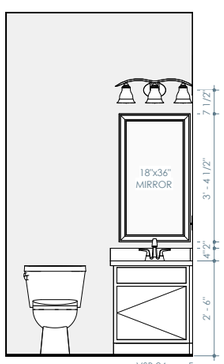
9 LAUNDRY
1/4" = 1'-0"



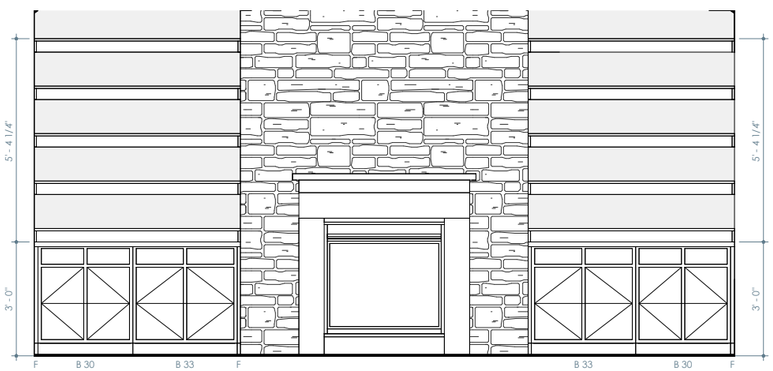
10 CUBBIES
1/4" = 1'-0"



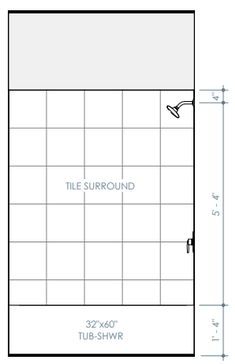
11 1/2 BATH
1/4" = 1'-0"



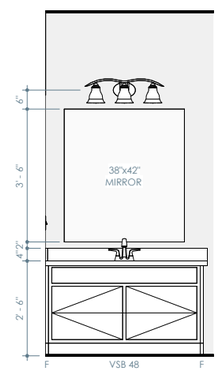
12 OPT. 1/2 BATH VANITY
1/4" = 1'-0"



13 OPT. FIREPLACE BUILT-INS
1/4" = 1'-0"



14 BATH 2
1/4" = 1'-0"



15 BATH 2
1/4" = 1'-0"

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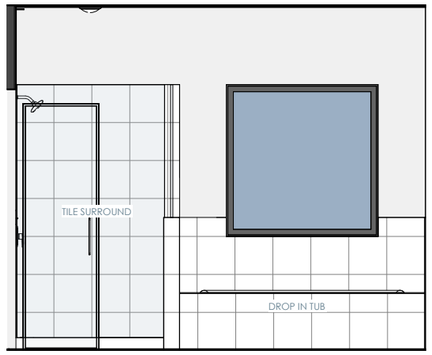
3510

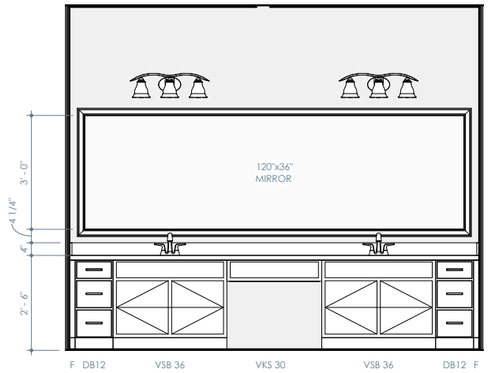
ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/4" = 1'-0"

SHEET NAME
INTERIOR ELEVATIONS

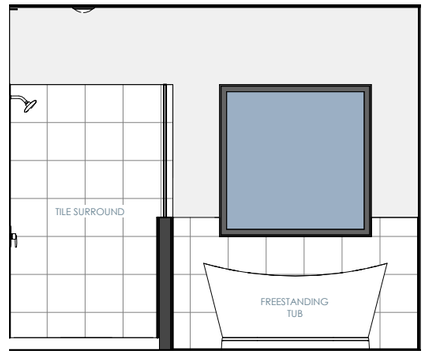
SHEET NO.
AI1.00



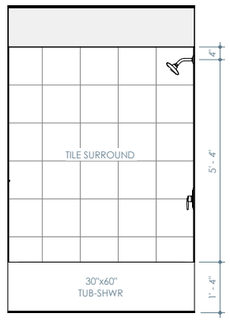
1 OWNER'S BATH
1/4" = 1'-0"



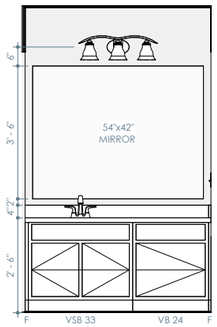
2 OWNER'S BATH
1/4" = 1'-0"



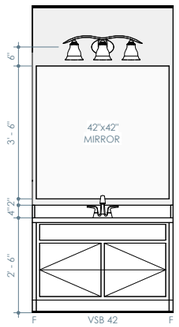
3 OPT. FREE STANDING TUB
1/4" = 1'-0"



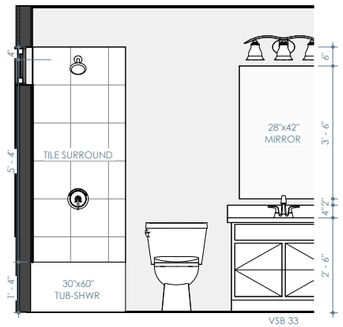
5 BATH 3
1/4" = 1'-0"



6 BATH 3
1/4" = 1'-0"



7 BATH 3
1/4" = 1'-0"



8 BATH 4
1/4" = 1'-0"

Brightland HOMES

PROJECT NAME

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PLAN NO.

3510

ISSUE DATE	04-17-2024
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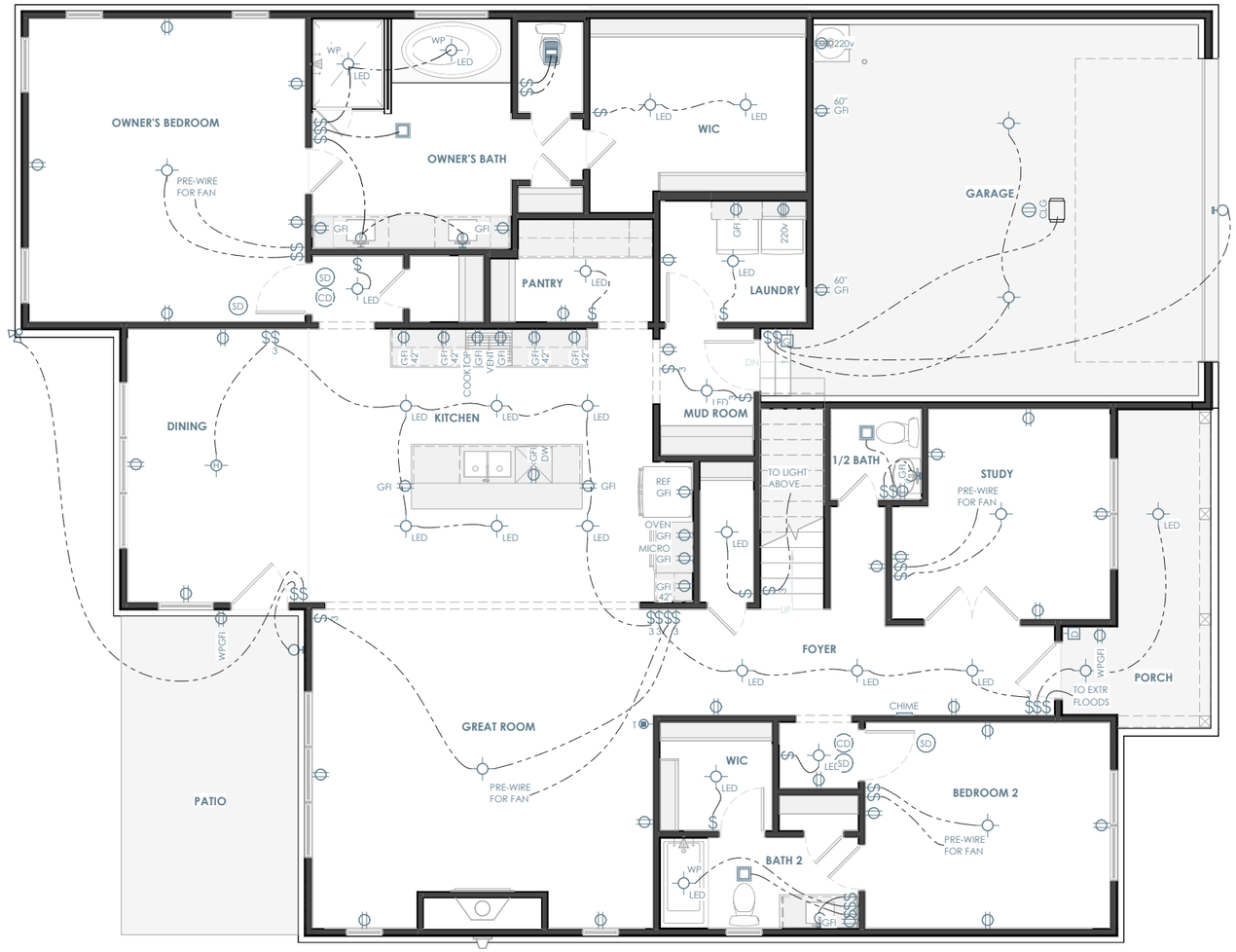
SHEET NAME

INTERIOR ELEVATIONS

SHEET NO.

AI1.01



ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- H HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
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- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

ELEVATION A - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

Brightland HOMES

PROJECT NAME

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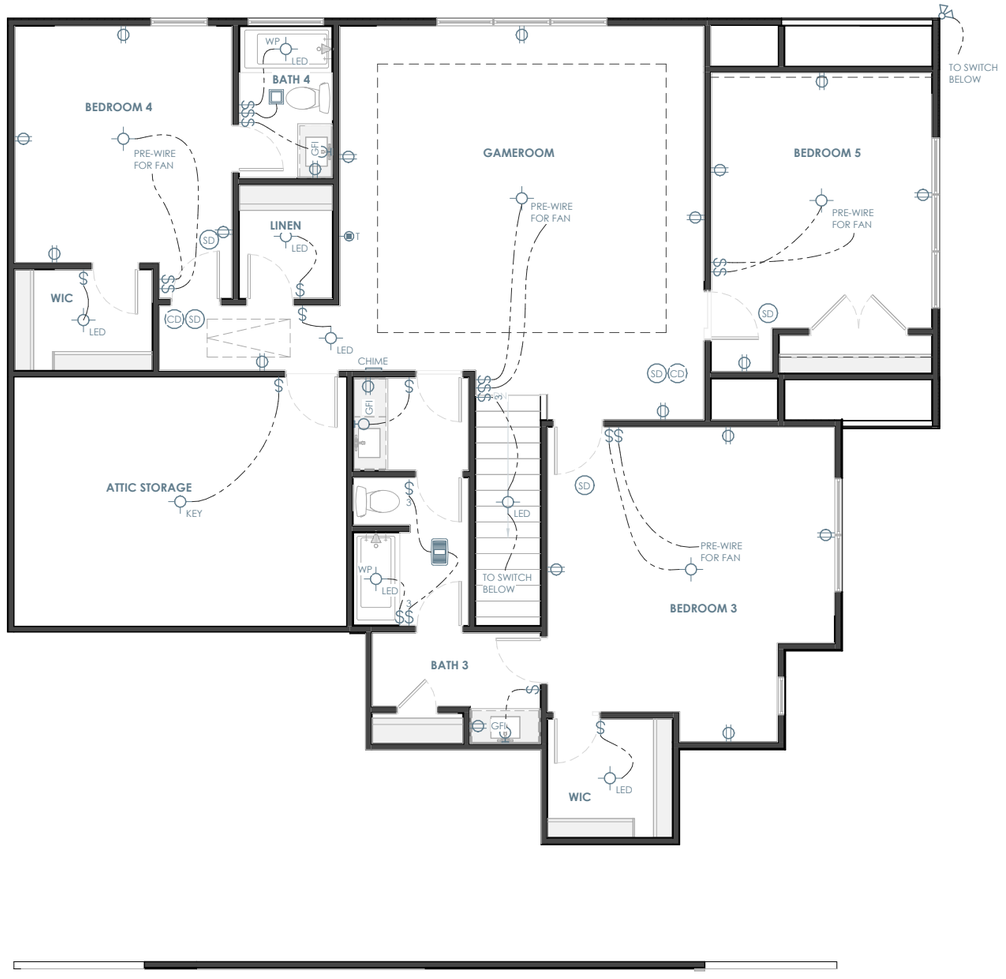
SHEET NAME

ELEVATION A - FIRST FLOOR ELECTRICAL PLAN

SHEET NO.

E1.00



ELEVATION A - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- H HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
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- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- T THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

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- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

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LIGHTING
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PLAN NO.

3510

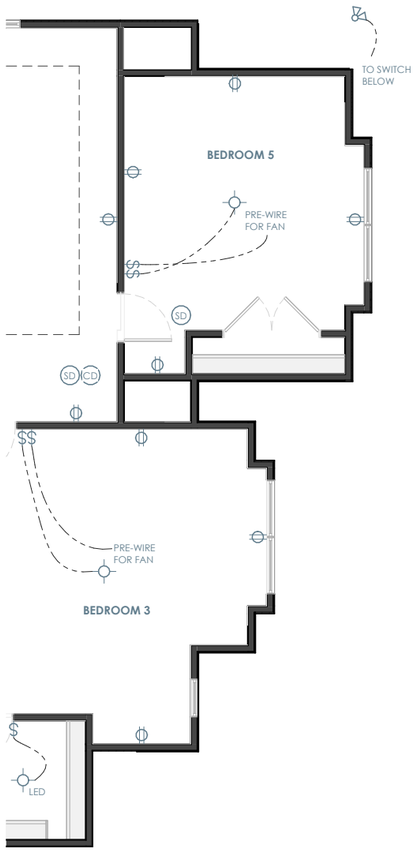
ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - SECOND FLOOR ELECTRICAL PLAN

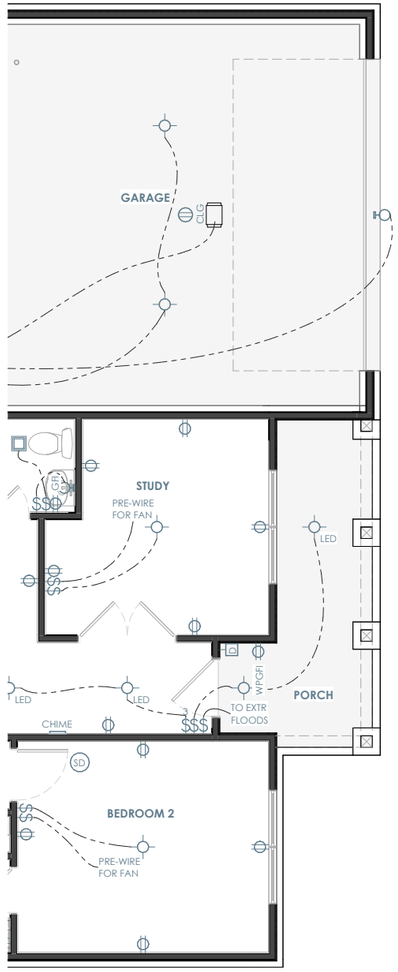
SHEET NO.

E1.01



ELEVATION B - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- H HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

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Brightland HOMES

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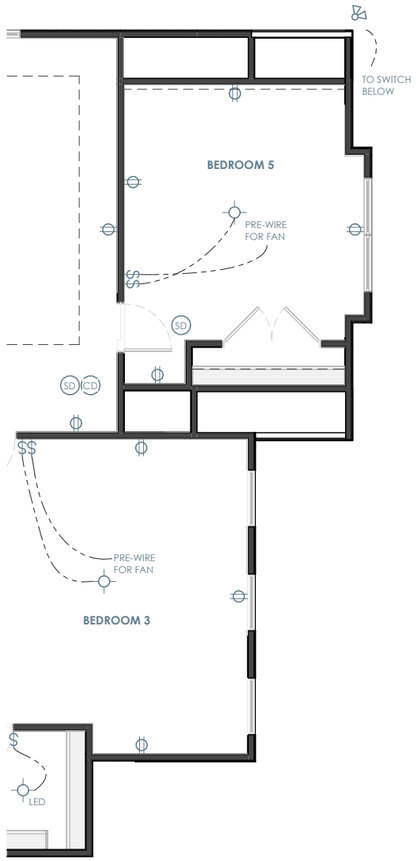
SHEET NAME

ELEVATION B - PARTIAL ELECTRICAL PLANS

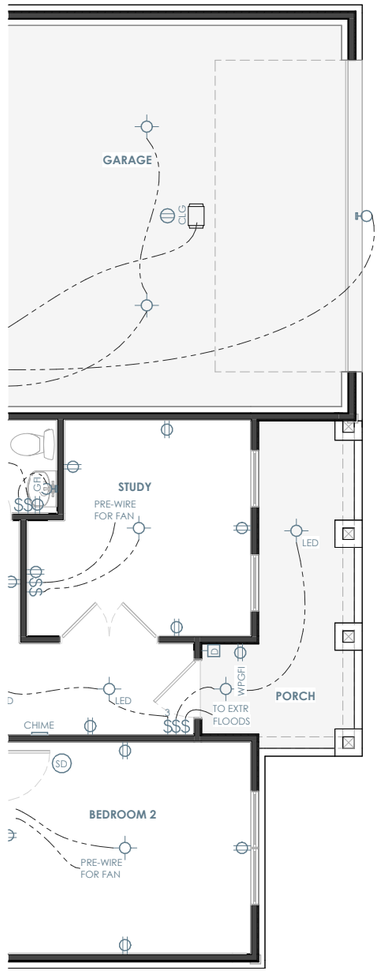
SHEET NO.

E2.00



ELEVATION C - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
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LIGHTING

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- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- H HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
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- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
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- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

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- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

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- FLOOR PLUGS AS REQUIRED

OTHER AREAS
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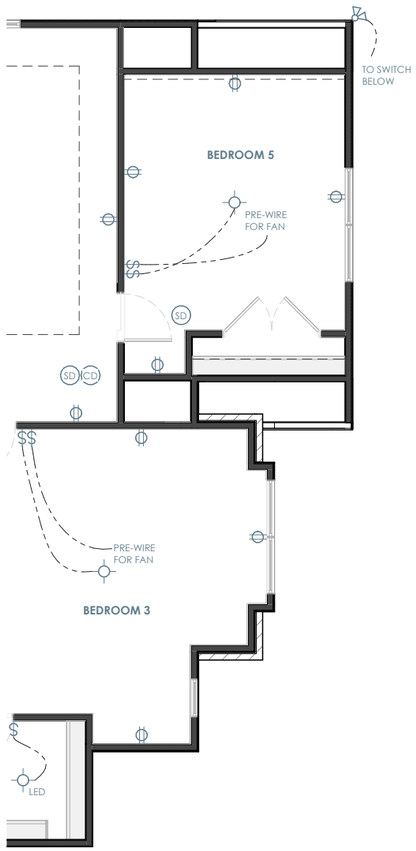
SHEET NAME

ELEVATION C - PARTIAL ELECTRICAL PLANS

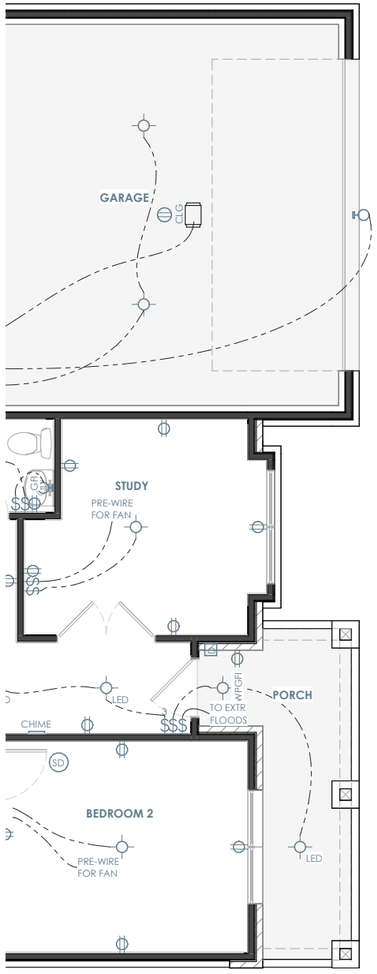
SHEET NO.

E3.00



ELEVATION D - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION D - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
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- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- H HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

Brightland HOMES

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PLAN NO.

3510

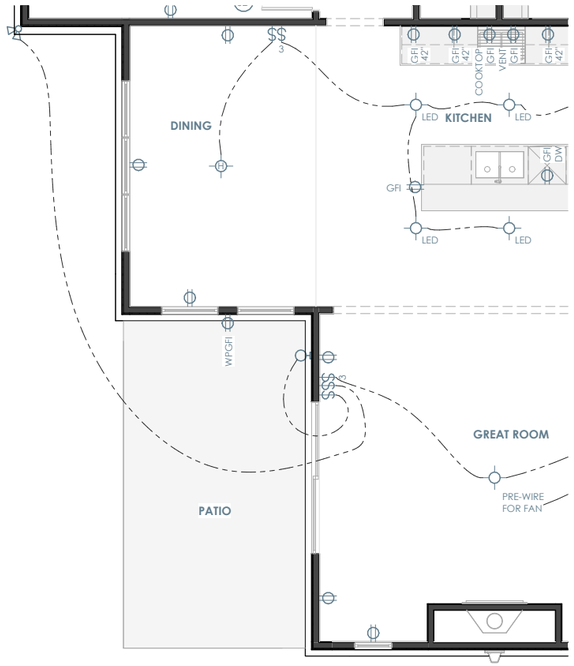
ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - PARTIAL ELECTRICAL PLANS

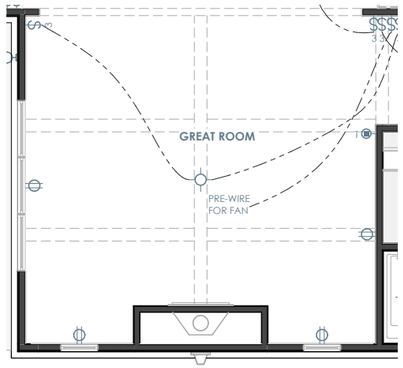
SHEET NO.

E4.00



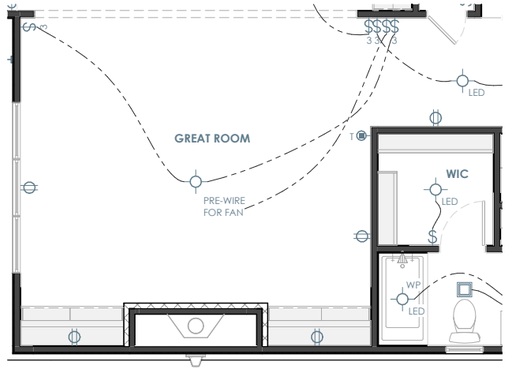
OPT. GREAT ROOM SLIDER - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



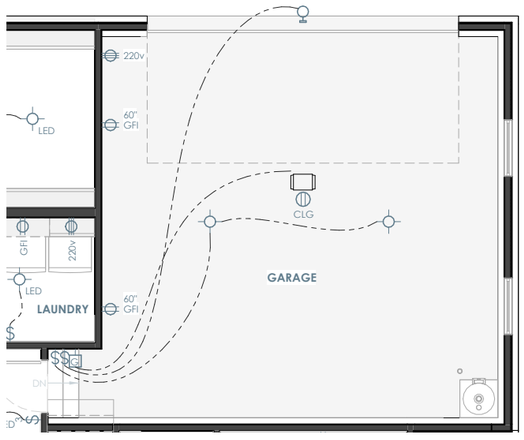
OPT. GREAT ROOM COFFERED CEILING - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



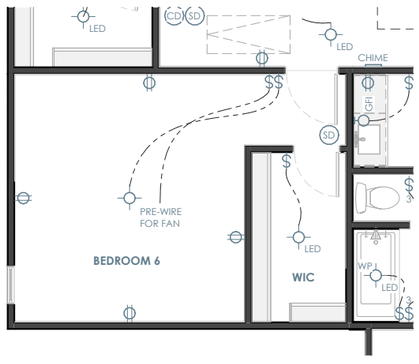
OPT. FIREPLACE BUILT-INS - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



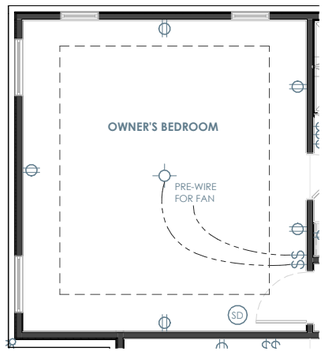
OPT. SIDE LOAD GARAGE - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



OPT. BEDROOM 6 - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



OPT. OWNERS BEDROOM TRAY CEILING - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

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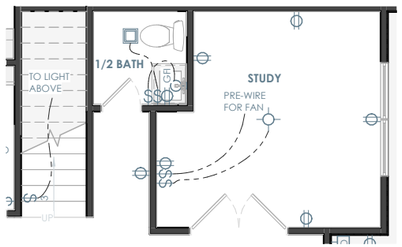
SHEET NAME

PLAN OPTIONS

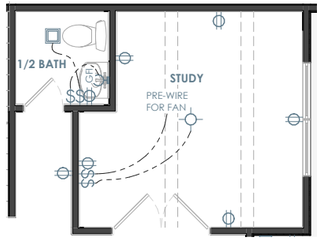
SHEET NO.

E7.00



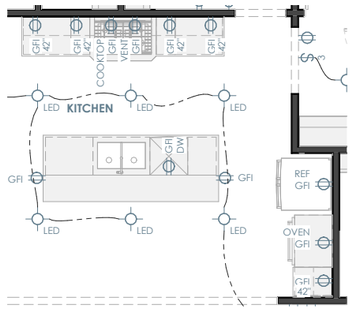
OPT. 1/2 BATH VANITY - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



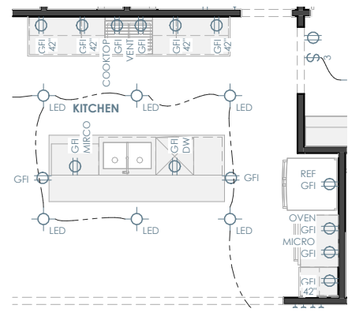
OPT. STUDY COFFERED CEILING - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



OPT. DOUBLE OVEN - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. ISLAND MICROWAVE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. LAUNDRY SINK - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

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3510

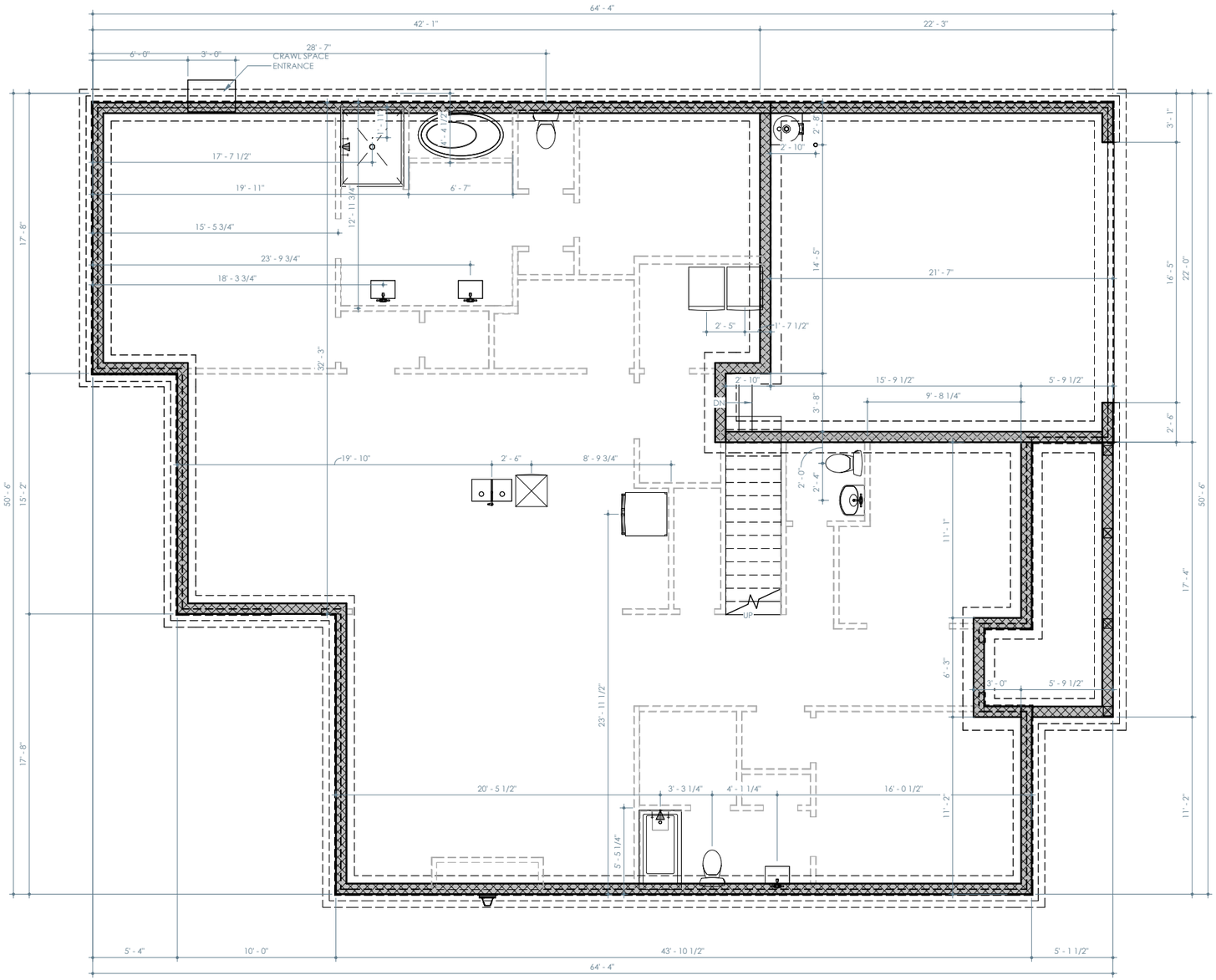
ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

E7.01



ELEVATION A - FOUNDATION PLAN (SIMILAR FOR ELEVATIONS B & C)

1/8" = 1'-0"

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PLAN NO.

3510

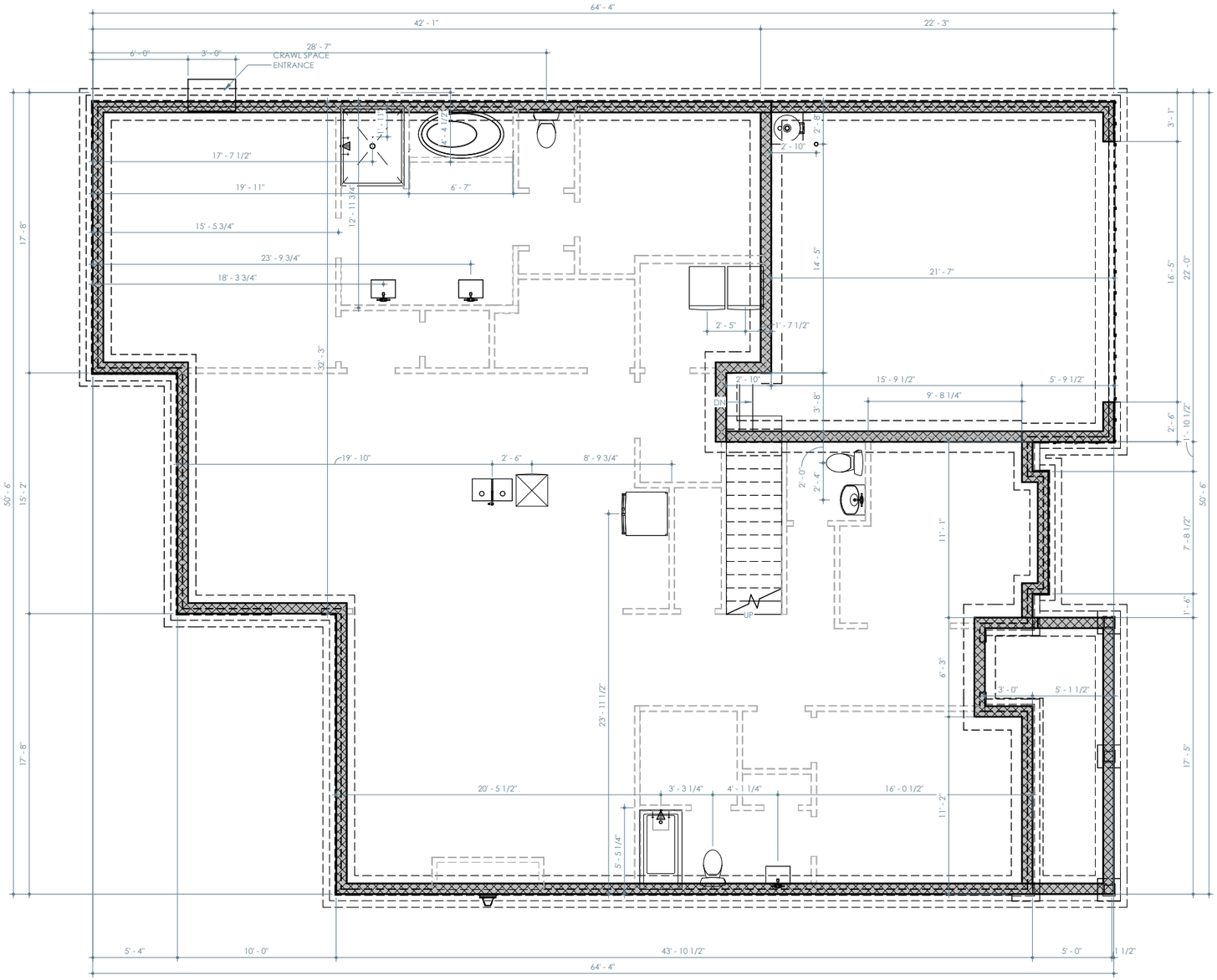
ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

FOUNDATION - ELEVATION A

SHEET NO.

SF1.00



ELEVATION D - FOUNDATION PLAN

1/8" = 1'-0"

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PLAN NO.

3510

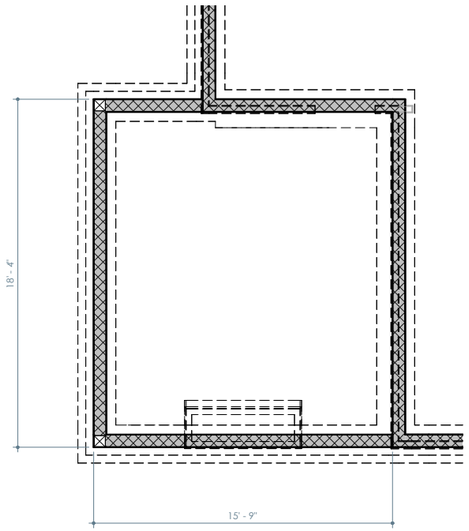
ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

FOUNDATION - ELEVATION D

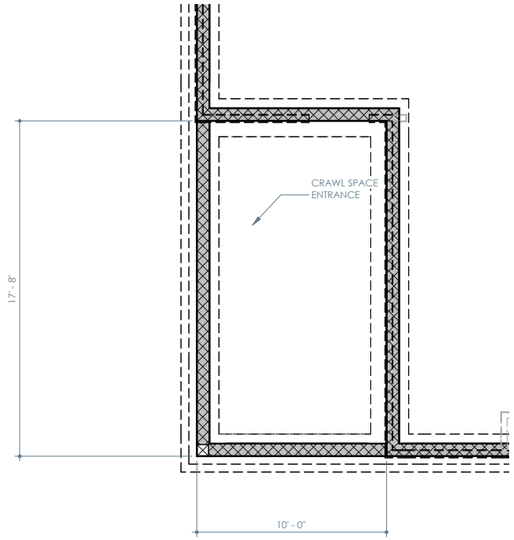
SHEET NO.

SF4.00



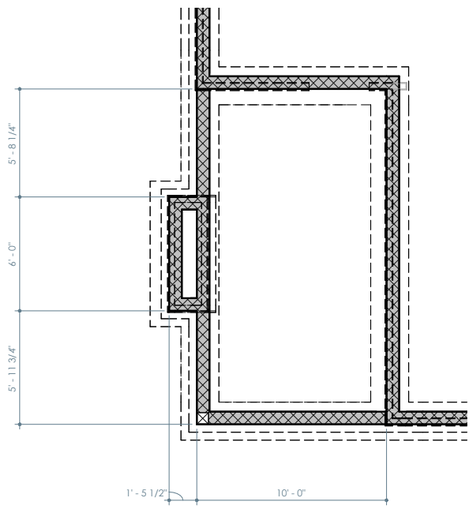
OPT. EXTENDED PATIO
W/ REAR COVERED PORCH - FOUNDATION PLAN

1/8" = 1'-0"



OPT. COVERED PATIO - FOUNDATION PLAN

1/8" = 1'-0"



OPT. REAR COVERED PORCH
W/ PORCH FIREPLACE - FOUNDATION PLAN

1/8" = 1'-0"

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DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

SF7.00



ELEVATION A



ELEVATION B



ELEVATION C



ELEVATION D

REVISION LOG

SHEET LIST

SHEET NO.	SHEET NAME	SHEET NO.	SHEET NAME
A0.00	COVER	A4.02	ELEVATION D - ROOF PLAN
A1.01	SLAB FOUNDATION PLAN	A5.00	OPTIONS
A1.02	FIRST FLOOR PLAN	A5.01	OPTIONS
A1.03	FIRST FLOOR ELECTRICAL PLAN	A5.02	OPTIONS
A1.04	ELEVATION A - EXTERIOR ELEVATIONS	A5.03	OPTIONS
A1.05	ELEVATION A - EXTERIOR ELEVATIONS	A5.04	OPTIONS
A1.06	ELEVATION A - EXTERIOR ELEVATIONS	A5.05	OPTIONS
A1.07	ELEVATION A - ROOF PLAN	A5.06	OPTIONS
A2.00	ELEVATION B - EXTERIOR ELEVATIONS	A5.07	OPTIONS
A2.01	ELEVATION B - EXTERIOR ELEVATIONS	A5.08	OPTIONS
A2.02	ELEVATION B - ROOF PLAN	A5.09	OPTIONS
A3.00	ELEVATION C - EXTERIOR ELEVATIONS	A5.10	OPTIONS
A3.01	ELEVATION C - ROOF PLAN	A5.11	OPTIONS
A4.00	ELEVATION D - EXTERIOR ELEVATIONS	A6.00	INTERIOR ELEVATIONS
A4.01	ELEVATION D - EXTERIOR ELEVATIONS	A7.00	DETAIL SHEET

PLAN OPTIONS

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PLAN NO.

2370 (237)

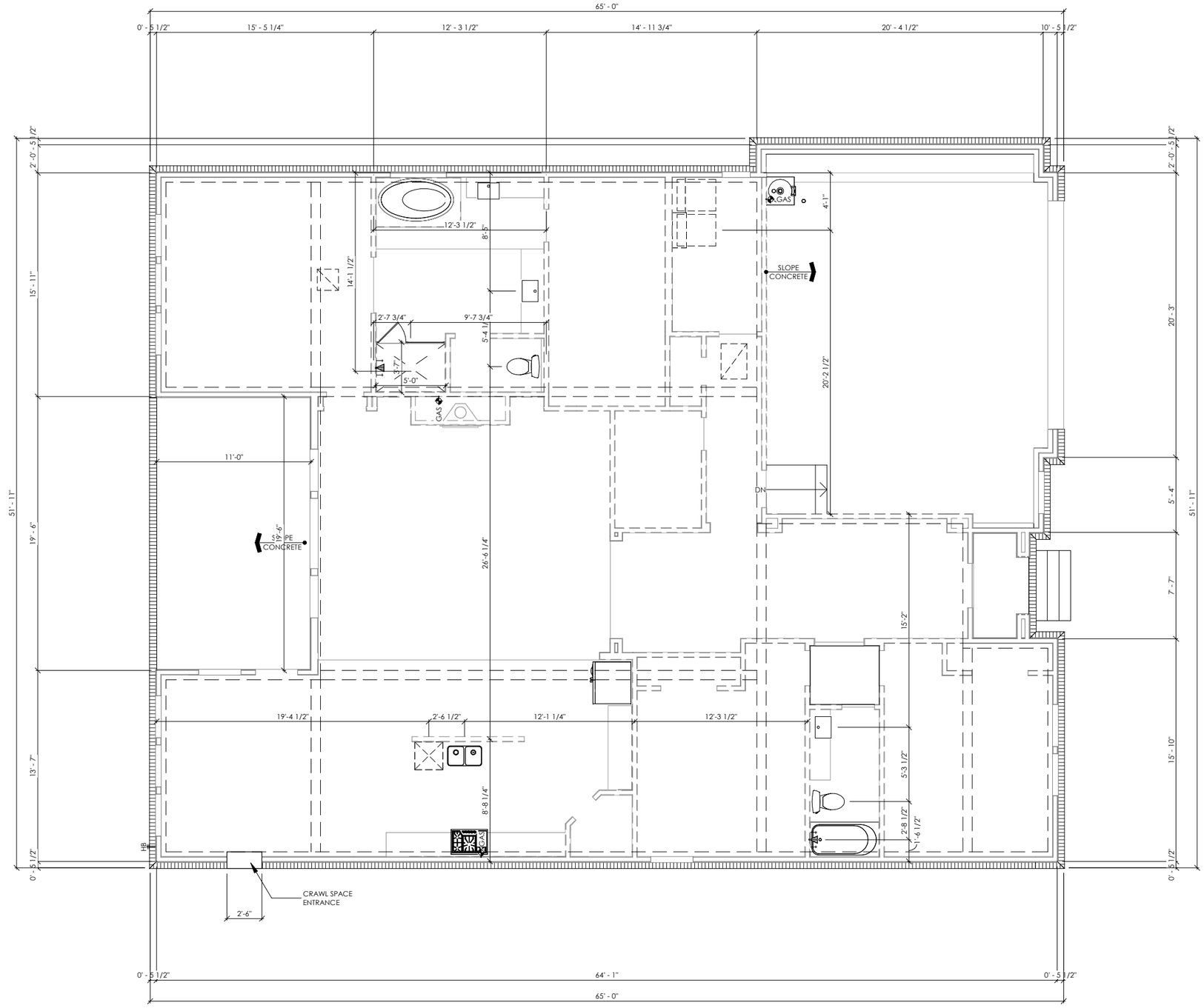
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/16" = 1'-0"

SHEET NAME

COVER

SHEET NO.

A0.00



SLAB FOUNDAITON PLAN

1/8" = 1'-0"

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PLAN NO.

2370 (237)

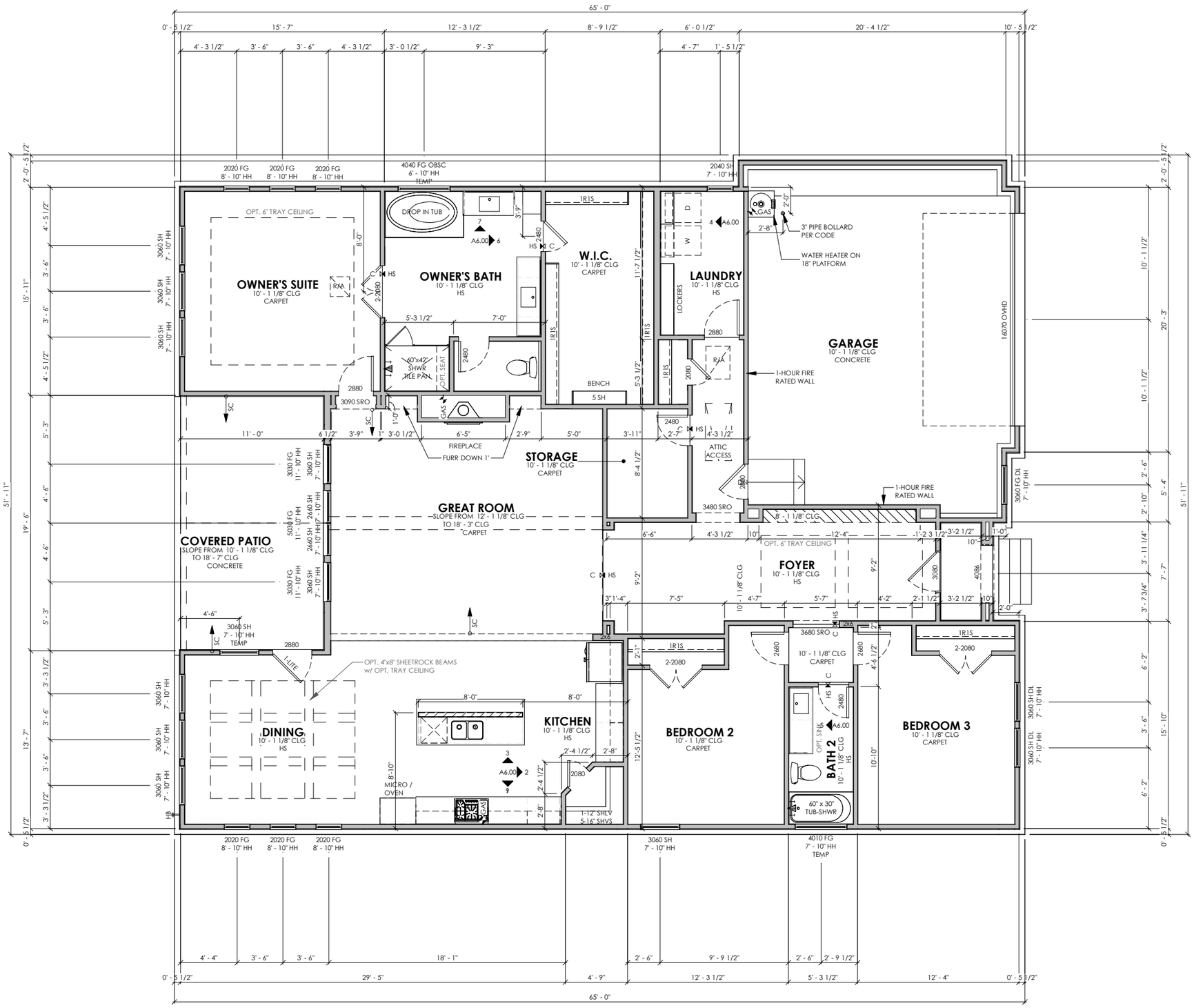
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

SLAB FOUNDATION PLAN

SHEET NO.

A1.01



ELEVATION A - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION A - LIVING SPACE

FIRST FLOOR	2369 SF
TOTAL	2369 SF

ELEVATION A - NON-LIVING

GARAGE	546 SF
PORCH	31 SF
PATIO	215 SF
TOTAL	791 SF
TOTAL UNDER ROOF	3160 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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PLAN NO.

2370 (237)

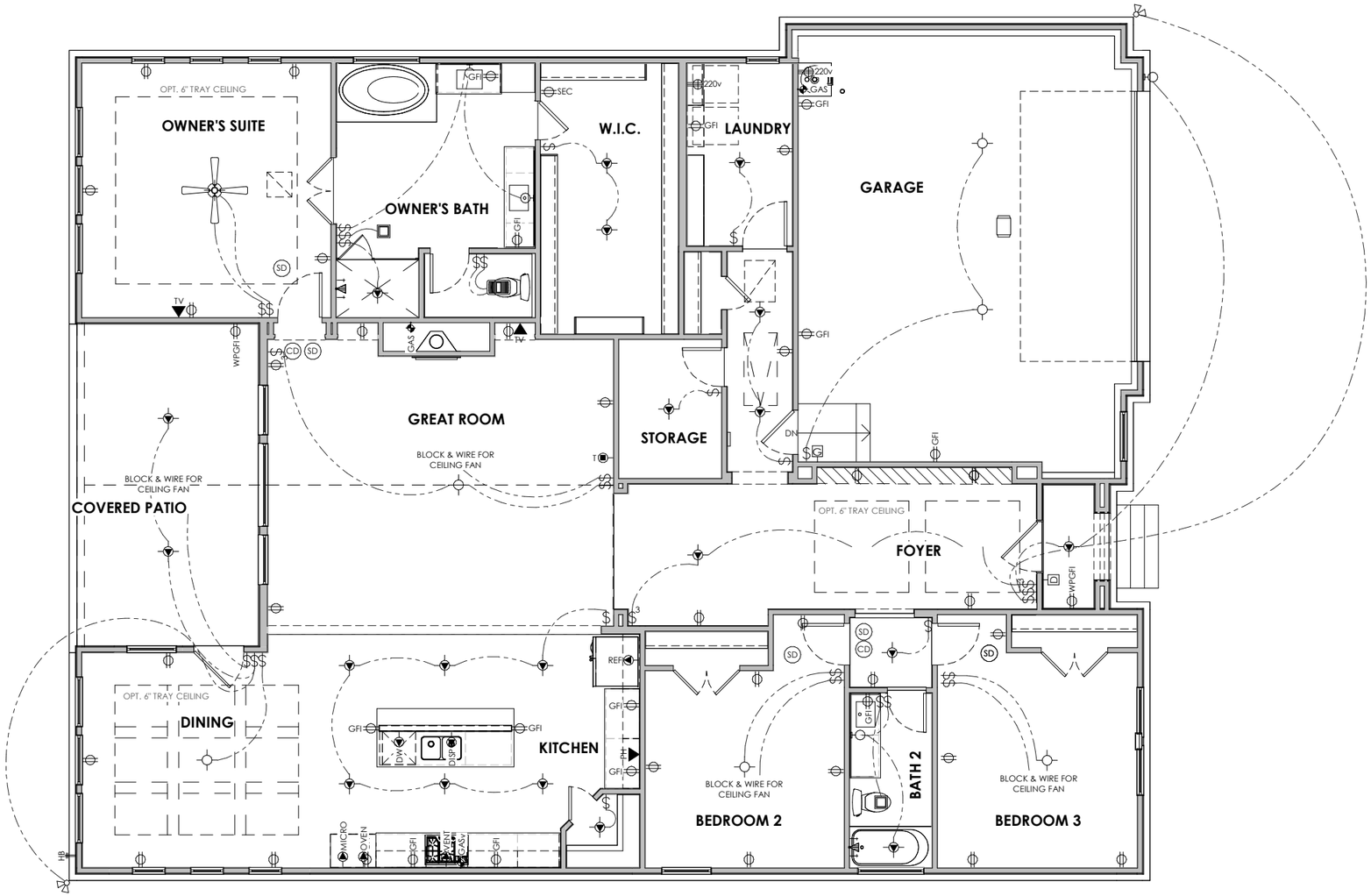
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

FIRST FLOOR PLAN

SHEET NO.

A1.02



ELEVATION A - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL LEGEND

- OUTLET
- SWITCHED OUTLET (SW)
- 220v OUTLET (220v)
- CEILING OUTLET (CLG)
- FLOOR OUTLET (FLR)
- PHONE OUTLET (PH)
- SURROUND SOUND OUTLET (5.1 SS)
- TV OUTLET (TV)
- SWITCH
- 3 WAY SWITCH (3)
- 4 WAY SWITCH (4)
- WALL LIGHT
- SURFACE MOUNT LIGHT
- HANGING LIGHT (H)
- LED DISK
- GFCI OUTLET (GFI)
- WEATHERPROOF GFCI OUTLET (WPGFI)
- EQUIPMENT SPECIFIC OUTLET (EQUIP)
- THERMOSTAT (T)
- SPEAKER (S)
- SMOKE DETECTOR (SD)
- CARBON DETECTOR (CD)
- PRESSURE SWITCH (P)
- DIMMER SWITCH (D)
- RECESSED CAN
- RECESSED EYEBALL
- PENDANT LIGHT
- UNDER/OVER CABINET LIGHT
- EXHAUST FAN
- FLOURESCENT LIGHT BOX
- CEILING FAN
- CEILING FAN w/ LIGHT KIT

ELECTRICAL NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN ALL ELECTRICAL TO BE INSTALLED PER CODE AND/OR LOCAL AMENDMENTS TO THE SPECIFICATIONS REQUIRED

SCAN FOR ADDITIONAL INFORMATION ON ELECTRICAL LEGEND SYMBOLS AND NOTES

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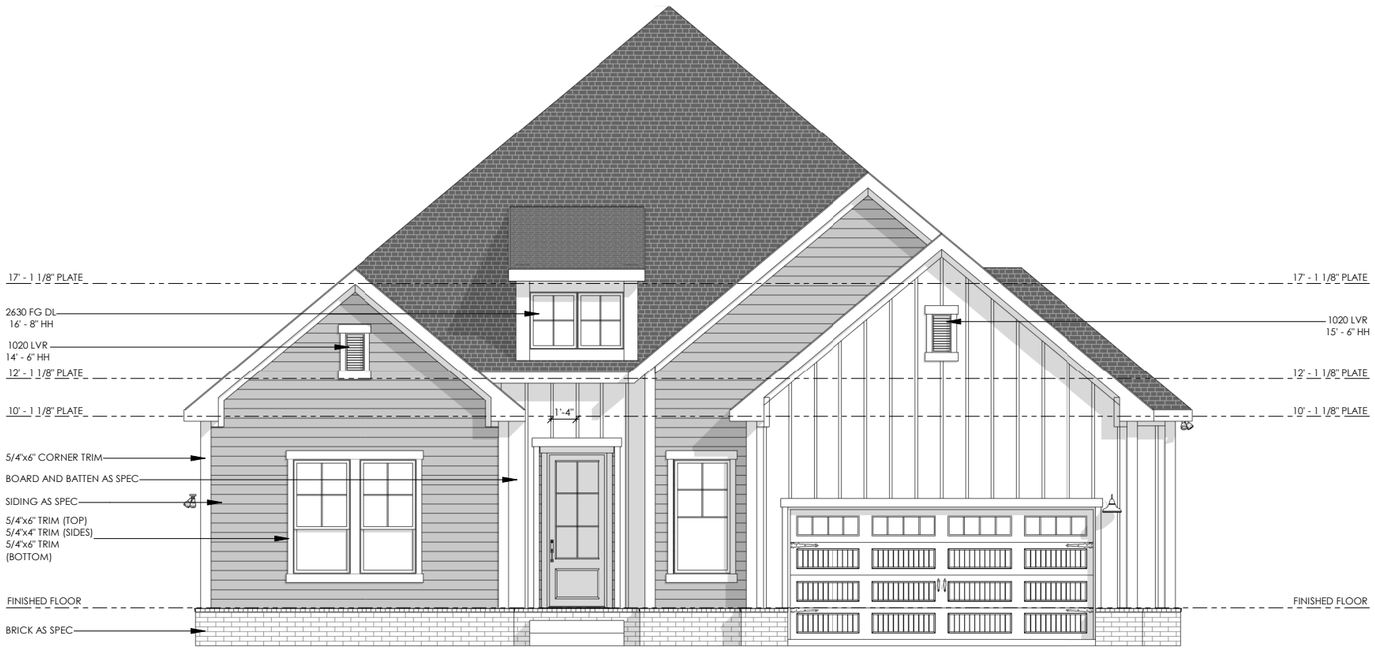
PLAN NO.
2370 (237)

ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

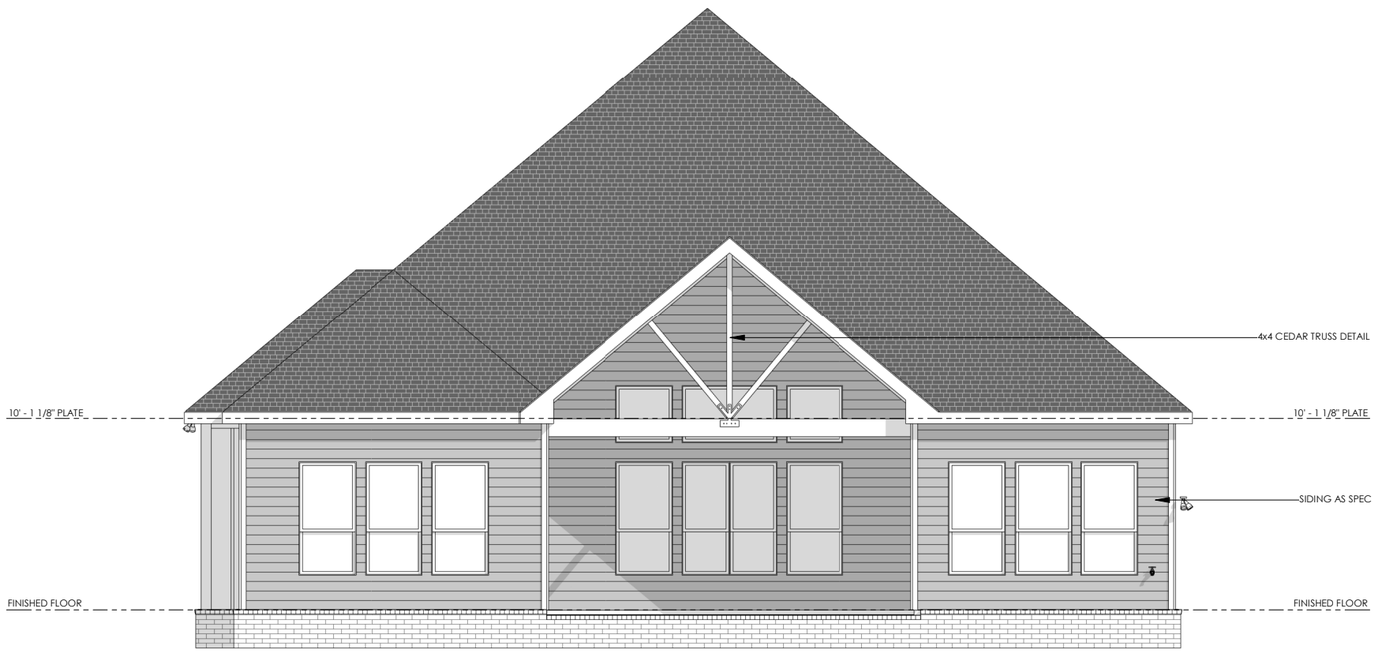
SHEET NAME
FIRST FLOOR ELECTRICAL PLAN

SHEET NO.
A1.03



ELEVATION A - FRONT ELEVATION

1/8" = 1'-0"



ELEVATION A - REAR ELEVATION

1/8" = 1'-0"

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PLAN NO.

2370 (237)

ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.04



ELEVATION A - OPT. STONE FRONT ELEVATION

1/8" = 1'-0"

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2370 (237)

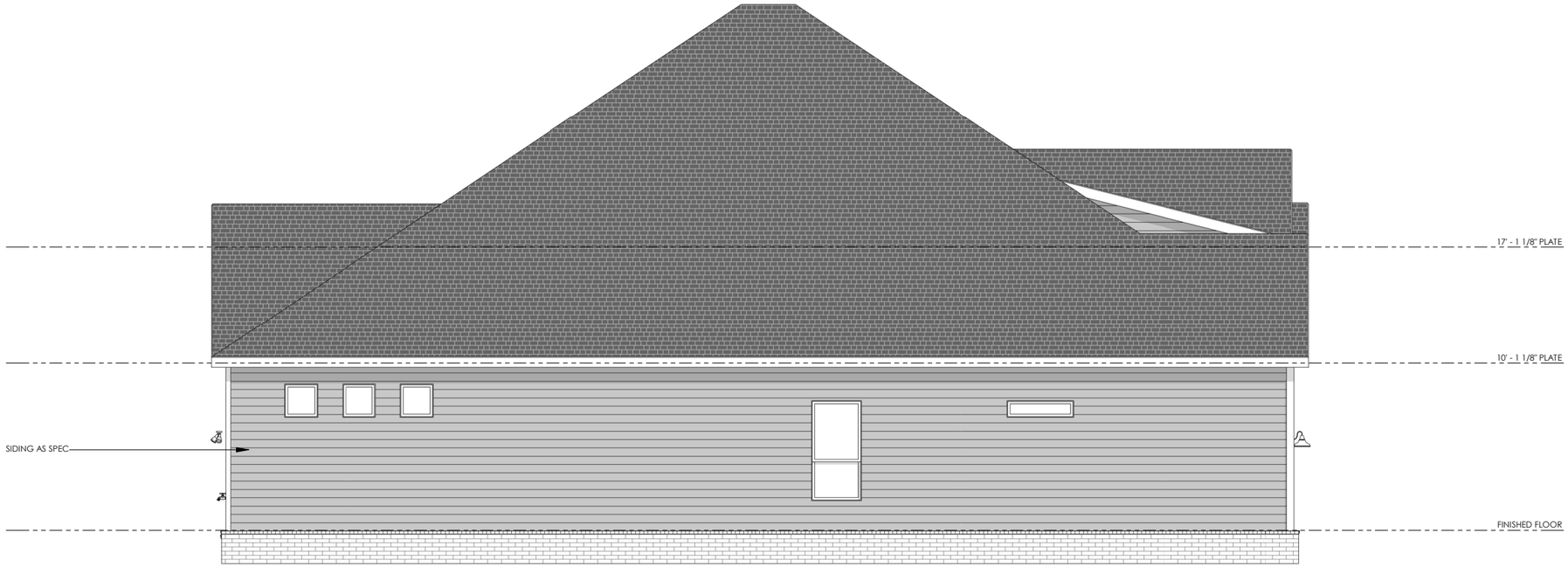
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

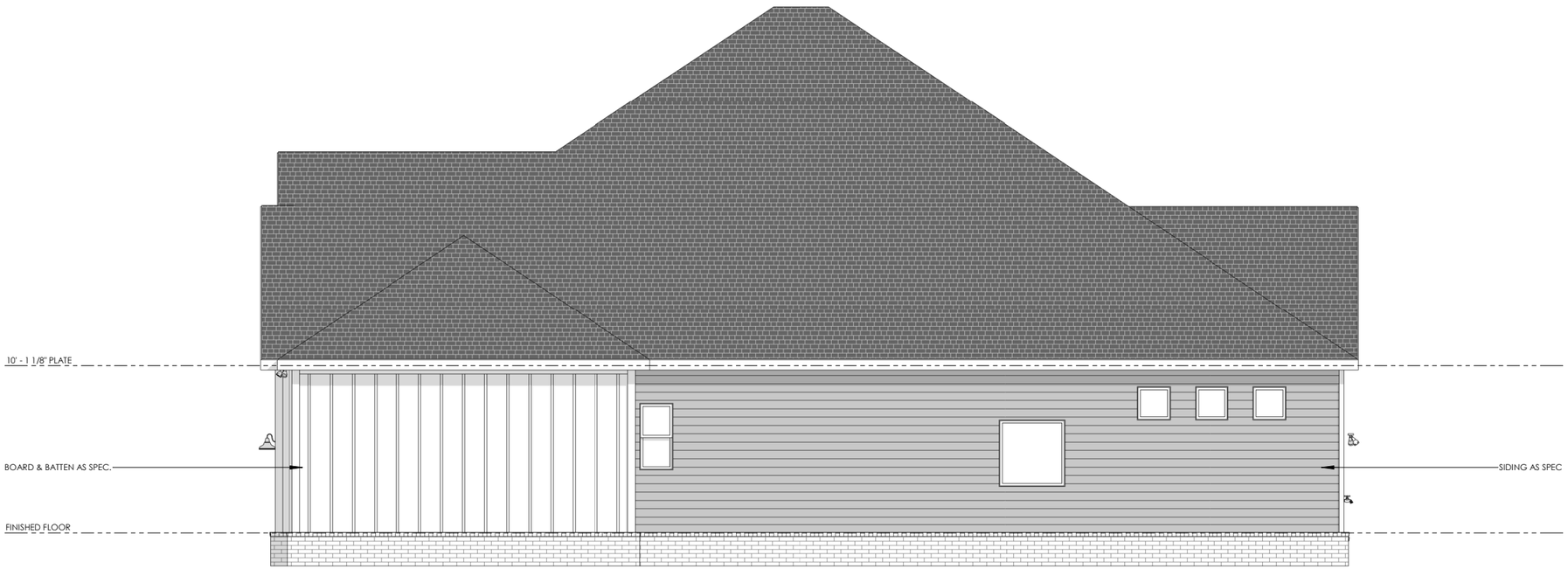
SHEET NO.

A1.05



ELEVATION A - LEFT ELEVATION

1/8" = 1'-0"



ELEVATION A - RIGHT ELEVATION

1/8" = 1'-0"

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PROJECT NAME

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PLAN NO.

2370 (237)

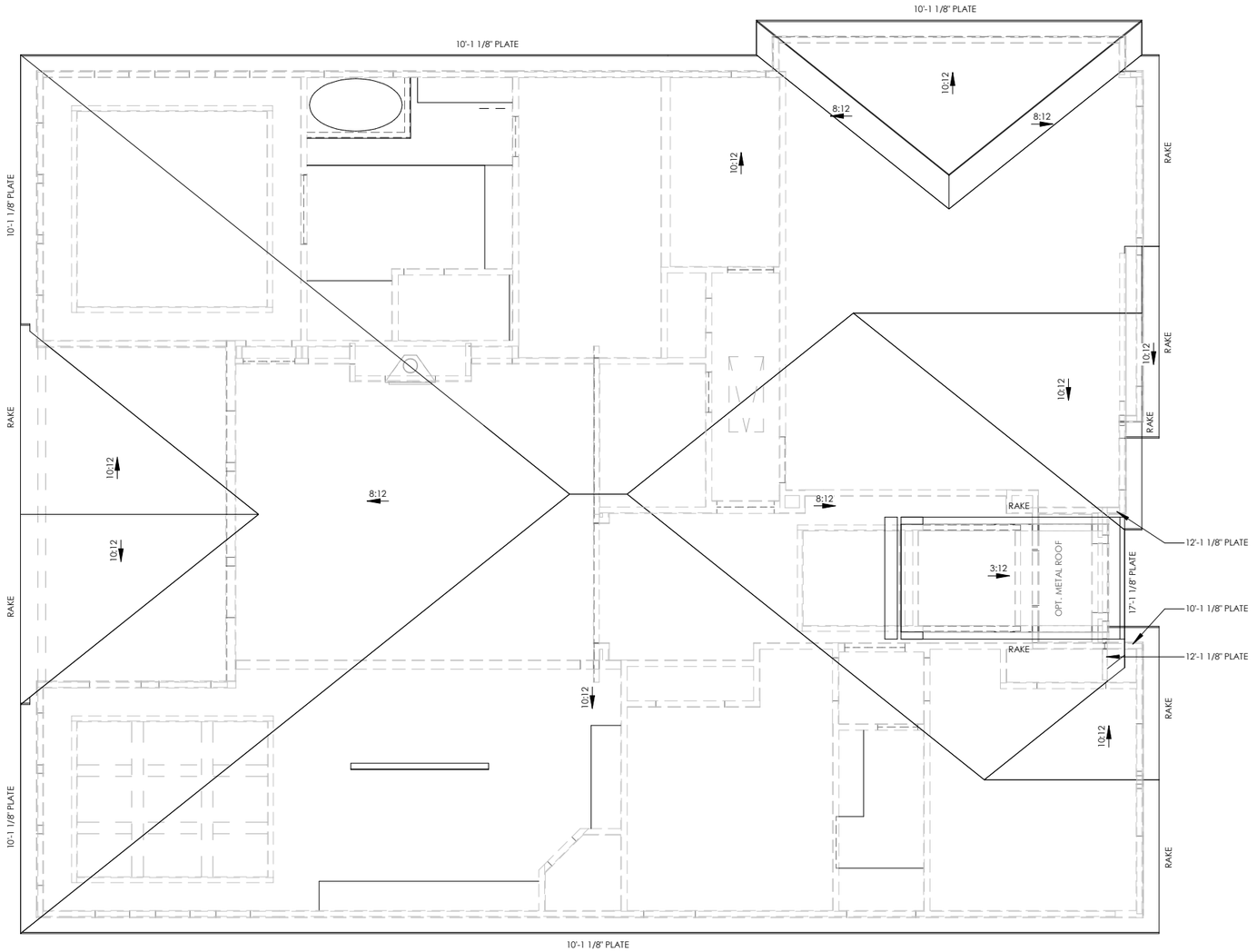
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.06



ELEVATION A - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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PLAN NO.

2370 (237)

ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - ROOF PLAN

SHEET NO.

A1.07

ELEVATION B - LIVING SPACE	
FIRST FLOOR	2369 SF
TOTAL	2369 SF

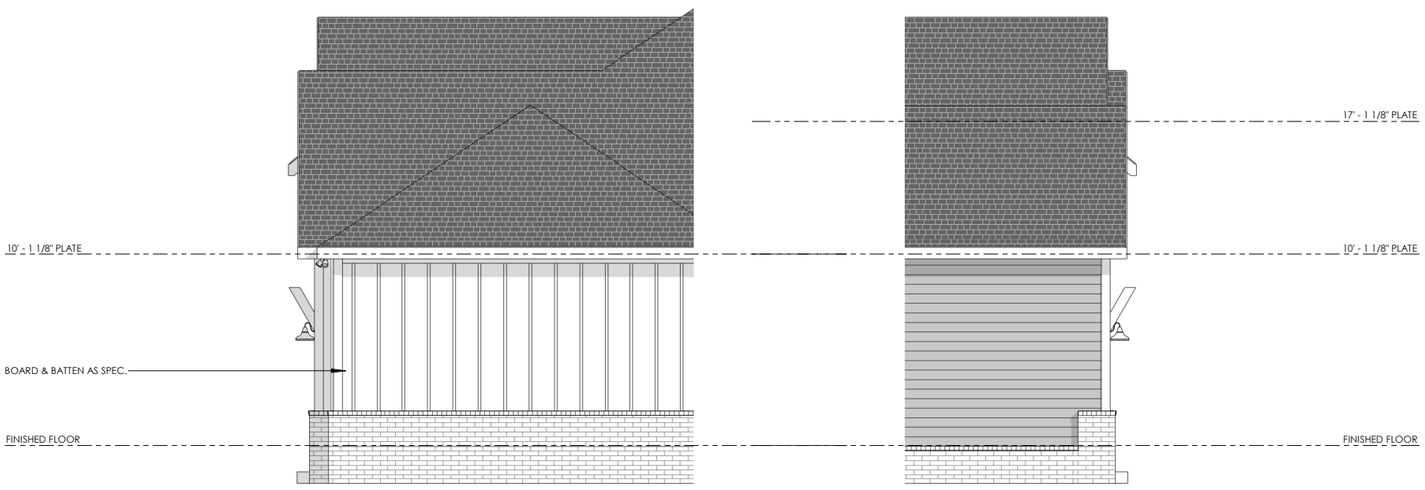
ELEVATION B - NON-LIVING	
GARAGE	519 SF
PORCH	61 SF
PATIO	215 SF
TOTAL	795 SF

TOTAL UNDER ROOF	3164 SF



ELEVATION B - FRONT ELEVATION

1/8" = 1'-0"

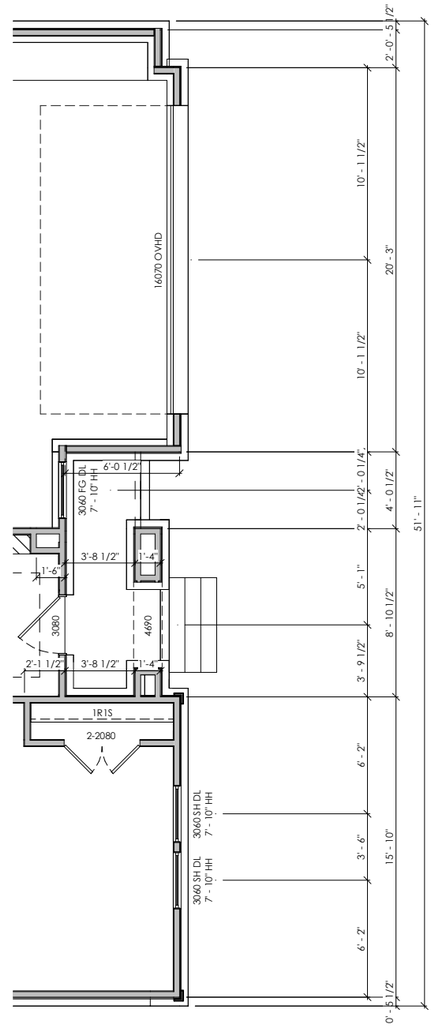


ELEVATION B - RIGHT ELEVATION

1/8" = 1'-0"

ELEVATION B - LEFT ELEVATION

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR PLAN

1/8" = 1'-0"

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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2370 (237)

ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.00



ELEVAITON B - OPT. STONE - FRONT

1/8" = 1'-0"

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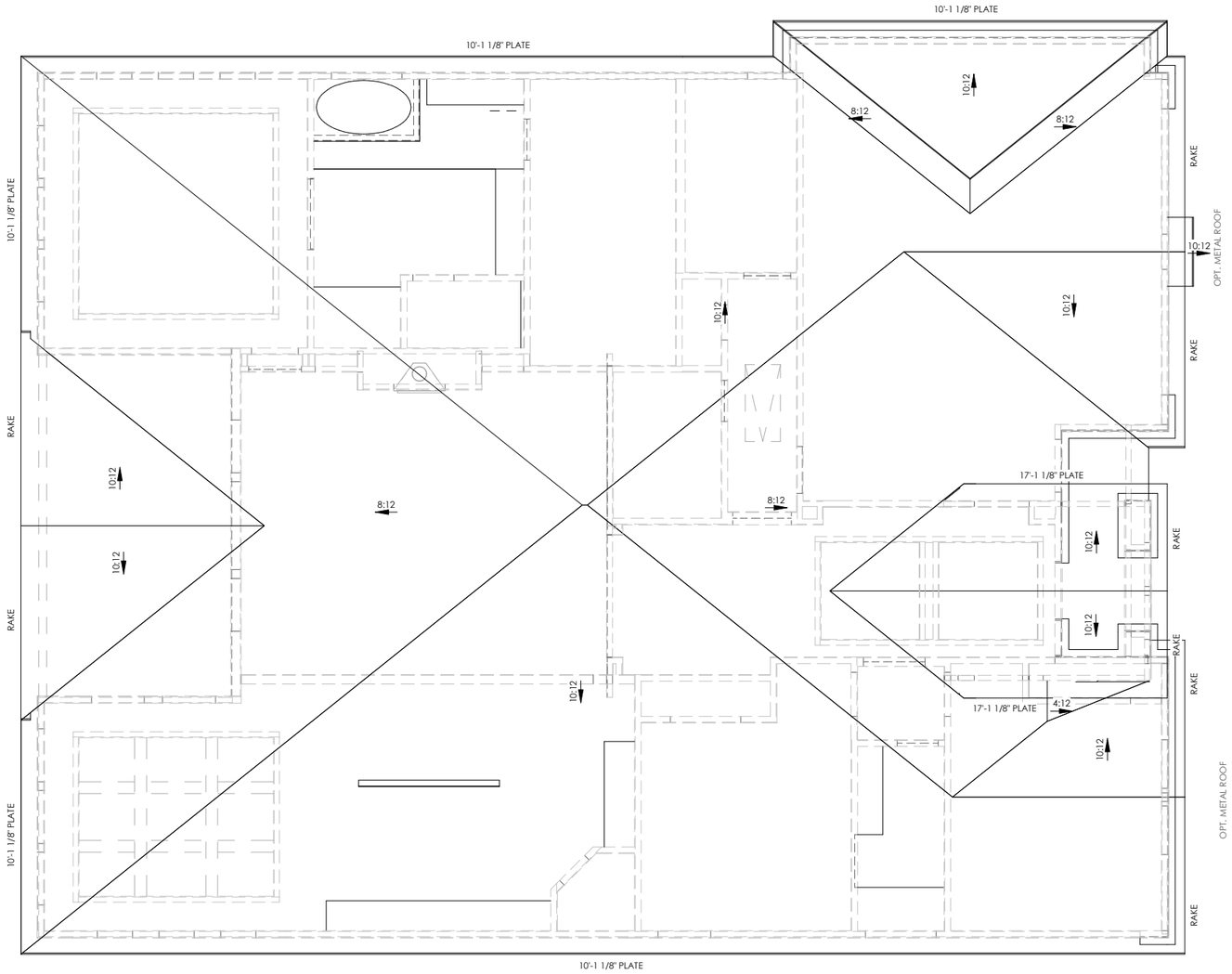
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.01



ELEVATION B - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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ISSUE DATE	8/1/2023
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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - ROOF PLAN

SHEET NO.

A2.02

ELEVATION C - LIVING SPACE	
FIRST FLOOR	2380 SF
TOTAL	2380 SF

ELEVATION C - NON-LIVING	
PORCH	31 SF
PATIO	215 SF
TOTAL	245 SF
TOTAL UNDER ROOF	3172 SF

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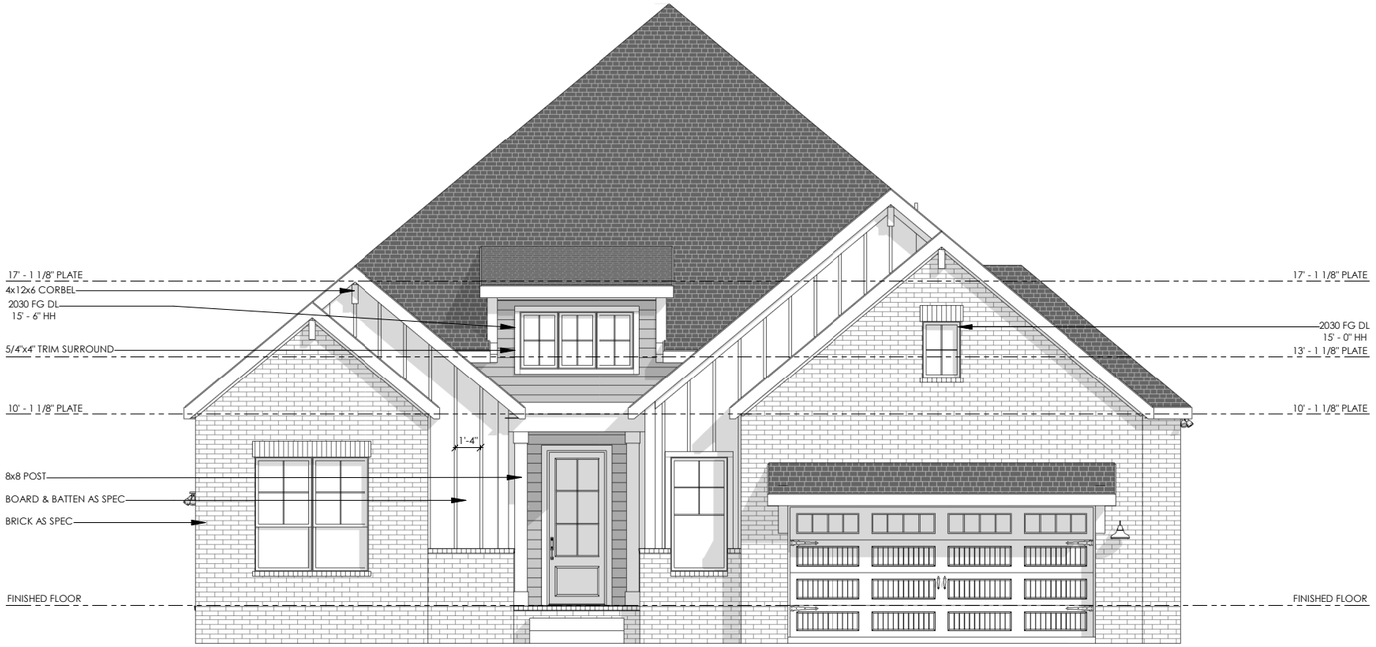
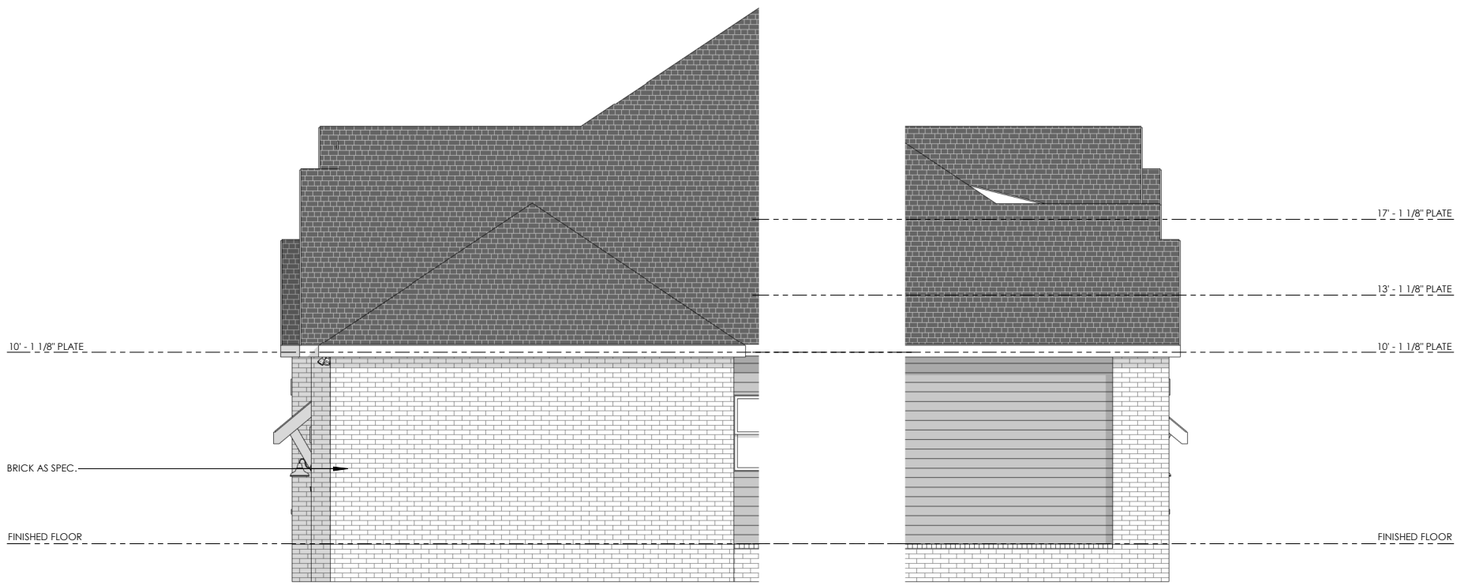


ELEVATION C - FRONT ELEVATION

1/8" = 1'-0"

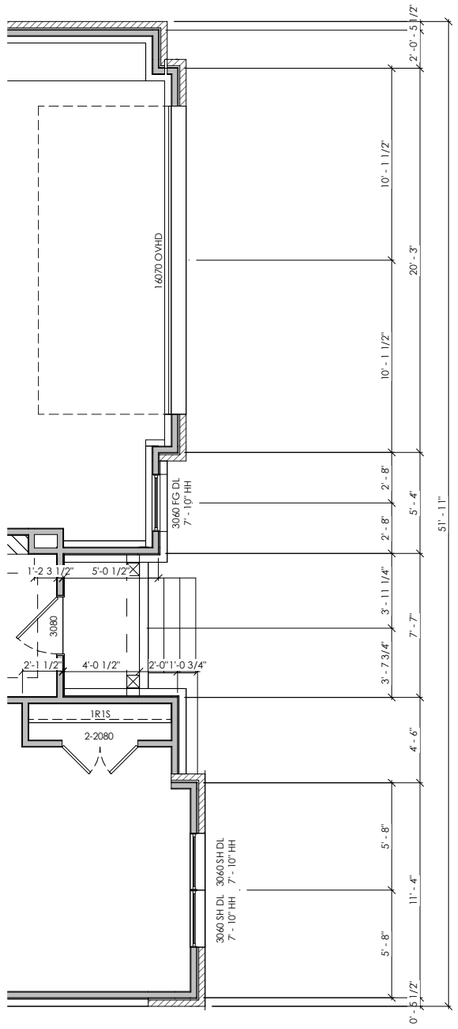


ELEVATION C - RIGHT ELEVATION

1/8" = 1'-0"

ELEVATION C - RIGHT ELEVATION

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR PLAN

1/8" = 1'-0"

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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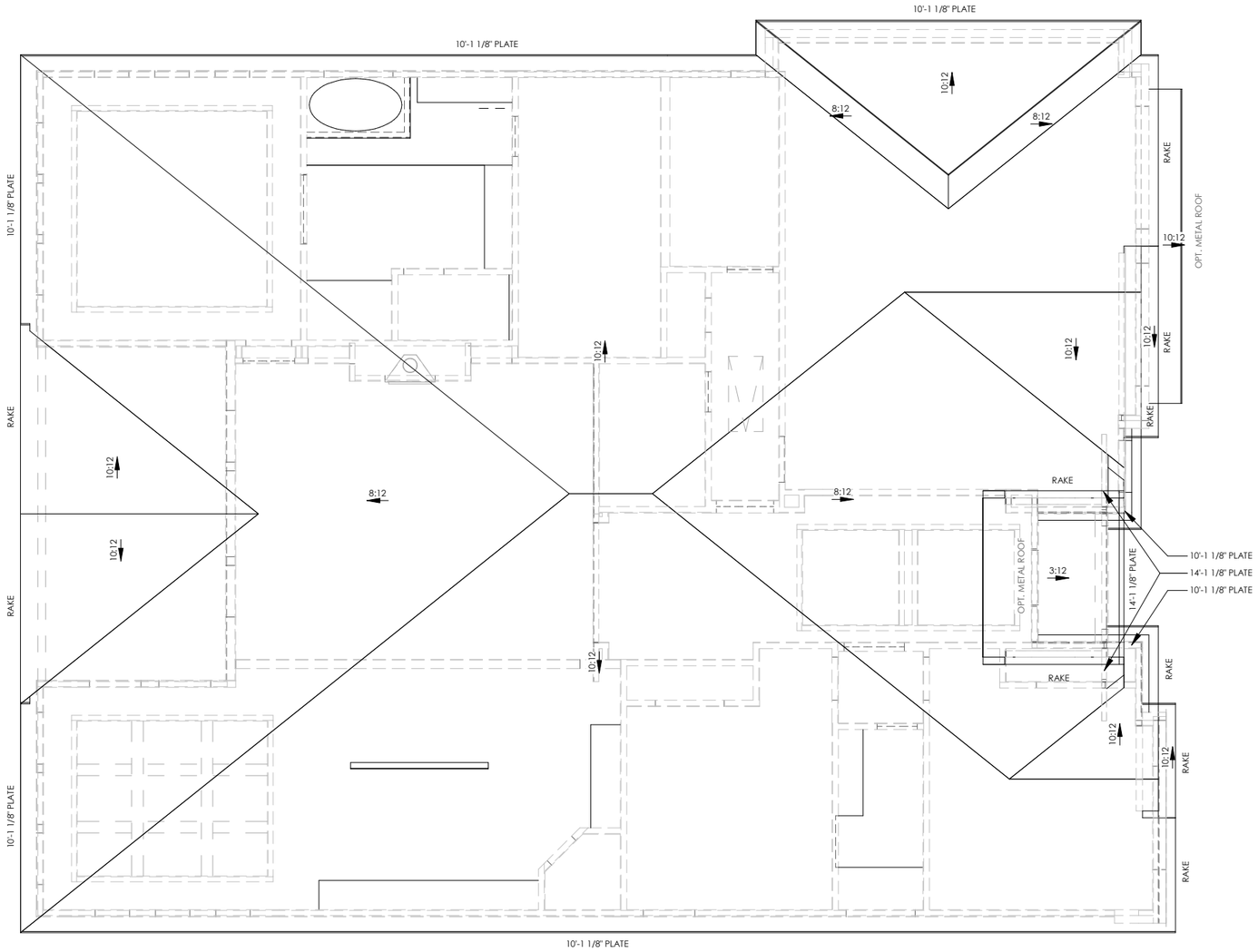
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A3.00



ELEVATION C - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - ROOF PLAN

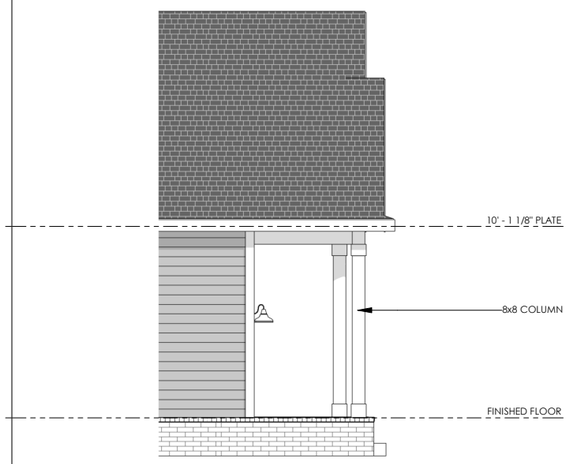
SHEET NO.

A3.01



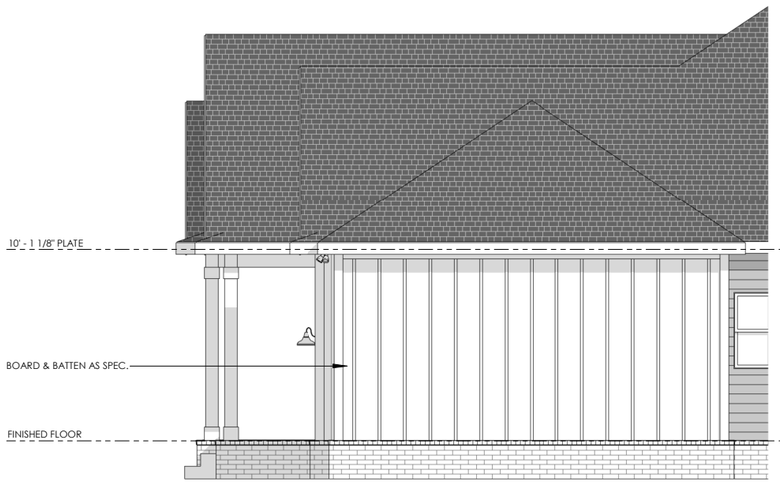
ELEVATION D - FRONT

1/8" = 1'-0"



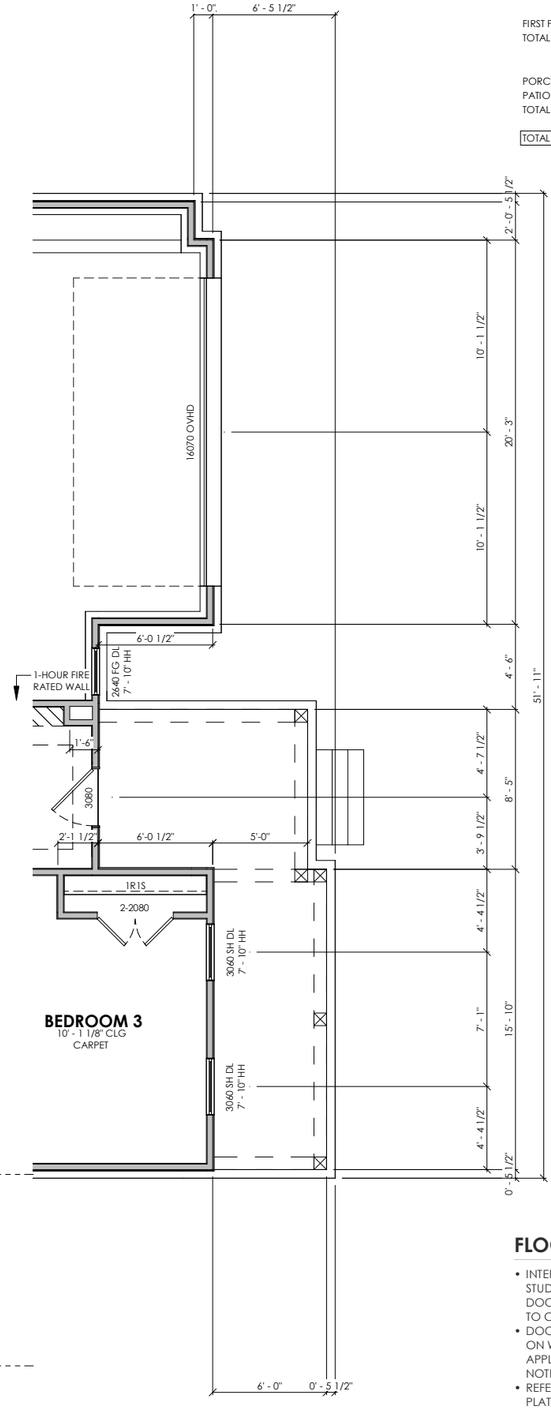
ELEVATION D - LEFT

1/8" = 1'-0"



ELEVATION D - RIGHT

1/8" = 1'-0"



ELEVATION D - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION D - LIVING SPACE

FIRST FLOOR	2380 SF
TOTAL	2380 SF

ELEVATION D - NON-LIVING

PORCH	31 SF
PATIO	215 SF
TOTAL	245 SF

TOTAL UNDER ROOF	3172 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
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2370 (237)

ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A4.00



ELEVATION D - OPT. STONE - FRONT

1/8" = 1'-0"

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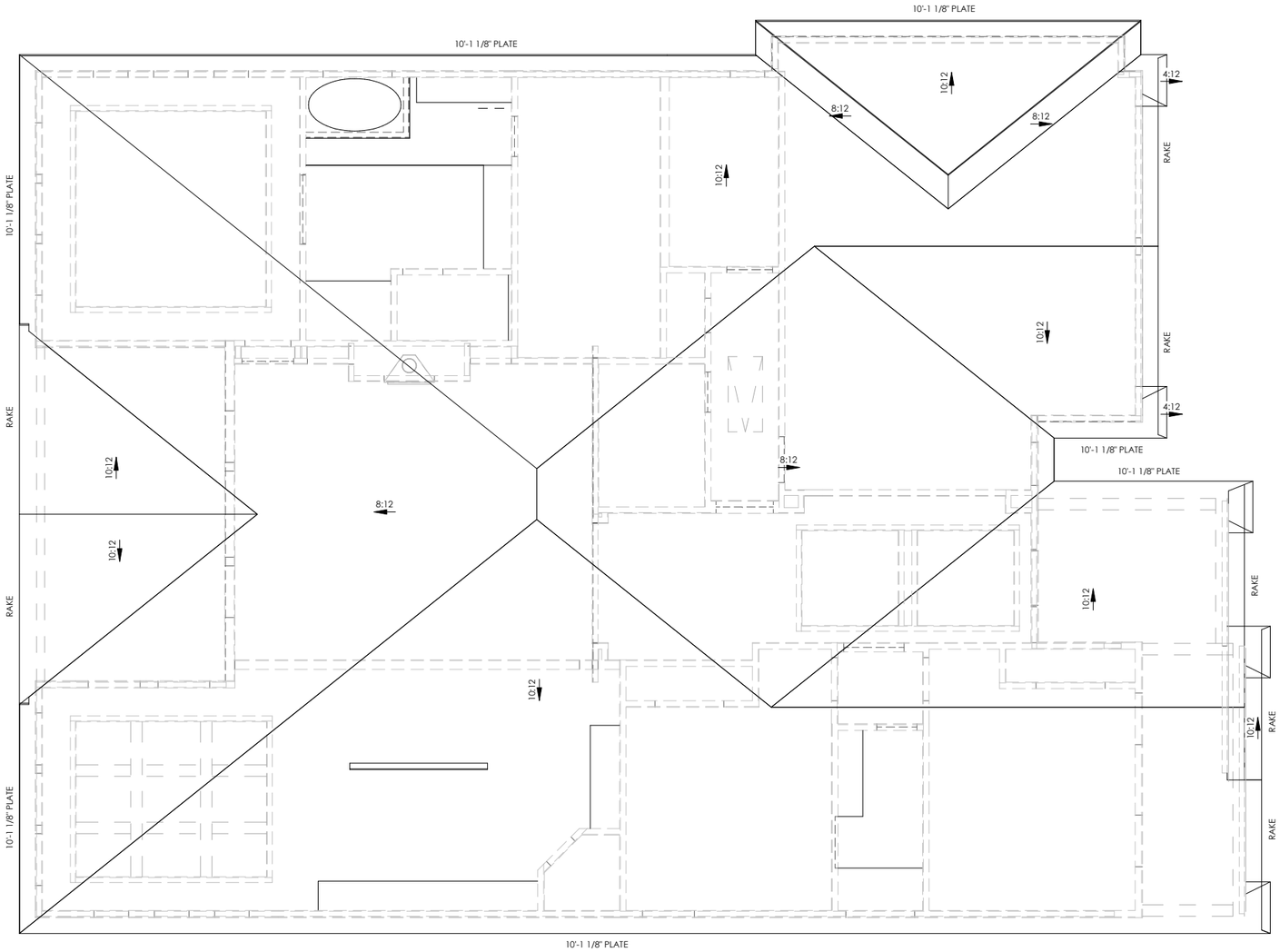
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A4.01



ELEVATION D - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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PLAN NO.

2370 (237)

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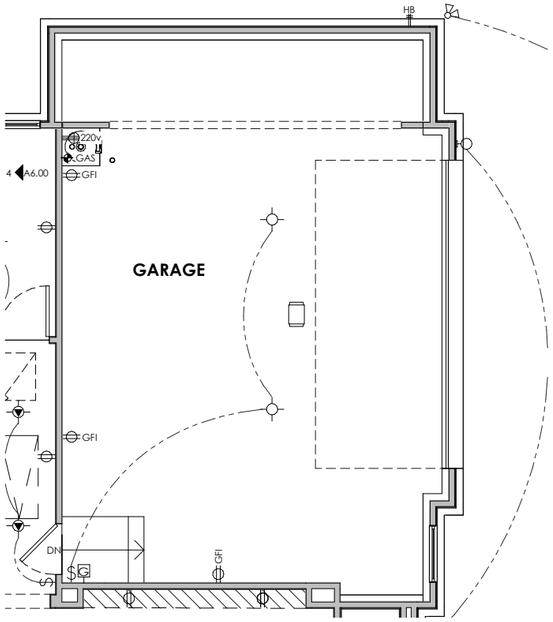
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - ROOF PLAN

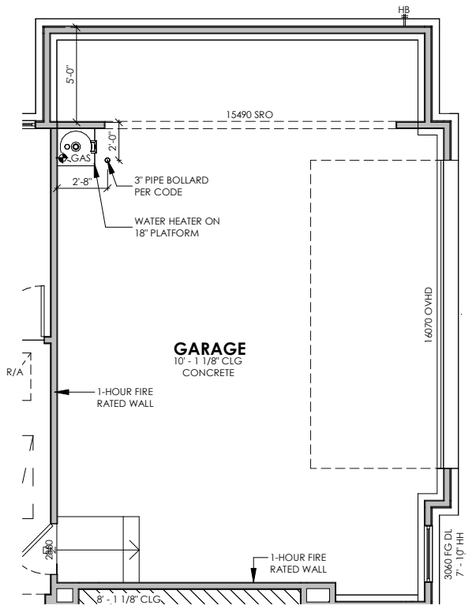
SHEET NO.

A4.02



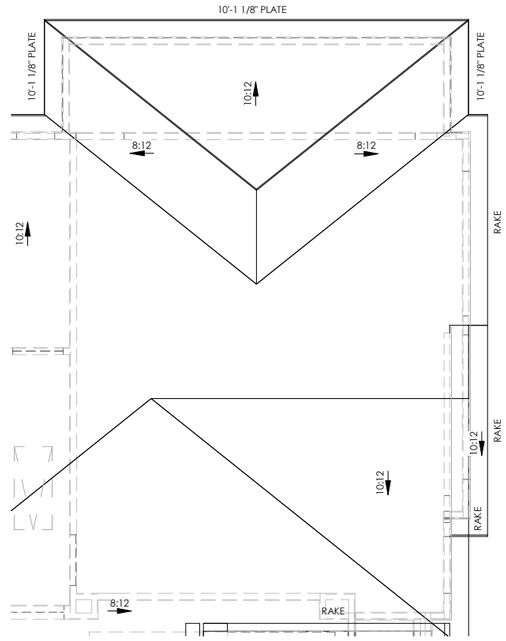
OPT. 1/2 CAR GARAGE ELECTRICAL PLAN

1/8" = 1'-0"



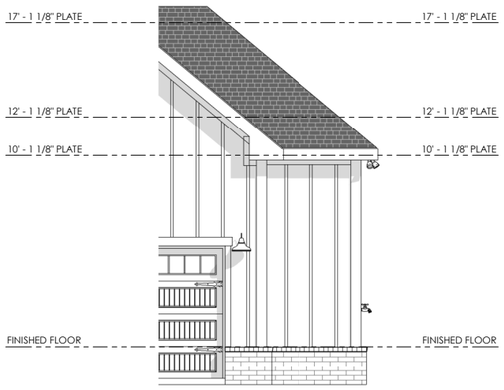
OPT. 1/2 CAR GARAGE FIRST FLOOR PLAN

1/8" = 1'-0"



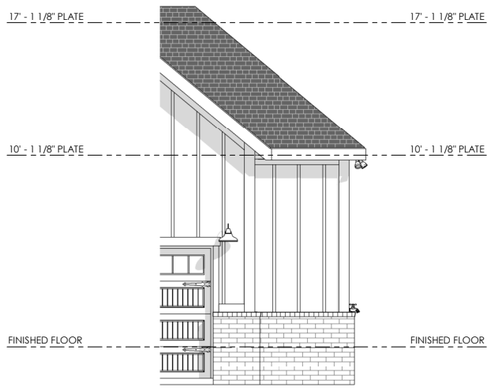
OPT. 1/2 CAR GARAGE ROOF PLAN - A

1/8" = 1'-0"



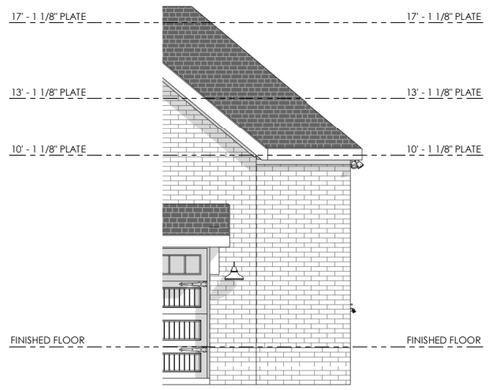
ELEVATION A & D - OPT. 1/2 CAR FRONT

1/8" = 1'-0"



ELEVATION B - OPT. 1/2 CAR FRONT

1/8" = 1'-0"



ELEVATION C - OPT. 1/2 CAR FRONT

1/8" = 1'-0"

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PLAN NO.

2370 (237)

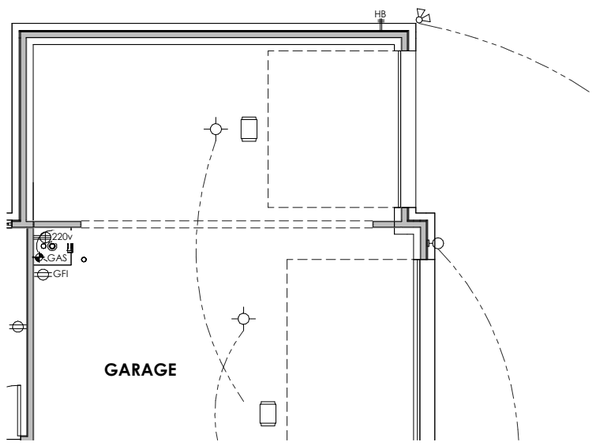
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

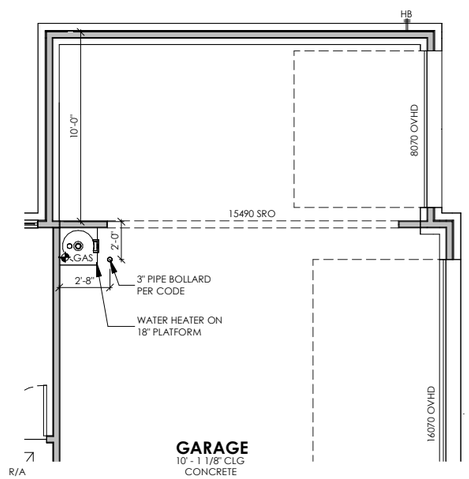
SHEET NO.

A5.00



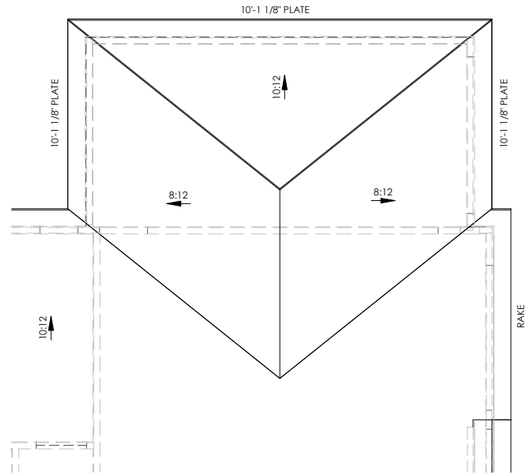
OPT. 3 CAR GARAGE ELECTRICAL PLAN

1/8" = 1'-0"



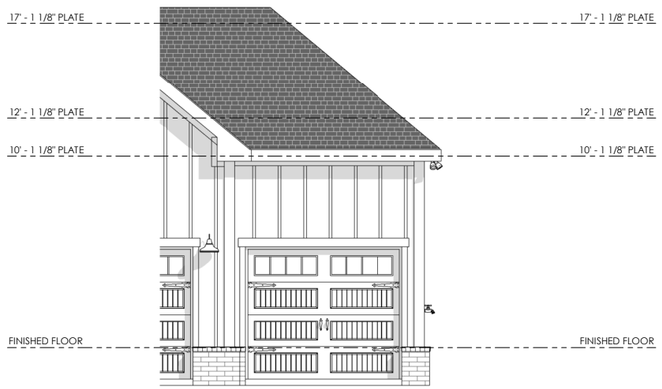
OPT. 3 CAR GARAGE FIRST FLOOR PLAN

1/8" = 1'-0"



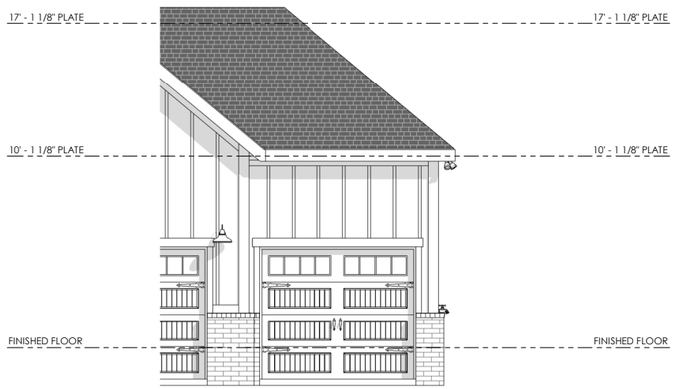
OPT. 3 CAR GARAGE ROOF PLAN

1/8" = 1'-0"



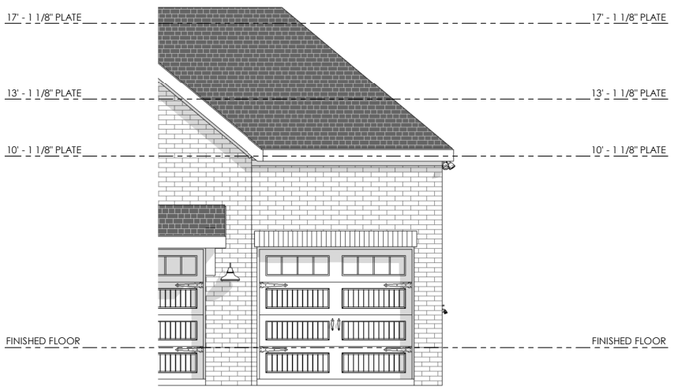
ELEVATION A & D - OPT. 3 CAR FRONT

1/8" = 1'-0"



ELEVATION B - OPT. 3 CAR FRONT

1/8" = 1'-0"



ELEVATION C - OPT. 3 CAR FRONT

1/8" = 1'-0"

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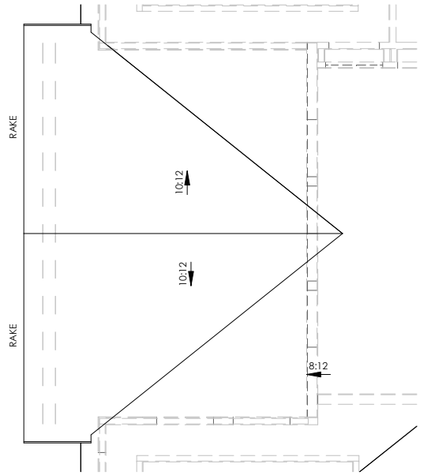
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

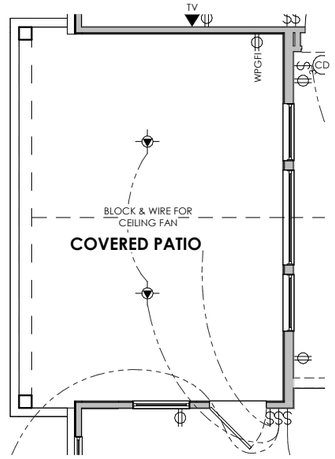
SHEET NO.

A5.01



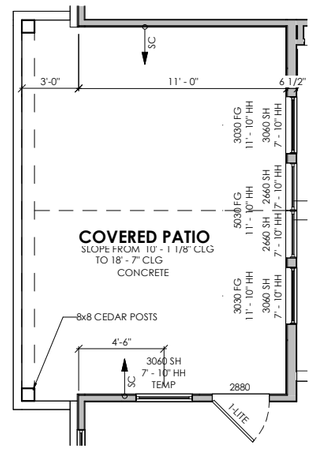
OPT. EXTENDED PATIO ROOF PLAN

1/8" = 1'-0"



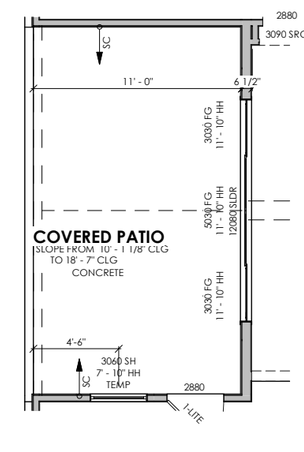
OPT. EXTENDED PATIO - ELECTRICAL

1/8" = 1'-0"



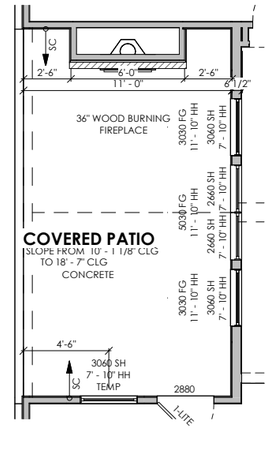
OPT. EXTENDED PATIO - FLOOR PLAN

1/8" = 1'-0"



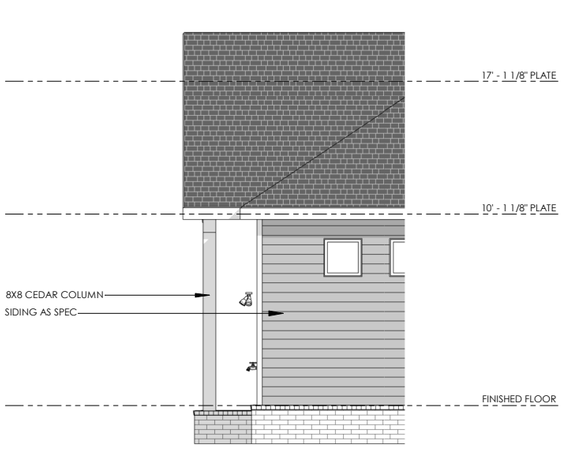
OPT. SLIDING DOOR

1/8" = 1'-0"



OPT. OUTDOOR FIREPLACE

1/8" = 1'-0"



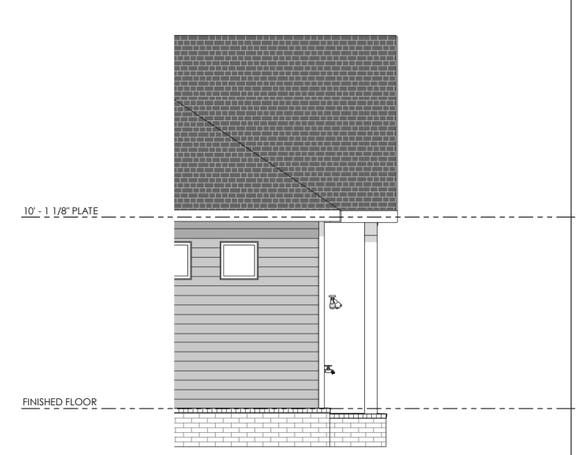
OPT. EXTENDED PATIO - LEFT

1/8" = 1'-0"



OPT. EXTENDED PATIO - REAR

1/8" = 1'-0"



OPT. EXTENDED PATIO - RIGHT

1/8" = 1'-0"

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PLAN NO.

2370 (237)

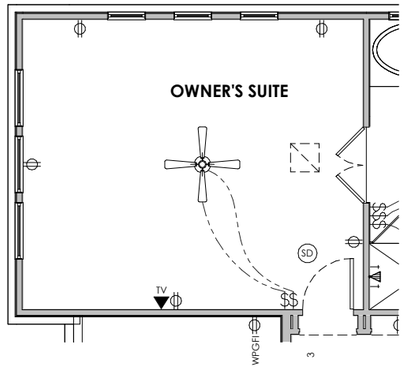
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

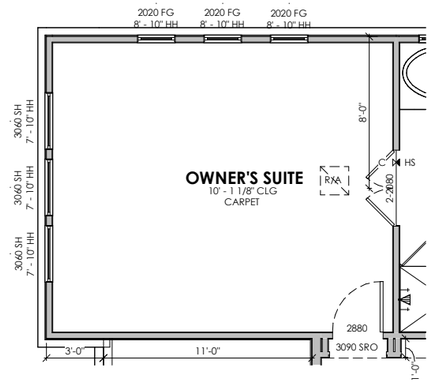
SHEET NO.

A5.02



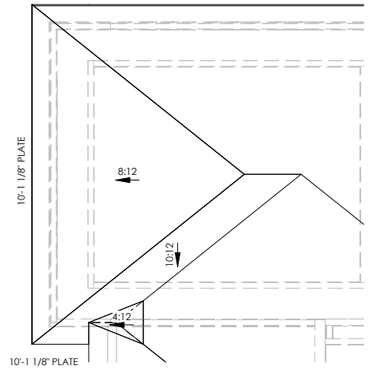
OPT. MASTER EXTENSION - ELECTRICAL

1/8" = 1'-0"



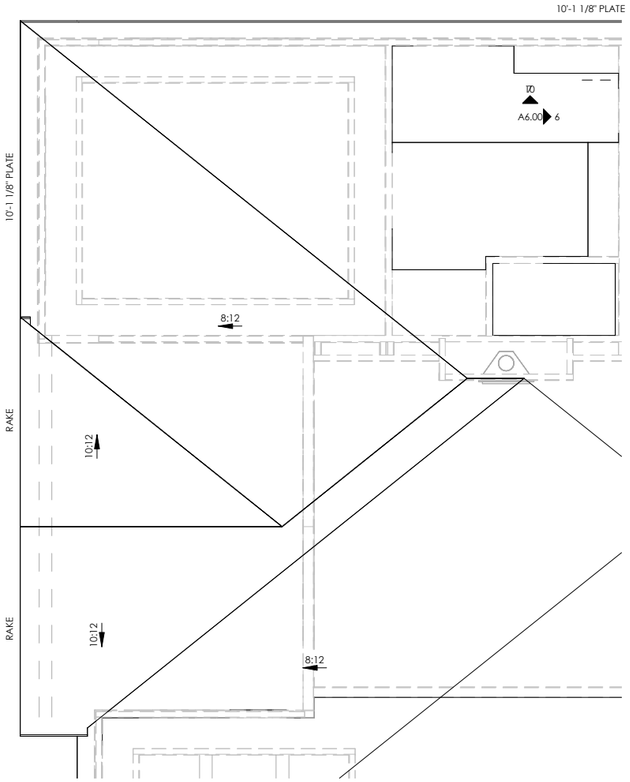
OPT. MASTER EXTENSION - FLOOR PLAN

1/8" = 1'-0"



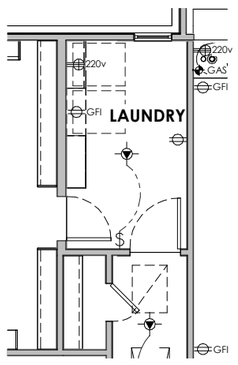
OPT. MASTER EXTENSION - ROOF PLAN

1/8" = 1'-0"



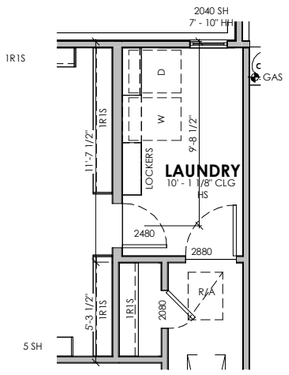
OPT. MASTER EXTENSION & OPT. PATIO 2 - ROOF PLAN

1/8" = 1'-0"



OPT. UTILITY DOOR - ELECTRICAL

1/8" = 1'-0"



OPT. UTILITY DOOR - FLOOR PLAN

1/8" = 1'-0"

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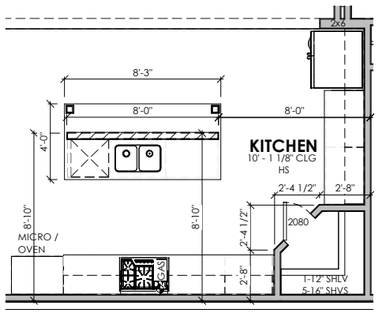
SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

SHEET NO.

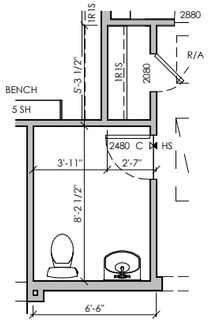
A5.03



1R1S

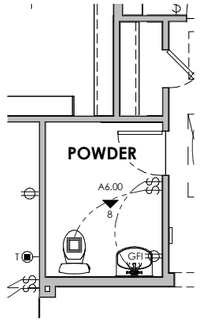
OPT. ISLAND 2 - FLOOR PLAN

1/8" = 1'-0"



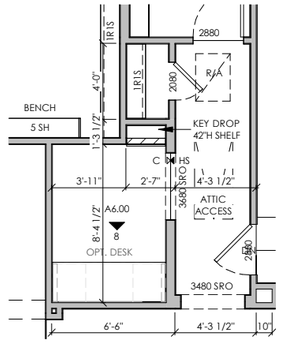
OPT. POWDER

1/8" = 1'-0"



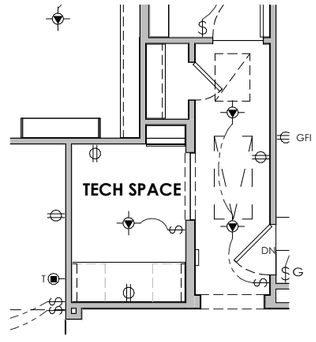
OPT. POWDER - ELECTRICAL

1/8" = 1'-0"



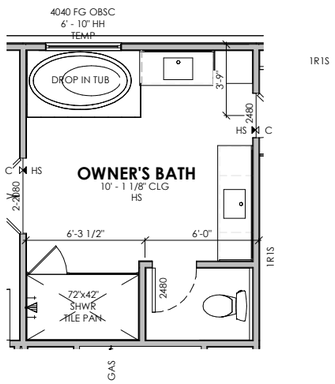
OPT. TECH SPACE

1/8" = 1'-0"



OPT. TECH SPACE - ELECTRICAL

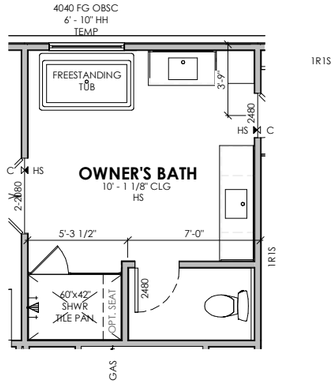
1/8" = 1'-0"



1R1S

OPT. ENLARGED SHOWER

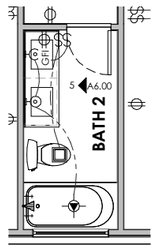
1/8" = 1'-0"



1R1S

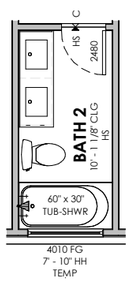
OPT. FREESTANDING TUB

1/8" = 1'-0"



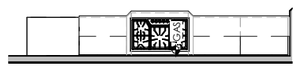
OPT. BATH 2 SINK

1/8" = 1'-0"



OPT. BATH 2 SINK

1/8" = 1'-0"



OPT. KITCHEN

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

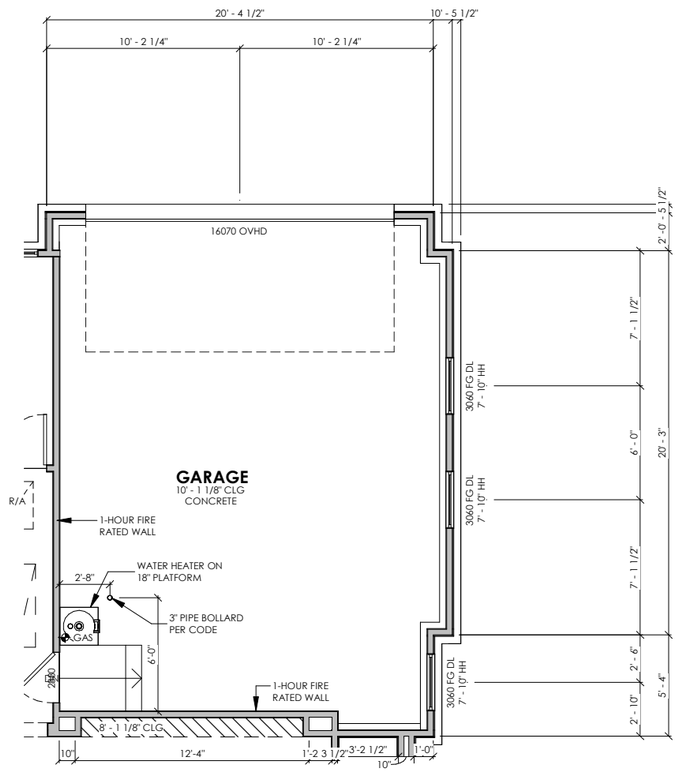
OPTIONS

SHEET NO.

A5.04

OPT. SIDE LOAD GARAGE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. SIDE LOAD GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"

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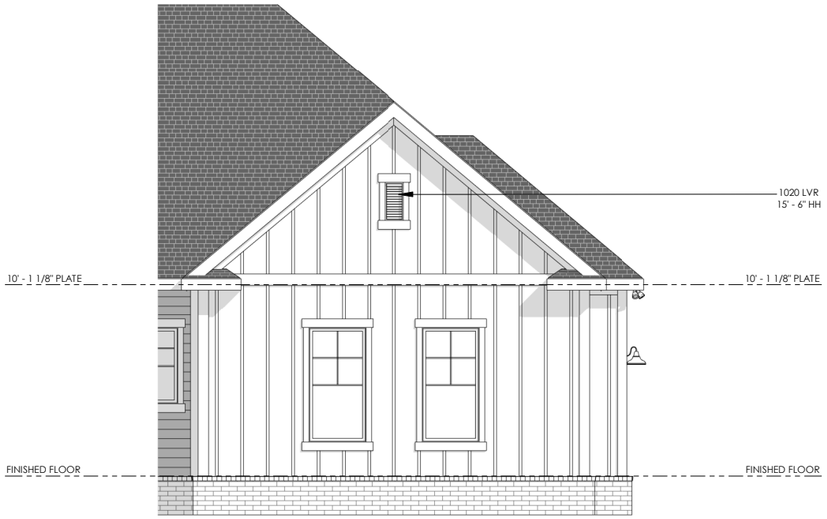
SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

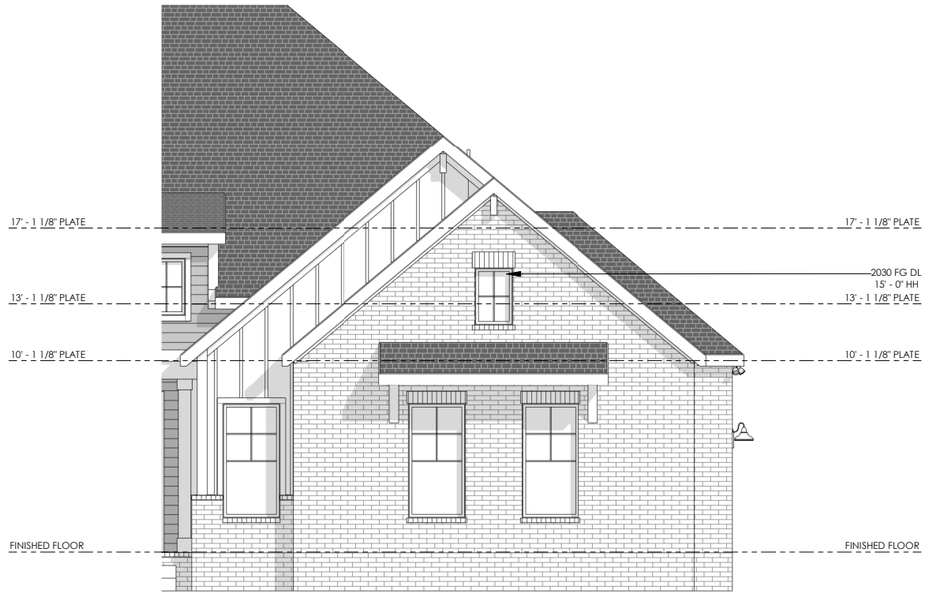
SHEET NO.

A5.05



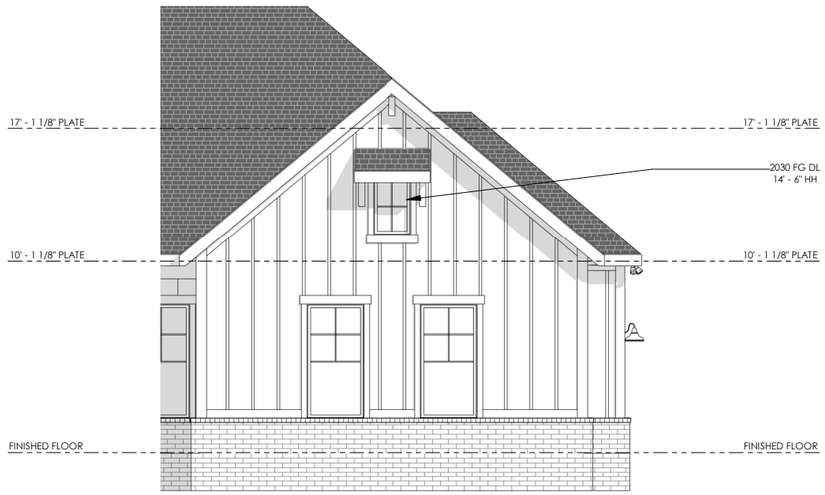
ELEVATION D - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



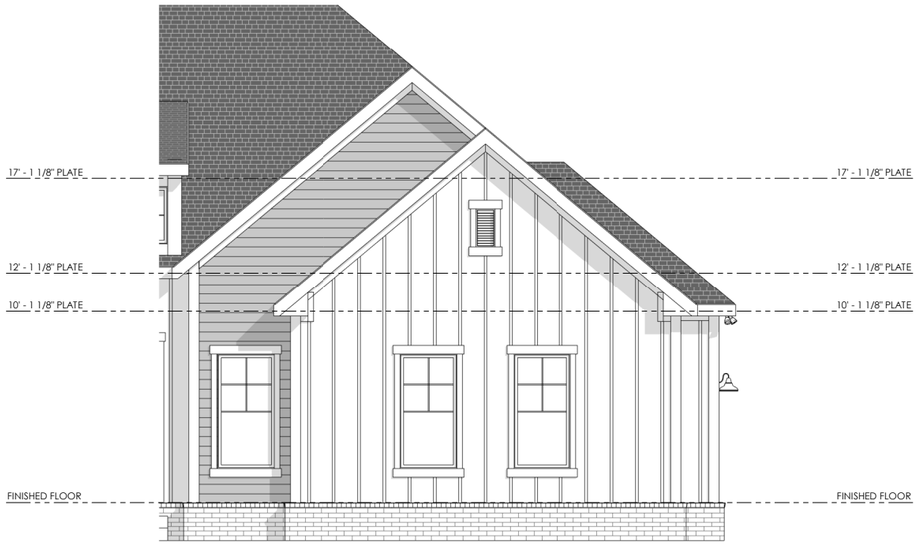
ELEVATION C - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



ELEVATION B - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



ELEVATION A - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"

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PLAN NO.

2370 (237)

ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

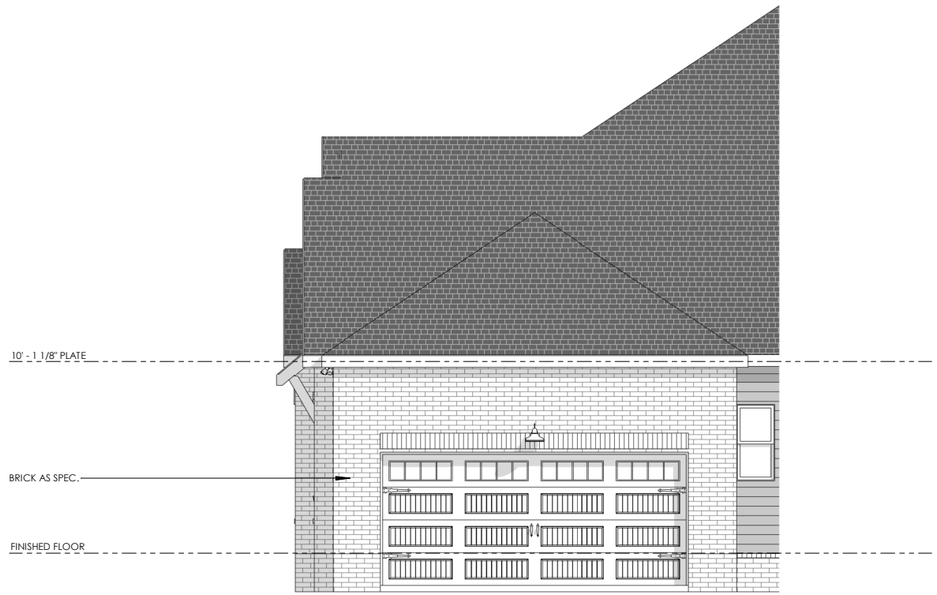
SHEET NO.

A5.06



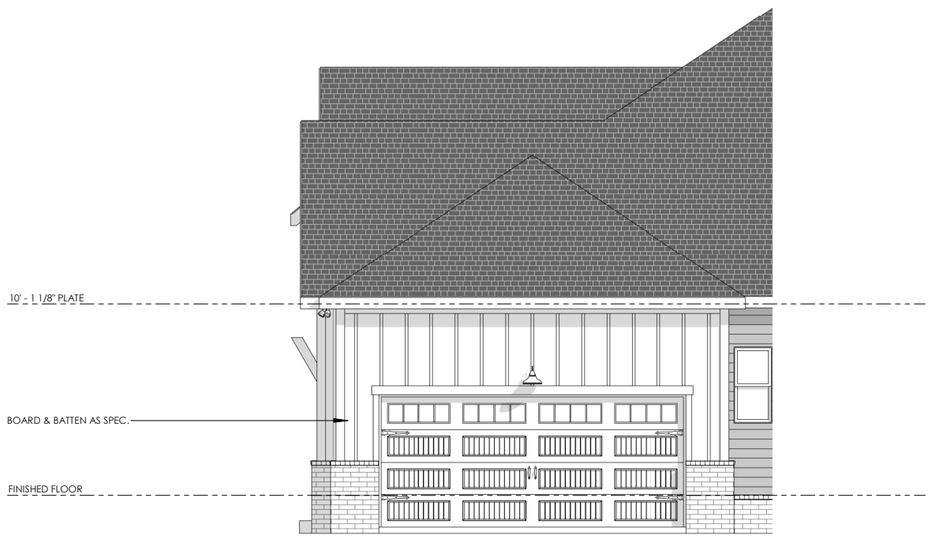
ELEVATION D - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



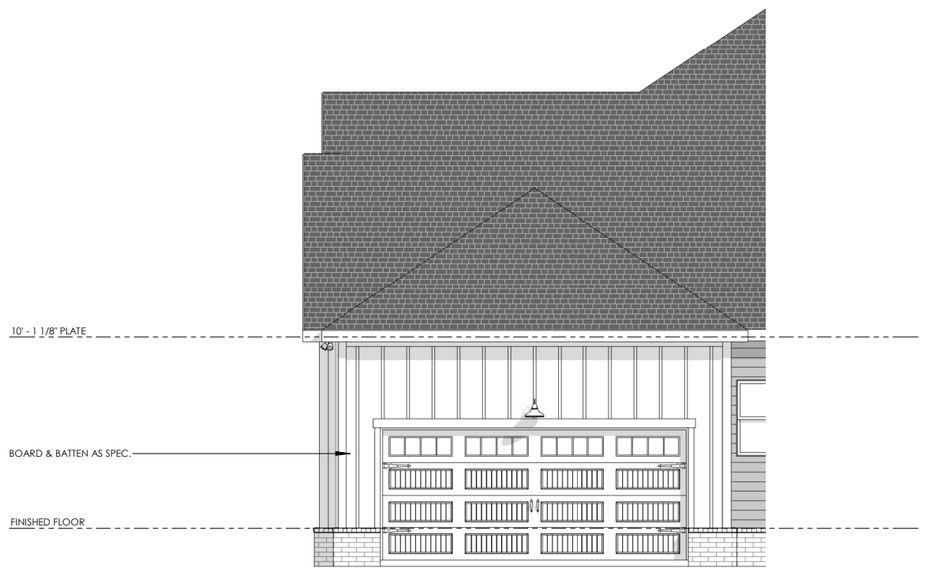
ELEVATION C - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



ELEVATION B - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



ELEVATION A - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"

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PLAN NO.

2370 (237)

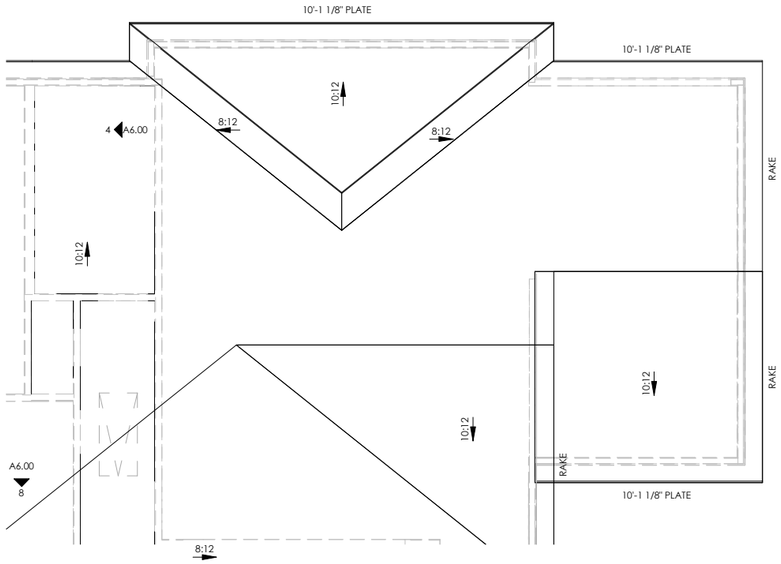
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

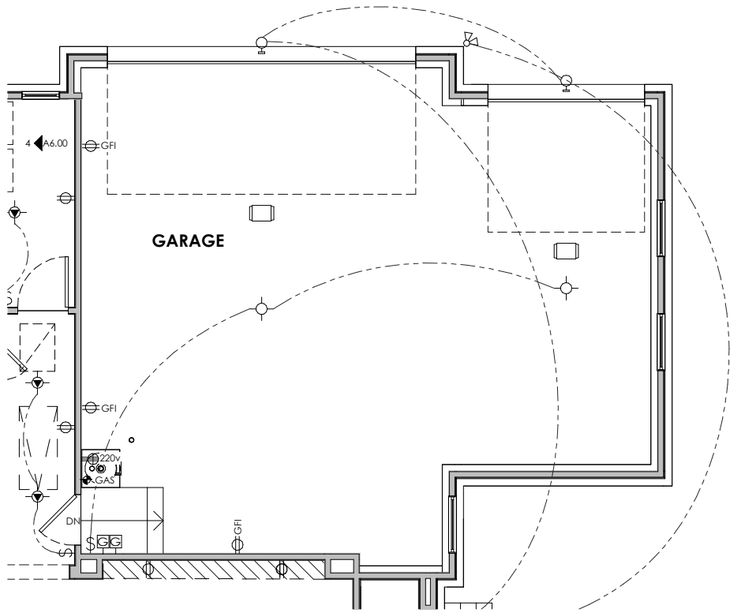
SHEET NO.

A5.07



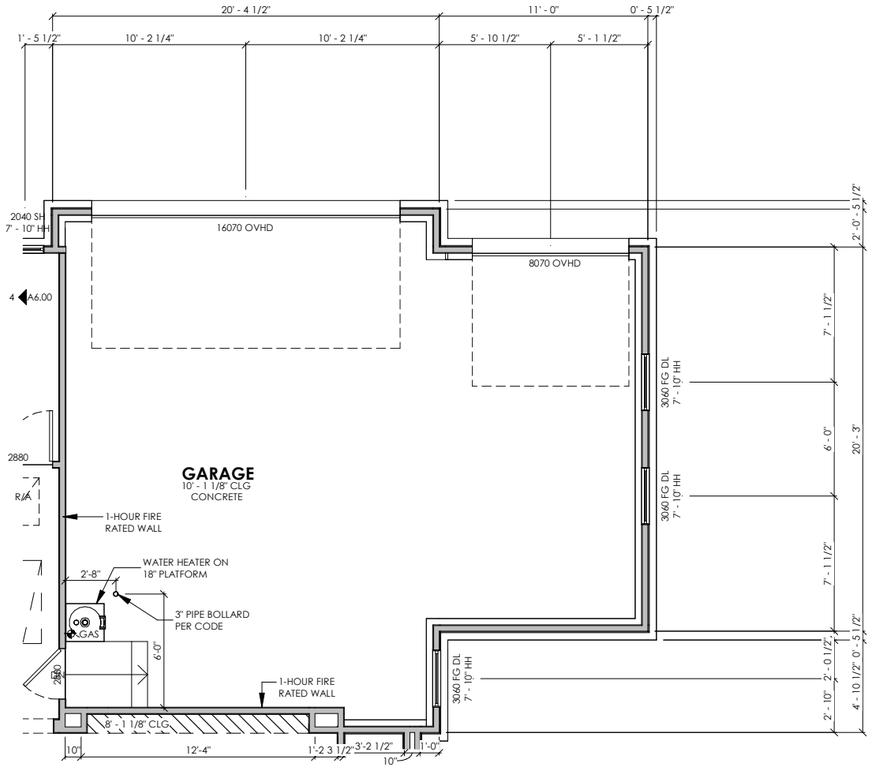
OPT. 3 CAR SIDE LOAD GARAGE - ROOF PLAN

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - ELECTRICAL PLAN

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - FLOOR PLAN

1/8" = 1'-0"

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DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

SHEET NO.

A5.08



D - OPT. 3 CAR SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



C - OPT. 3 CAR SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



B - OPT. 3 CAR SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



A - OPT. 3 CAR SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"

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PLAN NO.

2370 (237)

ISSUE DATE	8/1/2023
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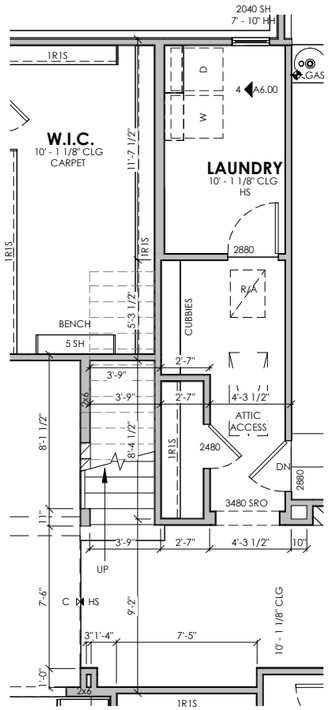
SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

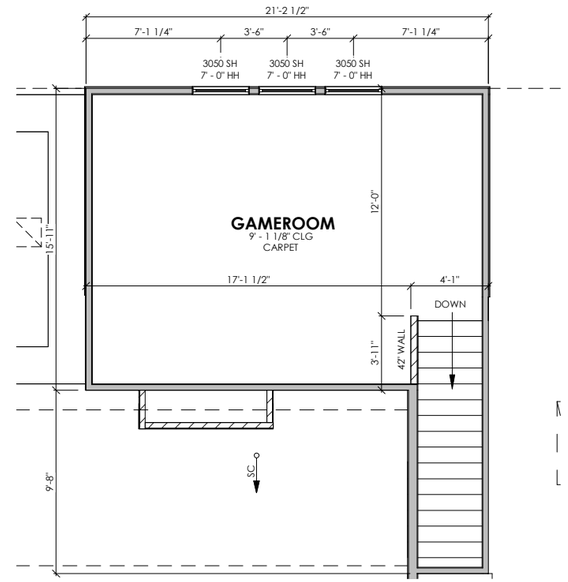
SHEET NO.

A5.09



OPT. GAMEROOM - 1ST FLOOR PLAN

1/8" = 1'-0"



OPT. GAMEROOM - 2ND FLOOR PLAN

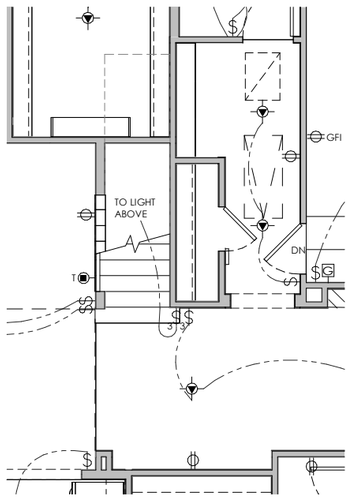
1/8" = 1'-0"

OPT. GAMEROOM - LIVING SPACE

FIRST FLOOR	2369 SF
SECOND FLOOR	338 SF
TOTAL	2706 SF

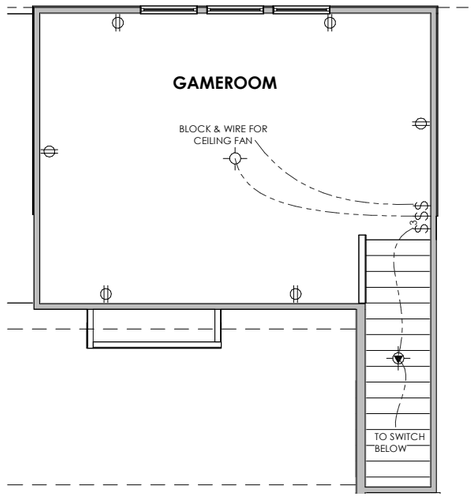
OPT. GAMEROOM - NON-LIVING

GARAGE	546 SF
PORCH	31 SF
PATIO	215 SF
TOTAL	791 SF



OPT. GAMEROOM - 1ST FLOOR ELEC. PLAN

1/8" = 1'-0"



OPT. GAMEROOM - 2ND FLOOR ELEC. PLAN

1/8" = 1'-0"

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2370 (237)

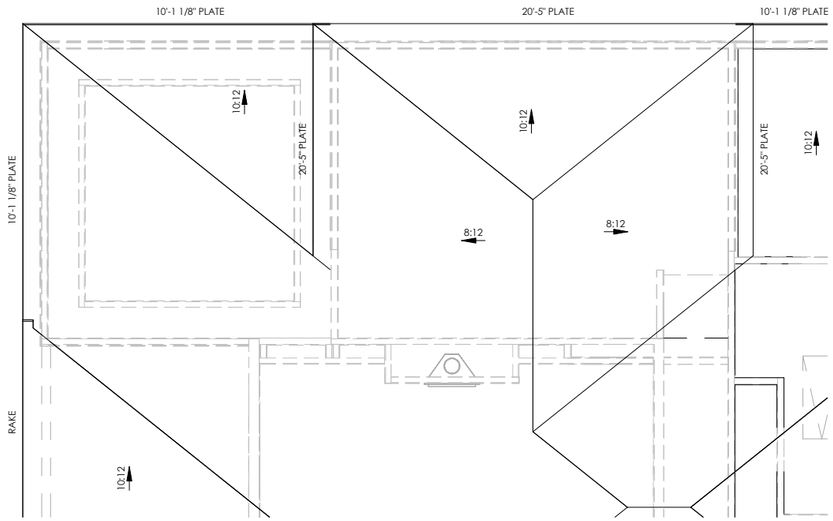
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

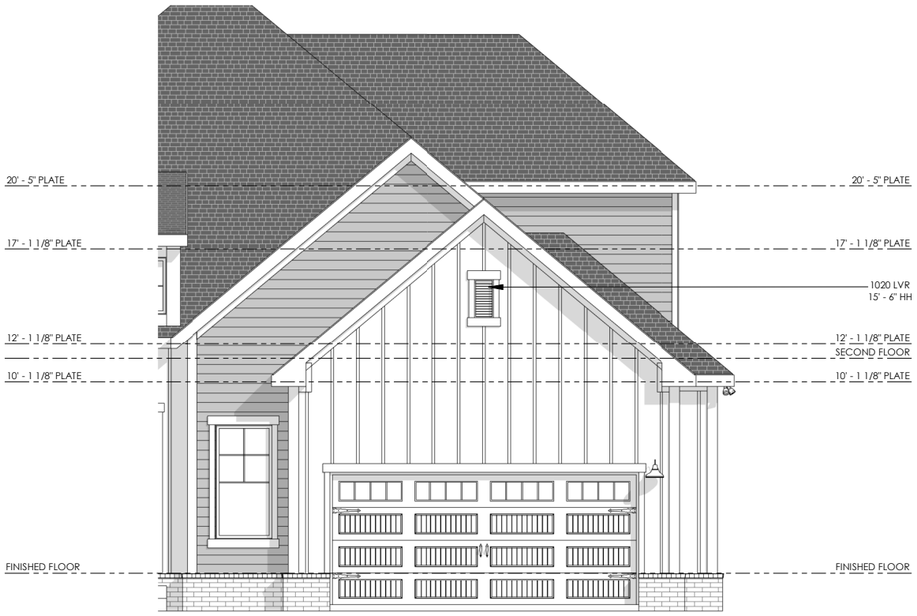
SHEET NO.

A5.10



OPT. GAMEROOM - ROOF PLAN

1/8" = 1'-0"



ELEVATION A - OPT. GAMEROOM - FRONT

1/8" = 1'-0"



ELEVATION A - OPT. GAMEROOM - RIGHT

1/8" = 1'-0"

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2370 (237)

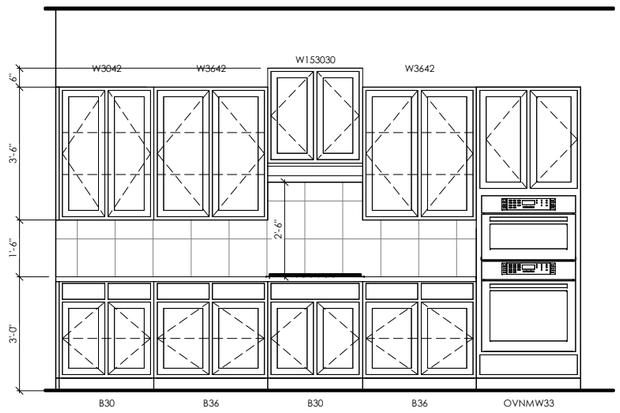
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

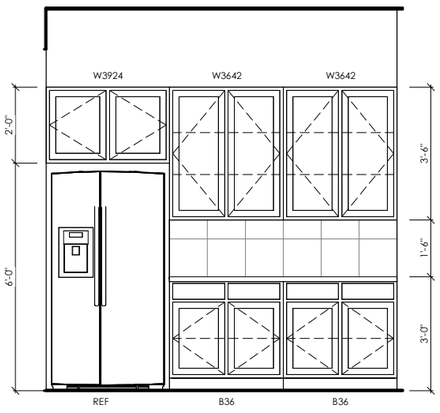
SHEET NO.

A5.11



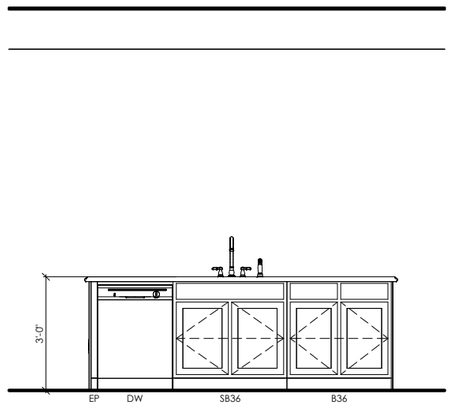
KITCHEN

1/4" = 1'-0"



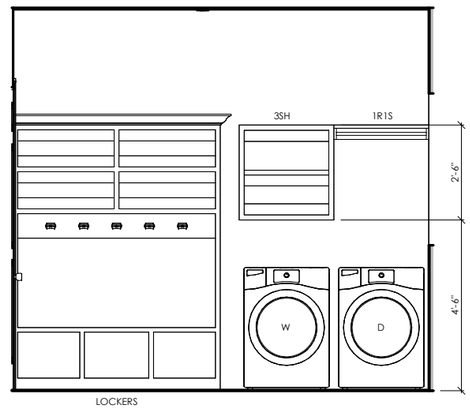
KITCHEN

1/4" = 1'-0"



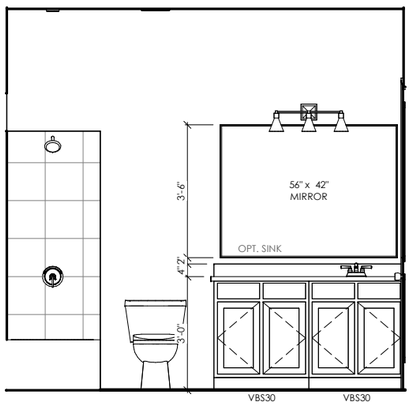
KITCHEN

1/4" = 1'-0"



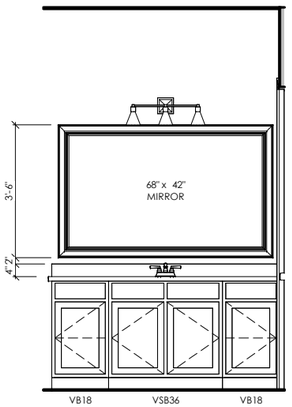
LAUNDRY

1/4" = 1'-0"



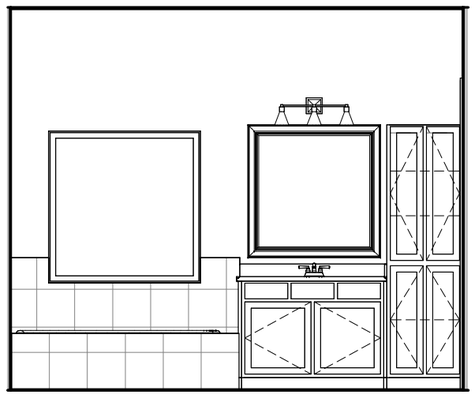
BATH 2

1/4" = 1'-0"



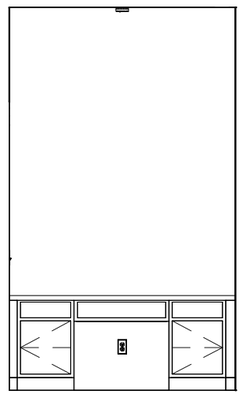
OWNER'S BATH

1/4" = 1'-0"



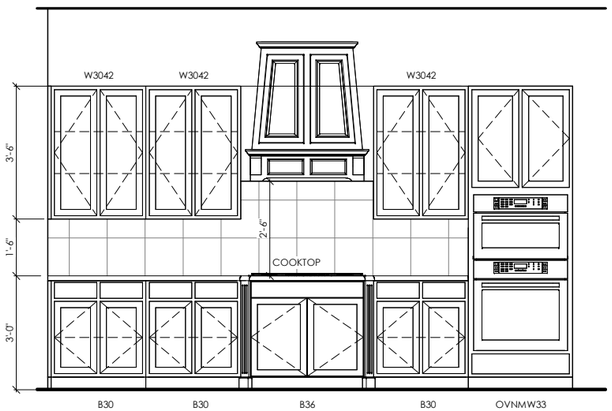
OWNER'S BATH

1/4" = 1'-0"



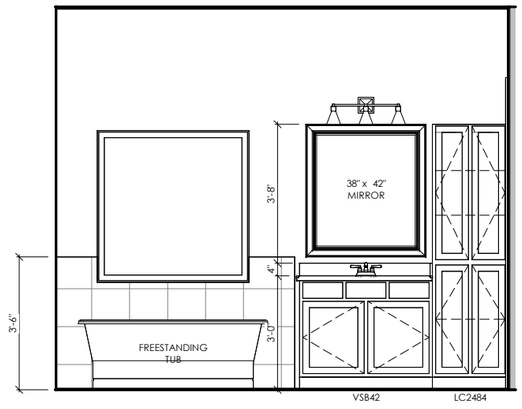
OPT. DESK

1/4" = 1'-0"



OPT. KITCHEN

1/4" = 1'-0"



OPT. FREESTANDING TUB

1/4" = 1'-0"

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PLAN NO.

2370 (237)

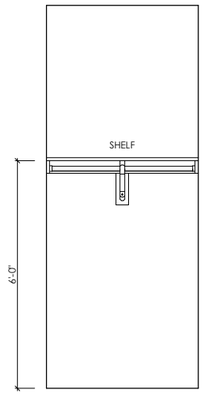
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/4" = 1'-0"

SHEET NAME

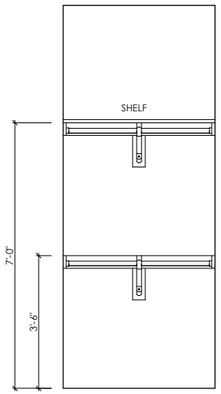
INTERIOR ELEVATIONS

SHEET NO.

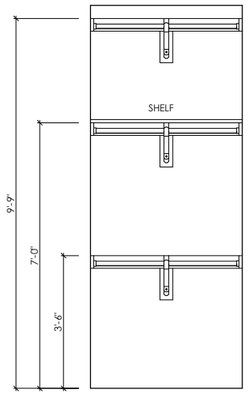
A6.00



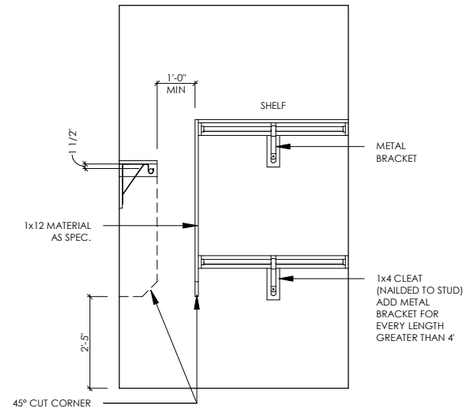
1R1S



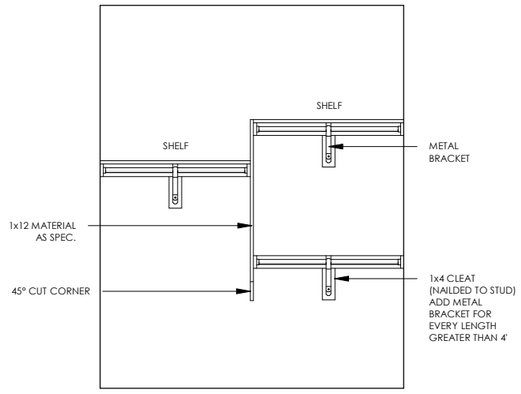
2R1S



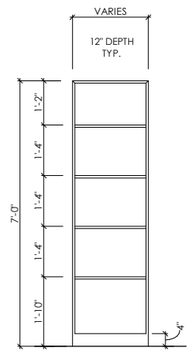
3R1S



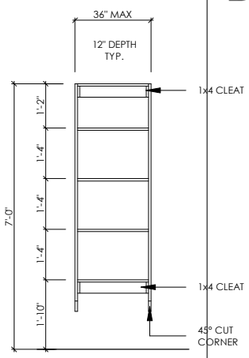
CLOSET CORNER DETAIL



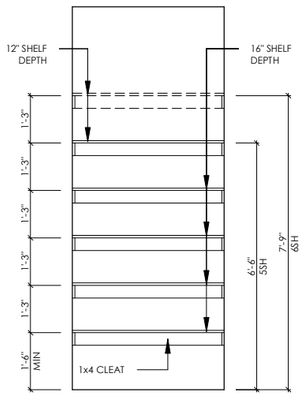
1R1S TO 2R1S TRANSITION DETAIL



5SH

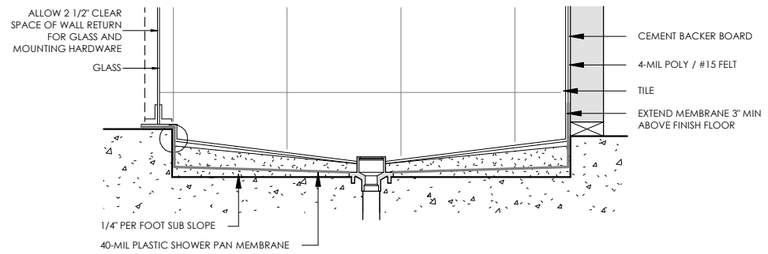


5SH (SUSPENDED)



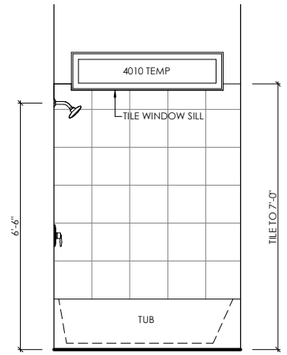
CLOSET DETAILS

1/4" = 1'-0"



MUD PAN SHOWER

3/4" = 1'-0"



TYP. TUB/SHWR W/ WINDOW

1/4" = 1'-0"

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PLAN NO.

2370 (237)

ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	As indicated

SHEET NAME

DETAIL SHEET

SHEET NO.

A7.00



ELEVATION A



ELEVATION B



ELEVATION C



ELEVATION D

REVISION LOG

SHEET LIST

NO.	TITLE
A0.00	COVER SHEET
A1.00	ELEVATION A - FIRST FLOOR PLAN
A1.01	ELEVATION A - SECOND FLOOR PLAN
A1.02	ELEVATION A - EXTERIOR ELEVATIONS
A1.03	ELEVATION A - EXTERIOR ELEVATIONS
A1.04	ELEVATION A - EXTERIOR ELEVATIONS
A1.05	ELEVATION A - EXTERIOR ELEVATIONS
A1.06	ELEVATION A - ROOF PLAN
A1.07	ELEVATION A - SECTIONS
A2.01	ELEVATION B - PARTIAL FLOOR PLANS
A2.02	ELEVATION B - EXTERIOR ELEVATIONS
A2.03	ELEVATION B - EXTERIOR ELEVATIONS
A2.04	ELEVATION B - EXTERIOR ELEVATIONS
A2.05	ELEVATION B - EXTERIOR ELEVATIONS
A2.06	ELEVATION B - ROOF PLAN
A3.01	ELEVATION C - PARTIAL FLOOR PLANS
A3.02	ELEVATION C - EXTERIOR ELEVATIONS
A3.03	ELEVATION C - EXTERIOR ELEVATIONS
A3.04	ELEVATION C - EXTERIOR ELEVATIONS
A3.05	ELEVATION C - EXTERIOR ELEVATIONS
A3.06	ELEVATION C - ROOF PLAN
A4.01	ELEVATION D - PARTIAL FLOOR PLANS
A4.02	ELEVATION D - EXTERIOR ELEVATIONS
A4.03	ELEVATION D - EXTERIOR ELEVATIONS
A4.04	ELEVATION D - EXTERIOR ELEVATIONS
A4.05	ELEVATION D - EXTERIOR ELEVATIONS
A4.06	ELEVATION D - ROOF PLAN
A7.00	PLAN OPTIONS
A7.01	PLAN OPTIONS
A7.02	PLAN OPTIONS
A7.03	PLAN OPTIONS
A7.04	PLAN OPTIONS
A7.05	PLAN OPTIONS
A7.06	PLAN OPTIONS
A7.07	PLAN OPTIONS
A7.08	PLAN OPTIONS
A7.09	PLAN OPTIONS
A7.10	PLAN OPTIONS
A7.11	PLAN OPTIONS
A7.12	PLAN OPTIONS
AD1.00	DETAILS
E1.00	ELEVATION A - FIRST FLOOR ELECTRICAL
E1.01	ELEVATION A - SECOND FLOOR ELECTRICAL
E2.00	ELEVATION B - PARTIAL ELECTRICAL PLANS
E3.00	ELEVATION C - PARTIAL ELECTRICAL PLANS
E4.00	ELEVATION D - PARTIAL ELECTRICAL PLANS
E7.00	PLAN OPTIONS
E7.01	PLAN OPTIONS
E7.02	PLAN OPTIONS
SF1.00	FOUNDATION - ELEVATION A

PLAN OPTIONS

- ☐ ELEVATION **A**
- ☐ ELEVATION **B**
- ☐ ELEVATION **C**
- ☐ ELEVATION **D**
- ☐ **00STN000** - OPT. STONE
- ☐ **BED4BATH3** - OPT. BEDROOM 4 BATH 3
- ☐ **BED5BATH4** - OPT. BEDROOM 5 BATH 4
- ☐ **DR000IN8** - OPT. 8' INTERIOR DOORS
- ☐ **DR000PT8** - OPT. 8' PATIO DOOR
- ☐ **EXECUTV** - OPT. EXECUTIVE PACKAGE
- ☐ **FREESTUB** - OPT. FREESTANDING TUB
- ☐ **GARGE1/2** - OPT. HALF CAR GARAGE
- ☐ **GARGE3** - OPT. 3 CAR GARAGE
- ☐ **GARGE3SL** - OPT. 3 CAR SIDE LOAD GARAGE
- ☐ **GARGSDLD** - OPT. SIDE LOAD GARAGE
- ☐ **ISLAND2** - OPT. ISLAND
- ☐ **KITCHEN2** - OPT. KITCHEN
- ☐ **LAV2BTH2** - OPT. BATH 3 SINK
- ☐ **MBEDENT** - OPT. OWNERS ENTRY
- ☐ **MEDIARM** - OPT. MEDIA
- ☐ **PATIO2** - OPT. COVERED PATIO
- ☐ **PL0MB201** - OPT. ENLARGED SHOWER
- ☐ **REAREXT** - OPT. 3' REAR EXTENSION
- ☐ **SHWRSEAT** - OPT. SHOWER SEAT
- ☐ **STUDY1** - OPT. STUDY

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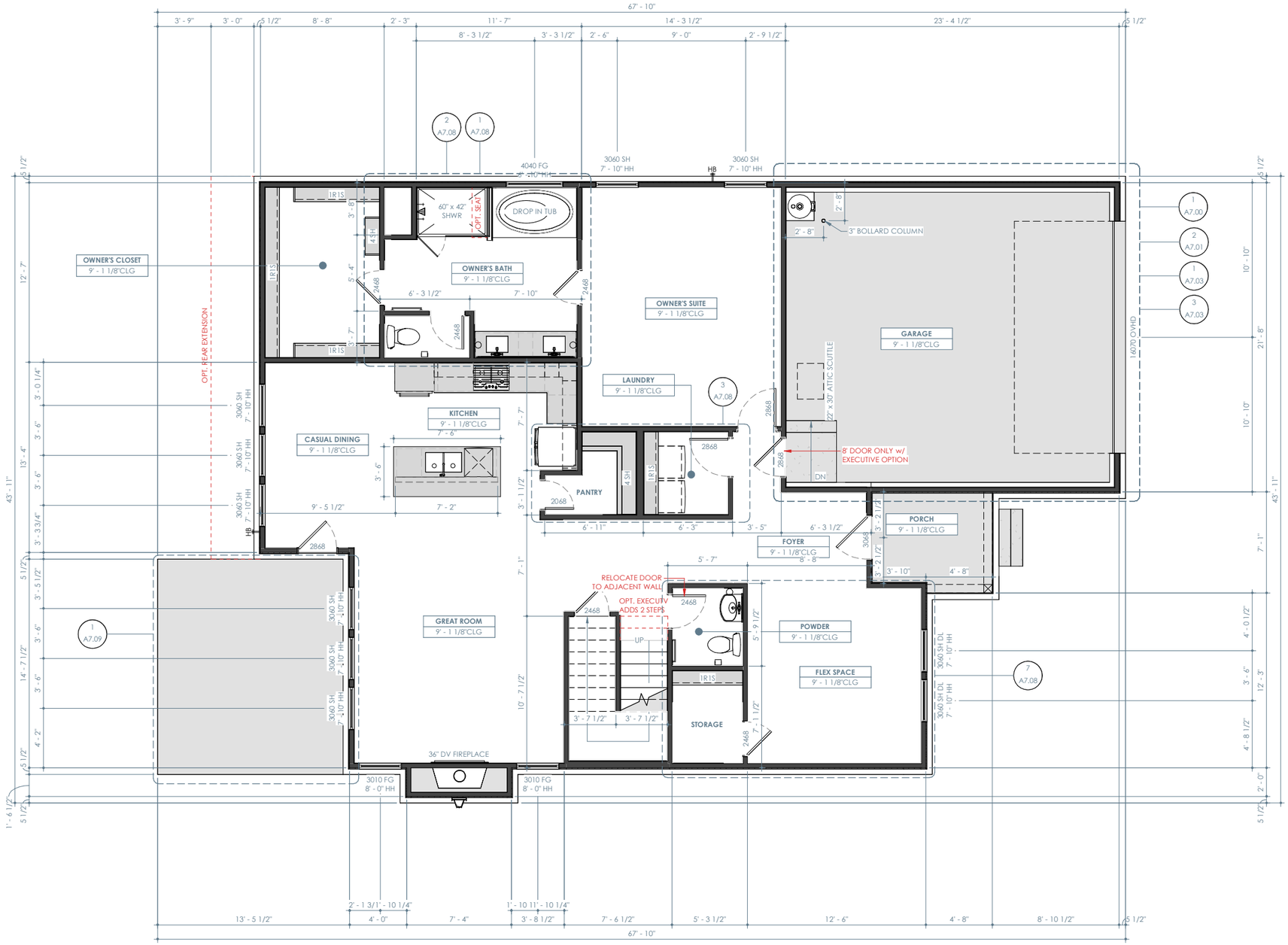
PLAN NO.
2550 (255)

ISSUE DATE	11-08-202
DRAWN BY	JLA
SCALE	As indicated

SHEET NAME
COVER SHEET

SHEET NO.
A0.00



ELEVATION A - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION A - LIVING	
FIRST FLOOR	1581 SF
SECOND FLOOR	971 SF
TOTAL	2553 SF
GARAGE	505 SF
PORCH	58 SF
PATIO	196 SF
TOTAL	758 SF
TOTAL UNDER ROOF	3311 SF

OPTIONAL AREAS	
OPT. HALF CAR GARAGE	115 SF
OPT. 3 CAR GARAGE	230 SF
OPT. 3 CAR SIDE LOAD GARAGE	217 SF
OPT. REAR EXTENSION - FIRST FLOOR	78 SF
OPT. MEDIA / OPT. BEDROOM 5 BATH 4	306 SF
OPT. REAR EXTENSION w/ OPT. MEDIA / OPT. BEDROOM 5 BATH 4	37 SF
OPT. REAR EXTENSION - SECOND FLOOR	41 SF

EXECUTIVE OPTION

- FIRST & SECOND FLOOR PLATE MOVES UP 1'
- RAISE WINDOWS ON FIRST FLOOR UP 1'
- 8' TALL INTERIOR / EXTERIOR DOORS ON FIRST FLOOR
- ADDS 2 RISERS AT STAIRS

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS AND CEILING SLOPES
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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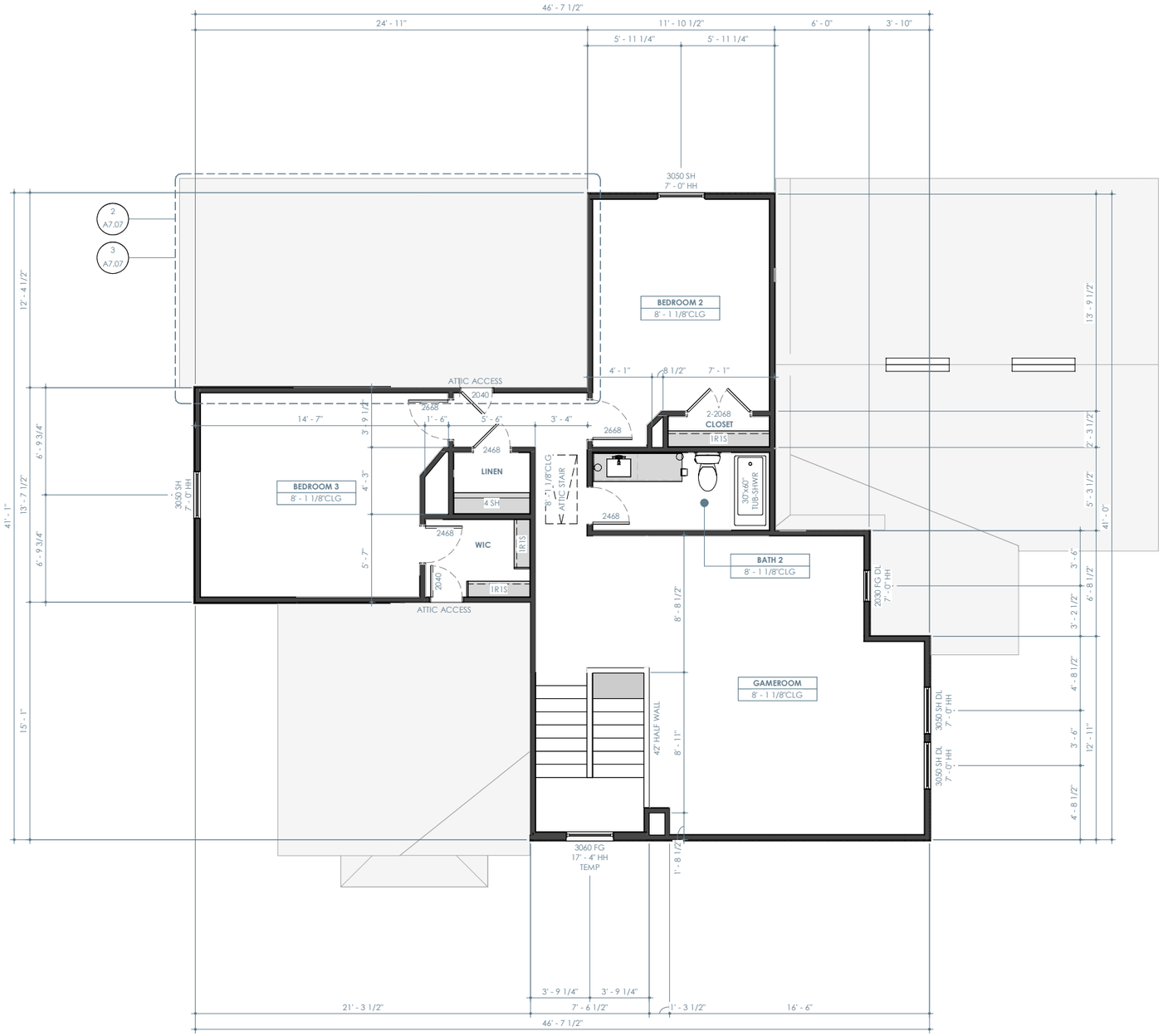
SHEET NAME

ELEVATION A - FIRST FLOOR PLAN

SHEET NO.

A1.00



ELEVATION A - SECOND FLOOR PLAN

1/8" = 1'-0"

EXECUTIVE OPTION

- FIRST & SECOND FLOOR PLATE MOVES UP 1"
- RAISE WINDOWS ON FIRST FLOOR UP 1"
- 8' TALL INTERIOR / EXTERIOR DOORS ON FIRST FLOOR
- ADDS 2 RISERS AT STAIRS

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - SECOND FLOOR PLAN

SHEET NO.

A1.01



ELEVATION A - FRONT

1/8" = 1'-0"



ELEVATION A - REAR

1/8" = 1'-0"

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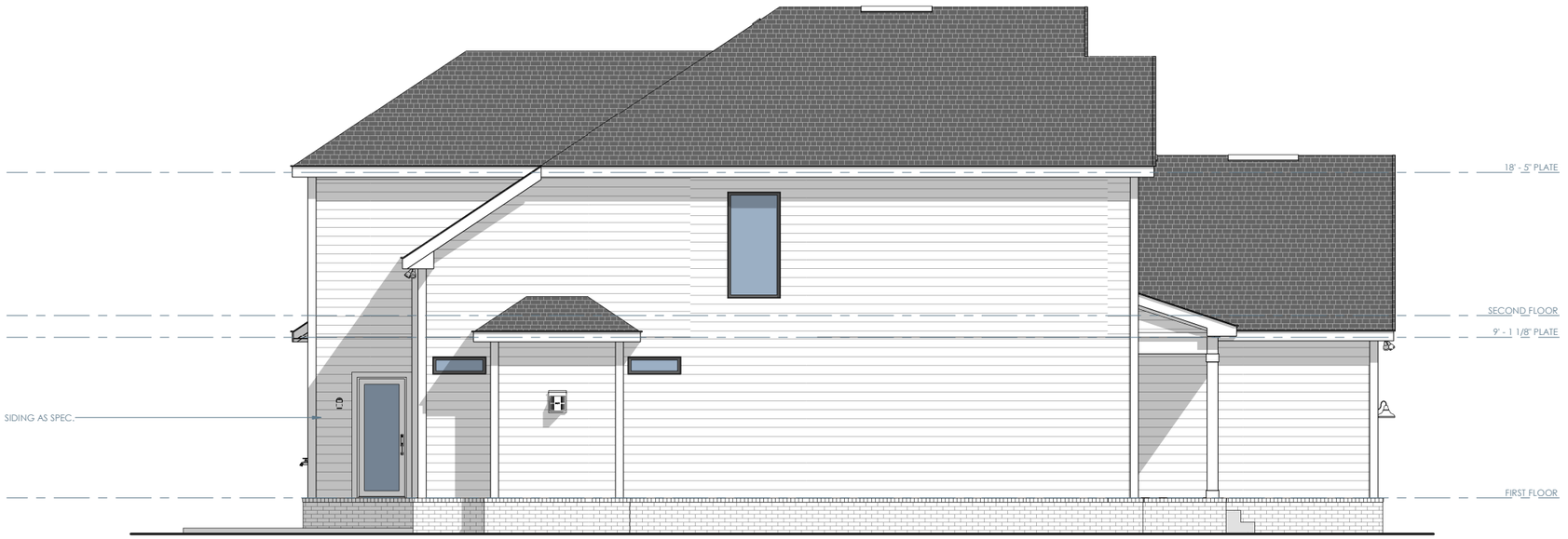
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

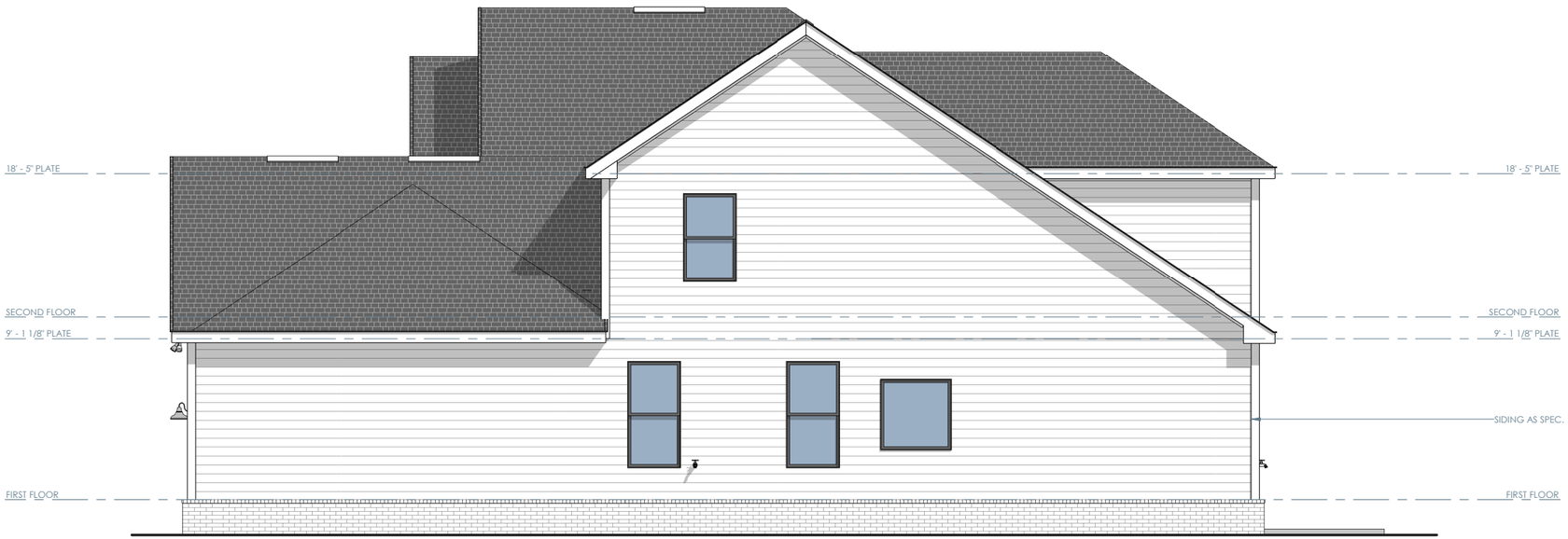
SHEET NO.

A1.02



ELEVATION A - LEFT

1/8" = 1'-0"



ELEVATION A - RIGHT

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.03



EXECUTV

ELEVATION A - OPT. EXECUTIVE - FRONT

1/8" = 1'-0"



EXECUTV

ELEVATION A - OPT. EXECUTIVE - REAR

1/8" = 1'-0"

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ISSUE DATE	11-08-202
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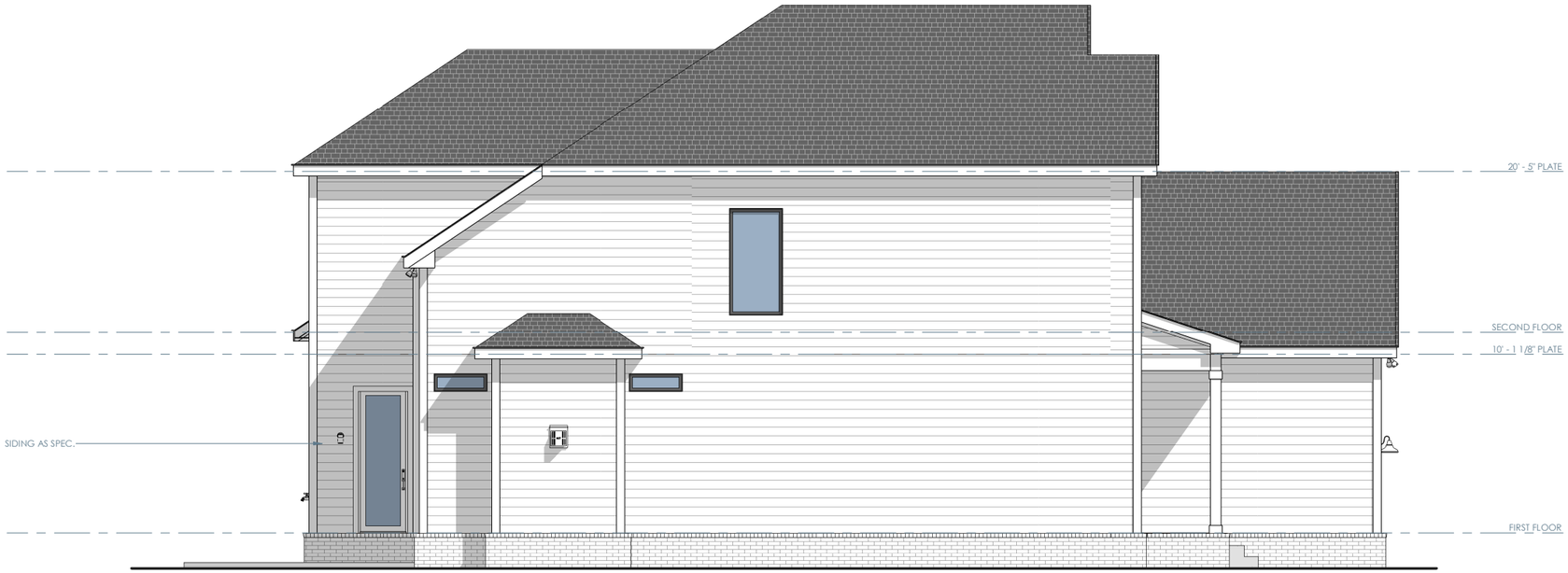
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

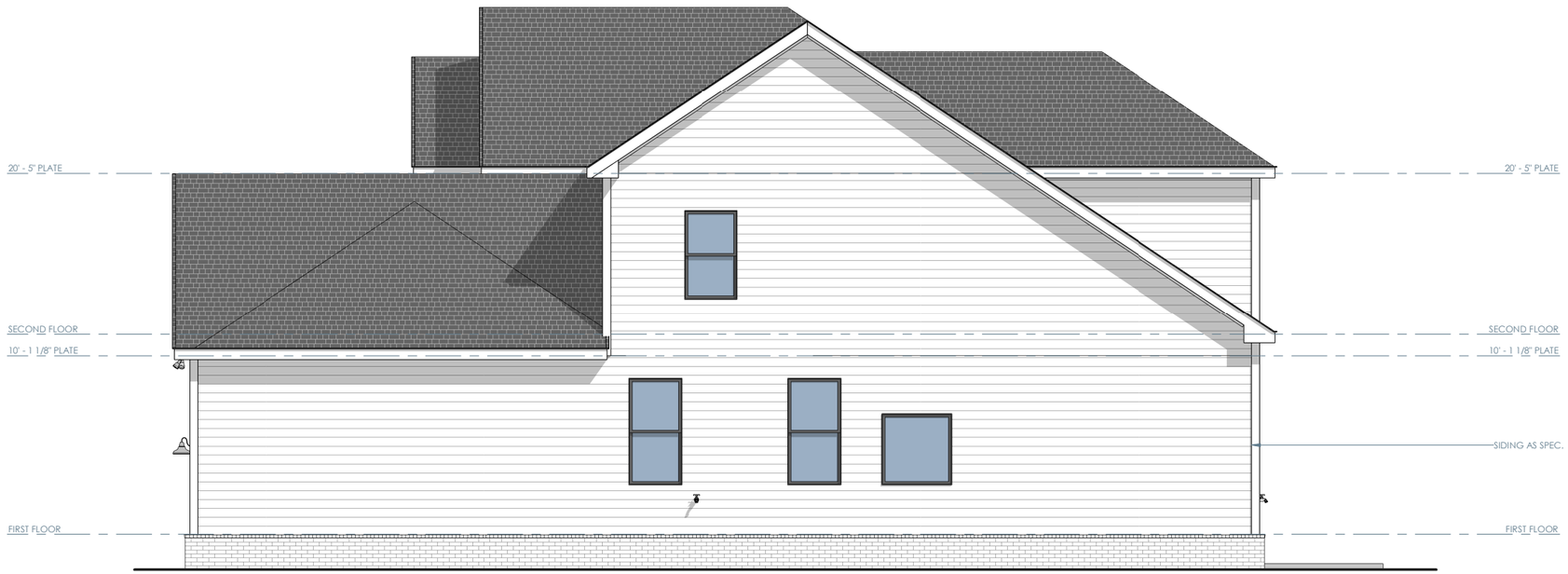
A1.04



EXECUTV

ELEVATION A - OPT. EXECUTIVE - LEFT

1/8" = 1'-0"



EXECUTV

ELEVATION A - OPT. EXECUTIVE - REAR

1/8" = 1'-0"

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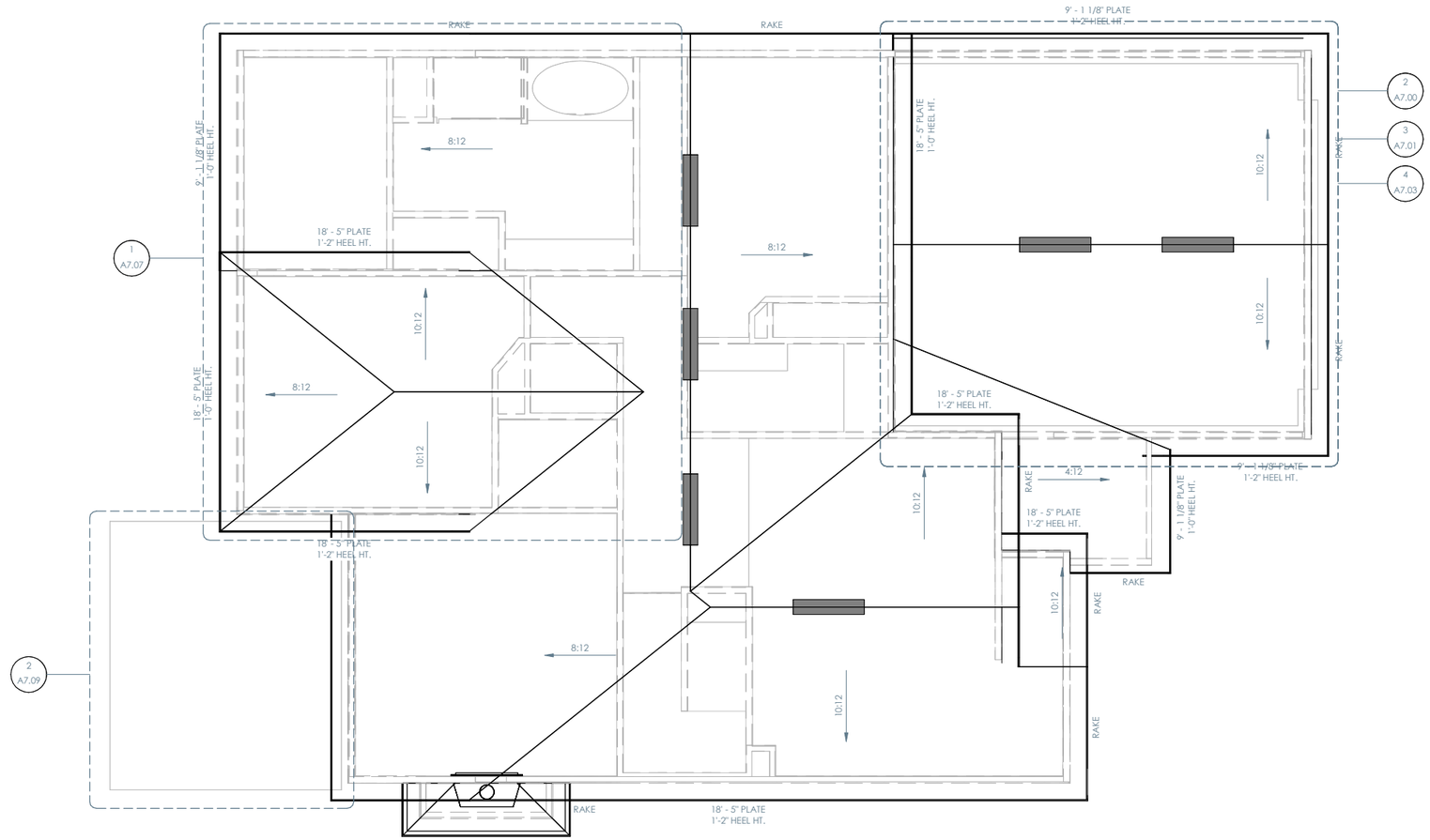
SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.05



ELEVATION A - ROOF PLAN

1/8" = 1'-0"

ZONE 1	
ATTIC AREA (FT²)	1322
REQUIRED ATTIC VENTILATION (IN²)	635
REQUIRED LOWER VENTILATION (IN²)	318
REQUIRED UPPER VENTILATION (IN²)	317
NUMBER OF VENTS	
AIRHAWK 50 - LOWER (50 NFA)	1
AIRHAWK 50 - UPPER (50 NFA)	1
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
TOTAL PROVIDED LOWER VENTILATION (IN²)	50 NFA
TOTAL PROVIDED UPPER ATTIC VENTILATION (IN²)	50 NFA

ZONE 2	
ATTIC AREA (FT²)	469
REQUIRED ATTIC VENTILATION (IN²)	226
REQUIRED LOWER VENTILATION (IN²)	113
REQUIRED UPPER VENTILATION (IN²)	113
NUMBER OF VENTS	
AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	0
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
TOTAL PROVIDED LOWER VENTILATION (IN²)	0 NFA
TOTAL PROVIDED UPPER ATTIC VENTILATION (IN²)	0 NFA

VENTILATION PROVIDED

VENT TYPE	QTY	TOTAL PROPOSED VENTILATION
ZONE 1		
HIGH		
4' Ridge Vent	4	384 in²
		384 in²
ZONE 2		
HIGH		
4' Ridge Vent	2	192 in²
		192 in²

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2' PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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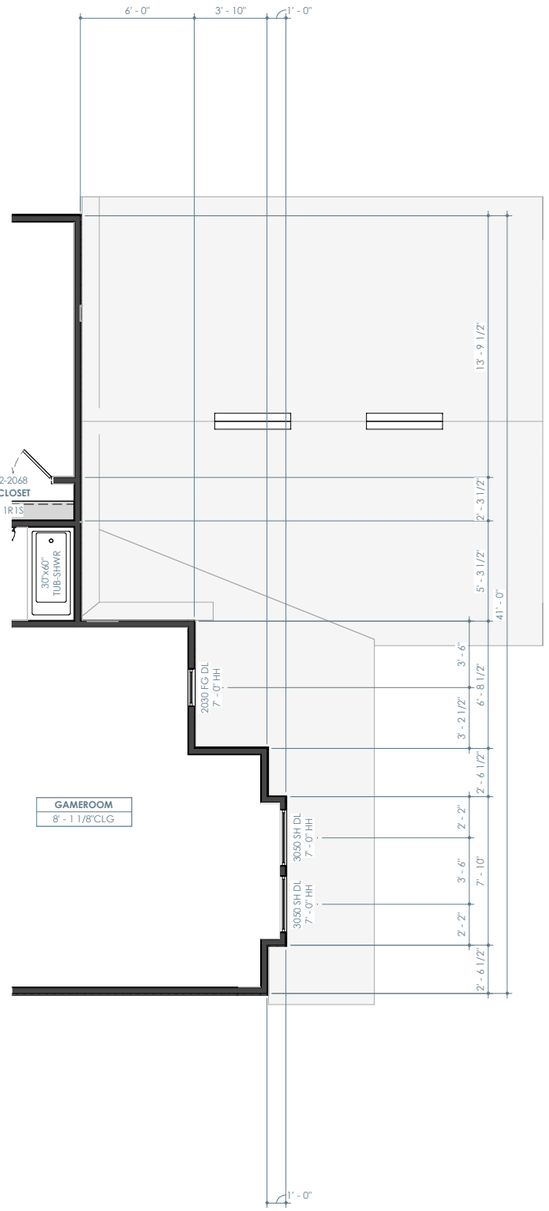
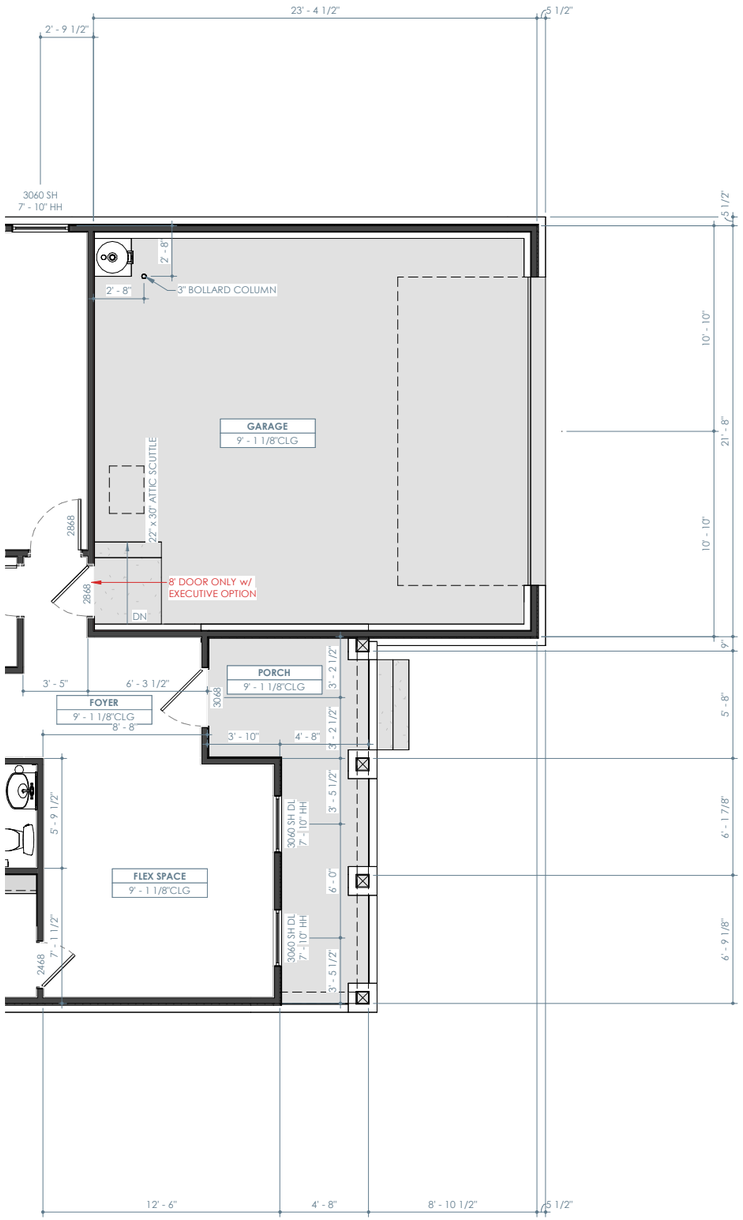
SHEET NAME
ELEVATION A - ROOF PLAN

SHEET NO.
A1.06



ELEVATION B - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION B - LIVING	
FIRST FLOOR	1581 SF
SECOND FLOOR	971 SF
TOTAL	2553 SF
GARAGE	505 SF
PORCH	115 SF
PATIO	196 SF
TOTAL	816 SF
TOTAL UNDER ROOF	3368 SF

OPTIONAL AREAS	
OPT. HALF CAR GARAGE	115 SF
OPT. 3 CAR GARAGE	230 SF
OPT. 3 CAR SIDE LOAD GARAGE	217 SF
OPT. REAR EXTENSION - FIRST FLOOR	78 SF
OPT. MEDIA / OPT. BEDROOM 5 BATH 4	306 SF
OPT. REAR EXTENSION w/ OPT. MEDIA / OPT. BEDROOM 5 BATH 4	37 SF
OPT. REAR EXTENSION - SECOND FLOOR	41 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS AND CEILING SLOPES
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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SHEET NAME

ELEVATION B - PARTIAL FLOOR PLANS

SHEET NO.

A2.01



ELEVATION B - FRONT

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

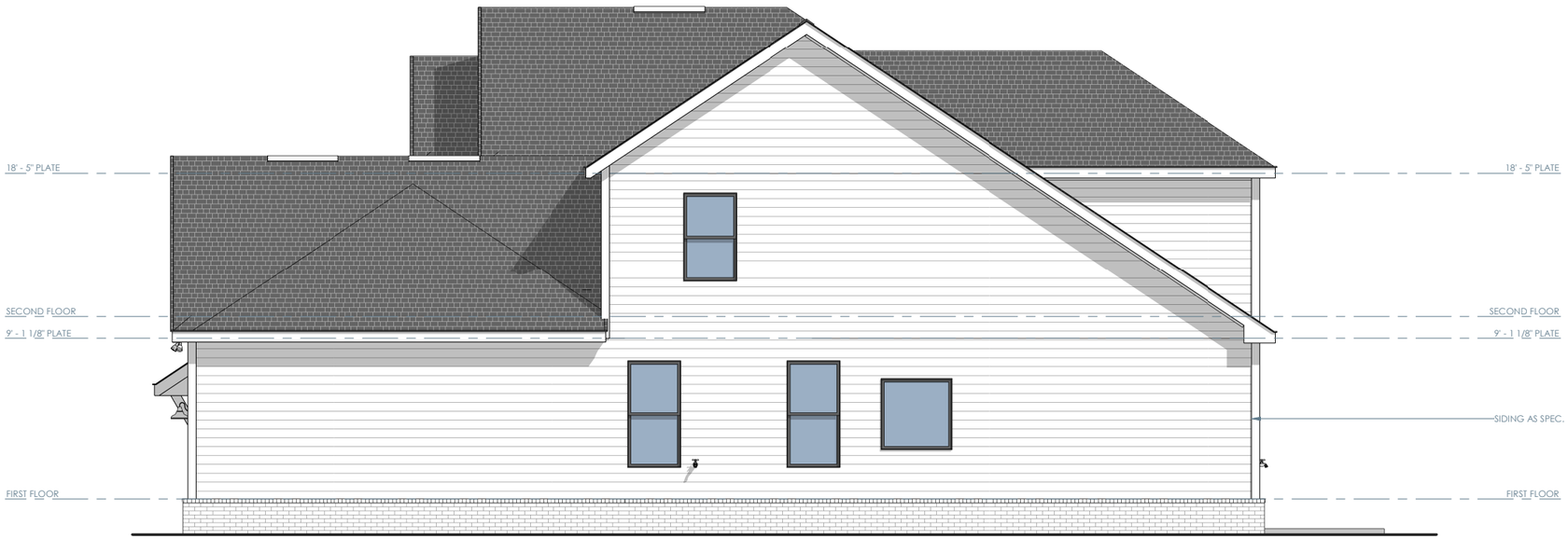
SHEET NAME
ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.
A2.02



ELEVATION B - LEFT

1/8" = 1'-0"



ELEVATION B - RIGHT

1/8" = 1'-0"

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ISSUE DATE	11-08-202
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.03



EXECUTV

ELEVATION B - OPT. EXECUTIVE - FRONT

1/8" = 1'-0"



EXECUTV

ELEVATION B - OPT. EXECUTIVE - REAR

1/8" = 1'-0"

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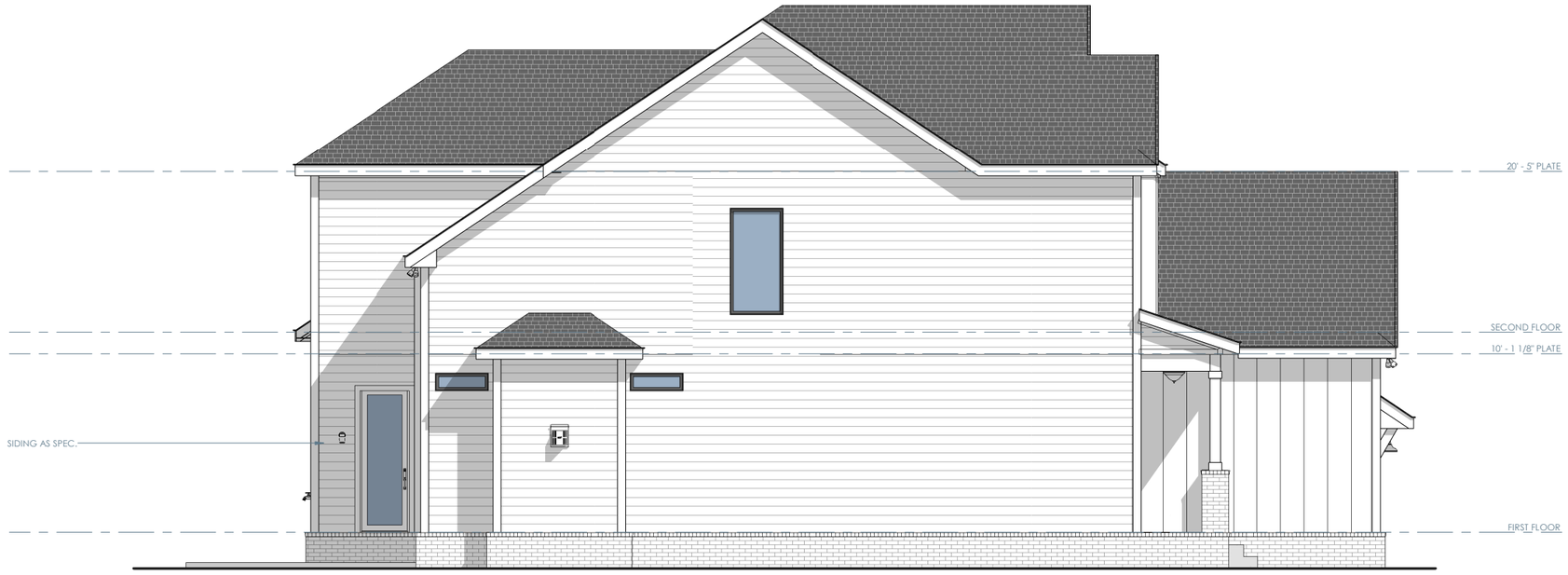
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

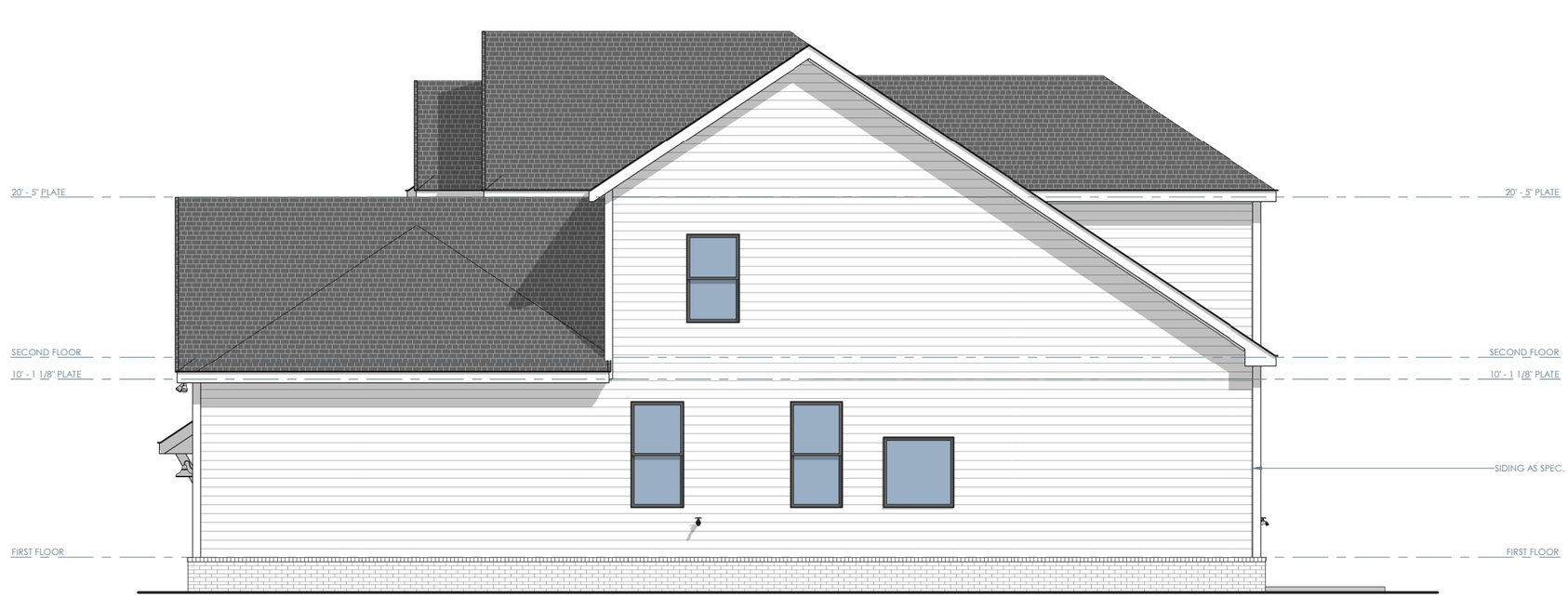
A2.04



EXECUTV

ELEVATION B - OPT. EXECUTIVE - LEFT

1/8" = 1'-0"



EXECUTV

ELEVATION B - OPT. EXECUTIVE - RIGHT

1/8" = 1'-0"

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PLAN NO.

2550 (255)

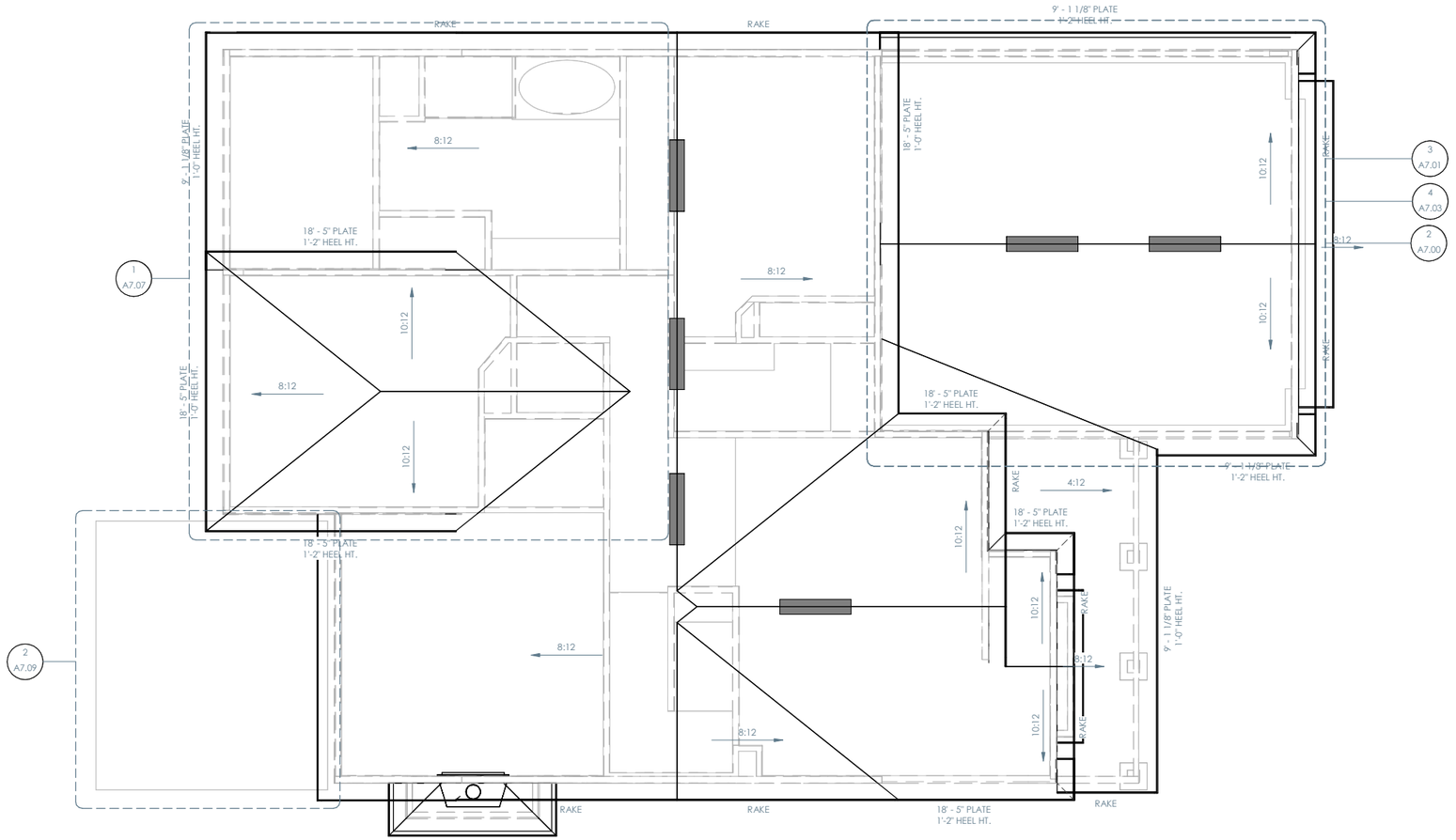
ISSUE DATE	11-08-202
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.05



ELEVATION B - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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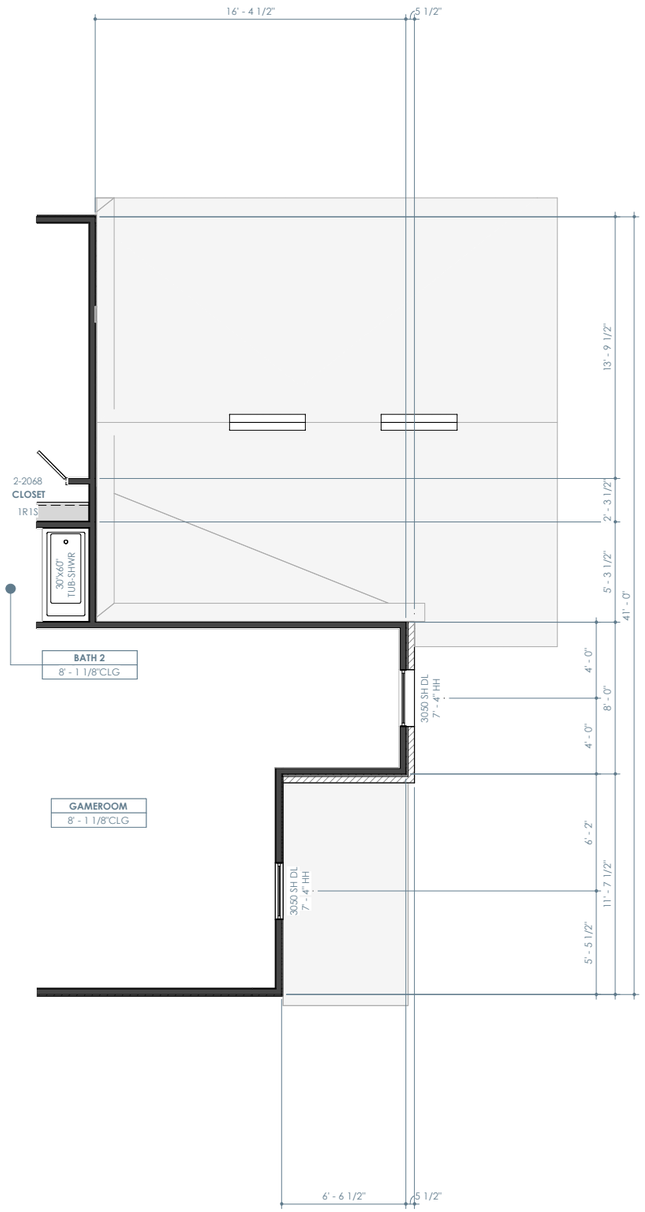
SCALE	1/8" = 1'-0"

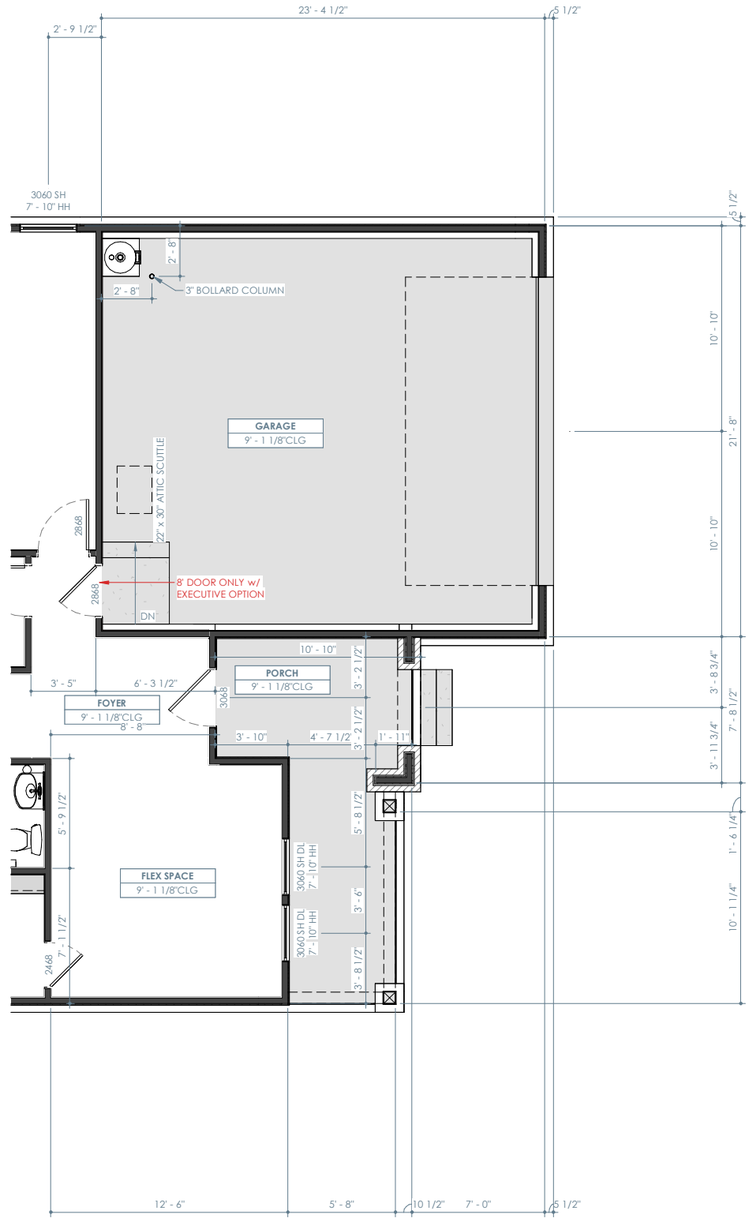
SHEET NAME
ELEVATION B - ROOF PLAN

SHEET NO.
A2.06



ELEVATION C - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION C - LIVING	
FIRST FLOOR	1581 SF
SECOND FLOOR	971 SF
TOTAL	2553 SF
GARAGE	505 SF
PORCH	141 SF
PATIO	196 SF
TOTAL	842 SF
TOTAL UNDER ROOF	3394 SF

OPTIONAL AREAS	
OPT. HALF CAR GARAGE	115 SF
OPT. 3 CAR GARAGE	230 SF
OPT. 3 CAR SIDE LOAD GARAGE	217 SF
OPT. REAR EXTENSION - FIRST FLOOR	78 SF
OPT. MEDIA / OPT. BEDROOM 5 BATH 4	306 SF
OPT. REAR EXTENSION w/ OPT. MEDIA / OPT. BEDROOM 5 BATH 4	37 SF
OPT. REAR EXTENSION - SECOND FLOOR	41 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL, ALL DOOR JAMBS TO BE 5". WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS AND CEILING SLOPES
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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ISSUE DATE	11-08-202
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - PARTIAL FLOOR PLANS

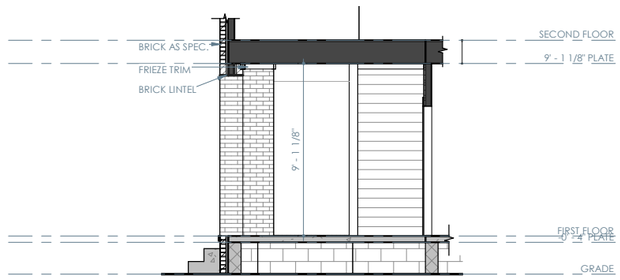
SHEET NO.

A3.01



ELEVATION C - FRONT

1/8" = 1'-0"



PORCH SECTION

1/8" = 1'-0"



00STN000

ELEVATION C - OPT. STONE - FRONT

1/8" = 1'-0"

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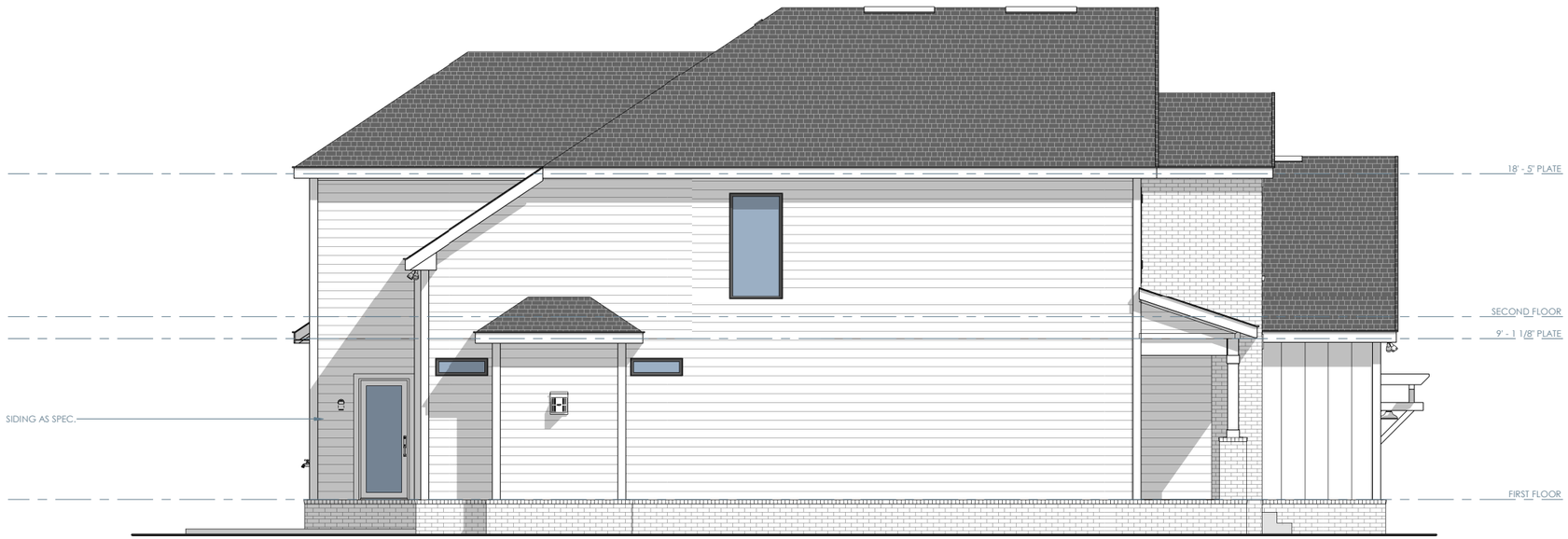
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A3.02



ELEVATION C - LEFT

1/8" = 1'-0"



ELEVATION C - RIGHT

1/8" = 1'-0"

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2550 (255)

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SCALE	1/8" = 1'-0"

SHEET NAME
ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.
A3.03



EXECUTV

ELEVATION C - OPT. EXECUTIVE - FRONT

1/8" = 1'-0"



EXECUTV

ELEVATION C - OPT. EXECUTIVE - REAR

1/8" = 1'-0"

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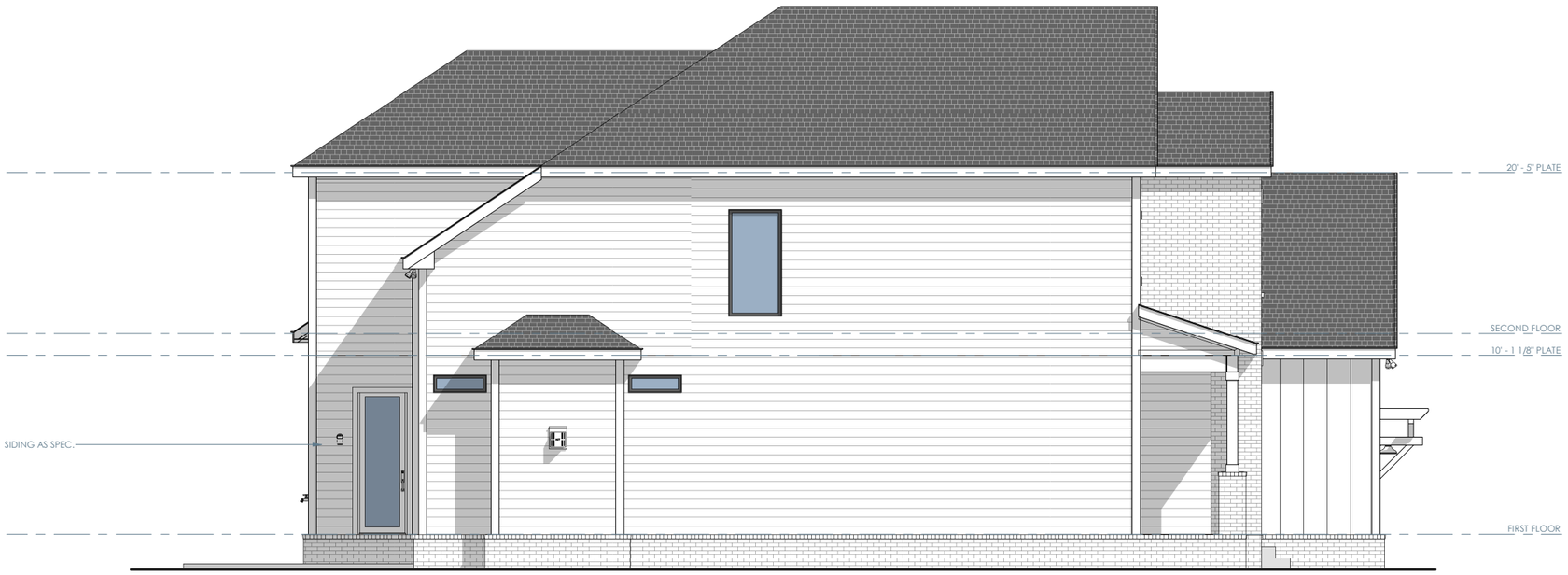
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

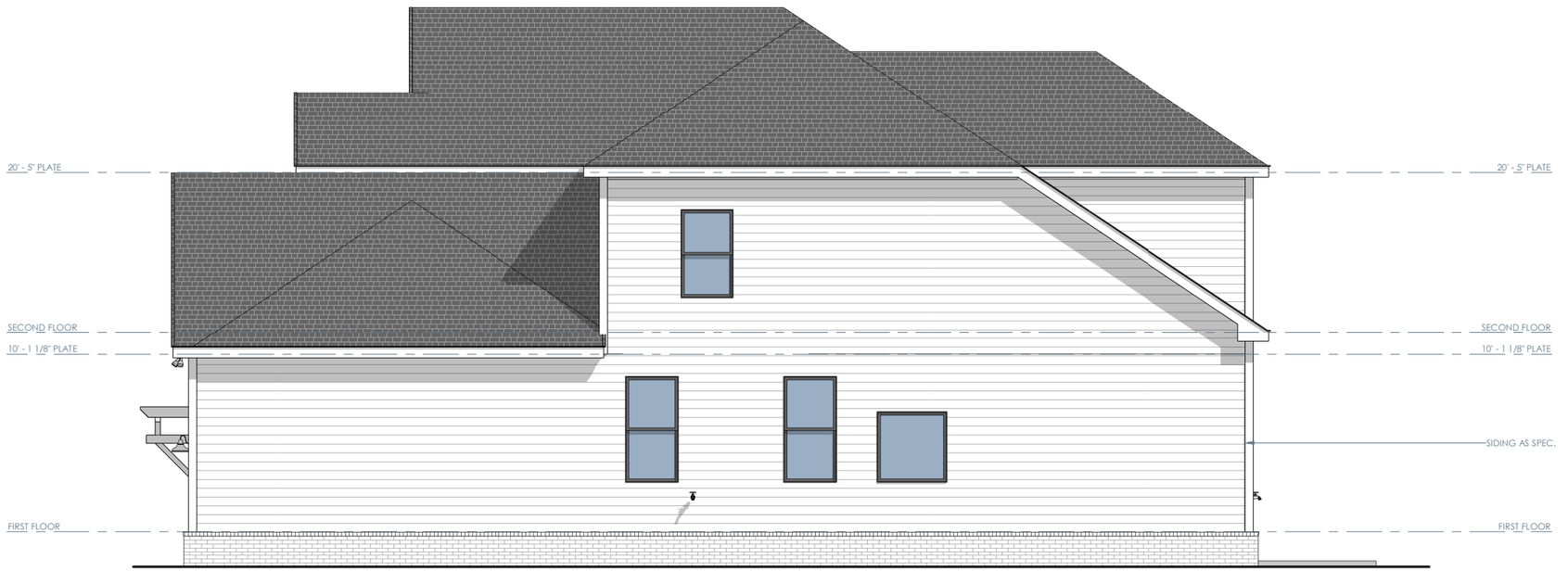
A3.04



EXECUTV

ELEVATION C - OPT. EXECUTIVE - LEFT

1/8" = 1'-0"



EXECUTV

ELEVATION C - OPT. EXECUTIVE - RIGHT

1/8" = 1'-0"

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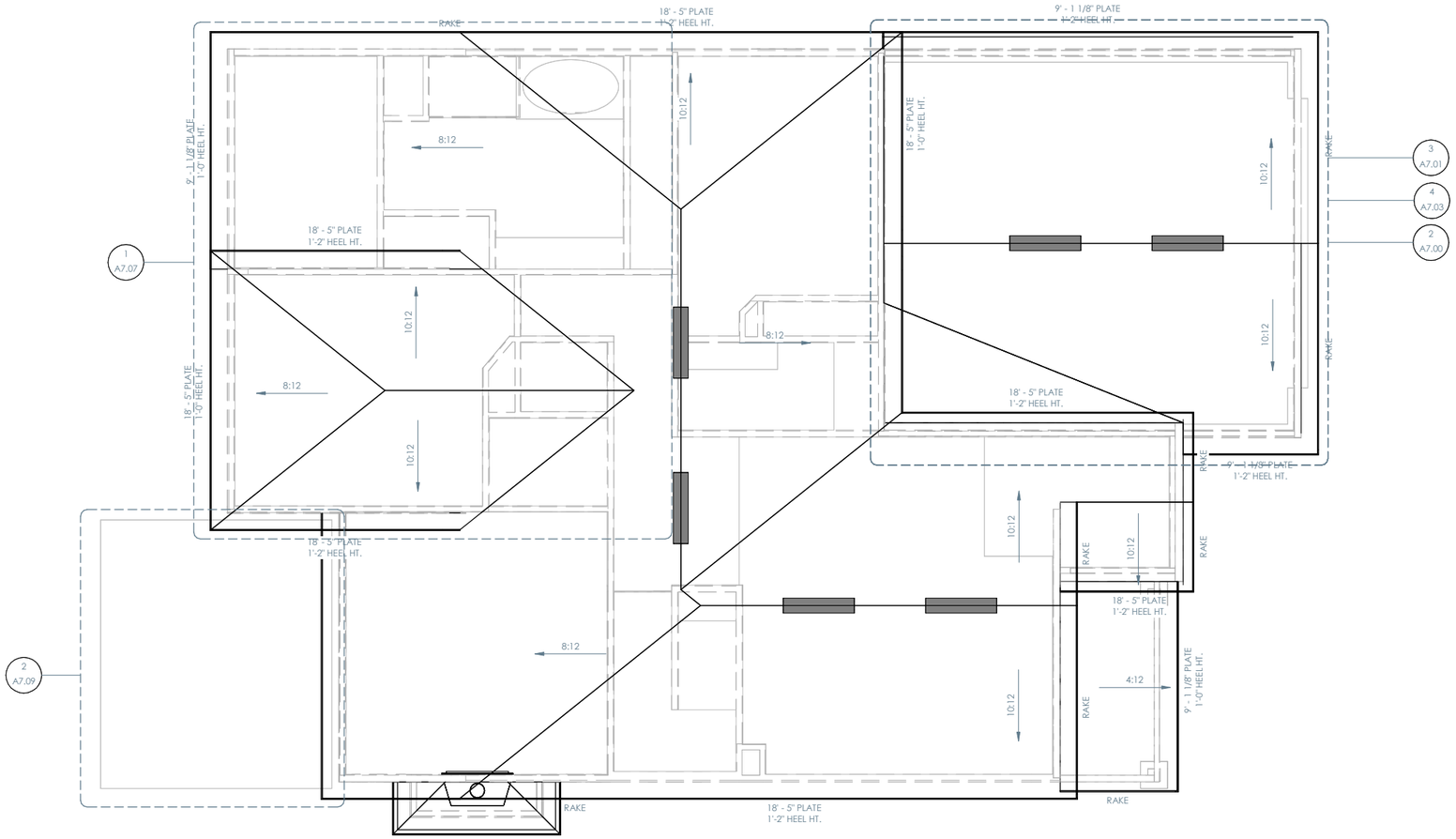
SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A3.05



ELEVATION C - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
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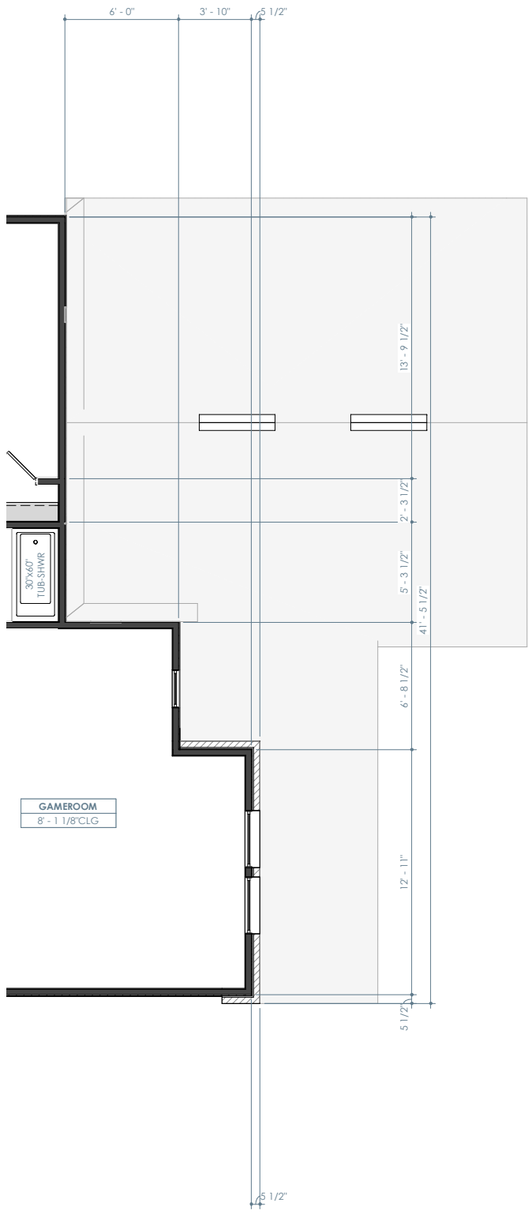
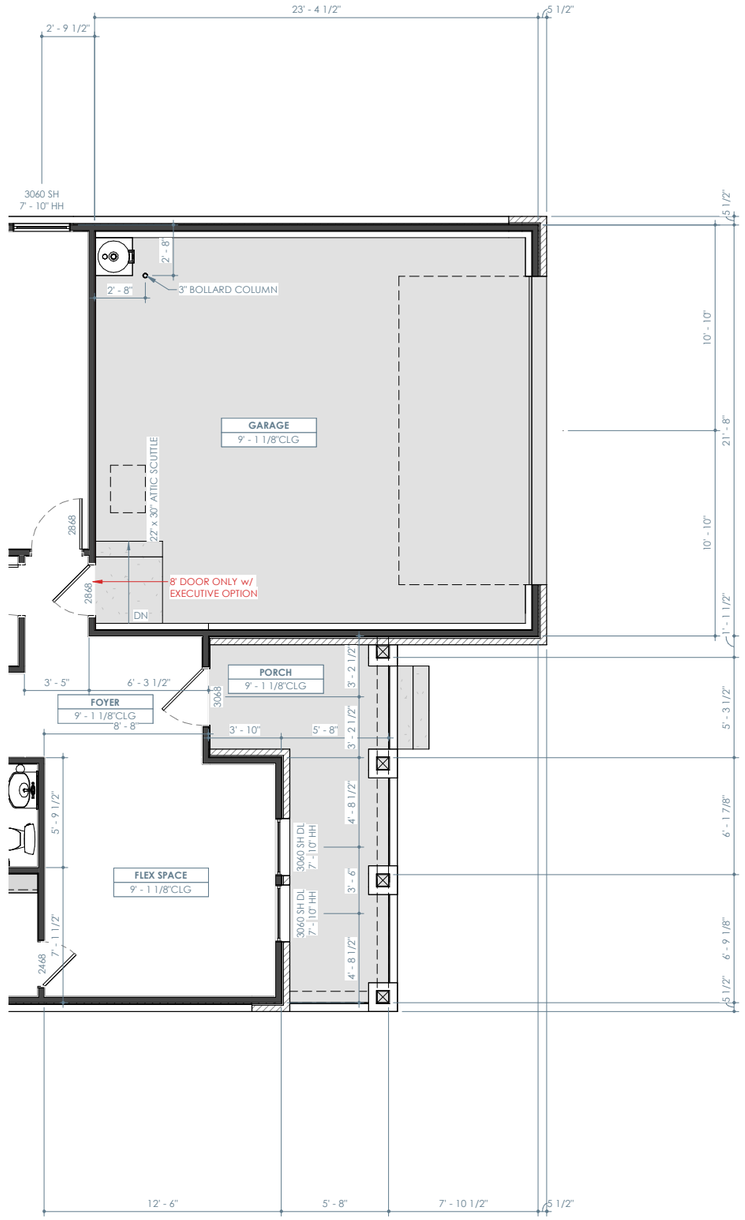
SHEET NAME
ELEVATION C - ROOF PLAN

SHEET NO.
A3.06



ELEVATION D - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION D - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION D - LIVING	
FIRST FLOOR	1581 SF
SECOND FLOOR	971 SF
TOTAL	2553 SF
GARAGE	505 SF
PORCH	134 SF
PATIO	196 SF
TOTAL	835 SF
TOTAL UNDER ROOF	3388 SF

OPTIONAL AREAS	
OPT. HALF CAR GARAGE	115 SF
OPT. 3 CAR GARAGE	230 SF
OPT. 3 CAR SIDE LOAD GARAGE	217 SF
OPT. REAR EXTENSION - FIRST FLOOR	78 SF
OPT. MEDIA / OPT. BEDROOM 5 BATH 4	306 SF
OPT. REAR EXTENSION w/ OPT. MEDIA / OPT. BEDROOM 5 BATH 4	37 SF
OPT. REAR EXTENSION - SECOND FLOOR	41 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
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- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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2550 (255)

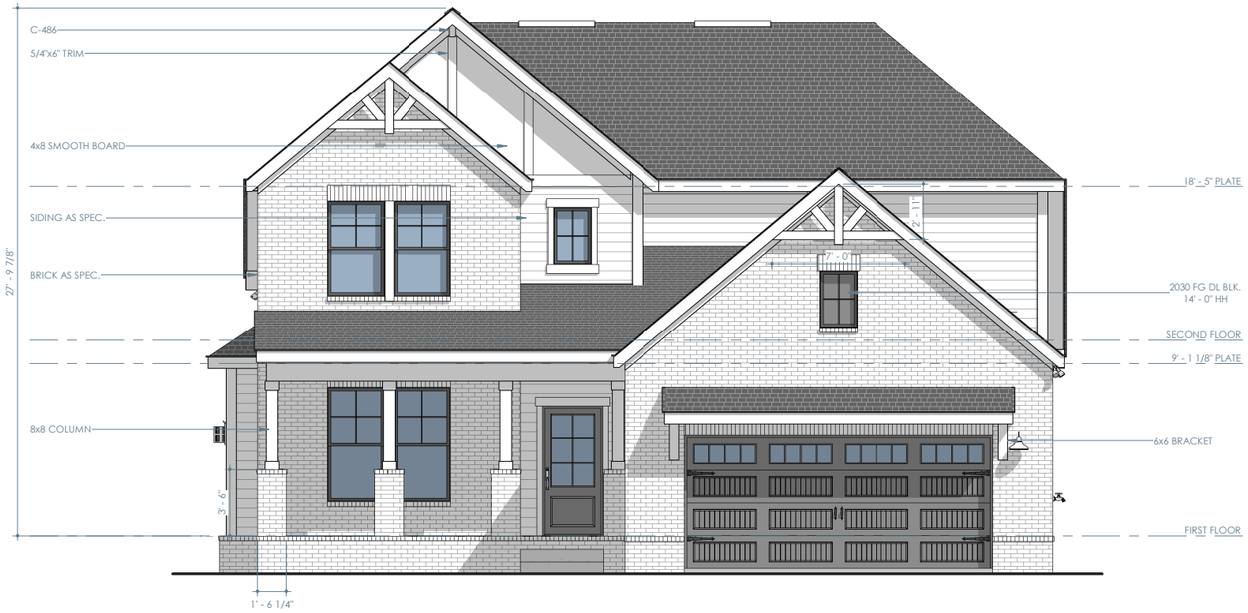
ISSUE DATE	11-08-202
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - PARTIAL FLOOR PLANS

SHEET NO.

A4.01



ELEVATION D - FRONT

1/8" = 1'-0"



00STN000

ELEVATION D - OPT. STONE - FRONT

1/8" = 1'-0"

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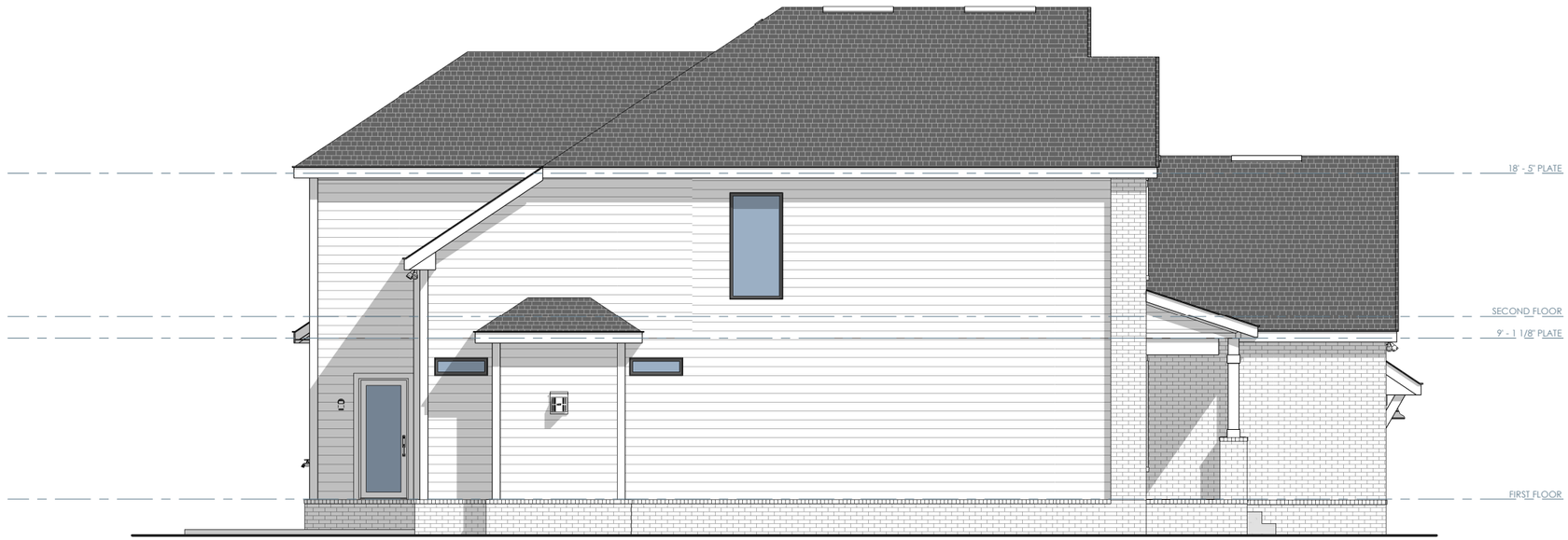
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A4.02



ELEVATION D - LEFT

1/8" = 1'-0"



ELEVATION D - RIGHT

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME
ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.
A4.03



EXECUTV

ELEVATION D - OPT. EXECUTIVE - FRONT

1/8" = 1'-0"



EXECUTV

ELEVATION D - OPT. EXECUTIVE - REAR

1/8" = 1'-0"

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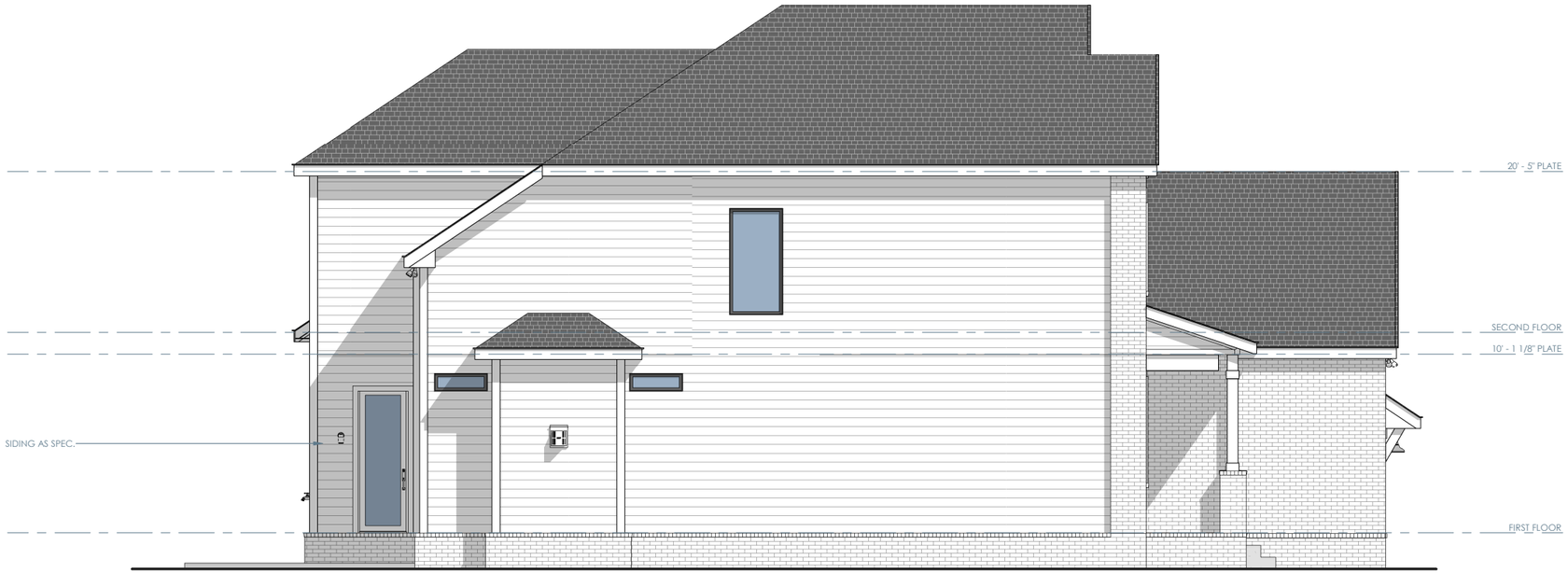
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

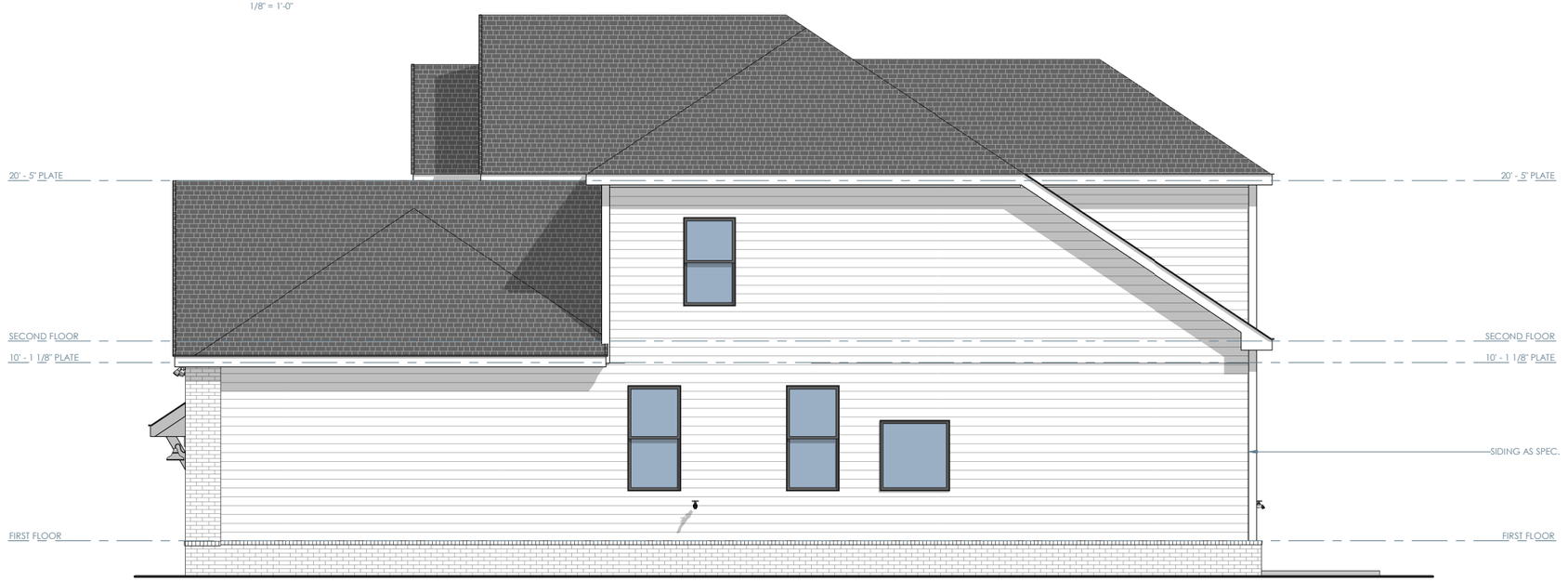
A4.04



EXECUTV

ELEVATION D - OPT. EXECUTIVE - LEFT

1/8" = 1'-0"



EXECUTV

ELEVATION D - OPT. EXECUTIVE - RIGHT

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SCALE	1/8" = 1'-0"

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SHEET NO.

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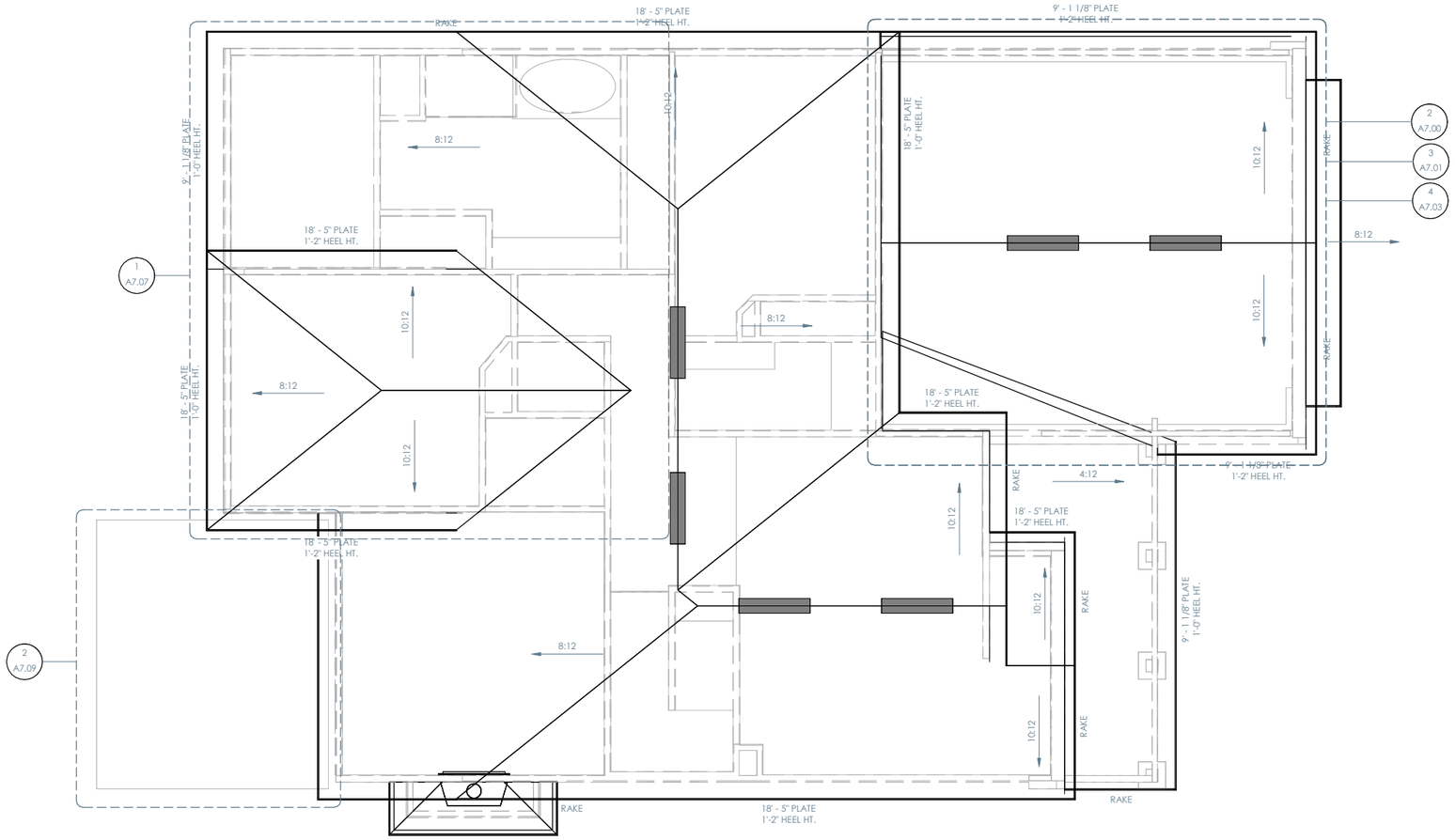

ELEVATION D - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
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PLAN NO.
2550 (255)

ISSUE DATE	11-08-202
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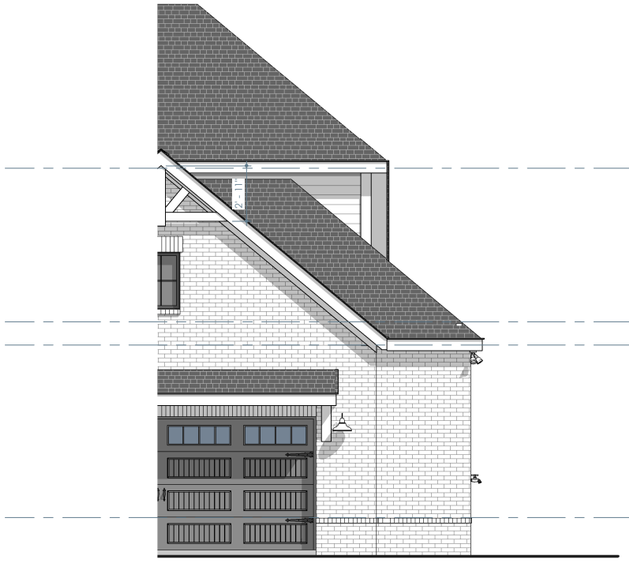
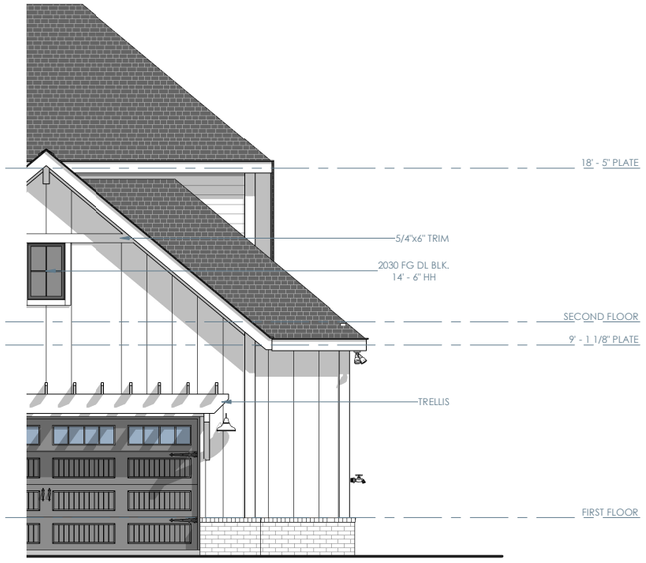
SCALE	1/8" = 1'-0"

SHEET NAME
ELEVATION D - ROOF PLAN

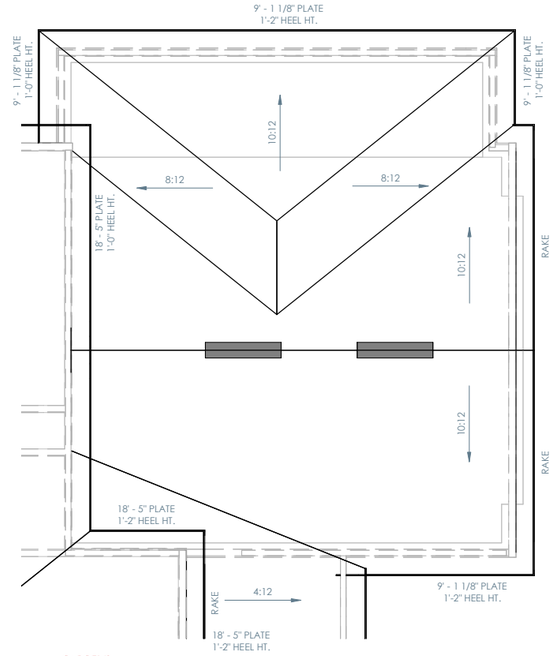
SHEET NO.
A4.06



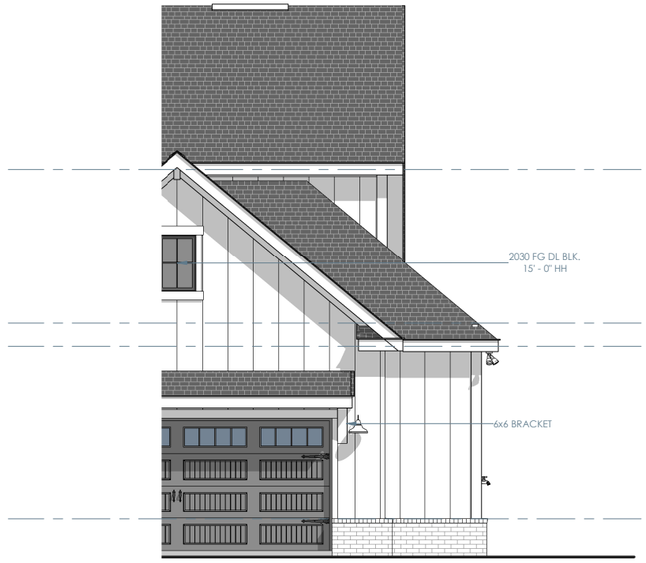
GARGE1/2
ELEVATION D - OPT. HALF CAR GARAGE - FRONT
1/8" = 1'-0"



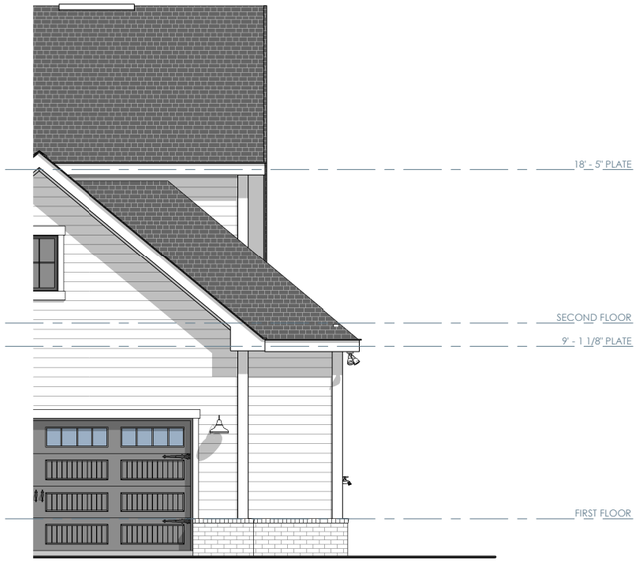
GARGE1/2
ELEVATION C - OPT. HALF CAR GARAGE - FRONT
1/8" = 1'-0"



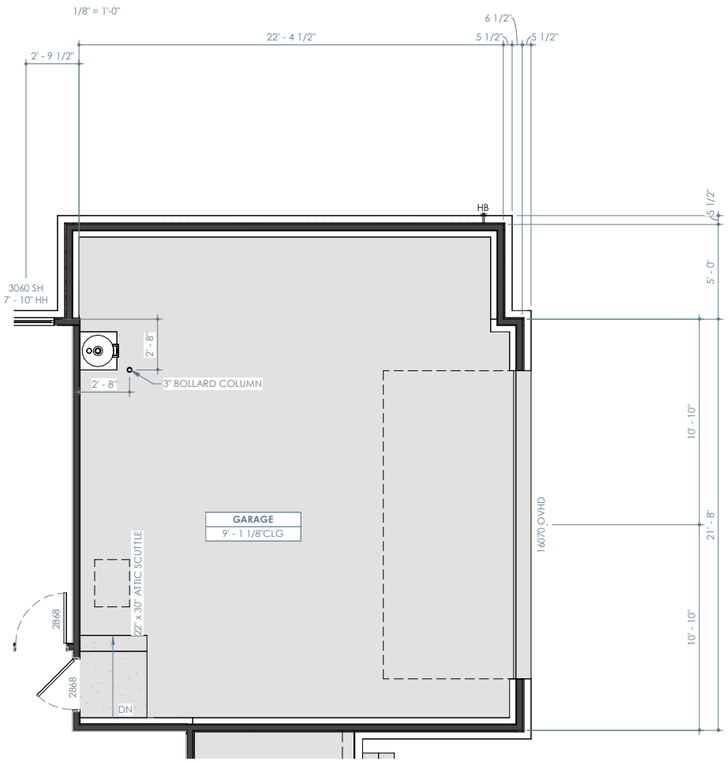
GARGE1/2
OPT. HALF CAR GARGE - ROOF PLAN
1/8" = 1'-0"



GARGE1/2
ELEVATION B - OPT. HALF CAR GARAGE - FRONT
1/8" = 1'-0"



GARGE1/2
ELEVATION A - OPT. HALF CAR GARAGE - FRONT
1/8" = 1'-0"



GARGE1/2
OPT. HALF CAR GARAGE FLOOR PLAN
1/8" = 1'-0"

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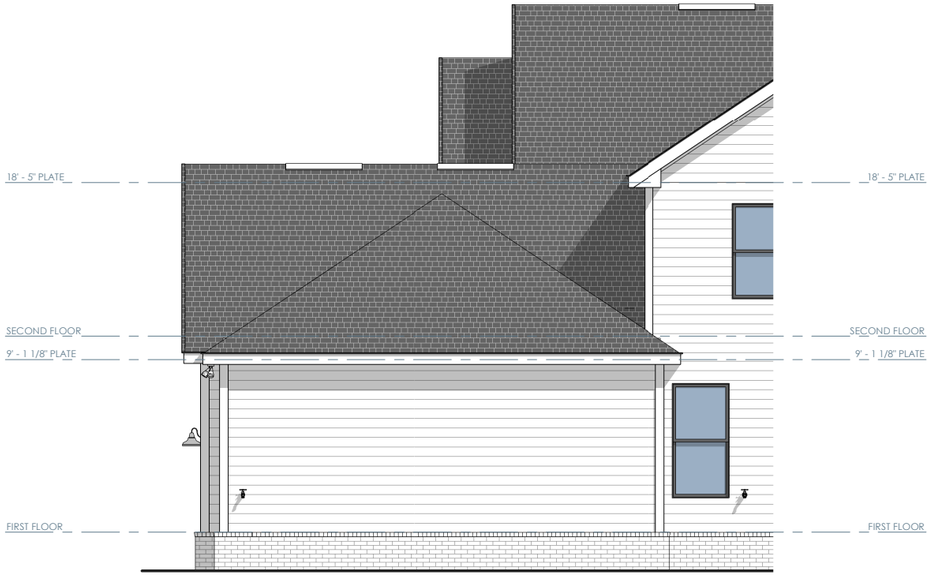
SHEET NAME
PLAN OPTIONS

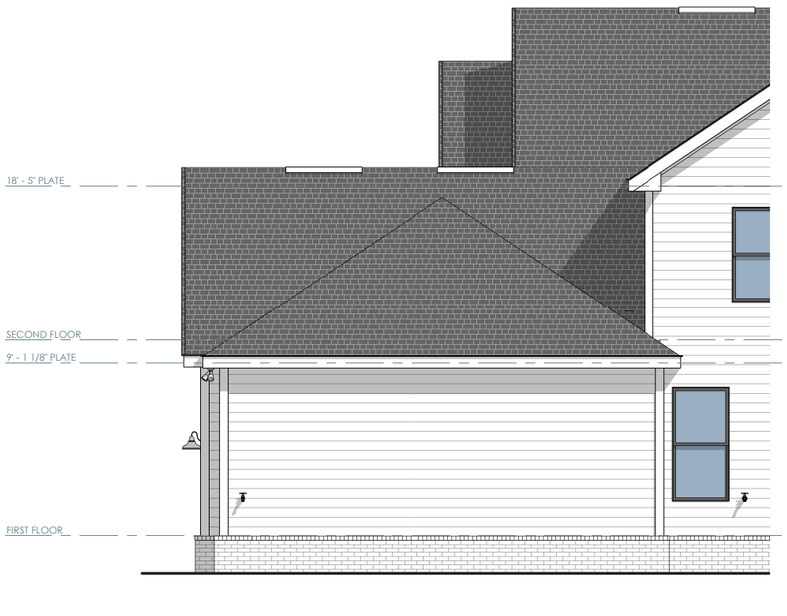
SHEET NO.
A7.00



GARGE1/2

OPT. HALF CAR GARAGE - RIGHT

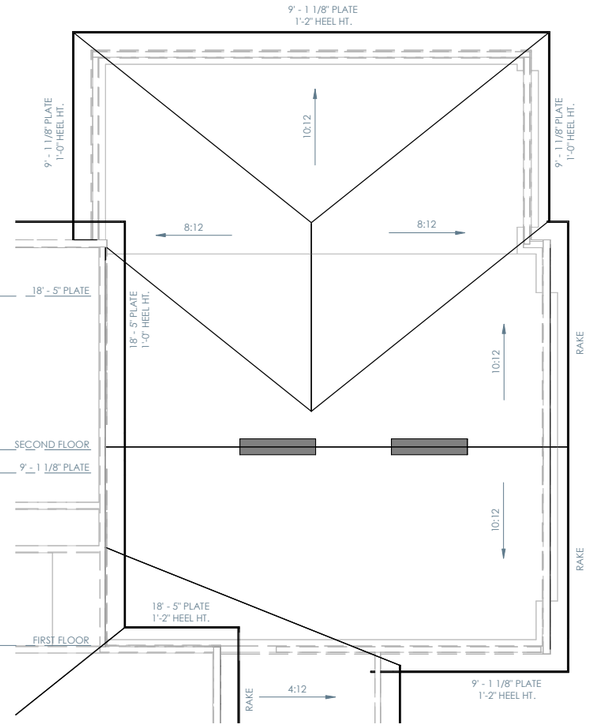
1/8" = 1'-0"



GARGE3

OPT. 3 CAR GARAGE - RIGHT

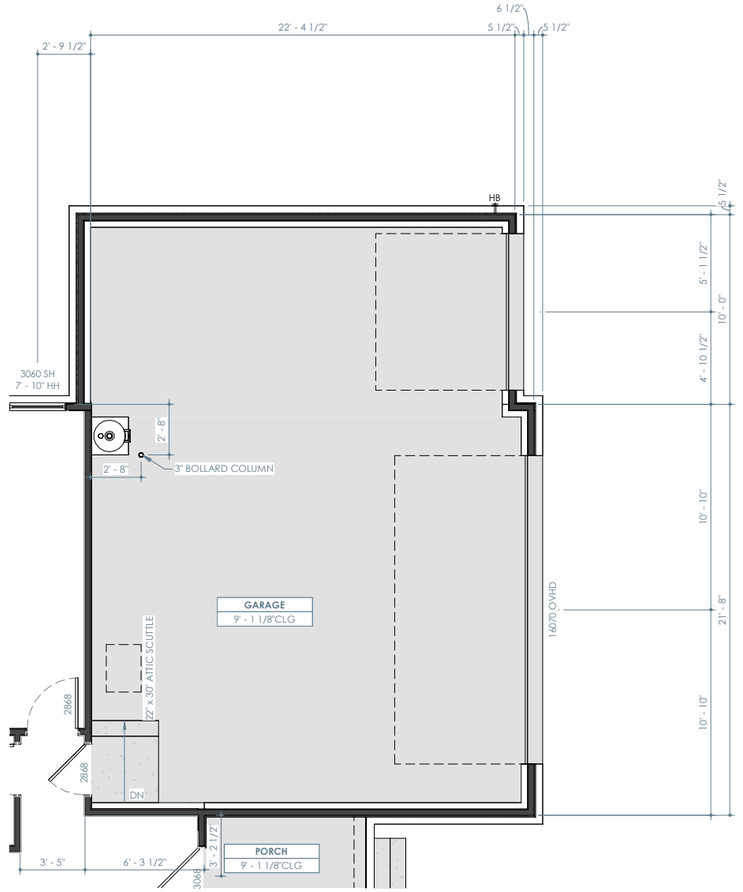
1/8" = 1'-0"



GARGE3

OPT. 3 CAR GARAGE - ROOF PLAN

1/8" = 1'-0"



GARGE3

OPT. 3 CAR GARAGE - FLOOR PLAN

1/8" = 1'-0"

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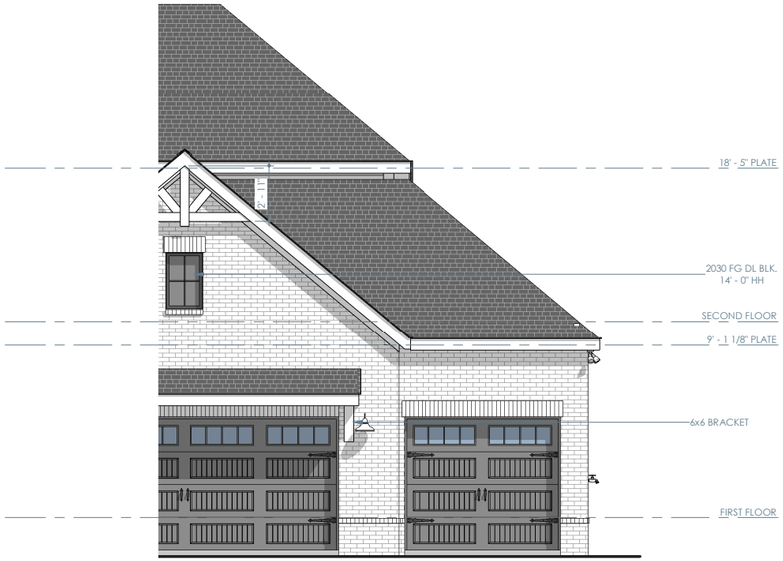
SHEET NAME

PLAN OPTIONS

SHEET NO.

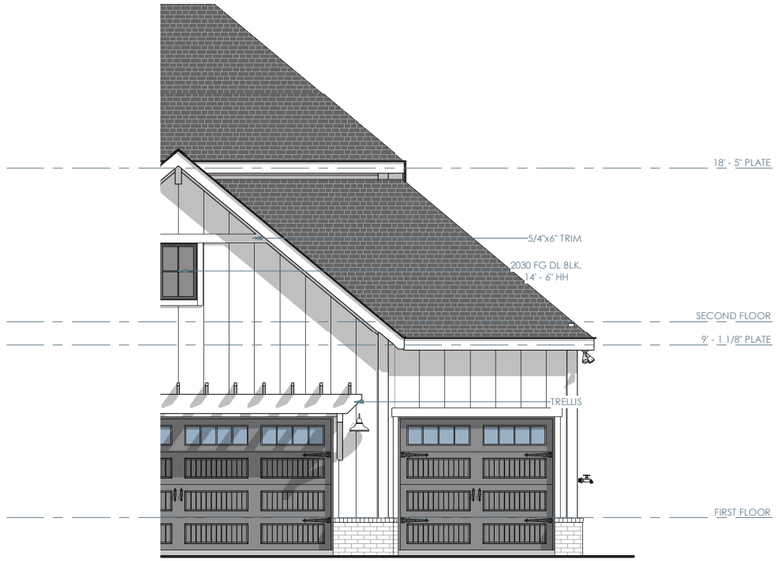
A7.01



GARGE3

ELEVATION D - OPT. 3 CAR GARAGE - FRONT

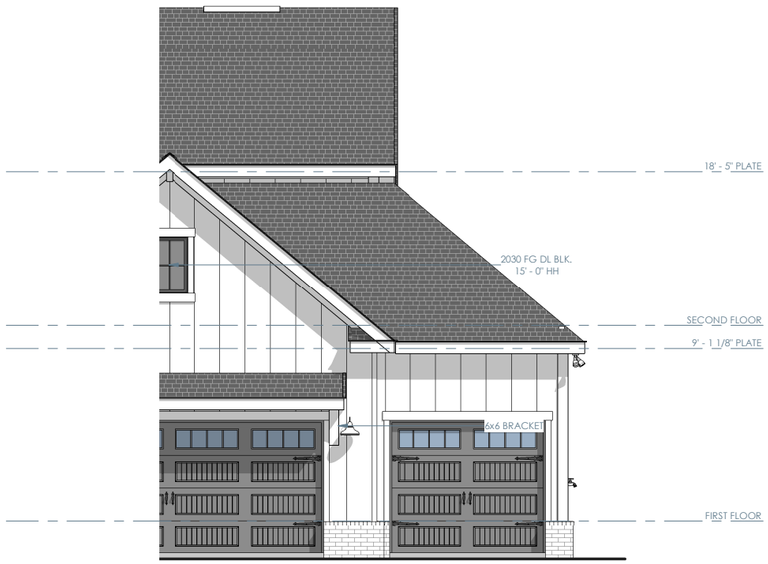
1/8" = 1'-0"



GARGE3

ELEVATION C - OPT. 3 CAR GARAGE - FRONT

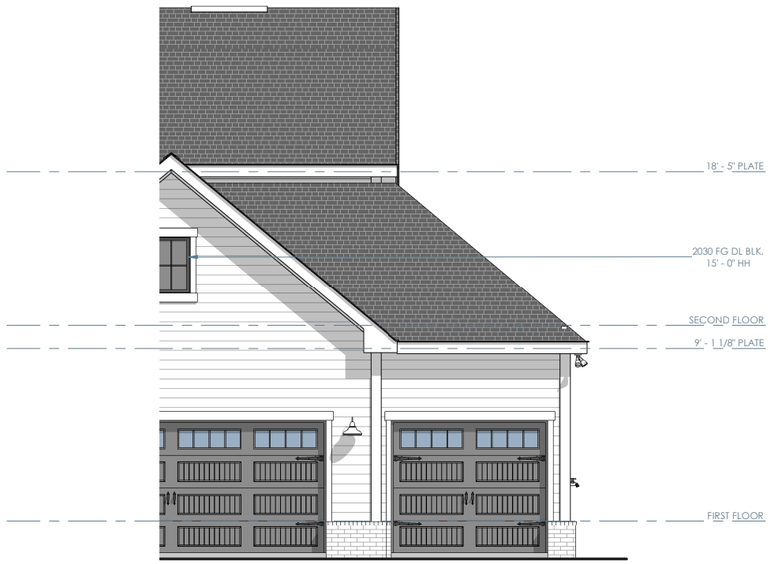
1/8" = 1'-0"



GARGE3

ELEVATION B - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"



GARGE3

ELEVATION A - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"

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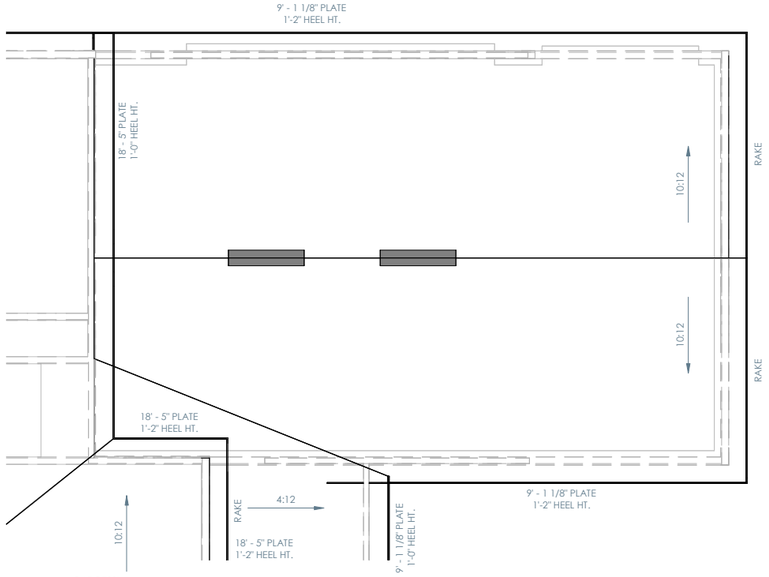
SHEET NAME

PLAN OPTIONS

SHEET NO.

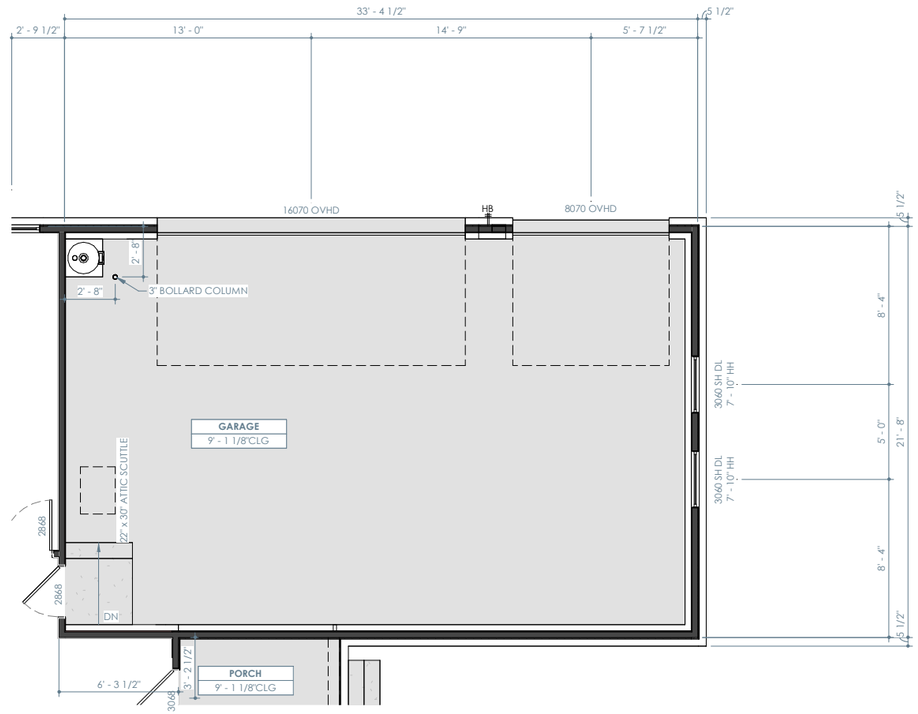
A7.02



GARGE3SL

OPT. 3 CAR SIDE LOAD GARAGE - ROOF PLAN

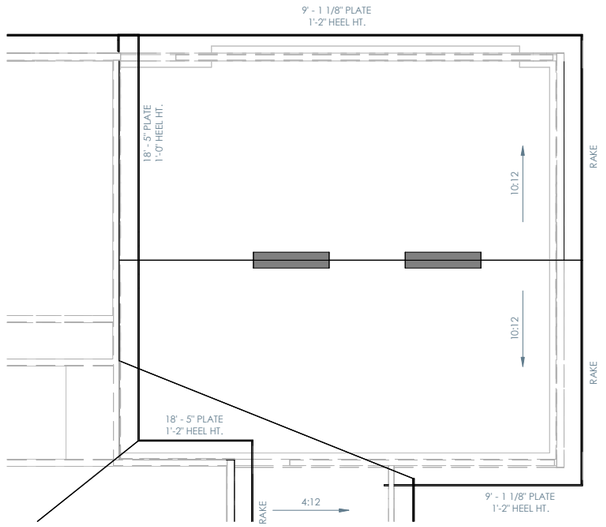
1/8" = 1'-0"



GARGE3SL

OPT. 3 CAR SIDE LOAD GARAGE - FLOOR PLAN

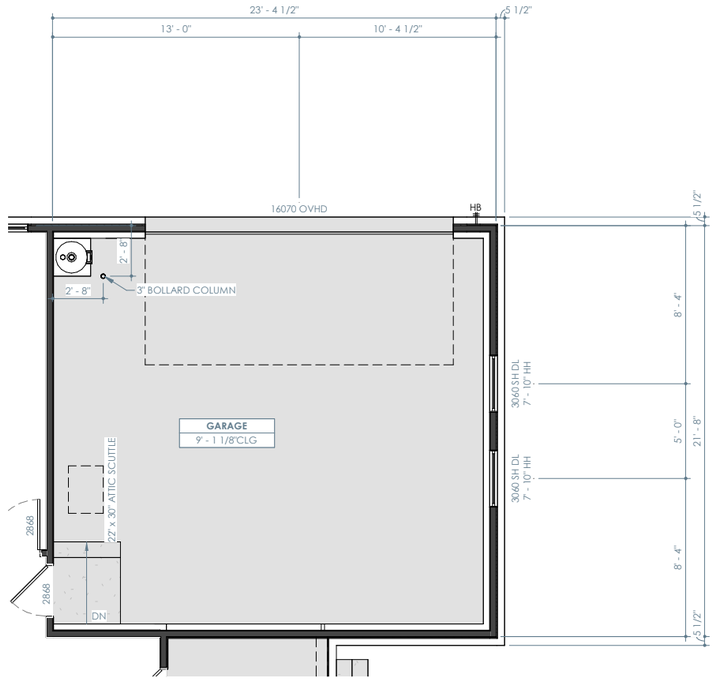
1/8" = 1'-0"



GARGSDLD

OPT. SIDE LOAD GARAGE - ROOF PLAN

1/8" = 1'-0"



GARGSDLD

OPT. SIDE LOAD GARAGE - FLOOR PLAN

1/8" = 1'-0"

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SHEET NAME

PLAN OPTIONS

SHEET NO.

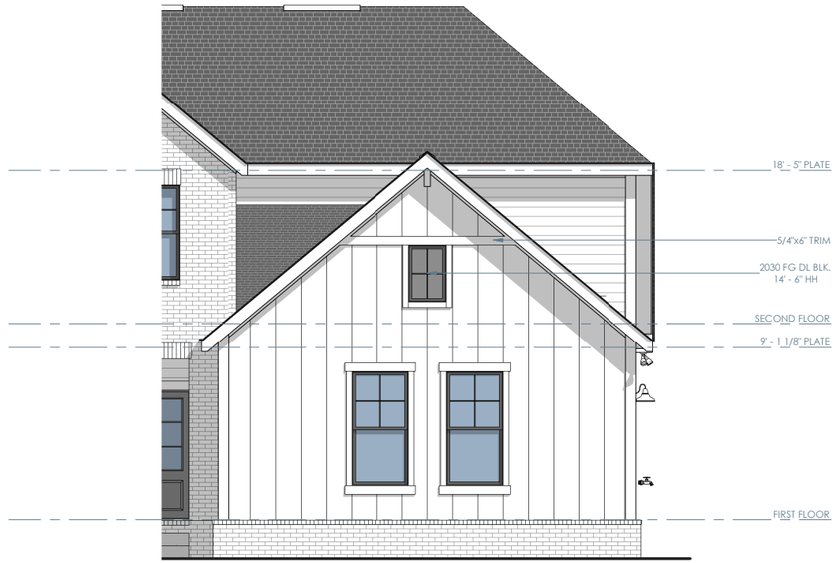
A7.03



GARGSDLD & GARGE3SL

ELEVATION D - OPT. SIDE LOAD GARAGE / OPT. 3 CAR SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



GARGSDLD & GARGE3SL

ELEVATION C - OPT. SIDE LOAD GARAGE / OPT. 3 CAR SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



GARGSDLD & GARGE3SL

ELEVATION B - OPT. SIDE LOAD GARAGE / OPT. 3 CAR SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



GARGSDLD & GARGE3SL

ELEVATION A - OPT. SIDE LOAD GARAGE / OPT. 3 CAR SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.04



GARGSDLD

ELEVATION A - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



GARGSDLD

ELEVATION B - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



GARGSDLD

ELEVATION C - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



GARGSDLD

ELEVATION D - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

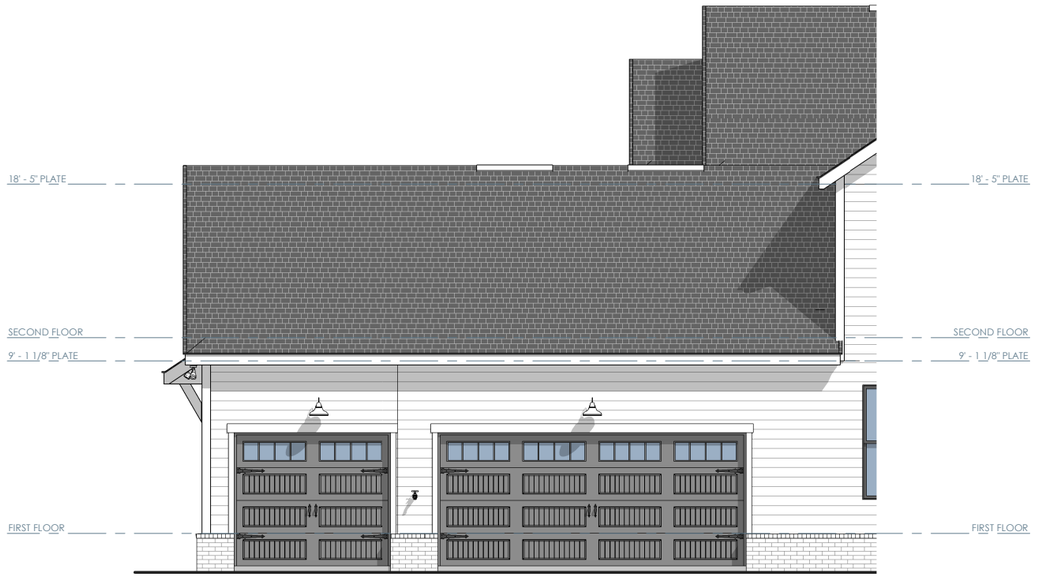
A7.05



GARGE3SL

ELEVATION A - OPT. 3 CAR SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



GARGE3SL

ELEVATION B - OPT. 3 CAR SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



GARGE3SL

ELEVATION C - OPT. 3 CAR SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



GARGE3SL

ELEVATION D - OPT. 3 CAR SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"

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ISSUE DATE	11-08-202
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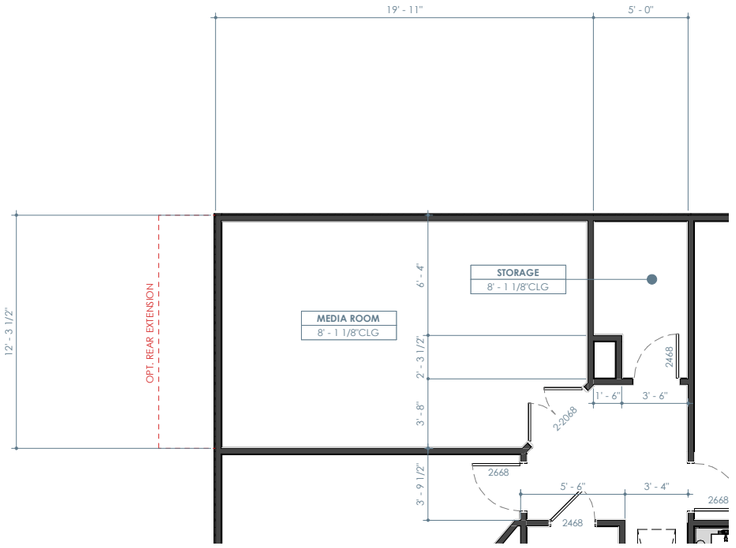
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

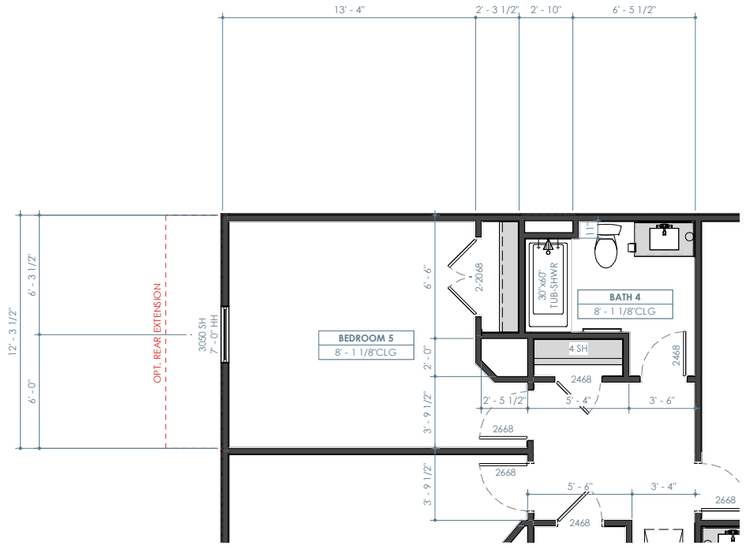
A7.06



MEDIARM

OPT. MEDIA ROOM - FLOOR PLAN

1/8" = 1'-0"



BEDSBTH4

OPT. BEDROOM 5 w/ BATH 4 - FLOOR PLAN

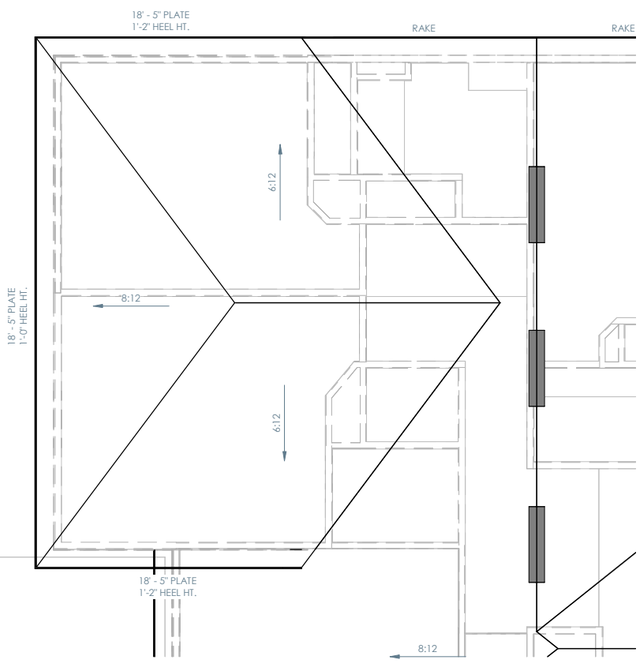
1/8" = 1'-0"



BEDSBTH4

OPT. BEDROOM 5 w/ BATH 4 / OPT. MEDIA - REAR

1/8" = 1'-0"



BEDSBTH4

OPT. BEDROOM 5 w/ BATH 4 / OPT. MEDIA - ROOF PLAN

1/8" = 1'-0"

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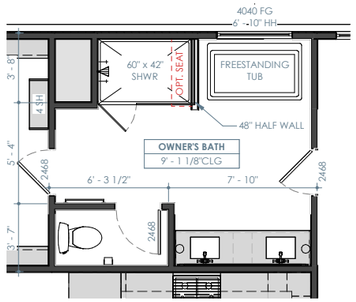
SHEET NAME

PLAN OPTIONS

SHEET NO.

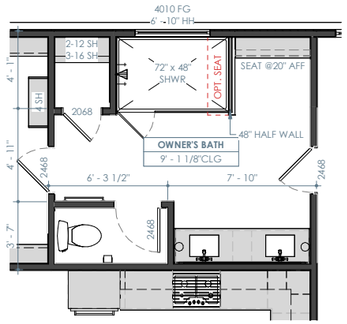
A7.07



FREESTUB

1 OPT. FREESTANDING TUB - FLOOR PLAN

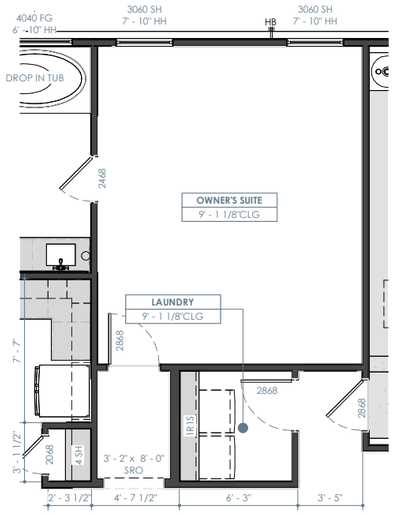
1/8" = 1'-0"



PLOMB201

2 OPT. ENLARGED SHOWER - FLOOR PLAN

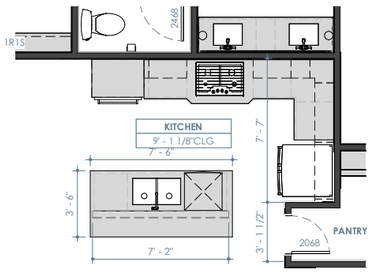
1/8" = 1'-0"



MBEDENT

3 OPT. OWNER'S ENTRY - FLOOR PLAN

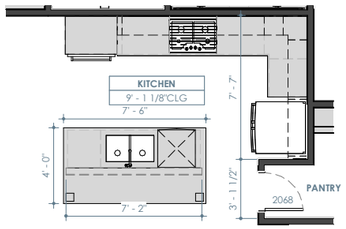
1/8" = 1'-0"



KITCHEN2

4 OPT. KITCHEN - FLOOR PLAN

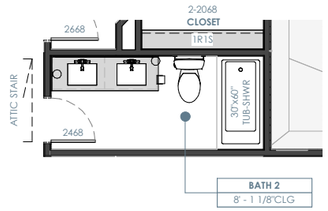
1/8" = 1'-0"



ISLAND2

5 OPT. ISLAND - FLOOR PLAN

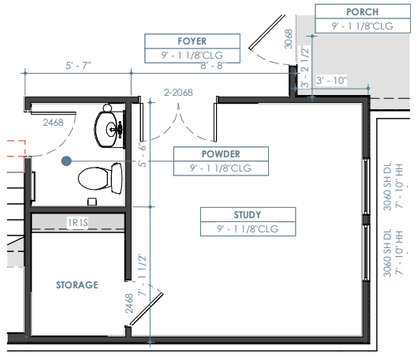
1/8" = 1'-0"



LAV2BTH3

6 OPT. BATH 2 SINK - FLOOR PLAN

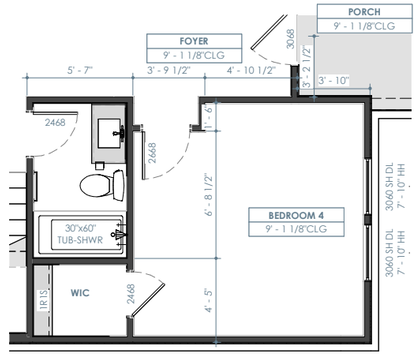
1/8" = 1'-0"



STUDY1

7 OPT. STUDY - FLOOR PLAN

1/8" = 1'-0"



BED4BTH3

8 OPT. BEDROOM 4 BATH 3 - FLOOR PLAN

1/8" = 1'-0"

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PLAN NO.

2550 (255)

ISSUE DATE	11-08-202
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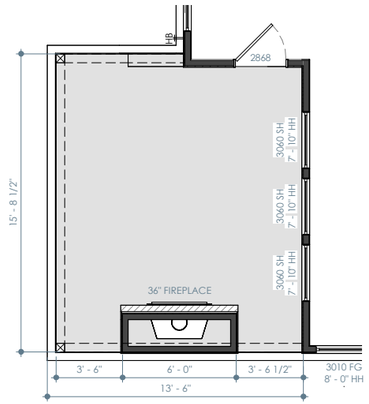
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

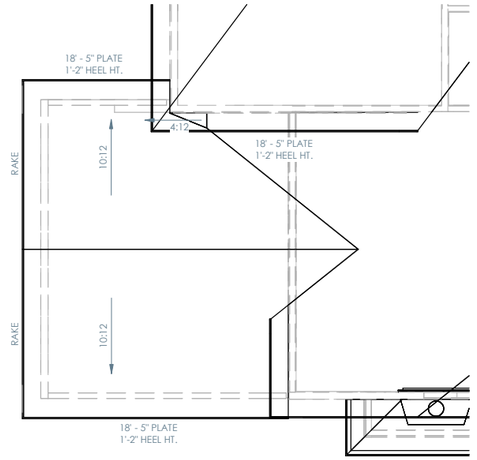
A7.08



FP0D3611 / FP0D4211

OPT. OUTDOOR FIREPLACE - FLOOR PLAN

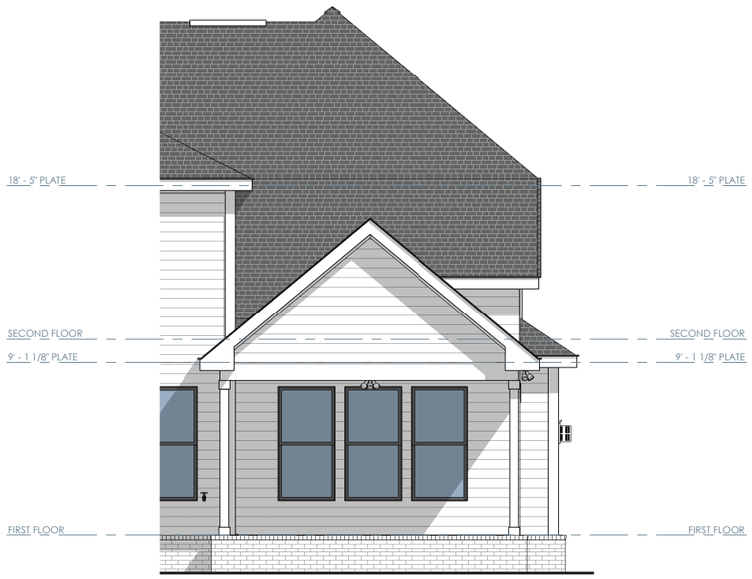
1/8" = 1'-0"



PATIO2

OPT. COVERED PATIO - ROOF PLAN

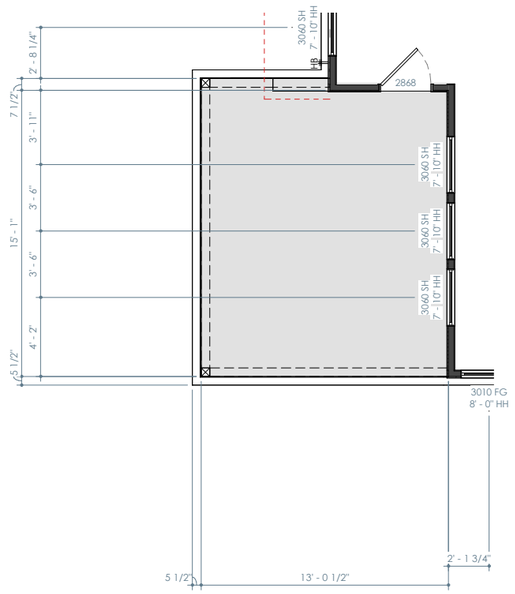
1/8" = 1'-0"



PATIO2

OPT. COVERED PAITO - REAR

1/8" = 1'-0"



PATIO2

OPT. COVERED PATIO - FLOOR PLAN

1/8" = 1'-0"

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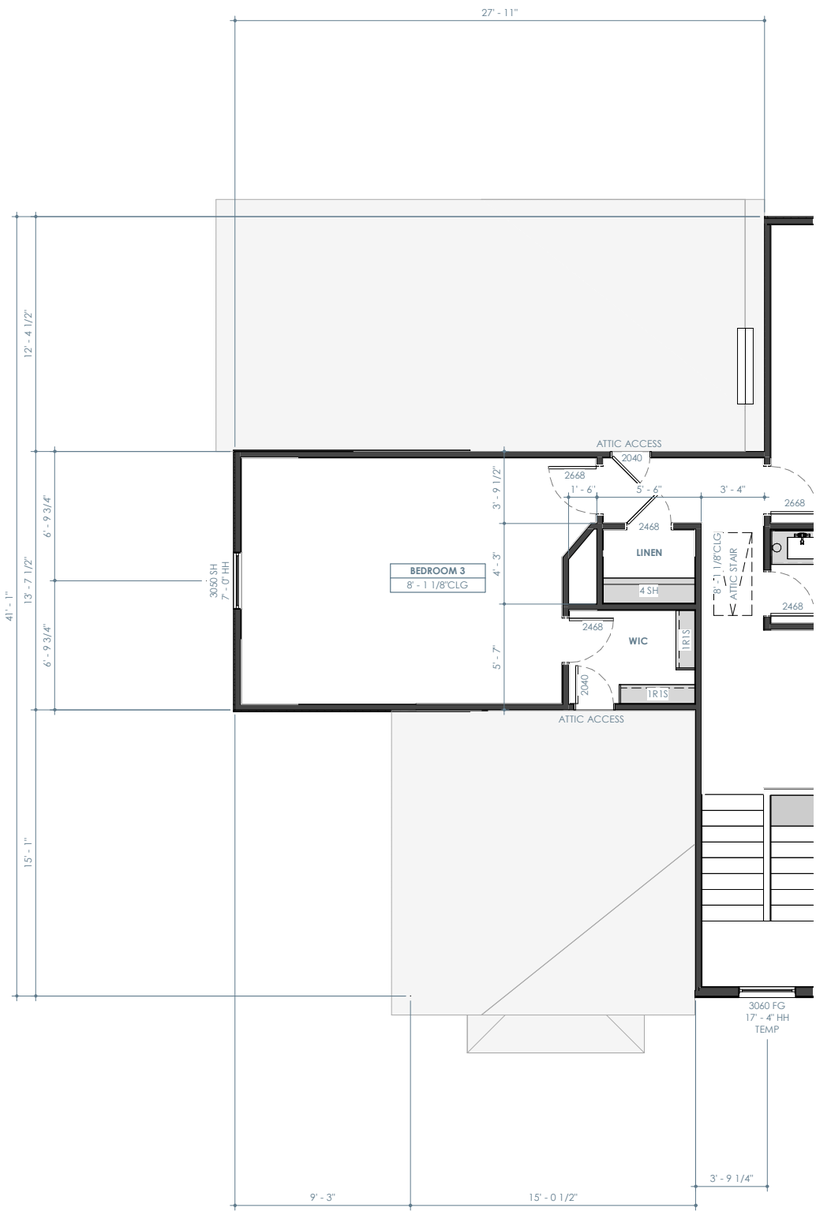
SHEET NAME

PLAN OPTIONS

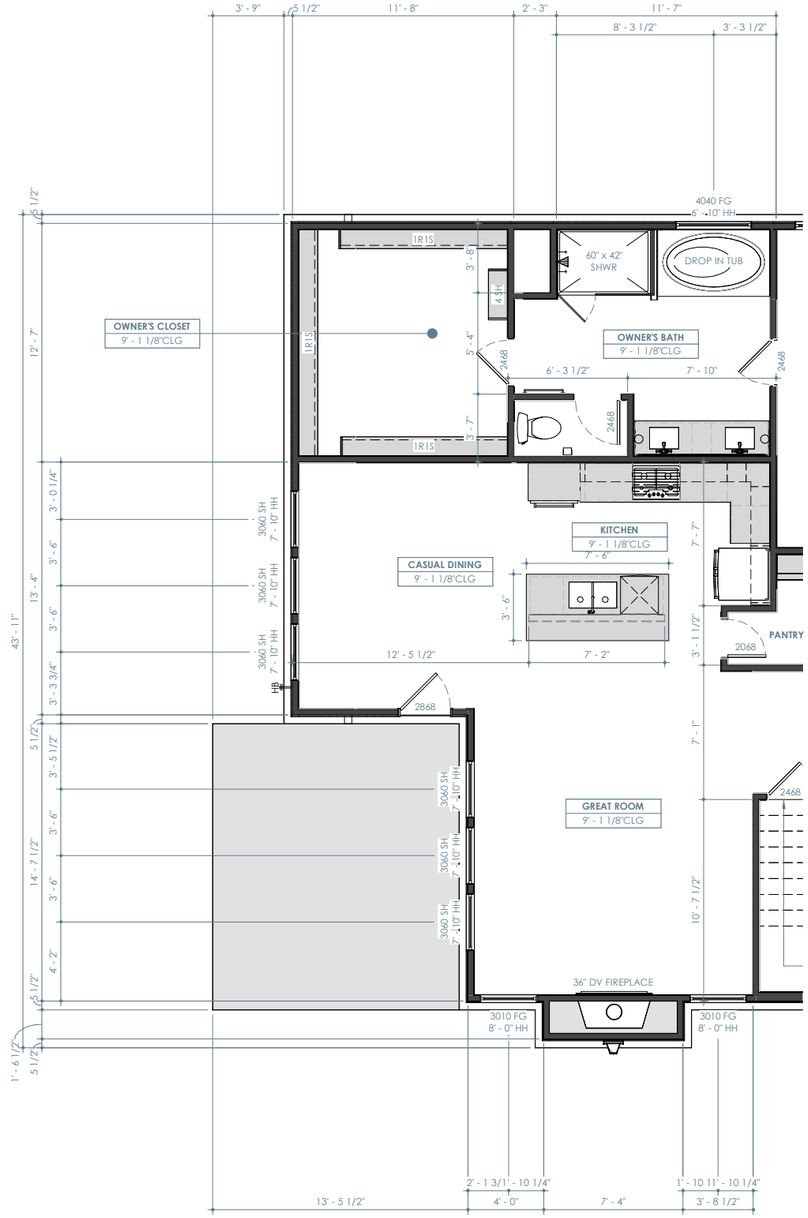
SHEET NO.

A7.09



OPT. REAR EXTENSION - SECOND FLOOR PLAN

1/8" = 1'-0"



OPT. REAR EXTENSION - FIRST FLOOR PLAN

1/8" = 1'-0"

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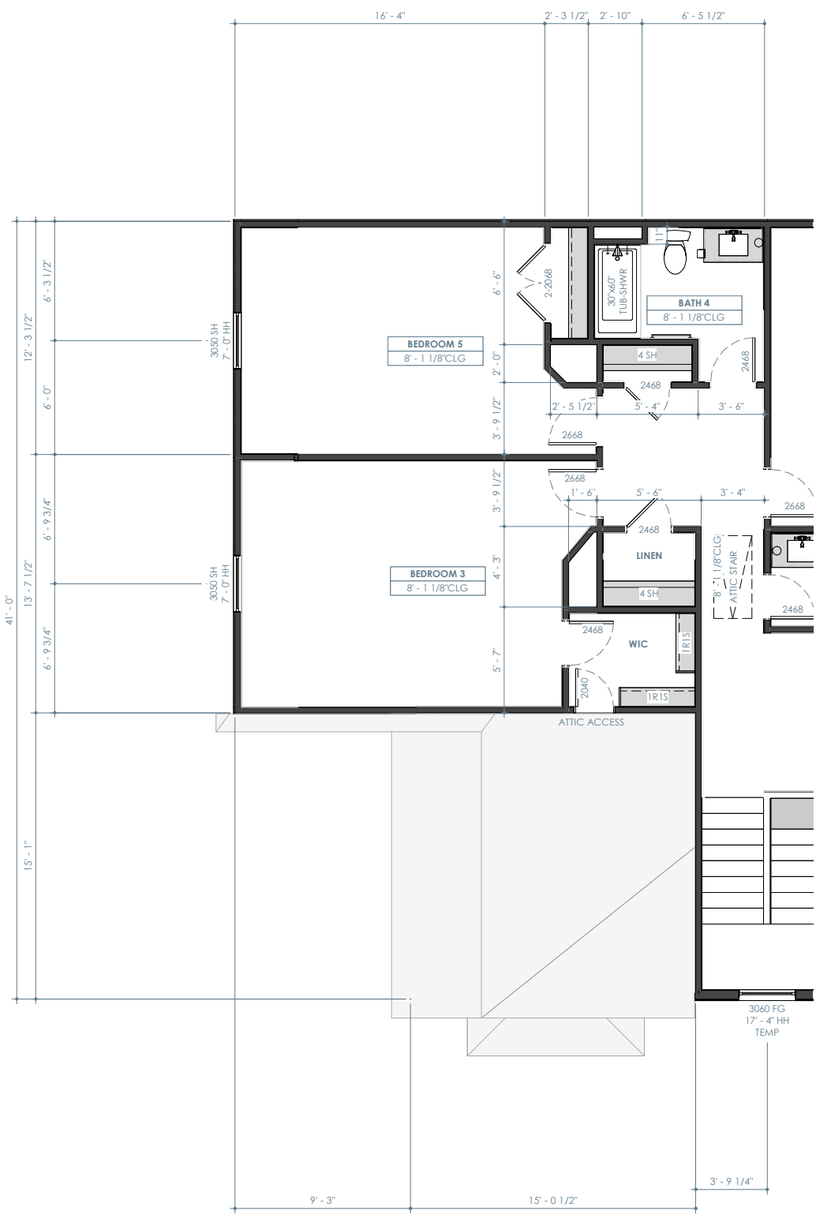
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

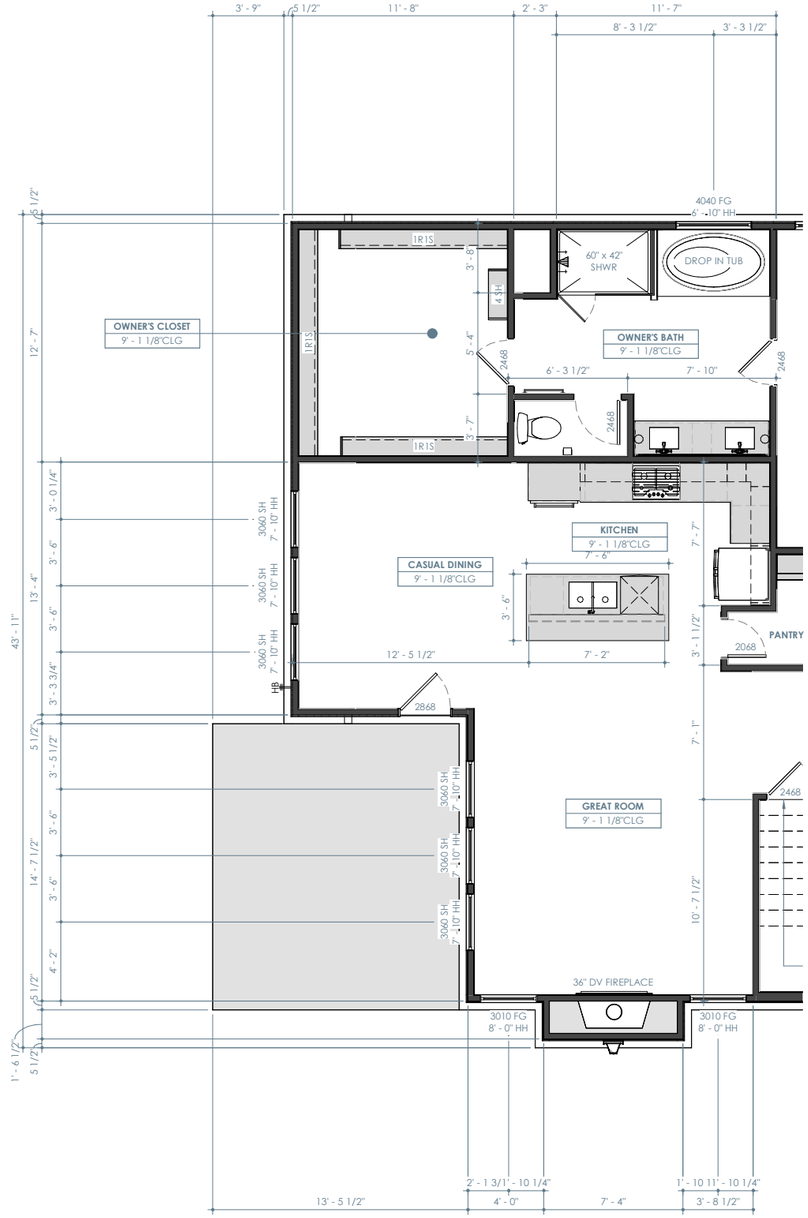
SHEET NO.

A7.10



OPT. REAR EXTENSION W/ OPT. BED5BTH4 - SECOND FLOOR PLAN

1/8" = 1'-0"



OPT. REAR EXTENSION W/ OPT. BED5BTH4- FIRST FLOOR PLAN

1/8" = 1'-0"

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ISSUE DATE	11-08-202
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SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.11



OPT. REAR EXTENSION - REAR

1/8" = 1'-0"



OPT. REAR EXTENSION - RIGHT

1/8" = 1'-0"

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ISSUE DATE	11-08-202
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

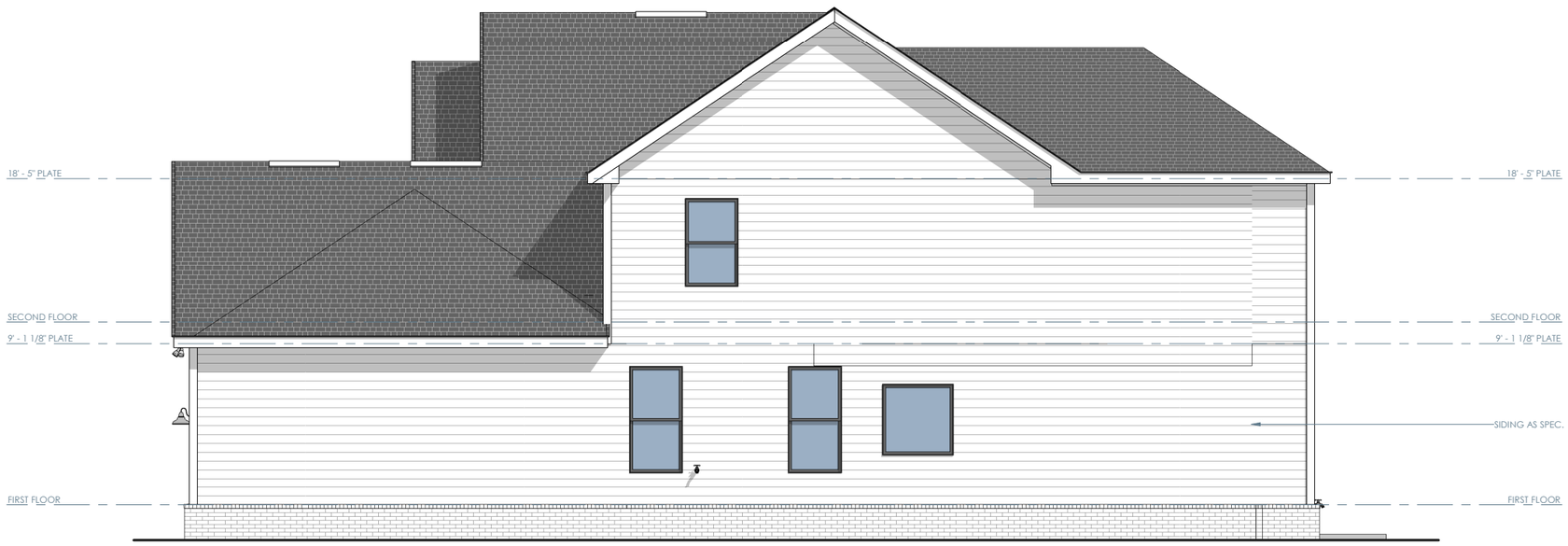
SHEET NO.

A7.12



OPT. REAR EXTENSION W/ OPT. BED5BTH4 - REAR

1/8" = 1'-0"



OPT. REAR EXTENSION W/ OPT. BED5BTH4 - RIGHT

1/8" = 1'-0"

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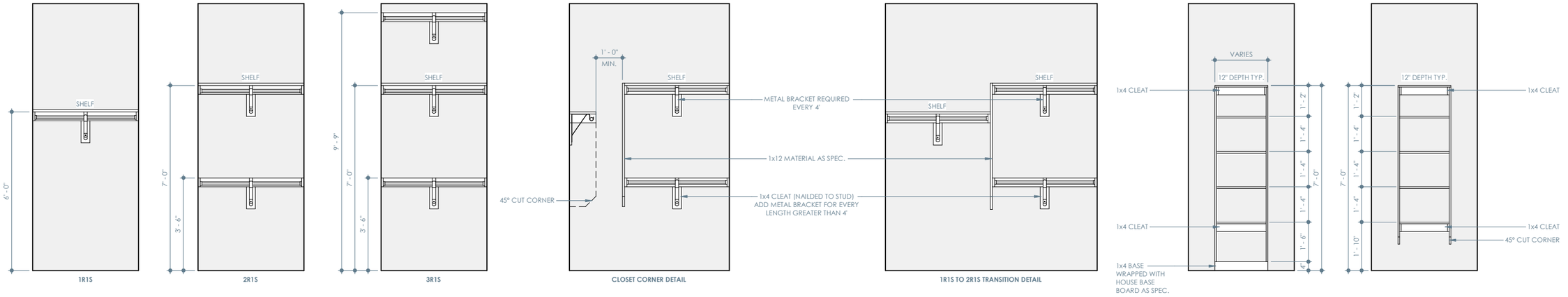
PLAN NO.
2550 (255)

ISSUE DATE	11-08-202
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

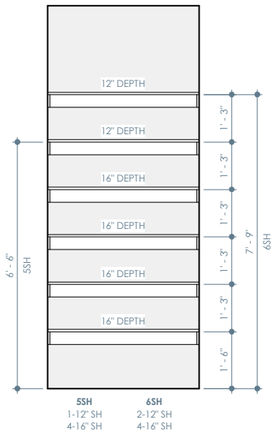
SHEET NAME
PLAN OPTIONS

SHEET NO.
A7.13



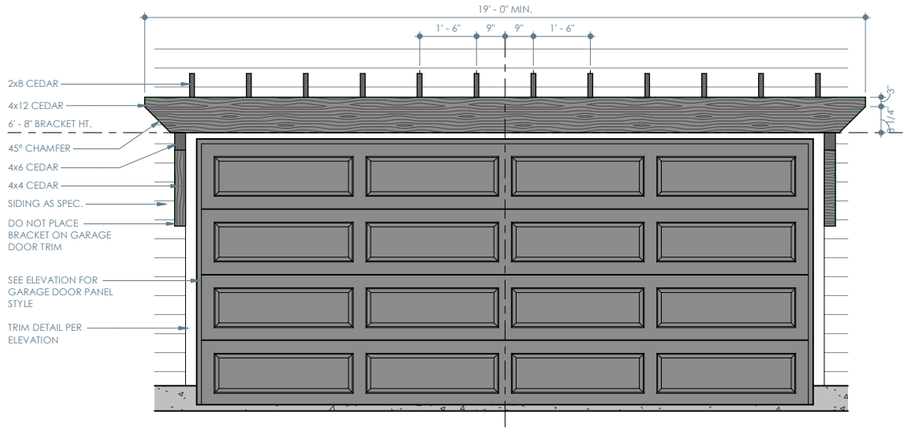
1 CLOSET DETAILS

1/4" = 1'-0"



2 LINEN / PANTRY DETAIL

1/4" = 1'-0"



3 TRELLIS DETAIL

1/4" = 1'-0"

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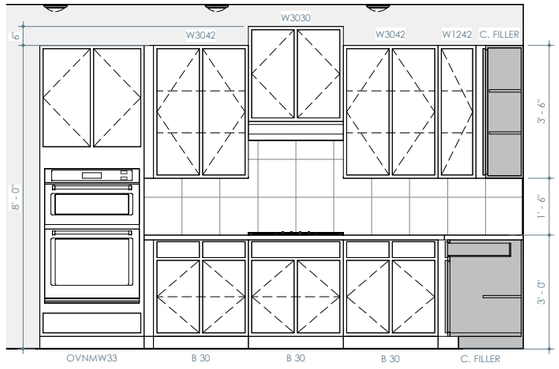
DRAWN BY	JLA
SCALE	1/4" = 1'-0"

SHEET NAME

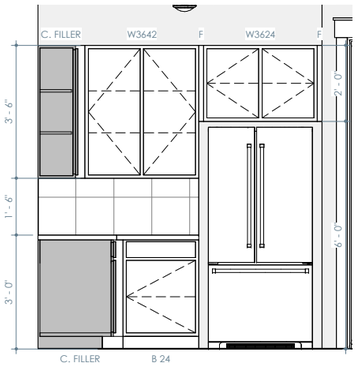
DETAILS

SHEET NO.

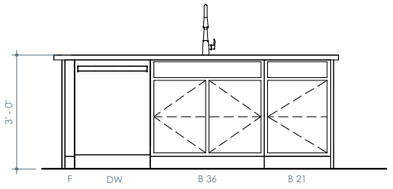
AD1.00



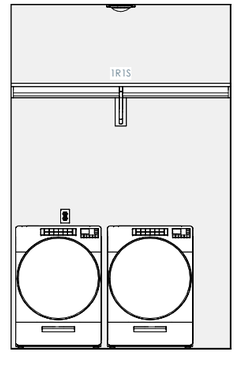
1 KITCHEN
1/4" = 1'-0"



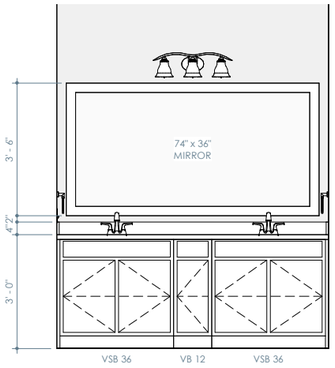
2 KITCHEN
1/4" = 1'-0"



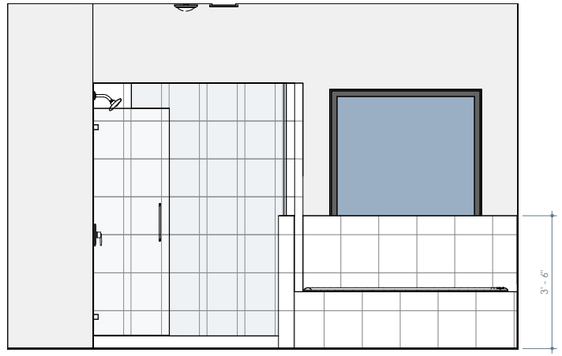
3 KITCHEN
1/4" = 1'-0"



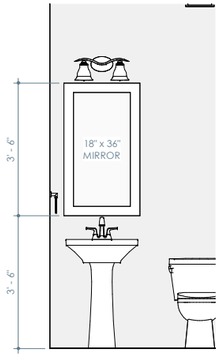
4 LAUNDRY
1/4" = 1'-0"



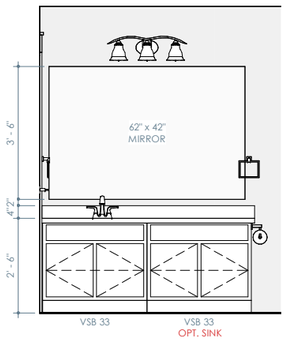
5 OWNER'S BATH
1/4" = 1'-0"



6 OWNER'S BATH
1/4" = 1'-0"



7 POWDER
1/4" = 1'-0"



8 BATH 2
1/4" = 1'-0"

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ISSUE DATE 11-08-202
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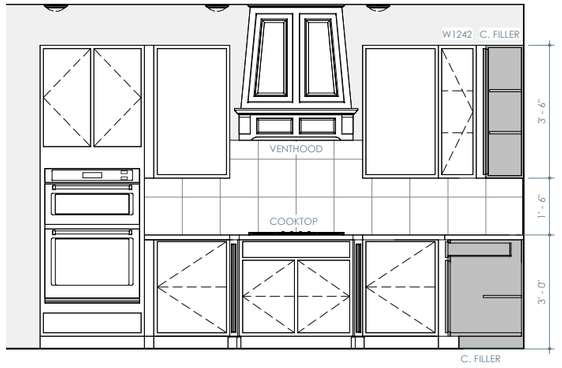
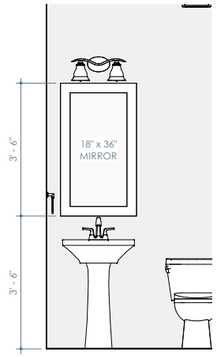
SCALE 1/4" = 1'-0"

SHEET NAME
INTERIOR ELEVATIONS

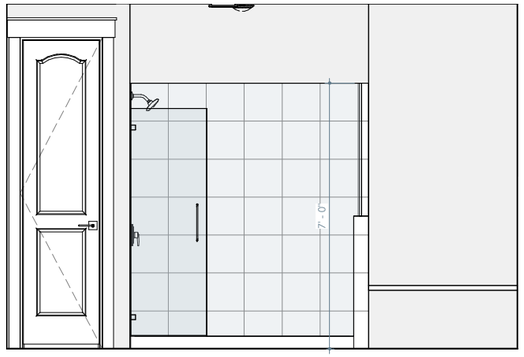
SHEET NO.
AI1.00



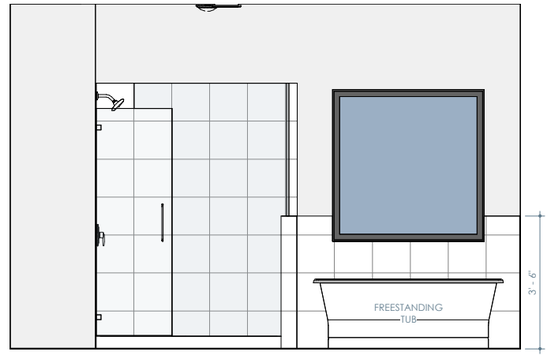
KITCHEN2
1 OPT. KITCHEN
1/4" = 1'-0"



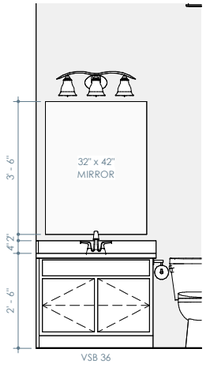
STUDY1
2 OPT. STUDY - POWDER
1/4" = 1'-0"



PLOMB201
3 OPT. ENLARGED SHOWER
1/4" = 1'-0"



FREESTUB
4 OPT. FREESTANDING TUB
1/4" = 1'-0"



5 OPT. BEDROOM 4 BATH 3
1/4" = 1'-0"

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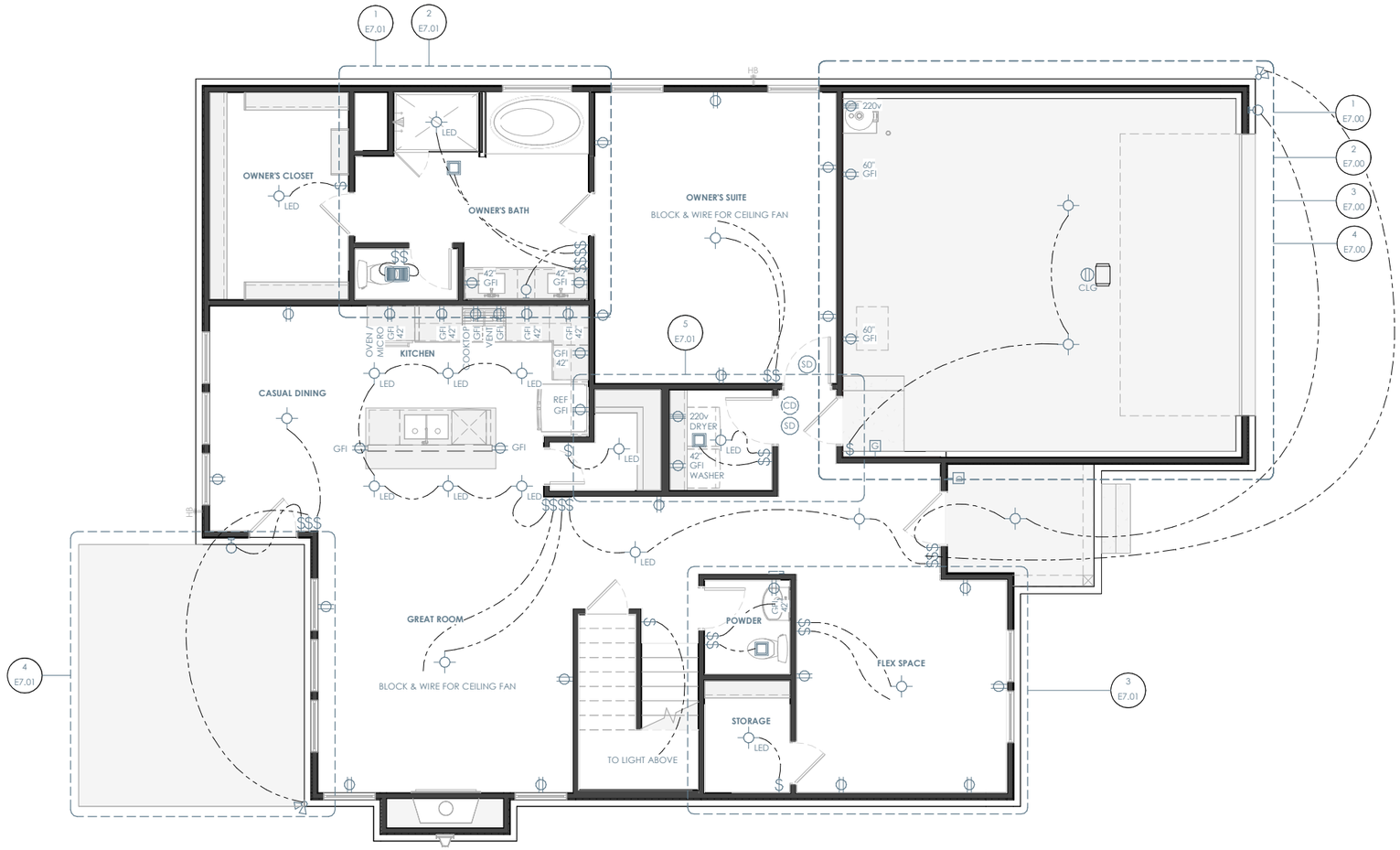
SHEET NAME
INTERIOR ELEVATIONS

SHEET NO.
AI1.02



ELEVATION A - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPERATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

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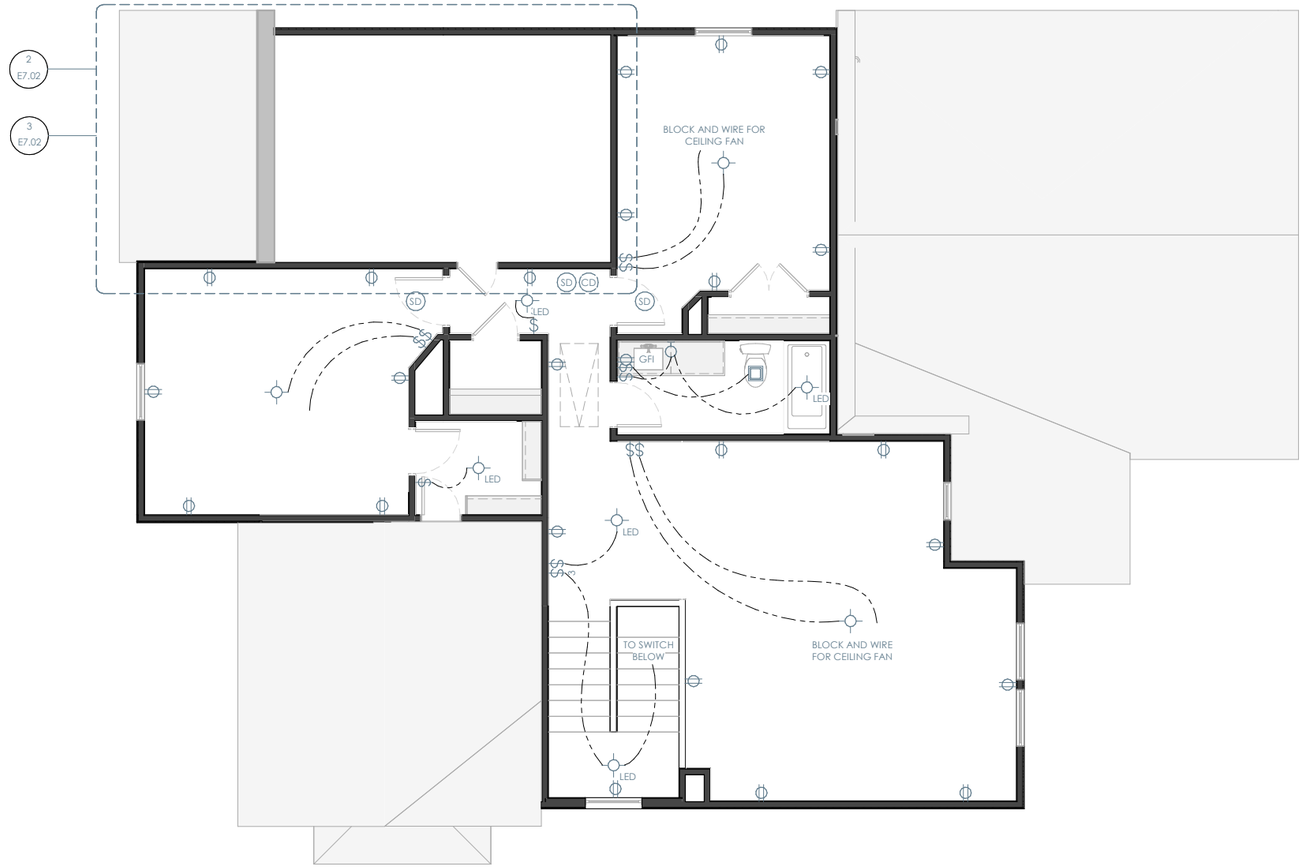
PLAN NO.
2550 (255)

ISSUE DATE	11-08-202
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME
ELEVATION A - FIRST FLOOR ELECTRICAL

SHEET NO.
E1.00



ELEVATION A - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPERATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
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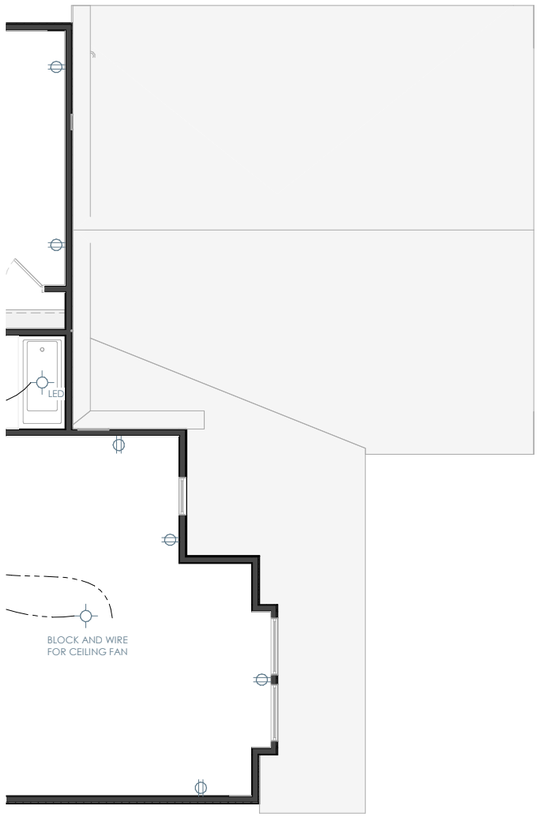
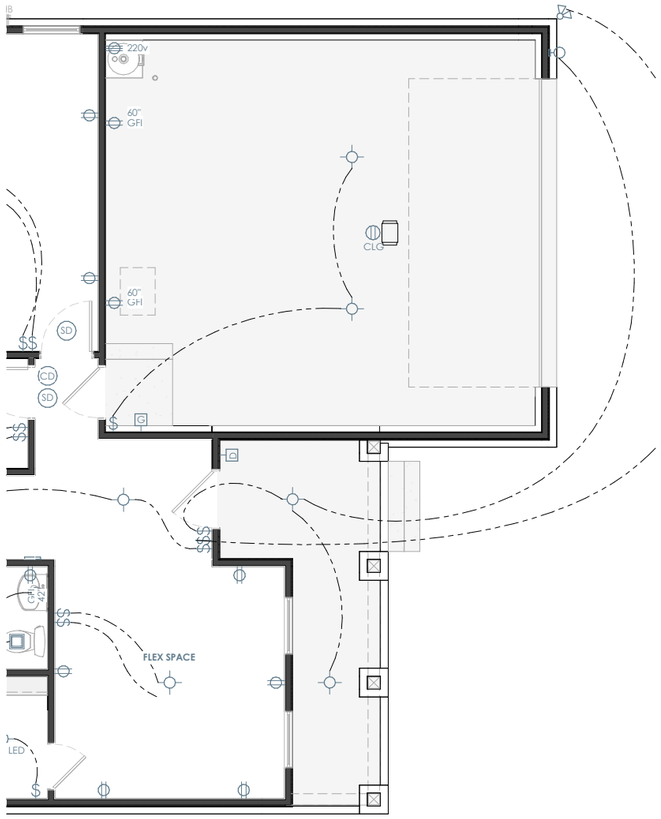
SHEET NAME
ELEVATION A - SECOND FLOOR ELECTRICAL

SHEET NO.
E1.01



ELEVATION B - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



ELEVATION B -FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL NOTES

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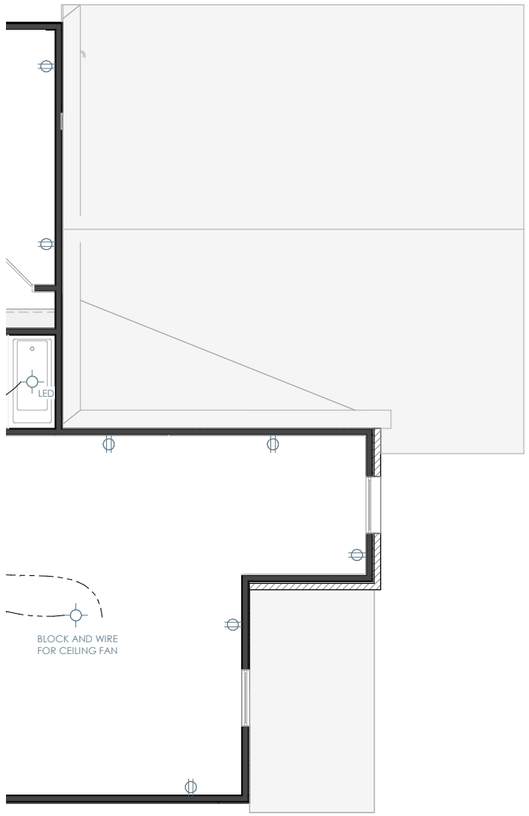
PLAN NO.
2550 (255)

ISSUE DATE	11-08-202
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

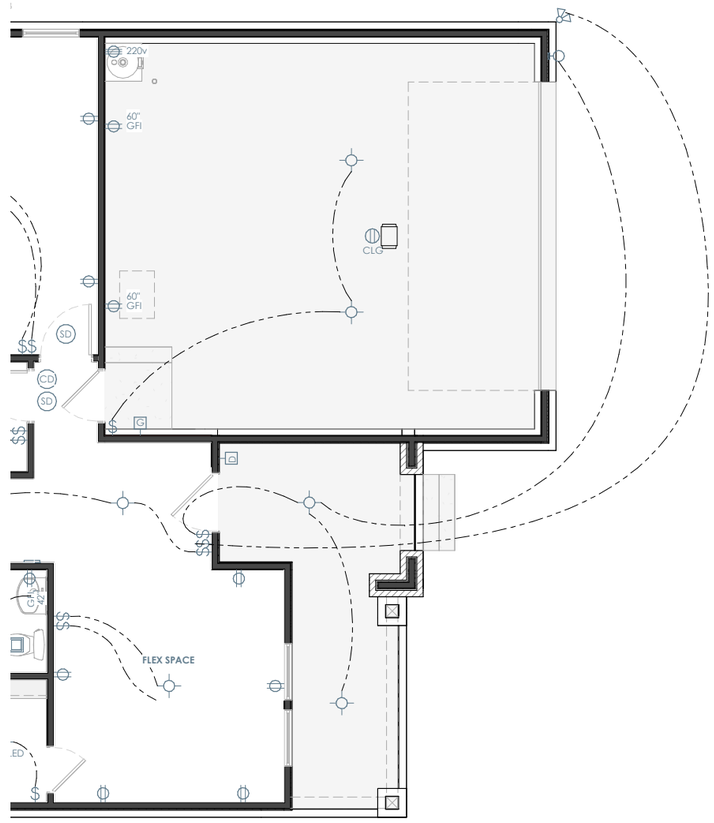
SHEET NAME
ELEVATION B - PARTIAL ELECTRICAL PLANS

SHEET NO.
E2.00



ELEVATION C - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

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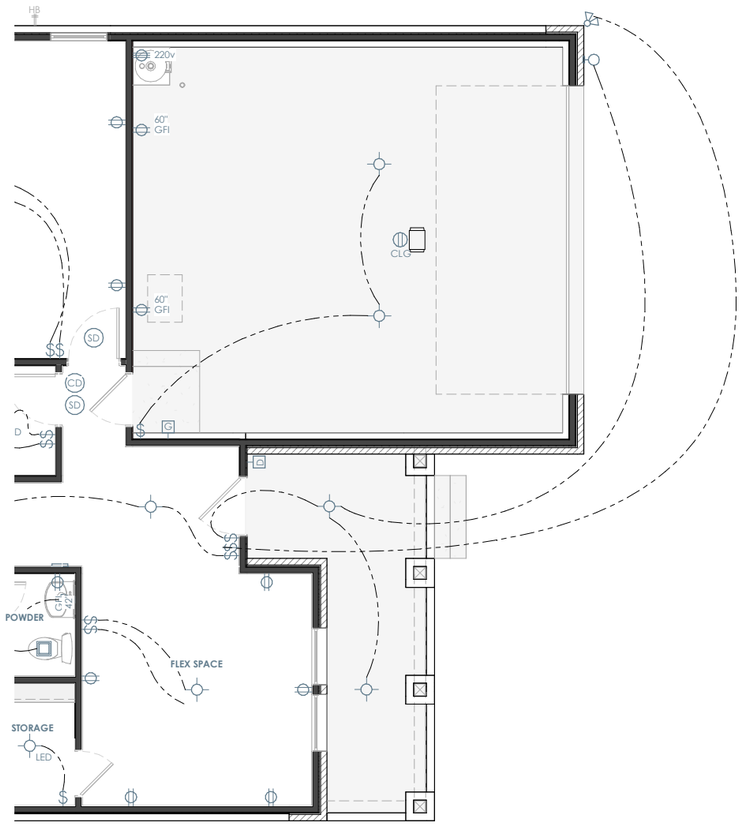
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - PARTIAL ELECTRICAL PLANS

SHEET NO.

E3.00



ELEVATION D - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL NOTES

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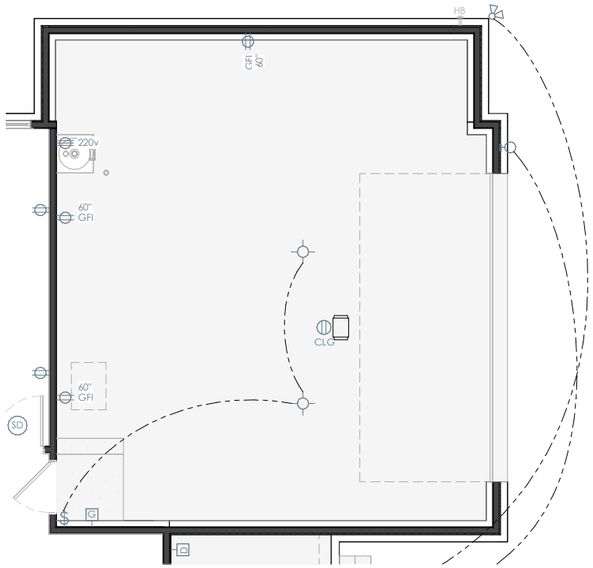
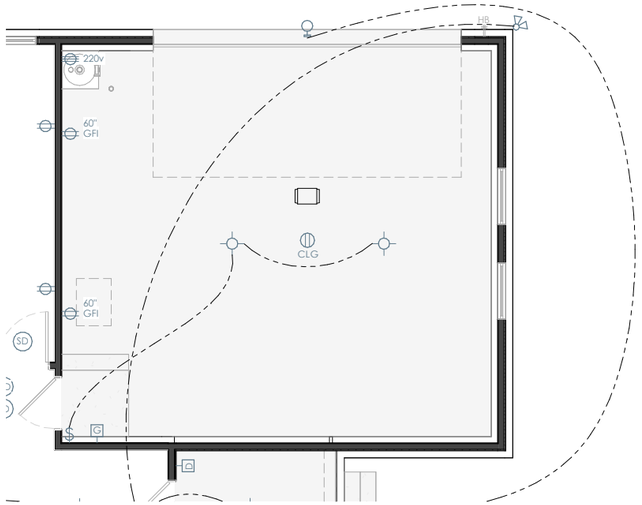
SHEET NAME
ELEVATION D - PARTIAL ELECTRICAL PLANS

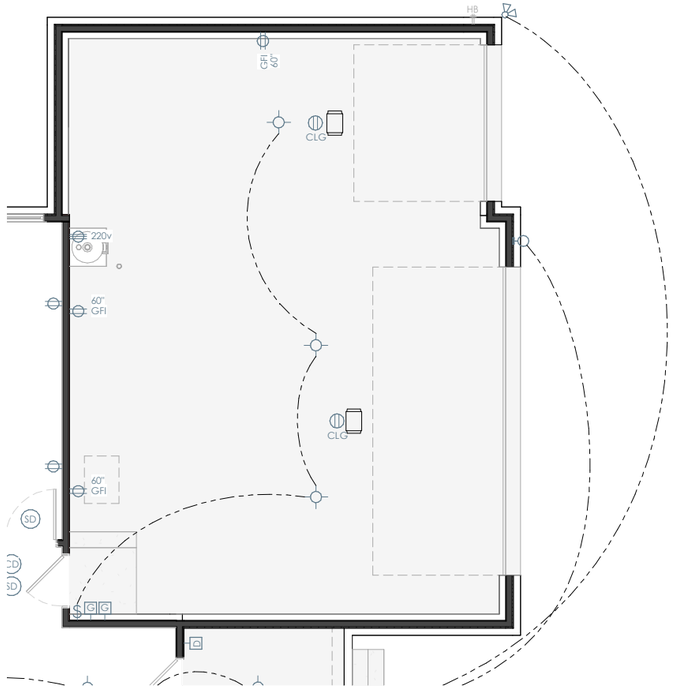
SHEET NO.
E4.00



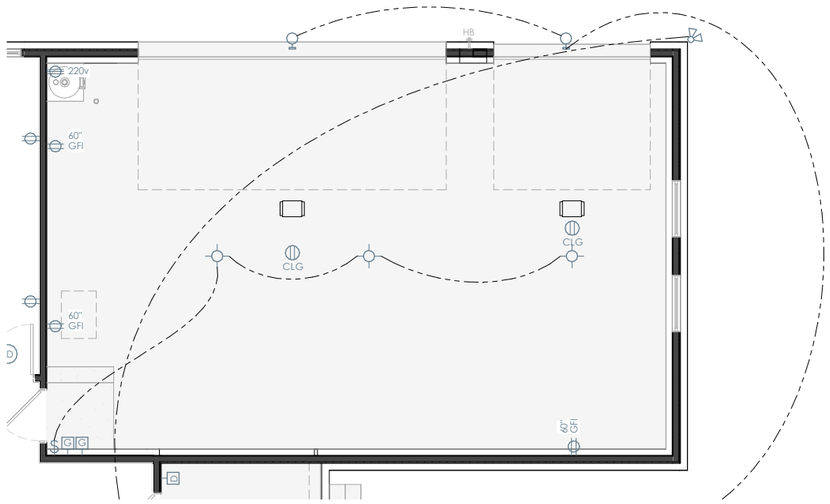
GARGE1/2
1 OPT. HALF CAR GARAGE - ELECTRICAL PLAN
1/8" = 1'-0"



GARGSDLD
3 OPT. SIDE LOAD GARAGE - ELECTRICAL PLAN
1/8" = 1'-0"



GARGE3
2 OPT. 3 CAR GARAGE - ELECTRICAL PLAN
1/8" = 1'-0"



GARGE3SL
4 OPT. 3 CAR SIDE LOAD GARAGE - ELECTRICAL PLAN
1/8" = 1'-0"

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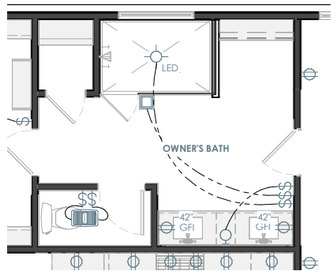
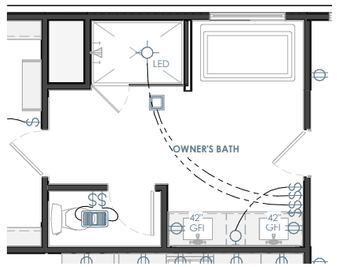
SHEET NAME
PLAN OPTIONS

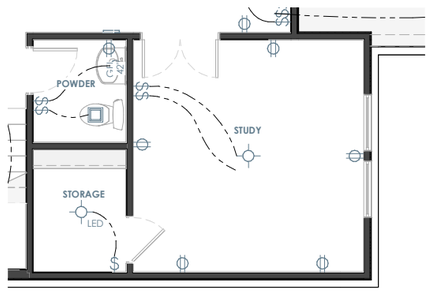
SHEET NO.
E7.00



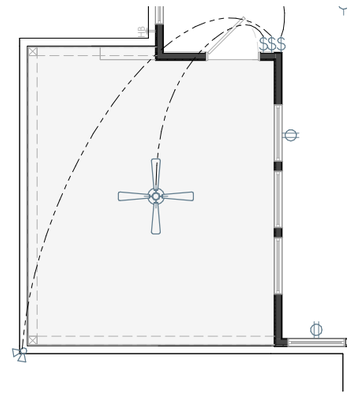
PL0MB201
1 OPT. ENLARGED SHOWER - ELECTRICAL PLAN
1/8" = 1'-0"



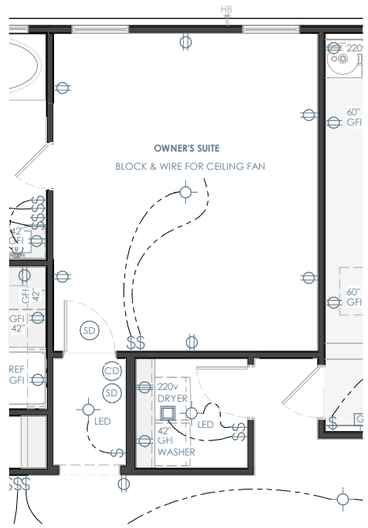
FREESTUB
2 OPT. FREESTANDING TUB - ELECTRICAL PLAN
1/8" = 1'-0"



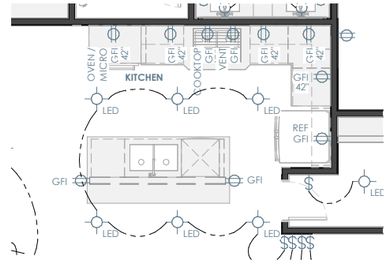
STUDY1
3 OPT. STUDY - ELECTRICAL PLAN
1/8" = 1'-0"



PATIO2
4 OPT. COVERED PATIO - ELECTRICAL PLAN
1/8" = 1'-0"



MBEDENT
5 OPT. OWNER'S ENTRY - ELECTRICAL PLAN
1/8" = 1'-0"



KITCHEN2
6 OPT. KITCHEN - ELECTRICAL PLAN
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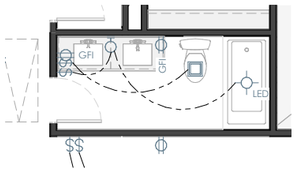
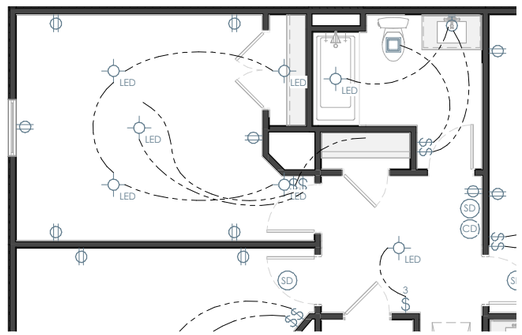
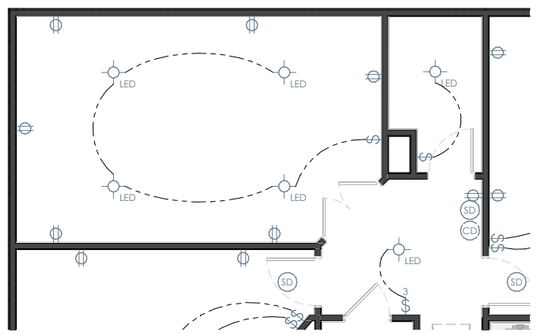


1 LAV2BTH3
OPT. BATH 2 SINK - ELECTRICAL PLAN
1/8" = 1'-0"



2 BED5BTH4
OPT. BEDROOM 5 w/ BATH 4 - ELECTRICAL PLAN
1/8" = 1'-0"



3 MEDIARM
OPT. MEDIA ROOM - ELECTRICAL PLAN
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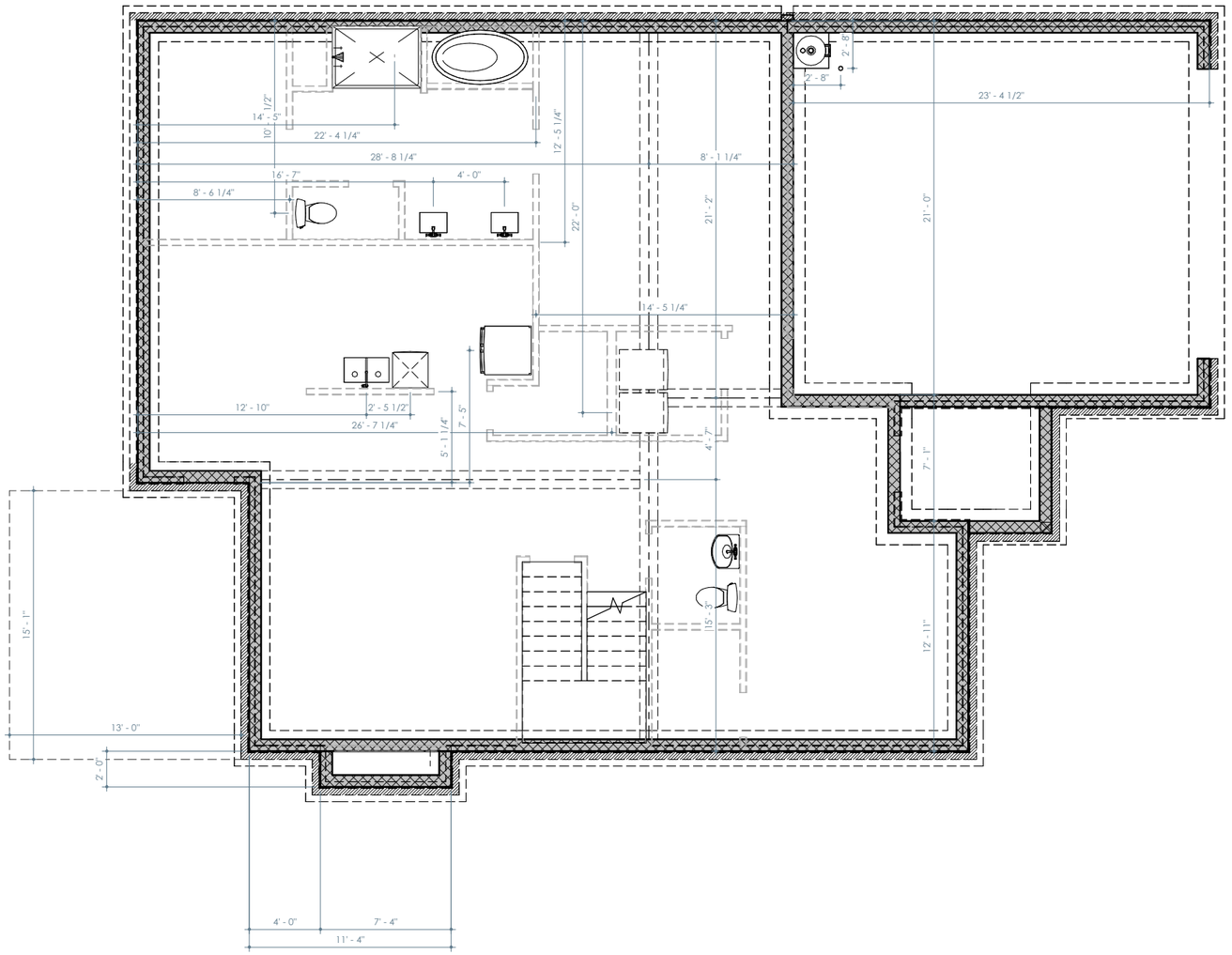
SHEET NAME
PLAN OPTIONS

SHEET NO.
E7.02



ELEVATION A - FOUNDATION PLAN

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PLAN NO.

2550 (255)

ISSUE DATE	11-08-202
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

FOUNDATION - ELEVATION A

SHEET NO.

SF1.00



ELEVATION A

3/32" = 1'-0"



ELEVATION B

3/32" = 1'-0"



ELEVATION C

3/32" = 1'-0"



ELEVATION D

3/32" = 1'-0"

REVISION LOG

SHEET LIST

NO.	TITLE
A0.00	COVER SHEET
A1.00	ELEVATION A - FIRST FLOOR PLAN
A1.01	ELEVATION A - SECOND FLOOR PLAN
A1.02	ELEVATION A - EXTERIOR ELEVATIONS
A1.03	ELEVATION A - EXTERIOR ELEVATIONS
A1.04	ELEVATION A - ROOF PLAN
A2.00	ELEVATION B - PARTIAL FLOOR PLANS
A2.01	ELEVATION B - EXTERIOR ELEVATIONS
A2.02	ELEVATION B - EXTERIOR ELEVATIONS
A2.03	ELEVATION B - ROOF PLAN
A3.00	ELEVATION C - PARTIAL FLOOR PLANS
A3.01	ELEVATION C - EXTERIOR ELEVATIONS
A3.02	ELEVATION C - EXTERIOR ELEVATIONS
A3.03	ELEVATION C - ROOF PLAN
A4.00	ELEVATION D - PARTIAL FLOOR PLANS
A4.01	ELEVATION D - EXTERIOR ELEVATIONS
A4.02	ELEVATION D - EXTERIOR ELEVATIONS
A4.03	ELEVATION D - ROOF PLAN
A7.00	PLAN OPTIONS
A7.01	PLAN OPTIONS
A7.02	PLAN OPTIONS

NO.	TITLE
A7.03	PLAN OPTIONS
A7.04	PLAN OPTIONS
A7.05	PLAN OPTIONS
A7.06	PLAN OPTIONS
A7.07	PLAN OPTIONS
A7.08	PLAN OPTIONS
A7.09	PLAN OPTIONS
AD1.00	DETAILS
AI1.00	INTERIOR ELEVATIONS
AI1.01	INTERIOR ELEVATIONS
E1.00	ELEVATION A - FIRST FLOOR ELECTRICAL PLAN
E1.01	ELEVATION A - SECOND FLOOR ELECTRICAL PLAN
E2.00	ELEVATION B - PARTIAL ELECTRICAL PLANS
E3.00	ELEVATION C - PARTIAL ELECTRICAL PLANS
E4.00	ELEVATION D - PARTIAL ELECTRICAL PLANS
E7.00	PLAN OPTIONS
E7.01	PLAN OPTIONS
SF1.00	FOUNDATION - ELEVATION A
SF7.00	PLAN OPTIONS

PLAN OPTIONS

ELEVATION A	36" COOKTOP RANGE W/ BUMP OUT AND VENT HOOD
ELEVATION B	COFFERED CEILING @ OWNER'S BEDROOM
ELEVATION C	SHOWER SEAT @ OWNER'S BATH
ELEVATION D	FREESTANDING TUB ILO DROP IN TUB
3 CAR GARAGE	SINK @ UTILITY
SIDE ENTRY GARAGE	CABINETS @ UTILITY
COVERED PATIO	DOOR @ UTILITY
FIREPLACE @ COVERED PORCH	STUDY W/ BREAKFAST NOOK
GARAGE SERVICE DOOR @ 3 CAR GARAGE	CABINETS @ POCKET OFFICE
METAL ROOF (ELEV. B, C, & D)	SINK @ BATH 3
ISLAND 1	SLIDER @ GREAT ROOM

Brightland HOMES

PROJECT NAME

FULLER

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PLAN NO.

2970

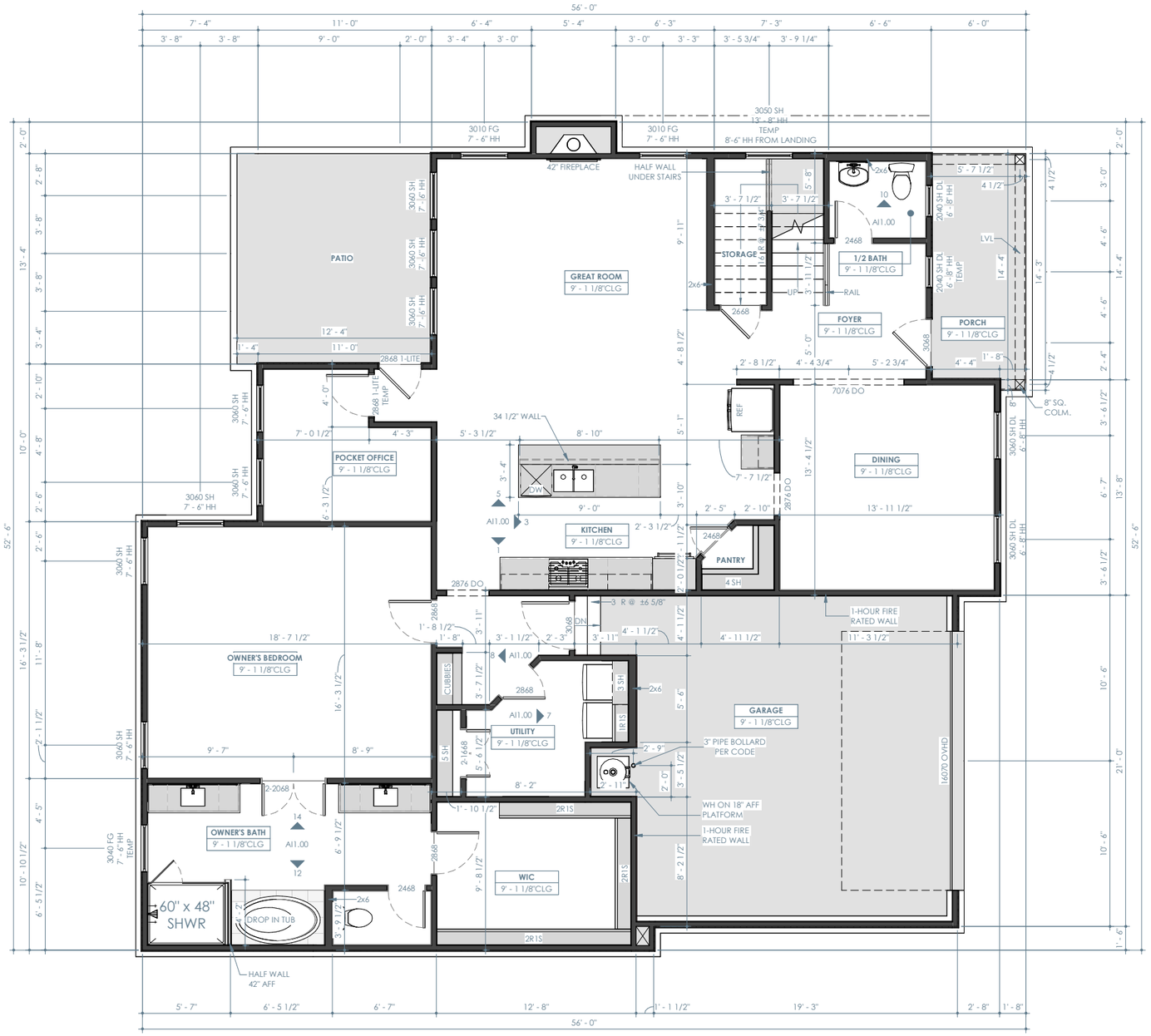
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	As indicated

SHEET NAME

COVER SHEET

SHEET NO.

A0.00



ELEVATION A - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION A - A/C LIVING	
Not Placed	0 SF
FIRST FLOOR	1631 SF
SECOND FLOOR	1250 SF
TOTAL	2881 SF

ELEVATION A - LIVING	
FIRST FLOOR	1834 SF
SECOND FLOOR	1325 SF
TOTAL	3159 SF
TOTAL UNDER ROOF	3862 SF

ELEVATION A - NON-LIVING	
GARAGE	452 SF
PORCH	87 SF
PATIO	164 SF
TOTAL	703 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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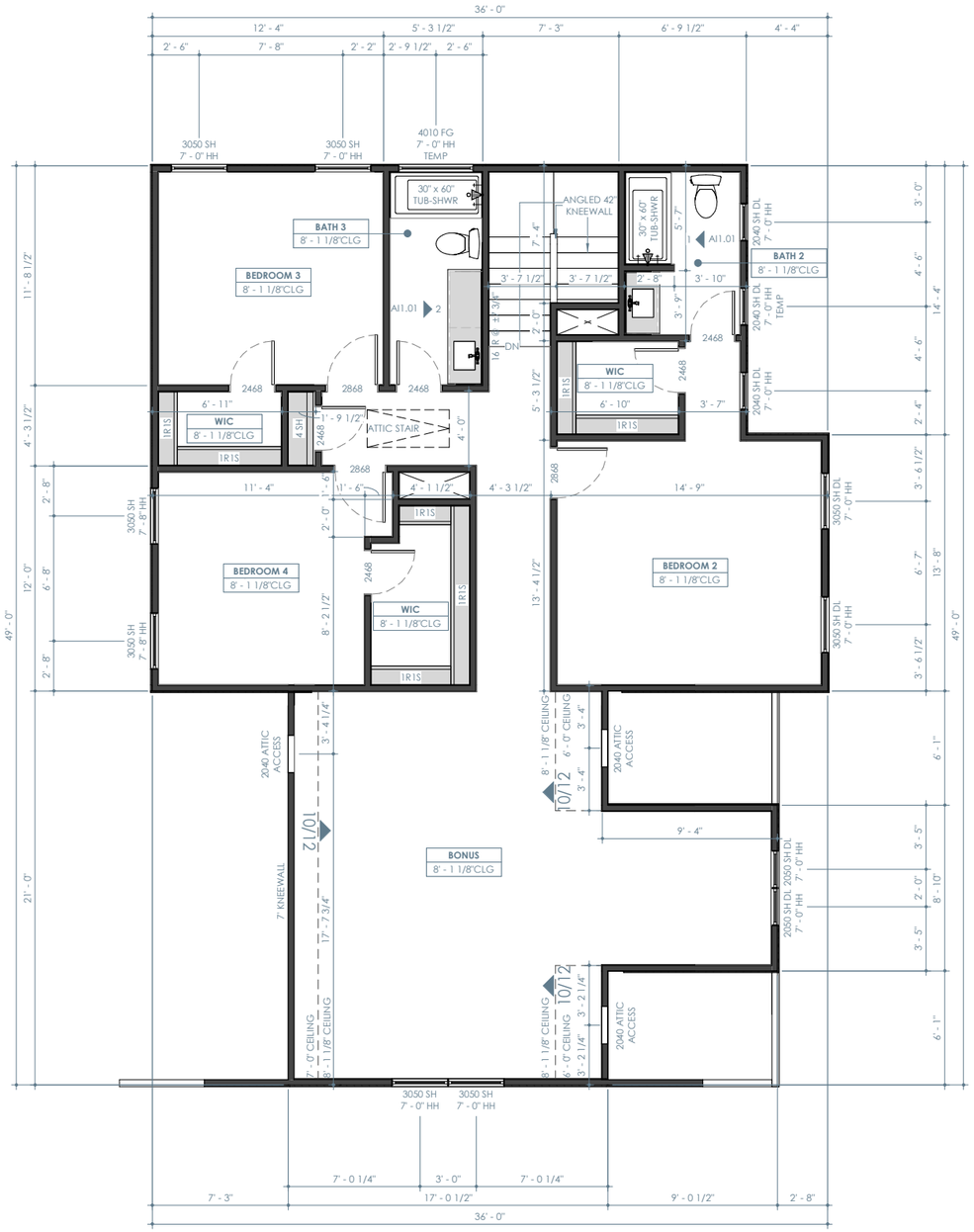
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - FIRST FLOOR PLAN

SHEET NO.

A1.00



ELEVATION A - SECOND FLOOR PLAN

1/8" = 1'-0"

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
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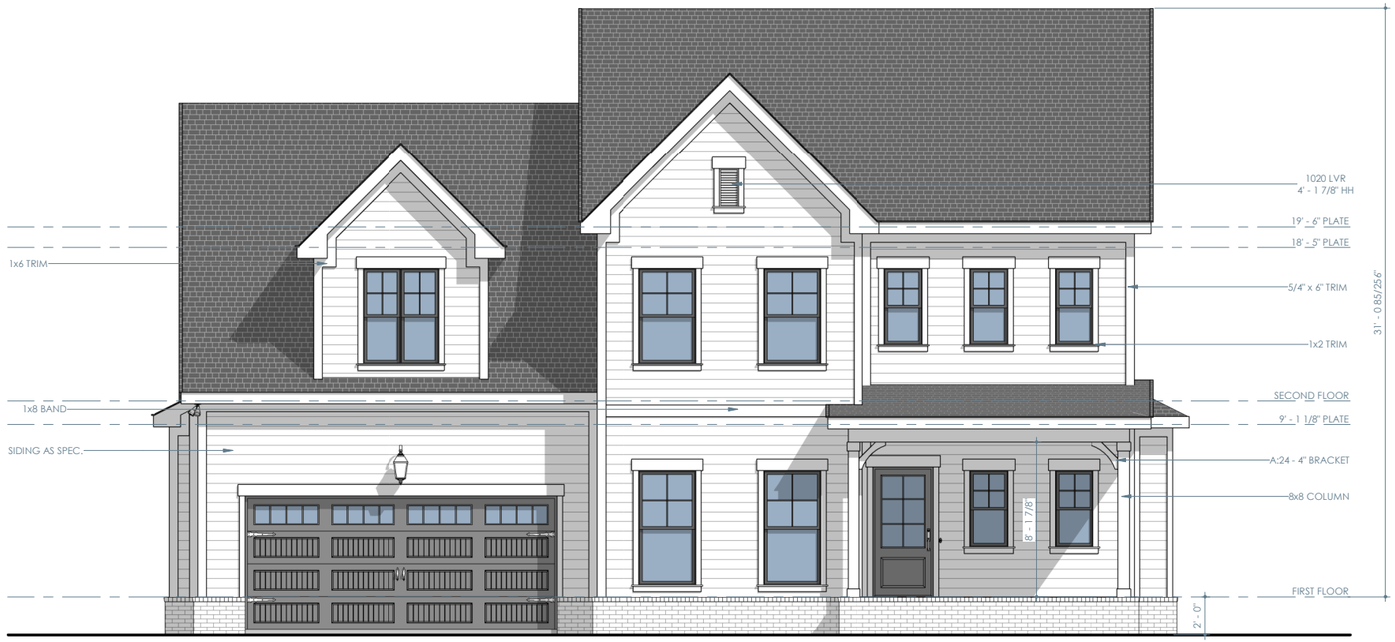
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - SECOND FLOOR PLAN

SHEET NO.

A1.01



ELEVATION A - FRONT

1/8" = 1'-0"



ELEVATION A - REAR

1/8" = 1'-0"

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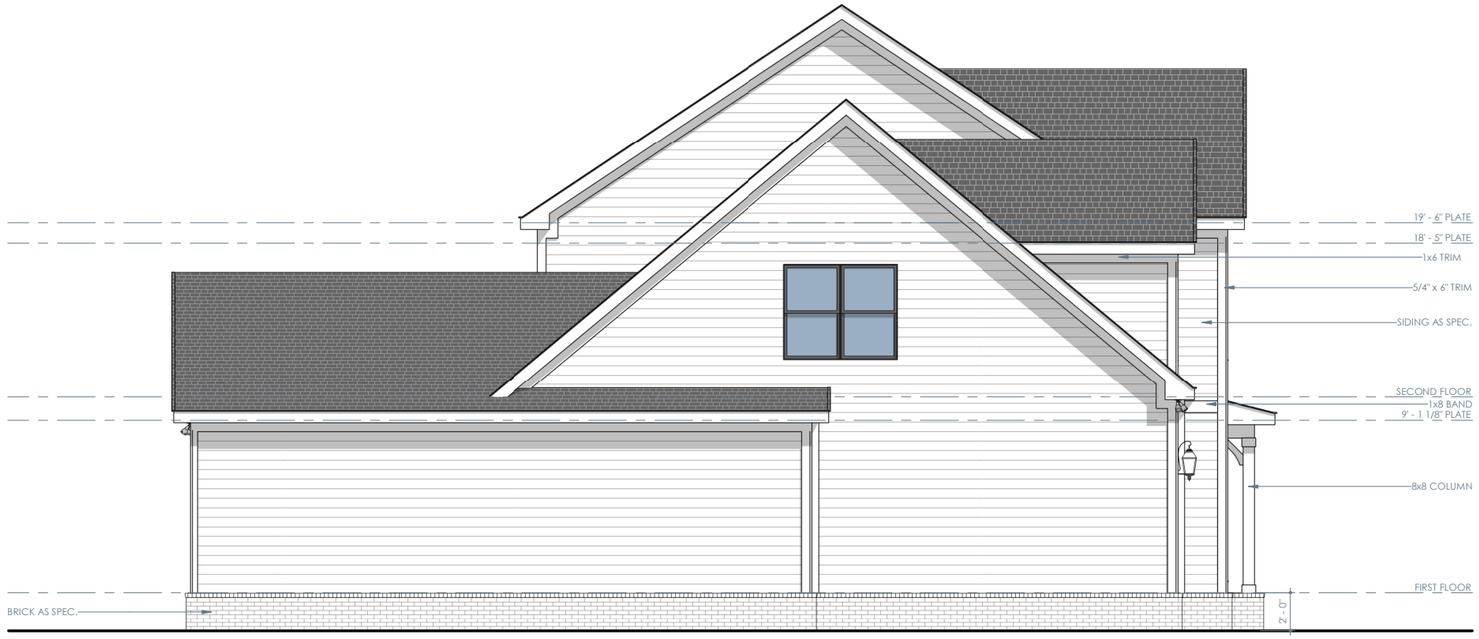
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.02



ELEVATION A - LEFT

1/8" = 1'-0"



ELEVATION A - RIGHT

1/8" = 1'-0"

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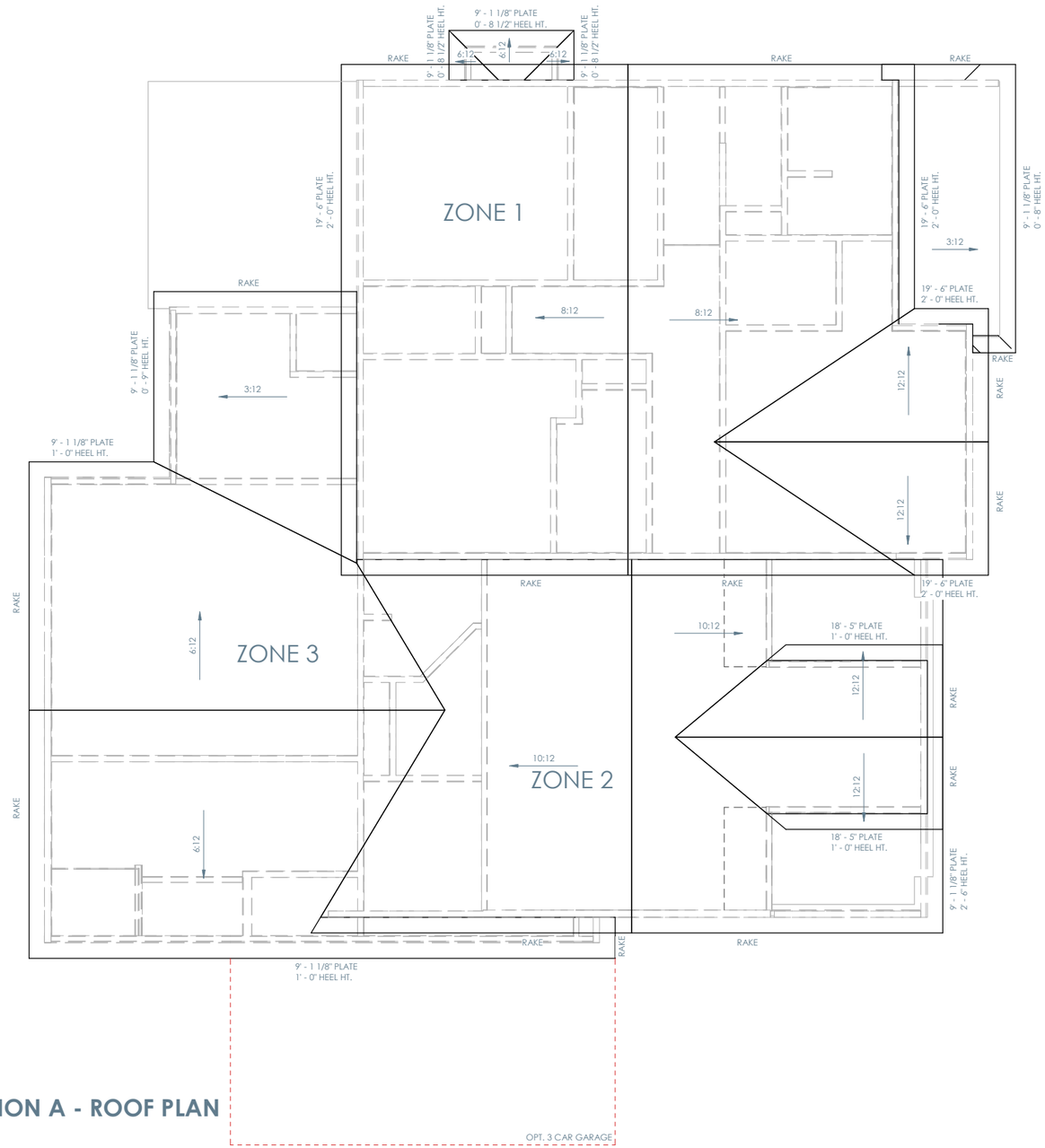
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.03



ELEVATION A - ROOF PLAN

1/8" = 1'-0"

ATTIC VENTILATION - ZONE 1

ATTIC AREA (FT²)	965
REQUIRED ATTIC VENTILATION (IN²)	464
REQUIRED LOWER VENTILATION (IN²)	232
REQUIRED UPPER VENTILATION (IN²)	232

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	0
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	38 LF
RIDGE VENT (18 NFA) PER LF	16 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	342 NFA
TOTAL UPPER VENTILATION (IN²)	288 NFA

ATTIC VENTILATION - ZONE 2

ATTIC AREA (FT²)	523
REQUIRED ATTIC VENTILATION (IN²)	252
REQUIRED LOWER VENTILATION (IN²)	126
REQUIRED UPPER VENTILATION (IN²)	126

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	0
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	30 LF
RIDGE VENT (18 NFA) PER LF	8 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	270 NFA
TOTAL UPPER VENTILATION (IN²)	144 NFA

ATTIC VENTILATION - ZONE 3

ATTIC AREA (FT²)	737
REQUIRED ATTIC VENTILATION (IN²)	354
REQUIRED LOWER VENTILATION (IN²)	177
REQUIRED UPPER VENTILATION (IN²)	177

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	0
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	39 LF
RIDGE VENT (18 NFA) PER LF	12 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	351 NFA
TOTAL UPPER VENTILATION (IN²)	216 NFA

*ALL VENTS TO EXHAUST TO EXTERIOR

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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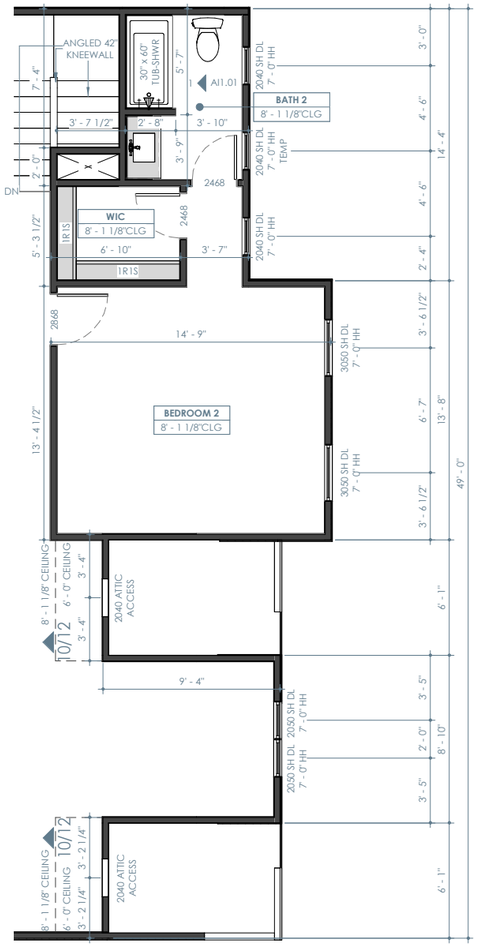
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - ROOF PLAN

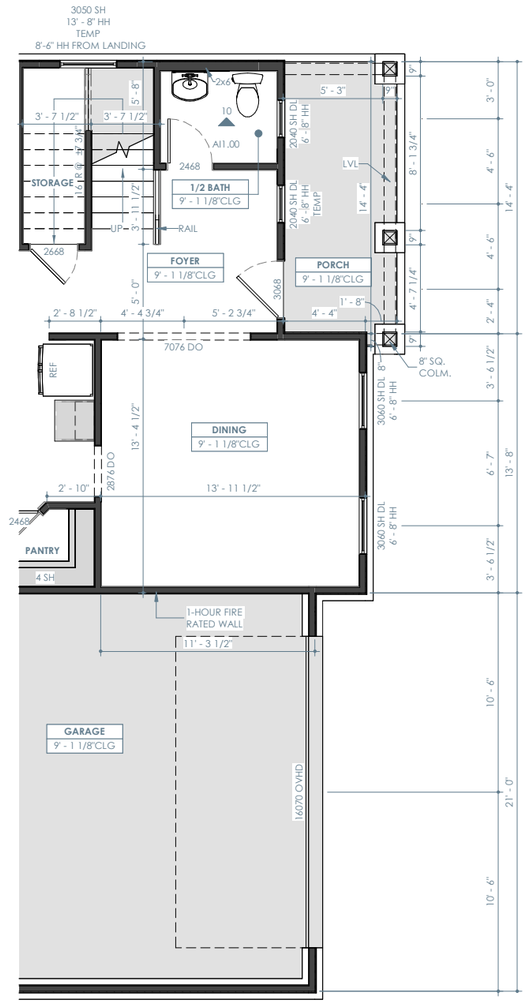
SHEET NO.

A1.04



ELEVATION B - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION B - LIVING	
FIRST FLOOR	1834 SF
SECOND FLOOR	1325 SF
TOTAL	3159 SF

ELEVATION B - NON-LIVING	
GARAGE	452 SF
PORCH	87 SF
PATIO	164 SF
TOTAL	703 SF

TOTAL UNDER ROOF	3862 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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PLAN NO.

2970

ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - PARTIAL FLOOR PLANS

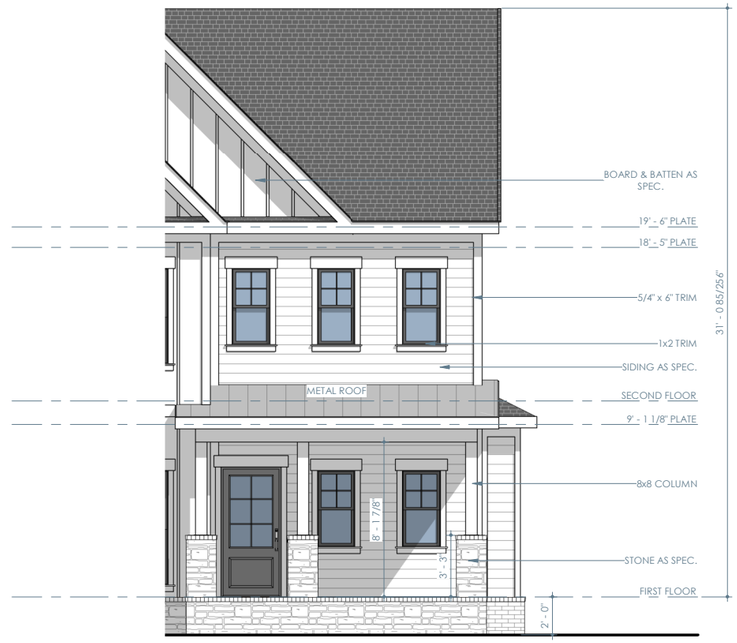
SHEET NO.

A2.00



ELEVATION B - FRONT

1/8" = 1'-0"



ELEVATION B - OPT. METAL ROOF - FRONT

1/8" = 1'-0"



ELEVATION B - REAR

1/8" = 1'-0"

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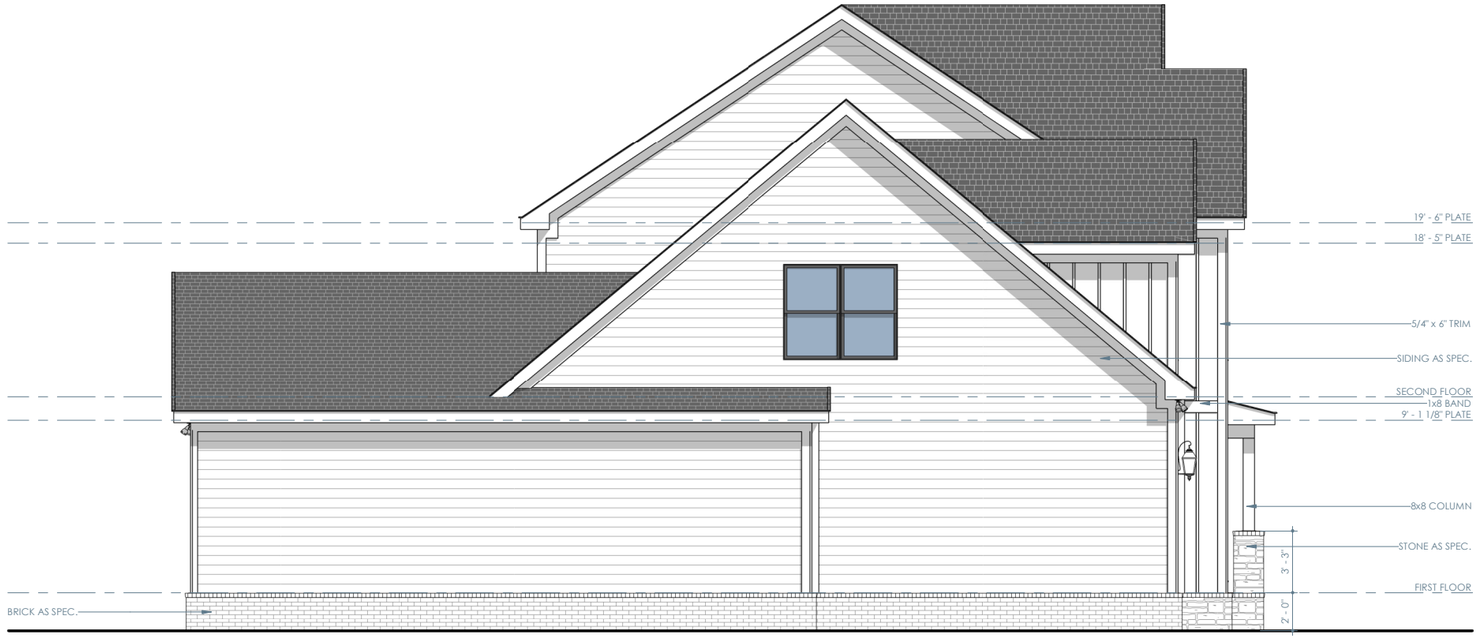
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.01



ELEVATION B - LEFT

1/8" = 1'-0"



ELEVATION B - RIGHT

1/8" = 1'-0"

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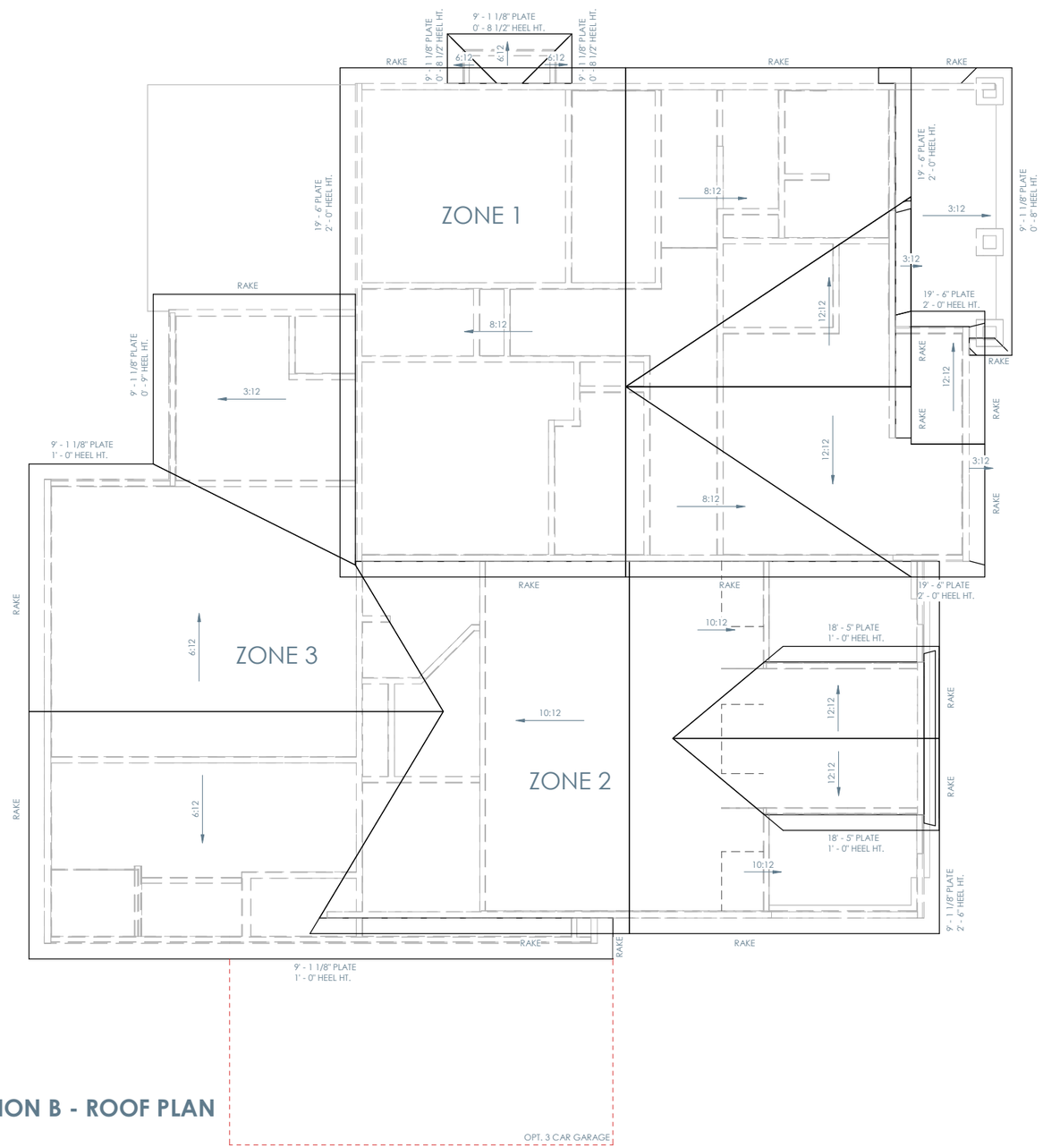
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.02



ELEVATION B - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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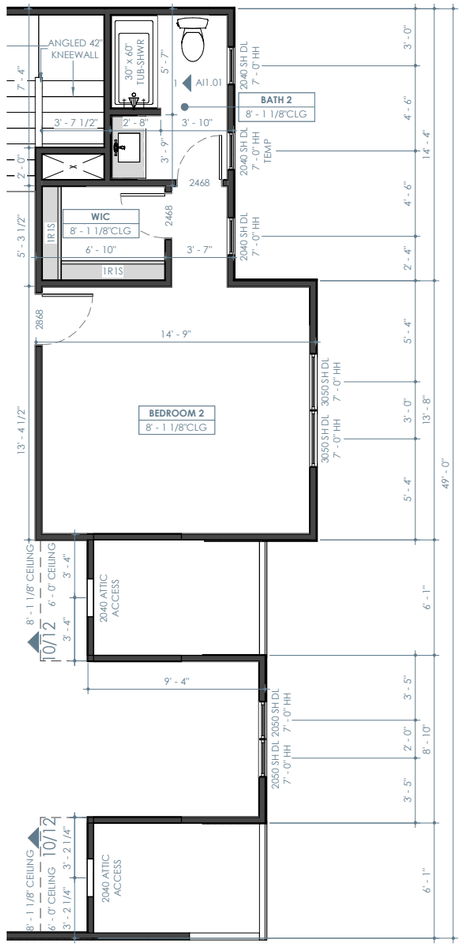
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - ROOF PLAN

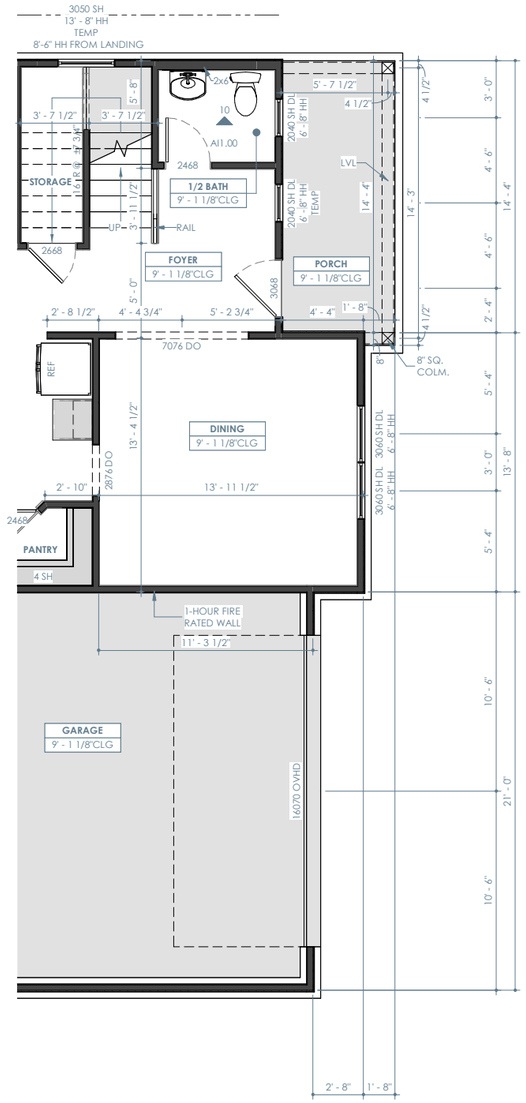
SHEET NO.

A2.03



ELEVATION C - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION C - LIVING	
FIRST FLOOR	1834 SF
SECOND FLOOR	1325 SF
TOTAL	3159 SF

ELEVATION C - NON-LIVING	
GARAGE	452 SF
PORCH	87 SF
PATIO	164 SF
TOTAL	703 SF

TOTAL UNDER ROOF	3862 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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PLAN NO.

2970

ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - PARTIAL FLOOR PLANS

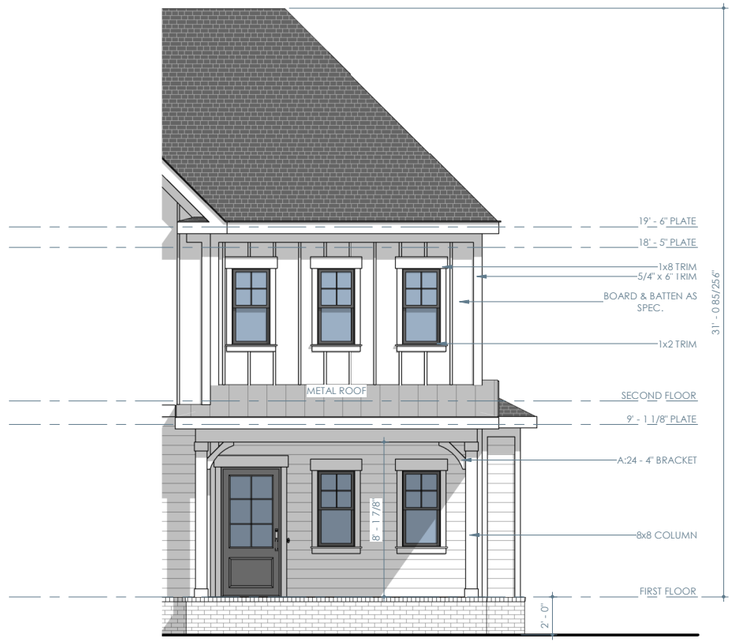
SHEET NO.

A3.00



ELEVATION C - FRONT

1/8" = 1'-0"



ELEVATION C - OPT. METAL ROOF - FRONT

1/8" = 1'-0"



ELEVATION C - REAR

1/8" = 1'-0"

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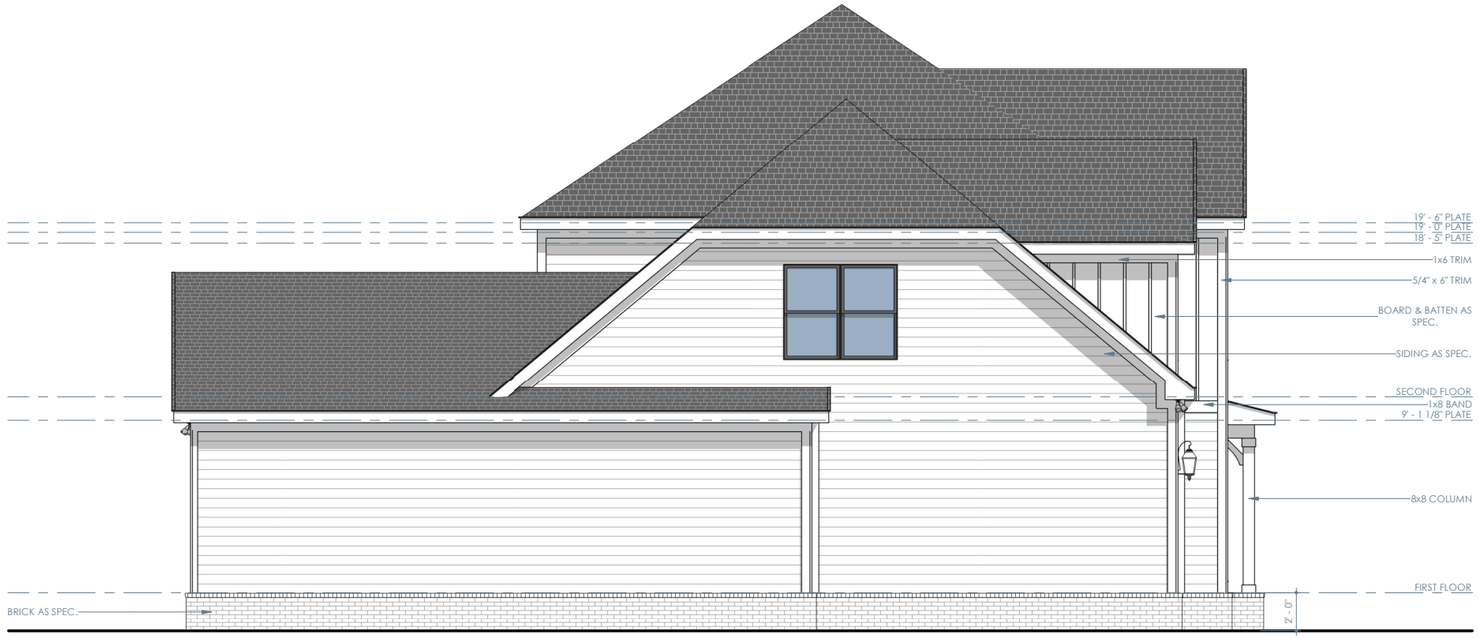
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

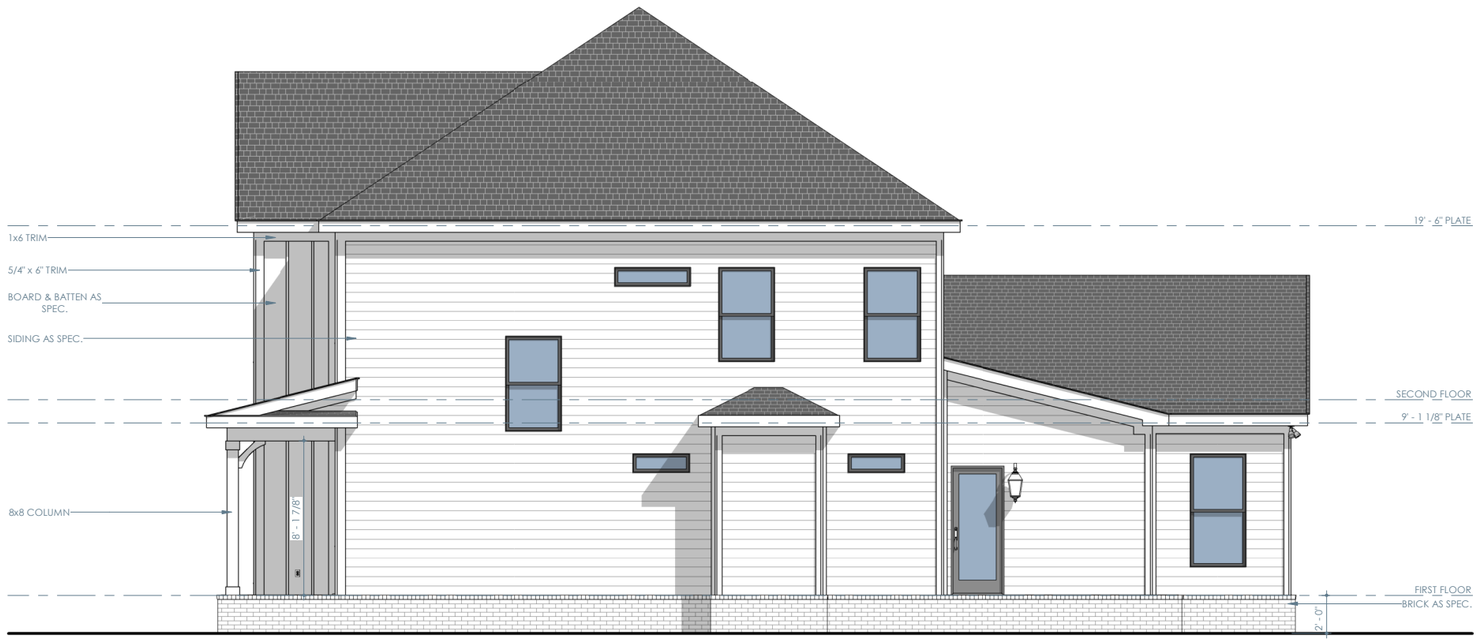
SHEET NO.

A3.01



ELEVATION C - LEFT

1/8" = 1'-0"



ELEVATION C - RIGHT

1/8" = 1'-0"

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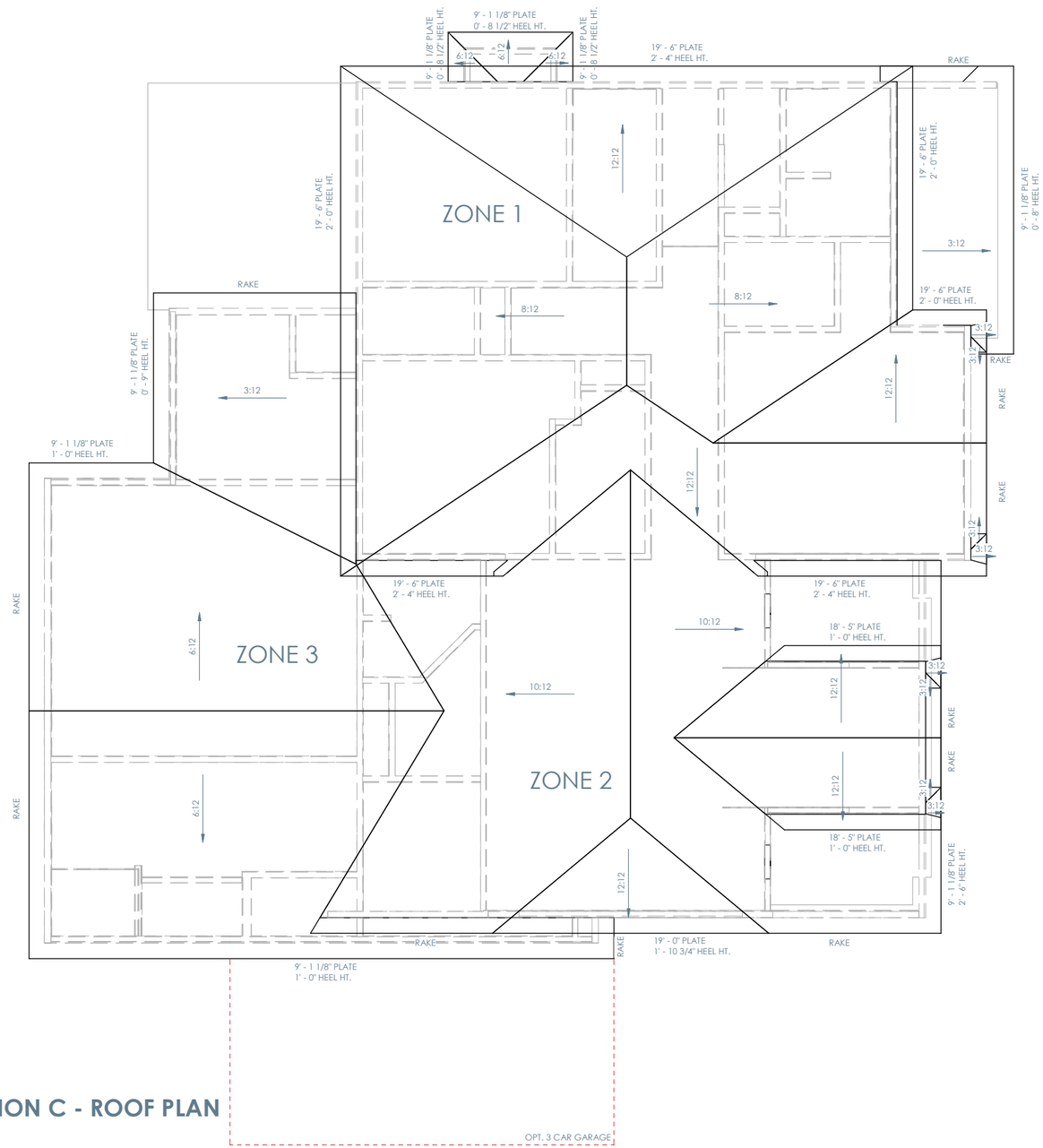
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A3.02



ELEVATION C - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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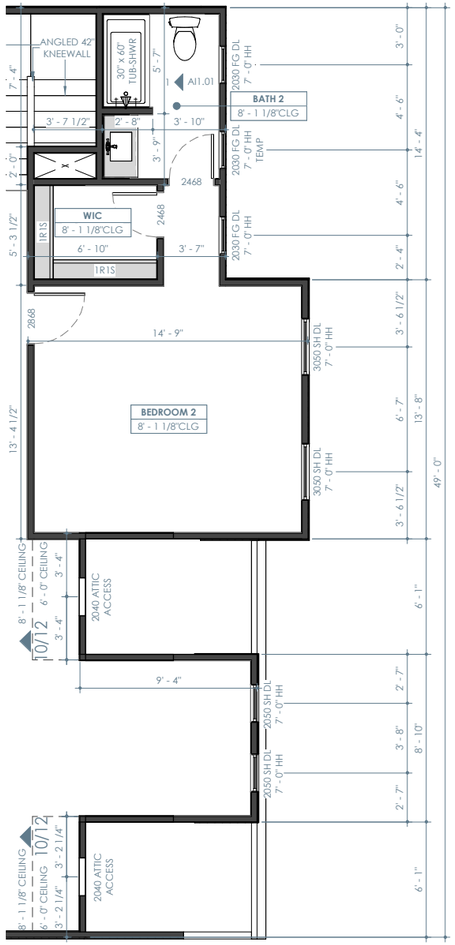
SHEET NAME

ELEVATION C - ROOF PLAN

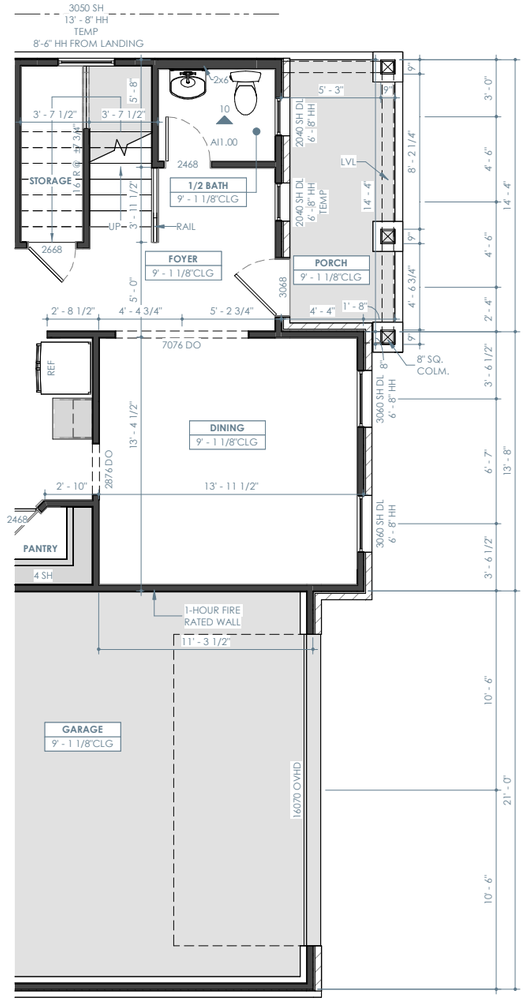
SHEET NO.

A3.03



ELEVATION D - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION D - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION D - LIVING

FIRST FLOOR	1850 SF
SECOND FLOOR	1325 SF
TOTAL	3175 SF

ELEVATION D - NON-LIVING

GARAGE	461 SF
PORCH	78 SF
PATIO	164 SF
TOTAL	704 SF

TOTAL UNDER ROOF	3879 SF

FLOOR PLAN NOTES

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SHEET NAME

ELEVATION D - PARTIAL FLOOR PLANS

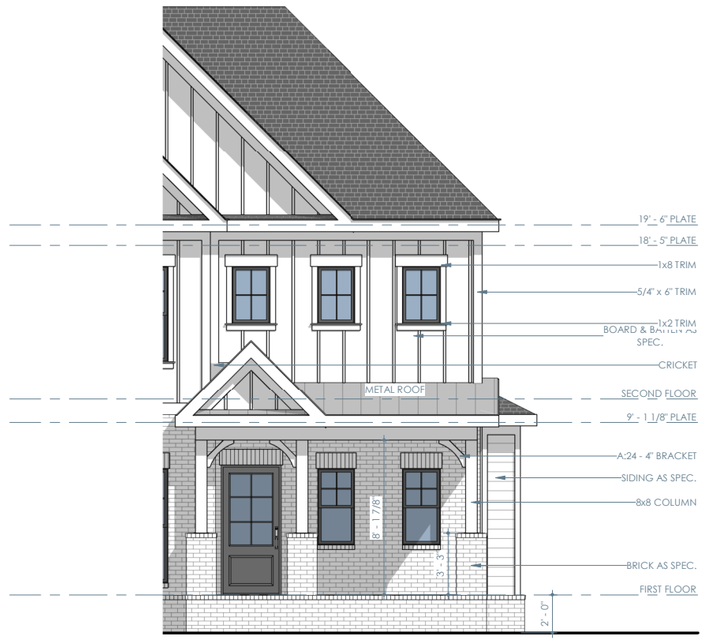
SHEET NO.

A4.00



ELEVATION D - FRONT

1/8" = 1'-0"



ELEVATION D - OPT. METAL ROOF - FRONT

1/8" = 1'-0"



ELEVATION D - REAR

1/8" = 1'-0"

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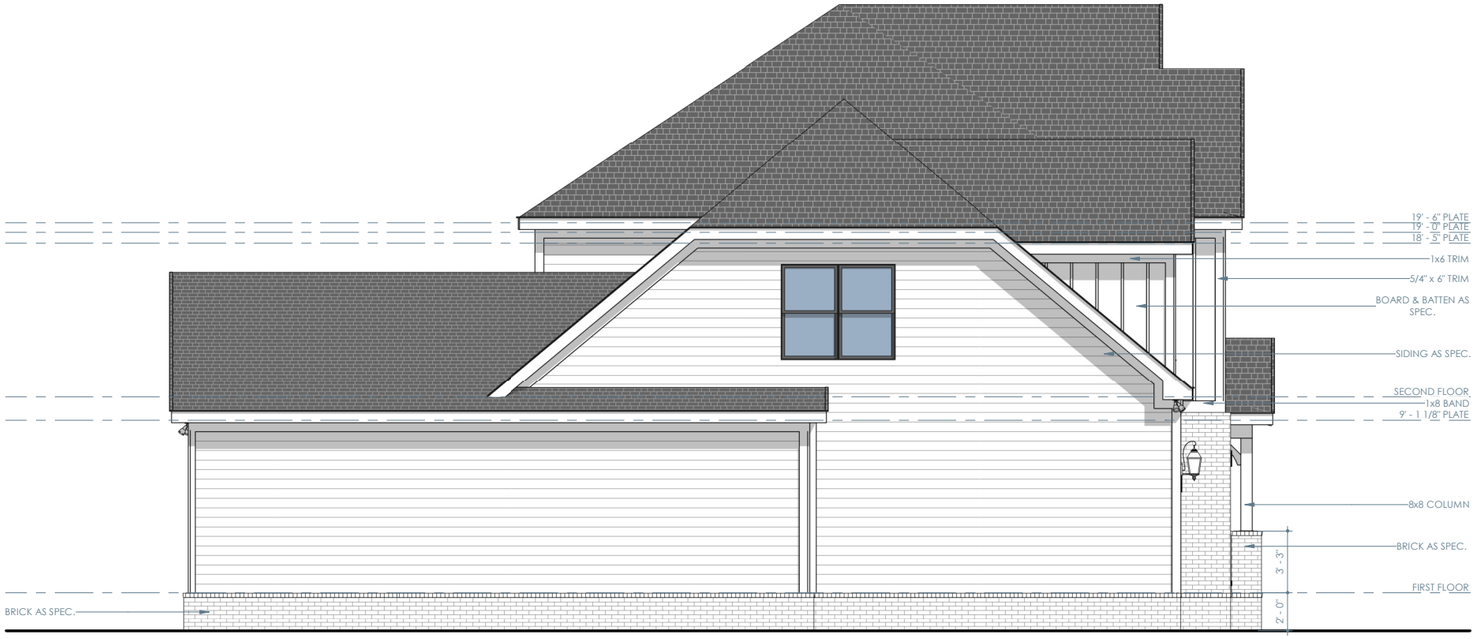
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

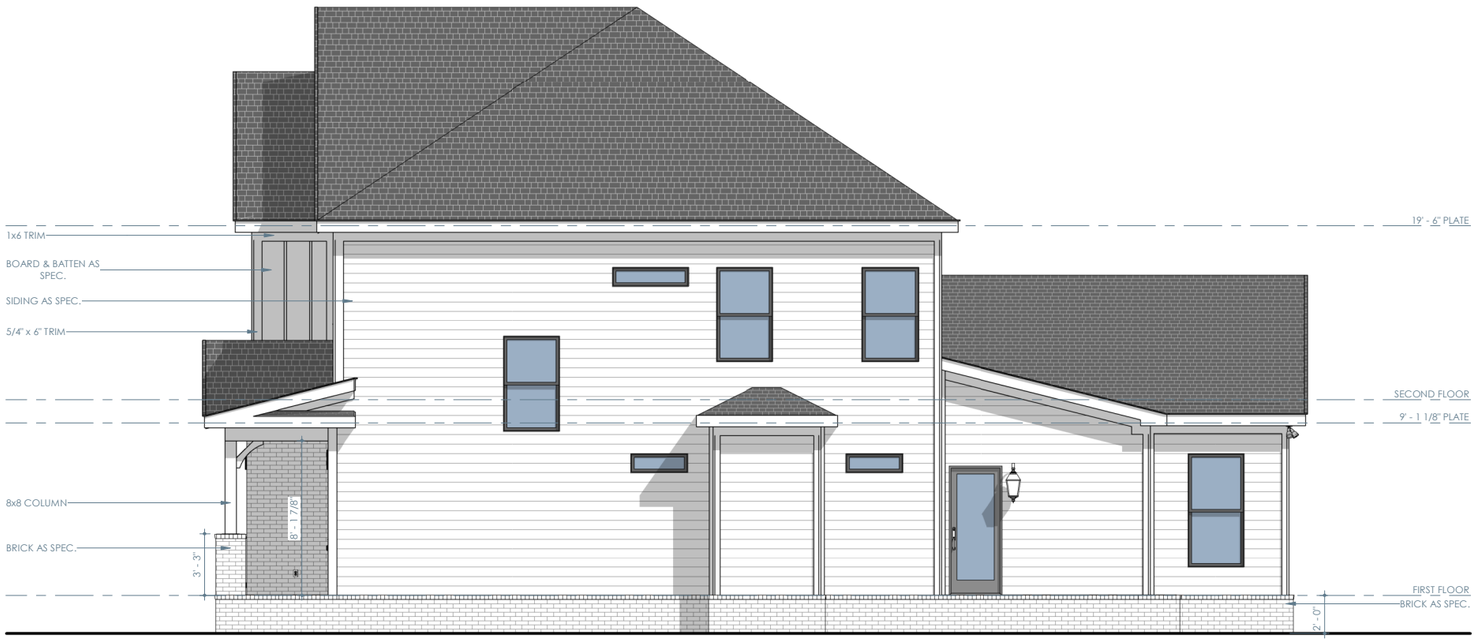
SHEET NO.

A4.01



ELEVATION D - LEFT

1/8" = 1'-0"



ELEVATION D - RIGHT

1/8" = 1'-0"

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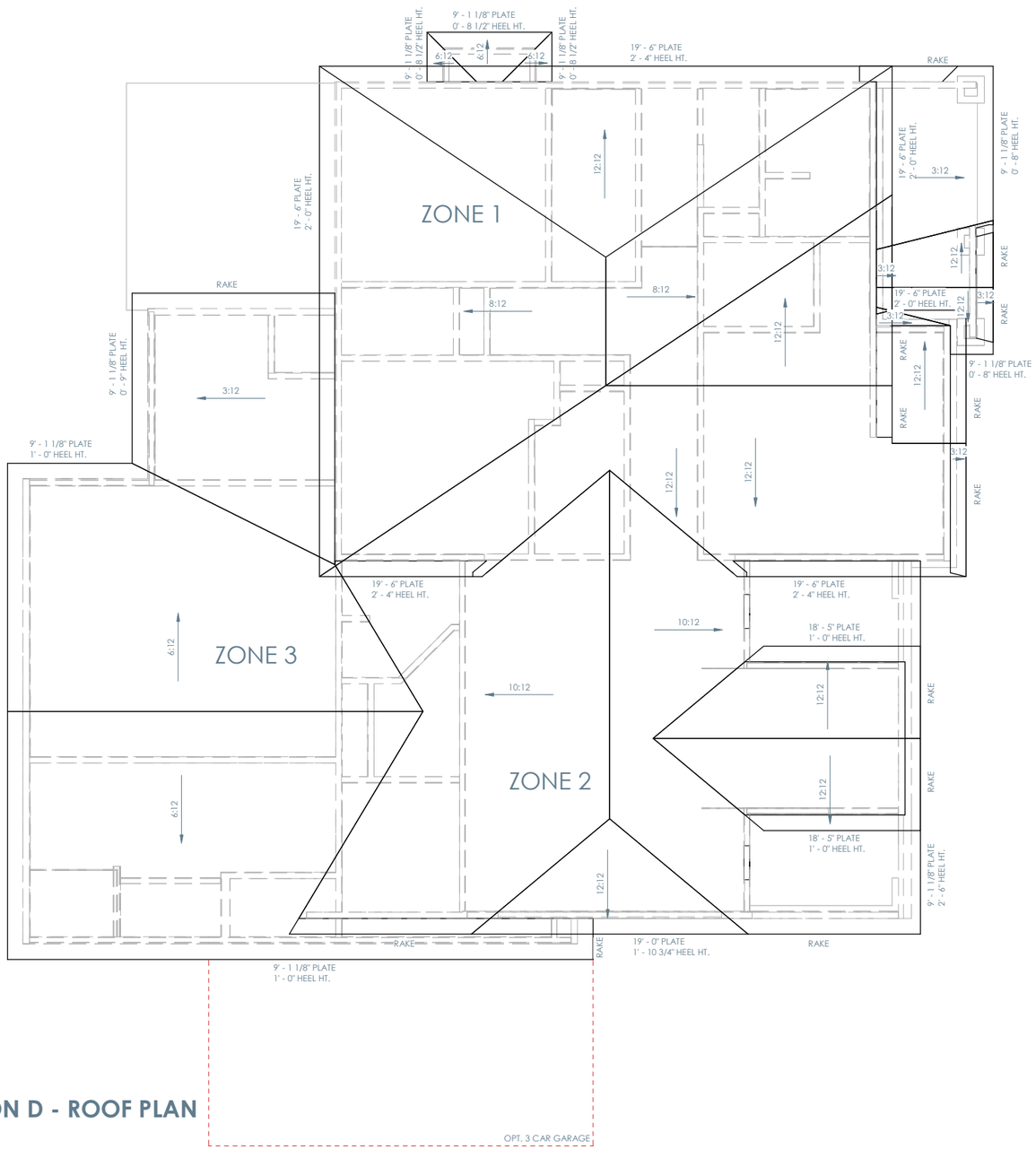
SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A4.02



ELEVATION D - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
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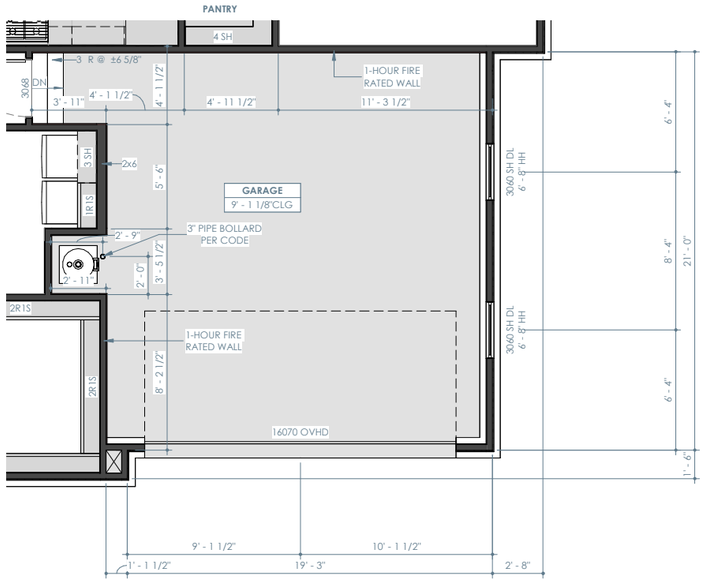
SHEET NAME

ELEVATION D - ROOF PLAN

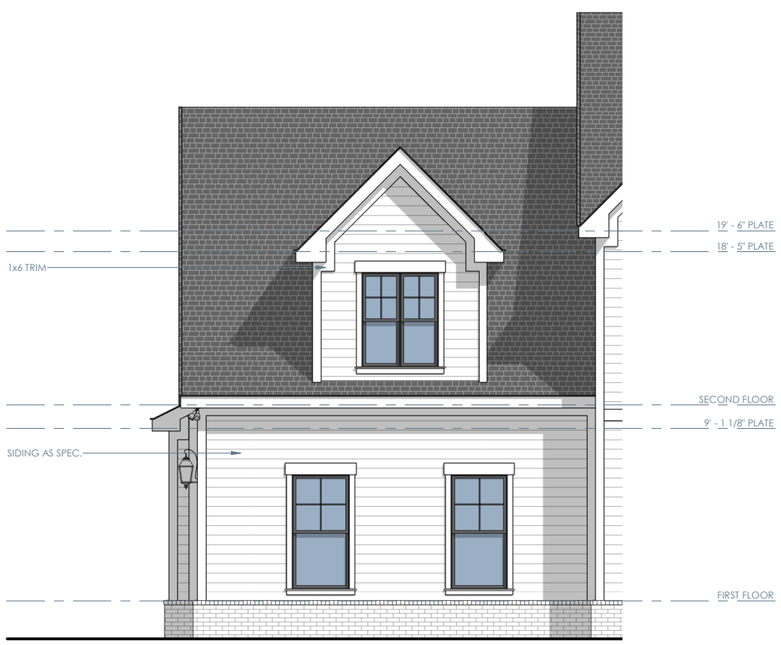
SHEET NO.

A4.03



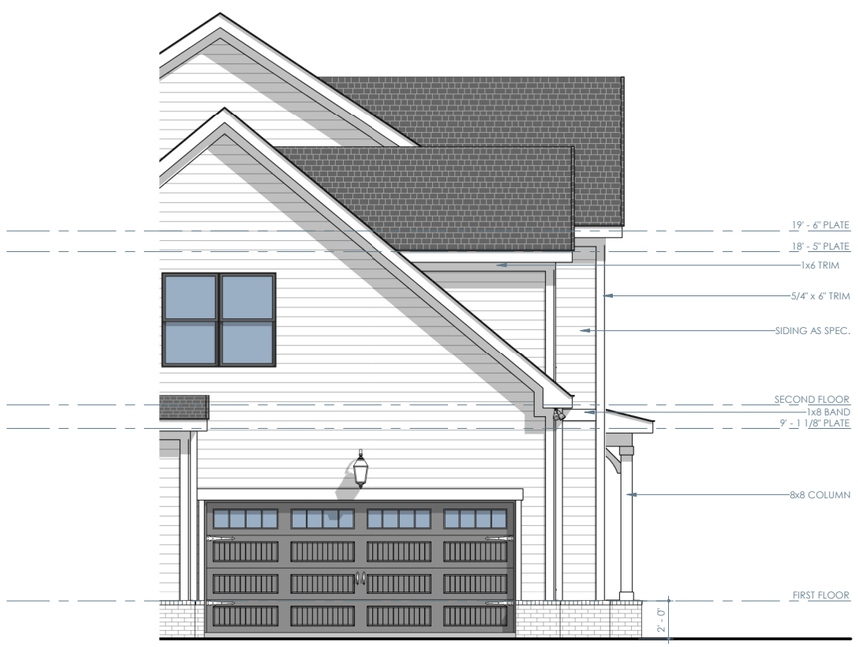
OPT. SIDE ENTRY GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



ELEVATION A - OPT. SIDE ENTRY GARAGE - FRONT

1/8" = 1'-0"



ELEVATION A - OPT. SIDE ENTRY GARAGE - LEFT

1/8" = 1'-0"

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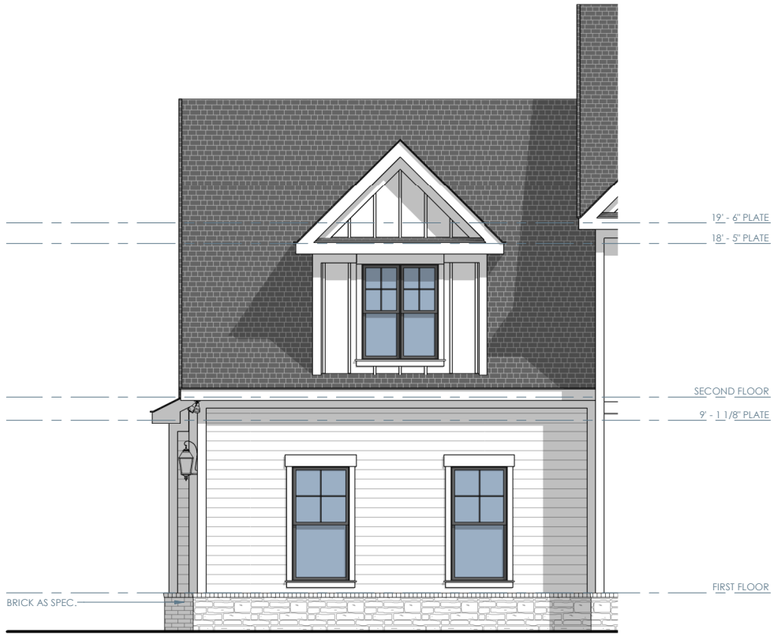
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

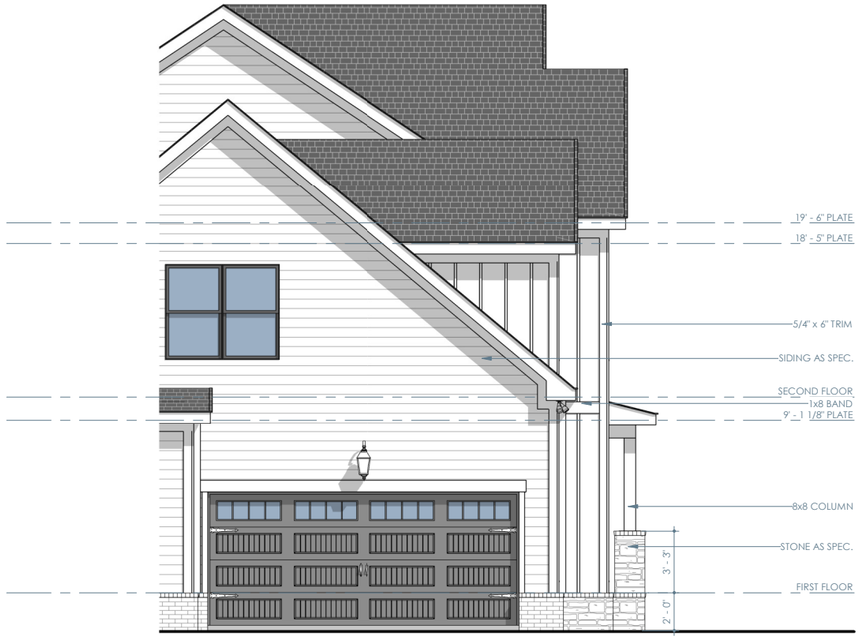
SHEET NO.

A7.00



ELEVATION B - OPT. SIDE ENTRY GARAGE - FRONT

1/8" = 1'-0"



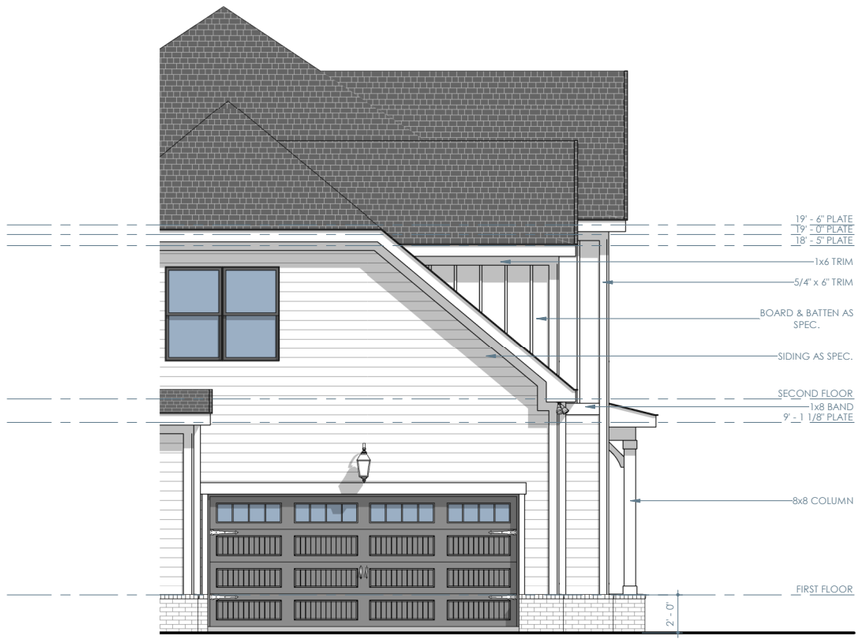
ELEVATION B - OPT. SIDE ENTRY GARAGE - LEFT

1/8" = 1'-0"



ELEVATION C - OPT. SIDE ENTRY GARAGE - FRONT

1/8" = 1'-0"



ELEVATION C - OPT. SIDE ENTRY GARAGE - LEFT

1/8" = 1'-0"

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SHEET NAME

PLAN OPTIONS

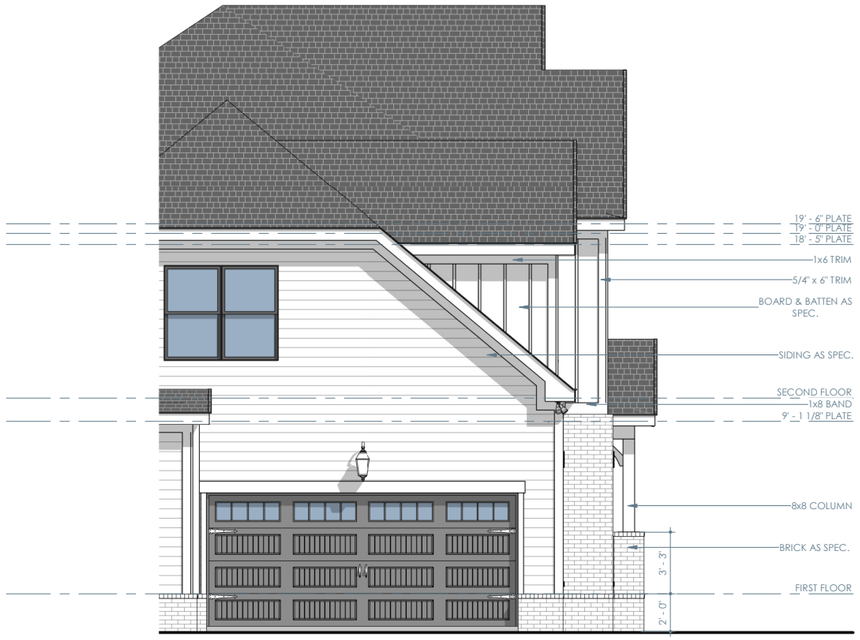
SHEET NO.

A7.01



ELEVATION D - OPT. SIDE ENTRY - FRONT

1/8" = 1'-0"



ELEVATION D - OPT. SIDE ENTRY GARAGE - LEFT

1/8" = 1'-0"

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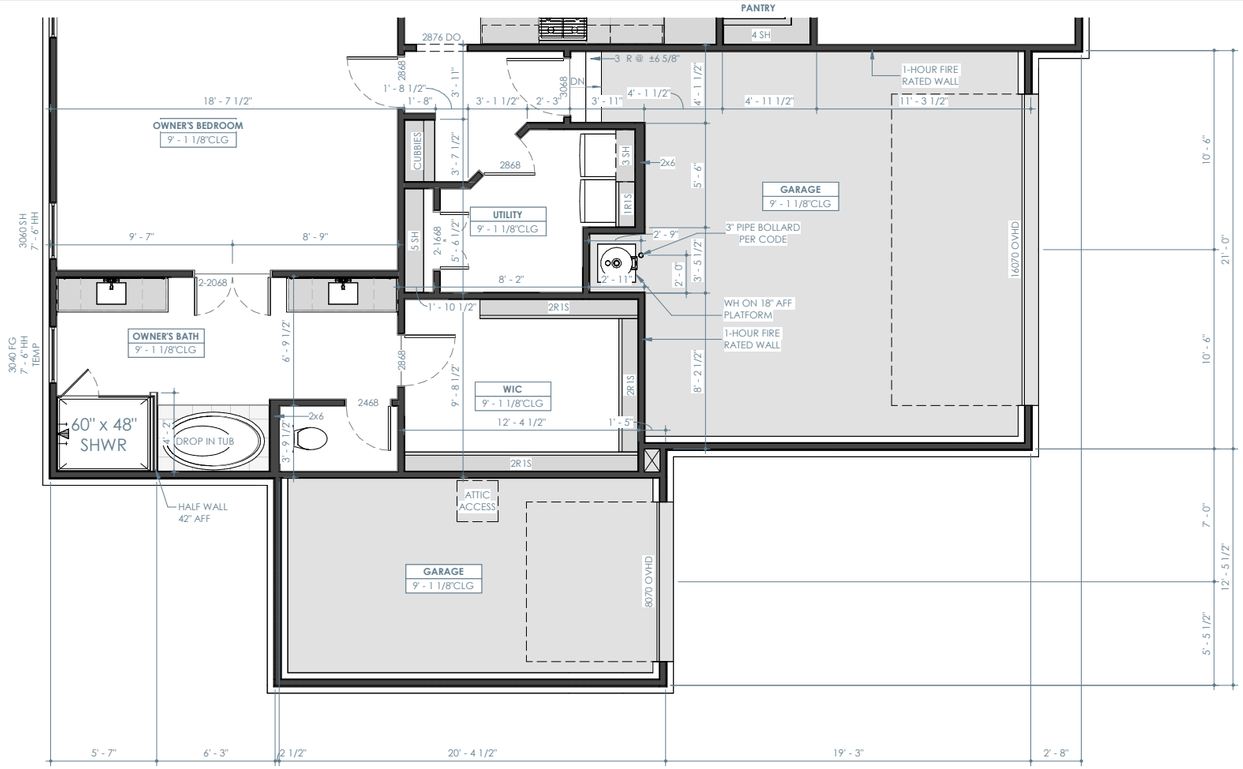
SHEET NAME

PLAN OPTIONS

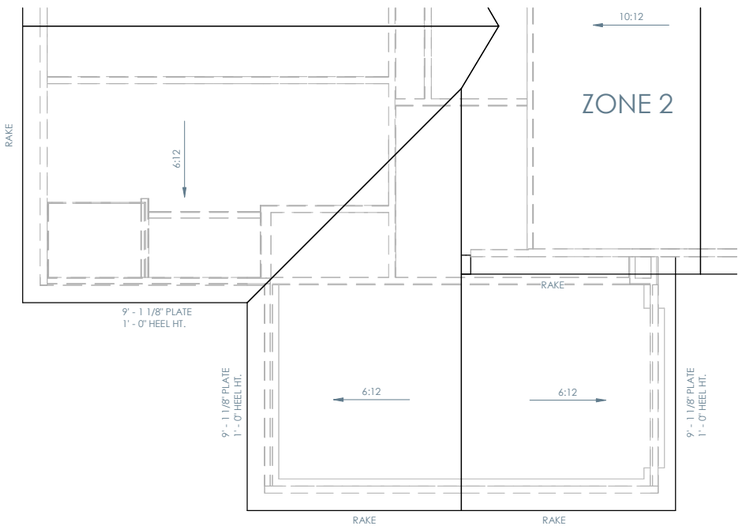
SHEET NO.

A7.02



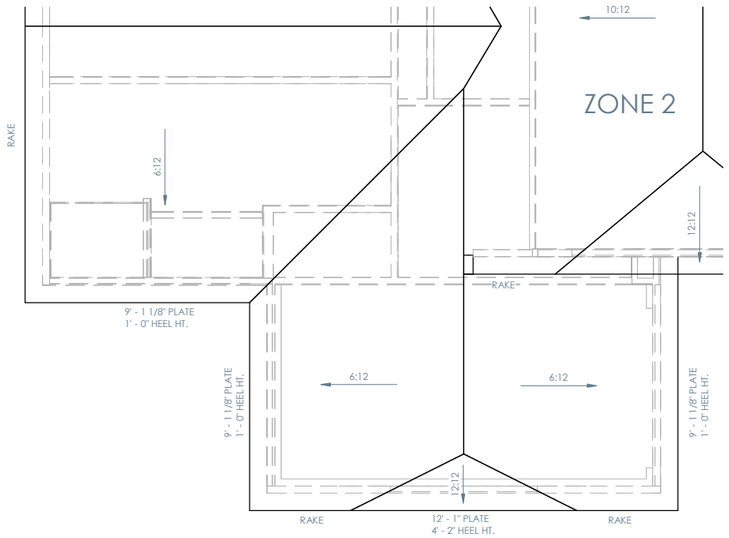
OPT. 3 CAR GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



ELEVATION A - OPT. 3 CAR GARAGE - ROOF PLAN (SIMILAR FOR ELEVATION B)

1/8" = 1'-0"



ELEVATION C - OPT. 3 CAR GARAGE - ROOF PLAN (SIMILAR FOR ELEVATION D)

1/8" = 1'-0"

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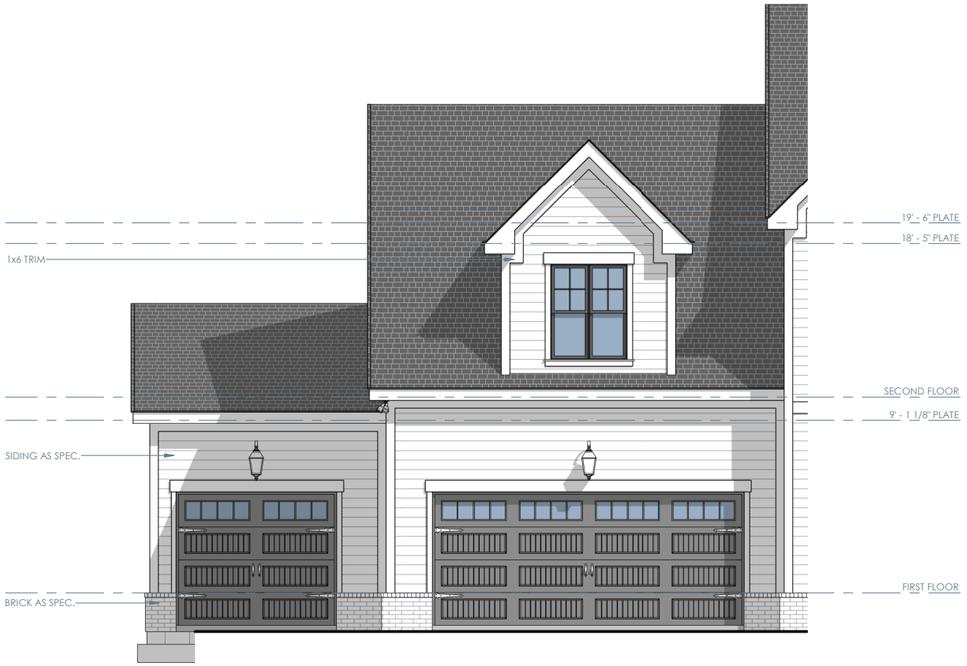
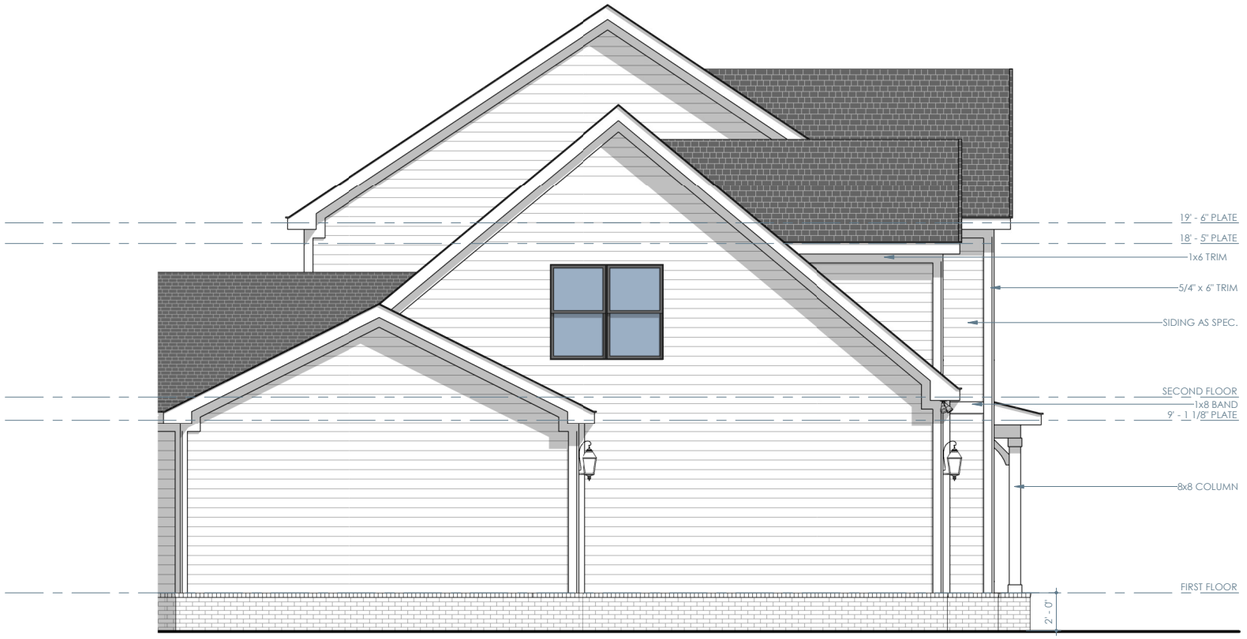
SHEET NO.

A7.03



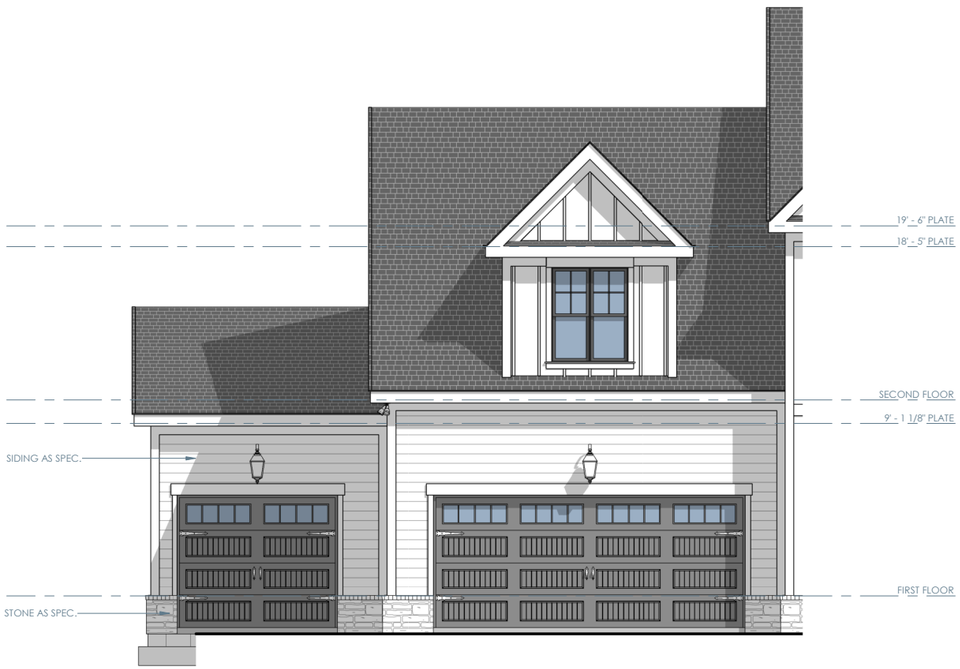
ELEVATION A - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"



ELEVATION A - OPT. 3 CAR GARAGE - LEFT

1/8" = 1'-0"



ELEVATION B - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"



ELEVATION B - OPT. 3 CAR GARAGE - LEFT

1/8" = 1'-0"

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2970

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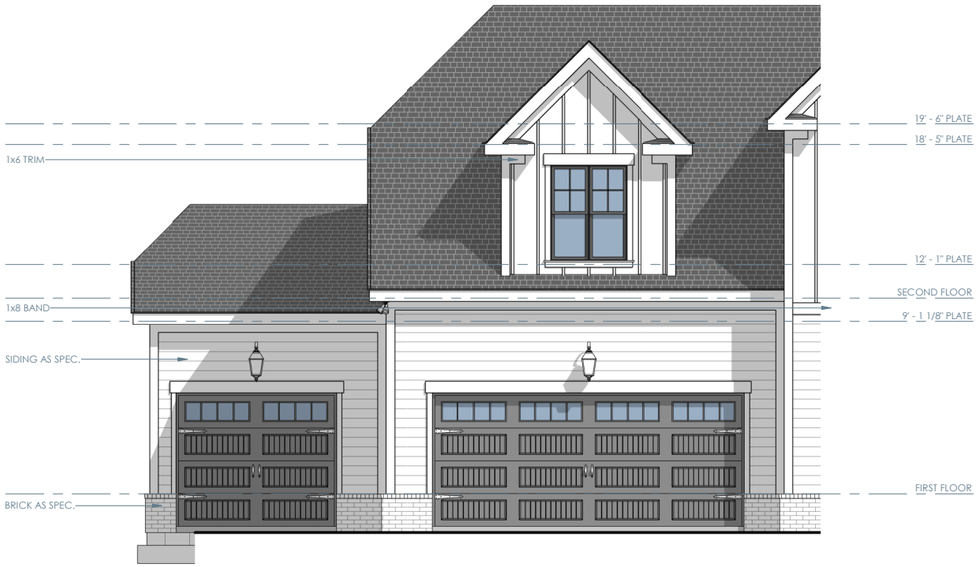
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

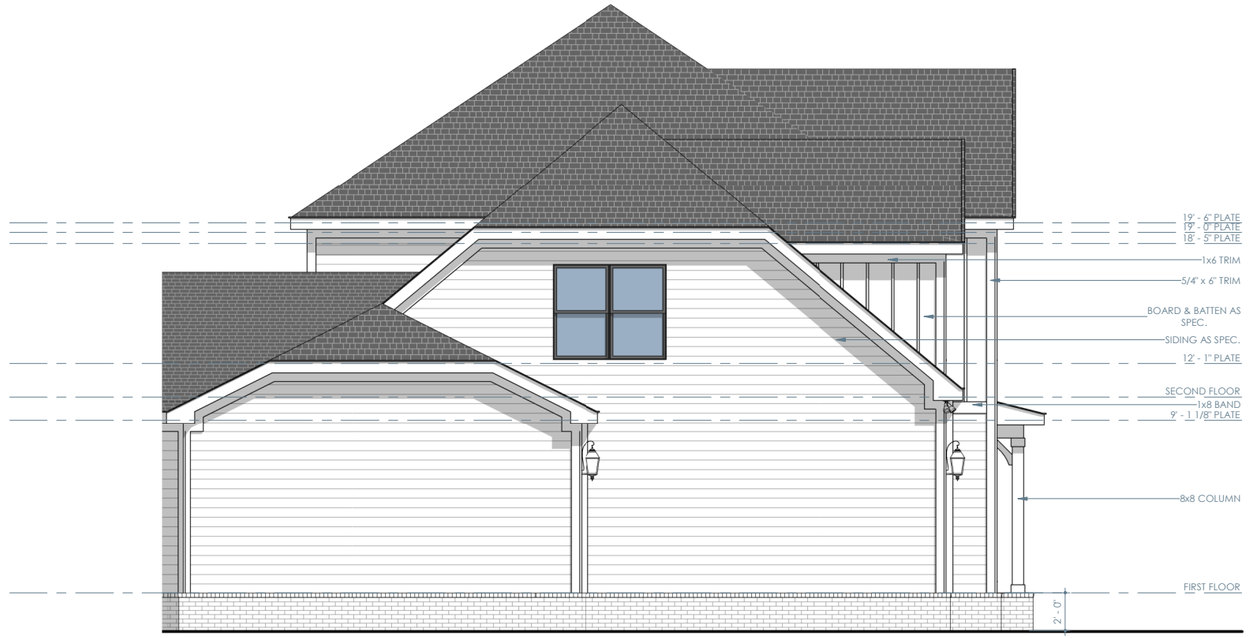
SHEET NO.

A7.04



ELEVATION C - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"



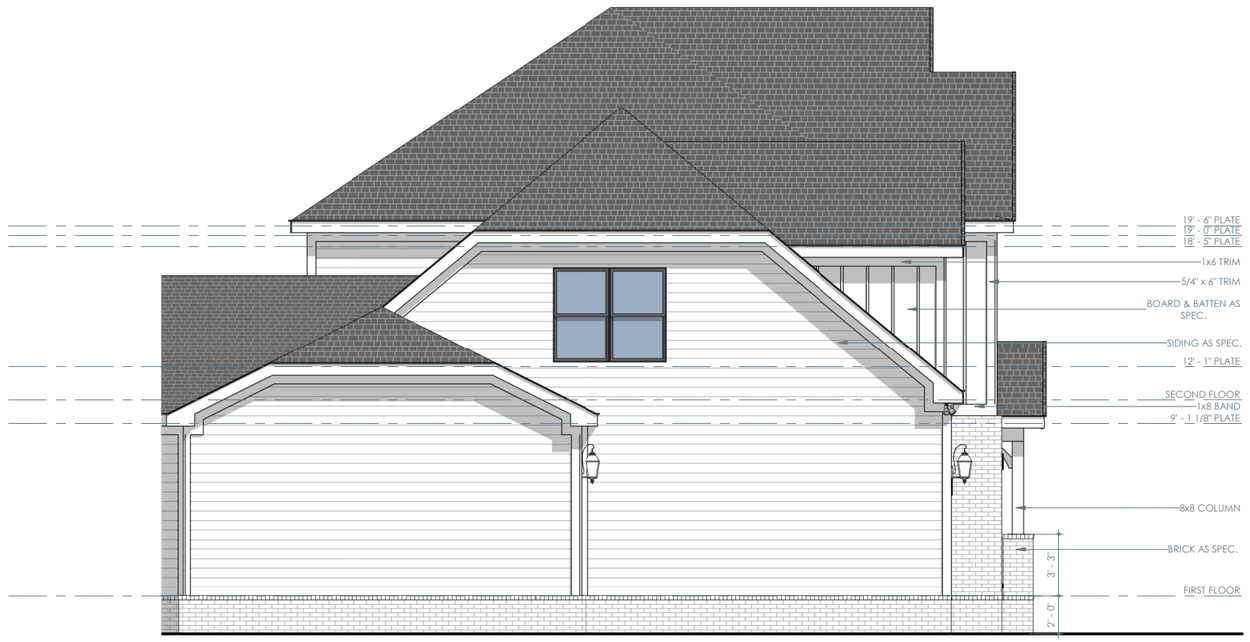
ELEVATION C - OPT. 3 CAR GARAGE - LEFT

1/8" = 1'-0"



ELEVATION D - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"



ELEVATION D - OPT. 3 CAR GARAGE - LEFT

1/8" = 1'-0"

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2970

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SHEET NAME

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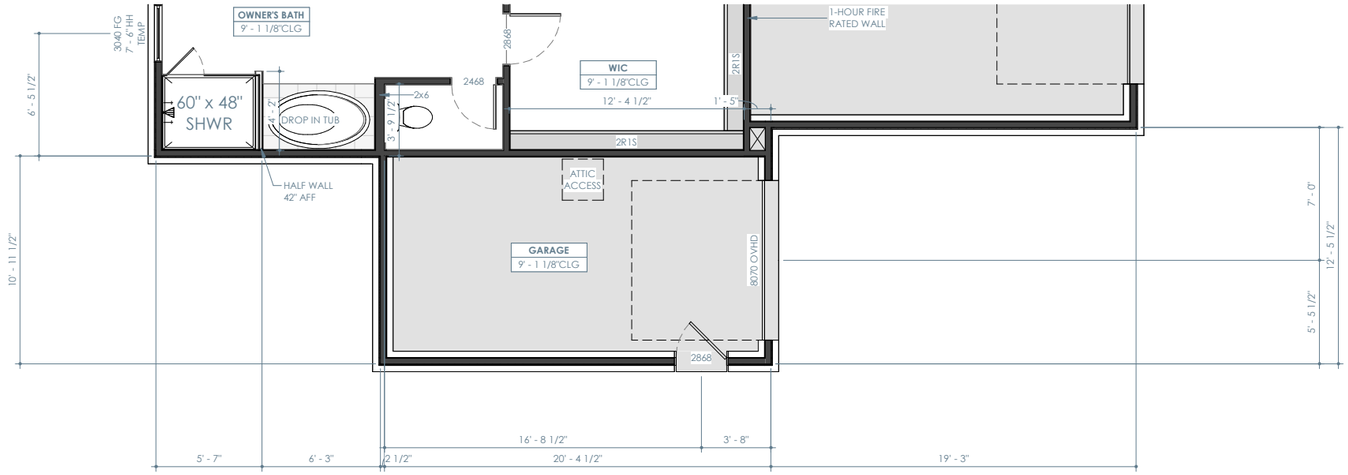
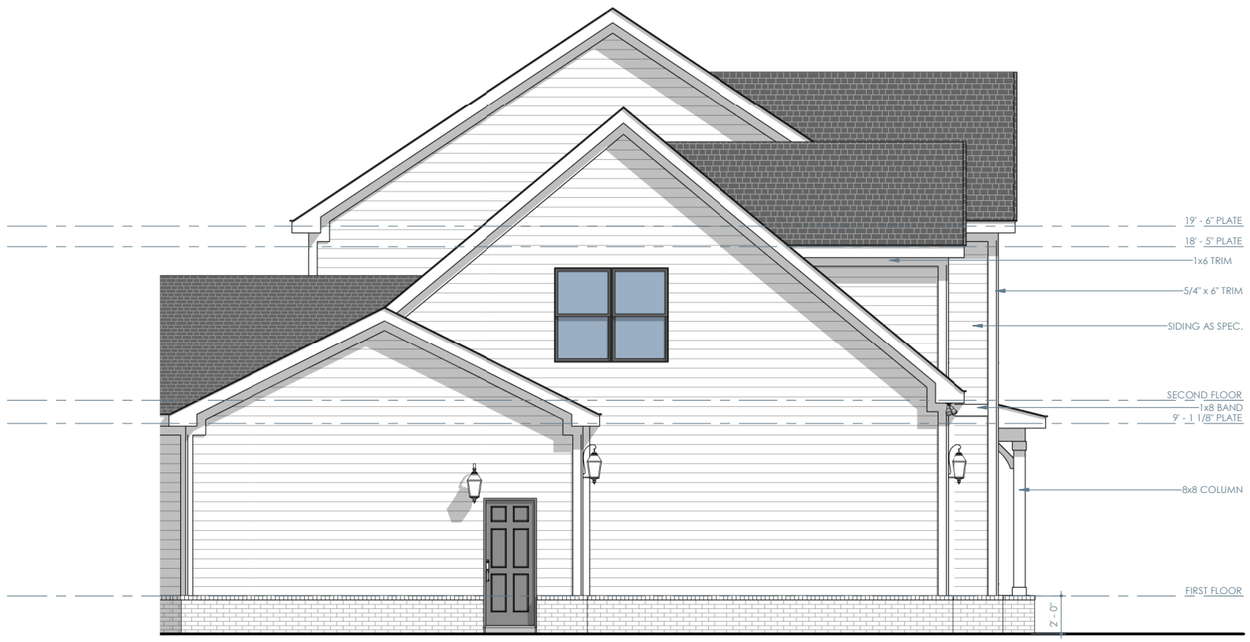
SHEET NO.

A7.05



OPT. SERVICE DOOR @ 3 CAR GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. GARAGE SERVICE DOOR @ 3 CAR GARAGE - LEFT

1/8" = 1'-0"

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ISSUE DATE	10/06/2023
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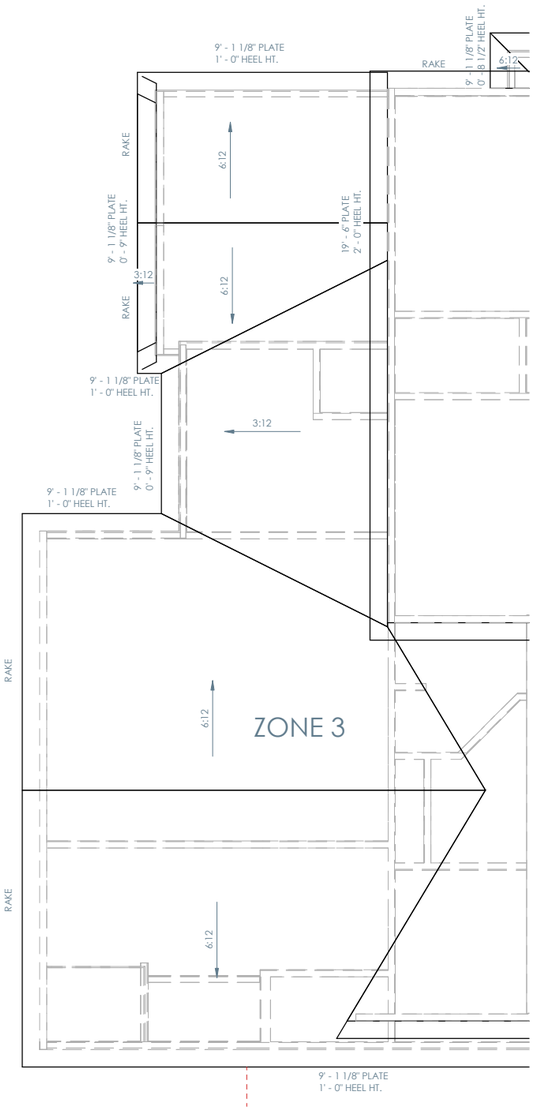
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

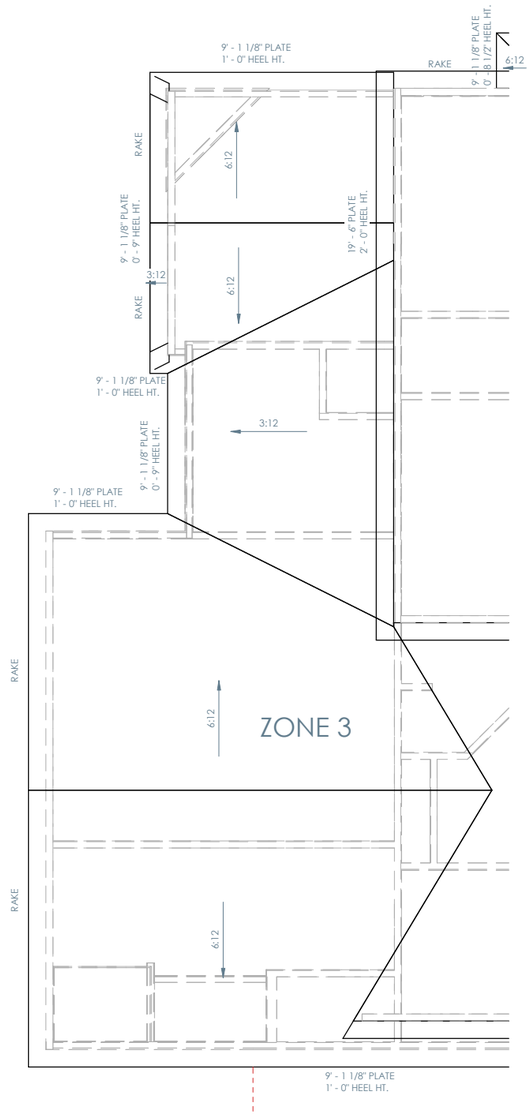
SHEET NO.

A7.06



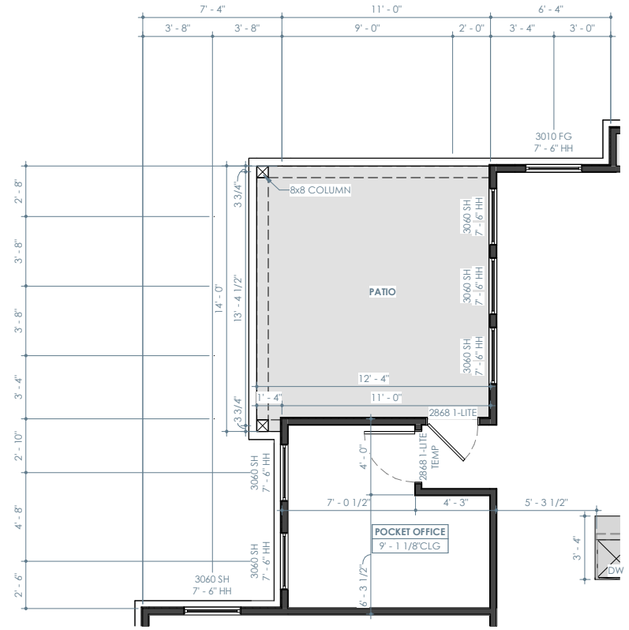
OPT. COVERED PATIO - ROOF PLAN

1/8" = 1'-0"



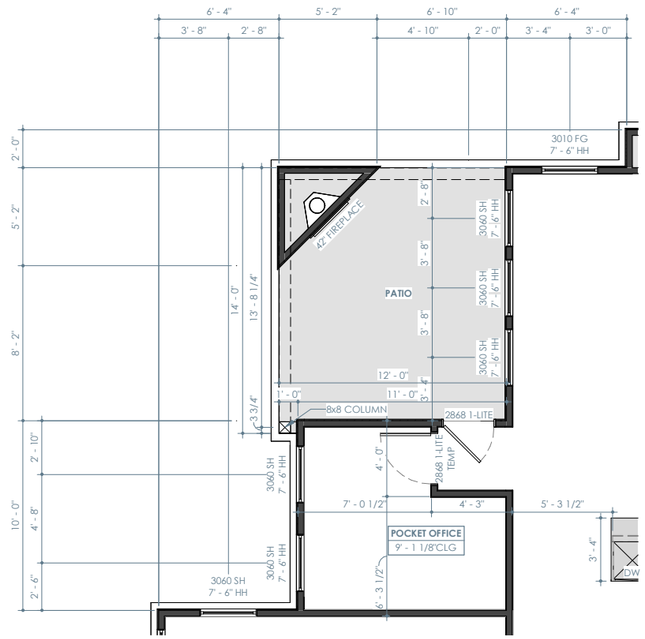
OPT. FIREPLACE @ COVERED PORCH - ROOF PLAN

1/8" = 1'-0"



OPT. COVERED PATIO -FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. FIREPLACE @ COVERED PORCH - FIRST FLOOR PLAN

1/8" = 1'-0"

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PLAN NO.

2970

ISSUE DATE	10/06/2023
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SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

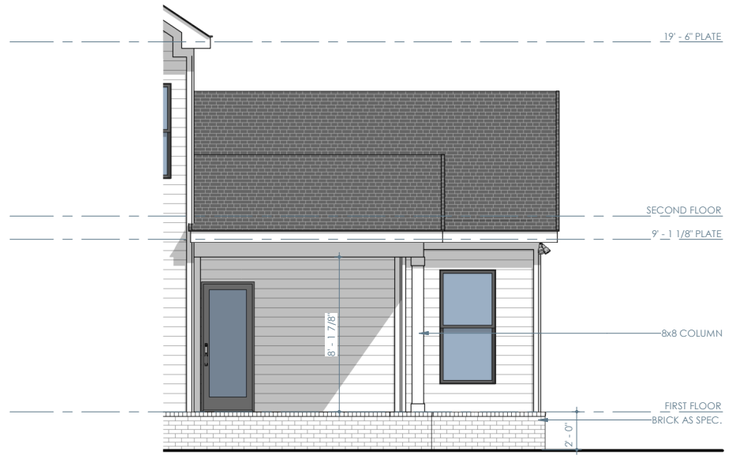
SHEET NO.

A7.07



OPT. COVERED PATIO - REAR

1/8" = 1'-0"



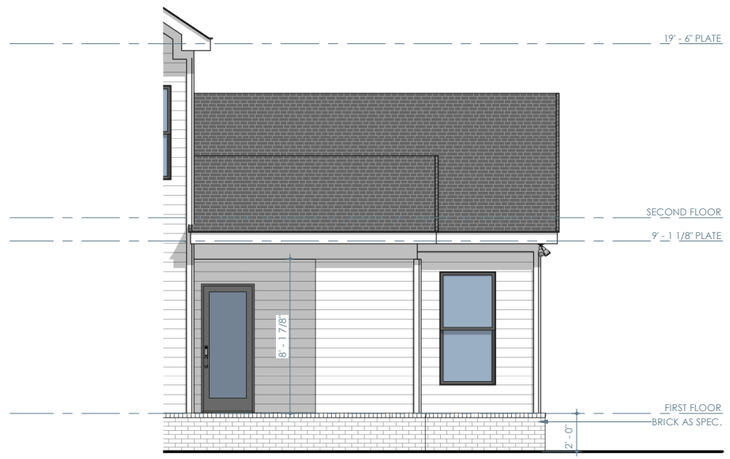
OPT. COVERED PATIO - RIGHT

1/8" = 1'-0"



OPT. FIREPLACE @ COVERED PORCH - REAR

1/8" = 1'-0"



OPT. FIREPLACE @ COVERED PORCH - RIGHT

1/8" = 1'-0"

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2970

ISSUE DATE	10/06/2023
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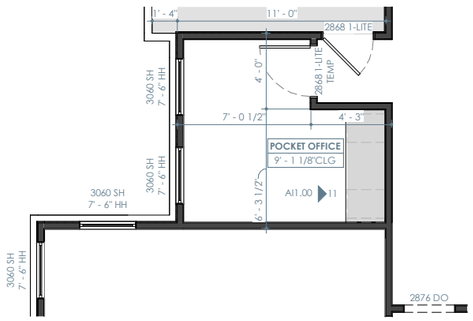
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

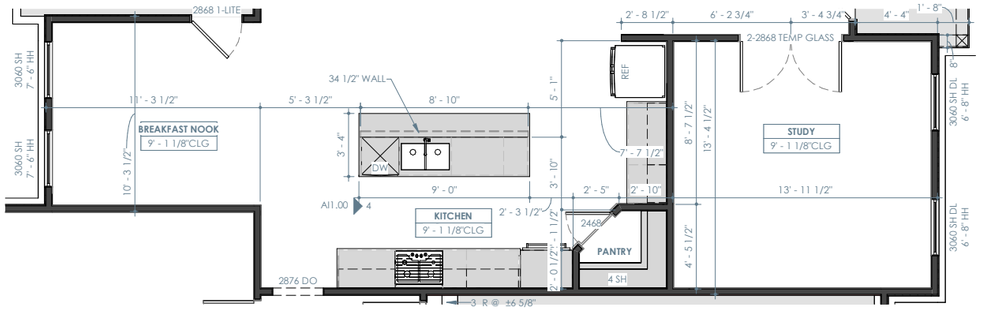
SHEET NO.

A7.08



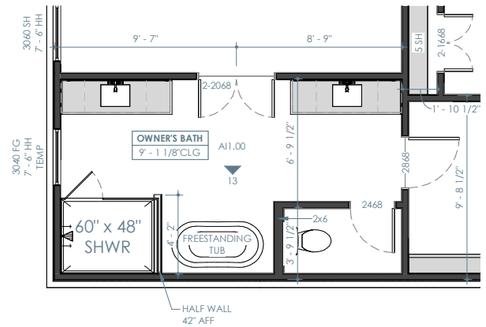
OPT. CABINETS @ POCKET OFFICE - FIRST FLOOR PLAN

1/8" = 1'-0"



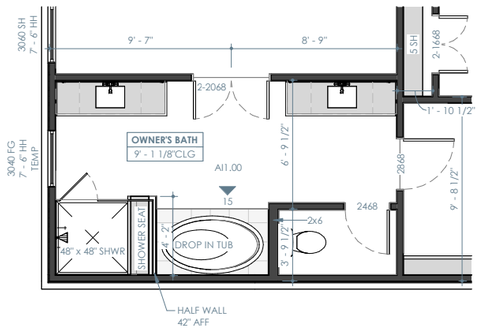
OPT. STUDY W/ BREAKFAST NOOK - FIRST FLOOR PLAN

1/8" = 1'-0"



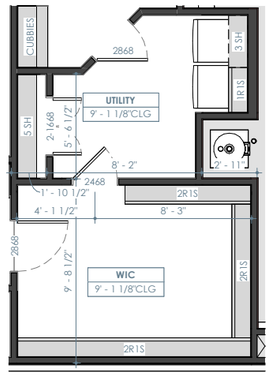
OPT. FREESTANDING TUB ILO DROP IN TUB - FIRST FLOOR PLAN

1/8" = 1'-0"



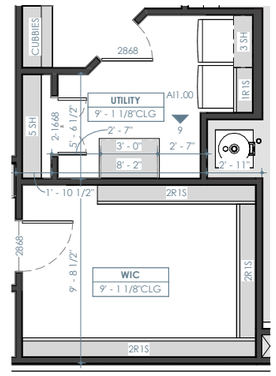
OPT. SHOWER SEAT @ OWNER'S BATH - FIRST FLOOR PLAN

1/8" = 1'-0"



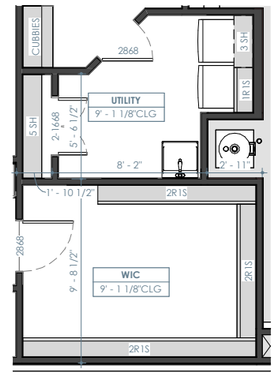
OPT. DOOR @ UTILITY - FIRST FLOOR PLAN

1/8" = 1'-0"



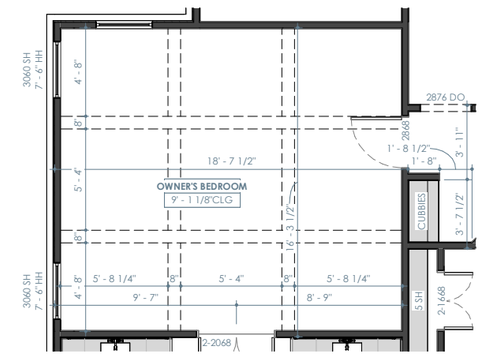
OPT. CABINETS @ UTILITY - FIRST FLOOR PLAN

1/8" = 1'-0"



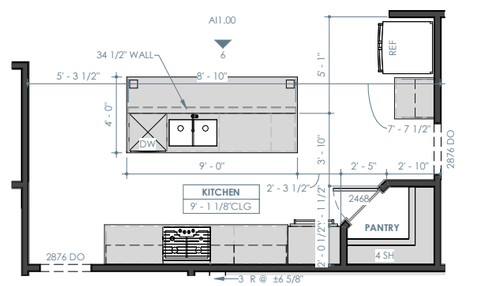
OPT. SINK @ UTILITY - FIRST FLOOR PLAN

1/8" = 1'-0"



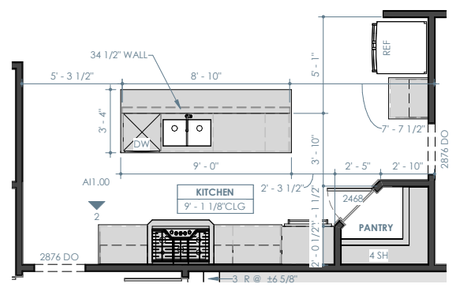
OPT. COFFERED CEILING @ OWNER'S BEDROOM - FIRST FLOOR PLAN

1/8" = 1'-0"



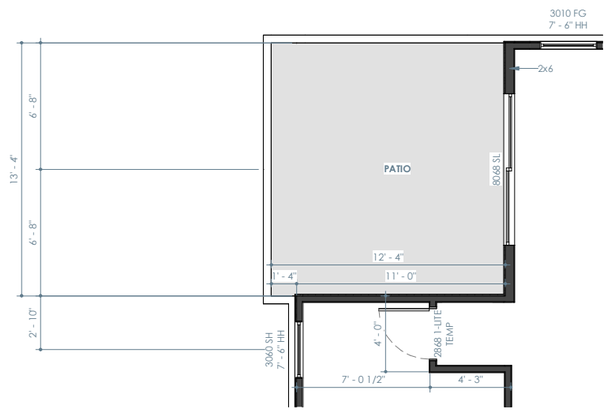
OPT. ISLAND 1 - FIRST FLOOR PLAN

1/8" = 1'-0"



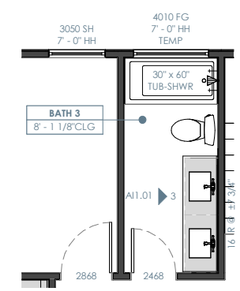
OPT. 36" COOKTOP RANGE W/ BUMP OUT AND VENT HOOD - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. SLIDER @ GREAT ROOM - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. SINK @ BATH 3 - SECOND FLOOR PLAN

1/8" = 1'-0"

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PLAN NO.

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ISSUE DATE	10/06/2023
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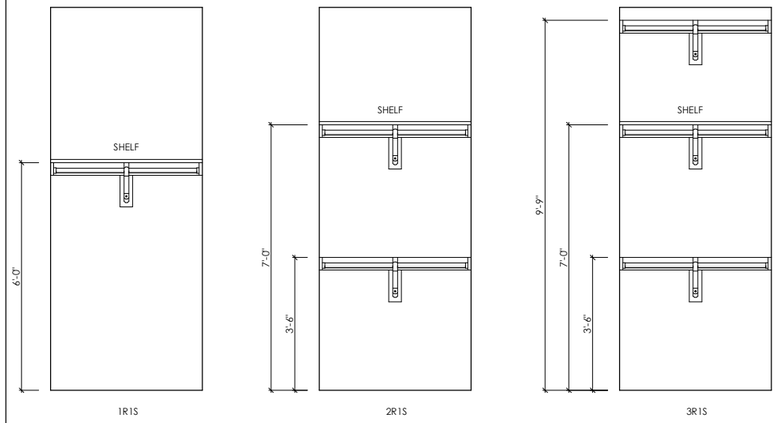
SCALE	1/8" = 1'-0"

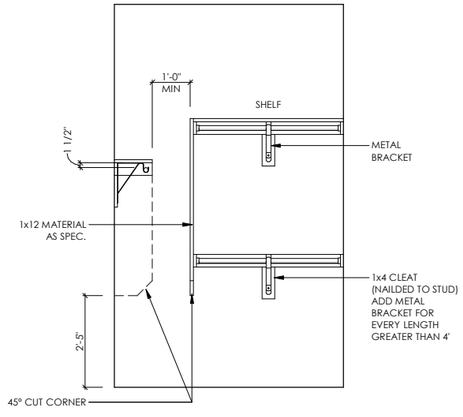
SHEET NAME

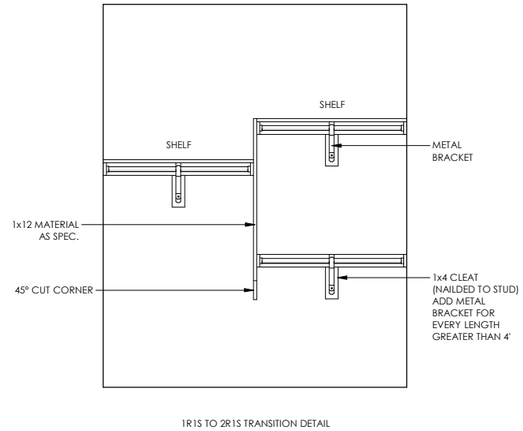
PLAN OPTIONS

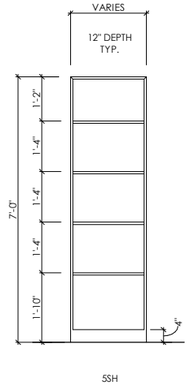
SHEET NO.

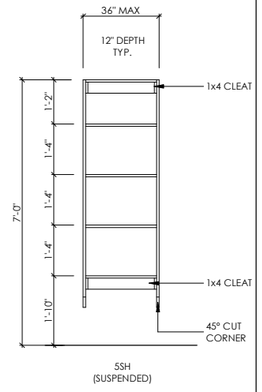
A7.09



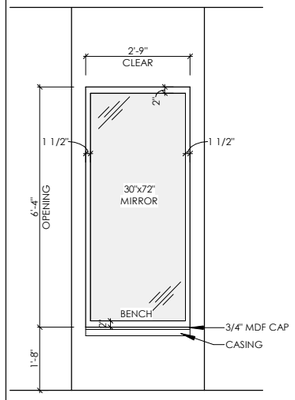




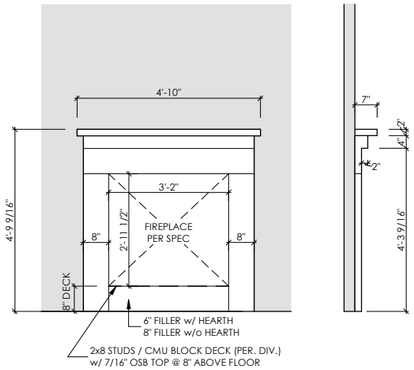




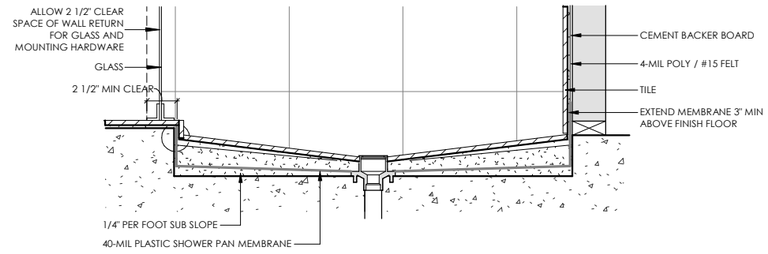
1 CLOSET DETAILS
1/4" = 1'-0"



2 CLOSET BENCH
1/4" = 1'-0"



3 FIREPLACE DETAIL
1/4" = 1'-0"



4 MUD PAN SHOWER
3/4" = 1'-0"

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COMMUNITY

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PLAN NO.

2970

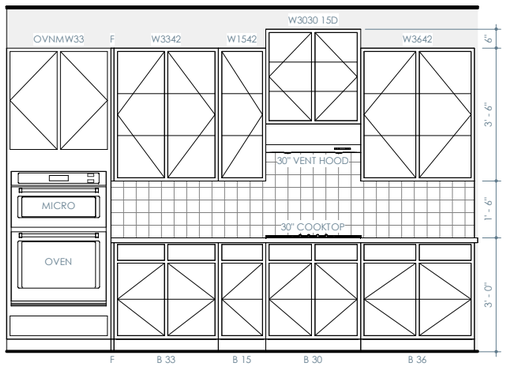
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	As indicated

SHEET NAME

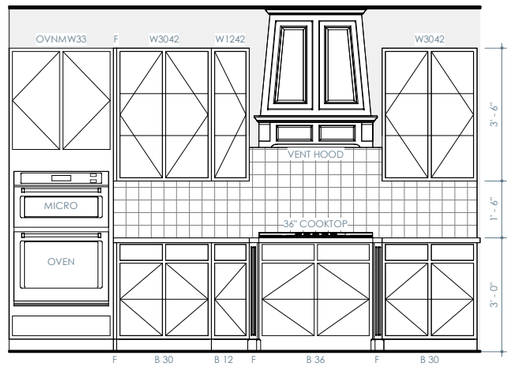
DETAILS

SHEET NO.

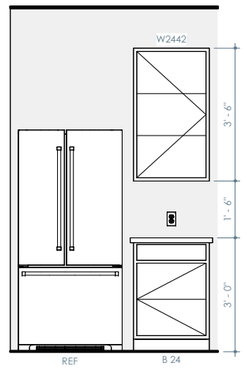
AD1.00



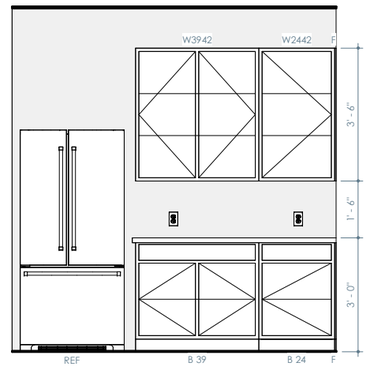
1 KITCHEN
1/4" = 1'-0"



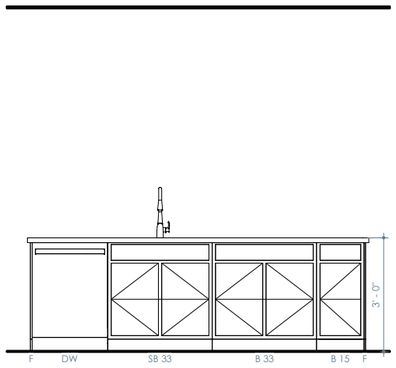
2 OPT. 36" COOKTOP RANGE W/ BUMP OUT AND VENT HOOD
1/4" = 1'-0"



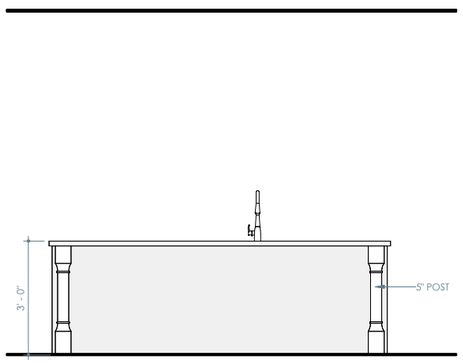
3 KITCHEN
1/4" = 1'-0"



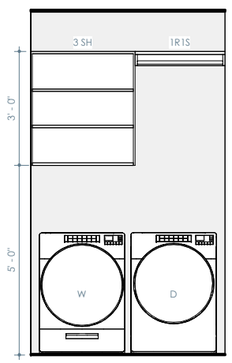
4 KITCHEN W/ OPT. STUDY
1/4" = 1'-0"



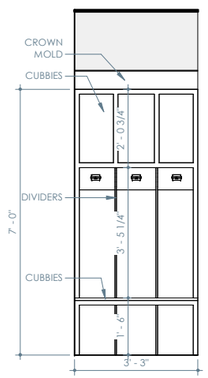
5 ISLAND
1/4" = 1'-0"



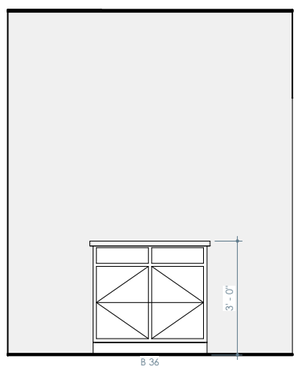
6 OPT. ISLAND
1/4" = 1'-0"



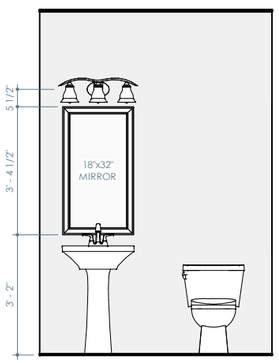
7 UTILITY
1/4" = 1'-0"



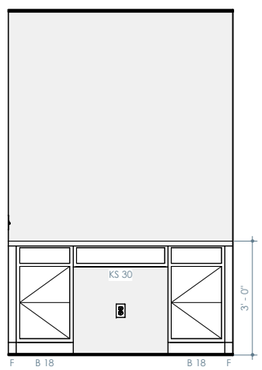
8 CUBBIES
1/4" = 1'-0"



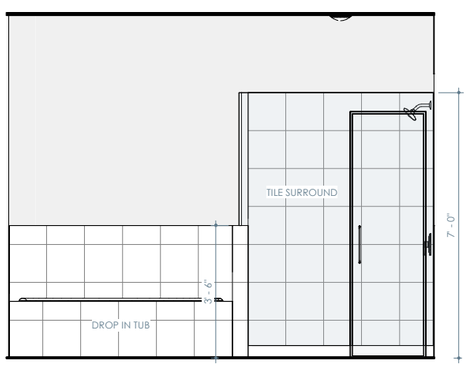
9 OPT. CABINETS @ UTILITY
1/4" = 1'-0"



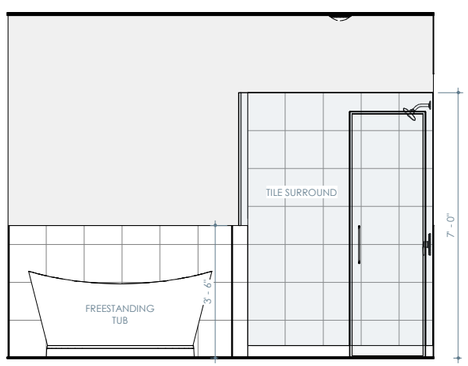
10 1/2 BATH
1/4" = 1'-0"



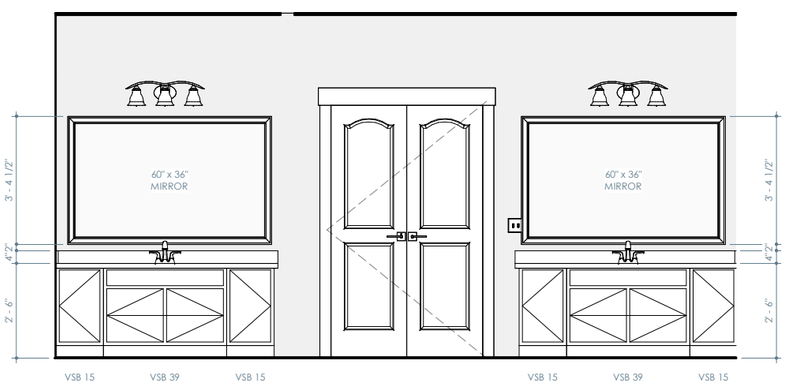
11 OPT. CABINETS @ POCKET OFFICE
1/4" = 1'-0"



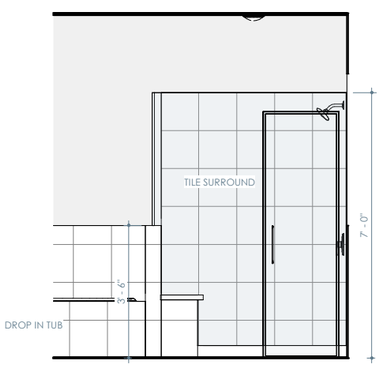
12 OWNER'S BATH
1/4" = 1'-0"



13 OPT. FREESTANDING TUB ILO DROP IN TUB
1/4" = 1'-0"



14 OWNER'S BATH
1/4" = 1'-0"



15 OPT. SHOWER SEAT @ OWNER'S BATH
1/4" = 1'-0"

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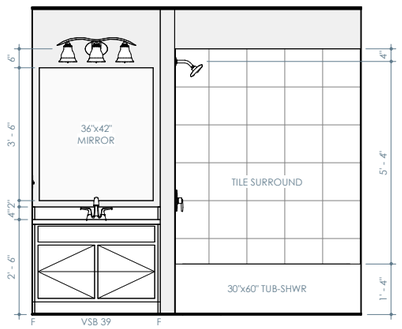
PLAN NO.
2970

ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/4" = 1'-0"

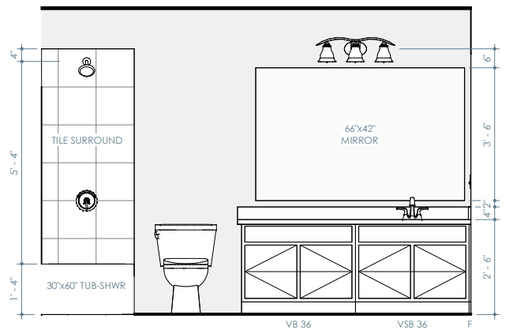
SHEET NAME
INTERIOR ELEVATIONS

SHEET NO.
AI1.00



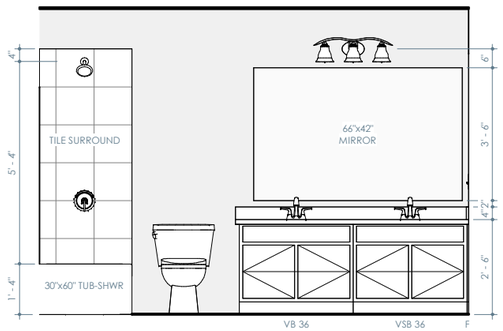
1 BATH 2

1/4" = 1'-0"



2 BATH 3

1/4" = 1'-0"



3 OPT. SINK @ BATH 3

1/4" = 1'-0"

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SHEET NAME

INTERIOR ELEVATIONS

SHEET NO.

AI1.01



ELEVATION A - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- H HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

Brightland HOMES

PROJECT NAME

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PLAN NO.

2970

ISSUE DATE	10/06/2023
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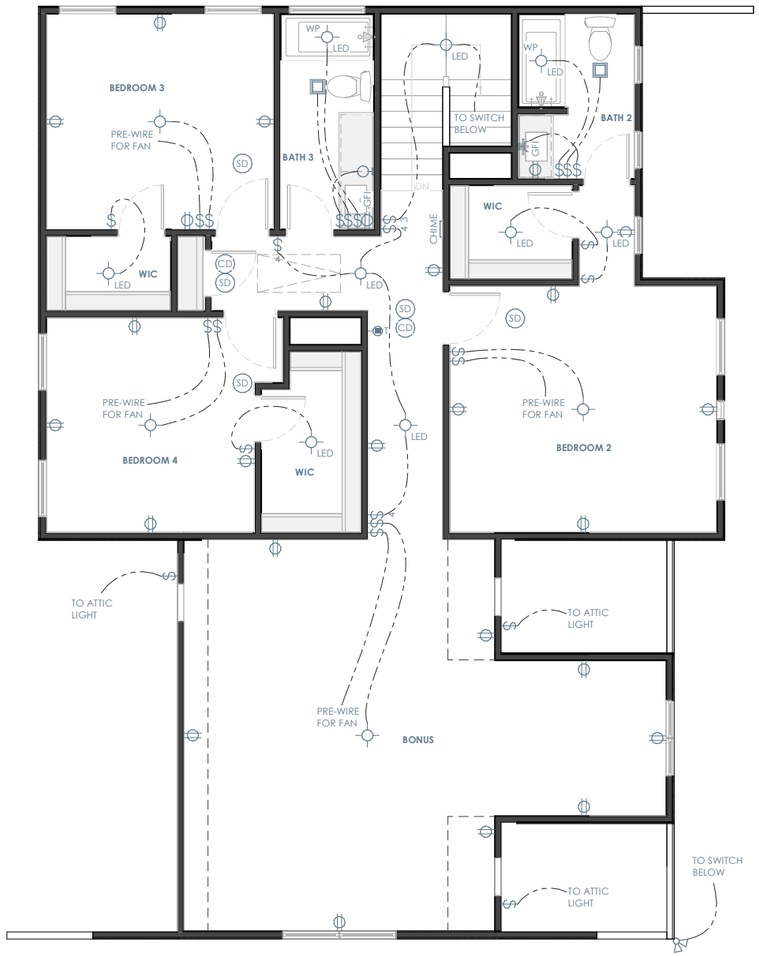
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - FIRST FLOOR ELECTRICAL PLAN

SHEET NO.

E1.00



ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- THREE WAY SWITCH
- FOUR WAY SWITCH
- SINGLE POLE DIMMER SWITCH
- OCCUPANT SENSOR SWITCH
- RHEOSTAT SWITCH
- PRESSURE SWITCH
- GARAGE DOOR SWITCH
- DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- SUFRACE MOUNT LED LIGHT FIXTURE
- KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLOOR OUTLET
- OVERHEAD OUTLET
- 220 VOLT OUTLET

COMMUNICATION

- PHONE OUTLET
- DATA OUTLET
- SURROUND SOUND OUTLET
- TV OUTLET
- SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SMOKE ALARM
- CARBON DETECTOR

EQUIPMENT

- ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN

- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS

- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES

- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS

- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING

- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS

- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
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- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

ELEVATION A - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"

Brightland HOMES

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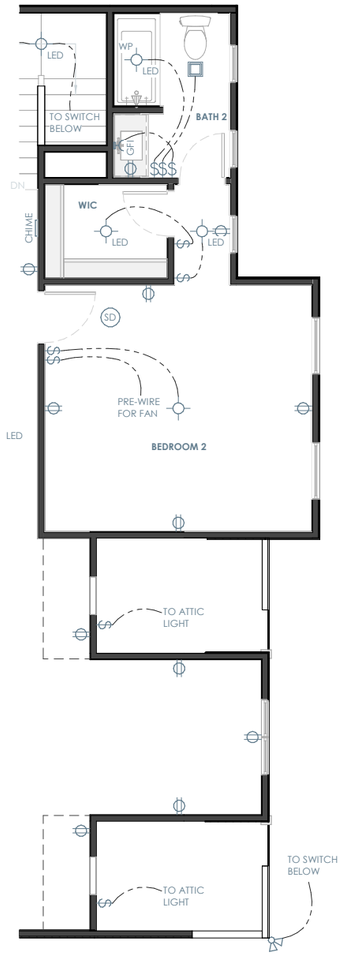
SHEET NAME

ELEVATION A - SECOND FLOOR ELECTRICAL PLAN

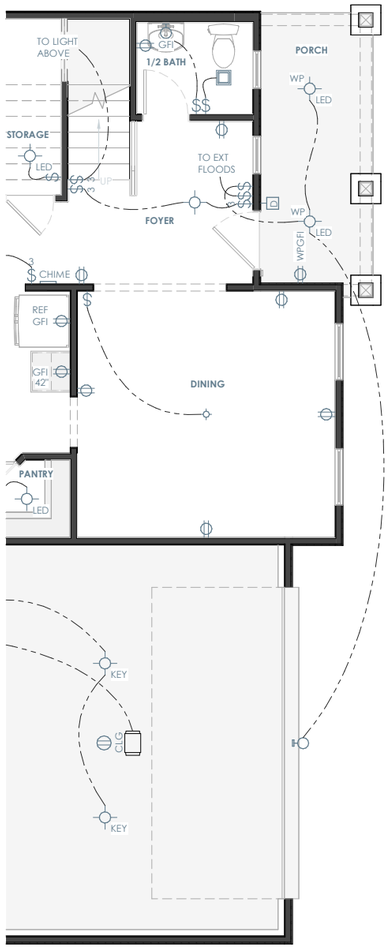
SHEET NO.

E1.01



ELEVATION B - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

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- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

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- FLOOR PLUGS AS REQUIRED

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- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

Brightland HOMES

PROJECT NAME

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PLAN NO.

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ISSUE DATE	10/06/2023
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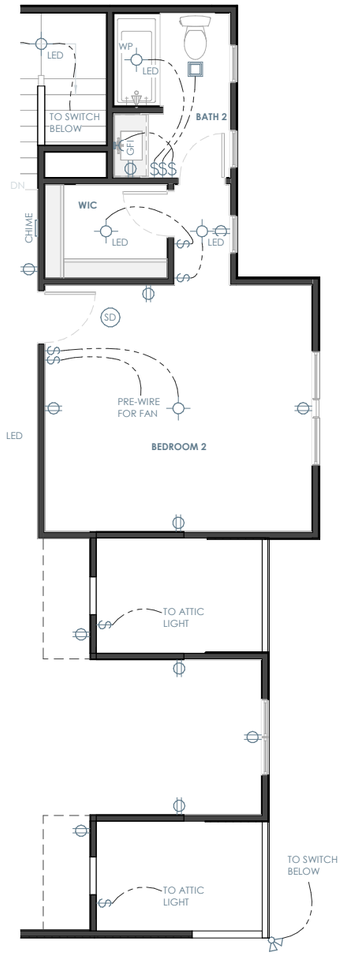
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - PARTIAL ELECTRICAL PLANS

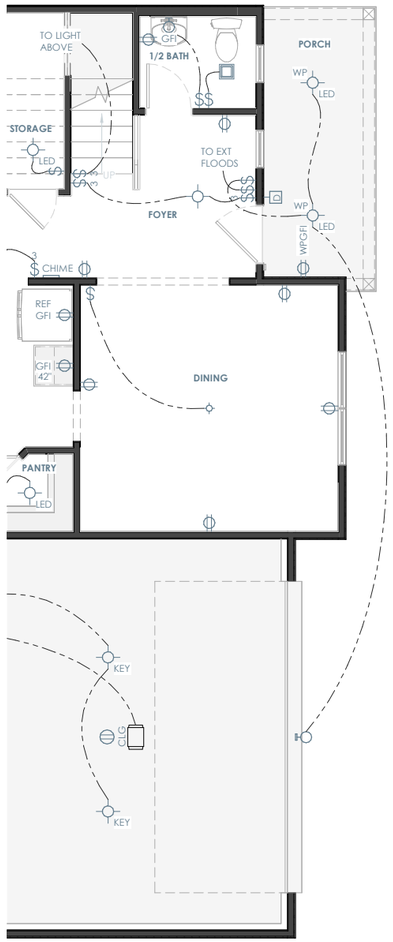
SHEET NO.

E2.00



ELEVATION C - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- H HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN

- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS

- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES

- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS

- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING

- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS

- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

Brightland HOMES

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PLAN NO.

2970

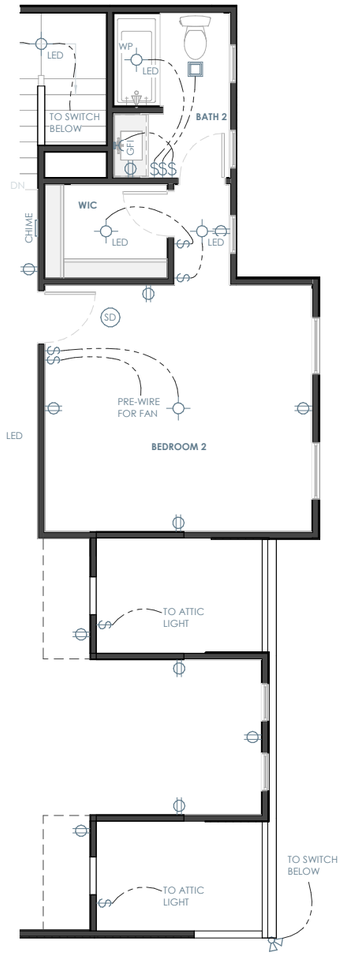
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - PARTIAL ELECTRICAL PLANS

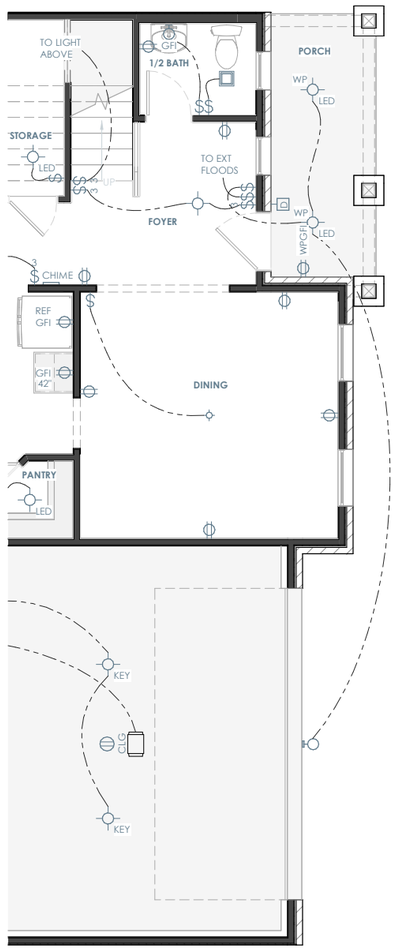
SHEET NO.

E3.00



ELEVATION D - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



ELEVATION D - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- $ — SINGLE POLE SWITCH
- $3 — THREE WAY SWITCH
- $4 — FOUR WAY SWITCH
- $D — SINGLE POLE DIMMER SWITCH
- $OS — OCCUPANT SENSOR SWITCH
- $R — RHEOSTAT SWITCH
- $P — PRESSURE SWITCH
- G — GARAGE DOOR SWITCH
- D — DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED — SUFRACE MOUNT LED LIGHT FIXTURE
- KEY — KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
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- UNDER / OVER CABINET LIGHT
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- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

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- QUAD OUTLET
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- GFI — GROUND FAULT CIRCUIT INTERRUPTER
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- GFI — SURFACE MOUNT GROUND FAULT INTERRUPTER
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- PH — PHONE OUTLET
- DATA — DATA OUTLET
- 5.1 SS — SURROUND SOUND OUTLET
- TV — TV OUTLET
- S SUB — SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD — SMOKE ALARM
- CD — CARBON DETECTOR

EQUIPMENT

- PANEL — ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

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- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

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PLAN NO.

2970

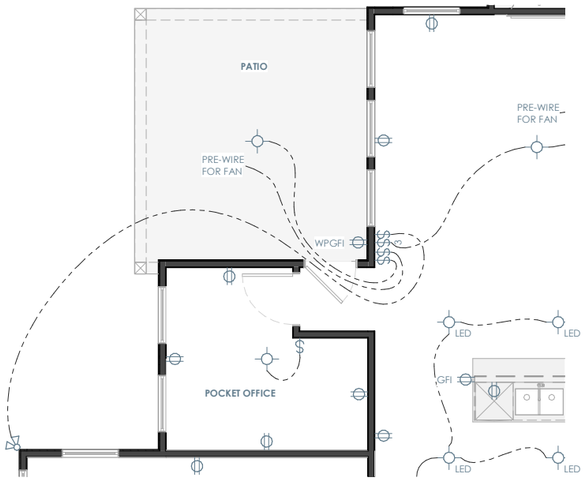
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - PARTIAL ELECTRICAL PLANS

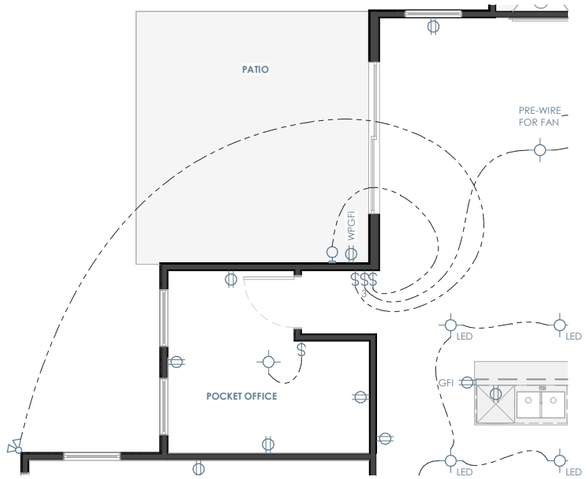
SHEET NO.

E4.00



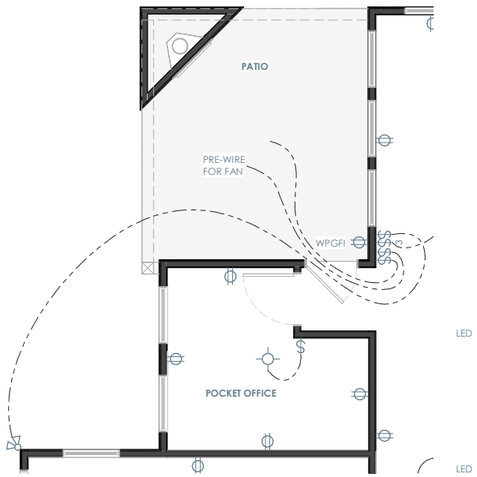
OPT. COVERED PATIO - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



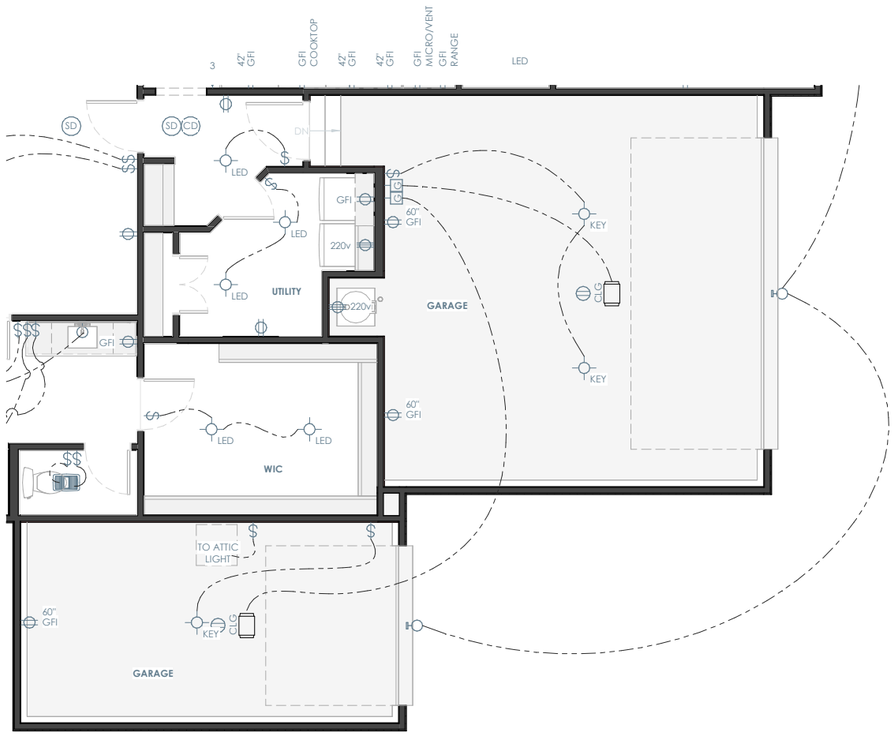
OPT. SLIDER @ GREAT ROOM - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



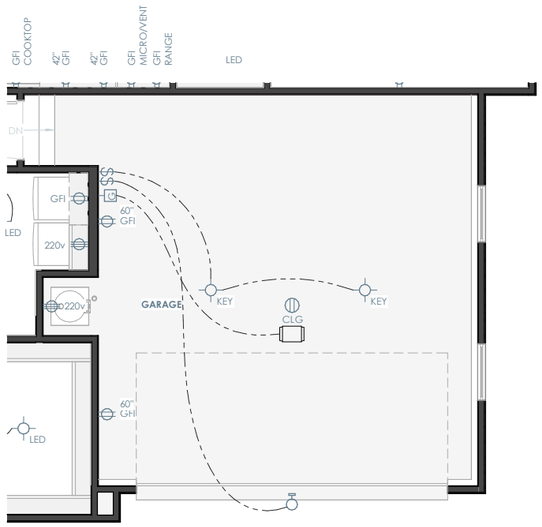
OPT. FIREPLACE @ COVERED PORCH - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



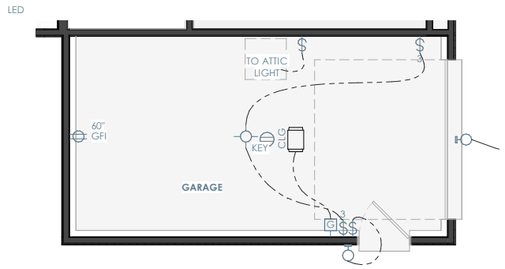
OPT. 3 CAR GARAGE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. SIDE ENTRY GARAGE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. GARAGE SERVICE DOOR @ 3 CAR GARAGE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

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PLAN NO.

2970

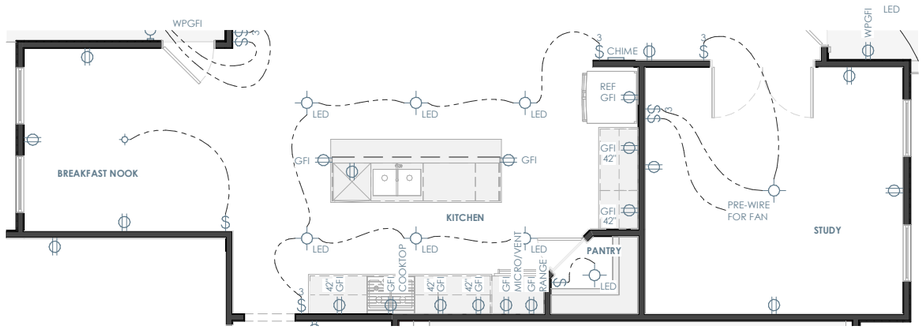
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

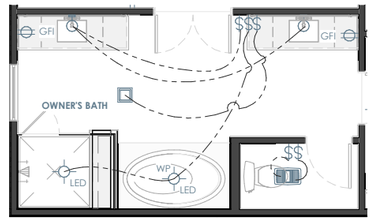
SHEET NO.

E7.00



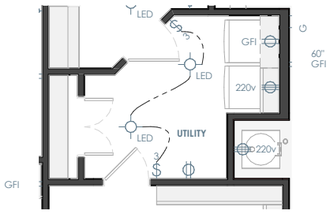
OPT. STUDY W/ BREAKFAST NOOK - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



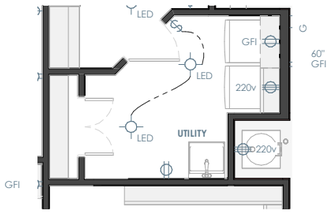
OPT. SHOWER SEAT @ OWNER'S BATH - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



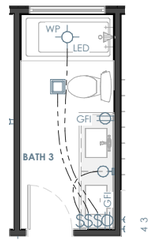
OPT. DOOR @ UTILITY - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



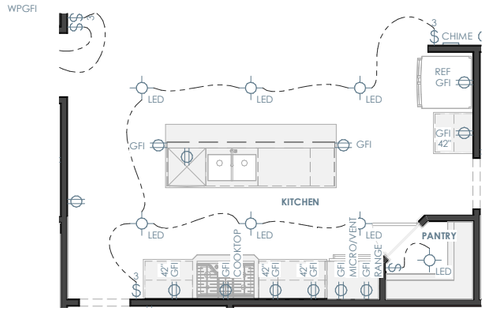
OPT. SINK @ UTILITY - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. SINK @ BATH 3 - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. 36" COOKTOP RANGE W/ BUMP OUT & VENT HOOD ABOVE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

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2970

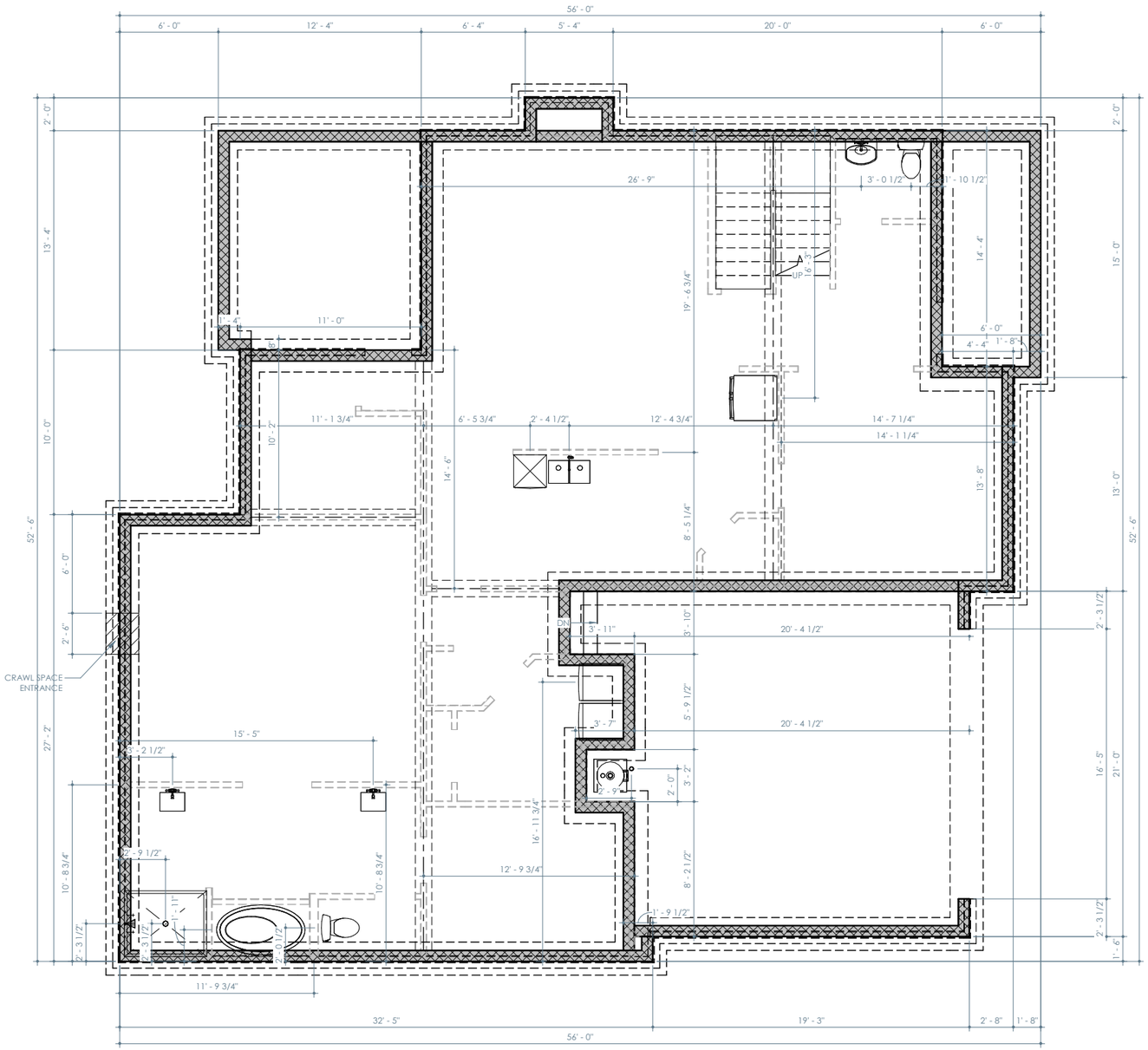
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

E7.01



ELEVATION A - FOUNDATION PLAN

1/8" = 1'-0"

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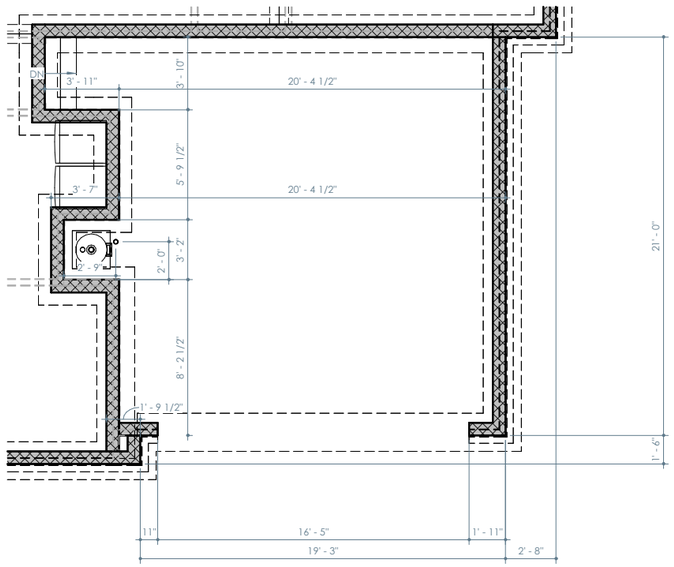
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

FOUNDATION - ELEVATION A

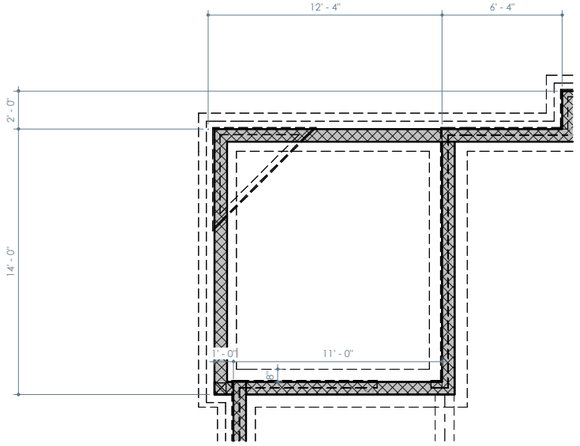
SHEET NO.

SF1.00



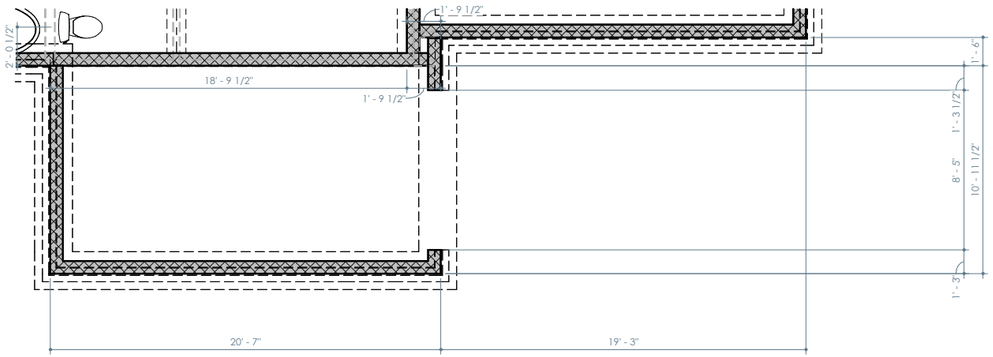
OPT. SIDE ENTRY GARAGE - FOUNDATION PLAN

1/8" = 1'-0"



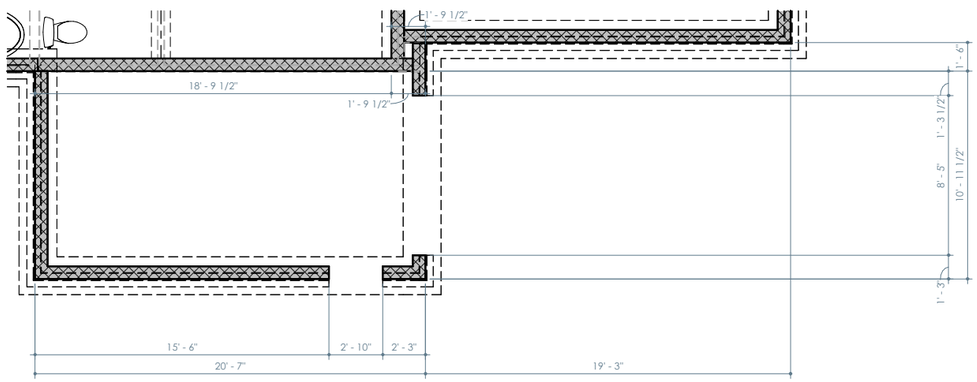
OPT. FIREPLACE @ COVERED PORCH - FOUNDATION PLAN

1/8" = 1'-0"



OPT. 3 CAR GARAGE - FOUNDATION PLAN

1/8" = 1'-0"



OPT. GARAGE SERVICE DDOOR @ 3 CAR GARAGE - FOUNDATION PLAN

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

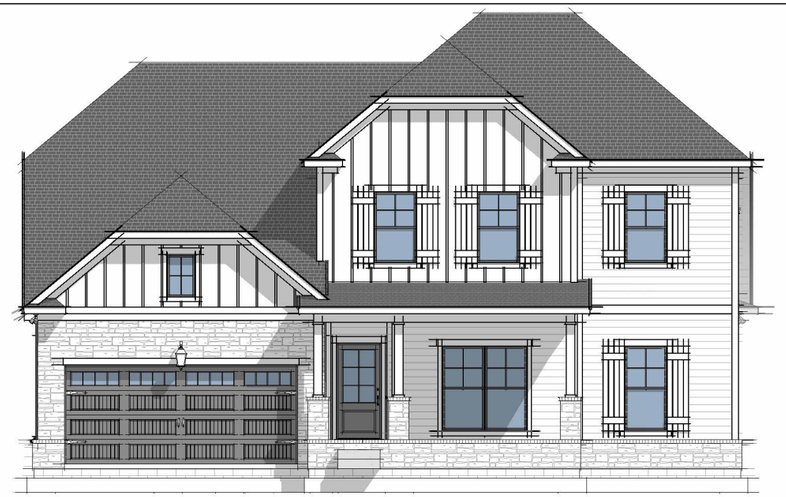
SHEET NO.

SF7.00



ELEVATION A

3/32" = 1'-0"



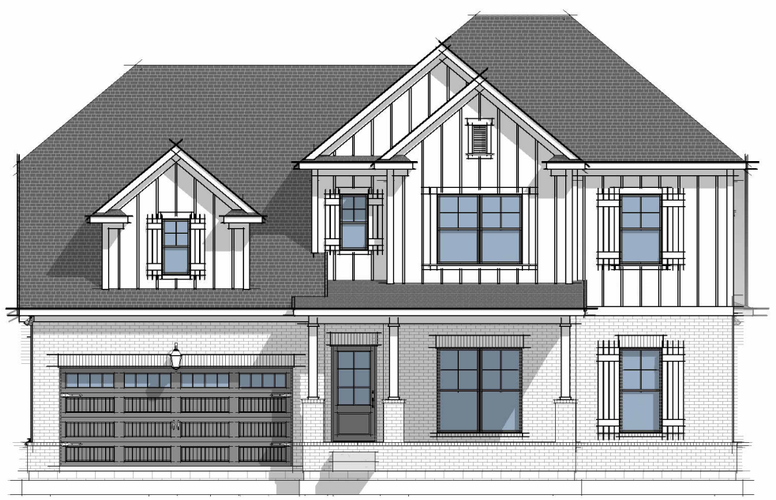
ELEVATION B

3/32" = 1'-0"



ELEVATION C

3/32" = 1'-0"



ELEVATION D

3/32" = 1'-0"

REVISION LOG

SHEET LIST

NO.	TITLE
A0.00	COVER SHEET
A1.00	ELEVATION A - FIRST FLOOR PLAN
A1.01	ELEVATION A - SECOND FLOOR PLAN
A1.02	ELEVATION A - EXTERIOR ELEVATIONS
A1.03	ELEVATION A - EXTERIOR ELEVATIONS
A1.04	ELEVATION A - ROOF PLAN
A2.01	ELEVATION B - PARTIAL FLOOR PLANS
A2.02	ELEVATION B - EXTERIOR ELEVATIONS
A2.03	ELEVATION B - EXTERIOR ELEVATIONS
A2.04	ELEVATION B - ROOF PLAN
A3.01	ELEVATION C - PARTIAL FLOOR PLANS
A3.02	ELEVATION C - EXTERIOR ELEVATIONS
A3.03	ELEVATION C - EXTERIOR ELEVATIONS
A3.04	ELEVATION C - ROOF
A4.01	ELEVATION D - PARTIAL FLOOR PLANS
A4.02	ELEVATION D - EXTERIOR ELEVATIONS
A4.03	ELEVATION D - EXTERIOR ELEVATIONS
A4.04	ELEVATION D - ROOF
A7.00	PLAN OPTIONS
A7.01	PLAN OPTIONS
A7.02	PLAN OPTIONS
A7.03	PLAN OPTIONS
A7.04	PLAN OPTIONS
A7.05	PLAN OPTIONS
A7.06	PLAN OPTIONS
A7.07	PLAN OPTIONS
A7.08	PLAN OPTIONS
A7.09	PLAN OPTIONS
A7.10	PLAN OPTION
A7.11	PLAN OPTIONS
A7.12	PLAN OPTIONS
A7.13	PLAN OPTIONS
A7.14	PLAN OPTIONS
A7.15	PLAN OPTIONS
A7.16	PLAN OPTIONS
A7.17	PLAN OPTIONS
A7.18	PLAN OPTIONS
AD1.00	DETAILS
AI1.00	INTERIOR ELEVATIONS
AI1.01	INTERIOR ELEVATIONS
E1.00	ELEVATION A - FIRST FLOOR ELECTRICAL PLAN
E1.01	ELEVATION A - SECOND FLOOR ELECTRICAL PLAN
E2.00	ELEVATION B - PARTIAL ELECTRICAL PLANS
E3.00	ELEVATION C - PARTIAL ELECTRICAL PLANS
E4.00	ELEVATION D - PARTIAL ELECTRICAL PLANS
E7.00	PLAN OPTIONS
E7.01	PLAN OPTIONS
SF1.00	FOUNDATION - ELEVATION A
SF7.00	PLAN OPTIONS

PLAN OPTIONS

- ELEVATION **A**
- ELEVATION **B**
- ELEVATION **C**
- ELEVATION **D**
- OPT. EXCECUTIVE
- OPT. 3' OWNERS BEDROOM EXTENSION
- OPT. 3 CAR GARAGE
- OPT. SIDE LOAD GARAGE
- OPT. REAR COVERED PORCH
- OPT. PORCH FIREPLACE
- OPT. TWO 8' SINGLE GARAGE DOORS ILO 2 CAR GARAGE DOOR
- OPT. CORNER FIREPLACE
- OPT. OWNERS BEDROOM COFFERED CEILLING
- OPT. UTILITY CABINETS
- OPT. UTILITY REFRIGERATOR
- OPT. OWNERS BATH 1
- OPT. GREAT ROOM SLIDER DOOR
- OPT. OWNERS BATH SHOWER SEAT
- OPT. EXTENDED KITCHEN ISLAND W/LEGS
- OPT. 36" COOKTOP RANGE W/ BUMPOUT & VENT HOOD ABOVE
- OPT. DINING ILO STUDY
- OPT. ISLAND MIRCOWAVE
- OPT. BEDROOM 5 ILO STUDY
- OPT. FIREPLACE BUILT-INS
- OPT. CRAFTSMAN FRONT DOOR
- OPT. 1/2 BATH VANITY
- OPT. BEDROOM 4 W/ BATH 4
- OPT. TRANSOM AT FRONT DOOR

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PLAN NO.

3050

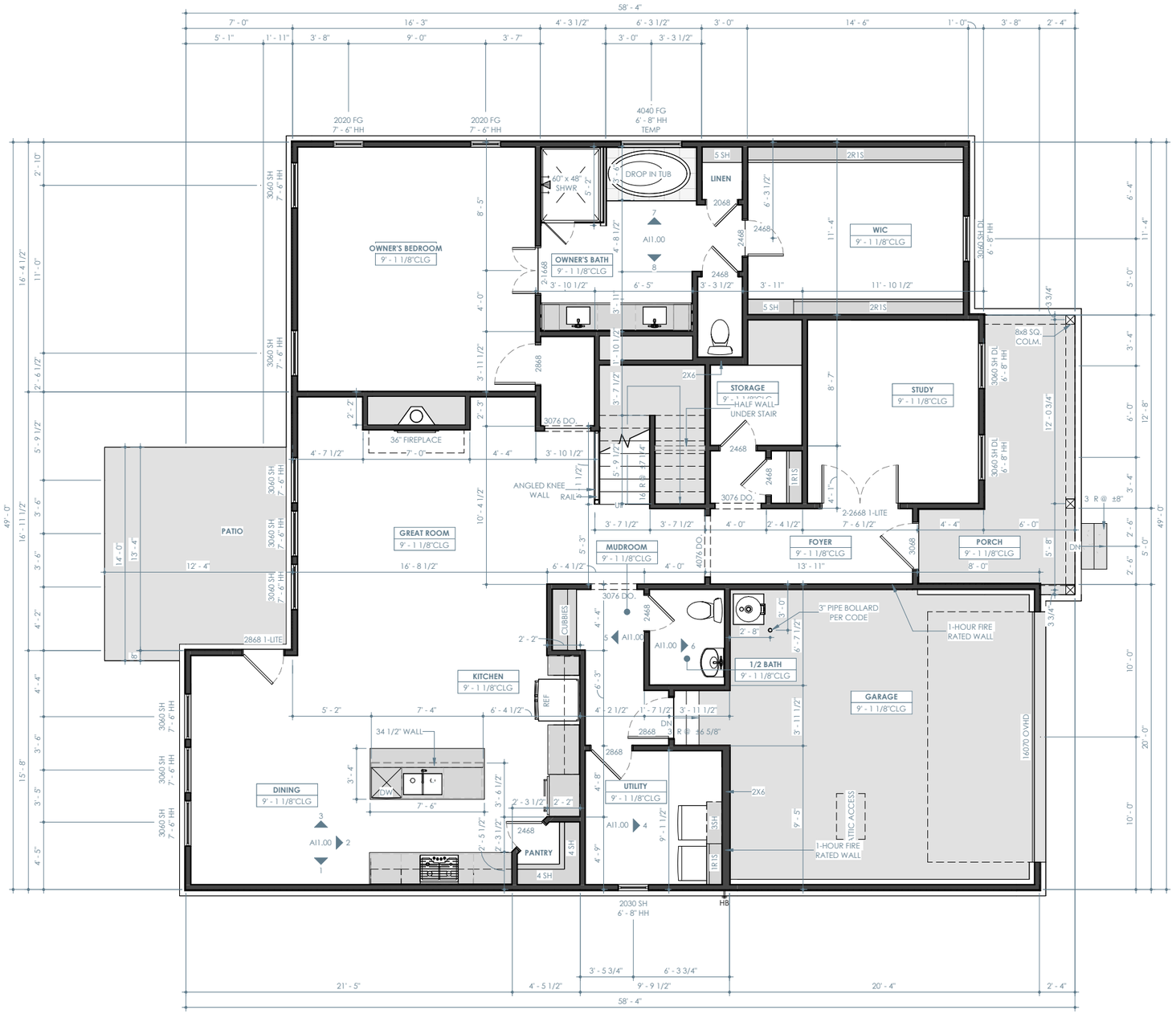
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	As indicated

SHEET NAME

COVER SHEET

SHEET NO.

A0.00



ELEVATION A - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION A - A/C LIVING	
FIRST FLOOR	1749 SF
SECOND FLOOR	987 SF
TOTAL	2736 SF

ELEVATION A - LIVING	
FIRST FLOOR	1955 SF
SECOND FLOOR	1095 SF
TOTAL	3049 SF

TOTAL UNDER ROOF	3763 SF

ELEVATION A - NON-LIVING	
GARAGE	417 SF
PORCH	129 SF
PATIO	168 SF
TOTAL	714 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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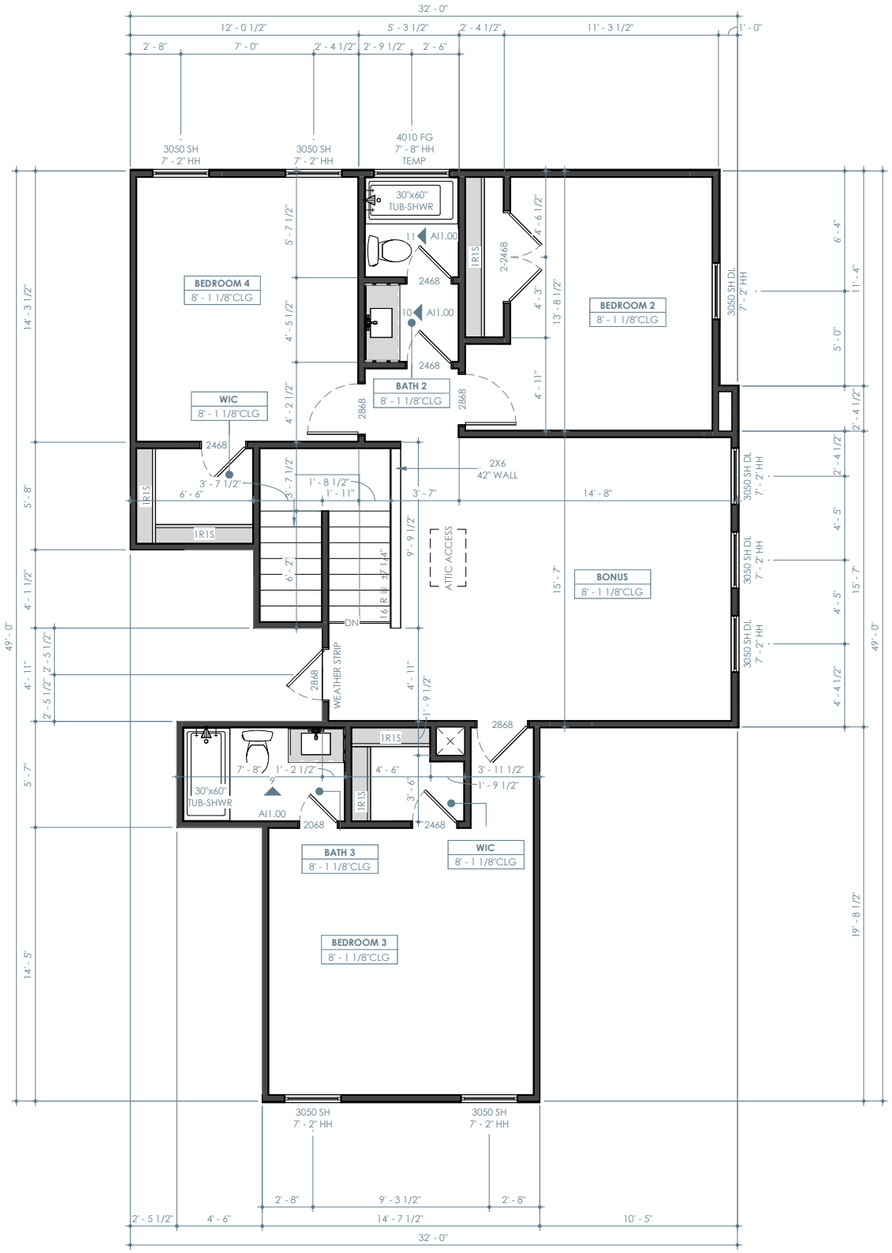
SHEET NAME

ELEVATION A - FIRST FLOOR PLAN

SHEET NO.

A1.00



ELEVATION A - SECOND FLOOR PLAN

1/8" = 1'-0"

FLOOR PLAN NOTES

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PROJECT INFO

ADDRESS
15725 Dallas Pkwy #300, Addison, TX 75001

COMMUNITY
GEHAN CORP OFFICE

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - SECOND FLOOR PLAN

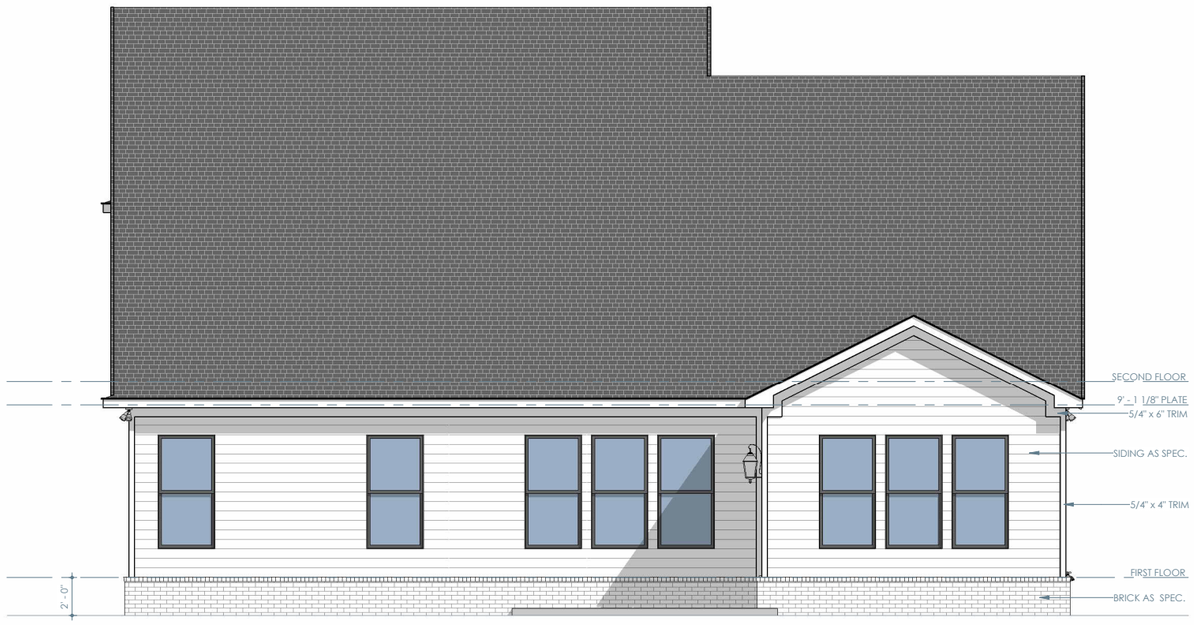
SHEET NO.

A1.01



ELEVATION A - FRONT

1/8" = 1'-0"



ELEVATION A - REAR

1/8" = 1'-0"

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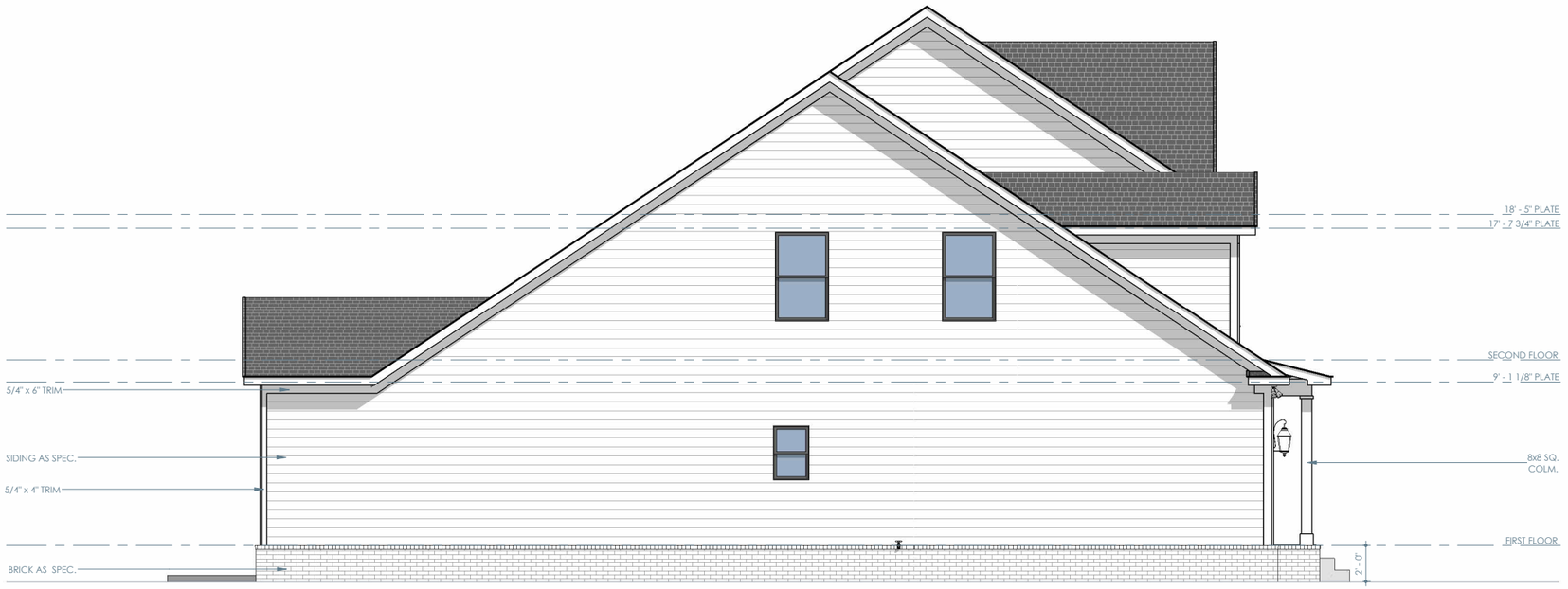
SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.02



ELEVATION A - LEFT

1/8" = 1'-0"



ELEVATION A - RIGHT

1/8" = 1'-0"

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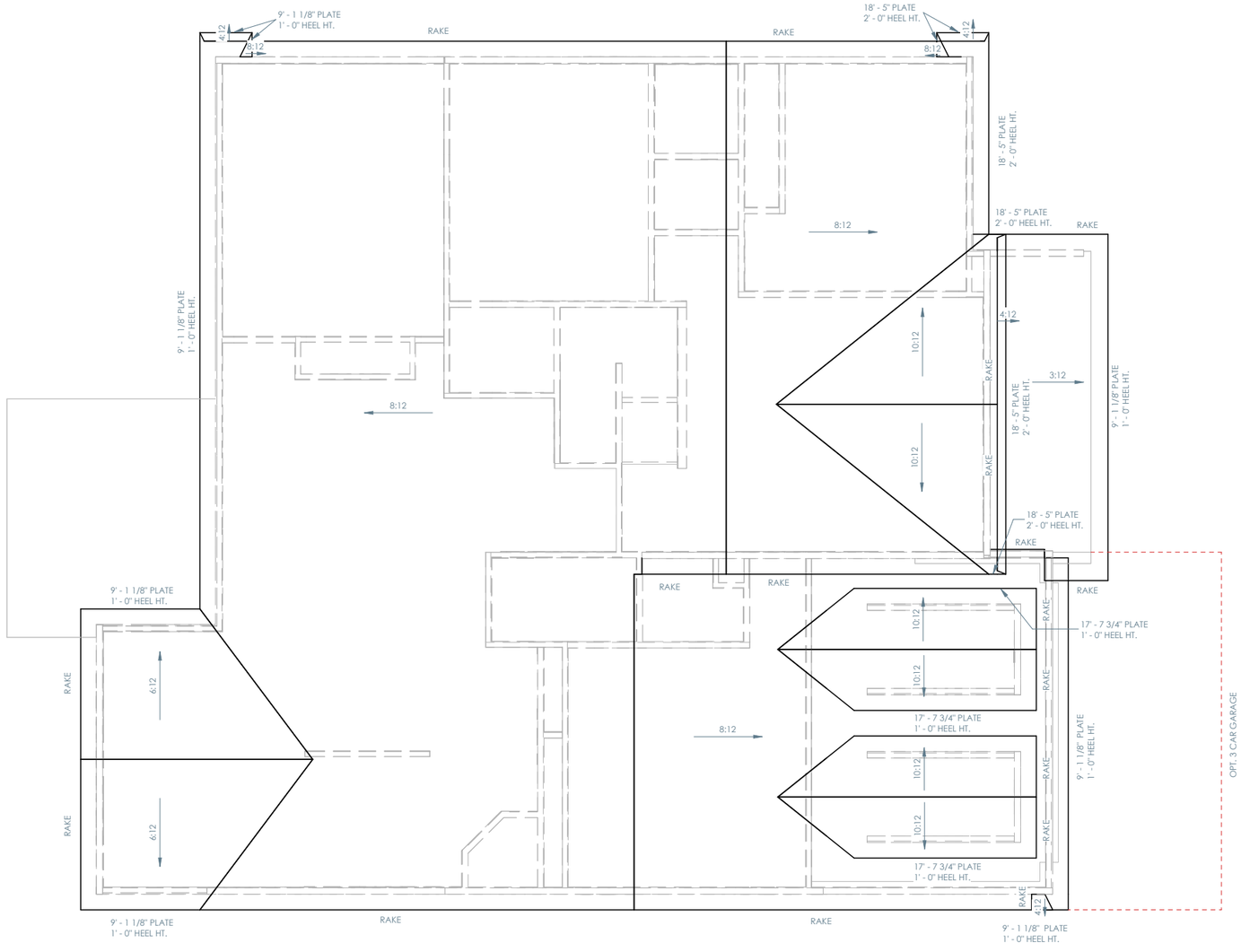
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.03



ELEVATION A - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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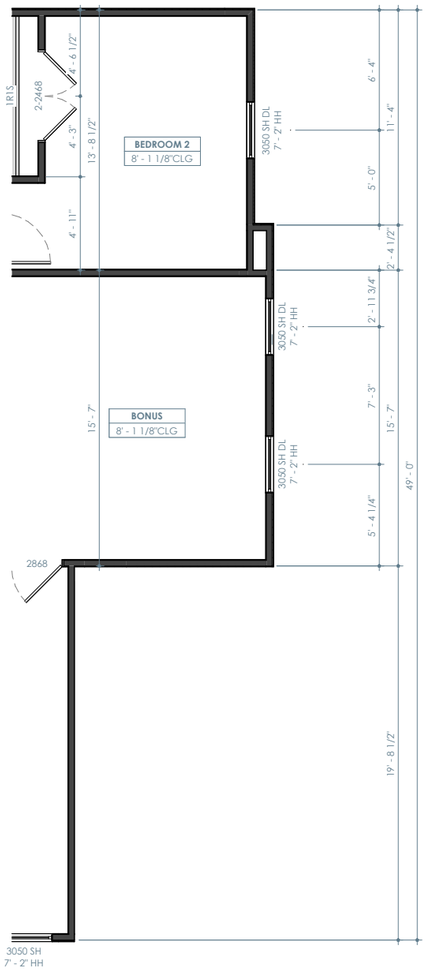
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - ROOF PLAN

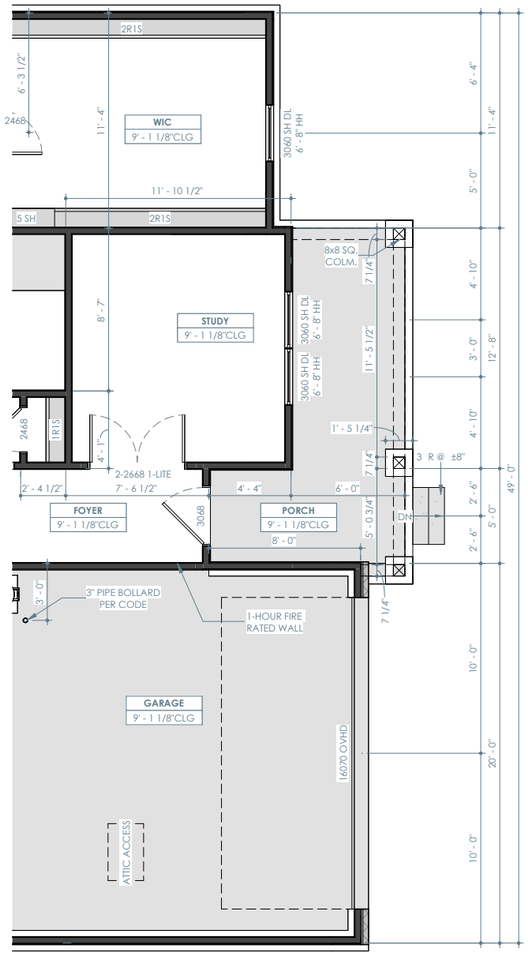
SHEET NO.

A1.04



ELEVATION B - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR PLAN

1/8" = 1'-0"

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
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ELEVATION B - A/C LIVING

ELEVATION B - LIVING

ELEVATION B - NON-LIVING

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - PARTIAL FLOOR PLANS

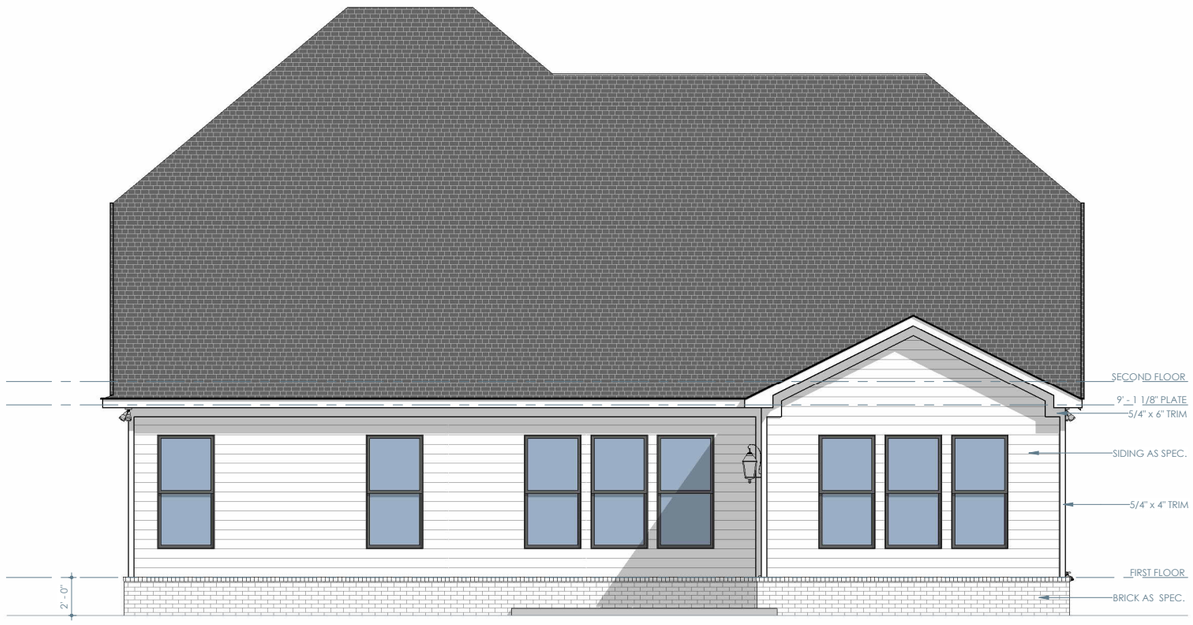
SHEET NO.

A2.01



ELEVATION B - FRONT

1/8" = 1'-0"



ELEVATION B - REAR

1/8" = 1'-0"

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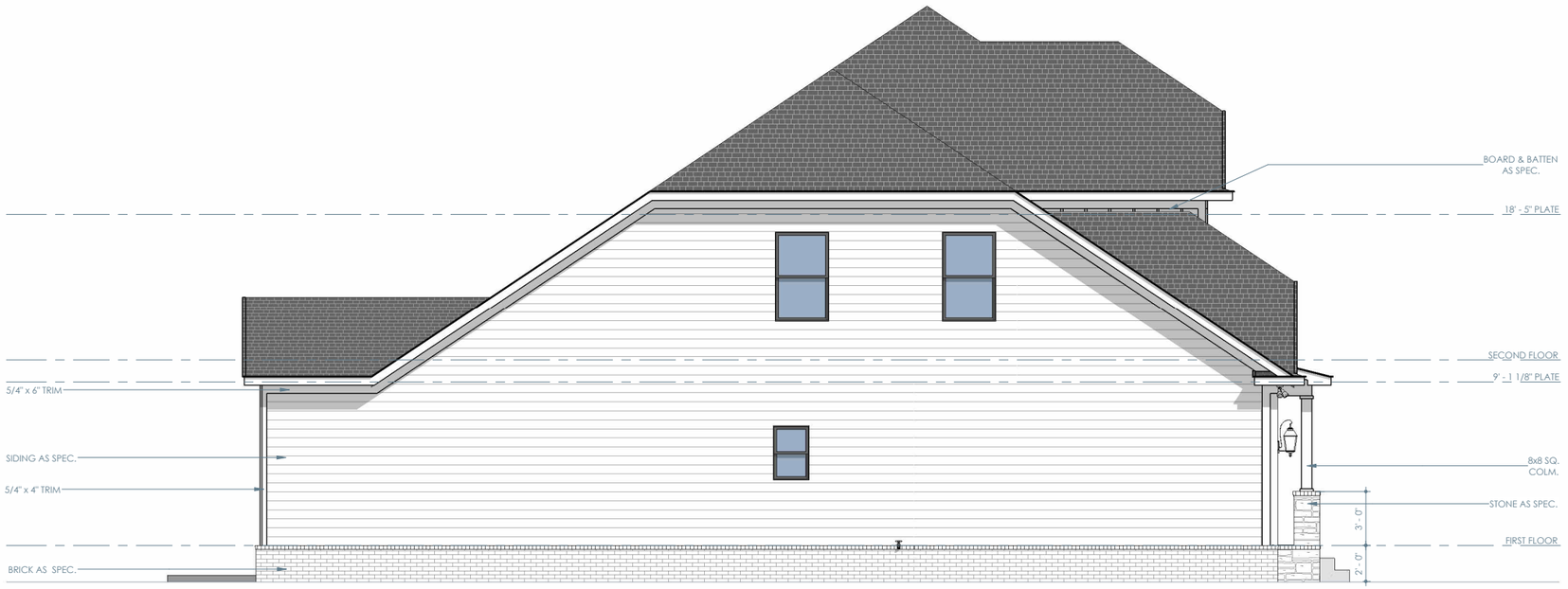
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.02



ELEVATION B - LEFT

1/8" = 1'-0"



ELEVATION B - RIGHT

1/8" = 1'-0"

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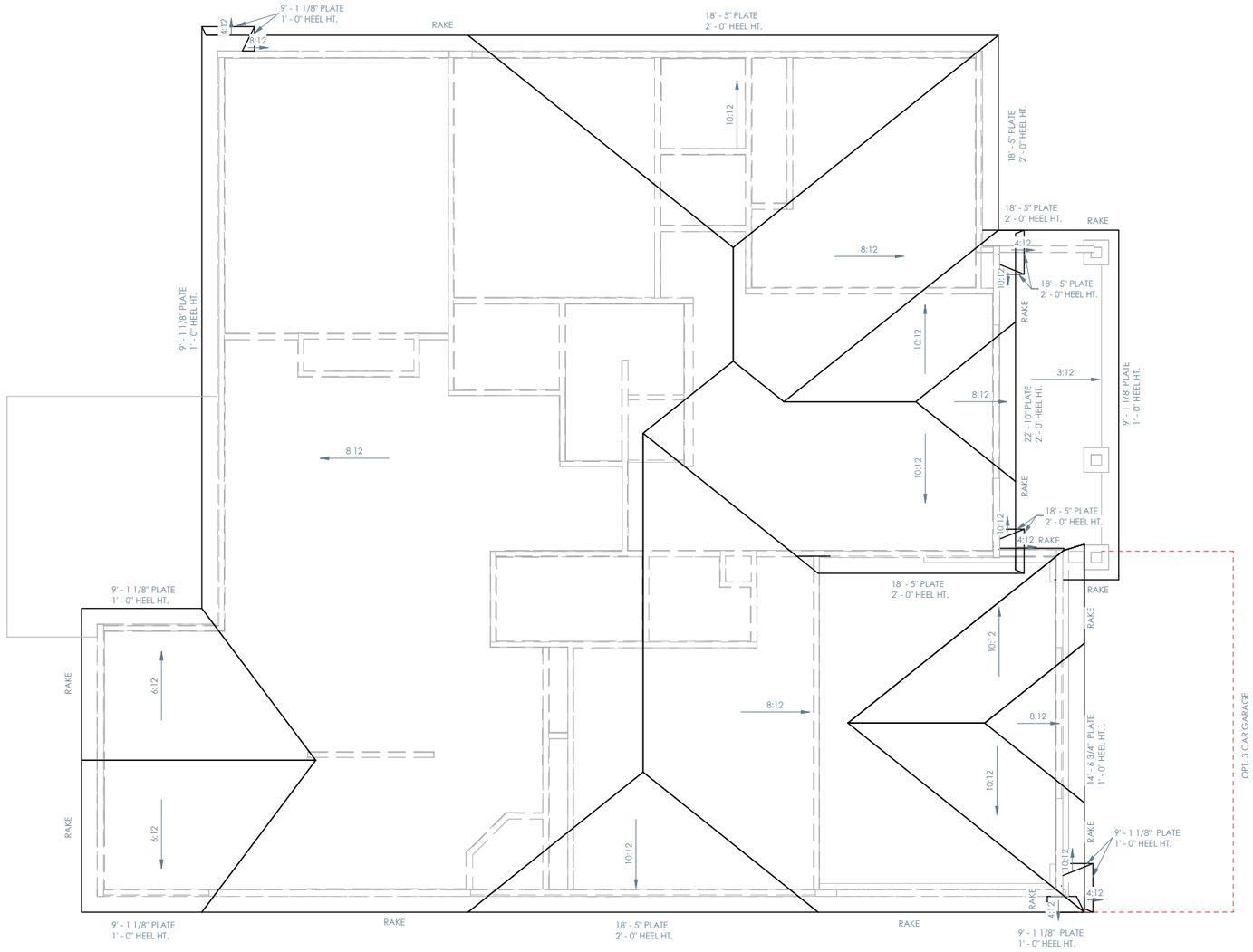
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.03



ELEVATION B - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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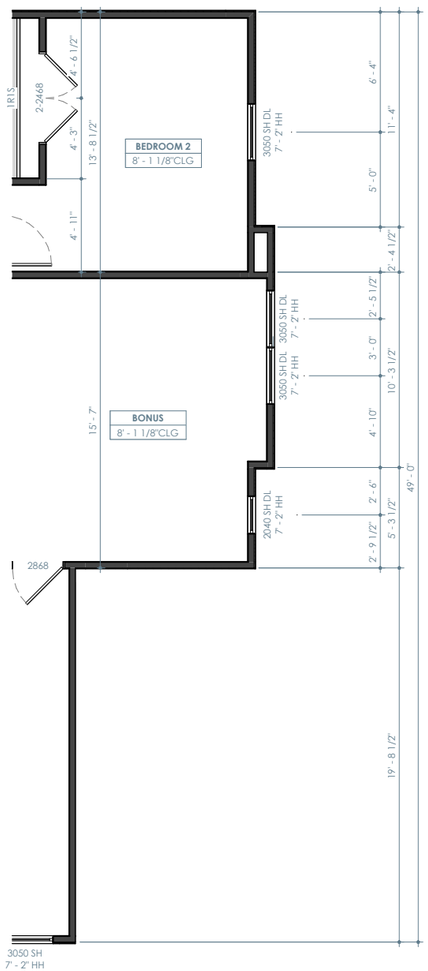
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - ROOF PLAN

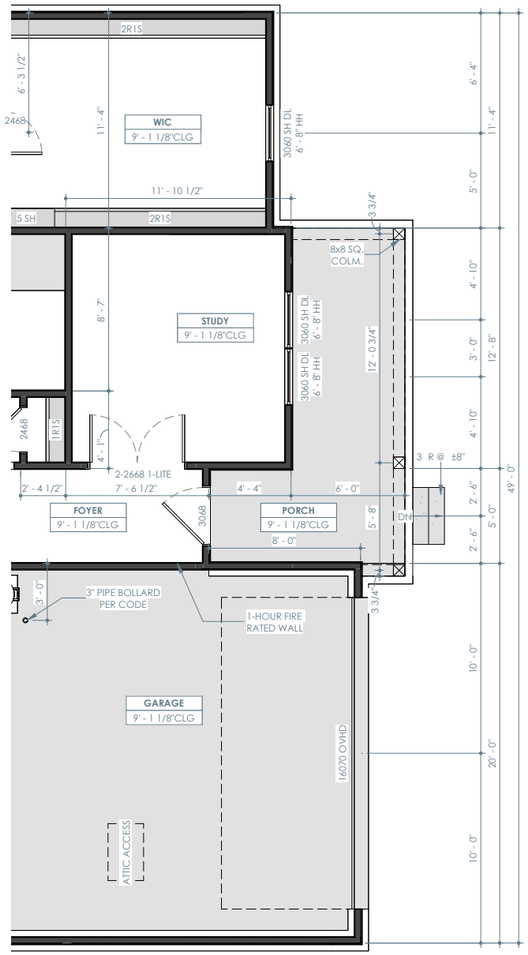
SHEET NO.

A2.04



ELEVATION C - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION C - A/C LIVING

FIRST FLOOR	1749 SF
SECOND FLOOR	981 SF
TOTAL	2730 SF

ELEVATION C - LIVING

FIRST FLOOR	1955 SF
SECOND FLOOR	1089 SF
TOTAL	3044 SF

TOTAL UNDER ROOF	3758 SF

ELEVATION C - NON-LIVING

GARAGE	417 SF
PORCH	129 SF
PATIO	168 SF
TOTAL	714 SF

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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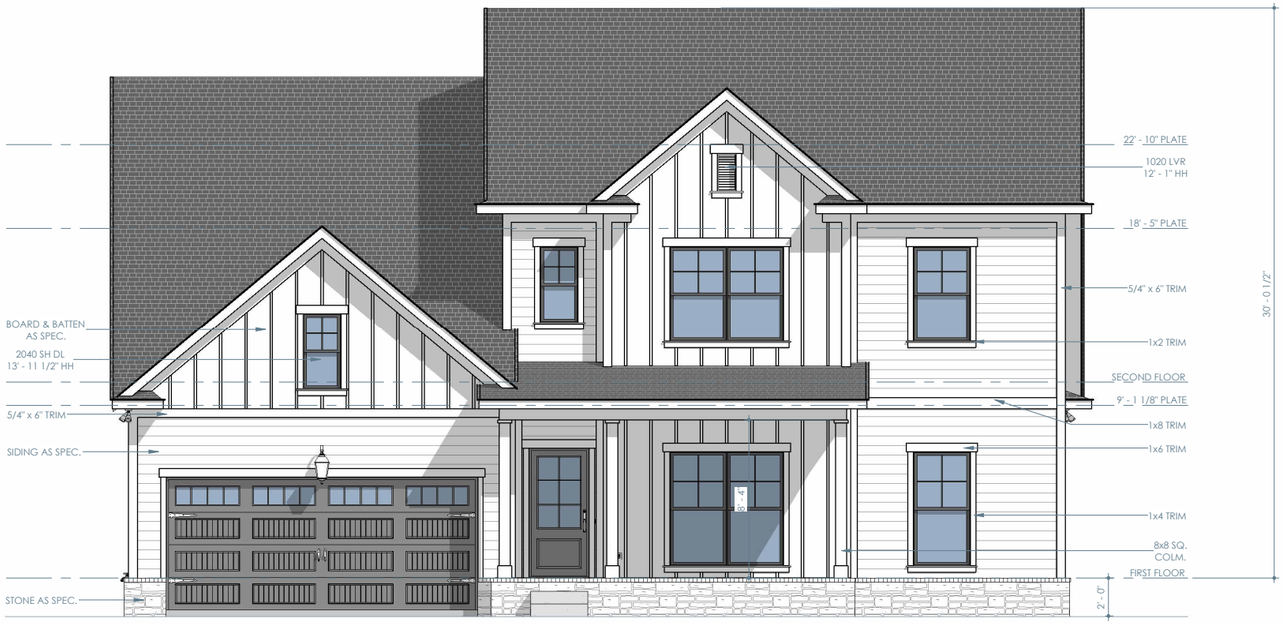
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - PARTIAL FLOOR PLANS

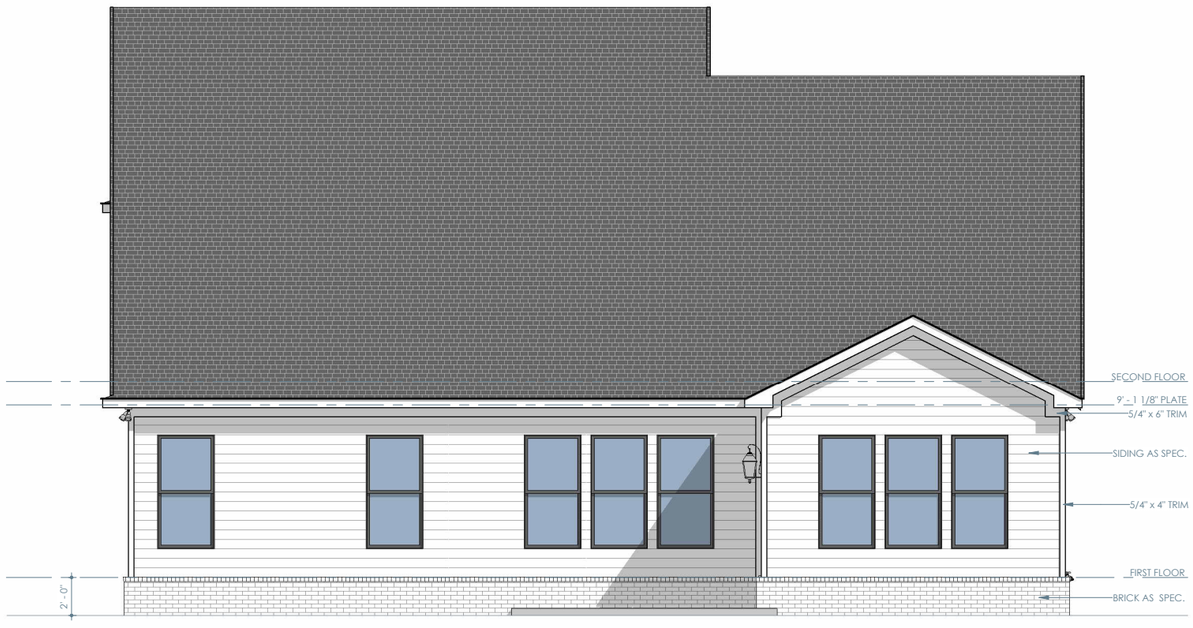
SHEET NO.

A3.01



ELEVATION C - FRONT

1/8" = 1'-0"



ELEVATION C - REAR

1/8" = 1'-0"

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PROJECT NAME

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A3.02



ELEVATION C - LEFT

1/8" = 1'-0"



ELEVATION C - RIGHT

1/8" = 1'-0"

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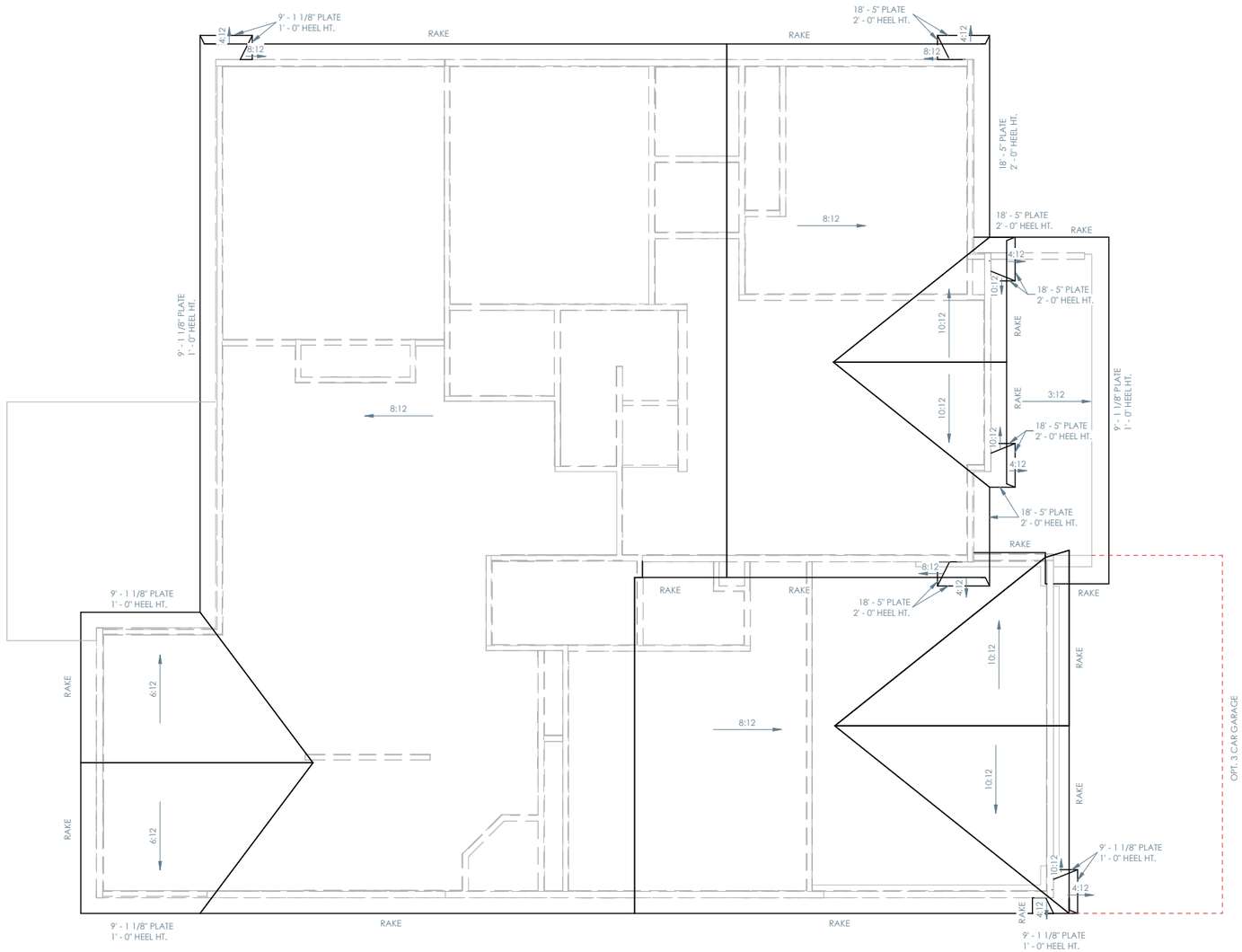
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A3.03



ELEVATION C - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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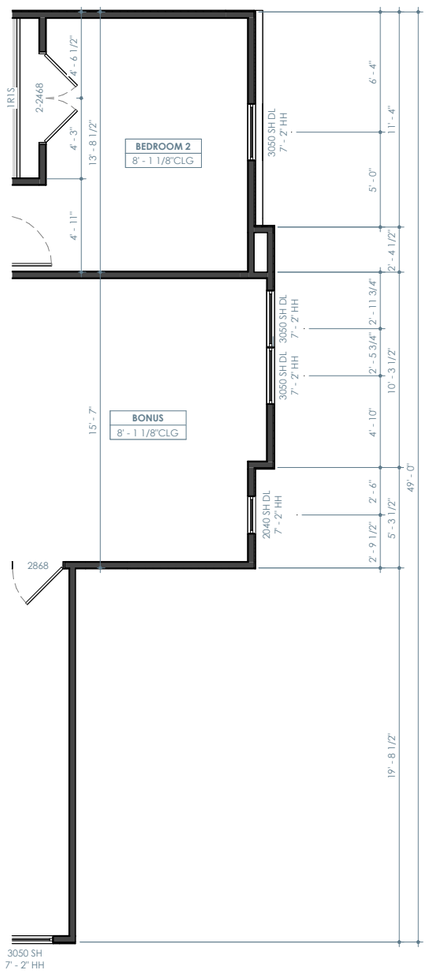
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - ROOF

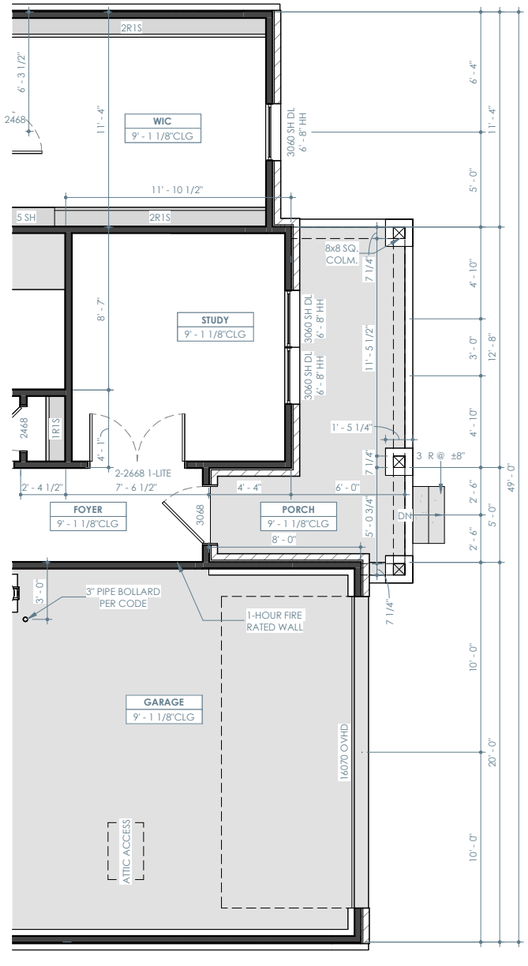
SHEET NO.

A3.04



ELEVATION D - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION D- FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION D - A/C LIVING	
FIRST FLOOR	1749 SF
SECOND FLOOR	981 SF
TOTAL	2730 SF

ELEVATION D - LIVING	
FIRST FLOOR	1971 SF
SECOND FLOOR	1089 SF
TOTAL	3060 SF

TOTAL UNDER ROOF	3772 SF

ELEVATION D - NON-LIVING	
GARAGE	429 SF
PORCH	115 SF
PATIO	168 SF
TOTAL	712 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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SHEET NAME

ELEVATION D - PARTIAL FLOOR PLANS

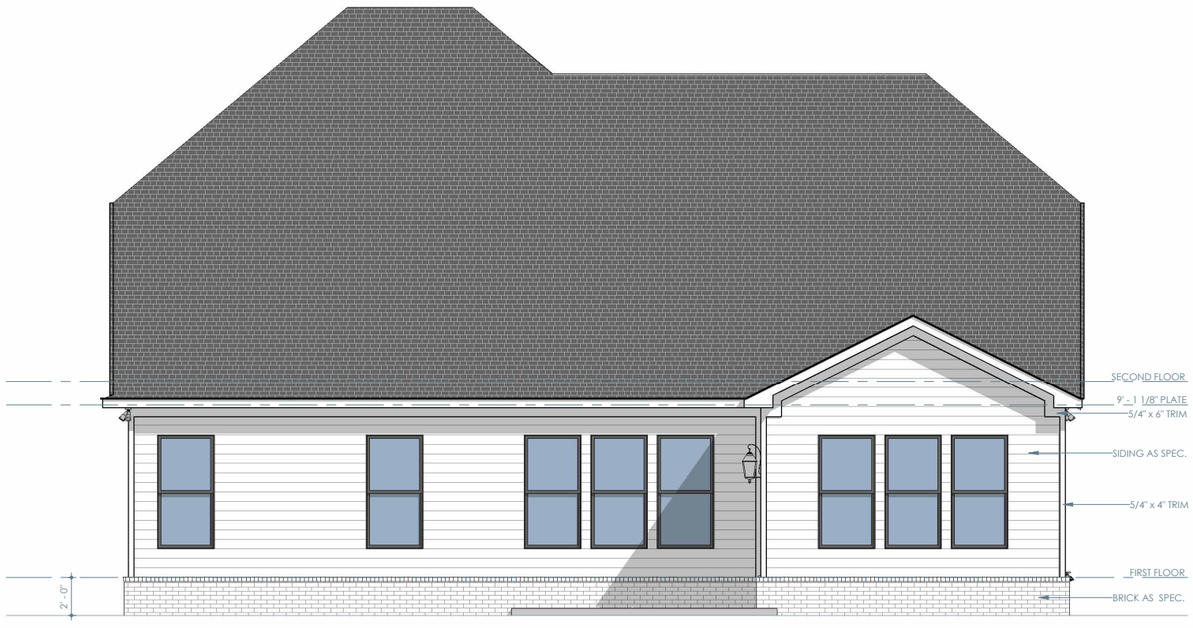
SHEET NO.

A4.01



ELEVATION D - FRONT

1/8" = 1'-0"



ELEVATION D - REAR

1/8" = 1'-0"

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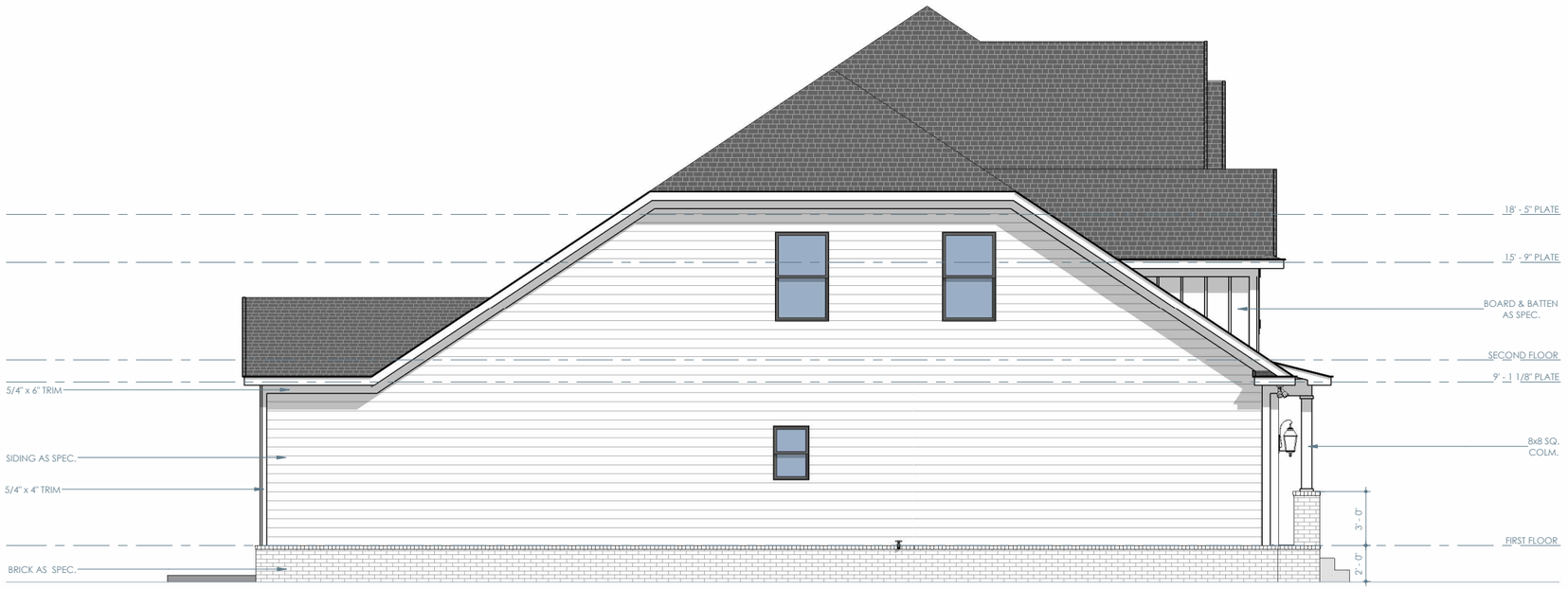
SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A4.02



ELEVATION D - LEFT

1/8" = 1'-0"



ELEVATION D - RIGHT

1/8" = 1'-0"

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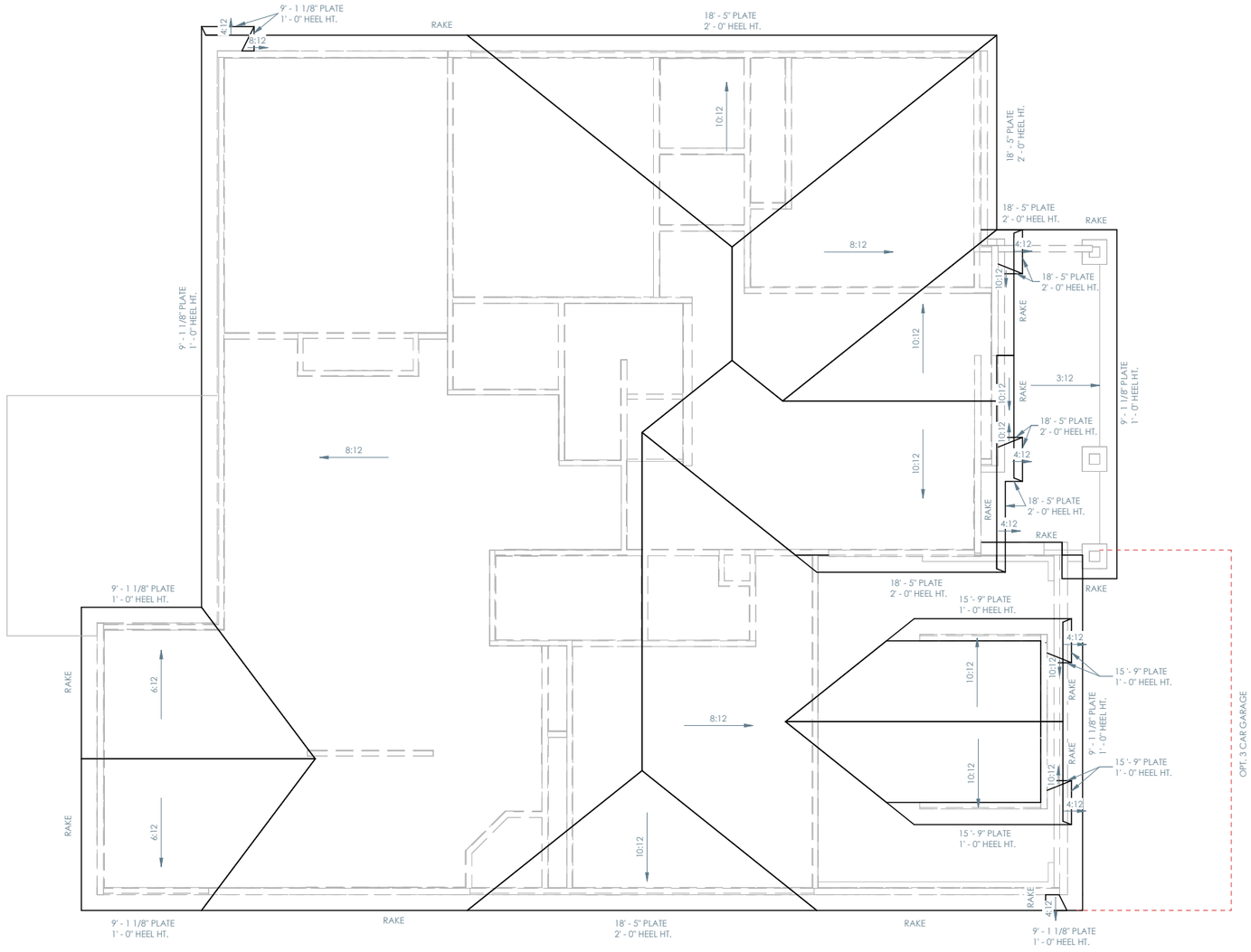
SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A4.03



ELEVATION D - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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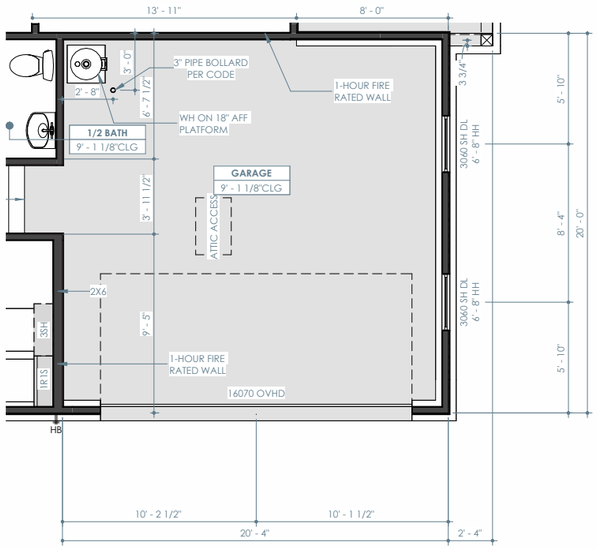
ELEVATION D - ROOF

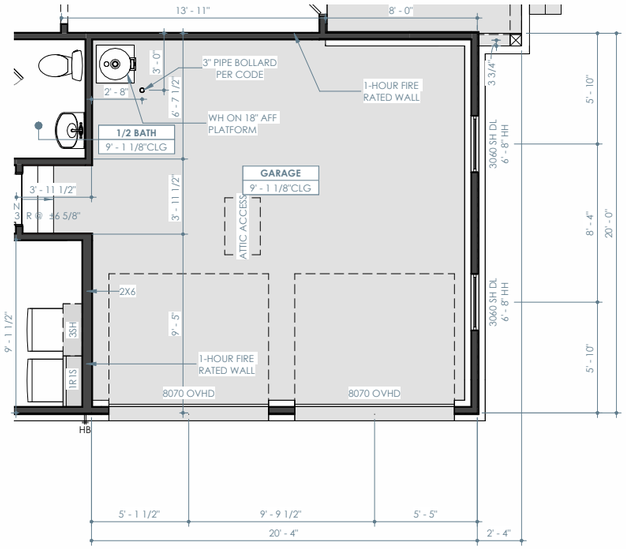
SHEET NO.

A4.04



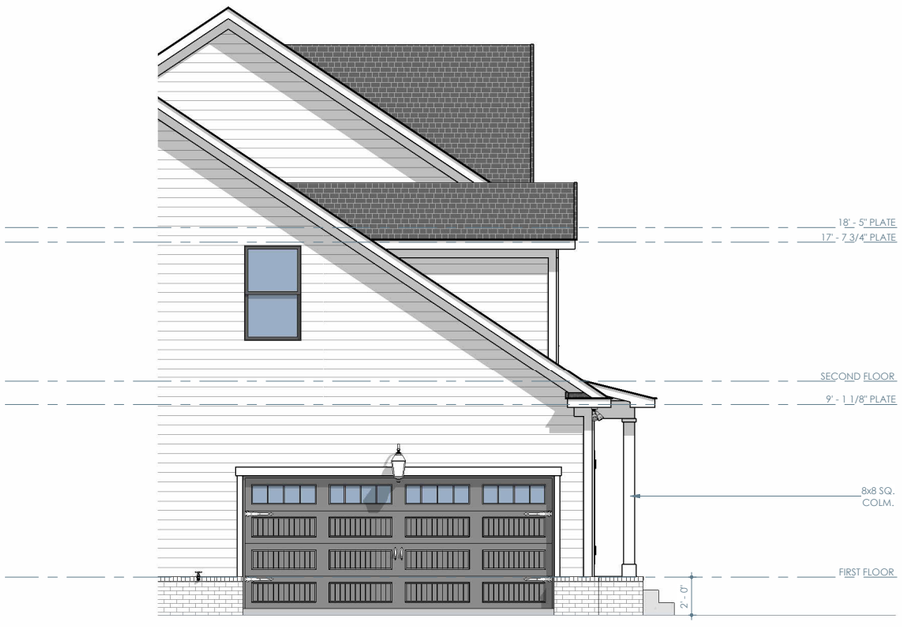
OPT. SIDE LOAD GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



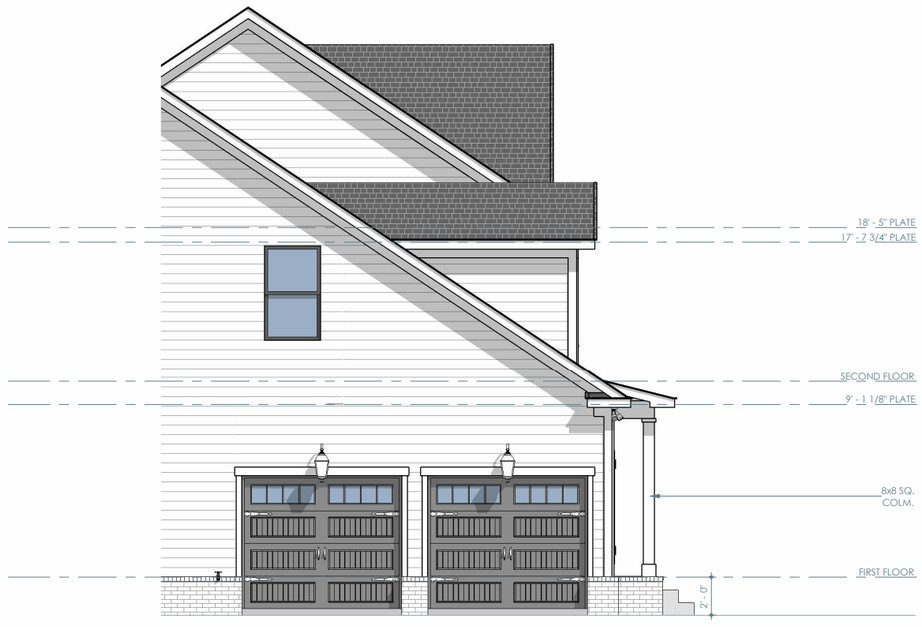
OPT. SIDE LOAD GARAGE & TWO 8' DOORS - FIRST FLOOR PLAN

1/8" = 1'-0"



ELEVATION A - OPT. SIDE LOAD GARAGE - LEFT

1/8" = 1'-0"



ELEVATION A - OPT. SIDE LOAD GARAGE & TWO 8' DOORS - LEFT

1/8" = 1'-0"

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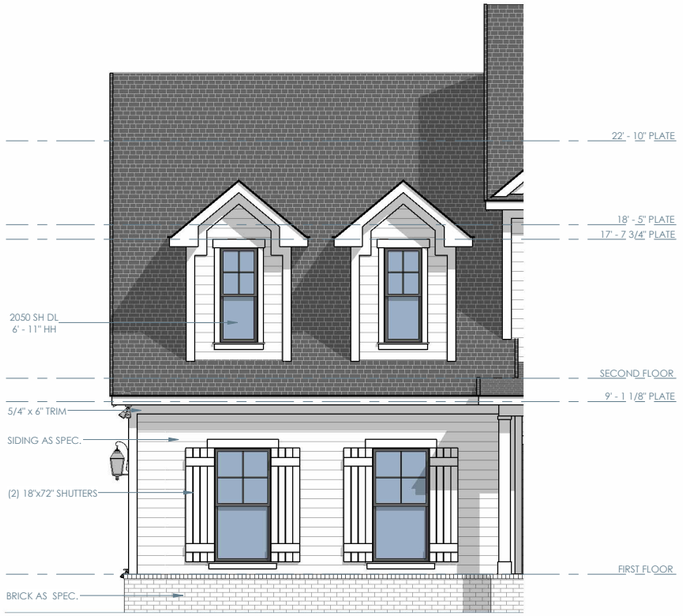
SHEET NAME

PLAN OPTIONS

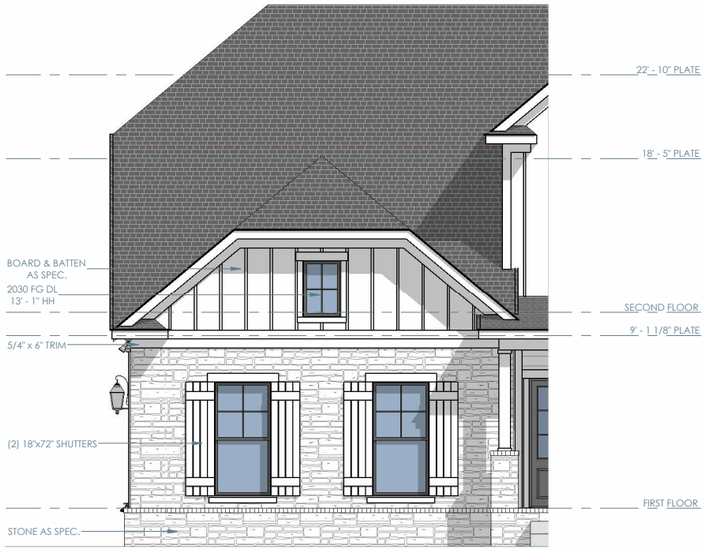
SHEET NO.

A7.00



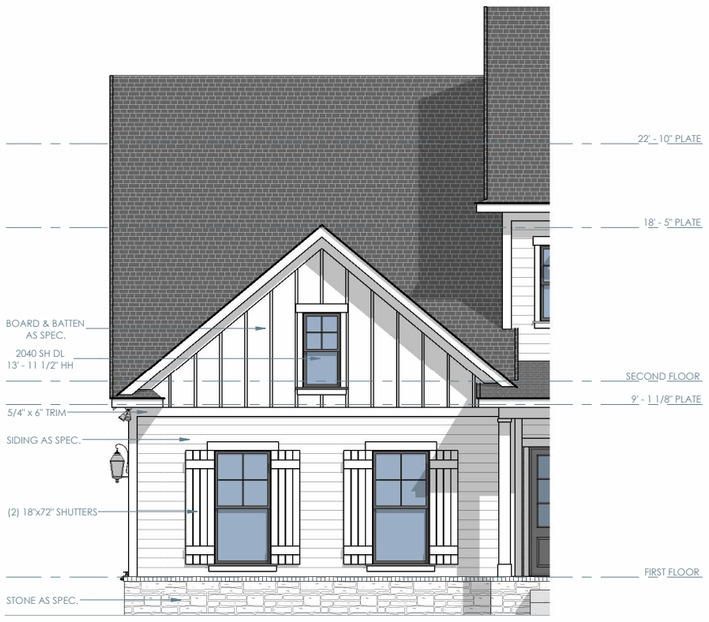
ELEVATION A - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



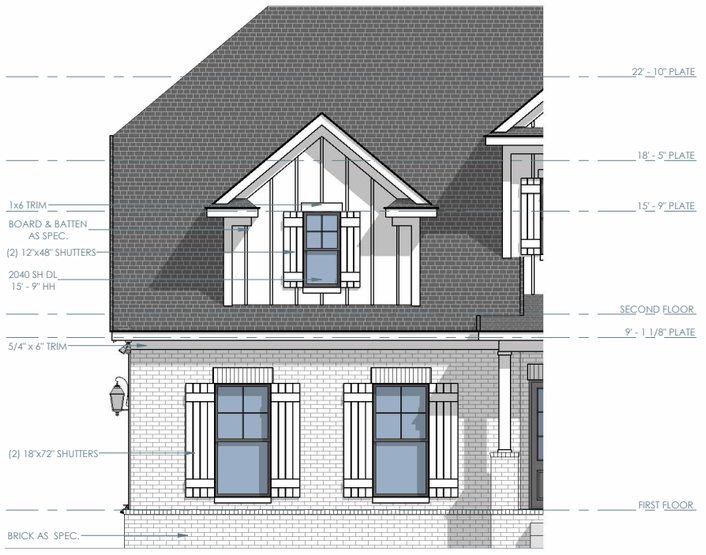
ELEVATION B - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



ELEVATION C - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



ELEVATION D - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"

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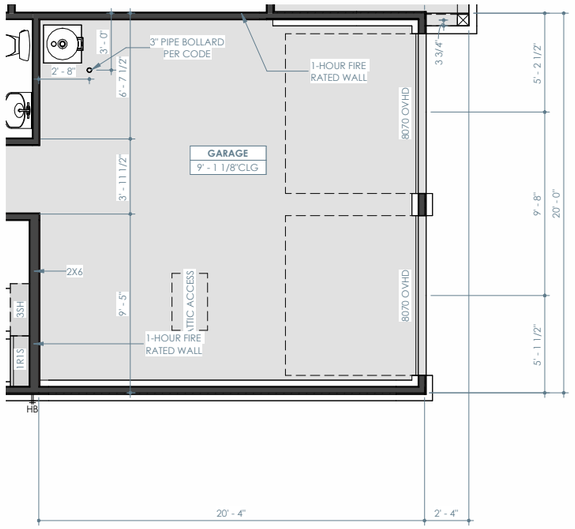
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.01



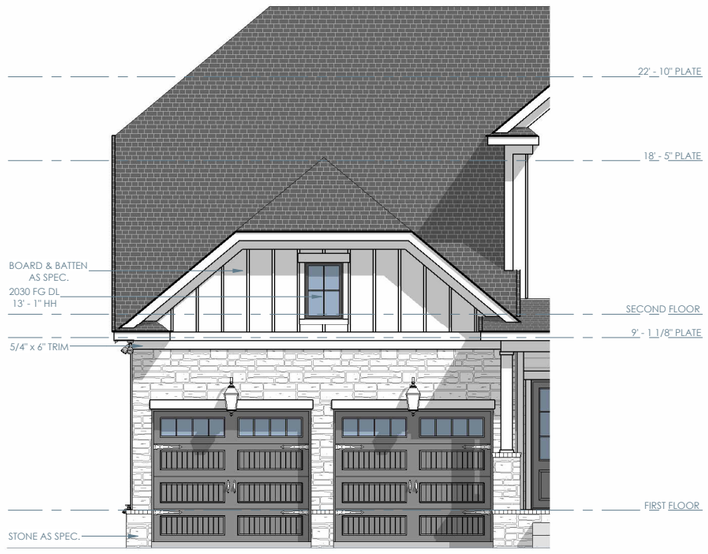
OPT. TWO 8' GARAGE DOORS - FIRST FLOOR PLAN

1/8" = 1'-0"



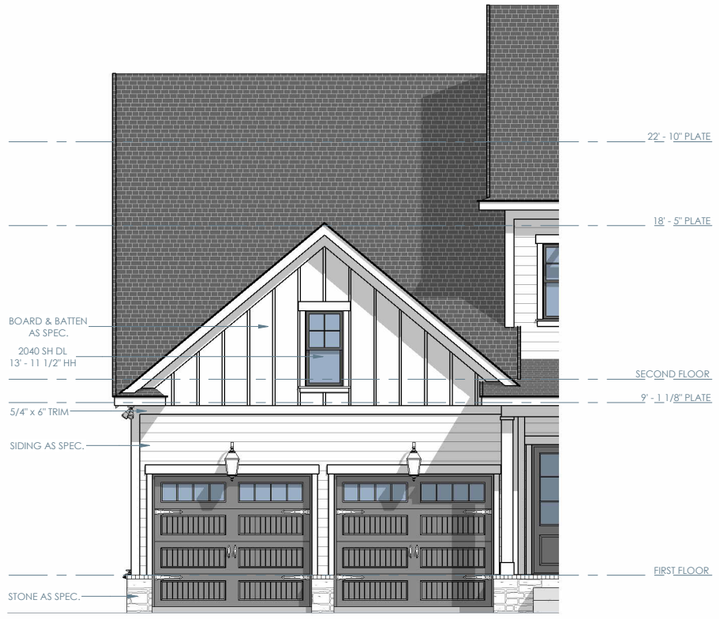
ELEVATION A - OPT. TWO 8' GARAGE DOORS - FRONT

1/8" = 1'-0"



ELEVATION B - OPT. TWO 8' GARAGE DOORS - FRONT

1/8" = 1'-0"



ELEVATION C - OPT. TWO 8' GARAGE DOORS - FRONT

1/8" = 1'-0"

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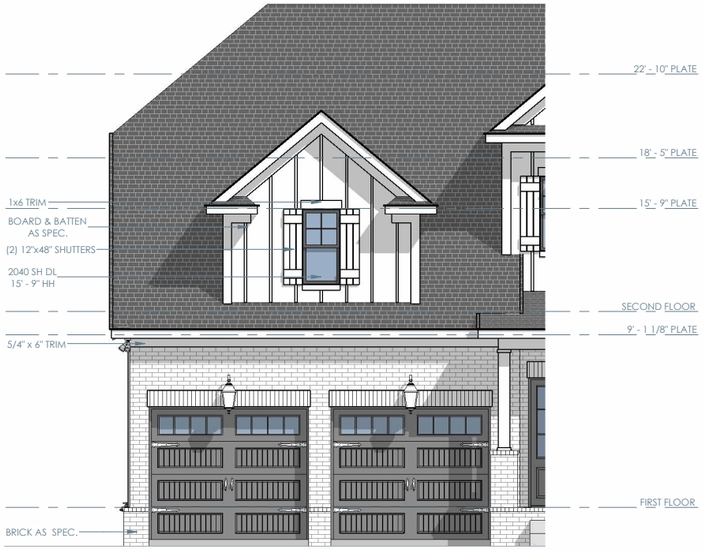
SHEET NAME

PLAN OPTIONS

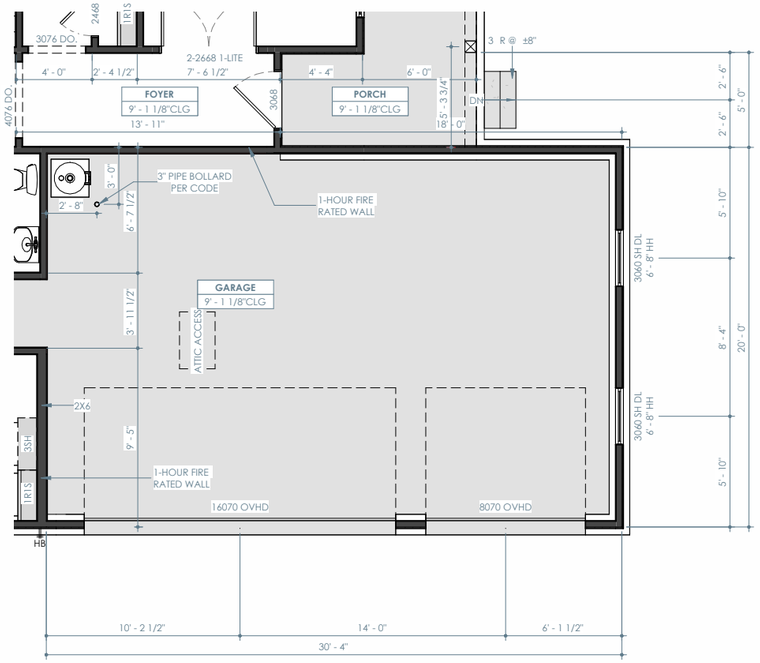
SHEET NO.

A7.02



ELEVATION D - OPT. TWO 8' GARAGE DOORS - FRONT

1/8" = 1'-0"



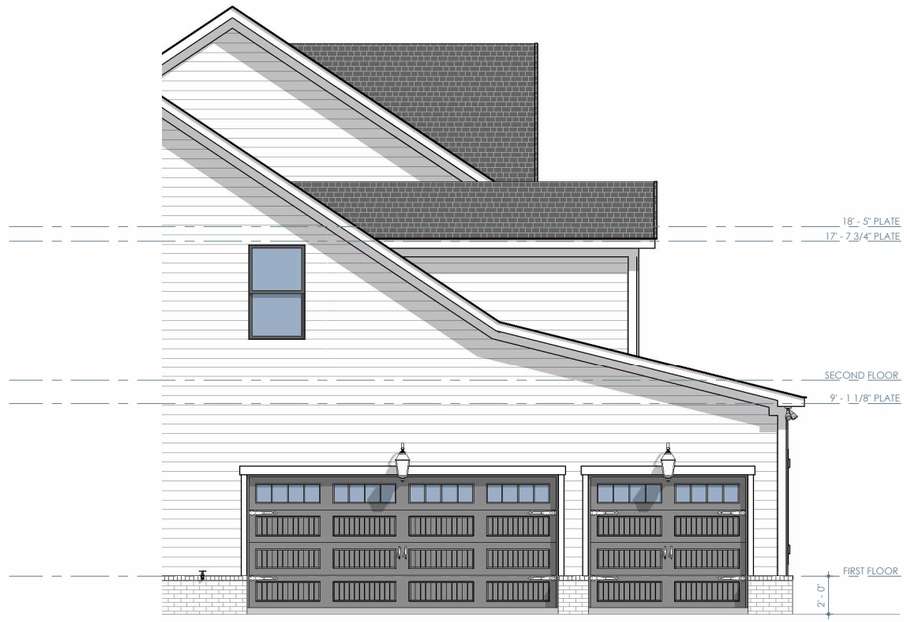
OPT. 3 CAR GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



ELEVATION A - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"



ELEVATION A - OPT. 3 CAR GARAGE - LEFT

1/8" = 1'-0"

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SHEET NAME

PLAN OPTIONS

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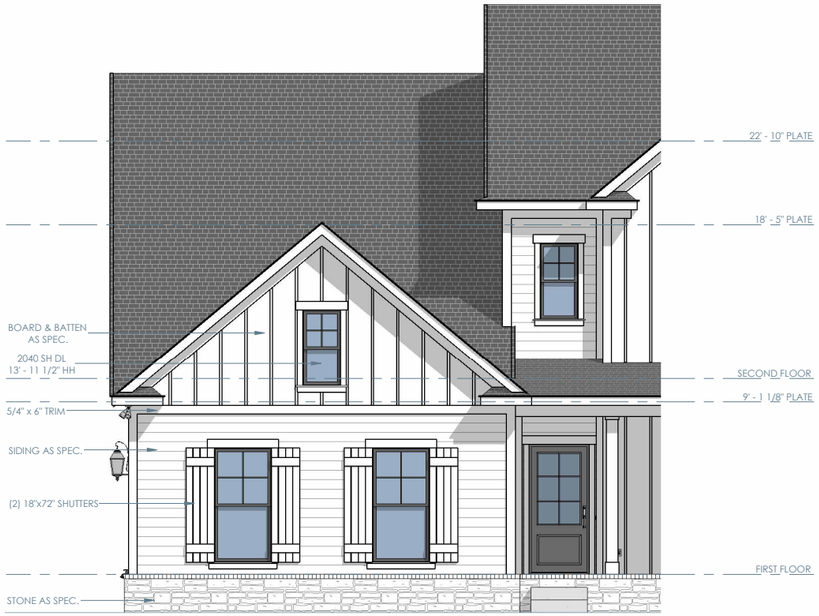
A7.03



ELEVATION C - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"



ELEVATION D - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"



ELEVATION B - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"

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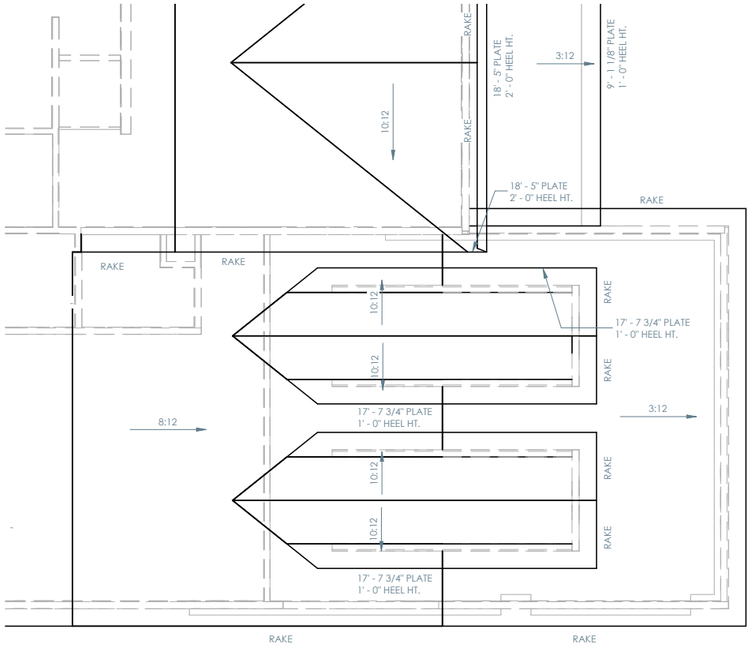
SHEET NAME

PLAN OPTIONS

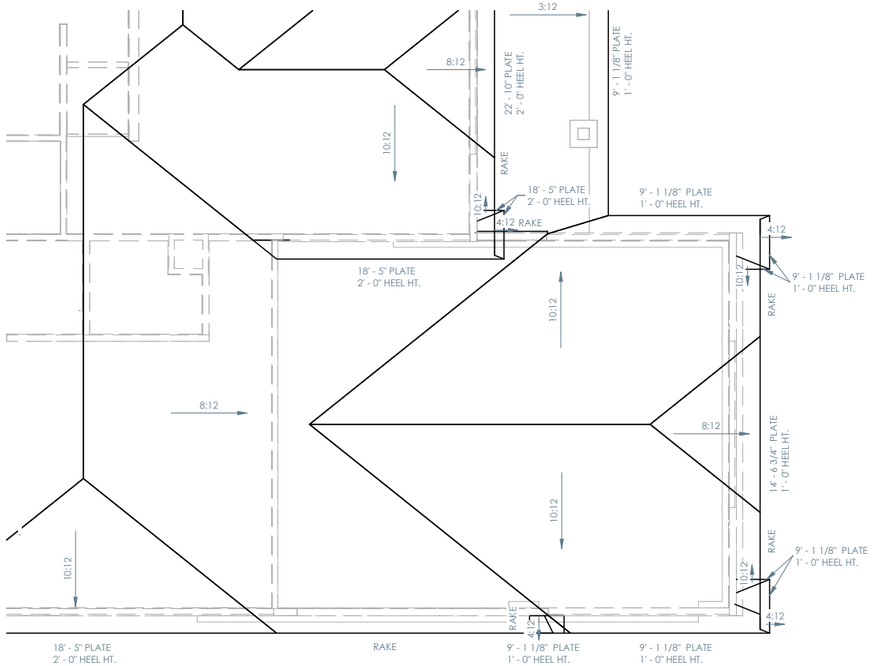
SHEET NO.

A7.04



ELEVATION A - OPT. 3 CAR GARAGE - ROOF PLAN

1/8" = 1'-0"



ELEVATION B - OPT. 3 CAR GARAGE - ROOF PLAN

1/8" = 1'-0"

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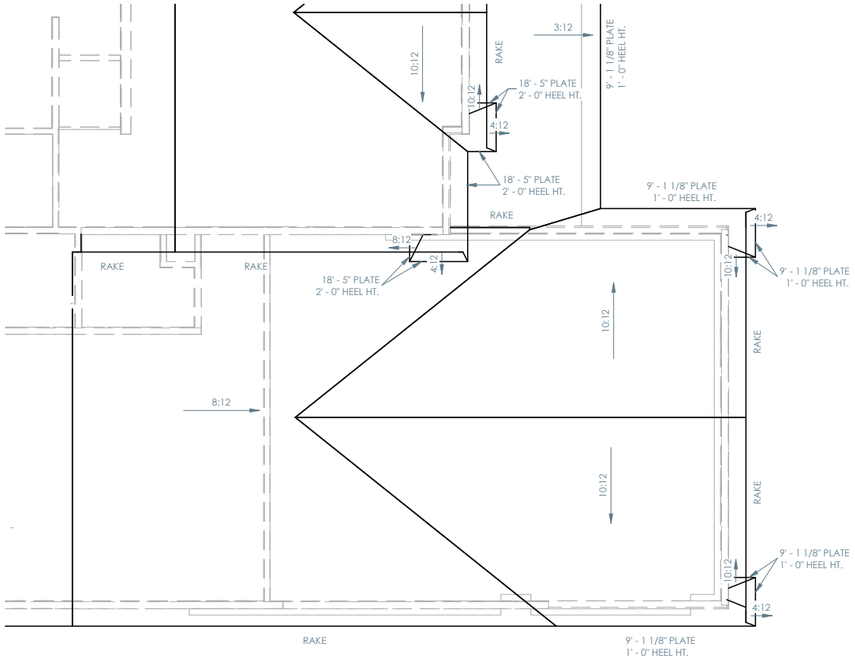
SHEET NAME

PLAN OPTIONS

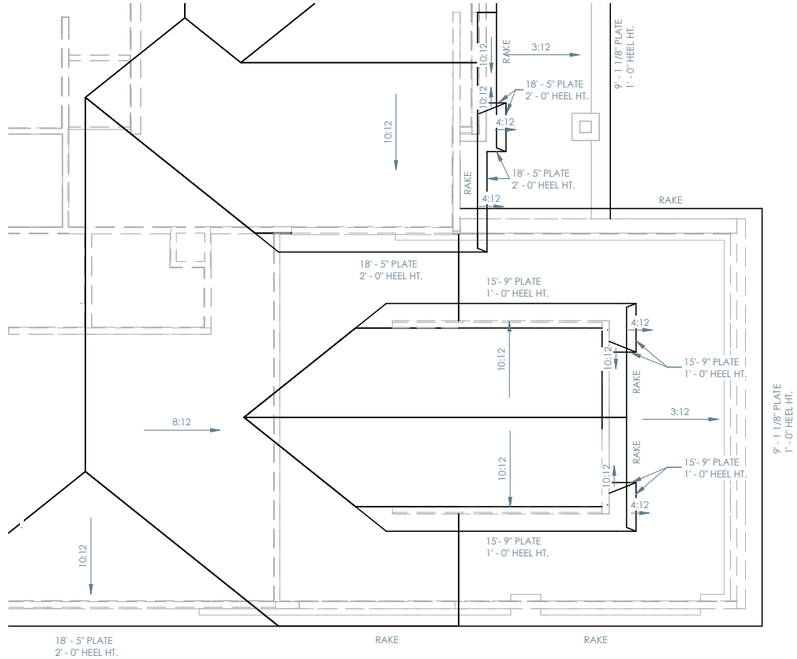
SHEET NO.

A7.05



ELEVATION C - OPT. 3 CAR GARAGE - ROOF PLAN

1/8" = 1'-0"



ELEVATION D - OPT. 3 CAR GARAGE - ROOF PLAN

1/8" = 1'-0"

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PLAN NO.

3050

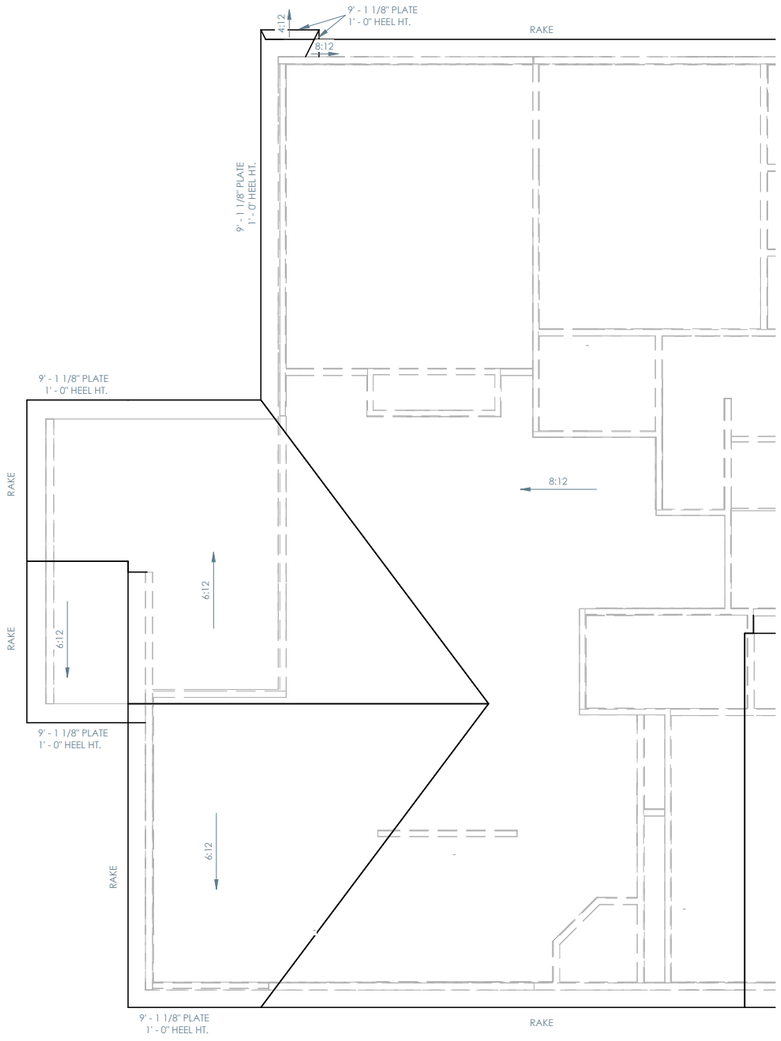
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

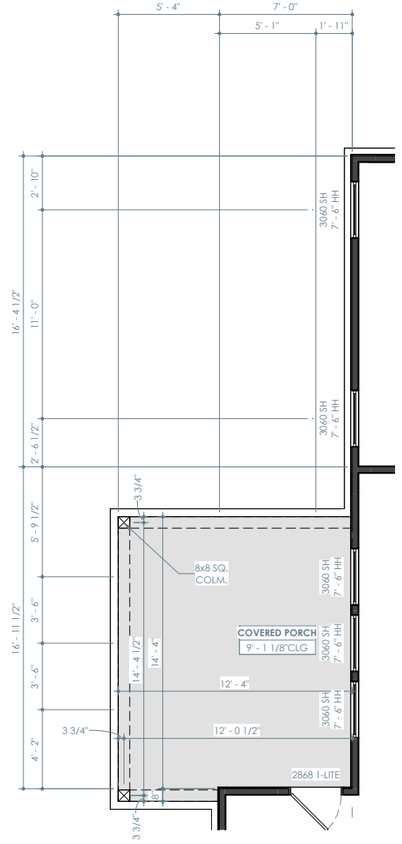
SHEET NO.

A7.06



OPT. REAR COVERED PORCH - ROOF PLAN

1/8" = 1'-0"



OPT. REAR COVERED PORCH - FIRST FLOOR PLAN

1/8" = 1'-0"

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PLAN NO.

3050

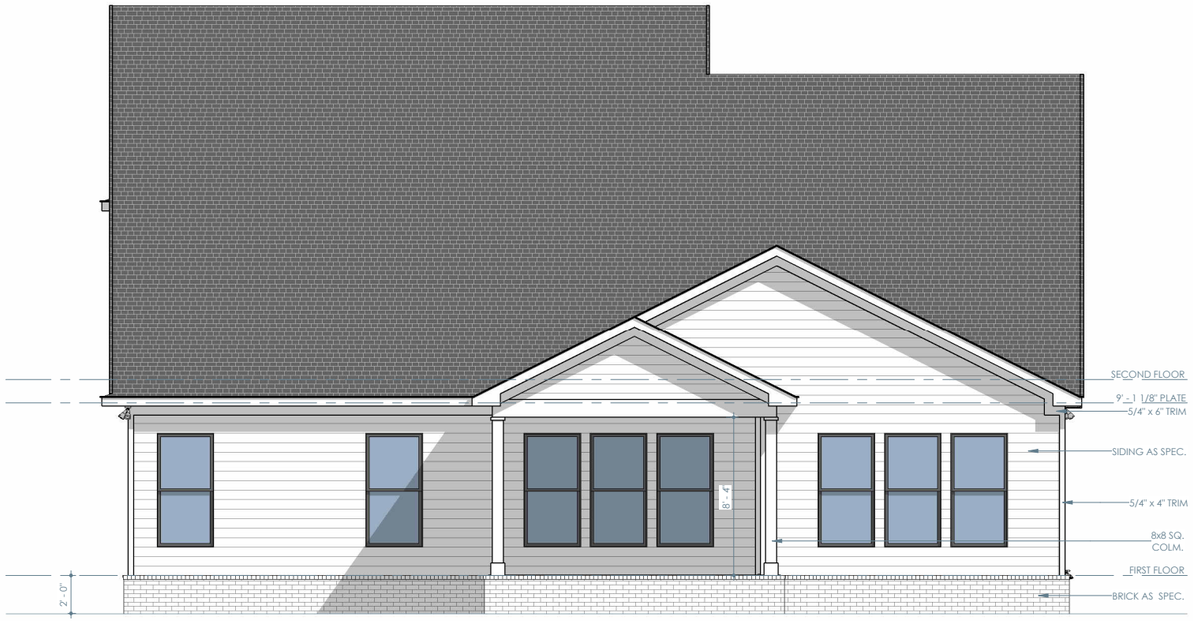
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

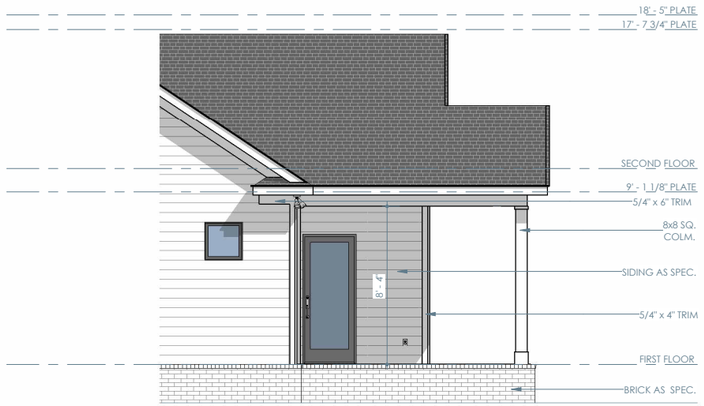
SHEET NO.

A7.07



OPT. REAR COVERED PORCH - REAR

1/8" = 1'-0"



OPT. REAR COVERED PORCH - RIGHT

1/8" = 1'-0"

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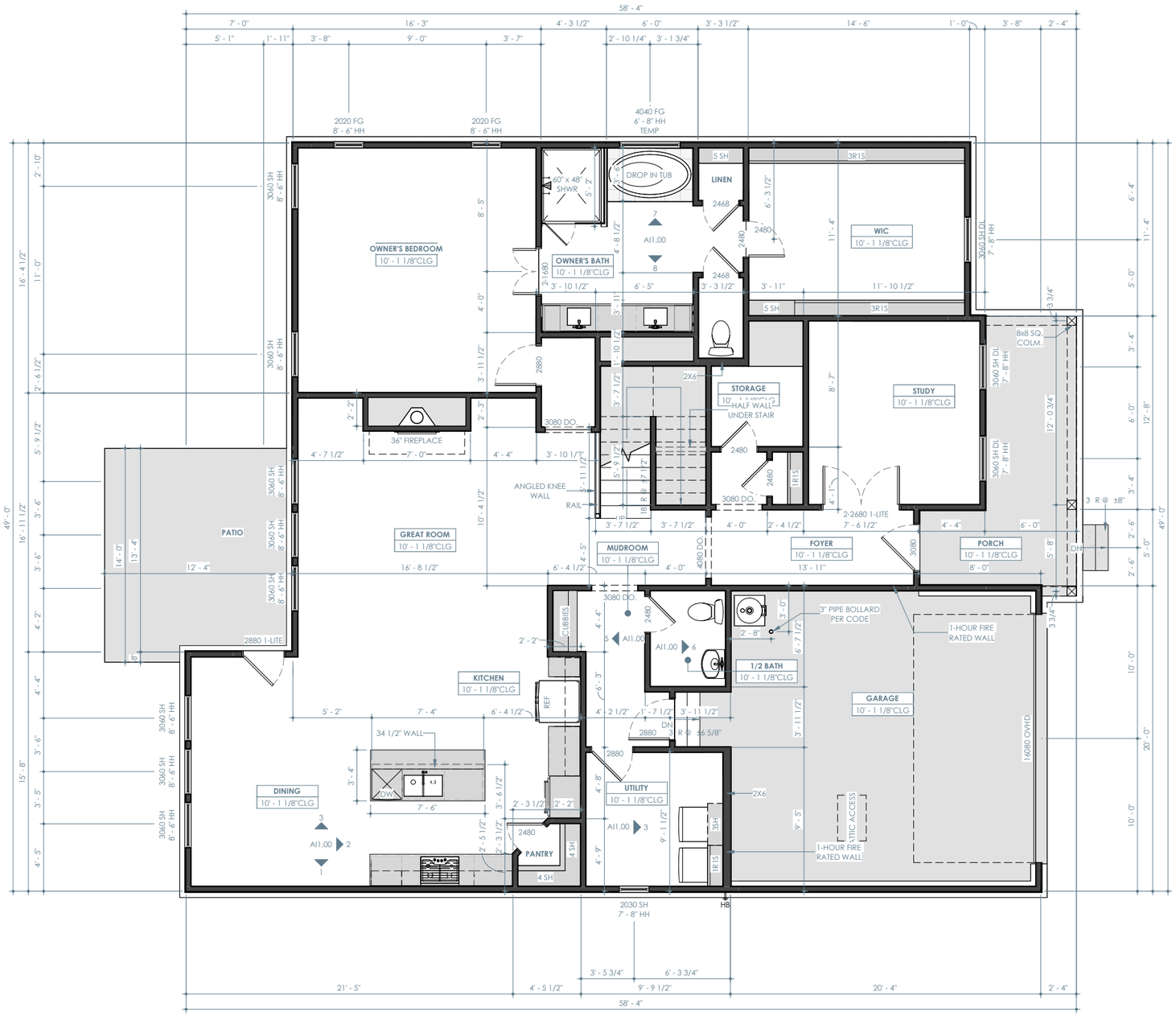
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.08



ELEVATION A W/ EXECUTIVE OPTION - FIRST FLOOR PLAN

1/8" = 1'-0"

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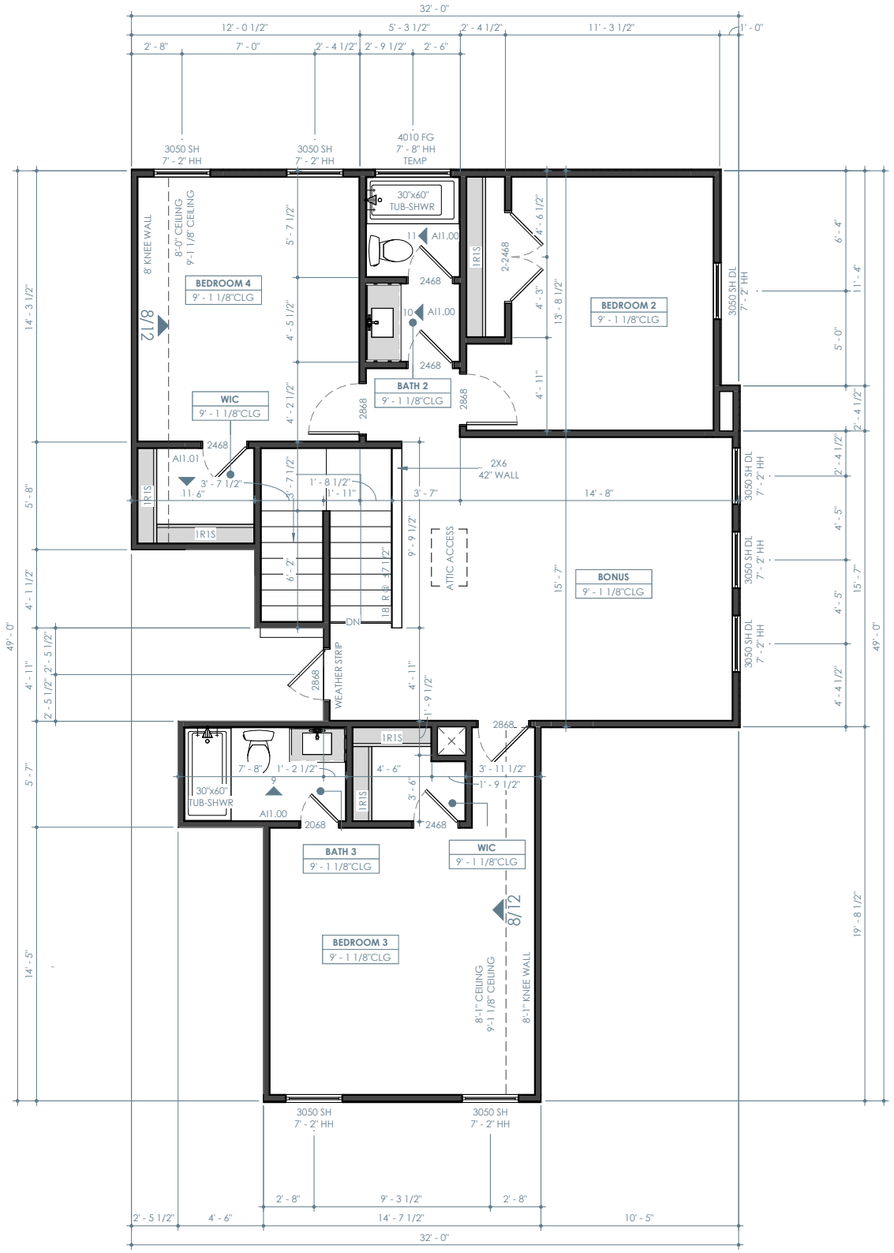
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.09



ELEVATION A W/ EXECUTIVE OPTION - SECOND FLOOR PLAN

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTION

SHEET NO.

A7.10



ELEVATION A W/ EXECUTIVE OPTION - FRONT

1/8" = 1'-0"



ELEVATION A W/ EXECUTIVE OPTION - REAR

1/8" = 1'-0"

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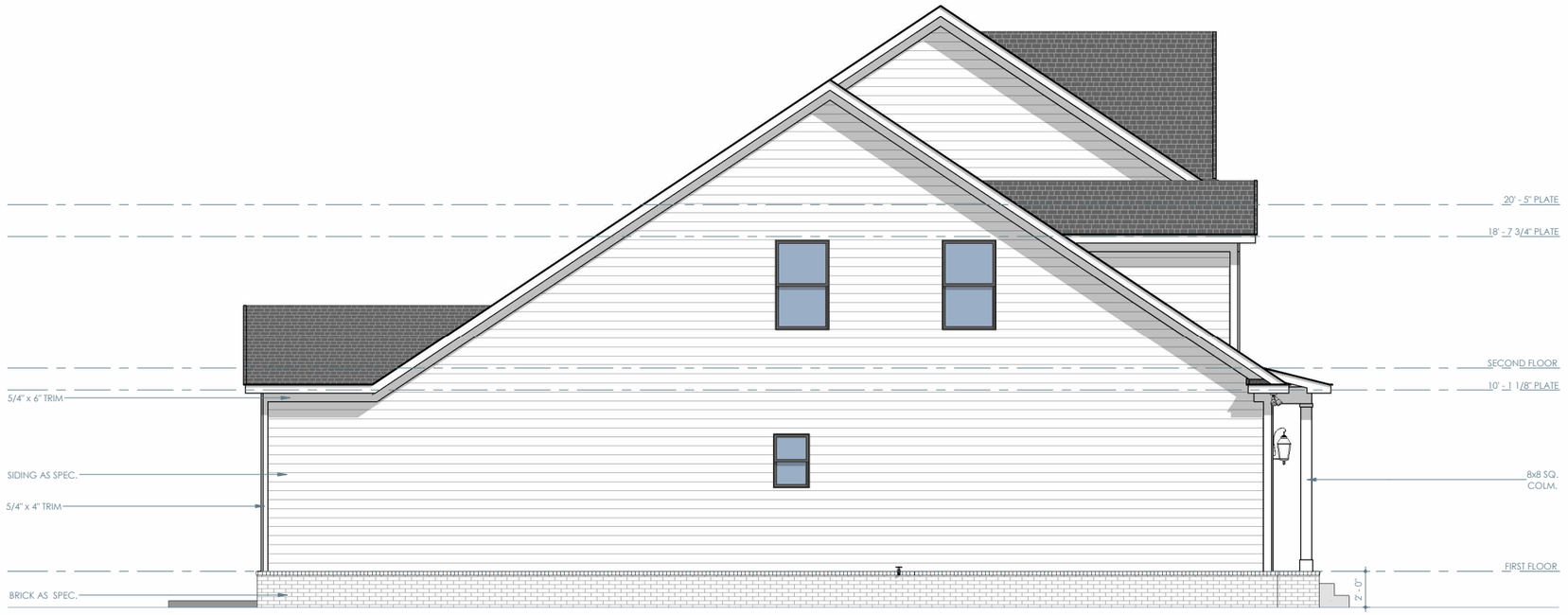
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

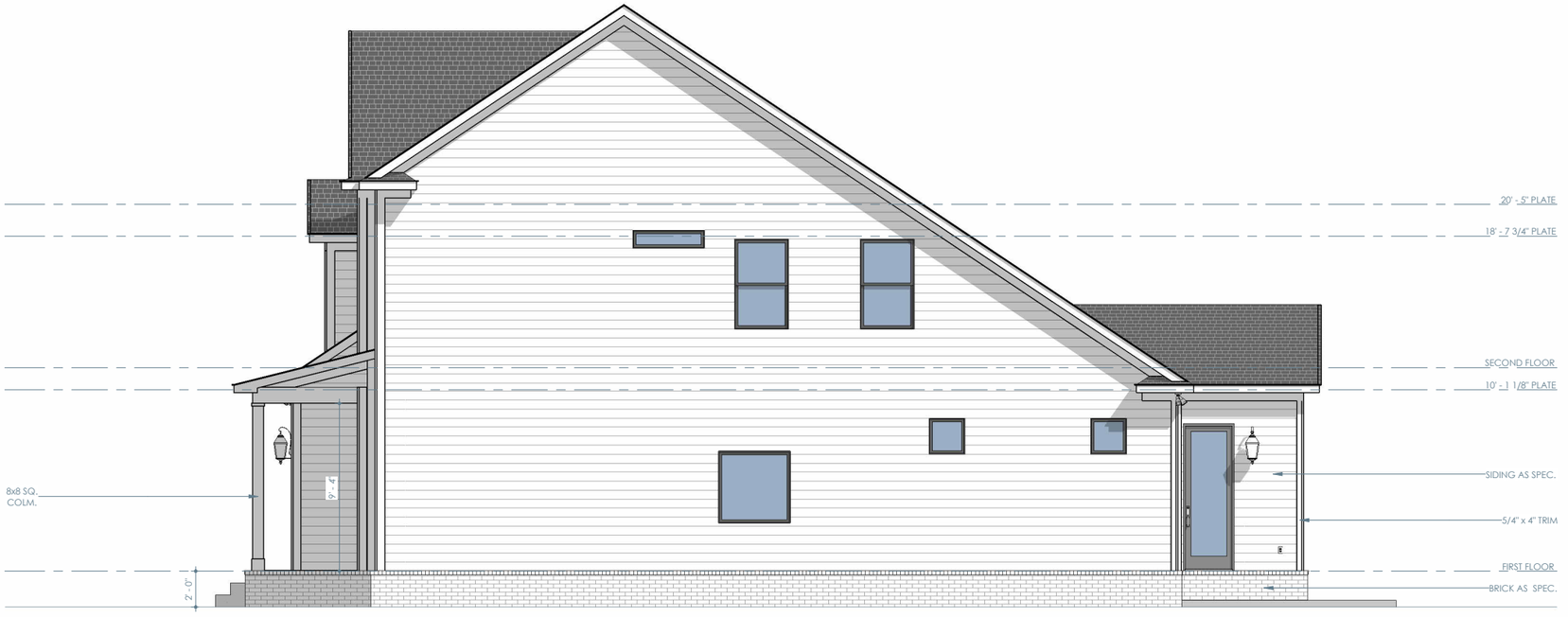
SHEET NO.

A7.11



ELEVATION A W/ EXECUTIVE OPTION - LEFT

1/8" = 1'-0"



ELEVATION A W/ EXECUTIVE OPTION - RIGHT

1/8" = 1'-0"

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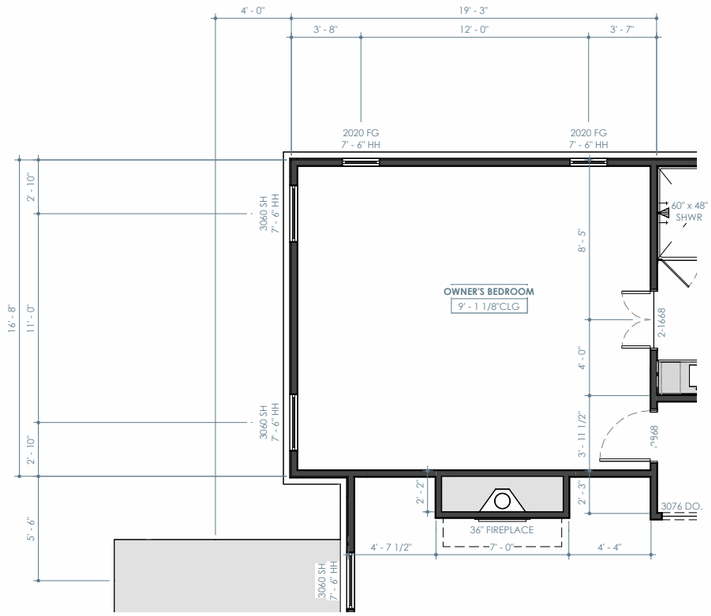
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

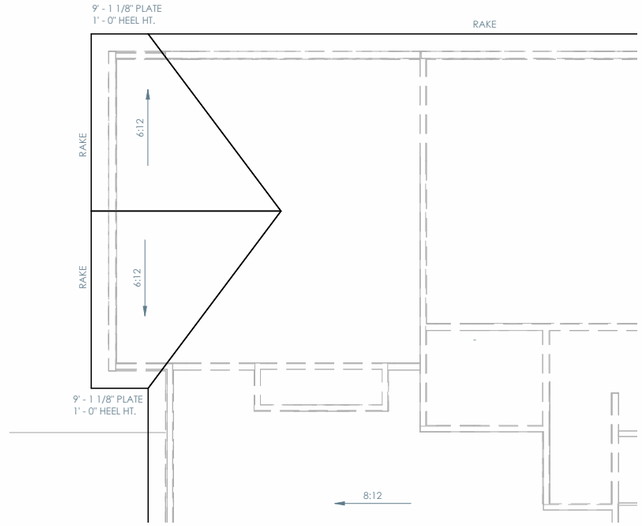
SHEET NO.

A7.12



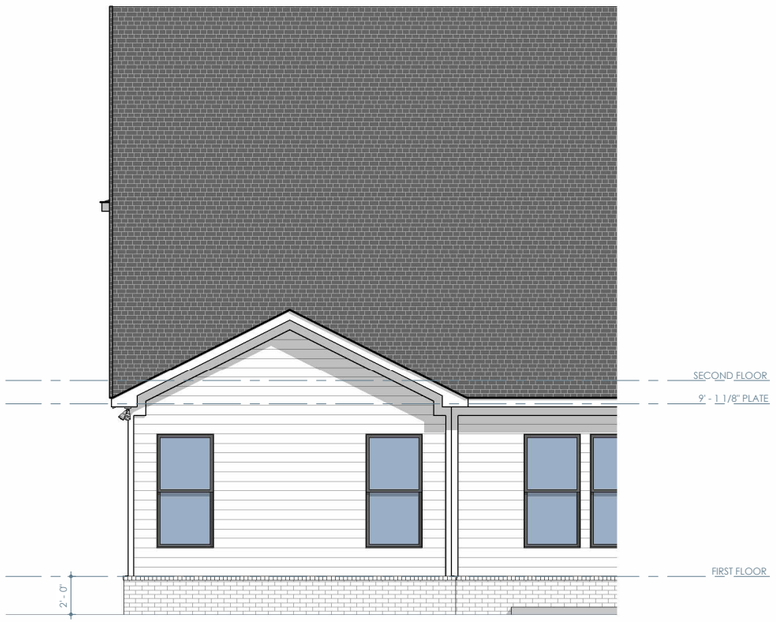
OPT. 3' OWNERS BEDROOM EXTENSION - FIRST FLOOR PLAN

1/8" = 1'-0"



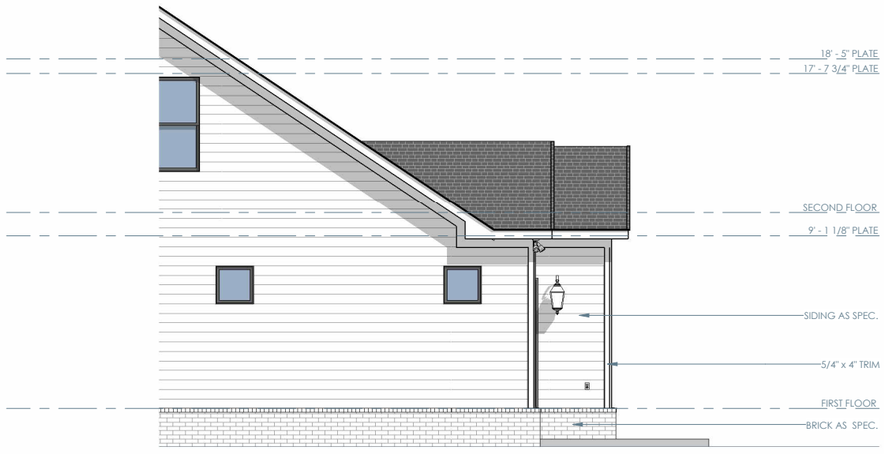
OPT. 3' OWNERS BEDROOM EXTENSION - ROOF PLAN

1/8" = 1'-0"



OPT. 3' OWNERS BEDROOM EXTENSION - REAR

1/8" = 1'-0"



OPT. 3' OWNERS BEDROOM EXTENSION - RIGHT

1/8" = 1'-0"

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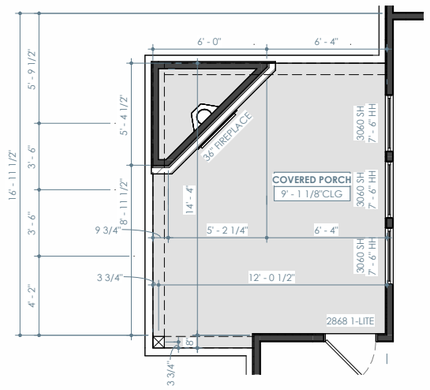
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

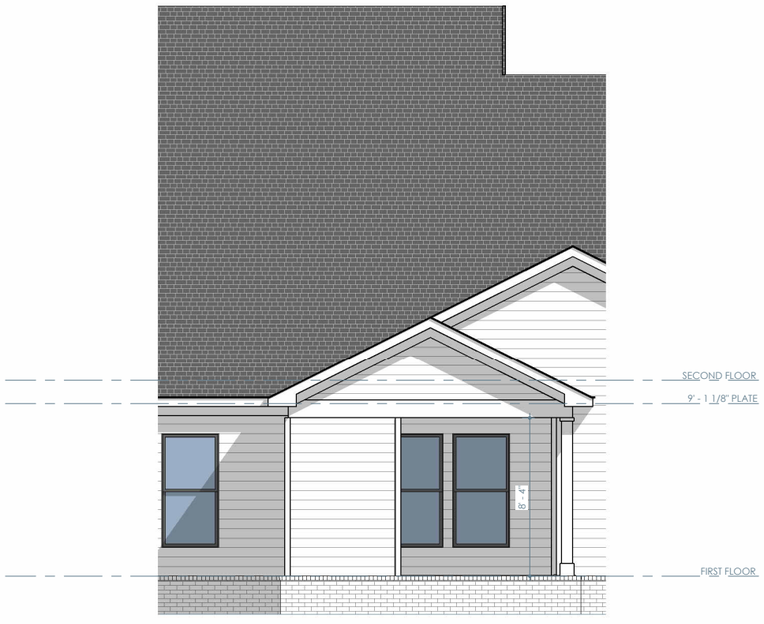
SHEET NO.

A7.13



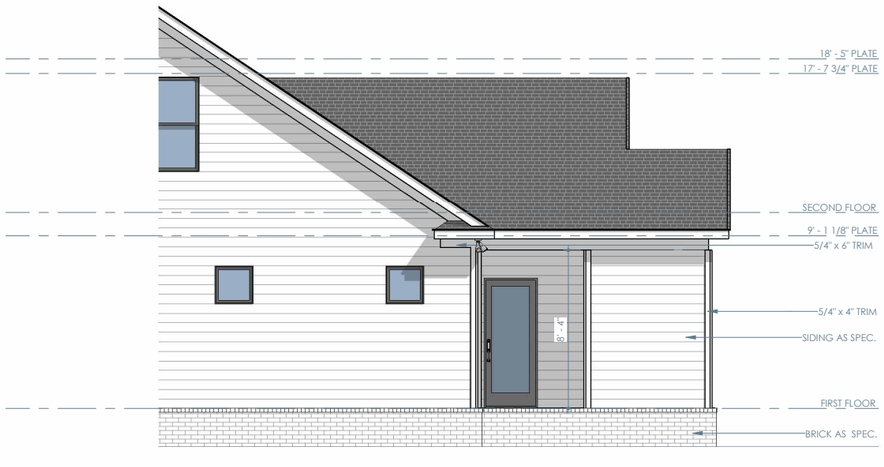
OPT. PORCH FIREPLACE - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. PORCH FIREPLACE - REAR

1/8" = 1'-0"



OPT. PORCH FIREPLACE - RIGHT

1/8" = 1'-0"

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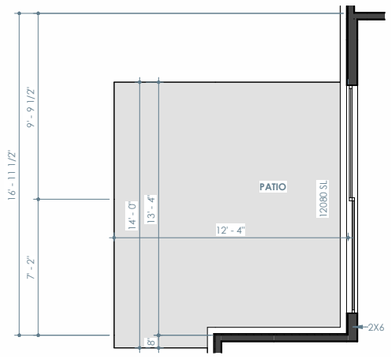
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

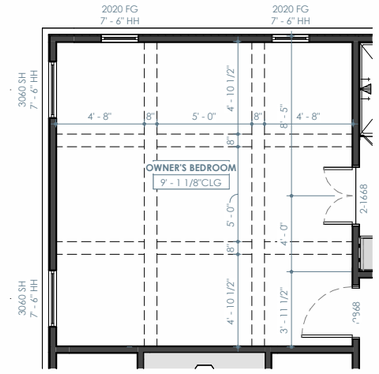
SHEET NO.

A7.14



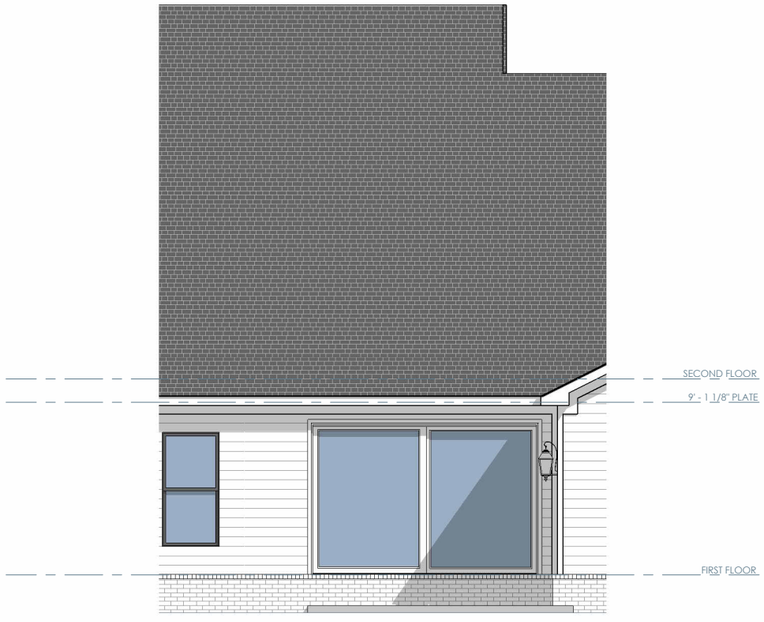
OPT. GREAT ROOM SLIDER DOOR - FIRST FLOOR PLAN

1/8" = 1'-0"



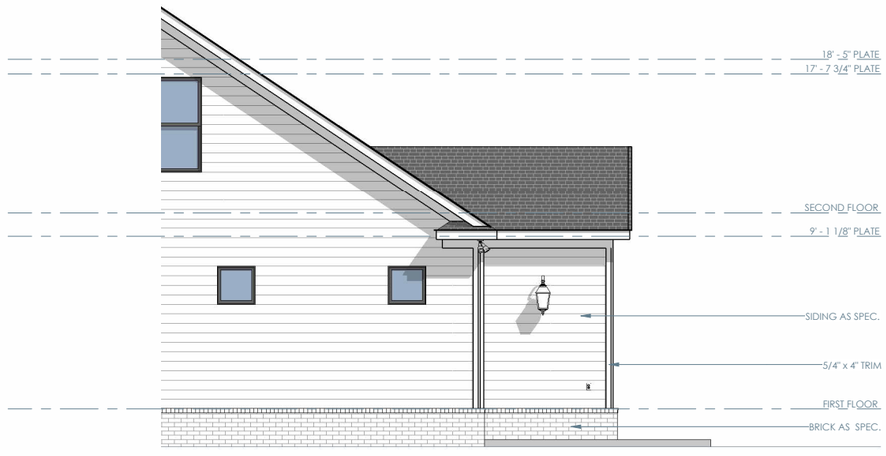
OPT. OWNER'S BEDROOM COFFERED CEILING - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. GREAT ROOM SLIDER DOOR - REAR

1/8" = 1'-0"



OPT. GREAT ROOM SLIDER DOOR - RIGHT

1/8" = 1'-0"

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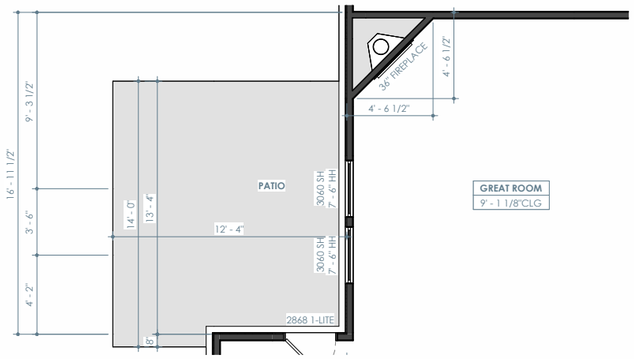
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.15



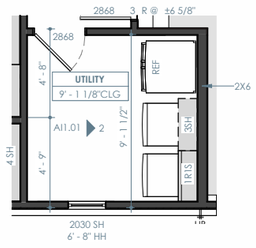
OPT. CORNER FIREPLACE - FIRST FLOOR PLAN

1/8" = 1'-0"



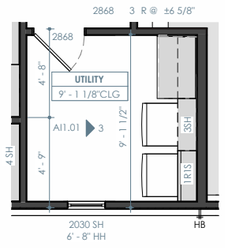
OPT. CORNER FIREPLACE - REAR

1/8" = 1'-0"



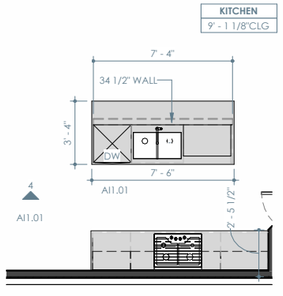
OPT. UTILITY REFRIGERATOR - FIRST FLOOR PLAN

1/8" = 1'-0"



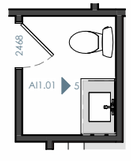
OPT. UTILITY CABINETS - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. ISLAND MICROWAVE - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. 1/2 BATH VANITY - FIRST FLOOR PLAN

1/8" = 1'-0"

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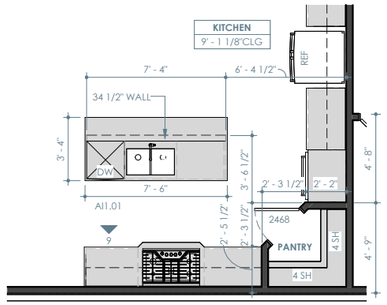
SCALE	1/8" = 1'-0"

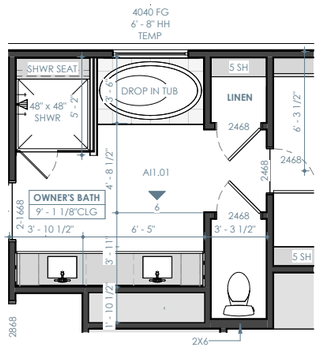
SHEET NAME
PLAN OPTIONS

SHEET NO.
A7.16



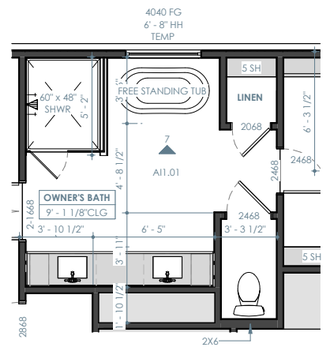
OPT. 36" COOKTOP RANGE W/BUMPOUT & VENT HOOD - FIRST FLOOR PLAN

1/8" = 1'-0"



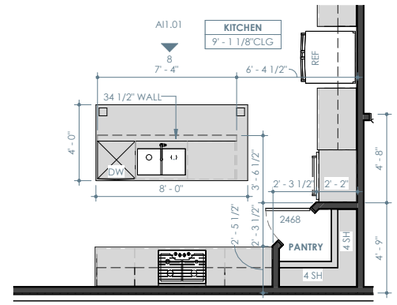
OPT. OWNER'S BATH SHOWER SEAT - FIRST FLOOR PLAN

1/8" = 1'-0"



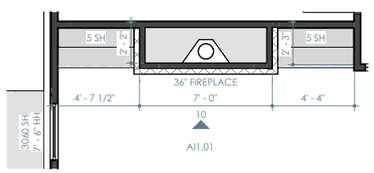
OPT. FREE STANDING TUB - FIRST FLOOR PLAN

1/8" = 1'-0"



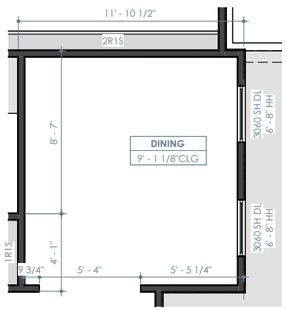
OPT. EXTENDED KITCHEN ISLAND W/ LEGS - FIRST FLOOR PLAN

1/8" = 1'-0"



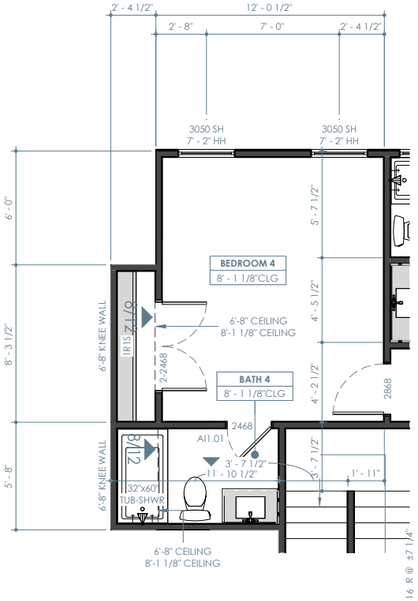
OPT. BUILT-INS FIREPLACE - FIRST FLOOR PLAN

1/8" = 1'-0"



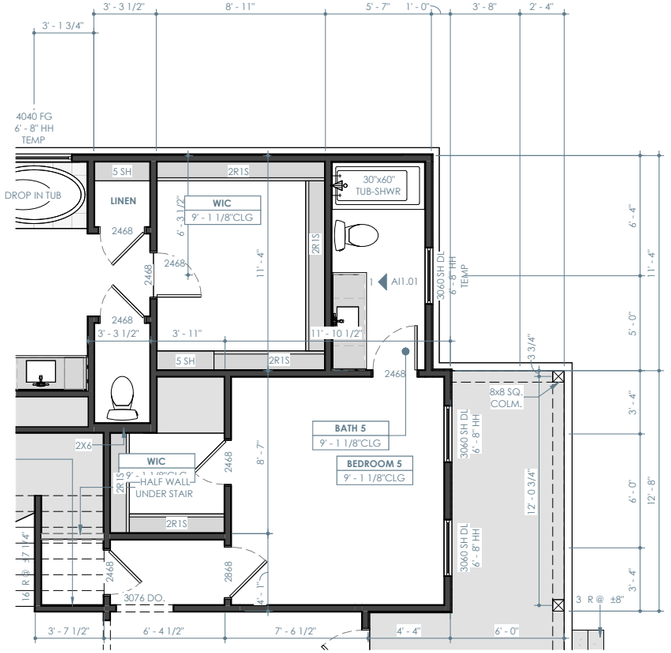
OPT. DINING - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. BEDROOM 4 W/ BATH 4 - SECOND FLOOR PLAN

1/8" = 1'-0"



OPT. BEDROOM 5 - FIRST FLOOR PLAN

1/8" = 1'-0"

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ISSUE DATE	03/07/2024
DRAWN BY	SST
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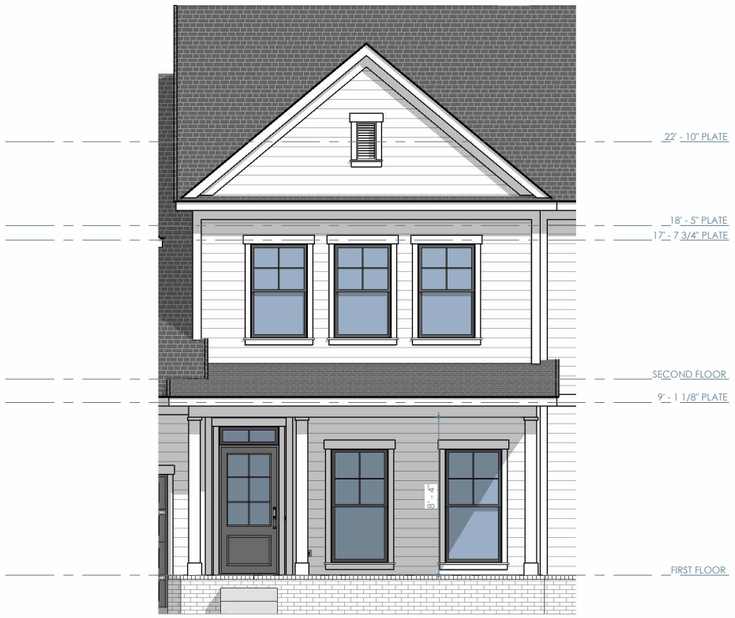
SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.17



OPT. TRANSOM AT FRONT DOOR - ELEVATION A

1/8" = 1'-0"



OPT. CRAFTSMAN AT FRONT DOOR - ELEVATION A

1/8" = 1'-0"

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ISSUE DATE	03/07/2024
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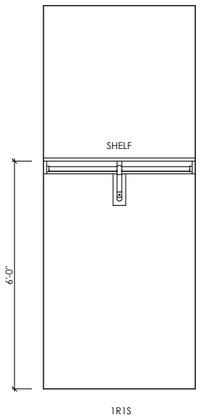
SHEET NAME

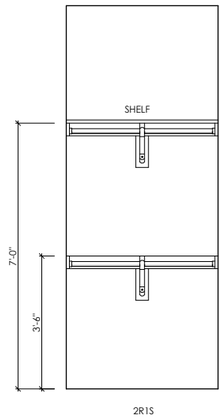
PLAN OPTIONS

SHEET NO.

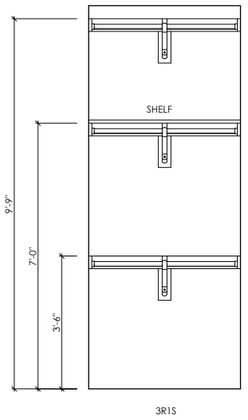
A7.18



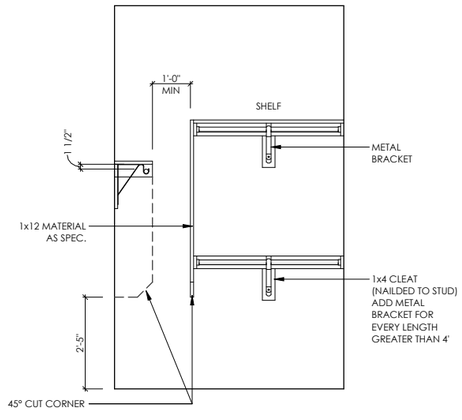
1R1S



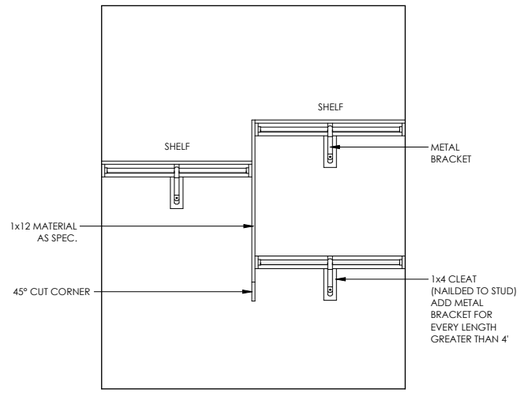
2R1S



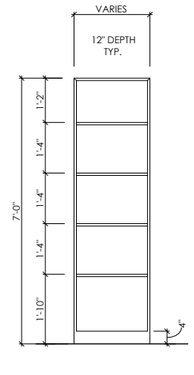
3R1S



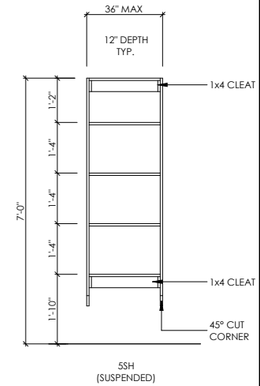
CLOSET CORNER DETAIL



1R1S TO 2R1S TRANSITION DETAIL



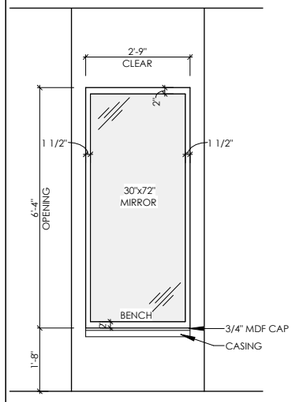
5SH



5SH
(SUSPENDED)

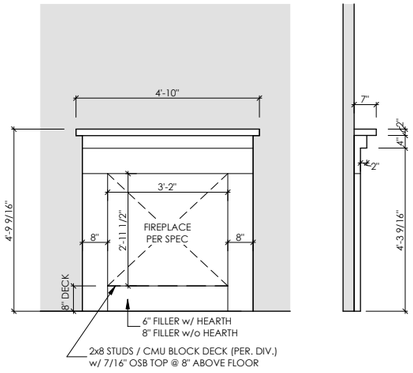
1 CLOSET DETAILS

1/4" = 1'-0"



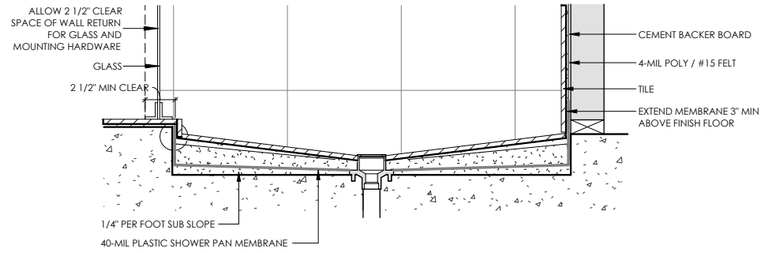
2 CLOSET BENCH

1/4" = 1'-0"



3 FIREPLACE DETAIL

1/4" = 1'-0"



4 MUD PAN SHOWER

3/4" = 1'-0"

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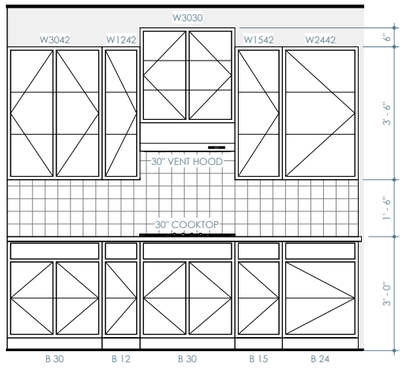
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	As indicated

SHEET NAME

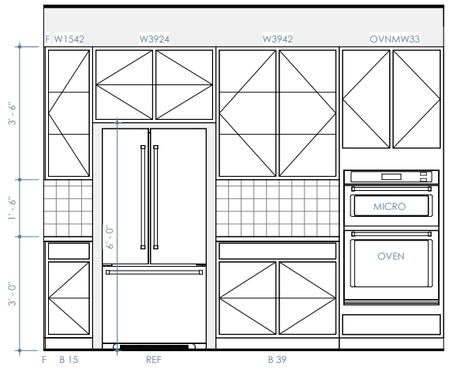
DETAILS

SHEET NO.

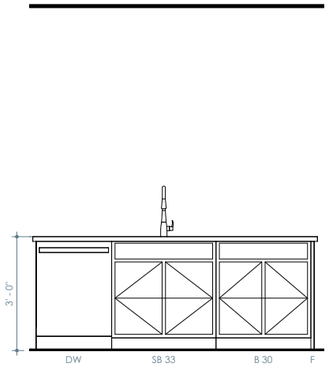
AD1.00



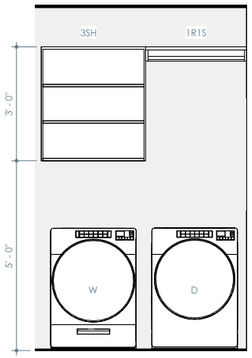
1 KITCHEN
1/4" = 1'-0"



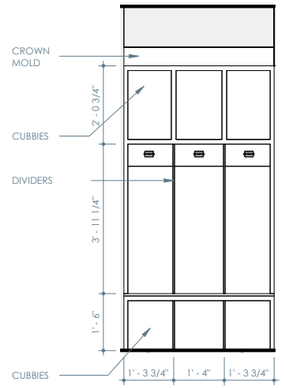
2 KITCHEN
1/4" = 1'-0"



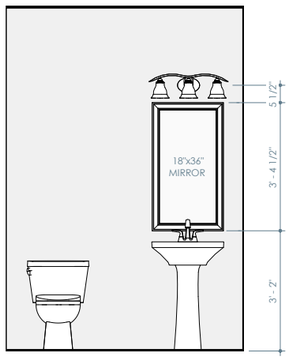
3 KITCHEN
1/4" = 1'-0"



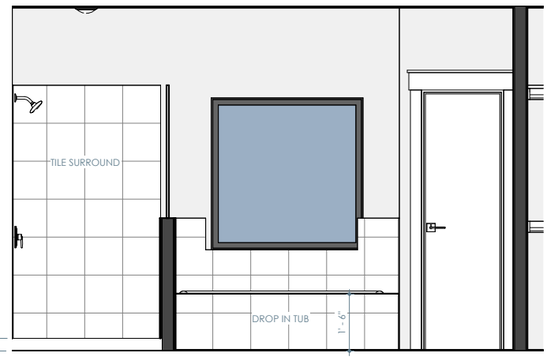
4 UTILITY
1/4" = 1'-0"



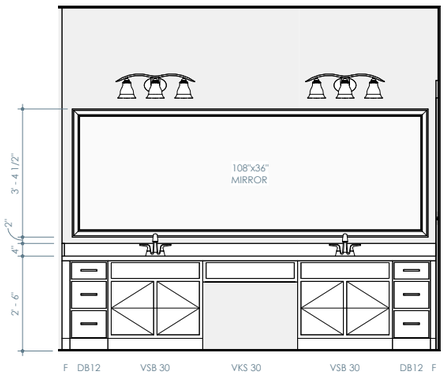
5 CUBBIES
1/4" = 1'-0"



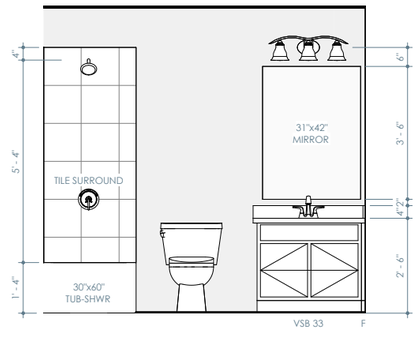
6 1/2 BATH
1/4" = 1'-0"



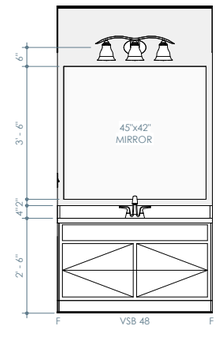
7 OWNER'S BATH
1/4" = 1'-0"



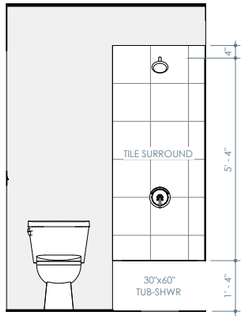
8 OWNER'S BATH
1/4" = 1'-0"



9 BATH 3
1/4" = 1'-0"



10 BATH 2
1/4" = 1'-0"



11 BATH 2
1/4" = 1'-0"

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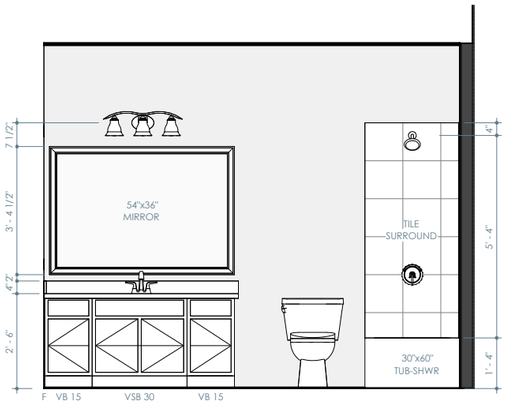
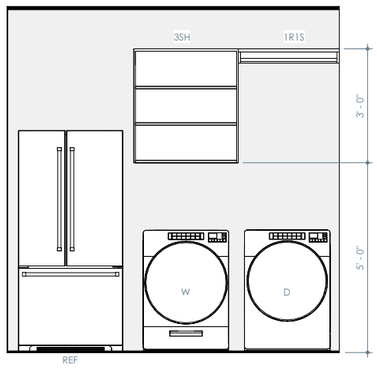
SCALE	1/4" = 1'-0"

SHEET NAME
INTERIOR ELEVATIONS

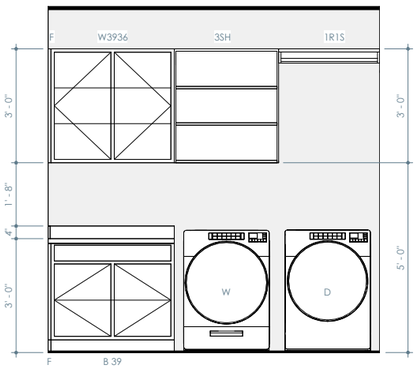
SHEET NO.
AI1.00



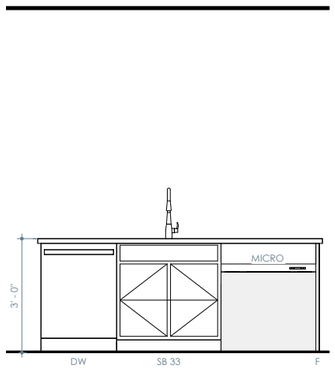
1 OPT. BATH 5
1/4" = 1'-0"



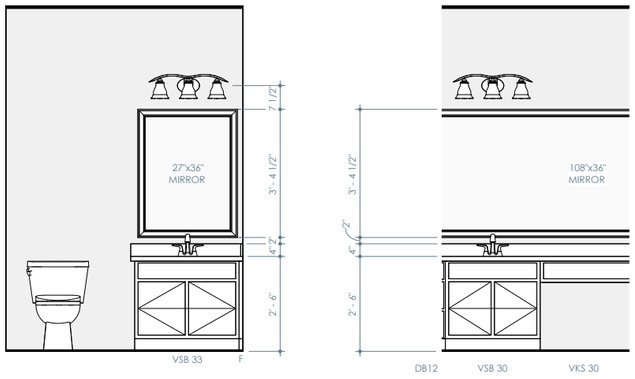
2 OPT. UTILITY REFRIGERATOR
1/4" = 1'-0"



3 OPT. UTILITY CABINETS
1/4" = 1'-0"

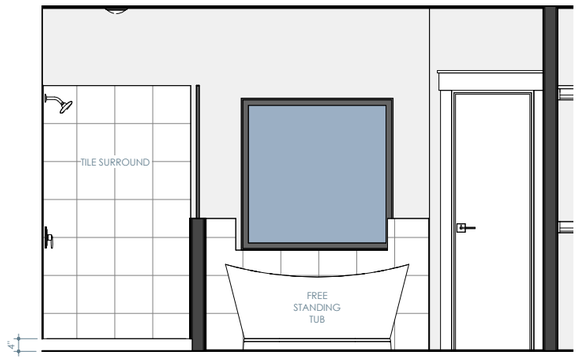


4 OPT. ISLAND MICROWAVE
1/4" = 1'-0"

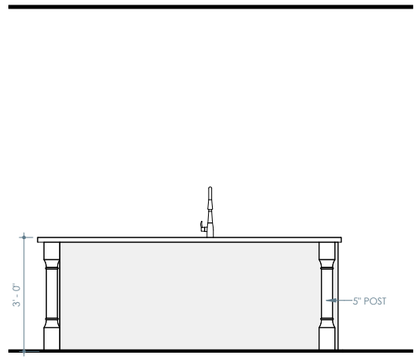


5 OPT. 1/2 BATH VANITY
1/4" = 1'-0"

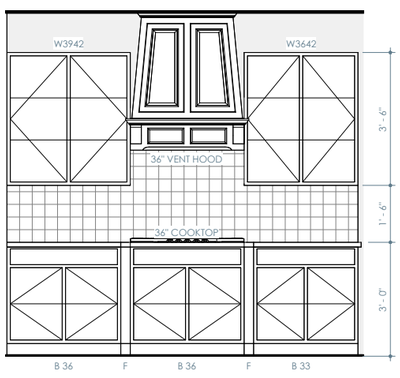
6 OWNER'S BATH
1/4" = 1'-0"



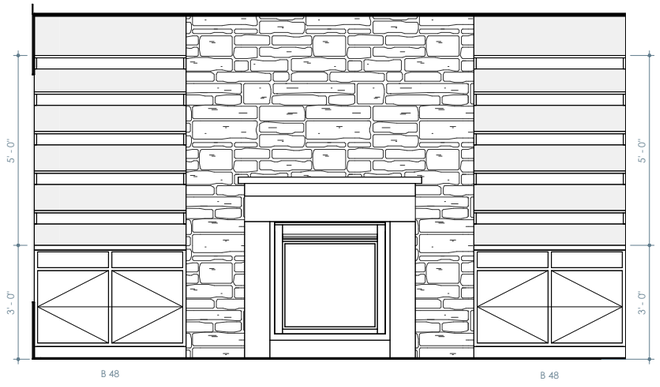
7 OWNER'S BATH
1/4" = 1'-0"



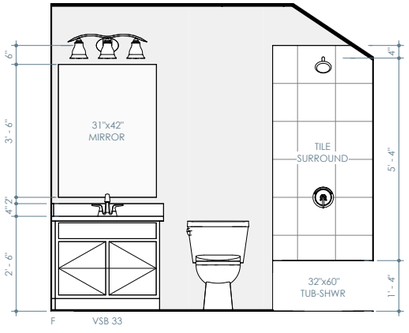
8 OPT. EXTENDED ISLAND W/ LEGS
1/4" = 1'-0"



9 OPT. 36" COOKTOP RANGE W/BUMPOUT & VENT HOOD
1/4" = 1'-0"



10 OPT. BUILT-INS FIREPLACE
1/4" = 1'-0"



11 OPT. BATH 4
1/4" = 1'-0"

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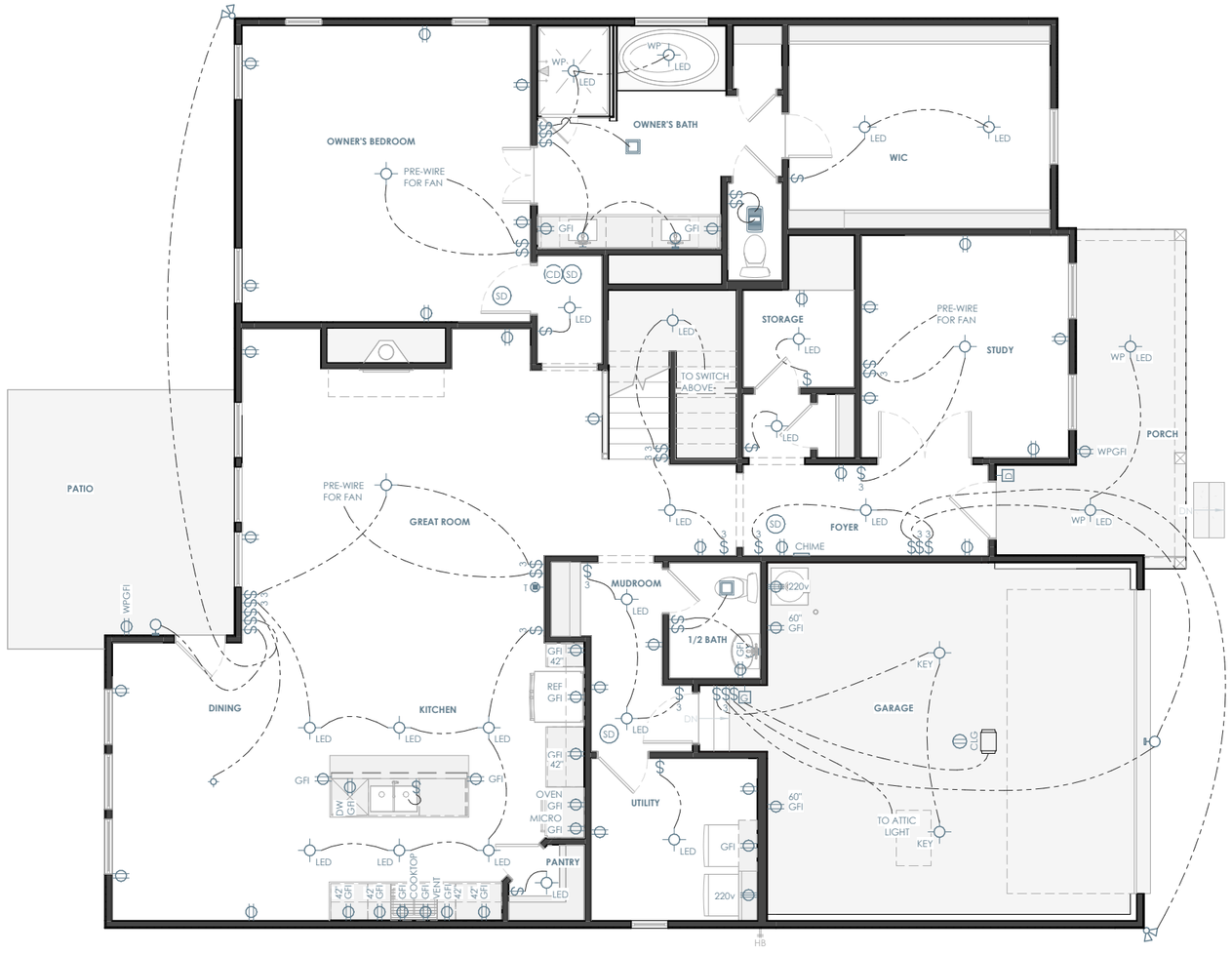
SHEET NAME
INTERIOR ELEVATIONS

SHEET NO.
AI1.01



ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- H HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

ELEVATION A - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

Brightland HOMES

PROJECT NAME
NATCHEZ

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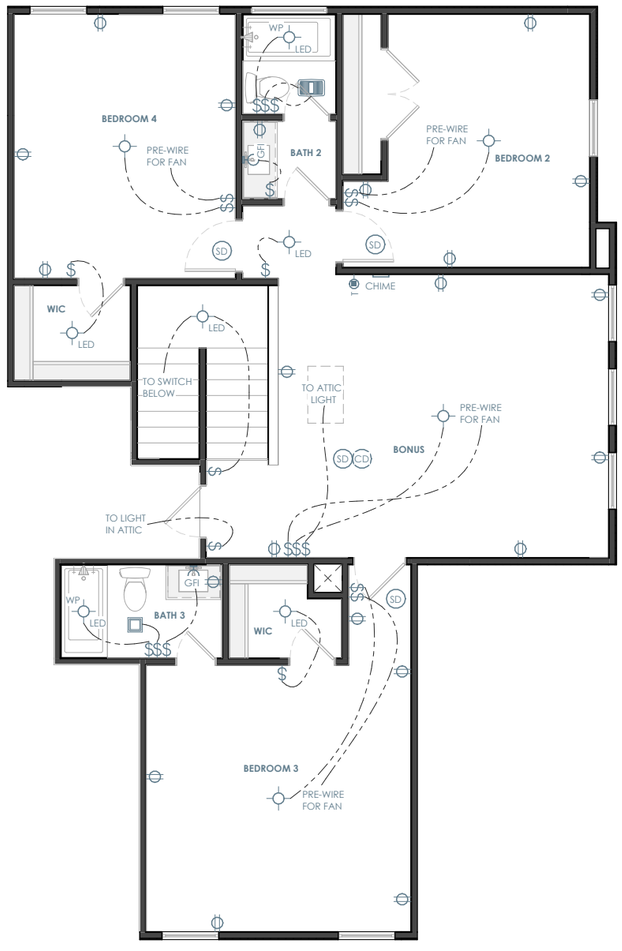
PLAN NO.
3050

ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME
ELEVATION A - FIRST FLOOR ELECTRICAL PLAN

SHEET NO.
E1.00



ELEVATION A - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

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- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
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- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

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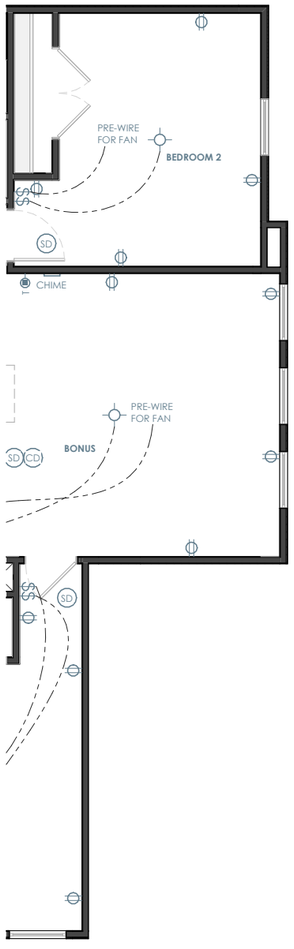
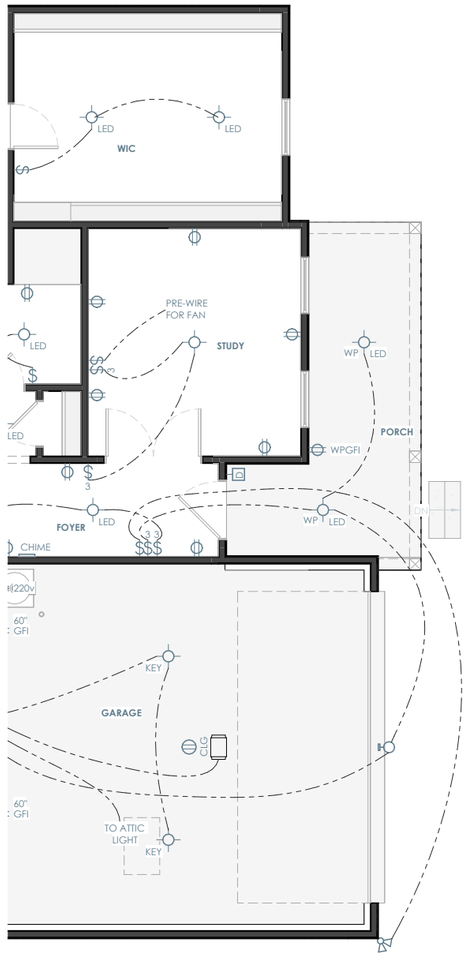
SHEET NAME
ELEVATION A - SECOND FLOOR ELECTRICAL PLAN

SHEET NO.
E1.01



ELEVATION B - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- H HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
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- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

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- FLOOR PLUGS AS REQUIRED

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PLAN NO.
3050

ISSUE DATE	03/07/2024
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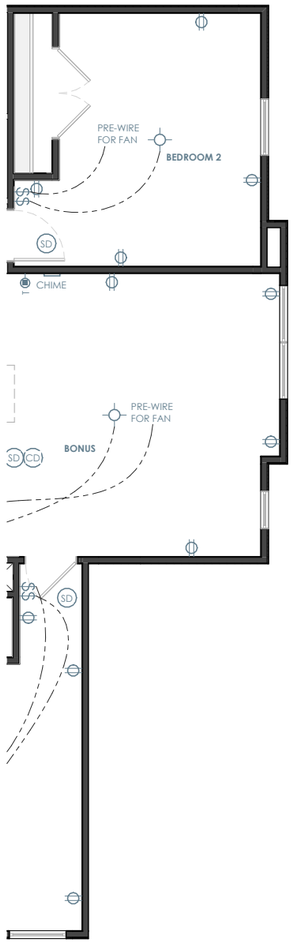
SCALE	1/8" = 1'-0"

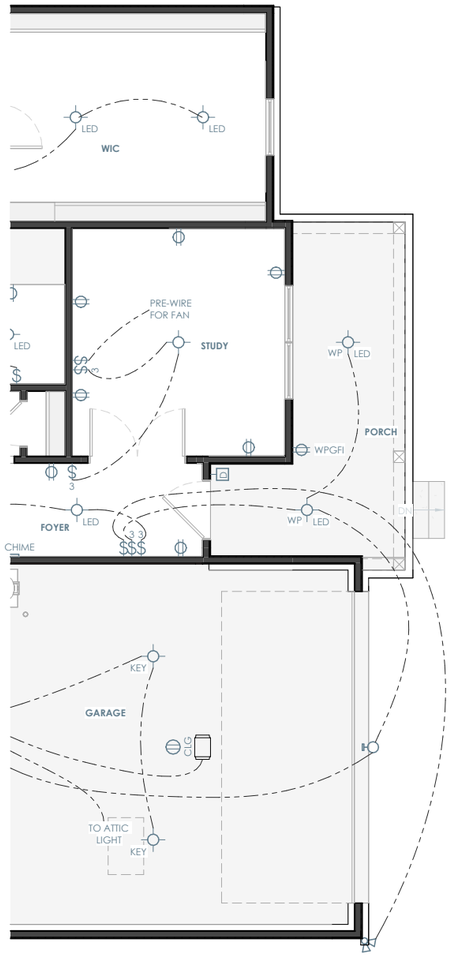
SHEET NAME
ELEVATION B - PARTIAL ELECTRICAL PLANS

SHEET NO.
E2.00



ELEVATION C - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- THREE WAY SWITCH
- FOUR WAY SWITCH
- SINGLE POLE DIMMER SWITCH
- OCCUPANT SENSOR SWITCH
- RHEOSTAT SWITCH
- PRESSURE SWITCH
- GARAGE DOOR SWITCH
- DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- SUFRACE MOUNT LED LIGHT FIXTURE
- KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLOOR OUTLET
- OVERHEAD OUTLET
- 220 VOLT OUTLET

COMMUNICATION

- PHONE OUTLET
- DATA OUTLET
- SURROUND SOUND OUTLET
- TV OUTLET
- SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SMOKE ALARM
- CARBON DETECTOR

EQUIPMENT

- ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

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- RECEPTACLES AT COUNTER SPACE 12' OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS

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- FLOOR PLUGS AS REQUIRED

OTHER AREAS

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LIGHTING

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SMOKE DETECTORS

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Brightland HOMES

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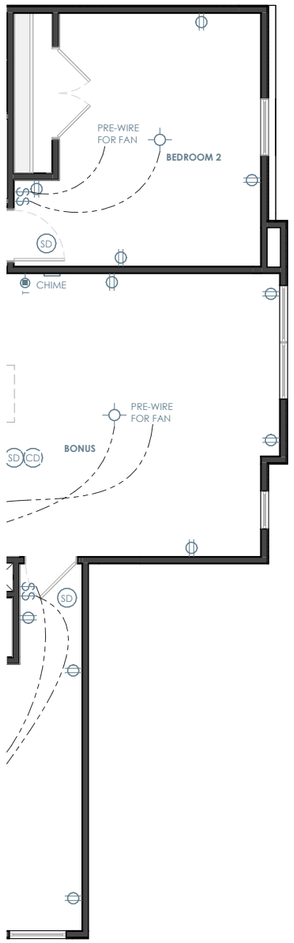
SHEET NAME

ELEVATION C - PARTIAL ELECTRICAL PLANS

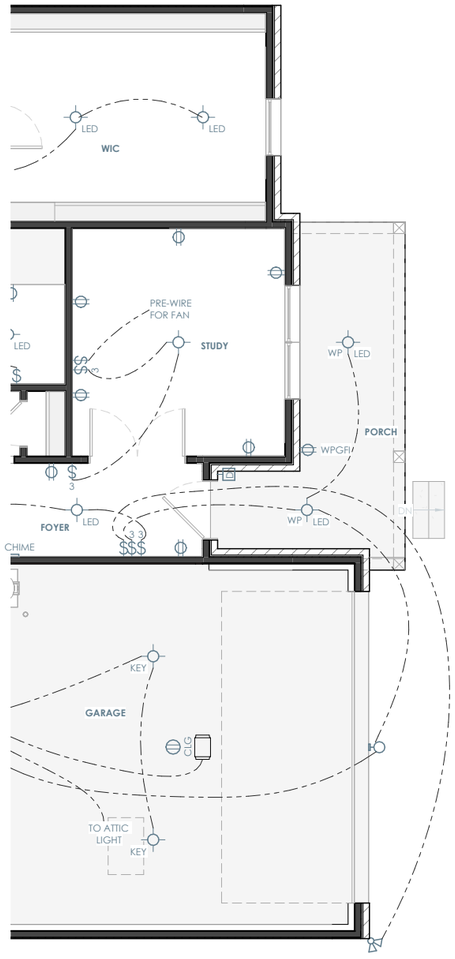
SHEET NO.

E3.00



ELEVATION D - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION D - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

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- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- H HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
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- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

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- QUAD OUTLET
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- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
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- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

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- DATA DATA OUTLET
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- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
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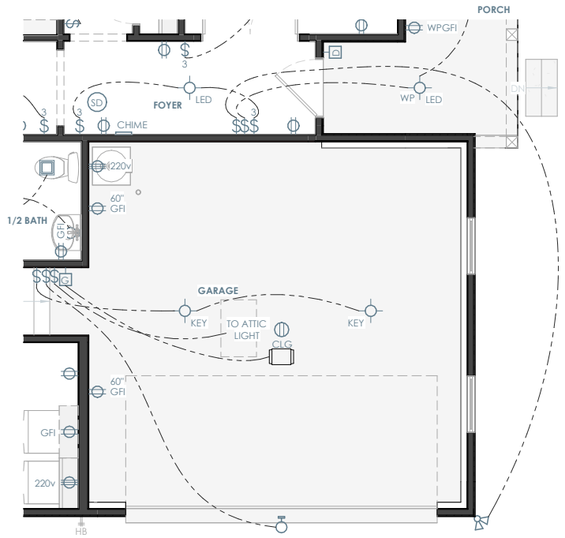
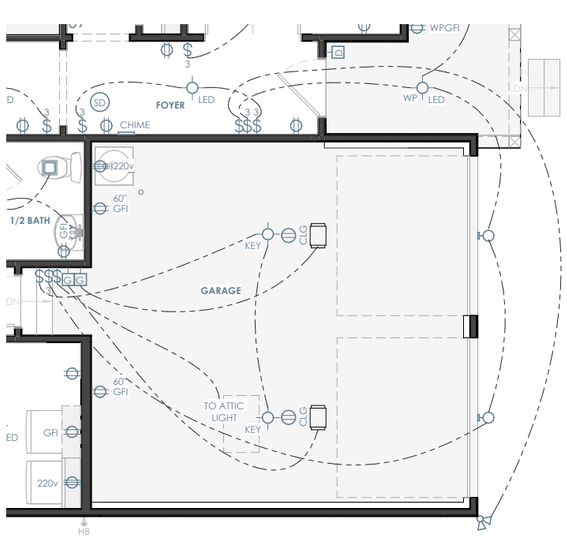
SHEET NO.
E4.00



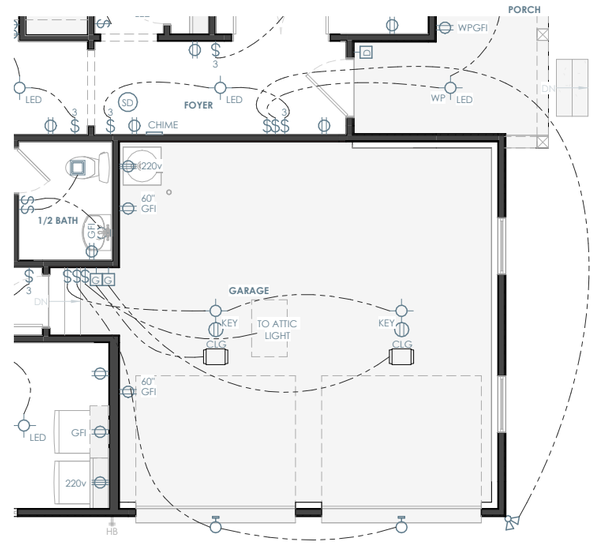
OPT. SIDE LOAD GARAGE - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



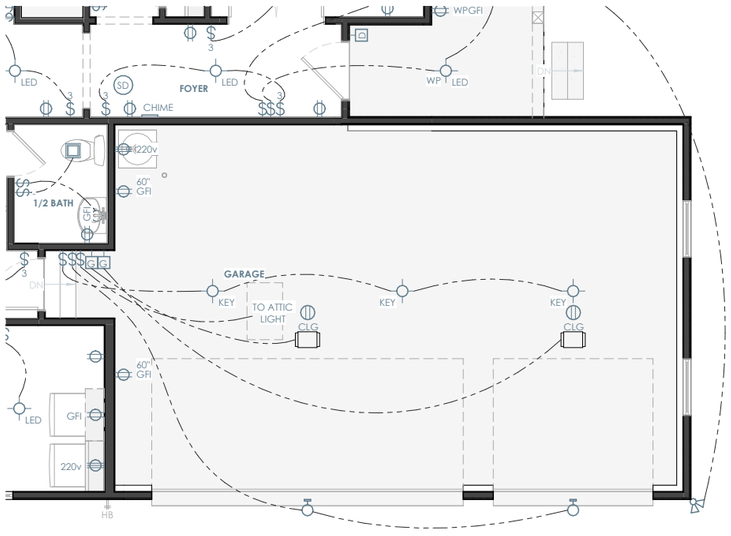
OPT. TWO 8' GARAGE DOORS - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



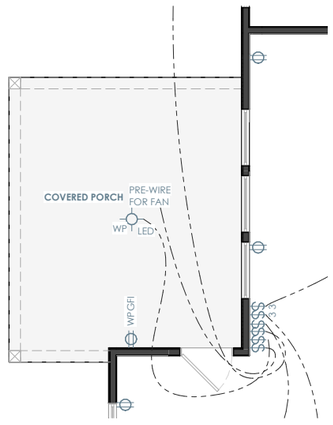
OPT. SIDE LOAD GARAGE & TWO 8' DOORS - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



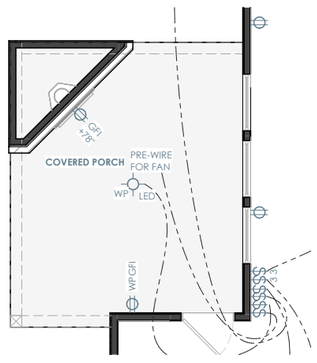
OPT. 3 CAR GARAGE - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



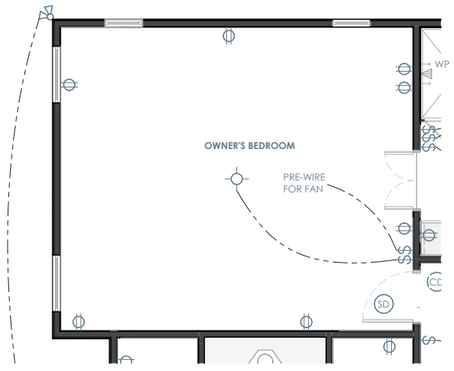
OPT. REAR COVERED PORCH - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. PORCH FIRE PLACE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. 3' OWNERS BEDROOM EXTENSION - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

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PLAN NO.

3050

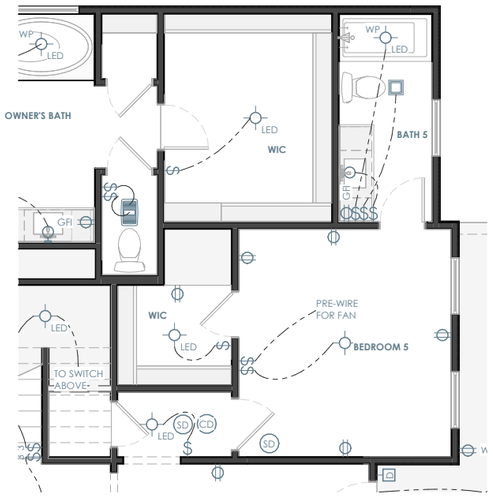
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

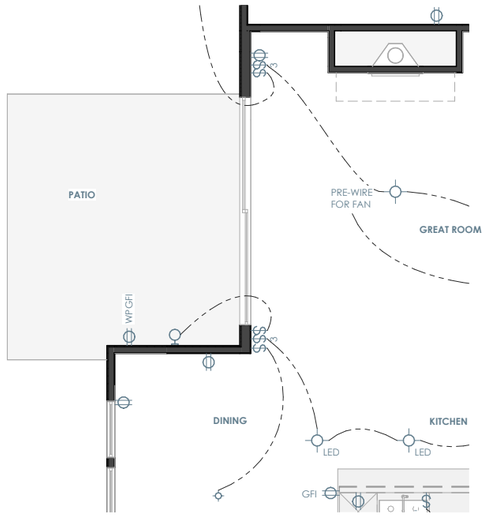
SHEET NO.

E7.00



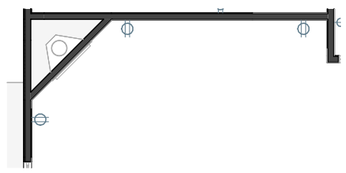
OPT. BEDROOM 5 - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



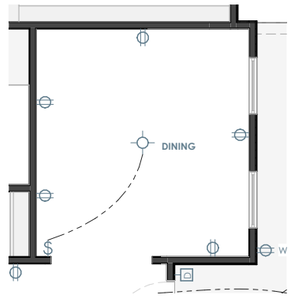
OPT. GREAT ROOM SLIDER DOOR - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



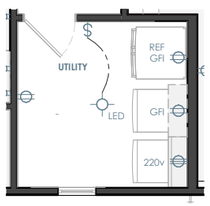
OPT. CORNER FIREPLACE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. DINING - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



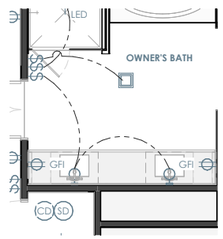
OPT. UTILITY REFRIGERATOR - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



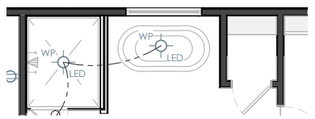
OPT. ISLAND MICROWAVE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



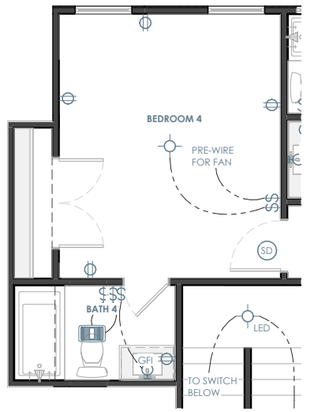
OPT. OWNER'S BATH SHOWER SEAT - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. FREE STANDING TUB - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. BEDROOM 4 W/ BATH 4 - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"

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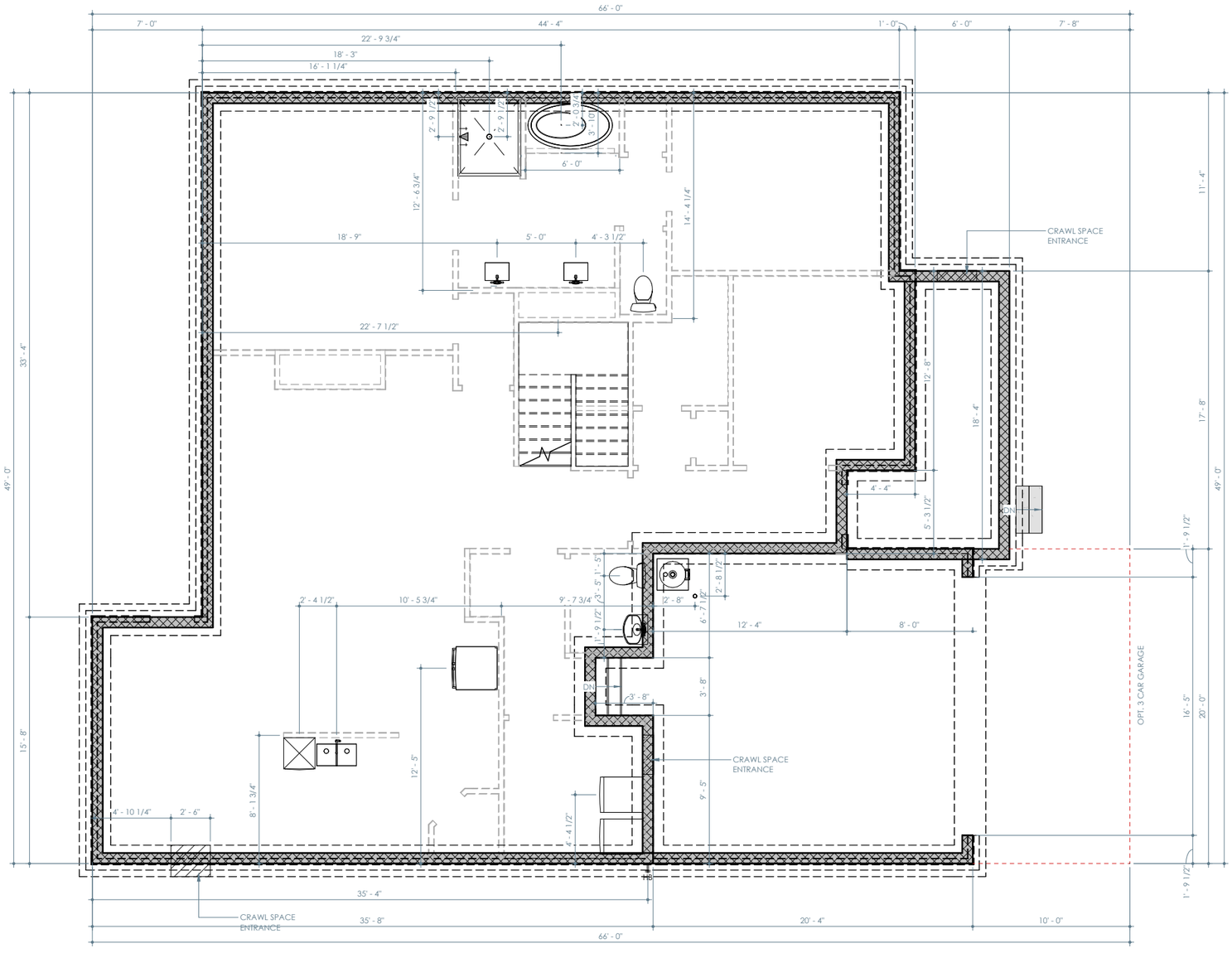
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

E7.01



ELEVATION A - FOUNDATION PLAN (SIMILAR FOR ELEVATIONS B, C & D)

1/8" = 1'-0"

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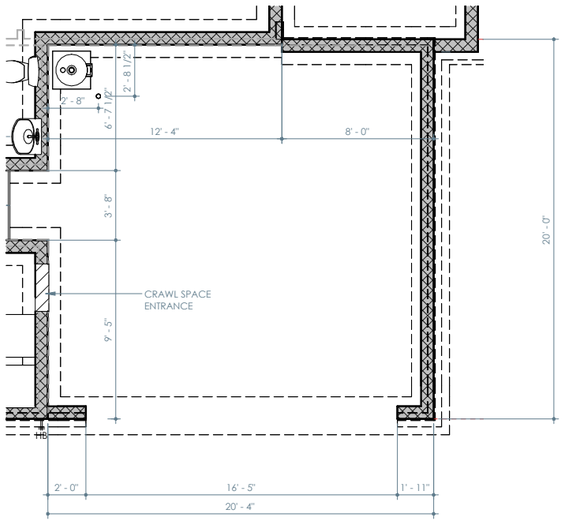
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

FOUNDATION - ELEVATION A

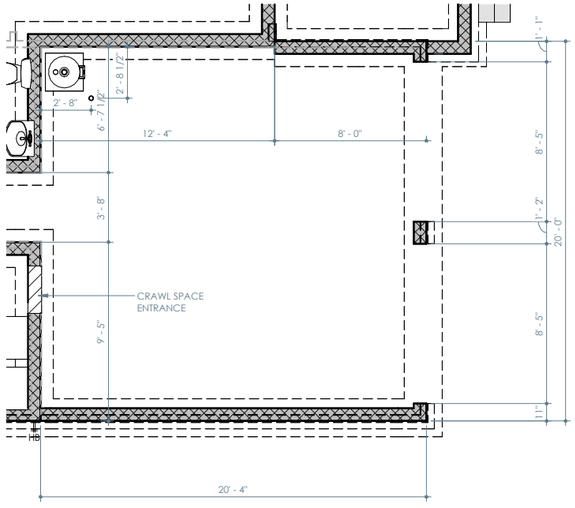
SHEET NO.

SF1.00



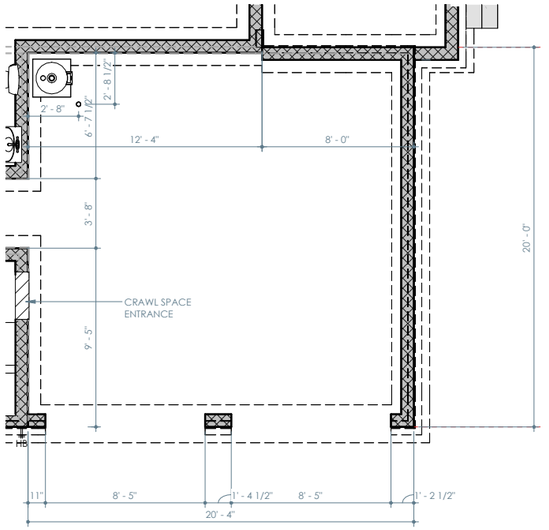
OPT. SIDE LOAD GARAGE - FOUNDATION PLAN

1/8" = 1'-0"



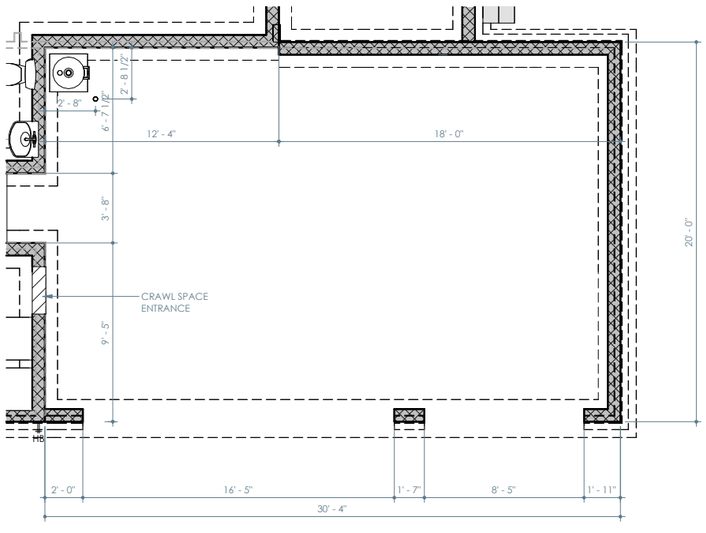
OPT. TWO 8' GARAGE DOORS - FOUNDATION PLAN

1/8" = 1'-0"



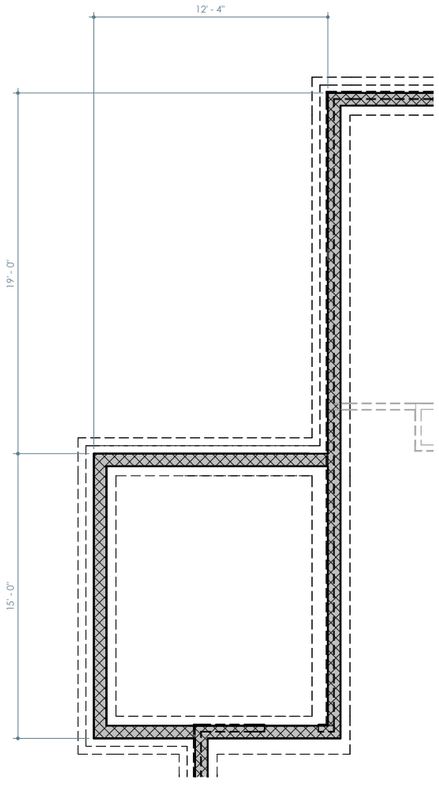
OPT. SIDE LOAD GARAGE & TWO 8' DOORS - FOUNDATION PLAN

1/8" = 1'-0"



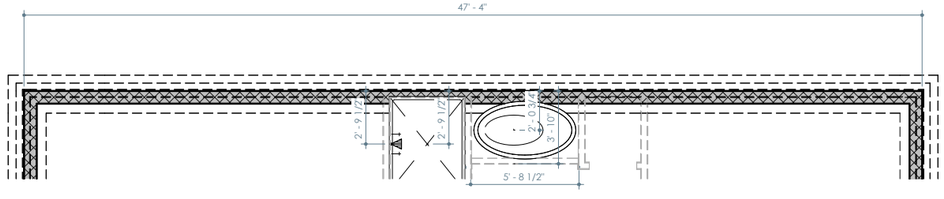
OPT. 3 CAR GARAGE - FOUNDATION PLAN

1/8" = 1'-0"



OPT. REAR COVERED PORCH - FOUNDATION PLAN

1/8" = 1'-0"



OPT. 3' OWNER'S BEDROOM EXTENSION - FOUNDATION PLAN

1/8" = 1'-0"

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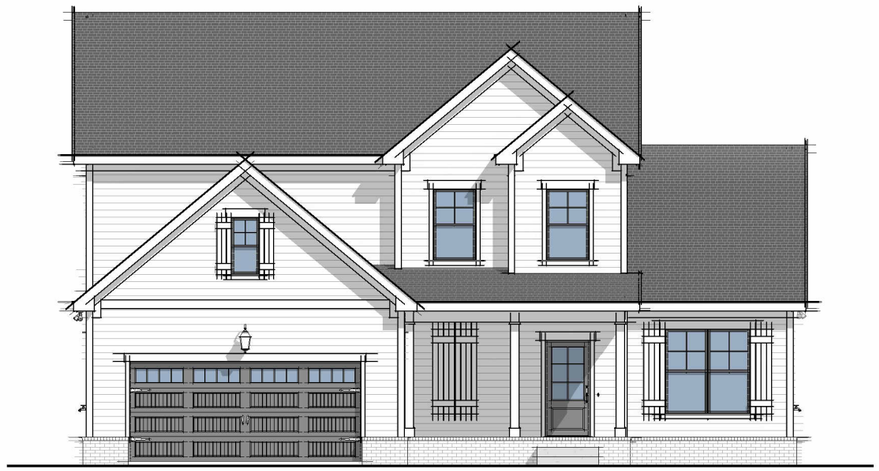
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

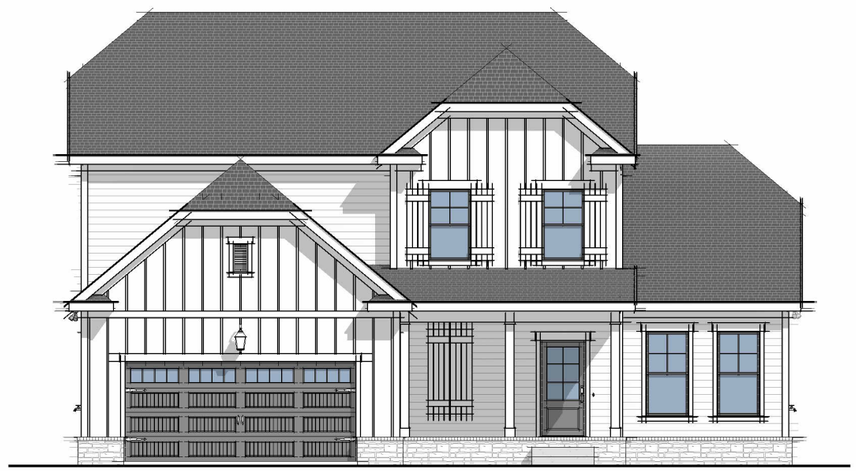
SHEET NO.

SF7.00



ELEVATION A

3/32" = 1'-0"



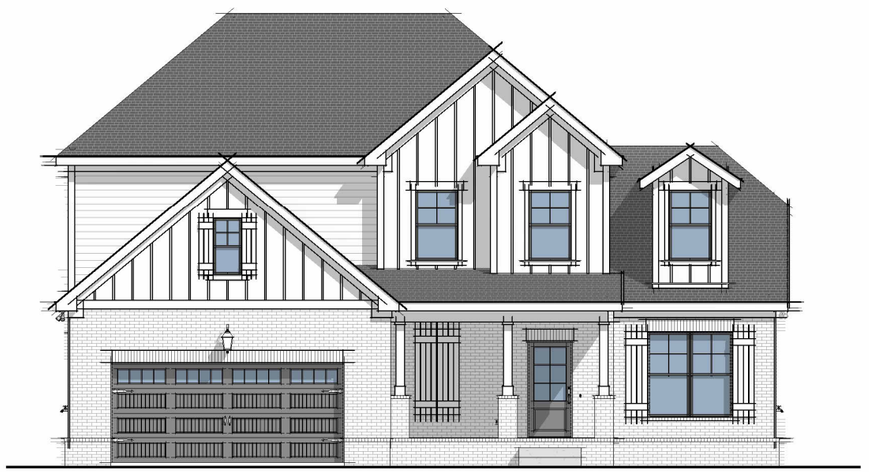
ELEVATION B

3/32" = 1'-0"



ELEVATION C

3/32" = 1'-0"



ELEVATION D

3/32" = 1'-0"

REVISION LOG

SHEET LIST

NO.	TITLE
A0.00	COVER SHEET
A1.00	ELEVATION A - FIRST FLOOR PLAN
A1.01	ELEVATION A - SECOND FLOOR PLAN
A1.02	ELEVATION A - EXTERIOR ELEVATIONS
A1.03	ELEVATION A - EXTERIOR ELEVATIONS
A1.04	ELEVATION A - ROOF PLAN
A2.00	ELEVATION B - PARTIAL FLOOR PLANS
A2.01	ELEVATION B - EXTERIOR ELEVATIONS
A2.02	ELEVATION B - EXTERIOR ELEVATIONS
A2.03	ELEVATION B - ROOF PLAN
A3.00	ELEVATION C - PARTIAL FLOOR PLANS
A3.01	ELEVATION C - EXTERIOR ELEVATIONS
A3.02	ELEVATION C - EXTERIOR ELEVATIONS
A3.03	ELEVATION C - ROOF PLAN
A4.00	ELEVATION D - PARTIAL FLOOR PLANS
A4.01	ELEVATION D - EXTERIOR ELEVATIONS
A4.02	ELEVATION D - EXTERIOR ELEVATIONS
A4.03	ELEVATION D - ROOF PLAN
A7.00	PLAN OPTIONS
A7.01	PLAN OPTIONS
A7.02	PLAN OPTIONS
A7.03	PLAN OPTIONS
A7.04	PLAN OPTIONS
A7.05	PLAN OPTIONS
A7.06	PLAN OPTIONS
A7.07	PLAN OPTIONS
AD1.00	DETAILS
AI1.00	INTERIOR ELEVATIONS
AI1.01	INTERIOR ELEVATIONS
E1.00	ELEVATION A - FIRST FLOOR ELECTRICAL PLAN
E1.01	ELEVATION A - SECOND FLOOR ELECTRICAL PLAN
E2.00	ELEVATION B - PARTIAL ELECTRICAL PLANS
E3.00	ELEVATION C - PARTIAL ELECTRICAL PLANS
E4.00	ELEVATION D - PARTIAL ELECTRICAL PLANS
E7.00	PLAN OPTIONS
E7.01	PLAN OPTIONS
SF1.00	FOUNDATION - ELEVATION A
SF7.00	PLAN OPTIONS

PLAN OPTIONS

ELEVATION A	36" COOKTOP RANGE W/ BUMP OUT & VENT HOOD ABOVE	SHELVES @ BATH 3
ELEVATION B	ISLAND MICROWAVE	
ELEVATION C	DOUBLE OVEN	
ELEVATION D	SLIDER @ GREAT ROOM	
3 CAR GARAGE	BUILT-INS @ FIREPLACE	
SIDE ENTRY GARAGE	DINING ILO STUDY	
FIREPLACE @ COVERED PORCH	DOOR @ LAUNDRY	
3' EXPANDED DINING ROOM	CABINETS @ LAUNDRY	
FRONT DOOR CRAFTSMAN DOOR	FRIDGE @ LAUNDRY	
FRONT DOOR SIDELIGHT	SHOWER SEAT @ OWNER'S BATH	
FRONT DOOR TRANSOM	FREESTANDING TUB ILO DROP IN TUB	
CHEF'S KITCHEN	BONUS ROOM	

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PLAN NO.

3160

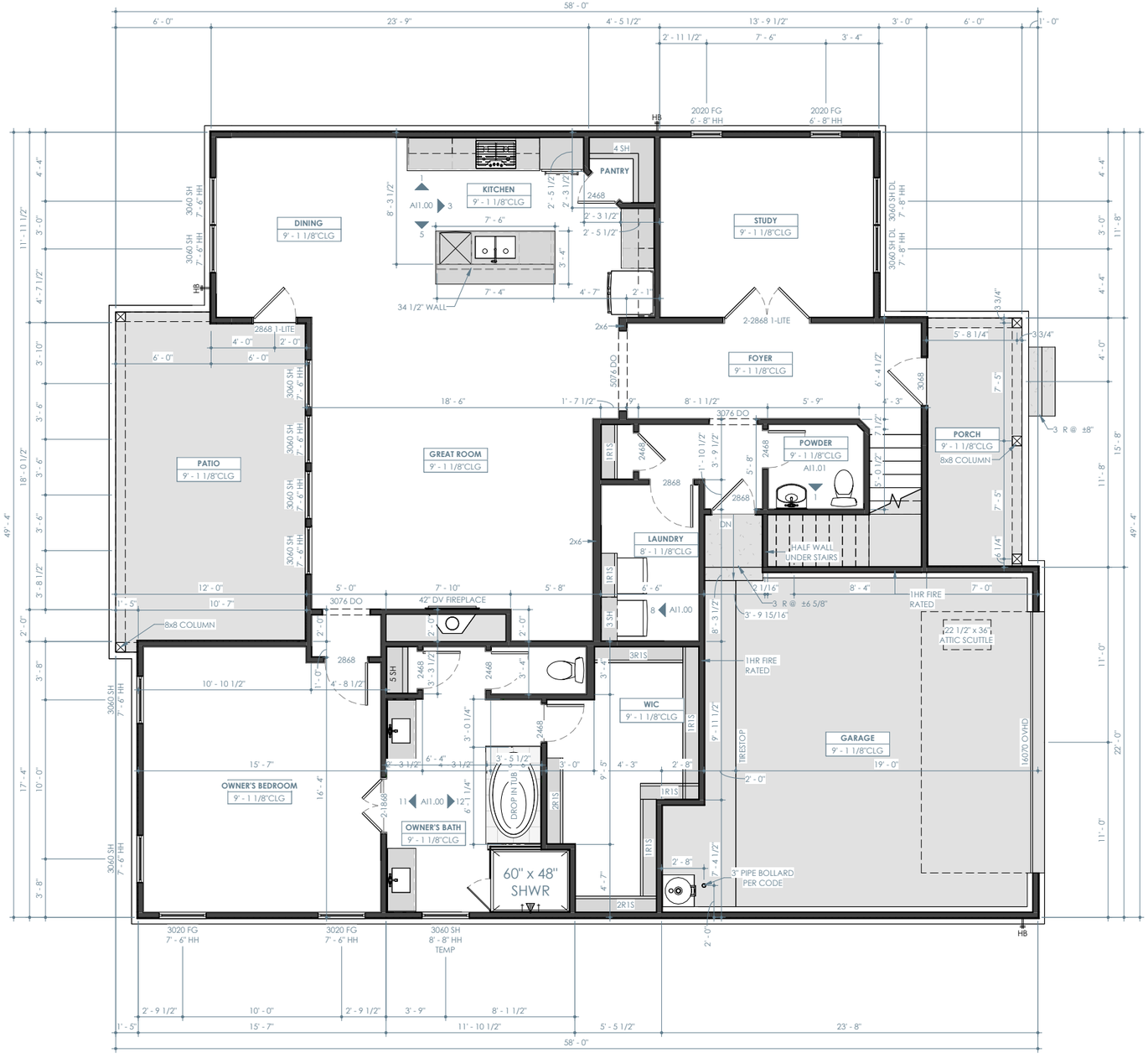
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	As indicated

SHEET NAME

COVER SHEET

SHEET NO.

A0.00



ELEVATION A - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION A - A/C LIVING	
Not Placed	0 SF
FIRST FLOOR	1624 SF
SECOND FLOOR	1269 SF
TOTAL	2893 SF

ELEVATION A - LIVING	
FIRST FLOOR	1802 SF
SECOND FLOOR	1403 SF
TOTAL	3205 SF

TOTAL UNDER ROOF	4041 SF

ELEVATION A - NON-LIVING	
GARAGE	496 SF
PORCH	94 SF
PATIO	245 SF
TOTAL	836 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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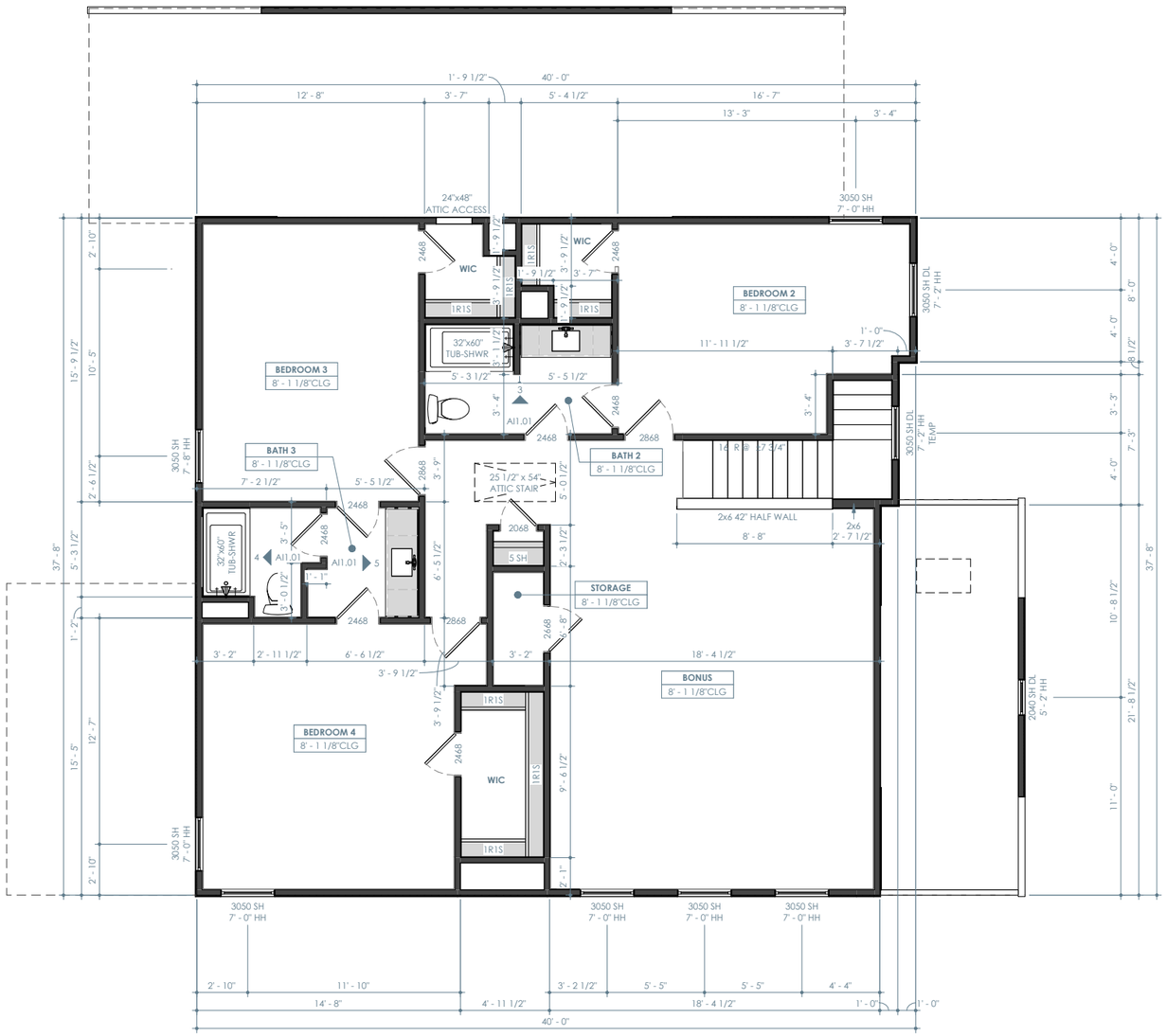
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - FIRST FLOOR PLAN

SHEET NO.

A1.00



ELEVATION A - SECOND FLOOR PLAN

1/8" = 1'-0"

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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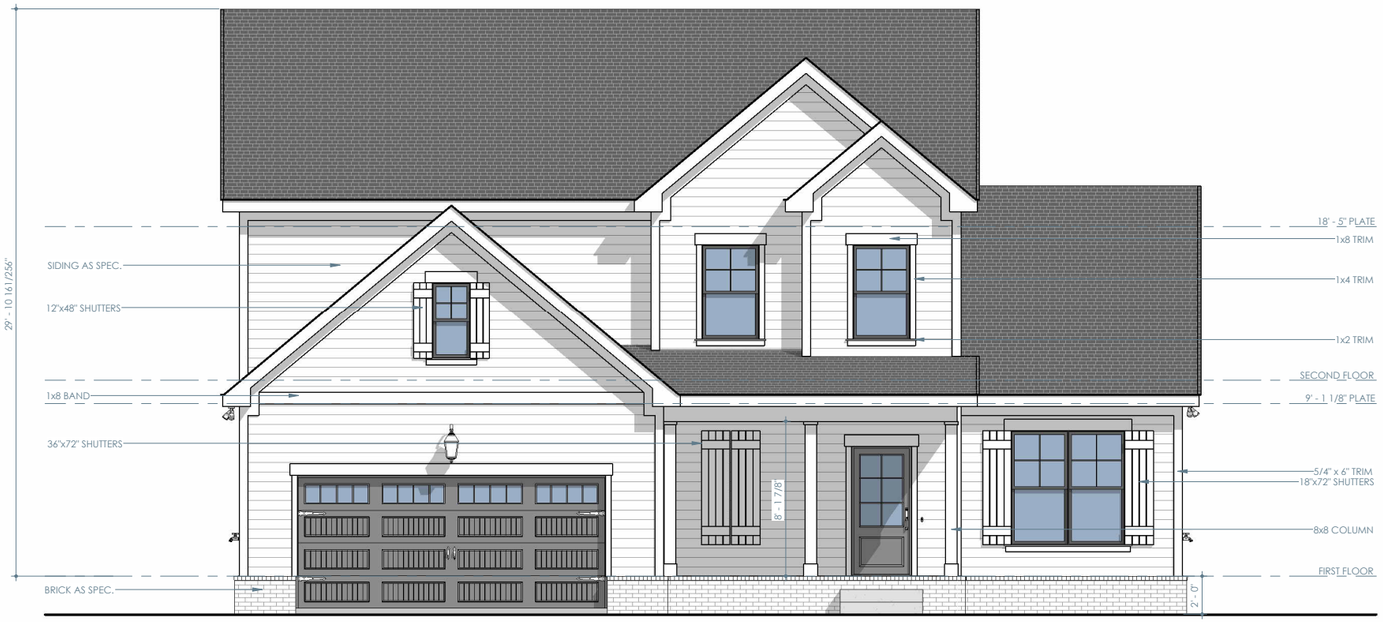
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - SECOND FLOOR PLAN

SHEET NO.

A1.01



ELEVATION A - FRONT

1/8" = 1'-0"



ELEVATION A - REAR

1/8" = 1'-0"

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PLAN NO.

3160

ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

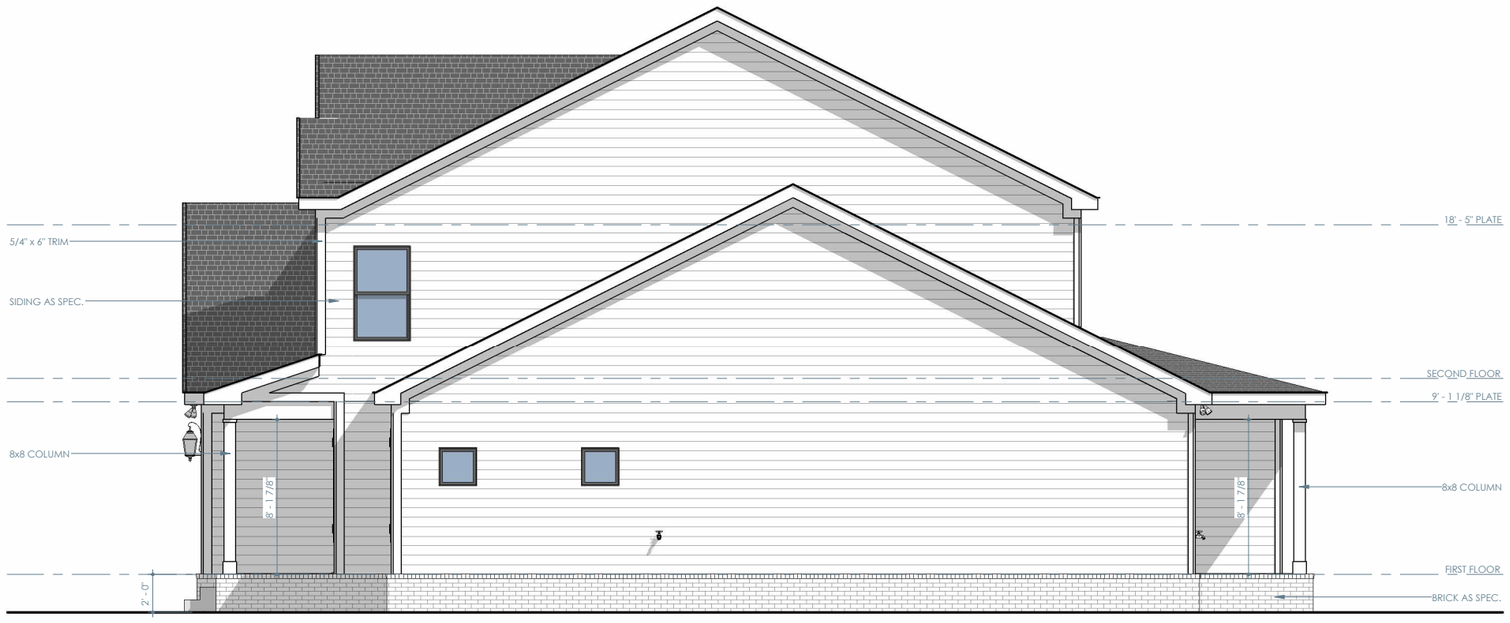
SHEET NO.

A1.02



ELEVATION A - LEFT

1/8" = 1'-0"



ELEVATION A - RIGHT

1/8" = 1'-0"

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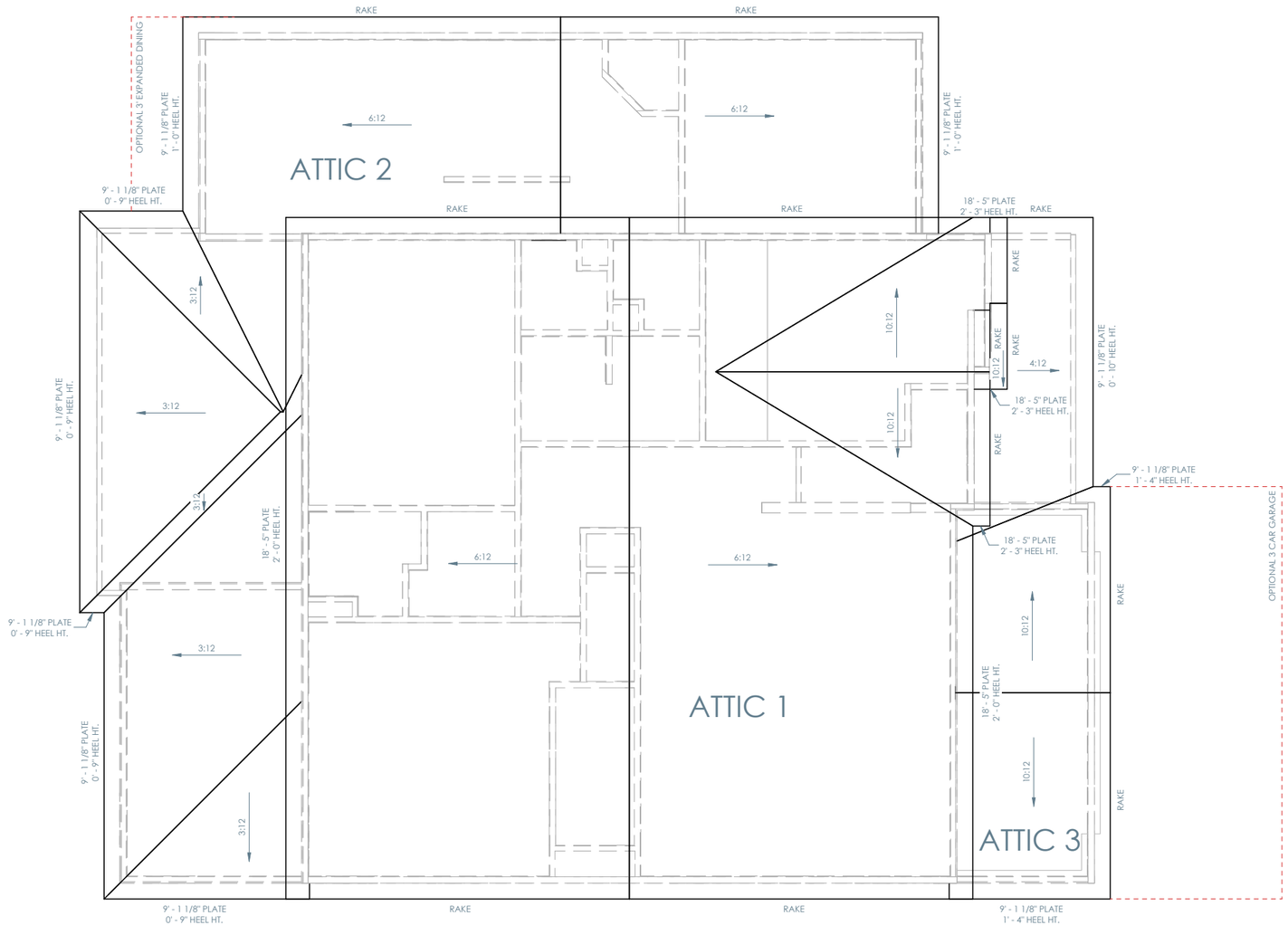
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.03



ELEVATION A - ROOF PLAN

1/8" = 1'-0"

ATTIC VENTILATION - ATTIC 1

ATTIC AREA (FT²)	1381
REQUIRED ATTIC VENTILATION (IN²)	663
REQUIRED LOWER VENTILATION (IN²)	332
REQUIRED UPPER VENTILATION (IN²)	331

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	0
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	62 LF
RIDGE VENT (18 NFA) PER LF	24 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	558 NFA
TOTAL UPPER VENTILATION (IN²)	432 NFA

ATTIC VENTILATION - ATTIC 2

ATTIC AREA (FT²)	864
REQUIRED ATTIC VENTILATION (IN²)	415
REQUIRED LOWER VENTILATION (IN²)	208
REQUIRED UPPER VENTILATION (IN²)	207

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	4
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	77 LF
RIDGE VENT (18 NFA) PER LF	4 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	693 NFA
TOTAL UPPER VENTILATION (IN²)	272 NFA

ATTIC VENTILATION - ATTIC 3

ATTIC AREA (FT²)	219
REQUIRED ATTIC VENTILATION (IN²)	106
REQUIRED LOWER VENTILATION (IN²)	53
REQUIRED UPPER VENTILATION (IN²)	53

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	2
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	24 LF
RIDGE VENT (18 NFA) PER LF	0 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	216 NFA
TOTAL UPPER VENTILATION (IN²)	100 NFA

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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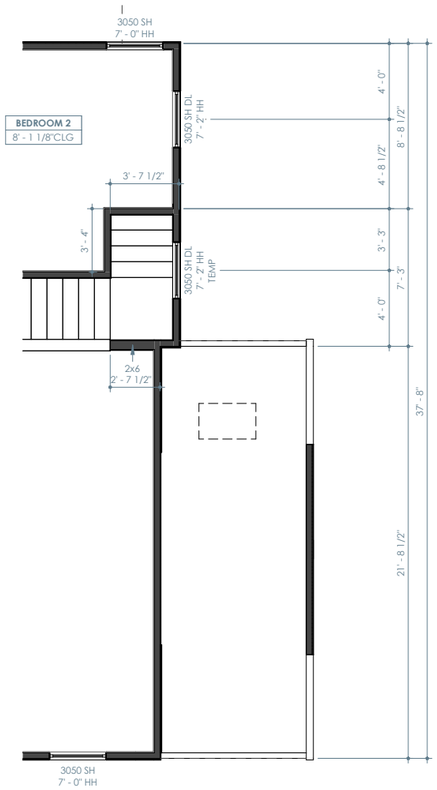
SHEET NAME

ELEVATION A - ROOF PLAN

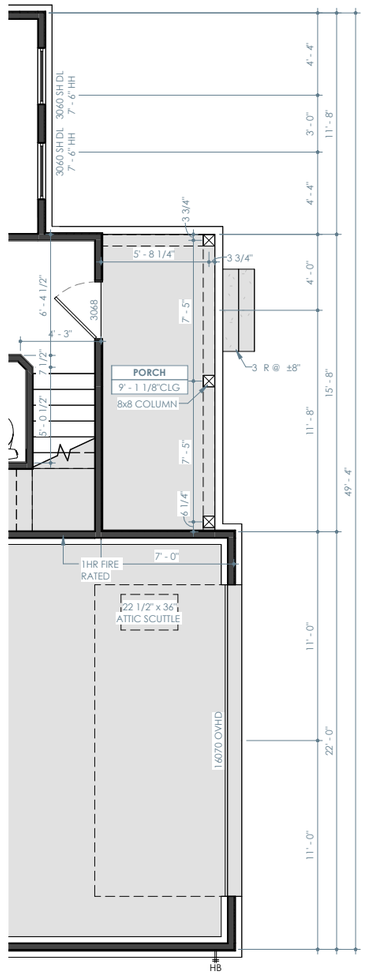
SHEET NO.

A1.04



ELEVATION B - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION B - LIVING

FIRST FLOOR	1802 SF
SECOND FLOOR	1395 SF
TOTAL	3197 SF

ELEVATION B - NON-LIVING

GARAGE	496 SF
PORCH	94 SF
PATIO	245 SF
TOTAL	836 SF

TOTAL UNDER ROOF	4033 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - PARTIAL FLOOR PLANS

SHEET NO.

A2.00



ELEVATION B - FRONT

1/8" = 1'-0"



ELEVATION B - REAR

1/8" = 1'-0"

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ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

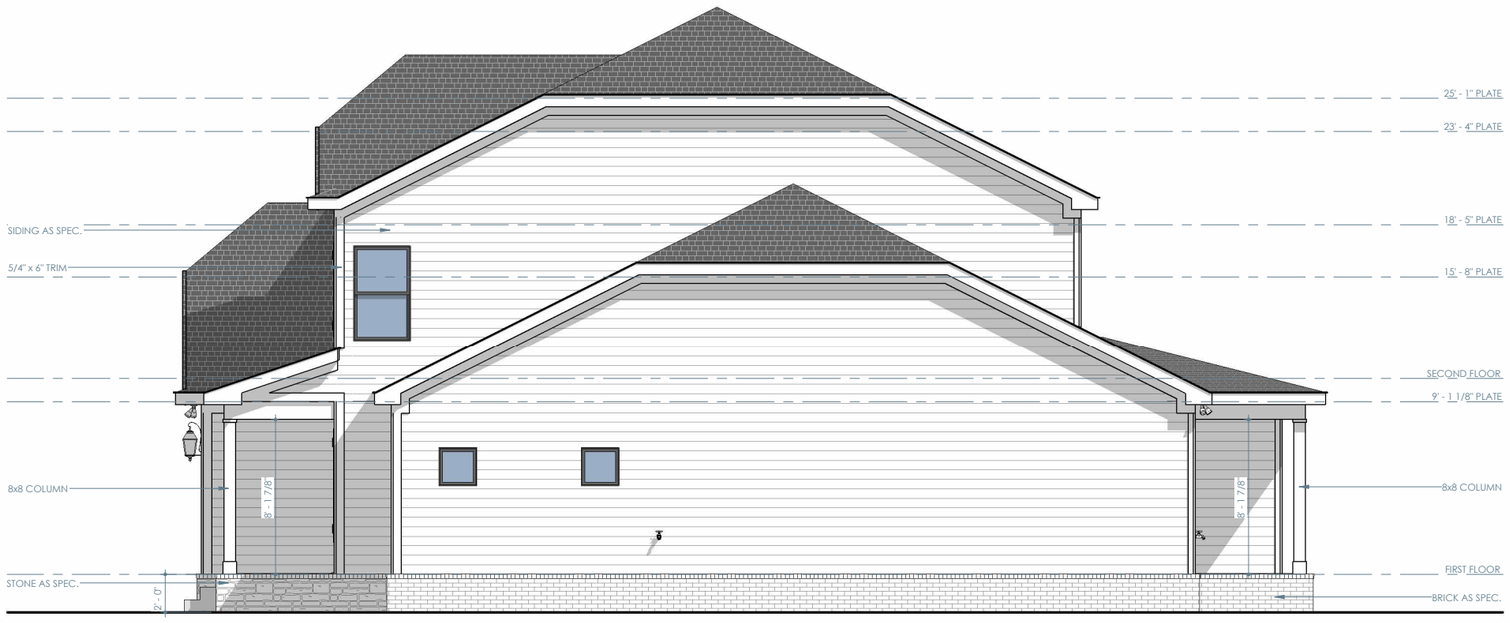
SHEET NO.

A2.01



ELEVATION B - LEFT

1/8" = 1'-0"



ELEVATION B - RIGHT

1/8" = 1'-0"

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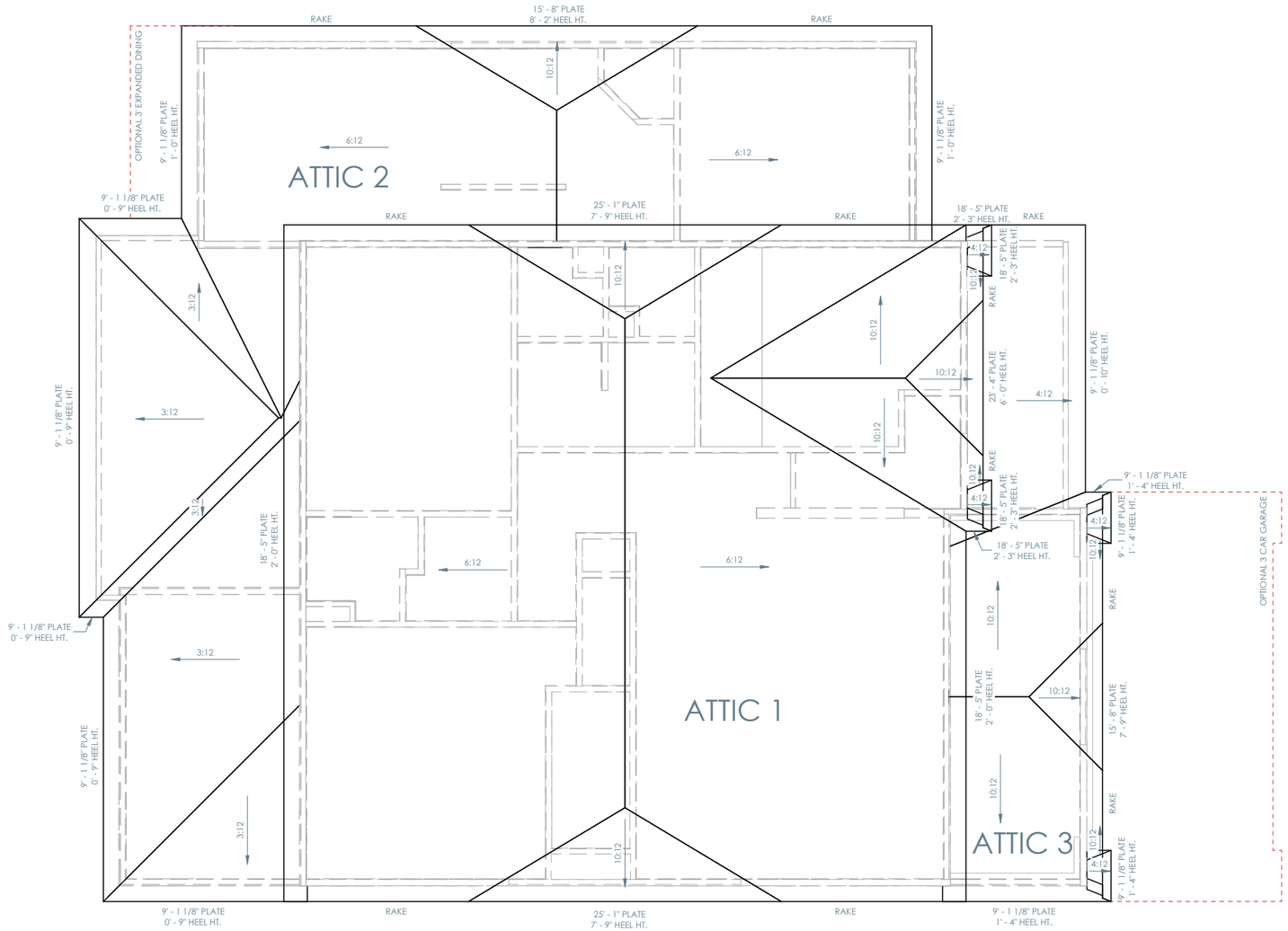
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.02



ELEVATION B - ROOF PLAN

1/8" = 1'-0"

ATTIC VENTILATION - ATTIC 1

ATTIC AREA (FT²)	1381
REQUIRED ATTIC VENTILATION (IN²)	663
REQUIRED LOWER VENTILATION (IN²)	332
REQUIRED UPPER VENTILATION (IN²)	331

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	0
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	62 LF
RIDGE VENT (18 NFA) PER LF	24 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	558 NFA
TOTAL UPPER VENTILATION (IN²)	432 NFA

ATTIC VENTILATION - ATTIC 2

ATTIC AREA (FT²)	864
REQUIRED ATTIC VENTILATION (IN²)	415
REQUIRED LOWER VENTILATION (IN²)	208
REQUIRED UPPER VENTILATION (IN²)	207

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	4
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
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RIDGE VENT (18 NFA) PER LF	4 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	693 NFA
TOTAL UPPER VENTILATION (IN²)	272 NFA

ATTIC VENTILATION - ATTIC 3

ATTIC AREA (FT²)	219
REQUIRED ATTIC VENTILATION (IN²)	106
REQUIRED LOWER VENTILATION (IN²)	53
REQUIRED UPPER VENTILATION (IN²)	53

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	2
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
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RIDGE VENT (18 NFA) PER LF	0 LF
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TOTAL UPPER VENTILATION (IN²)	100 NFA

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
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ISSUE DATE	03/08/2024
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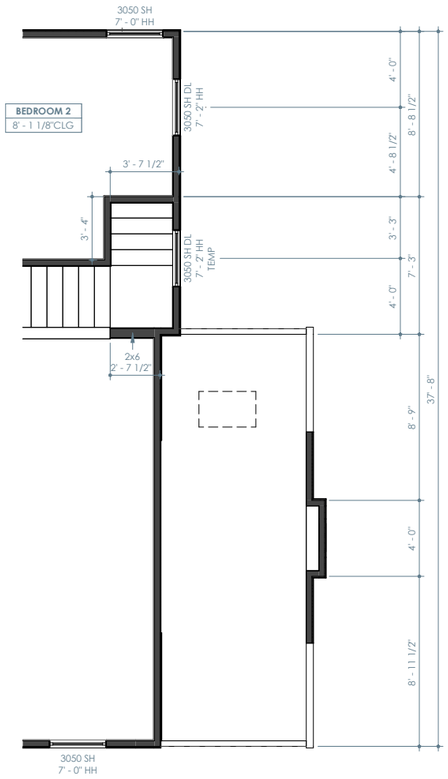
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - ROOF PLAN

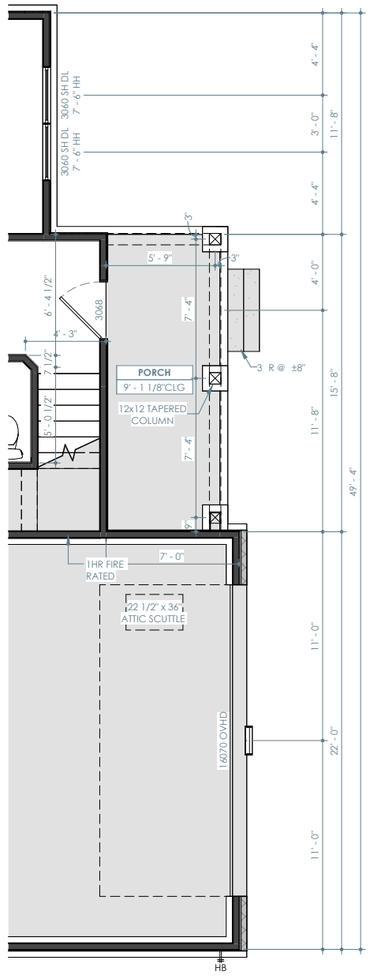
SHEET NO.

A2.03



ELEVATION C - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION C - LIVING	
FIRST FLOOR	1802 SF
SECOND FLOOR	1395 SF
TOTAL	3197 SF

ELEVATION C - NON-LIVING	
GARAGE	496 SF
PORCH	94 SF
PATIO	245 SF
TOTAL	836 SF

TOTAL UNDER ROOF	4033 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
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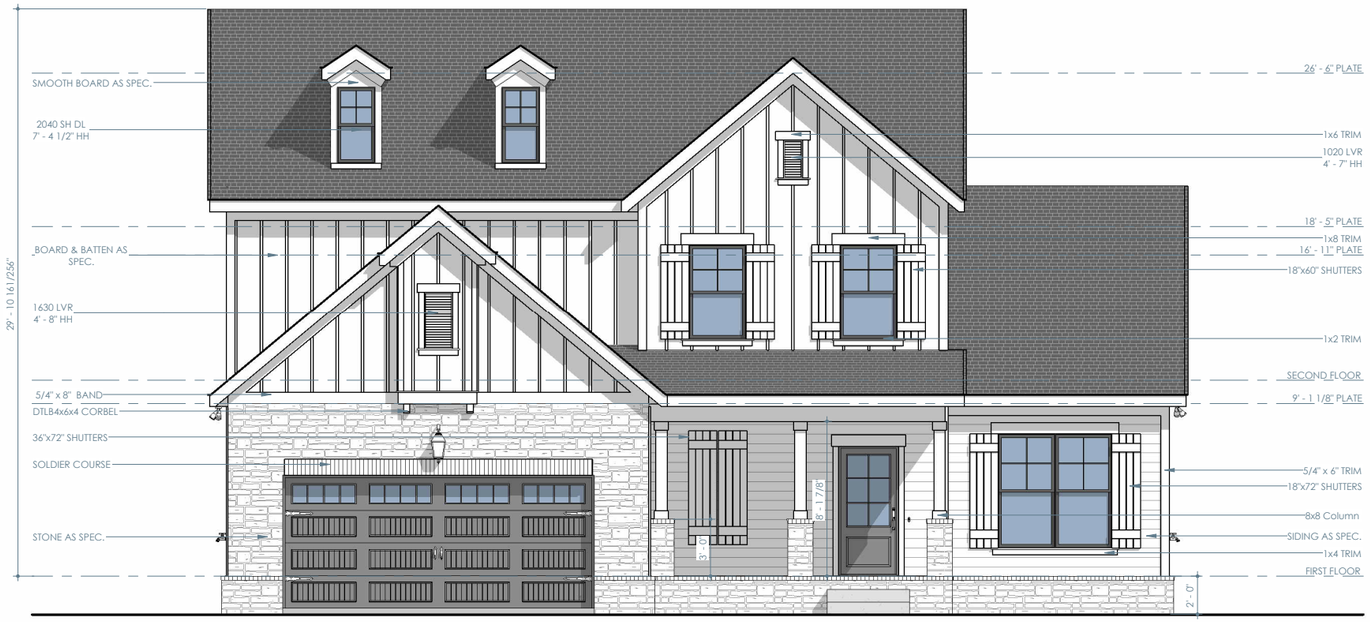
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - PARTIAL FLOOR PLANS

SHEET NO.

A3.00



ELEVATION C - FRONT

1/8" = 1'-0"



ELEVATION C - REAR

1/8" = 1'-0"

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SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

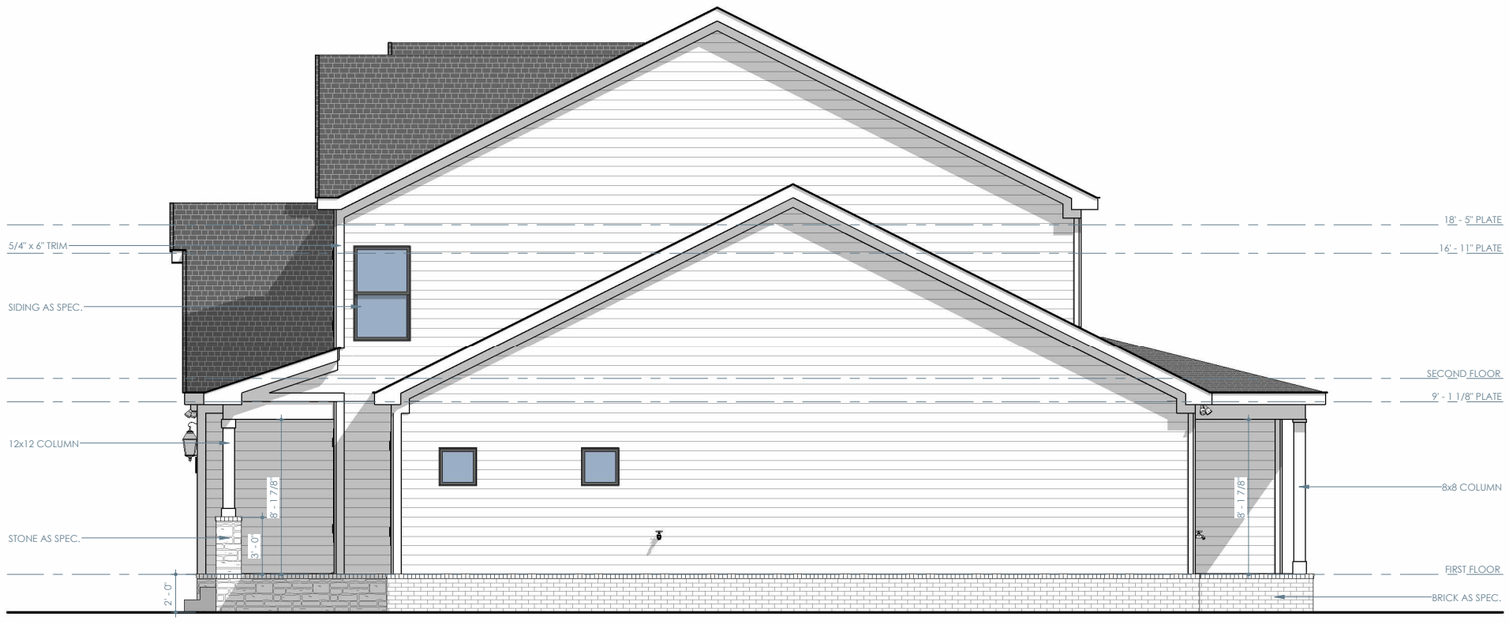
SHEET NO.

A3.01



ELEVATION C - LEFT

1/8" = 1'-0"



ELEVATION C - RIGHT

1/8" = 1'-0"

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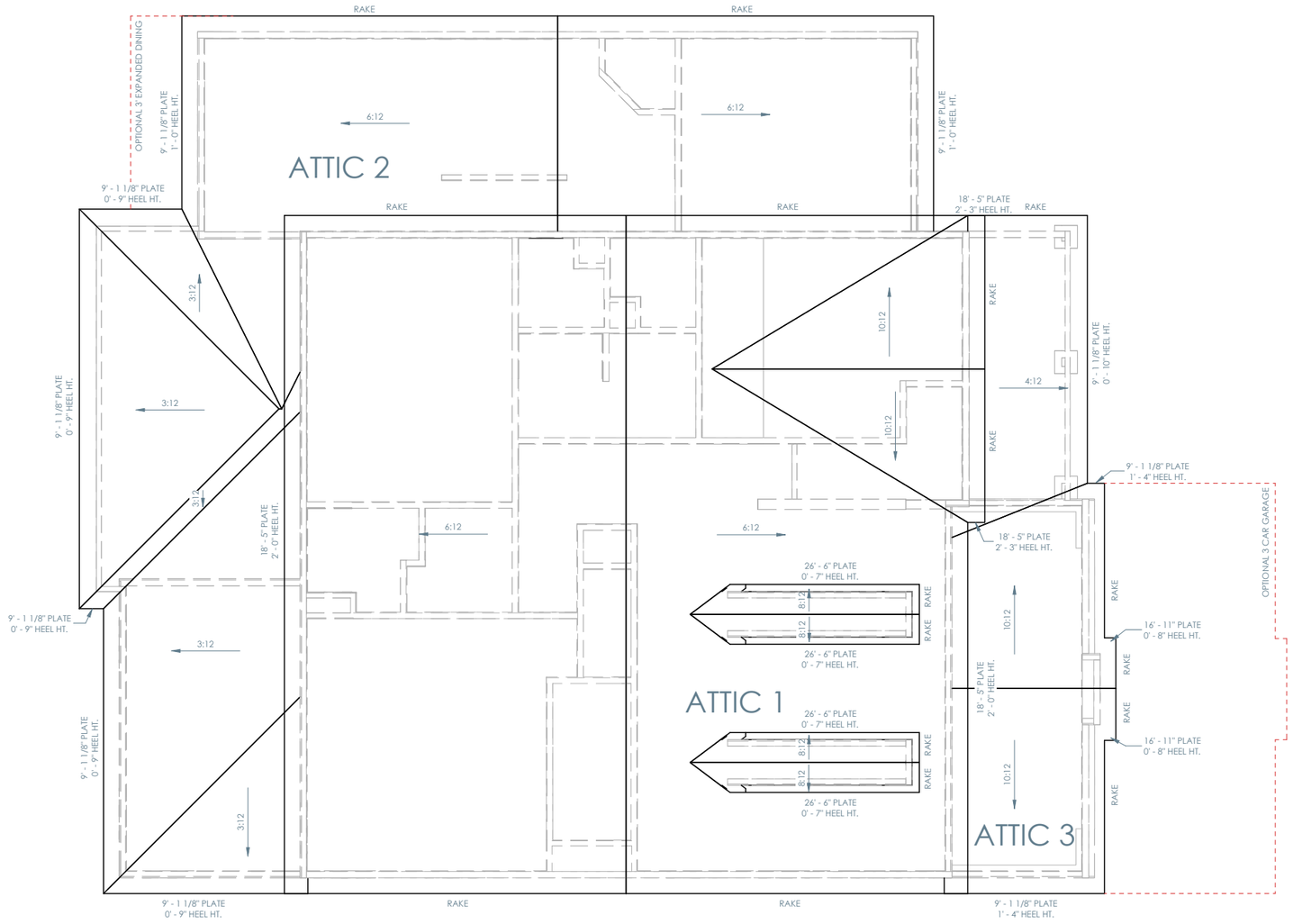
SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A3.02



ELEVATION C - ROOF PLAN

1/8" = 1'-0"

ATTIC VENTILATION - ATTIC 1

ATTIC AREA (FT²)	1381
REQUIRED ATTIC VENTILATION (IN²)	663
REQUIRED LOWER VENTILATION (IN²)	332
REQUIRED UPPER VENTILATION (IN²)	331

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	0
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	62 LF
RIDGE VENT (18 NFA) PER LF	24 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	558 NFA
TOTAL UPPER VENTILATION (IN²)	432 NFA

ATTIC VENTILATION - ATTIC 2

ATTIC AREA (FT²)	864
REQUIRED ATTIC VENTILATION (IN²)	415
REQUIRED LOWER VENTILATION (IN²)	208
REQUIRED UPPER VENTILATION (IN²)	207

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	4
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	77 LF
RIDGE VENT (18 NFA) PER LF	4 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	693 NFA
TOTAL UPPER VENTILATION (IN²)	272 NFA

ATTIC VENTILATION - ATTIC 3

ATTIC AREA (FT²)	219
REQUIRED ATTIC VENTILATION (IN²)	106
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NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
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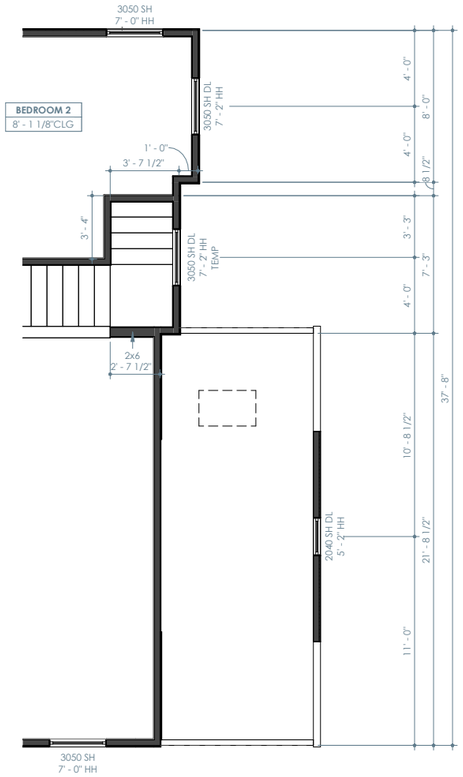
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - ROOF PLAN

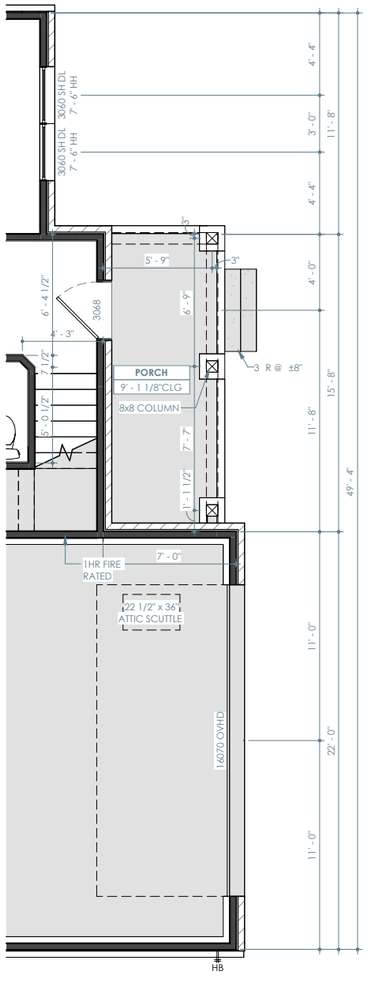
SHEET NO.

A3.03



ELEVATION D - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION D - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION D - LIVING

FIRST FLOOR	1815 SF
SECOND FLOOR	1403 SF
TOTAL	3218 SF

ELEVATION D - NON-LIVING

GARAGE	510 SF
PORCH	84 SF
PATIO	245 SF
TOTAL	840 SF

TOTAL UNDER ROOF	4058 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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PLAN NO.

3160

ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - PARTIAL FLOOR PLANS

SHEET NO.

A4.00



ELEVATION D - FRONT

1/8" = 1'-0"



ELEVATION D - REAR

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

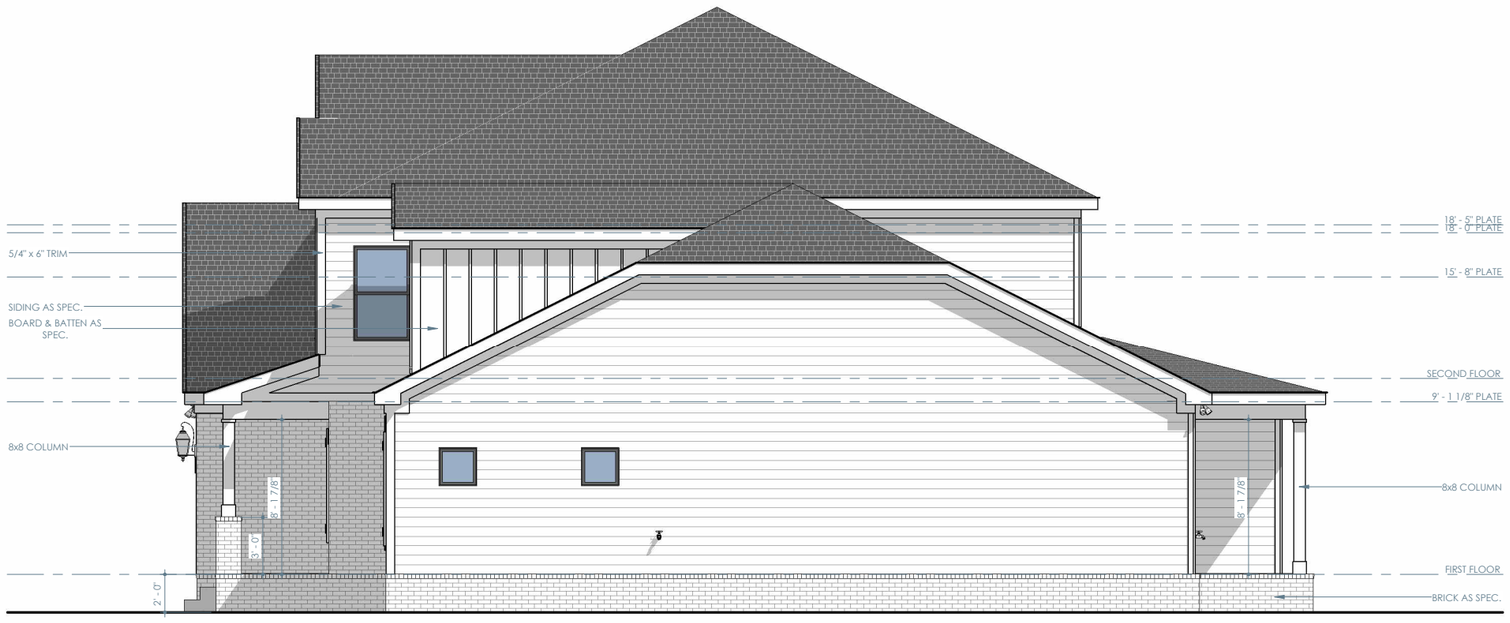
SHEET NO.

A4.01



ELEVATION D - LEFT

1/8" = 1'-0"



ELEVATION D - RIGHT

1/8" = 1'-0"

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ISSUE DATE	03/08/2024
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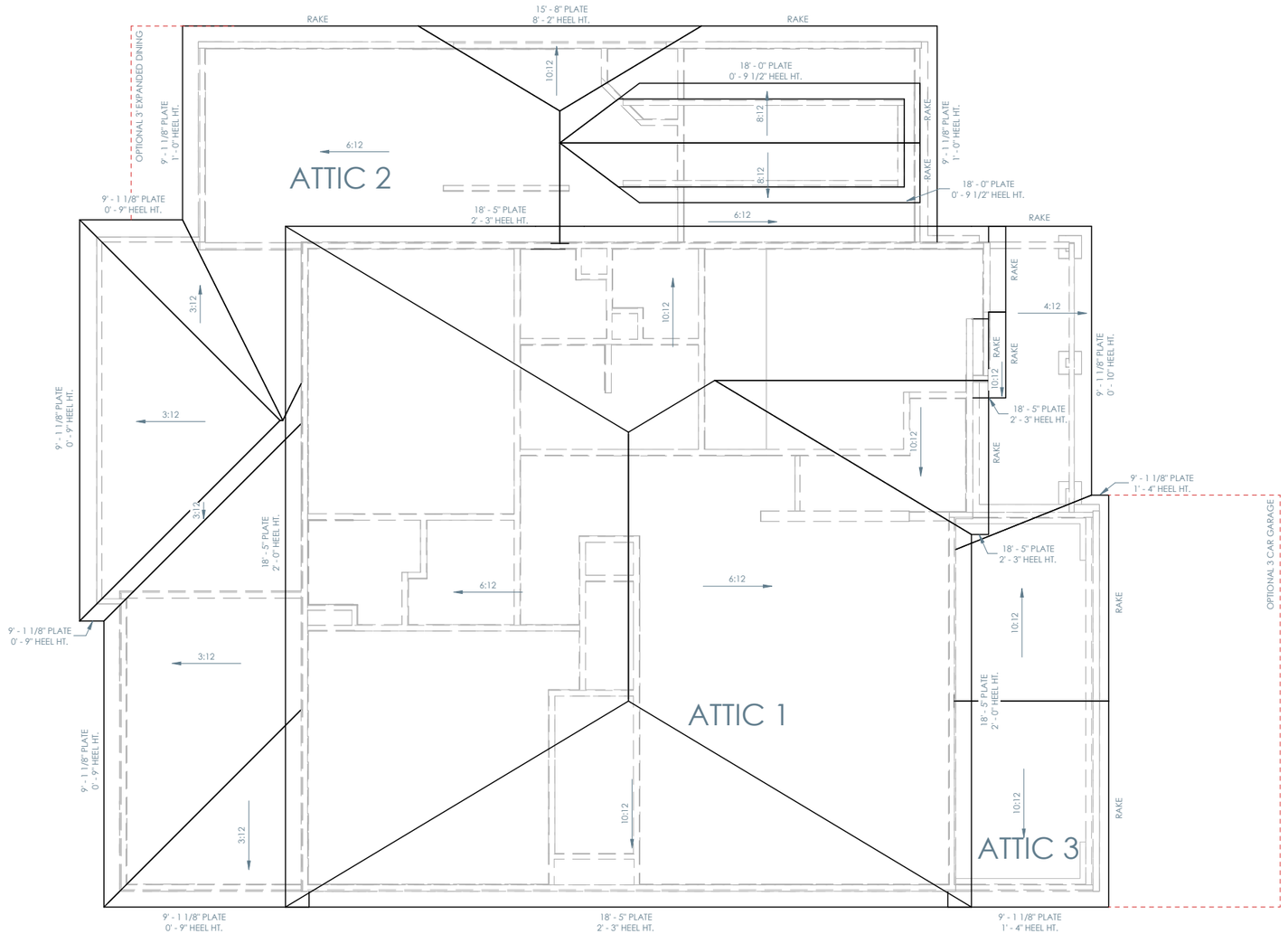
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A4.02



ELEVATION D - ROOF PLAN

1/8" = 1'-0"

ATTIC VENTILATION - ATTIC 1	
ATTIC AREA (FT²)	1381
REQUIRED ATTIC VENTILATION (IN²)	663
REQUIRED LOWER VENTILATION (IN²)	332
REQUIRED UPPER VENTILATION (IN²)	331
NUMBER OF VENTS	
AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	0
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	62 LF
RIDGE VENT (18 NFA) PER LF	24 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF
VENTILATION PROVIDED	
TOTAL LOWER VENTILATION (IN²)	558 NFA
TOTAL UPPER VENTILATION (IN²)	432 NFA

ATTIC VENTILATION - ATTIC 2	
ATTIC AREA (FT²)	864
REQUIRED ATTIC VENTILATION (IN²)	415
REQUIRED LOWER VENTILATION (IN²)	208
REQUIRED UPPER VENTILATION (IN²)	207
NUMBER OF VENTS	
AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	4
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	77 LF
RIDGE VENT (18 NFA) PER LF	4 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF
VENTILATION PROVIDED	
TOTAL LOWER VENTILATION (IN²)	693 NFA
TOTAL UPPER VENTILATION (IN²)	272 NFA

ATTIC VENTILATION - ATTIC 3	
ATTIC AREA (FT²)	219
REQUIRED ATTIC VENTILATION (IN²)	106
REQUIRED LOWER VENTILATION (IN²)	53
REQUIRED UPPER VENTILATION (IN²)	53
NUMBER OF VENTS	
AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	2
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	24 LF
RIDGE VENT (18 NFA) PER LF	0 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF
VENTILATION PROVIDED	
TOTAL LOWER VENTILATION (IN²)	216 NFA
TOTAL UPPER VENTILATION (IN²)	100 NFA

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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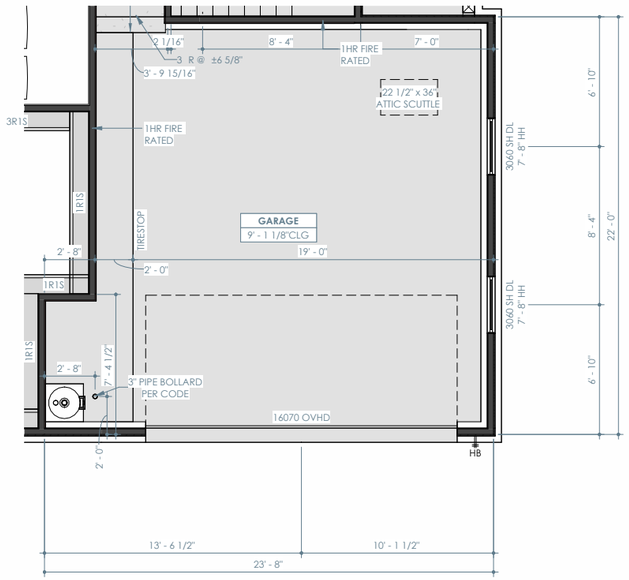
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - ROOF PLAN

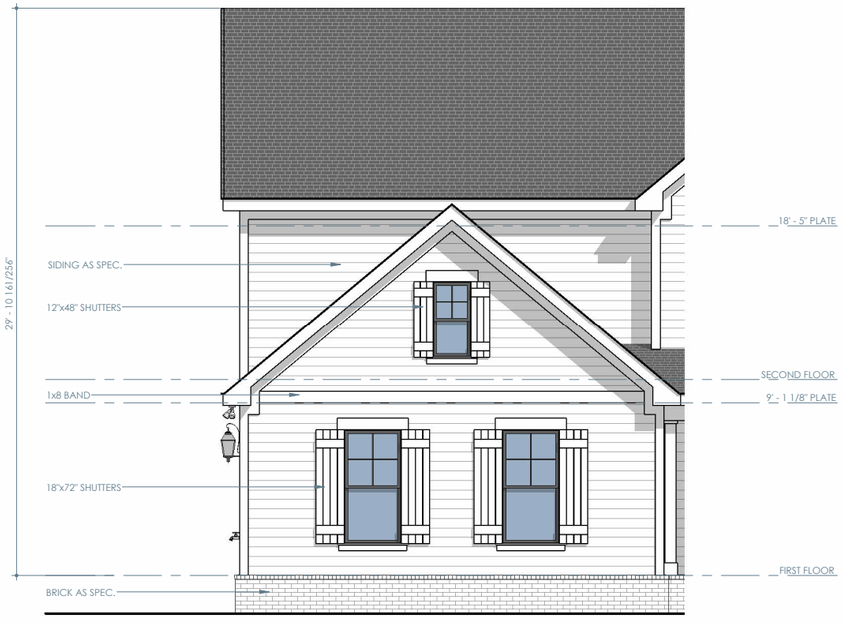
SHEET NO.

A4.03



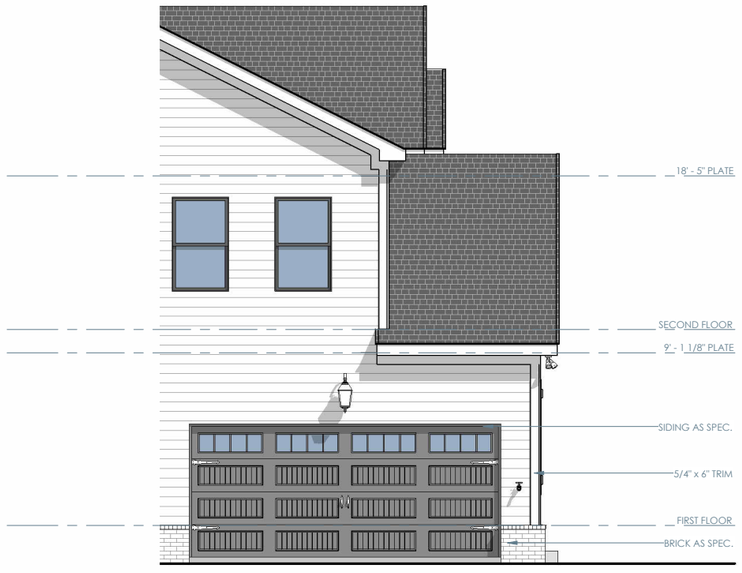
OPT. SIDE ENTRY GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



ELEVATION A - OPT. SIDE ENTRY GARAGE - FRONT

1/8" = 1'-0"



ELEVATION A - OPT. SIDE ENTRY GARAGE - LEFT

1/8" = 1'-0"

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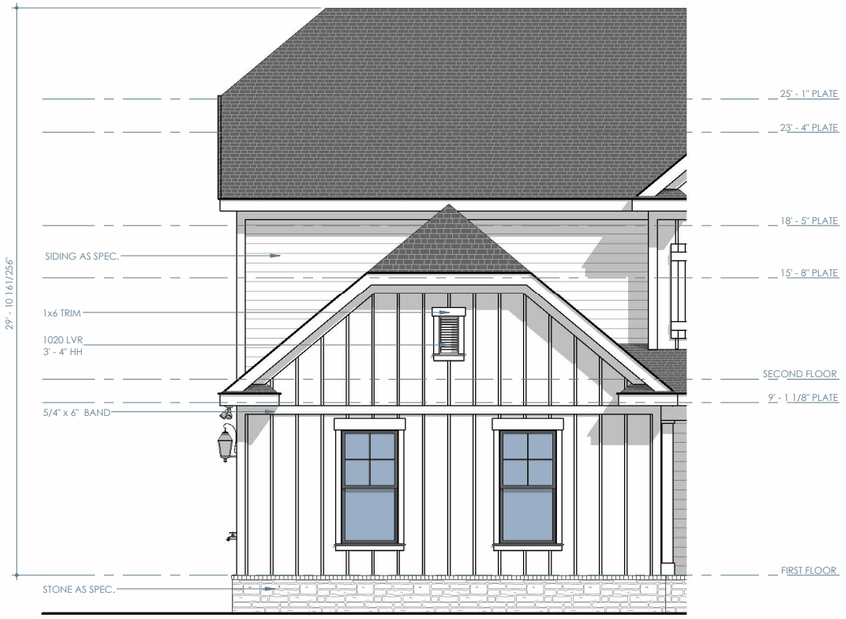
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

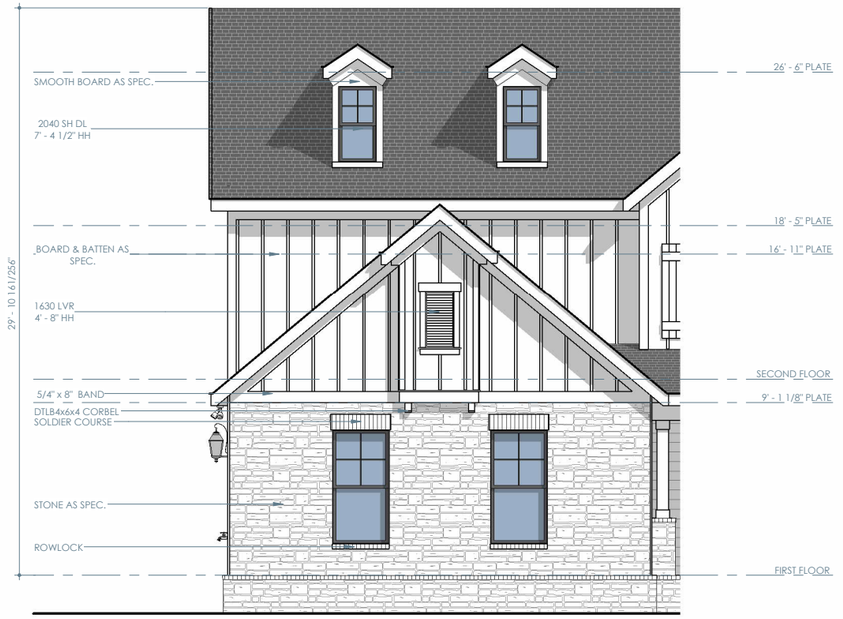
SHEET NO.

A7.00



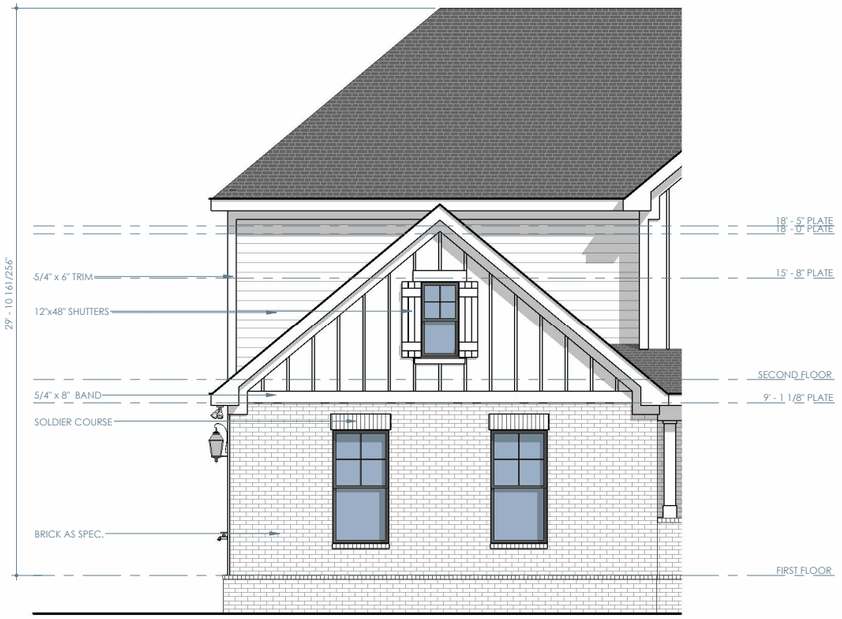
ELEVATION B - OPT. SIDE ENTRY GARAGE - FRONT

1/8" = 1'-0"



ELEVATION C - OPT. SIDE ENTRY GARAGE - FRONT

1/8" = 1'-0"



ELEVATION D - OPT. SIDE ENTRY GARAGE - FRONT

1/8" = 1'-0"

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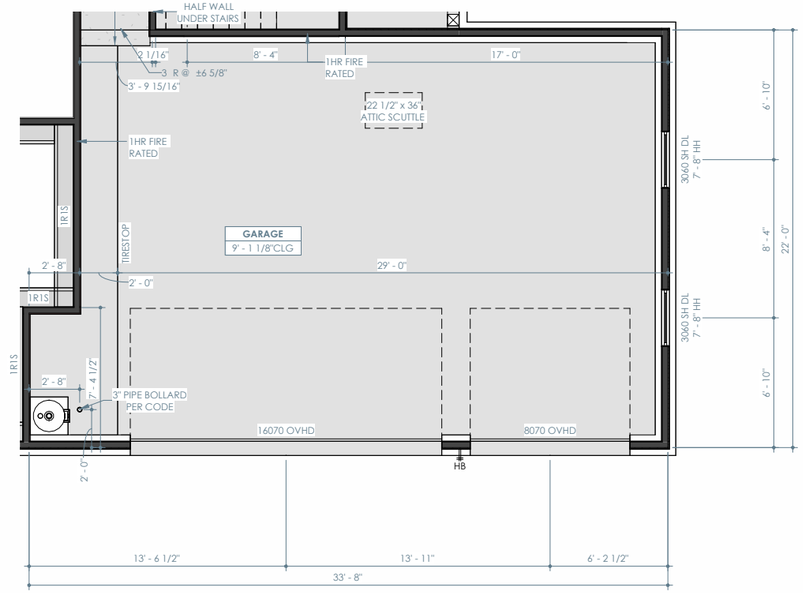
SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.01



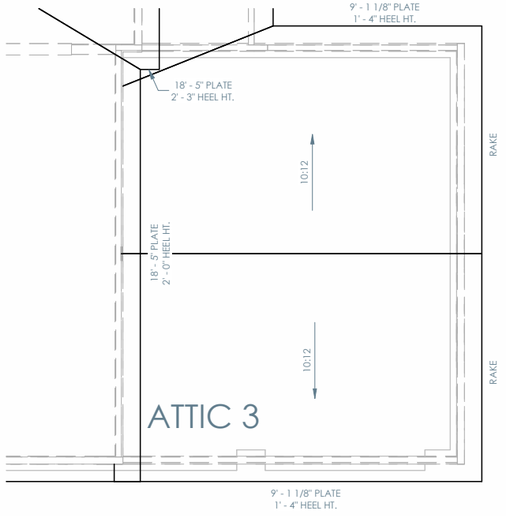
OPT. 3 CAR GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



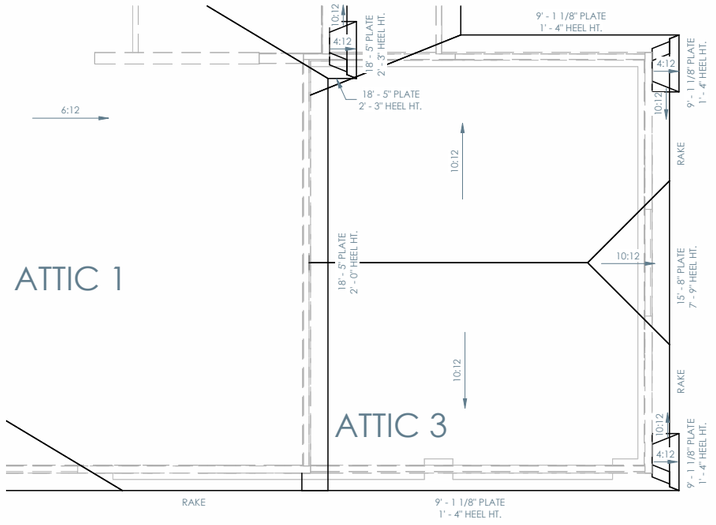
ELEVATION A - OPT. 3 CAR GARAGE - LEFT

1/8" = 1'-0"



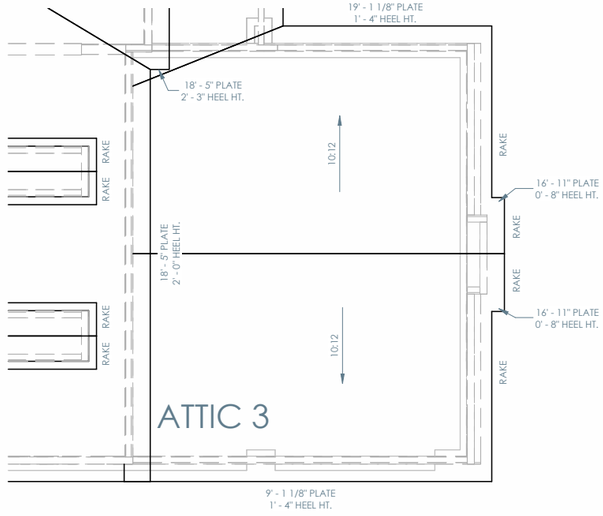
ELEVATION A - OPT. 3 CAR GARAGE - ROOF PLAN (SIMILAR FOR ELEVATION D)

1/8" = 1'-0"



ELEVATION B - OPT. 3 CAR GARAGE - ROOF PLAN

1/8" = 1'-0"



ELEVATION C - OPT. 3 CAR GARAGE - ROOF PLAN

1/8" = 1'-0"

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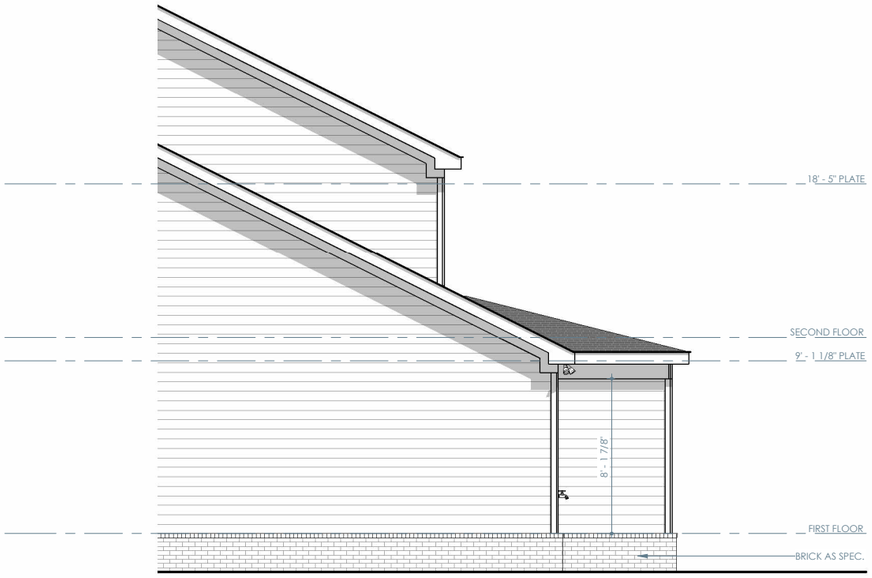
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

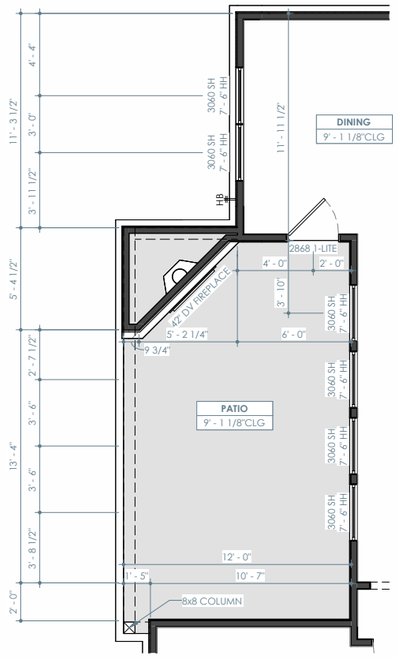
SHEET NO.

A7.02



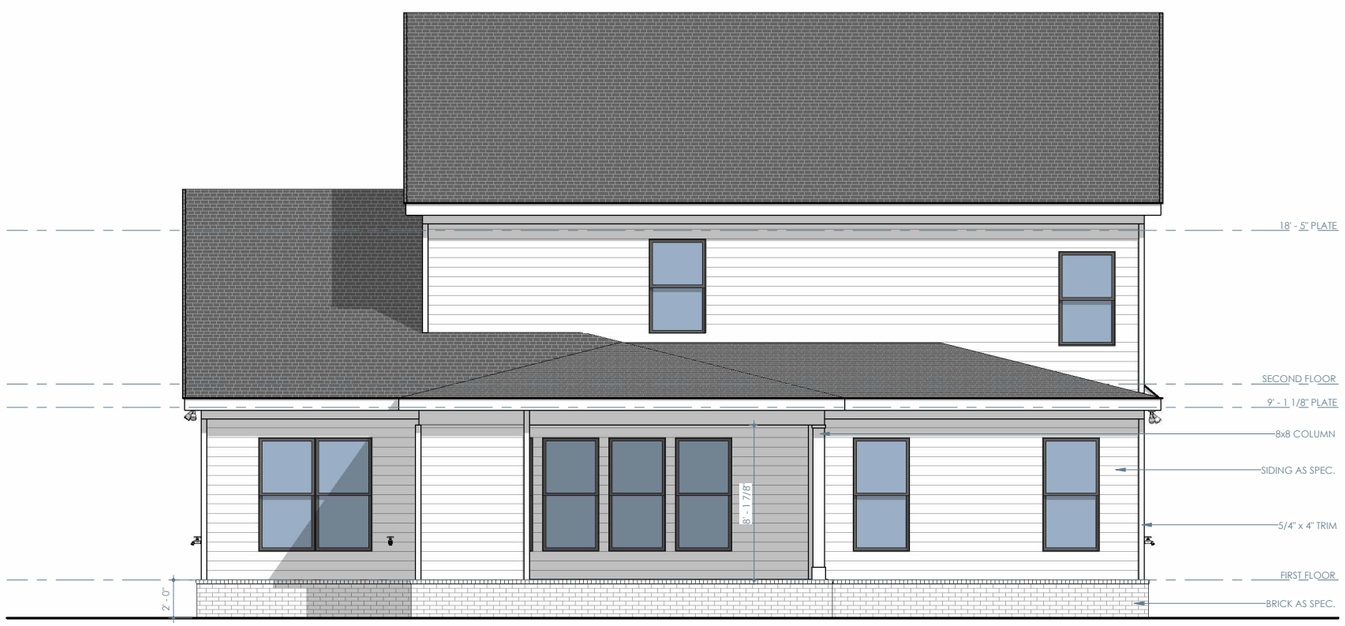
OPT. FIREPLACE @ COVERED PORCH - RIGHT

1/8" = 1'-0"



OPT. FIREPLACE @ COVERED PORCH - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. FIREPLACE @ COVERED PORCH - REAR

1/8" = 1'-0"

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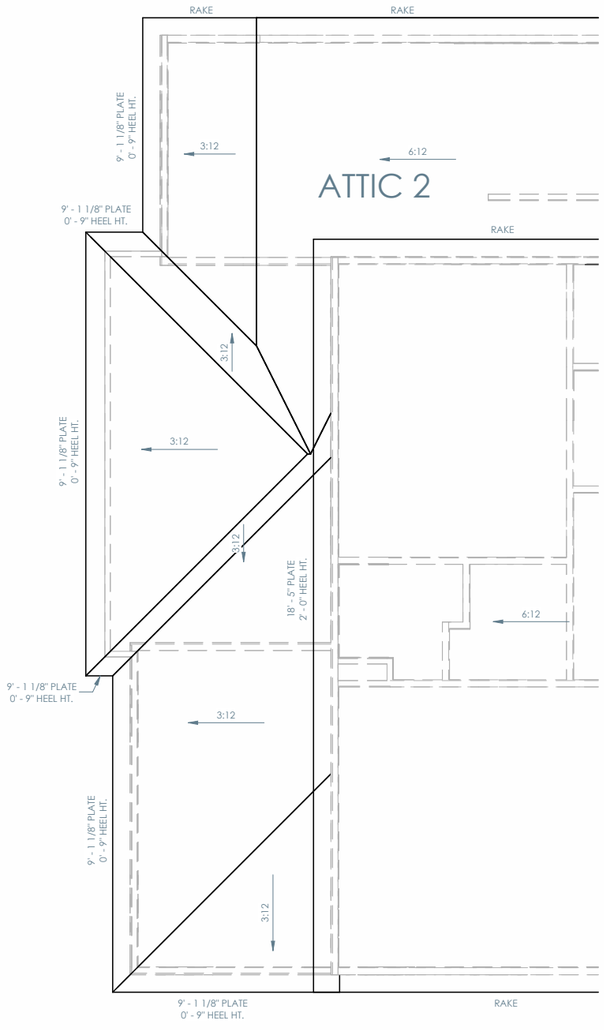
SHEET NAME

PLAN OPTIONS

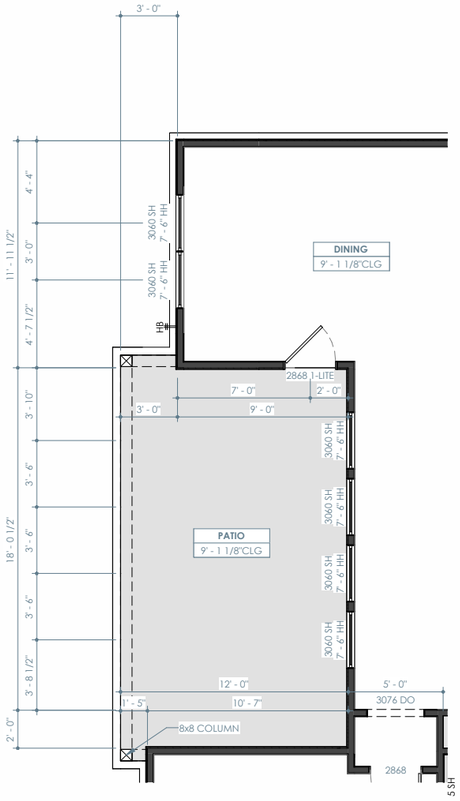
SHEET NO.

A7.03



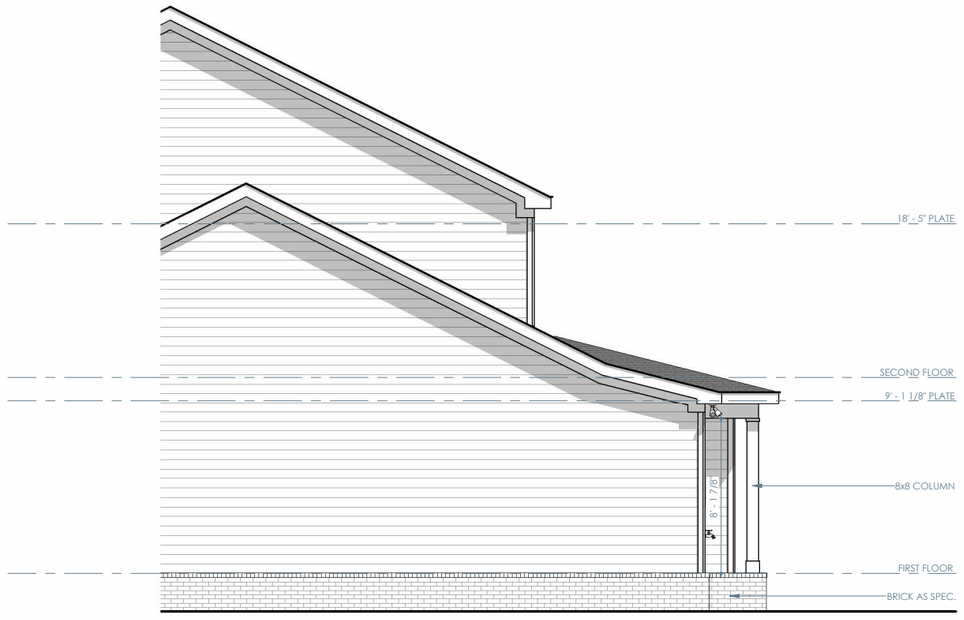
OPT. 3' EXPANDED DINING ROOM - ROOF PLAN

1/8" = 1'-0"



OPT. 3' EXPANDED DINING ROOM - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. 3' EXPANDED DINING ROOM - RIGHT

1/8" = 1'-0"

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DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

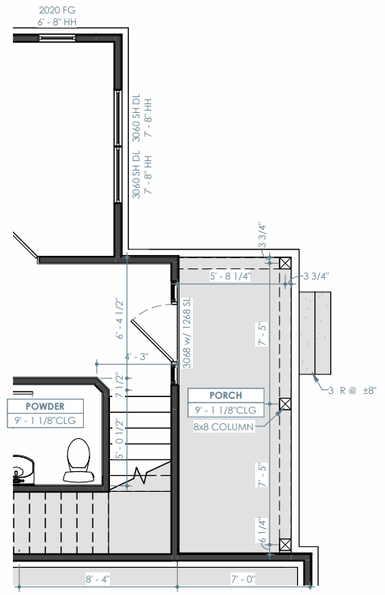
SHEET NO.

A7.04



OPT. FRONT DOOR SIDELIGHT - FRONT

1/8" = 1'-0"



OPT. FRONT DOOR SIDELIGHT - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. FRONT DOOR CRAFTSMAN DOOR - FRONT

1/8" = 1'-0"



OPT. FRONT DOOR TRANSOM - FRONT

1/8" = 1'-0"

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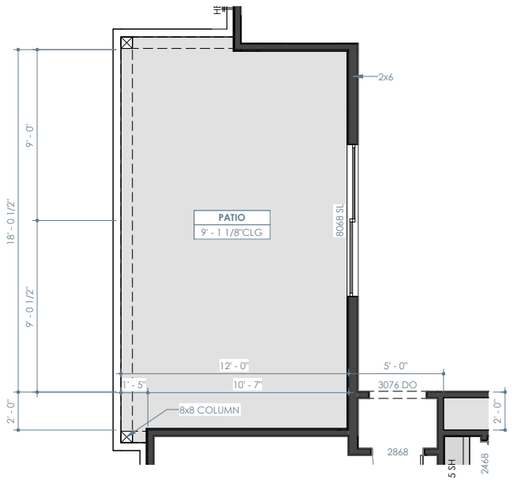
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

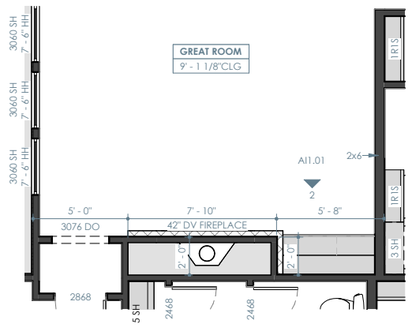
SHEET NO.

A7.05



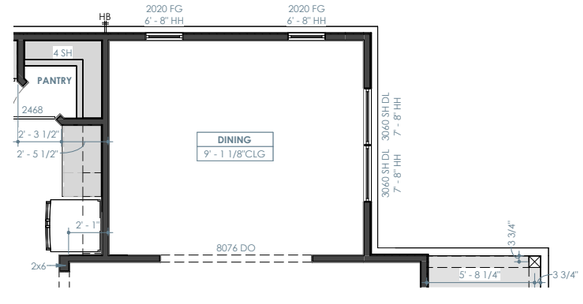
OPT. SLIDER @ GREAT ROOM - FIRST FLOOR PLAN

1/8" = 1'-0"



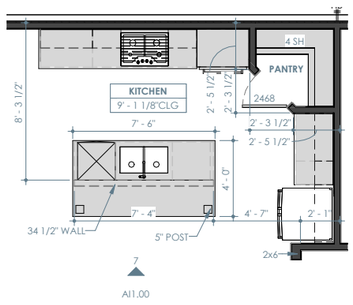
OPT. BUILT-INS @ FIREPLACE - FIRST FLOOR PLAN

1/8" = 1'-0"



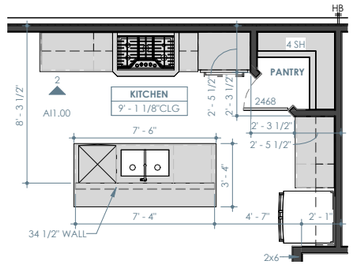
OPT. DINING ILO STUDY - FIRST FLOOR PLAN

1/8" = 1'-0"



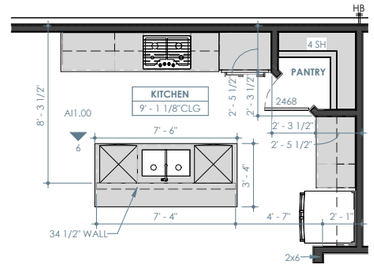
OPT. CHEF'S KITCHEN - FIRST FLOOR PLAN

1/8" = 1'-0"



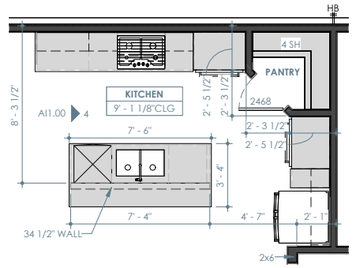
OPT. 36" COOKTOP RANGE W/ BUMP OUT & VENT HOOD ABOVE - FIRST FLOOR PLAN

1/8" = 1'-0"



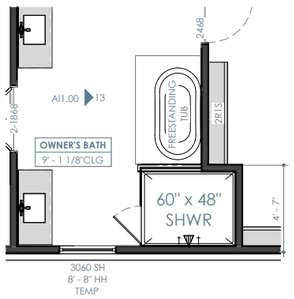
OPT. ISLAND MICROWAVE - FIRST FLOOR PLAN

1/8" = 1'-0"



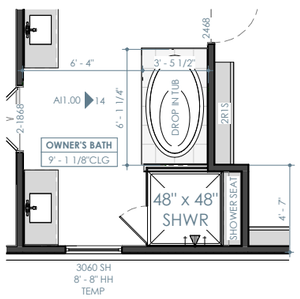
OPT. DOUBLE OVEN - FIRST FLOOR PLAN

1/8" = 1'-0"



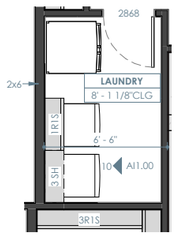
OPT. FREESTANDING TUB ILO DROP IN TUB - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. SHOWER SEAT @ OWNER'S BATH - FIRST FLOOR PLAN

1/8" = 1'-0"



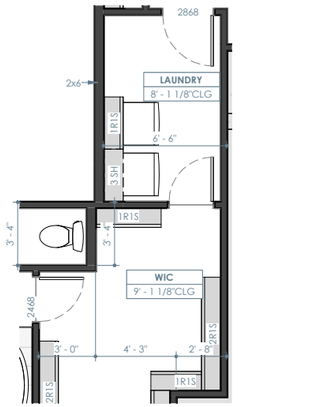
OPT. FRIDGE @ LAUNDRY - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. CABINETS @ LAUNDRY - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. DOOR @ LAUNDRY - FIRST FLOOR PLAN

1/8" = 1'-0"

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PLAN NO.

3160

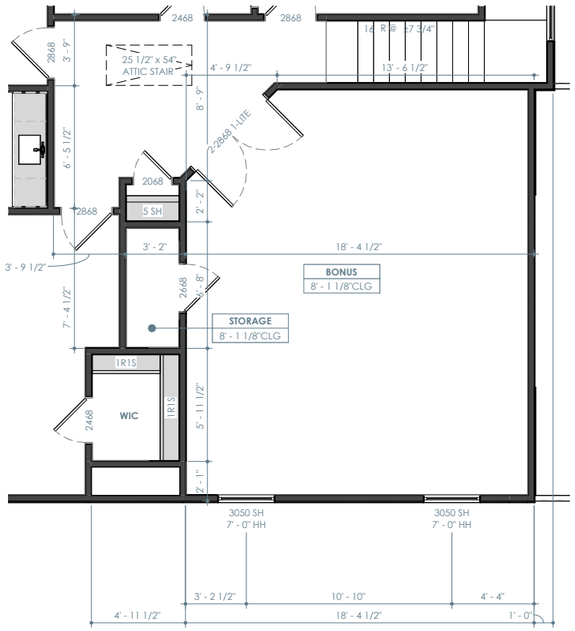
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

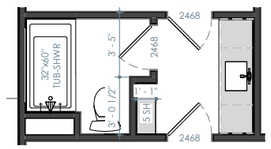
SHEET NO.

A7.06



OPT. BONUS ROOM - SECOND FLOOR PLAN

1/8" = 1'-0"



OPT. SHELVES @ BATH 3 - SECOND FLOOR PLAN

1/8" = 1'-0"

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PLAN NO.

3160

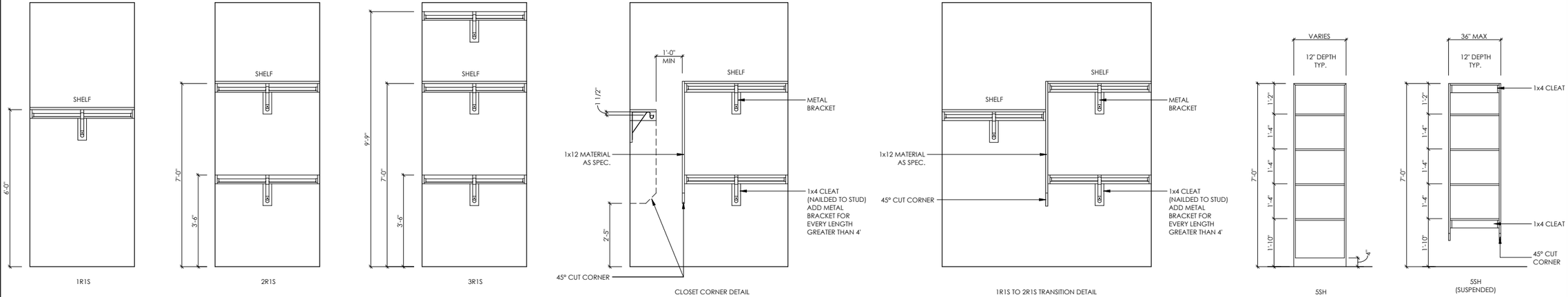
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

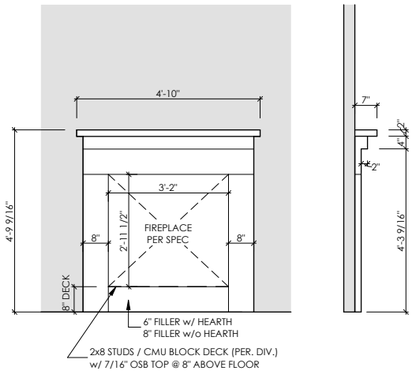
SHEET NO.

A7.07



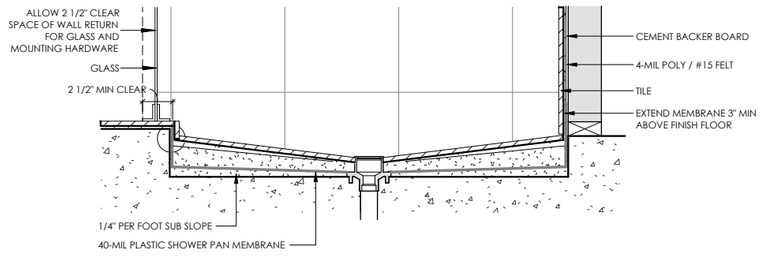
1 CLOSET DETAILS

1/4" = 1'-0"



2 FIREPLACE DETAIL

1/4" = 1'-0"



3 MUD PAN SHOWER

3/4" = 1'-0"

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3160

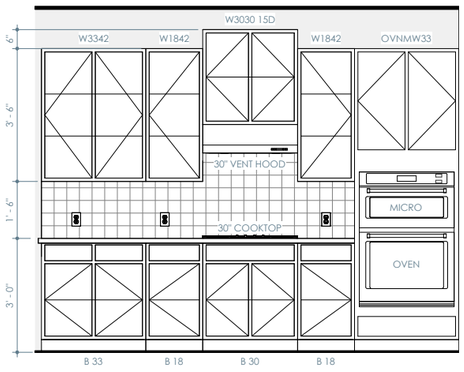
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	As indicated

SHEET NAME

DETAILS

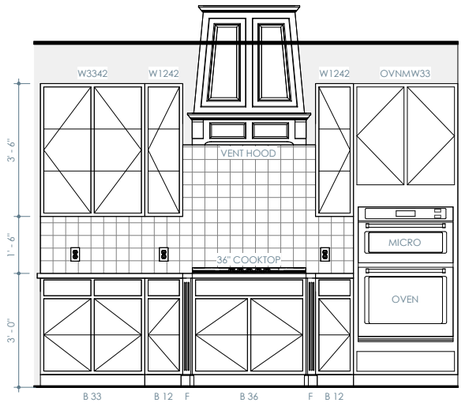
SHEET NO.

AD1.00



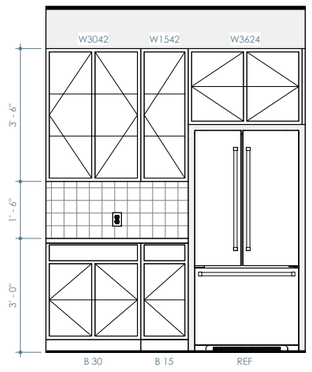
1 KITCHEN

1/4" = 1'-0"



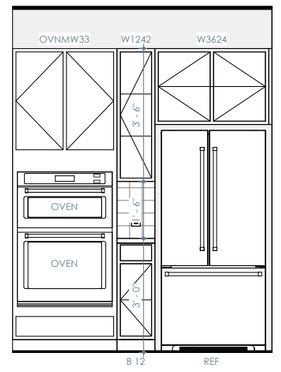
2 OPT. 36" COOKTOP RANGE W/ BUMP OUT & VENT HOOD ABOVE

1/4" = 1'-0"



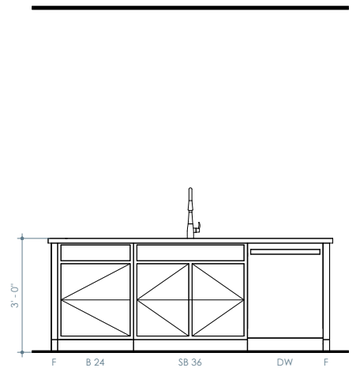
3 KITCHEN

1/4" = 1'-0"



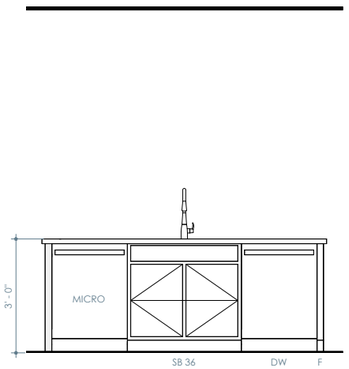
4 OPT. DOUBLE OVEN

1/4" = 1'-0"



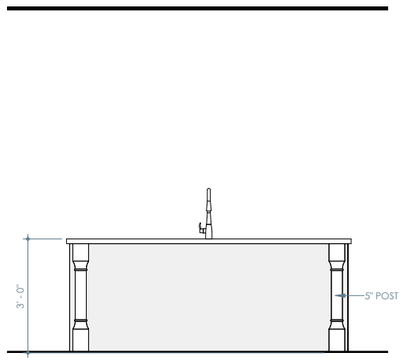
5 ISLAND

1/4" = 1'-0"



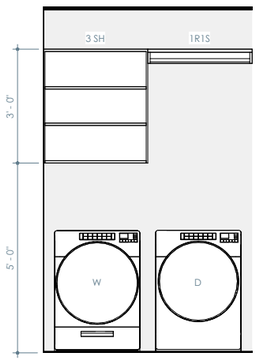
6 OPT. ISLAND MICROWAVE

1/4" = 1'-0"



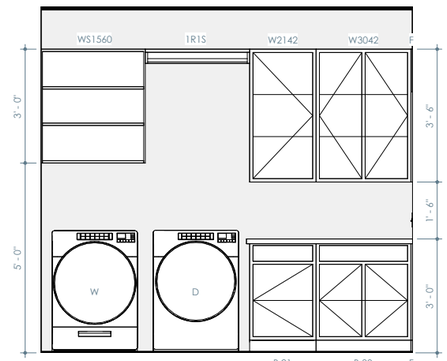
7 OPT. CHEF'S KITCHEN

1/4" = 1'-0"



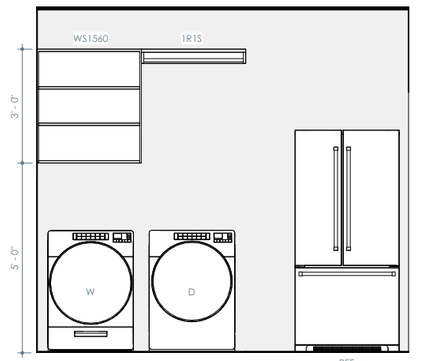
8 LAUNDRY

1/4" = 1'-0"



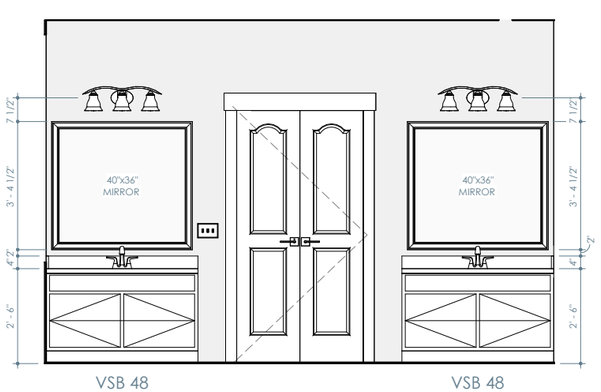
9 OPT. CABINETS @ LAUNDRY

1/4" = 1'-0"



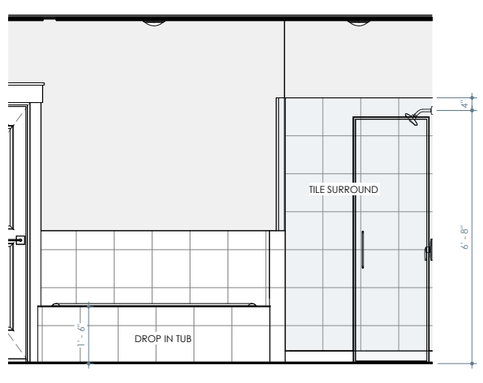
10 OPT. FRIDGE @ LAUNDRY

1/4" = 1'-0"



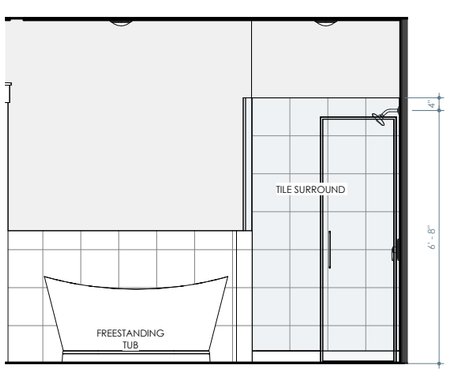
11 OWNER'S BATH

1/4" = 1'-0"



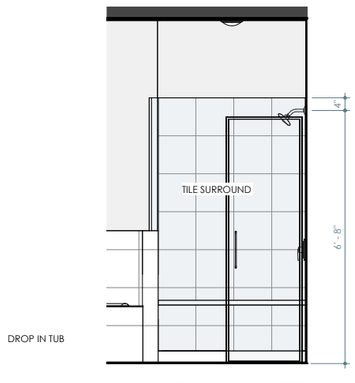
12 OWNER'S BATH

1/4" = 1'-0"



13 OPT. FREESTANDING TUB ILO DROP IN TUB

1/4" = 1'-0"



14 OPT. SHOWER SEAT @ OWNER'S BATH

1/4" = 1'-0"

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PLAN NO.

3160

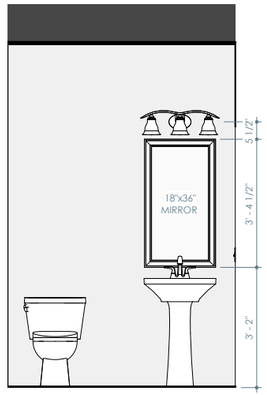
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/4" = 1'-0"

SHEET NAME

INTERIOR ELEVATIONS

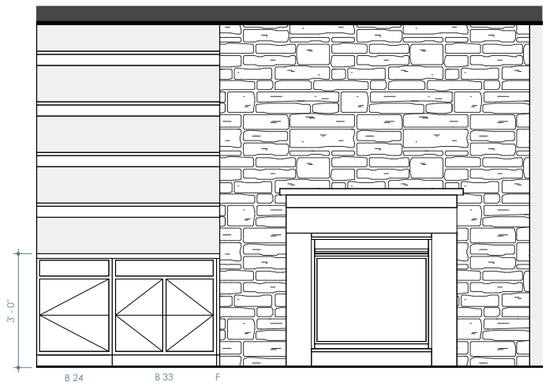
SHEET NO.

AI1.00



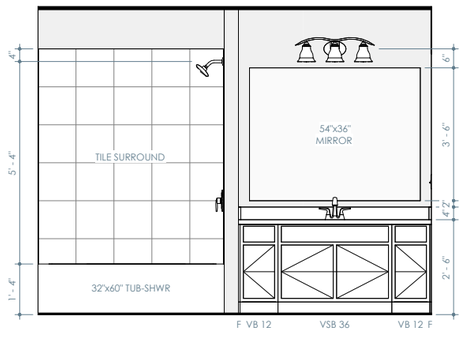
1 POWDER

1/4" = 1'-0"



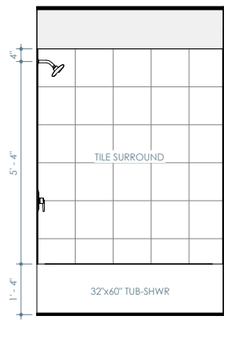
2 OPT. BUILT-INS @ FIREPLACE

1/4" = 1'-0"



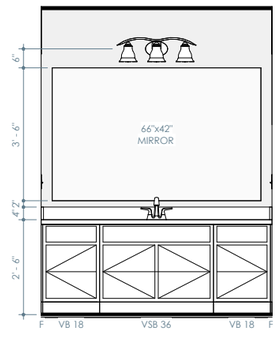
3 BATH 2

1/4" = 1'-0"



4 BATH 3

1/4" = 1'-0"



5 BATH 3

1/4" = 1'-0"

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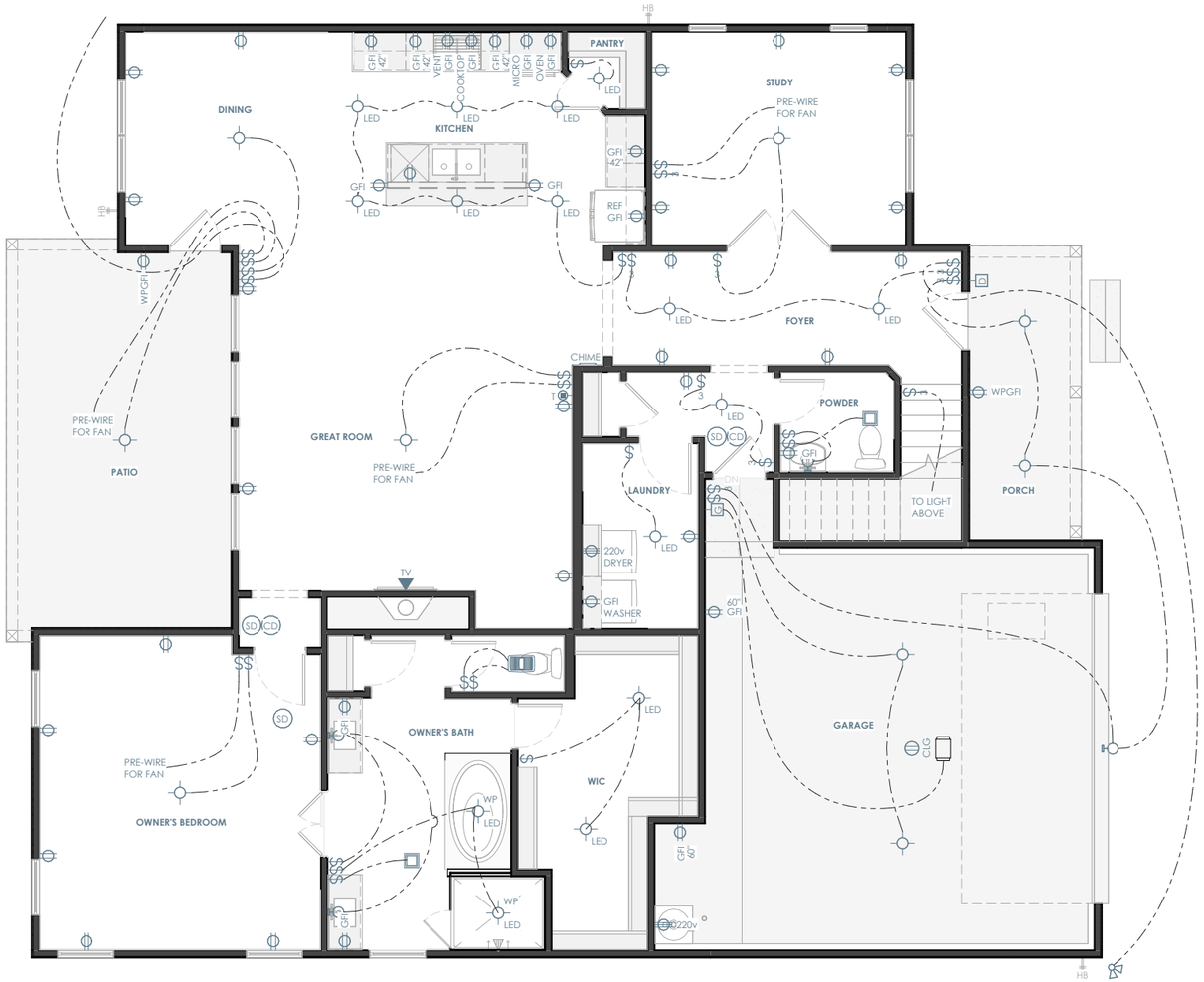
DRAWN BY	SST
SCALE	1/4" = 1'-0"

SHEET NAME

INTERIOR ELEVATIONS

SHEET NO.

AI1.01



ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

ELEVATION A - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

Brightland HOMES

PROJECT NAME

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PLAN NO.

3160

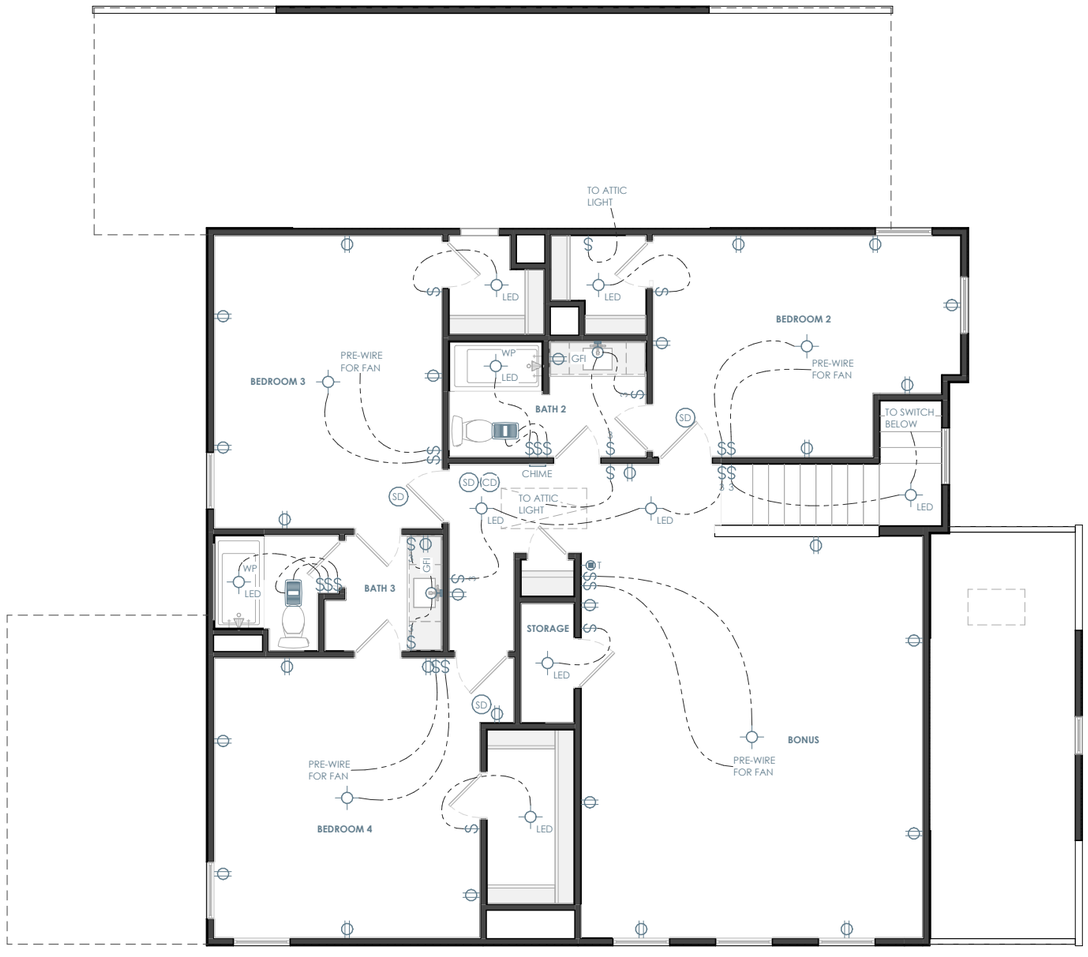
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - FIRST FLOOR ELECTRICAL PLAN

SHEET NO.

E1.00



ELEVATION A - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220V 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- T THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

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PLAN NO.

3160

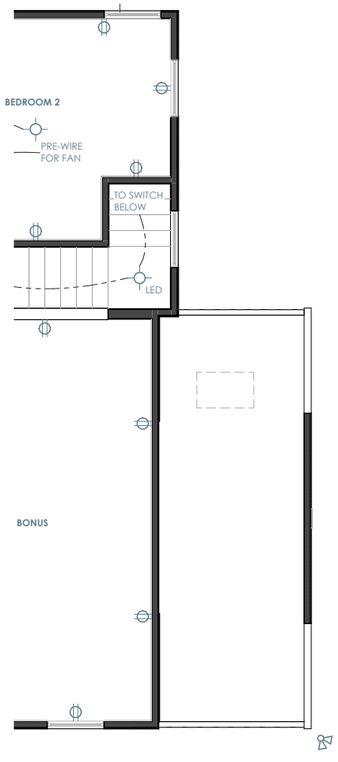
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - SECOND FLOOR ELECTRICAL PLAN

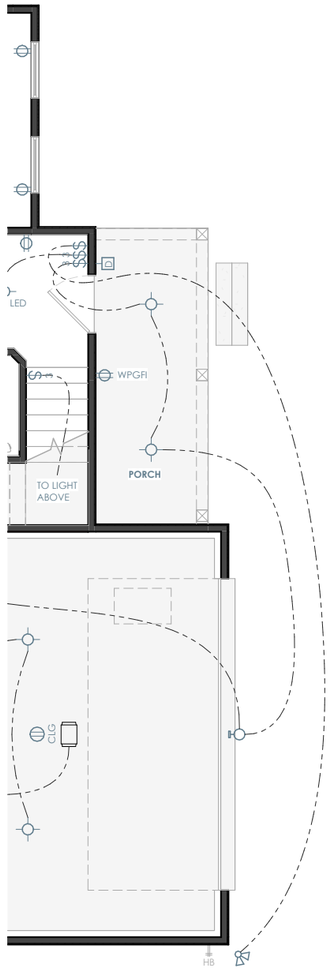
SHEET NO.

E1.01



ELEVATION B - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- THREE WAY SWITCH
- FOUR WAY SWITCH
- SINGLE POLE DIMMER SWITCH
- OCCUPANT SENSOR SWITCH
- RHEOSTAT SWITCH
- PRESSURE SWITCH
- GARAGE DOOR SWITCH
- DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- SUFRACE MOUNT LED LIGHT FIXTURE
- KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLOOR OUTLET
- OVERHEAD OUTLET
- 220 VOLT OUTLET

COMMUNICATION

- PHONE OUTLET
- DATA OUTLET
- SURROUND SOUND OUTLET
- TV OUTLET
- SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SMOKE ALARM
- CARBON DETECTOR

EQUIPMENT

- ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN

- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS

- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES

- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
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- FLOOR PLUGS AS REQUIRED

OTHER AREAS

- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING

- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS

- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
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- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

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PLAN NO.

3160

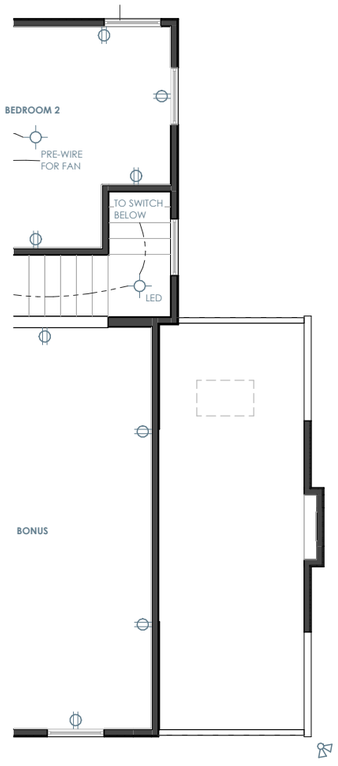
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - PARTIAL ELECTRICAL PLANS

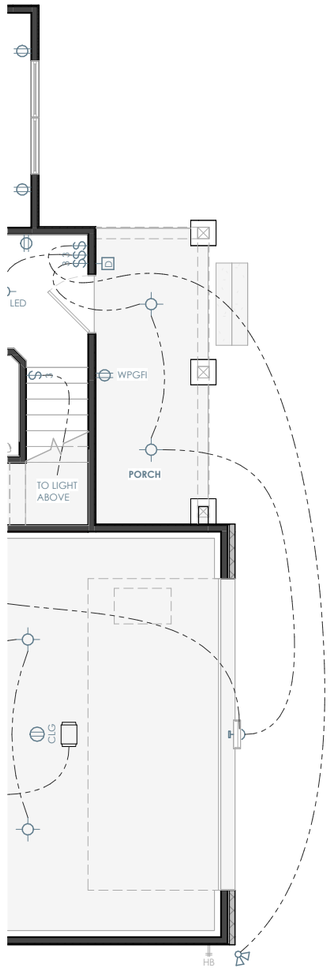
SHEET NO.

E2.00



ELEVATION C - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- THREE WAY SWITCH
- FOUR WAY SWITCH
- SINGLE POLE DIMMER SWITCH
- OCCUPANT SENSOR SWITCH
- RHEOSTAT SWITCH
- PRESSURE SWITCH
- GARAGE DOOR SWITCH
- DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- SUFRACE MOUNT LED LIGHT FIXTURE
- KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLOOR OUTLET
- OVERHEAD OUTLET
- 220 VOLT OUTLET

COMMUNICATION

- PHONE OUTLET
- DATA OUTLET
- SURROUND SOUND OUTLET
- TV OUTLET
- SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SMOKE ALARM
- CARBON DETECTOR

EQUIPMENT

- ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

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- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
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- FLOOR PLUGS AS REQUIRED

OTHER AREAS
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LIGHTING
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SMOKE DETECTORS
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- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
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- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

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PROJECT NAME

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PLAN NO.

3160

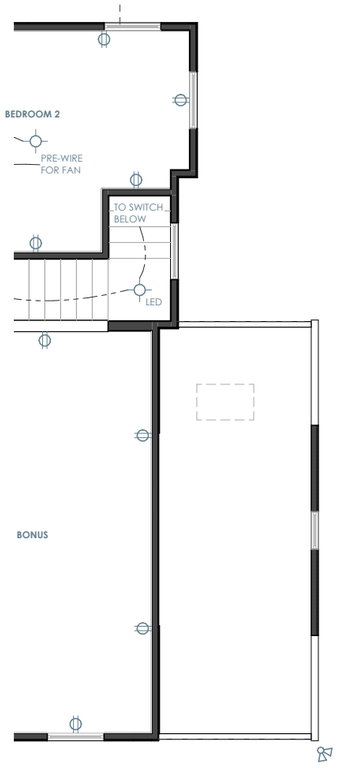
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - PARTIAL ELECTRICAL PLANS

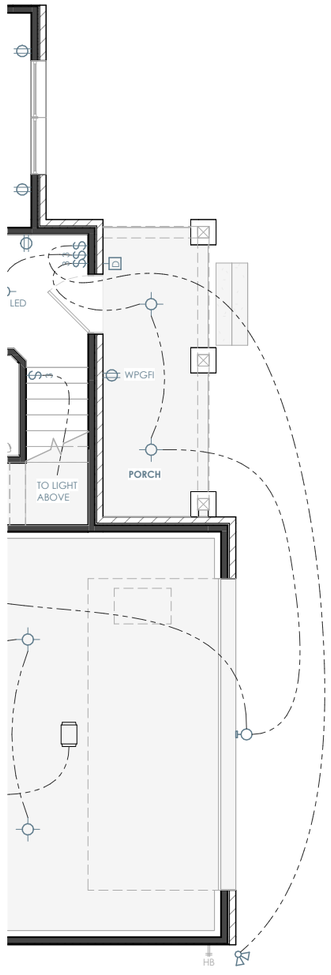
SHEET NO.

E3.00



ELEVATON D - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



ELEVATION D - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- THREE WAY SWITCH
- FOUR WAY SWITCH
- SINGLE POLE DIMMER SWITCH
- OCCUPANT SENSOR SWITCH
- RHEOSTAT SWITCH
- PRESSURE SWITCH
- GARAGE DOOR SWITCH
- DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- SUFRACE MOUNT LED LIGHT FIXTURE
- KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLOOR OUTLET
- OVERHEAD OUTLET
- 220 VOLT OUTLET

COMMUNICATION

- PHONE OUTLET
- DATA OUTLET
- SURROUND SOUND OUTLET
- TV OUTLET
- SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SMOKE ALARM
- CARBON DETECTOR

EQUIPMENT

- ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

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- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
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LIVING SPACES
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- FLOOR PLUGS AS REQUIRED

OTHER AREAS
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- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
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PLAN NO.

3160

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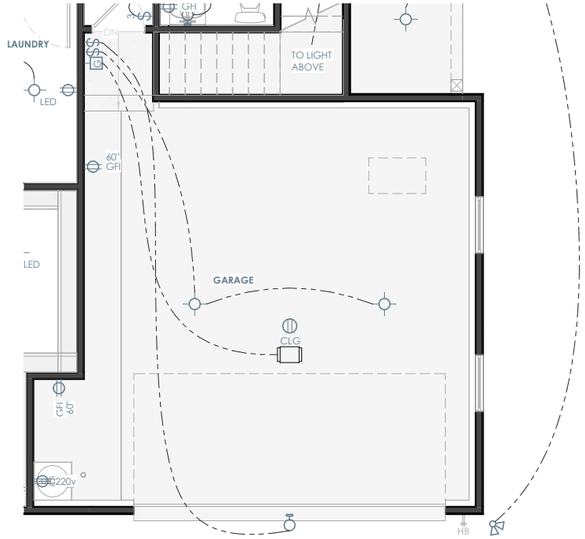
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - PARTIAL ELECTRICAL PLANS

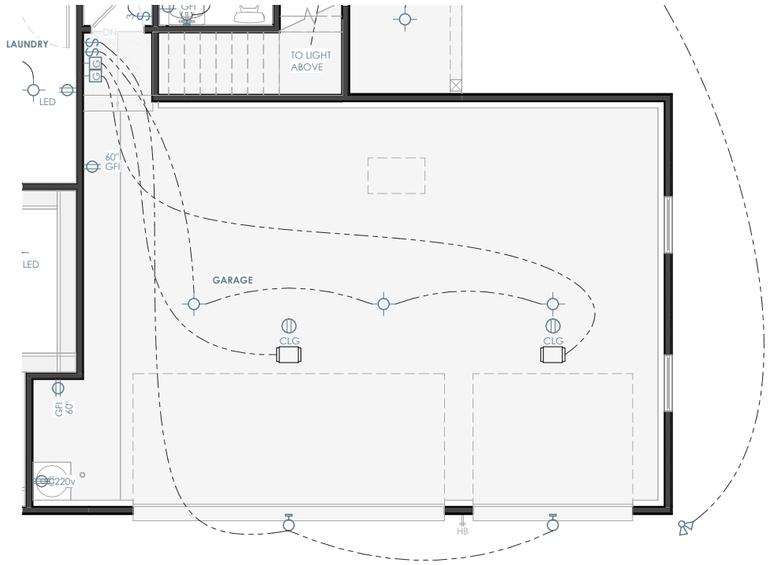
SHEET NO.

E4.00



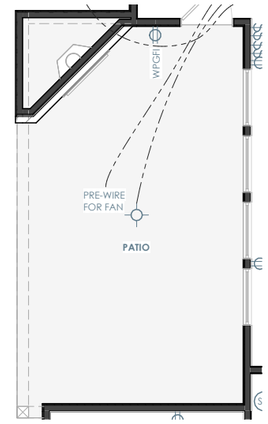
OPT. SIDE ENTRY GARAGE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



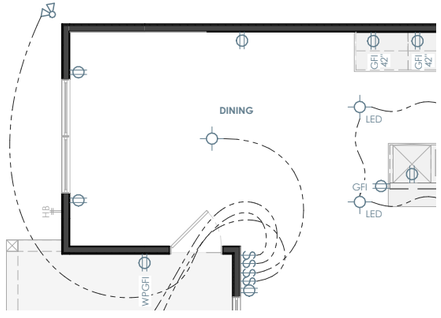
OPT. 3 CAR GARAGE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



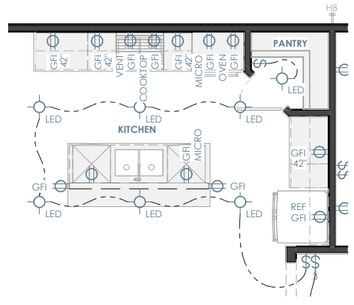
OPT. FIREPLACE @ COVERED PORCH - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



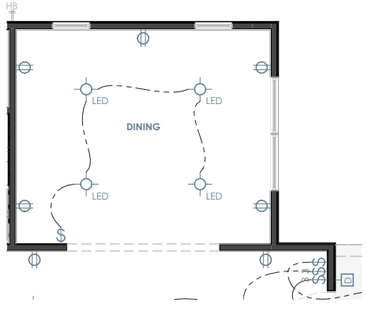
OPT. 3' EXPANDED DINING - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



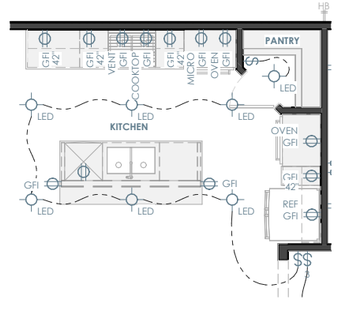
OPT. ISLAND MICROWAVE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



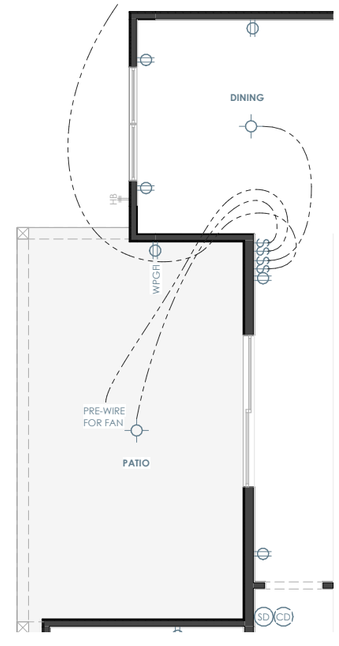
OPT. DINING ILO STUDY - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. DOUBLE OVEN - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. SILDER @ GREAT ROOM - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

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PLAN NO.

3160

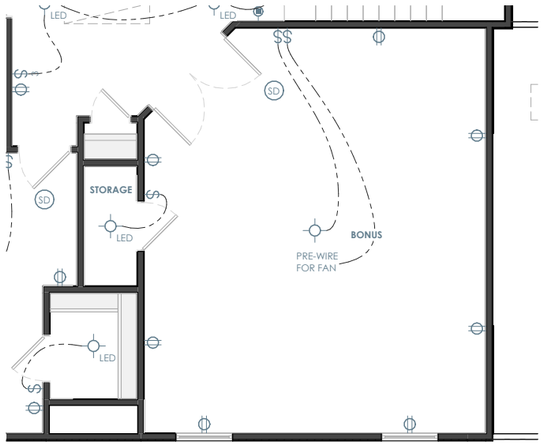
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

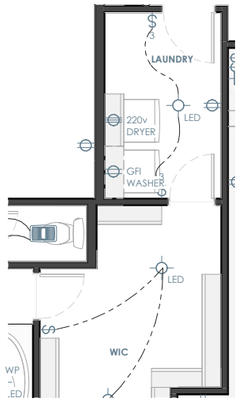
SHEET NO.

E7.00



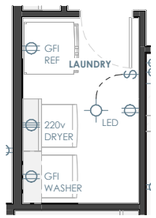
OPT. BONUS ROOM - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. DOOR @ LAUNDRY - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. FRIDGE @ LAUNDRY - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

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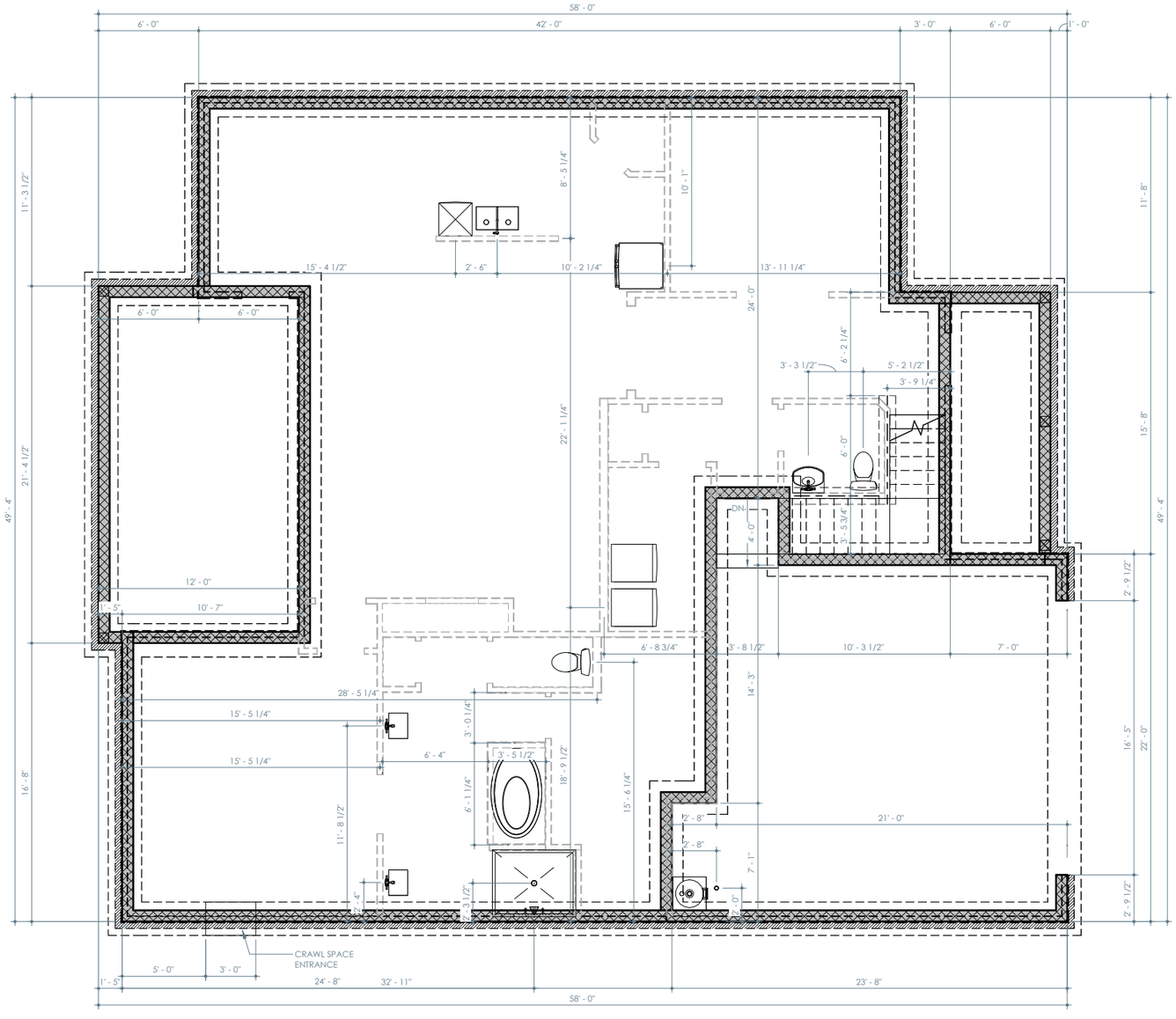
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

E7.01



ELEVATION A - FOUNDATION PLAN

1/8" = 1'-0"

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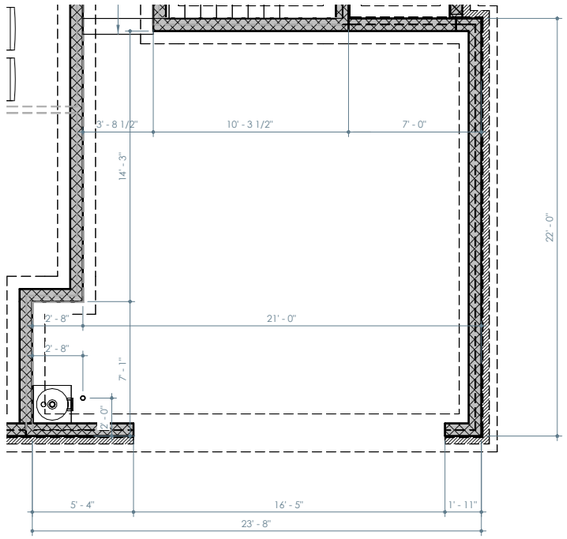
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

FOUNDATION - ELEVATION A

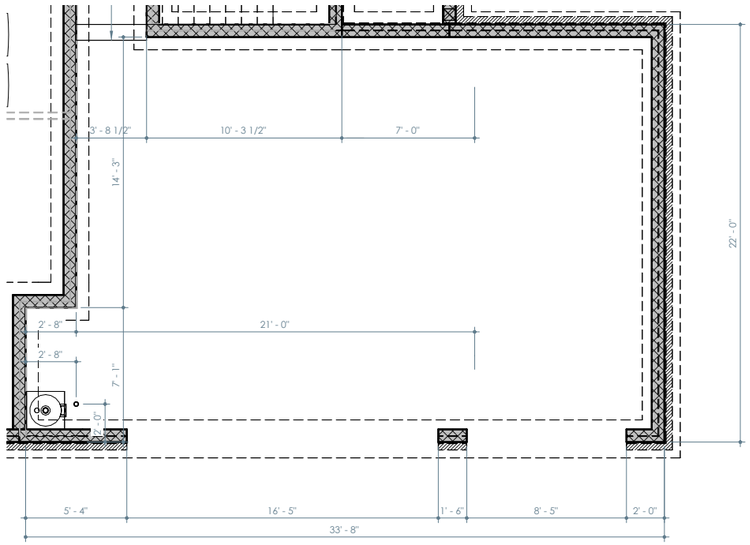
SHEET NO.

SF1.00



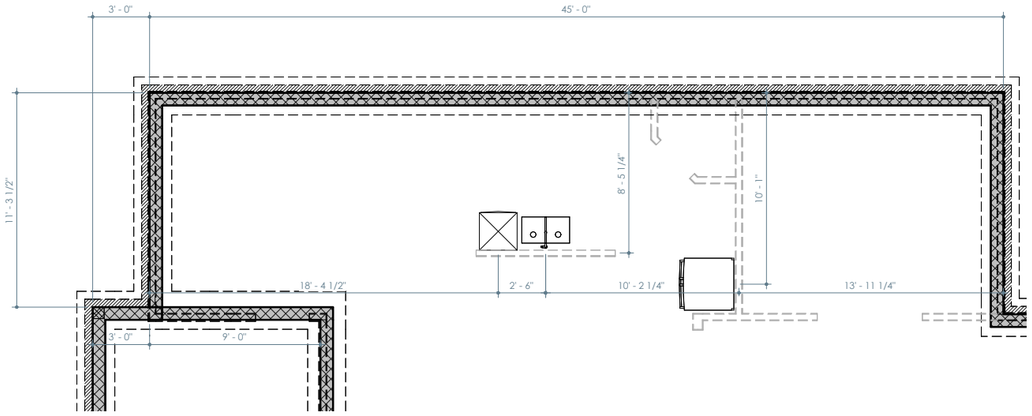
OPT. SIDE ENTRY GARAGE - FOUNDATION PLAN

1/8" = 1'-0"



OPT. 3 CAR GARAGE - FOUNDATION PLAN

1/8" = 1'-0"



OPT. 3' EXTENDED DINING - FOUNDATION PLAN

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

SF7.00



ELEVATION A

3/32" = 1'-0"



ELEVATION B

3/32" = 1'-0"



ELEVATION C

3/32" = 1'-0"



ELEVATION D

3/32" = 1'-0"

REVISION LOG

SHEET LIST

NO.	TITLE
A-0.00	COVER SHEET
A-1.00	ELEVATION A - FIRST FLOOR PLAN
A-1.01	ELEVATION A - SECOND FLOOR PLAN
A-1.02	ELEVATION A - EXTERIOR ELEVATIONS
A-1.03	ELEVATION A - EXTERIOR ELEVATIONS
A-1.04	ELEVATION A - ROOF PLAN
A-2.01	ELEVATION B - PARTIAL FLOOR PLANS
A-2.02	ELEVATION B - EXTERIOR ELEVATIONS
A-2.03	ELEVATION B - EXTERIOR ELEVATIONS
A-2.04	ELEVATION B - ROOF PLAN
A-3.01	ELEVATION C - PARTIAL FLOOR PLANS
A-3.02	ELEVATION C - EXTERIOR ELEVATIONS
A-3.03	ELEVATION C - EXTERIOR ELEVATIONS
A-3.04	ELEVATION C - ROOF PLAN
A-4.01	ELEVATION D - PARTIAL FLOOR PLANS
A-4.02	ELEVATION D - EXTERIOR ELEVATIONS
A-4.03	ELEVATION D - EXTERIOR ELEVATIONS
A-4.04	ELEVATION D - ROOF PLAN
A-7.00	PLAN OPTIONS
A-7.01	PLAN OPTIONS
A-7.02	PLAN OPTIONS
A-7.03	PLAN OPTIONS
A-7.04	PLAN OPTIONS
A-7.05	PLAN OPTIONS
A-7.06	PLAN OPTIONS
A-7.07	PLAN OPTIONS
A-7.08	PLAN OPTIONS
A-7.09	PLAN OPTIONS
A-7.10	PLAN OPTIONS
A-7.11	PLAN OPTIONS
A-7.12	PLAN OPTIONS
AD-1.00	DETAILS
AI1.00	INTERIOR ELEVATIONS
AI1.01	INTERIOR ELEVATIONS
E-1.00	ELEVATION A - FIRST FLOOR ELECTRICAL PLAN
E-1.01	ELEVATION A - SECOND FLOOR ELECTRICAL PLAN
E-2.00	ELEVATION B - PARTIAL ELECTRICAL PLANS
E-3.00	ELEVATION C - PARTIAL ELECTRICAL PLANS
E-4.00	ELEVATION D - PARTIAL ELECTRICAL PLANS
E-7.00	PLAN OPTIONS
E-7.01	PLAN OPTIONS
SF-1.00	FOUNDATION - ELEVATION A
SF-7.00	PLAN OPTIONS

PLAN OPTIONS

ELEVATION A	OPT. LAUNDRY CABINETS
ELEVATION B	OPT. GREAT ROOM SLIDER DOOR
ELEVATION C	OPT. BEDROOM 5
ELEVATION D	OPT. ISLAND MICROWAVE
OPT. EXECUTIVE OPTION	OPT. SHOWER SEAT @ OWNERS BATH
OPT. 3 CAR GARAGE	OPT. OWNER'S BATH 1
OPT. SIDE LOAD GARAGE	OPT. LINEN CABINET
OPT. REAR COVERED PORCH	OPT. BATH 3 ADDITIONAL SINK
OPT. PORCH FIREPLACE	OPT. EXTENDED ISLAND W/ LEGS
OPT. GUEST BEDROOM	OPT. 36" COOKTOP RANGE W/ BUMPOUT & VENT HOOD ABOVE
OPT. 1/2 BATH VANITY	OPT. RECESSED FIREPLACE
OPT. COFFERED CEILING AT FOYER	

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PLAN NO.

3470

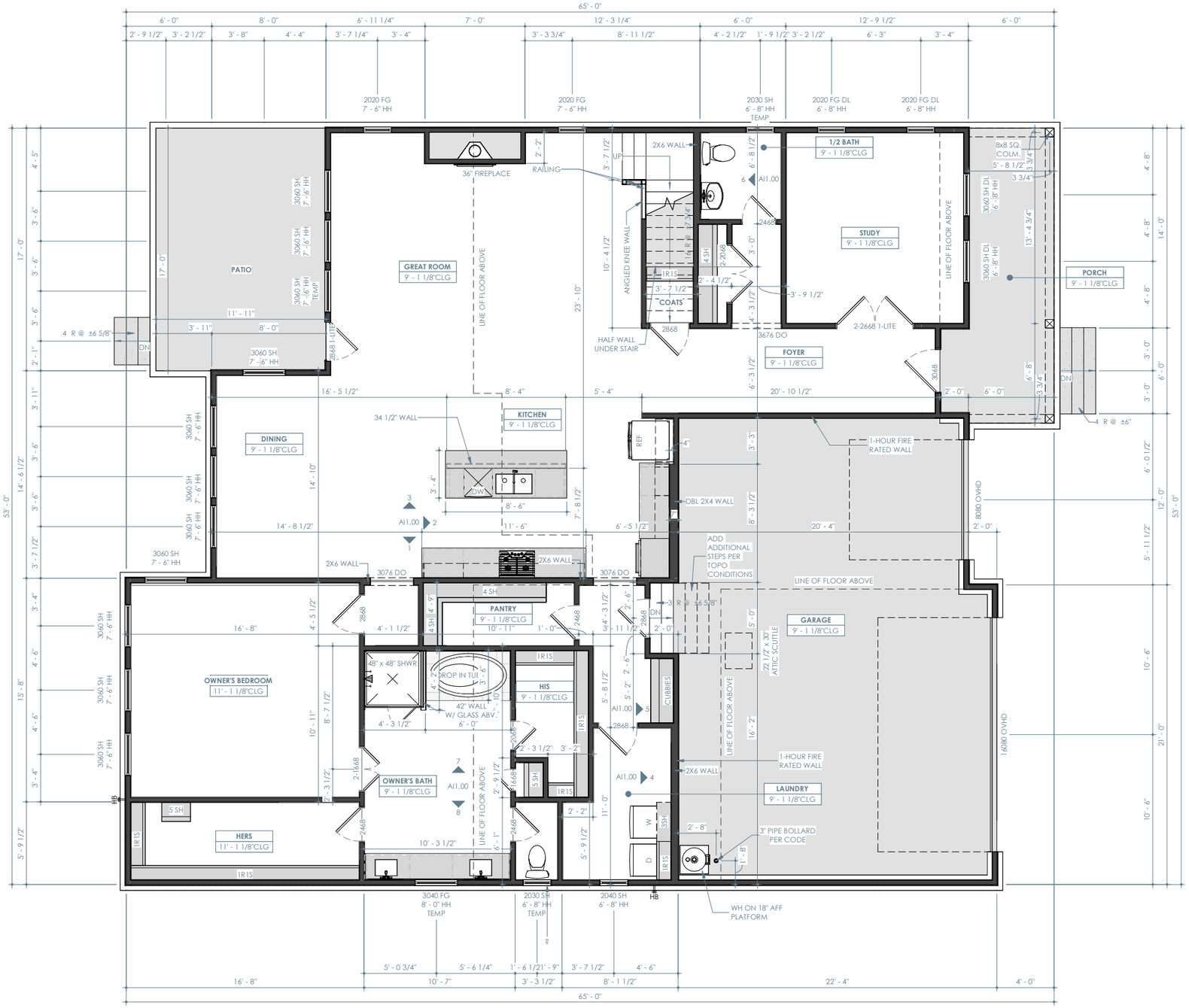
ISSUE DATE	10/06/2023
DRAWN BY	STT
SCALE	3/32" = 1'-0"

SHEET NAME

COVER SHEET

SHEET NO.

A-0.00



ELEVATION A - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION A - A/C LIVING	
FIRST FLOOR	1896 SF
SECOND FLOOR	1260 SF
TOTAL	3156 SF

ELEVATION A - LIVING	
FIRST FLOOR	2114 SF
SECOND FLOOR	1344 SF
TOTAL	3458 SF
TOTAL UNDER ROOF	4525 SF

ELEVATION A - NON-LIVING	
GARAGE	718 SF
PORCH	136 SF
PATIO	213 SF
TOTAL	1067 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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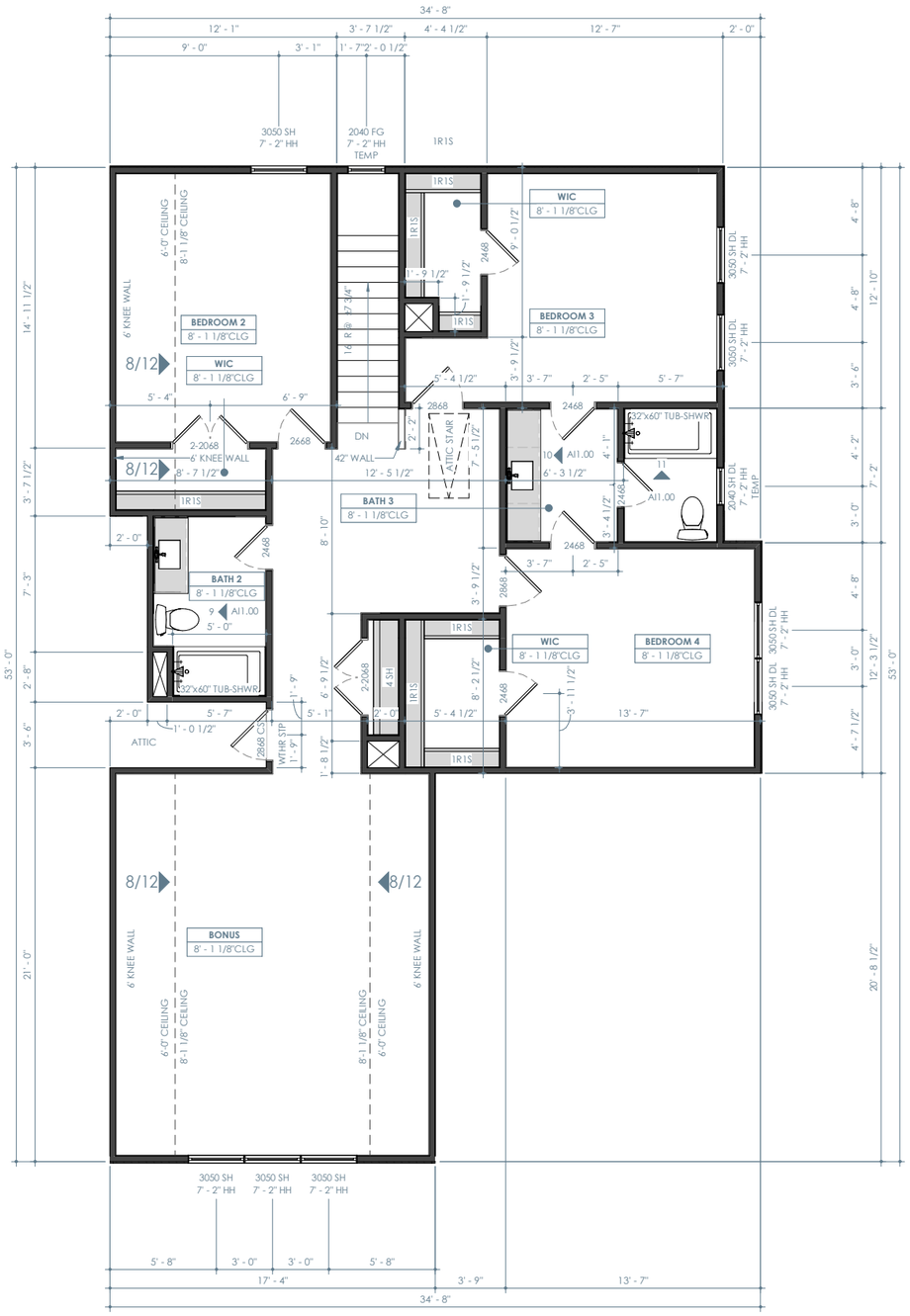
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - FIRST FLOOR PLAN

SHEET NO.

A-1.00



ELEVATION A - SECOND FLOOR PLAN

1/8" = 1'-0"

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - SECOND FLOOR PLAN

SHEET NO.

A-1.01



ELEVATION A - FRONT

1/8" = 1'-0"



ELEVATION A - REAR

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A-1.02



ELEVATION A - LEFT

1/8" = 1'-0"



ELEVATION A - RIGHT

1/8" = 1'-0"

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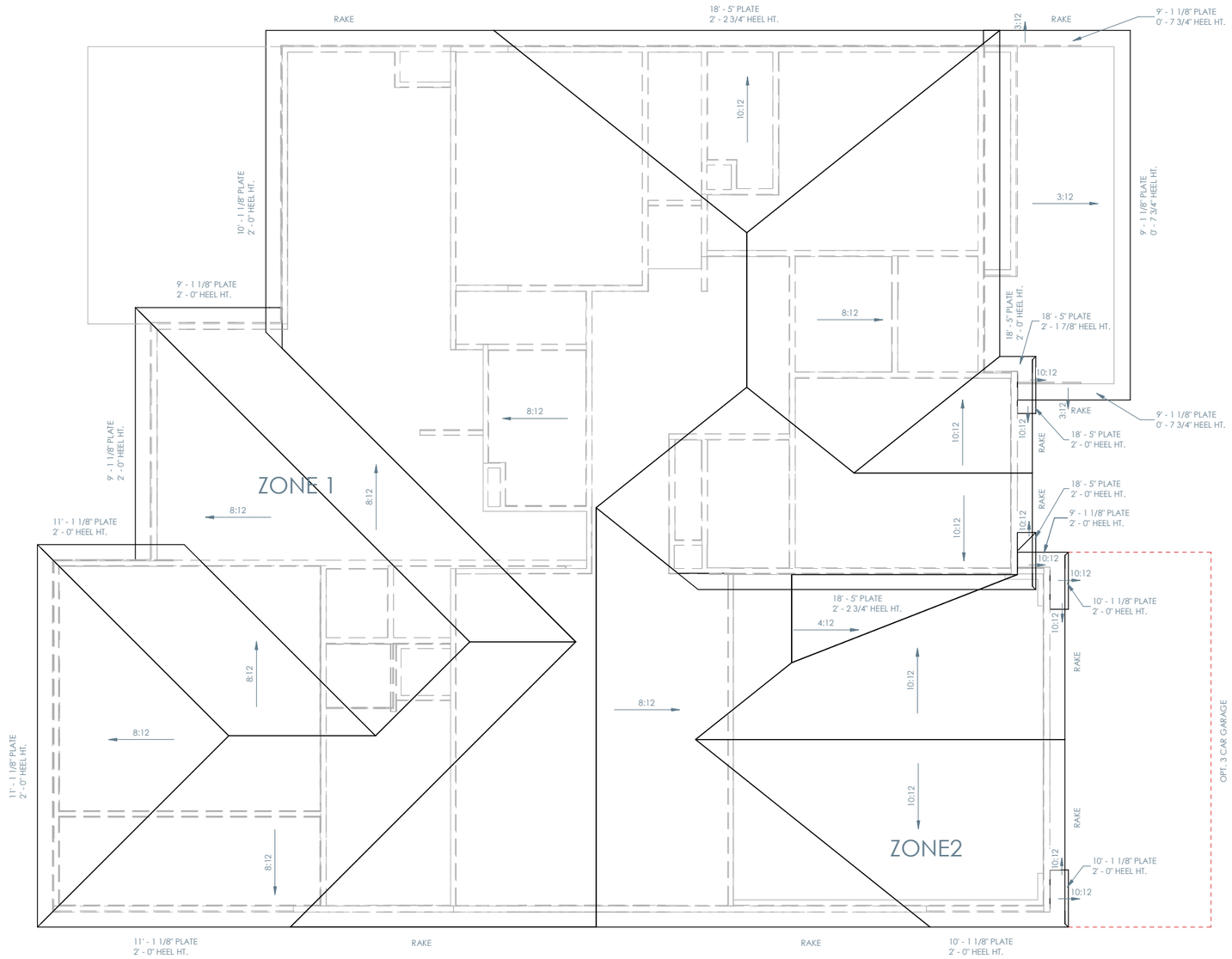
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A-1.03



ELEVATION A - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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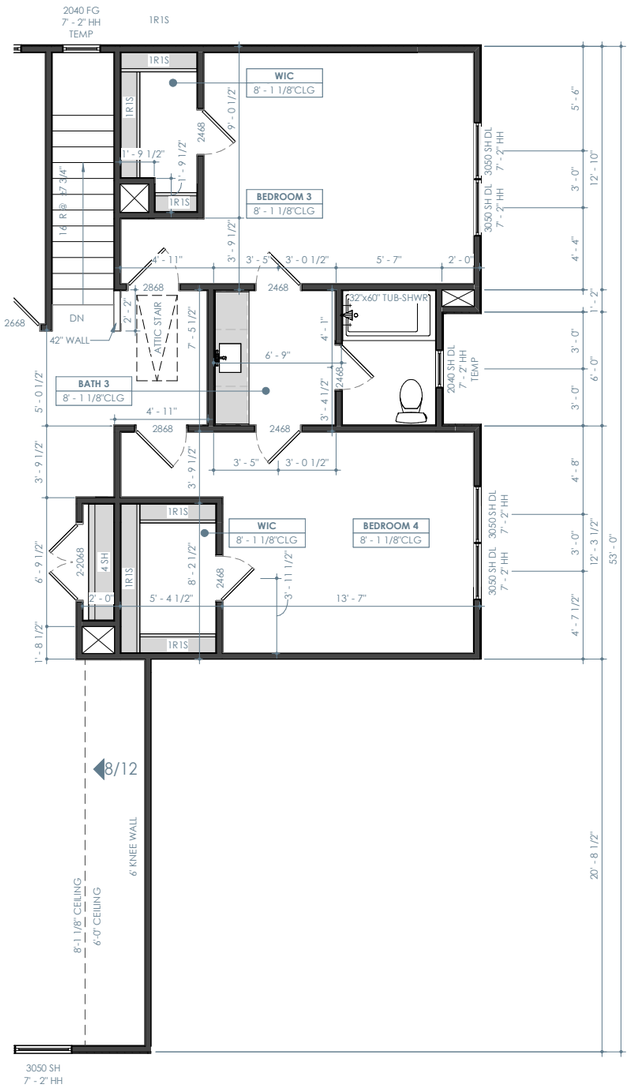
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - ROOF PLAN

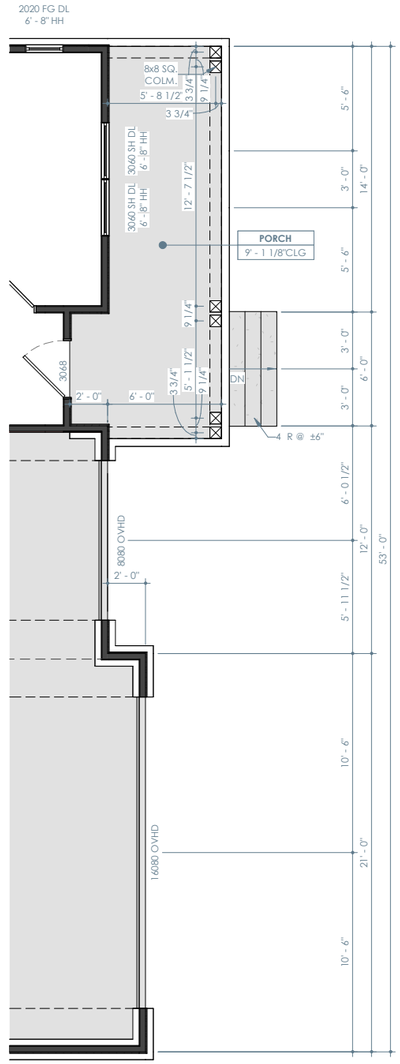
SHEET NO.

A-1.04



ELEVATION B - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION B - A/C LIVING

FIRST FLOOR	1896 SF
SECOND FLOOR	1282 SF
TOTAL	3178 SF

ELEVATION B - LIVING

FIRST FLOOR	2114 SF
SECOND FLOOR	1372 SF
TOTAL	3486 SF

TOTAL UNDER ROOF	4553 SF

ELEVATION B - NON-LIVING

GARAGE	718 SF
PORCH	136 SF
PATIO	213 SF
TOTAL	1067 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
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- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
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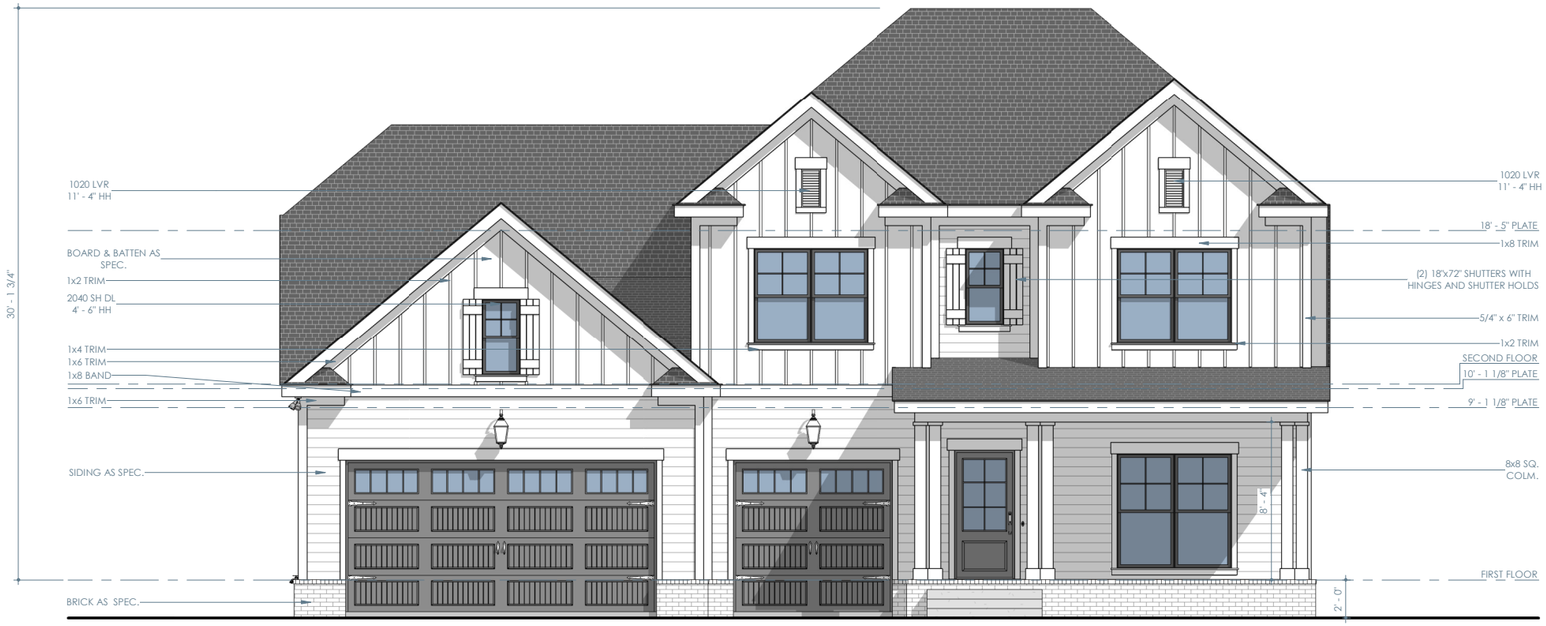
ISSUE DATE	10/06/2023
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - PARTIAL FLOOR PLANS

SHEET NO.

A-2.01



ELEVATION B - FRONT

1/8" = 1'-0"



ELEVATION B - REAR

1/8" = 1'-0"

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PROJECT NAME

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3470

ISSUE DATE	10/06/2023
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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A-2.02



ELEVATION B - LEFT

1/8" = 1'-0"



ELEVATION B - RIGHT

1/8" = 1'-0"

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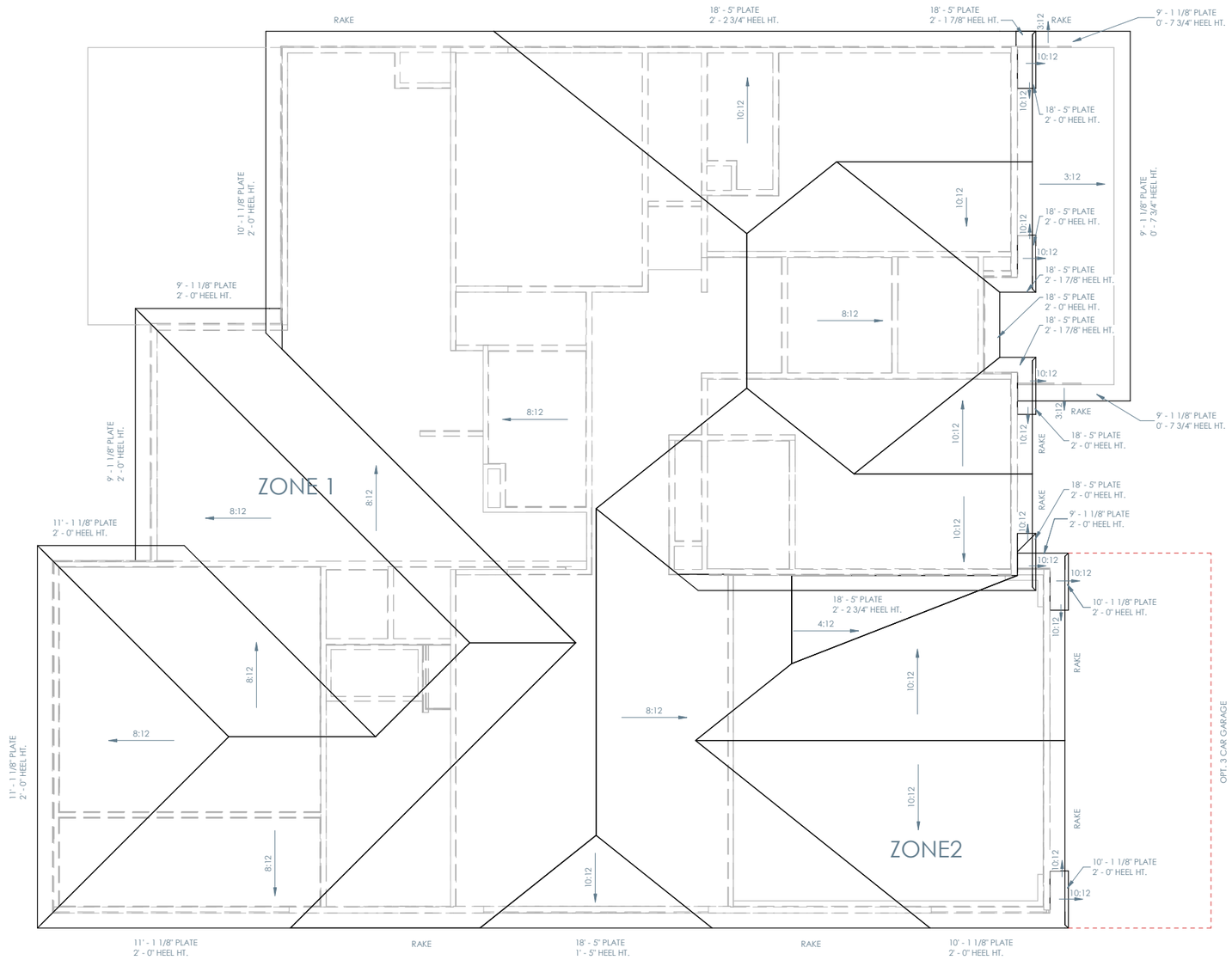
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A-2.03



ELEVATION B - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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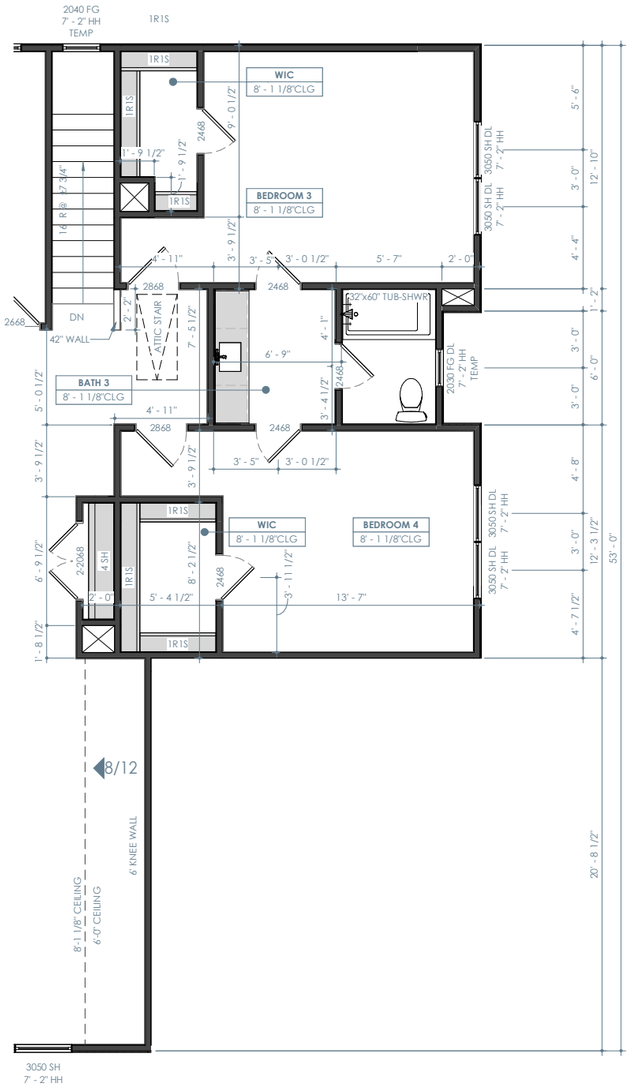
SHEET NAME

ELEVATION B - ROOF PLAN

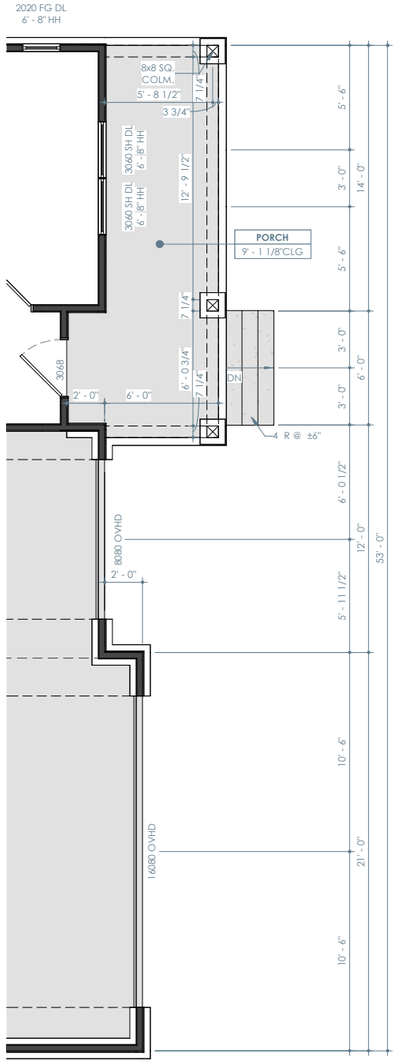
SHEET NO.

A-2.04



ELEVATION C - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR PLAN

1/8" = 1'-0"

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

ELEVATION C - A/C LIVING

FIRST FLOOR	1896 SF
SECOND FLOOR	1282 SF
TOTAL	3178 SF

ELEVATION C - LIVING

FIRST FLOOR	2114 SF
SECOND FLOOR	1372 SF
TOTAL	3486 SF

TOTAL UNDER ROOF	4553 SF

ELEVATION C - NON-LIVING

GARAGE	718 SF
PORCH	136 SF
PATIO	213 SF
TOTAL	1067 SF

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - PARTIAL FLOOR PLANS

SHEET NO.

A-3.01



ELEVATION C - FRONT

1/8" = 1'-0"



ELEVATION C - REAR

1/8" = 1'-0"

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SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A-3.02



ELEVATION C - LEFT

1/8" = 1'-0"



ELEVATION C - RIGHT

1/8" = 1'-0"

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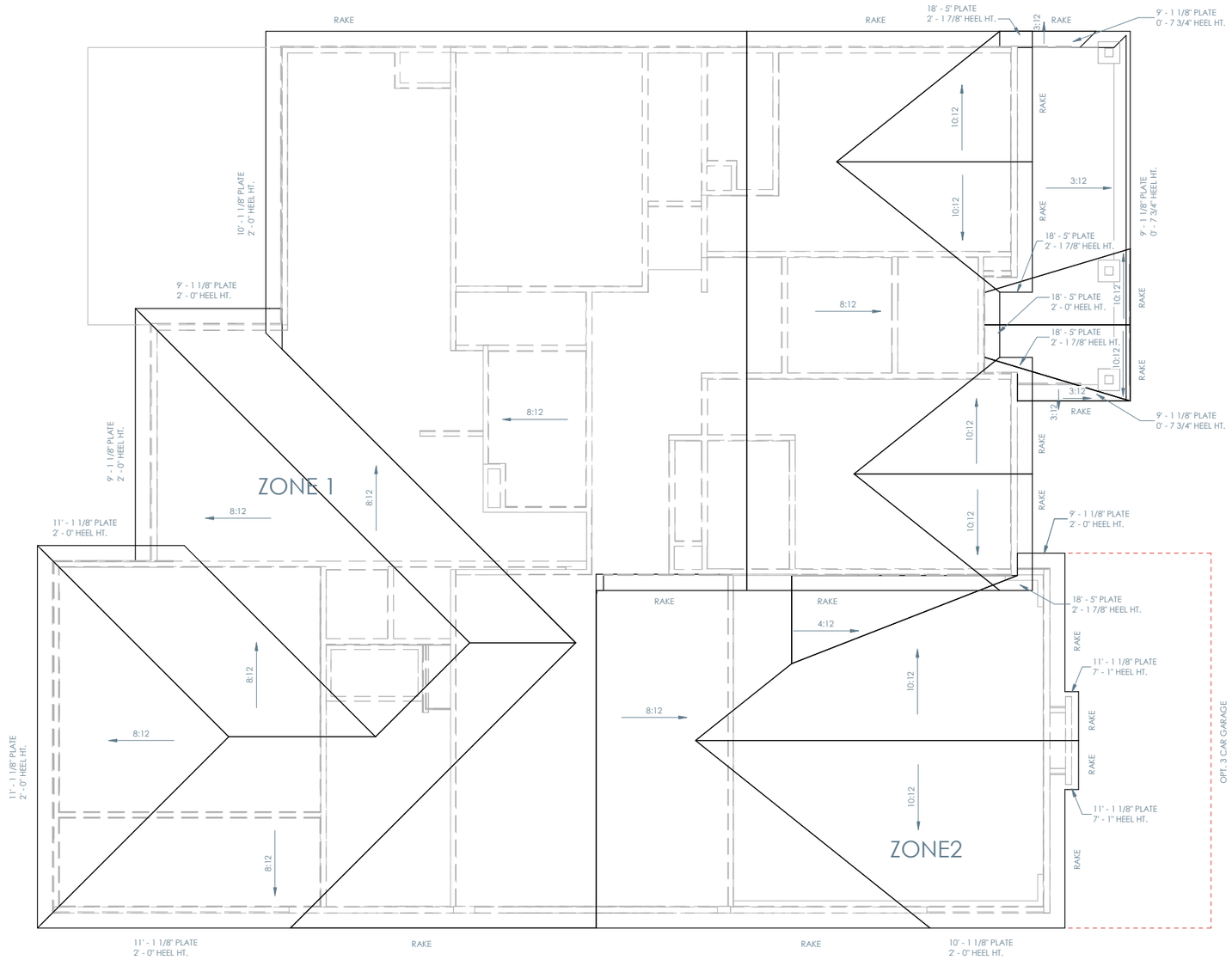
SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A-3.03



ELEVATION C - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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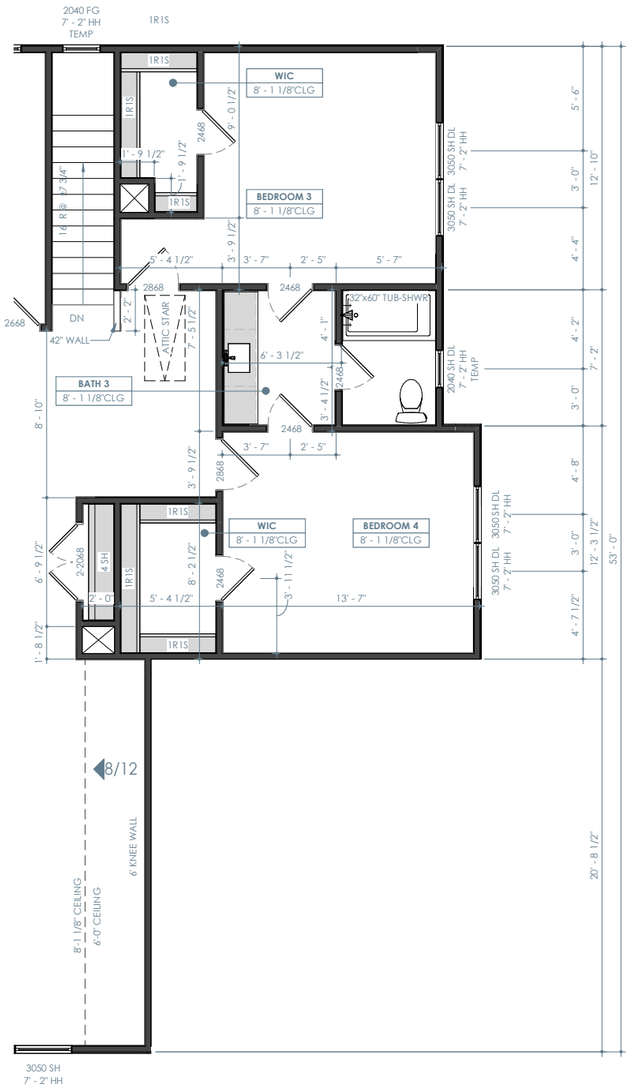
SHEET NAME

ELEVATION C - ROOF PLAN

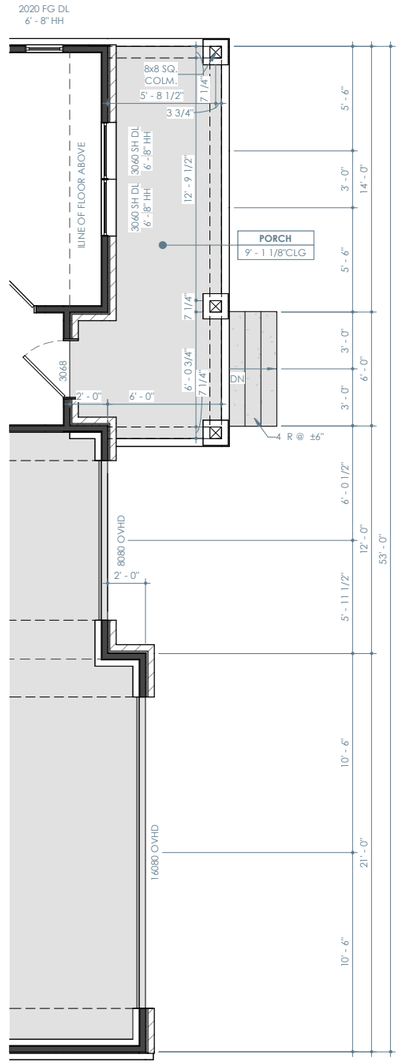
SHEET NO.

A-3.04



ELEVATION D - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION D- FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION D - A/C LIVING

FIRST FLOOR	1896 SF
SECOND FLOOR	1260 SF
TOTAL	3156 SF

ELEVATION D - LIVING

FIRST FLOOR	2124 SF
SECOND FLOOR	1344 SF
TOTAL	3468 SF

TOTAL UNDER ROOF	4540 SF

ELEVATION D - NON-LIVING

GARAGE	734 SF
PORCH	125 SF
PATIO	213 SF
TOTAL	1072 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
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SHEET NAME

ELEVATION D - PARTIAL FLOOR PLANS

SHEET NO.

A-4.01



ELEVATION D - FRONT

1/8" = 1'-0"



ELEVATION D - REAR

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A-4.02



ELEVATION D - LEFT

1/8" = 1'-0"



ELEVATION D - RIGHT

1/8" = 1'-0"

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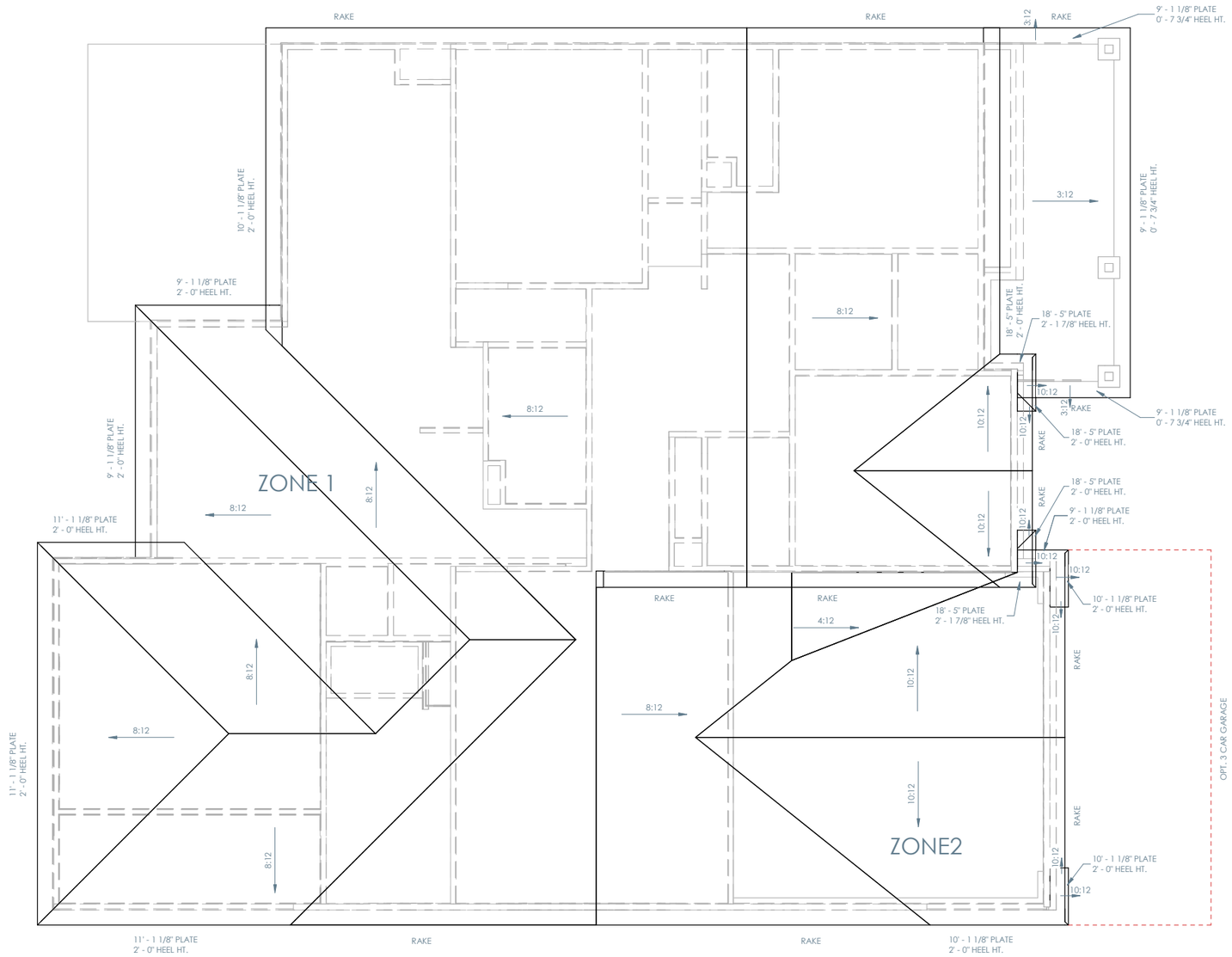
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A-4.03



ELEVATION D - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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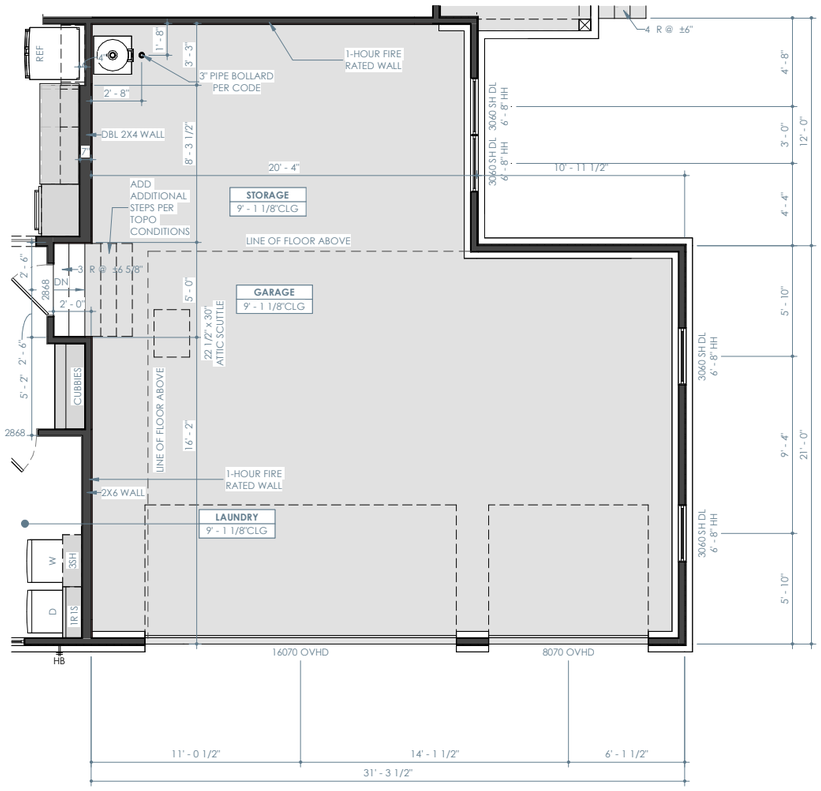
SHEET NAME

ELEVATION D - ROOF PLAN

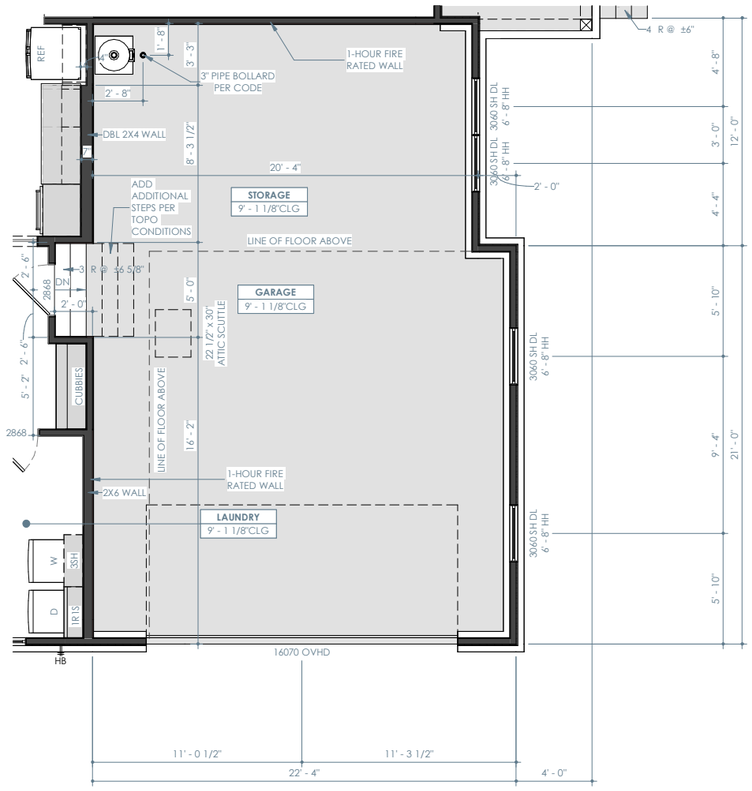
SHEET NO.

A-4.04



OPT. 3 CAR GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. SIDE LOAD GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"

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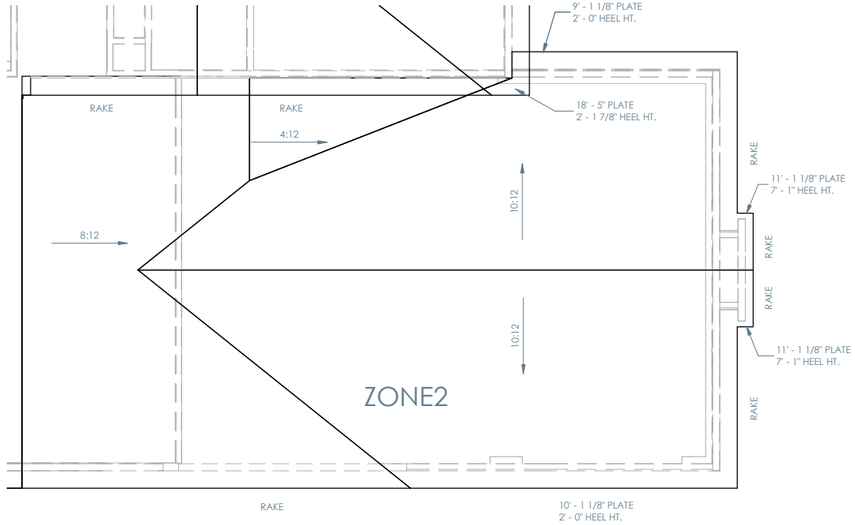
SHEET NAME

PLAN OPTIONS

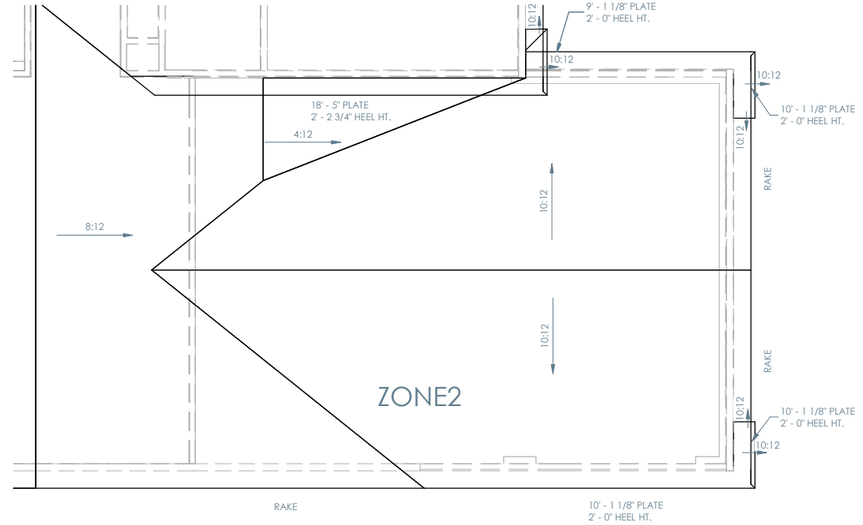
SHEET NO.

A-7.00



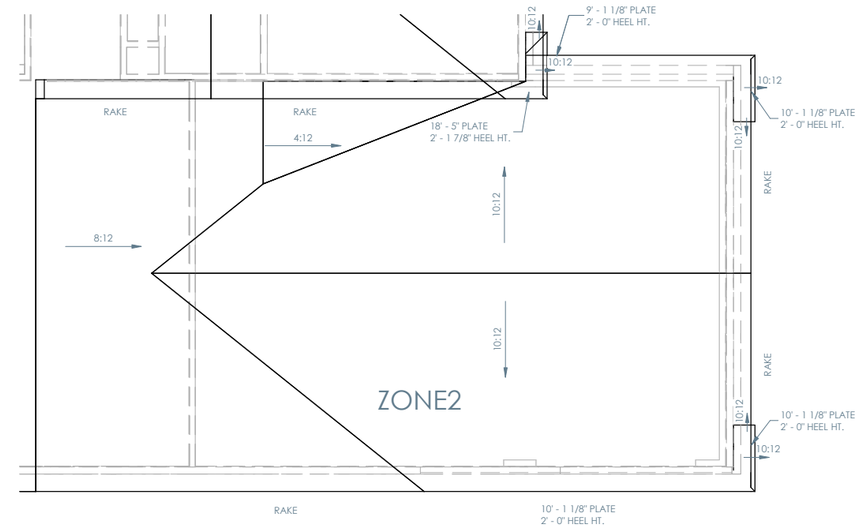
ELEVATION C - OPT. 3 CAR GARAGE - ROOF PLAN

1/8" = 1'-0"



ELEVATION A - OPT. 3 CAR GARAGE - ROOF PLAN (SIMILAR FOR ELEVATION B)

1/8" = 1'-0"



ELEVATION D - OPT. 3 CAR GARAGE - ROOF PLAN

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

A-7.01



ELEVATION A - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



ELEVATION C - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



ELEVATION B - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



ELEVATION D - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"

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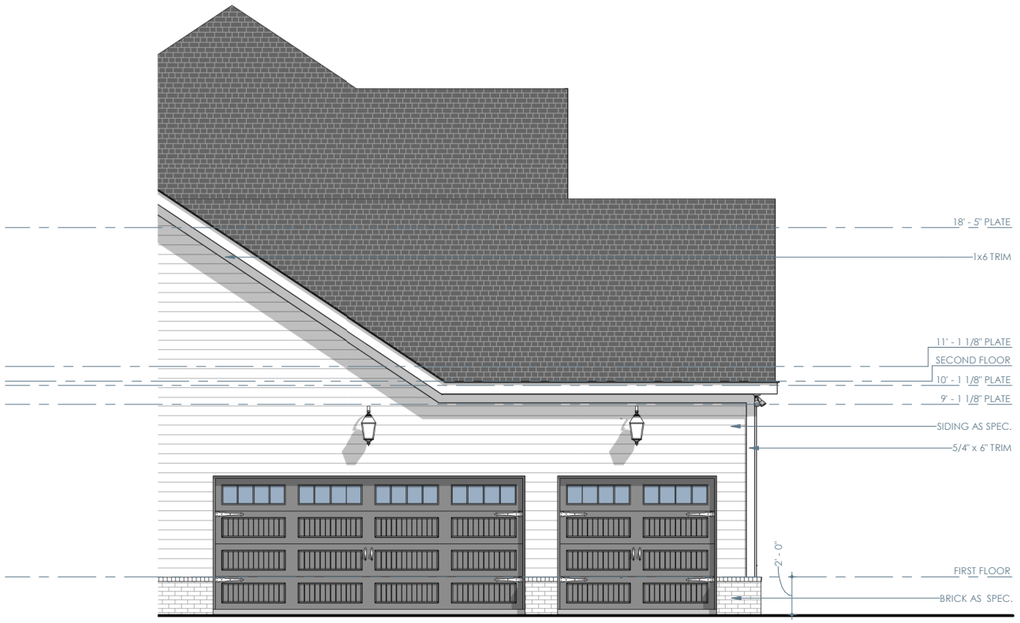
SHEET NAME

PLAN OPTIONS

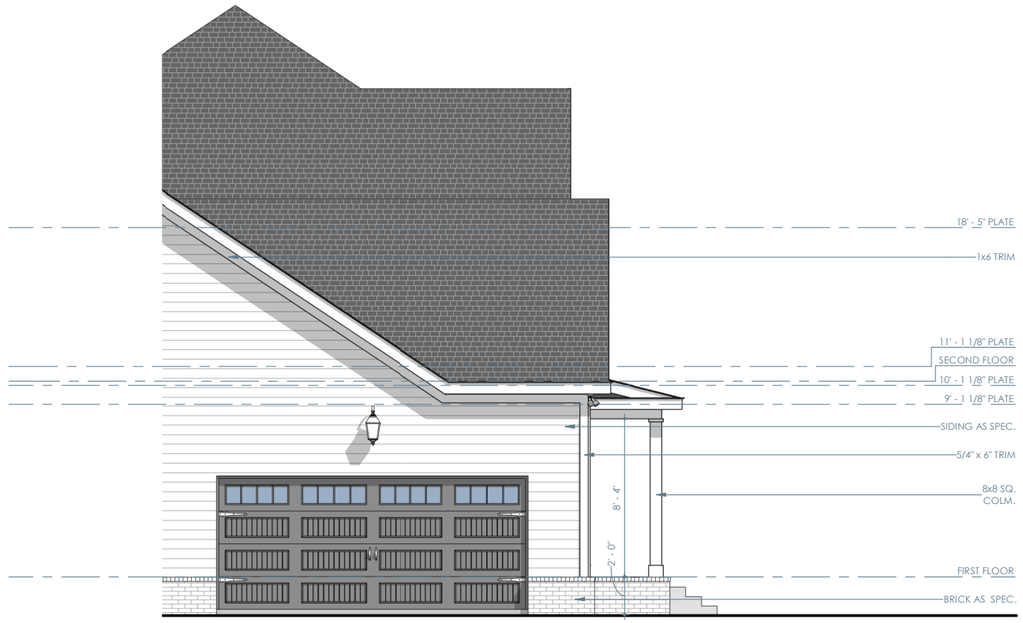
SHEET NO.

A-7.02



OPT. 3 CAR GARAGE - LEFT

1/8" = 1'-0"



OPT. SIDE LOAD GARAGE - LEFT

1/8" = 1'-0"

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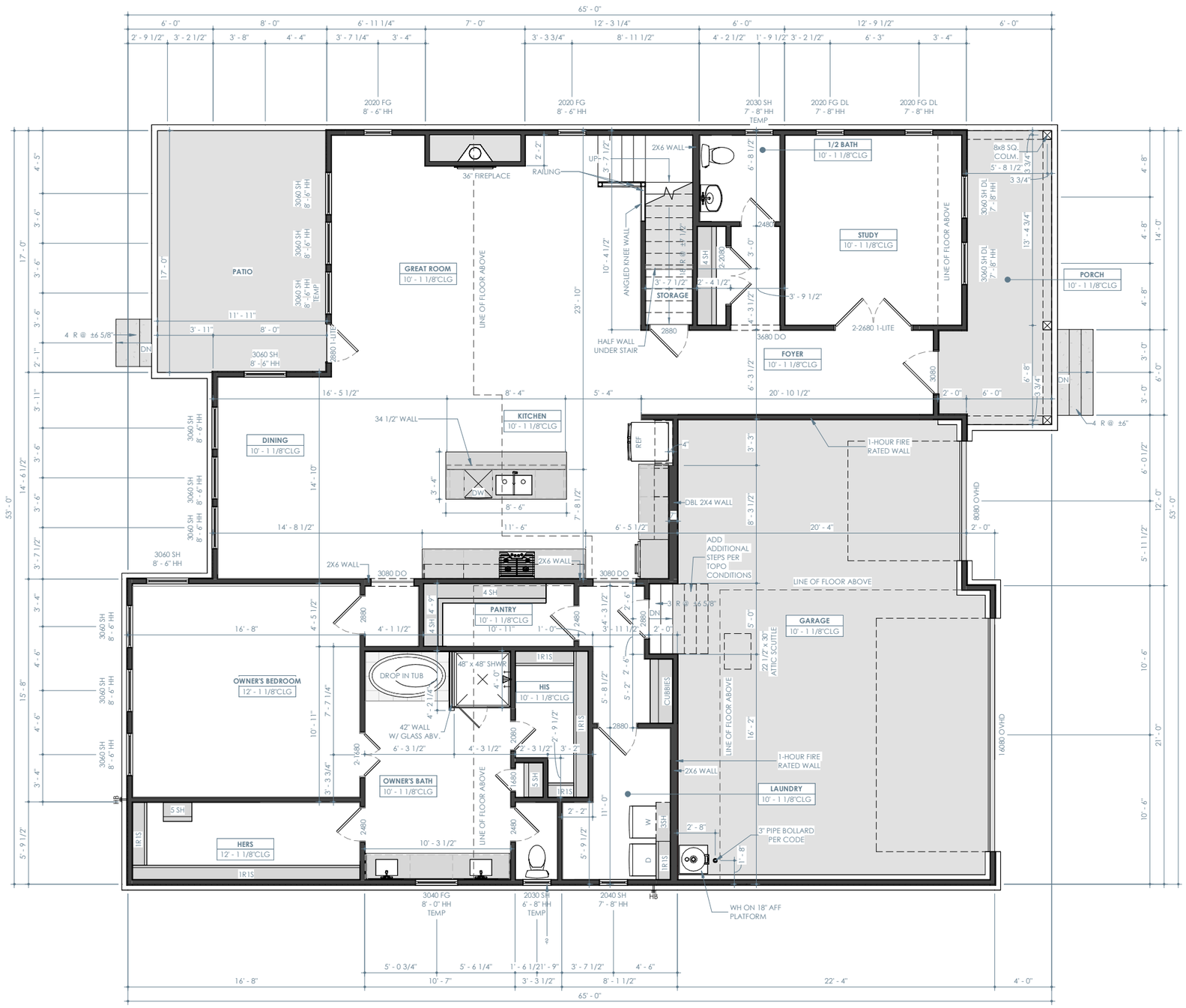
SHEET NAME

PLAN OPTIONS

SHEET NO.

A-7.03



OPT. EXECUTIVE PACKAGE - FIRST FLOOR PLAN

1/8" = 1'-0"

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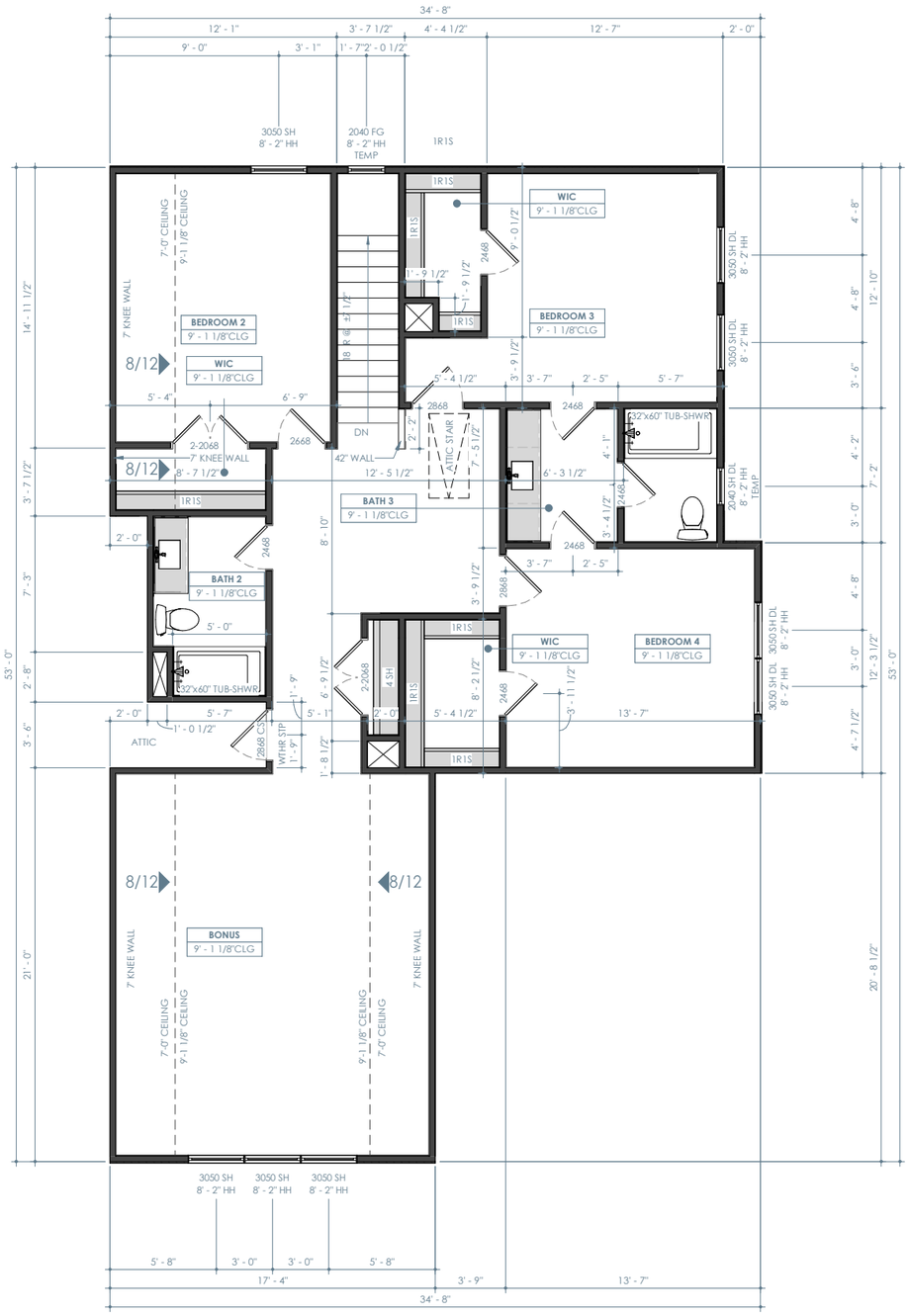
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

A-7.04



OPT. EXECUTIVE PACKAGE - SECOND FLOOR PLAN

1/8" = 1'-0"

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SHEET NO.

A-7.05



ELEVATION A - OPT. EXECUTIVE PACKAGE - FRONT

1/8" = 1'-0"



ELEVATION A - OPT. EXECUTIVE PACKAGE - REAR

1/8" = 1'-0"

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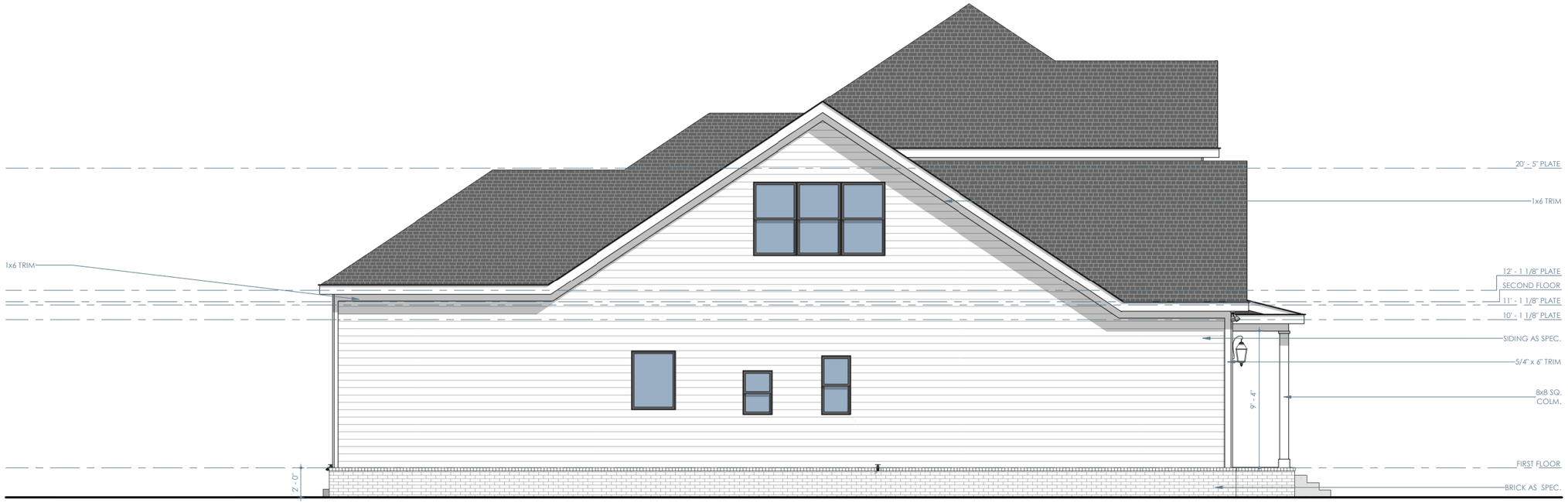
SCALE	1/8" = 1'-0"

SHEET NAME
PLAN OPTIONS

SHEET NO.
A-7.06



ELEVATION A - OPT. EXECUTIVE PACKAGE - LEFT

1/8" = 1'-0"



ELEVATION A - OPT. EXECUTIVE PACKAGE - RIGHT

1/8" = 1'-0"

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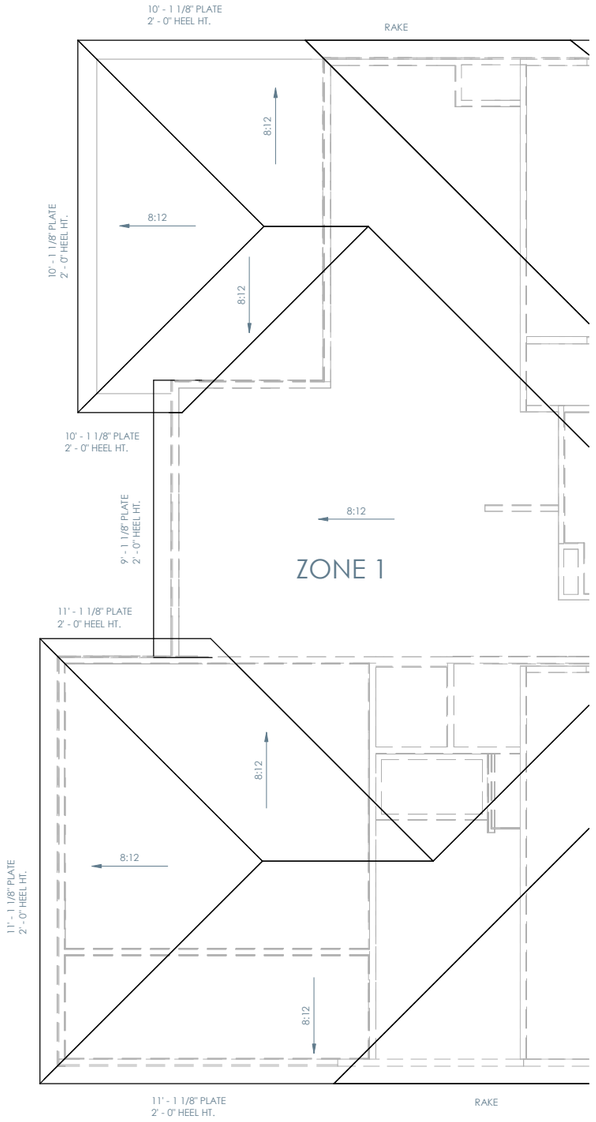
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

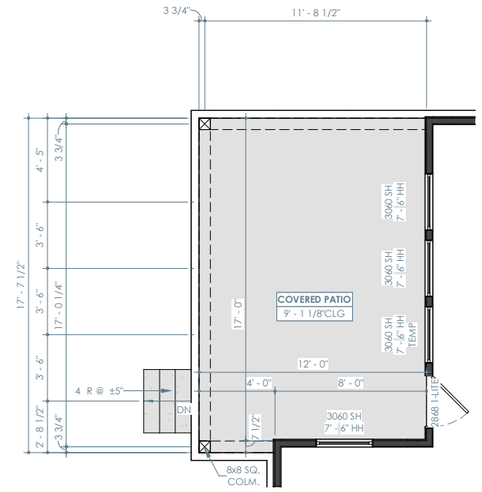
SHEET NO.

A-7.07



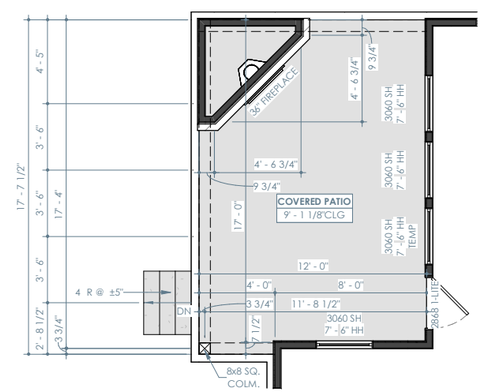
OPT. REAR COVERED PORCH - ROOF PLAN

1/8" = 1'-0"



OPT. REAR COVERED PORCH - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. PORCH FIREPLACE - FIRST FLOOR PLAN

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

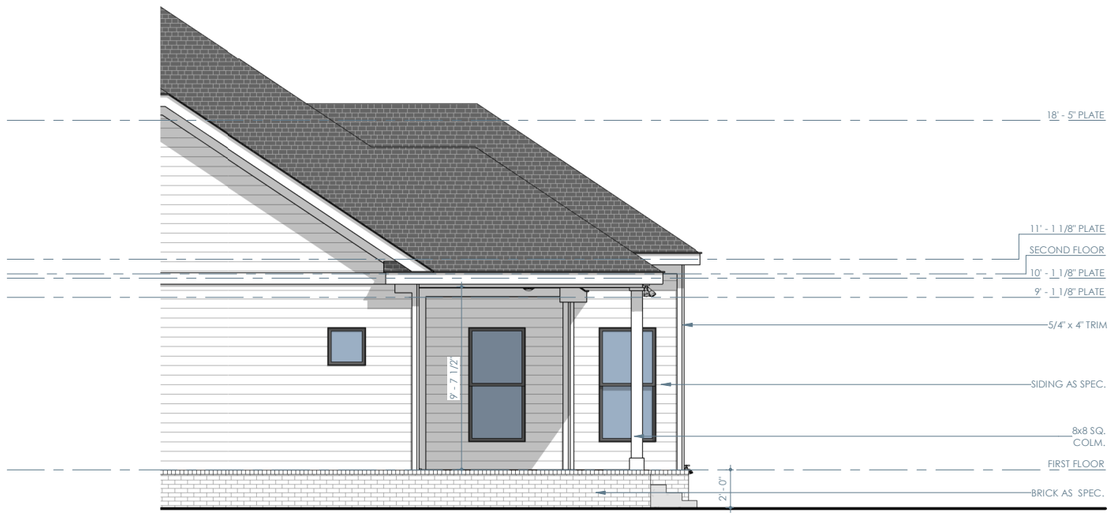
SHEET NO.

A-7.08



OPT. REAR COVERED PORCH - REAR

1/8" = 1'-0"



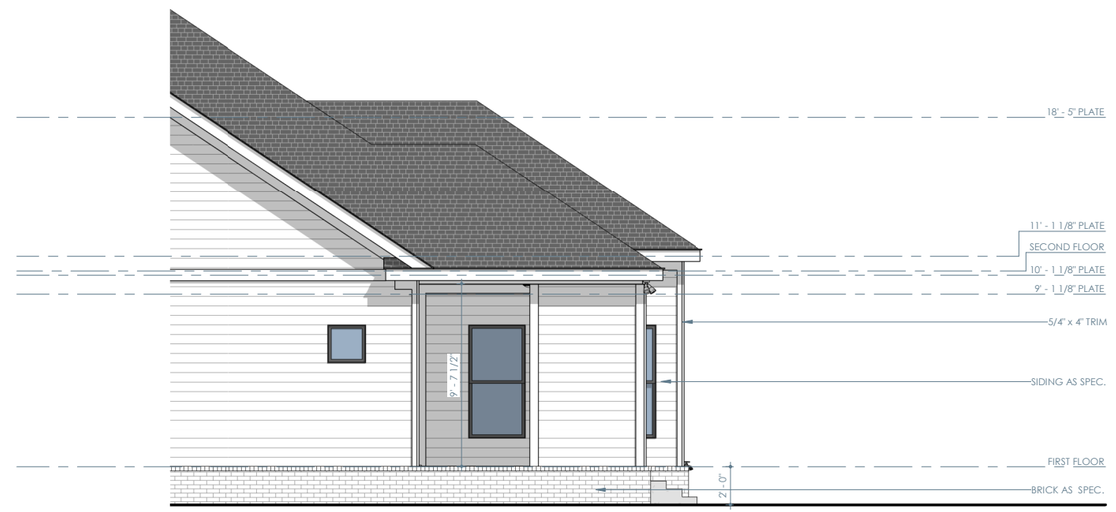
OPT. REAR COVERED PORCH - RIGHT

1/8" = 1'-0"



OPT. PORCH FIREPLACE - REAR

1/8" = 1'-0"



OPT. PORCH FIREPLACE - RIGHT

1/8" = 1'-0"

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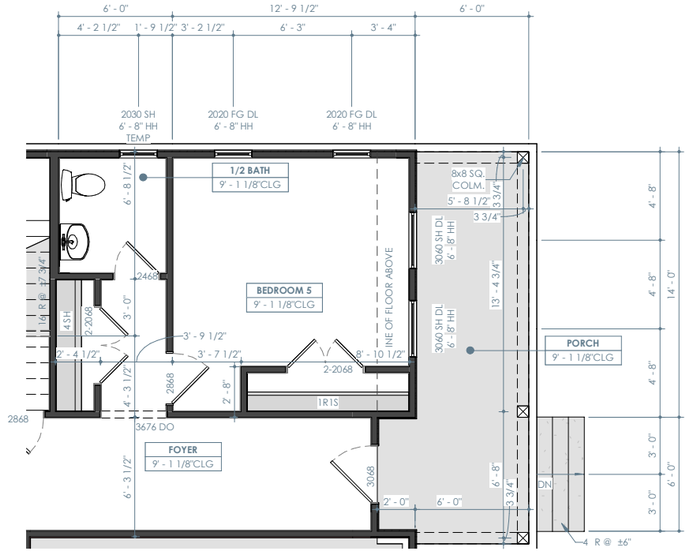
SHEET NAME

PLAN OPTIONS

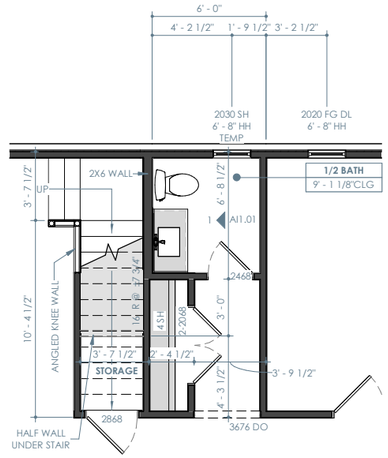
SHEET NO.

A-7.09



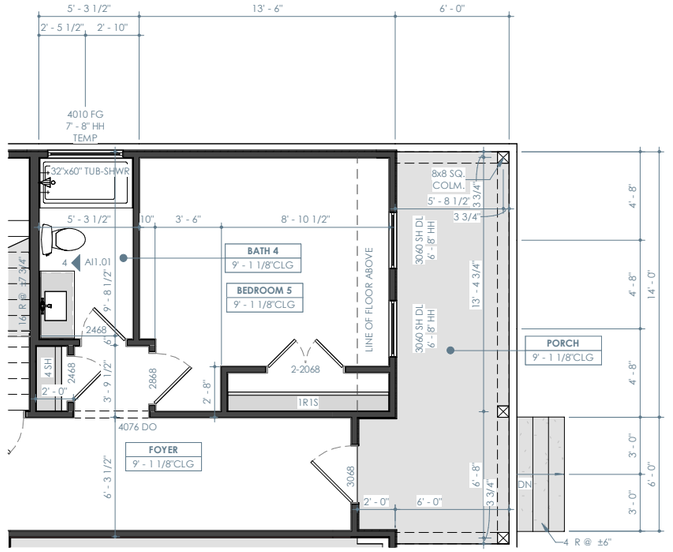
OPT. BEDROOM 5 - FIRST FLOOR PLAN

1/8" = 1'-0"



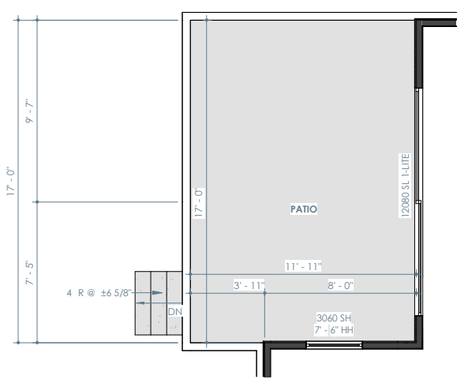
OPT. 1/2 BATH VANITY - FIRST FLOOR PLAN

1/8" = 1'-0"



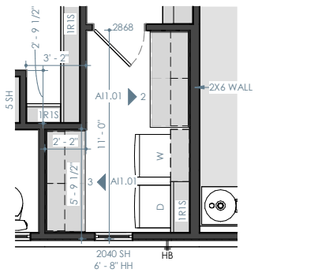
OPT. GUEST BEDROOM - FIRST FLOOR PLAN

1/8" = 1'-0"



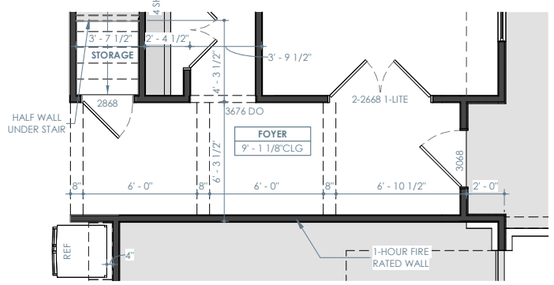
OPT. GREAT ROOM SLIDER DOOR - FIRST FLOOR PLAN

1/8" = 1'-0"



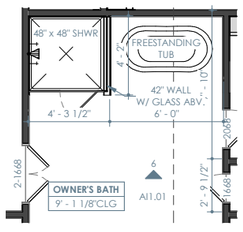
OPT. LAUNDRY CABINETS - FIRST FLOOR PLAN

1/8" = 1'-0"



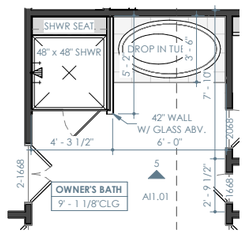
OPT. COFFERED CEILING AT FOYER - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. OWNER'S BATH 1 - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. SHOWER SEAT @ OWNERS BATH - FIRST FLOOR PLAN

1/8" = 1'-0"

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SHEET NO.

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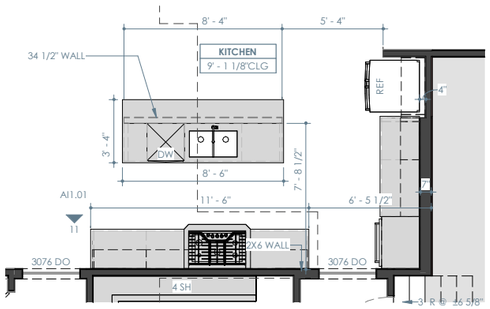
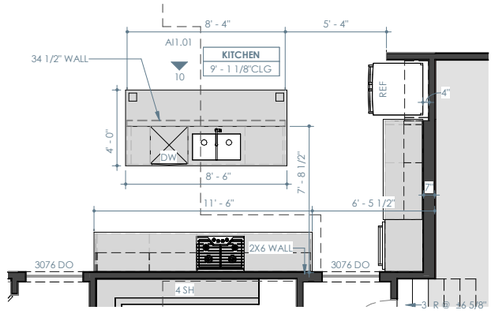


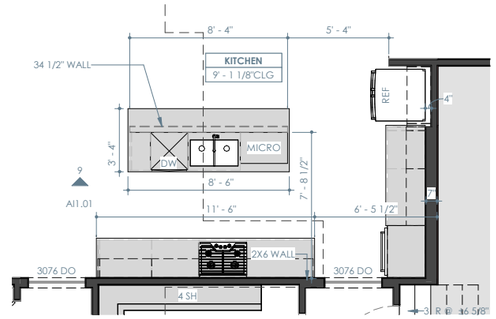
OPT. 36" COOKTOP RANGE W/ BUMPOUT & VENT HOOD ABOVE - FIRST FLOOR PLAN

1/8" = 1'-0"



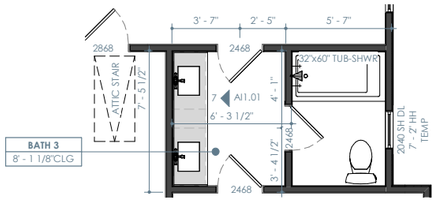
OPT. EXTEND ISLAND W/ LEGS - FIRST FLOOR PLAN

1/8" = 1'-0"



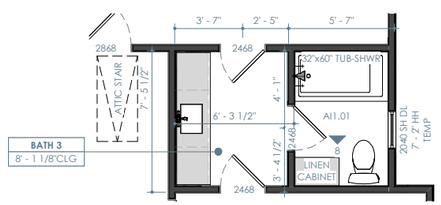
OPT. ISLAND MICROWAVE - FIRST FLOOR PLAN

1/8" = 1'-0"



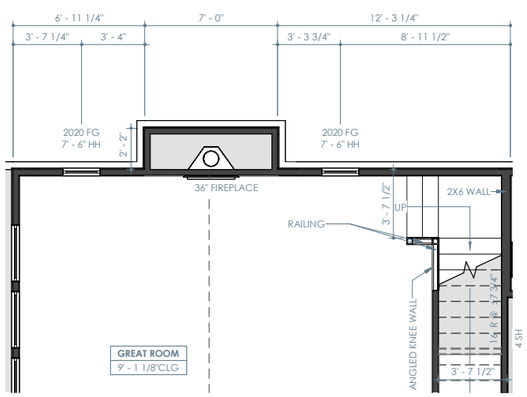
OPT. BATH 3 ADDITIONAL SINK - SECOND FLOOR PLAN

1/8" = 1'-0"



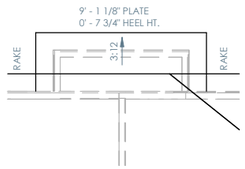
OPT. LINEN CABINETS - SECOND FLOOR PLAN

1/8" = 1'-0"



OPT. RECESSED FIREPLACE - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. RECESSED FIREPLACE - ROOF PLAN

1/8" = 1'-0"

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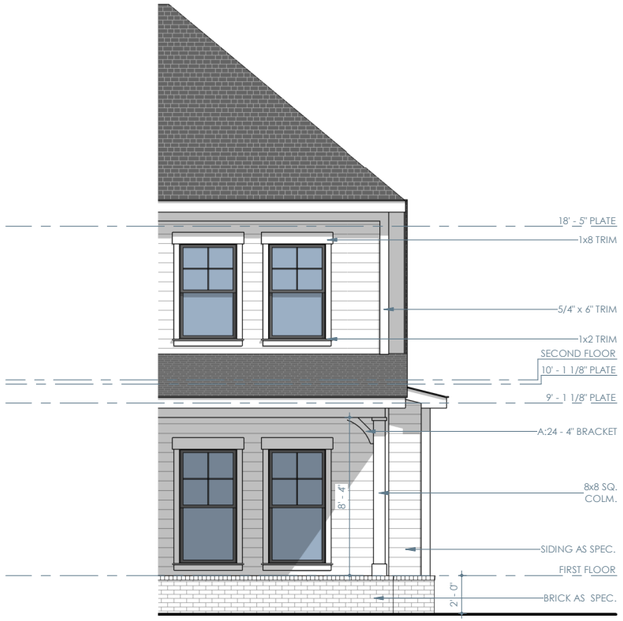
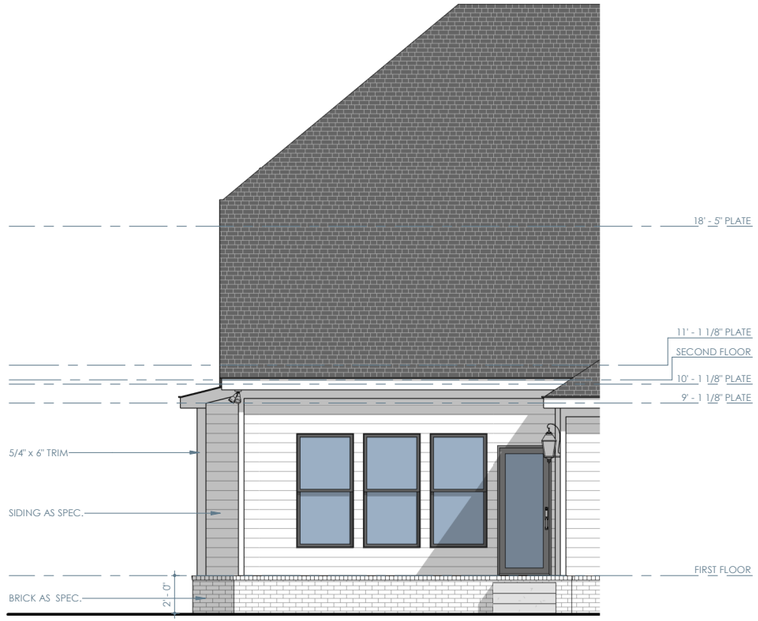
A-7.11



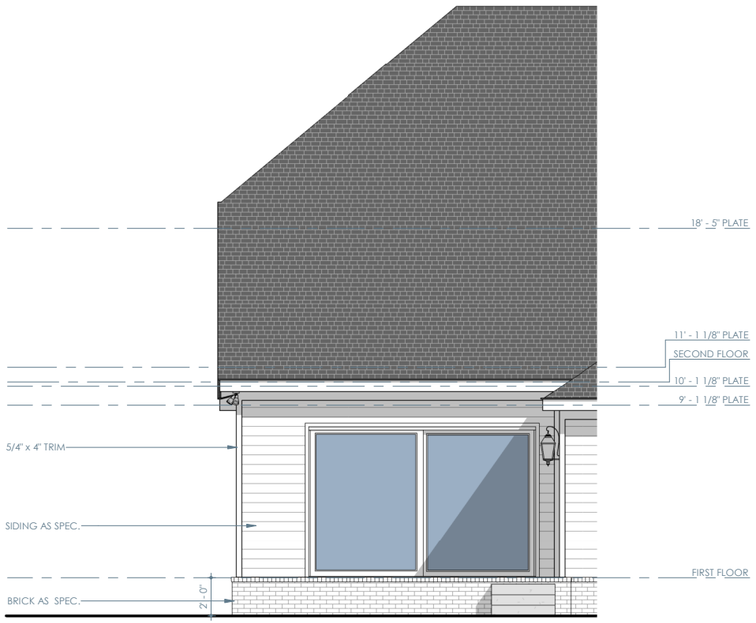
OPT. RECESSED FIREPLACE - FRONT

1/8" = 1'-0"



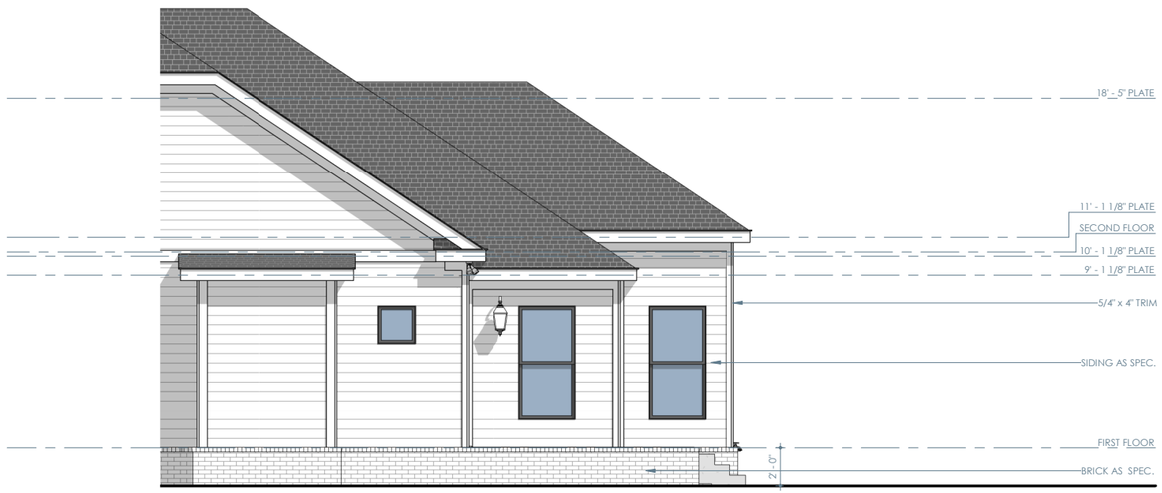
OPT. RECESSED FIREPLACE - REAR

1/8" = 1'-0"



OPT. GREAT ROOM SLIDER - REAR

1/8" = 1'-0"



OPT. RECESSED FIREPLACE - RIGHT

1/8" = 1'-0"

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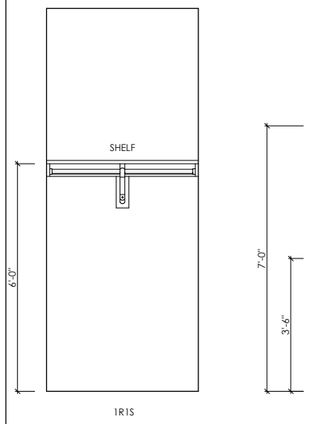
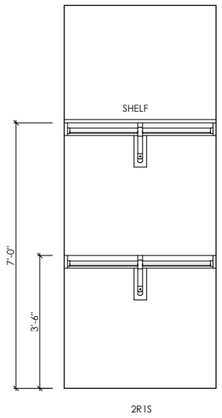
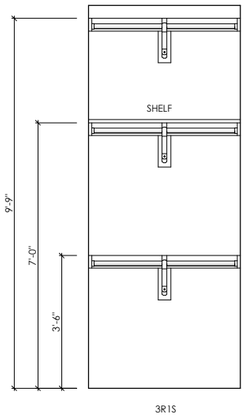


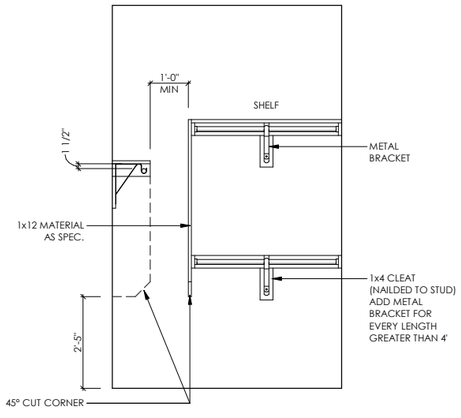
1R1S



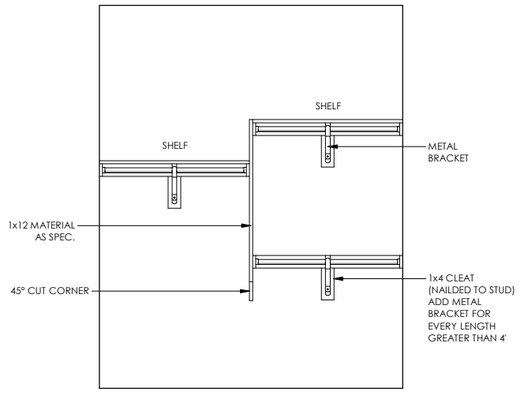
2R1S



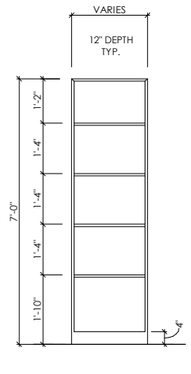
3R1S



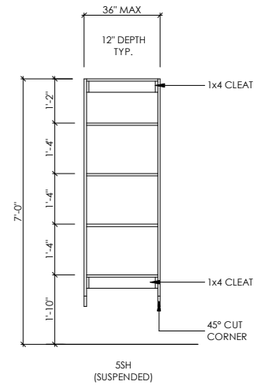
CLOSET CORNER DETAIL



1R1S TO 2R1S TRANSITION DETAIL



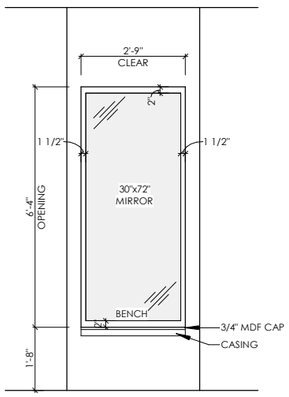
5SH



5SH
(SUSPENDED)

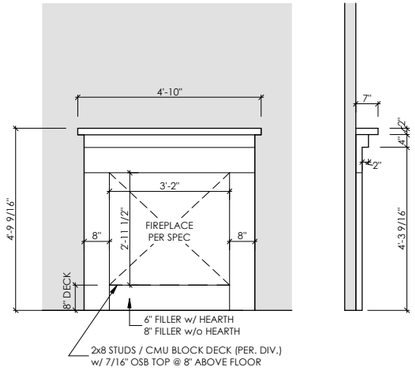
1 CLOSET DETAILS

1/4" = 1'-0"



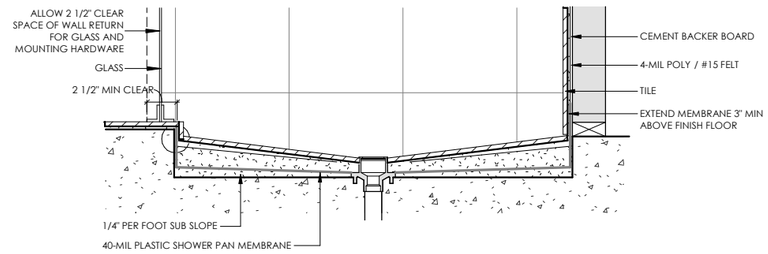
2 CLOSET BENCH

1/4" = 1'-0"



3 FIREPLACE DETAIL

1/4" = 1'-0"



4 MUD PAN SHOWER

3/4" = 1'-0"

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PLAN NO.

3470

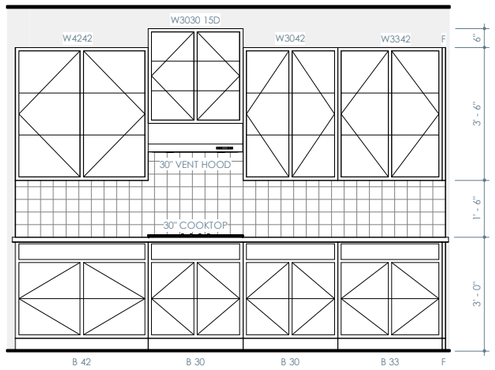
ISSUE DATE	10/06/2023
DRAWN BY	STT
SCALE	As indicated

SHEET NAME

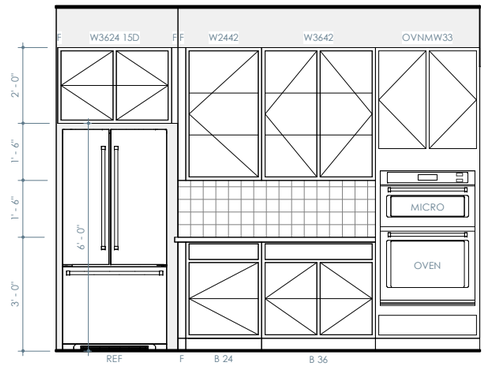
DETAILS

SHEET NO.

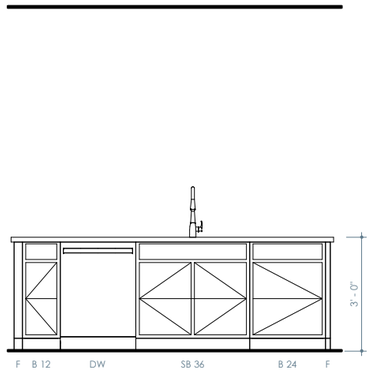
AD-1.00



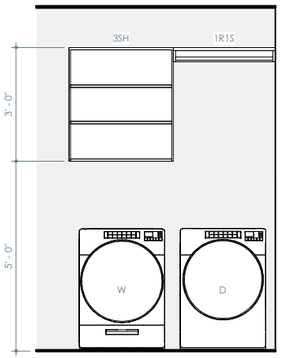
1 KITCHEN
1/4" = 1'-0"



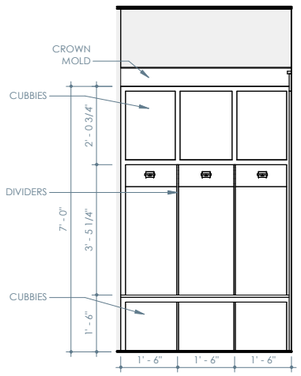
2 KITCHEN
1/4" = 1'-0"



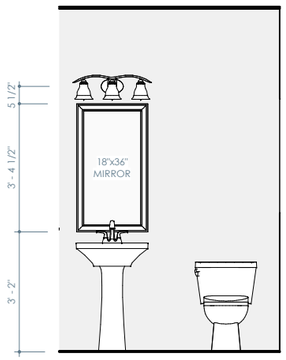
3 ISLAND
1/4" = 1'-0"



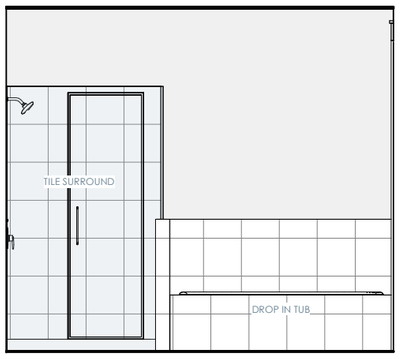
4 LAUNDRY
1/4" = 1'-0"



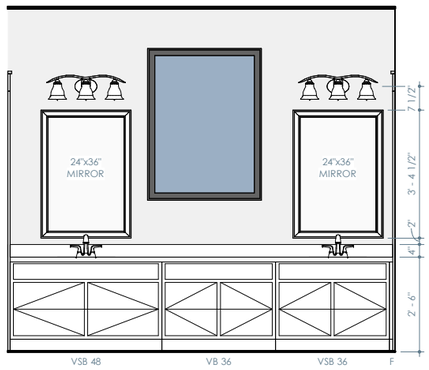
5 CUBBIES
1/4" = 1'-0"



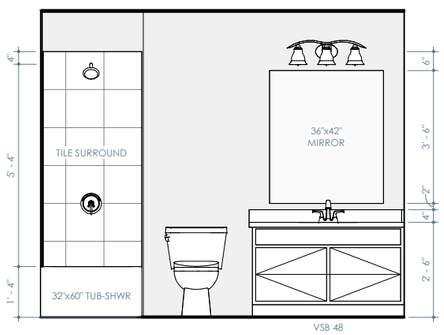
6 1/2 BATH
1/4" = 1'-0"



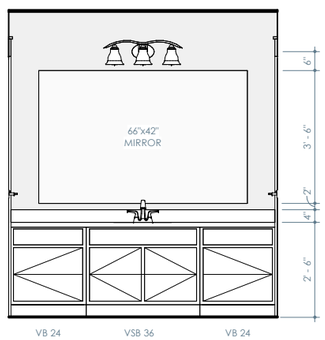
7 OWNER'S BATH
1/4" = 1'-0"



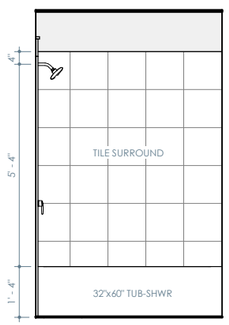
8 OWNER'S BATH
1/4" = 1'-0"



9 BATH 2
1/4" = 1'-0"



10 BATH 3
1/4" = 1'-0"



11 BATH 3
1/4" = 1'-0"

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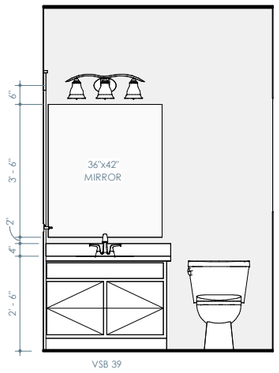
PLAN NO.
3470

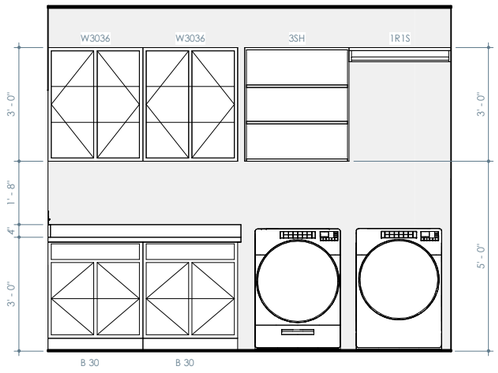
ISSUE DATE	10/06/2023
DRAWN BY	STT
SCALE	1/4" = 1'-0"

SHEET NAME
INTERIOR ELEVATIONS

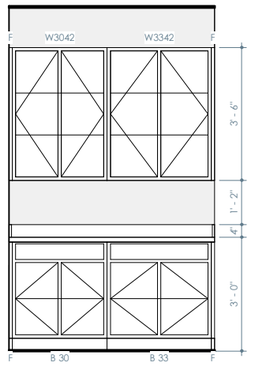
SHEET NO.
AI1.00



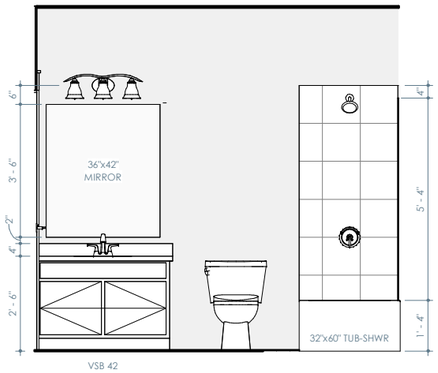
1 OPT. 1/2 BATH VANITY
1/4" = 1'-0"



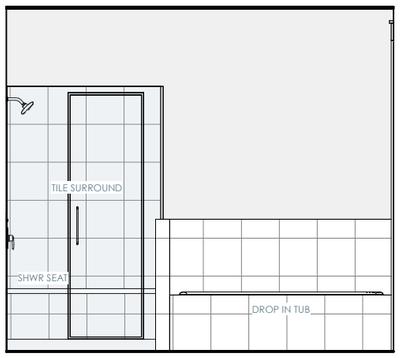
2 OPT. LAUNCHY CABINETS
1/4" = 1'-0"



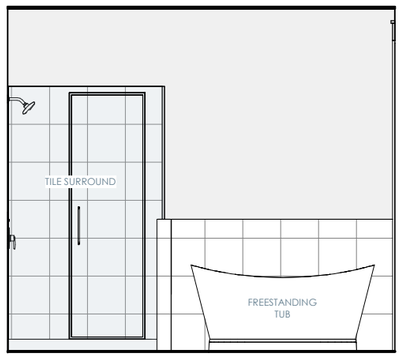
3 OPT. LAUNCHY CABINETS
1/4" = 1'-0"



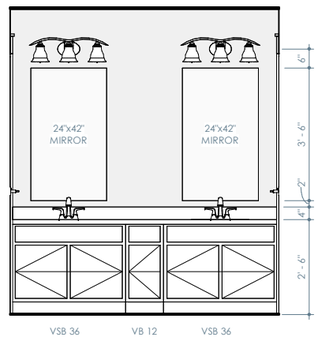
4 OPT. BATH 4
1/4" = 1'-0"



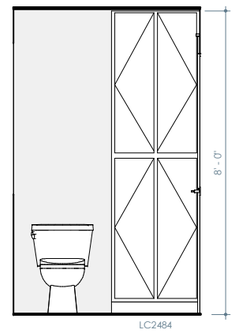
5 OPT. SHOWER SEAT @ OWNER'S BATH
1/4" = 1'-0"



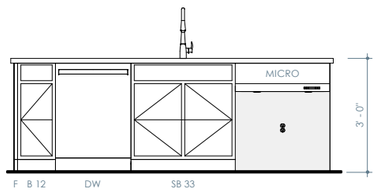
6 OPT. FREE STANDING TUB
1/4" = 1'-0"



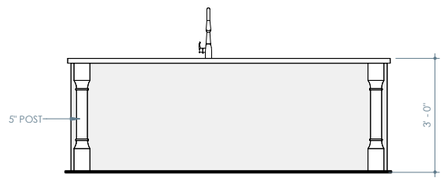
7 OPT. BATH 3 ADDITIONAL SINK
1/4" = 1'-0"



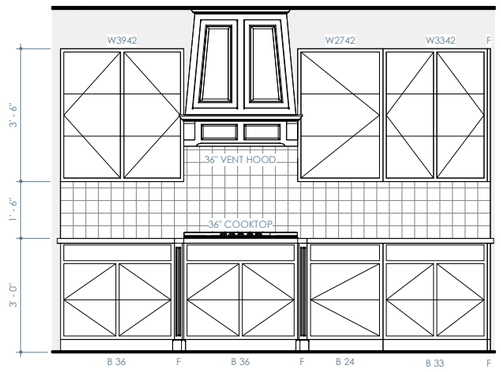
8 OPT. LINEN CABINET
1/4" = 1'-0"



9 OPT. ISLAND MICROWAVE
1/4" = 1'-0"



10 OPT. EXTENDED ISLAND W/ LEGS
1/4" = 1'-0"



11 OPT. 36" COOK TOP RANGE W/ BUMPOUT & VENT HOOD ABOVE
1/4" = 1'-0"

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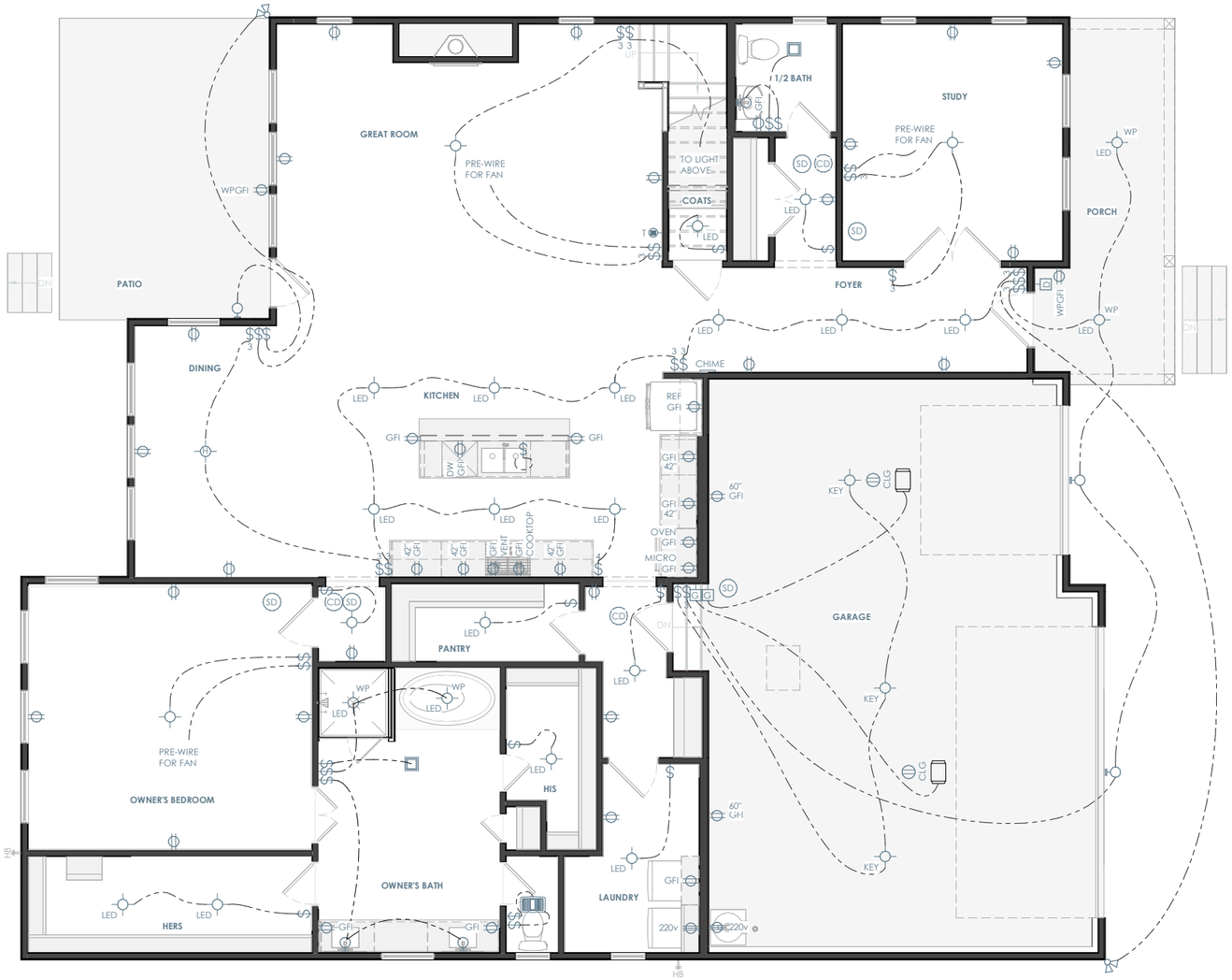
PLAN NO.
3470

ISSUE DATE	10/06/2023
DRAWN BY	STT
SCALE	1/4" = 1'-0"

SHEET NAME
INTERIOR ELEVATIONS

SHEET NO.
AI1.01



ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- THREE WAY SWITCH
- FOUR WAY SWITCH
- SINGLE POLE DIMMER SWITCH
- OCCUPANT SENSOR SWITCH
- RHEOSTAT SWITCH
- PRESSURE SWITCH
- GARAGE DOOR SWITCH
- DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- SUFRACE MOUNT LED LIGHT FIXTURE
- KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLOOR OUTLET
- OVERHEAD OUTLET
- 220 VOLT OUTLET

COMMUNICATION

- PHONE OUTLET
- DATA OUTLET
- SURROUND SOUND OUTLET
- TV OUTLET
- SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SMOKE ALARM
- CARBON DETECTOR

EQUIPMENT

- ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

ELEVATION A - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

Brightland HOMES

PROJECT NAME

ROAN

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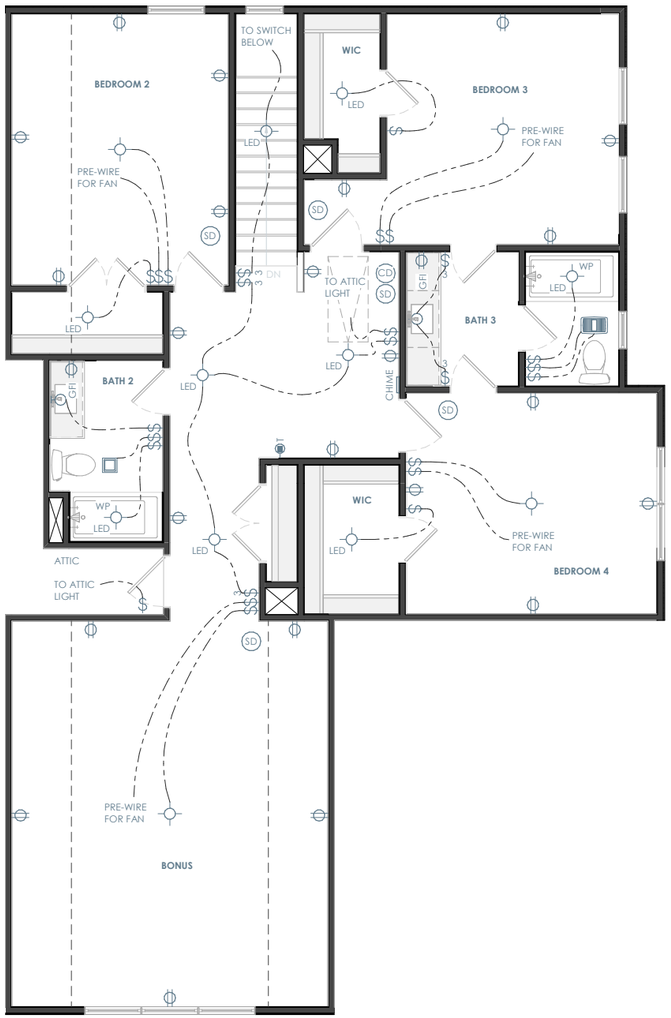
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - FIRST FLOOR ELECTRICAL PLAN

SHEET NO.

E-1.00



ELECTRICAL LEGEND

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- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
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- PENDANT LIGHT FIXTURE
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- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

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LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
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- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

ELEVATION A - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

Brightland HOMES

PROJECT NAME
ROAN

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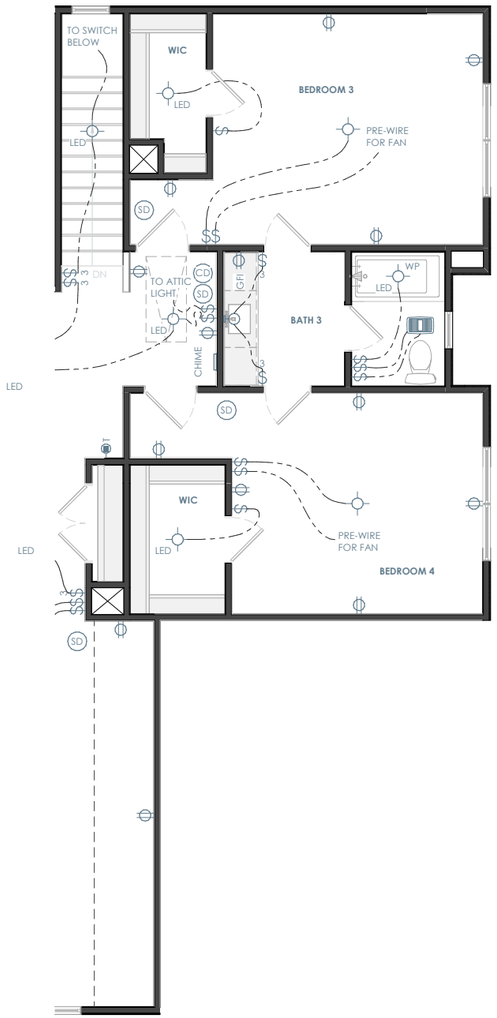
PLAN NO.
3470

ISSUE DATE	10/06/2023
DRAWN BY	STT
SCALE	1/8" = 1'-0"

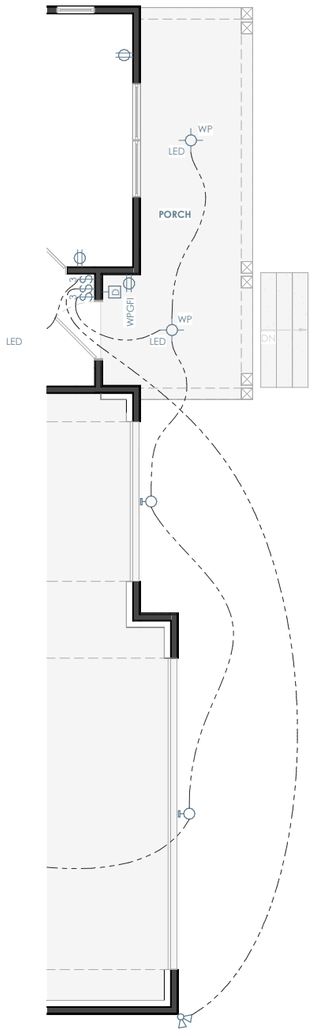
SHEET NAME
ELEVATION A - SECOND FLOOR ELECTRICAL PLAN

SHEET NO.
E-1.01



ELEVATION B - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

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3470

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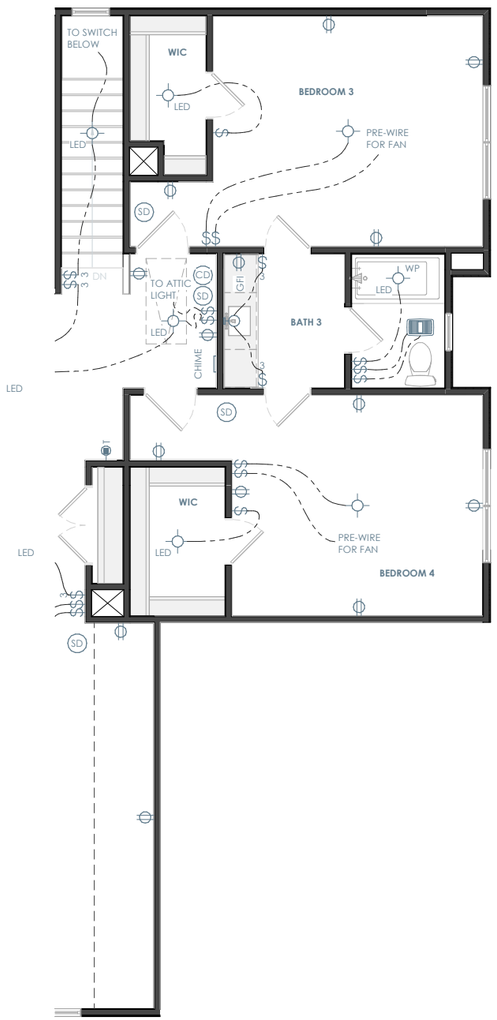
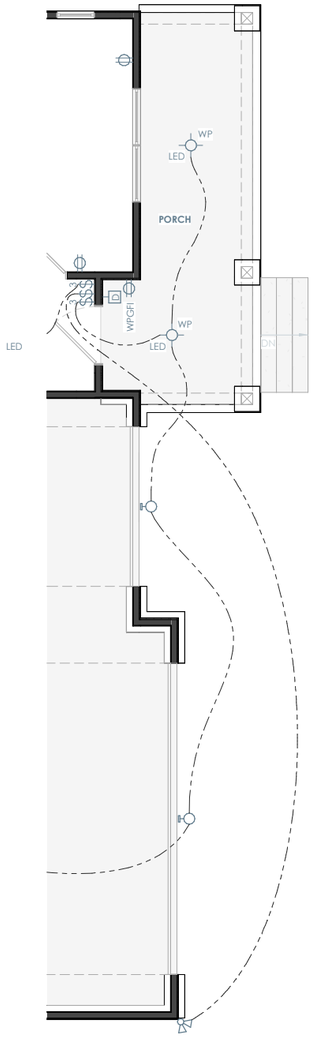
SHEET NAME
ELEVATION B - PARTIAL ELECTRICAL PLANS

SHEET NO.
E-2.00



ELEVATION C - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
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LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
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- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

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- DUPLEX OUTLET
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- 220v 220 VOLT OUTLET

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- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

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Brightland HOMES

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PLAN NO.
3470

ISSUE DATE	10/06/2023
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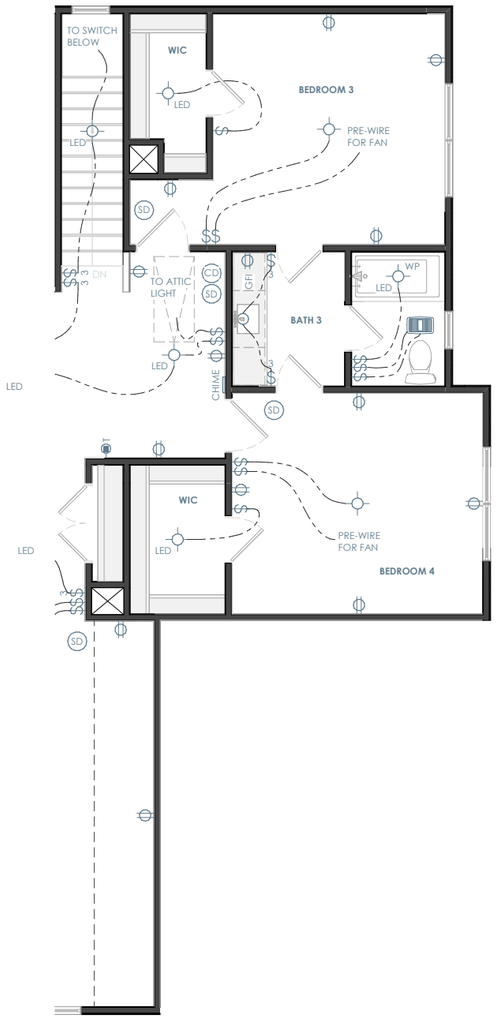
SCALE	1/8" = 1'-0"

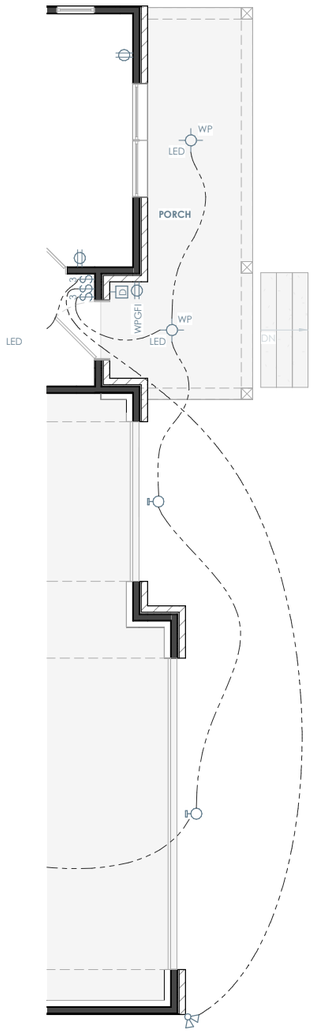
SHEET NAME
ELEVATION C - PARTIAL ELECTRICAL PLANS

SHEET NO.
E-3.00



ELEVATION D - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION D - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- THREE WAY SWITCH
- FOUR WAY SWITCH
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- OVERHEAD OUTLET
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- DATA OUTLET
- SURROUND SOUND OUTLET
- TV OUTLET
- SPEAKER (DESIGNATION BELOW)

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- SMOKE ALARM
- CARBON DETECTOR

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- THERMOSTAT
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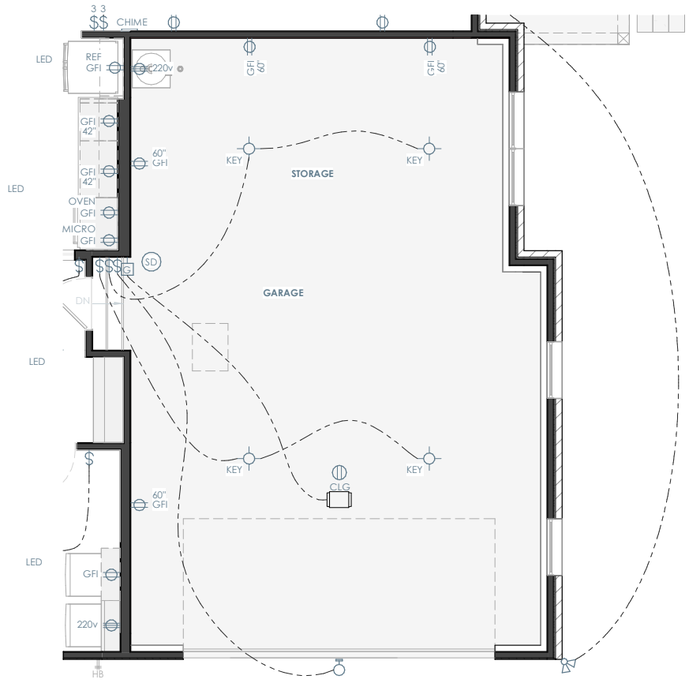
SHEET NAME

ELEVATION D - PARTIAL ELECTRICAL PLANS

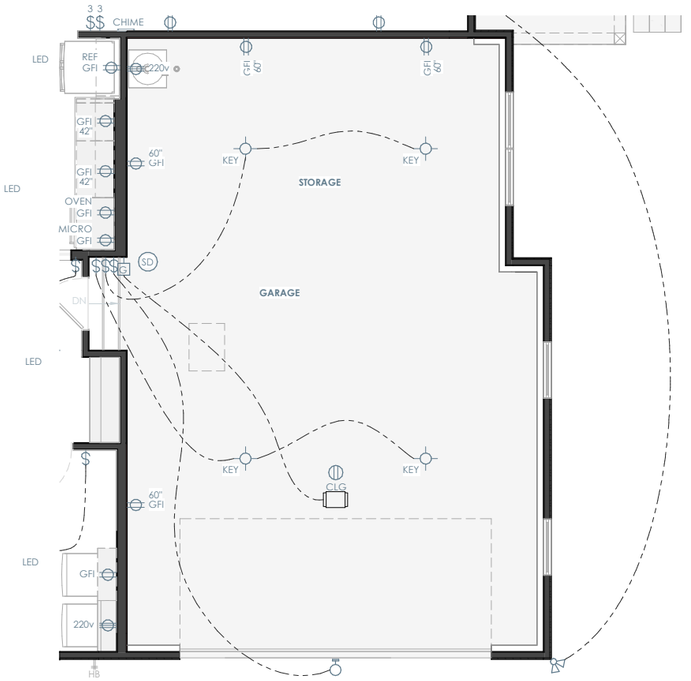
SHEET NO.

E-4.00



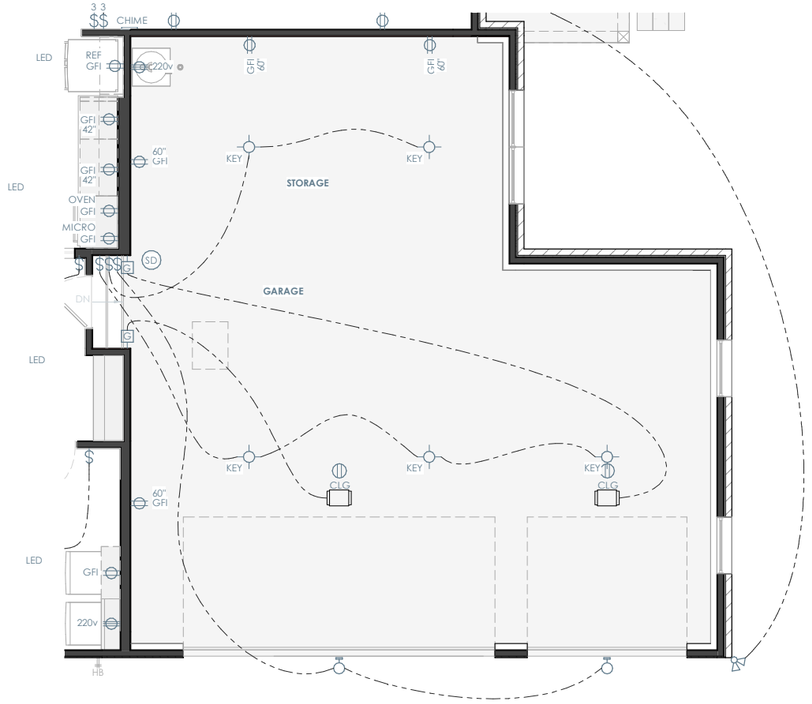
ELEVATION D - OPT. SIDE LOAD GARAGE - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



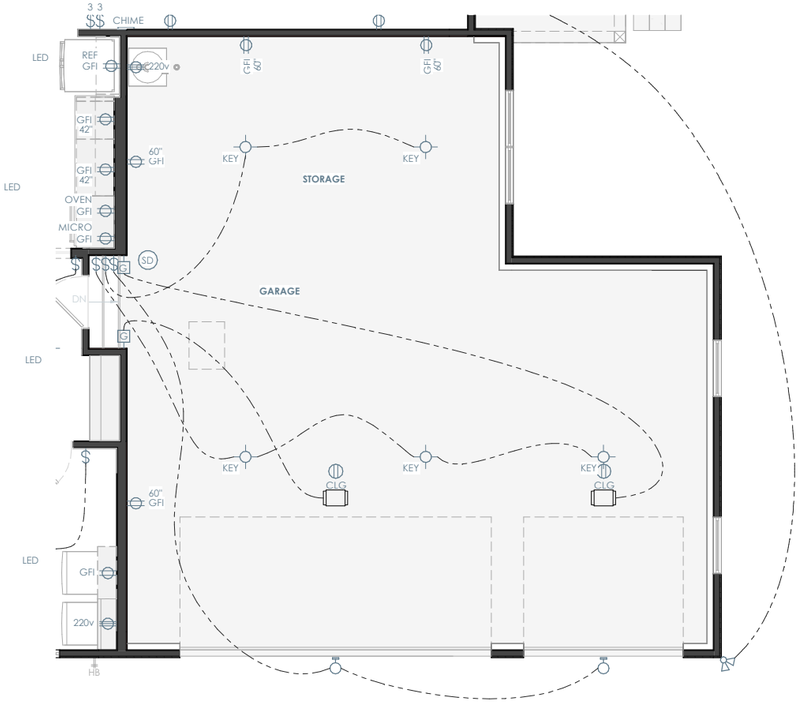
ELEVATION A - OPT. SIDE LOAD GARAGE - FIRST FLOOR ELECTRICAL PLAN (SIMILAR FOR ELEVATIONS B & C)

1/8" = 1'-0"



ELEVATION D - OPT. 3 CAR GARAGE - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION A - OPT. 3 CAR GARAGE - FIRST FLOOR ELECTRICAL PLAN (SIMILAR FOR ELEVATIONS B & C)

1/8" = 1'-0"

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PLAN NO.

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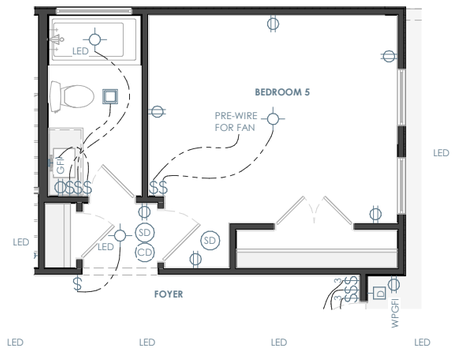
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

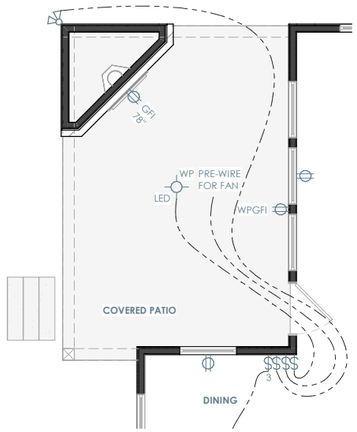
SHEET NO.

E-7.00



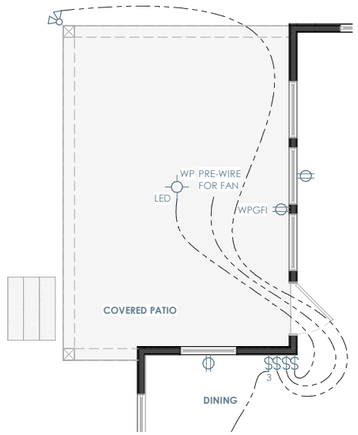
OPT. GUEST BEDROOM - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



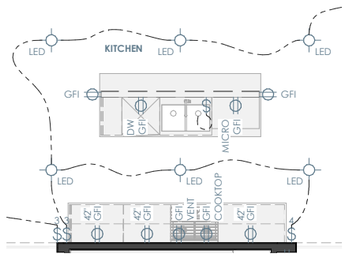
OPT. PORCH FIREPLACE - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



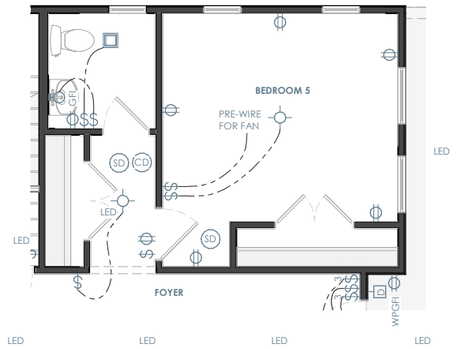
OPT. REAR COVERED PORCH - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



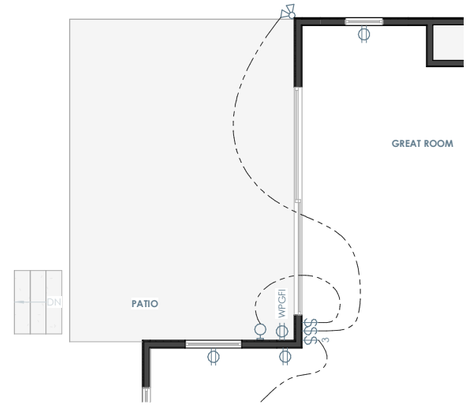
OPT. ISLAND MICROWAVE - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



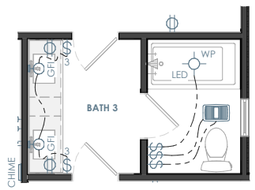
OPT. BEDROOM 5 - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



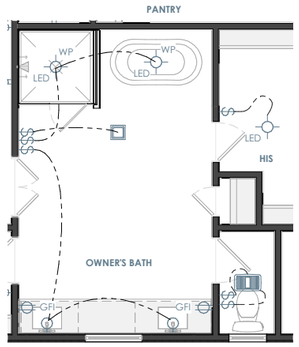
OPT. GREAT ROOM SLIDER - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



OPT. BATH 3 ADDITIONAL SINK - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



OPT. OWNERS BATH 1 - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

Brightland HOMES

PROJECT NAME

ROAN

DISCLAIMER

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PLAN NO.

3470

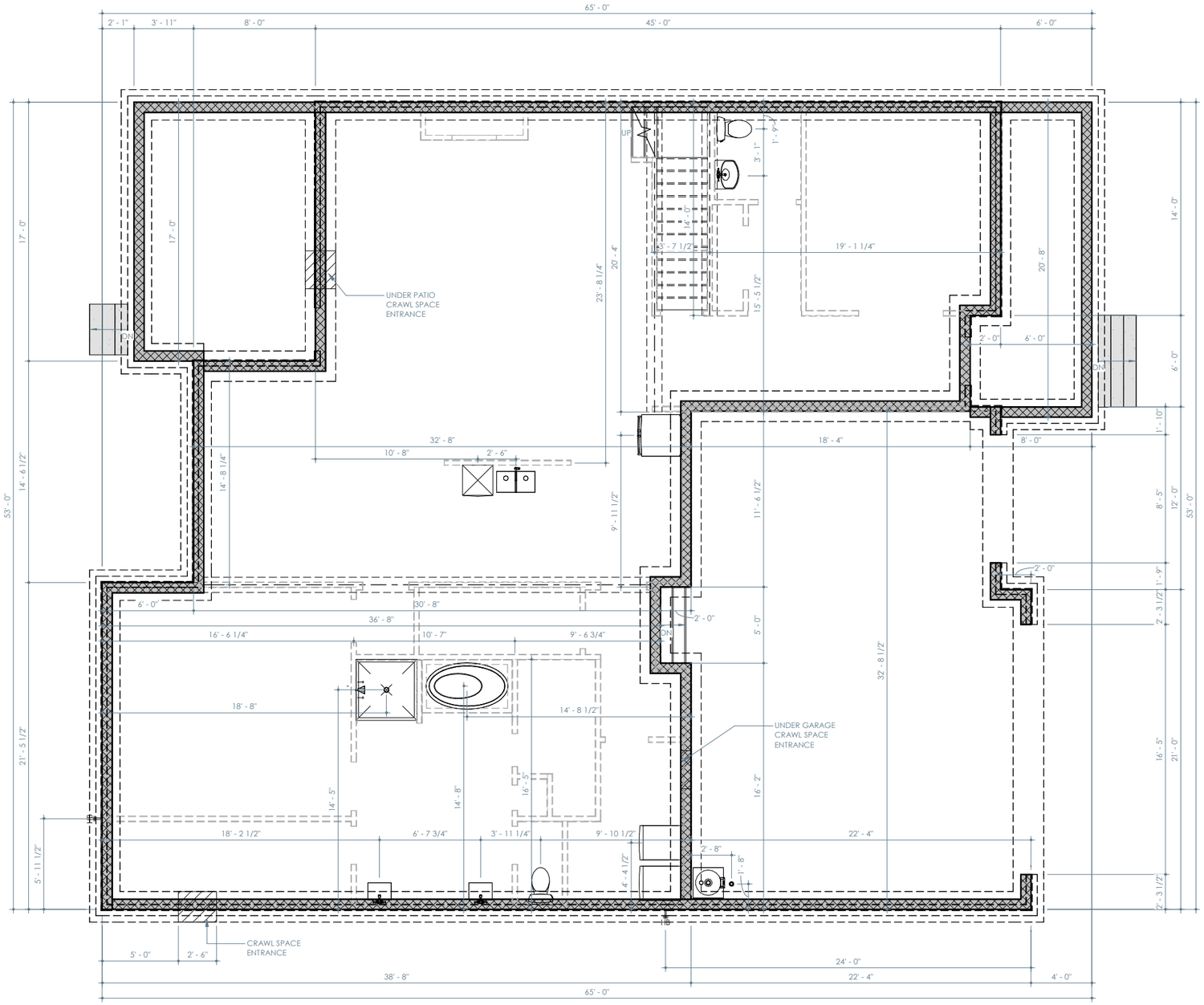
ISSUE DATE	10/06/2023
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

E-7.01



ELEVATION A - FOUNDATION PLAN
(SIMILAR FOR ELEVATIONS B, C & D)

1/8" = 1'-0"

Brightland HOMES

PROJECT NAME

ROAN

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PLAN NO.

3470

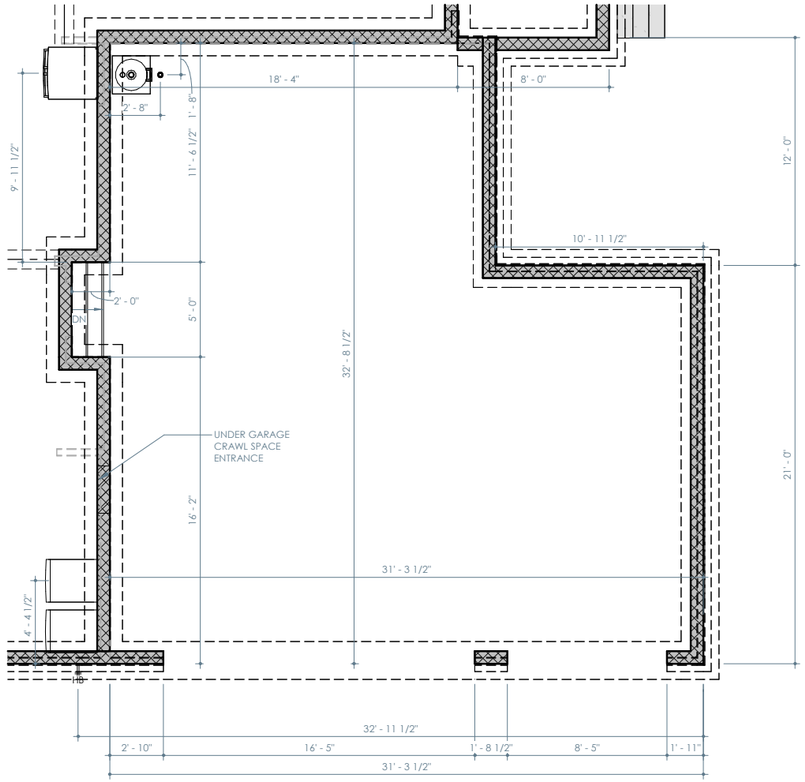
ISSUE DATE	10/06/2023
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

FOUNDATION - ELEVATION A

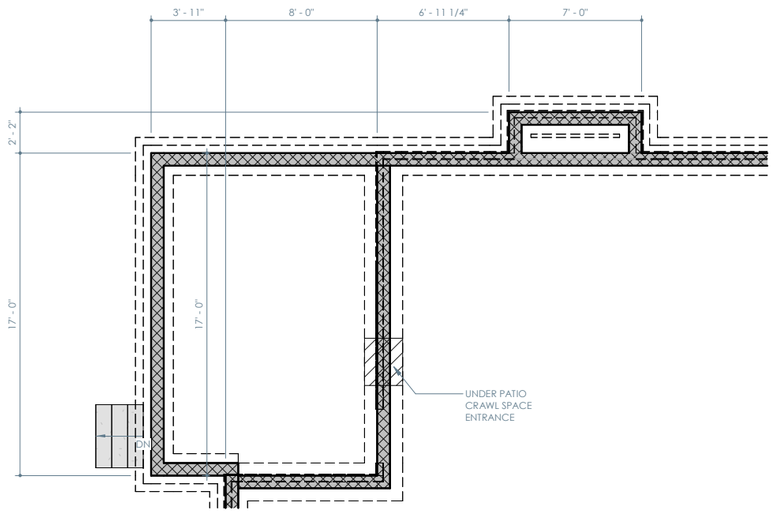
SHEET NO.

SF-1.00



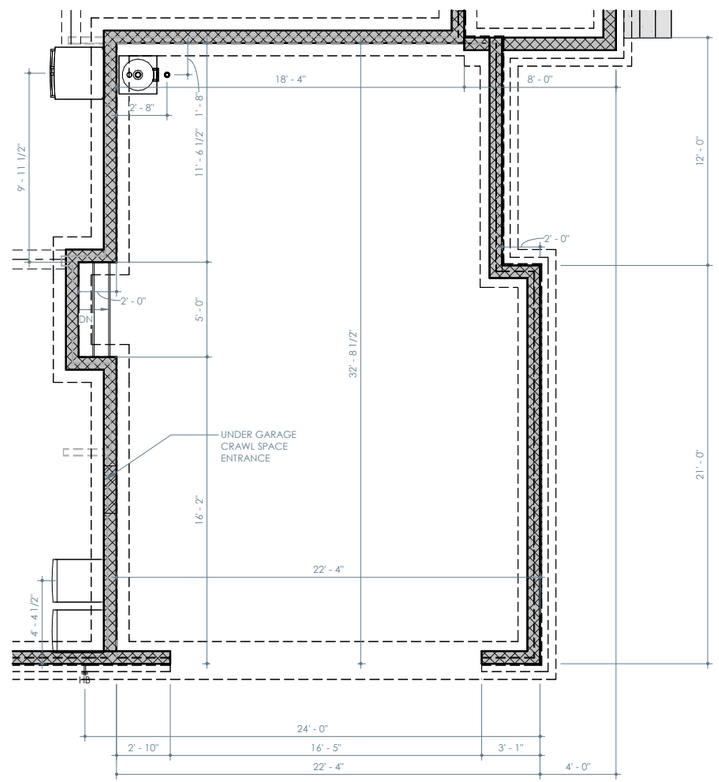
OPT. 3 CAR GARAGE - FOUNDATION PLAN

1/8" = 1'-0"



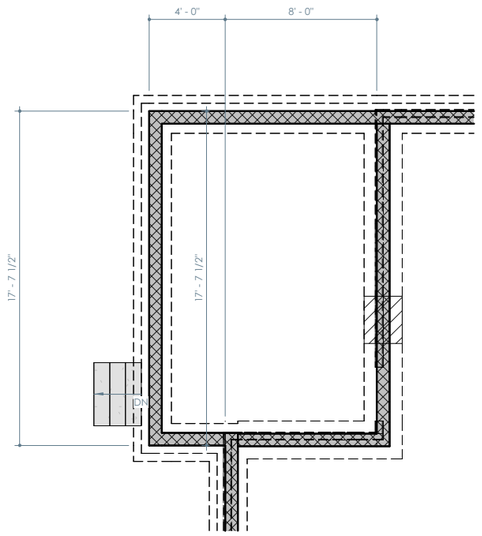
OPT. RECESSED FIREPLACE - FOUNDATION PLAN

1/8" = 1'-0"



OPT. SIDE LOAD GARAGE - FOUNDATION PLAN

1/8" = 1'-0"



OPT. REAR COVERED PORCH - FOUNDATION PLAN

1/8" = 1'-0"

Brightland HOMES

PROJECT NAME

ROAN

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PLAN NO.

3470

ISSUE DATE	10/06/2023
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

SF-7.00

111 SE PKWY CT
FRANKLIN, TN 37064
615.678.8212

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Playground Examples

** Please see the below examples of playgrounds that may be similar to those found in this subdivision. Note that these are only for reference but are indicative of the options of playgrounds that will be provided.




Fun With MATH!







T-SQUARE
CIVIL-SITE | TRAFFIC |

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4/21/2025

City of Columbia
700 North Garden Street
Columbia, Tennessee 38401

RE: Trotwood Foster Subdivision Site Development Plan & Preliminary Plat

Staff,

Please find included in this submittal the Site Development Plan and Preliminary Plat application. The property is on the south side of Trotwood Avenue, to the east of Foster Lane.

This development includes 119 single-family homes to be developed within the CD-3 zoning specifications. This zoning complies with the Comprehensive Plan, adopted February 2024. The Future Land Use classification is Suburban Neighborhood, which is compatible with CD-3 Neighborhood zoning. The proposed subdivision is expected to break ground as soon as all necessary approvals/permits are obtained. This could be as early as October of 2025.

We are requesting a variance from section 5.2.2.E to be able to utilize a cul-de-sac on this property due to the location of existing natural features (wooded area and an existing pond). These features prevent the connection of the roadway to Old Sunnyside Lane. The cul-de-sac meets all engineering requirements.

We are also requesting a variance on the civic space frontage requirements, Section 5.3.3.C. The natural area with the wooded area and pond prevent a thoroughfare from traversing the property, which would allow us to meet the 50% thoroughfare frontage requirement. Currently, the Green civic space is approximately 1,250 LF, with 328 LF of thoroughfare frontage (26%). We feel that it is important to maintain the integrity of the natural features of this property, hence the request.

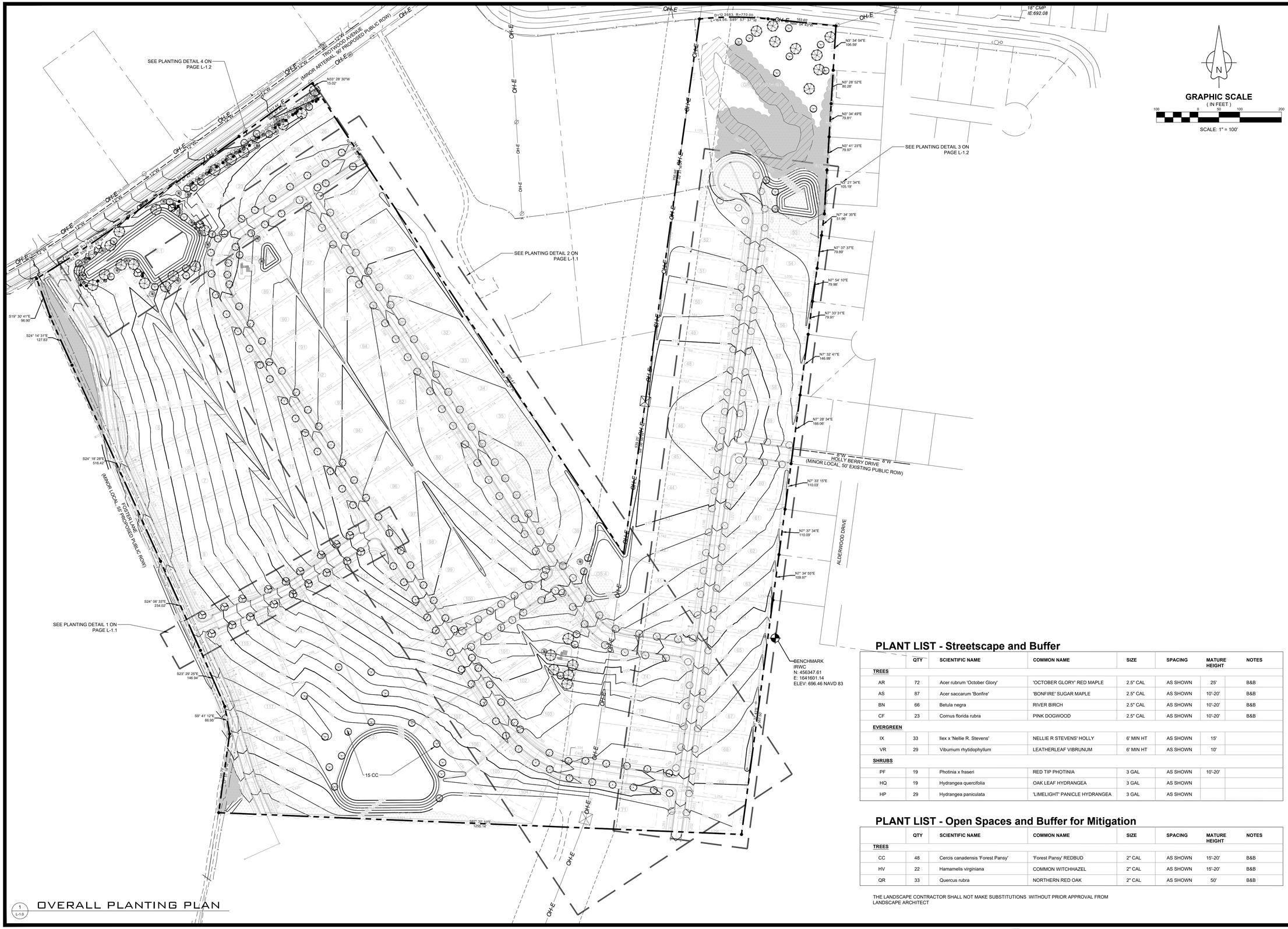
In kind, we request a variance from Section 5.3.3.A stipulating that a Green, Square, or Plaza must be within 800’ of the geographic center of the pedestrian shed. Neither a Square or a Plaza are permitted Civic Space types within CD-3 zoning, requiring a Green to be utilized. A Green “shall consist of lawn and trees, naturalistically disposed…” We feel that the best location for this Civic Space is around the existing natural water and wooded features of the property. By including the existing pond and trees within the Green, we are able to maintain the environmental integrity of these features that we feel are a valuable asset to this community.

Aside from the forementioned requests, we believe this Site Development Plan and Preliminary Plat are in full accordance with the 2022 Zoning Ordinance, effective July 14, 2022.

Thank you for accepting this submittal. Please contact Allison Corolla at T-Square Engineering with comments.

Thank you for your review,

Allison Corolla, PE
T-Square Engineering, Inc.



1 L-1.0 OVERALL PLANTING PLAN

N

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

PLANT LIST - Streetscape and Buffer

	QTY	SCIENTIFIC NAME	COMMON NAME	SIZE	SPACING	MATURE HEIGHT	NOTES
TREES							
AR	72	Acer rubrum 'October Glory'	'OCTOBER GLORY' RED MAPLE	2.5" CAL	AS SHOWN	25'	B&B
AS	87	Acer saccarum 'Bonfire'	'BONFIRE' SUGAR MAPLE	2.5" CAL	AS SHOWN	10'-20'	B&B
BN	66	Betula negra	RIVER BIRCH	2.5" CAL	AS SHOWN	10'-20'	B&B
CF	23	Cornus florida rubra	PINK DOGWOOD	2.5" CAL	AS SHOWN	10'-20'	B&B
EVERGREEN							
IX	33	Ilex x 'Nellie R. Stevens'	NELLIE R STEVENS' HOLLY	6' MIN HT	AS SHOWN	15'	
VR	29	Viburnum rhytidophyllum	LEATHERLEAF VIBRUNUM	6' MIN HT	AS SHOWN	10'	
SHRUBS							
PF	19	Photinia x fraseri	RED TIP PHOTINIA	3 GAL	AS SHOWN	10'-20'	
HQ	19	Hydrangea quercifolia	OAK LEAF HYDRANGEA	3 GAL	AS SHOWN		
HP	29	Hydrangea paniculata	'LIMELIGHT' PANICLE HYDRANGEA	3 GAL	AS SHOWN		

PLANT LIST - Open Spaces and Buffer for Mitigation

	QTY	SCIENTIFIC NAME	COMMON NAME	SIZE	SPACING	MATURE HEIGHT	NOTES
TREES							
CC	48	Cercis canadensis 'Forest Pansy'	'Forest Pansy' REDBUD	2" CAL	AS SHOWN	15'-20'	B&B
HV	22	Hamamelis virginiana	COMMON WITCHHAZEL	2" CAL	AS SHOWN	15'-20'	B&B
QR	33	Quercus rubra	NORTHERN RED OAK	2" CAL	AS SHOWN	50'	B&B

THE LANDSCAPE CONTRACTOR SHALL NOT MAKE SUBSTITUTIONS WITHOUT PRIOR APPROVAL FROM LANDSCAPE ARCHITECT

REVISIONS

NO.	DATE

DATE: 03/17/2025
SCALE: AS SHOWN
DRAWN BY: CES
REVIEWER: CES

LANDSCAPE PLAN

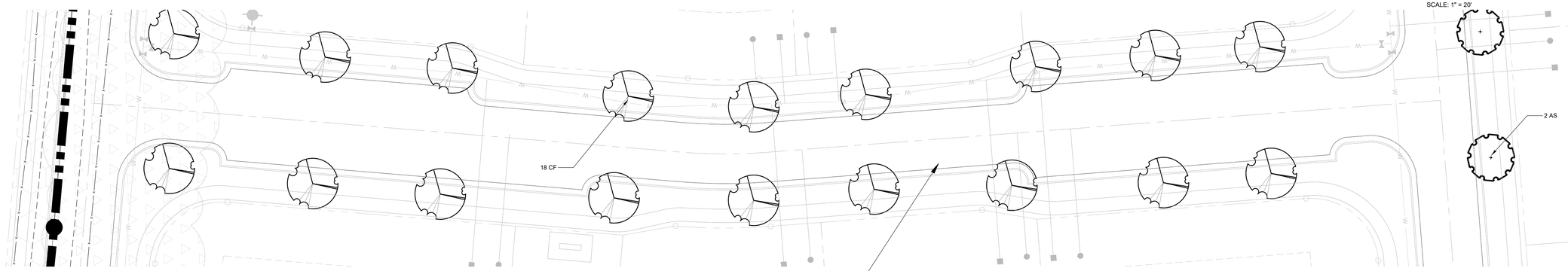
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD AVENUE

PROJECT
24-0314

SHEET
L-1.0

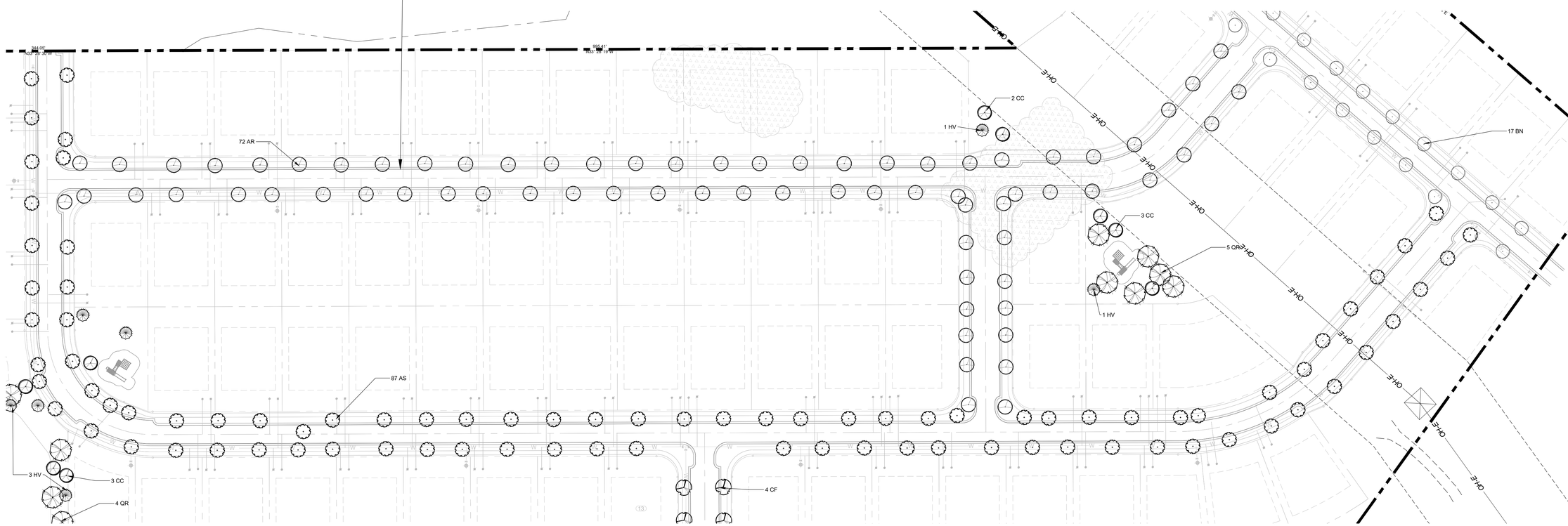
T-SQUARE ENGINEERING



3 L-1.1 PLANTING DETAIL 1

GRAPHIC SCALE
(IN FEET)
20 0 10 20 40
SCALE: 1" = 20'

NOTE: ALL STREETTREE PLANTING LOCATIONS ARE SHOWN APPROXIMATE. CONTRACTOR MUST LOCATE ALL UTILITIES PRIOR TO COMMENCING DIGGING PLANTING HOLES. ALL UTILITIES MUST BE AVOIDED.



4 L-1.1 PLANTING DETAIL 2

GRAPHIC SCALE
(IN FEET)
60 0 30 60 120
SCALE: 1" = 60'

REVISIONS

NO.	DATE

DATE: 03/17/2025
SCALE: AS SHOWN
DRAWN BY: CES
REVIEWER: CES

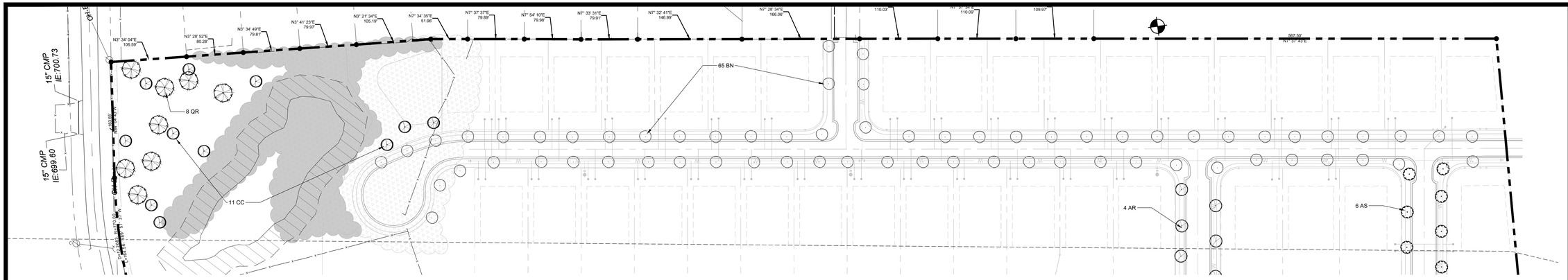
LANDSCAPE PLAN DETAILS
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD AVENUE

PROJECT
24-0314

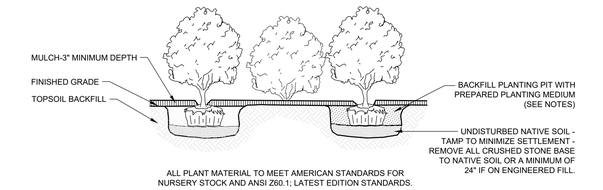
SHEET
L-1.1

T-SQUARE ENGINEERING



GENERAL NOTES:

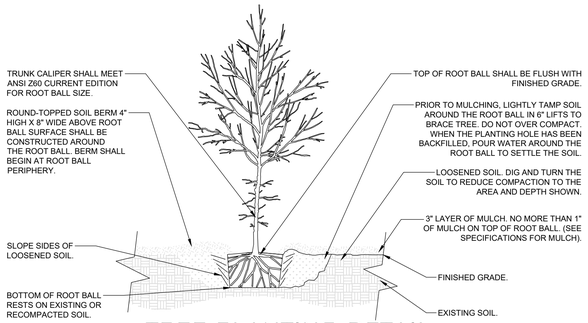
1. UTILITY SERVICES MAY EXIST ON SITE. THE LOCATION OF ALL SURFACE AND UNDERGROUND UTILITIES, RIGHT-OF-WAYS, EASEMENTS, ETC., SHALL BE VERIFIED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES FROM DAMAGE DURING CONSTRUCTION AND TO REPAIR ANY DAMAGE WHICH SHOULD OCCUR TO THE SATISFACTION OF THE OWNER AND UTILITY COMPANIES. COMMENCEMENT OF PROJECT INSTALLATION INDICATES ACKNOWLEDGMENT OF AND ACCEPTANCE BY THE CONTRACTOR OF EXISTING CONDITIONS.
2. ACTUAL AS-BUILT AND/OR EXISTING SITE CONDITIONS MAY VARY AS SHOWN ON THIS PLAN.
3. DAMAGE BY CONTRACTOR TO UNDISTURBED AREAS OUTSIDE THE LIMITS OF CONSTRUCTION SHALL BE REPAIRED BY CONTRACTOR TO THE SATISFACTION OF THE OWNER.
4. CONTRACTOR IS RESPONSIBLE FOR CONDUCTING SITE INSPECTION PRIOR TO BIDDING WORK, TO DETERMINE SITE CONDITIONS AND AREAS TO BE IMPROVED. SUBMISSION OF BID INDICATES CONTRACTOR HAS VERIFIED SITE CONDITIONS AND PLANT MATERIAL QUANTITIES.
5. FINAL ACCEPTANCE: THE LANDSCAPE ARCHITECT OR THE OWNER'S REPRESENTATIVE WILL PROVIDE THE FINAL INSPECTION. SHOULD THE INSPECTION FIND WORK INCOMPLETE, THE CONTRACTOR SHALL REMEDY THE DEFICIENCIES.
6. IF THE SUBSTANTIAL COMPLETION OR FINAL INSPECTION REQUIRE REINSPECTION BY LANDSCAPE ARCHITECT DUE TO FAILURE OF WORK TO COMPLY WITH CONTRACTOR'S CLAIMS ON INITIAL INSPECTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPENSATING THE LANDSCAPE ARCHITECT FOR REINSPECTION SERVICES AT THE RATE OF TWO HUNDRED TWENTY FIVE DOLLARS ($225) PER HOUR PER PERSON PLUS ALL RELATED TRAVEL EXPENSES FOR EACH REQUESTED REINSPECTION TRIP.
7. AFTER FINAL ACCEPTANCE AND PRIOR TO END OF WARRANTY PERIOD, CONTRACTOR SHALL REPLACE ALL PLANT MATERIAL THAT HAS DIED OR HAS DEFECTS, INCLUDING UNSATISFACTORY GROWTH, IN THE OPINION OF THE OWNER.
8. DURING LANDSCAPE INSTALLATION KEEP PAVEMENTS CLEAN AND WORK AREA IN ORDERLY CONDITION. THE PROJECT SITE SHALL BE LEFT IN A CLEAN CONDITION AT THE END OF EVERY WORK DAY.
9. CONTRACTOR TO REPAIR ANY PAVEMENTS, CURBS, AND OTHER IMPROVEMENTS DAMAGED AS A RESULT OF LANDSCAPE INSTALLATION ACTIVITY
10. THE LOCATION OF ALL PLANT MATERIALS SHOWN ON THE PLAN SHALL BE FIELD LOCATED AND STAKED/FLAGGED BY THE CONTRACTOR AND APPROVED BY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE BEFORE THE DIGGING OF PLANTING HOLES. PLANTING SHALL BE LOCATED WHERE SHOWN ON THE DRAWINGS OR WHERE FIELD LOCATED BY THE LANDSCAPE ARCHITECT.
11. PROVIDE ONLY PLANTS THAT ARE FREE FROM DISEASES AND PESTS, AND THAT COMPLY WITH THE LATEST EDITION OF PUBLICATION ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK", BY THE AMERICAN ASSOCIATION OF NURSERYMEN. DIMENSIONS FOR HEIGHTS, SPREAD, AND TRUNK SPECIFIED ON THE MATERIAL SCHEDULE IS A GENERAL GUIDE FOR THE MINIMUM DESIRED SIZE OF EACH PLANT.
12. DO NOT MAKE SUBSTITUTIONS REGARDING PLANT SIZES OR SPECIES WITHOUT WRITTEN PERMISSION FROM THE OWNER OR LANDSCAPE ARCHITECT.
13. REMOVE ALL METAL BASKETS, STRINGS AND OTHER TIES FROM TREES.
14. FERTILIZE ALL PLANTS WITH 16-16-16 SLOW RELEASE FERTILIZER AT THE RATE OF: 3 POUNDS PER CUBIC YARD OF SOIL MIX. 3 POUNDS PER 100 SF OF BED FOR SHRUBS
15. PLANTS DESIGNATED "B&B" IN THE PLANT LIST SHALL BE BALLED AND BURLAPPED. THEY SHALL BE DUG WITH FIRM, NATURAL BALLS OF EARTH OF SUFFICIENT DIAMETER AND DEPTH TO ENCOMPASS THE FIBROUS AND FEEDING ROOT SYSTEM NECESSARY FOR FULL RECOVERY OF THE PLANT. BALLS SHALL BE FIRMLY WRAPPED WITH BURLAP OR SIMILAR MATERIAL AND BOUND WITH TWINE OR CORD.
16. ONLY "HEMP" BURLAP AND TWINE SHALL BE USED. NO TREATED OR PRESERVED BURLAP OR TWINE IS ALLOWED. ALL HEMP TWINE ATTACHED TO THE TREE TRUNK IS TO BE REMOVED AFTER PLANTING. AT A MINIMUM THE TOP ONE-THIRD OF THE ROOT BALL IS TO HAVE ALL BURLAP AND TWINE REMOVED. IF ROOTS ARE GIRDLING OR CIRCLING THEY MUST BE LOOSENED OR CUT.
17. THE BALLS OF "B&B" PLANTS WHICH CANNOT BE PLANTED IMMEDIATELY ON DELIVERY SHALL BE COVERED WITH MOIST SOIL OR MULCH, OR OTHER PROTECTION FROM DRYING WINDS AND SUN. ALL PLANTS INSTALLED OR STORED SHALL BE WATERED BY CONTRACTOR AS NECESSARY UNTIL FINAL ACCEPTANCE.
18. FOLD DOWN OR CUT THE BURLAP FROM THE TOP 1/3 OF THE BALL OR TO THE WIDEST TOP EDGE OF THE BALL IN ORDER TO EXPOSE THE TOP PLANE OF THE BALL. REMOVE ALL NAILS, STAPLES, ETC USED TO HOLD THE BALL TOGETHER.
19. TREE BALLS SHALL HAVE A MINIMUM DIAMETER IN FEET EQUAL TO 10" FOR EACH CALIPER INCH OF THE TREE.
20. ALL PLANTS SHALL BE HANDLED SO THAT ROOTS ARE ADEQUATELY PROTECTED AT ALL TIMES. DURING SHIPMENT, THE ENTIRE PLANT SHALL BE PROTECTED BY TARPAULINS OR OTHER SUITABLE COVERING. PLANT MATERIAL SUFFERING FROM WIND BURN OR OTHER WIND DAMAGE IS NOT ACCEPTABLE.
21. NO PLANT SHALL BE BOUND WITH ROPE OR WIRE IN A MANNER THAT DAMAGES THE BARK, BREAKS BRANCHES, OR DESTROYS ITS NATURAL SHAPE. NO PLANT MATERIAL REQUIRED TO BE BALLED AND BURLAPPED SHALL BE ACCEPTED IF THE BALL IS CRACKED OR BROKEN EITHER BEFORE OR DURING THE PROCESS OF PLANTING, OR WHEN REQUIRED BURLAP, STAVES, ROPES OR PLATFORM HAVE BEEN REMOVED.
22. ANY SERIES OF TREES OR SHRUBS TO BE PLACED IN A PARTICULAR ARRANGEMENT WILL BE FIELD CHECKED FOR ACCURACY BY THE OWNER. ANY PLANTS INCORRECTLY ARRANGED SHALL BE RELOCATED WITH THE OWNER'S APPROVAL.
23. PRE-EMERGENT HERBICIDE (TREFLAN OR EQUIVALENT) SHALL BE APPLIED (ACCORDING TO MANUFACTURER'S INSTRUCTIONS) TO ALL PLANT BEDS, PRIOR TO PLANTING, FOR NOXIOUS WEED CONTROL.
24. ALL PLANTING BEDS AND TREE AND SHRUB PLANTINGS SHALL RECEIVE A MINIMUM 3" DEEP SHREDDED HARDWOOD MULCH LAYER.
25. CONTRACTOR IS RESPONSIBLE FOR THE WATERING AND MAINTENANCE OF ALL INSTALLED PLANT MATERIAL, INCLUDING GRASS AREAS, UNTIL FINAL ACCEPTANCE BY OWNER. WATER ALL PLANT MATERIAL AT TIME OF PLANTING.
26. ALL PLANT MATERIAL IS TO BE GUARANTEED FOR ONE (1) YEAR. GUARANTEE PERIOD STARTS FROM DATE OF FINAL ACCEPTANCE.
27. OWNER RETAINS THE RIGHT TO INSPECT TREES AND SHRUBS FOR SIZE AND CONDITION OR ROOT BALL, INSECTS, INJURIES, AND LATENT DEFECTS AND TO REJECT UNSATISFACTORY OR DEFECTIVE MATERIAL AT ANY TIME DURING PROGRESS OF WORK. REMOVE REJECTED MATERIAL IMMEDIATELY FROM THE PROJECT SITE.
28. REPLACEMENTS SHALL CLOSELY MATCH ADJACENT SPECIMENS OF THE SAME SPECIES AND SHALL CONFORM TO THE STANDARDS FOR PLANT MATERIALS SPECIFIED. ALL REPLACED MATERIAL SHALL IMMEDIATELY BE REMOVED FROM THE SITE AND ALL NECESSARY REPAIRS TO PLANTS, GRADES, LAWN AREAS, PAVING, AND OTHER AREAS DAMAGED DURING REPLACEMENT SHALL BE MADE AT NO COST TO THE OWNER.
29. ONLY ONE REPLACEMENT PER TREE, SHRUB, OR PLANT WILL BE REQUIRED AT THE END OF THE WARRANTY PERIOD, EXCEPT FOR LOSSES OR REPLACEMENTS DUE TO FAILURE TO COMPLY WITH THE SPECIFIED REQUIREMENTS.



ALL PLANT MATERIAL TO MEET AMERICAN STANDARDS FOR NURSERY STOCK AND ANSI Z60.1; LATEST EDITION STANDARDS.

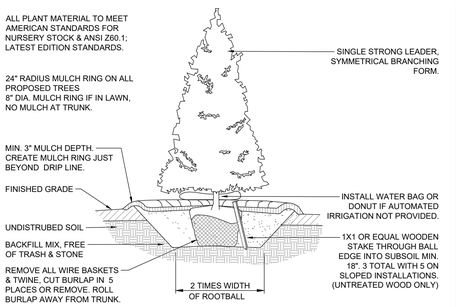
SHRUB PLANTING IN GROUP DETAIL

NOT TO SCALE



TREE PLANTING DETAIL

NOT TO SCALE



EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE

2 L-1.2 PLANTING DETAIL 4

1 L-1.2 PLANTING DETAIL 3

SEEDING NOTES:

1. SEEDBED PREPARATION: LOOSEN SUBGRADE OF TURF AREAS TO A MINIMUM DEPTH OF 2 INCHES. REMOVE STONES MEASURING OVER 1-1/2 INCHES IN ANY DIMENSION. REMOVE STICKS, ROOTS, RUBBISH, AND OTHER EXTRANEOUS MATTER. ADD TOPSOIL AND MIX THOROUGHLY INTO UPPER 3 INCHES OF TOPSOIL. IF SUBGRADE HAS BECOME COMPACTED DURING CONSTRUCTION, SCARIFY OR OTHERWISE BREAKUP THE COMPACTED SURFACE BEFORE SEEDBED PREPARATION.
2. MIN 1/2" OF TOPSOIL (IMPORTED OR SITE GENERATED) SHALL BE PROVIDED ON ALL AREAS TO BE SEEDED, INSTALLED AND STABILIZED PRIOR TO SEEDING. TOPSOIL SHALL BE CLEAN, FRIABLE SOIL WITH LANDSCAPE INDUSTRY ACCEPTABLE LEVELS OF ORGANIC MATERIAL. UNDER NO CIRCUMSTANCES SHALL SUBGRADE OR "B"-HORIZON SOIL BE USED AS TOPSOIL. CONTRACTOR IS ADVISED TO VERIFY WITH THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE ACCEPTABILITY OF TOPSOIL PRIOR TO PLACEMENT. UNACCEPTABLE SOILS USED AS TOPSOIL SHALL BE REMOVED AND REPLACED AT CONTRACTOR'S EXPENSE.
3. FERTILIZER: APPLY AGRICULTURAL LIME AT THE RATE OF 50 POUNDS PER 1000 SF. APPLY 10 POUNDS 10-10-10 ANALYSIS FERTILIZER (OR EQUIVALENT) PER 1000 SF. SPREAD LIME AND FERTILIZER UNIFORMLY OVER ALL AREAS AND MIX THOROUGHLY WITH THE SOIL.
4. FINE GRADE ALL DISTURBED LAWN AREAS TO SMOOTH, EVEN SURFACE WITH LOOSE, UNIFORMLY FINE TEXTURE, ROLL, RAKE, AND DRAG LAWN AREAS, REMOVE RIDGES AND FILL DEPRESSIONS, AS REQUIRED TO MEET FINISH GRADES.
5. GRASS SEED: PROVIDE FRESH, CLEAN, NEW-CROP SEED COMPLYING WITH TOLERANCE FOR PURITY AND GERMINATION ESTABLISHED BY OFFICIAL SEED ANALYSIS OF NORTH AMERICA.
6. SEED ALL DISTURBED AREAS. PRIOR TO INSTALLATION, CONTRACTOR SHOULD CONSULT WITH OWNER TO DETERMINE EXTENT OF SEEDING OPERATIONS.
7. REPAIR AND RESEED ALL ERODED OR DISTURBED SEEDED AREAS WHERE VEGETATIVE COVER HAS NOT BEEN ESTABLISHED.
8. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF SEEDED AREAS UNTIL 95% GRASS COVER IS ESTABLISHED.

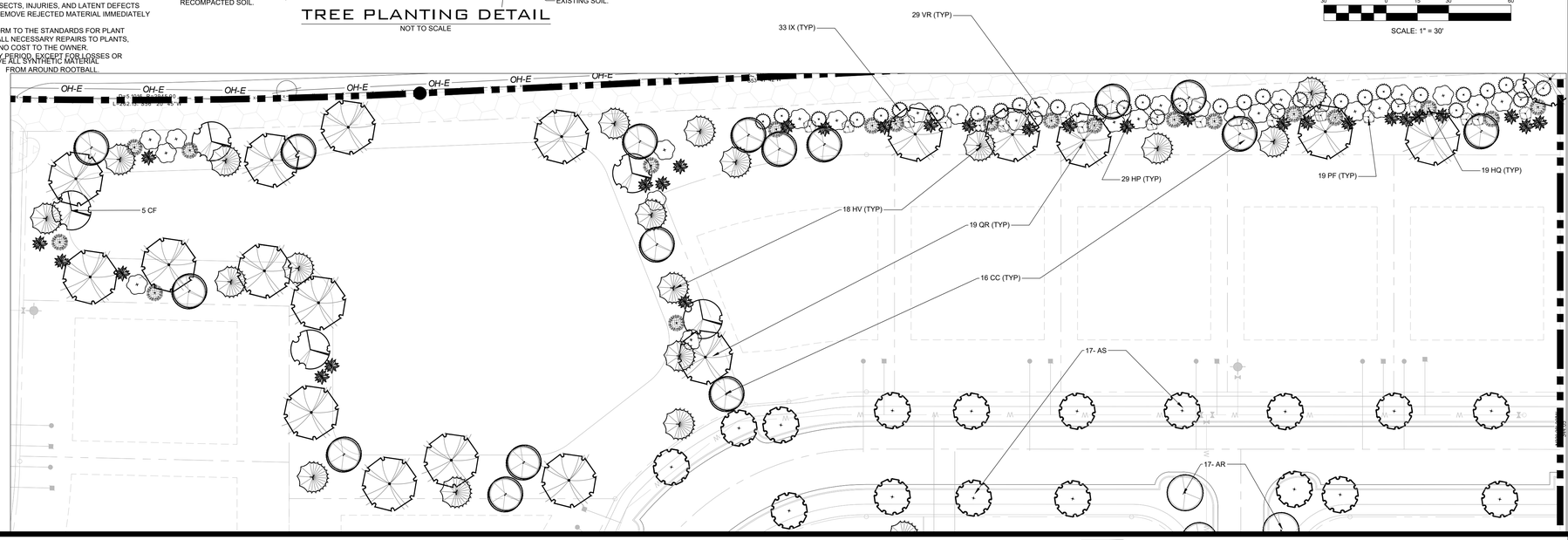


GRAPHIC SCALE

(IN FEET)

30 0 15 30 60

SCALE: 1" = 30'



REVISIONS

NO.	DATE

DATE: 03/17/2025
SCALE: AS SHOWN
DRAWN BY: CES
REVIEWER: CES

LANDSCAPE PLAN DETAILS

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

TROTWOOD AVENUE

PROJECT 24-0314

SHEET L-1.2

T-SQUARE ENGINEERING

PICK UP:

Prepared by T. Jake Wolaver, Esq.
Wolaver & Carter
809 S. Main Street Suite 100
Columbia, TN 38401

BK/PG: R3061/999-1003
25005483

5 PGS:AL-EASEMENT	
NANCY BATCH: 350293	04/21/2025 - 12:38 PM
VALUE	0.00
MORTGAGE TAX	0.00
TRANSFER TAX	0.00
RECORDING FEE	25.00
ARCHIVE FEE	0.00
DP FEE	2.00
REGISTER'S FEE	0.00
TOTAL AMOUNT	27.00

STATE OF TENNESSEE, MAURY COUNTY
JOHN FLEMING
REGISTER OF DEEDS

EASEMENT DEED

This instrument is entered this 18th day of April, 2025, by and between Edwin W Halliday Jr., as trustee of the **Edwin W. Halliday Family Trust**, FIRST PARTY, and **Nomau Partners, LLC**, SECOND PARTY.

W I T N E S S E T H:

WHEREAS, said FIRST PARTY is the owner of a certain tract of land in the Ninth (9th) Civil District of Maury County, Tennessee, the same being the land conveyed to it by deed of record in Book R2900, Page 1354, Register's Office of Maury County, Tennessee; and

WHEREAS, SECOND PARTY is acquiring an adjacent parcel of land from James Gore and Stacy Gore, described in deed of record in Book R2387, Page 455, Register's Office of Maury County, Tennessee, both of which deeds are hereby referred to for greater certainty of description; and

WHEREAS, it is necessary for SECOND PARTY to go upon a portion of the property of FIRST PARTY in order to install, maintain and repair a forced main sewer line across and upon said property of FIRST PARTY.

NOW, THEREFORE, said FIRST PARTY, for a good and valuable consideration in hand paid, does hereby give, grant and convey unto SECOND PARTY a perpetual right to construct a forced main sewer line on the property described below, and to go upon said lands whenever the same is reasonably necessary for the purpose of installing, inspecting, maintaining

and repairing said sewer line. In constructing, maintaining and repairing said sewer line, said SECOND PARTY shall remove all surplus earth, and restore the land and any improvements thereon to their prior condition, and interfere as little as is reasonably possible with any plants, fence or other improvements upon the land of the FIRST PARTY. Said permanent easement being upon the property described as follows:

> Beginning at a point in the east line of John Maher Builders Inc (DB R2758, pg. 851), being the southwest corner of Leatherwood Estates, Section 1 (PB 5, pg. 315); thence with the south line of Leatherwood Estates, the following calls: S 83°13'21" E , 283.66'; thence S 83°36'21" E , 188.04'; thence leaving Leatherwood Estates and proceeding through the lands of Edwin W Halliday Jr (DB R2900, pg. 1354), the following calls: S 06°23'39" W , 20.00'; thence N 83°36'21" W , 188.11'; thence N 83°13'21" W , 283.79'; thence N 83°01'47" W , 19.02'; thence N 04°05'39" E , 20.03' to a point in the east line of John Maher Builders Inc; thence with the east line of John Maher Builders Inc, S 83°01'47" E , 20.03' to the Point of Beginning. Containing 0.23 Acres.
>
> Being part of Map 125, Parcel 004.00
>
> Being a portion of the property designated as 3374 Campbellsville Pike, Columbia, Tennessee.

In furtherance of the construction of the described improvements, FIRST PARTY also grants to SECOND PARTY a temporary construction easement extending twenty feet (20') beyond the perimeter of above-described property on all sides. This temporary easement shall terminate upon the completion of construction of the sewer line.

TO HAVE AND TO HOLD said right and easement to SECOND PARTY and its successors in title; it being agreed that the right and easement hereby granted runs with the land is appurtenant to the property being acquired by SECOND PARTY. This instrument shall bind the successors and assigns of both parties.

As partial consideration for the grant of easements set forth herein, SECOND

PARTY agrees and binds itself as follows:

1) It will install a new woven metal wire fence that is approximately 1200 feet long or compensate the FIRST PARTY to have the work completed.

IN TESTIMONY WHEREOF, FIRST PARTY has hereunto set their signatures the day and year first above written.

GRANTOR:

Edwin W. Halliday Family Trust

By: Edwin W. Halliday, Jr.
Name: Edwin W. Halliday, Jr.
Title: Trustee

GRANTEE:

Nomau Partners, LLC

By:
Name: G. Nelson Crowe
Title: Co-Manager

STATE OF TENNESSEE
COUNTY OF MAURY

Personally appeared before me, the undersigned, Edwin W. Halliday, Jr., with whom I am personally acquainted, and who acknowledged under oath that he/she executed the within instrument for the purposes therein contained, and who further acknowledged that he/she is the trustee of the Edwin W. Halliday Family Trust.

WITNESS my hand, at office, this 18th day of April, 2025.

My Commission Expires:
March 20, 2029

Notary Public

KAY THERESE HOSFORD
NOTARY PUBLIC
STATE OF TENNESSEE
MAURY COUNTY
My Commission Expires 03-20-2026

STATE OF TENNESSEE
COUNTY OF MAURY

Personally appeared before me, the undersigned, G. Nelson Crowe, with whom I am personally acquainted, and who acknowledged under oath that he/she executed the within instrument for the purposes therein contained, and who further acknowledged that he/she is the Co-manager of Nomau Partners, LLC.

WITNESS my hand, at office, this 21 day of April, 2025.

My Commission Expires:
9/22/26

Kay Therese Hosford
Notary Public

STATE OF TENNESSEE - MAURY COUNTY

I hereby affirm that the actual consideration for this transfer or value of the property transferred, whichever is greater is $0.00.

KAY THREE HOSFORD
NOTARY PUBLIC
STATE OF TENNESSEE
MAURY COUNTY
My Commission Expires 09-22-2026

Affiant

Subscribed and sworn to before me, this 21 day of April, 2025.

My commission expires:
9/22/26

Notary Public

X:\JAKE\Client Folders\Crowe, Nelson Nomau Partners\Easement Deeds\Easement Deed Halliday.doc

file Middle TN Law Group

This instrument prepared by:
K. Brian Hay, Attorney at Law
104 W 6th St, Ste. 200
Columbia, TN 38401

BK/PG: R3061/230-249
25005372

20 PGS:AL-AGREEMENT	
JANE BATCH: 350207	04/17/2025 - 02:50 PM
VALUE	0.00
MORTGAGE TAX	0.00
TRANSFER TAX	0.00
RECORDING FEE	100.00
ARCHIVE FEE	0.00
DP FEE	2.00
REGISTER'S FEE	0.00
TOTAL AMOUNT	102.00

STATE OF TENNESSEE, MAURY COUNTY
JOHN FLEMING
REGISTER OF DEEDS

MUTUAL FORCE MAIN SEWER EASEMENTS AND IMPROVEMENTS AGREEMENT

THIS MUTUAL FORCE MAIN SEWER EASEMENTS AND IMPROVEMENTS AGREEMENT (the "Agreement") effective this 17 day April, 2025, by and between MCBROOM FAMILY PARTNERSHIP, a Tennessee general partnership ("McBroom"), JOHN MAHER BUILDERS INC., a Tennessee corporation ("Maher"), , NOMAU PARTNERS, LLC, a Tennessee limited liability company ("NoMau"), and shall be binding upon the successors and assigns of all those parties;

WHEREAS, McBroom owns 53.5+/- acres on Hunters Glen Drive, in Columbia (Maury County), Tennessee acquired by deed of record in Book R1466 at page 134, Register's Office of Maury County, Tennessee, and being all of Tax Parcel #112-018.02 (the "McBroom Property");

WHEREAS, Maher owns 85.711+/- acres on an unimproved roadway known as Foster Lane, in Columbia (Maury County), Tennessee acquired by deed of record in Book R2758 at page 851, Register's Office of Maury County, Tennessee, and being all of Tax Parcel #112-017.00 (the "Maher Property");

WHEREAS, NoMau is under contract to purchase 44.9+/- acres on Trotwood Avenue, in Columbia (Maury County), Tennessee, described in deed of record in Book R2387 at page 455, Register's Office of Maury County, Tennessee, and being all of Tax Parcel #112-018.03 (the "Gore Property");

WHEREAS, it is to the mutual benefit of all the parties to this Agreement to provide for the construction of a shared sewer force main system, including but not limited to pumpstation and lines, along with necessary temporary construction easements and non-exclusive permanent easements (collectively the "Force Main Improvements") acceptable by dedication to the City of Columbia Wastewater System (the "City") to facilitate residential subdivision development of the Gore Property, McBroom Property and Maher Property;

WHEREAS, McBroom and NoMau are nearing City approval of their respective subdivision developments and at least initially, in equal shares, wish to jointly fund the documentation of and the construction of the Force Main Improvements but subject to the requirement of reimbursement, in equal shares, by Maher to McBroom and NoMau in the event Maher (or the owner of the Maher Property) wishes to later develop the Maher Property and connect to the Force Main Improvements;

WHEREAS, relative to the Force Main Improvements, the parties to this Agreement wish to provide a framework for the mutual obligations and benefits of the parties to each other and to give notice to the world that the obligations and benefits set forth herein shall "run with the land" of the McBroom Property, Maher Property, and Gore Property and be binding upon and beneficial to any and all successors and/or assigns of same;

NOW, THEREFORE, in consideration of One Dollar ($1.00), the mutual covenants and agreements herein contained and other good and valuable consideration, the receipt, value and sufficiency of which is hereby acknowledged, the parties hereby covenant and agree as follows:

SECTION 1. Construction.

1.1 Construction and Management. Subject to the reimbursement provisions set forth in this Agreement, NoMau and McBroom agree to equally share the costs and expenses of the construction and maintenance of the Force Main Improvements. NoMau has agreed to, using all reasonable efforts and in good faith with contractors agreed upon by the parties, coordinate the construction of and construct the Force Main Improvements in a good and workmanlike manner upon the "McBroom Easement Area," as more particularly described on **Exhibit A-1** attached hereto; the "Maher Easement Area," as more particularly described on **Exhibit A-2** attached hereto; and the "Halliday Easement Area," as more particularly described on **Exhibit A-3** attached hereto. NoMau, as well as its contractors, subcontractors, civil and soils engineers, agents, employees, and representatives shall have the right to enter upon the applicable properties, as described herein, of the parties to this Agreement as NoMau deems necessary to construct and complete the Force Main Improvements, including the right to use reasonable portions of the adjoining properties subject to this Agreement for storage and staging. NoMau and McBroom agree to instruct their respective civil engineers (Webb Engineers & Surveyors for McBroom and T Square Engineering for NoMau to regularly coordinate the Force Main Improvements construction engineering with each other to avoid conflicting designs or inefficient construction or operation of same.

1.2 Costs. The owners, their successors and/or assigns, of the McBroom Property and Gore Property are obligated to each other to cooperate and share equally in the payment, construction (including but not limited to any post-completion warranty work), and grant of easements necessary to construct the Force Main Improvements to City specifications which, upon completion, shall be offered and dedicated to the City for acceptance and maintenance thereafter. To that end, NoMau agrees to escrow 1/2 of the cost of construction of the Force Main Improvements upon the finalization and acceptance of a contract to construct the Force Main Improvements pursuant to the plans approved by the City of Columbia. Within ten (10) days of the posting of these funds in escrow and providing evidence to McBroom, McBroom shall provide a letter of credit from an organizational bank/lender which evidences its ability to pay its portion of the project. Maher (or the then owner of the Maher Property) agrees to cooperate and join in with the owners of the McBroom Property and the Gore Property in the dedication and conveyance of same to the City. Notwithstanding any provision to the contrary contained within this Agreement, neither NoMau nor McBroom shall be obligated construct or to share in the costs of the development of the sewer improvements described herein until and unless that party receives preliminary plat approval from the City of Columbia, Tennessee (or other appropriate governmental body), in substantially the same form in which they are currently being presented.

1.3 Bonds. Pursuant to applicable ordinances of the City, NoMau will post any required bond, letter of credit, and/or other similar security (as applicable, "Warranty Bond"), as an improvement assurance to the City concerning the workmanship and condition of the Force Main Improvements, if required by the City. The cost of any such Warranty Bond will also be shared equally by the owners, their successors and/or assigns, of the McBroom Property and Gore Property, subject to their rights of equal share reimbursement from Maher set forth herein.

1.4 Reimbursement Payments. NoMau, as builder of the Force Main Improvements, shall have the right to periodic reimbursement payments ("Reimbursement Payments") from McBroom for its equal share of costs of the documentation, construction and any necessary post-completion warranty work thereof, but not more often than once per month and being payable in an amount equal to its equal share of the actual

costs incurred attributable to the documentation, construction and any necessary post-completion warranty work for the Force Main Improvements provided NoMau provides reasonably detailed documentary evidence to McBroom of the amount to be paid ("Reimbursement Payment Request"). The Reimbursement Payment Request shall be made in the form of an electronic mail addressed to a designated representative of McBroom. McBroom shall have five (5) business days from the date of receipt of the Reimbursement Payment Request to either pay same or provide NoMau its written objection to payment of such Reimbursement Payment ("Reimbursement Payment Objection Period"). Any written objection shall state with specificity the basis of the objection, and the actions that must be taken for the objection to be withdrawn. McBroom and NoMau shall, in good faith, attempt to resolve any disputes regarding an objection to payment within five (5) business days after NoMau's receipt of the written objection ("Reimbursement Payment Resolution Period"). After expiration of the Resolution Payment Objection Period, and if McBroom has not timely submitted to NoMau its written objection to the payment of such Reimbursement Payment, McBroom is directed to immediately pay to NoMau the full amount of its equal share of such costs evidenced by the Reimbursement Payment Request. Notwithstanding the foregoing or anything else contained herein this Agreement to the contrary, in the event the owner of the Maher Property eventually obtains City approval of annexation and subdivision of the Maher Property such that connection to the Force Main Improvements is necessary, then Maher shall be obligated to promptly reimburse McBroom and NoMau such that all costs of documentation, construction and post-completion warranty are borne in equal one-third (1/3rd) shares by McBroom, NoMau and Maher. For purposes of clarity, and notwithstanding any provision to the contrary contained within this Agreement, the owner of the Maher Property shall not be obligated to share in the costs of the development of the sewer improvements described herein until and unless the owner of the Maher Property receives: (i) approval of annexation and subdivision of the Maher Property satisfactory to the owner of the Maher Property, in its sole discretion, and (ii) preliminary plat approval from the City of Columbia, Tennessee (or other appropriate governmental body), in substantially the same form in which the owner of the Maher Property presents such plat (the "Maher Property Contingency"). If the parties cannot reach an amicable resolution to any disagreement arising from the duties set forth in this Agreement, the parties consent to binding Arbitration under the terms of the American Arbitration Associations rules established for the construction industry. NoMau may continue construction while the case is pending if it chooses. The prevailing party shall be entitled to the reimbursement of all costs of the arbitration, including attorneys' fees, and shall be entitled to interest at a rate of ten percent (10%) per annum to accrue on any arbitration award. No party shall be entitled to any benefit from the sewer system to be constructed until it has paid its fair share of the costs of construction, and any party shall be entitled to an injunction to prevent a connection to said sewer system (whether owned privately or by the City of Columbia) until all disputes are resolved and any obligated amounts are paid in full with interest.

SECTION 2. Easements.

2.1 Grant of Easements. Maher and McBroom hereby grant permanent mutual non-exclusive easements to install, operate, repair and reinstall if necessary, the Force Main Improvements, to each other and Gore, on and over the easement areas described in collective Exhibit A attached hereto. Further, Maher and McBroom hereby grant a fifteen (15) foot wide temporary mutual construction easements on either side (and either end) of said permanent easement to each other provided they own such adjoining property. To have and to hold said easements with the estate, title and interest thereto belonging to said grantees, their heirs and assigns, forever; and said grantors do covenant with the grantees that grantors are, relative to their respective tracts, each lawfully seized and possessed of said easement and the underlying fee, have good rights to convey said easements, and the same is unencumbered, except as herein set out; and grantors do further, relative to their respective tracts, covenant and bind themselves and their heirs, successors and

representatives, to warrant and forever defend the title to said easements to grantees, their heirs, successors and/or assigns, against the lawful claims of all persons whomsoever. The aforementioned temporary construction easements shall automatically terminate upon completion and final acceptance by the City of the Force Main Improvements. The parties to this Agreement will cooperate to obtain any necessary easements across the Halliday property as described in Exhibit A-3. It is hereby expressly agreed that the effectiveness of this Agreement shall be contingent upon the execution and recording of an easement for the construction and maintenance of the Force Main Improvements over, under and across the Halliday Easement Area (the "Halliday Contingency"), which easement shall be recorded immediately prior to any of the other mutual and reciprocal easements described herein.

SECTION 3. Nature of Easements and Rights Granted

3.1 Nature and Effect of Easements. Each and all of the easements, covenants, restrictions and provisions contained in this Agreement:

(a) Are made for the direct, mutual and reciprocal benefit of the parties thereto;

(b) Create mutual equitable servitudes upon each tract in favor of the other tract;

(c) Constitute covenants running with the land; and

(d) Shall bind every person or entity having any fee, leasehold or other interest in any portion of the applicable tracts at any time or from time to time to the extent that such portion is affected or bound by the easement, covenant, restriction, or provision.

3.2 Transfer of Title. The acceptance of any transfer or conveyance of title from any party hereto or its respective heirs, representatives, successors or assigns of all or any part of its interest in its property shall be deemed to:

(a) Require the prospective grantee to agree not to use, occupy or allow any lessee or occupant of such applicable properties to use or occupy said properties in any manner which would constitute a violation or breach of any of the easements and covenants contained herein; and

(b) Require the prospective grantee to assume and agree to perform each and all of the obligations of the conveying party under this Agreement with respect to any such property which will be conveyed to each grantee.

The parties contemplate that NoMau may assign its rights to this Agreement to a third-party in conjunction with a subsequent sale of the Gore Property. NoMau may not assign this Agreement until i) it has placed the funds in escrow as contemplated above; and ii) its successor has obtained such permits and bonds necessary to ensure that construction of the Force Main Improvements are completed.

SECTION 4. Maintenance

4.1 Maintenance. Until the Force Main Improvements are completed and accepted by the City (or during any post-completion, post-acceptance Warranty Bond period), the owners of the McBroom Property and Gore Property (and if and when applicable, the owner of the Maher Property) shall share equally in the costs of maintenance of the Force Main Improvements; provided that the contribution paid by the owner of the Maher Property, if applicable and depending upon the timing of satisfaction of the Maher Property Contingency, shall be paid in the form of reimbursement of such one-third (1/3rd) share of the owner of the Maher Property.

SECTION 5. Mutual Indemnification

5.1 Indemnification. Each party to this Agreement shall indemnify and hold each other harmless from any liability, loss, damage, expense, claim or demand (including but not limited to court costs and reasonable attorney's fees) arising out of the acts or omissions of a party hereto, or its agents, contractors, employees or other parties conducting activities on the Force Main Improvements including but not limited to the temporary construction easements. Such indemnity obligation shall survive the completion or termination of this Agreement. Each owner shall give the other owner(s) prompt and timely notice of any claim made or suit or action commenced which, in any way, could result in indemnification hereunder.

5.2 Liability Insurance. The respective owners of the Maher Property, McBroom Property and Gore Property shall obtain and maintain comprehensive public liability insurance covering injuries to persons and property on, in or about its tract, with a single limit of not less than Five Hundred Thousand Dollars and 00/100 Dollars ($500,000.00), naming the other tract owner(s) as insureds. All such policies of insurance shall be issued by solvent and responsible insurance companies authorized to do business in the State of Tennessee.

SECTION 6. Duration and Termination

6.1 Duration. The easements, covenants, restrictions and other provisions of this Agreement shall be of perpetual duration.

6.2 Amendment. This Agreement, or any easement, covenant, restriction or undertaking contained herein, may be terminated, extended or amended by the recording of the appropriate document (or memorandum of same) in the Register's Office of Maury County, Tennessee, which document must be executed by all of the applicable owners affected thereby, as of the date of such document.

SECTION 7. Recording

A fully executed counterpart of this Agreement shall be recorded in the Register's Office of Maury County, Tennessee.

SECTION 8. Benefit

This Agreement shall inure to the benefit of, and be binding upon, the parties hereto and their respective heirs, executors, administrators, representatives, successors and assigns.

SECTION 9. Waiver

No waiver of any breach of any of the easements, covenants and/or agreements herein contained shall be construed as, or constitute, a waiver of any other breach or a waiver, acquiescence in or consent to any further or succeeding breach of the same or any other covenant and/or agreement.

SECTION 10. Severability

If any term or provision of this Agreement shall, to any extent, be held invalid or unenforceable, the remaining terms and provisions of this Agreement shall not be affected thereby, but each remaining term and provision shall be valid and enforced to the fullest extent permitted by law.

SECTION 11. Applicable Law and Attorney Fees

This Agreement shall be construed and enforced in accordance with the laws of Tennessee. If any party brings or commences any legal action or proceeding to enforce any of the terms of this Agreement (or for damages by reason of an alleged breach of this Agreement), the prevailing party in such action shall be entitled to recovery of all costs and expenses of litigation, including reasonable attorney's fees.

SECTION 12. Counterparts

This Agreement may be executed in any number of separate counterparts, each of which shall be deemed an original and all of which together shall constitute the same instrument. Signatures and initials required in this Agreement or as required in documents related to this Agreement may be executed via "wet" original handwritten signature or initials, or via electronic signature or mark, which shall be binding on the parties as originals, and the executed signature pages may be delivered using pdf or similar file type transmitted via electronic mail, cloud based server, c-signature technology, or other similar electronic means, and any such transmittal shall constitute delivery of the executed document for all purposes of this Agreement. Notwithstanding the foregoing, given this Agreement and any amendment thereto must be recorded in the Maury County, Tennessee Register of Deeds office, "wet" original handwritten signatures properly acknowledged and authenticated by a notary public are required.

(counterpart signature pages follow)

IN WITNESS WHEREOF, the parties hereto have executed this Agreement effective as of the day and year first above written.

McBroom:

MCBROOM FAMILY PARTNERSHIP,
a Tennessee general partnership

By: _____
Randy E. McBroom, General Partner

By: _____
Linda McBroom Walker, General Partner

STATE OF TENNESSEE
COUNTY OF MAURY

Before me, the undersigned, a Notary Public in and for the aforesaid state and county, personally appeared **Randy E. McBroom and Linda McBroom Walker** to me known to be the person(s) described therein (or who proved to me to be the same on a satisfactory basis) and who acknowledged themselves to be the **General Partners of McBroom Family Partnership**, a Tennessee general partnership, being authorized to execute the foregoing instrument for the purposes therein contained by signing the name of the general partnership by themselves as such General Partners.

Witness my hand and seal at office in the aforesaid state and county this 17th day of April, 2025.

_____
Notary Public
My Commission Expires: 6/26/27

(SEAL)



IN WITNESS WHEREOF, the parties hereto have executed this Agreement effective as of the day and year first above written.

Maher:

JOHN MAHER BUILDERS INC.,
a Tennessee corporation

By: _____ CEO

Name: John Maher

Title: Chief Executive Officer

STATE OF TENNESSEE
COUNTY OF Maury

Before me, the undersigned, a Notary Public in and for the aforesaid state and county, personally appeared **John Maher** to me known to be the person(s) described therein (or who proved to me to be the same on a satisfactory basis) and who acknowledged him or herself to be the Chief Executive Officer **of John Maher Builders Inc., a Tennessee corporation,** being authorized to execute the foregoing instrument for the purposes therein contained by signing the name of the corporation by him or herself as such Chief Executive Officer.

Witness my hand and seal at office in the aforesaid state and county this 17th day of April, 2025.

_____
Notary Public
My Commission Expires: 3-20-29

(SEAL)

JOHN HILL
STATE OF TENNESSEE
NOTARY PUBLIC
MAURY COUNTY

IN WITNESS WHEREOF, the parties hereto have executed this Agreement effective as of the day and year first above written.

NoMau:

NOMAU PARTNERS, LLC,
a Tennessee limited liability company

By: _____

Name: G. Nelson Crowe

Title: Co- Manager

STATE OF TENNESSEE
COUNTY OF Maury

KAY THERESE HOSFORD
STATE OF TENNESSEE NOTARY PUBLIC
MAURY COUNTY
My Commission Expires 09-22-2026

Before me, the undersigned, a Notary Public in and for the aforesaid state and county, personally appeared G Nelson Crowe to me known to be the person(s) described therein (or who proved to me to be the same on a satisfactory basis) and who acknowledged him or herself to be the Co-Manager **of NOMAU PARTNERS, LLC, a Tennessee limited liability company,** being authorized to execute the foregoing instrument for the purposes therein contained by signing the name of the limited liability company by him or herself as such Co-manager.

Witness my hand and seal at office in the aforesaid state and county this 17 day of April, 2025.

Kay Therese Hosford (SEAL)
Notary Public
My Commission Expires:

EXHIBIT A-1 (5 pages)

McBroom Easement Area
Sanitary Sewer Easement

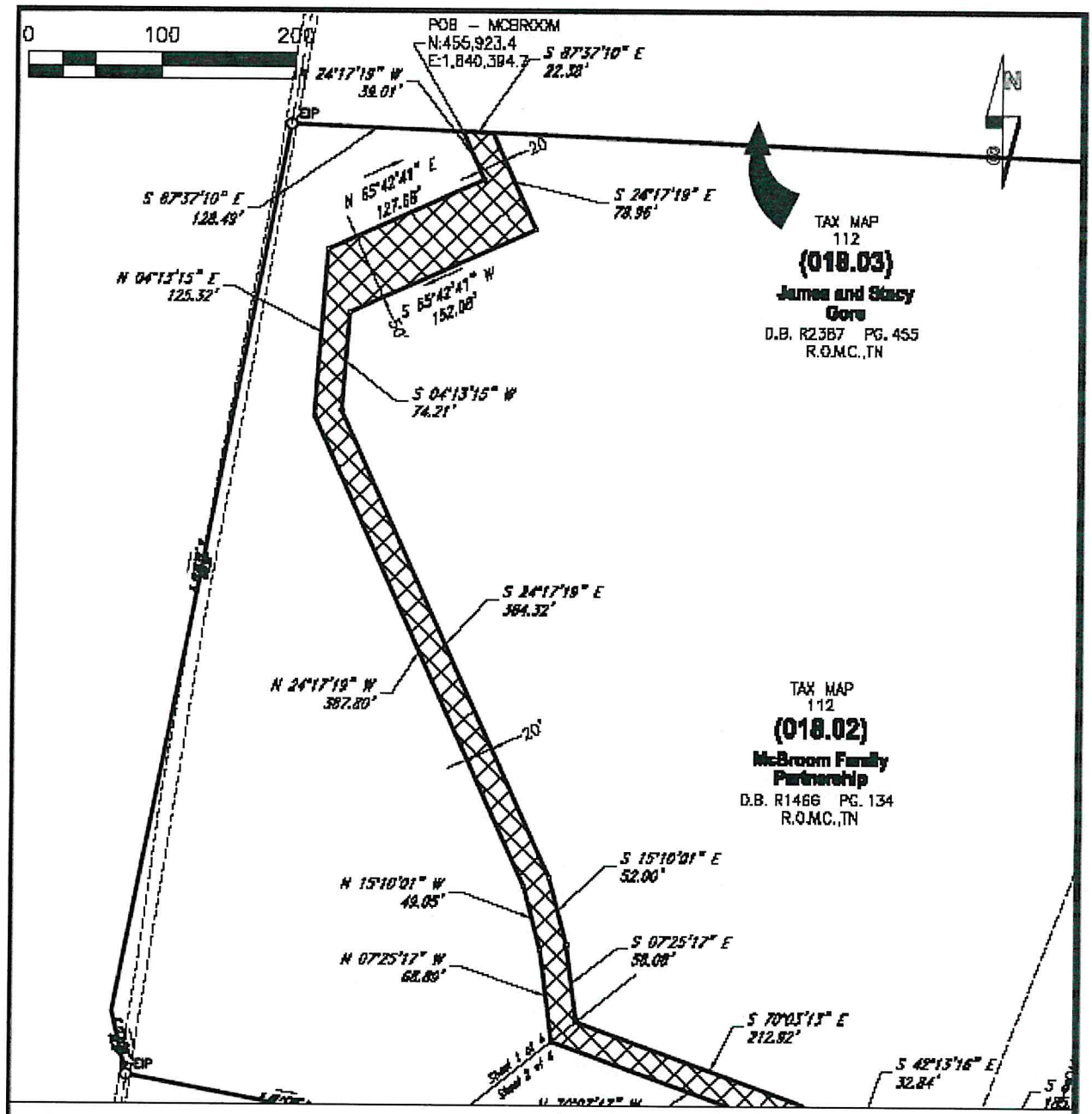
A tract of land located in Maury County, Tennessee. A portion of parcel 018.02 as shown on Tax Map 112, the McBroom Family Partnership property as recorded in Deed Book R1466, page 134, and being more particularly described as follows.

Beginning at an iron pin set having a Tennessee State Plane Coordinate N-455,923.4, E-1,640,394.7 (TDOT CORS), said point lying SOUTH 87°37'10" EAST a distance of 128.49' from the north west corner of the McBroom Family Partnership property as recorded in Deed Book R1466, page 134, also being the south west corner of James and Stacy Gore as recorded in Deed Book R2387, page 455, and lying in the center of Foster Lane;
Thence with the south line of James and Stacy Gore as recorded in Deed Book R2387, page 455, SOUTH 87°37'10" EAST a distance of 22.38';
Thence severing the property of McBroom, SOUTH 24°17'19" EAST a distance of 78.96';
Thence with the same, SOUTH 65°42'41" WEST a distance of 152.08';
Thence with the same, SOUTH 04°13'15" WEST a distance of 74.21';
Thence with the same, SOUTH 24°17'19" EAST a distance of 384.32';
Thence with the same, SOUTH 15°10'01" EAST a distance of 52.00';
Thence with the same, SOUTH 07°25'17" EAST a distance of 58.08';
Thence with the same, SOUTH 70°03'13" EAST a distance of 212.92';
Thence with the same, SOUTH 42°13'16" EAST a distance of 32.84';
Thence with the same, SOUTH 81°32'59" EAST a distance of 185.37';
Thence with the same, SOUTH 60°49'18" EAST a distance of 92.47';
Thence with the same, SOUTH 80°54'30" EAST a distance of 1709.73';
Thence with the same, SOUTH 72°44'50" EAST a distance of 70.44' to a point on the north line of John Maher Builders, Inc as recorded in Deed Book R2758, page 851;
Thence with the north line of John Maher Builders, Inc., NORTH 80°54'30" WEST a distance of 1,810.35';
Thence severing the McBroom property, NORTH 60°49'18" WEST a distance of 63.24';
Thence with the same, NORTH 81°32'59" WEST a distance of 188.86';
Thence with the same, NORTH 42°13'16" WEST a distance of 35.03';
Thence with the same, NORTH 70°03'13" WEST a distance of 220.13';
Thence with the same, NORTH 07°25'17" WEST a distance of 68.89';
Thence with the same, NORTH 15°10'01" WEST a distance of 49.05';
Thence with the same, NORTH 24°17'19" WEST a distance of 387.80';
Thence with the same, NORTH 04°13'15" EAST a distance of 125.32';
Thence with the same, NORTH 65°42'41" EAST a distance of 127.68';
Thence with the same, NORTH 24°17'19" WEST a distance of 39.01', which is the point of beginning, having an area of 48,080 square feet, 1.10 acres.

This parcel is subject to any and all easements, restrictions, and/or right of ways either by record and/or prescription that a complete and accurate title search may reveal. No title search was provided to the surveyor at the time of this survey.

Note: The above property description is based on information gathered during the course of an actual field survey conducted by W.E.S. – ENGINEERS AND SURVEYORS – Job #17608, under the direction of Allen B. O'Leary, Tennessee Registered Land Surveyor Number 1987. All iron pins set are ½" Rebar, with a plastic cap stamped "W.E.S, RLS 1987". All deeds referenced above are of record in the Register's Office of Maury County, Tennessee. The above property description was prepared under my direction on this the 30TH day of January 2025.

Allen B. O'Leary
TN R.L.S. No. 1987



MAP SHOWING

1 OF 4

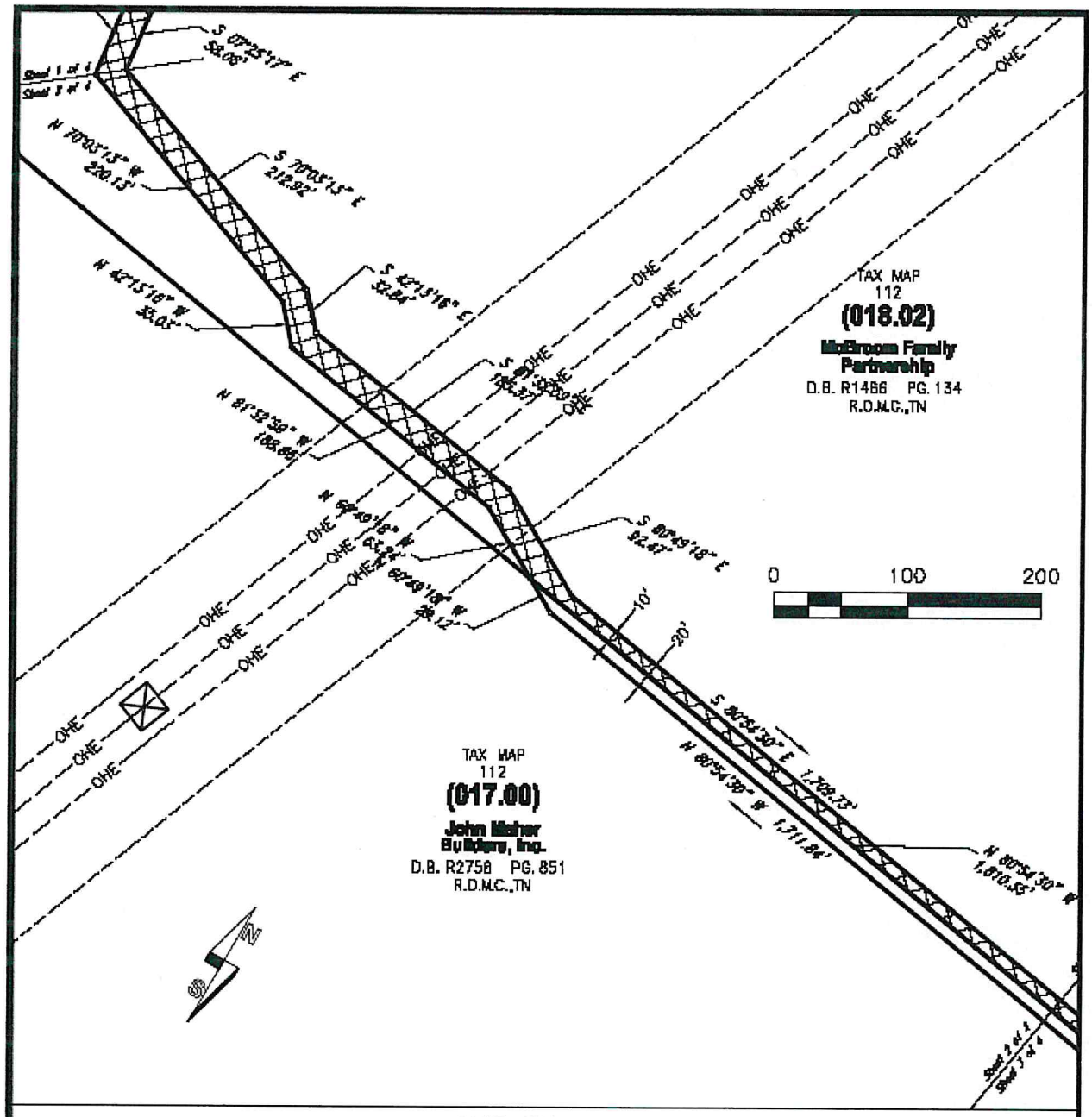
SANITARY SEWER EASEMENT

TO THE CITY OF COLUMBIA, TENNESSEE
MAURY COUNTY, TENNESSEE
FROM

McBROOM FAMILY PARTNERSHIP

PROJECT NO.: TROTWOOD	EASEMENT NO.: 1	SYSTEM: SANITARY

SCALE: 1"=100'	PARCEL NO.: 018.02	DATE: 1-29-25	BY: W.E.S.



MAP SHOWING 2 OF 4

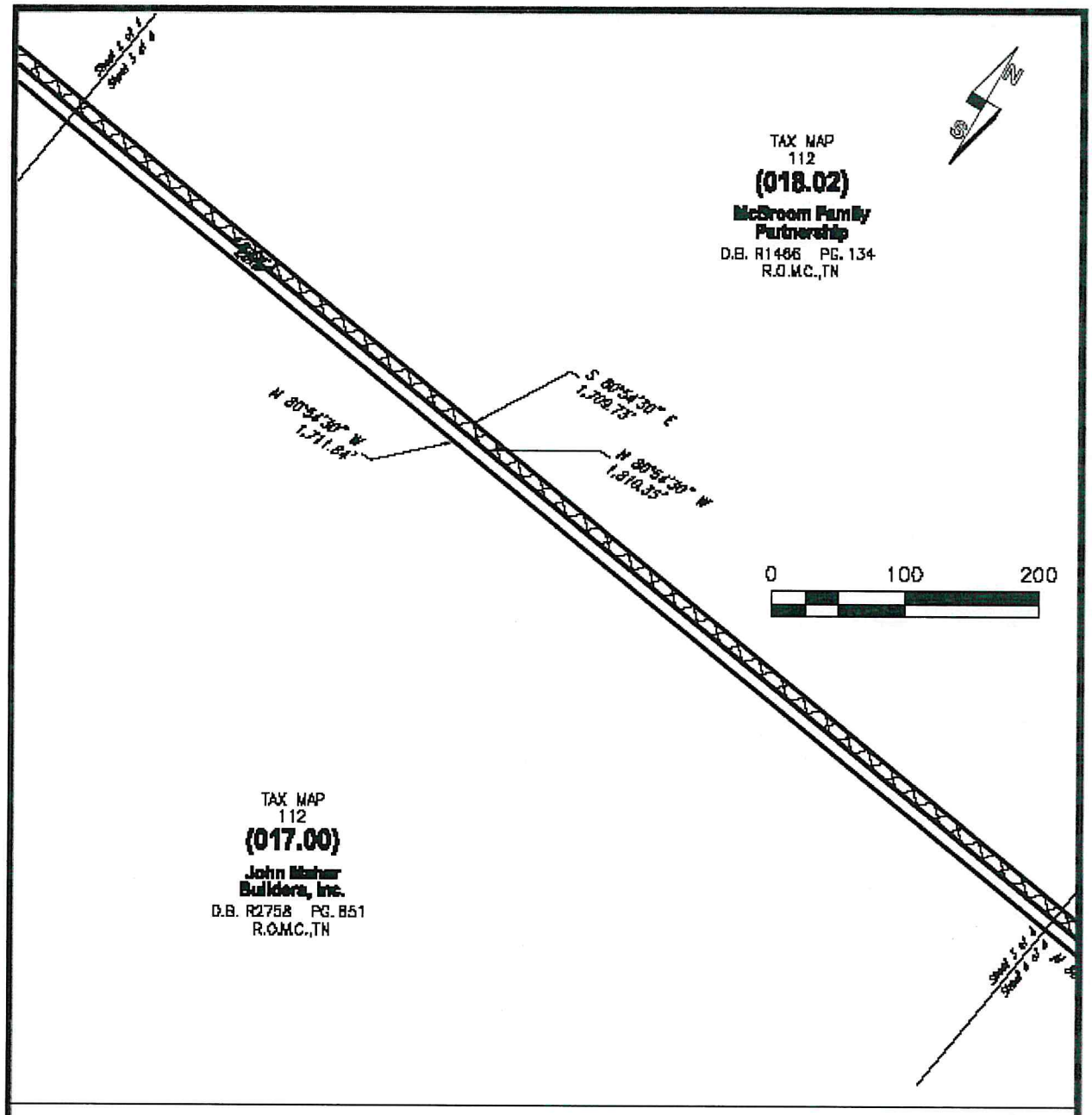
SANITARY SEWER EASEMENT

TO THE CITY OF COLUMBIA, TENNESSEE
MAURY COUNTY, TENNESSEE
FROM

McBROOM FAMILY PARTNERSHIP

PROJECT NO.: TROTWOOD	EASEMENT NO.: 1	SYSTEM: SANITARY

SCALE: 1"=100'	PARCEL NO.: 018.02	DATE: 1-29-25	BY: W.E.S.



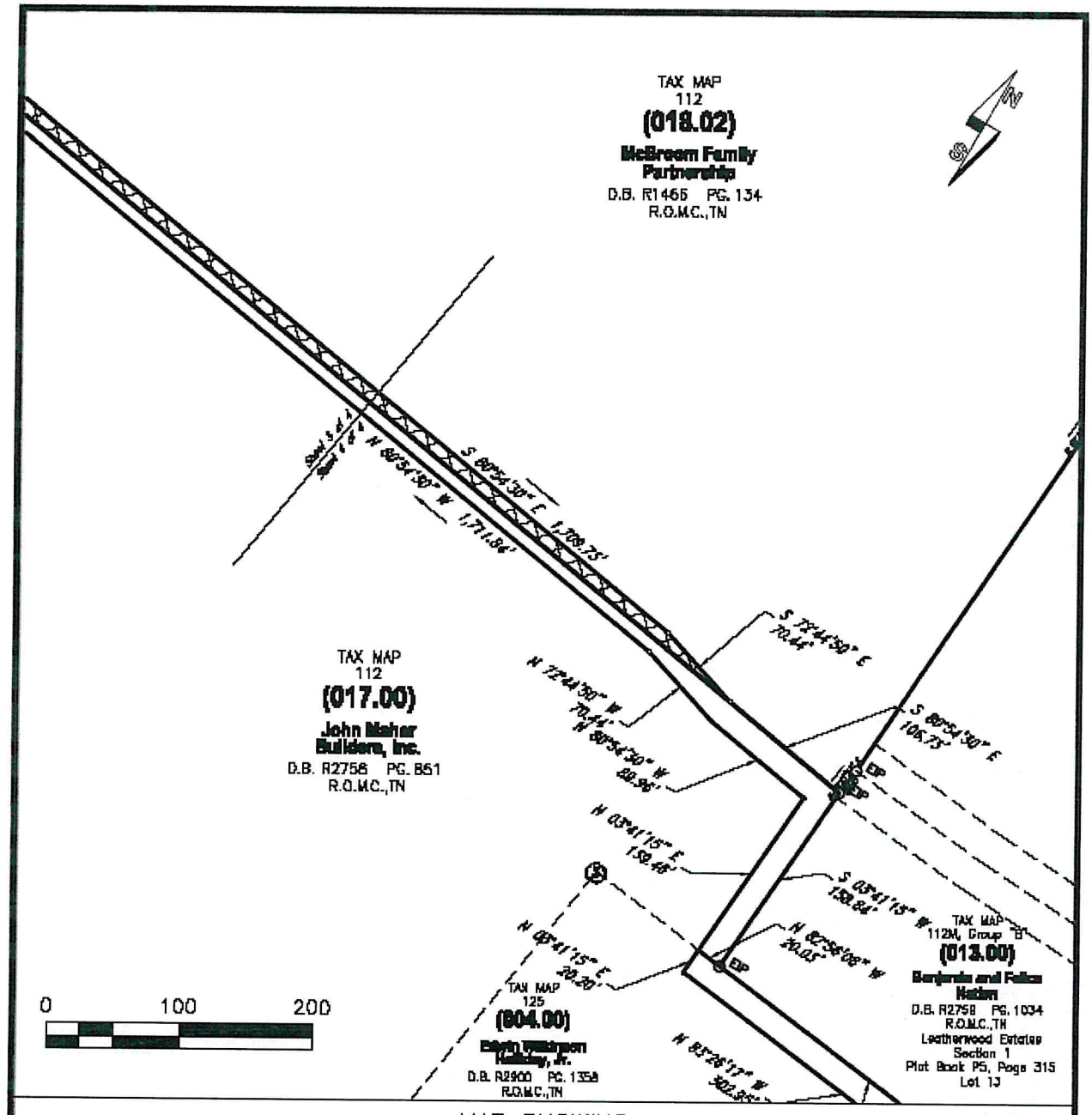
MAP SHOWING 3 OF 4

SANITARY SEWER EASEMENT

TO THE CITY OF COLUMBIA, TENNESSEE
MAURY COUNTY, TENNESSEE
FROM

McBROOM FAMILY PARTNERSHIP

PROJECT NO.: TROTWOOD	EASEMENT NO.: 1	SYSTEM: SANITARY	
SCALE: 1"=100'	PARCEL NO.: 018.02	DATE: 1-29-25	BY: W.E.S.



MAP SHOWING 4 OF 4

SANITARY SEWER EASEMENT

TO THE CITY OF COLUMBIA, TENNESSEE
MAURY COUNTY, TENNESSEE
FROM

McBROOM FAMILY PARTNERSHIP

PROJECT NO.: TROTWOOD	EASEMENT NO.: 1	SYSTEM: SANITARY

SCALE: 1"=100'	PARCEL NO.: 018.02	DATE: 1-29-25	BY: W.E.S.

EXHIBIT A-2 (4 pages)

Maher Easement Area
Sanitary Sewer Easement

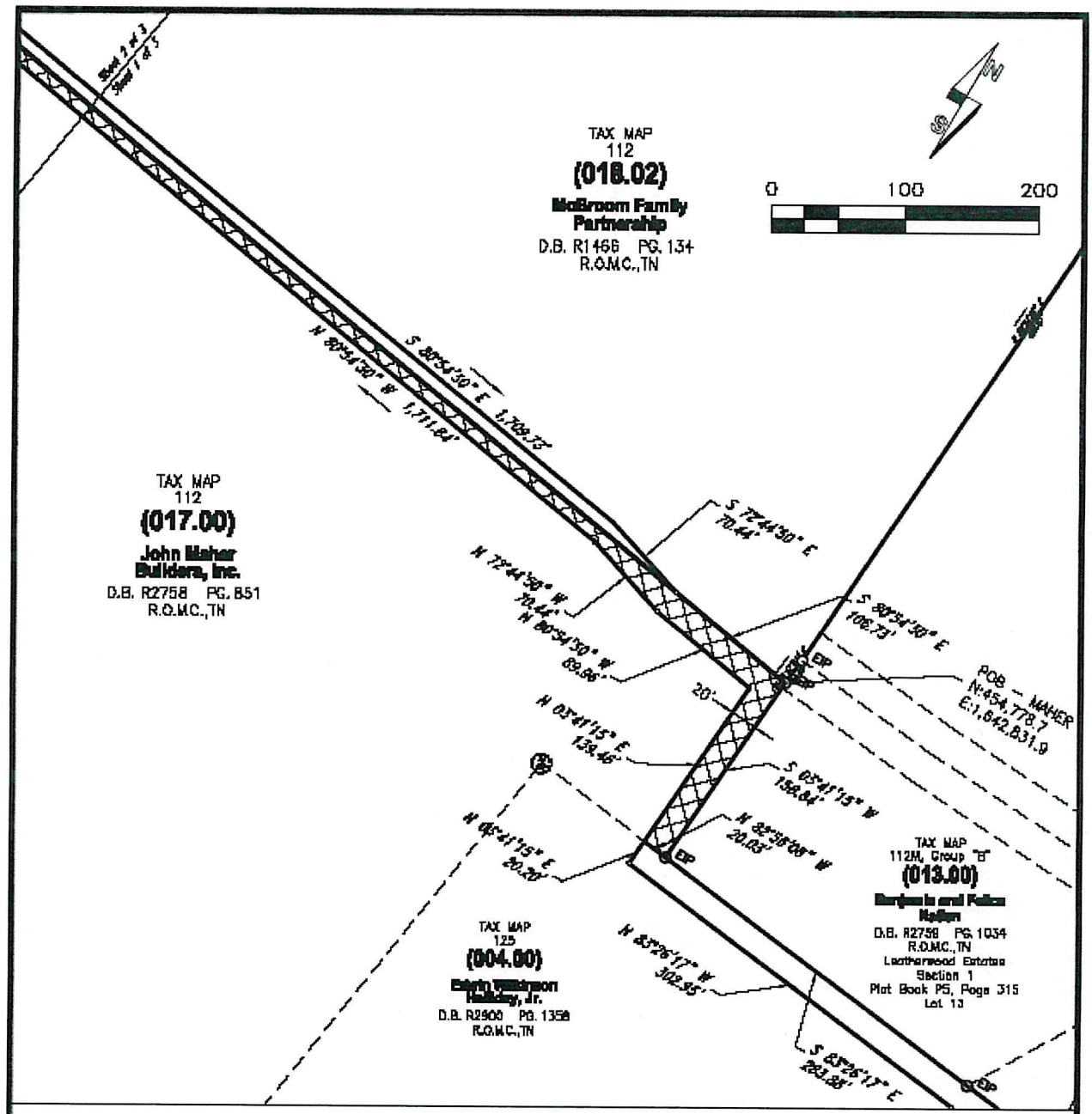
A tract of land located in Maury County, Tennessee. A portion of parcel 017.00 as shown on Tax Map 112, the John Maher Builders, Inc. property as recorded in Deed Book R2758, page 851, and being more particularly described as follows.

Beginning at a 5/8" iron pin found with RLS #596 cap at the north east corner of John Maher Builders, Inc. property as recorded in Deed Book R2758, page 851 having a Tennessee State Plane Coordinate N-454,778.7, E-1,642,831.9 (TDOT CORS), said point being the southeast corner of McBroom Family Partnership property as recorded in Deed Book R1466, page 134;
Thence with the west line of Benjamin and Felice Nation as recorded in Deed Book R2759, page 1034, and being Lot 13, Leatherwood Estates, Section 1 as recorded in Plat Book P5, page 315, SOUTH 03°41'15" WEST a distance of 158.84' to a 1"X1" angle iron found;
Thence severing the property of Maher, NORTH 82°56'08" WEST a distance of 20.03';
Thence with the same, NORTH 03°41'15" EAST a distance of 139.46';
Thence with the same, NORTH 80°54'30" WEST a distance of 89.96';
Thence with the same, NORTH 72°44'50" WEST a distance of 70.44';
Thence with the same, NORTH 80°54'30" WEST a distance of 1,711.84';
Thence with the same, NORTH 60°49'18" WEST a distance of 29.12';
Thence with the south line of McBroom Family Partnership property as recorded in Deed Book R1466, page 134, SOUTH 80°54'30" EAST a distance of 1,810.35';
Thence with the same SOUTH 80°54'30" EAST a distance of 106.73'; which is the point of beginning, having an area of 23,265 square feet, 0.53 acres.

This parcel is subject to any and all easements, restrictions, and/or right of ways either by record and/or prescription that a complete and accurate title search may reveal. No title search was provided to the surveyor at the time of this survey.

Note: The above property description is based on information gathered during the course of an actual field survey conducted by W.E.S. – ENGINEERS AND SURVEYORS – Job #17608, under the direction of Allen B. O'Leary, Tennessee Registered Land Surveyor Number 1987. All iron pins set are ½" Rebar, with a plastic cap stamped "W.E.S, RLS 1987". All deeds referenced above are of record in the Register's Office of Maury County, Tennessee. The above property description was prepared under my direction on this the 30TH day of January 2025.

Allen B. O'Leary
TN R.L.S. No. 1987



MAP SHOWING 1 OF 3

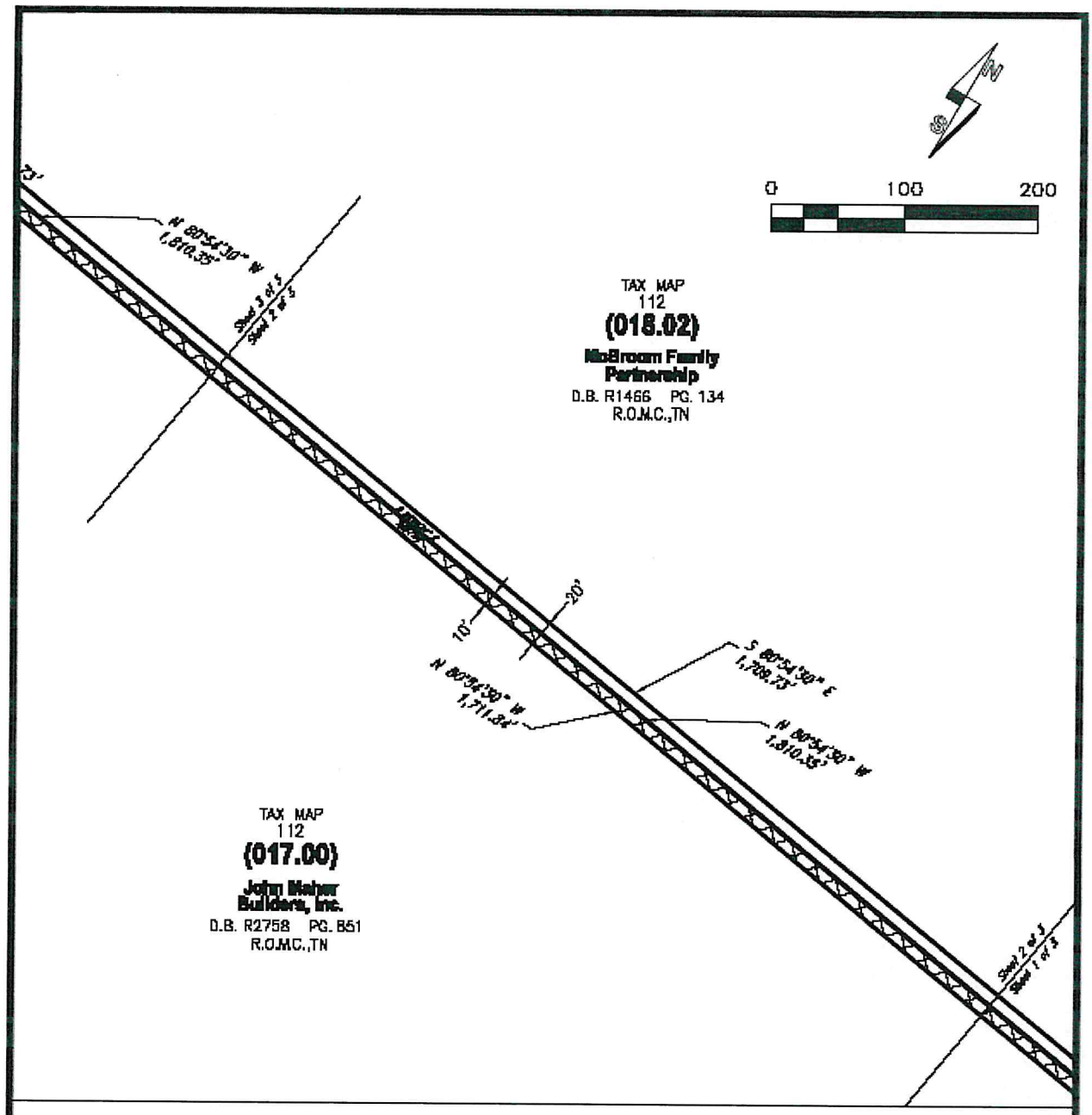
SANITARY SEWER EASEMENT

TO THE CITY OF COLUMBIA, TENNESSEE
MAURY COUNTY, TENNESSEE
FROM

JOHN MAHER BUILDERS, INC.

PROJECT NO.: TROTWOOD	EASEMENT NO.: 1	SYSTEM: SANITARY

SCALE: 1"=100'	PARCEL NO.: 017.00	DATE: 1-29-25	BY: W.E.S.



MAP SHOWING

2 OF 3

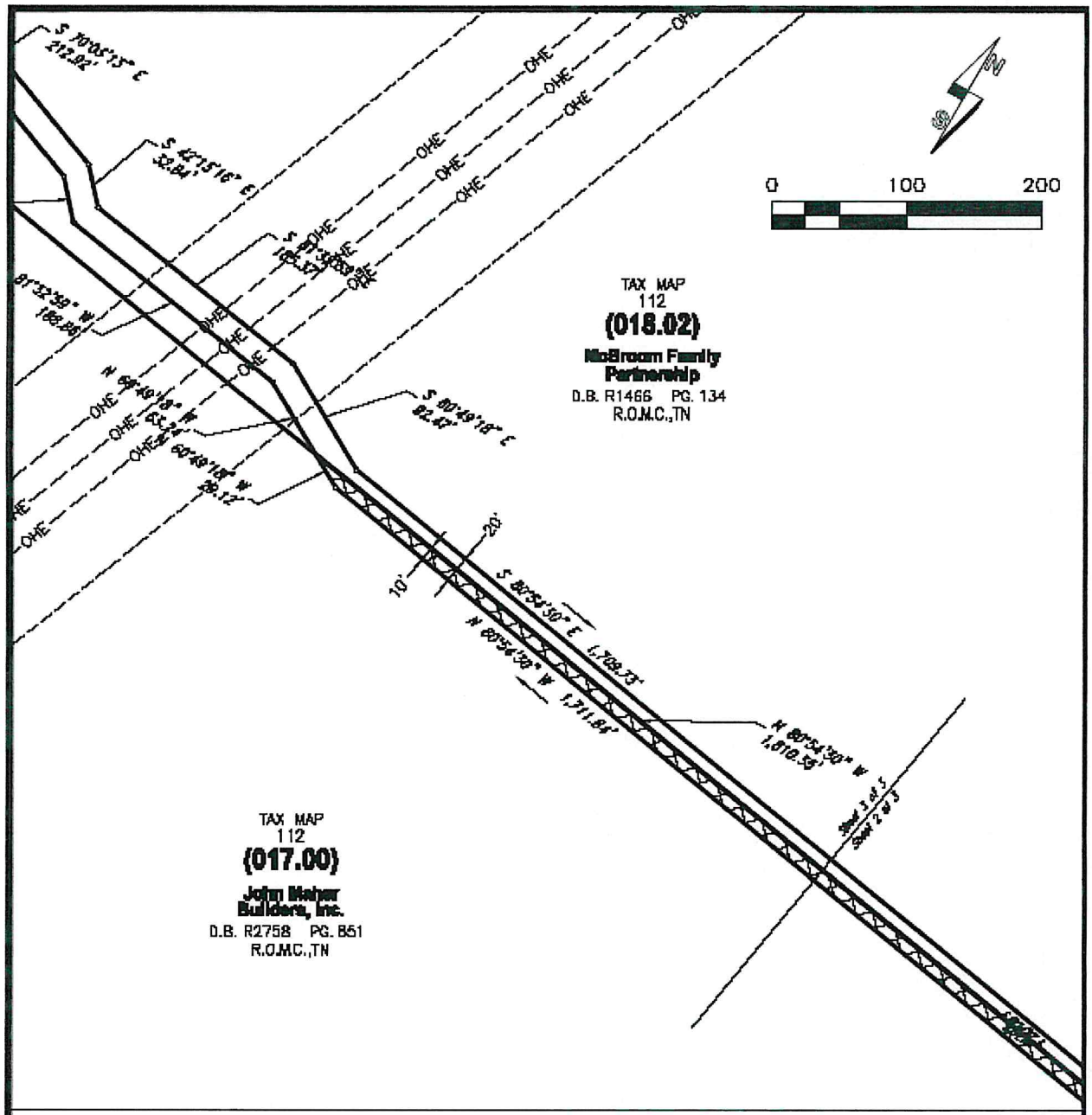
SANITARY SEWER EASEMENT

TO THE CITY OF COLUMBIA, TENNESSEE
MAURY COUNTY, TENNESSEE
FROM

JOHN MAHER BUILDERS, INC.

PROJECT NO.: TROTWOOD	EASEMENT NO.: 1	SYSTEM: SANITARY

SCALE: 1"=100'	PARCEL NO.: 017.00	DATE: 1-29-25	BY: W.E.S.



MAP SHOWING 3 OF 3

SANITARY SEWER EASEMENT

TO THE CITY OF COLUMBIA, TENNESSEE
MAURY COUNTY, TENNESSEE
FROM

JOHN MAHER BUILDERS, INC.

PROJECT NO.: TROTWOOD	EASEMENT NO.: 1	SYSTEM: SANITARY	
SCALE: 1"=100'	PARCEL NO.: 017.00	DATE: 1-29-25	BY: W.E.S.

EXHIBIT A-3 (2 pages)

Halliday Easement Area

Sanitary Sewer Easement

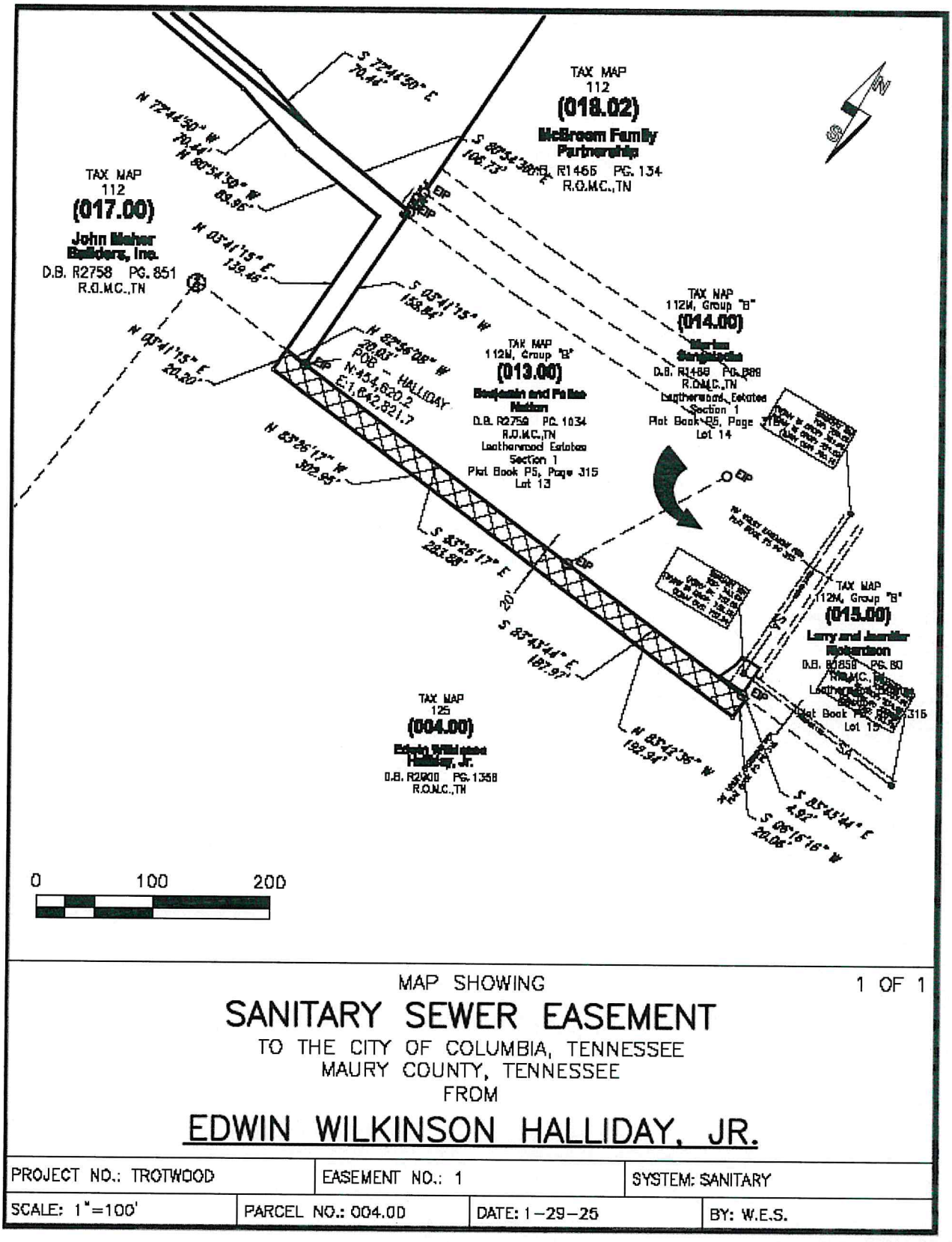
A tract of land located in Maury County, Tennessee. A portion of parcel 004.00 as shown on Tax Map 125, the Edwin Wilkinson Halliday, Jr. property as recorded in Deed Book R2900, page 1358, and being more particularly described as follows.

Beginning at a 1" by 1" found angle iron the north east corner of John Maher Builders, Inc. property as recorded in Deed Book R2758, page 851 having a Tennessee State Plane Coordinate N-454,778.7, E-1,642,831.9 (TDOT CORS), said point being the southeast corner of McBroom Family Partnership property as recorded in Deed Book R1466, page 134;
Thence with the south line of Benjamin and Felice Nation as recorded in Deed Book R2759, page 1034, and being Lot 13, Leatherwood Estates, Section 1 as recorded in Plat Book P5, page 315, SOUTH 83°26'17" EAST a distance of 283.88' to a 1" iron pipe found;
Thence with the south line of Marion Sengstacke as recorded in Deed Book R1486, page 889, and being Lot 14, Leatherwood Estates, Section 1 as recorded in Plat Book P5, page 315, SOUTH 83°43'44" EAST a distance of 187.97' to a ½" iron pipe found;
Thence with the south line of Larry and Jennifer Richardson as recorded in Deed Book R1859, page 80, and being Lot 15, Leatherwood Estates, Section 1 as recorded in Plat Book P5, page 315, SOUTH 83°43'44" EAST a distance of 4.92';
Thence severing the property of Halliday, SOUTH 06°16'16" WEST a distance of 20.06';
Thence with the same, NORTH 83°42'36" WEST a distance of 192.94';
Thence with the same, NORTH 83°26'17" WEST a distance of 302.95';
Thence with the same, NORTH 03°41'15" EAST a distance of 20.20';
Thence with the same, SOUTH 82°56'08" EAST a distance of 20.03', which is the point of beginning, having an area of 9,935 square feet, 0.23 acres.

This parcel is subject to any and all easements, restrictions, and/or right of ways either by record and/or prescription that a complete and accurate title search may reveal. No title search was provided to the surveyor at the time of this survey.

Note: The above property description is based on information gathered during the course of an actual field survey conducted by W.E.S. – ENGINEERS AND SURVEYORS – Job #17608, under the direction of Allen B. O'Leary, Tennessee Registered Land Surveyor Number 1987. All iron pins set are ½" Rebar, with a plastic cap stamped "W.E.S, RLS 1987". All deeds referenced above are of record in the Register's Office of Maury County, Tennessee. The above property description was prepared under my direction on this the 30TH day of January 2025.

Allen B. O'Leary
TN R.L.S. No. 1987


TAX MAP
112
(018.02)
McBroom Family
Partnership
R1465 PG. 134
R.O.M.C.,TN
TAX MAP
112
(017.00)
John Maher
Builders, Inc.
D.B. R2758 PG. 851
R.O.M.C.,TN
S 72°44'30" E
70.44'
N 72°44'30" W
70.44'
N 80°54'30" W
83.96'
N 05°41'15" E
139.46'
S 05°41'15" W
139.84'
N 82°56'08" W
20.83'
POB - HALLIDAY
N:454,620.2
E:1,642,321.7
N 05°41'15" E
20.20'
N 82°26'17" W
302.95'
S 82°26'17" E
283.88'
20'
S 83°43'44" E
187.97'
N 82°42'36" W
192.94'
S 83°43'44" E
4.92'
S 09°16'16" W
20.06'
TAX MAP
112M, Group "B"
(013.00)
Benjamin and Pallas
Hatton
D.B. R2759 PG. 1034
R.O.M.C.,TN
Leatherwood Estates
Section 1
Plat Book P5, Page 315
Lot 13
TAX MAP
112M, Group "B"
(014.00)
Marian
Sangiacomo
D.B. R1488 PG. 888
R.O.M.C.,TN
Leatherwood Estates
Section 1
Plat Book P5, Page 315
Lot 14
TAX MAP
112M, Group "B"
(015.00)
Larry and Jennifer
Robertson
D.B. R2858 PG. 80
R.O.M.C.,TN
Leatherwood Estates
Section 1
Plat Book P5, Page 315
Lot 15
TAX MAP
125
(004.00)
Edwin Wilkinson
Halliday, Jr.
D.B. R2900 PG. 1358
R.O.M.C.,TN
EIP
EIP
EIP

February 18, 2025

Ms. Allison Corolla
T-Square Engineering
111 Southeast Parkway Court
Franklin, TN 37064
Sent via email: ***Allison.Corolla@T2-Eng.com***

RE: **Water Availability Letter** Expires: 6/18/2025
Trotwood-Foster Subdivision – 124 Units
Tax Map 112, Parcels 18.03 & 18.00
Columbia, Maury County, TN

Dear Ms. Corolla:

Columbia Power & 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 (TDEC), various Planning Commissions, and other authorities in Cities and Counties. These Cities and Counties have also adopted rules and regulations. Water service will be made available on a first-come, first-served basis, subject to the payment of all charges and fees imposed by CPWS and the approval of any and all required governmental agencies. Water service is 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.

We have received your application for water availability to serve a proposed residential development consisting of 124 single-family residential units South of Trotwood Avenue at Foster Lane. CPWS has performed field measurements and water system hydraulic model analysis of the projected water demands for the proposed development.

Based on updated modeling requirements from TDEC, CPWS has determined that the existing system is <u>not</u> able to provide 1,000 gallons per minute (gpm) fire flow in the proposed development without adverse effects in the surrounding area. However, the existing system is able to meet a 500 gpm fire flow requirement – which would typically require new development to incorporate fire sprinklers in the structures, according to Fire Flow Requirements letter submitted with your water service application. As such, CPWS can provide water for the proposed development according to the following criteria and requirements:

- Public water main infrastructure must be connected to the existing 12-inch water main located on Trotwood Avenue and the existing 8-inch water main on Holly Berry Drive.
- An adjacent development project (Hunters Glen Phase 4) is also in preliminary planning and design, which is expected to have roadway and water infrastructure connections at the southern end of this proposed development. Coordination with the Hunters Glen Phase 4 development for infrastructure planning will be required as part of water system design.
- The current CPWS system is only able to support a minimum fire flow of 500 gpm within the development until (planned) additional improvements in the Southside distribution area are completed.
- According to the Fire Flow Requirements Letter (dated 4/4/2024) this will require buildings to be sprinklered until the system can meet a 1,000 gpm minimum fire flow.
- Separate fire and domestic meters with backflow devices will be required to serve the proposed Project.

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 TDEC approval).

Please be aware that CPWS Distribution System Master Planning includes improvements in this area to support a higher level of service and growth, including the ability to support larger fire flow demands. If the developer is interested in accelerating those system improvements by direct participation - including construction – we welcome a meeting to discuss.

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. If the Applicant elects to pay only a portion of the impact fees due for the proposed development, then the vesting will only apply to the portion for which impact fees were paid. 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, TDEC coordination, 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.

  - CPWS will submit proposed improvements design 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 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	124	**$47,380**

- 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.
  - If surety is provided in lieu 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
3/4" Service Meter Cost	124	Current Price	Deferred
1" Fire Meter Cost	124	Current Price	Deferred
Current Impact Fee for 3/4" Service Meter	124	$5,000	$620,000.00
Estimate of Fees Due Prior to Pre-Construction Meeting =			**$620,000.00**

- 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: Nelson Crow, Developer
Bart Anderson, CPWS
Eric King, Inflo Design Group
File 24-019

CITY OF COLUMBIA TENNESSEE

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

Preliminary Plat, Site Development Plan, and PUD Checklist

Development: Trotwood Foster Subdivision

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

General

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

Lots and Land-Use

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

Structures

- ❑ Location and approximate dimensions of all existing and proposed structures.
- ❑ Location of all earth retaining structures, with approximate top and bottom of wall elevations.
- ❑ Existing and intended use of all buildings and structures on site, including the number of dwelling units and density, where applicable

N/A

- ❑ Location, type, and size of proposed signs
- ❑ Approximate height, bulk, and the utilization of structures including activities and the number of living units.

CITY OF COLUMBIA
TENNESSEE

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

Grading, Drainage, and Storm

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

Streets, Parking, and Pedestrian Elements

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

Landscaping, Open Space, and Amenities

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

Utilities

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

CITY OF COLUMBIA TENNESSEE

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

PUD Specific Items

- ❑ List of all deviations from PUD Standards requested
- ❑ The nature of the landholder's interest in the land proposed to be developed and a written statement of concurrence from all parties having a beneficial interest in the affected property.
- ❑ Location and approximate dimensions of all existing and proposed structures including approximate height, bulk, and the utilization of structures including activities and the number of living units. Include architectural renderings of all proposed structures with materials listed.

N/A

- ❑ The substance of covenants, grants of easements or other restrictions to be imposed upon the use of the land, buildings and structures including proposed easements for public utilities on the property or documentation of off-site easements.
- ❑ Exterior lighting plan.

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

Checklist Completed By:

Allison Corolla	*Allison Corolla*	03/17/2025
Print Name	Signature	Date

CITY OF COLUMBIA TENNESSEE

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

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

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

ADDRESS/LOCATION	Trotwood Avenue & Foster Lane		
	TAX MAP: 112	GROUP:	PARCEL: 18.03
SUMMARY OF NATURE OF REQUEST AND WORK	This application is for the Site Development Plan and Preliminary Plat approval of 119 single-family homes in the CD-3 district.		

DATE OF PRE-APPLICATION CONFERENCE	03/17/2025	*Pre-application meetings are scheduled for Wednesdays.*

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

	Plats/PUDs: ☒ Project Name (include Sections & Phases) Trotwood Foster Subdivision ☒ Total Number of Lots/Residential Units 119 ☐ Square Footage of Non-Residential Floor Space ☒ Total acreage 51.20

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

APPLICANT

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

NAME	Allison Corolla	PHONE	615.678.8212
ADDRESS	111 SE PKWY CT, Franklin, TN 37064	EMAIL	Allison.Corolla@T2-Eng.com

PROPERTY OWNER NAME		PHONE	
ADDRESS		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.

Allison Corolla	*Allison Corolla*	03/17/2025
APPLICANT NAME	APPLICANT SIGNATURE	DATE
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

SITE DEVELOPMENT PLAN SUBMITTAL

HAMPSHIRE PIKE

1242 HAMPSHIRE PIKE
COLUMBIA, TN

INITIAL SUBMITTAL: 4/21/2025

EXISTING PROPERTY SUMMARY

PROPERTY ADDRESS:	1242 HAMPSHIRE PIKE COLUMBIA, TN
MAP AND PARCEL ID:	MAP 089, PARCEL 04103 000
U.S. FEMA FIRM PANEL:	47119C0280E DATED 04/16/2007
EXISTING ZONING: EXISTING LAND USE:	CD-4 VACANT

GENERAL DEVELOPMENT NOTES

1. ALL DEVELOPMENT WITHIN THE BOUNDARIES OF THIS PLAN MEETS THE REQUIREMENTS OF ANSI 117.1, 2009 EDITION AND THE FAIR HOUSING ACT.

   U.S. Justice Department:
   http://www.justice.gov/crt/housinig/fairhousing/about_fairhousingact.htm

2. PART OF THE SUBJECT PROPERTY IS LOCATED IN AREAS DESIGNATED AS "ZONE AE" (AREAS DETERMINED TO BE OUTSIDE THE 0.2 % ANNUAL CHANCE FLOODPLAIN) AS NOTED ON THE CURRENT FEMA FIRM COMMUNITY PANEL 47119C0280E.

3. PART OF THE SUBJECT PROPERTY IS LOCATED IN AREAS DESIGNATED AS "ZONE X" (AREAS DETERMINED TO BE OF MINIMAL FLOOD HAZARD) AS NOTED ON THE CURRENT FEMA FIRM COMMUNITY PANEL 47119C0280E



VICINITY MAP
NOT TO SCALE

COUNCIL DISTRICT WARD 4
COUNCIL MEMBER KENNY MARSHALL
CITY OF COLUMBIA
MAURY COUNTY, TN

Sheet List Table

Sheet Number	Sheet Title
C0-00	COVER
--	SURVEY
C1-00	EXISTING CONDITIONS
C2-00	SITE LAYOUT - OVERALL
C2-10	SITE LAYOUT - ENLARGEMENT
C2-11	SITE LAYOUT - ENLARGEMENT
C4-00	GRADING AND DRAINAGE PLAN - OVERALL
C4-10	GRADING AND DRAINAGE PLAN - ENLARGEMENT
C4-20	GRADING AND DRAINAGE PLAN - ENLARGEMENT
C5-00	ROADWAY SECTIONS
C6-10	UTILITY PLAN - ENLARGEMENT
C6-20	UTILITY PLAN - ENLARGEMENT
L1-00	LANDSCAPE PLAN
L1-10	LANDSCAPE PLAN - ENLARGEMENT
L1-11	LANDSCAPE PLAN - ENLARGEMENT
L1-50	LANDSCAPE DETAILS
A1-00	ARCHITECTURAL ELEVATION - RENDERING

PROJECT DESIGN TEAM

CIVIL ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
10 LEA AVENUE, SUITE 400
NASHVILLE, TENNESSEE 37210
PHONE: (629) 401.4768
CONTACT: COLTON DORRIS, P.E.

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
10 LEA AVENUE, SUITE 400
NASHVILLE, TN 37210
PHONE: (615) 823-2209
CONTACT: JOSH ROWLAND, PLA

SURVEY
WILSON & ASSOCIATES, P.C.
108 BEASLEY DRIVE
FRANKLIN, TN 37064
PHONE: (615) 794-2275
CONTACT: JOEY C. WILSON II, PLS

OWNER / DEVELOPER

STEADFAST COMPANIES
18100 VON KARMAN AVE., SUITE 500
IRVINE, CALIFORNIA 92612
PHONE: 949.518.2001
CONTACT: CHASE EMERY

PLANS PREPARED BY

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

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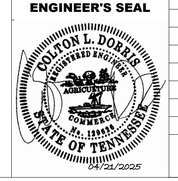
PLAN REVISIONS

REVISION NO.	DATE	REMARKS

ENGINEER'S SEAL

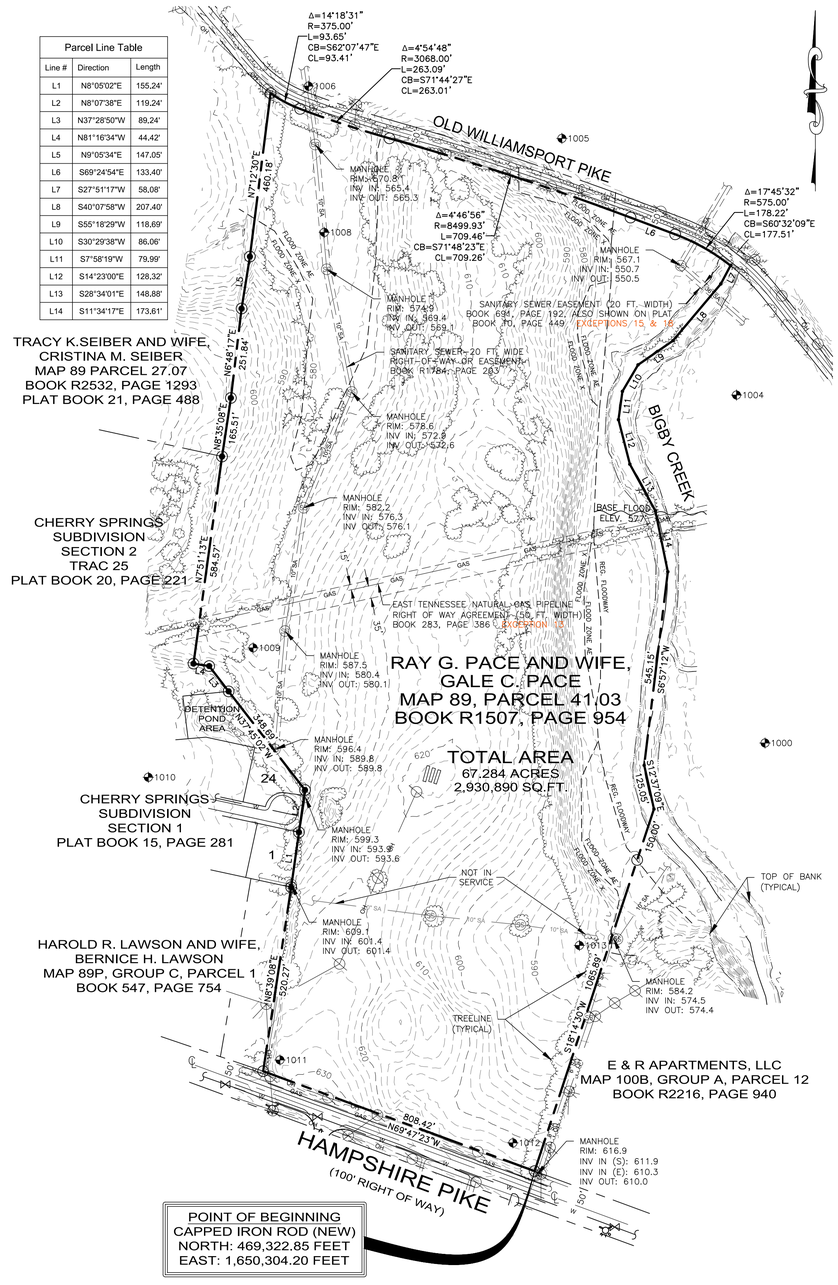


FILE NUMBER	SHEET NUMBER	TOTAL SHEETS
118332003	C0-00	18

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

Drawing name: K:\NSH_LDEV\118332003 - steadfast hampshire pike\4-CADD\hampshire pike townhomes\plansheets\C0-00 COVER.dwg C0-00 COVER Apr 21, 2025 8:21am by: Jacob.Patterson

HAMPSHIRE PIKE - SITE DEVELOPMENT PLAN



SCHEDULE B-II EXCEPTIONS:

1. ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I-REQUIREMENTS ARE MET. NOT A SURVEY MATTER
2. RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS. NONE OBSERVED DURING SURVEY
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. NONE OBSERVED DURING SURVEY
4. EASEMENTS, OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS. NONE OBSERVED DURING SURVEY
5. ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR, OR MATERIAL HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW, AND NOT SHOWN BY THE PUBLIC RECORDS. NOT A SURVEY MATTER
6. TAXES OR SPECIAL ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS. NOT A SURVEY MATTER
7. IF IMPROVEMENTS ARE COMPLETED AFTER JANUARY 1 OF ANY YEAR, AND THE LAW, PURSUANT TO TCA 67-5-509 AND TCA 67-5-603, REQUIRES SUPPLEMENTAL ASSESSMENT FOR THE YEAR IN WHICH IMPROVEMENTS ARE COMPLETED, THE COMPANY ASSUMES NO LIABILITY FOR TAXES ASSESSED BY CORRECTION OR SUPPLEMENTAL ASSESSMENT. NOT A SURVEY MATTER
8. TAXES FOR THE YEAR 2021, A LIEN NOT YET DUE AND PAYABLE. NOT A SURVEY MATTER
9. SEWER EASEMENTS AS SET FORTH IN DEED OF RECORD IN BOOK R2188, PAGE 249, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. DOES NOT AFFECT THE SURVEYED PROPERTY
10. TITLE TO THAT PORTION OF THE SUBJECT PROPERTY WITHIN THE BOUNDS OF THE RIGHT OF WAY FOR OLD WILLIAMSPORT PIKE AND N JAMES M. CAMPBELL BOULEVARD. OLD WILLIAMSPORT PIKE RIGHT OF WAY IS SHOWN CORRECTLY ON SURVEY. JAMES M. CAMPBELL BOULEVARD DOES NOT AFFECT SURVEYED PROPERTY.
11. EASEMENT TO SOUTHERN CITY POWER COMPANY OF RECORD IN BOOK 149, PAGE 365, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. THE LOCATION OF THIS EASEMENT IS POORLY DESCRIBED; HOWEVER ALL EXISTING OVERHEAD LINES ARE SHOWN ON THE SURVEY.
12. GRANT OF TRANSMISSION LINE EASEMENTS OF RECORD IN BOOK 232, PAGE 575, BOOK 232, PAGE 577, AND BOOK 232, PAGE 597, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. DOES NOT AFFECT SURVEYED PROPERTY
13. RIGHT OF WAY AGREEMENT TO EAST TENNESSEE NATURAL GAS COMPANY OF RECORD IN BOOK 283, PAGE 386, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. AFFECTS PROPERTY AS SHOWN ON SURVEY
14. RIGHT OF WAY AND EASEMENT TO MAURY COUNTY OF RECORD IN BOOK 425, PAGE 91 AND BOOK 427, PAGE 473, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. DOES NOT AFFECT SURVEYED PROPERTY
15. SEWER EASEMENT OF RECORD IN BOOK 691, PAGE 192, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. AFFECTS PROPERTY AS SHOWN ON SURVEY
16. INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES OF RECORD IN BOOK R2254, PAGE 125, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. DOES NOT AFFECT SURVEYED PROPERTY
17. SEWER EASEMENTS OF RECORD IN BOOK 375, PAGE 243; BOOK 375, PAGE 245; BOOK 383, PAGE 7; BOOK 383, PAGE 26; AND BOOK 383, PAGE 28, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. DOES NOT AFFECT SURVEYED PROPERTY
18. SUBJECT TO ALL MATTERS SHOWN ON THE PLAN OF RECORD IN PLAT BOOK P10, PAGE 449, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. AFFECTS PROPERTY AS SHOWN ON SURVEY
19. APPLICATION FOR GREENBELT ASSESSMENT - AGRICULTURAL OF RECORD IN BOOK R2211, PAGE 848, IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. NOT A SURVEY MATTER
20. THE LAND HAS BEEN CLASSIFIED AS GREENBELT FOR ASSESSMENT, LEVY AND COLLECTION PURPOSES AND MAY BE SUBJECTED TO SUBSTANTIAL ROLLBACK TAXES AS DEFINED IN TENNESSEE CODE ANNOTATED, SECTION 67-5-1001. NOT A SURVEY MATTER
21. WATER (RIPARIAN RIGHTS) - BLANKET MATTERS - BIGBY CREEK IS ACCURATELY SHOWN ON SURVEY - NOT PLOTTABLE MATTERS

(a) THE RIGHTS OF UPPER AND LOWER RIPARIAN OWNERS TO THE FREE AND UNOBSTRUCTED FLOW OF THE WATER OF LITTLE BIGBY CREEK WITHOUT DIMINUTION OR POLLUTION AND THE CONSEQUENCE OF ANY PAST OR FUTURE CHANGE IN THE LOCATION OF LITTLE BIGBY CREEK.

(b) RIPARIAN RIGHTS INCIDENT TO PREMISES.

(c) RIGHTS OF UPPER AND LOWER RIPARIAN OWNERS IN AND TO THE WATERS OF LITTLE BIGBY CREEK CROSSING OR ADJOINING THE PROPERTY, AND THE NATURAL FLOW THEREOF, FREE FROM DIMINUTION OR POLLUTION.

(d) ANY ENLARGEMENT OR LOSS OF LAND BY REASON OF AVULSION, ACCRETION, OR RELICTION, AND QUESTIONS OF OWNERSHIP CAUSED BY SUBSEQUENT REBUILDING OR REFORMATION OF LAND.

22. 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. AREAS NOTED ON SURVEY ARE ACCURATE AND CORRECT.

LEGAL DESCRIPTION (FROM SURVEY)

A PARCEL OF LAND LYING IN MAURY COUNTY, TENNESSEE, JUST EAST OF COLUMBIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOW:

BEGINNING AT A CAPPED IRON ROD SET IN THE NORTHERN MARGIN OF HAMPSHIRE PIKE (STATE ROUTE 50/99) AT THE SOUTHWESTERN CORNER OF THE E & R APARTMENTS, LLC PROPERTY, BOOK R2216, PAGE 940, REGISTER'S OFFICE MAURY COUNTY (HEREAFTER ROMC), SAID ROD BEING LOCATED AT TENNESSEE STATE PLANE COORDINATES NORTH: 469,322.85 FEET AND EAST: 1,650,304.20 FEET, NAD83(2011); THENCE ALONG THE NORTHERN MARGIN OF SAID HAMPSHIRE PIKE, RUNNING PARALLEL TO AND 50 FEET FROM THE CENTERLINE OF SAME, NORTH 69°47'23" WEST, 808.42 FEET TO A CAPPED IRON ROD SET AT THE SOUTHEASTERN CORNER OF THE HAROLD R. LAWSON AND WIFE, BERNICE H. LAWSON PROPERTY, BOOK 547, PAGE 754, ROMC; THENCE LEAVING SAID HAMPSHIRE PIKE AND ALONG THE EASTERN BOUNDARY OF SAID LAWSON PROPERTY, NORTH 8°39'08" EAST, 520.27 FEET TO A CAPPED IRON ROD FOUND AT THE SOUTHEASTERN CORNER OF LOT 1 IN THE CHERRY SPRINGS SUBDIVISION, SECTION 1, PLAT BOOK 15, PAGE 281, ROMC; THENCE ALONG THE EASTERN AND NORTHEASTERN BOUNDARY OF SAID SUBDIVISION SECTION THE FOLLOWING THREE (3) CALLS:

NORTH 8°05'02" EAST, 155.24 FEET TO AN IRON ROD FOUND;

NORTH 8°07'38" EAST, 119.24 FEET TO A CAPPED IRON ROD FOUND;

AND NORTH 37°45'02" WEST, 348.69 FEET TO A CAPPED IRON ROD FOUND AT THE EASTERNMOST CORNER OF TRACT 25 IN THE CHERRY SPRINGS SUBDIVISION, SECTION 2, PLAT BOOK 20, PAGE 221, ROMC; THENCE ALONG THE EASTERN BOUNDARY OF SAID TRACT 25 THE FOLLOWING THREE (3) CALLS:

NORTH 37°28'50" WEST, 89.24 FEET TO AN IRON ROD FOUND;

NORTH 81°16'34" WEST, 44.42 FEET TO AN IRON ROD FOUND;

AND NORTH 7°51'13" EAST, 584.57 FEET TO AN IRON PIPE FOUND AT THE NORTHEASTERN CORNER OF SAID TRACT 25 AND THE SOUTHEASTERN CORNER OF THE TRACY K. SEIBER AND WIFE, CRISTINA M. SEIBER PROPERTY, BOOK R2532, PAGE 1293, ROMC; THENCE ALONG THE EASTERN BOUNDARY OF SAID SEIBER PROPERTY THE FOLLOWING FOUR (4) CALLS:

NORTH 8°35'08" EAST, 165.51 FEET TO AN IRON PIPE FOUND;

NORTH 6°48'17" EAST, 251.84 FEET TO AN IRON PIPE FOUND;

NORTH 9°05'34" EAST, 147.05 FEET TO AN IRON PIPE FOUND;

AND NORTH 7°12'30" EAST, 460.18 FEET TO A CAPPED IRON ROD SET IN THE SOUTHERN MARGIN OF OLD WILLIAMSPORT PIKE AND A POINT ON THE ARC OF A CIRCULAR CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 375.00 FEET, TO WHICH A RADIAL LINE BEARS SOUTH 35°01'29" WEST; THENCE ALONG THE SOUTHERN MARGIN OF SAID OLD WILLIAMSPORT PIKE, RUNNING PARALLEL TO AND 25 FEET FROM THE CENTERLINE OF SAME, THROUGH A CENTRAL ANGLE OF 14°18'31" AN ARC DISTANCE OF 93.65 FEET (CHORD: SOUTH 62°07'47" EAST, 93.41 FEET) TO A CAPPED IRON ROD SET AT A POINT OF COMPOUND CURVATURE, SAID CURVE IS CONCAVE NORTHERLY, HAVING A RADIUS OF 3,068.00 FEET; THENCE CONTINUING ALONG THE NORTHERN MARGIN OF SAID WILLIAMSPORT PIKE AND ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 4°54'48" AN ARC DISTANCE OF 263.09 FEET (CHORD: SOUTH 71°44'27" EAST, 263.01 FEET) TO A CAPPED IRON ROD SET AT A POINT OF REVERSE CURVATURE, SAID CURVE IS CONCAVE SOUTHERLY, HAVING A RADIUS OF 8,499.93 FEET; THENCE CONTINUING ALONG THE NORTHERN MARGIN OF SAID WILLIAMSPORT PIKE ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 4°46'56" AN ARC DISTANCE OF 709.46 FEET (CHORD: NORTH 71°48'23" EAST, 709.26 FEET) TO A CAPPED IRON ROD SET AT THE POINT OF TANGENT; THENCE CONTINUING ALONG THE SOUTHERN MARGIN OF SAID WILLIAMSPORT PIKE SOUTH 69°24'54" EAST, 133.40 FEET TO A CAPPED IRON ROD SET AT THE POINT OF CURVATURE OF A CIRCULAR CURVE, CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 575.00 FEET; THENCE CONTINUING ALONG THE SOUTHERN MARGIN OF SAID WILLIAMSPORT PIKE AND ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 17°45'32" AN ARC DISTANCE OF 178.22 FEET (CHORD: SOUTH 60°32'09" EAST, 177.51 FEET) TO THE INTERSECTION OF THE SOUTHERN MARGIN OF SAID WILLIAMSPORT PIKE AND THE CENTER OF BIGBY CREEK; THENCE LEAVING SAID WILLIAMSPORT PIKE AND RUNNING ALONG THE CENTER OF BIGBY CREEK, APPROXIMATED HEREIN BY A SERIES OF STRAIGHT LINES, THE FOLLOWING TEN (10) CALLS:

SOUTH 27°51'17" WEST, 58.08 FEET;

SOUTH 40°07'58" WEST, 207.40 FEET;

SOUTH 55°18'29" WEST, 118.69 FEET;

SOUTH 30°29'38" WEST, 86.06 FEET;

SOUTH 7°58'19" WEST, 79.99 FEET;

SOUTH 14°23'00" EAST, 128.32 FEET;

SOUTH 28°34'01" EAST, 148.88 FEET;

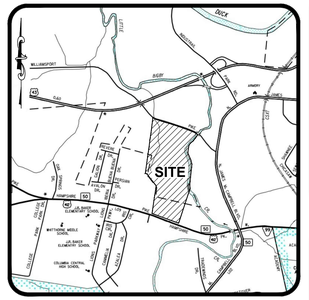
SOUTH 11°34'17" EAST, 173.61 FEET;

SOUTH 6°57'12" WEST, 545.15 FEET;

AND SOUTH 12°37'09" EAST, 125.05 FEET TO THE NORTHWESTERN CORNER OF THE AFOREMENTIONED E & R APARTMENTS, LLC PROPERTY; THENCE LEAVING SAID BIGBY CREEK AND ALONG THE WESTERN BOUNDARY OF SAID E & R APARTMENTS, LLC PROPERTY, SOUTH 18°14'30" WEST (PASSING THROUGH A CAPPED IRON ROD SET AT 150.00 FEET) A TOTAL DISTANCE OF 1,065.89 FEET TO THE POINT OF BEGINNING; CONTAINING 67.284 ACRES OR 2,930,890 SQUARE FEET, AND BEING THE ALL OF THE RAY G. PACE AND WIFE, GALE C. PACE PROPERTY, BOOK R1507, PAGE 954, ROMC, AND A PORTION OF PARCEL 41.03 ON MAURY COUNTY TAX MAP 89.

GENERAL NOTES:

1. THE PURPOSE OF THIS SURVEY IS: ALTA/NSPS LAND TITLE SURVEY
2. THE ADDRESS OF THIS PROPERTY IS: HAMPSHIRE PIKE, COLUMBIA, TN 38401
3. SUBJECT PROPERTY IS PRESENTLY IDENTIFIED AS PART OF PARCEL 41.03, ON MAURY COUNTY TAX MAP 89. SAID PARCEL IS FURTHER IDENTIFIED AS ALL OF THE PROPERTY DESCRIBED IN DEED BOOK R1507, PAGE 954, REGISTERS OFFICE OF MAURY COUNTY, TENNESSEE.
4. SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY.
5. EVERY DOCUMENT OF RECORD REVIEWED AND CONSIDERED AS A PART OF THIS SURVEY IS NOTED HEREON. ONLY THE DOCUMENTS NOTED HEREON WERE SUPPLIED TO THE SURVEYOR. OTHER DOCUMENTS OF RECORD MAY EXIST THAT WOULD AFFECT THIS PARCEL.
6. THE WORD "CERTIFY" IS AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THE FACTS OF THE SURVEY AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED. DECLARATION IS MADE TO THE SPECIFIALLY NAMED PARTIES AND IS NOT TRANSFERABLE TO ADDITIONAL PERSONS, INSTITUTIONS OR SUBSEQUENT OWNERS OF THE SUBJECT PROPERTY.
7. THIS SURVEY WAS CONDUCTED WITH THE BENEFIT OF A TITLE REPORT ISSUED BY CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NO. 20211350CTN, DATED AUGUST 25, 2021, AT 8:00AM AND IS SUBJECT TO ITS FINDINGS. THERE MAY BE OTHER IMPROVEMENTS OR ENCUMBRANCES THAT AFFECT THE PROPERTY SINCE THE ISSUANCE OF THE REPORT.
8. BEARINGS SHOWN HEREON ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM NAD83(2011). ELEVATIONS SHOWN HEREON ARE BASED ON NAVD88(GEOID03).
9. ALL CORNERS SHOWN ON THE FACE OF THE SURVEY ARE MARKED EITHER FOUND OR SET. ANY MISSING CORNERS ARE MARKED WITH AN IRON ROD AND CAP BEARING THIS SURVEYORS COMPANY NAME.
10. 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, LOCATIONS, AND DEPTH SHOULD BE MADE BEFORE CONDUCTING ANY EXCAVATION IN THE VICINITY OF THE UTILITY.
11. PORTIONS OF THIS PROPERTY ARE LYING WITHIN ZONE "AE" AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NOS. 47119C0165E AND 47119C0280E, WITH EFFECTIVE DATES OF APRIL 16, 2007, WHICH MAKE UP A PART OF THE NATIONAL FLOOD INSURANCE PROGRAM. BASE FLOOD ELEVATION FOR THIS PROPERTY IS 577 FEET. ZONE "AE" IS AN AREA WHERE BASE FLOOD ELEVATIONS HAVE BEEN DETERMINED. ZONE "X" IS AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN. THE FLOOD ZONES AND FLOOD WAY SHOWN ARE SCALED FROM MAPS.
12. I HEREBY CERTIFY THAT THIS IS A CATEGORY IV SURVEY AND WAS CONDUCTED IN ACCORDANCE WITH RULE 0820-03.11 (GLOBAL POSITION SYSTEMS SURVEYS) ACCORDING TO THE CURRENT TENNESSEE MINIMUM STANDARDS OF PRACTICE AS PROMULGATED BY THE TENNESSEE STATE BOARD OF EXAMINERS FOR LAND SURVEYORS. THIS SURVEY WAS CONDUCTED WITH DUAL-FREQUENCY RTK GPS BASED ON AN OPUS-CORRECTED AUTONOMOUS SOLUTION UTILIZING A BASE AND ROVER.
    a. POSITIONAL ACCURACY: 0.08'
    b. DATE OF SURVEY: 09/29/21
    c. HORIZONTAL ZONE/DATUM: TN-4100/NAD83(2011) - TENNESSEE STATE PLANE COORDINATES.
    d. OCCUPATIONS FOR CONTROL POINTS ARE 3 MINUTES EACH, SIDE SHOTS ARE 3 SECONDS.
    e. VERTICAL DATUM: NAVD88 (GEOID03, GRID 7 REVISED)
    f. NO COMBINED GRID FACTORS WERE USED.
13. THE CONTOURS SHOWN HEREON WERE DERIVED FROM LIDAR DATA [POST PROCESSED KINEMATIC (PPK) USING STATE PLANE COORDINATES AND VERTICAL DATUM NAVD88 (GEOID03], AND INCLUDE SEVERAL DIFFERENT LAND-COVER CLASSES WHICH HAVE BEEN COMPILED TO MEET OR EXCEED THE NATIONAL MAP ACCURACY STANDARDS (NMAS) OF A 2 FOOT EQUIVALENT CONTOUR INTERVAL AT 95 PERCENT CONFIDENCE LEVEL. THIS MEETS OR EXCEEDS A VERTICAL ACCURACY EQUAL TO NATIONAL STANDARDS FOR SPATIAL DATA ACCURACY (NSSDA) = 1.9600*.61(RMSE(Z)) (NORMALLY DISTRIBUTED ERROR) = 1.19 FT, AS SET FORTH BY THE AMERICAN SOCIETY FOR PHOTOGRAMMETRY AND REMOTE SENSING (ASPRS) VERSION 1.0. RANDOM SHOTS TAKEN ACROSS THE SITE YIELD AN ACTUAL VERTICAL ACCURACY OF +/- 0.12 FT.
14. THERE WAS NO EVIDENCE OF RECENT EARTH MOVING AT THE TIME OF SURVEY.
15. THERE ARE NO KNOWN CHANGES TO THE STREET ROW AT THE TIME OF SURVEY.
16. THERE WAS NO EVIDENCE OF DELINEATED WETLANDS AT THE TIME OF SURVEY.
17. THERE WAS NO EVIDENCE OF ENCROACHMENTS AT THE TIME OF SURVEY.
18. THIS IS A VACANT TRACT OF LAND.


SITE
WILLIAMSPORT
OLD WILLIAMSPORT PIKE
HAMPSHIRE PIKE
N JAMES M CAMPBELL BLVD
BIGBY CREEK
MAURY REGIONAL HOSPITAL
COLUMBIA CENTRAL HIGH SCHOOL
COLUMBIA CENTRAL JR HIGH SCHOOL
W NEELY ELEMENTARY SCHOOL
W NEELY ELEMENTARY SCHOOL
W NEELY ELEMENTARY

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Drawing name: K:\NSH_LDEV\116332003 - steadfast hampshire pike\4-CAD\hampshire pike townhomes\plansheets\C1-00 EXISTING CONDITIONS.dwg C1-00 EXISTING CONDITIONS Apr 21, 2025 8:22am by Jacob Patterson



GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: WSB
DRAWN BY: CLD
CHECKED BY:
DATE: 03/17/2025
KIMLEY-HORN PROJECT NO. 116332003

EXISTING CONDITIONS

SHEET NUMBER
C1-00

HAMPSHIRE PIKE TOWNHOMES AND SINGLE-FAMILY

COLUMBIA, TN

Kimley»Horn
10 Lea Avenue, Suite 400 Nashville, TN 37210
Main: 615.564.2701 | www.kimley-horn.com
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HATCHED AREA INCLUDED IN PREVIOUS PRELIMINARY PLAT / DEVELOPMENT PLAN APPROVALS, NOT INCLUDED IN THE OVERALL DEVELOPMENT PLAN CALCULATIONS ASSOCIATED WITH THIS DEVELOPMENT APPLICATION, INCLUDING THE MULTIFAMILY PARCEL, 11 SINGLE FAMILY LOTS, STREETS A, B, AND C

SEE SHEET C2-10 FOR ENLARGEMENT

SEE SHEET C2-11 FOR ENLARGEMENT

1300' PLAYGROUND COVERAGE

CIVIC SPACE - NATURAL AREA
10.45 AC

CIVIC SPACE - POCKET PARK B
1.00 AC

NATURE FOOT PATH (GRAVEL)

RETAINING WALL TYP.

WATER QUALITY POND TYP.

PROPERTY LINE TYP.

FUTURE COMMERCIAL
PAD 1.55 AC

FUTURE COMMERCIAL
PAD 0.64 AC

HAMPSHIRE PIKE | PRINCIPAL ARTERIAL

OLD WILLIAMSPORT PIKE | MINOR ARTERIAL

22-0131 - HAMPSHIRE PIKE
DEVELOPMENT - PRELIMINARY PLAT

CIVIC SPACE - POCKET PARK A
0.05 AC

FUTURE COMMERCIAL
PAD 1.09 AC

FUTURE COMMERCIAL
PAD 1.19 AC

22-0131 - HAMPSHIRE PIKE
DEVELOPMENT - PRELIMINARY PLAT

CIVIC SPACE - POCKET PARK C
0.07 AC

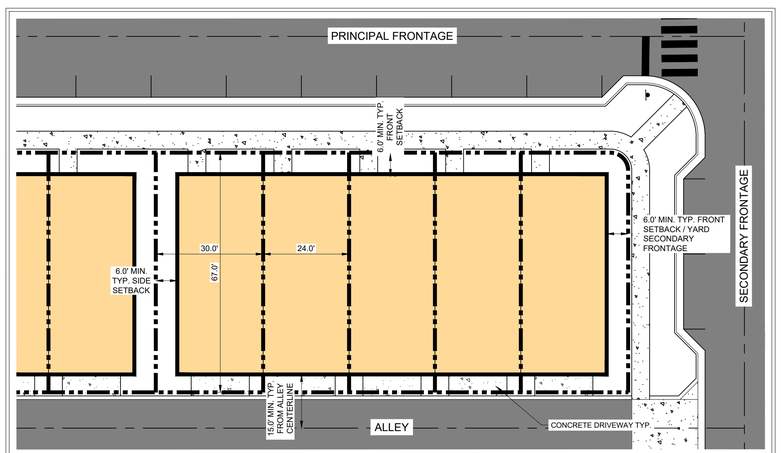
CIVIC SPACE - POCKET PARK D
0.07 AC

WATER QUALITY POND TYP.

PROPERTY LINE TYP.

1300' PLAYGROUND COVERAGE

HATCHED AREA EXCLUDED FROM ALL AREA, ENFRONTMENT, AND DENSITY TOTALS



TYPICAL LOT LAYOUTS
SCALE: 1" = 20'

SITE DATA TABLE

PROJECT NAME:	HAMPSHIRE PIKE
PROPERTY ADDRESS:	1242 HAMPSHIRE PIKE COLUMBIA, TN 38401
MAP AND PARCEL ID:	MAP 089 PARCEL 04103 000
EXISTING ZONING:	CD-4
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	TOWN HOMES
SITE AREA (AC):	32.60 AC
SITE AREA (SF):	1,420,129 SF
DENSITY	
PROPOSED:	
TOWNHOMES (24' x 56' TYP.):	143 DU
*SF LOTS (96' x 115' TYP.):	11 DU
TOTAL UNITS:	**154 DU**
**DENSITY:	4.39 UNITS/ACRE
MIN. LOT SIZE:	1,608 SF
UNITS FRONTING PEDESTRIAN PATH:	12 UNITS (8%)
TYPICAL LOT SETBACKS:	
MIN. FRONT SETBACK:	6 FT
MIN. SIDE SETBACK:	6 FT
MIN. REAR SETBACK:	15 FT FROM ALLEY C.L.
REQUIRED CIVIC USE SPACE:	5% OF TOTAL AREA 1.63 AC
PROVIDED CIVIC USE SPACE:	36% OF TOTAL AREA 11.64 AC
CIVIC SPACE LIST:	
POCKET PARK A:	0.05 AC
POCKET PARK B:	1.00 AC
POCKET PARK C:	0.07 AC
POCKET PARK D:	0.07 AC
NATURAL AREA:	10.45 AC
REQUIRED PARKING:	
TOWNHOMES	286 SPACES
SF LOTS:	22 SPACES
TOTAL REQUIRED:	**308 SPACES (2 PER DU)**
PROPOSED PARKING:	
GARAGE PARKING:	308 SPACES
DRIVEWAY PARKING:	22 SPACES
TOTAL DU PARKING:	**330 SPACES**
ON-STREET PARKING:	102 SPACES
TOTAL PARKING PROVIDED:	**432 SPACES**

*SF LOTS INCLUDED IN 22-0131 - HAMPSHIRE PIKE MIXED USE DEVELOPMENT - PRELIMINARY PLAT
**SF LOTS EXCLUDED FROM DENSITY AND FRONTAGE CALCULATIONS

BUILDING FRONTAGE REQUIREMENTS

TOTAL BUILDING FRONTAGE:	4,032 LF*
RESIDENTIAL FRONTAGE: (143 DU x 24 LF)	3,432 LF (85%)
COMMERCIAL FRONTAGE:	600 LF (15%)

*REQUIRED FRONTAGE MIX: 85% MAX RESIDENTIAL, 15% MIN COMMERCIAL

ENFRONTMENT LINETYPE LEGEND

COMMERCIAL ENFRONTMENT

RESIDENTIAL ENFRONTMENT

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

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Main: 615.564.2701 | www.kimley-horn.com

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HAMPSHIRE PIKE TOWNHOMES AND SINGLE-FAMILY
COLUMBIA, TN

COLTON L. DORRIS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 139881
STATE OF TENNESSEE
04/21/2025

No.	REVISIONS	DATE	BY
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DESIGNED BY: WSI
DRAWN BY: WSI
CHECKED BY: CLD
DATE: 03/17/2025
KIMLEY-HORN PROJECT NO. 118332003

SITE LAYOUT - OVERALL

SHEET NUMBER
C2-00

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Drawing name: K:\NSH_LDEV\118332003 - steadfast hampshire pike\4-CADD\hampshire pike townhomes\plansheets\C2-00 SITE LAYOUT - OVERALL.dwg C2-00 SITE LAYOUT - OVERALL Apr 21, 2025 8:22am by: Jacob.Patterson



SITE DATA TABLE

PROJECT NAME:	HAMPSHIRE PIKE
PROPERTY ADDRESS:	1242 HAMPSHIRE PIKE COLUMBIA, TN 38401
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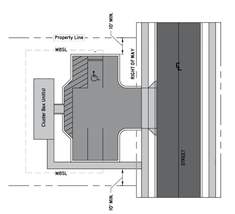
**SF LOTS EXCLUDED FROM DENSITY AND FRONTAGE CALCULATIONS

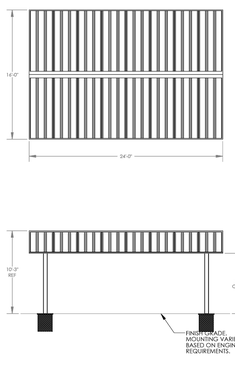
NOTES:

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

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



CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	MAIL CLUSTER BOX UNITS	DATE	6/9/2022
STANDARD DETAILS	(NTS)		MD-03



01 POLIGON SHELTER 16' X 24'
NTS
DETAIL-FILE

PRODUCT SPECIFICATIONS

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

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

02 PLAY STRUCTURE
NTS
DETAIL-FILE

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 25 50 100

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Main: 615.564.2701 | www.kimley-horn.com
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HAMPSHIRE PIKE TOWNHOMES AND SINGLE-FAMILY
COLUMBIA, TN

COLTON L. DORRIS REGISTERED ENGINEER AGRICULTURE COMMERCE No. 139448 STATE OF TENNESSEE
04/21/2025

No.	REVISIONS	DATE	BY
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DESIGNED BY: ___
DRAWN BY: ___
CHECKED BY: ___
DATE: 03/17/2025
KIMLEY-HORN PROJECT NO. 118332003

SITE LAYOUT - ENLARGEMENT

SHEET NUMBER
C2-10

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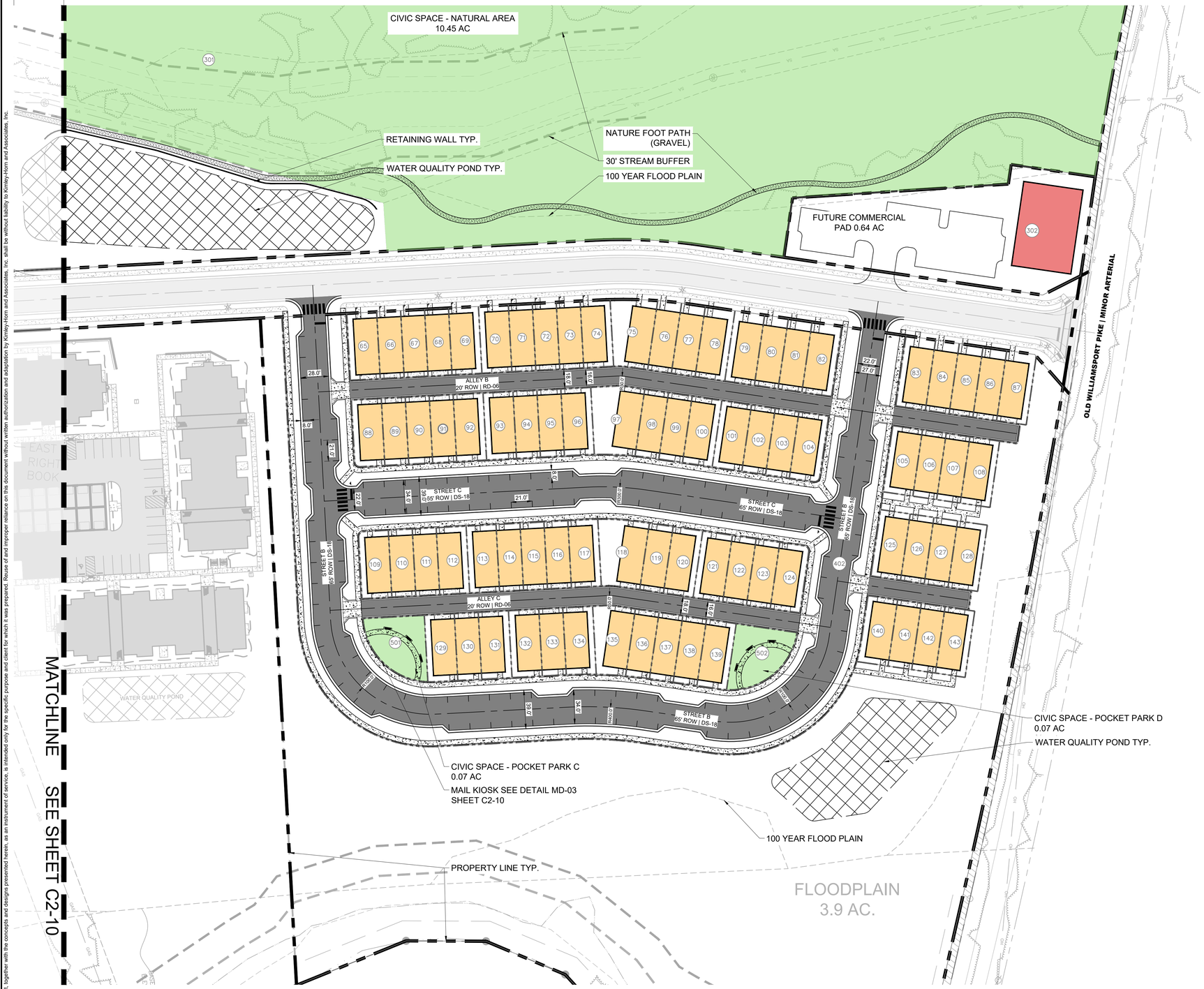
Drawing name: K:\NSH_LDEV\118332003 - steadfast hampshire pike\4-CADD\hampshire pike townhomes\plansheets\C2-10 SITE LAYOUT - ENLARGEMENT.dwg C2-10 Apr 21, 2025 8:23am by: Jacob.Patterson



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**SF LOTS EXCLUDED FROM DENSITY AND FRONTAGE CALCULATIONS

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GRAPHIC SCALE IN FEET
0 25 50 100

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HAMPSHIRE PIKE TOWNHOMES AND SINGLE-FAMILY
COLUMBIA, TN

COLTON L. DORER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 139611
STATE OF TENNESSEE
04/21/2025

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KIMLEY-HORN PROJECT NO. 118332003

SITE LAYOUT - ENLARGEMENT

SHEET NUMBER
C2-11

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PARCEL AREA TABLE			PARCEL AREA TABLE			PARCEL AREA TABLE			PARCEL AREA TABLE		
LOT NO.	ACRES	SQ. FT.	LOT NO.	ACRES	SQ. FT.	LOT NO.	ACRES	SQ. FT.	LOT NO.	ACRES	SQ. FT.
1	0.05	2217	21	0.04	1944	41	0.04	1944	61	0.05	1984
2	0.04	1931	22	0.04	1944	42	0.04	1944	62	0.05	2034
3	0.06	2430	23	0.04	1944	43	0.04	1944	63	0.05	2120
4	0.07	2882	24	0.06	2430	44	0.06	2430	64	0.07	3092
5	0.04	1931	25	0.06	2430	45	0.07	3014	65	0.05	2010
6	0.04	1946	26	0.04	1944	46	0.04	1947	66	0.04	1608
7	0.06	2433	27	0.04	1944	47	0.04	1944	67	0.04	1608
8	0.06	2516	28	0.04	1944	48	0.04	1947	68	0.04	1608
9	0.04	1944	29	0.07	3121	49	0.07	3019	69	0.05	2010
10	0.04	1944	30	0.07	2973	50	0.06	2430	70	0.05	2010
11	0.06	2430	31	0.04	1953	51	0.04	1944	71	0.04	1608
12	0.06	2732	32	0.04	1948	52	0.04	1944	72	0.04	1608
13	0.04	1946	33	0.04	1949	53	0.04	1944	73	0.04	1608
14	0.04	1946	34	0.07	2839	54	0.06	2430	74	0.05	2009
15	0.06	2816	35	0.07	2964	55	0.06	2430	75	0.06	2781
16	0.06	2431	36	0.04	1945	56	0.04	1944	76	0.04	1690
17	0.04	1944	37	0.04	1943	57	0.04	1944	77	0.04	1704
18	0.04	1944	38	0.04	1948	58	0.04	1944	78	0.05	2130
19	0.06	2430	39	0.06	2694	59	0.06	2430	79	0.05	2130
20	0.06	2430	40	0.06	2430	60	0.06	2628	80	0.04	1704

PARCEL AREA TABLE			PARCEL AREA TABLE			PARCEL AREA TABLE			PARCEL AREA TABLE			PARCEL AREA TABLE		
LOT NO.	ACRES	SQ. FT.	LOT NO.	ACRES	SQ. FT.	LOT NO.	ACRES	SQ. FT.	LOT NO.	ACRES	SQ. FT.	LOT NO.	ACRES	SQ. FT.
81	0.04	1704	101	0.05	2010	121	0.05	2010	141	0.04	1608	400	4.31	187695
82	0.05	2130	102	0.04	1608	122	0.04	1608	142	0.04	1608	401	1.96	85441
83	0.05	2130	103	0.04	1608	123	0.04	1608	143	0.05	2010	402	3.02	131626
84	0.04	1704	104	0.05	2005	124	0.05	2005	200	0.35	15148	500	0.05	1992
85	0.04	1704	105	0.05	2010	125	0.05	2010	201	0.36	15502	501	0.07	3136
86	0.04	1704	106	0.04	1608	126	0.04	1608	202	0.40	17569	502	0.07	3143
87	0.05	2129	107	0.04	1608	127	0.04	1608	203	0.31	13637			
88	0.05	2005	108	0.05	2010	128	0.05	2010	204	0.28	12115			
89	0.04	1608	109	0.05	2005	129	0.05	2009	205	0.26	11498			
90	0.04	1608	110	0.04	1608	130	0.04	1606	206	0.28	12080			
91	0.04	1608	111	0.04	1608	131	0.05	2031	207	0.34	14605			
92	0.05	2010	112	0.05	2010	132	0.05	2035	208	0.39	16822			
93	0.05	2010	113	0.05	2010	133	0.04	1607	209	0.44	19035			
94	0.04	1608	114	0.04	1608	134	0.05	2020	210	0.52	22855			
95	0.04	1608	115	0.04	1608	135	0.06	2481	300	1.55	67509			
96	0.05	2010	116	0.04	1608	136	0.04	1614	301	12.36	538239			
97	0.07	3229	117	0.05	2009	137	0.04	1608	302	0.64	27678			
98	0.04	1610	118	0.07	3021	138	0.04	1608	303	1.19	51985			
99	0.04	1608	119	0.04	1608	139	0.05	2009	304	1.09	47304			
100	0.05	2010	120	0.05	2010	140	0.05	2021	305	30.38	1323371			

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
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HAMPSHIRE PIKE TOWNHOMES AND SINGLE-FAMILY
COLUMBIA, TN

COLTON L. DORRIS
REGISTERED ENGINEER
No. 139035
STATE OF TENNESSEE
04/21/2025

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DRAWN BY: ___
CHECKED BY: ___
DATE: 03/17/2025
KIMLEY-HORN PROJECT NO. 118332003

PARCEL TABLES

SHEET NUMBER
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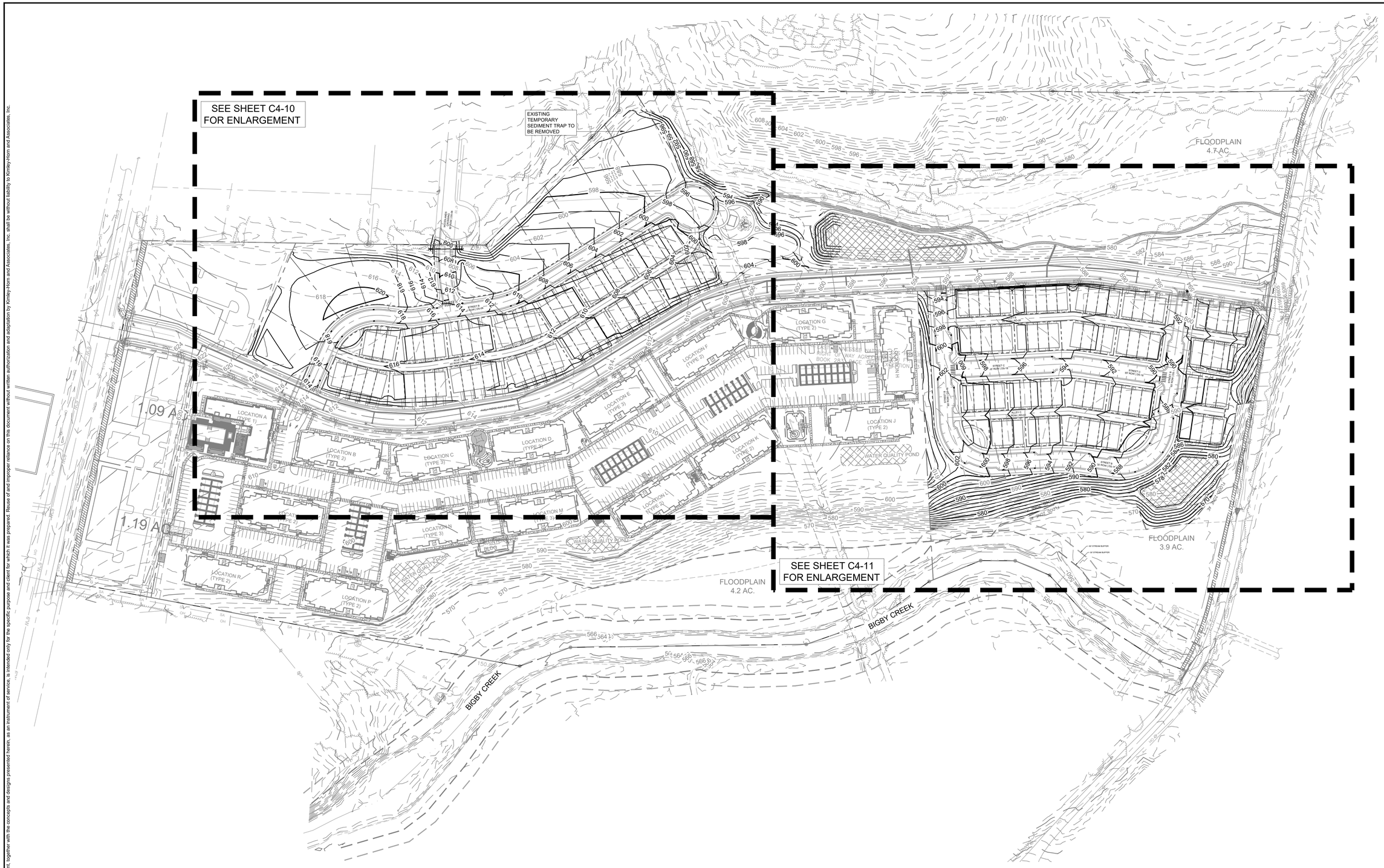

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HAMPSHIRE PIKE TOWNHOMES AND SINGLE-FAMILY

COLUMBIA, TN

COLTON L. DORRIS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 130658
STATE OF TENNESSEE
04/21/2025

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DESIGNED BY:	WSI
DRAWN BY:	WSI
CHECKED BY:	CLD
DATE:	03/17/2025

KIMLEY-HORN PROJECT NO. 118332003

GRADING AND DRAINAGE PLAN - OVERALL

SHEET NUMBER

C4-00

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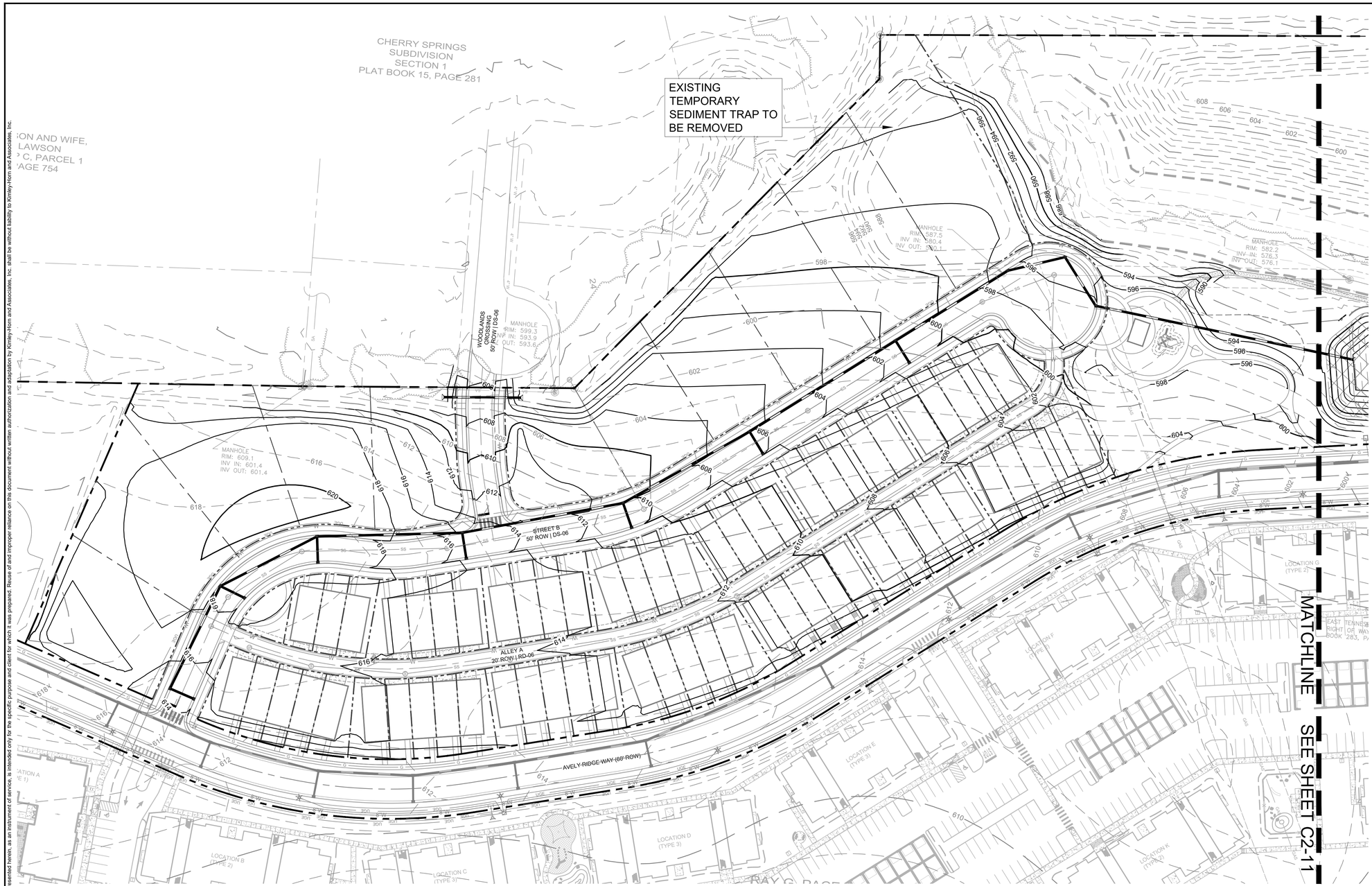
Drawing name: K:\NSH_LDEV\118332003 - steadfast hampshire pike\4-CADD\hampshire pike townhomes\plansheets\C4-00 GRADING AND DRAINAGE PLAN - OVERALL.dwg C4-00 GRADING AND DRAINAGE PLAN - OVERALL Apr 21, 2025 8:23am by: Jacob.Patterson



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TOTAL PARKING PROVIDED:	**432 SPACES**

*SF LOTS INCLUDED IN 22-0131 - HAMPSHIRE PIKE MIXED USE DEVELOPMENT - PRELIMINARY PLAT
**SF LOTS EXCLUDED FROM DENSITY AND FRONTAGE CALCULATIONS

UTILITY NOTES

1. WATER, SEWER, AND POWER UTILITY PROVIDERS ARE ABLE TO SERVE THE SITE. ANY IMPROVEMENTS NEEDED ARE LISTED IN AVAILABILITY LETTERS INCLUDED IN THIS SUBMITTAL.

FEMA FLOOD NOTES

1. FIRM PANEL: 47119C0280E & 47119C0165E
2. EFFECTIVE DATE: 4/16/2007

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

Kimley»Horn
10 Lea Avenue, Suite 400 Nashville, TN 37210
Main: 615.564.2701 | www.kimley-horn.com
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HAMPSHIRE PIKE TOWNHOMES AND SINGLE-FAMILY
COLUMBIA, TN

COLTON L. DORRIS
REGISTERED ENGINEER
AGRICULTURE
COMMERCIAL
No. 129611
STATE OF TENNESSEE
04/21/2025

No.	REVISIONS	DATE	BY
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DESIGNED BY:	WSI
DRAWN BY:	WSI
CHECKED BY:	CLD
DATE:	03/17/2025
KIMLEY-HORN PROJECT NO.	118332003

GRADING AND DRAINAGE PLAN - ENLARGEMENT

SHEET NUMBER
C4-10

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SITE DATA TABLE

PROJECT NAME:	HAMPSHIRE PIKE
PROPERTY ADDRESS:	1242 HAMPSHIRE PIKE COLUMBIA, TN 38401
MAP AND PARCEL ID:	MAP 089 PARCEL 04103 000
EXISTING ZONING:	CD-4
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	TOWN HOMES
SITE AREA (AC):	32.60 AC
SITE AREA (SF):	1,420,129 SF
DENSITY	
PROPOSED:	
TOWNHOMES (24' x 56' TYP.):	143 DU
*SF LOTS (66' x 115' TYP.):	11 DU
TOTAL UNITS:	**154 DU**
**DENSITY:	4.39 UNITS/ACRE
MIN. LOT SIZE:	1,608 SF
UNITS FRONTING	
PEDESTRIAN PATH:	12 UNITS (8%)
TYPICAL LOT SETBACKS:	
MIN. FRONT SETBACK:	6 FT
MIN. SIDE SETBACK:	6 FT
MIN. REAR SETBACK:	15 FT FROM ALLEY C.L.
REQUIRED CIVIC USE SPACE:	5% OF TOTAL AREA 1.63 AC
PROVIDED CIVIC USE SPACE:	36% OF TOTAL AREA 11.64 AC
CIVIC SPACE LIST:	
POCKET PARK A:	0.05 AC
POCKET PARK B:	1.00 AC
POCKET PARK C:	0.07 AC
POCKET PARK D:	0.07 AC
NATURAL AREA:	10.45 AC
REQUIRED PARKING:	
TOWNHOMES	286 SPACES
SF LOTS:	22 SPACES
TOTAL REQUIRED:	**308 SPACES (2 PER DU)**
PROPOSED PARKING:	
GARAGE PARKING:	308 SPACES
DRIVEWAY PARKING:	22 SPACES
TOTAL DU PARKING:	**330 SPACES**
ON-STREET PARKING:	102 SPACES
TOTAL PARKING PROVIDED:	**432 SPACES**

*SF LOTS INCLUDED IN 22-0131 - HAMPSHIRE PIKE MIXED USE DEVELOPMENT - PRELIMINARY PLAT
**SF LOTS EXCLUDED FROM DENSITY AND FRONTAGE CALCULATIONS

UTILITY NOTES

1. WATER, SEWER, AND POWER UTILITY PROVIDERS ARE ABLE TO SERVE THE SITE. ANY IMPROVEMENTS NEEDED ARE LISTED IN AVAILABILITY LETTERS INCLUDED IN THIS SUBMITTAL.

FEMA FLOOD NOTES

1. FIRM PANEL: 47119C0280E & 47119C0165E
2. EFFECTIVE DATE: 4/16/2007

COORDINATES ARE NAD83.
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GRAPHIC SCALE IN FEET
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HAMPSHIRE PIKE TOWNHOMES AND SINGLE-FAMILY

COLUMBIA, TN

COLTON L. DORRIS
REGISTERED ENGINEER
AGRICULTURE
No. 139555
STATE OF TENNESSEE
04/21/2025

No.	REVISIONS	DATE	BY
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DRAWN BY:	WSI
CHECKED BY:	CLD
DATE:	03/17/2025
KIMLEY-HORN PROJECT NO.	118332003

GRADING AND DRAINAGE PLAN - ENLARGEMENT

SHEET NUMBER
C4-20

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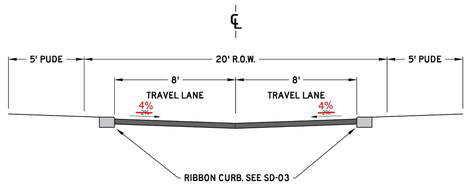
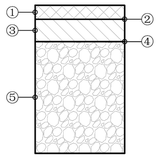


PAVEMENT SCHEDULE	
①	SURFACE @ 1.5" THICK 411-0110 ASPHALT CONCRETE MIX (PG64-22) (ACS) GRADING D (SURFACE), OR 307-0110 ASPHALT CONCRETE MIX (PG64-22) (ACS) GRADING C-W (SURFACE)
②	TACK COAT (GENERAL USE) 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) 10.05 - 0.10 GAL/SY)
③	BIT. BINDER @ 2" THICK 307-0108 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HW) GRADING B-M2
④	PRIME COAT 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) (0.30-0.35 GAL/SY) 402-02 AGGREGATE FOR COVER MATERIAL (PC) (8-12 LB/SY)
⑤	MINERAL AGGREGATE BASE @ 8" THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D



NOTES:

1. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED
2. DIMENSIONS REFLECT A MINIMUM STANDARD
3. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

CITY OF COLUMBIA TENNESSEE

CITY OF COLUMBIA
DEVELOPMENT SERVICES DEPARTMENT
ENGINEERING DIVISION

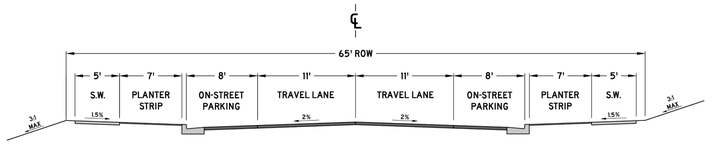
STANDARD DETAILS

ALLEY

(NTS)

DATE
6/9/2022

RD-06



NOTES:

1. ONLY PERMITTED WITHIN THE APPLICABLE ZONING DISTRICTS
2. ONLY PERMITTED ON MINOR LOCAL AND MAJOR LOCAL ROADWAY CLASSIFICATIONS
3. PAVEMENT SECTION SHALL FOLLOW THE CORRESPONDING ROADWAY CLASSIFICATION'S STANDARD DETAIL
4. CURB AND GUTTER, SEE SD-01
5. EXTRUDED CURB, SEE SD-02
6. DECORATIVE LIGHT BASES SHALL BE BETWEEN 18" AND 24" BEHIND THE BACK OF CURB.
7. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED
8. DIMENSIONS REFLECT A MINIMUM STANDARD
9. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

CITY OF COLUMBIA TENNESSEE

CITY OF COLUMBIA
DEVELOPMENT SERVICES DEPARTMENT
ENGINEERING DIVISION

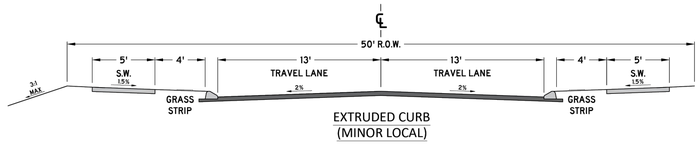
STANDARD DETAILS

CHARACTER DISTRICT STREET
SUBURBAN NEIGHBORHOOD
PARALLEL PARKING BOTH SIDES

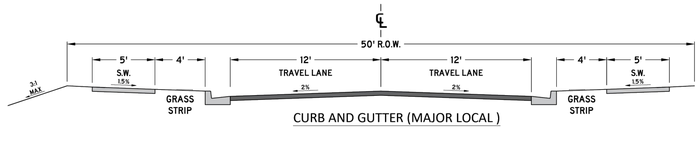
(NTS)

DATE
7/1/2024

DS-10



EXTRUDED CURB
(MINOR LOCAL)



CURB AND GUTTER (MAJOR LOCAL)

NOTES:

1. ONLY PERMITTED WITHIN THE APPLICABLE ZONING DISTRICTS
2. ONLY PERMITTED ON MINOR LOCAL AND MAJOR LOCAL ROADWAY CLASSIFICATIONS
3. PAVEMENT SECTION SHALL FOLLOW THE CORRESPONDING ROADWAY CLASSIFICATION'S STANDARD DETAIL
4. CURB AND GUTTER, SEE SD-01
5. EXTRUDED CURB, SEE SD-02
6. DECORATIVE LIGHT BASES SHALL BE BETWEEN 18" AND 24" BEHIND THE BACK OF CURB.
7. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED
8. DIMENSIONS REFLECT A MINIMUM STANDARD
9. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

CITY OF COLUMBIA TENNESSEE

CITY OF COLUMBIA
DEVELOPMENT SERVICES DEPARTMENT
ENGINEERING DIVISION

STANDARD DETAILS

CHARACTER DISTRICT STREET
LARGE LOT NEIGHBORHOOD

(NTS)

DATE
7/1/2024

DS-06

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

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HAMPSHIRE PIKE
TOWNHOMES AND
SINGLE-FAMILY
COLUMBIA, TN

COLTON L. DORRIS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 130033
STATE OF TENNESSEE
04/21/2025

No.	REVISIONS	DATE	BY
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DRAWN BY: ___
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DATE: 03/17/2025
KIMLEY-HORN PROJECT NO. 118332003

ROADWAY SECTIONS

SHEET NUMBER
C5-00

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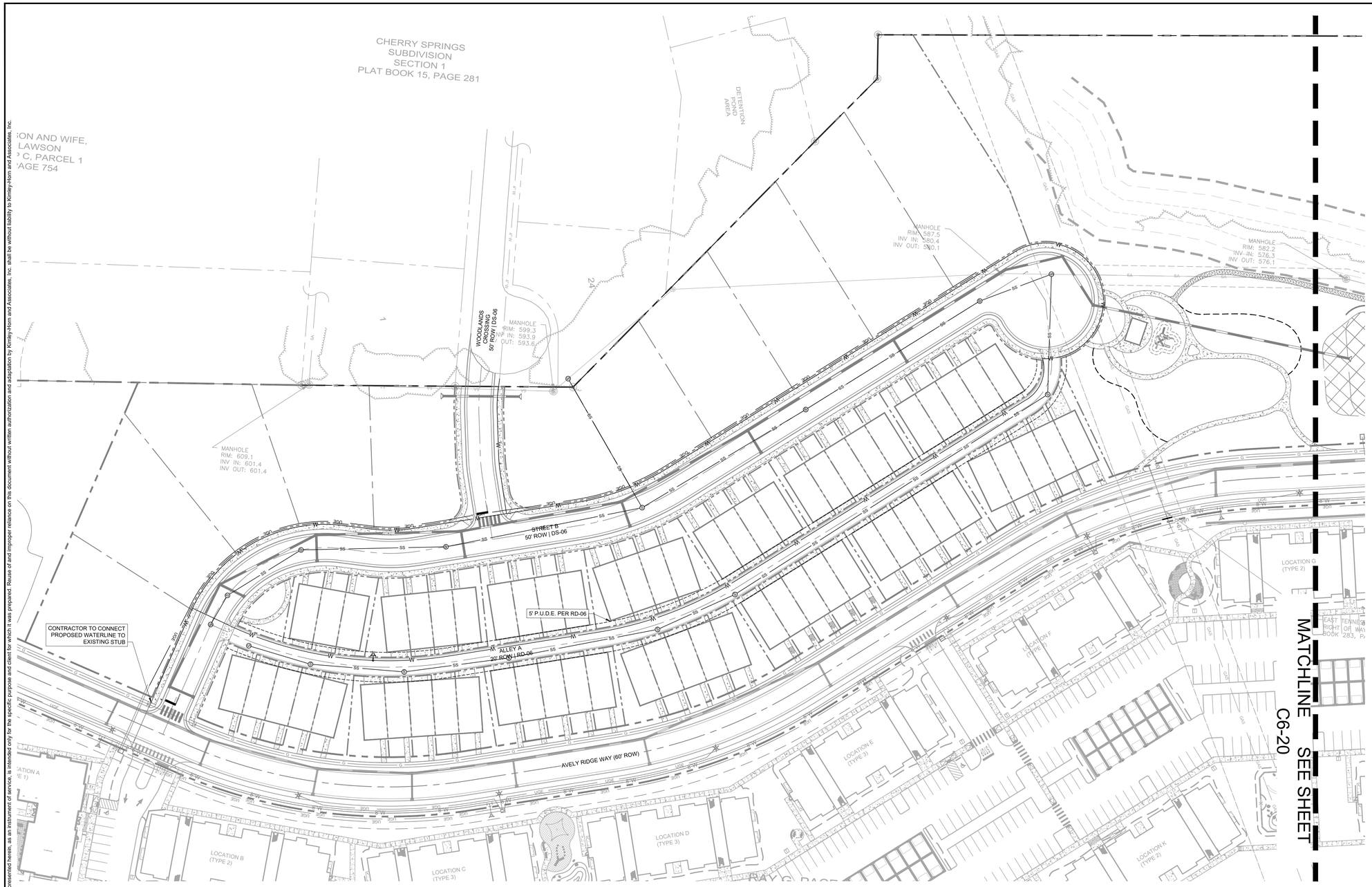

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ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
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HAMPSHIRE PIKE TOWNHOMES AND SINGLE-FAMILY

COLUMBIA, TN

COLTON L. DORRIS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 130608
STATE OF TENNESSEE
04/21/2025

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DESIGNED BY:	WSI
DRAWN BY:	WSI
CHECKED BY:	CLD
DATE:	03/17/2025

KIMLEY-HORN PROJECT NO. 118332003

UTILITY PLAN - ENLARGEMENT

SHEET NUMBER
C6-10

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Drawing name: K:\NSH_LDEV\118332003 - steadfast hampshire pike\4-CADD\hampshire pike townhomes\plansheets\C6-10 UTILITY PLAN - ENLARGEMENT.dwg C6-10 UTILITY PLAN - ENLARGEMENT Apr 21, 2025 8:24am by: Jacob.Patterson

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GRAPHIC SCALE IN FEET
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NORTH

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

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DESIGNED BY: WSB
DRAWN BY: WSB
CHECKED BY: CLD
DATE: 03/17/2025
KIMLEY-HORN PROJECT NO. 116332003

UTILITY PLAN - ENLARGEMENT

SHEET NUMBER
C6-20

HAMPSHIRE PIKE TOWNHOMES AND SINGLE-FAMILY

COLUMBIA, TN

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LANDSCAPE DATA TABLE

PROJECT NAME:	HAMPSHIRE PIKE
PROPERTY ADDRESS:	1242 HAMPSHIRE PIKE COLUMBIA, TN 38401
MAP AND PARCEL ID:	MAP 089 PARCEL 04103 000
EXISTING ZONING:	CD-4
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	X
SITE AREA (AC):	32.60
BUILDING AREA (SF):	#050
BUILDING PERMIT:	#091
GRADING PERMIT:	#092

LANDSCAPE REQUIREMENTS

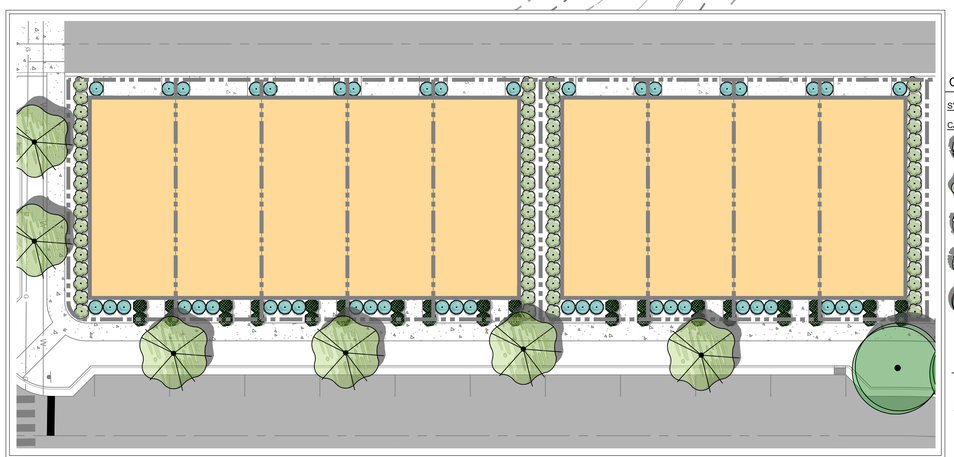
REQUIRED BUFFERS:
LANDSCAPE BUFFERS ARE NOT REQUIRED.

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

TREE CANOPY COVER RETENTION

EXISTING TREE CANOPY:	+/- 56% (18.32 AC) OF TOTAL DEVELOPMENT
REQUIRED RETENTION:	45% (8.24 AC) MIN. OF TOTAL TREE CANOPY
PROPOSED RETENTION:	62% (11.37 AC) OF TOTAL TREE CANOPY





TYPICAL FOUNDATION PLANTING
SCALE: 1" = 20'

OVERALL PLANT SCHEDULE

SYMBOL	CODE		BOTANICAL NAME	COMMON NAME	SPACING	SIZE	ROOT	CONDITION
CANOPY TREES								
	AT	19	ACER BUERGERIANUM 'STREETWISE'	STREETWISE TRIDENT MAPLE	AS SHOWN	2.5" CAL. 12'-14' MIN. HT.	B&B	5' CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED
	AA	35	ACER RUBRUM 'AUTUMN FLAME'	AUTUMN FLAME RED MAPLE	AS SHOWN	2.5" CAL. 12'-14' MIN. HT.	B&B	5' CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED
	GT	9	GLEDITSIA TRIACANTHOS INERMIS	THORNLESS HONEY LOCUST	AS SHOWN	2.5" CAL. 12'-14' MIN. HT.	B&B	5' CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED
	QH	29	QUERCUS LYRATA 'QLFTB'	HIGHBEAM® OVERCUP OAK	AS SHOWN	2.5" CAL. 12'-14' MIN. HT.	B&B	5' CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED
	UJ	47	ULMUS AMERICANA 'JEFFERSON'	JEFFERSON AMERICAN ELM	AS SHOWN	2.5" CAL. 12'-14' MIN. HT.	B&B	5' CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED

FOUNDATION PLANT SCHEDULE

SYMBOL	CODE		BOTANICAL NAME	COMMON NAME	SPACING	SIZE	ROOT	CONDITION
EVERGREEN SHRUBS								
	AX	68	AZALEA X 'AMELIA ROSE'	AMELIA ROSE AZALEA	AS SHOWN	18" MIN. HT.	3 GAL.	MATCHED, FULL, FREE OF WEEDS
	BS	36	BUXUS SEMPERVIRENS	COMMON BOXWOOD	AS SHOWN	18" MIN. HT.	3 GAL.	MATCHED, FULL, FREE OF WEEDS
	TD	45	TAXUS CUSPIDATA 'DENSA'	DENSE JAPANESE YEW	AS SHOWN	18" MIN. HT.	3 GAL.	MATCHED, FULL, FREE OF WEEDS

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 50 100 200

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HAMPSHIRE PIKE TOWNHOMES AND SINGLE-FAMILY
COLUMBIA, TN

JOSHUA LEWIS ROWLAND REGISTERED LANDSCAPE ARCHITECT 03/17/2025

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DESIGNED BY: —
DRAWN BY: —
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DATE: 03/17/2025
KIMLEY-HORN PROJECT NO. 118332003

LANDSCAPE PLAN

SHEET NUMBER
L1-00

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Drawing name: K:\NSH_LDEV\118332003 - steadfast hampshire pike\4-CADD\hampshire pike townhomes\plansheets\L1-00 LANDSCAPE PLAN.dwg L1-00 LANDSCAPE PLAN Mar 17, 2025 3:11pm by: Jacob.Patterson



LANDSCAPE DATA TABLE

PROJECT NAME:	HAMPSHIRE PIKE
PROPERTY ADDRESS:	1242 HAMPSHIRE PIKE COLUMBIA, TN 38401
MAP AND PARCEL ID:	MAP 089 PARCEL 04103 000
EXISTING ZONING:	CD-4
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	X
SITE AREA (AC):	32.60
BUILDING AREA (SF):	#050
BUILDING PERMIT:	#091
GRADING PERMIT:	#092

LANDSCAPE REQUIREMENTS

REQUIRED BUFFERS:
LANDSCAPE BUFFERS ARE NOT REQUIRED.

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

TREE CANOPY COVER RETENTION

EXISTING TREE CANOPY:	+/- 56% (18.32 AC) OF TOTAL DEVELOPMENT
REQUIRED RETENTION:	45% (8.24 AC) MIN. OF TOTAL TREE CANOPY
PROPOSED RETENTION:	62% (11.37 AC) OF TOTAL TREE CANOPY

PLANT SCHEDULE L1-10

SYMBOL	CODE		BOTANICAL NAME	COMMON NAME	SPACING	SIZE	ROOT	CONDITION
CANOPY TREES								
	AT	19	ACER BUERGERIANUM 'STREETWISE'	STREETWISE TRIDENT MAPLE	AS SHOWN	2.5" CAL. 12'-14' MIN. HT.	B&B	5` CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED
	GT	7	GLEDITSIA TRIACANTHOS INERMIS	THORNLESS HONEY LOCUST	AS SHOWN	2.5" CAL. 12'-14' MIN. HT.	B&B	5` CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED
	QH	2	QUERCUS LYRATA 'QLFTB'	HIGHBEAM® OVERCUP OAK	AS SHOWN	2.5" CAL. 12'-14' MIN. HT.	B&B	5` CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED
	UJ	34	ULMUS AMERICANA 'JEFFERSON'	JEFFERSON AMERICAN ELM	AS SHOWN	2.5" CAL. 12'-14' MIN. HT.	B&B	5` CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
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HAMPSHIRE PIKE TOWNHOMES AND SINGLE-FAMILY
COLUMBIA, TN

JOSHUA LEWIS ROWLAND
REGISTERED
LANDSCAPE ARCHITECT
03/17/2025

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DRAWN BY:	#097
CHECKED BY:	#098
DATE:	03/17/2025
KIMLEY-HORN PROJECT NO.	118332003

LANDSCAPE PLAN - ENLARGEMENT

SHEET NUMBER
L1-10

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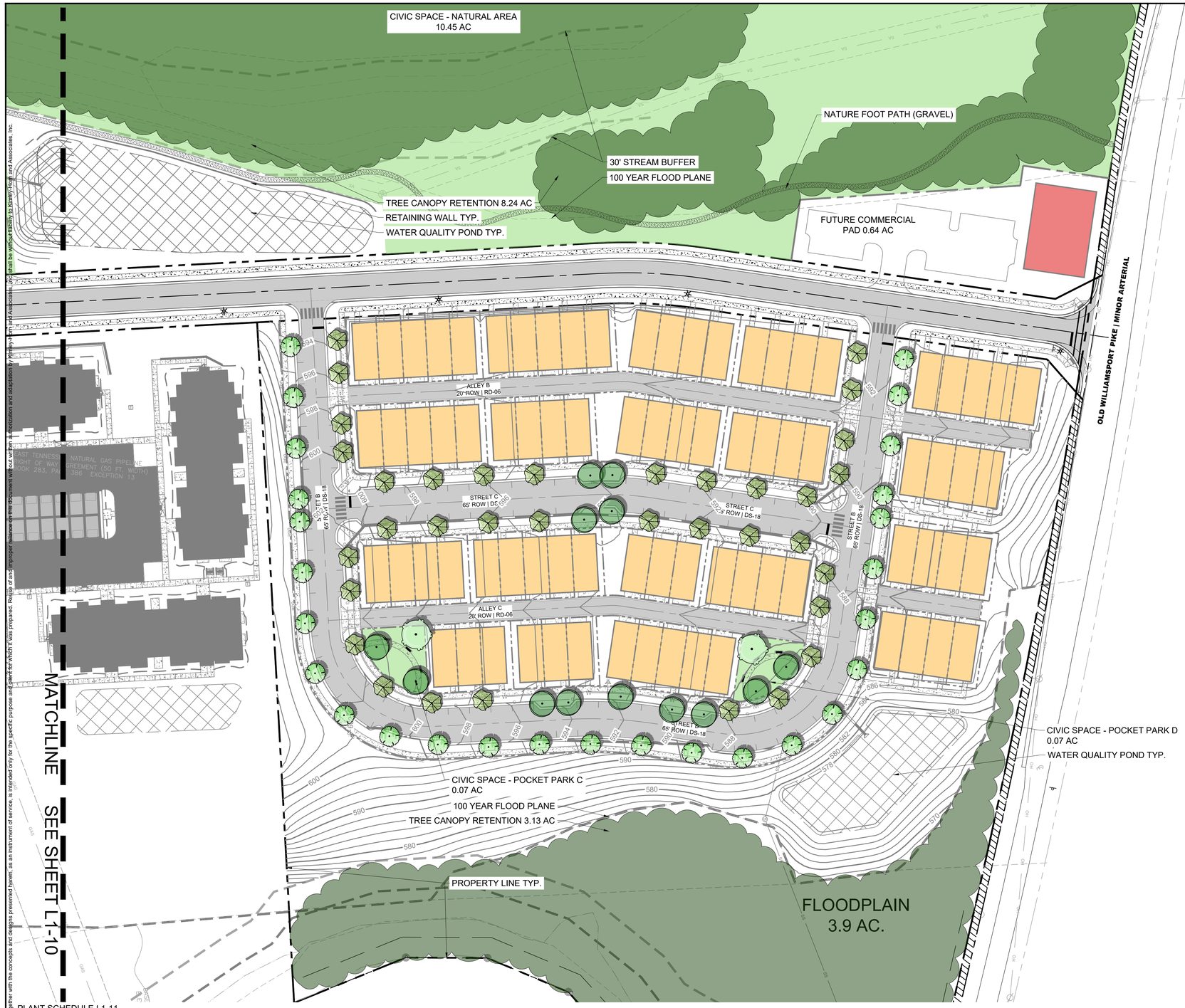

LANDSCAPE DATA TABLE

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BUILDING AREA (SF):	#050
BUILDING PERMIT:	#091
GRADING PERMIT:	#092

LANDSCAPE REQUIREMENTS

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PLANT SCHEDULE L1-11

SYMBOL	CODE		BOTANICAL NAME	COMMON NAME	SPACING	SIZE	ROOT	CONDITION
CANOPY TREES								
	AA	35	ACER RUBRUM 'AUTUMN FLAME'	AUTUMN FLAME RED MAPLE	AS SHOWN	2.5" CAL. 12'-14' MIN. HT.	B&B	5` CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED
	GT	2	GLEDITSIA TRIACANTHOS INERMIS	THORNLESS HONEY LOCUST	AS SHOWN	2.5" CAL. 12'-14' MIN. HT.	B&B	5` CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED
	QH	27	QUERCUS LYRATA 'QLFTB'	HIGHBEAM® OVERCUP OAK	AS SHOWN	2.5" CAL. 12'-14' MIN. HT.	B&B	5` CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED
	UJ	13	ULMUS AMERICANA 'JEFFERSON'	JEFFERSON AMERICAN ELM	AS SHOWN	2.5" CAL. 12'-14' MIN. HT.	B&B	5` CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

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HAMPSHIRE PIKE TOWNHOMES AND SINGLE-FAMILY
COLUMBIA, TN

JOSHUA LEWIS ROWLAND
REGISTERED
LANDSCAPE ARCHITECT
03/17/2025

No.	REVISIONS	DATE	BY
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DESIGNED BY:	#096
DRAWN BY:	#097
CHECKED BY:	#098
DATE:	03/17/2025
KIMLEY-HORN PROJECT NO.	118332003

LANDSCAPE PLAN - ENLARGEMENT

SHEET NUMBER
L1-11

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GENERAL LANDSCAPE SPECIFICATIONS AND NOTES

1.01 SCOPE OF WORK

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

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

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

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

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

1.02 PROTECTION OF EXISTING STRUCTURES

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

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

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

1.03 PROTECTION OF EXISTING PLANT MATERIALS OUTSIDE LIMIT OF WORK

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

1.04 MATERIALS

A. GENERAL

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

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

B. PLANT MATERIALS

1. PLANT SPECIES AND SIZE SHALL CONFORM TO THOSE INDICATED ON THE DRAWINGS. ALL NURSERY STOCK SHALL BE IN ACCORDANCE WITH GRADES AND STANDARDS AS SET FORTH IN ANSI Z60.1-2014-AMERICAN STANDARD FOR NURSERY STOCK. ALL PLANTS SHALL BE HEALTHY, VIGOROUS, SOUND, WELL-BRANCHED, AND FREE OF DISEASE AND INSECTS. INSECT EGGS AND LARVAE AND SHALL HAVE ADEQUATE ROOT SYSTEMS. TREES FOR PLANTING IN ROWS SHALL BE UNIFORM IN SIZE AND SHAPE. ALL MATERIALS SHALL BE SUBJECT TO APPROVAL BY THE OWNER. WHERE ANY REQUIREMENTS ARE OMITTED FROM THE PLANT LIST, THE PLANTS FURNISHED SHALL BE NORMAL FOR THE VARIETY. PLANTS SHALL BE PRUNED PRIOR TO DELIVERY ONLY WITH APPROVAL FROM OWNER OR LANDSCAPE ARCHITECT. NO SUBSTITUTIONS SHALL BE MADE WITHOUT WRITTEN PERMISSION FROM THE LANDSCAPE ARCHITECT.
2. MEASUREMENTS: THE HEIGHT AND/OR WIDTH OF TREES SHALL BE MEASURED FROM THE GROUND OR ACROSS THE NORMAL SPREAD OF BRANCHES WITH THE PLANTS IN THEIR NORMAL POSITION. THIS MEASUREMENT SHALL NOT INCLUDE THE IMMEDIATE TERMINAL GROWTH. PLANTS LARGER IN SIZE THAN THOSE SPECIFIED IN THE PLANT LIST MAY BE USED IF APPROVED BY THE OWNER. IF THE USE OF LARGER PLANTS IS APPROVED, THE ROOTBALL OR SPREAD OF ROOTS SHALL BE INCREASED IN PROPORTION TO THE SIZE OF THE PLANT.
3. INSPECTION: PLANTS SHALL BE SUBJECT TO INSPECTION AND APPROVAL AT THE PLACE OF GROWTH, OR UPON DELIVERY TO THE SITE, AS DETERMINED BY THE OWNER, FOR QUALITY, SIZE, AND VARIETY; SUCH APPROVAL SHALL NOT IMPAIR THE RIGHT OF INSPECTION AND REJECTION AT THE SITE DURING PROGRESS OF THE WORK OR AFTER COMPLETION FOR SIZE AND CONDITION OF ROOT BALLS OR ROOTS, LATENT DEFECTS OR INJURIES. REJECTED PLANTS SHALL BE REMOVED IMMEDIATELY FROM THE SITE. NOTICE REQUESTING INSPECTION SHALL BE SUBMITTED IN WRITING BY THE CONTRACTOR AT LEAST ONE (1) WEEK PRIOR TO ANTICIPATED DATE.

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

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

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

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

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

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

1.06 WATER

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

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

1.07 FERTILIZER

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

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

1.08 MULCH

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

1.09 DIGGING AND HANDLING

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

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

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

1.10 CONTAINER GROWN STOCK

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

B. ALL SHRUB SPECIES SHALL BE CONTAINER GROWN.

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

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

E. PLANT ROOTS BOUND IN CONTAINERS ARE NOT ACCEPTABLE.

1.11 MATERIALS LIST

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

1.12 FINE GRADING

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

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

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

1.13 PLANTING PROCEDURES

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

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

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

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

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

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

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

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

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

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

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

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

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

1.14 LAWN SODDING

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

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

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

D. SODDING

1. THE CONTRACTOR SHALL SOD ALL DISTURBED AREAS WITHIN THE CONTRACT LIMITS NOT COVERED BY HARDSCAPE OR VEGETATIVE MATERIAL, UNLESS SPECIFICALLY NOTED OTHERWISE.
2. SOD PANELS SHALL BE LAID TIGHTLY TOGETHER SO AS TO MAKE A SOLID SODDED LAWN AREA. SOD SHALL BE LAID UNIFORMLY AGAINST THE EDGES OF ALL CURBS AND OTHER HARDSCAPE ELEMENTS, PAVED AND PLANTED AREAS. IMMEDIATELY FOLLOWING SOD LAYING, THE LAWN AREAS SHALL BE ROLLED WITH A LAWN ROLLER CUSTOMARILY USED FOR SUCH PURPOSES, AND THEN THOROUGHLY IRRIGATED. IF, IN THE OPINION OF THE OWNER, TOP-DRESSING IS NECESSARY AFTER ROLLING TO FILL THE VOIDS BETWEEN THE SOD PANELS AND TO EVEN OUT INCONSISTENCIES IN THE SOD, CLEAN SAND, AS APPROVED BY THE OWNER'S REPRESENTATIVE, SHALL BE UNIFORMLY SPREAD OVER THE ENTIRE SURFACE OF THE SOD AND THOROUGHLY WATERED IN. FERTILIZE INSTALLED SOD AS ALLOWED BY PROPERTY'S JURISDICTIONAL AUTHORITY.
3. DURING DELIVERY, PRIOR TO, AND DURING THE PLANTING OF THE LAWN AREAS, THE SOD PANELS SHALL AT ALL TIMES BE PROTECTED FROM EXCESSIVE DRYING AND UNNECESSARY EXPOSURE OF THE ROOTS TO THE SUN. ALL SOD SHALL BE STACKED SO AS NOT TO BE DAMAGED BY SWEATING OR EXCESSIVE HEAT AND MOISTURE.

E. LAWN MAINTENANCE

1. WITHIN THE CONTRACT LIMITS, THE CONTRACTOR SHALL PRODUCE A DENSE, WELL ESTABLISHED LAWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR AND RE-SODDING OF ALL ERODED, SUNKEN OR BARE SPOTS (LARGER THAN 12"X12") UNTIL CERTIFICATION OF ACCEPTABILITY BY THE OWNER'S REPRESENTATIVE. REPAIRED SODDING SHALL BE ACCOMPLISHED AS IN THE ORIGINAL WORK (INCLUDING RE-GRADING IF NECESSARY).
2. CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING SOD/LAWN UNTIL ACCEPTANCE BY THE OWNER'S REPRESENTATIVE. PRIOR TO AND UPON ACCEPTANCE, CONTRACTOR TO PROVIDE WATERING/IRRIGATION SCHEDULE TO OWNER. OBSERVE ALL APPLICABLE WATERING RESTRICTIONS AS SET FORTH BY THE PROPERTY'S JURISDICTIONAL AUTHORITY.

1.15 CLEANUP

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

1.16 PLANT MATERIAL MAINTENANCE

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

1.17 FINAL INSPECTION AND ACCEPTANCE OF WORK

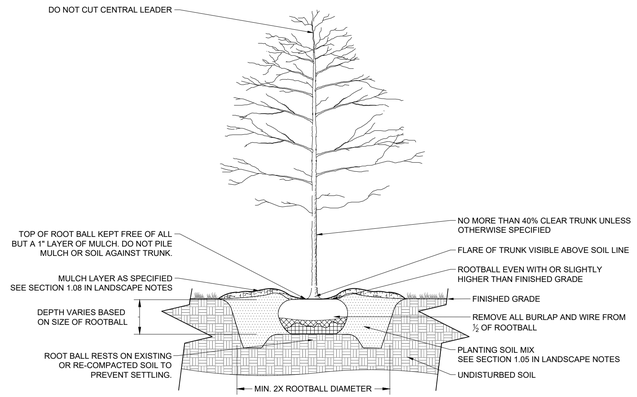
A. FINAL INSPECTION AT THE END OF THE WARRANTY PERIOD SHALL BE ON PLANTING, CONSTRUCTION AND ALL OTHER INCIDENTAL WORK PERTAINING TO THIS CONTRACT. ANY REPLACEMENT AT THIS TIME SHALL BE SUBJECT TO THE SAME ONE (1) YEAR WARRANTY (OR AS SPECIFIED BY THE LANDSCAPE ARCHITECT OR OWNER IN WRITING) BEGINNING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

1.18 WARRANTY

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

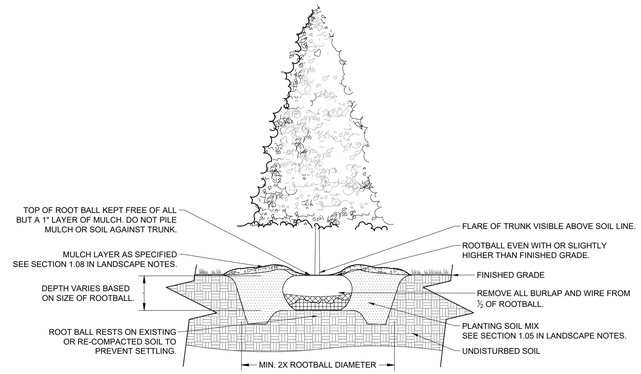
B. REPLACEMENT: ANY PLANT NOT FOUND IN A HEALTHY GROWING CONDITION DURING THE WARRANTY PERIOD SHALL BE REMOVED FROM THE SITE AND REPLACED WITHIN TEN (10) DAYS OF NOTICE, OR BETWEEN SEPTEMBER-NOVEMBER, MARCH-MAY. ALL REPLACEMENTS SHALL BE PLANTS OF THE SAME KIND AND SIZE AS SPECIFIED IN THE PLANT LIST.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

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



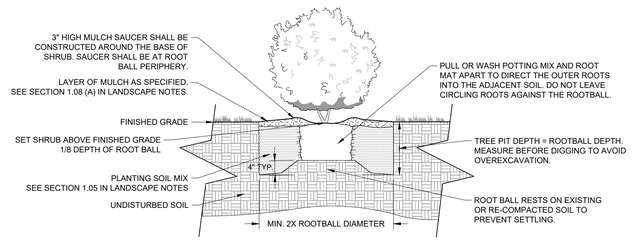
2 B&B TREE PLANTING

NOT TO SCALE



3 EVERGREEN TREE PLANTING

NOT TO SCALE



4 CONTAINER SHRUB PLANTING

NOT TO SCALE

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE ~~REFERENCED~~ TO THE NAVD 1988.

Kimley»Horn
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HAMPSHIRE PIKE TOWNHOMES AND SINGLE-FAMILY

COLUMBIA, TN

JOSHUA LEWIS ROWLAND
REGISTERED
XXI
AGRICULTURE
LAW
COMMERCE
LANDSCAPE ARCHITECTURE
03/17/2025

| No. | REV

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COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

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HAMPSHIRE PIKE TOWNHOMES AND SINGLE-FAMILY
COLUMBIA, TN

DRAFT
PRELIMINARY PLANS
FOR REVIEW ONLY

No.	REVISIONS	DATE	BY
1			
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DESIGNED BY: ___
DRAWN BY: ___
CHECKED BY: ___
DATE: 03/17/2025
KIMLEY-HORN PROJECT NO. 118332003

ARCHITECTURAL ELEVATION - RENDERING

SHEET NUMBER
A1-00

PRELIMINARY PLAT

HAMPSHIRE PIKE

1242 HAMPSHIRE PIKE
COLUMBIA, TN

INITIAL SUBMITTAL: 4/21/2025

EXISTING PROPERTY SUMMARY

PROPERTY ADDRESS:	1242 HAMPSHIRE PIKE COLUMBIA, TN
MAP AND PARCEL ID:	MAP 089, PARCEL 04103 000
U.S. FEMA FIRM PANEL:	47119C0280E DATED 04/16/2007
EXISTING ZONING: EXISTING LAND USE:	CD-4 VACANT

GENERAL DEVELOPMENT NOTES

1. ALL DEVELOPMENT WITHIN THE BOUNDARIES OF THIS PLAN MEETS THE REQUIREMENTS OF ANSI 117.1, 2009 EDITION AND THE FAIR HOUSING ACT.

   U.S. Justice Department:
   http://www.justice.gov/crt/housinig/fairhousing/about_fairhousingact.htm

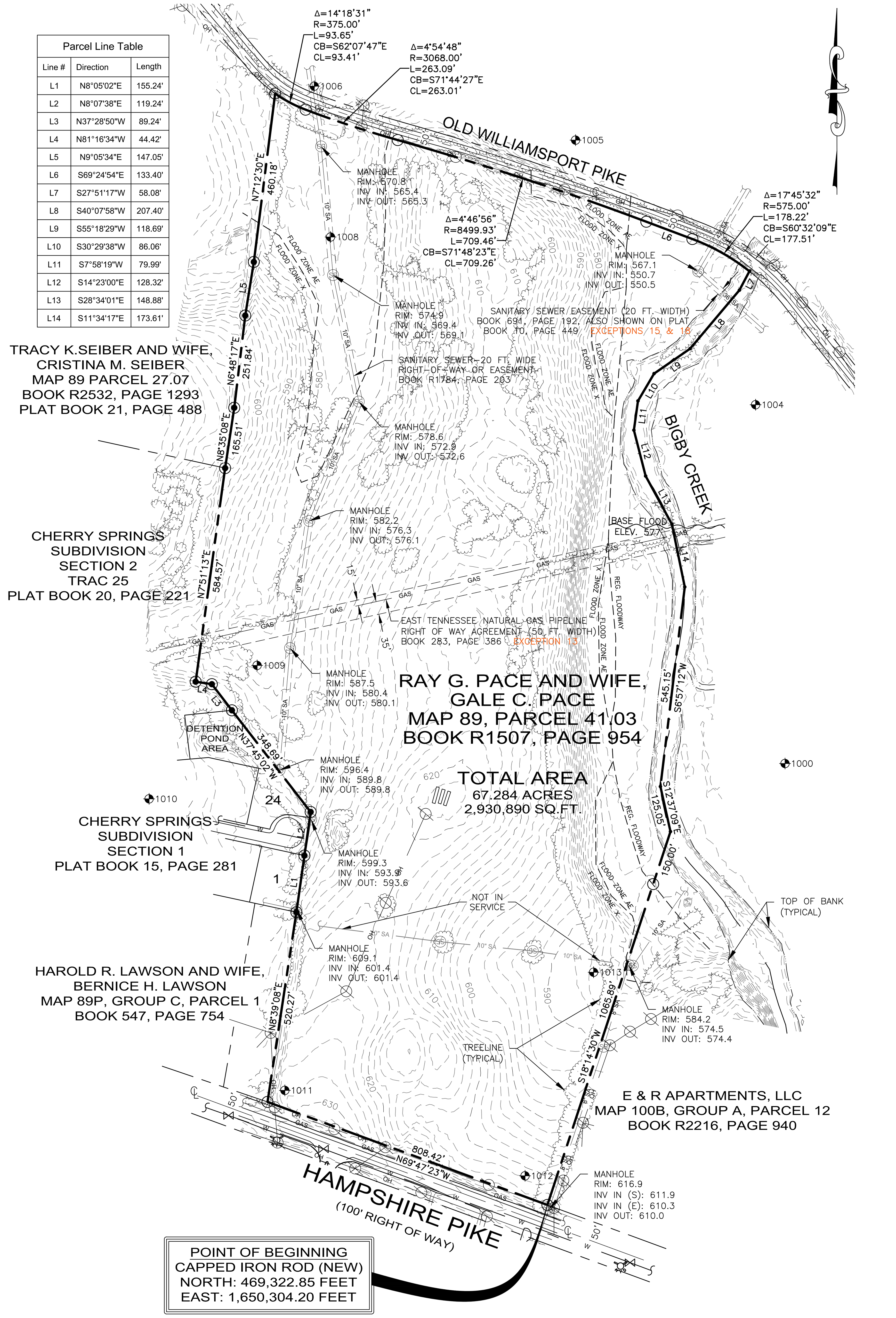
2. PART OF THE SUBJECT PROPERTY IS LOCATED IN AREAS DESIGNATED AS "ZONE AE" (AREAS DETERMINED TO BE OUTSIDE THE 0.2 % ANNUAL CHANCE FLOODPLAIN) AS NOTED ON THE CURRENT FEMA FIRM COMMUNITY PANEL 47119C0280E.

3. PART OF THE SUBJECT PROPERTY IS LOCATED IN AREAS DESIGNATED AS "ZONE X" (AREAS DETERMINED TO BE OF MINIMAL FLOOD HAZARD) AS NOTED ON THE CURRENT FEMA FIRM COMMUNITY PANEL 47119C0280E


SITE LOCATION
Old Williamsport Pike
Hampshire Pike
Columbia Gardens
Dickey Cemetery
Maury County Park
Maury County Park Dr
Woodland Dr
Tennessee Trl
Mulewild
Ferrell
Academy Rd
Westover Manor Rd
Hillsboro Dr
Alice Dr
Arwood Dr
Cross Timber Dr
Knollwood Dr
Rockwood Dr
Rockwood Ct
Rockwood Cir
Rockwood Trl
Rockwood Pl
Rockwood Ln
Rockwood Pkwy
Rockwood Way
Rockwood Blvd
Rockwood Ave
Rockwood Rd
Rockwood St
Rockwood Terrace
Rockwood Circle
Rockwood Court
Rockwood Drive
Rockwood Lane
Rockwood Parkway
Rockwood Boulevard
Rockwood Avenue
Rockwood Road
Rockwood Street

Parcel Line Table

Line #	Direction	Length
L1	N8°05'02"E	155.24'
L2	N8°07'38"E	119.24'
L3	N37°28'50"W	89.24'
L4	N81°16'34"W	44.42'
L5	N9°05'34"E	147.05'
L6	S69°24'54"E	133.40'
L7	S27°51'17"W	58.08'
L8	S40°07'58"W	207.40'
L9	S55°18'29"W	118.69'
L10	S30°29'38"W	86.06'
L11	S7°58'19"W	79.99'
L12	S14°23'00"E	128.32'
L13	S28°34'01"E	148.88'
L14	S11°34'17"E	173.61'



POINT OF BEGINNING
CAPPED IRON ROD (NEW)
NORTH: 469,322.85 FEET
EAST: 1,650,304.20 FEET

SCHEDULE B-II EXCEPTIONS:

1. ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I-REQUIREMENTS ARE MET. NOT A SURVEY MATTER
2. RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS. NONE OBSERVED DURING SURVEY
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. NONE OBSERVED DURING SURVEY
4. EASEMENTS, OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS. NONE OBSERVED DURING SURVEY
5. ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR, OR MATERIAL HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW, AND NOT SHOWN BY THE PUBLIC RECORDS. NOT A SURVEY MATTER
6. TAXES OR SPECIAL ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS. NOT A SURVEY MATTER
7. IF IMPROVEMENTS ARE COMPLETED AFTER JANUARY 1 OF ANY YEAR, AND THE LAW, PURSUANT TO TCA 67-5-509 AND TCA 67-5-603, REQUIRES SUPPLEMENTAL ASSESSMENT FOR THE YEAR IN WHICH IMPROVEMENTS ARE COMPLETED, THE COMPANY ASSUMES NO LIABILITY FOR TAXES ASSESSED BY CORRECTION OR SUPPLEMENTAL ASSESSMENT. NOT A SURVEY MATTER
8. TAXES FOR THE YEAR 2021, A LIEN NOT YET DUE AND PAYABLE. NOT A SURVEY MATTER
9. SEWER EASEMENTS AS SET FORTH IN DEED OF RECORD IN BOOK R2188, PAGE 249, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. DOES NOT AFFECT THE SURVEYED PROPERTY
10. TITLE TO THAT PORTION OF THE SUBJECT PROPERTY WITHIN THE BOUNDS OF THE RIGHT OF WAY FOR OLD WILLIAMSPORT PIKE AND N JAMES M. CAMPBELL BOULEVARD. OLD WILLIAMSPORT PIKE RIGHT OF WAY IS SHOWN CORRECTLY ON SURVEY. JAMES M. CAMPBELL BOULEVARD DOES NOT AFFECT SURVEYED PROPERTY.
11. EASEMENT TO SOUTHERN CITY POWER COMPANY OF RECORD IN BOOK 149, PAGE 365, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. THE LOCATION OF THIS EASEMENT IS POORLY DESCRIBED; HOWEVER ALL EXISTING OVERHEAD LINES ARE SHOWN ON THE SURVEY.
12. GRANT OF TRANSMISSION LINE EASEMENTS OF RECORD IN BOOK 232, PAGE 575, BOOK 232, PAGE 577, AND BOOK 232, PAGE 597, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. DOES NOT AFFECT SURVEYED PROPERTY
13. RIGHT OF WAY AGREEMENT TO EAST TENNESSEE NATURAL GAS COMPANY OF RECORD IN BOOK 283, PAGE 386, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. AFFECTS PROPERTY AS SHOWN ON SURVEY
14. RIGHT OF WAY AND EASEMENT TO MAURY COUNTY OF RECORD IN BOOK 425, PAGE 91 AND BOOK 427, PAGE 473, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. DOES NOT AFFECT SURVEYED PROPERTY
15. SEWER EASEMENT OF RECORD IN BOOK 691, PAGE 192, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. AFFECTS PROPERTY AS SHOWN ON SURVEY
16. INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES OF RECORD IN BOOK R2254, PAGE 125, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. DOES NOT AFFECT SURVEYED PROPERTY
17. SEWER EASEMENTS OF RECORD IN BOOK 375, PAGE 243; BOOK 375, PAGE 245; BOOK 383, PAGE 7; BOOK 383, PAGE 26; AND BOOK 383, PAGE 28, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. DOES NOT AFFECT SURVEYED PROPERTY
18. SUBJECT TO ALL MATTERS SHOWN ON THE PLAN OF RECORD IN PLAT BOOK P10, PAGE 449, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. AFFECTS PROPERTY AS SHOWN ON SURVEY
19. APPLICATION FOR GREENBELT ASSESSMENT - AGRICULTURAL OF RECORD IN BOOK R2211, PAGE 848, IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. NOT A SURVEY MATTER
20. THE LAND HAS BEEN CLASSIFIED AS GREENBELT FOR ASSESSMENT, LEVY AND COLLECTION PURPOSES AND MAY BE SUBJECTED TO SUBSTANTIAL ROLLBACK TAXES AS DEFINED IN TENNESSEE CODE ANNOTATED, SECTION 67-5-1001. NOT A SURVEY MATTER
21. WATER (RIPARIAN RIGHTS) - BLANKET MATTERS - BIGBY CREEK IS ACCURATELY SHOWN ON SURVEY - NOT PLOTTABLE MATTERS

(a) THE RIGHTS OF UPPER AND LOWER RIPARIAN OWNERS TO THE FREE AND UNOBSTRUCTED FLOW OF THE WATER OF LITTLE BIGBY CREEK WITHOUT DIMINUTION OR POLLUTION AND THE CONSEQUENCE OF ANY PAST OR FUTURE CHANGE IN THE LOCATION OF LITTLE BIGBY CREEK.

(b) RIPARIAN RIGHTS INCIDENT TO PREMISES.

(c) RIGHTS OF UPPER AND LOWER RIPARIAN OWNERS IN AND TO THE WATERS OF LITTLE BIGBY CREEK CROSSING OR ADJOINING THE PROPERTY, AND THE NATURAL FLOW THEREOF, FREE FROM DIMINUTION OR POLLUTION.

(d) ANY ENLARGEMENT OR LOSS OF LAND BY REASON OF AVULSION, ACCRETION, OR RELICTION, AND QUESTIONS OF OWNERSHIP CAUSED BY SUBSEQUENT REBUILDING OR REFORMATION OF LAND.

22. 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. AREAS NOTED ON SURVEY ARE ACCURATE AND CORRECT.

LEGAL DESCRIPTION (FROM SURVEY)

A PARCEL OF LAND LYING IN MAURY COUNTY, TENNESSEE, JUST EAST OF COLUMBIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOW:

BEGINNING AT A CAPPED IRON ROD SET IN THE NORTHERN MARGIN OF HAMPSHIRE PIKE (STATE ROUTE 50/99) AT THE SOUTHWESTERN CORNER OF THE E & R APARTMENTS, LLC PROPERTY, BOOK R2216, PAGE 940, REGISTER'S OFFICE MAURY COUNTY (HEREAFTER ROMC), SAID ROD BEING LOCATED AT TENNESSEE STATE PLANE COORDINATES NORTH: 469,322.85 FEET AND EAST: 1,650,304.20 FEET, NAD83(2011); THENCE ALONG THE NORTHERN MARGIN OF SAID HAMPSHIRE PIKE, RUNNING PARALLEL TO AND 50 FEET FROM THE CENTERLINE OF SAME, NORTH 69°47'23" WEST, 808.42 FEET TO A CAPPED IRON ROD SET AT THE SOUTHEASTERN CORNER OF THE HAROLD R. LAWSON AND WIFE, BERNICE H. LAWSON PROPERTY, BOOK 547, PAGE 754, ROMC; THENCE LEAVING SAID HAMPSHIRE PIKE AND ALONG THE EASTERN BOUNDARY OF SAID LAWSON PROPERTY, NORTH 8°39'08" EAST, 520.27 FEET TO A CAPPED IRON ROD FOUND AT THE SOUTHEASTERN CORNER OF LOT 1 IN THE CHERRY SPRINGS SUBDIVISION, SECTION 1, PLAT BOOK 15, PAGE 281, ROMC; THENCE ALONG THE EASTERN AND NORTHEASTERN BOUNDARY OF SAID SUBDIVISION SECTION THE FOLLOWING THREE (3) CALLS:

NORTH 8°05'02" EAST, 155.24 FEET TO AN IRON ROD FOUND;

NORTH 8°07'38" EAST, 119.24 FEET TO A CAPPED IRON ROD FOUND;

AND NORTH 37°45'02" WEST, 348.69 FEET TO A CAPPED IRON ROD FOUND AT THE EASTERNMOST CORNER OF TRACT 25 IN THE CHERRY SPRINGS SUBDIVISION, SECTION 2, PLAT BOOK 20, PAGE 221, ROMC; THENCE ALONG THE EASTERN BOUNDARY OF SAID TRACT 25 THE FOLLOWING THREE (3) CALLS:

NORTH 37°28'50" WEST, 89.24 FEET TO AN IRON ROD FOUND;

NORTH 81°16'34" WEST, 44.42 FEET TO AN IRON ROD FOUND;

AND NORTH 7°51'13" EAST, 584.57 FEET TO AN IRON PIPE FOUND AT THE NORTHEASTERN CORNER OF SAID TRACT 25 AND THE SOUTHEASTERN CORNER OF THE TRACY K. SEIBER AND WIFE, CRISTINA M. SEIBER PROPERTY, BOOK R2532, PAGE 1293, ROMC; THENCE ALONG THE EASTERN BOUNDARY OF SAID SEIBER PROPERTY THE FOLLOWING FOUR (4) CALLS:

NORTH 8°35'08" EAST, 165.51 FEET TO AN IRON PIPE FOUND;

NORTH 6°48'17" EAST, 251.84 FEET TO AN IRON PIPE FOUND;

NORTH 9°05'34" EAST, 147.05 FEET TO AN IRON PIPE FOUND;

AND NORTH 7°12'30" EAST, 460.18 FEET TO A CAPPED IRON ROD SET IN THE SOUTHERN MARGIN OF OLD WILLIAMSPORT PIKE AND A POINT ON THE ARC OF A CIRCULAR CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 375.00 FEET, TO WHICH A RADIAL LINE BEARS SOUTH 35°01'29" WEST; THENCE ALONG THE SOUTHERN MARGIN OF SAID OLD WILLIAMSPORT PIKE, RUNNING PARALLEL TO AND 25 FEET FROM THE CENTERLINE OF SAME, THROUGH A CENTRAL ANGLE OF 14°18'31" AN ARC DISTANCE OF 93.65 FEET (CHORD: SOUTH 62°07'47" EAST, 93.41 FEET) TO A CAPPED IRON ROD SET AT A POINT OF COMPOUND CURVATURE, SAID CURVE IS CONCAVE NORTHERLY, HAVING A RADIUS OF 3,068.00 FEET; THENCE CONTINUING ALONG THE NORTHERN MARGIN OF SAID WILLIAMSPORT PIKE AND ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 4°54'48" AN ARC DISTANCE OF 263.09 FEET (CHORD: SOUTH 71°44'27" EAST, 263.01 FEET) TO A CAPPED IRON ROD SET AT A POINT OF REVERSE CURVATURE, SAID CURVE IS CONCAVE SOUTHERLY, HAVING A RADIUS OF 8,499.93 FEET; THENCE CONTINUING ALONG THE NORTHERN MARGIN OF SAID WILLIAMSPORT PIKE ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 4°46'56" AN ARC DISTANCE OF 709.46 FEET (CHORD: NORTH 71°48'23" EAST, 709.26 FEET) TO A CAPPED IRON ROD SET AT THE POINT OF TANGENT; THENCE CONTINUING ALONG THE SOUTHERN MARGIN OF SAID WILLIAMSPORT PIKE SOUTH 69°24'54" EAST, 133.40 FEET TO A CAPPED IRON ROD SET AT THE POINT OF CURVATURE OF A CIRCULAR CURVE, CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 575.00 FEET; THENCE CONTINUING ALONG THE SOUTHERN MARGIN OF SAID WILLIAMSPORT PIKE AND ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 17°45'32" AN ARC DISTANCE OF 178.22 FEET (CHORD: SOUTH 60°32'09" EAST, 177.51 FEET) TO THE INTERSECTION OF THE SOUTHERN MARGIN OF SAID WILLIAMSPORT PIKE AND THE CENTER OF BIGBY CREEK; THENCE LEAVING SAID WILLIAMSPORT PIKE AND RUNNING ALONG THE CENTER OF BIGBY CREEK, APPROXIMATED HEREIN BY A SERIES OF STRAIGHT LINES, THE FOLLOWING TEN (10) CALLS:

SOUTH 27°51'17" WEST, 58.08 FEET;

SOUTH 40°07'58" WEST, 207.40 FEET;

SOUTH 55°18'29" WEST, 118.69 FEET;

SOUTH 30°29'38" WEST, 86.06 FEET;

SOUTH 7°58'19" WEST, 79.99 FEET;

SOUTH 14°23'00" EAST, 128.32 FEET;

SOUTH 28°34'01" EAST, 148.88 FEET;

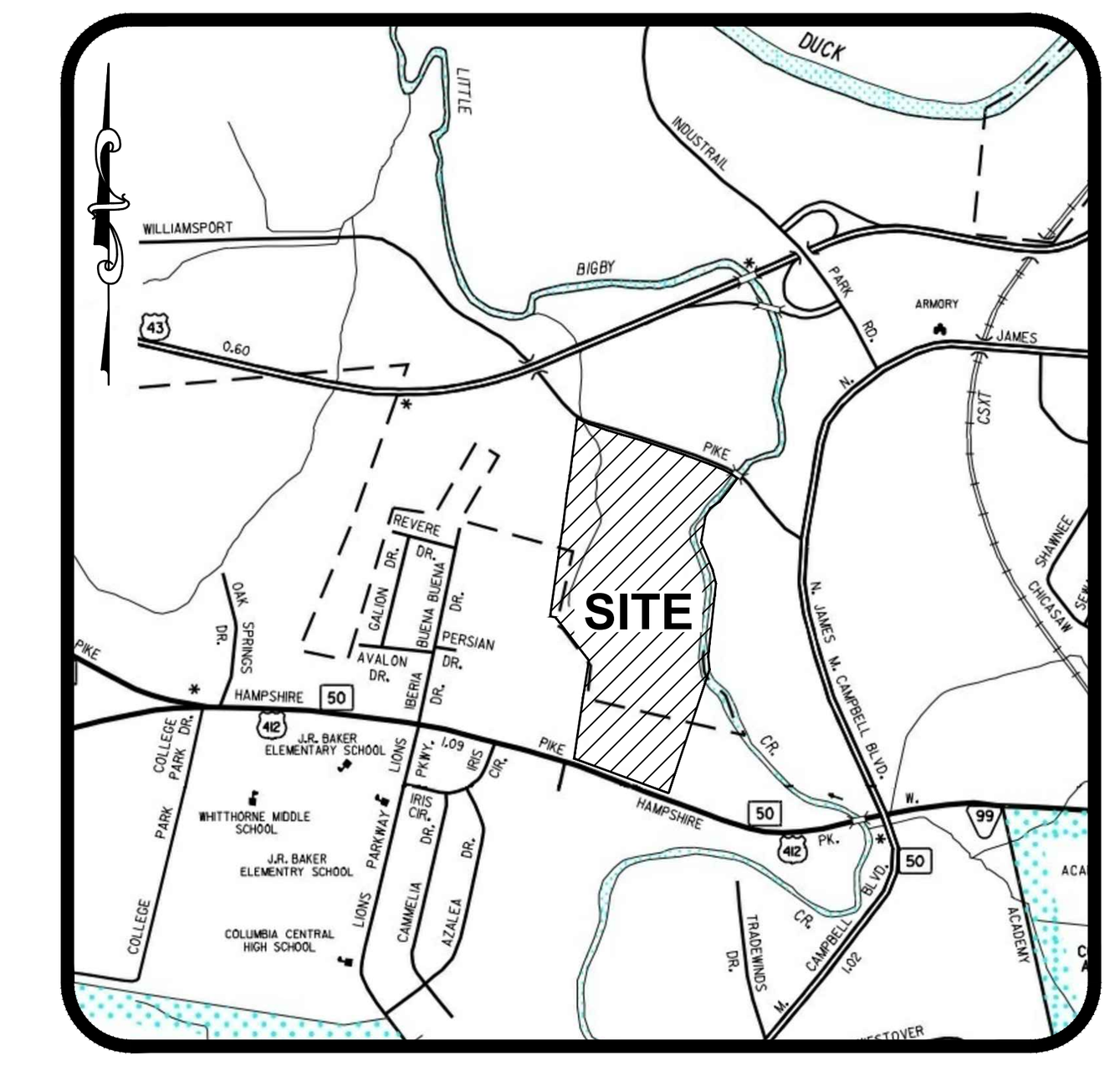
SOUTH 11°34'17" EAST, 173.61 FEET;

SOUTH 6°57'12" WEST, 545.15 FEET;

AND SOUTH 12°37'09" EAST, 125.05 FEET TO THE NORTHWESTERN CORNER OF THE AFOREMENTIONED E & R APARTMENTS, LLC PROPERTY; THENCE LEAVING SAID BIGBY CREEK AND ALONG THE WESTERN BOUNDARY OF SAID E & R APARTMENTS, LLC PROPERTY, SOUTH 18°14'30" WEST (PASSING THROUGH A CAPPED IRON ROD SET AT 150.00 FEET) A TOTAL DISTANCE OF 1,065.89 FEET TO THE POINT OF BEGINNING; CONTAINING 67.284 ACRES OR 2,930,890 SQUARE FEET, AND BEING THE ALL OF THE RAY G. PACE AND WIFE, GALE C. PACE PROPERTY, BOOK R1507, PAGE 954, ROMC, AND A PORTION OF PARCEL 41.03 ON MAURY COUNTY TAX MAP 89.

GENERAL NOTES:

1. THE PURPOSE OF THIS SURVEY IS: ALTA/NSPS LAND TITLE SURVEY
2. THE ADDRESS OF THIS PROPERTY IS: HAMPSHIRE PIKE, COLUMBIA, TN 38401
3. SUBJECT PROPERTY IS PRESENTLY IDENTIFIED AS PART OF PARCEL 41.03, ON MAURY COUNTY TAX MAP 89. SAID PARCEL IS FURTHER IDENTIFIED AS ALL OF THE PROPERTY DESCRIBED IN DEED BOOK R1507, PAGE 954, REGISTERS OFFICE OF MAURY COUNTY, TENNESSEE.
4. SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY.
5. EVERY DOCUMENT OF RECORD REVIEWED AND CONSIDERED AS A PART OF THIS SURVEY IS NOTED HEREON. ONLY THE DOCUMENTS NOTED HEREON WERE SUPPLIED TO THE SURVEYOR. OTHER DOCUMENTS OF RECORD MAY EXIST THAT WOULD AFFECT THIS PARCEL.
6. THE WORD "CERTIFY" IS AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THE FACTS OF THE SURVEY AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED. DECLARATION IS MADE TO THE SPECIFIALLY NAMED PARTIES AND IS NOT TRANSFERABLE TO ADDITIONAL PERSONS, INSTITUTIONS OR SUBSEQUENT OWNERS OF THE SUBJECT PROPERTY.
7. THIS SURVEY WAS CONDUCTED WITH THE BENEFIT OF A TITLE REPORT ISSUED BY CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NO. 20211350CTN, DATED AUGUST 25, 2021, AT 8:00AM AND IS SUBJECT TO ITS FINDINGS. THERE MAY BE OTHER IMPROVEMENTS OR ENCUMBRANCES THAT AFFECT THE PROPERTY SINCE THE ISSUANCE OF THE REPORT.
8. BEARINGS SHOWN HEREON ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM NAD83(2011). ELEVATIONS SHOWN HEREON ARE BASED ON NAVD88(GEOID03).
9. ALL CORNERS SHOWN ON THE FACE OF THE SURVEY ARE MARKED EITHER FOUND OR SET. ANY MISSING CORNERS ARE MARKED WITH AN IRON ROD AND CAP BEARING THIS SURVEYORS COMPANY NAME.
10. 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, LOCATIONS, AND DEPTH SHOULD BE MADE BEFORE CONDUCTING ANY EXCAVATION IN THE VICINITY OF THE UTILITY.
11. PORTIONS OF THIS PROPERTY ARE LYING WITHIN ZONE "AE" AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NOS. 47119C0165E AND 47119C0280E, WITH EFFECTIVE DATES OF APRIL 16, 2007, WHICH MAKE UP A PART OF THE NATIONAL FLOOD INSURANCE PROGRAM. BASE FLOOD ELEVATION FOR THIS PROPERTY IS 577 FEET. ZONE "AE" IS AN AREA WHERE BASE FLOOD ELEVATIONS HAVE BEEN DETERMINED. ZONE "X" IS AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN. THE FLOOD ZONES AND FLOOD WAY SHOWN ARE SCALED FROM MAPS.
12. I HEREBY CERTIFY THAT THIS IS A CATEGORY IV SURVEY AND WAS CONDUCTED IN ACCORDANCE WITH RULE 0820-03.11 (GLOBAL POSITION SYSTEMS SURVEYS) ACCORDING TO THE CURRENT TENNESSEE MINIMUM STANDARDS OF PRACTICE AS PROMULGATED BY THE TENNESSEE STATE BOARD OF EXAMINERS FOR LAND SURVEYORS. THIS SURVEY WAS CONDUCTED WITH DUAL-FREQUENCY RTK GPS BASED ON AN OPUS-CORRECTED AUTONOMOUS SOLUTION UTILIZING A BASE AND ROVER.
   a. POSITIONAL ACCURACY: 0.08'
   b. DATE OF SURVEY: 09/29/21
   c. HORIZONTAL ZONE/DATUM: TN-4100/NAD83(2011) - TENNESSEE STATE PLANE COORDINATES.
   d. OCCUPATIONS FOR CONTROL POINTS ARE 3 MINUTES EACH, SIDE SHOTS ARE 3 SECONDS.
   e. VERTICAL DATUM: NAVD88 (GEOID03, GRID 7 REVISED)
   f. NO COMBINED GRID FACTORS WERE USED.
13. THE CONTOURS SHOWN HEREON WERE DERIVED FROM LIDAR DATA [POST PROCESSED KINEMATIC (PPK) USING STATE PLANE COORDINATES AND VERTICAL DATUM NAVD88 (GEOID03], AND INCLUDE SEVERAL DIFFERENT LAND-COVER CLASSES WHICH HAVE BEEN COMPILED TO MEET OR EXCEED THE NATIONAL MAP ACCURACY STANDARDS (NMAS) OF A 2 FOOT EQUIVALENT CONTOUR INTERVAL AT 95 PERCENT CONFIDENCE LEVEL. THIS MEETS OR EXCEEDS A VERTICAL ACCURACY EQUAL TO NATIONAL STANDARDS FOR SPATIAL DATA ACCURACY (NSSDA) = 1.9600*.61(RMSE(Z)) (NORMALLY DISTRIBUTED ERROR) = 1.19 FT, AS SET FORTH BY THE AMERICAN SOCIETY FOR PHOTOGRAMMETRY AND REMOTE SENSING (ASPRS) VERSION 1.0. RANDOM SHOTS TAKEN ACROSS THE SITE YIELD AN ACTUAL VERTICAL ACCURACY OF +/- 0.12 FT.
14. THERE WAS NO EVIDENCE OF RECENT EARTH MOVING AT THE TIME OF SURVEY.
15. THERE ARE NO KNOWN CHANGES TO THE STREET ROW AT THE TIME OF SURVEY.
16. THERE WAS NO EVIDENCE OF DELINEATED WETLANDS AT THE TIME OF SURVEY.
17. THERE WAS NO EVIDENCE OF ENCROACHMENTS AT THE TIME OF SURVEY.
18. THIS IS A VACANT TRACT OF LAND.



VICINITY MAP
NOT TO SCALE

CERTIFICATION OF SURVEY FOR ALTA/NSPS LAND TITLE SURVEYS

TO: (I) STEADFAST DEVELOPMENT HOLDING, INC., AND (II) CHICAGO TITLE INSURANCE COMPANY.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 8, 11(OBSERVED), 13, 14, 16, 17, 18, AND 19, OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 9/29/21.

JOEY C. WILSON II, PE, RLS
TN PE NO. 106976 10/01/21
TN RLS NO. 2089

JOEY C. WILSON II REGISTERED LAND SURVEYOR AGRICULTURE COMMERCE TENNESSEE NO. 2089 10/01/21

CONTROL TABLE

1000	N 470,519.69'	E 1,650,948.26'	EL 579.36'	IP (BASE)
1004	N 471,492.35'	E 1,650,868.58'	EL 565.23'	TARGET IP
1005	N 472,209.82'	E 1,650,380.55'	EL 566.50'	TARGET IP
1006	N 472,356.06'	E 1,649,672.27'	EL 569.39'	TARGET IP
1008	N 471,947.16'	E 1,649,716.44'	EL 573.51'	TARGET IP
1009	N 470,785.61'	E 1,649,517.39'	EL 587.61'	TARGET IP
1010	N 470,423.81'	E 1,649,224.57'	EL 616.98'	TARGET IP
1011	N 469633.46'	E 1,649,592.57'	EL 627.59'	TARGET IP
1012	N 469,401.83'	E 1,650,243.63'	EL 611.36'	TARGET IP
1013	N 469,953.75'	E 1,650,429.46'	EL 584.70'	TARGET IP

PROJECT CONTROL: TENNESSEE STATE PLANE COORDINATES. NAD83(2011), NAVD88(GEOID03 GRID 7 REVISED). NO DATUM ADJUSTMENT.

200 0 100 200 400
GRAPHIC SCALE: 1" = 200'

LEGEND

IRON PIN FOUND	BENCH MARK	ELECTRIC METER-BOX	EVERGREEN TREE	UNDERGROUND ELEC (UGE)
IRON PIN SET	WATER METER	ELECTRIC MH	DECIDUOUS TREE	OVERHEAD ELEC (OH)
FENCE POST FOUND	WATER VALVE	LIGHT POLE	HANDICAP PARKING	GAS (GAS)
FENCE POST SET	FIRE HYDRANT	UTILITY POLE	SIGN	COMMUNICATIONS (COM)
CONC. MON. FOUND	SANITARY SEWER MH	GUY ANCHOR	TURN LANE MARKING	BOUNDARY
CONC. MON. SET	SANITARY SEWER CO	COMMUNICATION BOX	MAIL BOX	CENTERLINE
PK FOUND	AREA DRAIN	COMMUNICATION MH	CEMETERY	FENCE (X)
PK SET	CURB INLET	GAS METER	SANITARY SEWER (8" SA)	WATER FEATURE
NON MONUMENTED POINT	STORM MH	GAS VALVE	WATER (4" W)	TREE LINE

NO.	DATE	COMMENT

WILSON&ASSOCIATES, P.C.
Engineering/Surveying/Environmental
108 Beasley Drive
Franklin, TN
37064
615.794.2275

ALTA/NSPS LAND TITLE SURVEY
MAP 89, PARCEL 41.03 (PART)
HAMPSHIRE PIKE - COLUMBIA
MAURY COUNTY, TENNESSEE
FOR: STEADFAST DEVELOPMENT HOLDINGS, INC.

DRAWN BY: JEC
APPVD. BY: JCW II
DATE 10/01/2021
PROJ. No. 21-1752
SCALE: 1" = 200'
SHEET No.
1 OF 1

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Drawing name: K:\NSH_LDEV\116332003 - steadfast hampshire pike\4-CAD\hampshire pike townhomes - preliminary plat\plan sheets\C1-00 EXISTING CONDITIONS.dwg C1-00 EXISTING CONDITIONS Apr 24, 2025 9:54am by cotton.dorris


HAMPSHIRE PIKE
(100' RIGHT OF WAY)
POINT OF BEGINNING
CAPPED IRON ROD (NEW)
NORTH: 469,322.85 FEET
EAST: 1,650,304.20 FEET
E & R APARTMENTS, LLC
MAP 100B, GROUP A, PARCEL 12
BOOK R2216, PAGE 940
HAROLD R. LAWSON AND WIFE,
BERNICE H. LAWSON
MAP 89P, GROUP C, PARCEL 1
BOOK 547, PAGE 754
CHERRY SPRINGS
SUBDIVISION
SECTION 1
PLAT BOOK 15, PAGE 281
CHERRY SPRINGS
SUBDIVISION
SECTION 2
TRACT B
PLAT BOOK 21, PAGE 22
TRACY K SEIBER AND WIFE,
CRISTINA M. SEIBER
MAP 89P, PARCEL 2.07
BOOK R2824, PAGE 1293
PLAT BOOK P1, PAGE 488
RAY G. PACE AND WIFE,
GALE C. PACE
MAP 89, PARCEL 41.03
BOOK R1507, PAGE 954
TOTAL AREA
67.284 ACRES
2,930,850 SQ.FT.
TEMPORARY SEDIMENT BASIN FROM PREVIOUS DEVELOPMENT
FLOODPLAIN
4.2 AC.
FLOODPLAIN
3.9 AC.
FLOODPLAIN
4.7 AC.
EAST TENNESSEE NATURAL GAS, LLC
BOOK 383, PAGE 386
EXCEPTION 1.5' PIPELINE EASEMENT
BOOK 383, PAGE 386
EXCEPTION 1.5' PIPELINE EASEMENT
BOOK R2824, PAGE 1293
EXCEPTIONS 1.5' & 50' PIPELINE EASEMENTS

HATCHED AREA INCLUDED IN PREVIOUS PRELIMINARY PLAT / DEVELOPMENT PLAN APPROVALS, NOT INCLUDED IN THE OVERALL DEVELOPMENT PLAN CALCULATIONS ASSOCIATED WITH THIS DEVELOPMENT APPLICATION, INCLUDING THE MULTIFAMILY PARCEL, 11 SINGLE FAMILY LOTS, STREETS A, B, AND C

SEE SHEET C2-10 FOR ENLARGEMENT

SEE SHEET C2-11 FOR ENLARGEMENT

1300' PLAYGROUND COVERAGE

HAMPSHIRE PIKE / PRINCIPAL ARTERIAL

PROPERTY LINE TYP.

FUTURE COMMERCIAL PAD 1.55 AC

CIVIC SPACE - POCKET PARK B 1.00 AC

22-0131 - HAMPSHIRE PIKE DEVELOPMENT - PRELIMINARY PLAT

CIVIC SPACE - POCKET PARK A 0.05 AC

FUTURE COMMERCIAL PAD 1.09 AC

FUTURE COMMERCIAL PAD 1.19 AC

22-0131 - HAMPSHIRE PIKE DEVELOPMENT - PRELIMINARY PLAT

CIVIC SPACE - NATURAL AREA 10.45 AC

NATURE FOOT PATH (GRAVEL)

RETAINING WALL TYP.

WATER QUALITY POND TYP.

FUTURE COMMERCIAL PAD 0.64 AC

OLD WILLIAMSPORT PIKE / MINOR ARTERIAL

CIVIC SPACE - POCKET PARK C 0.07 AC

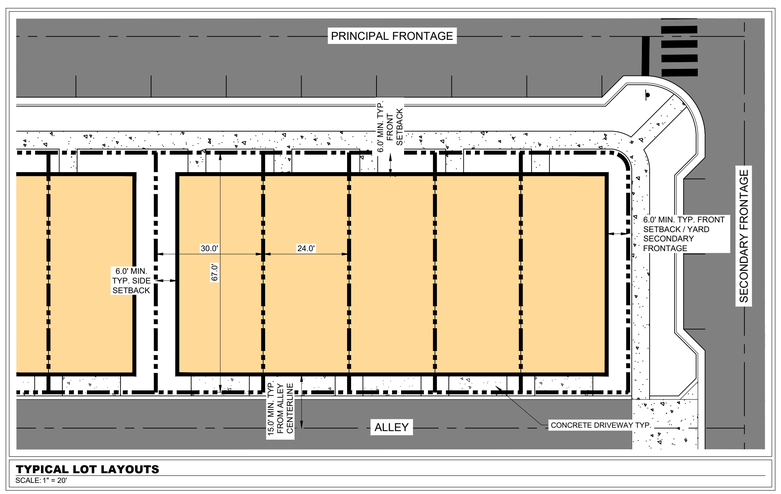
CIVIC SPACE - POCKET PARK D 0.07 AC

WATER QUALITY POND TYP.

PROPERTY LINE TYP.

1300' PLAYGROUND COVERAGE

HATCHED AREA EXCLUDED FROM ALL AREA, ENFRONTMENT, AND DENSITY TOTALS



TYPICAL LOT LAYOUTS
SCALE: 1" = 20'

SITE DATA TABLE

PROJECT NAME:	HAMPSHIRE PIKE
PROPERTY ADDRESS:	1242 HAMPSHIRE PIKE COLUMBIA, TN 38401
MAP AND PARCEL ID:	MAP 089 PARCEL 04103 000
EXISTING ZONING:	CD-4
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	TOWN HOMES
SITE AREA (AC):	32.60 AC
SITE AREA (SF):	1,420,129 SF
DENSITY	
PROPOSED:	
TOWNHOMES (24' x 56' TYP.):	143 DU
*SF LOTS (96' x 115' TYP.):	11 DU
TOTAL UNITS:	**154 DU**
**DENSITY:	4.39 UNITS/ACRE
MIN. LOT SIZE:	1,608 SF
UNITS FRONTING PEDESTRIAN PATH:	12 UNITS (8%)
TYPICAL LOT SETBACKS:	
MIN. FRONT SETBACK:	6 FT
MIN. SIDE SETBACK:	6 FT
MIN. REAR SETBACK:	15 FT FROM ALLEY C.L.
REQUIRED CIVIC USE SPACE:	5% OF TOTAL AREA 1.63 AC
PROVIDED CIVIC USE SPACE:	36% OF TOTAL AREA 11.64 AC
CIVIC SPACE LIST:	
POCKET PARK A:	0.05 AC
POCKET PARK B:	1.00 AC
POCKET PARK C:	0.07 AC
POCKET PARK D:	0.07 AC
NATURAL AREA:	10.45 AC
REQUIRED PARKING:	
TOWNHOMES	286 SPACES
SF LOTS:	22 SPACES
TOTAL REQUIRED:	**308 SPACES (2 PER DU)**
PROPOSED PARKING:	
GARAGE PARKING:	308 SPACES
DRIVEWAY PARKING:	22 SPACES
TOTAL DU PARKING:	**330 SPACES**
ON-STREET PARKING:	102 SPACES
TOTAL PARKING PROVIDED:	**432 SPACES**

*SF LOTS INCLUDED IN 22-0131 - HAMPSHIRE PIKE MIXED USE DEVELOPMENT - PRELIMINARY PLAT
**SF LOTS EXCLUDED FROM DENSITY AND FRONTAGE CALCULATIONS

BUILDING FRONTAGE REQUIREMENTS

TOTAL BUILDING FRONTAGE:	4,032 LF*
RESIDENTIAL FRONTAGE: (143 DU x 24 LF)	3,432 LF (85%)
COMMERCIAL FRONTAGE:	600 LF (15%)

*REQUIRED FRONTAGE MIX: 85% MAX RESIDENTIAL, 15% MIN COMMERCIAL

ENFRONTMENT LINETYPE LEGEND

COMMERCIAL ENFRONTMENT

RESIDENTIAL ENFRONTMENT

COORDINATES ARE NAD83. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

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

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HAMPSHIRE PIKE TOWNHOMES AND SINGLE-FAMILY
COLUMBIA, TN

COLTON L. DORRIS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 135948
STATE OF TENNESSEE
04/24/2025

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	WSI
DRAWN BY:	WSI
CHECKED BY:	CLD
DATE:	03/17/2025
KIMLEY-HORN PROJECT NO.	118332003

PRELIMINARY PLAT - OVERALL

SHEET NUMBER
C2-00

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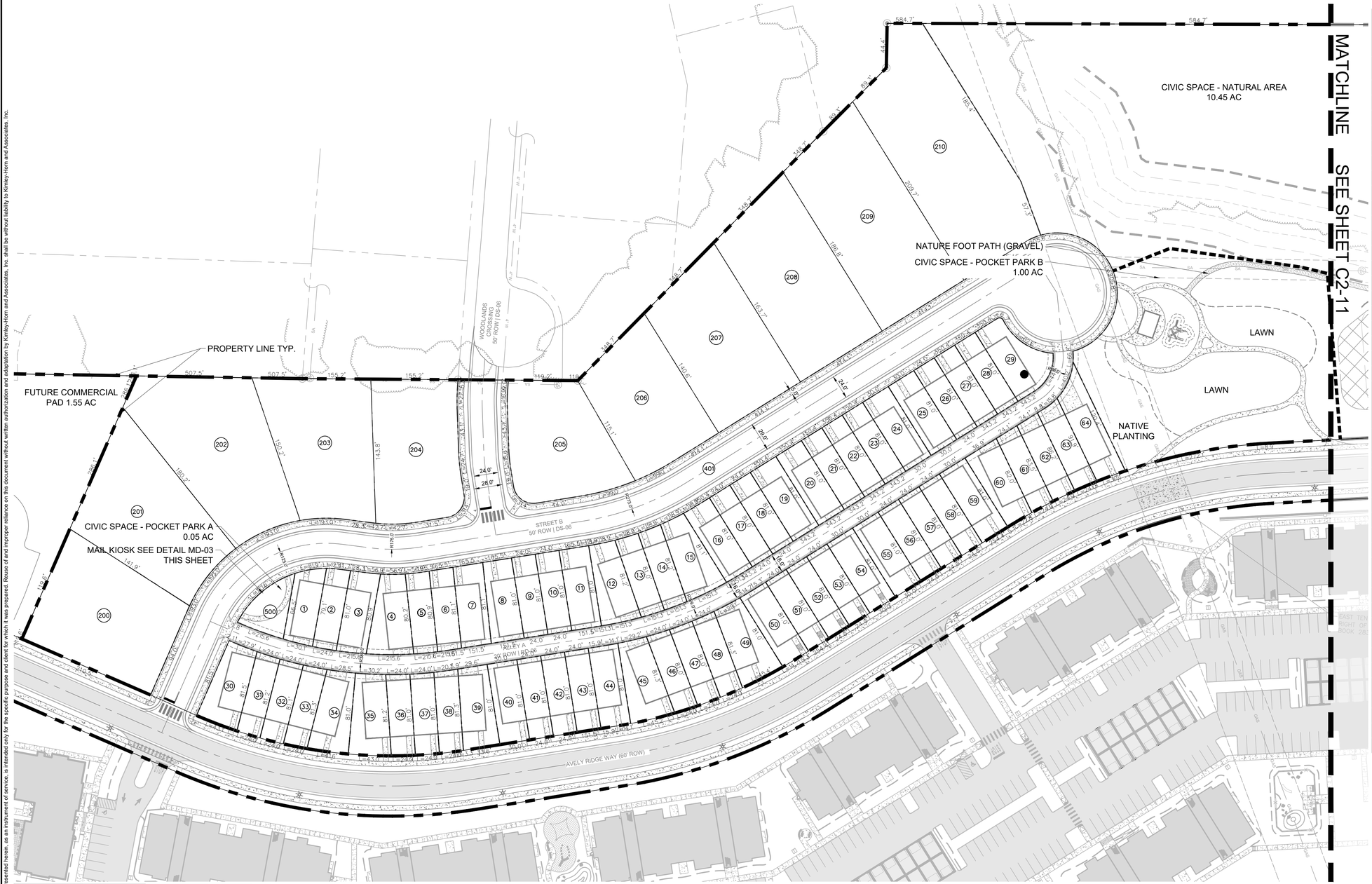
Drawing name: K:\NSH_LDEV\118332003 - steadfast hampshire pike\4-CADD\hampshire pike townhomes - preliminary plat\plansheets\C2-00 SITE LAYOUT - OVERALL.dwg C2-00 SITE LAYOUT - OVERALL Apr 24, 2025 9:55am by: colton.dorris



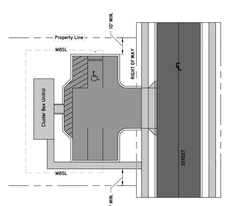
PARCEL AREA TABLE			PARCEL AREA TABLE		
LOT NO.	ACRES	SQ. FT.	LOT NO.	ACRES	SQ. FT.
1	0.05	2217	21	0.04	1944
2	0.04	1931	22	0.04	1944
3	0.06	2430	23	0.04	1944
4	0.07	2882	24	0.06	2430
5	0.04	1931	25	0.06	2430
6	0.04	1946	26	0.04	1944
7	0.06	2433	27	0.04	1944
8	0.06	2516	28	0.04	1944
9	0.04	1944	29	0.07	3121
10	0.04	1944	30	0.07	2973
11	0.06	2430	31	0.04	1953
12	0.06	2732	32	0.04	1948
13	0.04	1946	33	0.04	1949
14	0.04	1946	34	0.07	2839
15	0.06	2816	35	0.07	2964
16	0.06	2431	36	0.04	1945
17	0.04	1944	37	0.04	1943
18	0.04	1944	38	0.04	1948
19	0.06	2430	39	0.06	2694
20	0.06	2430	40	0.06	2430

PARCEL AREA TABLE			PARCEL AREA TABLE		
LOT NO.	ACRES	SQ. FT.	LOT NO.	ACRES	SQ. FT.
41	0.04	1944	61	0.05	1984
42	0.04	1944	62	0.05	2034
43	0.04	1944	63	0.05	2120
44	0.06	2430	64	0.07	3092
45	0.07	3014	200	0.35	15148
46	0.04	1947	201	0.36	15502
47	0.04	1944	202	0.40	17569
48	0.04	1947	203	0.31	13637
49	0.07	3019	204	0.28	12115
50	0.06	2430	205	0.26	11498
51	0.04	1944	206	0.28	12080
52	0.04	1944	207	0.34	14605
53	0.04	1944	208	0.39	16822
54	0.06	2430	209	0.44	19035
55	0.06	2430	210	0.52	22855
56	0.04	1944	500	0.05	1992
57	0.04	1944			
58	0.04	1944			
59	0.06	2430			
60	0.06	2628			

NOTES:

FOR 75 OR LESS CBU'S AT A SINGLE LOCATION
1. CLUSTER BOX UNITS (CBU'S) SHALL MEET USPS STANDARDS.
2. CBU'S MAY BE LOCATED WITHIN THE RIGHT OF WAY
3. CBU'S SHALL BE LOCATED OUTSIDE OF THE PAVED OR SIDEWALK.
4. CBU'S SHOULD BE PLACED ALONG MINOR LOCAL ROADWAYS OR EQUIVALENT. FOR PLACEMENT ALONG COLLECTOR AND ARTERIAL ROADWAYS, FOLLOW THE STANDARDS BELOW, "FOR MORE THAN 75 CBU'S AT A SINGLE LOCATION".

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



CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	MAIL CLUSTER BOX UNITS	DATE 6/9/2022
STANDARD DETAILS	(NTS)	MD-03

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

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10 Lea Avenue, Suite 400 Nashville, TN 37210
Main: 615.564.2701 | www.kimley-horn.com
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HAMPSHIRE PIKE TOWNHOMES AND SINGLE-FAMILY
COLUMBIA, TN

COLTON L. DORRIS
REGISTERED ENGINEER
AGRICULTURE
ARCHITECTURE
COMMERCE
No. 129008
STATE OF TENNESSEE
04/24/2025

No.	REVISIONS	DATE	BY
1			
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DESIGNED BY: ___
DRAWN BY:
CHECKED BY: ___
DATE: 03/17/2025
KIMLEY-HORN PROJECT NO. 118332003

PRELIMINARY PLAT - ENLARGEMENT

SHEET NUMBER
C2-10

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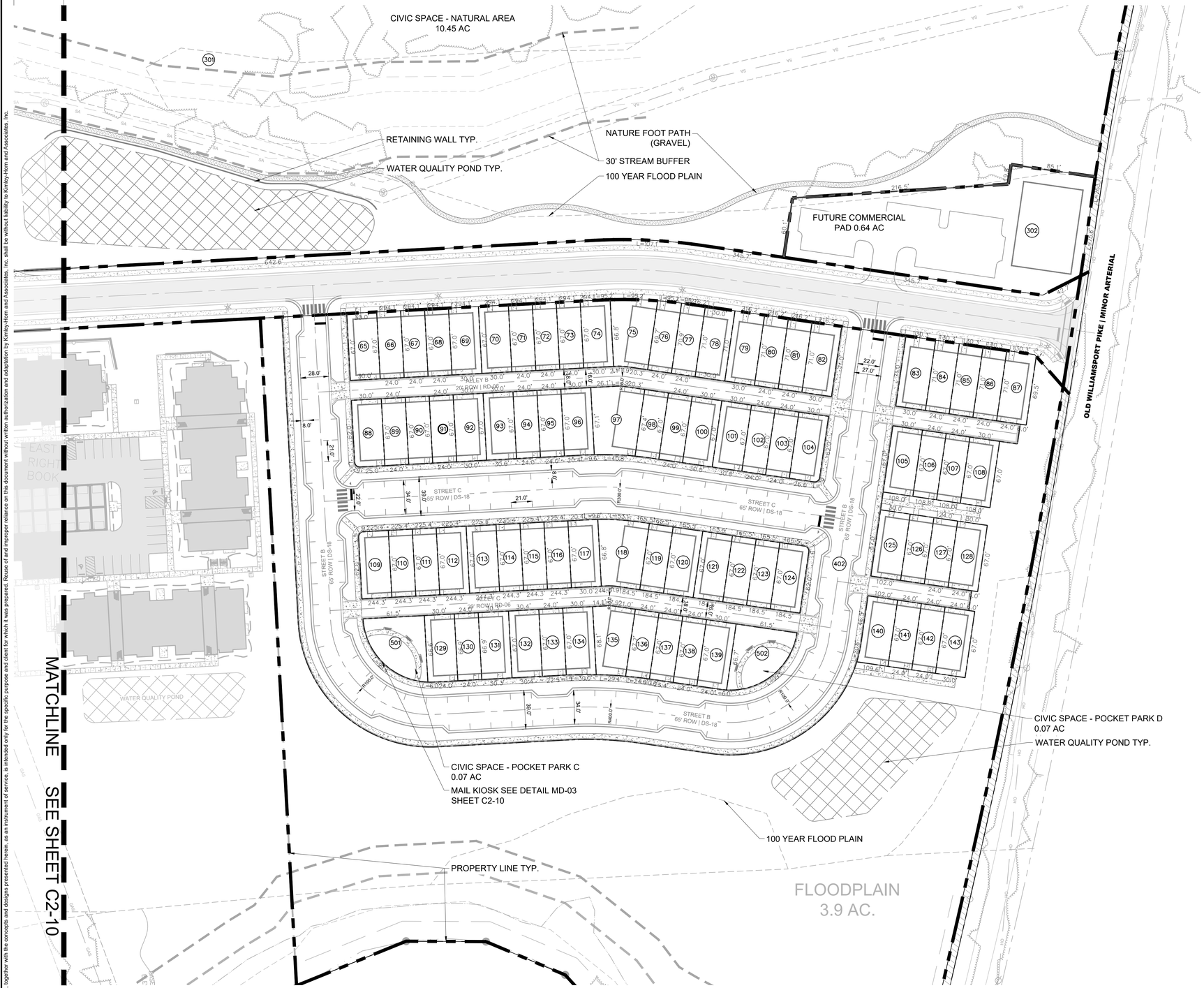

PARCEL AREA TABLE			PARCEL AREA TABLE			PARCEL AREA TABLE		
LOT NO.	ACRES	SQ. FT.	LOT NO.	ACRES	SQ. FT.	LOT NO.	ACRES	SQ. FT.
65	0.05	2010	85	0.04	1704	105	0.05	2010
66	0.04	1608	86	0.04	1704	106	0.04	1608
67	0.04	1608	87	0.05	2129	107	0.04	1608
68	0.04	1608	88	0.05	2005	108	0.05	2010
69	0.05	2010	89	0.04	1608	109	0.05	2005
70	0.05	2010	90	0.04	1608	110	0.04	1608
71	0.04	1608	91	0.04	1608	111	0.04	1608
72	0.04	1608	92	0.05	2010	112	0.05	2010
73	0.04	1608	93	0.05	2010	113	0.05	2010
74	0.05	2009	94	0.04	1608	114	0.04	1608
75	0.06	2781	95	0.04	1608	115	0.04	1608
76	0.04	1690	96	0.05	2010	116	0.04	1608
77	0.04	1704	97	0.07	3229	117	0.05	2009
78	0.05	2130	98	0.04	1610	118	0.07	3021
79	0.05	2130	99	0.04	1608	119	0.04	1608
80	0.04	1704	100	0.05	2010	120	0.05	2010
81	0.04	1704	101	0.05	2010	121	0.05	2010
82	0.05	2130	102	0.04	1608	122	0.04	1608
83	0.05	2130	103	0.04	1608	123	0.04	1608
84	0.04	1704	104	0.05	2005	124	0.05	2005

PARCEL AREA TABLE			PARCEL AREA TABLE		
LOT NO.	ACRES	SQ. FT.	LOT NO.	ACRES	SQ. FT.
125	0.05	2010	502	0.07	3143
126	0.04	1608			
127	0.04	1608			
128	0.05	2010			
129	0.05	2009			
130	0.04	1606			
131	0.05	2031			
132	0.05	2035			
133	0.04	1607			
134	0.05	2020			
135	0.06	2481			
136	0.04	1614			
137	0.04	1608			
138	0.04	1608			
139	0.05	2009			
140	0.05	2021			
141	0.04	1608			
142	0.04	1608			
143	0.05	2010			
501	0.07	3136			

COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

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HAMPSHIRE PIKE TOWNHOMES AND SINGLE-FAMILY
COLUMBIA, TN

COLTON L. DORRIS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 132444
STATE OF TENNESSEE
04/24/2025

No.	REVISIONS	DATE	BY
1			
2			
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DESIGNED BY: ___
DRAWN BY: ___
CHECKED BY: ___
DATE: 03/17/2025
KIMLEY-HORN PROJECT NO. 118332003

PRELIMINARY PLAT - ENLARGEMENT

SHEET NUMBER
C2-11

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PRELIMINARY PLAT SUBMITTAL

HAMPSHIRE PIKE MIXED USE

HAMPSHIRE PIKE
COLUMBIA, TN

PRELIMINARY PLAT SUBMITTAL: 5/16/2022
PRELIMINARY PLAT RESUBMITTAL: 6/21/2022

SITE DATA TABLE

SITE ADDRESS	HAMPSHIRE PIKE COLUMBIA, TN, 38401	
TAX MAP	MAP 089 PARCEL 04103 000	
OVERALL AREA	EXISTING	PROPOSED
SITE AREA	67.28 AC	61.39 AC
DEDICATED ROW AREA	N/A	5.89 AC
IMPERVIOUS AREA	0.00 AC	15.68 AC
PERVIOUS AREA	67.28 AC	51.60 AC
DISTURBED AREA	48.79 AC	
BUILDING SETBACKS	REQUIRED	PROVIDED
FRONT	20 FT	VARIES
REAR	20 FT	VARIES
SIDE	10 FT	VARIES

EXISTING AND PROPOSED LOT INFORMATION

LOT NUMBER	ACREAGE (AC)	SQUARE FOOTAGE (SF)	LOT USE
EXISTING LOT	67.28	2,930,900	--
ON-SITE ROW DEDICATION	5.43	236,540	--
HAMPSHIRE PIKE ROW DEDICATION	0.22	9,583	--
OLD WILLIAMSPORT ROW DEDICATION	0.23	10,019	--
LOT A	1.55	67,581	COMMERCIAL
LOT B	1.29	56,392	COMMERCIAL
LOT C	1.57	68,313	COMMERCIAL
LOT D	24.01	1,045,757	MULTIFAMILY
LOT E	13.07	569,202	VACANT
LOT F	4.56	198,414	VACANT
LOT G	12.11	527,438	VACANT
LOT 1	0.35	15,213	SINGLE FAMILY
LOT 2	0.37	16,091	SINGLE FAMILY
LOT 3	0.41	18,013	SINGLE FAMILY
LOT 4	0.28	12,244	SINGLE FAMILY
LOT 5	0.23	9,837	SINGLE FAMILY
LOT 6	0.31	13,624	SINGLE FAMILY
LOT 7	0.22	9,583	SINGLE FAMILY
LOT 8	0.31	13,585	SINGLE FAMILY
LOT 9	0.37	15,986	SINGLE FAMILY
LOT 10	0.32	13,754	SINGLE FAMILY
LOT 11	0.45	19,427	SINGLE FAMILY

EXISTING PROPERTY SUMMARY

PROPERTY ADDRESS:	HAMPSHIRE PIKE COLUMBIA, TN
MAP AND PARCEL ID:	MAP 089, PARCEL 04103 000
U.S. FEMA FIRM PANEL:	47119C0280E DATED 4/16/2007
EXISTING ZONING:	MRC
EXISTING LAND USE:	UNDEVELOPED



VICINITY MAP
NOT TO SCALE

CITY OF COLUMBIA
MAURY COUNTY, TN

SHEET INDEX

Sheet Number	Sheet Title
C0-00	COVER
X1-00	ALTA NSPS LAND TITLE SURVEY
C1-01	SLOPE ANALYSIS
C2-00	SITE LAYOUT
C2-01	ALIGNMENT GEOMETRY
C4-00	GRADING AND DRAINAGE PLAN
C4-01	PHASING PLAN
C6-00	UTILITY PLAN

OWNER / DEVELOPER

STEADFAST COMPANIES

STEADFAST COMPANIES
18100 VON KARMAN AVENUE, SUITE 500
IRVINE,CA, 92612
PHONE: (949) 518-2191
CONTACT: PATRICK WOEPSE

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EMAIL: JERMAINE.COOPER@CPWS.COM

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EMAIL: RFILIPKOWSKI@COLUMBIATN.COM

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EMAIL: TCOBB@COLUMBIATN.COM

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TENNESSEE DEPARTMENT OF TRANSPORTATION
REGION 3 TRAFFIC ENGINEER
660 CENTENNIAL BLVD
NASHVILLE, TN 37243
PHONE: (615) 350-4300

NATURAL GAS
ATMOS ENERGY
810 CRESCENT CENTER DR, #600,
FRANKLIN, TN 37064
PHONE: (615) 509-4051
CONTACT: ABBY DAVIS
EMAIL: ABBY.DAVIS@ATMOSENERGY.COM

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AT&T
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Kimley»Horn

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PLAN REVISIONS

REVISION NO.	DATE	REMARKS

FILE NUMBER	SHEET NUMBER	TOTAL SHEETS
118332003	C0-00	8

ENGINEER'S SEAL

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6/21/2022

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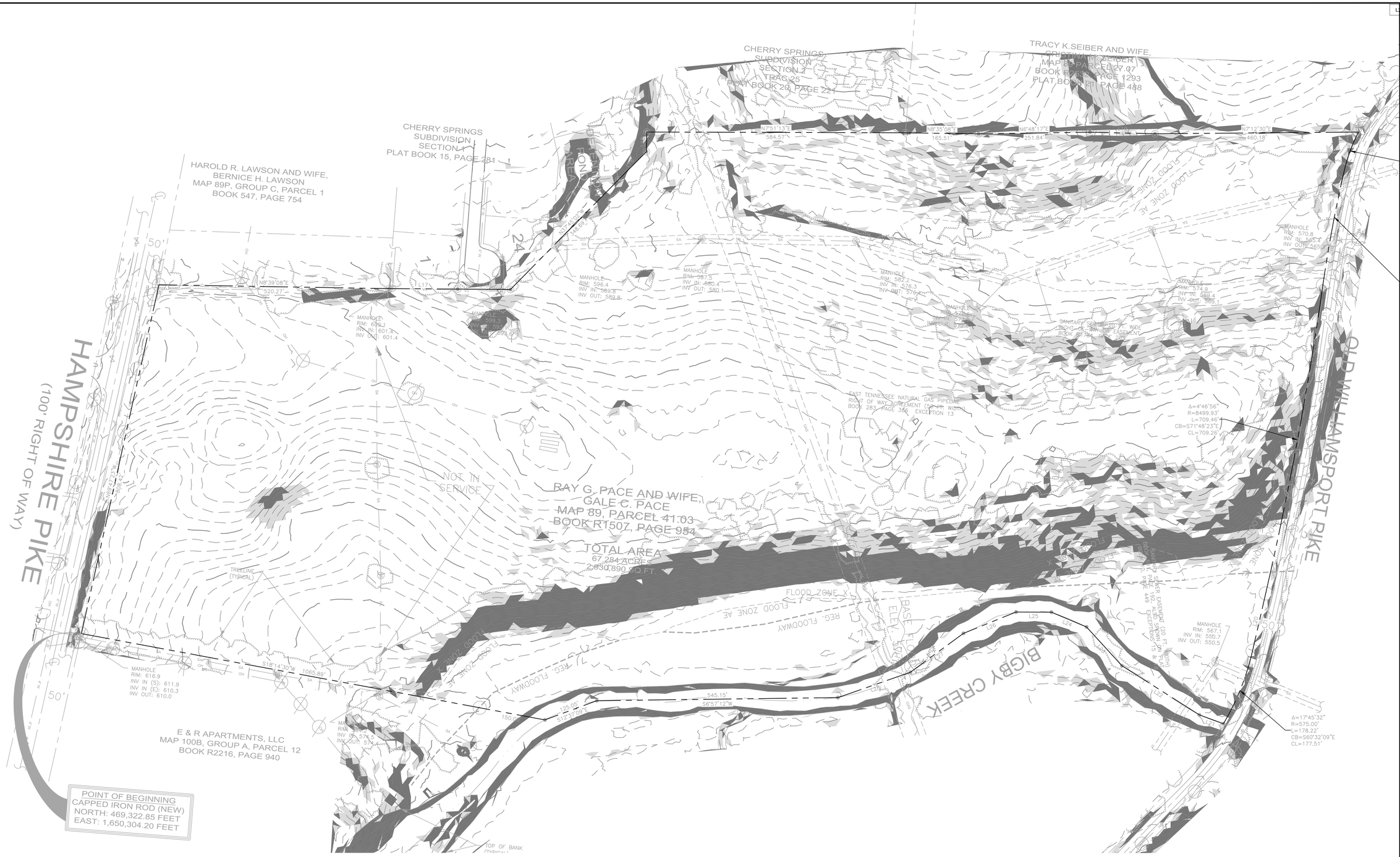

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HAMPSHIRE PIKE MIXED USE PRELIMINARY PLAT

COLUMBIA, TN

KELLEY FRANK REGISTERED ENGINEER AGRICULTURE COMMERCE No. 122094 STATE OF TENNESSEE

6/21/2022

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SLOPE ANALYSIS

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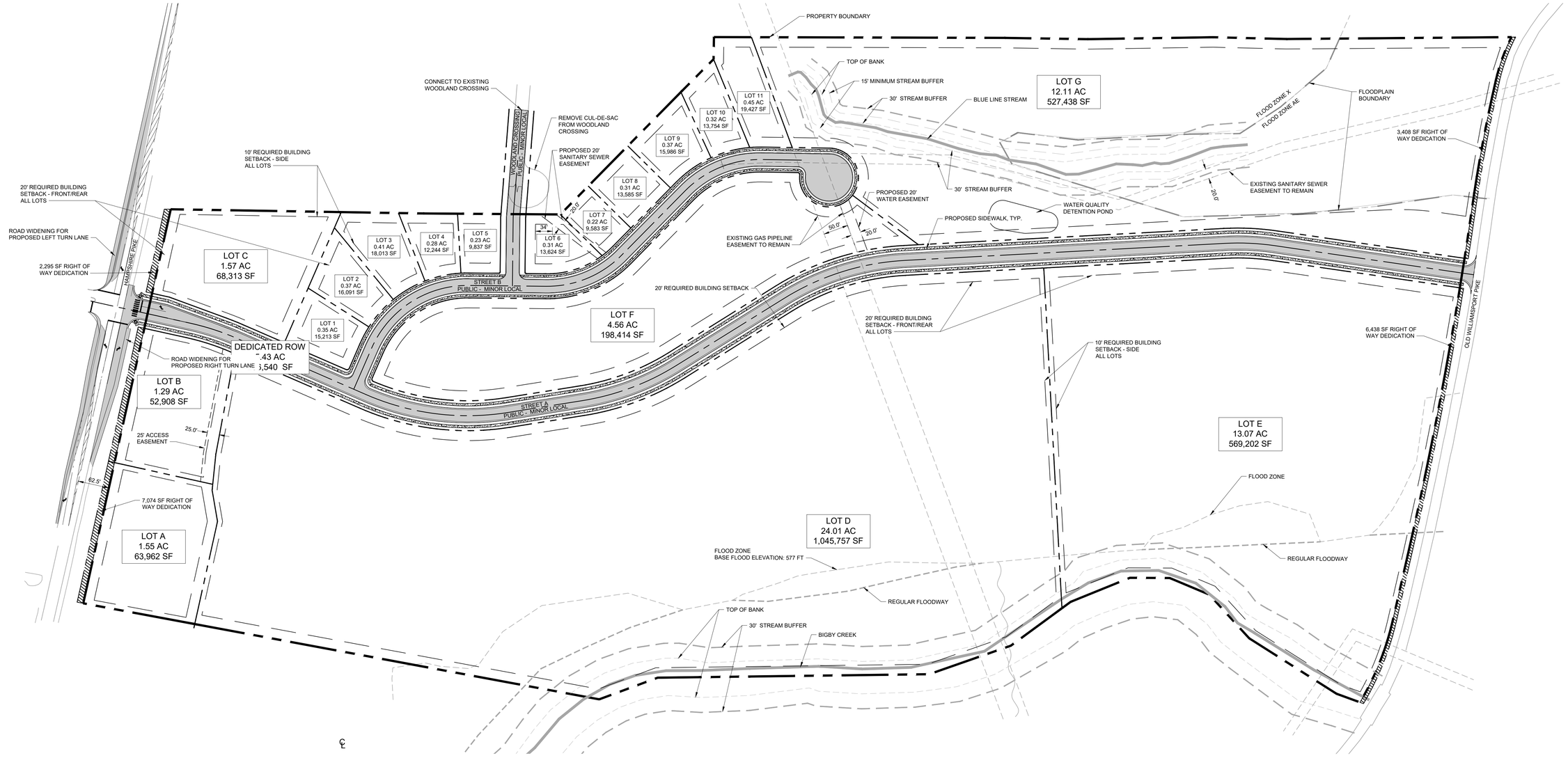
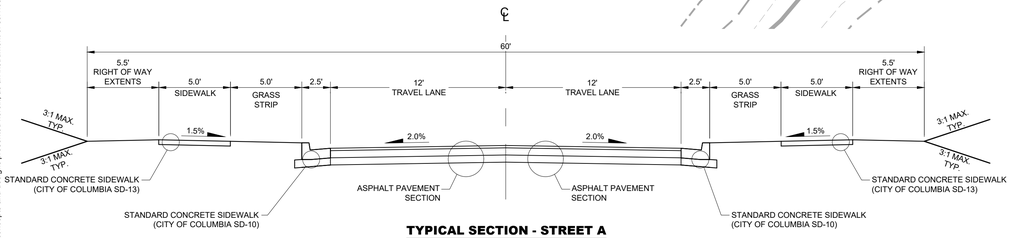
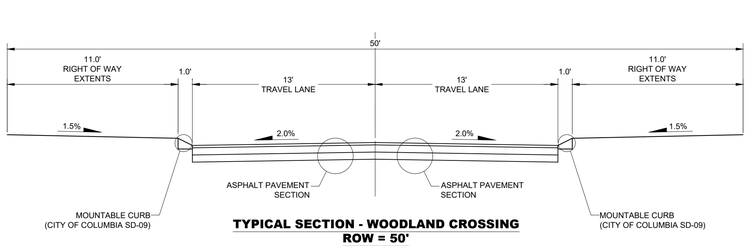
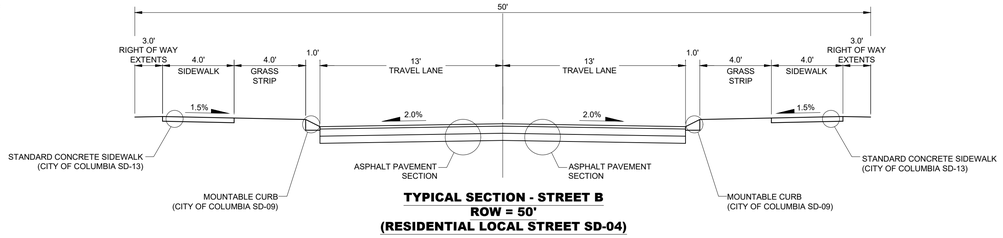




TYPICAL SECTION - STREET A
ROW = 60'
(MINOR COLLECTOR SD-03)



TYPICAL SECTION - WOODLAND CROSSING
ROW = 50'



TYPICAL SECTION - STREET B
ROW = 50'
(RESIDENTIAL LOCAL STREET SD-04)

EXISTING AND PROPOSED LOT INFORMATION

LOT NUMBER	ACREAGE (AC)	SQUARE FOOTAGE (SF)	LOT USE
EXISTING LOT	67.28	2,930,900	--
ON-SITE ROW DEDICATION	5.44	237,159	--
HAMPSHIRE PIKE ROW DEDICATION	0.22	9,583	--
OLD WILLIAMSPORT ROW DEDICATION	0.23	10,019	--
LOT A	1.55	67,581	COMMERCIAL
LOT B	1.29	56,392	COMMERCIAL
LOT C	1.64	71,603	COMMERCIAL
LOT D	24.01	1,045,757	MULTIFAMILY
LOT E	13.07	569,202	VACANT
LOT F	4.56	198,414	VACANT
LOT G	12.11	527,438	VACANT
LOT 1	0.35	15,213	SINGLE FAMILY
LOT 2	0.37	16,091	SINGLE FAMILY
LOT 3	0.41	18,013	SINGLE FAMILY
LOT 4	0.28	12,244	SINGLE FAMILY
LOT 5	0.23	9,837	SINGLE FAMILY
LOT 6	0.31	13,624	SINGLE FAMILY
LOT 7	0.22	9,583	SINGLE FAMILY
LOT 8	0.31	13,585	SINGLE FAMILY
LOT 9	0.37	15,986	SINGLE FAMILY
LOT 10	0.32	13,754	SINGLE FAMILY
LOT 11	0.45	19,427	SINGLE FAMILY

US FEMA FIRM PANEL

U.S. FEMA FIRM PANEL: 47119C0280E DATED 4/16/2007

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PRELIMINARY PLAT
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KELLEY FRANK FOSTER — REGISTERED ENGINEER — STATE OF TENNESSEE — 120984 — CIVIL — KIMLEY-HORN AND ASSOCIATES, INC.

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SITE LAYOUT

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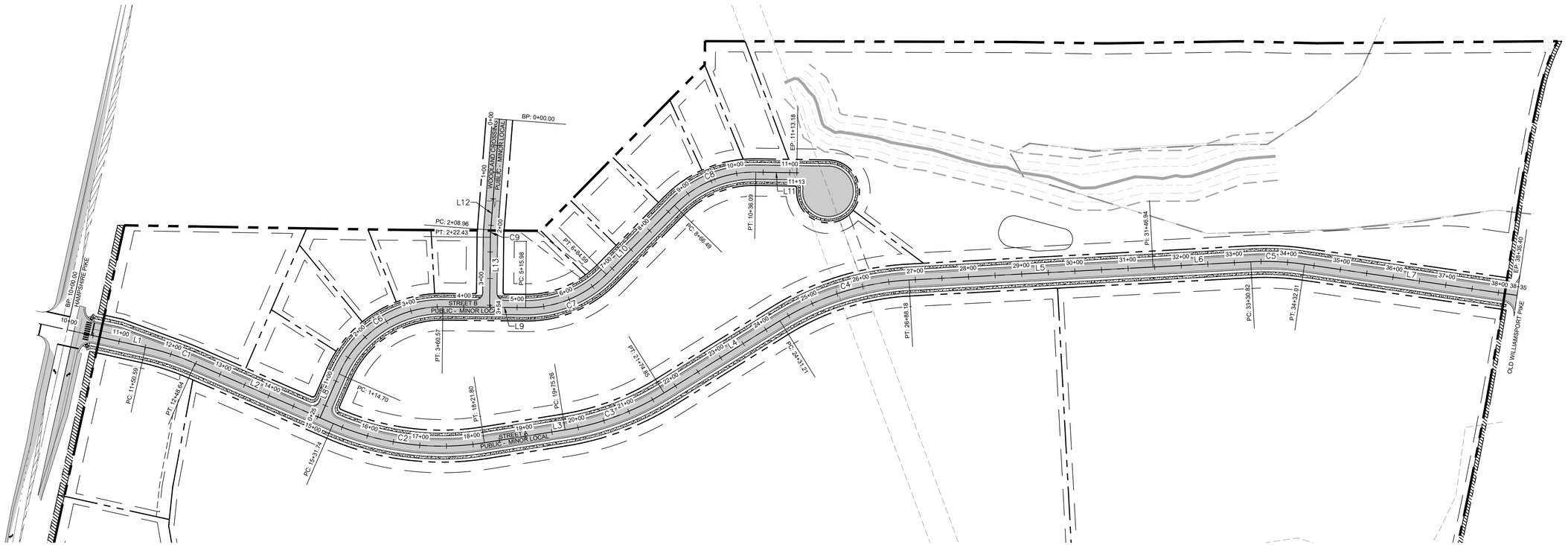

PUBLIC STREET A			
NO.	DELTA OR BRG	RADIUS	LENGTH
C1	Δ=11° 00' 53"	510.0'	98.04'
C2	Δ=32° 35' 10"	510.0'	290.06'
C3	Δ=22° 51' 58"	500.1'	199.59'
C4	Δ=28° 52' 06"	510.0'	256.96'
C5	Δ=11° 22' 08"	510.0'	101.20'
L1	N 20°12'37" E		150.59'
L2	N 31°13'30" E		283.10'
L3	N 1°21'41" W		153.47'
L4	N 24°13'39" W		256.36'
L5	N 4°38'28" E		458.77'
L6	N 4°38'28" E		183.87'
L7	N 16°00'35" E		403.39'

PUBLIC STREET B			
NO.	DELTA OR BRG	RADIUS	LENGTH
C6	Δ=67° 05' 00"	210.0'	245.87'
C7	Δ=46° 00' 14"	210.0'	168.61'
C8	Δ=46° 16' 20"	210.0'	169.60'
L8	N 58°46'30" W		89.70'
L9	N 8°18'30" E		155.41'
L10	N 37°41'44" W		181.90'
L11	N 8°34'35" E		77.09'

WOODLAND CROSSING			
NO.	DELTA OR BRG	RADIUS	LENGTH
C9	Δ=3° 51' 37"	200.0'	13.48'
L12	S 77°49'53" E		208.96'
L13	S 81°41'30" E		131.53'

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HAMPSHIRE PIKE MIXED USE PRELIMINARY PLAT

COLUMBIA, TN

KELLEY FRANK
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 122094
STATE OF TENNESSEE
6/21/2022

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KIMLEY-HORN PROJECT NO. 118332003

ALIGNMENT GEOMETRY

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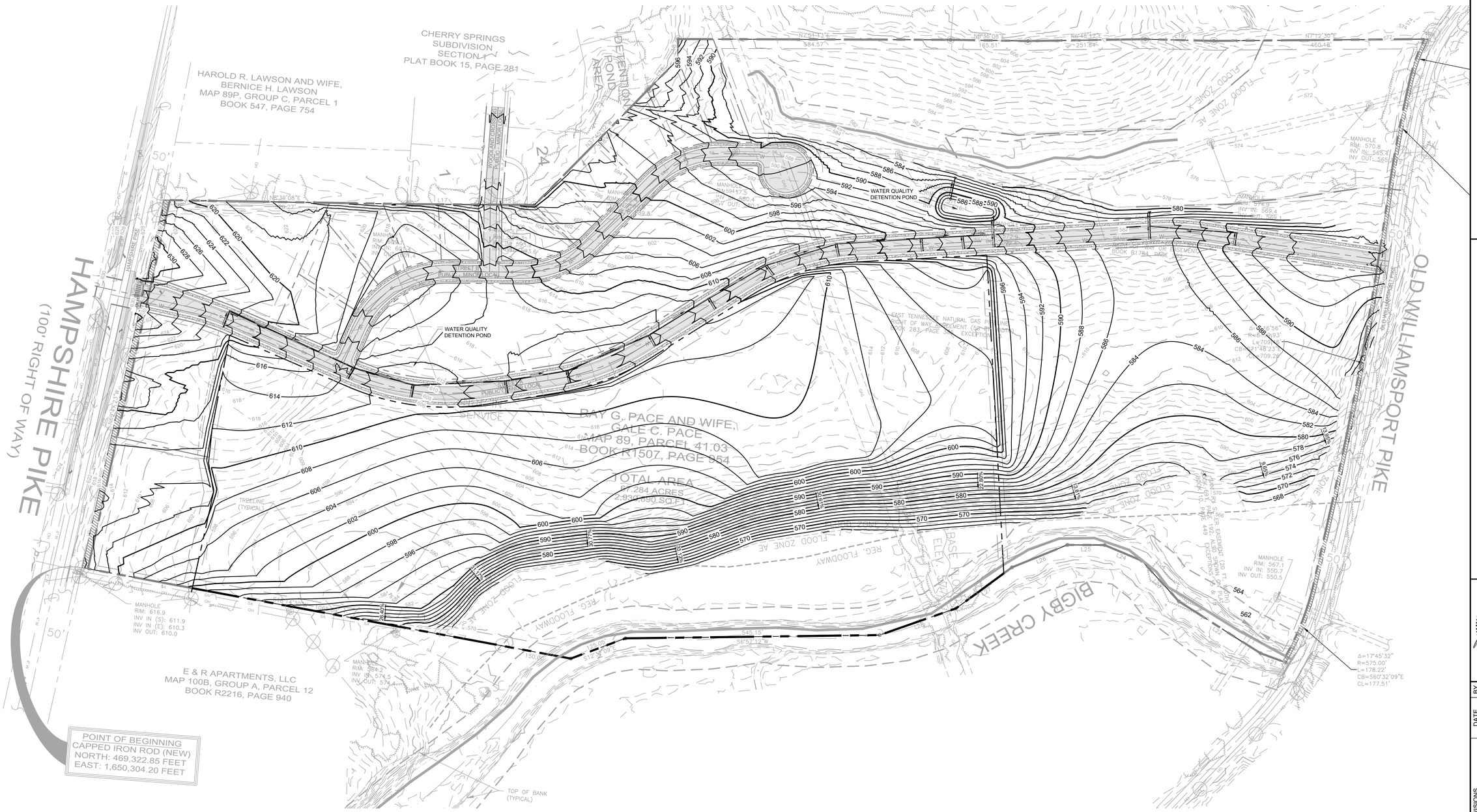

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HAMPSHIRE PIKE MIXED USE PRELIMINARY PLAT

COLUMBIA, TN

KELLEY FRANK REGISTERED ENGINEER AGRICULTURE COMMERCE No. 122094 STATE OF TENNESSEE

6/21/2022

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GRADING AND DRAINAGE PLAN

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PHASING NARRATIVE

PHASE 1: THE INITIAL PHASE WILL CONSIST OF THE ADDITION OF THE SPINE ROAD THAT WILL CONNECT HAMPSHIRE PIKE TO OLD WILLIAMSPORT PIKE. MASS GRADING FOR THE PROPOSED APARTMENT BUILDING SITE WILL ALSO BE INCLUDED IN THIS PHASE. PUBLIC WATER, SANITARY SEWER, AND STORM INFRASTRUCTURE WILL ALSO BE INCLUDED IN THIS PHASE. PHASE 1 WILL INCLUDE CONSTRUCTION OF EASTBOUND AND WESTBOUND LEFT TURN LANES ALONG HAMPSHIRE PIKE AT THE SPINE ROAD, AS WELL AS A WESTBOUND LEFT TURN LANE AT THE SPINE ROAD. TRAFFIC SIGNAL CONSTRUCTION WILL NOT OCCUR UNTIL THE END OF PHASE 3 OR UPON SATISFACTION OF TRAFFIC SIGNAL WARRANTS BASED UPON ACTUAL VEHICLE VOLUMES, WHICHEVER OCCURS FIRST. AREA OF DISTURBANCE: ± 26.9 ACRES

PHASE 2: PHASE 2 WILL CONSIST OF THE CONSTRUCTION OF THE SINGLE FAMILY LOCAL RESIDENTIAL ROAD. WOODLANDS CROSSING WILL ALSO BE EXTENDED TO INTERSECT WITH THE NEW ROAD. THE LOTS ADJACENT TO THE NEW ROAD WILL BE GRADED, AND ALL PUBLIC UTILITIES WILL BE INSTALLED. AREA OF DISTURBANCE: ± 10.3 ACRES. PHASE 2 WILL ALSO INCLUDE MASS GRADING OF THE REMAINING UNDISTURBED AREA ON THE NORTHEAST CORNER OF THE SITE. AREA OF DISTURBANCE: ± 8.4 ACRES

TRAFFIC IMPROVEMENTS INCLUDED IN PHASE 2: THE CONSTRUCTION OF A NORTHBOUND LEFT TURN LANE ON JAMES CAMPBELL BLVD AT THE INTERSECTION OF OLD WILLIAMSPORT PIKE, AND THE RESTRIPING OF THE SOUTHBOUND SHARED THROUGH/LEFT TURN LANE ALONG INDUSTRIAL PARK ROAD AT THE JAMES CAMPBELL INTERSECTION.

PHASE 3: MASS GRADING OF THE THREE FUTURE COMMERCIAL LOTS ADJACENT TO HAMPSHIRE PIKE. THE TRAFFIC SIGNAL AT THE HAMPSHIRE PIKE ENTRANCE WILL ALSO BE CONSTRUCTED AT THE END OF THIS PHASE. AREA OF DISTURBANCE: ± 4.5 ACRES

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HAMPSHIRE PIKE MIXED USE
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PHASING PLAN

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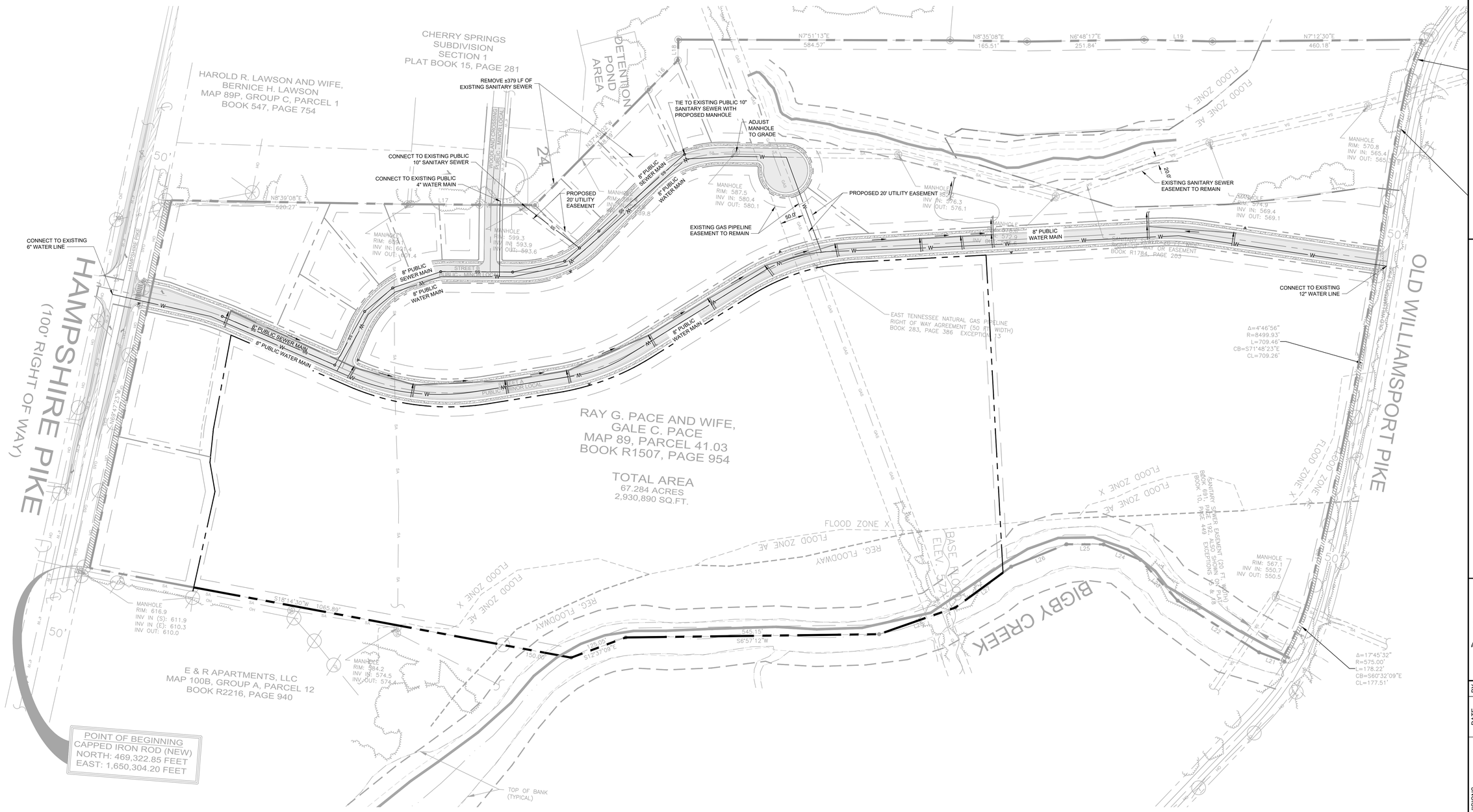

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COLUMBIA, TN

STATE OF TENNESSEE — KELLEY FRANK — REGISTERED ENGINEER — AGRICULTURE — No. 122094 — 6/21/2022

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UTILITY PLAN

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C6-00

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HAMPSHIRE PIKE TOWNHOMES AND SINGLE-FAMILY

COLUMBIA, TN

DRAFT

PRELIMINARY PLANS

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COORDINATES ARE NAD83.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

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ARCHITECTURAL ELEVATION - RENDERING

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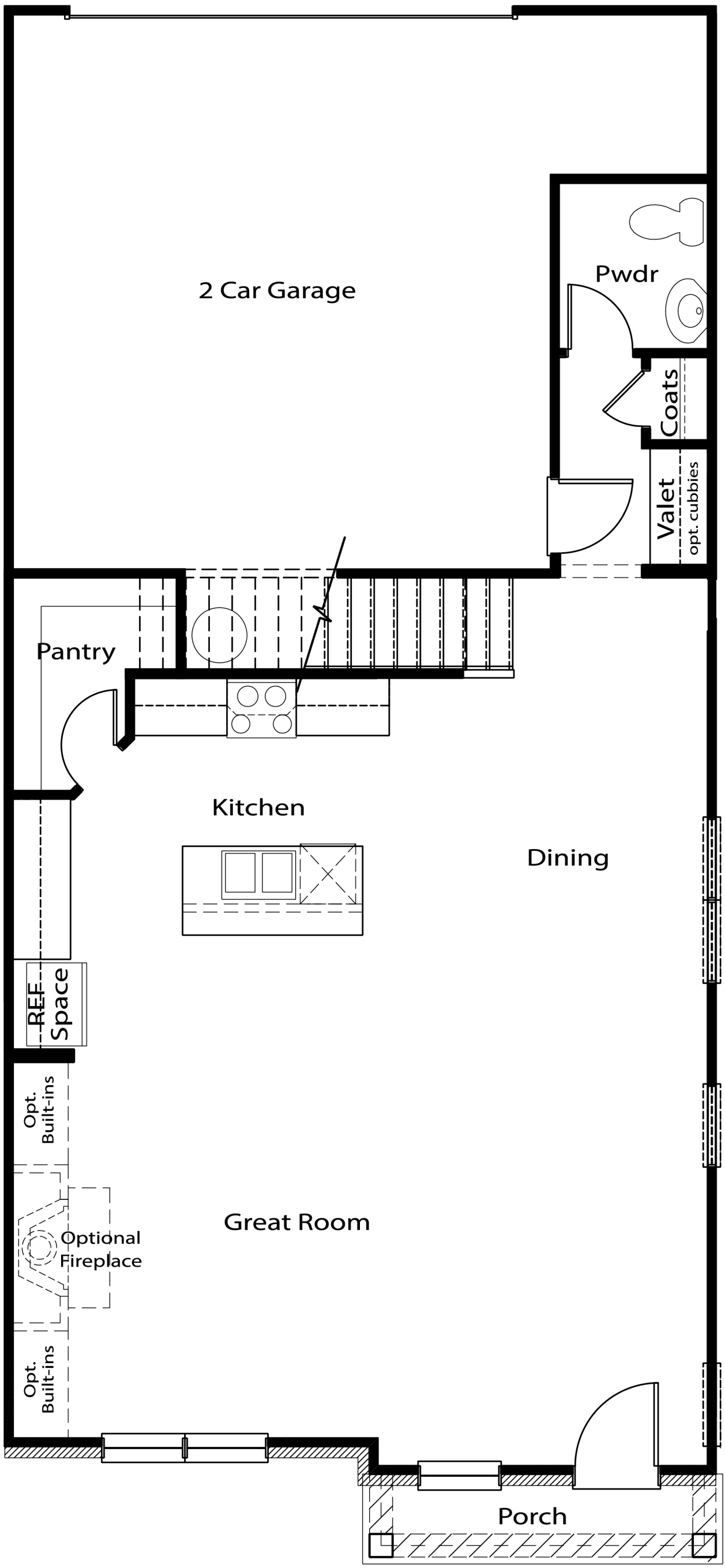
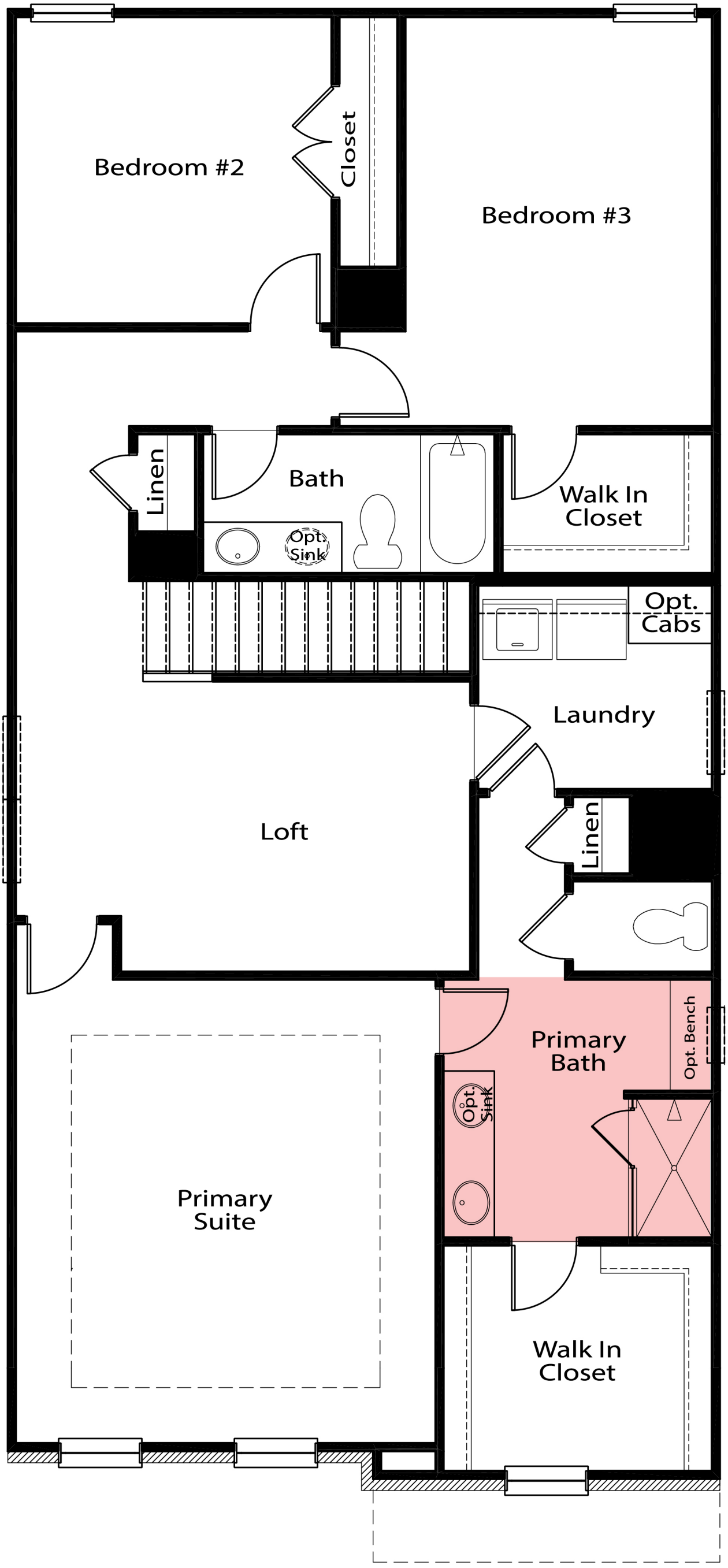
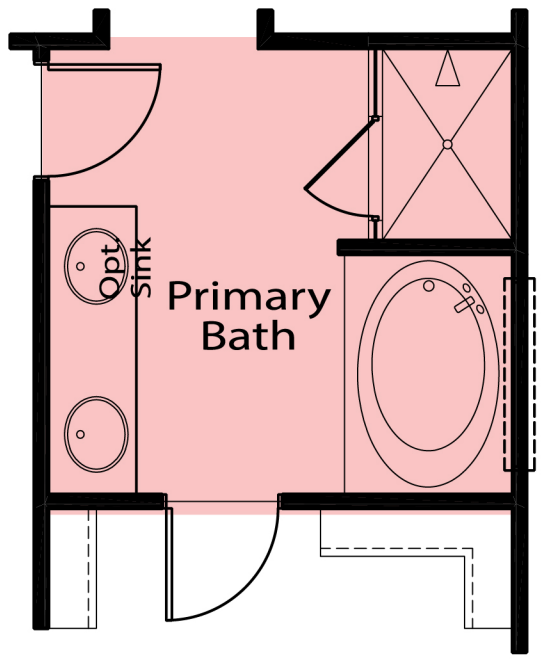
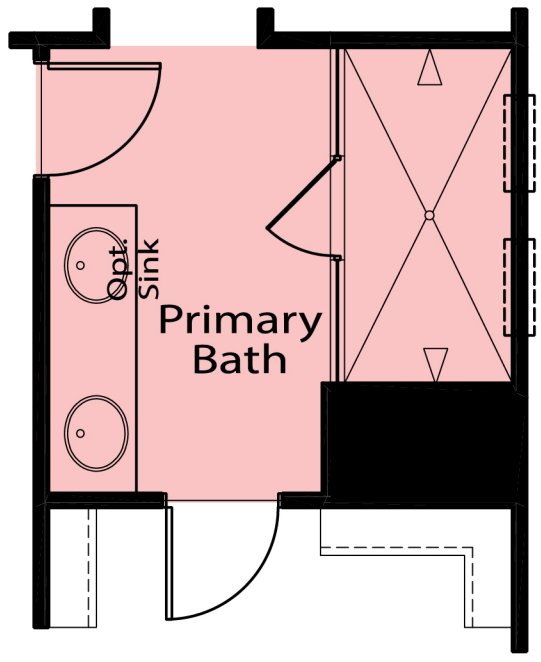


First Floor - Slab





Opt. Primary Bath #1 with Tub



Opt. Primary Bath #2 with Enlarged Shower

Second Floor

Traffic Impact Analysis

Steadfast Hampshire Pike

October 2021 (Revision #5 – July 2022)

FOR SUBMITTAL TO:

City of Columbia, Tennessee

PREPARED FOR:

Steadfast Development Holdings, Inc.

Kimley»Horn

Traffic Impact Analysis

Hampshire Pike Mixed-Use

FOR SUBMITTAL TO:

City of Columbia, Tennessee

PREPARED FOR:

Steadfast Development Holdings, Inc.

PREPARED BY:

Kimley»Horn

10 Lea Avenue, Suite 400

Nashville, Tennessee 37210

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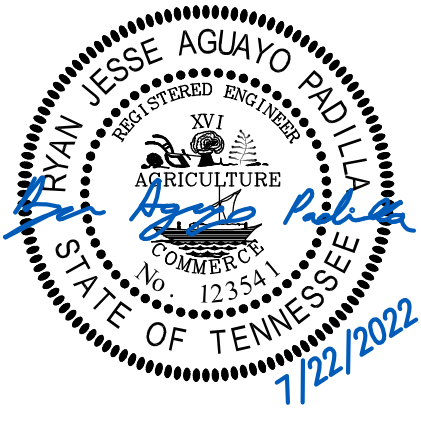


October 2021 (Revision #5 – July 2022)

Project Number 118332003

TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY 1

2.0 INTRODUCTION 4

3.0 EXISTING CONDITIONS 7
3.1 Study Intersections 7
3.2 Roadway Network 7
3.3 Pedestrian/Bicycle Network 8
3.4 Transit Network 8
3.5 Traffic Data 9

4.0 BACKGROUND CONDITIONS 14
4.1 Background Traffic Growth 14
4.2 Other Future Developments 14
4.3 Future Transportation Infrastructure Improvements 14

5.0 VEHICLE CIRCULATION AND PARKING 16
5.1 Site Access and Vehicle Circulation 16

6.0 PROJECT TRAFFIC 17
6.1 Trip Generation 17
6.2 Trip Distribution and Assignment 19

7.0 FUTURE CONDITIONS 23

8.0 TURN LANE EVALUATION 25

9.0 TRAFFIC SIGNAL WARRANT ANALYSIS 28

10.0 CAPACITY ANALYSIS 30
10.1 Intersection Capacity Analysis 30
10.2 Queuing Analysis 37
10.3 Analysis with Improvements 40

11.0 INTERSECTION SIGHT DISTANCE 46

12.0 RECOMMENDATIONS 47

APPENDIX

Appendix A – Site Plan
Appendix B – Photos
Appendix C – Traffic Data
Appendix D – Trip Generation, Volume Worksheets
Appendix E – Turn Lane Evaluations
Appendix F – Capacity Analyses and Queue Analyses

FIGURES

Figure 1 – Project Location (Zoom Out) 5
Figure 2 – Project Location (Zoom In) 6
Figure 3 – Existing 2021 Intersection Geometry 12
Figure 4 – Existing 2021 Peak Hour Traffic Volumes 13
Figure 5 – Background 2025 Peak Hour Traffic Volumes 15
Figure 6 – Residential Trip Distribution 20
Figure 7 – Non-Residential Trip Distribution 21
Figure 8 – Project Trips 22
Figure 9 – Future 2025 Peak Hour Traffic Volumes 24
Figure 10 – Future 2025 Intersection Geometry 45

TABLES

Table 1 – Study Intersections 7
Table 2 – Roadway Network 8
Table 3 – TDOT Traffic History 9
Table 4 – Intersection Peak Hours 10
Table 5 – 24-Hour Tube Counts 10
Table 6 – ADT Comparison 11
Table 7 – Trip Generation 18
Table 8 – Left-Turn Lane Evaluation (NCHRP Report 457) 26
Table 9 – Right-Turn Lane Evaluation (NCHRP Report 457) 26
Table 10 – Preliminary Traffic Signal Warrant Analysis 29
Table 11– Signalized Intersection Level of Service 31
Table 12 – Unsignalized Intersection Level of Service 32
Table 13 – *Synchro 11* Intersection Capacity Analysis Results – AM Peak Hour 34
Table 14 – *Synchro 10* Intersection Capacity Analysis Results – PM Peak Hour 35
Table 15 – *HCS 7* Intersection Capacity Analysis Results – AM Peak Hour 36
Table 16 – *HCS 7* Intersection Capacity Analysis Results – PM Peak Hour 36
Table 17 – Queue Length Results – AM Peak Hour 38
Table 18 – Queue Length Results – PM Peak Hour 39
Table 19 – *Synchro 10* Intersection Capacity Analysis Results – With Improvements – AM Peak Hour 42
Table 20 – *Synchro 10* Intersection Capacity Analysis Results – With Improvements – PM Peak Hour 43

1.0 EXECUTIVE SUMMARY

Revision #5 of this TIA updated the recommendations to reflect Planning Commission comments provided July 13, 2022 and input from City Staff.

This Traffic Impact Analysis has been performed for a proposed development located within the City of Columbia in Maury County, Tennessee. The approximate 67.59-acre proposed development is located south of Old Williamsport Pike, west of James Campbell Boulevard and north of Hampshire Pike (SR 50). The anticipated completion of this development is year 2025.

The proposed development consists of:

- Single-Family Detached Housing – 39 units
- Multifamily Housing (Low-Rise) – 625 units
- General Office Building – 10,000 s.f.
- Shopping Center – 5,000 s.f.

The current development plan shown in Appendix A shows 360 multifamily units and 11 single-family lots. For analysis purposes, the densities shown about were considered for evaluation to estimate the ultimate build-out of the proposed development. Final development densities are anticipated to be lower than those assumed for this TIA.

The study intersections are:

1. Hampshire Pike (SR 50) at Lion Parkway/Iberia Drive (signalized)
2. Hampshire Pike (SR 50) at James Campbell Boulevard (signalized)
3. James Campbell Boulevard at Old Williamsport Pike (unsignalized)
4. James Campbell Boulevard at Industrial Park Road (signalized)
5. Hampshire Pike (SR 50) at Site Driveway A (unsignalized)
6. Old Williamsport Pike at Site Driveway B (unsignalized)

Related to the proposed development, the following mitigation improvements will improve traffic operations under the Future 2025 scenario and are to be constructed by the proposed development:

Hampshire Pike (SR 50) at James Campbell Boulevard

- Reconstruct north leg median nose with an 8' radius to reduce median length by approximately 13 feet to better facilitate vehicle turning movements. Relocate existing wood pole with dual arm luminaire and reconnect traffic signal span wire. Reconstruct south leg median nose with an 8' radius to reduce median length by approximately 15 feet to better facilitate vehicle turning movements.
    - *This improvement was added based on input from City staff and Planning Commission.*

James Campbell Boulevard at Old Williamsport Pike

- Construct a northbound left-turn lane with 100 feet of storage.

James Campbell Boulevard at Industrial Park Road

- Restripe the southbound shared through/left-turn lane along Industrial Park Road to provide a shared left/through/right-turn lane. Adjust signal timings as necessary after lane modifications.

Hampshire Pike at Driveway A

- Construct a westbound right-turn lane along Hampshire Pike with 125 feet of storage.
- Construct an eastbound left-turn lane along Hampshire Pike with 100 feet of storage.
- Construct a westbound left-turn lane along Hampshire Pike with 100 feet of storage.
- Construct Driveway A with three (3) lanes for vehicular movement: one (1) lane for vehicle ingress and two (2) for vehicle egress.
- Construct a traffic signal with protected-permitted left-turn phasing on all approaches.
- Install signs and pavement markings in accordance with the standards provided in the *Manual on Uniform Traffic Control Devices* (MUTCD).

Old Williamsport Pike at Site Driveway B

- Construct Site Driveway B with two (2) lanes for vehicular movement: one (1) lane for vehicle ingress and one (1) for vehicle egress.
- Provide STOP control along the northbound approach of Site Driveway B.
- Construct a westbound left-turn lane along Old Williamsport Pike with 100 feet of storage.
- Provide adequate intersection sight distance in accordance with the criteria provided in *A Policy on Geometric Design of Highways and Streets*.

Unrelated to the proposed development, the following improvements are proposed to improve operations under the Background 2025 scenario and not proposed to be constructed as part of this development:

Hampshire Pike at Lion Parkway/Iberia Drive

- Construct one (1) eastbound right-turn lane.
    - Adjust signal timings as necessary after lane modifications.
- Provide an overlap phase for the northbound right-turn movement.
- *Development traffic is not anticipated to utilize this turning movement and this improvement does not mitigate impacts from development traffic. This improvement may be planned by local jurisdictions to be implemented in the future. See section 10.3 in the report for additional information.*

Hampshire Pike at James Campbell Boulevard

- Construct one (1) southbound right-turn lane.
    - Adjust signal timings as necessary after lane modifications.
- Provide right-turn overlap phases for the northbound, southbound, and westbound approaches
- *Due to ROW, waterway, and retaining wall constraints, this improvement is recommended to be planned by local jurisdictions. See section 10.3 in the report for additional information.*

2.0 INTRODUCTION

The proposed development is located within the City of Columbia in Maury County, Tennessee. The 69.8-acre proposed development is located south of Old Williamsport Pike, west of James Campbell Boulevard and north of Hampshire Pike (SR 50). The anticipated completion of this development is year 2025.

The proposed development consists of:

- Single-Family Detached Housing – 39 units
- Multifamily Housing (Low-Rise) – 625 units
- General Office Building – 10,000 s.f.
- Shopping Center – 5,000 s.f.

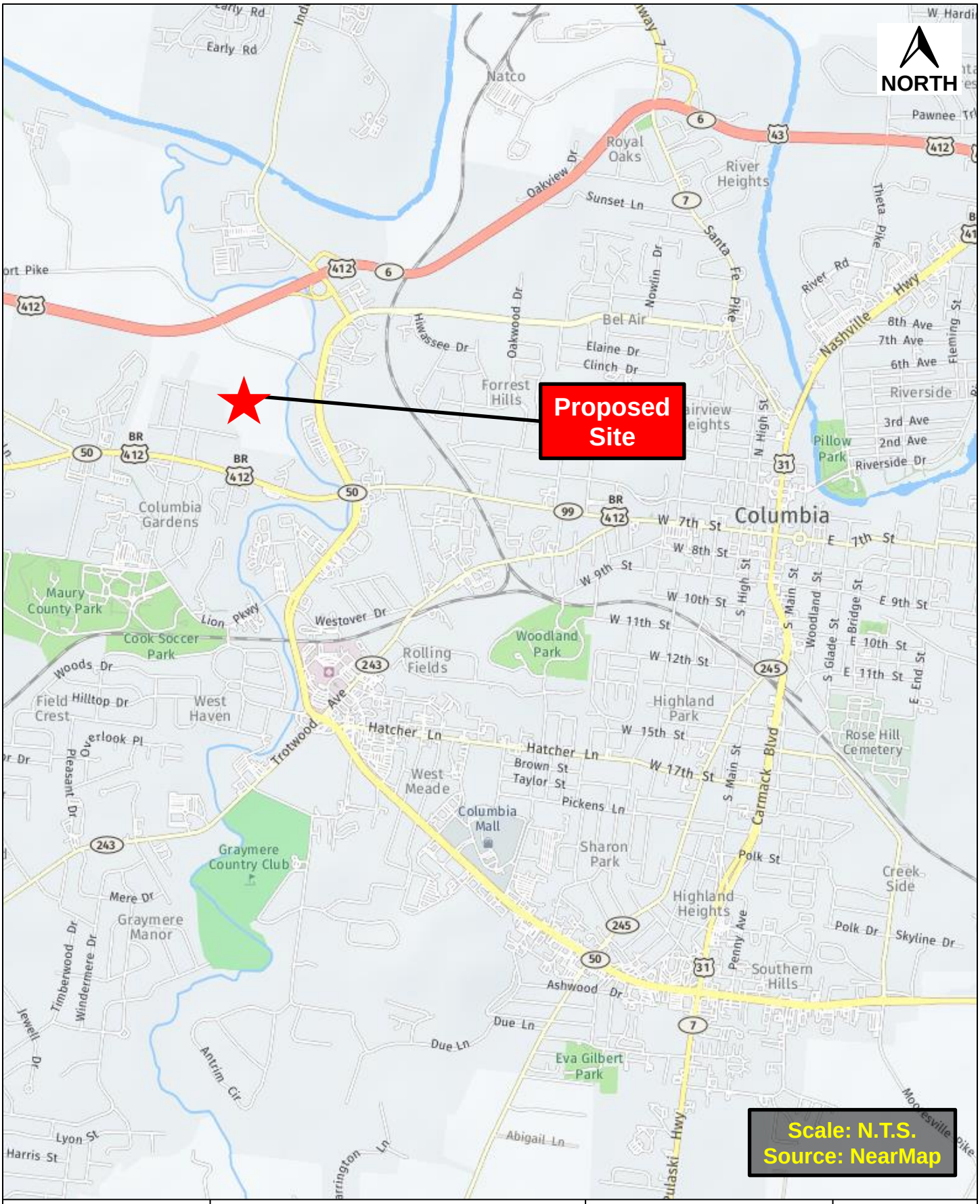
After the October 2021 submittal of this TIA, the multi-family unit count has been reduced to 480 units and the single-family detached housing reduced to 34 units. The TIA capacity analysis has not been updated and reflects the previous densities as a conservative measure.

The study intersections are:

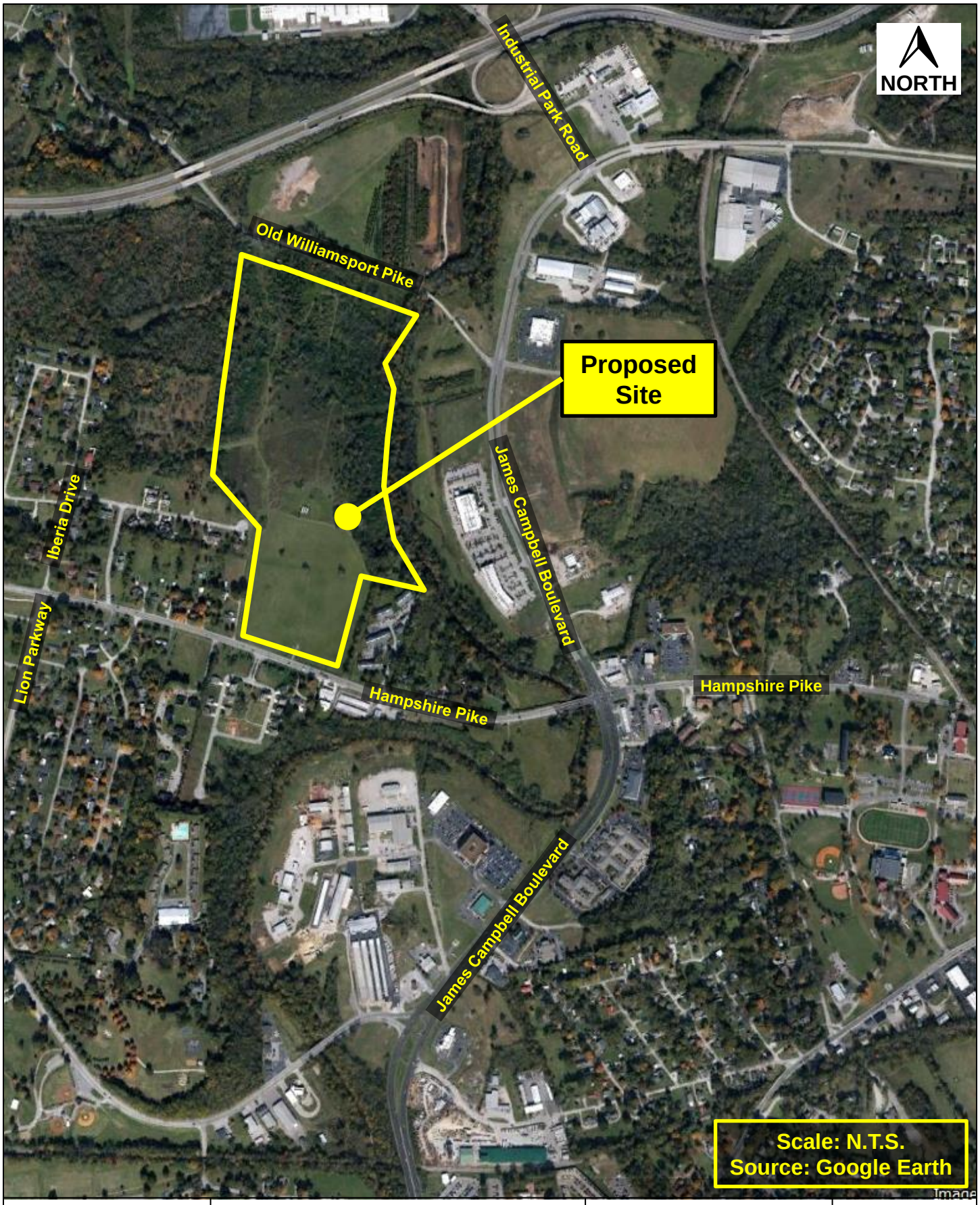
1. Hampshire Pike (SR 50) at Lion Parkway/Iberia Drive (signalized)
2. Hampshire Pike (SR 50) at James Campbell Boulevard (signalized)
3. James Campbell Boulevard at Old Williamsport Pike (unsignalized)
4. James Campbell Boulevard at Industrial Park Road (signalized)
5. Hampshire Pike (SR 50) at Site Driveway A (unsignalized)
6. Old Williamsport Pike at Site Driveway B (unsignalized)

The Project Location of the proposed development is illustrated in **Figure 1** and **Figure 2**.

The proposed site plan for the development is provided in **Appendix A**.



Kimley»Horn	Hampshire Pike Mixed-Use Traffic Impact Analysis	Project Location (Zoom Out)	Figure 1



Kimley»Horn	Hampshire Pike Mixed-Use Traffic Impact Analysis	Project Location (Zoom In)	Figure 2

3.0 EXISTING CONDITIONS

3.1 Study Intersections

The study intersections and existing traffic control are summarized in **Table 1**.

Table 1 – Study Intersections

Intersection	Existing Traffic Control
1. Hampshire Pike (SR 50) at Lion Parkway/Iberia Drive	Signalized
2. Hampshire Pike (SR 50) at James Campbell Boulevard	Signalized
3. James Campbell Boulevard at Old Williamsport Pike	Unsignalized
4. James Campbell Boulevard at Industrial Park Road	Signalized
5. Hampshire Pike at Site Driveway A	Unsignalized
6. Old Williamsport Pike at Site Driveway B	Unsignalized

For signalized intersections, the existing signal timings were obtained from the City of Columbia, Tennessee. These existing signal timings were incorporated into the traffic analysis.

Photographs depicting the study intersections are provided in **Appendix B**.

3.2 Roadway Network

Roadway geometry and posted speed limits were obtained by field inventory. Functional classifications for the roadways were obtained from the Functional Classification Maps provided by the Tennessee Department of Transportation. Additionally, the functional classifications as defined by City of Columbia were obtained from the *Connect Columbia: Columbia's Transportation Plan.* This roadway network information is summarized in **Table 2**.

Table 2 – Roadway Network				
Roadway	**Number of Lanes**	**Posted Speed Limit (mph)**	**TDOT Classification**	**City of Columbia Classification**
Hampshire Pike (US 412/SR 50/SR 99)	2	40	Principal Arterial	Principal Arterial
James Campbell Boulevard	4	45	Minor Arterial	Minor Arterial
Old Williamsport Pike	2	35	Local Street	Local Street
Industrial Park Road	2	45	Major Collector	Minor Arterial
Lion Parkway	2	20	Major Collector	Collector
Iberia Drive	2	25	Local Street	Local Street
Oxford Village Drive	2	25	Local Street	Local Street

3.3 Pedestrian/Bicycle Network

Currently, there are no sidewalks or bike provided along any of the study roadways in the network. Additionally, there are no crosswalks or pedestrian signal heads provided at any of the study intersections.

3.4 Transit Network

The Mule Town Trolley Green Line (West) travels along Hampshire Pike in the vicinity of the proposed development. The Green Line (West) provides a transit connection between Columbia State Community College, Columbia City Hall, Riverwalk Park, and other locations in the southwest Columbia area. There are additional transfer points that connect to the Blue Line (North), Red Line (South), and Purple Line (East). The nearest bus stop is located at the Oak View Apartments directly south of Driveway A.

3.5 Traffic Data

Annualized average daily traffic (AADT) volumes were obtained from TDOT along roads in proximity to the proposed development. **Table 3** provides a summary of the AADT. From 2017 to 2019 in the vicinity of the proposed development, the aggregate traffic volumes have experienced a growth of approximately 0.6% per year; from 2009 to 2019, approximately 1.0% per year.

Table 3 – TDOT Traffic History

Year	Station 60000147 Hampshire Pike (SR 50) West of Oxford Village Circle	Station 60000097 Old Williamsport Pike West of James Campbell Blvd	Station 60000233 James Campbell Blvd North of Hampshire Pike
2010	10,412	1,099	16,404
2011	11,720	900	14,554
2012	11,187	956	14,998
2013	11,184	985	14,489
2014	11,425	1,094	14,682
2015	10,318	737	14,905
2016	11,390	897	14,944
2017	11,940	1,154	17,257
2018	11,555	1,128	16,501
2019	12,187	1,148	17,547
2020*	13,534	1,021	16,244

**Excluded from growth calculations due to atypical traffic patterns caused by the COVID-19 pandemic.*

Weekday morning and afternoon peak period turning movement counts were performed to determine the volume of vehicles and pedestrians at the study intersections. The traffic data was collected on Tuesday, September 14, 2021. The volumes were collected in 15-minute intervals to determine the AM and PM peak hour volumes as well as the peak hour factors.

Intersection peak hours are summarized in **Table 4**.

Table 4 – Intersection Peak Hours		
Intersection	**AM Peak Hour**	**PM Peak Hour**
Hampshire Pike (SR 50) at Lion Parkway/Iberia Drive	7:00 – 8:00	4:45 – 5:45
Hampshire Pike (SR 50) at James Campbell Boulevard	7:15 – 8:15	3:00 – 4:00
James Campbell Boulevard at Old Williamsport Pike	7:00 – 8:00	4:30 – 5:30
James Campbell Boulevard at Industrial Park Road	7:00 – 8:00	4:30 – 5:30

At the intersection of Hampshire Pike and James Campbell Boulevard, data collection video confirmed that the traffic signal operated with protected-permitted left-turn on all approaches.

Two (2) 24-hour tube counts were also collected: one (1) on Hampshire Pike west of Oxford Village Circle and one (1) on Industrial Park Road south of Highway 412 EB Exit Ramp. The daily (24-hour), AM peak hour, and PM peak hour traffic data from the tube counts are summarized in **Table 5**.

Table 5 – 24-Hour Tube Counts			
Location	**Daily (24-Hour)**	**AM Peak Hour**	**PM Peak Hour**
Hampshire Pike West of Oxford Village Circle	12,712	1,136	1,140
Industrial Park Road South of Hwy 412 EB Exit Ramp	15,693	1,679	1,352

Because traffic patterns were potentially still impacted by the COVID-19 pandemic during the traffic count collection dates, AM and PM peak hour turning movement counts were calibrated based on a comparison of current and historical average daily traffic (ADT) counts. ADTs collected by Tennessee DOT (TDOT) in 2019 were grown at 2.5% per year to the current year 2021 then compared to the ADT collected in 2021. A **calibration factor of 1.1** was chosen for both the AM and PM peak hours. The ADT comparison is shown below in **Table 6**.

Table 6 – ADT Comparison					
Location	**TOD**	**2019 TDOT ADT**	**Projected 2021 TDOT ADT**	**2021 Collected ADT**	**Calibration Factor**
Hampshire Pike West of Oxford Village Circle	Daily	13,517	14,556	12,712	1.15
	AM Peak	1,162	1,251	1,136	1.10
	PM Peak	1,147	1,235	1,104	1.12
Industrial Park Road South of Hwy 412 EB Exit Ramp	Daily	15,004	16,159	15,693	1.03
	AM Peak	1,379	1,485	1,679	0.88
	PM Peak	1,272	1,370	1,342	1.02

The Existing 2021 Intersection Geometry is documented in **Figure 3**, and the Existing 2021 Peak Hour Traffic Volumes are included in **Figure 4**. The AADT data as well as the peak hour turning movement counts are provided in **Appendix C**.

LEGEND

- Existing Intersection Geometry
- Existing STOP Control
- Existing Traffic Signal Control

Figure 3

Existing 2021 Intersection Geometry

Hampshire Pike Mixed-Use Traffic Impact Analysis

Kimley»Horn

NORTH

NOT TO SCALE

LEGEND

- → Turning Movement
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

Figure 4

Existing 2021 Peak Hour Traffic Volumes

Hampshire Pike Mixed-Use Traffic Impact Analysis

Kimley»Horn

NORTH

NOT TO SCALE

4.0 BACKGROUND CONDITIONS

The Background 2025 conditions are the forecasted traffic conditions, without the proposed development. This includes background traffic growth, traffic associated with other planned / approved developments, and anticipated transportation infrastructure improvements.

4.1 Background Traffic Growth

Historical traffic data from the TDOT count stations was used to evaluate historic traffic trends and determine an appropriate growth rate for the study area. Based on review of the TDOT historical data, an annual growth rate of 2.5% was applied to the existing traffic volumes.

4.2 Other Future Developments

These planned / approved developments are not currently generating traffic, but the traffic associated with each of these developments has been incorporated:

- Williamsport Pike Development

4.3 Future Transportation Infrastructure Improvements

No future transportation infrastructure improvements were identified.

The Background 2025 Peak Hour Traffic Volumes are included in **Figure 5**.

LEGEND

- → Turning Movement
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

Industrial Park Road

984 (720)
7 (0)
121 (53)

4

53 (76)
290 (304)
0 (2)

James Campbell Blvd

(792) 495
(314) 278
(3) 11

(8) 2
(7) 7
(3) 1

3

11 (35)
1,237 (993)
23 (3)

4 (20)
0 (0)
10 (38)

Old Williamsport Pike

(9) 10
(0) 0
(24) 123

(52) 23
(1,049) 771
(3) 39

Iberia Dr

1

8 (1)
8 (2)
11 (1)

0 (2)
480 (804)
204 (63)

218 (264)
768 (711)
241 (113)

2

112 (162)
224 (257)
104 (100)

Hampshire Pike

(4) 1
(502) 582
(385) 486

(362) 265
(3) 2
(51) 171

(231) 239
(243) 272
(239) 267

(315) 209
(639) 495
(92) 108

Lion Pkwy

James Campbell Blvd

NORTH

NOT TO SCALE

Figure 5

Background 2025 Peak Hour Traffic Volumes

Hampshire Pike Mixed-Use Traffic Impact Analysis

Kimley»Horn

5.0 VEHICLE CIRCULATION AND PARKING

5.1 Site Access and Vehicle Circulation

The proposed development will provide two (2) driveways, which will be connected within the development to promote internal vehicle circulation. An additional driveway is proposed to tie into the existing cul-de-sac at Woodland Crossing. However, in order to perform a more conservative analysis, it is not considered in this analysis.

Below is a description of the vehicular access:

- Driveway A – Located along Hampshire Pike, directly across from Oxford Village Circle. The driveway is proposed to be full-movement.
- Driveway B – Located along Old Williamsport Pike, approximately 1,350 feet west of James Campbell Boulevard. The driveway is proposed to be full-movement.

Although the additional connection to Woodland Crossing was not analyzed, it would help to alleviate traffic demand at Driveway A and Driveway B. Additionally, this connection would provide signalized access to the site, allowing for easier left-turn ingress and egress movements and would likely decrease delay at the other proposed driveways.

6.0 PROJECT TRAFFIC

Project traffic is the magnitude of vehicle trips forecasted to be generated by the proposed development. This project traffic is calculated and dispersed throughout the road network and onto the study intersections by using trip generation, trip distribution, and trip assignment.

6.1 Trip Generation

The proposed development will consist of:

- Single-Family Detached Housing – 39 units
- Multifamily Housing (Low-Rise) – 625 units
- General Office Building – 10,000 s.f.
- Shopping Center – 5,000 s.f.

Traffic expected to be generated by the proposed development was calculated using equations provided in the *Trip Generation Manual, 10th Edition*, published by the Institute of Transportation Engineers (ITE). These calculations result in the gross trips generated by the site prior to reductions.

Internal capture (or mixed-use) represents the concept that trips generated by individual land uses within a site may remain internal to the site. Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, 3rd Edition*. Total internal capture and vehicle trip reduction between the proposed land uses is expected to be 2.7% for the weekday, 2.3% for the AM peak hour, and 3.2% for the PM peak hour.

Alternative modes of transportation include pedestrians, bicyclists, and transit users. Alternate mode reductions account for the notion that some site-generated trips will occur by a means other than automobile. Alternative mode reduction was not considered for the proposed development.

A pass-by trip occurs when a proposed development diverts traffic that is already traveling on a street adjacent to the site. The pass-by reductions were taken according to the *ITE Trip Generation Handbook, 3rd Edition*.

The trip generation for the proposed development is summarized in **Table 7**.

Table 7 – Trip Generation

ITE Land Use	Density	Daily	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family Detached Housing (LUC 210)	39 d.u.	437	32	8	24	41	26	15
Multifamily Housing (Low-Rise) (LUC 220)	625 d.u.	4,684	272	63	209	302	190	112
General Office Building (LUC 710)	10,000 s.f.	114	36	31	5	13	2	11
Shopping Center (LUC 820)	5,000 s.f.	189	5	3	2	19	9	10
Gross Trips		**5,424**	**345**	**105**	**240**	**375**	**227**	**148**
Internal Capture Reduction		*- 148*	*- 8*	*- 4*	*- 4*	*- 12*	*- 6*	*- 6*
Driveway Volumes		**5,276**	**337**	**101**	**236**	**363**	**221**	**142**
Pass-By Reduction		*- 45*	*0*	*0*	*0*	*-4*	*-2*	*-2*
New Trips		**5,231**	**337**	**101**	**236**	**359**	**219**	**140**

d.u. = dwelling units ---------- s.f. = square feet

6.2 Trip Distribution and Assignment

Trip distribution has been forecasted by evaluating the existing traffic patterns, considering the internal vehicle circulation and driveway configuration of the proposed development, and reviewing the surrounding land uses and considering how they will interact with the proposed development. The trip distribution along the roadway network is forecasted to be:

Residential Trip Distribution:

- 65% to/from the north along Industrial Park Road
- 10% to/from the south along James Campbell Boulevard
- 10% to/from the west along Hampshire Pike
- 5% to/from the east along James Campbell Boulevard
- 10% to/from the east along Hampshire Pike

Non-Residential Trip Distribution:

- 10% to/from the north along Industrial Park Road
- 15% to/from the south along James Campbell Boulevard
- 35% to/from the west along Hampshire Pike
- 5% to/from the east along James Campbell Boulevard
- 30% to/from the east along Hampshire Pike

The Trip Distribution for residential uses is illustrated in **Figure 6** and for non-residential uses in **Figure 7**; and the Project Trips for the proposed development are summarized in **Figure 8**.

Pass-by reductions for the PM peak hour were assumed to be split evenly coming from the west and east on Hampshire Pike at Driveway A. Thus, one trip comes from the east and departs to the west on Hampshire Pike and one trip comes from the west and departs to the east. No AM peak hour pass-by trip reductions were applied.

Worksheets that illustrate the trip generation for the proposed development and the volume worksheets for each of the study intersections are provided in **Appendix D**.

LEGEND

- Turning Movement
- XX% IN / Entering Trip Distribution
- (XX%) OUT / Exiting Trip Distribution

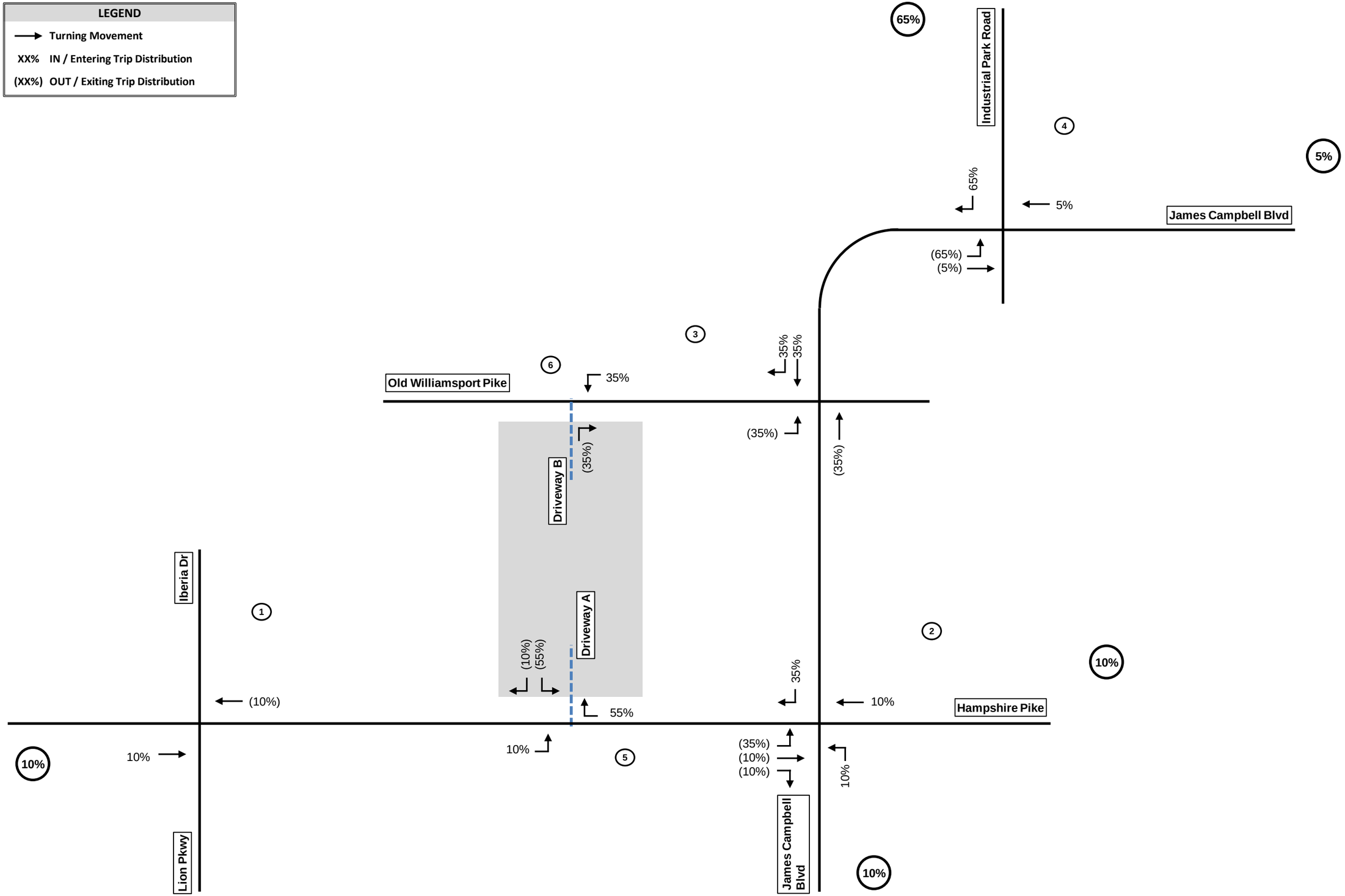


Figure 6

Residential Trip Distribution

Hampshire Pike Mixed-Use
Traffic Impact Analysis

Kimley»Horn

NORTH

NOT TO SCALE

LEGEND

- Turning Movement
- XX% IN / Entering Trip Distribution
- (XX%) OUT / Exiting Trip Distribution

10%

Industrial Park Road

4

5%

10%

5%

James Campbell Blvd

(10%)
(5%)

3

5%
10%

6

5%

Old Williamsport Pike

(5%)

(10%)

Driveway B

(5%)

Driveway A

(40%)
(55%)

10%

30%

2

30%

Hampshire Pike

55%

40%

5

(10%)
(30%)
(15%)

15%

Iberia Dr

1

(35%)
(5%)

35%

35%

5%

Lion Pkwy

5%

James Campbell Blvd

15%

NORTH

NOT TO SCALE

Figure 7

Non- Residential Trip Distribution

Hampshire Pike Mixed-Use
Traffic Impact Analysis

Kimley»Horn

LEGEND

- Turning Movement
- XX AM Peak Hour Project Trips
- (XX) PM Peak Hour Project Trips

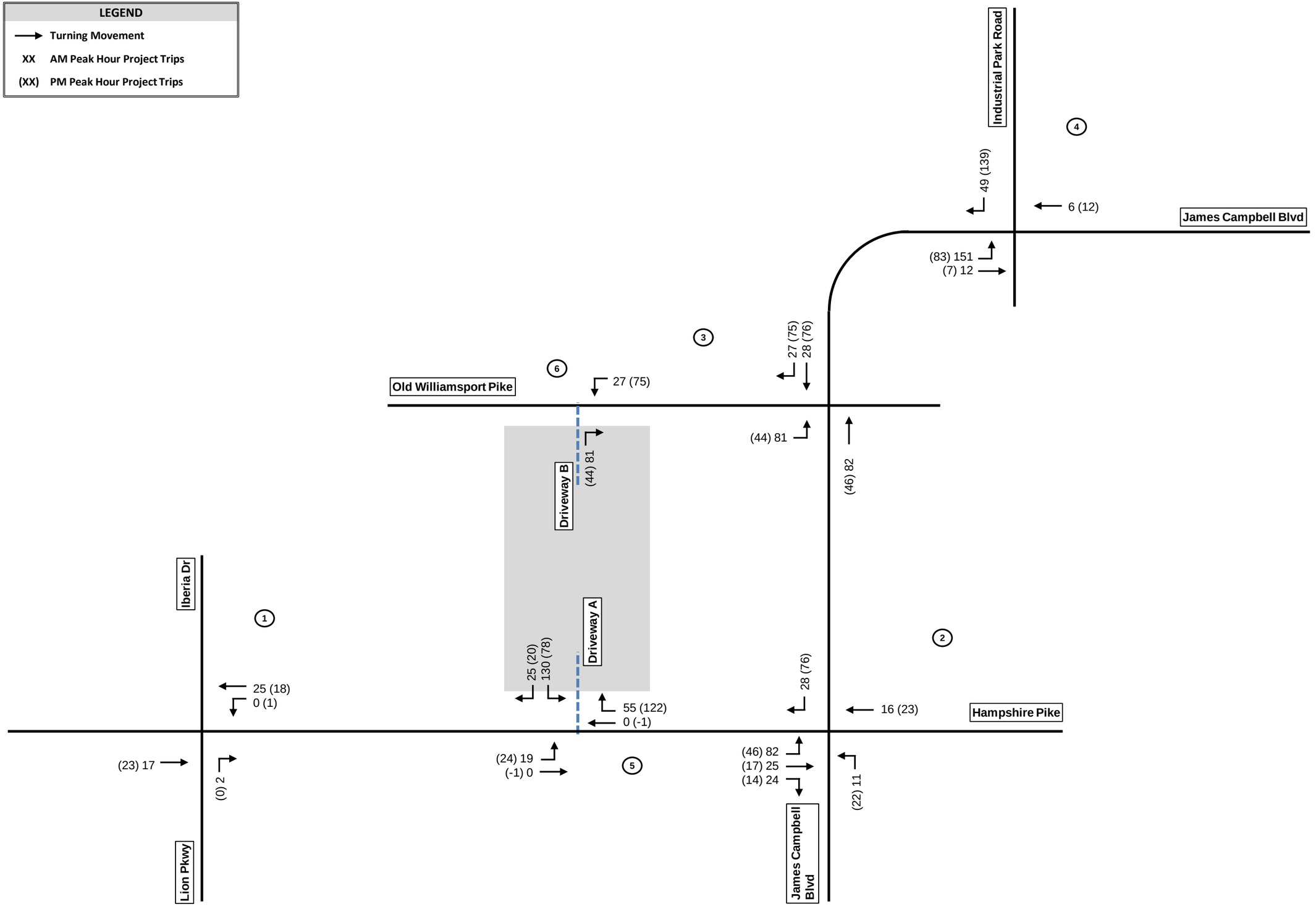


Figure 8

Project Trips

Hampshire Pike Mixed-Use
Traffic Impact Analysis

Kimley»Horn

NORTH

NOT TO SCALE

7.0 FUTURE CONDITIONS

The Future 2025 conditions are defined as the forecasted traffic conditions on the roadway network in the year 2025, with the proposed development. This includes background traffic growth, traffic associated with other planned or approved private developments, future transportation infrastructure improvements, and trips generated by the proposed development.

The Future 2025 Peak Hour Traffic Volumes are shown in **Figure 9**.

LEGEND

- → Turning Movement
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

Figure 9

Future 2025 Peak Hour Traffic Volumes

Hampshire Pike Mixed-Use Traffic Impact Analysis

Kimley»Horn

NORTH

NOT TO SCALE

8.0 TURN LANE EVALUATION

National Cooperative Highway Research Program (NCHRP) Report 457, "Evaluating Intersection Improvements: An Engineering Study Guide", was used to evaluate if left-turn and/or right-turn lanes should be implemented along the major road at a two-way stop-controlled intersection. From within the NCHRP Report 457, the following methodology were applied to perform these evaluations:

- Figure 2-5 ("Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection")
- Figure 2-6 ("Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection")

Turn lane evaluations were performed for:

- Hampshire Pike at Driveway A
- Old Williamsport Pike at Driveway B
- James Campbell Boulevard at Old Williamsport Pike (left-turn warrant)

The results of the turn-lane warrants, based on the NCHRP Report 457, are summarized in **Table 8** (for left-turn lanes) and in **Table 9** (for right-turn lanes). The calculations are provided in **Appendix E**.

Table 8 – Left-Turn Lane Evaluation (NCHRP Report 457)			
Turning Movement	**Analysis Scenario**	**AM Peak Hour**	**PM Peak Hour**
Eastbound Left-Turn Hampshire Pike at Driveway A	Future 2025	WARRANTED	WARRANTED
Westbound Left-Turn Old Williamsport Pike at Driveway B	Future 2025	Not Warranted	Not Warranted
Northbound Left-Turn James Campbell Boulevard at Old Williamsport Pike	Future 2025	WARRANTED	WARRANTED

A left-turn lane is warranted for the Future 2025 scenario, during the AM peak hour and PM peak hour, for Driveway A and James Campbell Boulevard at Old Williamsport Pike. Providing a left-turn lane will reduce the possibility of a 'left-turn movement' motorist causing significant delay to 'through movement' motorists behind them at this location.

A left-turn lane is not warranted for the Future 2025 scenario, during the AM peak hour and the PM peak hour, for Driveway B. At this location, a 'left-turn movement' vehicle is unlikely to cause significant delay to a 'through movement' motorist behind them.

Table 9 – Right-Turn Lane Evaluation (NCHRP Report 457)			
Turning Movement	**Analysis Scenario**	**AM Peak Hour**	**PM Peak Hour**
Westbound Right-Turn Hampshire Pike at Driveway A	Future 2025	WARRANTED	WARRANTED
Eastbound Right-Turn Old Williamsport Pike at Driveway B	Future 2025	Not Warranted	Not Warranted

A right-turn lane is warranted for the Future 2025 scenario, during the AM peak hour and PM peak hour, for Driveway A. Providing a right-turn lane will reduce the possibility of a 'right-turn movement' motorist causing significant delay to 'through movement' motorists behind them at this location.

A right-turn lane is not warranted for the Future 2025 scenario, during the AM peak hour and the PM peak hour, for Driveway B. At this location, a 'right-turn movement' vehicle is unlikely to cause significant delay to a 'through movement' motorist behind them.

Per the request of Volkert, Inc., left-turn lane warrant analysis based on the methodology provided in the TDOT Highway System Access Manual was prepared as well. This methodology is based on the AASHTO Green Book 7th Edition, Section 9.7.3 and is replicated in Figures 3-15, 3-16, and 3-17 in the Highway System Access Manual. The left-turn lane warrant analysis is summarized below:

- Hampshire Pike at Driveway A (Left-Turn Warrant for Urban and Suburban Arterials (Unsignalized))
    - Left-turn lane is warranted.
- Old Williamsport Pike at Driveway B (Left-Turn Warrant for Two-Lane Rural Roadway, Three-Leg Intersection)
    - Left-turn lane is warranted.
- James Campbell Boulevard at Old Williamsport Pike
    - Left-turn lane is warranted.

9.0 TRAFFIC SIGNAL WARRANT ANALYSIS

Preliminary traffic signal warrant analysis was performed using the methodology provided in Chapter 4C of the *Manual on Uniform Traffic Control Devices* (MUTCD), 2009 Edition published by the Federal Highway Administration (FHWA). The *MUTCD* provides the following standard, among others, regarding justification for traffic control signals:

"The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal." (Source: *MUTCD 2009*, Section 4C.01, Paragraph 03)

According to the MUTCD, the investigation of the need for a traffic control signal shall include an analysis of the applicable factors contained in the following traffic signal warrants and other factors related to existing operation and safety at the study location:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

Warrant 1 (Eight Hour Vehicular Volume) Condition 1A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic signal. Warrant 1 Condition 1B is intended for application where Condition 1A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. If both Condition 1A and Condition 1B are 80% satisfied, Warrant 1C would be satisfied.

Warrant 2 (Four Hour Vehicular Volume) is intended to be applied at locations where the volume of intersecting traffic is the principal reason to consider installing a traffic signal.

Warrant 3 (Peak Hour) is intended for use at locations where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

Warrant 4 (Pedestrian Volume) is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

A traffic signal was evaluated for the intersection of Hampshire Parkway at Site Driveway A.

The results of the preliminary traffic signal warrant analysis based upon vehicular traffic volumes are summarized in **Table 10**.

Table 10 – Preliminary Traffic Signal Warrant Analysis

Location	Warrant	Hours Required	Future 2025
Hampshire Pike at Site Driveway A	1A	8	0 / 8 (Not Met)
	1B	8	6 / 8 (Not Met)
	1C	8	2 / 8 (Not Met)
	2	4	5 / 4 (MET)
	3	1	1 / 1 (MET)
	4	1	N/A

For the traffic signal warrant analysis, 24-hour tube count data was collected on September 14, 2021 for Hampshire Pike west of Oxford Village Circle. Driveway A traffic volumes were used as the higher volume approach based on Future 2025 peak hour traffic volumes. In addition, right-turning vehicles from Driveway A were removed from the calculations due to the proposed dedicated left-turn lane and shared through/right-turn lane configuration of Driveway A.

Proposed development eight-hour trip generations were prepared utilizing ITE daily trip generation and distribution data. However, pass-by and internal capture reductions were not applied to the trip generation estimates. Complete traffic signal warrant data and calculations are provided in **Appendix C** and **Appendix D**.

10.0 CAPACITY ANALYSIS

10.1 Intersection Capacity Analysis

The *Highway Capacity Manual (HCM) 6th Edition* provides insight and guidance on control delay, level of service (LOS), signalized intersection LOS, and unsignalized intersection LOS.

Control Delay:

"Control delay – the delay brought about by the presence of a traffic control device – is the principal HCM service measure for evaluating LOS at signalized and unsignalized intersections. Control delay includes delay when vehicles slow in advance of an intersection, time spent stopped on an intersection approach, time spent as vehicles move up in the queue, and time needed for vehicles to accelerate to their desired speed." (Source: *Highway Capacity Manual 6th Edition*, Chapter 4)

LOS:

"LOS is a quantitative stratification of a performance measure or measures representing quality of service. The measures used to determine LOS for transportation system elements are called service measures. The HCM defines six levels of service, ranging from A to F, for each service measure or combination of service measures. LOS A represents the best operating conditions from the traveler's perspective and LOS F the worst. For cost, environmental impact, and other reasons, roadways are typically designed not to provide LOS A conditions during peak periods but instead to provide some lower LOS that balances individual travelers' desires against society's desires and financial resources. Nevertheless, during low-volume periods of the day, a system element may operate at LOS A." (Source: *Highway Capacity Manual 6th Edition*, Chapter 5)

Signalized Intersection LOS:

- Control delay alone is used to characterize LOS for the entire intersection or an approach
- Control delay and volume-to-capacity ratio are used to characterize LOS for a lane group.
- Delay quantifies the increase in travel time due to traffic signal control. It is also a surrogate measure of driver discomfort and fuel consumption.
- The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

The LOS criteria for signalized intersections are summarized in **Table 11**.

Table 11– Signalized Intersection Level of Service

LOS	Control Delay (seconds/vehicle)	Comments
A	≤ 10	LOS A describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	> 10 – 20	LOS B describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
C	> 20 – 35	LOS C describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	> 35 – 55	LOS D describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	> 55 – 80	LOS E describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	> 80	LOS F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: *Highway Capacity Manual 6th Edition*, Chapter 19

Unsignalized (two-way stop-controlled) intersection LOS:

- For motor vehicles, LOS is determined for each minor-street movement (or shared movement), as well as the major-street left turns.
- LOS is not defined for the intersection as a whole or for major-street approaches.
- The LOS criteria for unsignalized intersections differ somewhat from the criteria for signalized intersections, primarily because user perceptions differ among transportation facility types. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will present greater delay than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals.

The LOS criteria for unsignalized intersections are summarized in **Table 12**.

Table 12 – Unsignalized Intersection Level of Service

LOS	Control Delay (seconds/vehicle)	Comments
A	0 – 10	Usually no conflicting traffic
B	> 10 – 15	Occasionally some delay due to conflicting traffic
C	> 15 – 25	Delay noticeable to vehicles, but not inconveniencing
D	> 25 – 35	Delay noticeable and irritating, increased likelihood of risk taking
E	> 35 – 50	Delay approaches tolerance level, risk-taking behavior likely
F	> 50	Delay exceeds tolerance level, high likelihood of vehicle risk taking

Source: *Highway Capacity Manual 6th Edition*, Chapter 20

For existing roadways, municipalities typically consider LOS A through LOS D as the range of acceptable overall intersection operations, while LOS E and LOS F are generally considered unacceptable. Roadway laneage, traffic signalization, or other improvements are normally required at those intersections which operate within the range of unacceptable LOS.

The operating conditions were analyzed for the weekday AM and PM peak hours using the *Synchro 11* software which uses the methodologies contained in the *Highway Capacity Manual 6th Edition*. The following intersections were analyzed:

- Hampshire Pike (SR 50) at Lion Parkway/Iberia Drive (signalized)
- Hampshire Pike (SR 50) at James Campbell Boulevard (signalized)
- James Campbell Boulevard at Old Williamsport Pike (unsignalized)
- James Campbell Boulevard at Industrial Park Road (signalized)
- Hampshire Pike (SR 50) at Site Driveway A/Oxford Village Circle (unsignalized)
- Old Williamsport Pike at Site Driveway B (unsignalized)

Additionally, unsignalized intersections were analyzed for the weekday AM and PM peak hours using the *Highway Capacity Software (HCS) 7* which also uses the methodologies contained in the *Highway Capacity Manual 6th Edition*. The following intersections were analyzed in *HCS 7* in addition to *Synchro 10*:

- James Campbell Boulevard at Old Williamsport Pike (unsignalized)
- Hampshire Pike (SR 50) at Site Driveway A/Oxford Village Circle (unsignalized)
- Old Williamsport Pike at Site Driveway B (unsignalized)

Intersection capacity analyses were conducted for the following conditions within the study area:

- Existing 2021 Conditions
- Background 2025 Conditions
- Future 2025 Conditions

A summary of the *Synchro 11* capacity analyses for the AM peak hour and PM peak hour are provided in **Table 13** and **Table 14**, respectively. A summary of the *HCS 7* capacity analyses for the AM peak hour and PM peak hour are provided in **Table 15** and **Table 16**, respectively. The intersection capacity analysis reports are included in **Appendix F**.

Table 13 – *Synchro 11* Intersection Capacity Analysis Results – AM Peak Hour

Intersection	Approach	Existing 2021 Conditions	Background 2025 Conditions	Future 2025 Conditions
Hampshire Pike at Lion Parkway /Iberia Drive (Signalized)	Eastbound	B (17.5)	C (24.9)	C (25.6)
	Westbound	B (10.8)	B (15.6)	C (16.3)
	Northbound	D (39.9)	D (41.5)	D (41.0)
	Southbound	C (31.7)	C (30.6)	C (30.6)
	Overall	B (19.2)	C (24.5)	C (24.9)
Hampshire Pike at James Campbell Boulevard (Signalized)	Eastbound	C (32.1)	D (43.5)	D (50.7)
	Westbound	C (27.1)	D (35.7)	D (44.1)
	Northbound	E (62.5)	E (68.0)	E (68.7)
	Southbound	E (65.4)	E (73.9)	E (74.0)
	Overall	D (52.0)	E (59.9)	E (62.5)
James Campbell Boulevard at Old Williamsport Pike (Unsignalized)	Eastbound STOP	C (18.6)	C (22.5)	F (126.3)
	Westbound STOP	C (23.0)	D (29.7)	D (33.4)
	Northbound Left-Turn	B (13.8)	C (15.6)	C (16.3)
	Southbound Left-Turn	A (9.5)	B (10.0)	B (10.5)
James Campbell Boulevard at Industrial Park Road (Signalized)	Eastbound	A (9.4)	B (10.9)	C (21.6)
	Westbound	B (18.8)	C (22.1)	C (32.3)
	Northbound	F (93.9)	F (92.1)	F (92.1)
	Southbound	D (35.1)	D (35.8)	C (23.0)
	Overall	C (22.2)	C (23.9)	C (24.1)
Hampshire Pike at Driveway A	Eastbound Left-Turn	--	--	A (9.5)
	Westbound Left-Turn*	--	--	A (9.7)
	Northbound STOP*	--	--	E (49.3)
	Southbound STOP	--	--	F (610.1)
Old Williamsport Pike at Driveway B	Westbound Left-Turn	--	--	A (7.6)
	Northbound STOP	--	--	A (9.4)

**Turning movements associated with the Oxford Village Circle development were conservatively assumed to be 10 vehicles per movement based on trip generation for 46 multi-family (low-rise) apartments*

Table 14 – *Synchro 10* Intersection Capacity Analysis Results – PM Peak Hour				
Intersection	**Approach**	**Existing 2021 Conditions**	**Background 2025 Conditions**	**Future 2025 Conditions**
Hampshire Pike at Lion Parkway /Iberia Drive (Signalized)	Eastbound	C (20.5)	C (23.5)	C (24.2)
	Westbound	B (19.7)	C (28.7)	C (30.1)
	Northbound	F (158.9)	F (249.5)	F (249.5)
	Southbound	C (31.8)	C (31.8)	D (31.8)
	Overall	D (49.1)	E (70.1)	E (70.1)
Hampshire Pike at James Campbell Boulevard (Signalized)	Eastbound	D (35.3)	D (50.5)	E (60.9)
	Westbound	C (31.9)	D (45.2)	E (55.3)
	Northbound	D (51.8)	E (56.2)	E (58.0)
	Southbound	E (62.7)	E (73.8)	E (74.0)
	Overall	D (49.1)	E (58.9)	E (63.4)
James Campbell Boulevard at Old Williamsport Pike (Unsignalized)	Eastbound STOP	C (16.9)	C (21.4)	F (84.7)
	Westbound STOP	D (30.1)	E (47.6)	F (60.0)
	Northbound Left-Turn	B (10.7)	B (11.9)	B (13.2)
	Southbound Left-Turn	B (14.1)	C (15.9)	C (16.5)
James Campbell Boulevard at Industrial Park Road (Signalized)	Eastbound	B (11.0)	C (23.4)	D (35.3)
	Westbound	C (21.3)	C (32.7)	D (48.6)
	Northbound	F (84.8)	F (86.5)	F (86.9)
	Southbound	C (22.8)	B (16.5)	B (10.9)
	Overall	B (15.9)	C (23.9)	C (31.4)
Hampshire Pike at Driveway A	Eastbound Left-Turn	--	--	B (10.8)
	Westbound Left-Turn*	--	--	A (8.8)
	Northbound STOP*	--	--	E (46.6)
	Southbound STOP	--	--	F (201.1)
Old Williamsport Pike at Driveway B	Westbound Left-Turn	--	--	A (7.4)
	Northbound STOP	--	--	A (8.6)

**Turning movements associated with the Oxford Village Circle development were conservatively assumed to be 10 vehicles per movement based on trip generation for 46 multi-family (low-rise) apartments*

Table 15 – *HCS 7* Intersection Capacity Analysis Results – AM Peak Hour				
Intersection	**Approach**	**Existing 2021 Conditions**	**Background 2025 Conditions**	**Future 2028 Conditions**
James Campbell Boulevard at Old Williamsport Pike (Unsignalized)	Eastbound STOP	C (21.9)	D (29.9)	F (648.3)
	Westbound STOP	F (53.0)	F (97.5)	F (130.2)
	Northbound Left-Turn	B (13.8)	C (15.6)	C (16.3)
	Southbound Left-Turn	A (9.5)	B (10.0)	B (10.5)
Hampshire Pike at Driveway A	Eastbound Left-Turn	--	--	A (9.5)
	Westbound Left-Turn*	--	--	A (9.7)
	Northbound STOP*	--	--	E (49.6)
	Southbound STOP	--	--	F (691.4)
Old Williamsport Pike at Driveway B	Westbound Left-Turn	--	--	A (7.6)
	Northbound STOP	--	--	A (9.4)

**Turning movements associated with the Oxford Village Circle development were conservatively assumed to be 10 vehicles per movement based on trip generation for 46 multi-family (low-rise) apartments*

Table 16 – *HCS 7* Intersection Capacity Analysis Results – PM Peak Hour				
Intersection	**Approach**	**Existing 2021 Conditions**	**Background 2025 Conditions**	**Future 2028 Conditions**
James Campbell Boulevard at Old Williamsport Pike (Unsignalized)	Eastbound STOP	D (27.1)	E (46.6)	F (611.7)
	Westbound STOP	F (90.0)	F (256.5)	F (380.9)
	Northbound Left-Turn	B (10.7)	B (11.9)	B (13.2)
	Southbound Left-Turn	B (14.1)	C (15.9)	C (16.5)
Hampshire Pike at Driveway A	Eastbound Left-Turn	--	--	B (10.8)
	Westbound Left-Turn*	--	--	A (8.8)
	Northbound STOP*	--	--	E (47.8)
	Southbound STOP	--	--	F (323.7)
Old Williamsport Pike at Driveway B	Westbound Left-Turn	--	--	A (7.4)
	Northbound STOP	--	--	A (8.6)

**Turning movements associated with the Oxford Village Circle development were conservatively assumed to be 10 vehicles per movement based on trip generation for 46 multi-family (low-rise) apartments*

The minor street approaches at the unsignalized intersection of James Campbell Boulevard at Old Williamsport Pike currently operate and are projected to operate at low levels-of-service for both the background and future conditions. The intersection geometry currently provides separate right-turn lanes for both minor street approaches. Low LOS for minor street approaches is not uncommon, as vehicles may experience a delay turning onto a major roadway.

10.2 Queuing Analysis

The *Highway Capacity Manual 6th Edition* provides insight and guidance regarding the back of queue for both signalized and unsignalized intersections.

Signalized:

"The back-of-queue position is the position of the vehicle stopped farthest from the stop line during the cycle as a consequence of the display of a red signal indication. The back-of-queue size depends on the arrival pattern of vehicles and on the number of vehicles that do not clear the intersection during the previous cycle." (Source: *Highway Capacity Manual 6th Edition*, Chapter 19)

Unsignalized:

"Queue length is an important consideration at unsignalized intersections. Theoretical studies and empirical observations have demonstrated that the probability distribution of queue lengths for any minor movement at an unsignalized intersection is a function of the capacity of the movement and the volume of traffic being served during the analysis period." (Source: *Highway Capacity Manual 6th Edition*, Chapter 20)

A queuing analysis was performed using the *Synchro 10* software to evaluate and determine the forecasted 50th percentile queue lengths and 95th percentile queue lengths. The queue lengths are summarized in **Table 17** and **Table 18**, respectively. The 50th and 95th percentile queuing reports are included in **Appendix F**.

Table 17 – Queue Length Results – AM Peak Hour

Intersection		Existing Storage Length	50th Percentile			95th Percentile		
			Exist. 2021	Back. 2025	Future 2025	Exist. 2021	Back. 2025	Future 2025
Hampshire Pike at Lion Parkway /Iberia Drive	Eastbound Left-Turn	300	0	0	0	2	2	2
	Eastbound Right-Turn/Thru	--	688	1,066	1,093	1,062	1,409	1,437
	Westbound Left-Turn	215	85	100	100	161	175	175
	Westbound Right-Turn/Thru	--	119	181	195	249	331	356
	Northbound Left-Turn/Thru	--	163	184	184	268	329	329
	Northbound Right-Turn	150	0	0	0	49	52	52
	Southbound	--	10	10	10	30	33	33
Hampshire Pike at James Campbell Boulevard	Eastbound Left-Turn	180	120	176	252	183	245	340
	Eastbound Right-Turn/Thru	--	411	588	716	640	895	1,016
	Westbound Left-Turn	100	59	69	72	101	134	135
	Westbound	--	161	215	240	258	311	332
	Westbound Right-Turn	140	16	28	29	67	84	84
	Northbound Left-Turn	120	189	238	258	295	391	419
	Northbound	--	216	259	266	288	328	328
	Northbound Right-Turn	130	15	24	25	64	78	78
	Southbound Left-Turn	150	232	294	305	418	487	487
	Southbound Right-Turn/Thru	--	471	685	744	664	836	870
James Campbell Boulevard at Industrial Park Road	Eastbound Left-Turn	140	82	107	172	250	388	842
	Eastbound Right-Turn/Thru	--	19	24	25	57	68	72
	Westbound	--	56	67	69	114	130	133
	Northbound	--	5	6	6	23	25	25
	Southbound Left-Turn/Thru	130	75	84	84	144	157	157
	Southbound Right-Turn	--	468	670	747	754	995	1,086

NOTE: All numbers represent distance in feet

Table 18 – Queue Length Results – PM Peak Hour

Intersection		Existing Storage Length	50th Percentile			95th Percentile		
			Exist. 2021	Back. 2025	Future 2025	Exist. 2021	Back. 2025	Future 2025
Hampshire Pike at Lion Parkway /Iberia Drive	Eastbound Left-Turn	300	1	1	1	3	3	3
	Eastbound Right-Turn/Thru	--	304	499	532	451	782	929
	Westbound Left-Turn	215	10	12	12	21	23	23
	Westbound Right-Turn/Thru	--	175	292	305	335	565	591
	Northbound Left-Turn/Thru	--	354	457	457	537	653	653
	Northbound Right-Turn	150	0	0	0	23	28	28
	Southbound	--	2	2	2	13	13	13
Hampshire Pike at James Campbell Boulevard	Eastbound Left-Turn	180	123	172	213	175	233	283
	Eastbound Right-Turn/Thru	--	368	507	560	497	732	815
	Westbound Left-Turn	100	61	68	68	98	105	105
	Westbound	--	179	256	296	264	356	391
	Westbound Right-Turn	140	31	61	71	89	128	137
	Northbound Left-Turn	120	320	473	548	515	671	730
	Northbound	--	270	328	344	363	424	424
	Northbound Right-Turn	130	4	12	12	45	57	57
	Southbound Left-Turn	150	114	131	135	178	196	196
	Southbound Right-Turn/Thru	--	455	677	803	577	804	894
James Campbell Boulevard at Industrial Park Road	Eastbound Left-Turn	140	112	174	265	606	956	1,097
	Eastbound Right-Turn/Thru	--	15	18	19	52	62	63
	Westbound	--	49	62	64	105	128	133
	Northbound	--	8	9	9	33	36	36
	Southbound Left-Turn/Thru	130	28	31	31	72	77	77
	Southbound Right-Turn	--	49	185	425	218	532	775

NOTE: All numbers represent distance in feet

The queue analyses demonstrate significant queuing for vehicles making a northbound left-turn and southbound left-turn at the intersection of Hampshire Pike at James Campbell Boulevard. This is likely due to the high volume of vehicles turning for each movement that must be served by a protected-only left-turn phase.

10.3 Analysis with Improvements

An alternate traffic analysis was performed for the intersections of Hampshire Pike at Lion Parkway/Iberia Drive, Hampshire Pike at James Campbell Boulevard, and James Campbell Boulevard at Industrial Park Road. These improvements were identified due to the Level of Service (LOS) based on the Background 2025 scenario.

- Hampshire Pike at Lion Parkway/Iberia Drive
    - Construct one (1) eastbound right-turn lane.
        - Adjust signal timings as necessary after lane modifications.
    - Provide an overlap phase for the northbound right-turn movement.
    - *Development traffic is not anticipated to utilize this turning movement and this improvement does not mitigate impacts from development traffic. This improvement may be planned by local jurisdictions to be implemented in the future.*

- Hampshire Pike at James Campbell Boulevard
    - Construct one (1) southbound right-turn lane.
        - Adjust signal timings as necessary after lane modifications.
    - Provide right-turn overlap phases for the northbound, southbound, and westbound approaches
    - *Due to ROW, waterway, and retaining wall constraints, this improvement is recommended to be planned by local jurisdictions.*

- James Campbell Boulevard at Industrial Park Road
    - Restripe the southbound shared through/left-turn lane along Industrial Park Road to provide a shared left/through/right-turn lane
        - Adjust signal timings as necessary after lane modifications.

Additional driveway improvements were identified due to LOS based on the Future 2025 scenario.

- Hampshire Pike at Driveway A
    - Construct one (1) eastbound left-turn lane.
    - Construct one (1) westbound right-turn lane.
    - Construct one (1) southbound left-turn lane.
    - Traffic signal with protected-permitted left-turn phasing on all approaches.

- James Campbell Boulevard at Old Williamson Pike
    - Construct one (1) northbound left-turn lane

A summary of the Synchro capacity analyses with these improvements are provided in **Table 19** and **Table 20** for the Background 2025 and Future 2025 scenarios. A summary of the HCS capacity analyses with these improvements are provided in **Table 21** and **Table 22** for the Background 2025 and Future 2025 scenarios.

Table 19 – *Synchro 10* Intersection Capacity Analysis Results – With Improvements – AM Peak Hour			
Intersection	**Approach**	**Background 2025 Conditions**	**Future 2025 Conditions**
Hampshire Pike at Lion Parkway /Iberia Drive (Signalized)	Eastbound	C (24.9)	C (25.6)
	Westbound	B (15.3)	B (15.6)
	Northbound	D (41.5)	D (41.0)
	Southbound	C (30.6)	C (30.6)
	Overall	C (24.5)	C (24.6)
Hampshire Pike at James Campbell Boulevard (Signalized)	Eastbound	D (43.5)	D (50.7)
	Westbound	D (35.7)	D (44.1)
	Northbound	E (68.0)	E (68.7)
	Southbound	E (73.9)	E (74.0)
	Overall	E (59.9)	E (62.5)
James Campbell Boulevard at Old Williamsport Pike (Unsignalized)	Eastbound STOP		F (105.4)
	Westbound STOP		D (31.8)
	Northbound Left-Turn		C (16.3)
	Southbound Left-Turn		B (10.5)
James Campbell Boulevard at Industrial Park Road (Signalized)	Eastbound	B (10.9)	C (21.6)
	Westbound	C (22.1)	C (32.3)
	Northbound	F (92.1)	F (92.1)
	Southbound	D (35.8)	C (23.0)*
	Overall	C (23.9)	C (24.1)*
Hampshire Pike at Driveway A	Eastbound	--	C (23.6)
	Westbound	--	B (19.7)
	Northbound	--	D (46.8)
	Southbound	--	D (41.8)
	Overall	--	C (23.8)

**Adding volume to a movement that experience lower delay can adjust the weighting of that movement in the LOS and delay calculations.*

Table 20 – *Synchro 10* Intersection Capacity Analysis Results – With Improvements – PM Peak Hour			
Intersection	**Approach**	**Background 2025 Conditions**	**Future 2025 Conditions**
Hampshire Pike at Lion Parkway /Iberia Drive (Signalized)	Eastbound	C (23.4)	C (24.1)
	Westbound	B (17.0)	B (16.7)
	Northbound	F (249.5)	F (249.5)
	Southbound	C (31.8)	C (31.8)
	Overall	E (64.9)	E (64.1)*
Hampshire Pike at James Campbell Boulevard (Signalized)	Eastbound	D (50.5)	E (60.9)
	Westbound	D (45.2)	E (55.3)
	Northbound	E (56.2)	E (58.0)
	Southbound	E (73.8)	E (74.0)
	Overall	E (58.9)	E (63.4)
James Campbell Boulevard at Old Williamsport Pike (Unsignalized)	Eastbound STOP		F (51.3)
	Westbound STOP		E (42.8)
	Northbound Left-Turn		B (13.2)
	Southbound Left-Turn		C (16.5)
James Campbell Boulevard at Industrial Park Road (Signalized)	Eastbound	C (23.4)	D (35.3)
	Westbound	C (32.7)	D (48.6)
	Northbound	F (86.5)	F (86.9)
	Southbound	B (16.5)	B (10.9)*
	Overall	C (23.9)	C (31.4)
Hampshire Pike at Driveway A	Eastbound	--	A (1.9)
	Westbound	--	B (17.6)
	Northbound	--	D (51.9)
	Southbound	--	D (47.7)
	Overall	--	B (14.4)

**Adding volume to a movement that experience lower delay can adjust the weighting of that movement in the LOS and delay calculations.*

The signalized intersection of Hampshire Pike at Lion Parkway/Iberia Drive is projected to operate at LOS E after improvements which is due to the high delay experienced by the northbound approach. However, because the opposing volume from the southbound approach is minimal, this is likely an unrealistic result and a limitation of the capacity analysis software. Additionally, field observations confirmed that the northbound left-turn queue typically cleared every cycle during the PM peak.

The signalized intersection of Hampshire Pike at James Campbell Boulevard is projected to operate at LOS E after improvements. Due to the physical constraints at the intersection such as the stream and bridge structure to the west and business and driveway locations to the east, this intersection should continue to be monitored for additional background improvements and/or conduct a more focused study of the intersection.

The Future 2025 Intersection Geometry is illustrated in **Figure 10**.

LEGEND

- Existing Intersection Geometry
- Background Intersection Geometry
- Future Intersection Geometry
- Existing Traffic Signal Control
- Future Traffic Signal Control
- Existing Stop Control
- Future Stop Control

Industrial Park Road

James Campbell Blvd

Old Williamsport Pike

Driveway B

Driveway A

Iberia Dr

Hampshire Pike

Hampshire Pike

James Campbell Blvd

1 2 3 4 5 6

Figure 10

Future 2025 Intersection Geometry

Hampshire Pike Mixed-Use
Traffic Impact Analysis

Kimley»Horn

NORTH

NOT TO SCALE

11.0 INTERSECTION SIGHT DISTANCE

Intersection sight distance has been measured using methodology provided in Chapter 3.2 and Chapter 9.5 of *A Policy on Geometric Design of Highways and Streets, 6th Edition (2011)*, published by the American Association of State Highways and Transportation Officials (AASHTO). This methodology is also consistent with TDOT Standard Roadway Drawings for Intersection Sight Distance. The height of the driver's eye is considered to be 3.5 feet above the road surface, and the object height is also considered to be 3.5 feet. The location of the driver on the minor road is considered to be a minimum of 14.5 feet from the edge of traveled way along the major road.

Hampshire Pike a two (2) lane undivided roadway with a posted speed limit of 40 MPH; the minimum intersection sight distance is:

- 445 feet, using passenger vehicle as the design vehicle.

Old Williamsport Pike a two (2) lane undivided roadway with a posted speed limit of 35 MPH; the minimum intersection sight distance is:

- 390 feet, using passenger vehicle as the design vehicle.

The following field measurements were obtained for intersection sight distance:

- Hampshire Pike at Driveway A
    - Looking to the left (east), intersection sight distance is greater than 800 feet.
    - Looking to the right (west), intersection sight distance is greater than 1,000 feet.
- Old Williamsport Pike at Driveway B
    - Looking left (to the west) the intersection sight distance is greater than 450 feet.
    - Looking right (to the east) the intersection sight distance is greater than 700 feet.

12.0 RECOMMENDATIONS

Related to the proposed development, the following mitigation improvements will improve traffic operations under the Future 2025 scenario and are to be constructed by the proposed development:

Hampshire Pike (SR 50) at James Campbell Boulevard

- Reconstruct north leg median nose with an 8' radius to reduce median length by approximately 13 feet to better facilitate vehicle turning movements. Relocate existing wood pole with dual arm luminaire and reconnect traffic signal span wire. Reconstruct south leg median nose with an 8' radius to reduce median length by approximately 15 feet to better facilitate vehicle turning movements.
    - *This improvement was added based on input from City staff and Planning Commission.*

James Campbell Boulevard at Old Williamsport Pike

- Construct a northbound left-turn lane with 100 feet of storage.

James Campbell Boulevard at Industrial Park Road

- Restripe the southbound shared through/left-turn lane along Industrial Park Road to provide a shared left/through/right-turn lane. Adjust signal timings as necessary after lane modifications.

Hampshire Pike at Driveway A

- Construct a westbound right-turn lane along Hampshire Pike with 125 feet of storage.
- Construct an eastbound left-turn lane along Hampshire Pike with 100 feet of storage.
- Construct a westbound left-turn lane along Hampshire Pike with 100 feet of storage.
- Construct Driveway A with three (3) lanes for vehicular movement: one (1) lane for vehicle ingress and two (2) for vehicle egress.
- Construct a traffic signal with protected-permitted left-turn phasing on all approaches.
- Install signs and pavement markings in accordance with the standards provided in the *Manual on Uniform Traffic Control Devices* (MUTCD).

Old Williamsport Pike at Site Driveway B

- Construct Site Driveway B with two (2) lanes for vehicular movement: one (1) lane for vehicle ingress and one (1) for vehicle egress.
- Provide STOP control along the northbound approach of Site Driveway B.
- Construct a westbound left-turn lane along Old Williamsport Pike with 100 feet of storage.
- Provide adequate intersection sight distance in accordance with the criteria provided in *A Policy on Geometric Design of Highways and Streets*.

Unrelated to the proposed development, the following improvements are proposed to improve operations under the Background 2025 scenario and not proposed to be constructed as part of this development:

Hampshire Pike at Lion Parkway/Iberia Drive

- Construct one (1) eastbound right-turn lane.
    - Adjust signal timings as necessary after lane modifications.
- Provide an overlap phase for the northbound right-turn movement.
- *Development traffic is not anticipated to utilize this turning movement and this improvement does not mitigate impacts from development traffic. This improvement may be planned by local jurisdictions to be implemented in the future. See section 10.3 in the report for additional information.*

Hampshire Pike at James Campbell Boulevard

- Construct one (1) southbound right-turn lane.
    - Adjust signal timings as necessary after lane modifications.
- Provide right-turn overlap phases for the northbound, southbound, and westbound approaches
- *Due to ROW, waterway, and retaining wall constraints, this improvement is recommended to be planned by local jurisdictions. See section 10.3 in the report for additional information.*

Appendix A

Site Plan

SITE DEVELOPMENT PLAN SUBMITTAL

HAMPSHIRE PIKE MIXED USE

HAMPSHIRE PIKE
COLUMBIA, TENNESSEE

SITE DEVELOPMENT PLAN SUBMITTAL REQUIREMENTS

SITE DATA TABLE		
SITE ADDRESS	HAMPSHIRE PIKE COLUMBIA, TENNESSEE, 38401	
TAX MAP	MAP 089 PARCEL 04103 000	
OVERALL AREA	EXISTING	PROPOSED
SITE AREA	24.01 AC AC	24.01 AC AC
DISTURBED AREA	N/A	19.3 AC
IMPERVIOUS AREA	0 AC	8.56 AC
PERVIOUS AREA	24.01 AC	15.45 AC
BUILDING DATA	REQUIRED	PROVIDED
UNIT DENSITY	15 DUA	
TOTAL UNITS	360 UNITS	
BUILDING SETBACKS	REQUIRED	PROVIDED
FRONT: NORTH	20 FT	20 FT
REAR: SOUTH	20 FT	20 FT
SIDE: EAST	10 FT	5 FT
SIDE: WEST	10 FT	5 FT
MINIMUM BUILDING SEPARATION	20 FT	34'

EXISTING PROPERTY SUMMARY	
PROPERTY ADDRESS:	HAMPSHIRE PIKE COLUMBIA, TENNESSEE
MAP AND PARCEL ID:	MAP 089, PARCEL 04103 000
U.S. FEMA FIRM PANEL:	47119C0280E DATED 4/16/2007
EXISTING ZONING:	MRC
EXISTING LAND USE:	MULTIFAMILY

SITE DATA TABLE

PROJECT NAME:	STEADFAST - HAMPSHIRE PIKE
PARCEL ADDRESS:	HAMPSHIRE PIKE COLUMBIA, TENNESSEE
TAX MAP AND PARCEL NUMBER:	MAP 089, PARCEL 4103
ZONING:	MRC
LAND USE:	MULTI-FAMILY
SITE ACREAGE:	24.01 AC (1,045,757 SF)
PROPOSED BUILDING SF:	# SF
- CLUBHOUSE (1)	9,188 SF
- LONG APARTMENT BUILDING: (12)	9,864 SF
- SHORT APARTMENT BUILDING: (3)	8,949 SF
PROPOSED BUILDING HEIGHT:	45' HT MAX
PARKING REQUIRED: 1.5 SPACES PER 2 BEDROOMS	
- 1 BEDROOM UNITS / BEDROOMS =	108 UNITS / 108 BEDROOMS
- 2 BEDROOM UNITS / BEDROOMS =	180 UNITS / 360 BEDROOMS
- 3 BEDROOM UNITS / BEDROOMS =	72 UNITS / 216 BEDROOMS
- TOTAL UNITS / BEDROOMS =	360 UNITS / 684 BEDROOMS
TOTAL PARKING REQUIRED:	513 TOTAL SPACES 9 ADA SPACES
TOTAL PARKING PROVIDED:	530 TOTAL SPACES 519 STANDARD SPACES 11 ACCESSIBLE SPACE
PROPERTY SETBACKS:	20' FRONT / STREET 10' SIDE 20' REAR
OPEN SPACE:	64.4% (673,160 SF)
LOT BUILDING COVERAGE:	14.76% (154,403 SF)
IMPERVIOUS SITE AREA:	35.6% (372,716 SF)



VICINITY MAP
NOT TO SCALE

CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE

Sheet List Table	
Sheet Number	Sheet Title
C0-00	COVER
C1-00	EXISTING CONDITIONS
C1-01	MASS GRADING
C2-00	SITE LAYOUT - OVERALL
C3-00	GRADING AND DRAINAGE PLAN - OVERALL
C4-00	UTILITY PLAN - OVERALL
A1.0	ARCHITECTURAL ELEVATIONS

PROJECT DESIGN TEAM

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TDOT
TENNESSEE DEPARTMENT OF TRANSPORTATION
REGION 3 TRAFFIC ENGINEER
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NATURAL GAS
ATMOS ENERGY
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OWNER / DEVELOPER

STEADFAST COMPANIES
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IRVINE,CALIFORNIA, 92612
PHONE: 949.518.2191
CONTACT: PATRICK WOEPSE

PLANS PREPARED BY

Kimley»Horn

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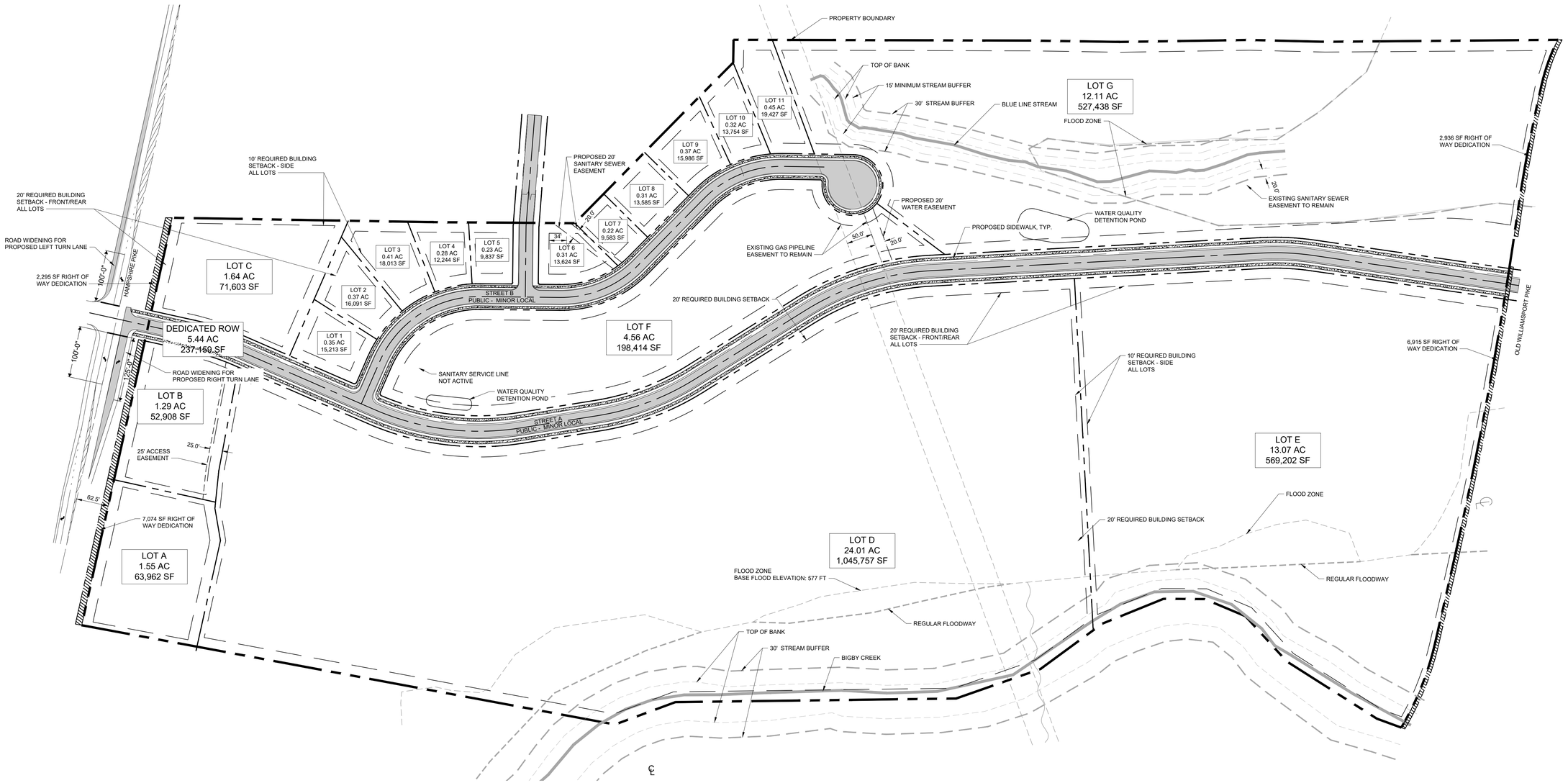
ENGINEER'S SEAL

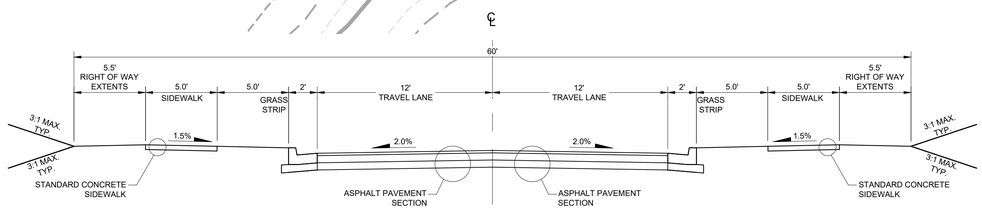
PLAN REVISIONS		
REVISION NO.	DATE	REMARKS

FILE NUMBER	SHEET NUMBER	TOTAL SHEETS
118332003	C0-00	7

PROJECT NAME - SET DESCRIPTION

Drawing name: K:\NSH_LDEV\118332003 - Steadfast Hampshire Pike\4-CADD\PlanSheets - MF\C0-00 COVER.dwg C0-00 COVER Jun 21, 2022 10:11am by: Colton.Dorris





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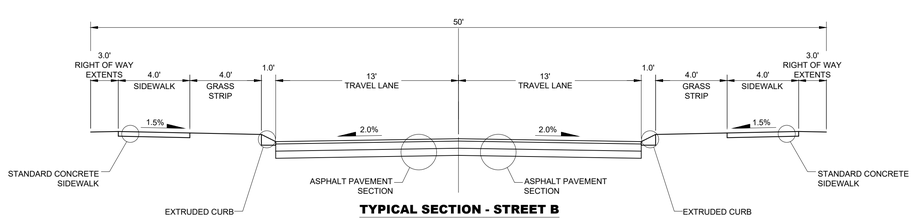
ROW = 60'



TYPICAL SECTION - STREET B
ROW = 50'

EXISTING AND PROPOSED LOT INFORMATION			
LOT NUMBER	ACREAGE (AC)	SQUARE FOOTAGE (SF)	LOT USE
EXISTING LOT	67.28	2,930,900	--
DEDICATED ROW	5.44	237,159	--
LOT A	1.55	67,581	COMMERCIAL
LOT B	1.29	56,392	COMMERCIAL
LOT C	1.64	71,603	COMMERCIAL
LOT D	24.01	1,045,757	MULTIFAMILY
LOT E	13.07	569,202	VACANT
LOT F	4.56	198,414	VACANT
LOT G	12.11	527,438	VACANT
LOT 1	0.35	15,213	SINGLE FAMILY
LOT 2	0.37	16,091	SINGLE FAMILY
LOT 3	0.41	18,013	SINGLE FAMILY
LOT 4	0.28	12,244	SINGLE FAMILY
LOT 5	0.23	9,837	SINGLE FAMILY
LOT 6	0.31	13,624	SINGLE FAMILY
LOT 7	0.22	9,583	SINGLE FAMILY
LOT 8	0.31	13,585	SINGLE FAMILY
LOT 9	0.37	15,986	SINGLE FAMILY
LOT 10	0.32	13,754	SINGLE FAMILY
LOT 11	0.45	19,427	SINGLE FAMILY

US FEMA FIRM PANEL

U.S. FEMA FIRM PANEL: 47119C0280E DATED 4/16/2007

THE FEATURES SHOWN ON THIS PLAN ARE SCHEMATIC IN NATURE AND ARE TO BE USED FOR PRELIMINARY PLANNING PURPOSES ONLY. ALL FEATURES ARE SUBJECT TO CHANGE BASED ON CONTINUED DESIGN, REVIEW BY AUTHORITIES HAVING JURISDICTION, OR ANY OTHER EVENT OUT OF THE CONTROL OF THE ENGINEER

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HAMPSHIRE PIKE MIXED USE
PRELIMINARY PLAT
COLUMBIA, TN

DRAFT
PRELIMINARY PLANS
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DESIGNED BY:	KKF
DRAWN BY:	CLD
CHECKED BY:	KKF
DATE:	5/16/2022

KIMLEY-HORN PROJECT NO. 118332003

SITE LAYOUT

SHEET NUMBER
C2-00

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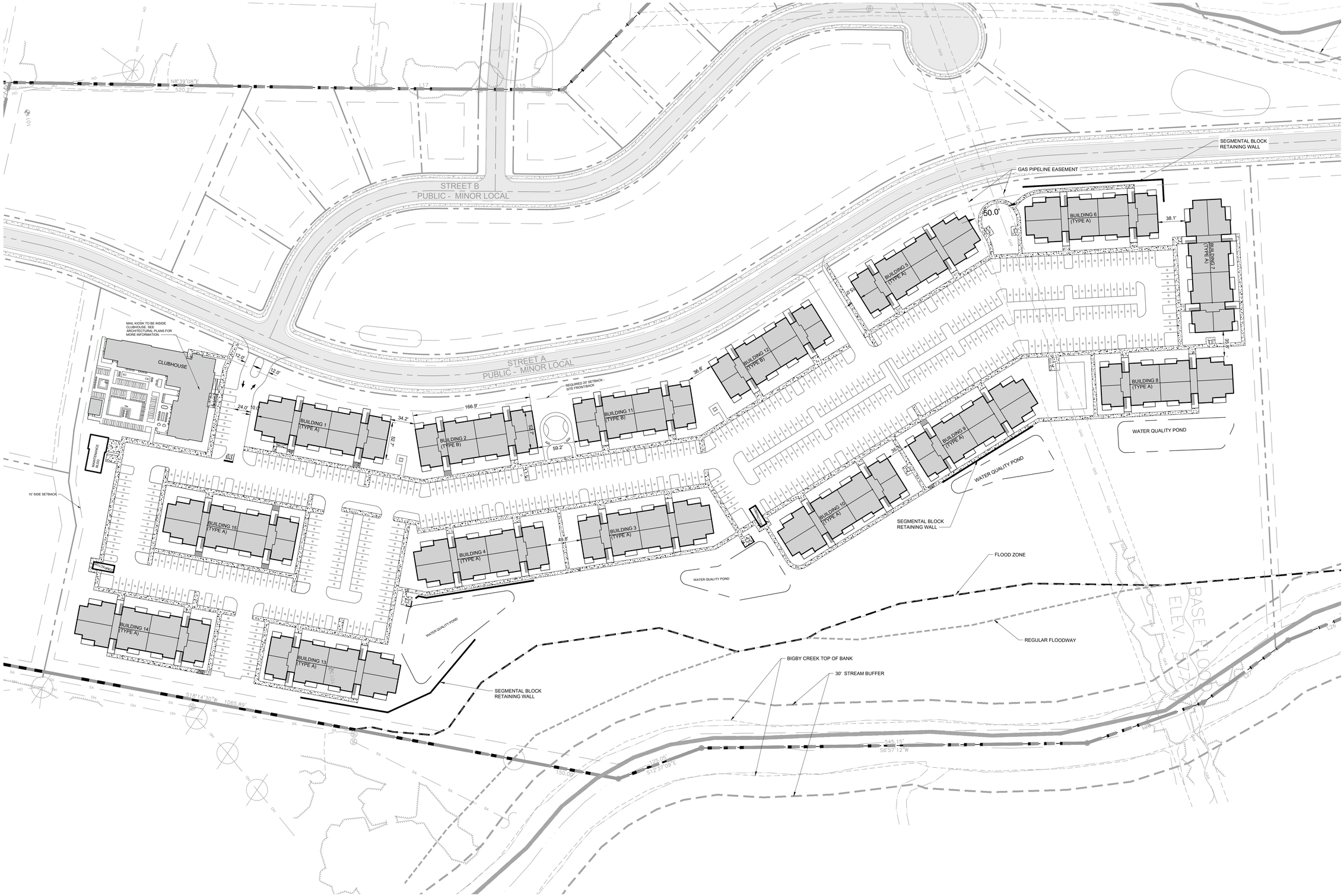

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HAMPSHIRE PIKE MIXED USE
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KIMLEY-HORN PROJECT NO. 118332003

SITE LAYOUT - OVERALL

SHEET NUMBER
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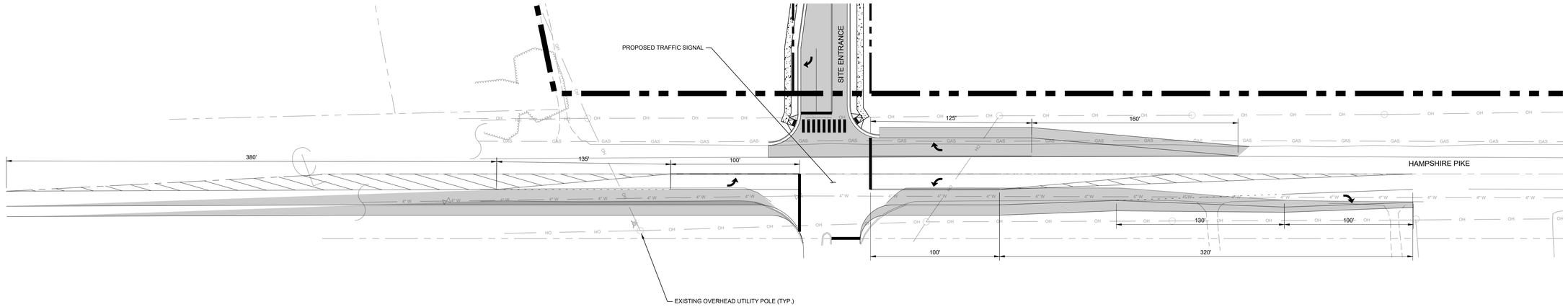

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HAMPSHIRE PIKE MIXED USE
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DESIGNED BY:	RAP
DRAWN BY:	AIM
CHECKED BY:	RAP
DATE:	5/16/2022

KIMLEY-HORN PROJECT NO.
118332003

TRAFFIC SIGNAL PLAN - HAMPSHIRE PIKE AT SITE ENTRANCE

SHEET NUMBER
T1-00

Drawing name: K:\NSH_LDEV\118332003 - Steadfast Hampshire Pike\4-CADD\PlanSheets\T1-00 TRAFFIC SIGNAL PLAN.dwg T1-00 TRAFFIC SIGNAL PLAN Jun 21, 2022 1:37pm by: Kelley.Frank

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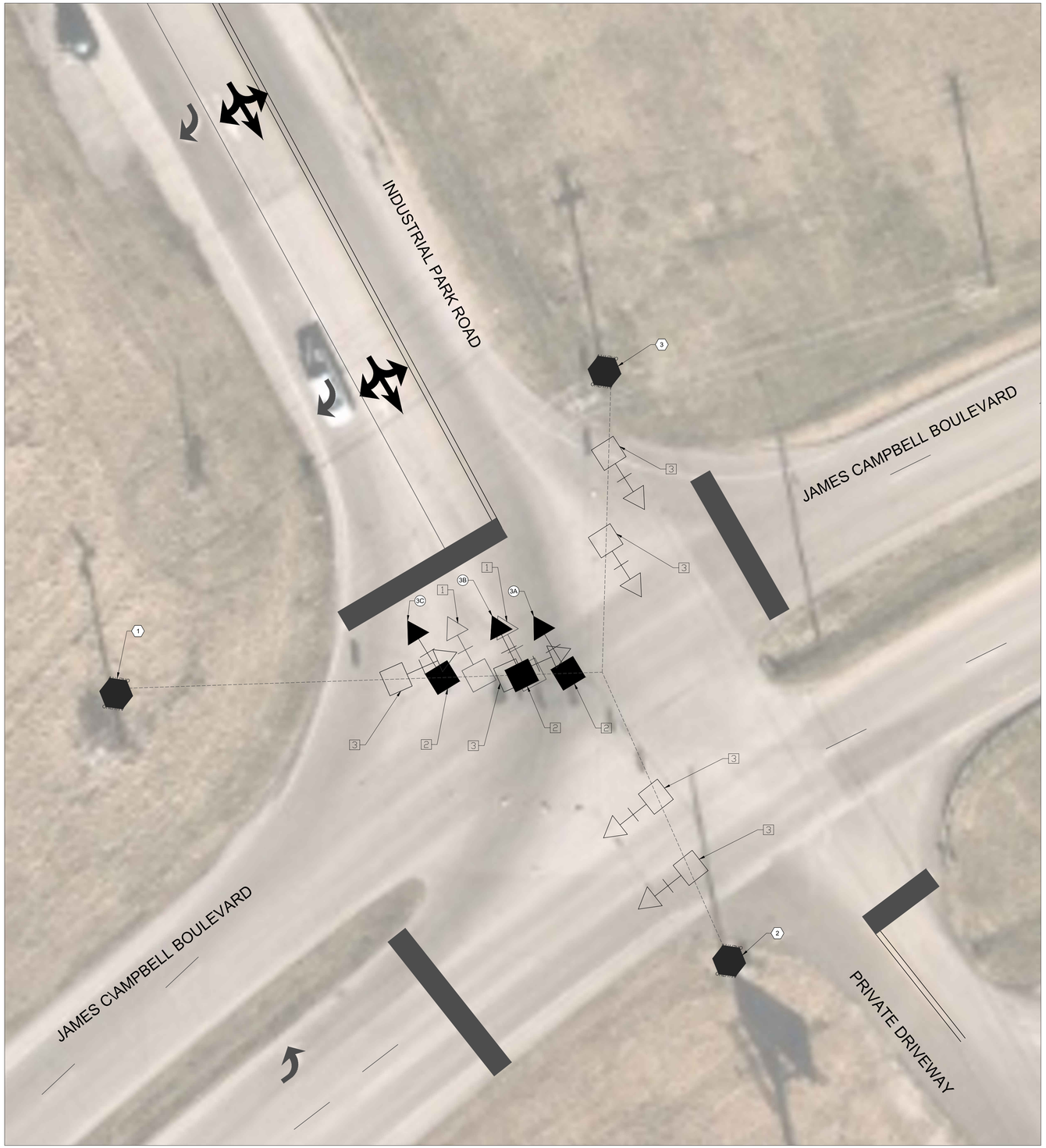
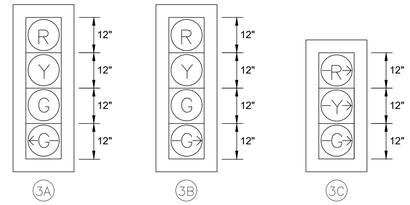
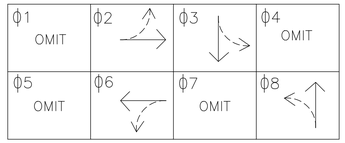


SIGNAL HEAD ASSEMBLIES

N.T.S.



PHASING DIAGRAM



CONSTRUCTION NOTES

1. REMOVE EXISTING SIGNAL HEAD
2. INSTALL SIGNAL HEAD AND REQUIRED CONDUCTOR
3. RETAIN EXISTING SIGNAL HEAD

LEGEND

- EXISTING SIGNAL POLE
- EXISTING SIGNAL HEAD
- PROPOSED SIGNAL HEAD
- EXISTING CONDUIT

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DESIGNED BY:	RAP
DRAWN BY:	AIM
CHECKED BY:	RAP
DATE:	5/16/2022

KIMLEY-HORN PROJECT NO. 118332003

TRAFFIC SIGNAL PLAN - JAMES CAMPBELL BLVD AT INDUSTRIAL WAY

SHEET NUMBER
T2-00

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Drawing name: K:\NSH_LDEV\116332003 - Steadfast Hampshire Phase\4-CAD\Plan\Sheets\T1-00 TRAFFIC SIGNAL PLAN.dwg T3-00 TRAFFIC SIGNAL PLAN Jun 21, 2022 1:37pm by Kelley.Frank



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NORTH

JAMES CAMPBELL BLVD AT OLD WILLIAMSPORT PIKE

SHEET NUMBER
T3-00

KIMLEY-HORN PROJECT NO.
116332003

DATE
5/16/2022

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DRAWN BY: AM
DESIGNED BY: RAP

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HAMPSHIRE PIKE MIXED USE PRELIMINARY PLAT

COLUMBIA, TN

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HAMPSHIRE PIKE MIXED USE
PRELIMINARY PLAT
COLUMBIA, TN

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DESIGNED BY:	RAP
DRAWN BY:	AIM
CHECKED BY:	RAP
DATE:	6/21/2022

KIMLEY-HORN PROJECT NO.
118332003

HAMPSHIRE PIKE AT JAMES CAMPBELL BLVD

SHEET NUMBER
T4-00

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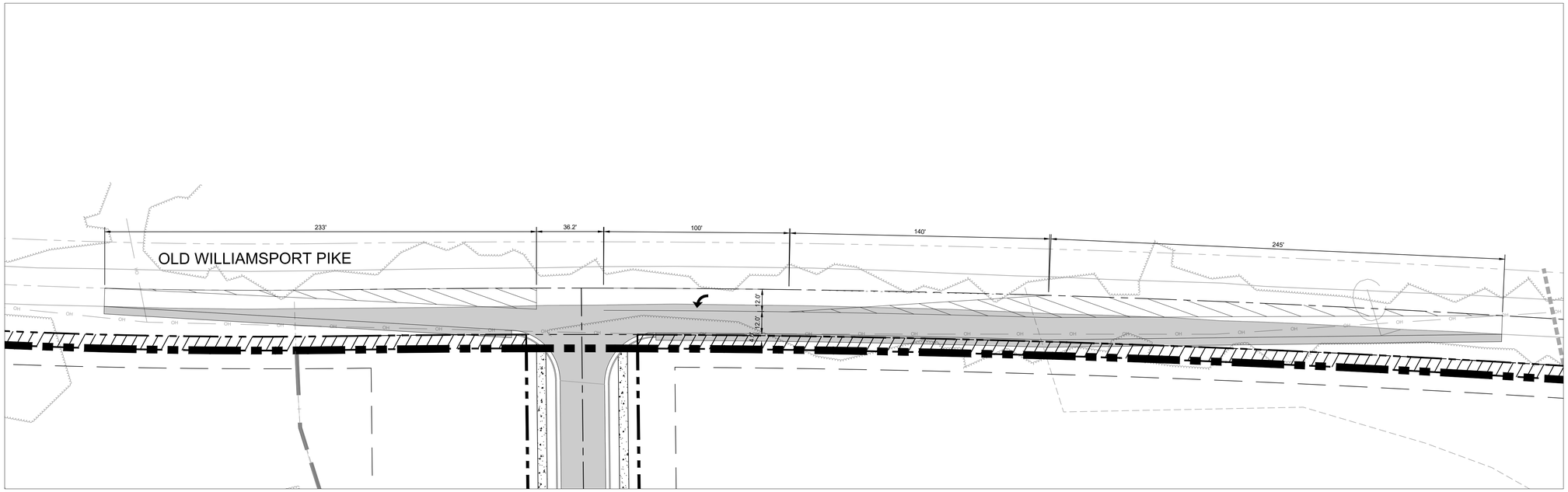

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HAMPSHIRE PIKE MIXED USE
PRELIMINARY PLAT
COLUMBIA, TN

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DESIGNED BY:	RAP
DRAWN BY:	AIM
CHECKED BY:	RAP
DATE:	6/21/2022
KIMLEY-HORN PROJECT NO.	118332003

OLD WILLIAMSPORT PIKE AT SITE ENTRANCE

SHEET NUMBER
T5-00

Appendix B

Photos

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 1 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 1



Comments:

Photo No. 2



Comments:

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214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 2 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 3



Comments:

Photo No. 4



Comments:

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Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 3 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 5



Comments:

Photo No. 6



Comments:

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214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 4 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 7



Comments:

Photo No. 8



Comments:

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 5 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 9



Comments:

Photo No. 10



Comments:

Site Name: Hampshire Pike Mixed-Use

Photo No. 11



Comments:

Photo No. 12



Comments:

Site Name: Hampshire Pike Mixed-Use

Photo No. 13



Comments:

Photo No. 14



Comments:

Site Name: Hampshire Pike Mixed-Use

Photo No. 15



Comments:

Photo No. 16



Comments:

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 9 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 17



Comments:

Photo No. 18



Comments:

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 10 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 19



Comments:

Photo No. 20



Comments:

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

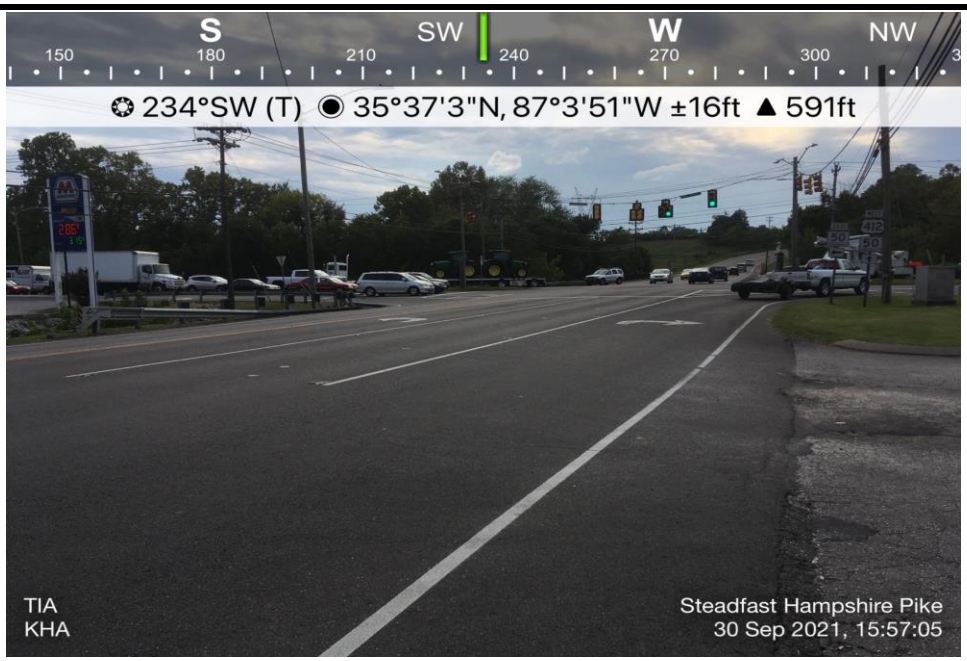
Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 11 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 21



Comments:

Photo No. 22



Comments:

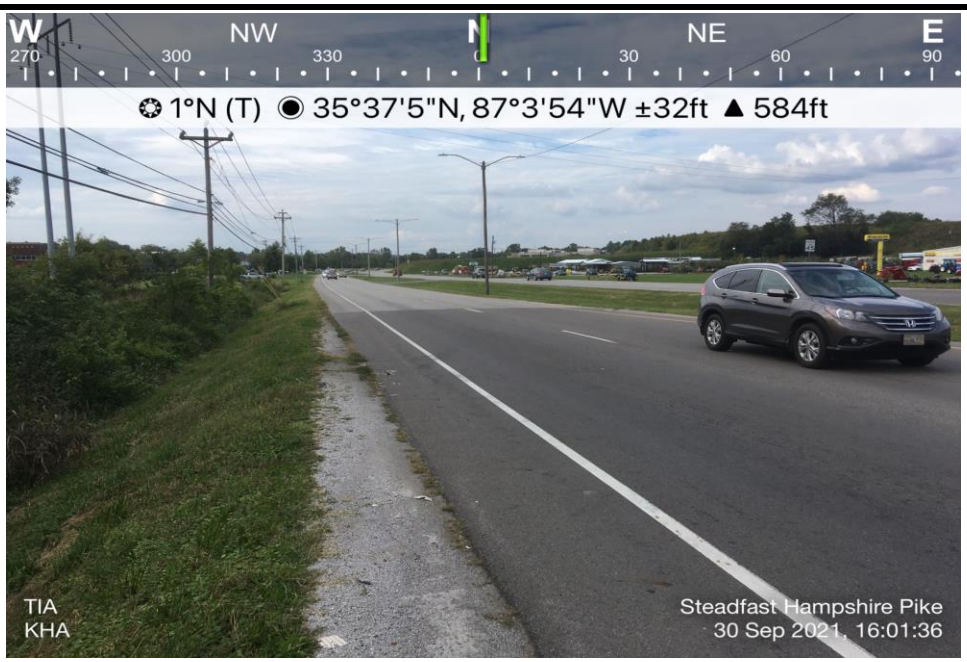
Site Name: Hampshire Pike Mixed-Use

Photo No. 23



Comments:

Photo No. 24



Comments:

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 13 of 20

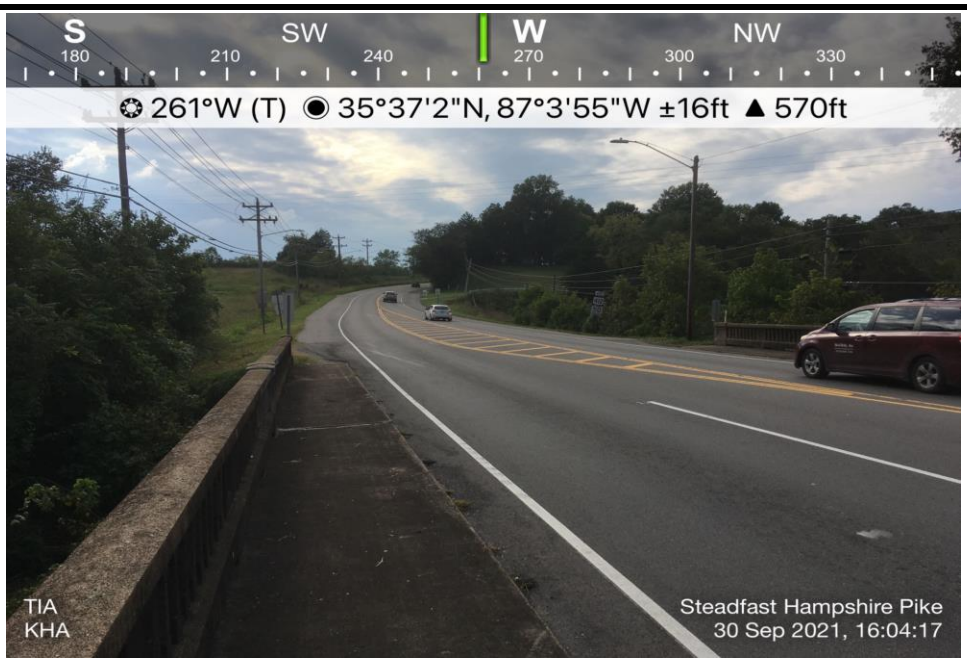
Site Name: Hampshire Pike Mixed-Use

Photo No. 25



Comments:

Photo No. 26



Comments:

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 14 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 27



Comments:

Photo No. 28



Comments:

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 15 of 20

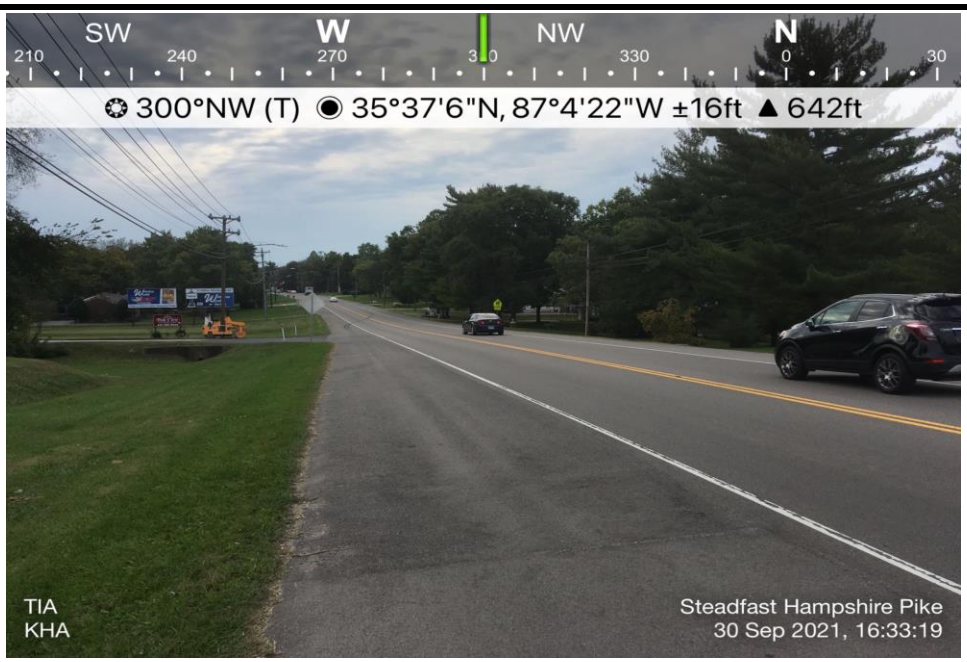
Site Name: Hampshire Pike Mixed-Use

Photo No. 29



Comments:

Photo No. 30



Comments:

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 16 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 31



Comments:

Photo No. 32



Comments:

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

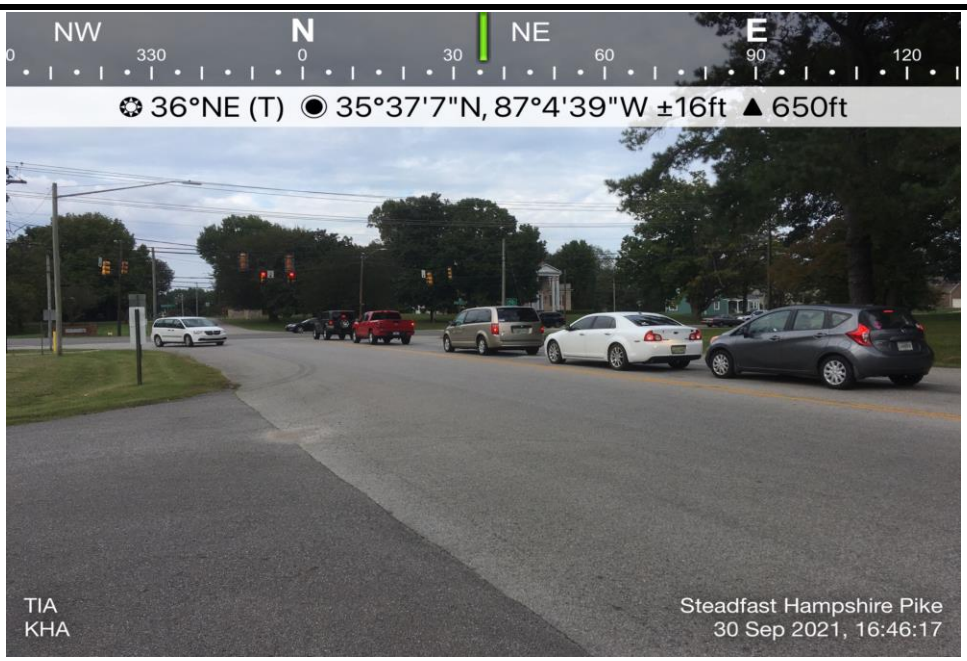
Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 17 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 33



Comments:

Photo No. 34



Comments:

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 18 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 35



Comments:

Photo No. 36



Comments:

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 19 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 37



Comments:

Photo No. 38



Comments:

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 20 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 39



Comments:

Photo No. 40



Comments:

Appendix C

Traffic Data

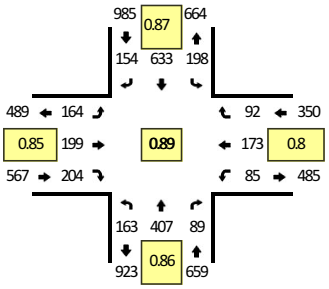
Type of peak hour being reported: Intersection Peak

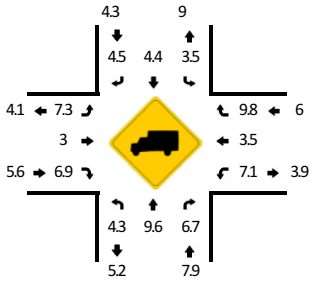
Method for determining peak hour: Total Entering Volume

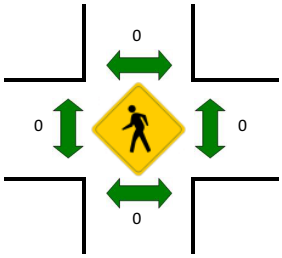
LOCATION: N James Campbell Blvd -- Hampshire Pike
CITY/STATE: Columbia, TN

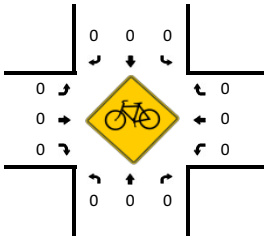
QC JOB #: 15562401
DATE: Tue, Sep 14 2021

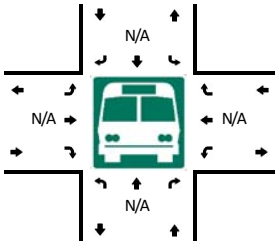
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

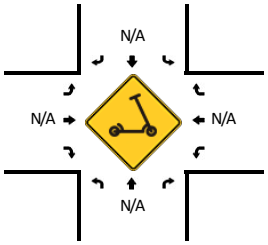












15-Min Count Period Beginning At	N James Campbell Blvd (Northbound)				N James Campbell Blvd (Southbound)				Hampshire Pike (Eastbound)				Hampshire Pike (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	19	78	2	0	11	90	13	0	18	21	36	0	6	10	5	0	309	
6:45 AM	11	83	9	0	16	98	30	0	28	32	38	0	7	23	14	0	389	
7:00 AM	28	91	17	0	19	111	48	0	31	42	33	0	7	23	20	0	470	
7:15 AM	49	86	17	0	50	154	58	1	38	47	60	0	15	48	16	0	639	1807
7:30 AM	41	117	34	0	70	175	39	0	50	49	37	0	23	54	32	0	721	2219
7:45 AM	39	120	25	1	47	179	31	0	55	51	60	0	31	37	37	0	713	2543
8:00 AM	33	84	13	0	30	125	26	0	21	52	47	0	16	34	7	0	488	2561
8:15 AM	26	105	14	0	25	134	20	0	23	36	23	0	16	17	15	0	454	2376

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	164	468	136	0	280	700	156	0	200	196	148	0	92	216	128	0	2884
Heavy Trucks	0	60	16		16	24	8		36	4	4		8	4	24		204
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

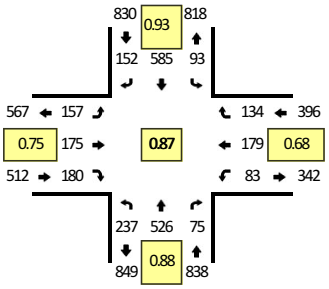
Report generated on 9/20/2021 10:10 AM

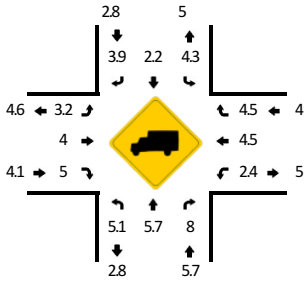
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

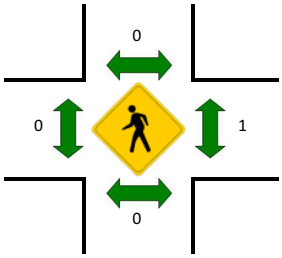
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

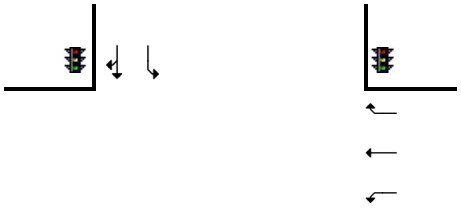
LOCATION: N James Campbell Blvd -- Hampshire Pike | **QC JOB #:** 15562402
CITY/STATE: Columbia, TN | **DATE:** Tue, Sep 14 2021

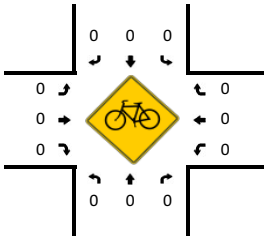
Peak-Hour: 3:00 PM -- 4:00 PM
Peak 15-Min: 3:00 PM -- 3:15 PM

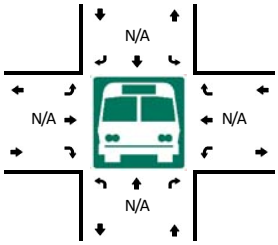


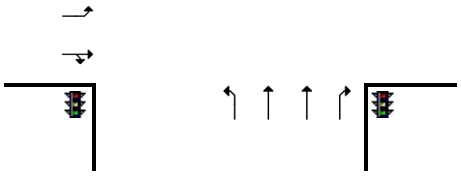


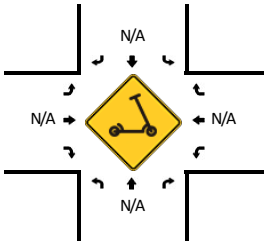












15-Min Count Period Beginning At	N James Campbell Blvd (Northbound)				N James Campbell Blvd (Southbound)				Hampshire Pike (Eastbound)				Hampshire Pike (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	53	129	24	0	26	159	35	0	58	59	54	0	28	46	71	0	742	
3:15 PM	54	134	19	0	16	127	47	0	49	49	58	0	18	37	28	0	636	
3:30 PM	61	110	17	0	29	162	31	1	35	46	44	0	20	45	21	0	622	
3:45 PM	68	153	15	1	21	137	39	0	15	21	24	0	17	51	14	0	576	2576
4:00 PM	59	134	20	0	17	112	44	0	29	40	33	0	25	56	18	0	587	2421
4:15 PM	68	127	18	1	17	150	42	1	21	36	25	0	16	35	29	0	586	2371
4:30 PM	60	131	14	0	27	130	29	1	26	39	45	0	20	52	29	0	603	2352
4:45 PM	55	145	15	0	34	132	51	0	19	44	40	0	23	45	17	0	620	2396
5:00 PM	58	150	19	0	22	171	42	1	24	38	51	0	23	44	28	0	671	2480
5:15 PM	71	148	16	0	21	126	28	0	20	37	39	0	15	56	31	0	608	2502
5:30 PM	63	132	13	1	18	137	32	0	24	34	29	0	11	51	18	0	563	2462
5:45 PM	74	114	11	0	10	110	52	0	22	36	23	0	14	41	16	0	523	2365

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	212	516	96	0	104	636	140	0	232	236	216	0	112	184	284	0	2968
Heavy Trucks	12	12	4		8	12	8		8	12	8		8	16	20		128
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

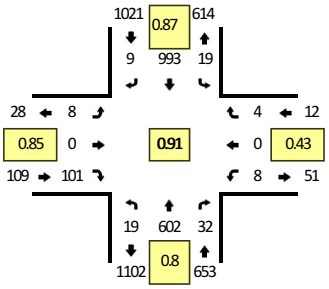
Comments:

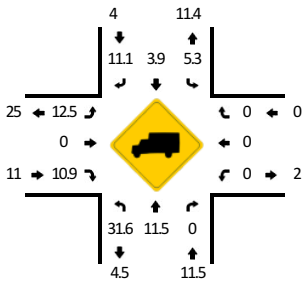
Report generated on 9/20/2021 10:10 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

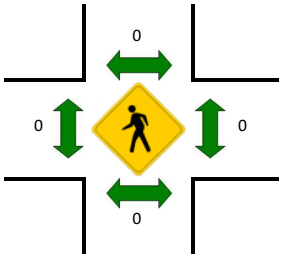
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

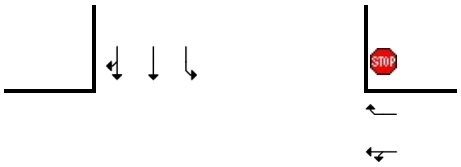
LOCATION: N James Campbell Blvd -- Old Williamsport Pike | **QC JOB #:** 15562403
CITY/STATE: Columbia, TN | **DATE:** Tue, Sep 14 2021

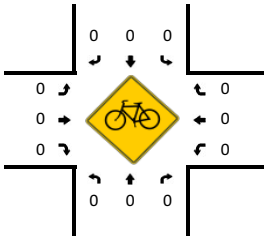
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

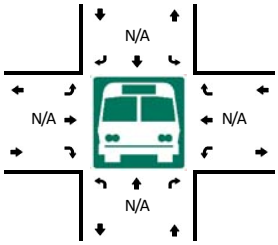


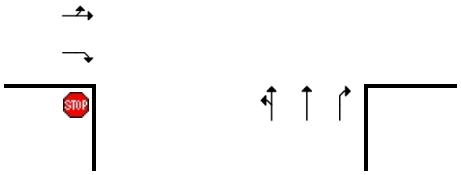


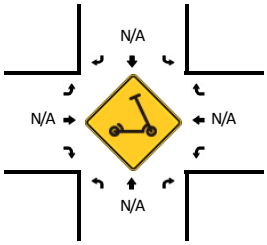












15-Min Count Period Beginning At	N James Campbell Blvd (Northbound)				N James Campbell Blvd (Southbound)				Old Williamsport Pike (Eastbound)				Old Williamsport Pike (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	4	92	5	0	3	124	6	0	2	0	4	0	0	0	1	0	241	
6:45 AM	6	110	3	1	4	167	4	0	3	2	6	0	1	0	1	0	308	
7:00 AM	3	137	4	0	0	177	2	0	6	0	16	0	1	0	0	0	346	
7:15 AM	8	123	5	0	7	279	2	0	0	0	32	0	4	0	3	0	463	1358
7:30 AM	4	153	12	0	4	287	1	0	0	0	28	0	1	0	1	0	491	1608
7:45 AM	4	189	11	0	8	250	4	0	2	0	25	0	2	0	0	0	495	1795
8:00 AM	4	87	9	0	8	175	3	0	1	0	10	0	3	0	0	0	300	1749
8:15 AM	4	117	16	1	11	178	2	0	3	0	12	0	1	0	0	0	345	1631

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	16	756	44	0	32	1000	16	0	8	0	100	0	8	0	0	0	1980
Heavy Trucks	4	80	0		0	36	0		0	0	8		0	0	0		128
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/20/2021 10:10 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

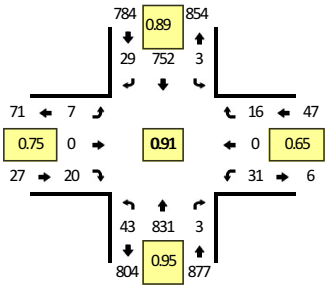
Type of peak hour being reported: Intersection Peak

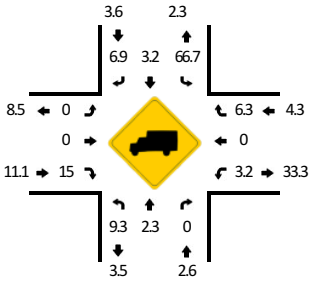
Method for determining peak hour: Total Entering Volume

LOCATION: N James Campbell Blvd -- Old Williamsport Pike
CITY/STATE: Columbia, TN

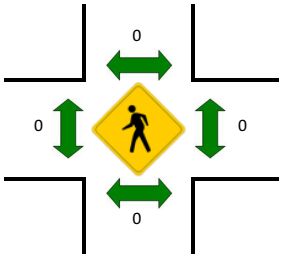
QC JOB #: 15562404
DATE: Tue, Sep 14 2021

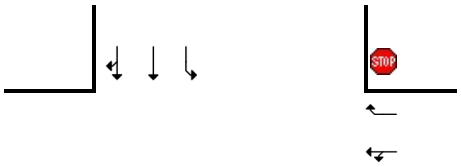
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

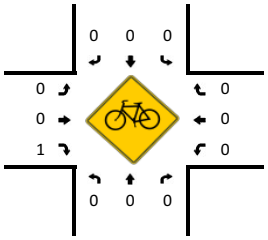


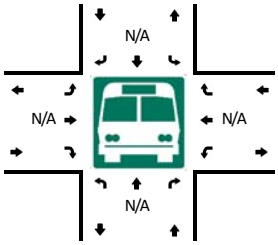


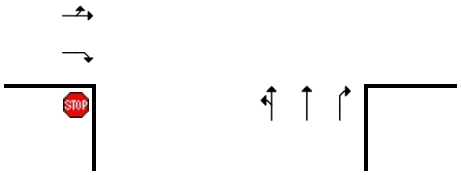
Quality Counts
DATA THAT DRIVES COMMUNITIES

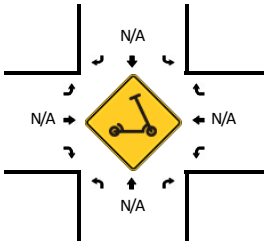












15-Min Count Period Beginning At	N James Campbell Blvd (Northbound)				N James Campbell Blvd (Southbound)				Old Williamsport Pike (Eastbound)				Old Williamsport Pike (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	10	215	8	0	3	208	6	0	2	0	8	0	7	0	4	0	471	
3:15 PM	12	196	10	1	2	171	7	0	1	1	4	0	9	0	4	0	418	
3:30 PM	9	178	4	0	2	219	7	0	11	0	10	0	7	0	3	0	450	
3:45 PM	9	179	6	0	2	166	2	0	4	0	6	0	6	0	13	0	393	1732
4:00 PM	15	184	1	0	4	160	4	0	2	0	6	0	8	0	6	0	390	1651
4:15 PM	11	175	2	0	0	182	2	0	6	0	5	0	6	0	5	0	394	1627
4:30 PM	8	203	1	0	3	186	2	0	1	0	5	0	7	0	5	0	421	1598
4:45 PM	13	203	1	1	0	189	12	0	1	0	4	0	8	0	6	0	438	1643
5:00 PM	9	221	0	0	0	212	9	0	3	0	6	0	14	0	4	0	478	1731
5:15 PM	12	204	1	0	0	165	6	0	2	0	5	0	2	0	1	0	398	1735
5:30 PM	9	172	1	0	0	195	4	0	2	0	5	0	6	0	3	0	397	1711
5:45 PM	10	148	1	0	0	163	4	0	2	0	1	0	1	0	0	0	330	1603

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	36	884	0	0	0	848	36	0	12	0	24	0	56	0	16	0	1912
Heavy Trucks	8	20	0		0	16	0		0	0	8		4	0	0		56
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/20/2021 10:10 AM

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

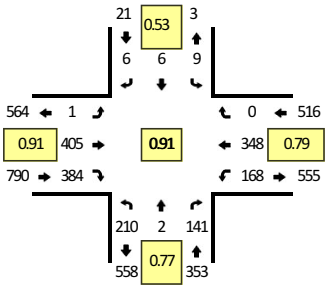
Type of peak hour being reported: Intersection Peak

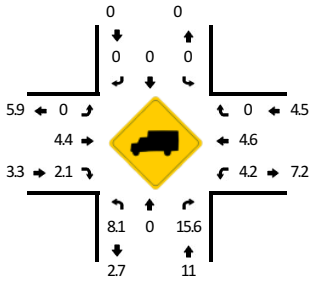
Method for determining peak hour: Total Entering Volume

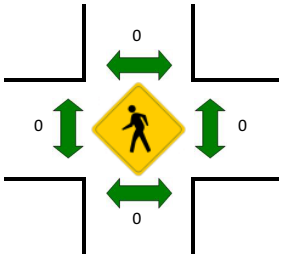
LOCATION: Iberia Dr/Lion Pkwy -- Hampshire Pike
CITY/STATE: Columbia, TN

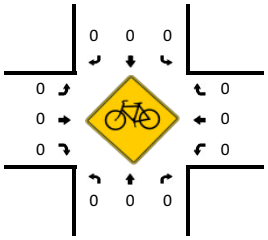
QC JOB #: 15562405
DATE: Tue, Sep 14 2021

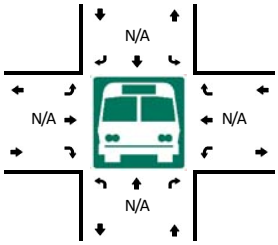
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

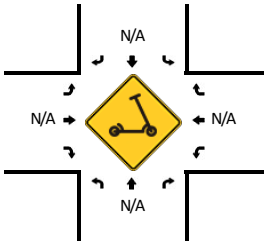












15-Min Count Period Beginning At	Iberia Dr/Lion Pkwy (Northbound)				Iberia Dr/Lion Pkwy (Southbound)				Hampshire Pike (Eastbound)				Hampshire Pike (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	8	0	2	0	1	0	0	0	0	68	47	0	6	34	0	0	166	
6:45 AM	15	0	8	0	0	0	1	0	0	88	72	0	31	42	0	0	257	
7:00 AM	53	0	35	0	1	0	0	0	0	85	110	0	38	59	0	0	381	
7:15 AM	53	0	21	0	1	2	2	0	0	98	118	0	50	113	0	0	458	1262
7:30 AM	56	0	59	0	5	2	3	0	1	96	93	0	49	97	0	0	461	1557
7:45 AM	48	2	26	0	2	2	1	0	0	126	63	0	31	79	0	0	380	1680
8:00 AM	31	0	20	0	2	6	0	0	1	84	43	0	13	82	1	0	283	1582
8:15 AM	31	1	9	0	0	0	0	0	0	80	51	0	8	51	1	0	232	1356

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	224	0	236	0	20	8	12	0	4	384	372	0	196	388	0	0	1844
Heavy Trucks	16	0	40		0	0	0		0	8	16		8	8	0		96
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

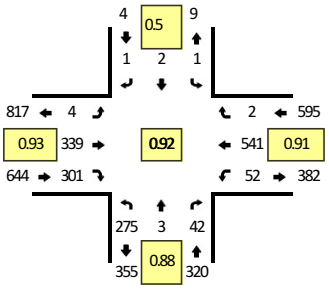
Report generated on 9/20/2021 10:10 AM

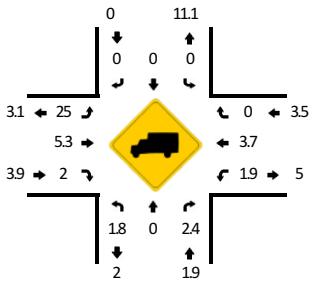
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

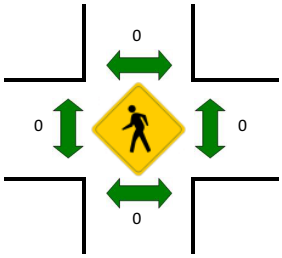
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

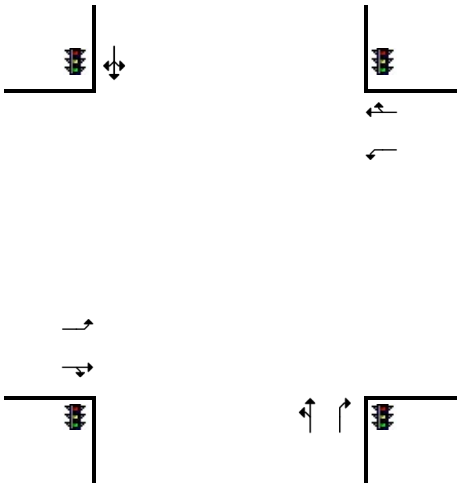
LOCATION: Iberia Dr/Lion Pkwy -- Hampshire Pike | **QC JOB #:** 15562406
CITY/STATE: Columbia, TN | **DATE:** Tue, Sep 14 2021

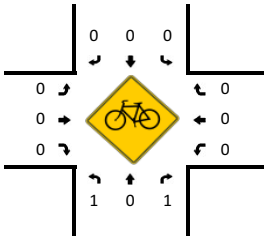
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

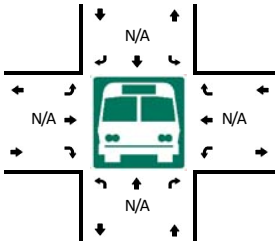


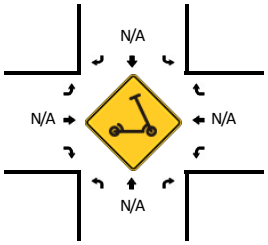












15-Min Count Period Beginning At	Iberia Dr/Lion Pkwy (Northbound)				Iberia Dr/Lion Pkwy (Southbound)				Hampshire Pike (Eastbound)				Hampshire Pike (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	62	3	50	0	0	1	0	0	1	121	60	0	15	130	2	0	445	
3:15 PM	70	3	43	0	3	4	0	0	0	105	42	0	23	103	1	0	397	
3:30 PM	83	1	21	0	0	2	0	0	0	90	56	0	11	117	0	0	381	
3:45 PM	51	1	4	0	2	3	1	0	0	55	49	0	15	138	0	0	319	1542
4:00 PM	79	0	12	0	0	0	1	0	1	82	54	0	7	152	2	0	390	1487
4:15 PM	81	3	9	0	2	2	3	0	2	78	48	0	5	138	2	0	373	1463
4:30 PM	64	1	11	0	1	1	0	0	1	84	48	0	5	133	0	0	349	1431
4:45 PM	65	2	6	0	1	0	0	0	2	87	75	0	14	129	1	0	382	1494
5:00 PM	73	1	17	0	0	0	0	0	0	85	69	0	13	125	0	0	383	1487
5:15 PM	74	0	11	0	0	1	1	0	1	88	84	0	12	152	0	0	424	1538
5:30 PM	63	0	8	0	0	1	0	0	1	79	73	0	13	135	1	0	374	1563
5:45 PM	60	0	6	0	0	1	1	0	1	80	75	0	19	127	1	0	371	1552

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	296	0	44	0	0	4	4	0	4	352	336	0	48	608	0	0	1696
Heavy Trucks	8	0	0		0	0	0		0	16	12		0	20	0		56
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/20/2021 10:10 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

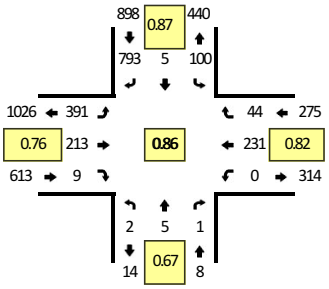
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

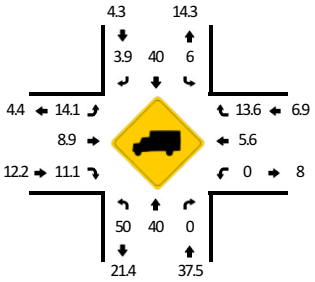
LOCATION: Industrial Park Rd -- N James Campbell Blvd
CITY/STATE: Columbia, TN

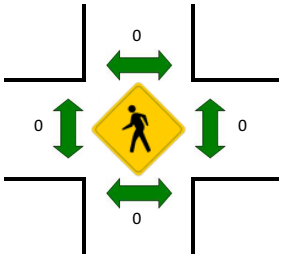
QC JOB #: 15562407
DATE: Tue, Sep 14 2021

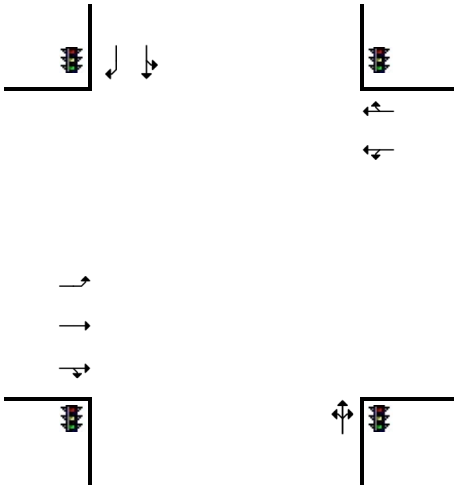
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

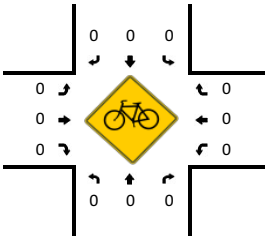


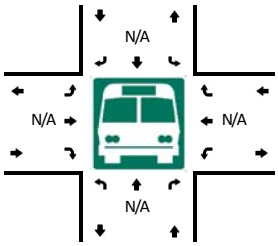


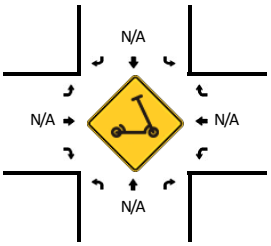












15-Min Count Period Beginning At	Industrial Park Rd (Northbound)				Industrial Park Rd (Southbound)				N James Campbell Blvd (Eastbound)				N James Campbell Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	0	1	0	0	12	1	111	0	68	19	1	0	0	24	8	0	245	
6:45 AM	0	2	0	0	13	0	140	0	81	33	0	0	0	37	6	0	312	
7:00 AM	0	0	0	0	19	1	124	0	97	44	3	0	0	52	12	0	352	
7:15 AM	0	2	1	0	18	0	218	0	76	45	1	0	0	73	11	0	445	1354
7:30 AM	1	1	0	0	27	2	230	0	88	57	0	0	0	60	8	0	474	1583
7:45 AM	1	2	0	0	36	2	221	0	130	67	5	0	0	46	13	0	523	1794
8:00 AM	1	0	1	0	21	0	148	0	56	37	0	0	0	39	8	0	311	1753
8:15 AM	0	0	1	0	17	0	154	0	68	46	0	0	1	38	4	0	329	1637

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	4	8	0	0	144	8	884	0	520	268	20	0	0	184	52	0	2092
Heavy Trucks	0	4	0		8	0	32		76	8	4		0	8	8		148
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

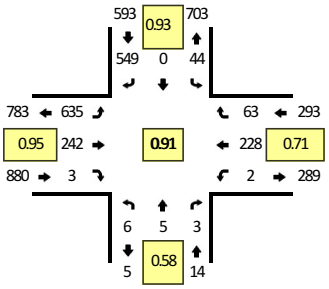
Report generated on 9/20/2021 10:10 AM

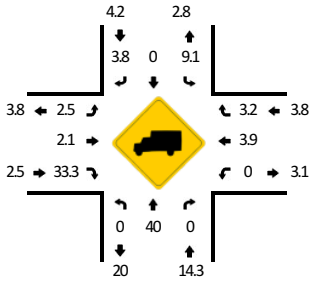
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

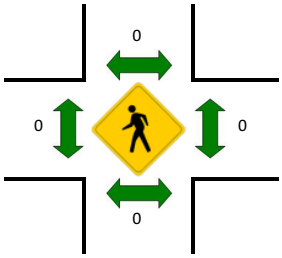
LOCATION: Industrial Park Rd -- N James Campbell Blvd | **QC JOB #:** 15562408
CITY/STATE: Columbia, TN | **DATE:** Tue, Sep 14 2021

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

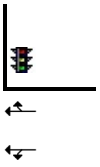


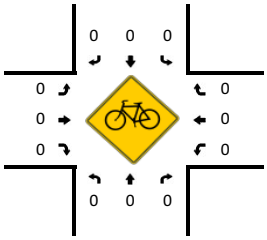


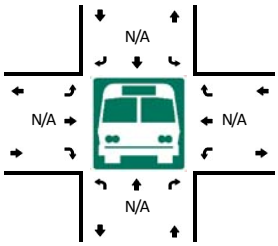
Quality Counts
DATA THAT DRIVES COMMUNITIES

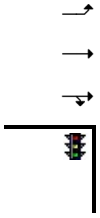


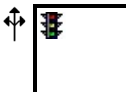


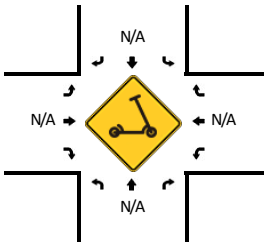












15-Min Count Period Beginning At	Industrial Park Rd (Northbound)				Industrial Park Rd (Southbound)				N James Campbell Blvd (Eastbound)				N James Campbell Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	3	3	0	0	16	0	142	0	144	76	0	0	1	67	18	0	470	
3:15 PM	1	0	0	0	17	0	132	0	141	66	0	0	1	49	20	0	427	
3:30 PM	0	1	0	0	19	0	152	0	129	61	0	0	0	70	7	0	439	
3:45 PM	0	1	0	0	11	0	128	0	146	51	0	0	0	50	8	0	395	1731
4:00 PM	0	1	1	0	16	0	119	0	147	52	0	1	1	46	13	0	397	1658
4:15 PM	0	1	1	0	11	0	142	0	130	50	0	0	0	44	11	0	390	1621
4:30 PM	0	0	1	0	9	0	144	0	156	61	1	0	1	48	18	0	439	1621
4:45 PM	1	4	0	0	12	0	147	0	158	54	0	0	0	53	10	0	439	1665
5:00 PM	3	1	2	0	10	0	138	0	161	69	1	0	1	80	22	0	488	1756
5:15 PM	2	0	0	0	13	0	120	0	160	58	1	0	0	47	13	0	414	1780
5:30 PM	0	4	0	0	6	0	141	0	130	42	1	0	0	58	11	0	393	1734
5:45 PM	0	0	0	0	8	0	102	0	112	45	0	0	0	47	7	0	321	1616

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	12	4	8	0	40	0	552	0	644	276	4	0	4	320	88	0	1952
Heavy Trucks	0	0	0		0	0	12		8	8	4		0	16	4		52
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/20/2021 10:10 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir **QC JOB #:** 15562409

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Columbia, TN **DATE:** Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		2				2			2	
12:15 AM		7				7			7	
12:30 AM		1				1			1	
12:45 AM		4				4			4	
01:00 AM		0				0			0	
01:15 AM		2				2			2	
01:30 AM		0				0			0	
01:45 AM		2				2			2	
02:00 AM		2				2			2	
02:15 AM		2				2			2	
02:30 AM		0				0			0	
02:45 AM		3				3			3	
03:00 AM		0				0			0	
03:15 AM		4				4			4	
03:30 AM		1				1			1	
03:45 AM		9				9			9	
04:00 AM		7				7			7	
04:15 AM		13				13			13	
04:30 AM		7				7			7	
04:45 AM		25				25			25	
05:00 AM		18				18			18	
05:15 AM		21				21			21	
05:30 AM		39				39			39	
05:45 AM		36				36			36	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		44				44			44	
06:15 AM		64				64			64	
06:30 AM		78				78			78	
06:45 AM		101				101			101	
07:00 AM		122				122			122	
07:15 AM		128				128			128	
07:30 AM		166				166			166	
07:45 AM		**172**				**172**			**172**	
08:00 AM		110				110			110	
08:15 AM		92				92			92	
08:30 AM		102				102			102	
08:45 AM		104				104			104	
09:00 AM		101				101			101	
09:15 AM		97				97			97	
09:30 AM		102				102			102	
09:45 AM		94				94			94	
10:00 AM		88				88			88	
10:15 AM		80				80			80	
10:30 AM		98				98			98	
10:45 AM		89				89			89	
11:00 AM		102				102			102	
11:15 AM		95				95			95	
11:30 AM		90				90			90	
11:45 AM		92				92			92	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		106				106			106	
12:15 PM		84				84			84	
12:30 PM		118				118			118	
12:45 PM		106				106			106	
01:00 PM		74				74			74	
01:15 PM		103				103			103	
01:30 PM		84				84			84	
01:45 PM		88				88			88	
02:00 PM		94				94			94	
02:15 PM		113				113			113	
02:30 PM		110				110			110	
02:45 PM		166				166			166	
03:00 PM		**172**				**172**			**172**	
03:15 PM		158				158			158	
03:30 PM		121				121			121	
03:45 PM		64				64			64	
04:00 PM		100				100			100	
04:15 PM		95				95			95	
04:30 PM		100				100			100	
04:45 PM		94				94			94	
05:00 PM		106				106			106	
05:15 PM		106				106			106	
05:30 PM		92				92			92	
05:45 PM		90				90			90	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		88				88			88	
06:15 PM		88				88			88	
06:30 PM		75				75			75	
06:45 PM		66				66			66	
07:00 PM		68				68			68	
07:15 PM		74				74			74	
07:30 PM		65				65			65	
07:45 PM		34				34			34	
08:00 PM		54				54			54	
08:15 PM		42				42			42	
08:30 PM		29				29			29	
08:45 PM		31				31			31	
09:00 PM		28				28			28	
09:15 PM		40				40			40	
09:30 PM		25				25			25	
09:45 PM		14				14			14	
10:00 PM		20				20			20	
10:15 PM		16				16			16	
10:30 PM		18				18			18	
10:45 PM		14				14			14	
11:00 PM		7				7			7	
11:15 PM		8				8			8	
11:30 PM		13				13			13	
11:45 PM		7				7			7	
Day Total		6084				6084			6084	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		7:45 AM 172				7:45 AM 172			7:45 AM 172	
PM Peak 15-min Vol		3:00 PM 172				3:00 PM 172			3:00 PM 172	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir **QC JOB #:** 15562409

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Columbia, TN **DATE:** Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		8				8			8	
12:15 AM		18				18			18	
12:30 AM		9				9			9	
12:45 AM		11				11			11	
01:00 AM		1				1			1	
01:15 AM		6				6			6	
01:30 AM		5				5			5	
01:45 AM		3				3			3	
02:00 AM		4				4			4	
02:15 AM		4				4			4	
02:30 AM		4				4			4	
02:45 AM		7				7			7	
03:00 AM		1				1			1	
03:15 AM		10				10			10	
03:30 AM		5				5			5	
03:45 AM		16				16			16	
04:00 AM		11				11			11	
04:15 AM		22				22			22	
04:30 AM		13				13			13	
04:45 AM		33				33			33	
05:00 AM		23				23			23	
05:15 AM		37				37			37	
05:30 AM		57				57			57	
05:45 AM		64				64			64	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		67				67			67	
06:15 AM		102				102			102	
06:30 AM		120				120			120	
06:45 AM		175				175			175	
07:00 AM		234				234			234	
07:15 AM		288				288			288	
07:30 AM		**326**				**326**			**326**	
07:45 AM		288				288			288	
08:00 AM		214				214			214	
08:15 AM		159				159			159	
08:30 AM		183				183			183	
08:45 AM		182				182			182	
09:00 AM		187				187			187	
09:15 AM		175				175			175	
09:30 AM		182				182			182	
09:45 AM		170				170			170	
10:00 AM		174				174			174	
10:15 AM		138				138			138	
10:30 AM		178				178			178	
10:45 AM		175				175			175	
11:00 AM		176				176			176	
11:15 AM		175				175			175	
11:30 AM		184				184			184	
11:45 AM		198				198			198	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		202				202			202	
12:15 PM		192				192			192	
12:30 PM		203				203			203	
12:45 PM		195				195			195	
01:00 PM		184				184			184	
01:15 PM		207				207			207	
01:30 PM		178				178			178	
01:45 PM		190				190			190	
02:00 PM		200				200			200	
02:15 PM		247				247			247	
02:30 PM		294				294			294	
02:45 PM		292				292			292	
03:00 PM		**326**				**326**			**326**	
03:15 PM		295				295			295	
03:30 PM		251				251			251	
03:45 PM		232				232			232	
04:00 PM		264				264			264	
04:15 PM		245				245			245	
04:30 PM		242				242			242	
04:45 PM		246				246			246	
05:00 PM		255				255			255	
05:15 PM		275				275			275	
05:30 PM		246				246			246	
05:45 PM		243				243			243	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		204				204			204	
06:15 PM		206				206			206	
06:30 PM		172				172			172	
06:45 PM		164				164			164	
07:00 PM		185				185			185	
07:15 PM		176				176			176	
07:30 PM		149				149			149	
07:45 PM		103				103			103	
08:00 PM		124				124			124	
08:15 PM		92				92			92	
08:30 PM		71				71			71	
08:45 PM		85				85			85	
09:00 PM		66				66			66	
09:15 PM		68				68			68	
09:30 PM		58				58			58	
09:45 PM		29				29			29	
10:00 PM		45				45			45	
10:15 PM		42				42			42	
10:30 PM		34				34			34	
10:45 PM		32				32			32	
11:00 PM		20				20			20	
11:15 PM		19				19			19	
11:30 PM		28				28			28	
11:45 PM		14				14			14	
Day Total		12712				12712			12712	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		7:30 AM 326				7:30 AM 326			7:30 AM 326	
PM Peak 15-min Vol		3:00 PM 326				3:00 PM 326			3:00 PM 326	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir | **QC JOB #:** 15562409

SPECIFIC LOCATION: | **DIRECTION:** WB

CITY/STATE: Columbia, TN | **DATE:** Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		6				6			6	
12:15 AM		11				11			11	
12:30 AM		8				8			8	
12:45 AM		7				7			7	
01:00 AM		1				1			1	
01:15 AM		4				4			4	
01:30 AM		5				5			5	
01:45 AM		1				1			1	
02:00 AM		2				2			2	
02:15 AM		2				2			2	
02:30 AM		4				4			4	
02:45 AM		4				4			4	
03:00 AM		1				1			1	
03:15 AM		6				6			6	
03:30 AM		4				4			4	
03:45 AM		7				7			7	
04:00 AM		4				4			4	
04:15 AM		9				9			9	
04:30 AM		6				6			6	
04:45 AM		8				8			8	
05:00 AM		5				5			5	
05:15 AM		16				16			16	
05:30 AM		18				18			18	
05:45 AM		28				28			28	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		23				23			23	
06:15 AM		38				38			38	
06:30 AM		42				42			42	
06:45 AM		74				74			74	
07:00 AM		112				112			112	
07:15 AM		**160**				**160**			**160**	
07:30 AM		160				160			160	
07:45 AM		116				116			116	
08:00 AM		104				104			104	
08:15 AM		67				67			67	
08:30 AM		81				81			81	
08:45 AM		78				78			78	
09:00 AM		86				86			86	
09:15 AM		78				78			78	
09:30 AM		80				80			80	
09:45 AM		76				76			76	
10:00 AM		86				86			86	
10:15 AM		58				58			58	
10:30 AM		80				80			80	
10:45 AM		86				86			86	
11:00 AM		74				74			74	
11:15 AM		80				80			80	
11:30 AM		94				94			94	
11:45 AM		106				106			106	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		96				96			96	
12:15 PM		108				108			108	
12:30 PM		85				85			85	
12:45 PM		89				89			89	
01:00 PM		110				110			110	
01:15 PM		104				104			104	
01:30 PM		94				94			94	
01:45 PM		102				102			102	
02:00 PM		106				106			106	
02:15 PM		134				134			134	
02:30 PM		**184**				**184**			**184**	
02:45 PM		126				126			126	
03:00 PM		154				154			154	
03:15 PM		137				137			137	
03:30 PM		130				130			130	
03:45 PM		168				168			168	
04:00 PM		164				164			164	
04:15 PM		150				150			150	
04:30 PM		142				142			142	
04:45 PM		152				152			152	
05:00 PM		149				149			149	
05:15 PM		169				169			169	
05:30 PM		154				154			154	
05:45 PM		153				153			153	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		116				116			116	
06:15 PM		118				118			118	
06:30 PM		97				97			97	
06:45 PM		98				98			98	
07:00 PM		117				117			117	
07:15 PM		102				102			102	
07:30 PM		84				84			84	
07:45 PM		69				69			69	
08:00 PM		70				70			70	
08:15 PM		50				50			50	
08:30 PM		42				42			42	
08:45 PM		54				54			54	
09:00 PM		38				38			38	
09:15 PM		28				28			28	
09:30 PM		33				33			33	
09:45 PM		15				15			15	
10:00 PM		25				25			25	
10:15 PM		26				26			26	
10:30 PM		16				16			16	
10:45 PM		18				18			18	
11:00 PM		13				13			13	
11:15 PM		11				11			11	
11:30 PM		15				15			15	
11:45 PM		7				7			7	
Day Total		6628				6628			6628	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		7:15 AM 160				7:15 AM 160			7:15 AM 160	
PM Peak 15-min Vol		2:30 PM 184				2:30 PM 184			2:30 PM 184	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		7				7			7	
12:15 AM		10				10			10	
12:30 AM		5				5			5	
12:45 AM		3				3			3	
01:00 AM		2				2			2	
01:15 AM		4				4			4	
01:30 AM		1				1			1	
01:45 AM		0				0			0	
02:00 AM		3				3			3	
02:15 AM		3				3			3	
02:30 AM		3				3			3	
02:45 AM		1				1			1	
03:00 AM		0				0			0	
03:15 AM		4				4			4	
03:30 AM		2				2			2	
03:45 AM		12				12			12	
04:00 AM		15				15			15	
04:15 AM		14				14			14	
04:30 AM		8				8			8	
04:45 AM		26				26			26	
05:00 AM		36				36			36	
05:15 AM		44				44			44	
05:30 AM		50				50			50	
05:45 AM		50				50			50	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		70				70			70	
06:15 AM		74				74			74	
06:30 AM		84				84			84	
06:45 AM		97				97			97	
07:00 AM		121				121			121	
07:15 AM		200				200			200	
07:30 AM		**256**				**256**			**256**	
07:45 AM		224				224			224	
08:00 AM		120				120			120	
08:15 AM		100				100			100	
08:30 AM		86				86			86	
08:45 AM		89				89			89	
09:00 AM		128				128			128	
09:15 AM		90				90			90	
09:30 AM		93				93			93	
09:45 AM		85				85			85	
10:00 AM		90				90			90	
10:15 AM		100				100			100	
10:30 AM		63				63			63	
10:45 AM		98				98			98	
11:00 AM		86				86			86	
11:15 AM		104				104			104	
11:30 AM		104				104			104	
11:45 AM		132				132			132	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		104				104			104	
12:15 PM		113				113			113	
12:30 PM		98				98			98	
12:45 PM		112				112			112	
01:00 PM		120				120			120	
01:15 PM		135				135			135	
01:30 PM		112				112			112	
01:45 PM		128				128			128	
02:00 PM		134				134			134	
02:15 PM		132				132			132	
02:30 PM		157				157			157	
02:45 PM		164				164			164	
03:00 PM		190				190			190	
03:15 PM		179				179			179	
03:30 PM		154				154			154	
03:45 PM		176				176			176	
04:00 PM		162				162			162	
04:15 PM		164				164			164	
04:30 PM		193				193			193	
04:45 PM		200				200			200	
05:00 PM		**202**				**202**			**202**	
05:15 PM		176				176			176	
05:30 PM		152				152			152	
05:45 PM		124				124			124	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		111				111			111	
06:15 PM		96				96			96	
06:30 PM		98				98			98	
06:45 PM		89				89			89	
07:00 PM		126				126			126	
07:15 PM		108				108			108	
07:30 PM		88				88			88	
07:45 PM		72				72			72	
08:00 PM		74				74			74	
08:15 PM		81				81			81	
08:30 PM		46				46			46	
08:45 PM		41				41			41	
09:00 PM		37				37			37	
09:15 PM		45				45			45	
09:30 PM		34				34			34	
09:45 PM		29				29			29	
10:00 PM		26				26			26	
10:15 PM		23				23			23	
10:30 PM		17				17			17	
10:45 PM		12				12			12	
11:00 PM		21				21			21	
11:15 PM		14				14			14	
11:30 PM		10				10			10	
11:45 PM		6				6			6	
Day Total		7882				7882			7882	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		7:30 AM 256				7:30 AM 256			7:30 AM 256	
PM Peak 15-min Vol		5:00 PM 202				5:00 PM 202			5:00 PM 202	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp **QC JOB #:** 15562410

SPECIFIC LOCATION: **DIRECTION:** NB, SB

CITY/STATE: Columbia, TN **DATE:** Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		15				15			15	
12:15 AM		12				12			12	
12:30 AM		17				17			17	
12:45 AM		5				5			5	
01:00 AM		10				10			10	
01:15 AM		8				8			8	
01:30 AM		2				2			2	
01:45 AM		4				4			4	
02:00 AM		4				4			4	
02:15 AM		5				5			5	
02:30 AM		5				5			5	
02:45 AM		5				5			5	
03:00 AM		2				2			2	
03:15 AM		11				11			11	
03:30 AM		8				8			8	
03:45 AM		20				20			20	
04:00 AM		19				19			19	
04:15 AM		26				26			26	
04:30 AM		24				24			24	
04:45 AM		44				44			44	
05:00 AM		50				50			50	
05:15 AM		71				71			71	
05:30 AM		87				87			87	
05:45 AM		104				104			104	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
		14 Sep 21								
06:00 AM		137				137			137	
06:15 AM		175				175			175	
06:30 AM		208				208			208	
06:45 AM		255				255			255	
07:00 AM		269				269			269	
07:15 AM		431				431			431	
07:30 AM		**503**				**503**			**503**	
07:45 AM		476				476			476	
08:00 AM		298				298			298	
08:15 AM		270				270			270	
08:30 AM		216				216			216	
08:45 AM		227				227			227	
09:00 AM		236				236			236	
09:15 AM		195				195			195	
09:30 AM		191				191			191	
09:45 AM		217				217			217	
10:00 AM		196				196			196	
10:15 AM		206				206			206	
10:30 AM		163				163			163	
10:45 AM		191				191			191	
11:00 AM		201				201			201	
11:15 AM		206				206			206	
11:30 AM		193				193			193	
11:45 AM		254				254			254	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
		14 Sep 21								
12:00 PM		202				202			202	
12:15 PM		224				224			224	
12:30 PM		214				214			214	
12:45 PM		228				228			228	
01:00 PM		220				220			220	
01:15 PM		227				227			227	
01:30 PM		231				231			231	
01:45 PM		257				257			257	
02:00 PM		264				264			264	
02:15 PM		282				282			282	
02:30 PM		313				313			313	
02:45 PM		313				313			313	
03:00 PM		351				351			351	
03:15 PM		337				337			337	
03:30 PM		327				327			327	
03:45 PM		317				317			317	
04:00 PM		303				303			303	
04:15 PM		320				320			320	
04:30 PM		350				350			350	
04:45 PM		**369**				**369**			**369**	
05:00 PM		356				356			356	
05:15 PM		316				316			316	
05:30 PM		298				298			298	
05:45 PM		259				259			259	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
		14 Sep 21								
06:00 PM		215				215			215	
06:15 PM		198				198			198	
06:30 PM		196				196			196	
06:45 PM		167				167			167	
07:00 PM		194				194			194	
07:15 PM		174				174			174	
07:30 PM		140				140			140	
07:45 PM		130				130			130	
08:00 PM		112				112			112	
08:15 PM		127				127			127	
08:30 PM		82				82			82	
08:45 PM		80				80			80	
09:00 PM		66				66			66	
09:15 PM		75				75			75	
09:30 PM		60				60			60	
09:45 PM		53				53			53	
10:00 PM		64				64			64	
10:15 PM		55				55			55	
10:30 PM		35				35			35	
10:45 PM		22				22			22	
11:00 PM		37				37			37	
11:15 PM		24				24			24	
11:30 PM		21				21			21	
11:45 PM		16				16			16	
Day Total		15693				15693			15693	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		7:30 AM 503				7:30 AM 503			7:30 AM 503	
PM Peak 15-min Vol		4:45 PM 369				4:45 PM 369			4:45 PM 369	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp **QC JOB #:** 15562410

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Columbia, TN **DATE:** Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		8				8			8	
12:15 AM		2				2			2	
12:30 AM		12				12			12	
12:45 AM		2				2			2	
01:00 AM		8				8			8	
01:15 AM		4				4			4	
01:30 AM		1				1			1	
01:45 AM		4				4			4	
02:00 AM		1				1			1	
02:15 AM		2				2			2	
02:30 AM		2				2			2	
02:45 AM		4				4			4	
03:00 AM		2				2			2	
03:15 AM		7				7			7	
03:30 AM		6				6			6	
03:45 AM		8				8			8	
04:00 AM		4				4			4	
04:15 AM		12				12			12	
04:30 AM		16				16			16	
04:45 AM		18				18			18	
05:00 AM		14				14			14	
05:15 AM		27				27			27	
05:30 AM		37				37			37	
05:45 AM		54				54			54	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		67				67			67	
06:15 AM		101				101			101	
06:30 AM		124				124			124	
06:45 AM		158				158			158	
07:00 AM		148				148			148	
07:15 AM		231				231			231	
07:30 AM		247				247			247	
07:45 AM		**252**				**252**			**252**	
08:00 AM		178				178			178	
08:15 AM		170				170			170	
08:30 AM		130				130			130	
08:45 AM		138				138			138	
09:00 AM		108				108			108	
09:15 AM		105				105			105	
09:30 AM		98				98			98	
09:45 AM		132				132			132	
10:00 AM		106				106			106	
10:15 AM		106				106			106	
10:30 AM		100				100			100	
10:45 AM		93				93			93	
11:00 AM		115				115			115	
11:15 AM		102				102			102	
11:30 AM		89				89			89	
11:45 AM		122				122			122	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		98				98			98	
12:15 PM		111				111			111	
12:30 PM		116				116			116	
12:45 PM		116				116			116	
01:00 PM		100				100			100	
01:15 PM		92				92			92	
01:30 PM		119				119			119	
01:45 PM		129				129			129	
02:00 PM		130				130			130	
02:15 PM		150				150			150	
02:30 PM		156				156			156	
02:45 PM		149				149			149	
03:00 PM		161				161			161	
03:15 PM		158				158			158	
03:30 PM		**173**				**173**			**173**	
03:45 PM		141				141			141	
04:00 PM		141				141			141	
04:15 PM		156				156			156	
04:30 PM		157				157			157	
04:45 PM		169				169			169	
05:00 PM		154				154			154	
05:15 PM		140				140			140	
05:30 PM		146				146			146	
05:45 PM		135				135			135	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		104				104			104	
06:15 PM		102				102			102	
06:30 PM		98				98			98	
06:45 PM		78				78			78	
07:00 PM		68				68			68	
07:15 PM		66				66			66	
07:30 PM		52				52			52	
07:45 PM		58				58			58	
08:00 PM		38				38			38	
08:15 PM		46				46			46	
08:30 PM		36				36			36	
08:45 PM		39				39			39	
09:00 PM		29				29			29	
09:15 PM		30				30			30	
09:30 PM		26				26			26	
09:45 PM		24				24			24	
10:00 PM		38				38			38	
10:15 PM		32				32			32	
10:30 PM		18				18			18	
10:45 PM		10				10			10	
11:00 PM		16				16			16	
11:15 PM		10				10			10	
11:30 PM		11				11			11	
11:45 PM		10				10			10	
Day Total		7811				7811			7811	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		7:45 AM 252				7:45 AM 252			7:45 AM 252	
PM Peak 15-min Vol		3:30 PM 173				3:30 PM 173			3:30 PM 173	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		14				14			14	
01:00 AM		4				4			4	
02:00 AM		7				7			7	
03:00 AM		14				14			14	
04:00 AM		52				52			52	
05:00 AM		114				114			114	
06:00 AM		287				287			287	
07:00 AM		**588**				**588**			**588**	
08:00 AM		408				408			408	
09:00 AM		394				394			394	
10:00 AM		355				355			355	
11:00 AM		379				379			379	
12:00 PM		414				414			414	
01:00 PM		349				349			349	
02:00 PM		483				483			483	
03:00 PM		**515**				**515**			**515**	
04:00 PM		389				389			389	
05:00 PM		394				394			394	
06:00 PM		317				317			317	
07:00 PM		241				241			241	
08:00 PM		156				156			156	
09:00 PM		107				107			107	
10:00 PM		68				68			68	
11:00 PM		35				35			35	
Day Total		6084				6084			6084	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM 588				7:00 AM 588			7:00 AM 588	
PM Peak Volume		3:00 PM 515				3:00 PM 515			3:00 PM 515	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		46				46			46	
01:00 AM		15				15			15	
02:00 AM		19				19			19	
03:00 AM		32				32			32	
04:00 AM		79				79			79	
05:00 AM		181				181			181	
06:00 AM		464				464			464	
07:00 AM		**1136**				**1136**			**1136**	
08:00 AM		738				738			738	
09:00 AM		714				714			714	
10:00 AM		665				665			665	
11:00 AM		733				733			733	
12:00 PM		792				792			792	
01:00 PM		759				759			759	
02:00 PM		1033				1033			1033	
03:00 PM		**1104**				**1104**			**1104**	
04:00 PM		997				997			997	
05:00 PM		1019				1019			1019	
06:00 PM		746				746			746	
07:00 PM		613				613			613	
08:00 PM		372				372			372	
09:00 PM		221				221			221	
10:00 PM		153				153			153	
11:00 PM		81				81			81	
Day Total		12712				12712			12712	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM 1136				7:00 AM 1136			7:00 AM 1136	
PM Peak Volume		3:00 PM 1104				3:00 PM 1104			3:00 PM 1104	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		32				32			32	
01:00 AM		11				11			11	
02:00 AM		12				12			12	
03:00 AM		18				18			18	
04:00 AM		27				27			27	
05:00 AM		67				67			67	
06:00 AM		177				177			177	
07:00 AM		**548**				**548**			**548**	
08:00 AM		330				330			330	
09:00 AM		320				320			320	
10:00 AM		310				310			310	
11:00 AM		354				354			354	
12:00 PM		378				378			378	
01:00 PM		410				410			410	
02:00 PM		550				550			550	
03:00 PM		589				589			589	
04:00 PM		608				608			608	
05:00 PM		**625**				**625**			**625**	
06:00 PM		429				429			429	
07:00 PM		372				372			372	
08:00 PM		216				216			216	
09:00 PM		114				114			114	
10:00 PM		85				85			85	
11:00 PM		46				46			46	
Day Total		6628				6628			6628	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM 548				7:00 AM 548			7:00 AM 548	
PM Peak Volume		5:00 PM 625				5:00 PM 625			5:00 PM 625	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		25				25			25	
01:00 AM		7				7			7	
02:00 AM		10				10			10	
03:00 AM		18				18			18	
04:00 AM		63				63			63	
05:00 AM		180				180			180	
06:00 AM		325				325			325	
07:00 AM		**801**				**801**			**801**	
08:00 AM		395				395			395	
09:00 AM		396				396			396	
10:00 AM		351				351			351	
11:00 AM		426				426			426	
12:00 PM		427				427			427	
01:00 PM		495				495			495	
02:00 PM		587				587			587	
03:00 PM		699				699			699	
04:00 PM		**719**				**719**			**719**	
05:00 PM		654				654			654	
06:00 PM		394				394			394	
07:00 PM		394				394			394	
08:00 PM		242				242			242	
09:00 PM		145				145			145	
10:00 PM		78				78			78	
11:00 PM		51				51			51	
Day Total		7882				7882			7882	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM 801				7:00 AM 801			7:00 AM 801	
PM Peak Volume		4:00 PM 719				4:00 PM 719			4:00 PM 719	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		49				49			49	
01:00 AM		24				24			24	
02:00 AM		19				19			19	
03:00 AM		41				41			41	
04:00 AM		113				113			113	
05:00 AM		312				312			312	
06:00 AM		775				775			775	
07:00 AM		**1679**				**1679**			**1679**	
08:00 AM		1011				1011			1011	
09:00 AM		839				839			839	
10:00 AM		756				756			756	
11:00 AM		854				854			854	
12:00 PM		868				868			868	
01:00 PM		935				935			935	
02:00 PM		1172				1172			1172	
03:00 PM		1332				1332			1332	
04:00 PM		**1342**				**1342**			**1342**	
05:00 PM		1229				1229			1229	
06:00 PM		776				776			776	
07:00 PM		638				638			638	
08:00 PM		401				401			401	
09:00 PM		254				254			254	
10:00 PM		176				176			176	
11:00 PM		98				98			98	
Day Total		15693				15693			15693	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM 1679				7:00 AM 1679			7:00 AM 1679	
PM Peak Volume		4:00 PM 1342				4:00 PM 1342			4:00 PM 1342	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		24				24			24	
01:00 AM		17				17			17	
02:00 AM		9				9			9	
03:00 AM		23				23			23	
04:00 AM		50				50			50	
05:00 AM		132				132			132	
06:00 AM		450				450			450	
07:00 AM		**878**				**878**			**878**	
08:00 AM		616				616			616	
09:00 AM		443				443			443	
10:00 AM		405				405			405	
11:00 AM		428				428			428	
12:00 PM		441				441			441	
01:00 PM		440				440			440	
02:00 PM		585				585			585	
03:00 PM		**633**				**633**			**633**	
04:00 PM		623				623			623	
05:00 PM		575				575			575	
06:00 PM		382				382			382	
07:00 PM		244				244			244	
08:00 PM		159				159			159	
09:00 PM		109				109			109	
10:00 PM		98				98			98	
11:00 PM		47				47			47	
Day Total		7811				7811			7811	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM 878				7:00 AM 878			7:00 AM 878	
PM Peak Volume		3:00 PM 633				3:00 PM 633			3:00 PM 633	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

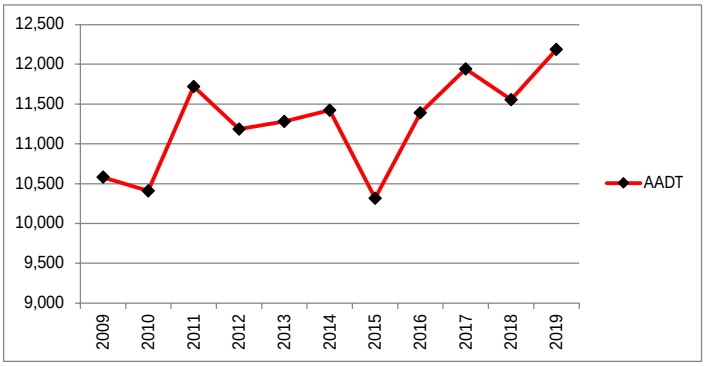
Appendix D

Trip Generation

Volume Worksheets

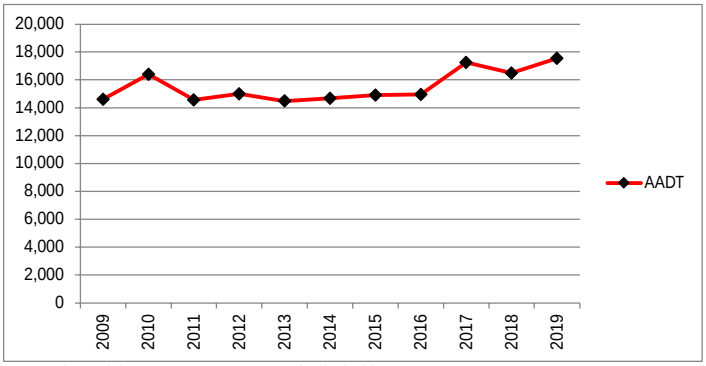
Annual Average Daily Traffic (AADT) from the Tennessee Department of Transportation (TDOT)

Station	000147
Route	Hampshire Pike
Location	Columbia
2009	10,581
2010	10,412
2011	11,720
2012	11,187
2013	11,284
2014	11,425
2015	10,318
2016	11,390
2017	11,940
2018	11,555
2019	12,187



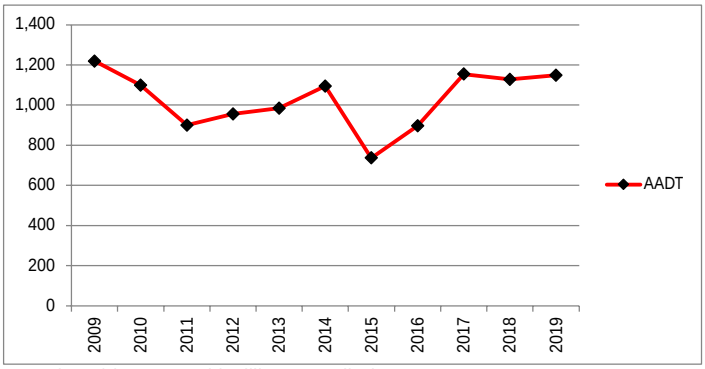
Annual Growth for Last Three (3) Years --- Hampshire Pike is 0.7%
Annual Growth for Last Ten (10) Years --- Hampshire Pike is 1.6%

Station	000233
Route	James Campbell Blvd
Location	Columbia
2009	14,605
2010	16,404
2011	14,554
2012	14,998
2013	14,489
2014	14,682
2015	14,905
2016	14,944
2017	17,257
2018	16,501
2019	17,547



Annual Growth for Last Three (3) Years --- James Campbell Blvd is 0.6%
Annual Growth for Last Ten (10) Years --- James Campbell Blvd is 0.7%

Station	000097
Route	Old Williamsport Pike
Location	Columbia
2009	1,219
2010	1,099
2011	900
2012	956
2013	985
2014	1,094
2015	737
2016	897
2017	1,154
2018	1,128
2019	1,148



Annual Growth for Last Three (3) Years --- Old Williamsport Pike is -0.2%
Annual Growth for Last Ten (10) Years --- Old Williamsport Pike is 0.4%

TOTAL	
2008	26,405
2009	27,915
2010	27,174
2011	27,141
2012	26,758
2013	27,201
2014	25,960
2015	27,231
2016	30,351
2017	29,184
2018	30,882

Annual Growth for Last Three (3) Years --- is 0.6%
Annual Growth for Last Ten (10) Years --- is 1%

Trip Generation - Hampshir Pike Mixed-Use

ITE Code	Land Use	Setting/Location	Density		Daily	AM Peak Hour			PM Peak Hour		
						Total	Enter	Exit	Total	Enter	Exit
210	Single-Family Detached Housing	General Urban/Suburban	39	d.u.	437	32	8	24	41	26	15
220	Multifamily Housing (Low-Rise)	General Urban/Suburban	625	d.u.	4,684	272	63	209	302	190	112
710	General Office Building	General Urban/Suburban	10,000	s.f.	114	36	31	5	13	2	11
820	Shopping Center (Average Rate)	General Urban/Suburban	5,000	s.f.	189	5	3	2	19	9	10
	GROSS TRIPS				5,424	345	105	240	375	227	148
	Gross Trips - Before Reductions				5,424	345	105	240	375	227	148
	Residential				5,121	304	71	233	343	216	127
	Office				114	36	31	5	13	2	11
	Retail				189	5	3	2	19	9	10
	Reduction - Internal Capture				-148	-8	-4	-4	-12	-6	-6
	Residential				-50	-2	0	-2	-5	-3	-2
	Office				-42	-3	-2	-1	-2	-1	-1
	Retail				-56	-3	-2	-1	-5	-2	-3
	Restaurant				0	0	0	0	0	0	0
	Reduction - Pass-By		AM	PM	-45	0	0	0	-4	-2	-2
820	Shopping Center	General Urban/Suburban	34%	34%	-45	0	0	0	-4	-2	-2
	NEW TRIPS				5,231	337	101	236	359	219	140
	Residential				5,071	302	71	231	338	213	125
	Non-Residential				160	35	30	5	21	6	15
	DRIVEWAY VOLUMES				5,276	337	101	236	363	221	142

INTERSECTION VOLUME WORKSHEET

Hampshire Pike at Lion Parkway/Iberia Drive

AM PEAK HOUR

Description	Hampshire Pike Eastbound				Hampshire Pike Westbound				Lion Parkway Northbound				Iberia Drive Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 AM Volumes	0	1	405	384	0	168	348	0	0	210	2	141	0	9	6	6	1680
Existing Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	2	4	2	2	4	5	2	2	8	2	16	2	2	2	2	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	1	446	422	0	185	383	0	0	231	2	155	0	10	7	7	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	0	46	44	0	19	40	0	0	24	0	16	0	1	1	1	192
Williamsport Pike Development			90	20			57			10							177
Background 2025 AM Volumes	0	1	582	486	0	204	480	0	0	265	2	171	0	11	8	8	2218
Future Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Residential Trip Distribution IN			10%														
Residential Trip Distribution OUT							10%										
Residential Project Trips	0	0	7	0	0	0	23	0	0	0	0	0	0	0	0	0	30
Non-Residential Trip Distribution IN			35%									5%					
Non-Residential Trip Distribution OUT						5%	35%										
Non-Residential Project Trips	0	0	11	0	0	0	2	0	0	0	0	2	0	0	0	0	15
Project Trips (unbalanced)	0	0	18	0	0	0	25	0	0	0	0	2	0	0	0	0	45
Balancing Adjustment			-1														
Pass-By Adjustment																	
Project Trips	0	0	17	0	0	0	25	0	0	0	0	2	0	0	0	0	44
Future 2025 AM Volumes	0	1	599	486	0	204	505	0	0	265	2	173	0	11	8	8	2262
% from Existing	0.0%	100.0%	67.6%	79.0%	0.0%	82.4%	68.9%	0.0%	0.0%	79.2%	100.0%	81.5%	0.0%	81.8%	75.0%	75.0%	74.3%
% from Background Growth	0.0%	0.0%	29.5%	21.0%	0.0%	17.6%	26.1%	0.0%	0.0%	20.8%	0.0%	17.3%	0.0%	18.2%	25.0%	25.0%	23.8%
% from Project Trips	0.0%	0.0%	2.8%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	1.9%

INTERSECTION VOLUME WORKSHEET

Hampshire Pike at Lion Parkway/Iberia Drive

PM PEAK HOUR

Description	Hampshire Pike Eastbound				Hampshire Pike Westbound				Lion Parkway Northbound				Iberia Drive Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 PM Volumes	0	4	339	301	0	52	541	2	0	275	3	42	0	1	2	1	1563
Existing Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	25	5	2	2	2	4	2	2	2	2	2	2	2	2	2	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	4	373	331	0	57	595	2	0	303	3	46	0	1	2	1	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	0	39	34	0	6	62	0	0	32	0	5	0	0	0	0	178
Williamsport Pike Development			90	20			147			27							284
Background 2025 PM Volumes	0	4	502	385	0	63	804	2	0	362	3	51	0	1	2	1	2180
Future Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Residential Trip Distribution IN			10%														
Residential Trip Distribution OUT							10%										
Residential Project Trips	0	0	21	0	0	0	13	0	0	0	0	0	0	0	0	0	34
Non-Residential Trip Distribution IN			35%									5%					
Non-Residential Trip Distribution OUT						5%	35%										
Non-Residential Project Trips	0	0	2	0	0	1	5	0	0	0	0	0	0	0	0	0	8
Project Trips (unbalanced)	0	0	23	0	0	1	18	0	0	0	0	0	0	0	0	0	42
Balancing Adjustment																	
Pass-By Adjustment																	
Project Trips	0	0	23	0	0	1	18	0	0	0	0	0	0	0	0	0	42
Future 2025 PM Volumes	0	4	525	385	0	64	822	2	0	362	3	51	0	1	2	1	2222
% from Existing	0.0%	100.0%	64.6%	78.2%	0.0%	81.3%	65.8%	100.0%	0.0%	76.0%	100.0%	82.4%	0.0%	100.0%	100.0%	100.0%	70.3%
% from Background Growth	0.0%	0.0%	31.0%	21.8%	0.0%	17.2%	32.0%	0.0%	0.0%	24.0%	0.0%	17.6%	0.0%	0.0%	0.0%	0.0%	27.8%
% from Project Trips	0.0%	0.0%	4.4%	0.0%	0.0%	1.6%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%

INTERSECTION VOLUME WORKSHEET

James Campbell Boulevard at Hampshire Pike

AM PEAK HOUR

Description	Hampshire Pike Eastbound				Hampshire Pike Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 AM Volumes	0	164	199	204	0	85	173	92	0	163	407	89	0	198	633	154	2561
Existing Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Conflicting Pedestrians																	
Heavy Vehicle %	2	7	3	7	2	7	4	10	2	4	10	7	2	4	4	5	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	180	219	224	0	94	190	101	0	179	448	98	0	218	696	169	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	19	23	23	0	10	20	11	0	19	47	10	0	23	72	18	295
Williamsport Pike Development		40	30	20			14			11						31	146
Background 2025 AM Volumes	0	239	272	267	0	104	224	112	0	209	495	108	0	241	768	218	3257
Future Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Residential Trip Distribution IN							10%			10%						35%	
Residential Trip Distribution OUT		35%	10%	10%													
Residential Project Trips	0	81	23	23	0	0	7	0	0	7	0	0	0	0	0	25	166
Non-Residential Trip Distribution IN							30%			15%						10%	
Non-Residential Trip Distribution OUT		10%	30%	15%													
Non-Residential Project Trips	0	1	2	1	0	0	9	0	0	5	0	0	0	0	0	3	21
Project Trips (unbalanced)	0	82	25	24	0	0	16	0	0	12	0	0	0	0	0	28	187
Balancing Adjustment			-1							-1							
Pass-By Adjustment																	
Project Trips	0	82	24	24	0	0	16	0	0	11	0	0	0	0	0	28	185
Future 2025 AM Volumes	0	321	296	291	0	104	240	112	0	220	495	108	0	241	768	246	3442
% from Existing	0.0%	51.1%	67.2%	70.1%	0.0%	81.7%	72.1%	82.1%	0.0%	74.1%	82.2%	82.4%	0.0%	82.2%	82.4%	62.6%	74.4%
% from Background Growth	0.0%	23.4%	24.7%	21.6%	0.0%	18.3%	21.3%	17.9%	0.0%	20.9%	17.8%	17.6%	0.0%	17.8%	17.6%	26.0%	20.2%
% from Project Trips	0.0%	25.5%	8.1%	8.2%	0.0%	0.0%	6.7%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.4%	5.4%

INTERSECTION VOLUME WORKSHEET

James Campbell Boulevard at Hampshire Pike

PM PEAK HOUR

Description	Hampshire Pike Eastbound				Hampshire Pike Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 PM Volumes	0	157	175	180	0	83	179	134	0	237	526	75	0	93	585	152	2576
Existing Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
Conflicting Pedestrians		0		0		0		0		0		1		1		0	
Heavy Vehicle %	2	3	4	5	2	2	5	5	2	5	6	8	2	4	2	4	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	173	193	198	0	91	197	147	0	261	579	83	0	102	644	167	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	18	20	21	0	9	20	15	0	27	60	9	0	11	67	17	294
Williamsport Pike Development		40	30	20			40			27						80	237
Background 2025 PM Volumes	0	231	243	239	0	100	257	162	0	315	639	92	0	113	711	264	3366
Future Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
Residential Trip Distribution IN							10%			10%						35%	
Residential Trip Distribution OUT		35%	10%	10%													
Residential Project Trips	0	44	13	13	0	0	21	0	0	21	0	0	0	0	0	75	187
Non-Residential Trip Distribution IN							30%			15%						10%	
Non-Residential Trip Distribution OUT		10%	30%	15%													
Non-Residential Project Trips	0	2	5	2	0	0	2	0	0	1	0	0	0	0	0	1	13
Project Trips (unbalanced)	0	46	18	15	0	0	23	0	0	22	0	0	0	0	0	76	200
Balancing Adjustment			-1	-1													
Pass-By Adjustment																	
Project Trips	0	46	17	14	0	0	23	0	0	22	0	0	0	0	0	76	198
Future 2025 PM Volumes	0	277	260	253	0	100	280	162	0	337	639	92	0	113	711	340	3564
% from Existing	0.0%	56.7%	67.3%	71.1%	0.0%	83.0%	63.9%	82.7%	0.0%	70.3%	82.3%	81.5%	0.0%	82.3%	82.3%	44.7%	72.3%
% from Background Growth	0.0%	26.7%	26.2%	23.3%	0.0%	17.0%	27.9%	17.3%	0.0%	23.1%	17.7%	18.5%	0.0%	17.7%	17.7%	32.9%	22.2%
% from Project Trips	0.0%	16.6%	6.5%	5.5%	0.0%	0.0%	8.2%	0.0%	0.0%	6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	22.4%	5.6%

INTERSECTION VOLUME WORKSHEET

James Campbell Boulevard at Old Williamsport Pike

AM PEAK HOUR

Description	Old Williamsport Pike Eastbound				Old Williamsport Pike Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 AM Volumes	0	8	0	101	0	8	0	4	0	19	602	32	0	19	993	9	1795
Existing Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	13	2	11	2	2	2	2	2	32	12	2	2	5	4	11	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	9	0	111	0	9	0	4	0	21	662	35	0	21	1092	10	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	1	0	12	0	1	0	0	0	2	69	4	0	2	114	1	206
Williamsport Pike Development											40				31		71
Background 2025 AM Volumes	0	10	0	123	0	10	0	4	0	23	771	39	0	23	1237	11	2251
Future Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Residential Trip Distribution IN															35%	35%	
Residential Trip Distribution OUT		35%									35%						
Residential Project Trips	0	81	0	0	0	0	0	0	0	0	81	0	0	0	25	25	212
Non-Residential Trip Distribution IN															10%	5%	
Non-Residential Trip Distribution OUT		5%									10%						
Non-Residential Project Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	2	6
Project Trips (unbalanced)	0	81	0	0	0	0	0	0	0	0	82	0	0	0	28	27	218
Balancing Adjustment																	
Pass-By Adjustment																	
Project Trips	0	81	0	0	0	0	0	0	0	0	82	0	0	0	28	27	218
Future 2025 AM Volumes	0	91	0	123	0	10	0	4	0	23	853	39	0	23	1265	38	2469
% from Existing	0.0%	8.8%	0.0%	82.1%	0.0%	80.0%	0.0%	100.0%	0.0%	82.6%	70.6%	82.1%	0.0%	82.6%	78.5%	23.7%	72.7%
% from Background Growth	0.0%	2.2%	0.0%	17.9%	0.0%	20.0%	0.0%	0.0%	0.0%	17.4%	19.8%	17.9%	0.0%	17.4%	19.3%	5.3%	18.5%
% from Project Trips	0.0%	89.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.6%	0.0%	0.0%	0.0%	2.2%	71.1%	8.8%

INTERSECTION VOLUME WORKSHEET

James Campbell Boulevard at Old Williamsport Pike

PM PEAK HOUR

Description	Old Williamsport Pike Eastbound				Old Williamsport Pike Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 PM Volumes	0	7	0	20	0	31	0	16	0	43	831	3	0	3	752	29	1735
Existing Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	2	2	15	2	3	2	6	2	9	2	2	2	67	3	7	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	8	0	22	0	34	0	18	0	47	914	3	0	3	827	32	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	1	0	2	0	4	0	2	0	5	95	0	0	0	86	3	198
Williamsport Pike Development											40				80		120
Background 2025 PM Volumes	0	9	0	24	0	38	0	20	0	52	1049	3	0	3	993	35	2226
Future Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Residential Trip Distribution IN															35%	35%	
Residential Trip Distribution OUT		35%									35%						
Residential Project Trips	0	44	0	0	0	0	0	0	0	0	44	0	0	0	75	75	238
Non-Residential Trip Distribution IN															10%	5%	
Non-Residential Trip Distribution OUT		5%									10%						
Non-Residential Project Trips	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	4
Project Trips (unbalanced)	0	45	0	0	0	0	0	0	0	0	46	0	0	0	76	75	242
Balancing Adjustment		-1															
Pass-By Adjustment																	
Project Trips	0	44	0	0	0	0	0	0	0	0	46	0	0	0	76	75	241
Future 2025 PM Volumes	0	53	0	24	0	38	0	20	0	52	1095	3	0	3	1069	110	2467
% from Existing	0.0%	13.2%	0.0%	83.3%	0.0%	81.6%	0.0%	80.0%	0.0%	82.7%	75.9%	100.0%	0.0%	100.0%	70.3%	26.4%	70.3%
% from Background Growth	0.0%	3.8%	0.0%	16.7%	0.0%	18.4%	0.0%	20.0%	0.0%	17.3%	19.9%	0.0%	0.0%	0.0%	22.5%	5.5%	19.9%
% from Project Trips	0.0%	83.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	7.1%	68.2%	9.8%

INTERSECTION VOLUME WORKSHEET

James Campbell Boulevard at Industrial Park Road

AM PEAK HOUR

Description	James Campbell Boulevard Eastbound				James Campbell Boulevard Westbound				Industrial Park Road Northbound				Industrial Park Road Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 AM Volumes	0	391	213	9	0	0	231	44	0	2	5	1	0	100	5	793	1794
Existing Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	14	9	11	2	2	6	14	2	50	40	2	2	6	40	4	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	430	234	10	0	0	254	48	0	2	6	1	0	110	6	872	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	45	24	1	0	0	26	5	0	0	1	0	0	11	1	91	205
Williamsport Pike Development		20	20				10									21	71
Background 2025 AM Volumes	0	495	278	11	0	0	290	53	0	2	7	1	0	121	7	984	2249
Future Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Residential Trip Distribution IN							5%									65%	
Residential Trip Distribution OUT		65%	5%														
Residential Project Trips	0	150	12	0	0	0	4	0	0	0	0	0	0	0	0	46	212
Non-Residential Trip Distribution IN							5%									10%	
Non-Residential Trip Distribution OUT		10%	5%														
Non-Residential Project Trips	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	3	6
Project Trips (unbalanced)	0	151	12	0	0	0	6	0	0	0	0	0	0	0	0	49	218
Balancing Adjustment																	
Pass-By Adjustment																	
Project Trips	0	151	12	0	0	0	6	0	0	0	0	0	0	0	0	49	218
Future 2025 AM Volumes	0	646	290	11	0	0	296	53	0	2	7	1	0	121	7	1033	2467
% from Existing	0.0%	60.5%	73.4%	81.8%	0.0%	0.0%	78.0%	83.0%	0.0%	100.0%	71.4%	100.0%	0.0%	82.6%	71.4%	76.8%	72.7%
% from Background Growth	0.0%	16.1%	22.4%	18.2%	0.0%	0.0%	19.9%	17.0%	0.0%	0.0%	28.6%	0.0%	0.0%	17.4%	28.6%	18.5%	18.4%
% from Project Trips	0.0%	23.4%	4.1%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	8.8%

INTERSECTION VOLUME WORKSHEET

James Campbell Boulevard at Industrial Park Road

PM PEAK HOUR

Description	James Campbell Boulevard Eastbound				James Campbell Boulevard Westbound				Industrial Park Road Northbound				Industrial Park Road Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 PM Volumes	0	635	242	3	0	2	228	63	0	6	5	3	0	44	0	549	1780
Existing Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	3	2	33	2	2	4	3	2	2	40	2	2	9	2	4	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	699	266	3	0	2	251	69	0	7	6	3	0	48	0	604	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	73	28	0	0	0	26	7	0	1	1	0	0	5	0	63	204
Williamsport Pike Development		20	20				27									53	120
Background 2025 PM Volumes	0	792	314	3	0	2	304	76	0	8	7	3	0	53	0	720	2282
Future Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Residential Trip Distribution IN							5%									65%	
Residential Trip Distribution OUT		65%	5%														
Residential Project Trips	0	81	6	0	0	0	11	0	0	0	0	0	0	0	0	138	236
Non-Residential Trip Distribution IN							5%									10%	
Non-Residential Trip Distribution OUT		10%	5%														
Non-Residential Project Trips	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4
Project Trips (unbalanced)	0	83	7	0	0	0	11	0	0	0	0	0	0	0	0	139	240
Balancing Adjustment							1										
Pass-By Adjustment																	
Project Trips	0	83	7	0	0	0	12	0	0	0	0	0	0	0	0	139	241
Future 2025 PM Volumes	0	875	321	3	0	2	316	76	0	8	7	3	0	53	0	859	2523
% from Existing	0.0%	72.6%	75.4%	100.0%	0.0%	100.0%	72.2%	82.9%	0.0%	75.0%	71.4%	100.0%	0.0%	83.0%	0.0%	63.9%	70.6%
% from Background Growth	0.0%	17.9%	22.4%	0.0%	0.0%	0.0%	24.1%	17.1%	0.0%	25.0%	28.6%	0.0%	0.0%	17.0%	0.0%	19.9%	19.9%
% from Project Trips	0.0%	9.5%	2.2%	0.0%	0.0%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.2%	9.6%

INTERSECTION VOLUME WORKSHEET

Hampshire Pike at Oxford Village Circle/Site Driveway A

AM PEAK HOUR

Description	Hampshire Pike Eastbound				Hampshire Pike Westbound				Oxford Village Circle Northbound				Site Driveway A Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 AM Volumes	0	0	555	10	0	10	516	0	0	10	0	10	0	0	0	0	1111
Existing Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	2	7	2	2	2	5	2	2	2	2	2	2	2	2	2	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	0	611	11	0	11	568	0	0	11	0	11	0	0	0	0	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	0	64	1	0	1	59	0	0	1	0	1	0	0	0	0	127
Williamsport Pike Development			90				57										147
Background 2025 AM Volumes	0	0	765	12	0	12	684	0	0	12	0	12	0	0	0	0	1497
Future Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Residential Trip Distribution IN		10%						55%									
Residential Trip Distribution OUT														55%		10%	
Residential Project Trips	0	7	0	0	0	0	0	39	0	0	0	0	0	127	0	23	196
Non-Residential Trip Distribution IN		40%						55%									
Non-Residential Trip Distribution OUT														55%		40%	
Non-Residential Project Trips	0	12	0	0	0	0	0	17	0	0	0	0	0	3	0	2	34
Project Trips (unbalanced)	0	19	0	0	0	0	0	56	0	0	0	0	0	130	0	25	230
Balancing Adjustment								-1									
Pass-By Adjustment																	
Project Trips	0	19	0	0	0	0	0	55	0	0	0	0	0	130	0	25	229
Future 2025 AM Volumes	0	19	765	12	0	12	684	55	0	12	0	12	0	130	0	25	1726
% from Existing	0.0%	0.0%	72.5%	83.3%	0.0%	83.3%	75.4%	0.0%	0.0%	83.3%	0.0%	83.3%	0.0%	0.0%	0.0%	0.0%	64.4%
% from Background Growth	0.0%	0.0%	27.5%	16.7%	0.0%	16.7%	24.6%	0.0%	0.0%	16.7%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	22.4%
% from Project Trips	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	13.3%

INTERSECTION VOLUME WORKSHEET

Hampshire Pike at Oxford Village Circle/Site Driveway A

PM PEAK HOUR

Description	Hampshire Pike Eastbound				Hampshire Pike Westbound				Oxford Village Circle Northbound				Site Driveway A Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 PM Volumes	0	0	382	10	0	10	595	0	0	10	0	10	0	0	0	0	1017
Existing Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	2	5	2	2	2	4	2	2	2	2	2	2	2	2	2	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	0	420	11	0	11	655	0	0	11	0	11	0	0	0	0	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	0	44	1	0	1	68	0	0	1	0	1	0	0	0	0	116
Williamsport Pike Development			90				147										237
Background 2025 PM Volumes	0	0	554	12	0	12	870	0	0	12	0	12	0	0	0	0	1472
Future Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Residential Trip Distribution IN		10%						55%									
Residential Trip Distribution OUT														55%		10%	
Residential Project Trips	0	21	0	0	0	0	0	117	0	0	0	0	0	69	0	13	220
Non-Residential Trip Distribution IN		40%						55%									
Non-Residential Trip Distribution OUT														55%		40%	
Non-Residential Project Trips	0	2	0	0	0	0	0	3	0	0	0	0	0	8	0	6	19
Project Trips (unbalanced)	0	23	0	0	0	0	0	120	0	0	0	0	0	77	0	19	239
Balancing Adjustment								1									
Pass-By Adjustment		1	-1				-1	1						1		1	
Project Trips	0	24	-1	0	0	0	-1	122	0	0	0	0	0	78	0	20	242
Future 2025 PM Volumes	0	24	553	12	0	12	869	122	0	12	0	12	0	78	0	20	1714
% from Existing	0.0%	0.0%	69.1%	83.3%	0.0%	83.3%	68.5%	0.0%	0.0%	83.3%	0.0%	83.3%	0.0%	0.0%	0.0%	0.0%	59.3%
% from Background Growth	0.0%	0.0%	31.1%	16.7%	0.0%	16.7%	31.6%	0.0%	0.0%	16.7%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	26.5%
% from Project Trips	0.0%	100.0%	-0.2%	0.0%	0.0%	0.0%	-0.1%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	14.1%

INTERSECTION VOLUME WORKSHEET

Old Williamsport Pike at Site Driveway B

AM PEAK HOUR

Description	Old Williamsport Pike Eastbound				Old Williamsport Pike Westbound				Site Driveway B Northbound				Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 AM Volumes	0	0	109	0	0	0	28	0	0	0	0	0	0	0	0	0	137
Existing Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	2	11	2	2	2	25	2	2	2	2	2	2	2	2	2	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	0	120	0	0	0	31	0	0	0	0	0	0	0	0	0	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	0	12	0	0	0	3	0	0	0	0	0	0	0	0	0	15
Williamsport Pike Development																	0
Background 2025 AM Volumes	0	0	132	0	0	0	34	0	0	0	0	0	0	0	0	0	166
Future Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Residential Trip Distribution IN						35%											
Residential Trip Distribution OUT												35%					
Residential Project Trips	0	0	0	0	0	25	0	0	0	0	0	81	0	0	0	0	106
Non-Residential Trip Distribution IN						5%											
Non-Residential Trip Distribution OUT												5%					
Non-Residential Project Trips	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Project Trips (unbalanced)	0	0	0	0	0	27	0	0	0	0	0	81	0	0	0	0	108
Balancing Adjustment																	
Pass-By Adjustment																	
Project Trips	0	0	0	0	0	27	0	0	0	0	0	81	0	0	0	0	108
Future 2025 AM Volumes	0	0	132	0	0	27	34	0	0	0	0	81	0	0	0	0	274
% from Existing	0.0%	0.0%	82.6%	0.0%	0.0%	0.0%	82.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%
% from Background Growth	0.0%	0.0%	17.4%	0.0%	0.0%	0.0%	17.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.6%
% from Project Trips	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	39.4%

INTERSECTION VOLUME WORKSHEET

Old Williamsport Pike at Site Driveway B

PM PEAK HOUR

Description	Old Williamsport Pike Eastbound				Old Williamsport Pike Westbound				Site Driveway B Northbound				Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 PM Volumes	0	0	27	0	0	0	72	0	0	0	0	0	0	0	0	0	99
Existing Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	2	12	2	2	2	8	2	2	2	2	2	2	2	2	2	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	0	30	0	0	0	79	0	0	0	0	0	0	0	0	0	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	0	3	0	0	0	8	0	0	0	0	0	0	0	0	0	11
Williamsport Pike Development																	0
Background 2025 PM Volumes	0	0	33	0	0	0	87	0	0	0	0	0	0	0	0	0	120
Future Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Residential Trip Distribution IN						35%											
Residential Trip Distribution OUT												35%					
Residential Project Trips	0	0	0	0	0	75	0	0	0	0	0	44	0	0	0	0	119
Non-Residential Trip Distribution IN						5%											
Non-Residential Trip Distribution OUT												5%					
Non-Residential Project Trips	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Project Trips (unbalanced)	0	0	0	0	0	75	0	0	0	0	0	45	0	0	0	0	120
Balancing Adjustment												-1					
Pass-By Adjustment																	
Project Trips	0	0	0	0	0	75	0	0	0	0	0	44	0	0	0	0	119
Future 2025 PM Volumes	0	0	33	0	0	75	87	0	0	0	0	44	0	0	0	0	239
% from Existing	0.0%	0.0%	81.8%	0.0%	0.0%	0.0%	82.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	41.4%
% from Background Growth	0.0%	0.0%	18.2%	0.0%	0.0%	0.0%	17.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.8%
% from Project Trips	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	49.8%

QUALITY COUNTS REPORT

Type: Volume Data
Location: Hampshire Pike West of Oxford Village Cir
Specific Location:
City/State: Columbia TN
QCJobNo: 15562409
Date:
Direction: EB/ WB
Comments:

2025 Growth Factor =	1.104

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Background 2025
		14-Sep-21								
12:00 AM		46				46			46	
1:00 AM		15				15			15	
2:00 AM		19				19			19	
3:00 AM		32				32			32	
4:00 AM		79				79			79	
5:00 AM		181				181			181	
6:00 AM		464				464			464	
7:00 AM		1136				1136			1136	1254
8:00 AM		738				738			738	815
9:00 AM		714				714			714	788
10:00 AM		665				665			665	734
11:00 AM		733				733			733	809
12:00 PM		792				792			792	874
1:00 PM		759				759			759	838
2:00 PM		1033				1033			1033	1140
3:00 PM		1104				1104			1104	1219
4:00 PM		997				997			997	1101
5:00 PM		1019				1019			1019	1125
6:00 PM		746				746			746	824
7:00 PM		613				613			613	
8:00 PM		372				372			372	
9:00 PM		221				221			221	
10:00 PM		153				153			153	
11:00 PM		81				81			81	
Day Total		12712				12712			12712	
ADT		12712				12712			12712	

%Weekday Average	100.00%		
%Week Average	100.00%	100.00%	
AM Peak	7:00 AM	7:00 AM	7:00 AM
Volume	1136	1136	1136
PM Peak	3:00 PM	3:00 PM	3:00 PM
Volume	1104	1104	1104

Intersection 5 - Hapshire Pike at Oxford Village Circle/Site Driveway A, Daily Trip Generation Calculations

Single Family Detached Housing
Daily 437
Enter 219
Exit 218

Int 5	Hampshire Pike				Hampshire Pike				Oxford Village Circle				Site Driveway A			
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Enter	0%	10%	0%	0%	0%	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%
Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	55%	0%	10%

Hourly Trip Gen	Enter	Exit	START TIME	Hampshire Pike				Hampshire Pike				Oxford Village Circle				Site Driveway A			
				EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
6.5%	25%	75%	7:00	0	1	0	0	0	0	0	4	0	0	0	0	0	12	0	2
6.2%	25%	75%	8:00	0	1	0	0	0	0	0	4	0	0	0	0	0	11	0	2
4.6%	25%	75%	9:00	0	0	0	0	0	0	0	3	0	0	0	0	0	8	0	1
4.9%	50%	50%	10:00	0	1	0	0	0	0	0	6	0	0	0	0	0	6	0	1
5.3%	50%	50%	11:00	0	1	0	0	0	0	0	6	0	0	0	0	0	6	0	1
5.7%	50%	50%	12:00	0	1	0	0	0	0	0	7	0	0	0	0	0	7	0	1
6.1%	50%	50%	13:00	0	1	0	0	0	0	0	7	0	0	0	0	0	7	0	1
6.6%	50%	50%	14:00	0	1	0	0	0	0	0	8	0	0	0	0	0	8	0	1
7.5%	50%	50%	15:00	0	2	0	0	0	0	0	9	0	0	0	0	0	9	0	2
8.9%	63%	37%	16:00	0	2	0	0	0	0	0	14	0	0	0	0	0	8	0	1
8.7%	63%	37%	17:00	0	2	0	0	0	0	0	13	0	0	0	0	0	8	0	1
7.2%	63%	37%	18:00	0	2	0	0	0	0	0	11	0	0	0	0	0	6	0	1

Total

START TIME	Hampshire Pike				Hampshire Pike				Oxford Village Circle				Site Driveway A			
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
7:00	0	12	0	0	0	0	0	47	0	0	0	0	0	141	0	25
8:00	0	11	0	0	0	0	0	45	0	0	0	0	0	129	0	25
9:00	0	8	0	0	0	0	0	31	0	0	0	0	0	86	0	16
10:00	0	12	0	0	0	0	0	57	0	0	0	0	0	57	0	12
11:00	0	16	0	0	0	0	0	68	0	0	0	0	0	68	0	16
12:00	0	17	0	0	0	0	0	71	0	0	0	0	0	71	0	17
13:00	0	17	0	0	0	0	0	69	0	0	0	0	0	69	0	17
14:00	0	18	0	0	0	0	0	83	0	0	0	0	0	83	0	18
15:00	0	21	0	0	0	0	0	95	0	0	0	0	0	95	0	21
16:00	0	29	0	0	0	0	0	148	0	0	0	0	0	73	0	19
17:00	0	34	0	0	0	0	0	173	0	0	0	0	0	84	0	21
18:00	0	29	0	0	0	0	0	148	0	0	0	0	0	68	0	15

Major Street Sum	Minor Street Less RT Volumes
59	141
56	129
39	86
69	57
84	68
88	71
86	69
101	83
116	95
177	73
207	84
177	68

General Office Building
Daily 114
Enter 57
Exit 57

Int 5	Hampshire Pike				Hampshire Pike				Oxford Village Circle				Site Driveway A			
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Enter	0%	40%	0%	0%	0%	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%
Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	55%	0%	40%

Hourly Trip Gen	Enter	Exit	START TIME	Hampshire Pike				Hampshire Pike				Oxford Village Circle				Site Driveway A			
				EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
7.0%	86%	14%	7:00	0	3	0	0	0	0	0	4	0	0	0	0	0	1	0	0
8.8%	86%	14%	8:00	0	3	0	0	0	0	0	5	0	0	0	0	0	1	0	1
5.4%	86%	14%	9:00	0	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
5.9%	50%	50%	10:00	0	1	0	0	0	0	0	2	0	0	0	0	0	2	0	1
8.4%	50%	50%	11:00	0	2	0	0	0	0	0	3	0	0	0	0	0	3	0	2
10.4%	50%	50%	12:00	0	2	0	0	0	0	0	3	0	0	0	0	0	3	0	2
8.2%	50%	50%	13:00	0	2	0	0	0	0	0	3	0	0	0	0	0	3	0	2
7.5%	50%	50%	14:00	0	2	0	0	0	0	0	2	0	0	0	0	0	2	0	2
7.4%	50%	50%	15:00	0	2	0	0	0	0	0	2	0	0	0	0	0	2	0	2
10.1%	16%	84%	16:00	0	1	0	0	0	0	0	1	0	0	0	0	0	5	0	4
10.4%	16%	84%	17:00	0	1	0	0	0	0	0	1	0	0	0	0	0	5	0	4
2.4%	16%	84%	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1

Shopping Center (Fitted Curve Equation)
Daily 189
Enter 95
Exit 94

Int 4	Hampshire Pike				Hampshire Pike				Oxford Village Circle				Site Driveway A			
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Enter	0%	40%	0%	0%	0%	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%
Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	55%	0%	40%

Hourly Trip Gen	Enter	Exit	START TIME	Hampshire Pike				Hampshire Pike				Oxford Village Circle				Site Driveway A			
				EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
1.1%	62%	38%	7:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2.0%	62%	38%	8:00	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	1
3.6%	62%	38%	9:00	0	2	0	0	0	0	0	2	0	0	0	0	0	1	0	1
5.6%	50%	50%	10:00	0	2	0	0	0	0	0	3	0	0	0	0	0	3	0	2
8.3%	50%	50%	11:00	0	3	0	0	0	0	0	4	0	0	0	0	0	4	0	3
10.0%	50%	50%	12:00	0	4	0	0	0	0	0	5	0	0	0	0	0	5	0	4
9.3%	50%	50%	13:00	0	4	0	0	0	0	0	5	0	0	0	0	0	5	0	4
9.0%	50%	50%	14:00	0	3	0	0	0	0	0	5	0	0	0	0	0	5	0	3
8.8%	50%	50%	15:00	0	3	0	0	0	0	0	5	0	0	0	0	0	5	0	3
9.2%	48%	52%	16:00	0	3	0	0	0	0	0	5	0	0	0	0	0	5	0	4
9.3%	48%	52%	17:00	0	3	0	0	0	0	0	5	0	0	0	0	0	5	0	4
8.0%	48%	52%	18:00	0	3	0	0	0	0	0	4	0	0	0	0	0	4	0	3

Int 5	Hampshire Pike				Hampshire Pike				Oxford Village Circle				Site Driveway A			
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Enter	0%	10%	0%	0%	0%	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%
Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	55%	0%	10%

Multifamily Housing (Low-Rise)
Daily 4,684
Enter 2342
Exit 2342

Hourly Trip Gen	Enter	Exit	START TIME	Hampshire Pike				Hampshire Pike				Oxford Village Circle				Site Driveway A			
				EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
6.5%	23%	77%	7:00	0	7	0	0	0	0	0	38	0	0	0	0	0	128	0	23
5.8%	23%	77%	8:00	0	6	0	0	0	0	0	35	0	0	0	0	0	116	0	21
3.9%	23%	77%	9:00	0	4	0	0	0	0	0	23	0	0	0	0	0	77	0	14
3.6%	50%	50%	10:00	0	8	0	0	0	0	0	46	0	0	0	0	0	46	0	8
4.3%	50%	50%	11:00	0	10	0	0	0	0	0	55	0	0	0	0	0	55	0	10
4.3%	50%	50%	12:00	0	10	0	0	0	0	0	56	0	0	0	0	0	56	0	10
4.2%	50%	50%	13:00	0	10	0	0	0	0	0	54	0	0	0	0	0	54	0	10
5.2%	50%	50%	14:00	0	12	0	0	0	0	0	68	0	0	0	0	0	68	0	12
6.1%	50%	50%	15:00	0	14	0	0	0	0	0	79	0	0	0	0	0	79	0	14
7.9%	63%	27%	16:00	0	23	0	0	0	0	0	128	0	0	0	0	0	55	0	10
9.5%	63%	27%	17:00	0	28	0	0	0	0	0	154	0	0	0	0	0	66	0	12
8.2%	63%	27%	18:00	0	24	0	0	0	0	0	133	0	0	0	0	0	57	0	10

TRAFFIC SIGNAL WARRANT ANALYSIS

City/County:	**Columbia**	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	**N**		
State:	**TN**	Isolated community with a population of less than 10,000? (Y or N)	**N**	Analyzed by:	RAP
Date:	**5/16/2022**	Apply 56% warrant to Warrant 1, Combination Warrant? (Y or N)	**N**	Analyzed by:	Kimley-Horn
Major Street:	**Hampshire Pike**	Approach Lanes - Major? (1 or 2)	**1**		
Minor Street:	**Driveway A**	Approach Lanes - Minor? (1 or 2)	**1**		

24-Hour Volume Summary	Major Street Total of Both Approaches	Minor Street Higher Volume Approach	Warrant 1, Condition A 100% Major Street	Warrant 1, Condition A 100% Minor Street	Warrant 1, Condition B 100% Major Street	Warrant 1, Condition B 100% Minor Street	Warrant 1, Combination Warrant 80% Major Street	Warrant 1, Combination Warrant 80% Minor Street	Warrant 1, Combination Warrant 80% Major Street	Warrant 1, Combination Warrant 80% Minor Street	Warrant 2 100% Figure 4C-1	Warrant 3, Condition A 100% Minor Delay	Warrant 3, Condition A 100% Minor Volume	Warrant 3, Condition A 100% Total Intrsctn	Warrant 3, Condition B 100% Figure 4C-3
12:00 AM TO 01:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
01:00 AM TO 02:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
02:00 AM TO 03:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
03:00 AM TO 04:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
04:00 AM TO 05:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
05:00 AM TO 06:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
06:00 AM TO 07:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
07:00 AM TO 08:00 AM	1313	141	263%	94%	**175%**	**188%**	**328%**	**118%**	**219%**	**235%**	**176%**				**109%**
08:00 AM TO 09:00 AM	871	129	174%	86%	**116%**	**172%**	**218%**	**108%**	**145%**	**215%**	**100%**				50%
09:00 AM TO 10:00 AM	827	86	165%	57%	**110%**	**115%**	207%	72%	**138%**	**143%**	61%				31%
10:00 AM TO 11:00 AM	803	57	161%	38%	107%	76%	201%	48%	134%	95%	38%				20%
11:00 AM TO 12:00 PM	893	68	179%	45%	119%	91%	223%	57%	**149%**	**113%**	56%				27%
12:00 PM TO 01:00 PM	962	71	192%	47%	128%	95%	241%	59%	**160%**	**118%**	66%				33%
01:00 PM TO 02:00 PM	924	69	185%	46%	123%	92%	231%	58%	**154%**	**115%**	60%				29%
02:00 PM TO 03:00 PM	1241	83	248%	55%	**165%**	**111%**	310%	69%	**207%**	**138%**	**104%**				58%
03:00 PM TO 04:00 PM	1335	95	267%	63%	**178%**	**127%**	334%	79%	**223%**	**158%**	**119%**				75%
04:00 PM TO 05:00 PM	1278	73	256%	49%	170%	97%	320%	61%	**213%**	**122%**	91%				54%
05:00 PM TO 06:00 PM	1332	84	266%	56%	**178%**	**112%**	333%	70%	**222%**	**140%**	**105%**				66%
06:00 PM TO 07:00 PM	1001	68	200%	45%	133%	91%	250%	57%	**167%**	**113%**	68%				34%
07:00 PM TO 08:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
08:00 PM TO 09:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
09:00 PM TO 10:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
10:00 PM TO 11:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
11:00 PM TO 12:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
Source: MUTCD, 2009 Edition			Threshold 500	150	Threshold 750	75	Threshold 400	120	Threshold 600	60	MUTCD Figure 4C-1 and 4C-2	Warranting Volumes			MUTCD Figure 4C-3 and 4C-4
Created By: Kimley-Horn and Associates, Inc.			Summary TOTAL	0	Summary TOTAL	6	Summary TOTAL	2	Summary TOTAL	11	Summary TOTAL	**5**	Summary TOTAL		Summary TOTAL	**1**
			Met?	NO	Met?	NO	TOTAL	2	Met?	NO	Met?	**YES**	Met?		Met?	**YES**

COMMENTS/NOTES:	COMMENTS/NOTES:
Future 2025	

Appendix E

Turn Lane Evaluations

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

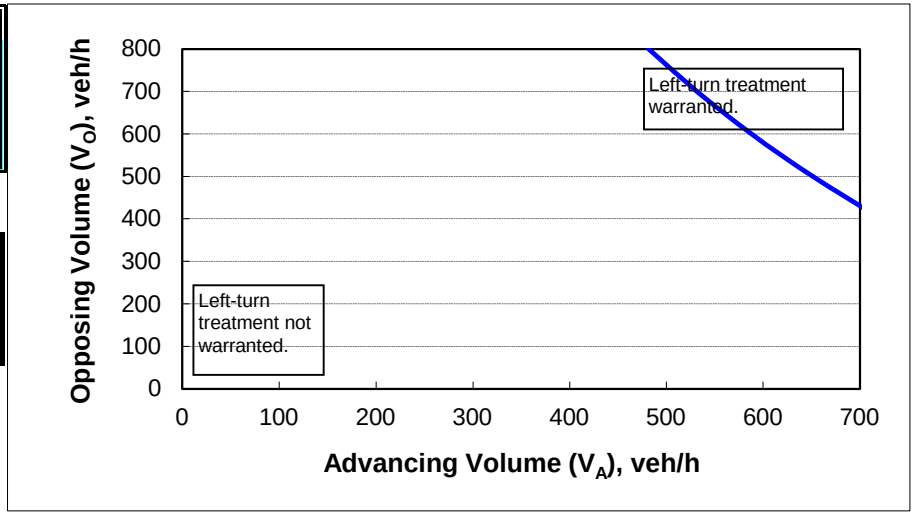
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	796
Opposing volume (V_O), veh/h:	684

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	540
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

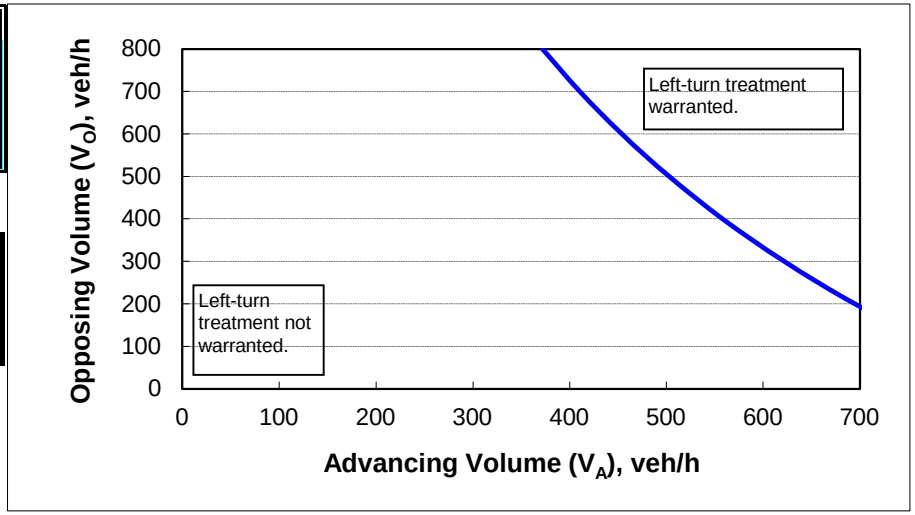
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	4%
Advancing volume (V_A), veh/h:	589
Opposing volume (V_O), veh/h:	869

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	348
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

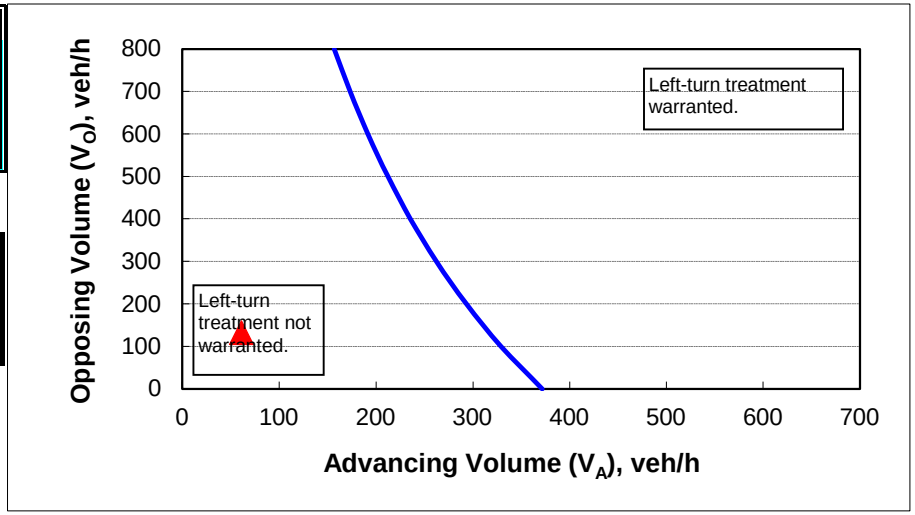
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	44%
Advancing volume (V_A), veh/h:	61
Opposing volume (V_O), veh/h:	132

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	317
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

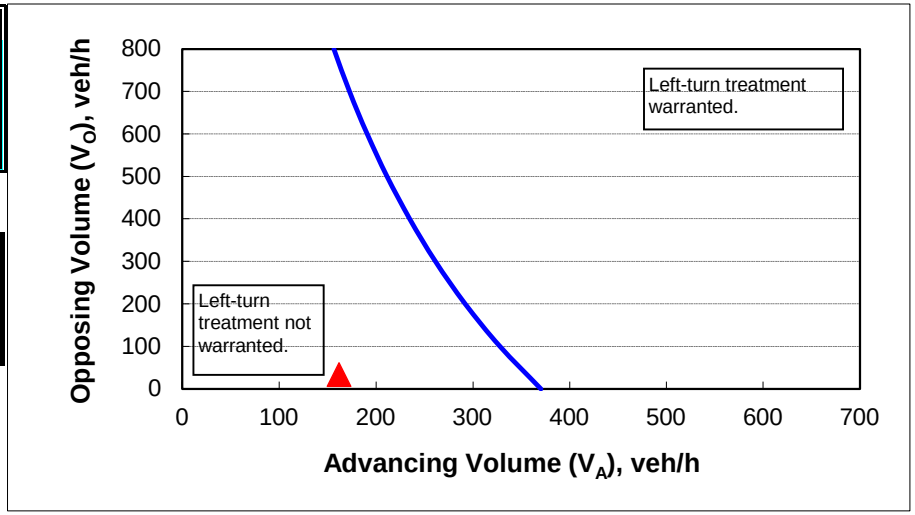
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	46%
Advancing volume (V_A), veh/h:	162
Opposing volume (V_O), veh/h:	33

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	356
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

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 roadw ay

Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	751
Right-turn volume, veh/h:	55

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	30
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	

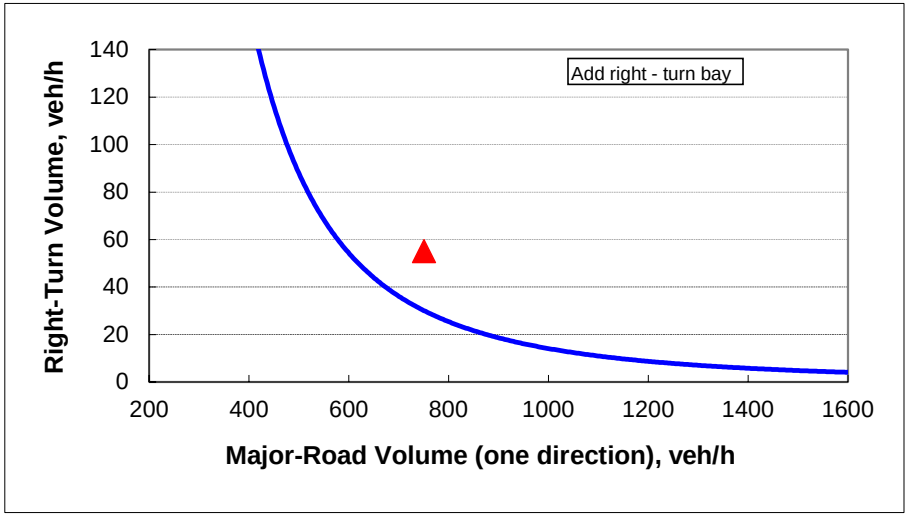


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadw ay

Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	1003
Right-turn volume, veh/h:	122

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	14
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	

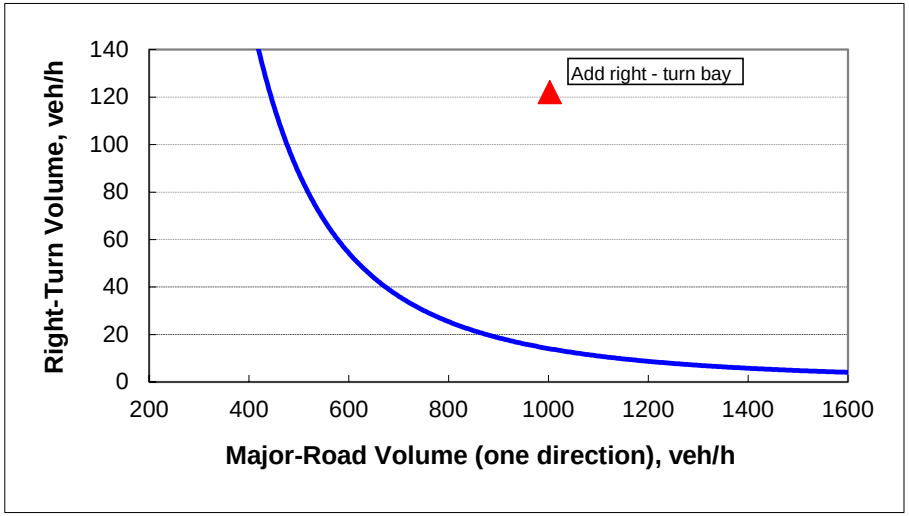


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadw ay

Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	132
Right-turn volume, veh/h:	0

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	30
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

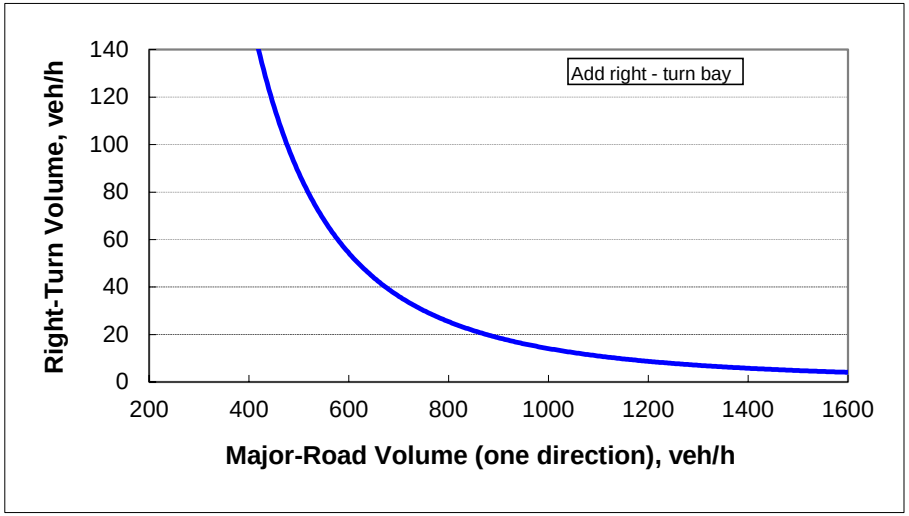


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadw ay

Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	33
Right-turn volume, veh/h:	0

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	4029918
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

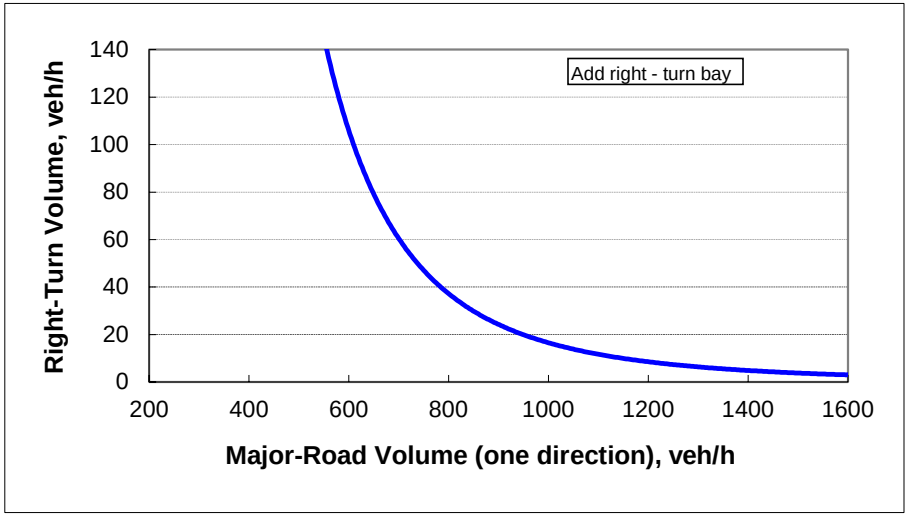


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

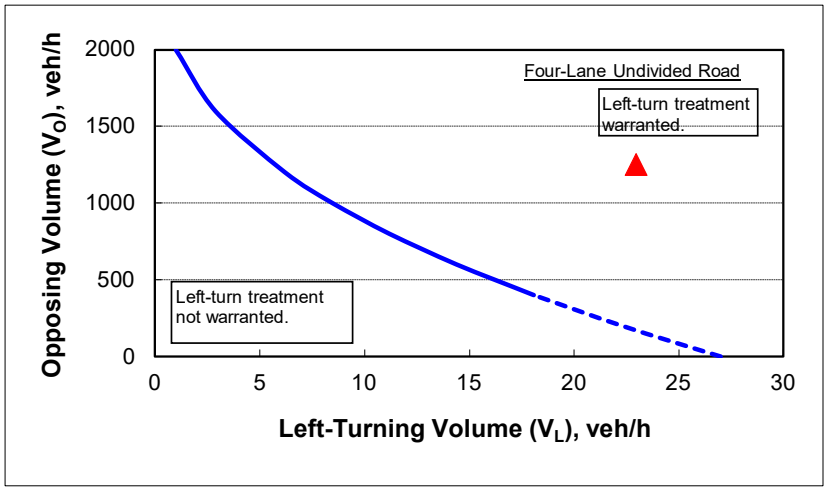
4-lane roadway

INPUT

Variable	Value
Left-turning volume (V_L), veh/h:	23
Advancing volume (V_A), veh/h:	833
Opposing volume (V_O), veh/h:	1248

OUTPUT

Variable	Message
Opposing volume (V_O) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

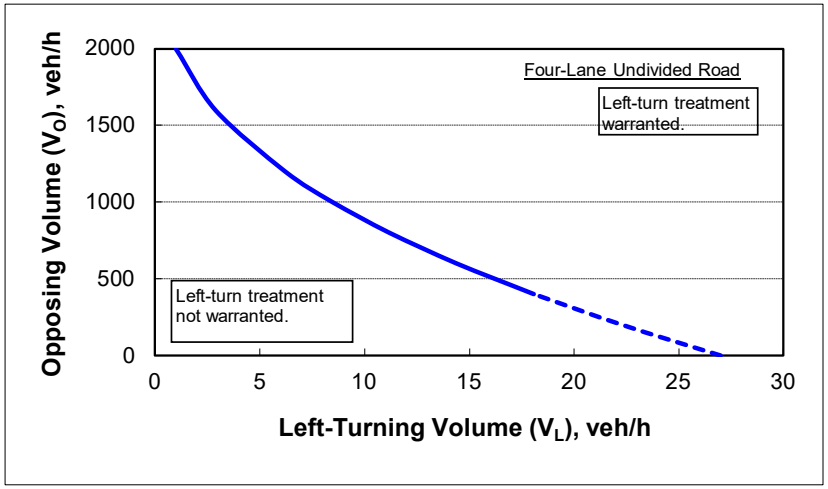
4-lane roadway

INPUT

Variable	Value
Left-turning volume (V_L), veh/h:	52
Advancing volume (V_A), veh/h:	1104
Opposing volume (V_O), veh/h:	1028

OUTPUT

Variable	Message
Opposing volume (V_O) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

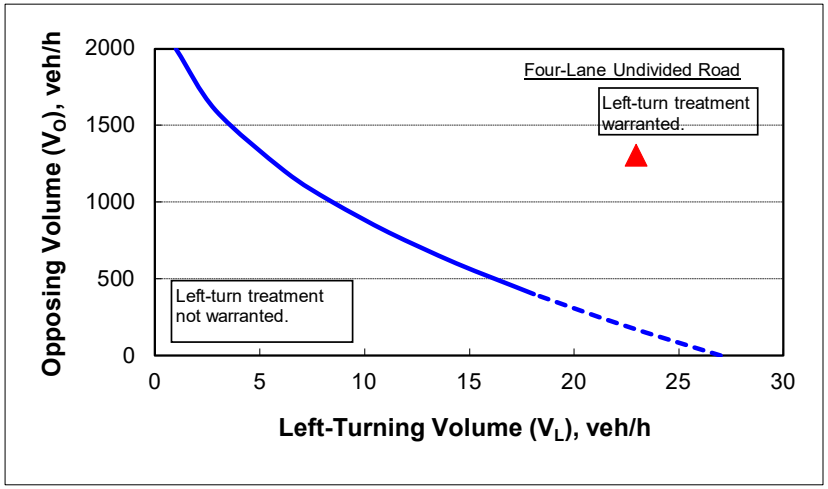
4-lane roadway

INPUT

Variable	Value
Left-turning volume (V_L), veh/h:	23
Advancing volume (V_A), veh/h:	915
Opposing volume (V_O), veh/h:	1303

OUTPUT

Variable	Message
Opposing volume (V_O) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

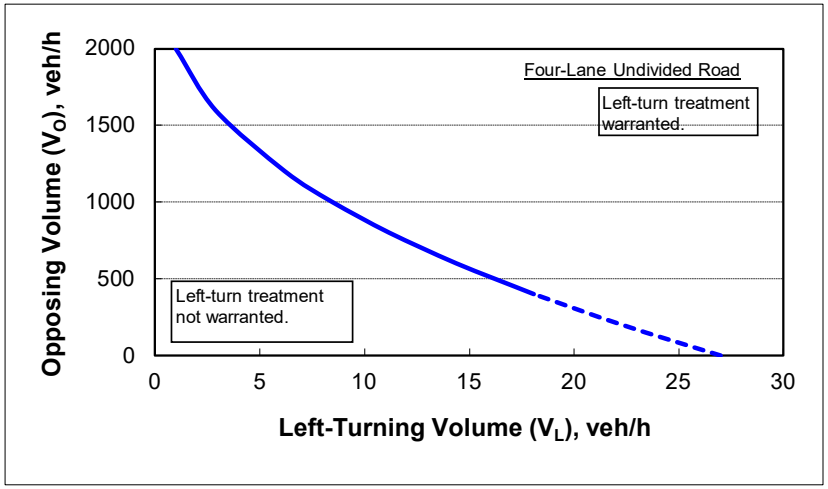
4-lane roadway

INPUT

Variable	Value
Left-turning volume (V_L), veh/h:	52
Advancing volume (V_A), veh/h:	1150
Opposing volume (V_O), veh/h:	1179

OUTPUT

Variable	Message
Opposing volume (V_O) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

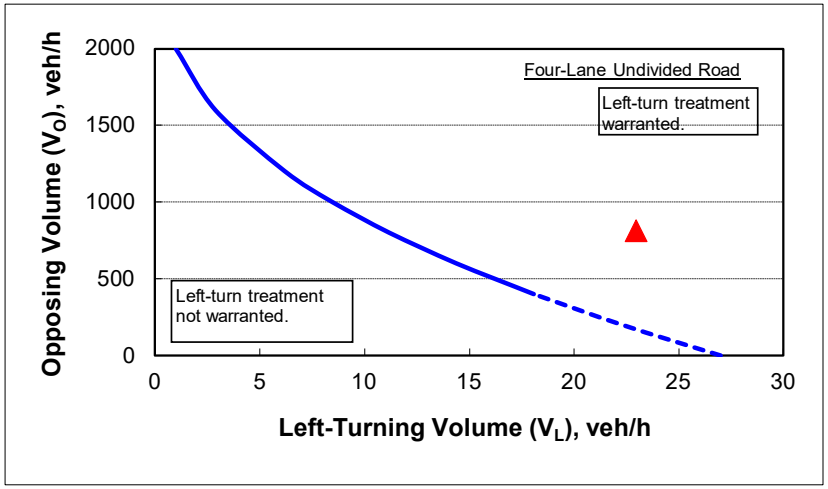
4-lane roadway

INPUT

Variable	Value
Left-turning volume (V_L), veh/h:	23
Advancing volume (V_A), veh/h:	1271
Opposing volume (V_O), veh/h:	810

OUTPUT

Variable	Message
Opposing volume (V_O) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

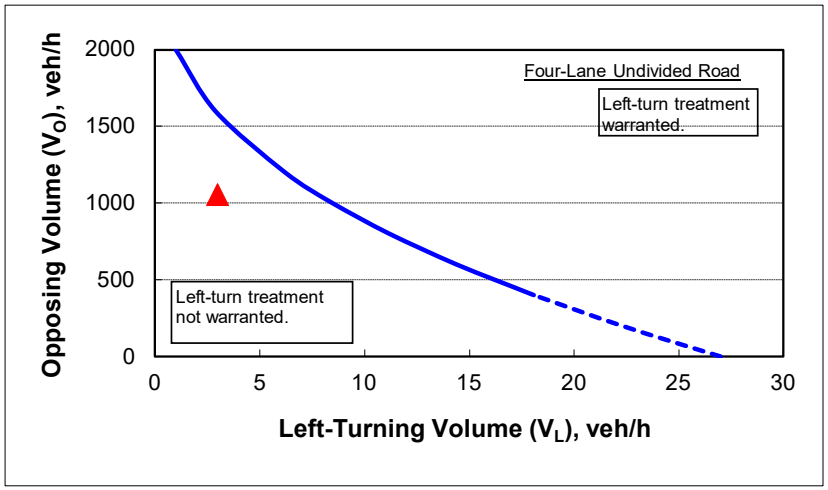
4-lane roadway

INPUT

Variable	Value
Left-turning volume (V_L), veh/h:	3
Advancing volume (V_A), veh/h:	1031
Opposing volume (V_O), veh/h:	1052

OUTPUT

Variable	Message
Opposing volume (V_O) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

4-lane roadway

INPUT

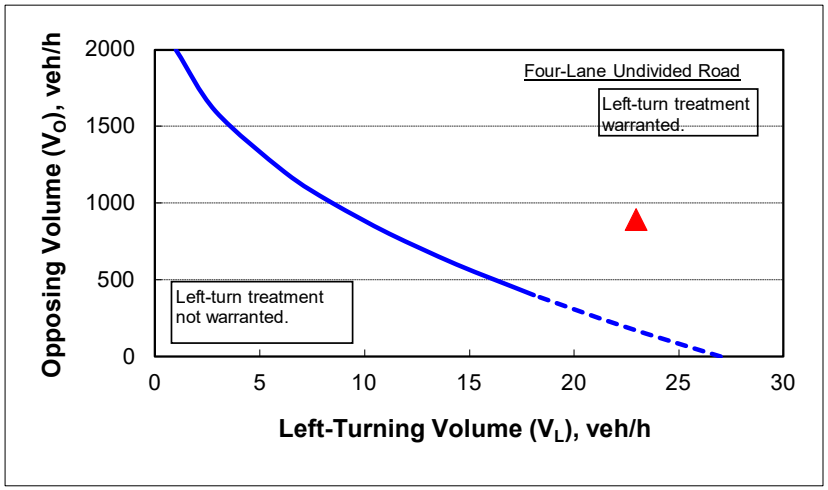
Variable	Value
Left-turning volume (V_L), veh/h:	23
Advancing volume (V_A), veh/h:	1326
Opposing volume (V_O), veh/h:	892

OUTPUT

Variable	Message
Opposing volume (V_O) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

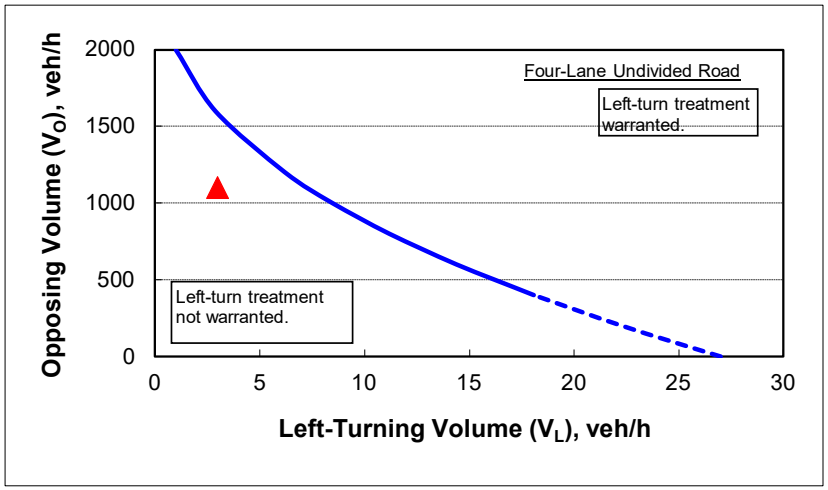
4-lane roadway

INPUT

Variable	Value
Left-turning volume (V_L), veh/h:	3
Advancing volume (V_A), veh/h:	1182
Opposing volume (V_O), veh/h:	1098

OUTPUT

Variable	Message
Opposing volume (V_O) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

Appendix F

Capacity Analyses and

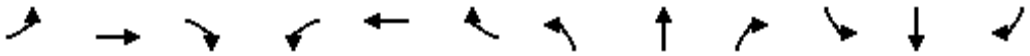
Queue Analyses



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1	490	464	203	421	256	170	27
v/c Ratio	0.00	0.50	0.44	0.39	0.35	0.86	0.27	0.07
Control Delay	15.0	19.8	3.0	9.8	10.0	64.2	3.9	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	19.8	3.0	9.8	10.0	64.2	3.9	22.1
Queue Length 50th (ft)	0	206	0	47	119	163	0	10
Queue Length 95th (ft)	4	346	55	89	201	#249	37	30
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	511	972	1059	541	1188	367	646	463
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.50	0.44	0.38	0.35	0.70	0.26	0.06

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	446	422	185	383	0	231	2	155	10	7	7
Future Volume (veh/h)	1	446	422	185	383	0	231	2	155	10	7	7
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	1841	1870	1841	1826	1870	1781	1870	1663	1870	1870	1870
Adj Flow Rate, veh/h	1	490	227	203	421	0	254	2	43	11	8	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	2	4	5	2	8	2	16	2	2	2
Cap, veh/h	568	952	820	440	1152	0	347	2	472	72	41	3
Arrive On Green	0.52	0.52	0.52	0.07	0.63	0.00	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	966	1841	1585	1753	1826	0	1055	8	1409	73	157	12
Grp Volume(v), veh/h	1	490	227	203	421	0	256	0	43	20	0	0
Grp Sat Flow(s),veh/h/ln	966	1841	1585	1753	1826	0	1064	0	1409	242	0	0
Q Serve(g_s), s	0.1	18.4	8.5	5.4	11.6	0.0	0.0	0.0	2.2	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.1	18.4	8.5	5.4	11.6	0.0	25.4	0.0	2.2	25.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.55		0.05
Lane Grp Cap(c), veh/h	568	952	820	440	1152	0	349	0	472	117	0	0
V/C Ratio(X)	0.00	0.51	0.28	0.46	0.37	0.00	0.73	0.00	0.09	0.17	0.00	0.00
Avail Cap(c_a), veh/h	568	952	820	498	1152	0	393	0	516	165	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.2	16.7	14.3	11.9	9.3	0.0	37.8	0.0	23.9	31.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.8	0.3	0.9	0.0	4.9	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.7	3.0	1.9	4.4	0.0	6.9	0.0	0.7	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	18.7	15.1	12.2	10.2	0.0	42.6	0.0	24.0	31.7	0.0	0.0
LnGrp LOS	B	B	B	B	B	A	D	A	C	C	A	A
Approach Vol, veh/h		718			624			299			20	
Approach Delay, s/veh		17.5			10.8			39.9			31.7	
Approach LOS		B			B			D			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		72.3		32.7	11.9	60.3		32.7				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		63.0		31.0	10.9	47.6		31.0				
Max Q Clear Time (g_c+I1), s		13.6		27.4	7.4	20.4		27.7				
Green Ext Time (p_c), s		5.7		0.4	0.1	8.1		0.0				

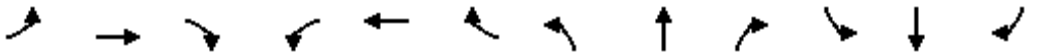
Intersection Summary												
HCM 6th Ctrl Delay			19.2									
HCM 6th LOS			B									



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	202	498	106	213	113	201	503	110	245	782	190
v/c Ratio	0.38	0.67	0.36	0.30	0.13	0.85	0.70	0.21	0.87	0.89	0.28
Control Delay	24.3	38.7	26.1	37.0	3.0	95.1	60.8	13.9	91.6	68.3	8.8
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	24.3	38.7	26.1	37.0	3.0	95.1	60.8	13.9	91.6	68.3	8.8
Queue Length 50th (ft)	117	390	58	156	0	204	247	20	248	403	26
Queue Length 95th (ft)	176	536	97	245	30	#309	318	69	#349	490	77
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	640	741	299	700	946	287	786	519	344	964	867
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	0.32	0.67	0.35	0.30	0.12	0.70	0.64	0.21	0.71	0.81	0.22

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	219	224	94	190	101	179	448	98	218	696	169
Future Volume (veh/h)	180	219	224	94	190	101	179	448	98	218	696	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1796	1796	1841	1752	1841	1752	1796	1841	1841	1826
Adj Flow Rate, veh/h	202	246	227	106	213	56	201	503	43	245	782	81
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	7	3	7	7	4	10	4	10	7	4	4	5
Cap, veh/h	538	389	359	330	747	828	223	729	408	267	877	514
Arrive On Green	0.08	0.44	0.44	0.05	0.41	0.41	0.13	0.22	0.22	0.15	0.25	0.25
Sat Flow, veh/h	1711	888	820	1711	1841	1485	1753	3328	1522	1753	3497	1547
Grp Volume(v), veh/h	202	0	473	106	213	56	201	503	43	245	782	81
Grp Sat Flow(s),veh/h/ln	1711	0	1708	1711	1841	1485	1753	1664	1522	1753	1749	1547
Q Serve(g_s), s	9.9	0.0	31.9	5.3	11.5	2.6	16.8	20.6	3.2	20.4	32.0	5.5
Cycle Q Clear(g_c), s	9.9	0.0	31.9	5.3	11.5	2.6	16.8	20.6	3.2	20.4	32.0	5.5
Prop In Lane	1.00		0.48	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	538	0	749	330	747	828	223	729	408	267	877	514
V/C Ratio(X)	0.38	0.00	0.63	0.32	0.29	0.07	0.90	0.69	0.11	0.92	0.89	0.16
Avail Cap(c_a), veh/h	802	0	749	338	747	828	296	808	444	355	991	564
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	21.8	0.0	32.3	26.3	29.6	15.1	63.8	53.3	40.9	62.0	53.6	34.9
Incr Delay (d2), s/veh	0.2	0.0	4.0	0.2	1.0	0.2	20.8	2.2	0.1	20.9	9.5	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	4.0	0.0	13.8	2.2	5.3	0.9	8.6	8.7	1.2	10.5	14.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	0.0	36.4	26.5	30.6	15.2	84.6	55.5	41.0	82.9	63.1	35.0
LnGrp LOS	C	A	D	C	C	B	F	E	D	F	E	D
Approach Vol, veh/h		675			375			747			1108	
Approach Delay, s/veh		32.1			27.1			62.5			65.4	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	70.0	28.5	37.5	17.1	65.2	23.8	42.2
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	65.0	30.0	36.0	35.0	38.0	25.0	42.0
Max Q Clear Time (g_c+I1), s	7.3	33.9	22.4	22.6	11.9	13.5	18.8	34.0
Green Ext Time (p_c), s	0.0	1.9	0.1	2.6	0.2	0.8	0.1	3.2

Intersection Summary	
HCM 6th Ctrl Delay	52.0
HCM 6th LOS	D

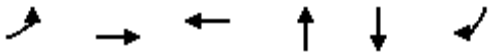
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	111	9	0	4	21	662	35	21	1092	10
Future Vol, veh/h	9	0	111	9	0	4	21	662	35	21	1092	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	-	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	13	2	11	2	2	2	32	12	2	5	4	11
Mvmt Flow	10	0	122	10	0	4	23	727	38	23	1200	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1662	2063	606	1419	2030	364	1211	0	0	765	0	0
Stage 1	1252	1252	-	773	773	-	-	-	-	-	-	-
Stage 2	410	811	-	646	1257	-	-	-	-	-	-	-
Critical Hdwy	7.76	6.54	7.12	7.54	6.54	6.94	4.74	-	-	4.2	-	-
Critical Hdwy Stg 1	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.63	4.02	3.41	3.52	4.02	3.32	2.52	-	-	2.25	-	-
Pot Cap-1 Maneuver	57	54	419	97	57	633	430	-	-	825	-	-
Stage 1	166	242	-	358	407	-	-	-	-	-	-	-
Stage 2	561	391	-	427	241	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	51	48	419	62	50	633	430	-	-	825	-	-
Mov Cap-2 Maneuver	120	147	-	163	143	-	-	-	-	-	-	-
Stage 1	150	235	-	324	369	-	-	-	-	-	-	-
Stage 2	505	354	-	294	234	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.6	23	1	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	430	-	-	120	419	163	633	825	-	-
HCM Lane V/C Ratio	0.054	-	-	0.082	0.291	0.061	0.007	0.028	-	-
HCM Control Delay (s)	13.8	0.6	-	37.7	17.1	28.5	10.7	9.5	-	-
HCM Lane LOS	B	A	-	E	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	1.2	0.2	0	0.1	-	-

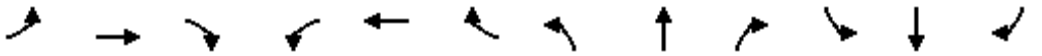


Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	500	284	351	10	581	568
v/c Ratio	0.67	0.12	0.23	0.16	1.63	0.71
Control Delay	11.3	5.2	19.7	54.1	322.4	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.3	5.2	19.7	54.1	322.4	15.8
Queue Length 50th (ft)	109	25	64	6	~521	155
Queue Length 95th (ft)	216	50	140	24	#769	212
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	955	2342	1526	63	356	1113
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	0.52	0.12	0.23	0.16	1.63	0.51

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	430	234	10	0	254	48	2	6	1	110	6	872
Future Volume (veh/h)	430	234	10	0	254	48	2	6	1	110	6	872
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	1693	1767	1737	1870	1811	1693	1159	1307	1870	1811	1307	1841
Adj Flow Rate, veh/h	500	272	9	0	295	46	2	7	0	0	0	813
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	14	9	11	2	6	14	50	40	2	6	40	4
Cap, veh/h	737	2266	75	0	1368	211	3	11	0	0	212	1082
Arrive On Green	0.18	0.68	0.68	0.00	0.46	0.46	0.01	0.01	0.00	0.00	0.00	0.16
Sat Flow, veh/h	1612	3316	109	0	3078	461	287	1006	0	0	1307	3120
Grp Volume(v), veh/h	500	137	144	0	168	173	9	0	0	0	0	813
Grp Sat Flow(s),veh/h/ln	1612	1678	1747	0	1721	1728	1293	0	0	0	1307	1560
Q Serve(g_s), s	17.0	3.1	3.2	0.0	6.5	6.7	0.8	0.0	0.0	0.0	0.0	18.0
Cycle Q Clear(g_c), s	17.0	3.1	3.2	0.0	6.5	6.7	0.8	0.0	0.0	0.0	0.0	18.0
Prop In Lane	1.00		0.06	0.00		0.27	0.22		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	737	1147	1194	0	788	791	14	0	0	0	212	1082
V/C Ratio(X)	0.68	0.12	0.12	0.00	0.21	0.22	0.64	0.00	0.00	0.00	0.00	0.75
Avail Cap(c_a), veh/h	1177	1147	1194	0	788	791	58	0	0	0	212	1082
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	10.0	6.1	6.1	0.0	18.1	18.2	54.8	0.0	0.0	0.0	0.0	32.1
Incr Delay (d2), s/veh	1.1	0.2	0.2	0.0	0.6	0.6	39.2	0.0	0.0	0.0	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	1.0	1.0	0.0	2.6	2.7	0.4	0.0	0.0	0.0	0.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.1	6.3	6.3	0.0	18.7	18.8	93.9	0.0	0.0	0.0	0.0	35.1
LnGrp LOS	B	A	A	A	B	B	F	A	A	A	A	D
Approach Vol, veh/h		781			341			9			813	
Approach Delay, s/veh		9.4			18.8			93.9			35.1	
Approach LOS		A			B			F			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	25.1	56.9		23.0		82.0		6.2				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	19.0	8.7		20.0		5.2		2.8				
Green Ext Time (p_c), s	1.6	1.3		0.0		1.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			22.2									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	611	11	11	568	0	11	0	11	0	0	0
Future Vol, veh/h	0	611	11	11	568	0	11	0	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	100	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	7	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	671	12	12	624	0	12	0	12	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	624	0	0	683	0	0	1325	1325	677	1331	1331	624
Stage 1	-	-	-	-	-	-	677	677	-	648	648	-
Stage 2	-	-	-	-	-	-	648	648	-	683	683	-
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	957	-	-	910	-	-	133	156	453	132	154	485
Stage 1	-	-	-	-	-	-	443	452	-	459	466	-
Stage 2	-	-	-	-	-	-	459	466	-	439	449	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	957	-	-	910	-	-	131	153	453	126	151	485
Mov Cap-2 Maneuver	-	-	-	-	-	-	131	153	-	126	151	-
Stage 1	-	-	-	-	-	-	443	452	-	459	457	-
Stage 2	-	-	-	-	-	-	450	457	-	427	449	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	25.1	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	203	957	-	-	910	-	-	-	-
HCM Lane V/C Ratio	0.119	-	-	-	0.013	-	-	-	-
HCM Control Delay (s)	25.1	0	-	-	9	0	-	0	0
HCM Lane LOS	D	A	-	-	A	A	-	A	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	120	0	0	31	0	0
Future Vol, veh/h	120	0	0	31	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	11	2	2	25	2	2
Mvmt Flow	132	0	0	34	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	132	0	166	132
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1453	-	824	917
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1453	-	824	917
Mov Cap-2 Maneuver	-	-	-	-	824	-
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	988	-

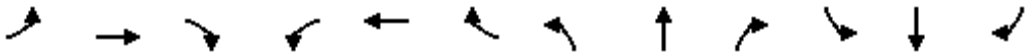
Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1453	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	405	360	62	649	332	50	4
v/c Ratio	0.01	0.40	0.34	0.11	0.56	0.89	0.08	0.01
Control Delay	16.5	18.6	2.8	10.0	16.3	66.3	5.7	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	18.6	2.8	10.0	16.3	66.3	5.7	24.8
Queue Length 50th (ft)	1	179	0	17	274	244	0	2
Queue Length 95th (ft)	8	299	51	40	446	337	23	10
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	304	1014	1045	589	1153	461	672	586
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.40	0.34	0.11	0.56	0.72	0.07	0.01

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	373	331	57	595	2	303	3	46	1	2	1
Future Volume (veh/h)	4	373	331	57	595	2	303	3	46	1	2	1
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	1530	1826	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	405	185	62	647	2	329	3	13	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	25	5	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	271	900	781	413	1039	3	274	2	599	40	62	0
Arrive On Green	0.49	0.49	0.49	0.04	0.57	0.57	0.34	0.34	0.34	0.34	0.34	0.00
Sat Flow, veh/h	640	1826	1585	1781	1834	6	628	6	1585	0	182	0
Grp Volume(v), veh/h	4	405	185	62	0	649	332	0	13	3	0	0
Grp Sat Flow(s),veh/h/ln	640	1826	1585	1781	0	1840	633	0	1585	182	0	0
Q Serve(g_s), s	0.5	17.3	8.0	2.0	0.0	28.3	0.0	0.0	0.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	20.0	17.3	8.0	2.0	0.0	28.3	41.0	0.0	0.6	41.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.33		0.00
Lane Grp Cap(c), veh/h	271	900	781	413	0	1042	276	0	599	102	0	0
V/C Ratio(X)	0.01	0.45	0.24	0.15	0.00	0.62	1.20	0.00	0.02	0.03	0.00	0.00
Avail Cap(c_a), veh/h	271	900	781	504	0	1042	276	0	599	102	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.1	19.8	17.5	14.5	0.0	17.4	43.9	0.0	23.4	31.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.6	0.7	0.1	0.0	2.8	120.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	7.5	3.0	0.8	0.0	12.0	17.7	0.0	0.2	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	21.5	18.2	14.6	0.0	20.2	164.2	0.0	23.4	31.8	0.0	0.0
LnGrp LOS	C	C	B	B	A	C	F	A	C	C	A	A
Approach Vol, veh/h		594			711			345			3	
Approach Delay, s/veh		20.5			19.7			158.9			31.8	
Approach LOS		C			B			F			C	

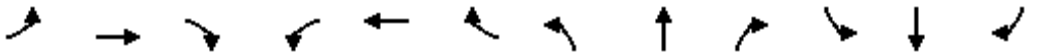
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		74.0		46.0	8.9	65.1		46.0				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		68.0		41.0	10.5	53.0		41.0				
Max Q Clear Time (g_c+I1), s		30.3		43.0	4.0	22.0		43.0				
Green Ext Time (p_c), s		9.8		0.0	0.0	6.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			49.1									
HCM 6th LOS			D									



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	199	450	105	226	169	300	666	95	117	740	192
v/c Ratio	0.41	0.67	0.37	0.37	0.21	0.89	0.59	0.16	0.73	0.89	0.29
Control Delay	28.5	41.9	30.8	43.1	5.8	86.6	44.2	6.6	92.0	69.7	11.5
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	28.5	41.9	30.8	43.1	5.8	86.6	44.2	6.6	92.0	69.7	11.5
Queue Length 50th (ft)	121	350	60	175	9	295	285	3	116	375	37
Queue Length 95th (ft)	185	487	103	273	51	394	354	38	181	458	88
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	548	676	288	609	852	427	1242	610	233	903	753
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	0.36	0.67	0.36	0.37	0.20	0.70	0.54	0.16	0.50	0.82	0.25

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	193	198	91	197	147	261	579	83	102	644	167
Future Volume (veh/h)	173	193	198	91	197	147	261	579	83	102	644	167
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	1856	1841	1826	1870	1826	1826	1826	1811	1781	1841	1870	1841
Adj Flow Rate, veh/h	199	222	203	105	226	69	300	666	32	117	740	89
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, %	3	4	5	2	5	5	5	6	8	4	2	4
Cap, veh/h	488	351	321	322	660	682	322	1143	573	139	829	493
Arrive On Green	0.08	0.40	0.40	0.05	0.36	0.36	0.18	0.33	0.33	0.08	0.23	0.23
Sat Flow, veh/h	1767	885	810	1781	1826	1547	1739	3441	1507	1753	3554	1557
Grp Volume(v), veh/h	199	0	425	105	226	69	300	666	32	117	740	89
Grp Sat Flow(s),veh/h/ln	1767	0	1695	1781	1826	1547	1739	1721	1507	1753	1777	1557
Q Serve(g_s), s	10.0	0.0	29.5	5.4	13.2	3.8	24.8	23.4	2.0	9.6	29.5	6.1
Cycle Q Clear(g_c), s	10.0	0.0	29.5	5.4	13.2	3.8	24.8	23.4	2.0	9.6	29.5	6.1
Prop In Lane	1.00		0.48	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	488	0	673	322	660	682	322	1143	573	139	829	493
V/C Ratio(X)	0.41	0.00	0.63	0.33	0.34	0.10	0.93	0.58	0.06	0.84	0.89	0.18
Avail Cap(c_a), veh/h	644	0	673	322	660	682	440	1272	629	240	924	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	35.5	29.3	34.0	23.9	58.7	40.4	28.7	66.4	54.2	36.2
Incr Delay (d2), s/veh	0.2	0.0	4.5	0.2	1.4	0.3	19.6	0.6	0.0	5.2	10.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	12.8	2.3	6.1	1.4	12.4	9.8	0.7	4.4	14.1	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	39.9	29.6	35.4	24.2	78.2	40.9	28.7	71.6	64.5	36.4
LnGrp LOS	C	A	D	C	D	C	E	D	C	E	E	D
Approach Vol, veh/h		624			400			998			946	
Approach Delay, s/veh		35.3			31.9			51.8			62.7	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	63.0	17.6	53.5	17.2	57.8	32.0	39.1
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	58.0	20.0	54.0	25.0	40.0	37.0	38.0
Max Q Clear Time (g_c+I1), s	7.4	31.5	11.6	25.4	12.0	15.2	26.8	31.5
Green Ext Time (p_c), s	0.0	1.7	0.0	4.5	0.1	0.8	0.2	2.6

Intersection Summary	
HCM 6th Ctrl Delay	49.1
HCM 6th LOS	D

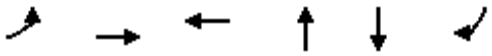
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	22	34	0	18	47	914	3	3	827	32
Future Vol, veh/h	8	0	22	34	0	18	47	914	3	3	827	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	-	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	15	3	2	6	9	2	2	67	3	7
Mvmt Flow	9	0	24	37	0	20	52	1004	3	3	909	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1539	2044	472	1569	2058	502	944	0	0	1007	0	0
Stage 1	933	933	-	1108	1108	-	-	-	-	-	-	-
Stage 2	606	1111	-	461	950	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.2	7.56	6.54	7.02	4.28	-	-	5.44	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.45	3.53	4.02	3.36	2.29	-	-	2.87	-	-
Pot Cap-1 Maneuver	79	56	505	74	54	504	681	-	-	398	-	-
Stage 1	286	343	-	222	284	-	-	-	-	-	-	-
Stage 2	451	283	-	547	337	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	65	46	505	61	44	504	681	-	-	398	-	-
Mov Cap-2 Maneuver	158	146	-	141	137	-	-	-	-	-	-	-
Stage 1	236	340	-	183	235	-	-	-	-	-	-	-
Stage 2	358	234	-	517	334	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.9	30.1	1.3	0
HCM LOS	C	D		

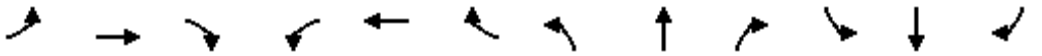
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	681	-	-	158	505	141	504	398	-	-
HCM Lane V/C Ratio	0.076	-	-	0.056	0.048	0.265	0.039	0.008	-	-
HCM Control Delay (s)	10.7	0.8	-	29.1	12.5	39.5	12.4	14.1	-	-
HCM Lane LOS	B	A	-	D	B	E	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.1	1	0.1	0	-	-



Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	768	295	354	18	358	359
v/c Ratio	0.84	0.12	0.32	0.24	0.90	0.40
Control Delay	18.8	5.6	30.7	53.7	45.1	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	5.6	30.7	53.7	45.1	3.6
Queue Length 50th (ft)	205	26	84	10	100	23
Queue Length 95th (ft)	461	55	169	36	#291	58
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	1050	2528	1120	76	431	1083
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	0.73	0.12	0.32	0.24	0.83	0.33

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	699	266	3	2	251	69	7	6	3	48	0	604
Future Volume (veh/h)	699	266	3	2	251	69	7	6	3	48	0	604
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	1856	1870	1411	1870	1841	1856	1870	1307	1870	1767	1870	1841
Adj Flow Rate, veh/h	768	292	2	2	276	57	8	7	0	0	0	352
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	2	33	2	4	3	2	40	2	9	2	4
Cap, veh/h	909	2622	18	36	1153	233	11	10	0	0	198	1189
Arrive On Green	0.28	0.72	0.72	0.41	0.41	0.41	0.02	0.02	0.00	0.00	0.00	0.11
Sat Flow, veh/h	1767	3618	25	3	2835	572	679	594	0	0	1870	3120
Grp Volume(v), veh/h	768	143	151	178	0	157	15	0	0	0	0	352
Grp Sat Flow(s),veh/h/ln	1767	1777	1866	1838	0	1572	1273	0	0	0	1870	1560
Q Serve(g_s), s	24.1	2.5	2.5	0.0	0.0	6.9	1.2	0.0	0.0	0.0	0.0	8.3
Cycle Q Clear(g_c), s	24.1	2.5	2.5	6.7	0.0	6.9	1.2	0.0	0.0	0.0	0.0	8.3
Prop In Lane	1.00		0.01	0.01		0.36	0.53		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	909	1288	1352	782	0	639	21	0	0	0	198	1189
V/C Ratio(X)	0.84	0.11	0.11	0.23	0.00	0.24	0.70	0.00	0.00	0.00	0.00	0.30
Avail Cap(c_a), veh/h	1281	1288	1352	782	0	639	61	0	0	0	321	1394
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	4.3	4.3	20.4	0.0	20.5	51.3	0.0	0.0	0.0	0.0	22.6
Incr Delay (d2), s/veh	3.8	0.2	0.2	0.7	0.0	0.9	33.5	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.8	0.8	2.9	0.0	2.5	0.6	0.0	0.0	0.0	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	4.5	4.5	21.1	0.0	21.4	84.8	0.0	0.0	0.0	0.0	22.8
LnGrp LOS	B	A	A	C	A	C	F	A	A	A	A	C
Approach Vol, veh/h		1062			335			15			352	
Approach Delay, s/veh		11.0			21.3			84.8			22.8	
Approach LOS		B			C			F			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	33.4	48.6		16.1		82.0		6.8				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	26.1	8.9		10.3		4.5		3.2				
Green Ext Time (p_c), s	2.8	1.3		0.8		1.6		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		15.9	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	420	11	11	655	0	11	0	11	0	0	0
Future Vol, veh/h	0	420	11	11	655	0	11	0	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	100	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	5	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	0	457	12	12	712	0	12	0	12	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	712	0	0	469	0	0	1199	1199	463	1205	1205	712
Stage 1	-	-	-	-	-	-	463	463	-	736	736	-
Stage 2	-	-	-	-	-	-	736	736	-	469	469	-
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	888	-	-	1093	-	-	162	185	599	161	184	432
Stage 1	-	-	-	-	-	-	579	564	-	411	425	-
Stage 2	-	-	-	-	-	-	411	425	-	575	561	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	888	-	-	1093	-	-	160	182	599	156	181	432
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	182	-	156	181	-
Stage 1	-	-	-	-	-	-	579	564	-	411	417	-
Stage 2	-	-	-	-	-	-	404	417	-	564	561	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	20.7	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	253	888	-	-	1093	-	-	-	-
HCM Lane V/C Ratio	0.095	-	-	-	0.011	-	-	-	-
HCM Control Delay (s)	20.7	0	-	-	8.3	0	-	0	0
HCM Lane LOS	C	A	-	-	A	A	-	A	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	0	0	79	0	0
Future Vol, veh/h	30	0	0	79	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	12	2	2	8	2	2
Mvmt Flow	33	0	0	87	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	33	0	120	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	87	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1579	-	876	1041
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	936	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1579	-	876	1041
Mov Cap-2 Maneuver	-	-	-	-	876	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	936	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

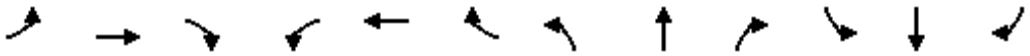
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1579	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1	640	534	224	527	293	188	30
v/c Ratio	0.00	0.70	0.50	0.59	0.46	0.90	0.29	0.07
Control Delay	16.0	26.5	3.4	15.0	12.3	67.9	4.8	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	26.5	3.4	15.0	12.3	67.9	4.8	21.4
Queue Length 50th (ft)	0	338	0	60	181	184	6	10
Queue Length 95th (ft)	4	504	58	98	268	#321	46	33
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	439	920	1062	401	1146	366	675	460
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.70	0.50	0.56	0.46	0.80	0.28	0.07

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	582	486	204	480	0	265	2	171	11	8	8
Future Volume (veh/h)	1	582	486	204	480	0	265	2	171	11	8	8
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	1841	1870	1841	1826	1870	1781	1870	1663	1870	1870	1870
Adj Flow Rate, veh/h	1	640	243	224	527	0	291	2	66	12	9	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	2	4	5	2	8	2	16	2	2	2
Cap, veh/h	452	876	754	333	1096	0	372	2	531	64	36	2
Arrive On Green	0.48	0.48	0.48	0.08	0.60	0.00	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	876	1841	1585	1753	1826	0	1030	7	1409	37	123	8
Grp Volume(v), veh/h	1	640	243	224	527	0	293	0	66	22	0	0
Grp Sat Flow(s),veh/h/ln	876	1841	1585	1753	1826	0	1037	0	1409	167	0	0
Q Serve(g_s), s	0.1	29.3	10.0	6.5	17.0	0.0	0.0	0.0	3.2	0.4	0.0	0.0
Cycle Q Clear(g_c), s	4.1	29.3	10.0	6.5	17.0	0.0	29.6	0.0	3.2	30.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.55		0.05
Lane Grp Cap(c), veh/h	452	876	754	333	1096	0	374	0	531	102	0	0
V/C Ratio(X)	0.00	0.73	0.32	0.67	0.48	0.00	0.78	0.00	0.12	0.22	0.00	0.00
Avail Cap(c_a), veh/h	452	876	754	372	1096	0	374	0	531	102	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.6	22.1	17.0	18.1	11.8	0.0	36.5	0.0	21.4	30.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.3	1.1	2.9	1.5	0.0	9.5	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.0	3.7	2.6	6.6	0.0	8.3	0.0	1.1	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	27.5	18.2	21.1	13.3	0.0	46.0	0.0	21.4	30.6	0.0	0.0
LnGrp LOS	B	C	B	C	B	A	D	A	C	C	A	A
Approach Vol, veh/h		884			751			359			22	
Approach Delay, s/veh		24.9			15.6			41.5			30.6	
Approach LOS		C			B			D			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		69.0		36.0	13.1	55.9		36.0				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		63.0		31.0	10.9	47.6		31.0				
Max Q Clear Time (g_c+I1), s		19.0		31.6	8.5	31.3		32.0				
Green Ext Time (p_c), s		7.6		0.0	0.1	8.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		24.5
HCM 6th LOS		C

Notes

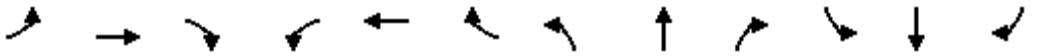
User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	269	606	117	252	126	235	556	121	271	863	245
v/c Ratio	0.55	0.85	0.59	0.41	0.15	0.92	0.73	0.23	0.91	0.95	0.33
Control Delay	29.0	51.8	38.8	44.1	4.6	103.8	63.0	16.0	97.2	77.1	9.7
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	29.0	51.8	38.8	44.1	4.6	103.8	63.0	16.0	97.2	77.1	9.7
Queue Length 50th (ft)	169	549	66	204	6	244	288	29	277	470	45
Queue Length 95th (ft)	235	#733	106	307	42	#391	355	81	#417	#588	99
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	583	716	202	621	876	277	765	530	332	930	878
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	0.46	0.85	0.58	0.41	0.14	0.85	0.73	0.23	0.82	0.93	0.28

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	272	267	104	224	112	209	495	108	241	768	218
Future Volume (veh/h)	239	272	267	104	224	112	209	495	108	241	768	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1796	1796	1841	1752	1841	1752	1796	1841	1841	1826
Adj Flow Rate, veh/h	269	306	275	117	252	64	235	556	55	271	863	125
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	7	3	7	7	4	10	4	10	7	4	4	5
Cap, veh/h	493	373	335	223	651	771	255	782	435	291	916	578
Arrive On Green	0.11	0.41	0.41	0.05	0.35	0.35	0.15	0.24	0.24	0.17	0.26	0.26
Sat Flow, veh/h	1711	901	809	1711	1841	1485	1753	3328	1522	1753	3497	1547
Grp Volume(v), veh/h	269	0	581	117	252	64	235	556	55	271	863	125
Grp Sat Flow(s),veh/h/ln	1711	0	1710	1711	1841	1485	1753	1664	1522	1753	1749	1547
Q Serve(g_s), s	15.3	0.0	47.3	6.9	16.1	3.4	20.8	24.1	4.2	23.9	37.9	8.6
Cycle Q Clear(g_c), s	15.3	0.0	47.3	6.9	16.1	3.4	20.8	24.1	4.2	23.9	37.9	8.6
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	493	0	708	223	651	771	255	782	435	291	916	578
V/C Ratio(X)	0.55	0.00	0.82	0.52	0.39	0.08	0.92	0.71	0.13	0.93	0.94	0.22
Avail Cap(c_a), veh/h	684	0	708	223	651	771	279	782	435	335	936	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	40.8	35.2	38.0	18.9	66.2	55.1	41.5	64.6	56.7	33.5
Incr Delay (d2), s/veh	0.3	0.0	10.3	1.1	1.7	0.2	31.3	3.0	0.1	28.4	16.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	21.6	2.9	7.6	1.2	11.4	10.3	1.6	12.8	18.5	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	0.0	51.1	36.3	39.7	19.1	97.5	58.1	41.6	93.0	73.7	33.7
LnGrp LOS	C	A	D	D	D	B	F	E	D	F	E	C
Approach Vol, veh/h		850			433			846			1259	
Approach Delay, s/veh		43.5			35.7			68.0			73.9	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	70.0	32.0	41.9	22.5	60.5	27.8	46.1
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	65.0	30.0	36.0	35.0	38.0	25.0	42.0
Max Q Clear Time (g_c+I1), s	8.9	49.3	25.9	26.1	17.3	18.1	22.8	39.9
Green Ext Time (p_c), s	0.0	2.2	0.1	2.5	0.2	0.9	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	59.9
HCM 6th LOS	E

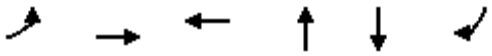
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	123	10	0	4	23	771	39	23	1237	11
Future Vol, veh/h	10	0	123	10	0	4	23	771	39	23	1237	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	-	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	13	2	11	2	2	2	32	12	2	5	4	11
Mvmt Flow	11	0	135	11	0	4	25	847	43	25	1359	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1889	2355	686	1627	2318	424	1371	0	0	890	0	0
Stage 1	1415	1415	-	897	897	-	-	-	-	-	-	-
Stage 2	474	940	-	730	1421	-	-	-	-	-	-	-
Critical Hdwy	7.76	6.54	7.12	7.54	6.54	6.94	4.74	-	-	4.2	-	-
Critical Hdwy Stg 1	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.63	4.02	3.41	3.52	4.02	3.32	2.52	-	-	2.25	-	-
Pot Cap-1 Maneuver	38	35	370	68	37	579	365	-	-	739	-	-
Stage 1	131	202	-	301	357	-	-	-	-	-	-	-
Stage 2	512	340	-	380	201	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	33	29	370	38	31	579	365	-	-	739	-	-
Mov Cap-2 Maneuver	90	116	-	123	112	-	-	-	-	-	-	-
Stage 1	113	195	-	260	308	-	-	-	-	-	-	-
Stage 2	439	293	-	233	194	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.5	29.7	1.4	0.2
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	365	-	-	90	370	123	579	739	-	-
HCM Lane V/C Ratio	0.069	-	-	0.122	0.365	0.089	0.008	0.034	-	-
HCM Control Delay (s)	15.6	1	-	50.5	20.2	37.1	11.3	10	-	-
HCM Lane LOS	C	A	-	F	C	E	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	1.6	0.3	0	0.1	-	-

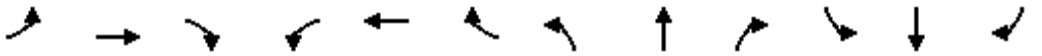


Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	576	336	399	11	652	641
v/c Ratio	0.76	0.14	0.31	0.17	1.83	0.74
Control Delay	14.2	5.4	26.4	54.0	406.2	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	5.4	26.4	54.0	406.2	16.2
Queue Length 50th (ft)	135	30	87	7	~625	209
Queue Length 95th (ft)	265	59	184	26	#885	226
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	933	2342	1297	64	357	1103
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	0.62	0.14	0.31	0.17	1.83	0.58

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	495	278	11	0	290	53	2	7	1	121	7	984
Future Volume (veh/h)	495	278	11	0	290	53	2	7	1	121	7	984
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	1693	1767	1737	1870	1811	1693	1159	1307	1870	1811	1307	1841
Adj Flow Rate, veh/h	576	323	11	0	337	50	2	8	0	0	0	997
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	14	9	11	2	6	14	50	40	2	6	40	4
Cap, veh/h	736	2261	77	0	1258	185	3	12	0	0	211	1204
Arrive On Green	0.22	0.68	0.68	0.00	0.42	0.42	0.01	0.01	0.00	0.00	0.00	0.16
Sat Flow, veh/h	1612	3312	113	0	3100	442	259	1035	0	0	1307	3120
Grp Volume(v), veh/h	576	163	171	0	191	196	10	0	0	0	0	997
Grp Sat Flow(s),veh/h/ln	1612	1678	1746	0	1721	1731	1294	0	0	0	1307	1560
Q Serve(g_s), s	21.0	3.8	3.8	0.0	8.1	8.3	0.9	0.0	0.0	0.0	0.0	18.0
Cycle Q Clear(g_c), s	21.0	3.8	3.8	0.0	8.1	8.3	0.9	0.0	0.0	0.0	0.0	18.0
Prop In Lane	1.00		0.06	0.00		0.26	0.20		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	736	1146	1192	0	719	724	15	0	0	0	211	1204
V/C Ratio(X)	0.78	0.14	0.14	0.00	0.27	0.27	0.65	0.00	0.00	0.00	0.00	0.83
Avail Cap(c_a), veh/h	1112	1146	1192	0	719	724	58	0	0	0	211	1204
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	11.3	6.2	6.2	0.0	21.2	21.2	54.8	0.0	0.0	0.0	0.0	30.9
Incr Delay (d2), s/veh	2.1	0.3	0.3	0.0	0.9	0.9	37.3	0.0	0.0	0.0	0.0	5.0
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	6.6	1.2	1.3	0.0	3.3	3.4	0.4	0.0	0.0	0.0	0.0	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	6.5	6.5	0.0	22.1	22.2	92.1	0.0	0.0	0.0	0.0	35.8
LnGrp LOS	B	A	A	A	C	C	F	A	A	A	A	D
Approach Vol, veh/h		910			387			10			997	
Approach Delay, s/veh		10.9			22.1			92.1			35.8	
Approach LOS		B			C			F			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	29.4	52.6		23.0		82.0		6.3				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	23.0	10.3		20.0		5.8		2.9				
Green Ext Time (p_c), s	1.9	1.4		0.0		1.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			23.9									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	765	12	12	684	0	12	0	12	0	0	0
Future Vol, veh/h	0	765	12	12	684	0	12	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	100	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	7	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	841	13	13	752	0	13	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	752	0	0	854	0	0	1626	1626	848	1632	1632	752
Stage 1	-	-	-	-	-	-	848	848	-	778	778	-
Stage 2	-	-	-	-	-	-	778	778	-	854	854	-
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	858	-	-	785	-	-	82	102	361	81	101	410
Stage 1	-	-	-	-	-	-	356	378	-	389	407	-
Stage 2	-	-	-	-	-	-	389	407	-	353	375	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	858	-	-	785	-	-	80	99	361	76	98	410
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	99	-	76	98	-
Stage 1	-	-	-	-	-	-	356	378	-	389	396	-
Stage 2	-	-	-	-	-	-	378	396	-	340	375	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	39.3	0
HCM LOS			E	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	131	858	-	-	785	-	-	-	-
HCM Lane V/C Ratio	0.201	-	-	-	0.017	-	-	-	-
HCM Control Delay (s)	39.3	0	-	-	9.7	0	-	0	0
HCM Lane LOS	E	A	-	-	A	A	-	A	A
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	132	0	0	34	0	0
Future Vol, veh/h	132	0	0	34	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	11	2	2	25	2	2
Mvmt Flow	145	0	0	37	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	145	0	182	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1437	-	807	902
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	985	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1437	-	807	902
Mov Cap-2 Maneuver	-	-	-	-	807	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	985	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

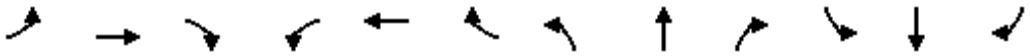
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1437	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	546	418	68	876	396	55	4
v/c Ratio	0.03	0.58	0.41	0.17	0.81	0.93	0.08	0.01
Control Delay	18.2	24.7	3.1	11.8	27.5	69.1	5.3	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	24.7	3.1	11.8	27.5	69.1	5.3	23.8
Queue Length 50th (ft)	2	307	0	22	537	284	0	2
Queue Length 95th (ft)	9	442	55	43	753	#463	24	10
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	134	942	1024	438	1083	461	734	585
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.58	0.41	0.16	0.81	0.86	0.07	0.01

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	502	385	63	804	2	362	3	51	1	2	1
Future Volume (veh/h)	4	502	385	63	804	2	362	3	51	1	2	1
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	1530	1826	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	546	197	68	874	2	393	3	17	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	25	5	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	149	898	780	324	1040	2	274	2	601	40	62	0
Arrive On Green	0.49	0.49	0.49	0.04	0.57	0.57	0.34	0.34	0.34	0.34	0.34	0.00
Sat Flow, veh/h	518	1826	1585	1781	1836	4	628	5	1585	0	182	0
Grp Volume(v), veh/h	4	546	197	68	0	876	396	0	17	3	0	0
Grp Sat Flow(s),veh/h/ln	518	1826	1585	1781	0	1840	633	0	1585	182	0	0
Q Serve(g_s), s	0.8	26.0	8.7	2.2	0.0	47.3	0.0	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	39.0	26.0	8.7	2.2	0.0	47.3	41.0	0.0	0.8	41.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.33		0.00
Lane Grp Cap(c), veh/h	149	898	780	324	0	1043	276	0	601	102	0	0
V/C Ratio(X)	0.03	0.61	0.25	0.21	0.00	0.84	1.43	0.00	0.03	0.03	0.00	0.00
Avail Cap(c_a), veh/h	149	898	780	413	0	1043	276	0	601	102	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.4	22.1	17.7	16.5	0.0	21.5	43.9	0.0	23.4	31.8	0.0	0.0
Incr Delay (d2), s/veh	0.3	3.1	0.8	0.1	0.0	8.2	215.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	11.3	3.2	0.8	0.0	20.9	25.0	0.0	0.3	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	25.2	18.5	16.6	0.0	29.7	259.2	0.0	23.4	31.8	0.0	0.0
LnGrp LOS	D	C	B	B	A	C	F	A	C	C	A	A
Approach Vol, veh/h		747			944			413			3	
Approach Delay, s/veh		23.5			28.7			249.5			31.8	
Approach LOS		C			C			F			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		74.0		46.0	9.0	65.0		46.0				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		68.0		41.0	10.5	53.0		41.0				
Max Q Clear Time (g_c+I1), s		49.3		43.0	4.2	41.0		43.0				
Green Ext Time (p_c), s		10.5		0.0	0.0	5.6		0.0				

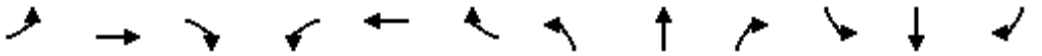
Intersection Summary												
HCM 6th Ctrl Delay			70.1									
HCM 6th LOS			E									



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	266	554	115	295	186	362	734	106	130	817	303
v/c Ratio	0.65	0.86	0.64	0.57	0.26	0.95	0.60	0.16	0.78	0.96	0.42
Control Delay	37.4	58.4	48.8	54.5	12.0	95.7	44.4	8.1	98.5	82.0	13.2
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	37.4	58.4	48.8	54.5	12.0	95.7	44.4	8.1	98.5	82.0	13.2
Queue Length 50th (ft)	183	514	72	267	41	373	327	10	135	450	77
Queue Length 95th (ft)	248	#681	#121	372	92	#532	396	47	200	#553	140
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	449	641	180	521	755	403	1219	643	220	853	777
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	0.59	0.86	0.64	0.57	0.25	0.90	0.60	0.16	0.59	0.96	0.39

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	243	239	100	257	162	315	639	92	113	711	264
Future Volume (veh/h)	231	243	239	100	257	162	315	639	92	113	711	264
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1826	1870	1826	1826	1826	1811	1781	1841	1870	1841
Adj Flow Rate, veh/h	266	279	250	115	295	100	362	734	45	130	817	163
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, %	3	4	5	2	5	5	5	6	8	4	2	4
Cap, veh/h	409	330	296	197	544	594	380	1264	621	151	855	555
Arrive On Green	0.12	0.37	0.37	0.04	0.30	0.30	0.22	0.37	0.37	0.09	0.24	0.24
Sat Flow, veh/h	1767	895	802	1781	1826	1547	1739	3441	1508	1753	3554	1557
Grp Volume(v), veh/h	266	0	529	115	295	100	362	734	45	130	817	163
Grp Sat Flow(s),veh/h/ln	1767	0	1696	1781	1826	1547	1739	1721	1508	1753	1777	1557
Q Serve(g_s), s	16.0	0.0	45.0	7.0	21.3	6.7	32.3	27.0	2.8	11.5	35.6	11.8
Cycle Q Clear(g_c), s	16.0	0.0	45.0	7.0	21.3	6.7	32.3	27.0	2.8	11.5	35.6	11.8
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	409	0	626	197	544	594	380	1264	621	151	855	555
V/C Ratio(X)	0.65	0.00	0.85	0.58	0.54	0.17	0.95	0.58	0.07	0.86	0.96	0.29
Avail Cap(c_a), veh/h	486	0	626	197	544	594	409	1264	621	223	859	556
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	32.9	0.0	45.5	41.0	46.2	31.9	60.6	40.0	28.0	71.0	58.9	36.4
Incr Delay (d2), s/veh	1.3	0.0	13.2	2.9	3.8	0.6	30.5	0.7	0.0	14.2	20.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	20.9	3.3	10.2	2.6	17.2	11.4	1.0	5.7	18.1	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	0.0	58.8	43.9	50.1	32.5	91.1	40.7	28.1	85.2	79.4	36.7
LnGrp LOS	C	A	E	D	D	C	F	D	C	F	E	D
Approach Vol, veh/h		795			510			1141			1110	
Approach Delay, s/veh		50.5			45.2			56.2			73.8	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	63.0	19.5	62.8	23.1	51.9	39.4	42.9
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	58.0	20.0	54.0	25.0	40.0	37.0	38.0
Max Q Clear Time (g_c+I1), s	9.0	47.0	13.5	29.0	18.0	23.3	34.3	37.6
Green Ext Time (p_c), s	0.0	1.7	0.0	5.0	0.1	1.1	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	58.9
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	2.5

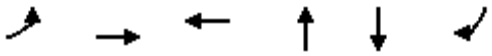
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	24	38	0	20	52	1049	3	3	993	35
Future Vol, veh/h	9	0	24	38	0	20	52	1049	3	3	993	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	-	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	15	3	2	6	9	2	2	67	3	7
Mvmt Flow	10	0	26	42	0	22	57	1153	3	3	1091	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1807	2386	565	1819	2402	577	1129	0	0	1156	0	0
Stage 1	1116	1116	-	1267	1267	-	-	-	-	-	-	-
Stage 2	691	1270	-	552	1135	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.2	7.56	6.54	7.02	4.28	-	-	5.44	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.45	3.53	4.02	3.36	2.29	-	-	2.87	-	-
Pot Cap-1 Maneuver	50	34	437	48	33	450	576	-	-	335	-	-
Stage 1	221	281	-	177	238	-	-	-	-	-	-	-
Stage 2	401	237	-	483	275	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	37	24	437	~ 35	24	450	576	-	-	335	-	-
Mov Cap-2 Maneuver	108	106	-	99	98	-	-	-	-	-	-	-
Stage 1	160	278	-	128	172	-	-	-	-	-	-	-
Stage 2	276	171	-	450	273	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.4	47.6	2	0
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	576	-	-	108	437	99	450	335	-	-
HCM Lane V/C Ratio	0.099	-	-	0.092	0.06	0.422	0.049	0.01	-	-
HCM Control Delay (s)	11.9	1.5	-	41.7	13.8	65.6	13.4	15.9	-	-
HCM Lane LOS	B	A	-	E	B	F	B	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	0.2	1.8	0.2	0	-	-

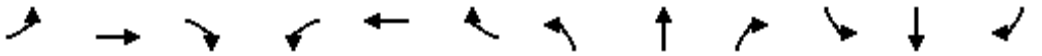
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	870	348	420	20	430	419
v/c Ratio	0.93	0.14	0.61	0.27	0.97	0.40
Control Delay	35.2	6.1	42.9	56.0	56.7	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	6.1	42.9	56.0	56.7	4.6
Queue Length 50th (ft)	375	32	130	11	145	37
Queue Length 95th (ft)	#789	64	203	39	#390	109
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	955	2463	683	74	444	1078
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	0.91	0.14	0.61	0.27	0.97	0.39

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	792	314	3	2	304	76	8	7	3	53	0	720
Future Volume (veh/h)	792	314	3	2	304	76	8	7	3	53	0	720
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	1856	1870	1411	1870	1841	1856	1870	1307	1870	1767	1870	1841
Adj Flow Rate, veh/h	870	345	2	2	334	64	9	8	0	0	0	529
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	2	33	2	4	3	2	40	2	9	2	4
Cap, veh/h	911	2547	15	34	845	159	12	11	0	0	244	1553
Arrive On Green	0.37	0.70	0.70	0.29	0.29	0.29	0.02	0.02	0.00	0.00	0.00	0.13
Sat Flow, veh/h	1767	3622	21	3	2872	541	674	599	0	0	1870	3120
Grp Volume(v), veh/h	870	169	178	213	0	187	17	0	0	0	0	529
Grp Sat Flow(s),veh/h/ln	1767	1777	1867	1838	0	1578	1273	0	0	0	1870	1560
Q Serve(g_s), s	34.8	3.4	3.4	0.0	0.0	10.2	1.4	0.0	0.0	0.0	0.0	11.1
Cycle Q Clear(g_c), s	34.8	3.4	3.4	10.0	0.0	10.2	1.4	0.0	0.0	0.0	0.0	11.1
Prop In Lane	1.00		0.01	0.01		0.34	0.53		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	911	1249	1312	574	0	464	24	0	0	0	244	1553
V/C Ratio(X)	0.96	0.14	0.14	0.37	0.00	0.40	0.72	0.00	0.00	0.00	0.00	0.34
Avail Cap(c_a), veh/h	1094	1249	1312	574	0	464	59	0	0	0	311	1665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.6	5.3	5.3	30.5	0.0	30.5	52.8	0.0	0.0	0.0	0.0	16.4
Incr Delay (d2), s/veh	16.0	0.2	0.2	1.8	0.0	2.6	33.8	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	1.1	1.1	4.6	0.0	4.1	0.7	0.0	0.0	0.0	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	5.5	5.5	32.3	0.0	33.1	86.5	0.0	0.0	0.0	0.0	16.5
LnGrp LOS	C	A	A	C	A	C	F	A	A	A	A	B
Approach Vol, veh/h		1217			400			17			529	
Approach Delay, s/veh		23.4			32.7			86.5			16.5	
Approach LOS		C			C			F			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	44.2	37.8		19.1		82.0		7.0				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	36.8	12.2		13.1		5.4		3.4				
Green Ext Time (p_c), s	2.9	1.3		1.0		1.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		23.9	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	554	12	12	870	0	12	0	12	0	0	0
Future Vol, veh/h	0	554	12	12	870	0	12	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	100	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	5	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	0	602	13	13	946	0	13	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	946	0	0	615	0	0	1581	1581	609	1587	1587	946
Stage 1	-	-	-	-	-	-	609	609	-	972	972	-
Stage 2	-	-	-	-	-	-	972	972	-	615	615	-
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	725	-	-	965	-	-	88	109	495	87	108	317
Stage 1	-	-	-	-	-	-	482	485	-	304	331	-
Stage 2	-	-	-	-	-	-	304	331	-	479	482	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	725	-	-	965	-	-	86	106	495	83	105	317
Mov Cap-2 Maneuver	-	-	-	-	-	-	86	106	-	83	105	-
Stage 1	-	-	-	-	-	-	482	485	-	304	322	-
Stage 2	-	-	-	-	-	-	295	322	-	466	482	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	34.7	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	147	725	-	-	965	-	-	-	-
HCM Lane V/C Ratio	0.177	-	-	-	0.014	-	-	-	-
HCM Control Delay (s)	34.7	0	-	-	8.8	0	-	0	0
HCM Lane LOS	D	A	-	-	A	A	-	A	A
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	33	0	0	87	0	0
Future Vol, veh/h	33	0	0	87	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	12	2	2	8	2	2
Mvmt Flow	36	0	0	96	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	36	0	132	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	96	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1575	-	862	1037
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	928	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1575	-	862	1037
Mov Cap-2 Maneuver	-	-	-	-	862	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	928	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

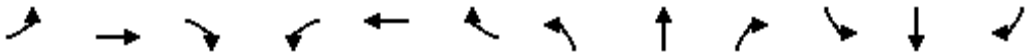
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1575	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1	658	534	224	555	293	190	30
v/c Ratio	0.00	0.72	0.50	0.62	0.48	0.90	0.29	0.07
Control Delay	16.0	27.4	3.4	15.9	12.7	67.9	5.4	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	27.4	3.4	15.9	12.7	67.9	5.4	21.4
Queue Length 50th (ft)	0	353	0	60	195	184	11	10
Queue Length 95th (ft)	4	526	58	98	288	#321	51	33
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	427	919	1062	387	1146	366	670	460
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.72	0.50	0.58	0.48	0.80	0.28	0.07

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	599	486	204	505	0	265	2	173	11	8	8
Future Volume (veh/h)	1	599	486	204	505	0	265	2	173	11	8	8
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	1841	1870	1841	1826	1870	1781	1870	1663	1870	1870	1870
Adj Flow Rate, veh/h	1	658	243	224	555	0	291	2	75	12	9	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	2	4	5	2	8	2	16	2	2	2
Cap, veh/h	432	876	754	323	1096	0	372	2	531	64	36	2
Arrive On Green	0.48	0.48	0.48	0.08	0.60	0.00	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	854	1841	1585	1753	1826	0	1030	7	1409	37	123	8
Grp Volume(v), veh/h	1	658	243	224	555	0	293	0	75	22	0	0
Grp Sat Flow(s),veh/h/ln	854	1841	1585	1753	1826	0	1037	0	1409	167	0	0
Q Serve(g_s), s	0.1	30.6	10.0	6.5	18.3	0.0	0.0	0.0	3.7	0.4	0.0	0.0
Cycle Q Clear(g_c), s	5.4	30.6	10.0	6.5	18.3	0.0	29.6	0.0	3.7	30.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.55		0.05
Lane Grp Cap(c), veh/h	432	876	754	323	1096	0	374	0	531	102	0	0
V/C Ratio(X)	0.00	0.75	0.32	0.69	0.51	0.00	0.78	0.00	0.14	0.22	0.00	0.00
Avail Cap(c_a), veh/h	432	876	754	362	1096	0	374	0	531	102	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.4	22.5	17.0	18.8	12.1	0.0	36.5	0.0	21.5	30.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.9	1.1	3.6	1.7	0.0	9.5	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.7	3.7	2.6	7.2	0.0	8.3	0.0	1.2	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	28.4	18.2	22.5	13.7	0.0	46.0	0.0	21.6	30.6	0.0	0.0
LnGrp LOS	B	C	B	C	B	A	D	A	C	C	A	A
Approach Vol, veh/h		902			779			368			22	
Approach Delay, s/veh		25.6			16.3			41.0			30.6	
Approach LOS		C			B			D			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		69.0		36.0	13.1	55.9		36.0				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		63.0		31.0	10.9	47.6		31.0				
Max Q Clear Time (g_c+I1), s		20.3		31.6	8.5	32.6		32.0				
Green Ext Time (p_c), s		8.1		0.0	0.1	7.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			24.9									
HCM 6th LOS			C									

Notes

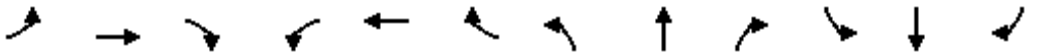
User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	361	660	117	270	126	247	556	121	271	863	276
v/c Ratio	0.73	0.93	0.74	0.50	0.16	0.94	0.72	0.23	0.91	0.95	0.34
Control Delay	36.0	62.3	55.9	52.0	6.5	107.5	62.5	16.0	97.8	78.0	8.3
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	36.0	62.3	55.9	52.0	6.5	107.5	62.5	16.0	97.8	78.0	8.3
Queue Length 50th (ft)	243	633	66	236	11	258	288	29	277	470	47
Queue Length 95th (ft)	327	#874	#163	354	51	#419	355	81	#417	#588	97
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	552	711	160	541	810	275	769	534	329	923	885
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	0.65	0.93	0.73	0.50	0.16	0.90	0.72	0.23	0.82	0.93	0.31

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	296	291	104	240	112	220	495	108	241	768	246
Future Volume (veh/h)	321	296	291	104	240	112	220	495	108	241	768	246
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1796	1796	1841	1752	1841	1752	1796	1841	1841	1826
Adj Flow Rate, veh/h	361	333	302	117	270	64	247	556	55	271	863	149
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	7	3	7	7	4	10	4	10	7	4	4	5
Cap, veh/h	498	368	334	179	563	700	266	801	443	291	912	644
Arrive On Green	0.16	0.41	0.41	0.05	0.31	0.31	0.15	0.24	0.24	0.17	0.26	0.26
Sat Flow, veh/h	1711	896	813	1711	1841	1485	1753	3328	1522	1753	3497	1547
Grp Volume(v), veh/h	361	0	635	117	270	64	247	556	55	271	863	149
Grp Sat Flow(s),veh/h/ln	1711	0	1709	1711	1841	1485	1753	1664	1522	1753	1749	1547
Q Serve(g_s), s	22.3	0.0	55.2	7.5	18.9	3.8	22.0	24.1	4.2	24.2	38.3	9.9
Cycle Q Clear(g_c), s	22.3	0.0	55.2	7.5	18.9	3.8	22.0	24.1	4.2	24.2	38.3	9.9
Prop In Lane	1.00		0.48	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	498	0	702	179	563	700	266	801	443	291	912	644
V/C Ratio(X)	0.72	0.00	0.91	0.65	0.48	0.09	0.93	0.69	0.12	0.93	0.95	0.23
Avail Cap(c_a), veh/h	611	0	702	179	563	700	277	801	443	332	928	650
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	30.0	0.0	43.8	40.8	44.7	23.1	66.3	54.8	41.3	65.2	57.4	29.9
Incr Delay (d2), s/veh	2.3	0.0	17.4	6.6	2.9	0.3	34.0	2.6	0.1	29.0	17.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	0.0	26.2	3.5	9.1	1.4	12.2	10.2	1.6	13.0	18.8	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	0.0	61.2	47.4	47.6	23.4	100.3	57.4	41.4	94.2	75.2	30.1
LnGrp LOS	C	A	E	D	D	C	F	E	D	F	E	C
Approach Vol, veh/h		996			451			858			1283	
Approach Delay, s/veh		50.7			44.1			68.7			74.0	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	70.0	32.3	43.1	29.6	53.4	29.1	46.3
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	65.0	30.0	36.0	35.0	38.0	25.0	42.0
Max Q Clear Time (g_c+I1), s	9.5	57.2	26.2	26.1	24.3	20.9	24.0	40.3
Green Ext Time (p_c), s	0.0	1.8	0.1	2.5	0.3	0.9	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	62.5
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	11.8

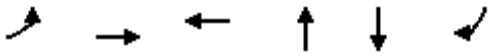
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	91	0	123	10	0	4	23	853	39	23	1265	38
Future Vol, veh/h	91	0	123	10	0	4	23	853	39	23	1265	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	-	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	13	2	11	2	2	2	32	12	2	5	4	11
Mvmt Flow	100	0	135	11	0	4	25	937	43	25	1390	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1980	2491	716	1732	2469	469	1432	0	0	980	0	0
Stage 1	1461	1461	-	987	987	-	-	-	-	-	-	-
Stage 2	519	1030	-	745	1482	-	-	-	-	-	-	-
Critical Hdwy	7.76	6.54	7.12	7.54	6.54	6.94	4.74	-	-	4.2	-	-
Critical Hdwy Stg 1	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.63	4.02	3.41	3.52	4.02	3.32	2.52	-	-	2.25	-	-
Pot Cap-1 Maneuver	~ 32	29	353	56	30	541	343	-	-	682	-	-
Stage 1	122	192	-	265	324	-	-	-	-	-	-	-
Stage 2	481	309	-	372	187	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 27	23	353	29	24	541	343	-	-	682	-	-
Mov Cap-2 Maneuver	~ 81	105	-	108	100	-	-	-	-	-	-	-
Stage 1	102	185	-	222	272	-	-	-	-	-	-	-
Stage 2	400	259	-	221	180	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	126.3	33.4	1.6	0.2
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	343	-	-	81	353	108	541	682	-	-
HCM Lane V/C Ratio	0.074	-	-	1.235	0.383	0.102	0.008	0.037	-	-
HCM Control Delay (s)	16.3	1.3	-	268	21.4	42.1	11.7	10.5	-	-
HCM Lane LOS	C	A	-	F	C	E	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	7.4	1.7	0.3	0	0.1	-	-

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

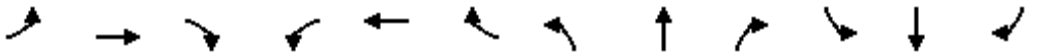


Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	751	350	406	11	677	673
v/c Ratio	0.89	0.15	0.49	0.17	1.87	0.65
Control Delay	27.4	5.4	37.6	54.0	423.1	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	5.4	37.6	54.0	423.1	9.7
Queue Length 50th (ft)	273	32	126	7	~653	117
Queue Length 95th (ft)	#578	61	187	26	#916	257
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	900	2342	836	64	363	1102
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	0.83	0.15	0.49	0.17	1.87	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	646	290	11	0	296	53	2	7	1	121	7	1033
Future Volume (veh/h)	646	290	11	0	296	53	2	7	1	121	7	1033
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	1693	1767	1737	1870	1811	1693	1159	1307	1870	1811	1307	1841
Adj Flow Rate, veh/h	751	337	11	0	344	48	2	8	0	0	0	1092
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	14	9	11	2	6	14	50	40	2	6	40	4
Cap, veh/h	801	2265	74	0	927	128	3	12	0	0	211	1555
Arrive On Green	0.34	0.68	0.68	0.00	0.31	0.31	0.01	0.01	0.00	0.00	0.00	0.16
Sat Flow, veh/h	1612	3317	108	0	3127	420	259	1035	0	0	1307	3120
Grp Volume(v), veh/h	751	170	178	0	194	198	10	0	0	0	0	1092
Grp Sat Flow(s),veh/h/ln	1612	1678	1747	0	1721	1735	1294	0	0	0	1307	1560
Q Serve(g_s), s	33.0	4.0	4.0	0.0	9.8	10.0	0.9	0.0	0.0	0.0	0.0	18.0
Cycle Q Clear(g_c), s	33.0	4.0	4.0	0.0	9.8	10.0	0.9	0.0	0.0	0.0	0.0	18.0
Prop In Lane	1.00		0.06	0.00		0.24	0.20		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	801	1146	1193	0	526	530	15	0	0	0	211	1555
V/C Ratio(X)	0.94	0.15	0.15	0.00	0.37	0.37	0.65	0.00	0.00	0.00	0.00	0.70
Avail Cap(c_a), veh/h	995	1146	1193	0	526	530	58	0	0	0	211	1555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.8	6.2	6.2	0.0	30.3	30.3	54.8	0.0	0.0	0.0	0.0	21.5
Incr Delay (d2), s/veh	13.8	0.3	0.3	0.0	2.0	2.0	37.3	0.0	0.0	0.0	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	1.3	1.3	0.0	4.2	4.3	0.4	0.0	0.0	0.0	0.0	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	6.5	6.5	0.0	32.2	32.3	92.1	0.0	0.0	0.0	0.0	23.0
LnGrp LOS	C	A	A	A	C	C	F	A	A	A	A	C
Approach Vol, veh/h		1099			392			10			1092	
Approach Delay, s/veh		21.6			32.3			92.1			23.0	
Approach LOS		C			C			F			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	42.0	40.0		23.0		82.0		6.3				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	35.0	12.0		20.0		6.0		2.9				
Green Ext Time (p_c), s	2.5	1.3		0.0		1.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			24.1									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	47

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	765	12	12	684	55	12	0	12	130	0	25
Future Vol, veh/h	19	765	12	12	684	55	12	0	12	130	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	100	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	7	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	21	841	13	13	752	60	13	0	13	143	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	812	0	0	854	0	0	1712	1728	848	1674	1674	752
Stage 1	-	-	-	-	-	-	890	890	-	778	778	-
Stage 2	-	-	-	-	-	-	822	838	-	896	896	-
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	814	-	-	785	-	-	71	88	361	~ 76	95	410
Stage 1	-	-	-	-	-	-	337	361	-	389	407	-
Stage 2	-	-	-	-	-	-	368	382	-	335	359	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	814	-	-	785	-	-	63	83	361	~ 70	90	410
Mov Cap-2 Maneuver	-	-	-	-	-	-	63	83	-	~ 70	90	-
Stage 1	-	-	-	-	-	-	328	352	-	379	394	-
Stage 2	-	-	-	-	-	-	333	370	-	314	350	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	49.3	$ 514
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	107	814	-	-	785	-	-	70	410
HCM Lane V/C Ratio	0.246	0.026	-	-	0.017	-	-	2.041	0.067
HCM Control Delay (s)	49.3	9.5	-	-	9.7	0	-	$ 610.1	14.4
HCM Lane LOS	E	A	-	-	A	A	-	F	B
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-	-	13.2	0.2

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

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	132	0	27	34	0	81
Future Vol, veh/h	132	0	27	34	0	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	11	2	2	25	2	2
Mvmt Flow	145	0	30	37	0	89

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	145	0	242	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1437	-	746	902
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1437	-	730	902
Mov Cap-2 Maneuver	-	-	-	-	730	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	908	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	9.4
HCM LOS			A

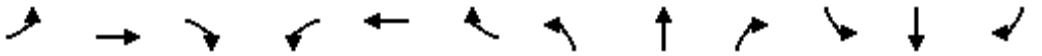
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	902	-	-	1437	-
HCM Lane V/C Ratio	0.099	-	-	0.021	-
HCM Control Delay (s)	9.4	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	571	418	70	895	396	55	4
v/c Ratio	0.03	0.61	0.41	0.19	0.83	0.93	0.08	0.01
Control Delay	18.5	25.6	3.1	11.9	28.7	69.1	5.3	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	25.6	3.1	11.9	28.7	69.1	5.3	23.8
Queue Length 50th (ft)	2	328	0	23	561	284	0	2
Queue Length 95th (ft)	9	471	55	44	#813	#463	24	10
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	123	941	1023	420	1083	461	734	585
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.61	0.41	0.17	0.83	0.86	0.07	0.01

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	525	385	64	822	2	362	3	51	1	2	1
Future Volume (veh/h)	4	525	385	64	822	2	362	3	51	1	2	1
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	1530	1826	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	571	196	70	893	2	393	3	17	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	25	5	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	139	898	779	309	1040	2	274	2	601	40	62	0
Arrive On Green	0.49	0.49	0.49	0.04	0.57	0.57	0.34	0.34	0.34	0.34	0.34	0.00
Sat Flow, veh/h	508	1826	1585	1781	1836	4	628	5	1585	0	182	0
Grp Volume(v), veh/h	4	571	196	70	0	895	396	0	17	3	0	0
Grp Sat Flow(s),veh/h/ln	508	1826	1585	1781	0	1840	633	0	1585	182	0	0
Q Serve(g_s), s	0.8	27.8	8.6	2.2	0.0	49.2	0.0	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	41.0	27.8	8.6	2.2	0.0	49.2	41.0	0.0	0.8	41.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.33		0.00
Lane Grp Cap(c), veh/h	139	898	779	309	0	1043	276	0	601	102	0	0
V/C Ratio(X)	0.03	0.64	0.25	0.23	0.00	0.86	1.43	0.00	0.03	0.03	0.00	0.00
Avail Cap(c_a), veh/h	139	898	779	398	0	1043	276	0	601	102	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.1	22.6	17.7	17.0	0.0	21.9	43.9	0.0	23.4	31.8	0.0	0.0
Incr Delay (d2), s/veh	0.4	3.4	0.8	0.1	0.0	9.2	215.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	12.2	3.2	0.9	0.0	22.0	25.0	0.0	0.3	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	26.0	18.5	17.1	0.0	31.1	259.2	0.0	23.4	31.8	0.0	0.0
LnGrp LOS	D	C	B	B	A	C	F	A	C	C	A	A
Approach Vol, veh/h		771			965			413			3	
Approach Delay, s/veh		24.2			30.1			249.5			31.8	
Approach LOS		C			C			F			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		74.0		46.0	9.0	65.0		46.0				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		68.0		41.0	10.5	53.0		41.0				
Max Q Clear Time (g_c+I1), s		51.2		43.0	4.2	43.0		43.0				
Green Ext Time (p_c), s		9.9		0.0	0.0	5.1		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			70.1									
HCM 6th LOS			E									



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	318	590	115	322	186	387	734	106	130	817	391
v/c Ratio	0.82	0.93	0.79	0.67	0.28	0.98	0.59	0.16	0.78	0.97	0.53
Control Delay	48.8	68.6	67.5	61.2	13.3	100.6	44.0	8.0	99.4	84.5	22.0
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	48.8	68.6	67.5	61.2	13.3	100.6	44.0	8.0	99.4	84.5	22.0
Queue Length 50th (ft)	227	569	72	309	47	406	327	10	135	450	171
Queue Length 95th (ft)	301	#764	#148	409	96	#590	396	47	200	#553	255
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	409	633	146	480	716	398	1244	653	217	841	756
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	0.78	0.93	0.79	0.67	0.26	0.97	0.59	0.16	0.60	0.97	0.52

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
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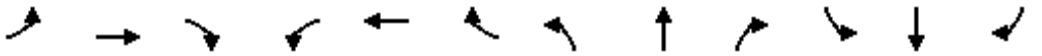


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	260	253	100	280	162	337	639	92	113	711	340
Future Volume (veh/h)	277	260	253	100	280	162	337	639	92	113	711	340
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1856	1841	1826	1870	1826	1826	1826	1811	1781	1841	1870	1841
Adj Flow Rate, veh/h	318	299	266	115	322	101	387	734	45	130	817	273
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, %	3	4	5	2	5	5	5	6	8	4	2	4
Cap, veh/h	397	326	290	160	485	544	402	1296	634	150	844	589
Arrive On Green	0.14	0.36	0.36	0.04	0.27	0.27	0.23	0.38	0.38	0.09	0.24	0.24
Sat Flow, veh/h	1767	898	799	1781	1826	1547	1739	3441	1508	1753	3554	1557
Grp Volume(v), veh/h	318	0	565	115	322	101	387	734	45	130	817	273
Grp Sat Flow(s),veh/h/ln	1767	0	1697	1781	1826	1547	1739	1721	1508	1753	1777	1557
Q Serve(g_s), s	20.4	0.0	50.9	7.0	25.2	7.2	35.2	27.0	2.9	11.7	36.4	21.2
Cycle Q Clear(g_c), s	20.4	0.0	50.9	7.0	25.2	7.2	35.2	27.0	2.9	11.7	36.4	21.2
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	397	0	615	160	485	544	402	1296	634	150	844	589
V/C Ratio(X)	0.80	0.00	0.92	0.72	0.66	0.19	0.96	0.57	0.07	0.86	0.97	0.46
Avail Cap(c_a), veh/h	425	0	615	160	485	544	402	1296	634	219	844	589
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	36.4	0.0	48.7	47.7	52.4	36.0	60.8	39.5	27.7	72.2	60.4	37.5
Incr Delay (d2), s/veh	8.9	0.0	21.0	12.4	7.0	0.8	34.8	0.6	0.0	15.4	23.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	0.0	24.7	3.9	12.4	2.8	19.1	11.4	1.0	5.8	18.8	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	0.0	69.7	60.1	59.4	36.8	95.7	40.1	27.7	87.6	83.8	38.1
LnGrp LOS	D	A	E	E	E	D	F	D	C	F	F	D
Approach Vol, veh/h		883			538			1166			1220	
Approach Delay, s/veh		60.9			55.3			58.0			74.0	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	63.0	19.7	65.3	27.5	47.5	42.0	43.0
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	58.0	20.0	54.0	25.0	40.0	37.0	38.0
Max Q Clear Time (g_c+I1), s	9.0	52.9	13.7	29.0	22.4	27.2	37.2	38.4
Green Ext Time (p_c), s	0.0	1.2	0.0	5.0	0.1	1.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	63.4
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	5.3

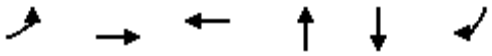
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	0	24	38	0	20	52	1095	3	3	1069	110
Future Vol, veh/h	53	0	24	38	0	20	52	1095	3	3	1069	110
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	-	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	15	3	2	6	9	2	2	67	3	7
Mvmt Flow	58	0	26	42	0	22	57	1203	3	3	1175	121

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1958	2562	648	1911	2619	602	1296	0	0	1206	0	0
Stage 1	1242	1242	-	1317	1317	-	-	-	-	-	-	-
Stage 2	716	1320	-	594	1302	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.2	7.56	6.54	7.02	4.28	-	-	5.44	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.45	3.53	4.02	3.36	2.29	-	-	2.87	-	-
Pot Cap-1 Maneuver	~ 38	26	383	~ 41	24	433	494	-	-	316	-	-
Stage 1	185	245	-	165	225	-	-	-	-	-	-	-
Stage 2	387	225	-	456	229	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 26	17	383	~ 28	15	433	494	-	-	316	-	-
Mov Cap-2 Maneuver	83	89	-	84	78	-	-	-	-	-	-	-
Stage 1	120	243	-	107	146	-	-	-	-	-	-	-
Stage 2	239	146	-	421	227	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	84.7	60	2.6	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	494	-	-	83	383	84	433	316	-	-
HCM Lane V/C Ratio	0.116	-	-	0.702	0.069	0.497	0.051	0.01	-	-
HCM Control Delay (s)	13.2	2.1	-	116.2	15.1	84.3	13.8	16.5	-	-
HCM Lane LOS	B	A	-	F	C	F	B	C	-	-
HCM 95th %tile Q(veh)	0.4	-	-	3.4	0.2	2.1	0.2	0	-	-

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

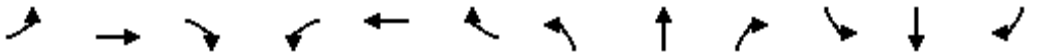


Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	962	356	433	20	502	500
v/c Ratio	1.02	0.14	0.69	0.27	1.04	0.46
Control Delay	57.0	6.1	46.2	56.0	72.1	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	6.1	46.2	56.0	72.1	6.0
Queue Length 50th (ft)	511	33	135	11	~198	61
Queue Length 95th (ft)	#960	66	211	39	#454	165
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	940	2464	627	74	483	1076
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	1.02	0.14	0.69	0.27	1.04	0.46

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	875	321	3	2	316	76	8	7	3	53	0	859
Future Volume (veh/h)	875	321	3	2	316	76	8	7	3	53	0	859
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	1856	1870	1411	1870	1841	1856	1870	1307	1870	1767	1870	1841
Adj Flow Rate, veh/h	962	353	2	2	347	64	9	8	0	0	0	648
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	2	33	2	4	3	2	40	2	9	2	4
Cap, veh/h	970	2537	14	34	548	100	12	11	0	0	251	1881
Arrive On Green	0.47	0.70	0.70	0.19	0.19	0.19	0.02	0.02	0.00	0.00	0.00	0.13
Sat Flow, veh/h	1767	3623	21	3	2890	525	674	599	0	0	1870	3120
Grp Volume(v), veh/h	962	173	182	220	0	193	17	0	0	0	0	648
Grp Sat Flow(s),veh/h/ln	1767	1777	1867	1838	0	1581	1273	0	0	0	1870	1560
Q Serve(g_s), s	49.9	3.5	3.5	0.0	0.0	12.2	1.4	0.0	0.0	0.0	0.0	11.3
Cycle Q Clear(g_c), s	49.9	3.5	3.5	12.0	0.0	12.2	1.4	0.0	0.0	0.0	0.0	11.3
Prop In Lane	1.00		0.01	0.01		0.33	0.53		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	970	1244	1307	382	0	300	24	0	0	0	251	1881
V/C Ratio(X)	0.99	0.14	0.14	0.58	0.00	0.64	0.72	0.00	0.00	0.00	0.00	0.34
Avail Cap(c_a), veh/h	970	1244	1307	382	0	300	59	0	0	0	310	1980
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	5.4	5.4	40.5	0.0	40.6	53.0	0.0	0.0	0.0	0.0	10.8
Incr Delay (d2), s/veh	26.9	0.2	0.2	6.2	0.0	10.1	33.9	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.3	1.1	1.2	5.9	0.0	5.4	0.7	0.0	0.0	0.0	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	5.6	5.6	46.7	0.0	50.7	86.9	0.0	0.0	0.0	0.0	10.9
LnGrp LOS	D	A	A	D	A	D	F	A	A	A	A	B
Approach Vol, veh/h		1317			413			17			648	
Approach Delay, s/veh		35.3			48.6			86.9			10.9	
Approach LOS		D			D			F			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	55.4	26.6		19.5		82.0		7.0				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	51.9	14.2		13.3		5.5		3.4				
Green Ext Time (p_c), s	0.0	1.2		1.2		2.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			31.4									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	12.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	553	12	12	869	122	12	0	12	78	0	20
Future Vol, veh/h	24	553	12	12	869	122	12	0	12	78	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	100	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	5	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	26	601	13	13	945	133	13	0	13	85	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1078	0	0	614	0	0	1709	1764	608	1637	1637	945
Stage 1	-	-	-	-	-	-	660	660	-	971	971	-
Stage 2	-	-	-	-	-	-	1049	1104	-	666	666	-
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	647	-	-	965	-	-	72	84	496	~ 81	101	318
Stage 1	-	-	-	-	-	-	452	460	-	304	331	-
Stage 2	-	-	-	-	-	-	275	287	-	449	457	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	647	-	-	965	-	-	63	78	496	~ 74	94	318
Mov Cap-2 Maneuver	-	-	-	-	-	-	63	78	-	~ 74	94	-
Stage 1	-	-	-	-	-	-	434	442	-	292	319	-
Stage 2	-	-	-	-	-	-	247	277	-	420	439	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	46.6	201.1
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	112	647	-	-	965	-	-	74	318
HCM Lane V/C Ratio	0.233	0.04	-	-	0.014	-	-	1.146	0.068
HCM Control Delay (s)	46.6	10.8	-	-	8.8	0	-	248.2	17.2
HCM Lane LOS	E	B	-	-	A	A	-	F	C
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0	-	-	6.4	0.2

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

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	33	0	75	87	0	44
Future Vol, veh/h	33	0	75	87	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	12	2	2	8	2	2
Mvmt Flow	36	0	82	96	0	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	36	0	296	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	260	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1575	-	695	1037
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1575	-	657	1037
Mov Cap-2 Maneuver	-	-	-	-	657	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	740	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1037	-	-	1575	-
HCM Lane V/C Ratio	0.047	-	-	0.052	-
HCM Control Delay (s)	8.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

HCS7 Two-Way Stop-Control Report

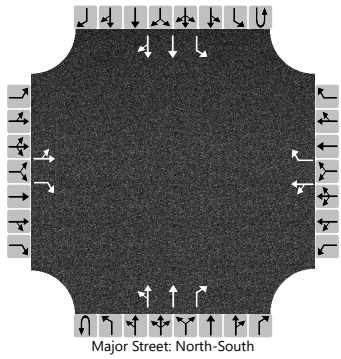
General Information

Analyst	Kimley-Horn
Agency/Co.	
Date Performed	9/28/2021
Analysis Year	2021
Time Analyzed	AM Peak Existing
Intersection Orientation	North-South
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	3
Jurisdiction	City of Columbia
East/West Street	Old Williamsport Pike
North/South Street	James Campbell Blvd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	0	2	1	0	1	2	0
Configuration		LT		R		LT		R		LT	T	R		L	T	TR
Volume (veh/h)		9	0	111		9	0	4		21	662	35	0	21	1092	10
Percent Heavy Vehicles (%)		13	3	3		2	3	3		32			3	5		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.76	6.56	6.96		7.54	6.56	6.96		4.74				4.20		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.63	4.03	3.33		3.52	4.03	3.33		2.52				2.25		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10		122		10		4		23				23		
Capacity, c (veh/h)		52		438		64		630		430				824		
v/c Ratio		0.19		0.28		0.16		0.01		0.05				0.03		
95% Queue Length, Q_{95} (veh)		0.6		1.1		0.5		0.0		0.2				0.1		
Control Delay (s/veh)		90.8		16.4		71.8		10.8		13.8				9.5		
Level of Service (LOS)		F		C		F		B		B				A		
Approach Delay (s/veh)		21.9				53.0				0.9				0.2		
Approach LOS		C				F										

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HCS7 Two-Way Stop-Control Report

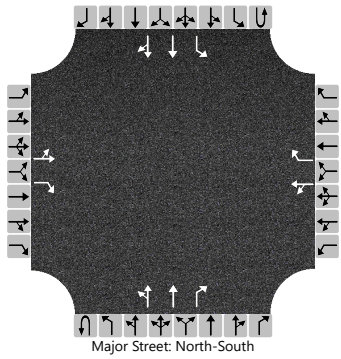
General Information

Analyst	Kimley-Horn
Agency/Co.	
Date Performed	9/28/2021
Analysis Year	2021
Time Analyzed	PM Peak Existing
Intersection Orientation	North-South
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	3
Jurisdiction	City of Columbia
East/West Street	Old Williamsport Pike
North/South Street	James Campbell Blvd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	0	2	1	0	1	2	0
Configuration		LT		R		LT		R		LT	T	R		L	T	TR
Volume (veh/h)		8	0	22		34	0	18		47	914	3	0	3	827	32
Percent Heavy Vehicles (%)		2	3	3		3	3	3		9			3	67		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.56	6.96		7.56	6.56	6.96		4.28				5.44		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.03	3.33		3.53	4.03	3.33		2.29				2.87		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9		24		37		20		52				3		
Capacity, c (veh/h)		65		536		61		512		681				398		
v/c Ratio		0.13		0.05		0.61		0.04		0.08				0.01		
95% Queue Length, Q_{95} (veh)		0.4		0.1		2.5		0.1		0.2				0.0		
Control Delay (s/veh)		68.4		12.0		131.1		12.3		10.7				14.1		
Level of Service (LOS)		F		B		F		B		B				B		
Approach Delay (s/veh)		27.1				90.0				1.3				0.0		
Approach LOS		D				F										

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HCS7 Two-Way Stop-Control Report

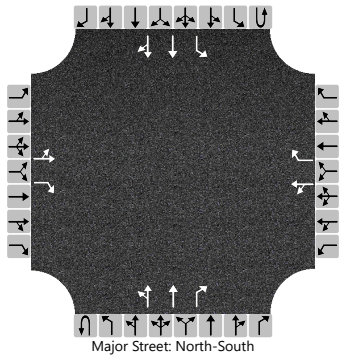
General Information

Analyst	Kimley-Horn
Agency/Co.	
Date Performed	9/28/2021
Analysis Year	2025
Time Analyzed	AM Peak No-Build
Intersection Orientation	North-South
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	3
Jurisdiction	City of Columbia
East/West Street	Old Williamsport Pike
North/South Street	James Campbell Blvd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	0	2	1	0	1	2	0
Configuration		LT		R		LT		R		LT	T	R		L	T	TR
Volume (veh/h)		10	0	123		10	0	4		23	771	39	0	23	1237	11
Percent Heavy Vehicles (%)		13	3	3		2	3	3		32			3	5		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.76	6.56	6.96		7.54	6.56	6.96		4.74				4.20		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.63	4.03	3.33		3.52	4.03	3.33		2.52				2.25		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11		135		11		4		25				25		
Capacity, c (veh/h)		33		388		39		576		365				738		
v/c Ratio		0.33		0.35		0.28		0.01		0.07				0.03		
95% Queue Length, Q_{95} (veh)		1.1		1.5		0.9		0.0		0.2				0.1		
Control Delay (s/veh)		162.1		19.2		131.9		11.3		15.6				10.0		
Level of Service (LOS)		F		C		F		B		C				B		
Approach Delay (s/veh)		29.9				97.5				1.3				0.2		
Approach LOS		D				F										

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HCS7 Two-Way Stop-Control Report

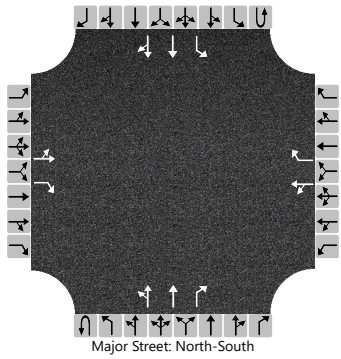
General Information

Analyst	Kimley-Horn
Agency/Co.	
Date Performed	9/28/2021
Analysis Year	2025
Time Analyzed	PM Peak No-Build
Intersection Orientation	North-South
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	3
Jurisdiction	City of Columbia
East/West Street	Old Williamsport Pike
North/South Street	James Campbell Blvd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	0	2	1	0	1	2	0
Configuration		LT		R		LT		R		LT	T	R		L	T	TR
Volume (veh/h)		9	0	24		38	0	20		52	1049	3	0	3	993	35
Percent Heavy Vehicles (%)		2	3	3		3	3	3		9			3	67		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.56	6.96		7.56	6.56	6.96		4.28				5.44		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.03	3.33		3.53	4.03	3.33		2.29				2.87		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10		26		42		22		57				3		
Capacity, c (veh/h)		37		466		35		458		575				335		
v/c Ratio		0.27		0.06		1.18		0.05		0.10				0.01		
95% Queue Length, Q_{95} (veh)		0.9		0.2		4.4		0.2		0.3				0.0		
Control Delay (s/veh)		135.7		13.2		384.6		13.3		11.9				15.9		
Level of Service (LOS)		F		B		F		B		B				C		
Approach Delay (s/veh)		46.6				256.5				2.0				0.0		
Approach LOS		E				F										

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HCS7 Two-Way Stop-Control Report

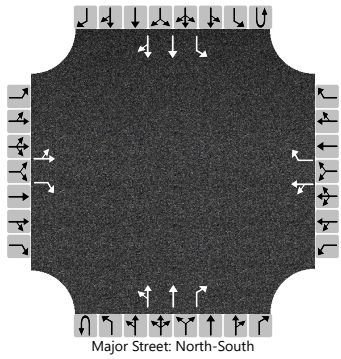
General Information

Analyst	Kimley-Horn
Agency/Co.	
Date Performed	9/28/2021
Analysis Year	2025
Time Analyzed	AM Peak-Build
Intersection Orientation	North-South
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	3
Jurisdiction	City of Columbia
East/West Street	Old Williamsport Pike
North/South Street	James Campbell Blvd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	0	2	1	0	1	2	0
Configuration		LT		R		LT		R		LT	T	R		L	T	TR
Volume (veh/h)		91	0	123		10	0	4		23	853	39	0	23	1265	38
Percent Heavy Vehicles (%)		13	3	3		2	3	3		32			3	5		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.76	6.56	6.96		7.54	6.56	6.96		4.74				4.20		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.63	4.03	3.33		3.52	4.03	3.33		2.52				2.25		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		100		135		11		4		25				25		
Capacity, c (veh/h)		27		370		31		538		343				682		
v/c Ratio		3.67		0.36		0.36		0.01		0.07				0.04		
95% Queue Length, Q_{95} (veh)		12.2		1.6		1.1		0.0		0.2				0.1		
Control Delay (s/veh)		1497.2		20.2		177.6		11.7		16.3				10.5		
Level of Service (LOS)		F		C		F		B		C				B		
Approach Delay (s/veh)		648.3				130.2				1.5				0.2		
Approach LOS		F				F										

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HCS7 Two-Way Stop-Control Report

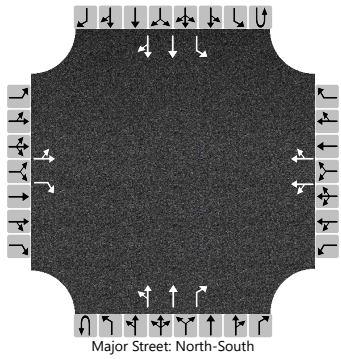
General Information

Analyst	Kimley-Horn
Agency/Co.	
Date Performed	9/28/2021
Analysis Year	2025
Time Analyzed	PM Peak-Build
Intersection Orientation	North-South
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	3
Jurisdiction	City of Columbia
East/West Street	Old Williamsport Pike
North/South Street	James Campbell Blvd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	2	0	0	0	2	1	0	1	2	0
Configuration		LT		R		LT		TR		LT	T	R		L	T	TR
Volume (veh/h)		53	0	24		38	0	20		52	1095	3	0	3	1069	110
Percent Heavy Vehicles (%)		2	2	15		3	2	6		9			2	67		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No								No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.54	7.20		7.56	6.54	7.02		4.28				5.44		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.45		3.53	4.02	3.36		2.29				2.87		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		58		26		42		22		57				3		
Capacity, c (veh/h)		26		383		27		433		495				315		
v/c Ratio		2.23		0.07		1.52		0.05		0.12				0.01		
95% Queue Length, Q_{95} (veh)		7.1		0.2		4.9		0.2		0.4				0.0		
Control Delay (s/veh)		881.9		15.1		574.1		13.8		13.2				16.5		
Level of Service (LOS)		F		C		F		B		B				C		
Approach Delay (s/veh)		611.7				380.9				2.6				0.0		
Approach LOS		F				F										

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HCS7 Two-Way Stop-Control Report

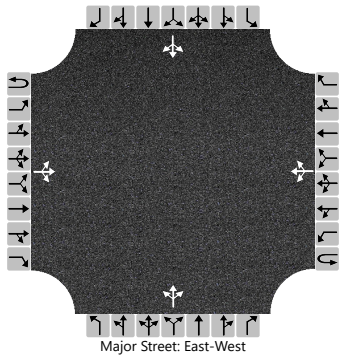
General Information

Analyst	Kimley-Horn
Agency/Co.	
Date Performed	9/28/2021
Analysis Year	2025
Time Analyzed	AM Peak Build
Intersection Orientation	East-West
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	5
Jurisdiction	City of Columbia
East/West Street	Hampshire Pike
North/South Street	Site Dwy A/Oxford Village
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		19	765	12		12	684	55		12	0	12		130	0	25
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		21				13					26				170	
Capacity, c (veh/h)		814				786					107				76	
v/c Ratio		0.03				0.02					0.25				2.25	
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.9				15.9	
Control Delay (s/veh)		9.5				9.7					49.6				691.4	
Level of Service (LOS)		A				A					E				F	
Approach Delay (s/veh)	0.7				0.4				49.6				691.4			
Approach LOS									E				F			

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HCS7 Two-Way Stop-Control Report

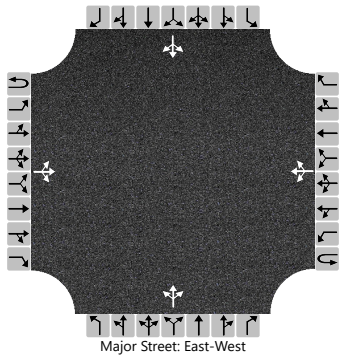
General Information

Analyst	Kimley-Horn
Agency/Co.	
Date Performed	9/28/2021
Analysis Year	2025
Time Analyzed	PM Peak Build
Intersection Orientation	East-West
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	5
Jurisdiction	City of Columbia
East/West Street	Hampshire Pike
North/South Street	Site Dwy A/Oxford Village
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		24	553	12		12	869	122		12	0	12		78	0	20
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		26				13					26				107	
Capacity, c (veh/h)		647				965					110				78	
v/c Ratio		0.04				0.01					0.24				1.37	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.9				8.4	
Control Delay (s/veh)		10.8				8.8					47.8				323.7	
Level of Service (LOS)		B				A					E				F	
Approach Delay (s/veh)		1.1				0.4				47.8				323.7		
Approach LOS										E				F		

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HCS7 Two-Way Stop-Control Report

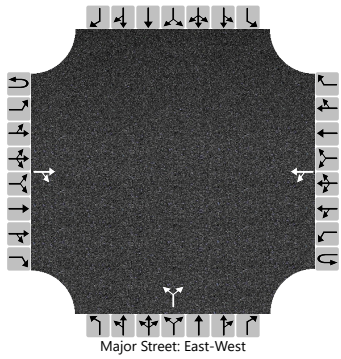
General Information

Analyst	Kimley-Horn
Agency/Co.	
Date Performed	9/28/2021
Analysis Year	2025
Time Analyzed	AM Peak Build
Intersection Orientation	East-West
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	6
Jurisdiction	City of Columbia
East/West Street	Old Williamsport Pike
North/South Street	Site Dwy B
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			132	0		27	34			0		81				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						30					89					
Capacity, c (veh/h)						1437					902					
v/c Ratio						0.02					0.10					
95% Queue Length, Q_{95} (veh)						0.1					0.3					
Control Delay (s/veh)						7.6					9.4					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)						3.4				9.4						
Approach LOS										A						

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HCS7 Two-Way Stop-Control Report

General Information

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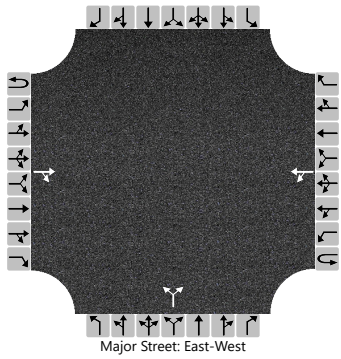
Date Performed	9/28/2021
Analysis Year	2025
Time Analyzed	PM Peak Build
Intersection Orientation	East-West
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	6
Jurisdiction	City of Columbia
East/West Street	Old Williamsport Pike
North/South Street	Site Dwy B
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			33	0		75	87			0		44				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						82					48					
Capacity, c (veh/h)						1575					1036					
v/c Ratio						0.05					0.05					
95% Queue Length, Q_{95} (veh)						0.2					0.1					
Control Delay (s/veh)						7.4					8.6					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)						3.7				8.6						
Approach LOS										A						

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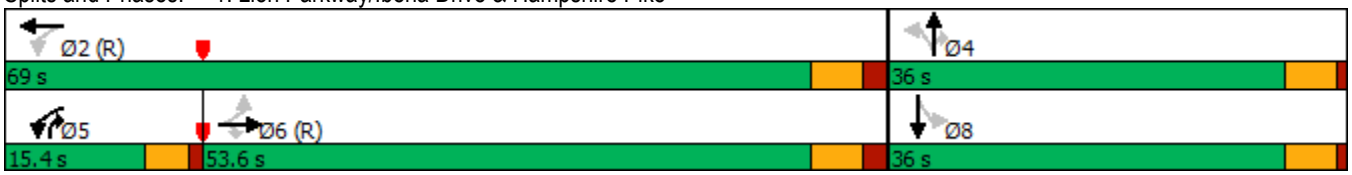
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	1	582	486	204	480	265	2	171	11	8
Future Volume (vph)	1	582	486	204	480	265	2	171	11	8
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases		6		5	2		4	5		8
Permitted Phases	6		6	2		4		4	8	
Detector Phase	6	6	6	5	2	4	4	5	8	8
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	9.5	21.0	10.0	10.0	9.5	10.0	10.0
Total Split (s)	53.6	53.6	53.6	15.4	69.0	36.0	36.0	15.4	36.0	36.0
Total Split (%)	51.0%	51.0%	51.0%	14.7%	65.7%	34.3%	34.3%	14.7%	34.3%	34.3%
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0		5.0	4.5		5.0
Lead/Lag	Lag	Lag	Lag	Lead				Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes		
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	52.9	52.9	52.9	68.0	66.5		27.5	41.6		27.5
Actuated g/C Ratio	0.50	0.50	0.50	0.65	0.63		0.26	0.40		0.26
v/c Ratio	0.00	0.70	0.50	0.59	0.46		0.90	0.29		0.07
Control Delay	16.0	26.5	3.4	15.0	12.3		67.9	4.8		21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	16.0	26.5	3.4	15.0	12.3		67.9	4.8		21.4
LOS	B	C	A	B	B		E	A		C
Approach Delay		16.0			13.1		43.2			21.4
Approach LOS		B			B		D			C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 20.5	Intersection LOS: C
Intersection Capacity Utilization 76.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Lion Parkway/Iberia Drive & Hampshire Pike

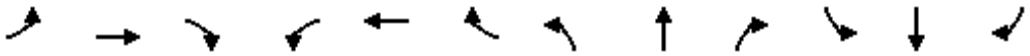




Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1	640	534	224	527	293	188	30
v/c Ratio	0.00	0.70	0.50	0.59	0.46	0.90	0.29	0.07
Control Delay	16.0	26.5	3.4	15.0	12.3	67.9	4.8	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	26.5	3.4	15.0	12.3	67.9	4.8	21.4
Queue Length 50th (ft)	0	338	0	60	181	184	6	10
Queue Length 95th (ft)	4	504	58	98	268	#321	46	33
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	439	920	1062	401	1146	366	675	460
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.70	0.50	0.56	0.46	0.80	0.28	0.07

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	582	486	204	480	0	265	2	171	11	8	8
Future Volume (veh/h)	1	582	486	204	480	0	265	2	171	11	8	8
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	1841	1870	1841	1826	1870	1781	1870	1663	1870	1870	1870
Adj Flow Rate, veh/h	1	640	243	224	527	0	291	2	66	12	9	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	2	4	5	2	8	2	16	2	2	2
Cap, veh/h	452	876	754	333	1096	0	372	2	531	64	36	2
Arrive On Green	0.48	0.48	0.48	0.08	0.60	0.00	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	876	1841	1585	1753	1826	0	1030	7	1409	37	123	8
Grp Volume(v), veh/h	1	640	243	224	527	0	293	0	66	22	0	0
Grp Sat Flow(s),veh/h/ln	876	1841	1585	1753	1826	0	1037	0	1409	167	0	0
Q Serve(g_s), s	0.1	29.3	10.0	6.5	17.0	0.0	0.0	0.0	3.2	0.4	0.0	0.0
Cycle Q Clear(g_c), s	4.1	29.3	10.0	6.5	17.0	0.0	29.6	0.0	3.2	30.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.55		0.05
Lane Grp Cap(c), veh/h	452	876	754	333	1096	0	374	0	531	102	0	0
V/C Ratio(X)	0.00	0.73	0.32	0.67	0.48	0.00	0.78	0.00	0.12	0.22	0.00	0.00
Avail Cap(c_a), veh/h	452	876	754	372	1096	0	374	0	531	102	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.6	22.1	17.0	18.1	11.8	0.0	36.5	0.0	21.4	30.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.3	1.1	2.4	1.2	0.0	9.5	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.0	3.7	2.5	6.5	0.0	8.3	0.0	1.1	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	27.5	18.2	20.5	13.0	0.0	46.0	0.0	21.4	30.6	0.0	0.0
LnGrp LOS	B	C	B	C	B	A	D	A	C	C	A	A
Approach Vol, veh/h		884			751			359			22	
Approach Delay, s/veh		24.9			15.3			41.5			30.6	
Approach LOS		C			B			D			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		69.0		36.0	13.1	55.9		36.0				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		63.0		31.0	10.9	47.6		31.0				
Max Q Clear Time (g_c+I1), s		19.0		31.6	8.5	31.3		32.0				
Green Ext Time (p_c), s		7.6		0.0	0.1	8.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		24.3
HCM 6th LOS		C

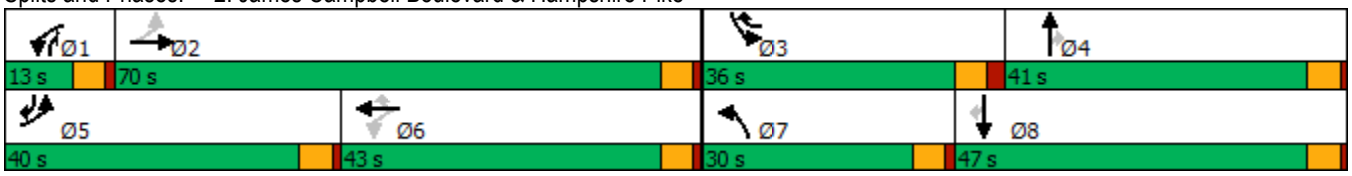
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	239	272	104	224	112	209	495	108	241	768	218
Future Volume (vph)	239	272	104	224	112	209	495	108	241	768	218
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	7	4	1	3	8	5
Permitted Phases	2		6		6			4			8
Detector Phase	5	2	1	6	3	7	4	1	3	8	5
Switch Phase											
Minimum Initial (s)	6.0	5.0	4.0	5.0	4.0	4.0	8.0	4.0	4.0	8.0	6.0
Minimum Split (s)	11.0	10.0	9.0	10.0	10.0	9.0	13.0	9.0	10.0	13.0	11.0
Total Split (s)	40.0	70.0	13.0	43.0	36.0	30.0	41.0	13.0	36.0	47.0	40.0
Total Split (%)	25.0%	43.8%	8.1%	26.9%	22.5%	18.8%	25.6%	8.1%	22.5%	29.4%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
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
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	5.0	5.0	5.0	6.0	5.0	5.0
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
Recall Mode	None	Max	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	77.7	65.1	61.0	53.4	85.3	23.2	36.3	48.9	26.9	41.0	65.3
Actuated g/C Ratio	0.50	0.41	0.39	0.34	0.54	0.15	0.23	0.31	0.17	0.26	0.42
v/c Ratio	0.55	0.85	0.59	0.41	0.15	0.92	0.73	0.23	0.91	0.95	0.33
Control Delay	29.0	51.8	38.8	44.1	4.6	103.8	63.0	16.0	97.2	77.1	9.7
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	29.0	51.8	38.8	44.1	4.6	103.8	63.0	16.0	97.2	77.1	9.7
LOS	C	D	D	D	A	F	E	B	F	E	A
Approach Delay		44.8		32.8			67.2			69.1	
Approach LOS		D		C			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 156.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 57.9	Intersection LOS: E
Intersection Capacity Utilization 85.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: James Campbell Boulevard & Hampshire Pike

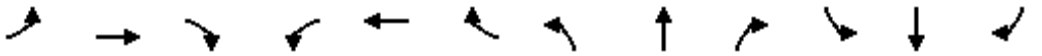




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	269	606	117	252	126	235	556	121	271	863	245
v/c Ratio	0.55	0.85	0.59	0.41	0.15	0.92	0.73	0.23	0.91	0.95	0.33
Control Delay	29.0	51.8	38.8	44.1	4.6	103.8	63.0	16.0	97.2	77.1	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	51.8	38.8	44.1	4.6	103.8	63.0	16.0	97.2	77.1	9.7
Queue Length 50th (ft)	169	549	66	204	6	244	288	29	277	470	45
Queue Length 95th (ft)	235	#733	106	307	42	#391	355	81	#417	#588	99
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	583	716	202	621	876	277	765	530	332	930	878
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	0.46	0.85	0.58	0.41	0.14	0.85	0.73	0.23	0.82	0.93	0.28

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	272	267	104	224	112	209	495	108	241	768	218
Future Volume (veh/h)	239	272	267	104	224	112	209	495	108	241	768	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1796	1796	1841	1752	1841	1752	1796	1841	1841	1826
Adj Flow Rate, veh/h	269	306	275	117	252	64	235	556	55	271	863	125
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	7	3	7	7	4	10	4	10	7	4	4	5
Cap, veh/h	493	373	335	223	651	771	255	782	435	291	916	578
Arrive On Green	0.11	0.41	0.41	0.05	0.35	0.35	0.15	0.24	0.24	0.17	0.26	0.26
Sat Flow, veh/h	1711	901	809	1711	1841	1485	1753	3328	1522	1753	3497	1547
Grp Volume(v), veh/h	269	0	581	117	252	64	235	556	55	271	863	125
Grp Sat Flow(s),veh/h/ln	1711	0	1710	1711	1841	1485	1753	1664	1522	1753	1749	1547
Q Serve(g_s), s	15.3	0.0	47.3	6.9	16.1	3.4	20.8	24.1	4.2	23.9	37.9	8.6
Cycle Q Clear(g_c), s	15.3	0.0	47.3	6.9	16.1	3.4	20.8	24.1	4.2	23.9	37.9	8.6
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	493	0	708	223	651	771	255	782	435	291	916	578
V/C Ratio(X)	0.55	0.00	0.82	0.52	0.39	0.08	0.92	0.71	0.13	0.93	0.94	0.22
Avail Cap(c_a), veh/h	684	0	708	223	651	771	279	782	435	335	936	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	40.8	35.2	38.0	18.9	66.2	55.1	41.5	64.6	56.7	33.5
Incr Delay (d2), s/veh	0.3	0.0	10.3	1.1	1.7	0.2	31.3	3.0	0.1	28.4	16.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	21.6	2.9	7.6	1.2	11.4	10.3	1.6	12.8	18.5	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	0.0	51.1	36.3	39.7	19.1	97.5	58.1	41.6	93.0	73.7	33.7
LnGrp LOS	C	A	D	D	D	B	F	E	D	F	E	C
Approach Vol, veh/h		850			433			846			1259	
Approach Delay, s/veh		43.5			35.7			68.0			73.9	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	70.0	32.0	41.9	22.5	60.5	27.8	46.1
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	65.0	30.0	36.0	35.0	38.0	25.0	42.0
Max Q Clear Time (g_c+I1), s	8.9	49.3	25.9	26.1	17.3	18.1	22.8	39.9
Green Ext Time (p_c), s	0.0	2.2	0.1	2.5	0.2	0.9	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	59.9
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	123	10	0	4	23	771	39	23	1237	11
Future Vol, veh/h	10	0	123	10	0	4	23	771	39	23	1237	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	100	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	13	2	11	2	2	2	32	12	2	5	4	11
Mvmt Flow	11	0	135	11	0	4	25	847	43	25	1359	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1889	2355	686	1627	2318	424	1371	0	0	890	0	0
Stage 1	1415	1415	-	897	897	-	-	-	-	-	-	-
Stage 2	474	940	-	730	1421	-	-	-	-	-	-	-
Critical Hdwy	7.76	6.54	7.12	7.54	6.54	6.94	4.74	-	-	4.2	-	-
Critical Hdwy Stg 1	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.63	4.02	3.41	3.52	4.02	3.32	2.52	-	-	2.25	-	-
Pot Cap-1 Maneuver	38	35	370	68	37	579	365	-	-	739	-	-
Stage 1	131	202	-	301	357	-	-	-	-	-	-	-
Stage 2	512	340	-	380	201	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	35	32	370	40	33	579	365	-	-	739	-	-
Mov Cap-2 Maneuver	98	121	-	127	116	-	-	-	-	-	-	-
Stage 1	122	195	-	281	333	-	-	-	-	-	-	-
Stage 2	473	317	-	233	194	-	-	-	-	-	-	-

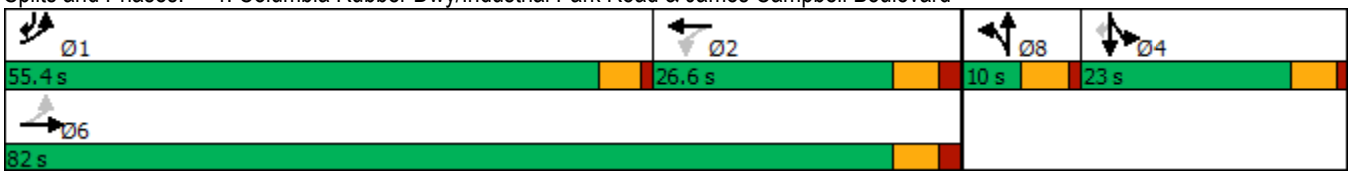
Approach	EB	WB	NB	SB
HCM Control Delay, s	22.2	28.9	0.9	0.2
HCM LOS	C	D		

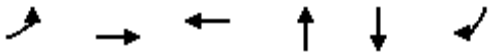
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	365	-	-	98	370	127	579	739	-	-
HCM Lane V/C Ratio	0.069	-	-	0.112	0.365	0.087	0.008	0.034	-	-
HCM Control Delay (s)	15.6	0.5	-	46.3	20.2	36	11.3	10	-	-
HCM Lane LOS	C	A	-	E	C	E	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	1.6	0.3	0	0.1	-	-

Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	495	278	290	7	7	984
Future Volume (vph)	495	278	290	7	7	984
Turn Type	pm+pt	NA	NA	NA	NA	pm+ov
Protected Phases	1	6	2	8	4	1
Permitted Phases	6					4
Detector Phase	1	6	2	8	4	1
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0
Minimum Split (s)	9.5	21.0	21.0	10.0	10.0	9.5
Total Split (s)	55.4	82.0	26.6	10.0	23.0	55.4
Total Split (%)	48.2%	71.3%	23.1%	8.7%	20.0%	48.2%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	5.0	5.0	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	None	None
Act Effct Green (s)	77.6	76.1	41.9	5.0	18.0	52.7
Actuated g/C Ratio	0.73	0.71	0.39	0.05	0.17	0.49
v/c Ratio	0.76	0.14	0.31	0.17	1.83	0.74
Control Delay	14.2	5.4	26.4	54.0	406.2	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	5.4	26.4	54.0	406.2	16.2
LOS	B	A	C	D	F	B
Approach Delay		10.9	26.4	54.0	212.8	
Approach LOS		B	C	D	F	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 107	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.83	
Intersection Signal Delay: 113.3	Intersection LOS: F
Intersection Capacity Utilization 88.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Columbia Rubber Dwy/Industrial Park Road & James Campbell Boulevard



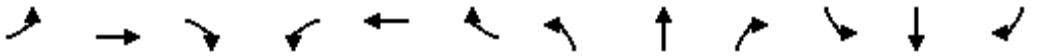


Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	576	336	399	11	652	641
v/c Ratio	0.76	0.14	0.31	0.17	1.83	0.74
Control Delay	14.2	5.4	26.4	54.0	406.2	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	5.4	26.4	54.0	406.2	16.2
Queue Length 50th (ft)	135	30	87	7	~625	209
Queue Length 95th (ft)	265	59	184	26	#885	226
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	933	2342	1297	64	357	1103
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	0.62	0.14	0.31	0.17	1.83	0.58

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	495	278	11	0	290	53	2	7	1	121	7	984
Future Volume (veh/h)	495	278	11	0	290	53	2	7	1	121	7	984
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	1693	1767	1737	1870	1811	1693	1159	1307	1870	1811	1307	1841
Adj Flow Rate, veh/h	576	323	11	0	337	50	2	8	0	0	0	997
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	14	9	11	2	6	14	50	40	2	6	40	4
Cap, veh/h	736	2261	77	0	1258	185	3	12	0	0	211	1204
Arrive On Green	0.22	0.68	0.68	0.00	0.42	0.42	0.01	0.01	0.00	0.00	0.00	0.16
Sat Flow, veh/h	1612	3312	113	0	3100	442	259	1035	0	0	1307	3120
Grp Volume(v), veh/h	576	163	171	0	191	196	10	0	0	0	0	997
Grp Sat Flow(s),veh/h/ln	1612	1678	1746	0	1721	1731	1294	0	0	0	1307	1560
Q Serve(g_s), s	21.0	3.8	3.8	0.0	8.1	8.3	0.9	0.0	0.0	0.0	0.0	18.0
Cycle Q Clear(g_c), s	21.0	3.8	3.8	0.0	8.1	8.3	0.9	0.0	0.0	0.0	0.0	18.0
Prop In Lane	1.00		0.06	0.00		0.26	0.20		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	736	1146	1192	0	719	724	15	0	0	0	211	1204
V/C Ratio(X)	0.78	0.14	0.14	0.00	0.27	0.27	0.65	0.00	0.00	0.00	0.00	0.83
Avail Cap(c_a), veh/h	1112	1146	1192	0	719	724	58	0	0	0	211	1204
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	11.3	6.2	6.2	0.0	21.2	21.2	54.8	0.0	0.0	0.0	0.0	30.9
Incr Delay (d2), s/veh	2.1	0.3	0.3	0.0	0.9	0.9	37.3	0.0	0.0	0.0	0.0	5.0
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	6.6	1.2	1.3	0.0	3.3	3.4	0.4	0.0	0.0	0.0	0.0	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	6.5	6.5	0.0	22.1	22.2	92.1	0.0	0.0	0.0	0.0	35.8
LnGrp LOS	B	A	A	A	C	C	F	A	A	A	A	D
Approach Vol, veh/h		910			387			10			997	
Approach Delay, s/veh		10.9			22.1			92.1			35.8	
Approach LOS		B			C			F			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	29.4	52.6		23.0		82.0		6.3				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	23.0	10.3		20.0		5.8		2.9				
Green Ext Time (p_c), s	1.9	1.4		0.0		1.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		23.9	
HCM 6th LOS		C	

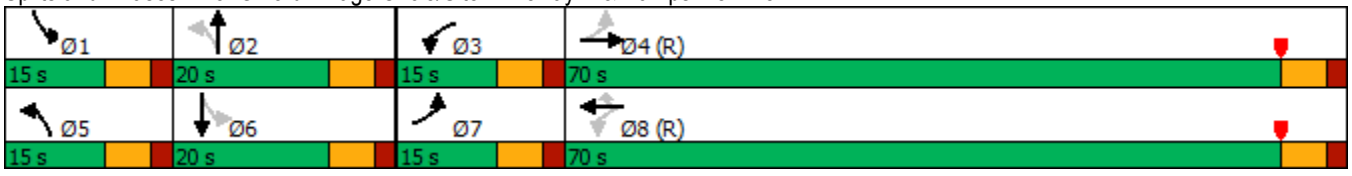
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø1	Ø6	Ø7
Lane Configurations								
Traffic Volume (vph)	765	12	684	12	0			
Future Volume (vph)	765	12	684	12	0			
Turn Type	NA	pm+pt	NA	pm+pt	NA			
Protected Phases	4	3	8	5	2	1	6	7
Permitted Phases		8		2				
Detector Phase	4	3	8	5	2			
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	24.0	11.0	24.0	11.0	24.0	11.0
Total Split (s)	70.0	15.0	70.0	15.0	20.0	15.0	20.0	15.0
Total Split (%)	58.3%	12.5%	58.3%	12.5%	16.7%	13%	17%	13%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0			
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	None	Max	None	Max	None
Act Effct Green (s)	83.8	88.7	88.7	19.3	19.3			
Actuated g/C Ratio	0.70	0.74	0.74	0.16	0.16			
v/c Ratio	0.69	0.04	0.56	0.07	0.02			
Control Delay	17.7	6.1	10.1	39.2	0.1			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay	17.7	6.1	10.1	39.2	0.1			
LOS	B	A	B	D	A			
Approach Delay	17.7		10.0		19.7			
Approach LOS	B		B		B			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 103 (86%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 14.2	Intersection LOS: B
Intersection Capacity Utilization 55.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Oxford Village Circle/Site Driveway A & Hampshire Pike

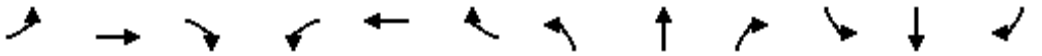




Lane Group	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	854	13	752	13	13
v/c Ratio	0.69	0.04	0.56	0.07	0.02
Control Delay	17.7	6.1	10.1	39.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	6.1	10.1	39.2	0.1
Queue Length 50th (ft)	229	2	179	9	0
Queue Length 95th (ft)	#745	10	419	25	0
Internal Link Dist (ft)	1470		2278		194
Turn Bay Length (ft)		100			
Base Capacity (vph)	1238	357	1337	217	545
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.69	0.04	0.56	0.06	0.02

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	765	12	12	684	0	12	0	12	0	0	0
Future Volume (veh/h)	0	765	12	12	684	0	12	0	12	0	0	0
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	1796	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	841	13	13	752	0	13	0	13	0	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	7	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	432	1154	18	305	1312	1139	251	0	287	225	218	0
Arrive On Green	0.00	0.65	0.65	0.01	0.72	0.00	0.01	0.00	0.18	0.00	0.00	0.00
Sat Flow, veh/h	1781	1764	27	1781	1826	1585	1781	0	1585	1781	1870	0
Grp Volume(v), veh/h	0	0	854	13	752	0	13	0	13	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1791	1781	1826	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	0.0	0.0	37.8	0.3	23.6	0.0	0.8	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	37.8	0.3	23.6	0.0	0.8	0.0	0.8	0.0	0.0	0.0
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	432	0	1172	305	1312	1139	251	0	287	225	218	0
V/C Ratio(X)	0.00	0.00	0.73	0.04	0.57	0.00	0.05	0.00	0.05	0.00	0.00	0.00
Avail Cap(c_a), veh/h	564	0	1172	413	1312	1139	359	0	287	357	218	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.77	0.82	0.82	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	13.7	12.7	8.1	0.0	43.9	0.0	40.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	3.1	0.0	1.5	0.0	0.1	0.0	0.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	15.1	0.1	8.8	0.0	0.3	0.0	0.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	16.8	12.8	9.6	0.0	44.0	0.0	40.8	0.0	0.0	0.0
LnGrp LOS	A	A	B	B	A	A	D	A	D	A	A	A
Approach Vol, veh/h		854			765			26			0	
Approach Delay, s/veh		16.8			9.6			42.4			0.0	
Approach LOS		B			A			D				

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	27.8	7.8	84.5	7.8	20.0	0.0	92.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	14.0	9.0	64.0	9.0	14.0	9.0	64.0
Max Q Clear Time (g_c+I1), s	0.0	2.8	2.3	39.8	2.8	0.0	0.0	25.6
Green Ext Time (p_c), s	0.0	0.0	0.0	7.2	0.0	0.0	0.0	6.5

Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

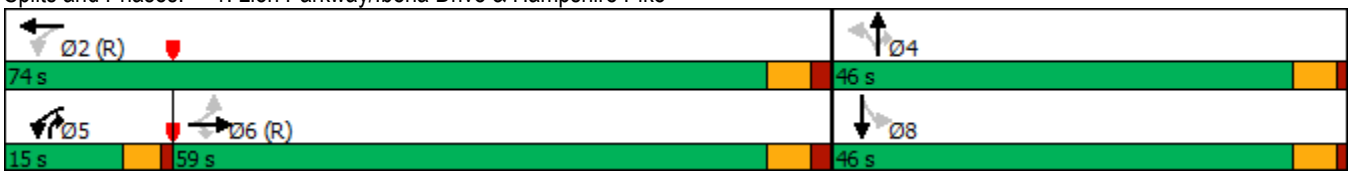
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	4	502	385	63	804	362	3	51	1	2
Future Volume (vph)	4	502	385	63	804	362	3	51	1	2
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases		6		5	2		4	5		8
Permitted Phases	6		6	2		4		4	8	
Detector Phase	6	6	6	5	2	4	4	5	8	8
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	9.5	21.0	10.0	10.0	9.5	10.0	10.0
Total Split (s)	59.0	59.0	59.0	15.0	74.0	46.0	46.0	15.0	46.0	46.0
Total Split (%)	49.2%	49.2%	49.2%	12.5%	61.7%	38.3%	38.3%	12.5%	38.3%	38.3%
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0		5.0	4.5		5.0
Lead/Lag	Lag	Lag	Lag	Lead				Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes		
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	62.5	62.5	62.5	72.7	71.2		37.8	48.9		37.8
Actuated g/C Ratio	0.52	0.52	0.52	0.61	0.59		0.32	0.41		0.32
v/c Ratio	0.03	0.58	0.41	0.17	0.81		0.93	0.08		0.01
Control Delay	18.2	24.7	3.1	13.0	23.0		69.1	5.3		23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	18.2	24.7	3.1	13.0	23.0		69.1	5.3		23.8
LOS	B	C	A	B	C		E	A		C
Approach Delay		15.3			22.3		61.4			23.8
Approach LOS		B			C		E			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 26.9	Intersection LOS: C
Intersection Capacity Utilization 88.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Lion Parkway/Iberia Drive & Hampshire Pike

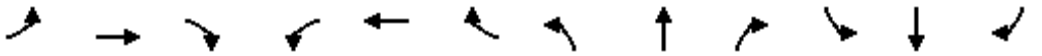




Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	546	418	68	876	396	55	4
v/c Ratio	0.03	0.58	0.41	0.17	0.81	0.93	0.08	0.01
Control Delay	18.2	24.7	3.1	13.0	23.0	69.1	5.3	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	24.7	3.1	13.0	23.0	69.1	5.3	23.8
Queue Length 50th (ft)	2	307	0	21	480	284	0	2
Queue Length 95th (ft)	9	442	55	m40	429	#463	24	10
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	134	942	1024	438	1083	461	734	585
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.58	0.41	0.16	0.81	0.86	0.07	0.01

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	502	385	63	804	2	362	3	51	1	2	1
Future Volume (veh/h)	4	502	385	63	804	2	362	3	51	1	2	1
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	1530	1826	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	546	197	68	874	2	393	3	17	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	25	5	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	188	898	780	324	1040	2	274	2	601	40	62	0
Arrive On Green	0.49	0.49	0.49	0.05	0.75	0.75	0.34	0.34	0.34	0.34	0.34	0.00
Sat Flow, veh/h	518	1826	1585	1781	1836	4	628	5	1585	0	182	0
Grp Volume(v), veh/h	4	546	197	68	0	876	396	0	17	3	0	0
Grp Sat Flow(s),veh/h/ln	518	1826	1585	1781	0	1840	633	0	1585	182	0	0
Q Serve(g_s), s	0.7	26.0	8.7	2.2	0.0	38.4	0.0	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	30.1	26.0	8.7	2.2	0.0	38.4	41.0	0.0	0.8	41.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.33		0.00
Lane Grp Cap(c), veh/h	188	898	780	324	0	1043	276	0	601	102	0	0
V/C Ratio(X)	0.02	0.61	0.25	0.21	0.00	0.84	1.43	0.00	0.03	0.03	0.00	0.00
Avail Cap(c_a), veh/h	188	898	780	413	0	1043	276	0	601	102	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.00	0.71	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.3	22.1	17.7	16.3	0.0	11.1	43.9	0.0	23.4	31.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	3.1	0.8	0.1	0.0	6.0	215.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	11.3	3.2	0.8	0.0	10.7	25.0	0.0	0.3	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	25.2	18.5	16.3	0.0	17.1	259.2	0.0	23.4	31.8	0.0	0.0
LnGrp LOS	C	C	B	B	A	B	F	A	C	C	A	A
Approach Vol, veh/h		747			944			413			3	
Approach Delay, s/veh		23.4			17.0			249.5			31.8	
Approach LOS		C			B			F			C	

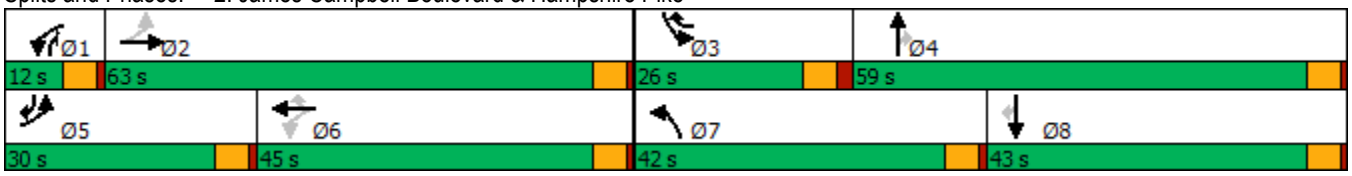
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		74.0		46.0	9.0	65.0		46.0				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		68.0		41.0	10.5	53.0		41.0				
Max Q Clear Time (g_c+I1), s		40.4		43.0	4.2	32.1		43.0				
Green Ext Time (p_c), s		13.3		0.0	0.0	7.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			64.9									
HCM 6th LOS			E									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	231	243	100	257	162	315	639	92	113	711	264
Future Volume (vph)	231	243	100	257	162	315	639	92	113	711	264
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	7	4	1	3	8	5
Permitted Phases	2		6		6			4			8
Detector Phase	5	2	1	6	3	7	4	1	3	8	5
Switch Phase											
Minimum Initial (s)	6.0	5.0	4.0	5.0	4.0	4.0	8.0	4.0	4.0	8.0	6.0
Minimum Split (s)	11.0	10.0	9.0	10.0	10.0	9.0	13.0	9.0	10.0	13.0	11.0
Total Split (s)	30.0	63.0	12.0	45.0	26.0	42.0	59.0	12.0	26.0	43.0	30.0
Total Split (%)	18.8%	39.4%	7.5%	28.1%	16.3%	26.3%	36.9%	7.5%	16.3%	26.9%	18.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
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
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	5.0	5.0	5.0	6.0	5.0	5.0
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
Recall Mode	None	Max	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	70.0	58.1	52.4	45.5	65.7	34.9	56.5	63.4	15.2	37.8	62.3
Actuated g/C Ratio	0.44	0.37	0.33	0.29	0.42	0.22	0.36	0.40	0.10	0.24	0.40
v/c Ratio	0.65	0.86	0.64	0.57	0.26	0.95	0.60	0.16	0.78	0.96	0.42
Control Delay	37.4	58.4	48.8	54.5	12.0	95.7	44.4	8.1	98.5	82.0	13.2
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	37.4	58.4	48.8	54.5	12.0	95.7	44.4	8.1	98.5	82.0	13.2
LOS	D	E	D	D	B	F	D	A	F	F	B
Approach Delay		51.6		40.1			56.7			67.1	
Approach LOS		D		D			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 157.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 56.4	Intersection LOS: E
Intersection Capacity Utilization 86.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: James Campbell Boulevard & Hampshire Pike

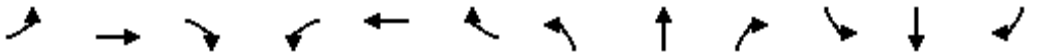




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	266	554	115	295	186	362	734	106	130	817	303
v/c Ratio	0.65	0.86	0.64	0.57	0.26	0.95	0.60	0.16	0.78	0.96	0.42
Control Delay	37.4	58.4	48.8	54.5	12.0	95.7	44.4	8.1	98.5	82.0	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	58.4	48.8	54.5	12.0	95.7	44.4	8.1	98.5	82.0	13.2
Queue Length 50th (ft)	183	514	72	267	41	373	327	10	135	450	77
Queue Length 95th (ft)	248	#681	#121	372	92	#532	396	47	200	#553	140
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	449	641	180	521	755	403	1219	643	220	853	777
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	0.59	0.86	0.64	0.57	0.25	0.90	0.60	0.16	0.59	0.96	0.39

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	243	239	100	257	162	315	639	92	113	711	264
Future Volume (veh/h)	231	243	239	100	257	162	315	639	92	113	711	264
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1826	1870	1826	1826	1826	1811	1781	1841	1870	1841
Adj Flow Rate, veh/h	266	279	250	115	295	100	362	734	45	130	817	163
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, %	3	4	5	2	5	5	5	6	8	4	2	4
Cap, veh/h	409	330	296	197	544	594	380	1264	621	151	855	555
Arrive On Green	0.12	0.37	0.37	0.04	0.30	0.30	0.22	0.37	0.37	0.09	0.24	0.24
Sat Flow, veh/h	1767	895	802	1781	1826	1547	1739	3441	1508	1753	3554	1557
Grp Volume(v), veh/h	266	0	529	115	295	100	362	734	45	130	817	163
Grp Sat Flow(s),veh/h/ln	1767	0	1696	1781	1826	1547	1739	1721	1508	1753	1777	1557
Q Serve(g_s), s	16.0	0.0	45.0	7.0	21.3	6.7	32.3	27.0	2.8	11.5	35.6	11.8
Cycle Q Clear(g_c), s	16.0	0.0	45.0	7.0	21.3	6.7	32.3	27.0	2.8	11.5	35.6	11.8
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	409	0	626	197	544	594	380	1264	621	151	855	555
V/C Ratio(X)	0.65	0.00	0.85	0.58	0.54	0.17	0.95	0.58	0.07	0.86	0.96	0.29
Avail Cap(c_a), veh/h	486	0	626	197	544	594	409	1264	621	223	859	556
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	32.9	0.0	45.5	41.0	46.2	31.9	60.6	40.0	28.0	71.0	58.9	36.4
Incr Delay (d2), s/veh	1.3	0.0	13.2	2.9	3.8	0.6	30.5	0.7	0.0	14.2	20.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	20.9	3.3	10.2	2.6	17.2	11.4	1.0	5.7	18.1	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	0.0	58.8	43.9	50.1	32.5	91.1	40.7	28.1	85.2	79.4	36.7
LnGrp LOS	C	A	E	D	D	C	F	D	C	F	E	D
Approach Vol, veh/h		795			510			1141			1110	
Approach Delay, s/veh		50.5			45.2			56.2			73.8	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	63.0	19.5	62.8	23.1	51.9	39.4	42.9
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	58.0	20.0	54.0	25.0	40.0	37.0	38.0
Max Q Clear Time (g_c+I1), s	9.0	47.0	13.5	29.0	18.0	23.3	34.3	37.6
Green Ext Time (p_c), s	0.0	1.7	0.0	5.0	0.1	1.1	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	58.9
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	24	38	0	20	52	1049	3	3	993	35
Future Vol, veh/h	9	0	24	38	0	20	52	1049	3	3	993	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	100	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	15	3	2	6	9	2	2	67	3	7
Mvmt Flow	10	0	26	42	0	22	57	1153	3	3	1091	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1807	2386	565	1819	2402	577	1129	0	0	1156	0	0
Stage 1	1116	1116	-	1267	1267	-	-	-	-	-	-	-
Stage 2	691	1270	-	552	1135	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.2	7.56	6.54	7.02	4.28	-	-	5.44	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.45	3.53	4.02	3.36	2.29	-	-	2.87	-	-
Pot Cap-1 Maneuver	50	34	437	48	33	450	576	-	-	335	-	-
Stage 1	221	281	-	177	238	-	-	-	-	-	-	-
Stage 2	401	237	-	483	275	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	44	30	437	~ 41	29	450	576	-	-	335	-	-
Mov Cap-2 Maneuver	133	123	-	118	111	-	-	-	-	-	-	-
Stage 1	199	278	-	159	214	-	-	-	-	-	-	-
Stage 2	344	214	-	450	273	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.4	38.3	1	0
HCM LOS	C	E		

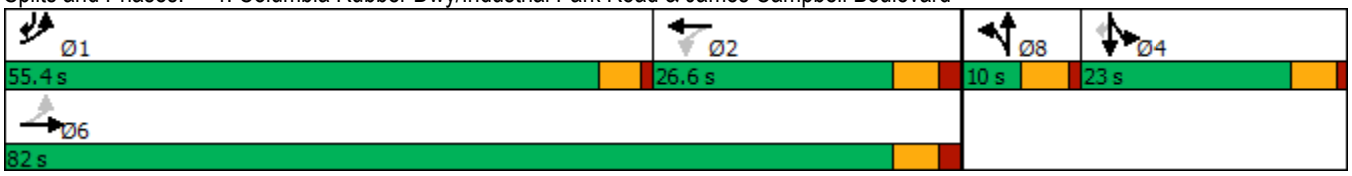
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	576	-	-	133	437	118	450	335	-	-
HCM Lane V/C Ratio	0.099	-	-	0.074	0.06	0.354	0.049	0.01	-	-
HCM Control Delay (s)	11.9	0.5	-	34.2	13.8	51.4	13.4	15.9	-	-
HCM Lane LOS	B	A	-	D	B	F	B	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.2	0.2	1.4	0.2	0	-	-

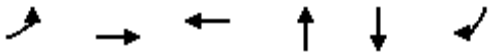
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	792	314	2	304	7	0	720
Future Volume (vph)	792	314	2	304	7	0	720
Turn Type	pm+pt	NA	Perm	NA	NA	NA	pm+ov
Protected Phases	1	6		2	8	4	1
Permitted Phases	6		2				4
Detector Phase	1	6	2	2	8	4	1
Switch Phase							
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0	5.0
Minimum Split (s)	9.5	21.0	21.0	21.0	10.0	10.0	9.5
Total Split (s)	55.4	82.0	26.6	26.6	10.0	23.0	55.4
Total Split (%)	48.2%	71.3%	23.1%	23.1%	8.7%	20.0%	48.2%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	2.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0		6.0	5.0	5.0	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	Max	None	None	None
Act Effct Green (s)	77.7	76.2		22.6	5.0	18.0	72.1
Actuated g/C Ratio	0.71	0.70		0.21	0.05	0.17	0.66
v/c Ratio	0.93	0.14		0.61	0.27	0.97	0.40
Control Delay	35.2	6.1		42.9	56.0	56.7	4.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	35.2	6.1		42.9	56.0	56.7	4.6
LOS	D	A		D	E	E	A
Approach Delay		26.9		42.9	56.0	31.0	
Approach LOS		C		D	E	C	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 109	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 31.2	Intersection LOS: C
Intersection Capacity Utilization 89.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Columbia Rubber Dwy/Industrial Park Road & James Campbell Boulevard

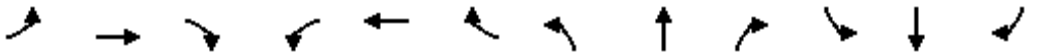




Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	870	348	420	20	430	419
v/c Ratio	0.93	0.14	0.61	0.27	0.97	0.40
Control Delay	35.2	6.1	42.9	56.0	56.7	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	6.1	42.9	56.0	56.7	4.6
Queue Length 50th (ft)	375	32	130	11	145	37
Queue Length 95th (ft)	#789	64	203	39	#390	109
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	955	2463	683	74	444	1078
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	0.91	0.14	0.61	0.27	0.97	0.39

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	792	314	3	2	304	76	8	7	3	53	0	720
Future Volume (veh/h)	792	314	3	2	304	76	8	7	3	53	0	720
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	1856	1870	1411	1870	1841	1856	1870	1307	1870	1767	1870	1841
Adj Flow Rate, veh/h	870	345	2	2	334	64	9	8	0	0	0	529
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	2	33	2	4	3	2	40	2	9	2	4
Cap, veh/h	911	2547	15	34	845	159	12	11	0	0	244	1553
Arrive On Green	0.37	0.70	0.70	0.29	0.29	0.29	0.02	0.02	0.00	0.00	0.00	0.13
Sat Flow, veh/h	1767	3622	21	3	2872	541	674	599	0	0	1870	3120
Grp Volume(v), veh/h	870	169	178	213	0	187	17	0	0	0	0	529
Grp Sat Flow(s),veh/h/ln	1767	1777	1867	1838	0	1578	1273	0	0	0	1870	1560
Q Serve(g_s), s	34.8	3.4	3.4	0.0	0.0	10.2	1.4	0.0	0.0	0.0	0.0	11.1
Cycle Q Clear(g_c), s	34.8	3.4	3.4	10.0	0.0	10.2	1.4	0.0	0.0	0.0	0.0	11.1
Prop In Lane	1.00		0.01	0.01		0.34	0.53		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	911	1249	1312	574	0	464	24	0	0	0	244	1553
V/C Ratio(X)	0.96	0.14	0.14	0.37	0.00	0.40	0.72	0.00	0.00	0.00	0.00	0.34
Avail Cap(c_a), veh/h	1094	1249	1312	574	0	464	59	0	0	0	311	1665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.6	5.3	5.3	30.5	0.0	30.5	52.8	0.0	0.0	0.0	0.0	16.4
Incr Delay (d2), s/veh	16.0	0.2	0.2	1.8	0.0	2.6	33.8	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	1.1	1.1	4.6	0.0	4.1	0.7	0.0	0.0	0.0	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	5.5	5.5	32.3	0.0	33.1	86.5	0.0	0.0	0.0	0.0	16.5
LnGrp LOS	C	A	A	C	A	C	F	A	A	A	A	B
Approach Vol, veh/h		1217			400			17			529	
Approach Delay, s/veh		23.4			32.7			86.5			16.5	
Approach LOS		C			C			F			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	44.2	37.8		19.1		82.0		7.0				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	36.8	12.2		13.1		5.4		3.4				
Green Ext Time (p_c), s	2.9	1.3		1.0		1.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		23.9	
HCM 6th LOS		C	

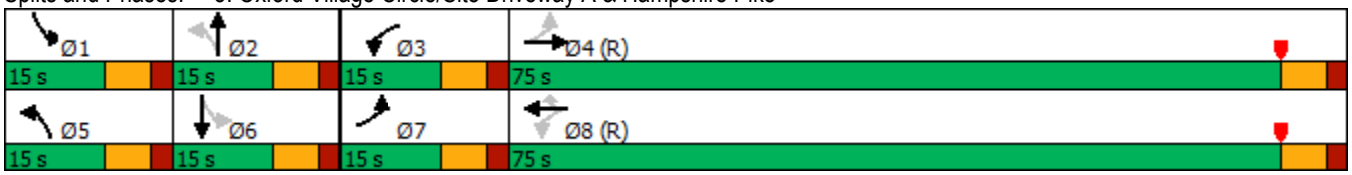
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø1	Ø6	Ø7
Lane Configurations								
Traffic Volume (vph)	554	12	870	12	0			
Future Volume (vph)	554	12	870	12	0			
Turn Type	NA	pm+pt	NA	pm+pt	NA			
Protected Phases	4	3	8	5	2	1	6	7
Permitted Phases		8		2				
Detector Phase	4	3	8	5	2			
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	24.0	11.0	44.0	11.0	24.0	11.0
Total Split (s)	75.0	15.0	75.0	15.0	15.0	15.0	15.0	15.0
Total Split (%)	62.5%	12.5%	62.5%	12.5%	12.5%	13%	13%	13%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0			
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	None	Max	None	Max	None
Act Effct Green (s)	88.8	93.6	93.6	14.4	14.4			
Actuated g/C Ratio	0.74	0.78	0.78	0.12	0.12			
v/c Ratio	0.46	0.02	0.66	0.09	0.02			
Control Delay	5.8	4.5	10.1	43.8	0.1			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay	5.8	4.5	10.1	43.8	0.1			
LOS	A	A	B	D	A			
Approach Delay	5.8		10.1		22.0			
Approach LOS	A		B		C			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 103 (86%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 8.6	Intersection LOS: A
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

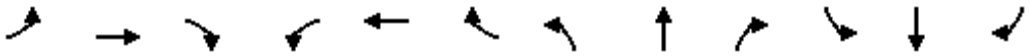
Splits and Phases: 5: Oxford Village Circle/Site Driveway A & Hampshire Pike





Lane Group	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	615	13	946	13	13
v/c Ratio	0.46	0.02	0.66	0.09	0.02
Control Delay	5.8	4.5	10.1	43.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.8	4.5	10.1	43.8	0.1
Queue Length 50th (ft)	67	1	205	10	0
Queue Length 95th (ft)	117	8	557	27	0
Internal Link Dist (ft)	1470		2278		194
Turn Bay Length (ft)		100			
Base Capacity (vph)	1336	569	1425	170	583
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	0.02	0.66	0.08	0.02

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	554	12	12	870	0	12	0	12	0	0	0
Future Volume (veh/h)	0	554	12	12	870	0	12	0	12	0	0	0
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	1826	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	602	13	13	946	0	13	0	13	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	362	1239	27	648	1400	1205	192	0	221	167	140	0
Arrive On Green	0.00	1.00	1.00	0.01	0.76	0.00	0.01	0.00	0.14	0.00	0.00	0.00
Sat Flow, veh/h	1781	1781	38	1781	1841	1585	1781	0	1585	1781	1870	0
Grp Volume(v), veh/h	0	0	615	13	946	0	13	0	13	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1819	1781	1841	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	0.2	30.4	0.0	0.8	0.0	0.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.2	30.4	0.0	0.8	0.0	0.9	0.0	0.0	0.0
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	362	0	1265	648	1400	1205	192	0	221	167	140	0
V/C Ratio(X)	0.00	0.00	0.49	0.02	0.68	0.00	0.07	0.00	0.06	0.00	0.00	0.00
Avail Cap(c_a), veh/h	494	0	1265	755	1400	1205	300	0	221	299	140	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.83	0.70	0.70	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	4.5	7.1	0.0	48.3	0.0	44.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.1	0.0	1.9	0.0	0.1	0.0	0.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.1	10.7	0.0	0.4	0.0	0.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	1.1	4.5	8.9	0.0	48.4	0.0	45.3	0.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	D	A	A	A
Approach Vol, veh/h		615			959			26			0	
Approach Delay, s/veh		1.1			8.9			46.9			0.0	
Approach LOS		A			A			D				

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	22.8	7.8	89.5	7.8	15.0	0.0	97.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	9.0	9.0	69.0	9.0	9.0	9.0	69.0
Max Q Clear Time (g_c+I1), s	0.0	2.9	2.2	2.0	2.8	0.0	0.0	32.4
Green Ext Time (p_c), s	0.0	0.0	0.0	5.0	0.0	0.0	0.0	9.6

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

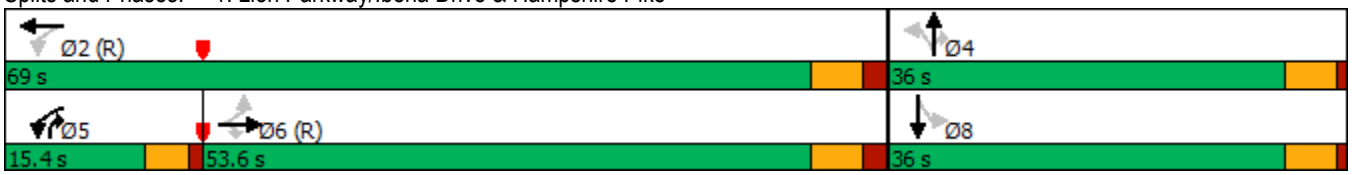
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	1	599	486	204	505	265	2	173	11	8
Future Volume (vph)	1	599	486	204	505	265	2	173	11	8
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases		6		5	2		4	5		8
Permitted Phases	6		6	2		4		4	8	
Detector Phase	6	6	6	5	2	4	4	5	8	8
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	9.5	21.0	10.0	10.0	9.5	10.0	10.0
Total Split (s)	53.6	53.6	53.6	15.4	69.0	36.0	36.0	15.4	36.0	36.0
Total Split (%)	51.0%	51.0%	51.0%	14.7%	65.7%	34.3%	34.3%	14.7%	34.3%	34.3%
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0		5.0	4.5		5.0
Lead/Lag	Lag	Lag	Lag	Lead				Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes		
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	52.9	52.9	52.9	68.0	66.5		27.5	41.6		27.5
Actuated g/C Ratio	0.50	0.50	0.50	0.65	0.63		0.26	0.40		0.26
v/c Ratio	0.00	0.72	0.50	0.62	0.48		0.90	0.29		0.07
Control Delay	16.0	27.4	3.4	15.9	12.7		67.9	5.4		21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	16.0	27.4	3.4	15.9	12.7		67.9	5.4		21.4
LOS	B	C	A	B	B		E	A		C
Approach Delay		16.6			13.6		43.3			21.4
Approach LOS		B			B		D			C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 20.9	Intersection LOS: C
Intersection Capacity Utilization 77.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Lion Parkway/Iberia Drive & Hampshire Pike

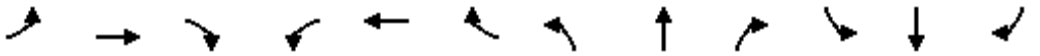




Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1	658	534	224	555	293	190	30
v/c Ratio	0.00	0.72	0.50	0.62	0.48	0.90	0.29	0.07
Control Delay	16.0	27.4	3.4	15.9	12.7	67.9	5.4	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	27.4	3.4	15.9	12.7	67.9	5.4	21.4
Queue Length 50th (ft)	0	353	0	60	195	184	11	10
Queue Length 95th (ft)	4	526	58	98	288	#321	51	33
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	427	919	1062	387	1146	366	670	460
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.72	0.50	0.58	0.48	0.80	0.28	0.07

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	599	486	204	505	0	265	2	173	11	8	8
Future Volume (veh/h)	1	599	486	204	505	0	265	2	173	11	8	8
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	1841	1870	1841	1826	1870	1781	1870	1663	1870	1870	1870
Adj Flow Rate, veh/h	1	658	243	224	555	0	291	2	75	12	9	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	2	4	5	2	8	2	16	2	2	2
Cap, veh/h	432	876	754	323	1096	0	372	2	531	64	36	2
Arrive On Green	0.48	0.48	0.48	0.08	0.60	0.00	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	854	1841	1585	1753	1826	0	1030	7	1409	37	123	8
Grp Volume(v), veh/h	1	658	243	224	555	0	293	0	75	22	0	0
Grp Sat Flow(s),veh/h/ln	854	1841	1585	1753	1826	0	1037	0	1409	167	0	0
Q Serve(g_s), s	0.1	30.6	10.0	6.5	18.3	0.0	0.0	0.0	3.7	0.4	0.0	0.0
Cycle Q Clear(g_c), s	5.4	30.6	10.0	6.5	18.3	0.0	29.6	0.0	3.7	30.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.55		0.05
Lane Grp Cap(c), veh/h	432	876	754	323	1096	0	374	0	531	102	0	0
V/C Ratio(X)	0.00	0.75	0.32	0.69	0.51	0.00	0.78	0.00	0.14	0.22	0.00	0.00
Avail Cap(c_a), veh/h	432	876	754	362	1096	0	374	0	531	102	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.4	22.5	17.0	18.8	12.1	0.0	36.5	0.0	21.5	30.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.9	1.1	2.6	1.2	0.0	9.5	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.7	3.7	2.5	7.0	0.0	8.3	0.0	1.2	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	28.4	18.2	21.4	13.2	0.0	46.0	0.0	21.6	30.6	0.0	0.0
LnGrp LOS	B	C	B	C	B	A	D	A	C	C	A	A
Approach Vol, veh/h		902			779			368			22	
Approach Delay, s/veh		25.6			15.6			41.0			30.6	
Approach LOS		C			B			D			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		69.0		36.0	13.1	55.9		36.0				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		63.0		31.0	10.9	47.6		31.0				
Max Q Clear Time (g_c+I1), s		20.3		31.6	8.5	32.6		32.0				
Green Ext Time (p_c), s		8.1		0.0	0.1	7.9		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	24.6	
HCM 6th LOS	C	

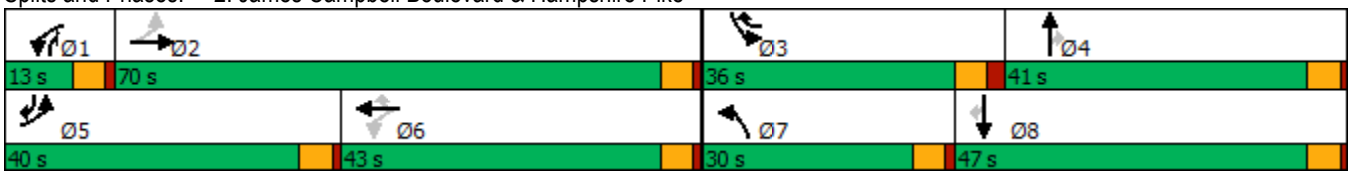
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	321	296	104	240	112	220	495	108	241	768	246
Future Volume (vph)	321	296	104	240	112	220	495	108	241	768	246
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	7	4	1	3	8	5
Permitted Phases	2		6		6			4			8
Detector Phase	5	2	1	6	3	7	4	1	3	8	5
Switch Phase											
Minimum Initial (s)	6.0	5.0	4.0	5.0	4.0	4.0	8.0	4.0	4.0	8.0	6.0
Minimum Split (s)	11.0	10.0	9.0	10.0	10.0	9.0	13.0	9.0	10.0	13.0	11.0
Total Split (s)	40.0	70.0	13.0	43.0	36.0	30.0	41.0	13.0	36.0	47.0	40.0
Total Split (%)	25.0%	43.8%	8.1%	26.9%	22.5%	18.8%	25.6%	8.1%	22.5%	29.4%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
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
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	5.0	5.0	5.0	6.0	5.0	5.0
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
Recall Mode	None	Max	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	77.8	65.0	54.6	46.8	78.9	23.9	37.0	49.8	27.1	41.1	72.2
Actuated g/C Ratio	0.49	0.41	0.35	0.30	0.50	0.15	0.23	0.32	0.17	0.26	0.46
v/c Ratio	0.73	0.93	0.74	0.50	0.16	0.94	0.72	0.23	0.91	0.95	0.34
Control Delay	36.0	62.3	55.9	52.0	6.5	107.5	62.5	16.0	97.8	78.0	8.3
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	36.0	62.3	55.9	52.0	6.5	107.5	62.5	16.0	97.8	78.0	8.3
LOS	D	E	E	D	A	F	E	B	F	E	A
Approach Delay		53.0		41.7			68.4			68.1	
Approach LOS		D		D			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 157.9	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 60.7	Intersection LOS: E
Intersection Capacity Utilization 89.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: James Campbell Boulevard & Hampshire Pike

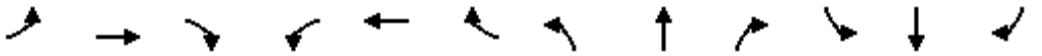




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	361	660	117	270	126	247	556	121	271	863	276
v/c Ratio	0.73	0.93	0.74	0.50	0.16	0.94	0.72	0.23	0.91	0.95	0.34
Control Delay	36.0	62.3	55.9	52.0	6.5	107.5	62.5	16.0	97.8	78.0	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	62.3	55.9	52.0	6.5	107.5	62.5	16.0	97.8	78.0	8.3
Queue Length 50th (ft)	243	633	66	236	11	258	288	29	277	470	47
Queue Length 95th (ft)	327	#874	#163	354	51	#419	355	81	#417	#588	97
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	552	711	160	541	810	275	769	534	329	923	885
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	0.65	0.93	0.73	0.50	0.16	0.90	0.72	0.23	0.82	0.93	0.31

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	296	291	104	240	112	220	495	108	241	768	246
Future Volume (veh/h)	321	296	291	104	240	112	220	495	108	241	768	246
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1796	1796	1841	1752	1841	1752	1796	1841	1841	1826
Adj Flow Rate, veh/h	361	333	302	117	270	64	247	556	55	271	863	149
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	7	3	7	7	4	10	4	10	7	4	4	5
Cap, veh/h	498	368	334	179	563	700	266	801	443	291	912	644
Arrive On Green	0.16	0.41	0.41	0.05	0.31	0.31	0.15	0.24	0.24	0.17	0.26	0.26
Sat Flow, veh/h	1711	896	813	1711	1841	1485	1753	3328	1522	1753	3497	1547
Grp Volume(v), veh/h	361	0	635	117	270	64	247	556	55	271	863	149
Grp Sat Flow(s),veh/h/ln	1711	0	1709	1711	1841	1485	1753	1664	1522	1753	1749	1547
Q Serve(g_s), s	22.3	0.0	55.2	7.5	18.9	3.8	22.0	24.1	4.2	24.2	38.3	9.9
Cycle Q Clear(g_c), s	22.3	0.0	55.2	7.5	18.9	3.8	22.0	24.1	4.2	24.2	38.3	9.9
Prop In Lane	1.00		0.48	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	498	0	702	179	563	700	266	801	443	291	912	644
V/C Ratio(X)	0.72	0.00	0.91	0.65	0.48	0.09	0.93	0.69	0.12	0.93	0.95	0.23
Avail Cap(c_a), veh/h	611	0	702	179	563	700	277	801	443	332	928	650
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	30.0	0.0	43.8	40.8	44.7	23.1	66.3	54.8	41.3	65.2	57.4	29.9
Incr Delay (d2), s/veh	2.3	0.0	17.4	6.6	2.9	0.3	34.0	2.6	0.1	29.0	17.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	0.0	26.2	3.5	9.1	1.4	12.2	10.2	1.6	13.0	18.8	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	0.0	61.2	47.4	47.6	23.4	100.3	57.4	41.4	94.2	75.2	30.1
LnGrp LOS	C	A	E	D	D	C	F	E	D	F	E	C
Approach Vol, veh/h		996			451			858			1283	
Approach Delay, s/veh		50.7			44.1			68.7			74.0	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	70.0	32.3	43.1	29.6	53.4	29.1	46.3
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	65.0	30.0	36.0	35.0	38.0	25.0	42.0
Max Q Clear Time (g_c+I1), s	9.5	57.2	26.2	26.1	24.3	20.9	24.0	40.3
Green Ext Time (p_c), s	0.0	1.8	0.1	2.5	0.3	0.9	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	62.5
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	9.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	91	0	123	10	0	4	23	853	39	23	1265	38
Future Vol, veh/h	91	0	123	10	0	4	23	853	39	23	1265	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	100	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	13	2	11	2	2	2	32	12	2	5	4	11
Mvmt Flow	100	0	135	11	0	4	25	937	43	25	1390	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1980	2491	716	1732	2469	469	1432	0	0	980	0	0
Stage 1	1461	1461	-	987	987	-	-	-	-	-	-	-
Stage 2	519	1030	-	745	1482	-	-	-	-	-	-	-
Critical Hdwy	7.76	6.54	7.12	7.54	6.54	6.94	4.74	-	-	4.2	-	-
Critical Hdwy Stg 1	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.63	4.02	3.41	3.52	4.02	3.32	2.52	-	-	2.25	-	-
Pot Cap-1 Maneuver	~ 32	29	353	56	30	541	343	-	-	682	-	-
Stage 1	122	192	-	265	324	-	-	-	-	-	-	-
Stage 2	481	309	-	372	187	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 29	26	353	32	27	541	343	-	-	682	-	-
Mov Cap-2 Maneuver	~ 89	110	-	114	104	-	-	-	-	-	-	-
Stage 1	113	185	-	246	300	-	-	-	-	-	-	-
Stage 2	442	286	-	221	180	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	105.4	31.8	1	0.2
HCM LOS	F	D		

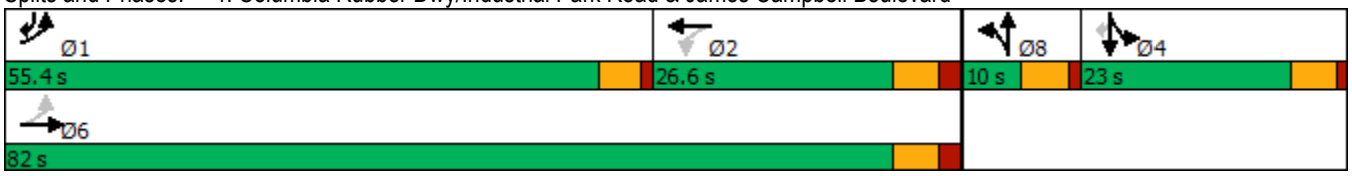
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	343	-	-	89	353	114	541	682	-	-
HCM Lane V/C Ratio	0.074	-	-	1.124	0.383	0.096	0.008	0.037	-	-
HCM Control Delay (s)	16.3	0.6	-	218.9	21.4	39.9	11.7	10.5	-	-
HCM Lane LOS	C	A	-	F	C	E	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	6.8	1.7	0.3	0	0.1	-	-

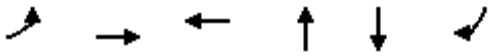
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	646	290	296	7	7	1033
Future Volume (vph)	646	290	296	7	7	1033
Turn Type	pm+pt	NA	NA	NA	NA	pm+ov
Protected Phases	1	6	2	8	4	1
Permitted Phases	6					4
Detector Phase	1	6	2	8	4	1
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0
Minimum Split (s)	9.5	21.0	21.0	10.0	10.0	9.5
Total Split (s)	55.4	82.0	26.6	10.0	23.0	55.4
Total Split (%)	48.2%	71.3%	23.1%	8.7%	20.0%	48.2%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	5.0	5.0	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	None	None
Act Effct Green (s)	77.6	76.1	26.8	5.0	18.0	67.8
Actuated g/C Ratio	0.73	0.71	0.25	0.05	0.17	0.63
v/c Ratio	0.89	0.15	0.49	0.17	1.87	0.65
Control Delay	27.4	5.4	37.6	54.0	423.1	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	5.4	37.6	54.0	423.1	9.7
LOS	C	A	D	D	F	A
Approach Delay		20.4	37.6	54.0	217.0	
Approach LOS		C	D	D	F	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 107	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.87	
Intersection Signal Delay: 115.5	Intersection LOS: F
Intersection Capacity Utilization 97.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: Columbia Rubber Dwy/Industrial Park Road & James Campbell Boulevard



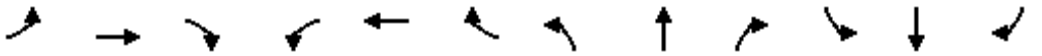


Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	751	350	406	11	677	673
v/c Ratio	0.89	0.15	0.49	0.17	1.87	0.65
Control Delay	27.4	5.4	37.6	54.0	423.1	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	5.4	37.6	54.0	423.1	9.7
Queue Length 50th (ft)	273	32	126	7	~653	117
Queue Length 95th (ft)	#578	61	187	26	#916	257
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	900	2342	836	64	363	1102
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	0.83	0.15	0.49	0.17	1.87	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	646	290	11	0	296	53	2	7	1	121	7	1033
Future Volume (veh/h)	646	290	11	0	296	53	2	7	1	121	7	1033
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	1693	1767	1737	1870	1811	1693	1159	1307	1870	1811	1307	1841
Adj Flow Rate, veh/h	751	337	11	0	344	48	2	8	0	0	0	1092
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	14	9	11	2	6	14	50	40	2	6	40	4
Cap, veh/h	801	2265	74	0	927	128	3	12	0	0	211	1555
Arrive On Green	0.34	0.68	0.68	0.00	0.31	0.31	0.01	0.01	0.00	0.00	0.00	0.16
Sat Flow, veh/h	1612	3317	108	0	3127	420	259	1035	0	0	1307	3120
Grp Volume(v), veh/h	751	170	178	0	194	198	10	0	0	0	0	1092
Grp Sat Flow(s),veh/h/ln	1612	1678	1747	0	1721	1735	1294	0	0	0	1307	1560
Q Serve(g_s), s	33.0	4.0	4.0	0.0	9.8	10.0	0.9	0.0	0.0	0.0	0.0	18.0
Cycle Q Clear(g_c), s	33.0	4.0	4.0	0.0	9.8	10.0	0.9	0.0	0.0	0.0	0.0	18.0
Prop In Lane	1.00		0.06	0.00		0.24	0.20		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	801	1146	1193	0	526	530	15	0	0	0	211	1555
V/C Ratio(X)	0.94	0.15	0.15	0.00	0.37	0.37	0.65	0.00	0.00	0.00	0.00	0.70
Avail Cap(c_a), veh/h	995	1146	1193	0	526	530	58	0	0	0	211	1555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.8	6.2	6.2	0.0	30.3	30.3	54.8	0.0	0.0	0.0	0.0	21.5
Incr Delay (d2), s/veh	13.8	0.3	0.3	0.0	2.0	2.0	37.3	0.0	0.0	0.0	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	1.3	1.3	0.0	4.2	4.3	0.4	0.0	0.0	0.0	0.0	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	6.5	6.5	0.0	32.2	32.3	92.1	0.0	0.0	0.0	0.0	23.0
LnGrp LOS	C	A	A	A	C	C	F	A	A	A	A	C
Approach Vol, veh/h		1099			392			10			1092	
Approach Delay, s/veh		21.6			32.3			92.1			23.0	
Approach LOS		C			C			F			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	42.0	40.0		23.0		82.0		6.3				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	35.0	12.0		20.0		6.0		2.9				
Green Ext Time (p_c), s	2.5	1.3		0.0		1.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		24.1	
HCM 6th LOS		C	

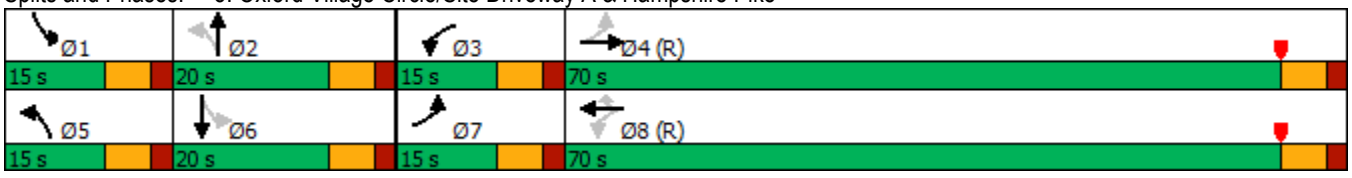
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	19	765	12	684	55	12	0	130	0
Future Volume (vph)	19	765	12	684	55	12	0	130	0
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	7	4	3	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	24.0	24.0	11.0	24.0	11.0	24.0
Total Split (s)	15.0	70.0	15.0	70.0	70.0	15.0	20.0	15.0	20.0
Total Split (%)	12.5%	58.3%	12.5%	58.3%	58.3%	12.5%	16.7%	12.5%	16.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	Max	None	Max
Act Effct Green (s)	76.8	74.2	76.5	74.1	74.1	20.2	14.0	27.3	23.7
Actuated g/C Ratio	0.64	0.62	0.64	0.62	0.62	0.17	0.12	0.23	0.20
v/c Ratio	0.07	0.78	0.06	0.67	0.06	0.05	0.03	0.49	0.04
Control Delay	7.7	24.7	7.8	20.3	0.1	35.7	0.2	44.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	24.7	7.8	20.3	0.1	35.7	0.2	44.7	0.1
LOS	A	C	A	C	A	D	A	D	A
Approach Delay		24.3		18.6			17.9		37.6
Approach LOS		C		B			B		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 103 (86%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 22.9	Intersection LOS: C
Intersection Capacity Utilization 64.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Oxford Village Circle/Site Driveway A & Hampshire Pike

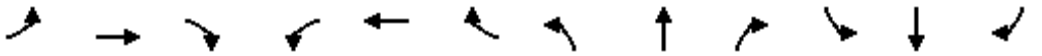




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	21	854	13	752	60	13	13	143	27
v/c Ratio	0.07	0.78	0.06	0.67	0.06	0.05	0.03	0.49	0.04
Control Delay	7.7	24.7	7.8	20.3	0.1	35.7	0.2	44.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	24.7	7.8	20.3	0.1	35.7	0.2	44.7	0.1
Queue Length 50th (ft)	5	400	3	313	0	8	0	92	0
Queue Length 95th (ft)	14	#826	10	592	0	25	0	153	0
Internal Link Dist (ft)		1470		2278			194		449
Turn Bay Length (ft)	100		100		125				
Base Capacity (vph)	343	1096	271	1117	1029	293	413	291	603
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.78	0.05	0.67	0.06	0.04	0.03	0.49	0.04

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	765	12	12	684	55	12	0	12	130	0	25
Future Volume (veh/h)	19	765	12	12	684	55	12	0	12	130	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	841	13	13	752	60	13	0	13	143	0	27
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	7	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	298	1047	16	231	1072	931	247	0	185	347	0	281
Arrive On Green	0.02	0.59	0.59	0.01	0.59	0.59	0.01	0.00	0.12	0.08	0.00	0.18
Sat Flow, veh/h	1781	1764	27	1781	1826	1585	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	21	0	854	13	752	60	13	0	13	143	0	27
Grp Sat Flow(s),veh/h/ln	1781	0	1791	1781	1826	1585	1781	0	1585	1781	0	1585
Q Serve(g_s), s	0.6	0.0	44.4	0.4	34.7	1.9	0.8	0.0	0.9	8.3	0.0	1.7
Cycle Q Clear(g_c), s	0.6	0.0	44.4	0.4	34.7	1.9	0.8	0.0	0.9	8.3	0.0	1.7
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	0	1063	231	1072	931	247	0	185	347	0	281
V/C Ratio(X)	0.07	0.00	0.80	0.06	0.70	0.06	0.05	0.00	0.07	0.41	0.00	0.10
Avail Cap(c_a), veh/h	394	0	1063	338	1072	931	355	0	185	347	0	281
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.00	0.75	0.79	0.79	0.79	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.5	0.0	18.9	17.7	17.4	10.6	45.6	0.0	47.2	40.9	0.0	41.3
Incr Delay (d2), s/veh	0.1	0.0	4.9	0.1	3.0	0.1	0.1	0.0	0.7	0.8	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	18.1	0.1	14.3	0.7	0.3	0.0	0.4	3.7	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.6	0.0	23.8	17.8	20.4	10.7	45.7	0.0	47.9	41.7	0.0	42.0
LnGrp LOS	B	A	C	B	C	B	D	A	D	D	A	D
Approach Vol, veh/h		875			825			26			170	
Approach Delay, s/veh		23.6			19.7			46.8			41.8	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	20.0	7.8	77.2	7.8	27.2	8.5	76.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	14.0	9.0	64.0	9.0	14.0	9.0	64.0
Max Q Clear Time (g_c+I1), s	10.3	2.9	2.4	46.4	2.8	3.7	2.6	36.7
Green Ext Time (p_c), s	0.0	0.0	0.0	5.7	0.0	0.0	0.0	5.7

Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

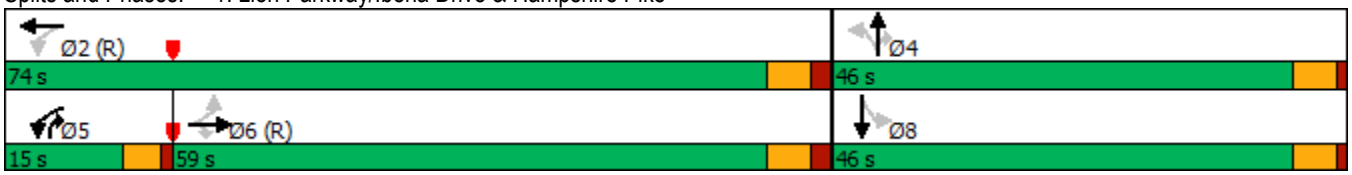
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	4	525	385	64	822	362	3	51	1	2
Future Volume (vph)	4	525	385	64	822	362	3	51	1	2
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases		6		5	2		4	5		8
Permitted Phases	6		6	2		4		4	8	
Detector Phase	6	6	6	5	2	4	4	5	8	8
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	9.5	21.0	10.0	10.0	9.5	10.0	10.0
Total Split (s)	59.0	59.0	59.0	15.0	74.0	46.0	46.0	15.0	46.0	46.0
Total Split (%)	49.2%	49.2%	49.2%	12.5%	61.7%	38.3%	38.3%	12.5%	38.3%	38.3%
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0		5.0	4.5		5.0
Lead/Lag	Lag	Lag	Lag	Lead				Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes		
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	62.4	62.4	62.4	72.7	71.2		37.8	49.0		37.8
Actuated g/C Ratio	0.52	0.52	0.52	0.61	0.59		0.32	0.41		0.32
v/c Ratio	0.03	0.61	0.41	0.19	0.83		0.93	0.08		0.01
Control Delay	18.5	25.6	3.1	17.8	30.0		69.1	5.3		23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	18.5	25.6	3.1	17.8	30.0		69.1	5.3		23.8
LOS	B	C	A	B	C		E	A		C
Approach Delay		16.1			29.1		61.4			23.8
Approach LOS		B			C		E			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 29.8	Intersection LOS: C
Intersection Capacity Utilization 89.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Lion Parkway/Iberia Drive & Hampshire Pike

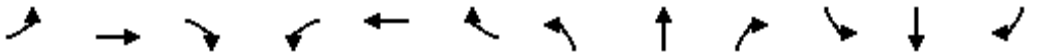




Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	571	418	70	895	396	55	4
v/c Ratio	0.03	0.61	0.41	0.19	0.83	0.93	0.08	0.01
Control Delay	18.5	25.6	3.1	17.8	30.0	69.1	5.3	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	25.6	3.1	17.8	30.0	69.1	5.3	23.8
Queue Length 50th (ft)	2	328	0	33	445	284	0	2
Queue Length 95th (ft)	9	471	55	m47	#587	#463	24	10
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	123	941	1023	420	1083	461	734	585
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.61	0.41	0.17	0.83	0.86	0.07	0.01

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	525	385	64	822	2	362	3	51	1	2	1
Future Volume (veh/h)	4	525	385	64	822	2	362	3	51	1	2	1
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	1530	1826	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	571	196	70	893	2	393	3	17	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	25	5	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	176	898	779	309	1040	2	274	2	601	40	62	0
Arrive On Green	0.49	0.49	0.49	0.05	0.75	0.75	0.34	0.34	0.34	0.34	0.34	0.00
Sat Flow, veh/h	508	1826	1585	1781	1836	4	628	5	1585	0	182	0
Grp Volume(v), veh/h	4	571	196	70	0	895	396	0	17	3	0	0
Grp Sat Flow(s),veh/h/ln	508	1826	1585	1781	0	1840	633	0	1585	182	0	0
Q Serve(g_s), s	0.7	27.8	8.6	2.2	0.0	40.7	0.0	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	32.4	27.8	8.6	2.2	0.0	40.7	41.0	0.0	0.8	41.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.33		0.00
Lane Grp Cap(c), veh/h	176	898	779	309	0	1043	276	0	601	102	0	0
V/C Ratio(X)	0.02	0.64	0.25	0.23	0.00	0.86	1.43	0.00	0.03	0.03	0.00	0.00
Avail Cap(c_a), veh/h	176	898	779	398	0	1043	276	0	601	102	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.55	0.00	0.55	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.1	22.6	17.7	16.8	0.0	11.4	43.9	0.0	23.4	31.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	3.4	0.8	0.1	0.0	5.3	215.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	12.2	3.2	0.9	0.0	11.1	25.0	0.0	0.3	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	26.0	18.5	16.8	0.0	16.7	259.2	0.0	23.4	31.8	0.0	0.0
LnGrp LOS	D	C	B	B	A	B	F	A	C	C	A	A
Approach Vol, veh/h		771			965			413			3	
Approach Delay, s/veh		24.1			16.7			249.5			31.8	
Approach LOS		C			B			F			C	

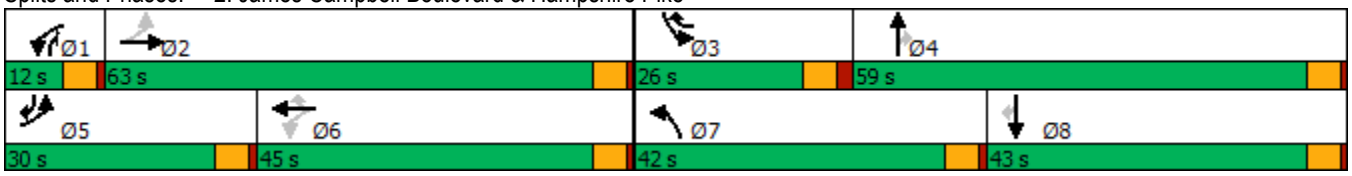
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		74.0		46.0	9.0	65.0		46.0				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		68.0		41.0	10.5	53.0		41.0				
Max Q Clear Time (g_c+I1), s		42.7		43.0	4.2	34.4		43.0				
Green Ext Time (p_c), s		13.1		0.0	0.0	7.6		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			64.1									
HCM 6th LOS			E									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	277	260	100	280	162	337	639	92	113	711	340
Future Volume (vph)	277	260	100	280	162	337	639	92	113	711	340
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	7	4	1	3	8	5
Permitted Phases	2		6		6			4			8
Detector Phase	5	2	1	6	3	7	4	1	3	8	5
Switch Phase											
Minimum Initial (s)	6.0	5.0	4.0	5.0	4.0	4.0	8.0	4.0	4.0	8.0	6.0
Minimum Split (s)	11.0	10.0	9.0	10.0	10.0	9.0	13.0	9.0	10.0	13.0	11.0
Total Split (s)	30.0	63.0	12.0	45.0	26.0	42.0	59.0	12.0	26.0	43.0	30.0
Total Split (%)	18.8%	39.4%	7.5%	28.1%	16.3%	26.3%	36.9%	7.5%	16.3%	26.9%	18.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
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
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	5.0	5.0	5.0	6.0	5.0	5.0
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
Recall Mode	None	Max	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	70.0	58.0	49.4	42.4	62.8	36.8	58.4	65.4	15.4	38.0	65.6
Actuated g/C Ratio	0.44	0.36	0.31	0.27	0.39	0.23	0.37	0.41	0.10	0.24	0.41
v/c Ratio	0.82	0.93	0.79	0.67	0.28	0.98	0.59	0.16	0.78	0.97	0.53
Control Delay	48.8	68.6	67.5	61.2	13.3	100.6	44.0	8.0	99.4	84.5	22.0
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	48.8	68.6	67.5	61.2	13.3	100.6	44.0	8.0	99.4	84.5	22.0
LOS	D	E	E	E	B	F	D	A	F	F	C
Approach Delay		61.7		48.1			58.8			67.7	
Approach LOS		E		D			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 159.8	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 60.7	Intersection LOS: E
Intersection Capacity Utilization 89.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: James Campbell Boulevard & Hampshire Pike

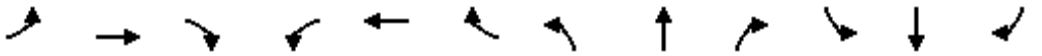




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	318	590	115	322	186	387	734	106	130	817	391
v/c Ratio	0.82	0.93	0.79	0.67	0.28	0.98	0.59	0.16	0.78	0.97	0.53
Control Delay	48.8	68.6	67.5	61.2	13.3	100.6	44.0	8.0	99.4	84.5	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.8	68.6	67.5	61.2	13.3	100.6	44.0	8.0	99.4	84.5	22.0
Queue Length 50th (ft)	227	569	72	309	47	406	327	10	135	450	171
Queue Length 95th (ft)	301	#764	#148	409	96	#590	396	47	200	#553	255
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	409	633	146	480	716	398	1244	653	217	841	756
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	0.78	0.93	0.79	0.67	0.26	0.97	0.59	0.16	0.60	0.97	0.52

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	260	253	100	280	162	337	639	92	113	711	340
Future Volume (veh/h)	277	260	253	100	280	162	337	639	92	113	711	340
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	1856	1841	1826	1870	1826	1826	1826	1811	1781	1841	1870	1841
Adj Flow Rate, veh/h	318	299	266	115	322	101	387	734	45	130	817	273
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, %	3	4	5	2	5	5	5	6	8	4	2	4
Cap, veh/h	397	326	290	160	485	544	402	1296	634	150	844	589
Arrive On Green	0.14	0.36	0.36	0.04	0.27	0.27	0.23	0.38	0.38	0.09	0.24	0.24
Sat Flow, veh/h	1767	898	799	1781	1826	1547	1739	3441	1508	1753	3554	1557
Grp Volume(v), veh/h	318	0	565	115	322	101	387	734	45	130	817	273
Grp Sat Flow(s),veh/h/ln	1767	0	1697	1781	1826	1547	1739	1721	1508	1753	1777	1557
Q Serve(g_s), s	20.4	0.0	50.9	7.0	25.2	7.2	35.2	27.0	2.9	11.7	36.4	21.2
Cycle Q Clear(g_c), s	20.4	0.0	50.9	7.0	25.2	7.2	35.2	27.0	2.9	11.7	36.4	21.2
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	397	0	615	160	485	544	402	1296	634	150	844	589
V/C Ratio(X)	0.80	0.00	0.92	0.72	0.66	0.19	0.96	0.57	0.07	0.86	0.97	0.46
Avail Cap(c_a), veh/h	425	0	615	160	485	544	402	1296	634	219	844	589
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	36.4	0.0	48.7	47.7	52.4	36.0	60.8	39.5	27.7	72.2	60.4	37.5
Incr Delay (d2), s/veh	8.9	0.0	21.0	12.4	7.0	0.8	34.8	0.6	0.0	15.4	23.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	0.0	24.7	3.9	12.4	2.8	19.1	11.4	1.0	5.8	18.8	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	0.0	69.7	60.1	59.4	36.8	95.7	40.1	27.7	87.6	83.8	38.1
LnGrp LOS	D	A	E	E	E	D	F	D	C	F	F	D
Approach Vol, veh/h		883			538			1166			1220	
Approach Delay, s/veh		60.9			55.3			58.0			74.0	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	63.0	19.7	65.3	27.5	47.5	42.0	43.0
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	58.0	20.0	54.0	25.0	40.0	37.0	38.0
Max Q Clear Time (g_c+I1), s	9.0	52.9	13.7	29.0	22.4	27.2	37.2	38.4
Green Ext Time (p_c), s	0.0	1.2	0.0	5.0	0.1	1.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	63.4
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	0	24	38	0	20	52	1095	3	3	1069	110
Future Vol, veh/h	53	0	24	38	0	20	52	1095	3	3	1069	110
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	100	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	15	3	2	6	9	2	2	67	3	7
Mvmt Flow	58	0	26	42	0	22	57	1203	3	3	1175	121

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1958	2562	648	1911	2619	602	1296	0	0	1206	0	0
Stage 1	1242	1242	-	1317	1317	-	-	-	-	-	-	-
Stage 2	716	1320	-	594	1302	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.2	7.56	6.54	7.02	4.28	-	-	5.44	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.45	3.53	4.02	3.36	2.29	-	-	2.87	-	-
Pot Cap-1 Maneuver	~ 38	26	383	~ 41	24	433	494	-	-	316	-	-
Stage 1	185	245	-	165	225	-	-	-	-	-	-	-
Stage 2	387	225	-	456	229	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 33	23	383	~ 35	21	433	494	-	-	316	-	-
Mov Cap-2 Maneuver	112	109	-	108	93	-	-	-	-	-	-	-
Stage 1	164	243	-	146	199	-	-	-	-	-	-	-
Stage 2	325	199	-	421	227	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	51.3	42.8	1.3	0
HCM LOS	F	E		

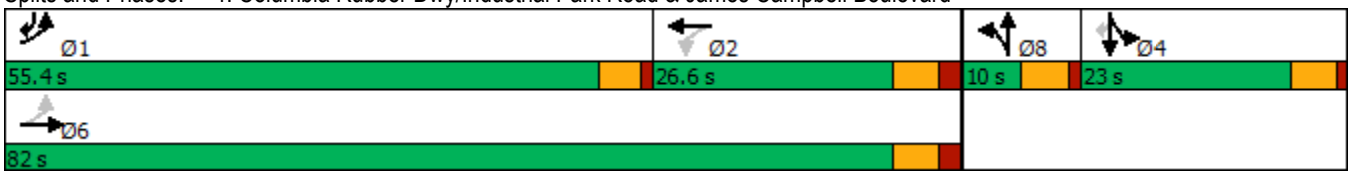
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	494	-	-	112	383	108	433	316	-	-
HCM Lane V/C Ratio	0.116	-	-	0.52	0.069	0.387	0.051	0.01	-	-
HCM Control Delay (s)	13.2	0.7	-	67.7	15.1	58	13.8	16.5	-	-
HCM Lane LOS	B	A	-	F	C	F	B	C	-	-
HCM 95th %tile Q(veh)	0.4	-	-	2.4	0.2	1.6	0.2	0	-	-

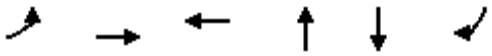
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	875	321	2	316	7	0	859
Future Volume (vph)	875	321	2	316	7	0	859
Turn Type	pm+pt	NA	Perm	NA	NA	NA	pm+ov
Protected Phases	1	6		2	8	4	1
Permitted Phases	6		2				4
Detector Phase	1	6	2	2	8	4	1
Switch Phase							
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0	5.0
Minimum Split (s)	9.5	21.0	21.0	21.0	10.0	10.0	9.5
Total Split (s)	55.4	82.0	26.6	26.6	10.0	23.0	55.4
Total Split (%)	48.2%	71.3%	23.1%	23.1%	8.7%	20.0%	48.2%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	2.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0		6.0	5.0	5.0	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	Max	None	None	None
Act Effct Green (s)	77.7	76.2		20.6	5.0	18.0	74.0
Actuated g/C Ratio	0.71	0.70		0.19	0.05	0.17	0.68
v/c Ratio	1.02	0.14		0.69	0.27	1.04	0.46
Control Delay	57.0	6.1		46.2	56.0	72.1	6.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	57.0	6.1		46.2	56.0	72.1	6.0
LOS	E	A		D	E	E	A
Approach Delay		43.3		46.2	56.0	39.1	
Approach LOS		D		D	E	D	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 109	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 42.3	Intersection LOS: D
Intersection Capacity Utilization 96.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: Columbia Rubber Dwy/Industrial Park Road & James Campbell Boulevard



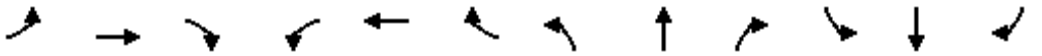


Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	962	356	433	20	502	500
v/c Ratio	1.02	0.14	0.69	0.27	1.04	0.46
Control Delay	57.0	6.1	46.2	56.0	72.1	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	6.1	46.2	56.0	72.1	6.0
Queue Length 50th (ft)	511	33	135	11	~198	61
Queue Length 95th (ft)	#960	66	211	39	#454	165
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	940	2464	627	74	483	1076
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	1.02	0.14	0.69	0.27	1.04	0.46

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	875	321	3	2	316	76	8	7	3	53	0	859
Future Volume (veh/h)	875	321	3	2	316	76	8	7	3	53	0	859
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	1856	1870	1411	1870	1841	1856	1870	1307	1870	1767	1870	1841
Adj Flow Rate, veh/h	962	353	2	2	347	64	9	8	0	0	0	648
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	2	33	2	4	3	2	40	2	9	2	4
Cap, veh/h	970	2537	14	34	548	100	12	11	0	0	251	1881
Arrive On Green	0.47	0.70	0.70	0.19	0.19	0.19	0.02	0.02	0.00	0.00	0.00	0.13
Sat Flow, veh/h	1767	3623	21	3	2890	525	674	599	0	0	1870	3120
Grp Volume(v), veh/h	962	173	182	220	0	193	17	0	0	0	0	648
Grp Sat Flow(s),veh/h/ln	1767	1777	1867	1838	0	1581	1273	0	0	0	1870	1560
Q Serve(g_s), s	49.9	3.5	3.5	0.0	0.0	12.2	1.4	0.0	0.0	0.0	0.0	11.3
Cycle Q Clear(g_c), s	49.9	3.5	3.5	12.0	0.0	12.2	1.4	0.0	0.0	0.0	0.0	11.3
Prop In Lane	1.00		0.01	0.01		0.33	0.53		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	970	1244	1307	382	0	300	24	0	0	0	251	1881
V/C Ratio(X)	0.99	0.14	0.14	0.58	0.00	0.64	0.72	0.00	0.00	0.00	0.00	0.34
Avail Cap(c_a), veh/h	970	1244	1307	382	0	300	59	0	0	0	310	1980
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	5.4	5.4	40.5	0.0	40.6	53.0	0.0	0.0	0.0	0.0	10.8
Incr Delay (d2), s/veh	26.9	0.2	0.2	6.2	0.0	10.1	33.9	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.3	1.1	1.2	5.9	0.0	5.4	0.7	0.0	0.0	0.0	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	5.6	5.6	46.7	0.0	50.7	86.9	0.0	0.0	0.0	0.0	10.9
LnGrp LOS	D	A	A	D	A	D	F	A	A	A	A	B
Approach Vol, veh/h		1317			413			17			648	
Approach Delay, s/veh		35.3			48.6			86.9			10.9	
Approach LOS		D			D			F			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	55.4	26.6		19.5		82.0		7.0				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	51.9	14.2		13.3		5.5		3.4				
Green Ext Time (p_c), s	0.0	1.2		1.2		2.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		31.4	
HCM 6th LOS		C	

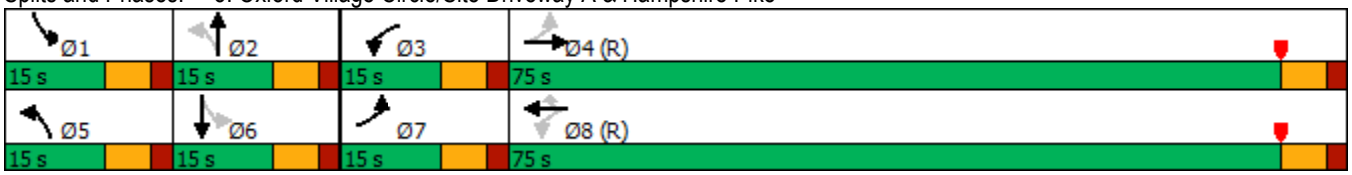
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	553	12	869	122	12	0	78	0
Future Volume (vph)	24	553	12	869	122	12	0	78	0
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	7	4	3	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	24.0	24.0	11.0	44.0	11.0	24.0
Total Split (s)	15.0	75.0	15.0	75.0	75.0	15.0	15.0	15.0	15.0
Total Split (%)	12.5%	62.5%	12.5%	62.5%	62.5%	12.5%	12.5%	12.5%	12.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	Max	None	Max
Act Effct Green (s)	84.9	82.2	83.2	79.6	79.6	14.2	9.0	19.3	15.7
Actuated g/C Ratio	0.71	0.68	0.69	0.66	0.66	0.12	0.08	0.16	0.13
v/c Ratio	0.11	0.50	0.03	0.78	0.12	0.07	0.03	0.39	0.05
Control Delay	5.5	6.8	5.8	22.7	1.9	40.0	0.1	46.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.5	6.8	5.8	22.7	1.9	40.0	0.1	46.8	0.2
LOS	A	A	A	C	A	D	A	D	A
Approach Delay		6.8		20.0			20.0		37.3
Approach LOS		A		B			C		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 103 (86%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 16.4	Intersection LOS: B
Intersection Capacity Utilization 66.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Oxford Village Circle/Site Driveway A & Hampshire Pike

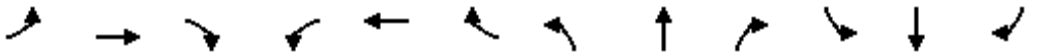




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	614	13	945	133	13	13	85	22
v/c Ratio	0.11	0.50	0.03	0.78	0.12	0.07	0.03	0.39	0.05
Control Delay	5.5	6.8	5.8	22.7	1.9	40.0	0.1	46.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.5	6.8	5.8	22.7	1.9	40.0	0.1	46.8	0.2
Queue Length 50th (ft)	3	74	3	572	0	8	0	56	0
Queue Length 95th (ft)	m8	137	9	#854	24	26	0	103	0
Internal Link Dist (ft)		1470		2278			194		449
Turn Bay Length (ft)	100		100		125				
Base Capacity (vph)	276	1237	532	1212	1096	215	470	220	477
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.50	0.02	0.78	0.12	0.06	0.03	0.39	0.05

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	553	12	12	869	122	12	0	12	78	0	20
Future Volume (veh/h)	24	553	12	12	869	122	12	0	12	78	0	20
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	1826	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	601	13	13	945	133	13	0	13	85	0	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	263	1164	25	607	1186	1021	190	0	119	255	0	185
Arrive On Green	0.05	1.00	1.00	0.01	0.64	0.64	0.01	0.00	0.08	0.06	0.00	0.12
Sat Flow, veh/h	1781	1780	39	1781	1841	1585	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	26	0	614	13	945	133	13	0	13	85	0	22
Grp Sat Flow(s),veh/h/ln	1781	0	1819	1781	1841	1585	1781	0	1585	1781	0	1585
Q Serve(g_s), s	0.6	0.0	0.0	0.3	45.0	3.9	0.8	0.0	0.9	5.2	0.0	1.5
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.3	45.0	3.9	0.8	0.0	0.9	5.2	0.0	1.5
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	0	1189	607	1186	1021	190	0	119	255	0	185
V/C Ratio(X)	0.10	0.00	0.52	0.02	0.80	0.13	0.07	0.00	0.11	0.33	0.00	0.12
Avail Cap(c_a), veh/h	353	0	1189	714	1186	1021	298	0	119	288	0	185
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.00	0.81	0.61	0.61	0.61	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	0.0	7.0	15.6	8.3	50.1	0.0	51.8	46.6	0.0	47.5
Incr Delay (d2), s/veh	0.1	0.0	1.3	0.0	3.5	0.2	0.1	0.0	1.9	0.8	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.4	0.1	18.6	1.3	0.4	0.0	0.4	2.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	0.0	1.3	7.0	19.1	8.4	50.2	0.0	53.6	47.4	0.0	48.8
LnGrp LOS	B	A	A	A	B	A	D	A	D	D	A	D
Approach Vol, veh/h		640			1091			26			107	
Approach Delay, s/veh		1.9			17.6			51.9			47.7	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	15.0	7.8	84.5	7.8	20.0	8.9	83.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	9.0	9.0	69.0	9.0	9.0	9.0	69.0
Max Q Clear Time (g_c+I1), s	7.2	2.9	2.3	2.0	2.8	3.5	2.6	47.0
Green Ext Time (p_c), s	0.0	0.0	0.0	5.0	0.0	0.0	0.0	8.5

Intersection Summary	
HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Traffic Impact Analysis

Steadfast Hampshire Pike

October 2021 (Revision #5 – July 2022)

FOR SUBMITTAL TO:

City of Columbia, Tennessee

PREPARED FOR:

Steadfast Development Holdings, Inc.

Kimley»Horn

Traffic Impact Analysis

Hampshire Pike Mixed-Use

FOR SUBMITTAL TO:

City of Columbia, Tennessee

PREPARED FOR:

Steadfast Development Holdings, Inc.

PREPARED BY:

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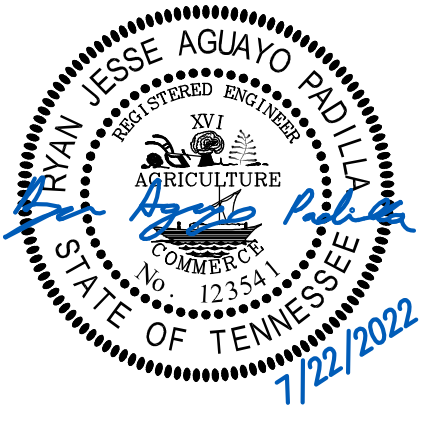


October 2021 (Revision #5 – July 2022)

Project Number 118332003

TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY 1

2.0 INTRODUCTION 4

3.0 EXISTING CONDITIONS 7
3.1 Study Intersections 7
3.2 Roadway Network 7
3.3 Pedestrian/Bicycle Network 8
3.4 Transit Network 8
3.5 Traffic Data 9

4.0 BACKGROUND CONDITIONS 14
4.1 Background Traffic Growth 14
4.2 Other Future Developments 14
4.3 Future Transportation Infrastructure Improvements 14

5.0 VEHICLE CIRCULATION AND PARKING 16
5.1 Site Access and Vehicle Circulation 16

6.0 PROJECT TRAFFIC 17
6.1 Trip Generation 17
6.2 Trip Distribution and Assignment 19

7.0 FUTURE CONDITIONS 23

8.0 TURN LANE EVALUATION 25

9.0 TRAFFIC SIGNAL WARRANT ANALYSIS 28

10.0 CAPACITY ANALYSIS 30
10.1 Intersection Capacity Analysis 30
10.2 Queuing Analysis 37
10.3 Analysis with Improvements 40

11.0 INTERSECTION SIGHT DISTANCE 46

12.0 RECOMMENDATIONS 47

APPENDIX

Appendix A – Site Plan
Appendix B – Photos
Appendix C – Traffic Data
Appendix D – Trip Generation, Volume Worksheets
Appendix E – Turn Lane Evaluations
Appendix F – Capacity Analyses and Queue Analyses

FIGURES

Figure 1 – Project Location (Zoom Out) 5
Figure 2 – Project Location (Zoom In) 6
Figure 3 – Existing 2021 Intersection Geometry 12
Figure 4 – Existing 2021 Peak Hour Traffic Volumes 13
Figure 5 – Background 2025 Peak Hour Traffic Volumes 15
Figure 6 – Residential Trip Distribution 20
Figure 7 – Non-Residential Trip Distribution 21
Figure 8 – Project Trips 22
Figure 9 – Future 2025 Peak Hour Traffic Volumes 24
Figure 10 – Future 2025 Intersection Geometry 45

TABLES

Table 1 – Study Intersections 7
Table 2 – Roadway Network 8
Table 3 – TDOT Traffic History 9
Table 4 – Intersection Peak Hours 10
Table 5 – 24-Hour Tube Counts 10
Table 6 – ADT Comparison 11
Table 7 – Trip Generation 18
Table 8 – Left-Turn Lane Evaluation (NCHRP Report 457) 26
Table 9 – Right-Turn Lane Evaluation (NCHRP Report 457) 26
Table 10 – Preliminary Traffic Signal Warrant Analysis 29
Table 11– Signalized Intersection Level of Service 31
Table 12 – Unsignalized Intersection Level of Service 32
Table 13 – *Synchro 11* Intersection Capacity Analysis Results – AM Peak Hour 34
Table 14 – *Synchro 10* Intersection Capacity Analysis Results – PM Peak Hour 35
Table 15 – *HCS 7* Intersection Capacity Analysis Results – AM Peak Hour 36
Table 16 – *HCS 7* Intersection Capacity Analysis Results – PM Peak Hour 36
Table 17 – Queue Length Results – AM Peak Hour 38
Table 18 – Queue Length Results – PM Peak Hour 39
Table 19 – *Synchro 10* Intersection Capacity Analysis Results – With Improvements – AM Peak Hour 42
Table 20 – *Synchro 10* Intersection Capacity Analysis Results – With Improvements – PM Peak Hour 43

1.0 EXECUTIVE SUMMARY

Revision #5 of this TIA updated the recommendations to reflect Planning Commission comments provided July 13, 2022 and input from City Staff.

This Traffic Impact Analysis has been performed for a proposed development located within the City of Columbia in Maury County, Tennessee. The approximate 67.59-acre proposed development is located south of Old Williamsport Pike, west of James Campbell Boulevard and north of Hampshire Pike (SR 50). The anticipated completion of this development is year 2025.

The proposed development consists of:

- Single-Family Detached Housing – 39 units
- Multifamily Housing (Low-Rise) – 625 units
- General Office Building – 10,000 s.f.
- Shopping Center – 5,000 s.f.

The current development plan shown in Appendix A shows 360 multifamily units and 11 single-family lots. For analysis purposes, the densities shown about were considered for evaluation to estimate the ultimate build-out of the proposed development. Final development densities are anticipated to be lower than those assumed for this TIA.

The study intersections are:

1. Hampshire Pike (SR 50) at Lion Parkway/Iberia Drive (signalized)
2. Hampshire Pike (SR 50) at James Campbell Boulevard (signalized)
3. James Campbell Boulevard at Old Williamsport Pike (unsignalized)
4. James Campbell Boulevard at Industrial Park Road (signalized)
5. Hampshire Pike (SR 50) at Site Driveway A (unsignalized)
6. Old Williamsport Pike at Site Driveway B (unsignalized)

Related to the proposed development, the following mitigation improvements will improve traffic operations under the Future 2025 scenario and are to be constructed by the proposed development:

Hampshire Pike (SR 50) at James Campbell Boulevard

- Reconstruct north leg median nose with an 8' radius to reduce median length by approximately 13 feet to better facilitate vehicle turning movements. Relocate existing wood pole with dual arm luminaire and reconnect traffic signal span wire. Reconstruct south leg median nose with an 8' radius to reduce median length by approximately 15 feet to better facilitate vehicle turning movements.
    - *This improvement was added based on input from City staff and Planning Commission.*

James Campbell Boulevard at Old Williamsport Pike

- Construct a northbound left-turn lane with 100 feet of storage.

James Campbell Boulevard at Industrial Park Road

- Restripe the southbound shared through/left-turn lane along Industrial Park Road to provide a shared left/through/right-turn lane. Adjust signal timings as necessary after lane modifications.

Hampshire Pike at Driveway A

- Construct a westbound right-turn lane along Hampshire Pike with 125 feet of storage.
- Construct an eastbound left-turn lane along Hampshire Pike with 100 feet of storage.
- Construct a westbound left-turn lane along Hampshire Pike with 100 feet of storage.
- Construct Driveway A with three (3) lanes for vehicular movement: one (1) lane for vehicle ingress and two (2) for vehicle egress.
- Construct a traffic signal with protected-permitted left-turn phasing on all approaches.
- Install signs and pavement markings in accordance with the standards provided in the *Manual on Uniform Traffic Control Devices* (MUTCD).

Old Williamsport Pike at Site Driveway B

- Construct Site Driveway B with two (2) lanes for vehicular movement: one (1) lane for vehicle ingress and one (1) for vehicle egress.
- Provide STOP control along the northbound approach of Site Driveway B.
- Construct a westbound left-turn lane along Old Williamsport Pike with 100 feet of storage.
- Provide adequate intersection sight distance in accordance with the criteria provided in *A Policy on Geometric Design of Highways and Streets*.

Unrelated to the proposed development, the following improvements are proposed to improve operations under the Background 2025 scenario and not proposed to be constructed as part of this development:

Hampshire Pike at Lion Parkway/Iberia Drive

- Construct one (1) eastbound right-turn lane.
    - Adjust signal timings as necessary after lane modifications.
- Provide an overlap phase for the northbound right-turn movement.
- *Development traffic is not anticipated to utilize this turning movement and this improvement does not mitigate impacts from development traffic. This improvement may be planned by local jurisdictions to be implemented in the future. See section 10.3 in the report for additional information.*

Hampshire Pike at James Campbell Boulevard

- Construct one (1) southbound right-turn lane.
    - Adjust signal timings as necessary after lane modifications.
- Provide right-turn overlap phases for the northbound, southbound, and westbound approaches
- *Due to ROW, waterway, and retaining wall constraints, this improvement is recommended to be planned by local jurisdictions. See section 10.3 in the report for additional information.*

2.0 INTRODUCTION

The proposed development is located within the City of Columbia in Maury County, Tennessee. The 69.8-acre proposed development is located south of Old Williamsport Pike, west of James Campbell Boulevard and north of Hampshire Pike (SR 50). The anticipated completion of this development is year 2025.

The proposed development consists of:

- Single-Family Detached Housing – 39 units
- Multifamily Housing (Low-Rise) – 625 units
- General Office Building – 10,000 s.f.
- Shopping Center – 5,000 s.f.

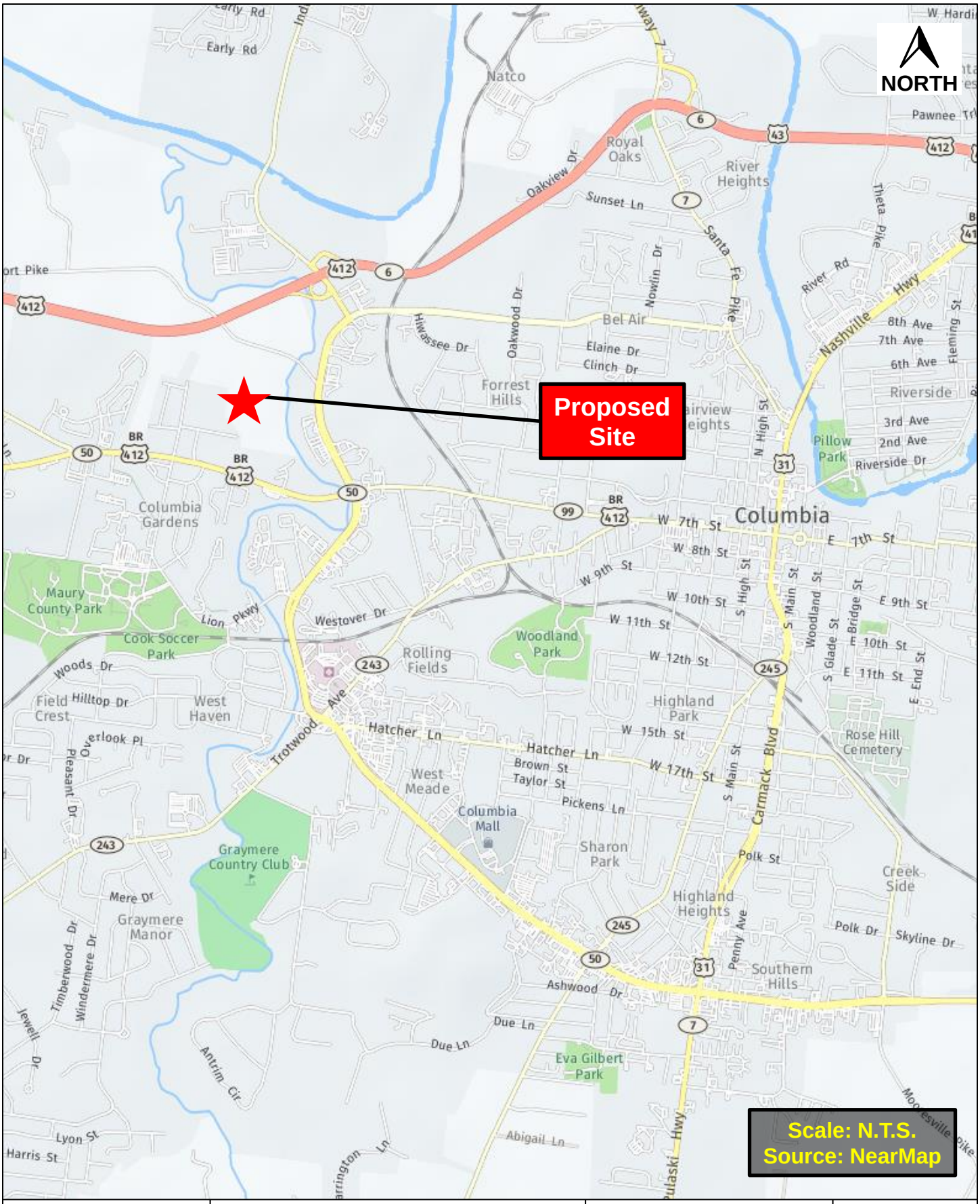
After the October 2021 submittal of this TIA, the multi-family unit count has been reduced to 480 units and the single-family detached housing reduced to 34 units. The TIA capacity analysis has not been updated and reflects the previous densities as a conservative measure.

The study intersections are:

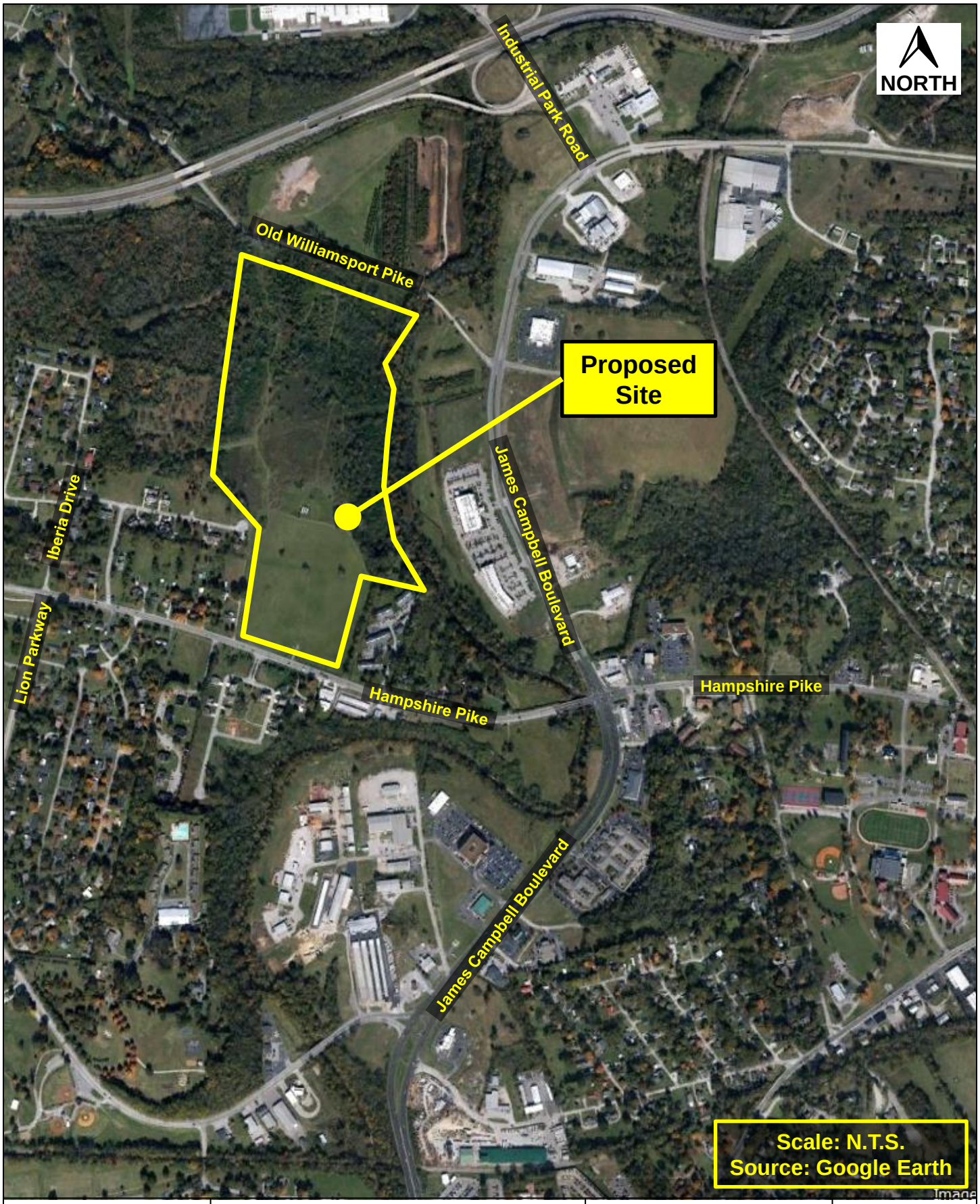
1. Hampshire Pike (SR 50) at Lion Parkway/Iberia Drive (signalized)
2. Hampshire Pike (SR 50) at James Campbell Boulevard (signalized)
3. James Campbell Boulevard at Old Williamsport Pike (unsignalized)
4. James Campbell Boulevard at Industrial Park Road (signalized)
5. Hampshire Pike (SR 50) at Site Driveway A (unsignalized)
6. Old Williamsport Pike at Site Driveway B (unsignalized)

The Project Location of the proposed development is illustrated in **Figure 1** and **Figure 2**.

The proposed site plan for the development is provided in **Appendix A**.



Kimley»Horn	Hampshire Pike Mixed-Use Traffic Impact Analysis	Project Location (Zoom Out)	Figure 1



Kimley»Horn	Hampshire Pike Mixed-Use Traffic Impact Analysis	Project Location (Zoom In)	Figure 2

3.0 EXISTING CONDITIONS

3.1 Study Intersections

The study intersections and existing traffic control are summarized in **Table 1**.

Table 1 – Study Intersections

Intersection	Existing Traffic Control
1. Hampshire Pike (SR 50) at Lion Parkway/Iberia Drive	Signalized
2. Hampshire Pike (SR 50) at James Campbell Boulevard	Signalized
3. James Campbell Boulevard at Old Williamsport Pike	Unsignalized
4. James Campbell Boulevard at Industrial Park Road	Signalized
5. Hampshire Pike at Site Driveway A	Unsignalized
6. Old Williamsport Pike at Site Driveway B	Unsignalized

For signalized intersections, the existing signal timings were obtained from the City of Columbia, Tennessee. These existing signal timings were incorporated into the traffic analysis.

Photographs depicting the study intersections are provided in **Appendix B**.

3.2 Roadway Network

Roadway geometry and posted speed limits were obtained by field inventory. Functional classifications for the roadways were obtained from the Functional Classification Maps provided by the Tennessee Department of Transportation. Additionally, the functional classifications as defined by City of Columbia were obtained from the *Connect Columbia: Columbia's Transportation Plan.* This roadway network information is summarized in **Table 2**.

Table 2 – Roadway Network				
Roadway	**Number of Lanes**	**Posted Speed Limit (mph)**	**TDOT Classification**	**City of Columbia Classification**
Hampshire Pike (US 412/SR 50/SR 99)	2	40	Principal Arterial	Principal Arterial
James Campbell Boulevard	4	45	Minor Arterial	Minor Arterial
Old Williamsport Pike	2	35	Local Street	Local Street
Industrial Park Road	2	45	Major Collector	Minor Arterial
Lion Parkway	2	20	Major Collector	Collector
Iberia Drive	2	25	Local Street	Local Street
Oxford Village Drive	2	25	Local Street	Local Street

3.3 Pedestrian/Bicycle Network

Currently, there are no sidewalks or bike provided along any of the study roadways in the network. Additionally, there are no crosswalks or pedestrian signal heads provided at any of the study intersections.

3.4 Transit Network

The Mule Town Trolley Green Line (West) travels along Hampshire Pike in the vicinity of the proposed development. The Green Line (West) provides a transit connection between Columbia State Community College, Columbia City Hall, Riverwalk Park, and other locations in the southwest Columbia area. There are additional transfer points that connect to the Blue Line (North), Red Line (South), and Purple Line (East). The nearest bus stop is located at the Oak View Apartments directly south of Driveway A.

3.5 Traffic Data

Annualized average daily traffic (AADT) volumes were obtained from TDOT along roads in proximity to the proposed development. **Table 3** provides a summary of the AADT. From 2017 to 2019 in the vicinity of the proposed development, the aggregate traffic volumes have experienced a growth of approximately 0.6% per year; from 2009 to 2019, approximately 1.0% per year.

Table 3 – TDOT Traffic History

Year	Station 60000147 Hampshire Pike (SR 50) West of Oxford Village Circle	Station 60000097 Old Williamsport Pike West of James Campbell Blvd	Station 60000233 James Campbell Blvd North of Hampshire Pike
2010	10,412	1,099	16,404
2011	11,720	900	14,554
2012	11,187	956	14,998
2013	11,184	985	14,489
2014	11,425	1,094	14,682
2015	10,318	737	14,905
2016	11,390	897	14,944
2017	11,940	1,154	17,257
2018	11,555	1,128	16,501
2019	12,187	1,148	17,547
2020*	13,534	1,021	16,244

**Excluded from growth calculations due to atypical traffic patterns caused by the COVID-19 pandemic.*

Weekday morning and afternoon peak period turning movement counts were performed to determine the volume of vehicles and pedestrians at the study intersections. The traffic data was collected on Tuesday, September 14, 2021. The volumes were collected in 15-minute intervals to determine the AM and PM peak hour volumes as well as the peak hour factors.

Intersection peak hours are summarized in **Table 4**.

Table 4 – Intersection Peak Hours		
Intersection	**AM Peak Hour**	**PM Peak Hour**
Hampshire Pike (SR 50) at Lion Parkway/Iberia Drive	7:00 – 8:00	4:45 – 5:45
Hampshire Pike (SR 50) at James Campbell Boulevard	7:15 – 8:15	3:00 – 4:00
James Campbell Boulevard at Old Williamsport Pike	7:00 – 8:00	4:30 – 5:30
James Campbell Boulevard at Industrial Park Road	7:00 – 8:00	4:30 – 5:30

At the intersection of Hampshire Pike and James Campbell Boulevard, data collection video confirmed that the traffic signal operated with protected-permitted left-turn on all approaches.

Two (2) 24-hour tube counts were also collected: one (1) on Hampshire Pike west of Oxford Village Circle and one (1) on Industrial Park Road south of Highway 412 EB Exit Ramp. The daily (24-hour), AM peak hour, and PM peak hour traffic data from the tube counts are summarized in **Table 5**.

Table 5 – 24-Hour Tube Counts			
Location	**Daily (24-Hour)**	**AM Peak Hour**	**PM Peak Hour**
Hampshire Pike West of Oxford Village Circle	12,712	1,136	1,140
Industrial Park Road South of Hwy 412 EB Exit Ramp	15,693	1,679	1,352

Because traffic patterns were potentially still impacted by the COVID-19 pandemic during the traffic count collection dates, AM and PM peak hour turning movement counts were calibrated based on a comparison of current and historical average daily traffic (ADT) counts. ADTs collected by Tennessee DOT (TDOT) in 2019 were grown at 2.5% per year to the current year 2021 then compared to the ADT collected in 2021. A **calibration factor of 1.1** was chosen for both the AM and PM peak hours. The ADT comparison is shown below in **Table 6**.

Table 6 – ADT Comparison					
Location	**TOD**	**2019 TDOT ADT**	**Projected 2021 TDOT ADT**	**2021 Collected ADT**	**Calibration Factor**
Hampshire Pike West of Oxford Village Circle	Daily	13,517	14,556	12,712	1.15
	AM Peak	1,162	1,251	1,136	1.10
	PM Peak	1,147	1,235	1,104	1.12
Industrial Park Road South of Hwy 412 EB Exit Ramp	Daily	15,004	16,159	15,693	1.03
	AM Peak	1,379	1,485	1,679	0.88
	PM Peak	1,272	1,370	1,342	1.02

The Existing 2021 Intersection Geometry is documented in **Figure 3**, and the Existing 2021 Peak Hour Traffic Volumes are included in **Figure 4**. The AADT data as well as the peak hour turning movement counts are provided in **Appendix C**.

LEGEND

- Existing Intersection Geometry
- Existing STOP Control
- Existing Traffic Signal Control

Figure 3

Existing 2021 Intersection Geometry

Hampshire Pike Mixed-Use Traffic Impact Analysis

Kimley»Horn

NORTH

NOT TO SCALE

LEGEND

- Turning Movement
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

Figure 4

Existing 2021 Peak Hour Traffic Volumes

Hampshire Pike Mixed-Use Traffic Impact Analysis

Kimley»Horn

NORTH

NOT TO SCALE

4.0 BACKGROUND CONDITIONS

The Background 2025 conditions are the forecasted traffic conditions, without the proposed development. This includes background traffic growth, traffic associated with other planned / approved developments, and anticipated transportation infrastructure improvements.

4.1 Background Traffic Growth

Historical traffic data from the TDOT count stations was used to evaluate historic traffic trends and determine an appropriate growth rate for the study area. Based on review of the TDOT historical data, an annual growth rate of 2.5% was applied to the existing traffic volumes.

4.2 Other Future Developments

These planned / approved developments are not currently generating traffic, but the traffic associated with each of these developments has been incorporated:

- Williamsport Pike Development

4.3 Future Transportation Infrastructure Improvements

No future transportation infrastructure improvements were identified.

The Background 2025 Peak Hour Traffic Volumes are included in **Figure 5**.

LEGEND

- → Turning Movement
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

Industrial Park Road

984 (720)
7 (0)
121 (53)

4

53 (76)
290 (304)
0 (2)

James Campbell Blvd

(792) 495
(314) 278
(3) 11

(8) 2
(7) 7
(3) 1

3

11 (35)
1,237 (993)
23 (3)

4 (20)
0 (0)
10 (38)

Old Williamsport Pike

(9) 10
(0) 0
(24) 123

(52) 23
(1,049) 771
(3) 39

Iberia Dr

1

8 (1)
8 (2)
11 (1)

0 (2)
480 (804)
204 (63)

218 (264)
768 (711)
241 (113)

2

112 (162)
224 (257)
104 (100)

Hampshire Pike

(4) 1
(502) 582
(385) 486

(362) 265
(3) 2
(51) 171

(231) 239
(243) 272
(239) 267

(315) 209
(639) 495
(92) 108

Lion Pkwy

James Campbell Blvd

NORTH

NOT TO SCALE

Figure 5

Background 2025 Peak Hour Traffic Volumes

Hampshire Pike Mixed-Use Traffic Impact Analysis

Kimley»Horn

5.0 VEHICLE CIRCULATION AND PARKING

5.1 Site Access and Vehicle Circulation

The proposed development will provide two (2) driveways, which will be connected within the development to promote internal vehicle circulation. An additional driveway is proposed to tie into the existing cul-de-sac at Woodland Crossing. However, in order to perform a more conservative analysis, it is not considered in this analysis.

Below is a description of the vehicular access:

- Driveway A – Located along Hampshire Pike, directly across from Oxford Village Circle. The driveway is proposed to be full-movement.
- Driveway B – Located along Old Williamsport Pike, approximately 1,350 feet west of James Campbell Boulevard. The driveway is proposed to be full-movement.

Although the additional connection to Woodland Crossing was not analyzed, it would help to alleviate traffic demand at Driveway A and Driveway B. Additionally, this connection would provide signalized access to the site, allowing for easier left-turn ingress and egress movements and would likely decrease delay at the other proposed driveways.

6.0 PROJECT TRAFFIC

Project traffic is the magnitude of vehicle trips forecasted to be generated by the proposed development. This project traffic is calculated and dispersed throughout the road network and onto the study intersections by using trip generation, trip distribution, and trip assignment.

6.1 Trip Generation

The proposed development will consist of:

- Single-Family Detached Housing – 39 units
- Multifamily Housing (Low-Rise) – 625 units
- General Office Building – 10,000 s.f.
- Shopping Center – 5,000 s.f.

Traffic expected to be generated by the proposed development was calculated using equations provided in the *Trip Generation Manual, 10th Edition*, published by the Institute of Transportation Engineers (ITE). These calculations result in the gross trips generated by the site prior to reductions.

Internal capture (or mixed-use) represents the concept that trips generated by individual land uses within a site may remain internal to the site. Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, 3rd Edition*. Total internal capture and vehicle trip reduction between the proposed land uses is expected to be 2.7% for the weekday, 2.3% for the AM peak hour, and 3.2% for the PM peak hour.

Alternative modes of transportation include pedestrians, bicyclists, and transit users. Alternate mode reductions account for the notion that some site-generated trips will occur by a means other than automobile. Alternative mode reduction was not considered for the proposed development.

A pass-by trip occurs when a proposed development diverts traffic that is already traveling on a street adjacent to the site. The pass-by reductions were taken according to the *ITE Trip Generation Handbook, 3rd Edition*.

The trip generation for the proposed development is summarized in **Table 7**.

Table 7 – Trip Generation

ITE Land Use	Density	Daily	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family Detached Housing (LUC 210)	39 d.u.	437	32	8	24	41	26	15
Multifamily Housing (Low-Rise) (LUC 220)	625 d.u.	4,684	272	63	209	302	190	112
General Office Building (LUC 710)	10,000 s.f.	114	36	31	5	13	2	11
Shopping Center (LUC 820)	5,000 s.f.	189	5	3	2	19	9	10
Gross Trips		**5,424**	**345**	**105**	**240**	**375**	**227**	**148**
Internal Capture Reduction		*- 148*	*- 8*	*- 4*	*- 4*	*- 12*	*- 6*	*- 6*
Driveway Volumes		**5,276**	**337**	**101**	**236**	**363**	**221**	**142**
Pass-By Reduction		*- 45*	*0*	*0*	*0*	*-4*	*-2*	*-2*
New Trips		**5,231**	**337**	**101**	**236**	**359**	**219**	**140**

d.u. = dwelling units ---------- s.f. = square feet

6.2 Trip Distribution and Assignment

Trip distribution has been forecasted by evaluating the existing traffic patterns, considering the internal vehicle circulation and driveway configuration of the proposed development, and reviewing the surrounding land uses and considering how they will interact with the proposed development. The trip distribution along the roadway network is forecasted to be:

Residential Trip Distribution:

- 65% to/from the north along Industrial Park Road
- 10% to/from the south along James Campbell Boulevard
- 10% to/from the west along Hampshire Pike
- 5% to/from the east along James Campbell Boulevard
- 10% to/from the east along Hampshire Pike

Non-Residential Trip Distribution:

- 10% to/from the north along Industrial Park Road
- 15% to/from the south along James Campbell Boulevard
- 35% to/from the west along Hampshire Pike
- 5% to/from the east along James Campbell Boulevard
- 30% to/from the east along Hampshire Pike

The Trip Distribution for residential uses is illustrated in **Figure 6** and for non-residential uses in **Figure 7**; and the Project Trips for the proposed development are summarized in **Figure 8**.

Pass-by reductions for the PM peak hour were assumed to be split evenly coming from the west and east on Hampshire Pike at Driveway A. Thus, one trip comes from the east and departs to the west on Hampshire Pike and one trip comes from the west and departs to the east. No AM peak hour pass-by trip reductions were applied.

Worksheets that illustrate the trip generation for the proposed development and the volume worksheets for each of the study intersections are provided in **Appendix D**.

LEGEND

- Turning Movement
- XX% IN / Entering Trip Distribution
- (XX%) OUT / Exiting Trip Distribution

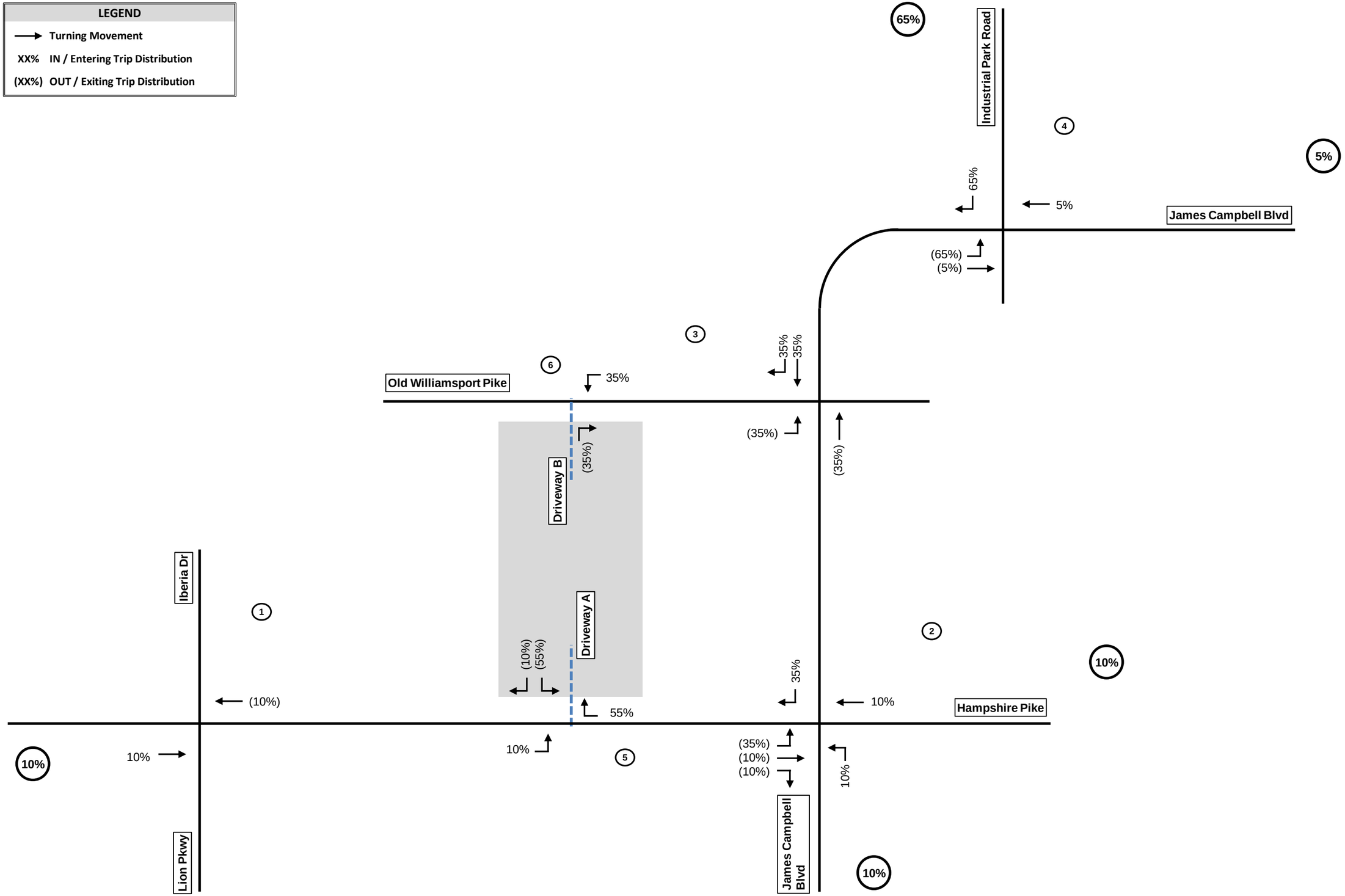


Figure 6

Residential Trip Distribution

Hampshire Pike Mixed-Use
Traffic Impact Analysis

Kimley»Horn

NORTH

NOT TO SCALE

LEGEND

- Turning Movement
- XX% IN / Entering Trip Distribution
- (XX%) OUT / Exiting Trip Distribution

10%
Industrial Park Road
4
5%
10%
5%
James Campbell Blvd
(10%)
(5%)
3
5%
10%
6
5%
Old Williamsport Pike
(5%)
(10%)
Driveway B
(5%)
Driveway A
(40%)
(55%)
Iberia Dr
1
2
30%
(35%)
(5%)
10%
30%
Hampshire Pike
55%
40%
5
35%
35%
5%
(10%)
(30%)
(15%)
15%
Lion Pkwy
James Campbell Blvd
5%
15%

NORTH

NOT TO SCALE

Figure 7

Non- Residential Trip Distribution

Hampshire Pike Mixed-Use
Traffic Impact Analysis

Kimley»Horn

LEGEND

- Turning Movement
- XX AM Peak Hour Project Trips
- (XX) PM Peak Hour Project Trips

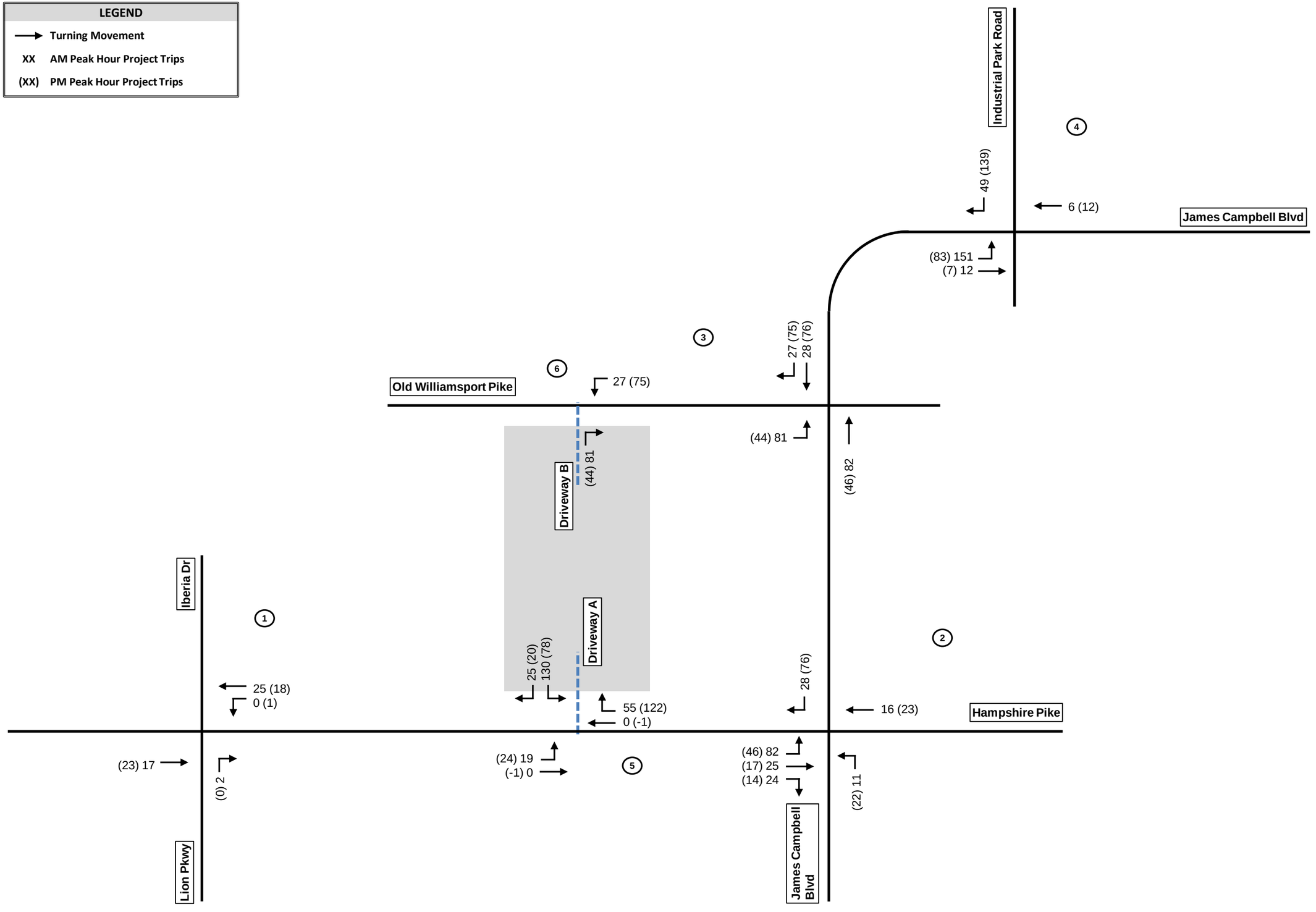


Figure 8

Project Trips

Hampshire Pike Mixed-Use
Traffic Impact Analysis

Kimley»Horn

NORTH

NOT TO SCALE

7.0 FUTURE CONDITIONS

The Future 2025 conditions are defined as the forecasted traffic conditions on the roadway network in the year 2025, with the proposed development. This includes background traffic growth, traffic associated with other planned or approved private developments, future transportation infrastructure improvements, and trips generated by the proposed development.

The Future 2025 Peak Hour Traffic Volumes are shown in **Figure 9**.

LEGEND

- → Turning Movement
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

Figure 9

Future 2025 Peak Hour Traffic Volumes

Hampshire Pike Mixed-Use Traffic Impact Analysis

Kimley»Horn

NORTH

NOT TO SCALE

8.0 TURN LANE EVALUATION

National Cooperative Highway Research Program (NCHRP) Report 457, "Evaluating Intersection Improvements: An Engineering Study Guide", was used to evaluate if left-turn and/or right-turn lanes should be implemented along the major road at a two-way stop-controlled intersection. From within the NCHRP Report 457, the following methodology were applied to perform these evaluations:

- Figure 2-5 ("Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection")
- Figure 2-6 ("Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection")

Turn lane evaluations were performed for:

- Hampshire Pike at Driveway A
- Old Williamsport Pike at Driveway B
- James Campbell Boulevard at Old Williamsport Pike (left-turn warrant)

The results of the turn-lane warrants, based on the NCHRP Report 457, are summarized in **Table 8** (for left-turn lanes) and in **Table 9** (for right-turn lanes). The calculations are provided in **Appendix E**.

Table 8 – Left-Turn Lane Evaluation (NCHRP Report 457)			
Turning Movement	**Analysis Scenario**	**AM Peak Hour**	**PM Peak Hour**
Eastbound Left-Turn Hampshire Pike at Driveway A	Future 2025	WARRANTED	WARRANTED
Westbound Left-Turn Old Williamsport Pike at Driveway B	Future 2025	Not Warranted	Not Warranted
Northbound Left-Turn James Campbell Boulevard at Old Williamsport Pike	Future 2025	WARRANTED	WARRANTED

A left-turn lane is warranted for the Future 2025 scenario, during the AM peak hour and PM peak hour, for Driveway A and James Campbell Boulevard at Old Williamsport Pike. Providing a left-turn lane will reduce the possibility of a 'left-turn movement' motorist causing significant delay to 'through movement' motorists behind them at this location.

A left-turn lane is not warranted for the Future 2025 scenario, during the AM peak hour and the PM peak hour, for Driveway B. At this location, a 'left-turn movement' vehicle is unlikely to cause significant delay to a 'through movement' motorist behind them.

Table 9 – Right-Turn Lane Evaluation (NCHRP Report 457)			
Turning Movement	**Analysis Scenario**	**AM Peak Hour**	**PM Peak Hour**
Westbound Right-Turn Hampshire Pike at Driveway A	Future 2025	WARRANTED	WARRANTED
Eastbound Right-Turn Old Williamsport Pike at Driveway B	Future 2025	Not Warranted	Not Warranted

A right-turn lane is warranted for the Future 2025 scenario, during the AM peak hour and PM peak hour, for Driveway A. Providing a right-turn lane will reduce the possibility of a 'right-turn movement' motorist causing significant delay to 'through movement' motorists behind them at this location.

A right-turn lane is not warranted for the Future 2025 scenario, during the AM peak hour and the PM peak hour, for Driveway B. At this location, a 'right-turn movement' vehicle is unlikely to cause significant delay to a 'through movement' motorist behind them.

Per the request of Volkert, Inc., left-turn lane warrant analysis based on the methodology provided in the TDOT Highway System Access Manual was prepared as well. This methodology is based on the AASHTO Green Book 7th Edition, Section 9.7.3 and is replicated in Figures 3-15, 3-16, and 3-17 in the Highway System Access Manual. The left-turn lane warrant analysis is summarized below:

- Hampshire Pike at Driveway A (Left-Turn Warrant for Urban and Suburban Arterials (Unsignalized))
    - Left-turn lane is warranted.
- Old Williamsport Pike at Driveway B (Left-Turn Warrant for Two-Lane Rural Roadway, Three-Leg Intersection)
    - Left-turn lane is warranted.
- James Campbell Boulevard at Old Williamsport Pike
    - Left-turn lane is warranted.

9.0 TRAFFIC SIGNAL WARRANT ANALYSIS

Preliminary traffic signal warrant analysis was performed using the methodology provided in Chapter 4C of the *Manual on Uniform Traffic Control Devices* (MUTCD), 2009 Edition published by the Federal Highway Administration (FHWA). The *MUTCD* provides the following standard, among others, regarding justification for traffic control signals:

"The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal." (Source: *MUTCD 2009*, Section 4C.01, Paragraph 03)

According to the MUTCD, the investigation of the need for a traffic control signal shall include an analysis of the applicable factors contained in the following traffic signal warrants and other factors related to existing operation and safety at the study location:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

Warrant 1 (Eight Hour Vehicular Volume) Condition 1A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic signal. Warrant 1 Condition 1B is intended for application where Condition 1A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. If both Condition 1A and Condition 1B are 80% satisfied, Warrant 1C would be satisfied.

Warrant 2 (Four Hour Vehicular Volume) is intended to be applied at locations where the volume of intersecting traffic is the principal reason to consider installing a traffic signal.

Warrant 3 (Peak Hour) is intended for use at locations where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

Warrant 4 (Pedestrian Volume) is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

A traffic signal was evaluated for the intersection of Hampshire Parkway at Site Driveway A.

The results of the preliminary traffic signal warrant analysis based upon vehicular traffic volumes are summarized in **Table 10**.

Table 10 – Preliminary Traffic Signal Warrant Analysis

Location	Warrant	Hours Required	Future 2025
Hampshire Pike at Site Driveway A	1A	8	0 / 8 (Not Met)
	1B	8	6 / 8 (Not Met)
	1C	8	2 / 8 (Not Met)
	2	4	5 / 4 (MET)
	3	1	1 / 1 (MET)
	4	1	N/A

For the traffic signal warrant analysis, 24-hour tube count data was collected on September 14, 2021 for Hampshire Pike west of Oxford Village Circle. Driveway A traffic volumes were used as the higher volume approach based on Future 2025 peak hour traffic volumes. In addition, right-turning vehicles from Driveway A were removed from the calculations due to the proposed dedicated left-turn lane and shared through/right-turn lane configuration of Driveway A.

Proposed development eight-hour trip generations were prepared utilizing ITE daily trip generation and distribution data. However, pass-by and internal capture reductions were not applied to the trip generation estimates. Complete traffic signal warrant data and calculations are provided in **Appendix C** and **Appendix D**.

10.0 CAPACITY ANALYSIS

10.1 Intersection Capacity Analysis

The *Highway Capacity Manual (HCM) 6th Edition* provides insight and guidance on control delay, level of service (LOS), signalized intersection LOS, and unsignalized intersection LOS.

Control Delay:

"Control delay – the delay brought about by the presence of a traffic control device – is the principal HCM service measure for evaluating LOS at signalized and unsignalized intersections. Control delay includes delay when vehicles slow in advance of an intersection, time spent stopped on an intersection approach, time spent as vehicles move up in the queue, and time needed for vehicles to accelerate to their desired speed." (Source: *Highway Capacity Manual 6th Edition*, Chapter 4)

LOS:

"LOS is a quantitative stratification of a performance measure or measures representing quality of service. The measures used to determine LOS for transportation system elements are called service measures. The HCM defines six levels of service, ranging from A to F, for each service measure or combination of service measures. LOS A represents the best operating conditions from the traveler's perspective and LOS F the worst. For cost, environmental impact, and other reasons, roadways are typically designed not to provide LOS A conditions during peak periods but instead to provide some lower LOS that balances individual travelers' desires against society's desires and financial resources. Nevertheless, during low-volume periods of the day, a system element may operate at LOS A." (Source: *Highway Capacity Manual 6th Edition*, Chapter 5)

Signalized Intersection LOS:

- Control delay alone is used to characterize LOS for the entire intersection or an approach
- Control delay and volume-to-capacity ratio are used to characterize LOS for a lane group.
- Delay quantifies the increase in travel time due to traffic signal control. It is also a surrogate measure of driver discomfort and fuel consumption.
- The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

The LOS criteria for signalized intersections are summarized in **Table 11**.

Table 11– Signalized Intersection Level of Service

LOS	Control Delay (seconds/vehicle)	Comments
A	≤ 10	LOS A describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	> 10 – 20	LOS B describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
C	> 20 – 35	LOS C describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	> 35 – 55	LOS D describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	> 55 – 80	LOS E describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	> 80	LOS F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: *Highway Capacity Manual 6th Edition*, Chapter 19

Unsignalized (two-way stop-controlled) intersection LOS:

- For motor vehicles, LOS is determined for each minor-street movement (or shared movement), as well as the major-street left turns.
- LOS is not defined for the intersection as a whole or for major-street approaches.
- The LOS criteria for unsignalized intersections differ somewhat from the criteria for signalized intersections, primarily because user perceptions differ among transportation facility types. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will present greater delay than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals.

The LOS criteria for unsignalized intersections are summarized in **Table 12**.

Table 12 – Unsignalized Intersection Level of Service

LOS	Control Delay (seconds/vehicle)	Comments
A	0 – 10	Usually no conflicting traffic
B	> 10 – 15	Occasionally some delay due to conflicting traffic
C	> 15 – 25	Delay noticeable to vehicles, but not inconveniencing
D	> 25 – 35	Delay noticeable and irritating, increased likelihood of risk taking
E	> 35 – 50	Delay approaches tolerance level, risk-taking behavior likely
F	> 50	Delay exceeds tolerance level, high likelihood of vehicle risk taking

Source: *Highway Capacity Manual 6th Edition*, Chapter 20

For existing roadways, municipalities typically consider LOS A through LOS D as the range of acceptable overall intersection operations, while LOS E and LOS F are generally considered unacceptable. Roadway laneage, traffic signalization, or other improvements are normally required at those intersections which operate within the range of unacceptable LOS.

The operating conditions were analyzed for the weekday AM and PM peak hours using the *Synchro 11* software which uses the methodologies contained in the *Highway Capacity Manual 6th Edition*. The following intersections were analyzed:

- Hampshire Pike (SR 50) at Lion Parkway/Iberia Drive (signalized)
- Hampshire Pike (SR 50) at James Campbell Boulevard (signalized)
- James Campbell Boulevard at Old Williamsport Pike (unsignalized)
- James Campbell Boulevard at Industrial Park Road (signalized)
- Hampshire Pike (SR 50) at Site Driveway A/Oxford Village Circle (unsignalized)
- Old Williamsport Pike at Site Driveway B (unsignalized)

Additionally, unsignalized intersections were analyzed for the weekday AM and PM peak hours using the *Highway Capacity Software (HCS) 7* which also uses the methodologies contained in the *Highway Capacity Manual 6th Edition*. The following intersections were analyzed in *HCS 7* in addition to *Synchro 10*:

- James Campbell Boulevard at Old Williamsport Pike (unsignalized)
- Hampshire Pike (SR 50) at Site Driveway A/Oxford Village Circle (unsignalized)
- Old Williamsport Pike at Site Driveway B (unsignalized)

Intersection capacity analyses were conducted for the following conditions within the study area:

- Existing 2021 Conditions
- Background 2025 Conditions
- Future 2025 Conditions

A summary of the *Synchro 11* capacity analyses for the AM peak hour and PM peak hour are provided in **Table 13** and **Table 14**, respectively. A summary of the *HCS 7* capacity analyses for the AM peak hour and PM peak hour are provided in **Table 15** and **Table 16**, respectively. The intersection capacity analysis reports are included in **Appendix F**.

Table 13 – *Synchro 11* Intersection Capacity Analysis Results – AM Peak Hour

Intersection	Approach	Existing 2021 Conditions	Background 2025 Conditions	Future 2025 Conditions
Hampshire Pike at Lion Parkway /Iberia Drive (Signalized)	Eastbound	B (17.5)	C (24.9)	C (25.6)
	Westbound	B (10.8)	B (15.6)	C (16.3)
	Northbound	D (39.9)	D (41.5)	D (41.0)
	Southbound	C (31.7)	C (30.6)	C (30.6)
	Overall	B (19.2)	C (24.5)	C (24.9)
Hampshire Pike at James Campbell Boulevard (Signalized)	Eastbound	C (32.1)	D (43.5)	D (50.7)
	Westbound	C (27.1)	D (35.7)	D (44.1)
	Northbound	E (62.5)	E (68.0)	E (68.7)
	Southbound	E (65.4)	E (73.9)	E (74.0)
	Overall	D (52.0)	E (59.9)	E (62.5)
James Campbell Boulevard at Old Williamsport Pike (Unsignalized)	Eastbound STOP	C (18.6)	C (22.5)	F (126.3)
	Westbound STOP	C (23.0)	D (29.7)	D (33.4)
	Northbound Left-Turn	B (13.8)	C (15.6)	C (16.3)
	Southbound Left-Turn	A (9.5)	B (10.0)	B (10.5)
James Campbell Boulevard at Industrial Park Road (Signalized)	Eastbound	A (9.4)	B (10.9)	C (21.6)
	Westbound	B (18.8)	C (22.1)	C (32.3)
	Northbound	F (93.9)	F (92.1)	F (92.1)
	Southbound	D (35.1)	D (35.8)	C (23.0)
	Overall	C (22.2)	C (23.9)	C (24.1)
Hampshire Pike at Driveway A	Eastbound Left-Turn	--	--	A (9.5)
	Westbound Left-Turn*	--	--	A (9.7)
	Northbound STOP*	--	--	E (49.3)
	Southbound STOP	--	--	F (610.1)
Old Williamsport Pike at Driveway B	Westbound Left-Turn	--	--	A (7.6)
	Northbound STOP	--	--	A (9.4)

**Turning movements associated with the Oxford Village Circle development were conservatively assumed to be 10 vehicles per movement based on trip generation for 46 multi-family (low-rise) apartments*

Table 14 – *Synchro 10* Intersection Capacity Analysis Results – PM Peak Hour				
Intersection	**Approach**	**Existing 2021 Conditions**	**Background 2025 Conditions**	**Future 2025 Conditions**
Hampshire Pike at Lion Parkway /Iberia Drive (Signalized)	Eastbound	C (20.5)	C (23.5)	C (24.2)
	Westbound	B (19.7)	C (28.7)	C (30.1)
	Northbound	F (158.9)	F (249.5)	F (249.5)
	Southbound	C (31.8)	C (31.8)	D (31.8)
	Overall	D (49.1)	E (70.1)	E (70.1)
Hampshire Pike at James Campbell Boulevard (Signalized)	Eastbound	D (35.3)	D (50.5)	E (60.9)
	Westbound	C (31.9)	D (45.2)	E (55.3)
	Northbound	D (51.8)	E (56.2)	E (58.0)
	Southbound	E (62.7)	E (73.8)	E (74.0)
	Overall	D (49.1)	E (58.9)	E (63.4)
James Campbell Boulevard at Old Williamsport Pike (Unsignalized)	Eastbound STOP	C (16.9)	C (21.4)	F (84.7)
	Westbound STOP	D (30.1)	E (47.6)	F (60.0)
	Northbound Left-Turn	B (10.7)	B (11.9)	B (13.2)
	Southbound Left-Turn	B (14.1)	C (15.9)	C (16.5)
James Campbell Boulevard at Industrial Park Road (Signalized)	Eastbound	B (11.0)	C (23.4)	D (35.3)
	Westbound	C (21.3)	C (32.7)	D (48.6)
	Northbound	F (84.8)	F (86.5)	F (86.9)
	Southbound	C (22.8)	B (16.5)	B (10.9)
	Overall	B (15.9)	C (23.9)	C (31.4)
Hampshire Pike at Driveway A	Eastbound Left-Turn	--	--	B (10.8)
	Westbound Left-Turn*	--	--	A (8.8)
	Northbound STOP*	--	--	E (46.6)
	Southbound STOP	--	--	F (201.1)
Old Williamsport Pike at Driveway B	Westbound Left-Turn	--	--	A (7.4)
	Northbound STOP	--	--	A (8.6)

**Turning movements associated with the Oxford Village Circle development were conservatively assumed to be 10 vehicles per movement based on trip generation for 46 multi-family (low-rise) apartments*

Table 15 – *HCS 7* Intersection Capacity Analysis Results – AM Peak Hour				
Intersection	**Approach**	**Existing 2021 Conditions**	**Background 2025 Conditions**	**Future 2028 Conditions**
James Campbell Boulevard at Old Williamsport Pike (Unsignalized)	Eastbound STOP	C (21.9)	D (29.9)	F (648.3)
	Westbound STOP	F (53.0)	F (97.5)	F (130.2)
	Northbound Left-Turn	B (13.8)	C (15.6)	C (16.3)
	Southbound Left-Turn	A (9.5)	B (10.0)	B (10.5)
Hampshire Pike at Driveway A	Eastbound Left-Turn	--	--	A (9.5)
	Westbound Left-Turn*	--	--	A (9.7)
	Northbound STOP*	--	--	E (49.6)
	Southbound STOP	--	--	F (691.4)
Old Williamsport Pike at Driveway B	Westbound Left-Turn	--	--	A (7.6)
	Northbound STOP	--	--	A (9.4)

**Turning movements associated with the Oxford Village Circle development were conservatively assumed to be 10 vehicles per movement based on trip generation for 46 multi-family (low-rise) apartments*

Table 16 – *HCS 7* Intersection Capacity Analysis Results – PM Peak Hour				
Intersection	**Approach**	**Existing 2021 Conditions**	**Background 2025 Conditions**	**Future 2028 Conditions**
James Campbell Boulevard at Old Williamsport Pike (Unsignalized)	Eastbound STOP	D (27.1)	E (46.6)	F (611.7)
	Westbound STOP	F (90.0)	F (256.5)	F (380.9)
	Northbound Left-Turn	B (10.7)	B (11.9)	B (13.2)
	Southbound Left-Turn	B (14.1)	C (15.9)	C (16.5)
Hampshire Pike at Driveway A	Eastbound Left-Turn	--	--	B (10.8)
	Westbound Left-Turn*	--	--	A (8.8)
	Northbound STOP*	--	--	E (47.8)
	Southbound STOP	--	--	F (323.7)
Old Williamsport Pike at Driveway B	Westbound Left-Turn	--	--	A (7.4)
	Northbound STOP	--	--	A (8.6)

**Turning movements associated with the Oxford Village Circle development were conservatively assumed to be 10 vehicles per movement based on trip generation for 46 multi-family (low-rise) apartments*

The minor street approaches at the unsignalized intersection of James Campbell Boulevard at Old Williamsport Pike currently operate and are projected to operate at low levels-of-service for both the background and future conditions. The intersection geometry currently provides separate right-turn lanes for both minor street approaches. Low LOS for minor street approaches is not uncommon, as vehicles may experience a delay turning onto a major roadway.

10.2 Queuing Analysis

The *Highway Capacity Manual 6th Edition* provides insight and guidance regarding the back of queue for both signalized and unsignalized intersections.

Signalized:

"The back-of-queue position is the position of the vehicle stopped farthest from the stop line during the cycle as a consequence of the display of a red signal indication. The back-of-queue size depends on the arrival pattern of vehicles and on the number of vehicles that do not clear the intersection during the previous cycle." (Source: *Highway Capacity Manual 6th Edition*, Chapter 19)

Unsignalized:

"Queue length is an important consideration at unsignalized intersections. Theoretical studies and empirical observations have demonstrated that the probability distribution of queue lengths for any minor movement at an unsignalized intersection is a function of the capacity of the movement and the volume of traffic being served during the analysis period." (Source: *Highway Capacity Manual 6th Edition*, Chapter 20)

A queuing analysis was performed using the *Synchro 10* software to evaluate and determine the forecasted 50th percentile queue lengths and 95th percentile queue lengths. The queue lengths are summarized in **Table 17** and **Table 18**, respectively. The 50th and 95th percentile queuing reports are included in **Appendix F**.

Table 17 – Queue Length Results – AM Peak Hour

Intersection		Existing Storage Length	50th Percentile			95th Percentile		
			Exist. 2021	Back. 2025	Future 2025	Exist. 2021	Back. 2025	Future 2025
Hampshire Pike at Lion Parkway /Iberia Drive	Eastbound Left-Turn	300	0	0	0	2	2	2
	Eastbound Right-Turn/Thru	--	688	1,066	1,093	1,062	1,409	1,437
	Westbound Left-Turn	215	85	100	100	161	175	175
	Westbound Right-Turn/Thru	--	119	181	195	249	331	356
	Northbound Left-Turn/Thru	--	163	184	184	268	329	329
	Northbound Right-Turn	150	0	0	0	49	52	52
	Southbound	--	10	10	10	30	33	33
Hampshire Pike at James Campbell Boulevard	Eastbound Left-Turn	180	120	176	252	183	245	340
	Eastbound Right-Turn/Thru	--	411	588	716	640	895	1,016
	Westbound Left-Turn	100	59	69	72	101	134	135
	Westbound	--	161	215	240	258	311	332
	Westbound Right-Turn	140	16	28	29	67	84	84
	Northbound Left-Turn	120	189	238	258	295	391	419
	Northbound	--	216	259	266	288	328	328
	Northbound Right-Turn	130	15	24	25	64	78	78
	Southbound Left-Turn	150	232	294	305	418	487	487
	Southbound Right-Turn/Thru	--	471	685	744	664	836	870
James Campbell Boulevard at Industrial Park Road	Eastbound Left-Turn	140	82	107	172	250	388	842
	Eastbound Right-Turn/Thru	--	19	24	25	57	68	72
	Westbound	--	56	67	69	114	130	133
	Northbound	--	5	6	6	23	25	25
	Southbound Left-Turn/Thru	130	75	84	84	144	157	157
	Southbound Right-Turn	--	468	670	747	754	995	1,086

NOTE: All numbers represent distance in feet

Table 18 – Queue Length Results – PM Peak Hour

Intersection		Existing Storage Length	50th Percentile			95th Percentile		
			Exist. 2021	Back. 2025	Future 2025	Exist. 2021	Back. 2025	Future 2025
Hampshire Pike at Lion Parkway /Iberia Drive	Eastbound Left-Turn	300	1	1	1	3	3	3
	Eastbound Right-Turn/Thru	--	304	499	532	451	782	929
	Westbound Left-Turn	215	10	12	12	21	23	23
	Westbound Right-Turn/Thru	--	175	292	305	335	565	591
	Northbound Left-Turn/Thru	--	354	457	457	537	653	653
	Northbound Right-Turn	150	0	0	0	23	28	28
	Southbound	--	2	2	2	13	13	13
Hampshire Pike at James Campbell Boulevard	Eastbound Left-Turn	180	123	172	213	175	233	283
	Eastbound Right-Turn/Thru	--	368	507	560	497	732	815
	Westbound Left-Turn	100	61	68	68	98	105	105
	Westbound	--	179	256	296	264	356	391
	Westbound Right-Turn	140	31	61	71	89	128	137
	Northbound Left-Turn	120	320	473	548	515	671	730
	Northbound	--	270	328	344	363	424	424
	Northbound Right-Turn	130	4	12	12	45	57	57
	Southbound Left-Turn	150	114	131	135	178	196	196
	Southbound Right-Turn/Thru	--	455	677	803	577	804	894
James Campbell Boulevard at Industrial Park Road	Eastbound Left-Turn	140	112	174	265	606	956	1,097
	Eastbound Right-Turn/Thru	--	15	18	19	52	62	63
	Westbound	--	49	62	64	105	128	133
	Northbound	--	8	9	9	33	36	36
	Southbound Left-Turn/Thru	130	28	31	31	72	77	77
	Southbound Right-Turn	--	49	185	425	218	532	775

NOTE: All numbers represent distance in feet

The queue analyses demonstrate significant queuing for vehicles making a northbound left-turn and southbound left-turn at the intersection of Hampshire Pike at James Campbell Boulevard. This is likely due to the high volume of vehicles turning for each movement that must be served by a protected-only left-turn phase.

10.3 Analysis with Improvements

An alternate traffic analysis was performed for the intersections of Hampshire Pike at Lion Parkway/Iberia Drive, Hampshire Pike at James Campbell Boulevard, and James Campbell Boulevard at Industrial Park Road. These improvements were identified due to the Level of Service (LOS) based on the Background 2025 scenario.

- Hampshire Pike at Lion Parkway/Iberia Drive
    - Construct one (1) eastbound right-turn lane.
        - Adjust signal timings as necessary after lane modifications.
    - Provide an overlap phase for the northbound right-turn movement.
    - *Development traffic is not anticipated to utilize this turning movement and this improvement does not mitigate impacts from development traffic. This improvement may be planned by local jurisdictions to be implemented in the future.*

- Hampshire Pike at James Campbell Boulevard
    - Construct one (1) southbound right-turn lane.
        - Adjust signal timings as necessary after lane modifications.
    - Provide right-turn overlap phases for the northbound, southbound, and westbound approaches
    - *Due to ROW, waterway, and retaining wall constraints, this improvement is recommended to be planned by local jurisdictions.*

- James Campbell Boulevard at Industrial Park Road
    - Restripe the southbound shared through/left-turn lane along Industrial Park Road to provide a shared left/through/right-turn lane
        - Adjust signal timings as necessary after lane modifications.

Additional driveway improvements were identified due to LOS based on the Future 2025 scenario.

- Hampshire Pike at Driveway A
    - Construct one (1) eastbound left-turn lane.
    - Construct one (1) westbound right-turn lane.
    - Construct one (1) southbound left-turn lane.
    - Traffic signal with protected-permitted left-turn phasing on all approaches.

- James Campbell Boulevard at Old Williamson Pike
    - Construct one (1) northbound left-turn lane

A summary of the Synchro capacity analyses with these improvements are provided in **Table 19** and **Table 20** for the Background 2025 and Future 2025 scenarios. A summary of the HCS capacity analyses with these improvements are provided in **Table 21** and **Table 22** for the Background 2025 and Future 2025 scenarios.

Table 19 – *Synchro 10* Intersection Capacity Analysis Results – With Improvements – AM Peak Hour			
Intersection	**Approach**	**Background 2025 Conditions**	**Future 2025 Conditions**
Hampshire Pike at Lion Parkway /Iberia Drive (Signalized)	Eastbound	C (24.9)	C (25.6)
	Westbound	B (15.3)	B (15.6)
	Northbound	D (41.5)	D (41.0)
	Southbound	C (30.6)	C (30.6)
	Overall	C (24.5)	C (24.6)
Hampshire Pike at James Campbell Boulevard (Signalized)	Eastbound	D (43.5)	D (50.7)
	Westbound	D (35.7)	D (44.1)
	Northbound	E (68.0)	E (68.7)
	Southbound	E (73.9)	E (74.0)
	Overall	E (59.9)	E (62.5)
James Campbell Boulevard at Old Williamsport Pike (Unsignalized)	Eastbound STOP		F (105.4)
	Westbound STOP		D (31.8)
	Northbound Left-Turn		C (16.3)
	Southbound Left-Turn		B (10.5)
James Campbell Boulevard at Industrial Park Road (Signalized)	Eastbound	B (10.9)	C (21.6)
	Westbound	C (22.1)	C (32.3)
	Northbound	F (92.1)	F (92.1)
	Southbound	D (35.8)	C (23.0)*
	Overall	C (23.9)	C (24.1)*
Hampshire Pike at Driveway A	Eastbound	--	C (23.6)
	Westbound	--	B (19.7)
	Northbound	--	D (46.8)
	Southbound	--	D (41.8)
	Overall	--	C (23.8)

**Adding volume to a movement that experience lower delay can adjust the weighting of that movement in the LOS and delay calculations.*

Table 20 – *Synchro 10* Intersection Capacity Analysis Results – With Improvements – PM Peak Hour			
Intersection	**Approach**	**Background 2025 Conditions**	**Future 2025 Conditions**
Hampshire Pike at Lion Parkway /Iberia Drive (Signalized)	Eastbound	C (23.4)	C (24.1)
	Westbound	B (17.0)	B (16.7)
	Northbound	F (249.5)	F (249.5)
	Southbound	C (31.8)	C (31.8)
	Overall	E (64.9)	E (64.1)*
Hampshire Pike at James Campbell Boulevard (Signalized)	Eastbound	D (50.5)	E (60.9)
	Westbound	D (45.2)	E (55.3)
	Northbound	E (56.2)	E (58.0)
	Southbound	E (73.8)	E (74.0)
	Overall	E (58.9)	E (63.4)
James Campbell Boulevard at Old Williamsport Pike (Unsignalized)	Eastbound STOP		F (51.3)
	Westbound STOP		E (42.8)
	Northbound Left-Turn		B (13.2)
	Southbound Left-Turn		C (16.5)
James Campbell Boulevard at Industrial Park Road (Signalized)	Eastbound	C (23.4)	D (35.3)
	Westbound	C (32.7)	D (48.6)
	Northbound	F (86.5)	F (86.9)
	Southbound	B (16.5)	B (10.9)*
	Overall	C (23.9)	C (31.4)
Hampshire Pike at Driveway A	Eastbound	--	A (1.9)
	Westbound	--	B (17.6)
	Northbound	--	D (51.9)
	Southbound	--	D (47.7)
	Overall	--	B (14.4)

**Adding volume to a movement that experience lower delay can adjust the weighting of that movement in the LOS and delay calculations.*

The signalized intersection of Hampshire Pike at Lion Parkway/Iberia Drive is projected to operate at LOS E after improvements which is due to the high delay experienced by the northbound approach. However, because the opposing volume from the southbound approach is minimal, this is likely an unrealistic result and a limitation of the capacity analysis software. Additionally, field observations confirmed that the northbound left-turn queue typically cleared every cycle during the PM peak.

The signalized intersection of Hampshire Pike at James Campbell Boulevard is projected to operate at LOS E after improvements. Due to the physical constraints at the intersection such as the stream and bridge structure to the west and business and driveway locations to the east, this intersection should continue to be monitored for additional background improvements and/or conduct a more focused study of the intersection.

The Future 2025 Intersection Geometry is illustrated in **Figure 10**.

LEGEND

- Existing Intersection Geometry
- Background Intersection Geometry
- Future Intersection Geometry
- Existing Traffic Signal Control
- Future Traffic Signal Control
- Existing Stop Control
- Future Stop Control

Industrial Park Road

James Campbell Blvd

Old Williamsport Pike

Driveway B

Driveway A

Iberia Dr

Hampshire Pike

Hampshire Pike

James Campbell Blvd

1

2

3

4

5

6

NORTH

NOT TO SCALE

Figure 10

Future 2025 Intersection Geometry

Hampshire Pike Mixed-Use
Traffic Impact Analysis

Kimley»Horn

11.0 INTERSECTION SIGHT DISTANCE

Intersection sight distance has been measured using methodology provided in Chapter 3.2 and Chapter 9.5 of *A Policy on Geometric Design of Highways and Streets, 6th Edition (2011)*, published by the American Association of State Highways and Transportation Officials (AASHTO). This methodology is also consistent with TDOT Standard Roadway Drawings for Intersection Sight Distance. The height of the driver's eye is considered to be 3.5 feet above the road surface, and the object height is also considered to be 3.5 feet. The location of the driver on the minor road is considered to be a minimum of 14.5 feet from the edge of traveled way along the major road.

Hampshire Pike a two (2) lane undivided roadway with a posted speed limit of 40 MPH; the minimum intersection sight distance is:

- 445 feet, using passenger vehicle as the design vehicle.

Old Williamsport Pike a two (2) lane undivided roadway with a posted speed limit of 35 MPH; the minimum intersection sight distance is:

- 390 feet, using passenger vehicle as the design vehicle.

The following field measurements were obtained for intersection sight distance:

- Hampshire Pike at Driveway A
    - Looking to the left (east), intersection sight distance is greater than 800 feet.
    - Looking to the right (west), intersection sight distance is greater than 1,000 feet.
- Old Williamsport Pike at Driveway B
    - Looking left (to the west) the intersection sight distance is greater than 450 feet.
    - Looking right (to the east) the intersection sight distance is greater than 700 feet.

12.0 RECOMMENDATIONS

Related to the proposed development, the following mitigation improvements will improve traffic operations under the Future 2025 scenario and are to be constructed by the proposed development:

Hampshire Pike (SR 50) at James Campbell Boulevard

- Reconstruct north leg median nose with an 8' radius to reduce median length by approximately 13 feet to better facilitate vehicle turning movements. Relocate existing wood pole with dual arm luminaire and reconnect traffic signal span wire. Reconstruct south leg median nose with an 8' radius to reduce median length by approximately 15 feet to better facilitate vehicle turning movements.
    - *This improvement was added based on input from City staff and Planning Commission.*

James Campbell Boulevard at Old Williamsport Pike

- Construct a northbound left-turn lane with 100 feet of storage.

James Campbell Boulevard at Industrial Park Road

- Restripe the southbound shared through/left-turn lane along Industrial Park Road to provide a shared left/through/right-turn lane. Adjust signal timings as necessary after lane modifications.

Hampshire Pike at Driveway A

- Construct a westbound right-turn lane along Hampshire Pike with 125 feet of storage.
- Construct an eastbound left-turn lane along Hampshire Pike with 100 feet of storage.
- Construct a westbound left-turn lane along Hampshire Pike with 100 feet of storage.
- Construct Driveway A with three (3) lanes for vehicular movement: one (1) lane for vehicle ingress and two (2) for vehicle egress.
- Construct a traffic signal with protected-permitted left-turn phasing on all approaches.
- Install signs and pavement markings in accordance with the standards provided in the *Manual on Uniform Traffic Control Devices* (MUTCD).

Old Williamsport Pike at Site Driveway B

- Construct Site Driveway B with two (2) lanes for vehicular movement: one (1) lane for vehicle ingress and one (1) for vehicle egress.
- Provide STOP control along the northbound approach of Site Driveway B.
- Construct a westbound left-turn lane along Old Williamsport Pike with 100 feet of storage.
- Provide adequate intersection sight distance in accordance with the criteria provided in *A Policy on Geometric Design of Highways and Streets*.

Unrelated to the proposed development, the following improvements are proposed to improve operations under the Background 2025 scenario and not proposed to be constructed as part of this development:

Hampshire Pike at Lion Parkway/Iberia Drive

- Construct one (1) eastbound right-turn lane.
    - Adjust signal timings as necessary after lane modifications.
- Provide an overlap phase for the northbound right-turn movement.
- *Development traffic is not anticipated to utilize this turning movement and this improvement does not mitigate impacts from development traffic. This improvement may be planned by local jurisdictions to be implemented in the future. See section 10.3 in the report for additional information.*

Hampshire Pike at James Campbell Boulevard

- Construct one (1) southbound right-turn lane.
    - Adjust signal timings as necessary after lane modifications.
- Provide right-turn overlap phases for the northbound, southbound, and westbound approaches
- *Due to ROW, waterway, and retaining wall constraints, this improvement is recommended to be planned by local jurisdictions. See section 10.3 in the report for additional information.*

Appendix A

Site Plan

SITE DEVELOPMENT PLAN SUBMITTAL

HAMPSHIRE PIKE MIXED USE

HAMPSHIRE PIKE
COLUMBIA, TENNESSEE

SITE DEVELOPMENT PLAN SUBMITTAL REQUIREMENTS

SITE DATA TABLE		
SITE ADDRESS	HAMPSHIRE PIKE COLUMBIA, TENNESSEE, 38401	
TAX MAP	MAP 089 PARCEL 04103 000	
OVERALL AREA	EXISTING	PROPOSED
SITE AREA	24.01 AC AC	24.01 AC AC
DISTURBED AREA	N/A	19.3 AC
IMPERVIOUS AREA	0 AC	8.56 AC
PERVIOUS AREA	24.01 AC	15.45 AC
BUILDING DATA	REQUIRED	PROVIDED
UNIT DENSITY	15 DUA	
TOTAL UNITS	360 UNITS	
BUILDING SETBACKS	REQUIRED	PROVIDED
FRONT: NORTH	20 FT	20 FT
REAR: SOUTH	20 FT	20 FT
SIDE: EAST	10 FT	5 FT
SIDE: WEST	10 FT	5 FT
MINIMUM BUILDING SEPARATION	20 FT	34'

EXISTING PROPERTY SUMMARY	
PROPERTY ADDRESS:	HAMPSHIRE PIKE COLUMBIA, TENNESSEE
MAP AND PARCEL ID:	MAP 089, PARCEL 04103 000
U.S. FEMA FIRM PANEL:	47119C0280E DATED 4/16/2007
EXISTING ZONING:	MRC
EXISTING LAND USE:	MULTIFAMILY

SITE DATA TABLE

PROJECT NAME:	STEADFAST - HAMPSHIRE PIKE
PARCEL ADDRESS:	HAMPSHIRE PIKE COLUMBIA, TENNESSEE
TAX MAP AND PARCEL NUMBER:	MAP 089, PARCEL 4103
ZONING:	MRC
LAND USE:	MULTI-FAMILY
SITE ACREAGE:	24.01 AC (1,045,757 SF)
PROPOSED BUILDING SF:	# SF
- CLUBHOUSE (1)	9,188 SF
- LONG APARTMENT BUILDING: (12)	9,864 SF
- SHORT APARTMENT BUILDING: (3)	8,949 SF
PROPOSED BUILDING HEIGHT:	45' HT MAX
PARKING REQUIRED: 1.5 SPACES PER 2 BEDROOMS	
- 1 BEDROOM UNITS / BEDROOMS =	108 UNITS / 108 BEDROOMS
- 2 BEDROOM UNITS / BEDROOMS =	180 UNITS / 360 BEDROOMS
- 3 BEDROOM UNITS / BEDROOMS =	72 UNITS / 216 BEDROOMS
- TOTAL UNITS / BEDROOMS =	360 UNITS / 684 BEDROOMS
TOTAL PARKING REQUIRED:	513 TOTAL SPACES 9 ADA SPACES
TOTAL PARKING PROVIDED:	530 TOTAL SPACES 519 STANDARD SPACES 11 ACCESSIBLE SPACE
PROPERTY SETBACKS:	20' FRONT / STREET 10' SIDE 20' REAR
OPEN SPACE:	64.4% (673,160 SF)
LOT BUILDING COVERAGE:	14.76% (154,403 SF)
IMPERVIOUS SITE AREA:	35.6% (372,716 SF)



VICINITY MAP
NOT TO SCALE

Sheet List Table	
Sheet Number	Sheet Title
C0-00	COVER
C1-00	EXISTING CONDITIONS
C1-01	MASS GRADING
C2-00	SITE LAYOUT - OVERALL
C3-00	GRADING AND DRAINAGE PLAN - OVERALL
C4-00	UTILITY PLAN - OVERALL
A1.0	ARCHITECTURAL ELEVATIONS

CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE

PROJECT DESIGN TEAM

ARCHITECT
CBTWO ARCHITECTS
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SALEM, OREGON 97301
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COLTON DORRIS, E.I.

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BDY NATURAL SCIENCES CONSULTANTS
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PHONE: (615)460-9797
CONTACT: SAMUEL K. PARISH, PG, CPESC

PERMITTING / UTILITY CONTACTS

BUILDING DEPT.
CITY OF COLUMBIA
DEVELOPMENT SERVICES
700 N GARDEN ST,
COLUMBIA, TN 38401
PHONE: (931) 560-1500
CONTACT: PAUL KELTNER
EMAIL: PAUL@COLUMBIATN.COM

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201 PICKENS LANE,
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PHONE: (931) 375-7649
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EMAIL: JERMAINE.COOPER@CPWS.COM

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CITY OF COLUMBIA PLANNING DEPARTMENT
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FIRE CHIEF
CITY OF COLUMBIA FIRE AND RESCUE
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CONTACT: TY COBB
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TDOT
TENNESSEE DEPARTMENT OF TRANSPORTATION
REGION 3 TRAFFIC ENGINEER
660 CENTENNIAL BLVD
NASHVILLE, TN 37243
PHONE: (615) 350-4300

NATURAL GAS
ATMOS ENERGY
810 CRESCENT CENTER DR, #600,
FRANKLIN, TN 37064
PHONE: (615) 509-4051
CONTACT: ABBY DAVIS
EMAIL: ABBY.DAVIS@ATMOSENERGY.COM

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AT&T
904 S HIGH STREET,
COLUMBIA, TN 38401
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EMAIL: BG3893@ATT.COM

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COLUMBIA POWER AND WATER SYSTEMS
201 PICKENS LANE,
COLUMBIA, TN 38401
PHONE: (931) 375-7649
CONTACT: JERMAINE COOPER
EMAIL: JERMAINE.COOPER@CPWS.COM

OWNER / DEVELOPER

STEADFAST COMPANIES
18100 VON KARMAN AVE., SUITE 500
IRVINE,CALIFORNIA, 92612
PHONE: 949.518.2191
CONTACT: PATRICK WOEPSE

PLANS PREPARED BY

Kimley»Horn

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Know what's below. Call before you dig.

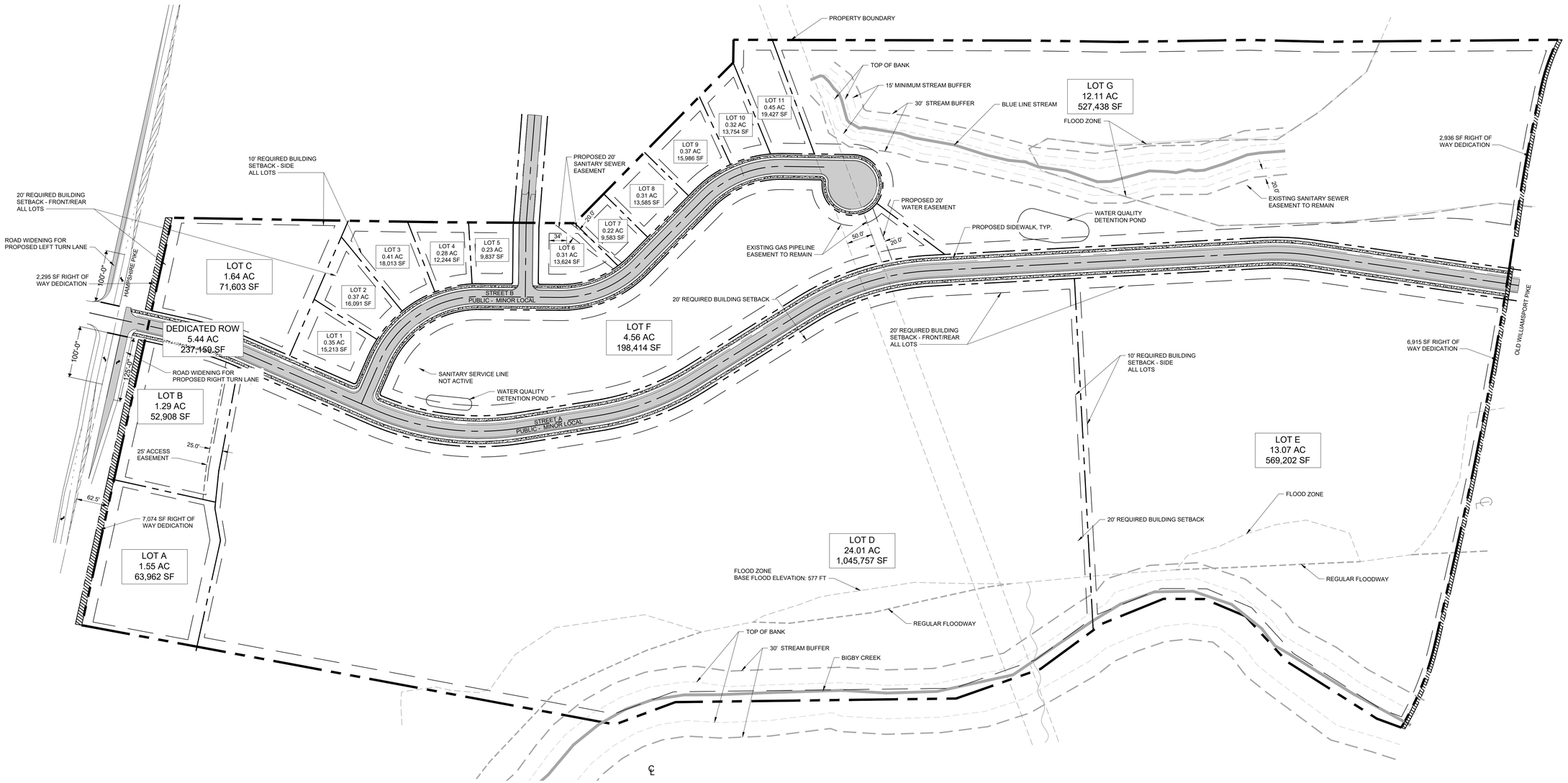
ENGINEER'S SEAL

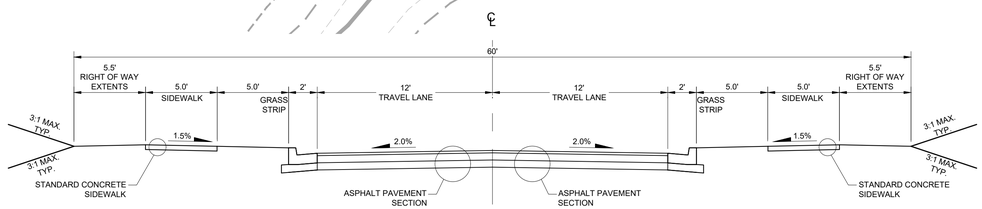
PLAN REVISIONS		
REVISION NO.	DATE	REMARKS

FILE NUMBER	SHEET NUMBER	TOTAL SHEETS
118332003	C0-00	7

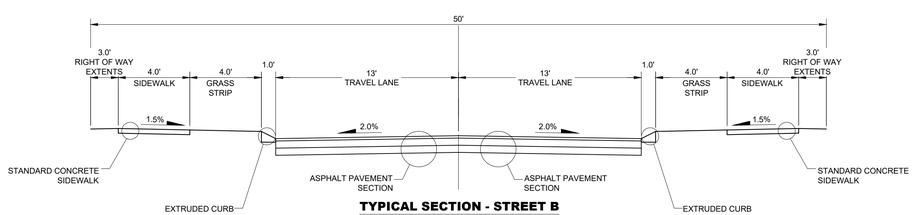
PROJECT NAME - SET DESCRIPTION

Drawing name: K:\NSH_LDEV\118332003 - Steadfast Hampshire Pike\4-CADD\PlanSheets - MF\C0-00 COVER.dwg Jun 21, 2022 10:11am by: Colton.Dorris





TYPICAL SECTION - STREET A
ROW = 60'



TYPICAL SECTION - STREET B
ROW = 50'

US FEMA FIRM PANEL

U.S. FEMA FIRM PANEL: 47119C0280E DATED 4/16/2007

THE FEATURES SHOWN ON THIS PLAN ARE SCHEMATIC IN NATURE AND ARE TO BE USED FOR PRELIMINARY PLANNING PURPOSES ONLY. ALL FEATURES ARE SUBJECT TO CHANGE BASED ON CONTINUED DESIGN, REVIEW BY AUTHORITIES HAVING JURISDICTION, OR ANY OTHER EVENT OUT OF THE CONTROL OF THE ENGINEER

EXISTING AND PROPOSED LOT INFORMATION

LOT NUMBER	ACREAGE (AC)	SQUARE FOOTAGE (SF)	LOT USE
EXISTING LOT	67.28	2,930,900	--
DEDICATED ROW	5.44	237,159	--
LOT A	1.55	67,581	COMMERCIAL
LOT B	1.29	56,392	COMMERCIAL
LOT C	1.64	71,603	COMMERCIAL
LOT D	24.01	1,045,757	MULTIFAMILY
LOT E	13.07	569,202	VACANT
LOT F	4.56	198,414	VACANT
LOT G	12.11	527,438	VACANT
LOT 1	0.35	15,213	SINGLE FAMILY
LOT 2	0.37	16,091	SINGLE FAMILY
LOT 3	0.41	18,013	SINGLE FAMILY
LOT 4	0.28	12,244	SINGLE FAMILY
LOT 5	0.23	9,837	SINGLE FAMILY
LOT 6	0.31	13,624	SINGLE FAMILY
LOT 7	0.22	9,583	SINGLE FAMILY
LOT 8	0.31	13,585	SINGLE FAMILY
LOT 9	0.37	15,986	SINGLE FAMILY
LOT 10	0.32	13,754	SINGLE FAMILY
LOT 11	0.45	19,427	SINGLE FAMILY

PERMIT REVIEW ONLY

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

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HAMPSHIRE PIKE MIXED USE
PRELIMINARY PLAT
COLUMBIA, TN

DRAFT
PRELIMINARY PLANS
FOR REVIEW ONLY

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY:	KKF
DRAWN BY:	CLD
CHECKED BY:	KKF
DATE:	5/16/2022

KIMLEY-HORN PROJECT NO. 118332003

SITE LAYOUT

SHEET NUMBER
C2-00

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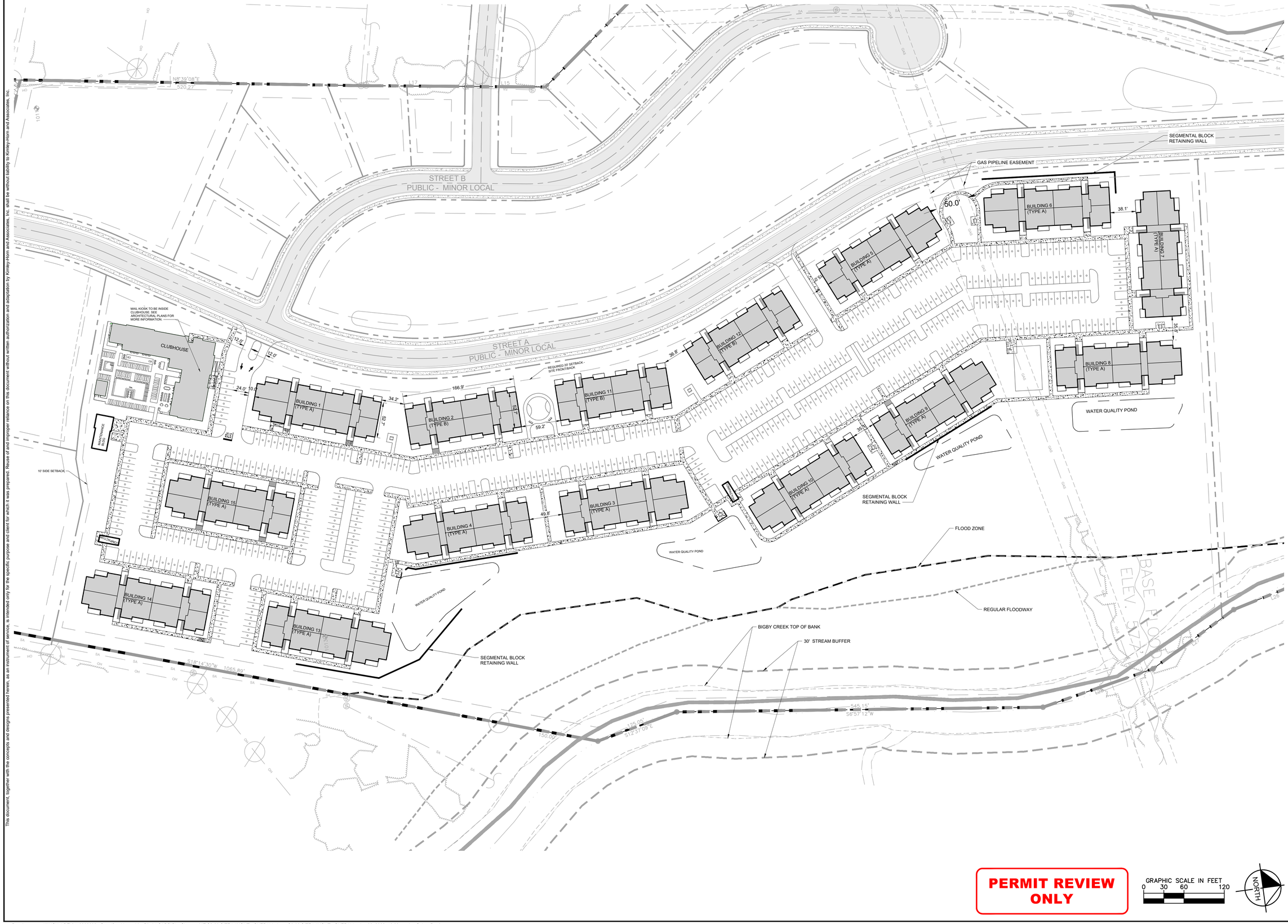
Drawing name: K:\NSH_LDEV\118332003 - steadfast hampshire pike\4-CADD\plansheets\C2-00 SITE LAYOUT - OVERALL.dwg C2-00 SITE LAYOUT - OVERALL Jun 20, 2022 11:58am by: Colton.Dorris



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GRAPHIC SCALE IN FEET
0 30 60 120

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HAMPSHIRE PIKE MIXED USE
PRELIMINARY PLAT
COLUMBIA, TN

DRAFT
PRELIMINARY PLANS
FOR REVIEW ONLY

No.	REVISIONS	DATE	BY
1			
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DESIGNED BY: ___
DRAWN BY: ___
CHECKED BY: ___
DATE: 5/16/2022
KIMLEY-HORN PROJECT NO. 118332003

SITE LAYOUT - OVERALL

SHEET NUMBER
C2-00

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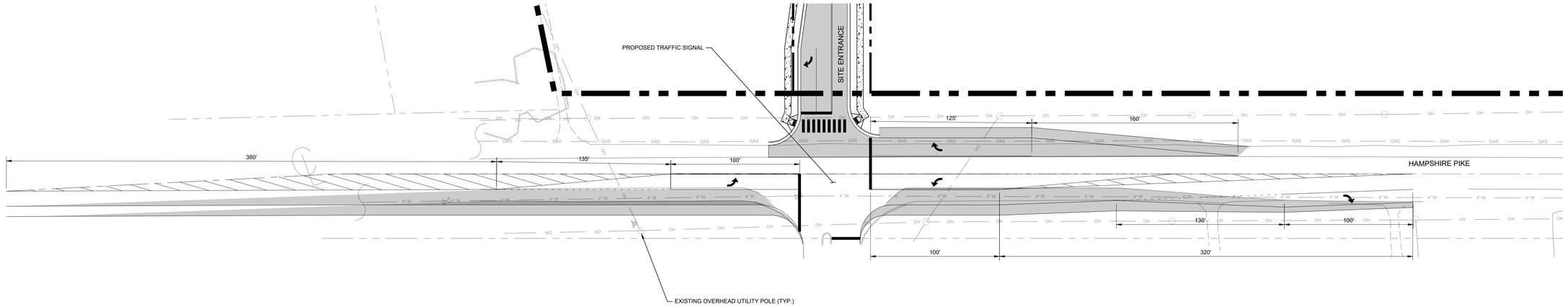

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GRAPHIC SCALE IN FEET
0 20 40 80

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HAMPSHIRE PIKE MIXED USE
PRELIMINARY PLAT
COLUMBIA, TN

No.	REVISIONS	DATE	BY
1			
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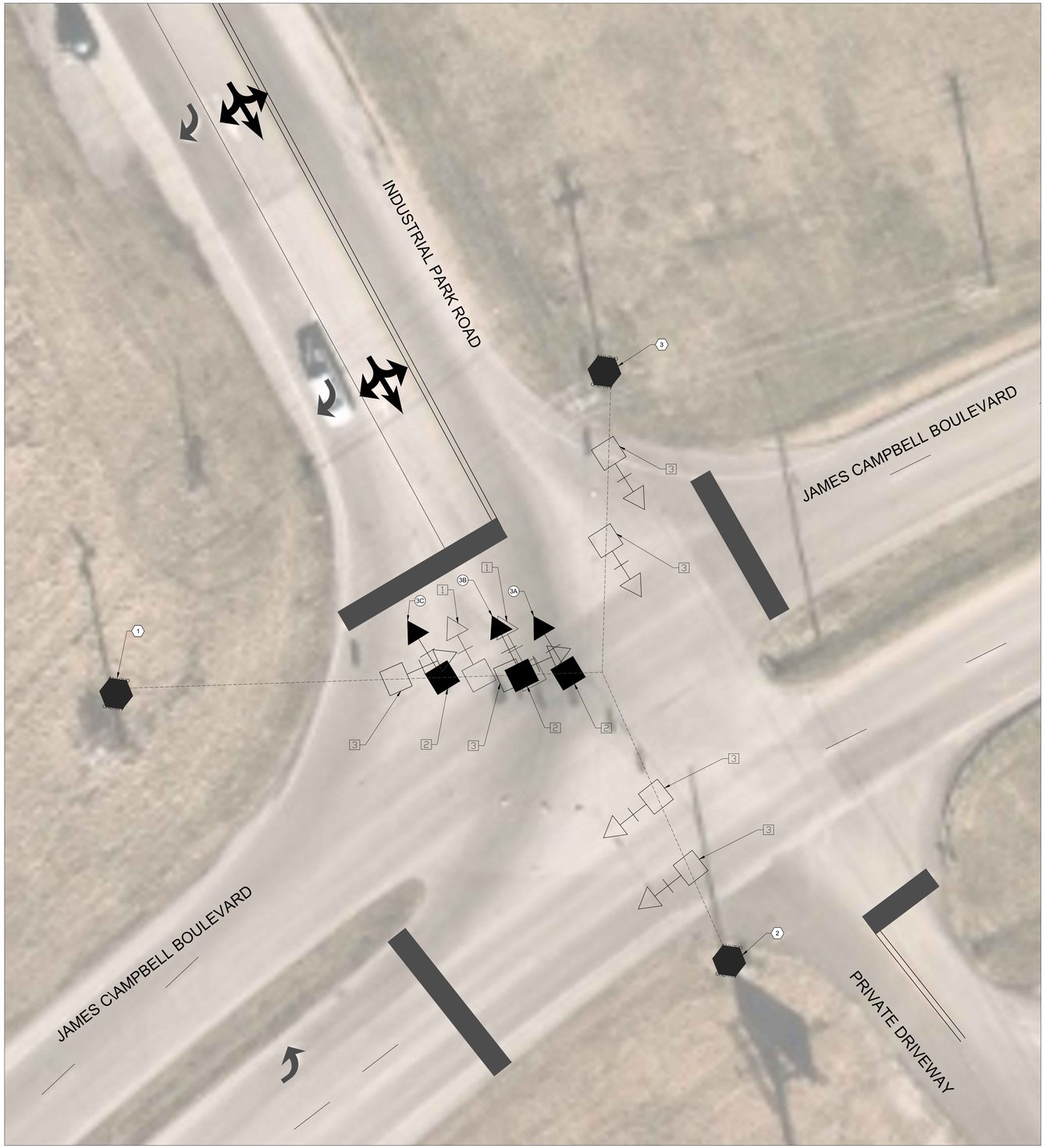
DESIGNED BY:	RAP
DRAWN BY:	AIM
CHECKED BY:	RAP
DATE:	5/16/2022

KIMLEY-HORN PROJECT NO. 118332003

TRAFFIC SIGNAL PLAN - HAMPSHIRE PIKE AT SITE ENTRANCE

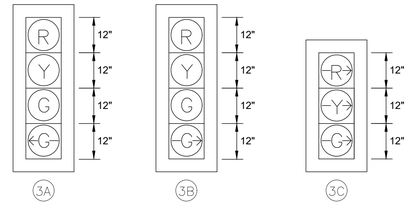
SHEET NUMBER
T1-00

Drawing name: K:\NSH_LDEV\118332003 - Steadfast Hampshire Pike\4-CADD\PlanSheets\T1-00 TRAFFIC SIGNAL PLAN.dwg T1-00 TRAFFIC SIGNAL PLAN Jun 21, 2022 1:37pm by: Kelley.Frank

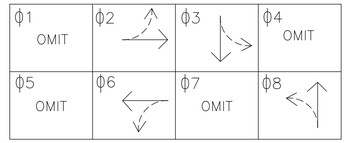


SIGNAL HEAD ASSEMBLIES

N.T.S.



PHASING DIAGRAM



CONSTRUCTION NOTES

1. REMOVE EXISTING SIGNAL HEAD
2. INSTALL SIGNAL HEAD AND REQUIRED CONDUCTOR
3. RETAIN EXISTING SIGNAL HEAD

LEGEND

- EXISTING SIGNAL POLE
- EXISTING SIGNAL HEAD
- PROPOSED SIGNAL HEAD
- EXISTING CONDUIT

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GRAPHIC SCALE IN FEET
0 2.5 5 10

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HAMPSHIRE PIKE MIXED USE
PRELIMINARY PLAT
COLUMBIA, TN

No.	REVISIONS	DATE	BY
1			
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DESIGNED BY:	RAP
DRAWN BY:	AIM
CHECKED BY:	RAP
DATE:	5/16/2022

KIMLEY-HORN PROJECT NO. 118332003

TRAFFIC SIGNAL PLAN - JAMES CAMPBELL BLVD AT INDUSTRIAL WAY

SHEET NUMBER
T2-00

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Drawing name: K:\NSH_LDEV\116332003 - Steadfast Hampshire Pike\4-CAD\Plan\Sheets\T1-00 TRAFFIC SIGNAL PLAN.dwg T3-00 TRAFFIC SIGNAL PLAN Jun 21, 2022 1:37pm by Kelley Frank



PERMIT REVIEW ONLY

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

JAMES CAMPBELL BLVD AT OLD WILLIAMSPORT PIKE

SHEET NUMBER
T3-00

KIMLEY-HORN PROJECT NO.
116332003

DATE
5/16/2022

CHECKED BY: RAP
DRAWN BY: AMF
DESIGNED BY: RAP

No.	REVISIONS	DATE	BY
1			
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HAMPSHIRE PIKE MIXED USE PRELIMINARY PLAT

COLUMBIA, TN

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0 10 20 40

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HAMPSHIRE PIKE MIXED USE
PRELIMINARY PLAT
COLUMBIA, TN

No.	REVISIONS	DATE	BY
1			
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DESIGNED BY:	RAP
DRAWN BY:	AIM
CHECKED BY:	RAP
DATE:	6/21/2022

KIMLEY-HORN PROJECT NO.
118332003

HAMPSHIRE PIKE AT JAMES CAMPBELL BLVD

SHEET NUMBER
T4-00

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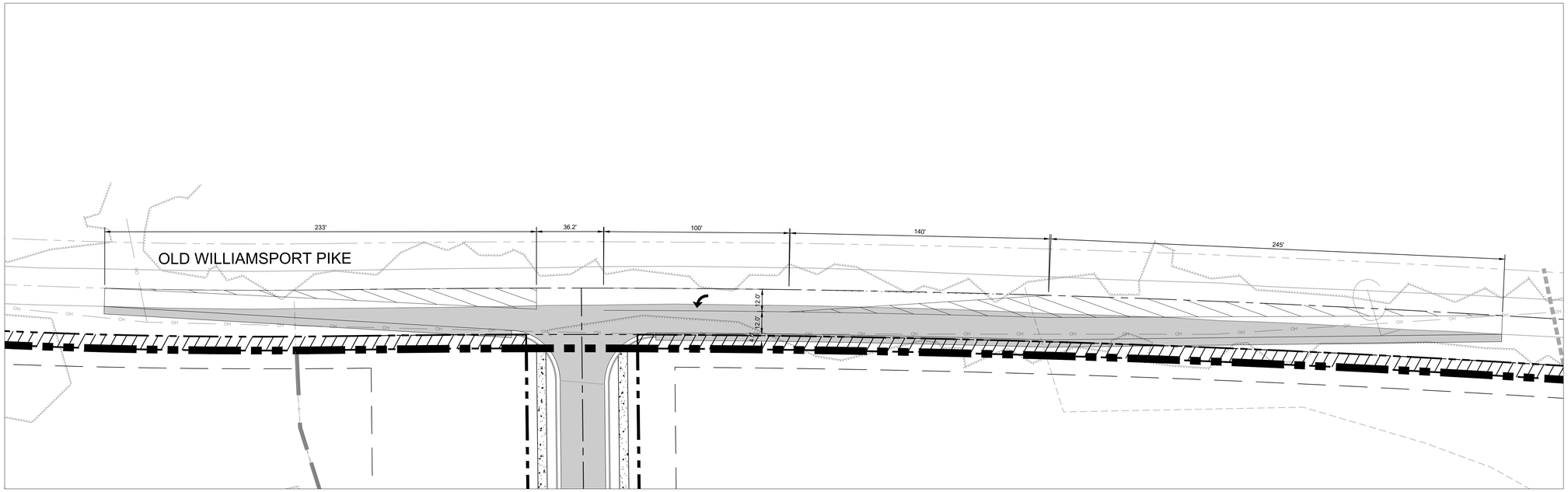

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GRAPHIC SCALE IN FEET
0 15 30 60

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HAMPSHIRE PIKE MIXED USE
PRELIMINARY PLAT
COLUMBIA, TN

No.	REVISIONS	DATE	BY
1			
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10			

DESIGNED BY:	RAP
DRAWN BY:	AIM
CHECKED BY:	RAP
DATE:	6/21/2022
KIMLEY-HORN PROJECT NO.	118332003

OLD WILLIAMSPORT PIKE AT SITE ENTRANCE

SHEET NUMBER
T5-00

Appendix B

Photos

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 1 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 1



Comments:

Photo No. 2



Comments:

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 2 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 3



Comments:

Photo No. 4



Comments:

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 3 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 5



Comments:

Photo No. 6



Comments:

Site Name: Hampshire Pike Mixed-Use

Photo No. 7



Comments:

Photo No. 8



Comments:

Site Name: Hampshire Pike Mixed-Use

Photo No. 9



Comments:

Photo No. 10



Comments:

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Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 6 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 11



Comments:

Photo No. 12



Comments:

Site Name: Hampshire Pike Mixed-Use

Photo No. 13



Comments:

Photo No. 14



Comments:

Site Name: Hampshire Pike Mixed-Use

Photo No. 15



Comments:

Photo No. 16



Comments:

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 9 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 17



Comments:

Photo No. 18



Comments:

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 10 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 19



Comments:

Photo No. 20



Comments:

Kimley»Horn
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Nashville, TN 37204

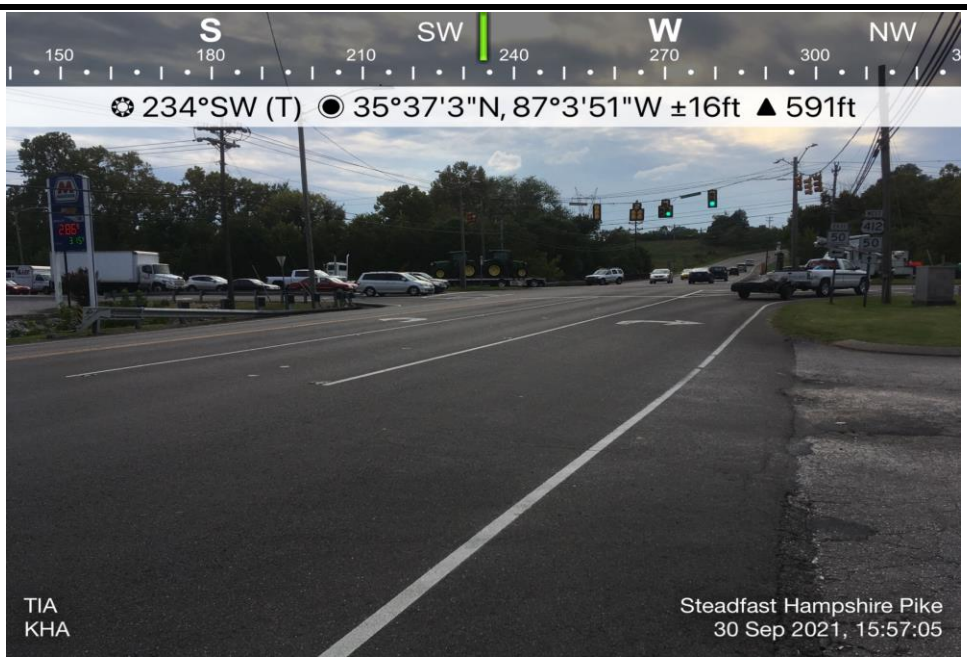
Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 11 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 21



Comments:

Photo No. 22



Comments:

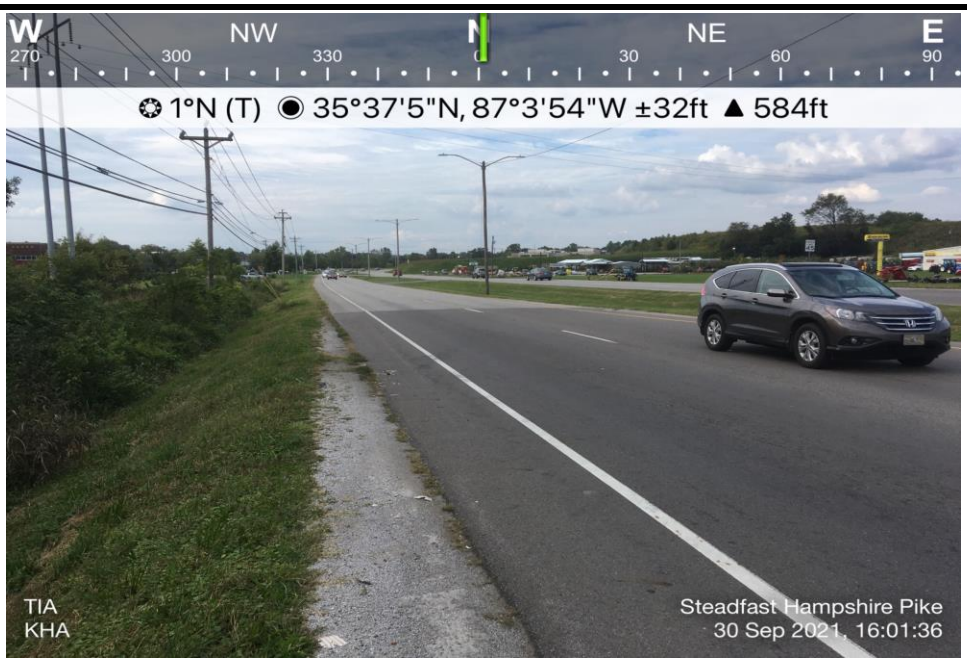
Site Name: Hampshire Pike Mixed-Use

Photo No. 23



Comments:

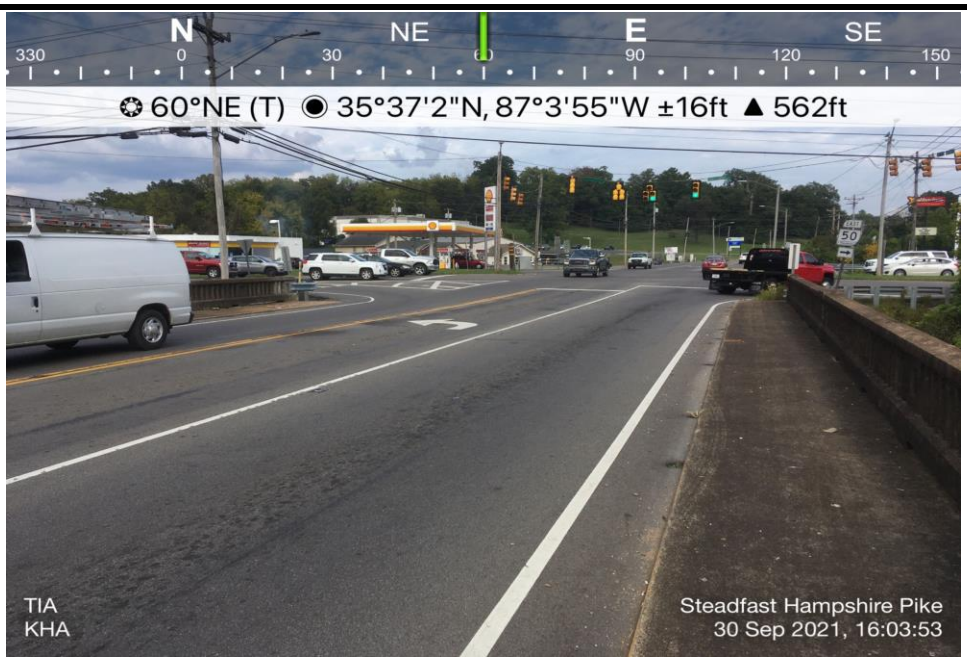
Photo No. 24



Comments:

Site Name: Hampshire Pike Mixed-Use

Photo No. 25



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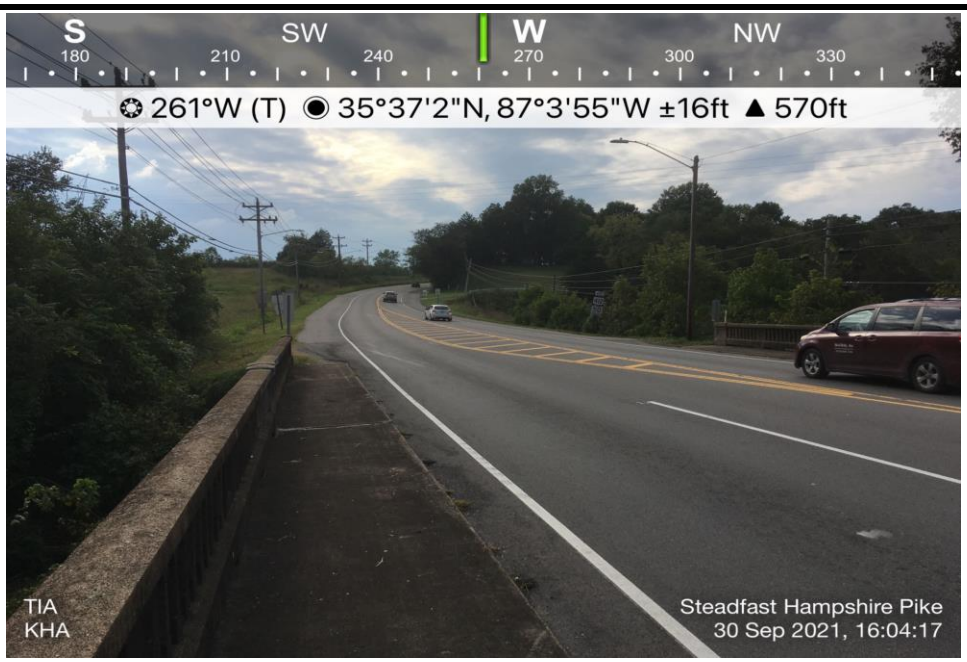


Comments:

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 14 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 27



Comments:

Photo No. 28



Comments:

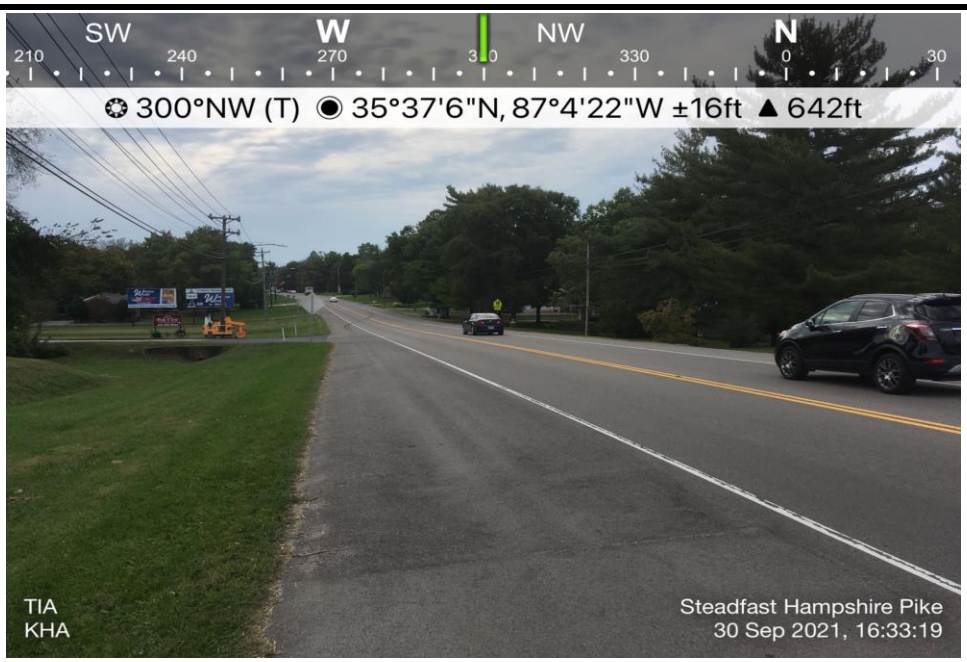
Site Name: Hampshire Pike Mixed-Use

Photo No. 29



Comments:

Photo No. 30



Comments:

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Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 16 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 31



Comments:

Photo No. 32



Comments:

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

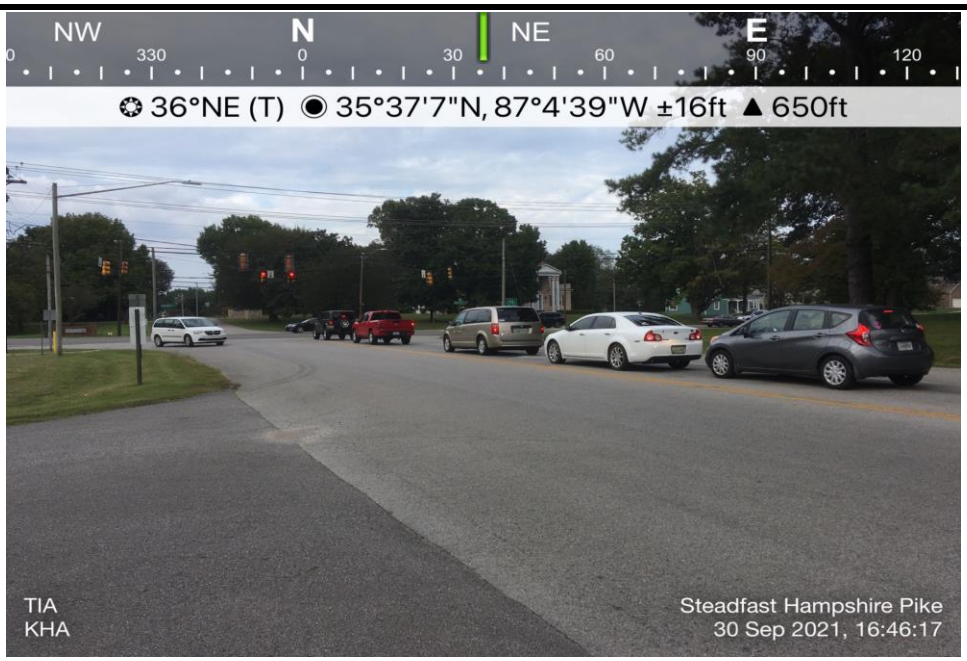
Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 17 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 33



Comments:

Photo No. 34



Comments:

Kimley»Horn
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Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 18 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 35



Comments:

Photo No. 36



Comments:

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Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 19 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 37



Comments:

Photo No. 38



Comments:

Kimley»Horn
214 Oceanside Drive
Nashville, TN 37204

Steadfast

Photograph Sheet

KHA Job No.: 118332003
KHA Rep.: RAP
Date: September 30, 2021
Page: 20 of 20

Site Name: Hampshire Pike Mixed-Use

Photo No. 39



Comments:

Photo No. 40



Comments:

Appendix C

Traffic Data

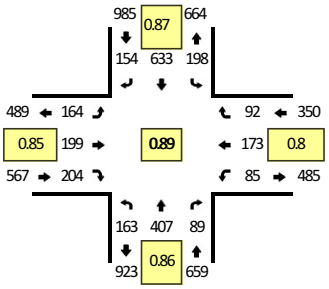
Type of peak hour being reported: Intersection Peak

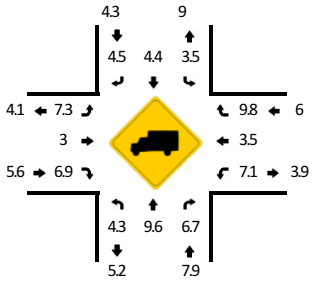
Method for determining peak hour: Total Entering Volume

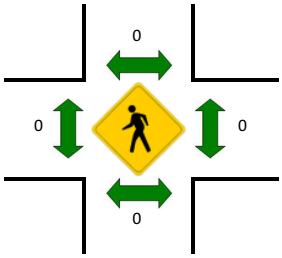
LOCATION: N James Campbell Blvd -- Hampshire Pike
CITY/STATE: Columbia, TN

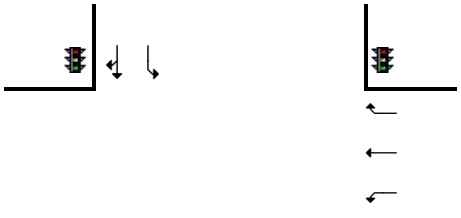
QC JOB #: 15562401
DATE: Tue, Sep 14 2021

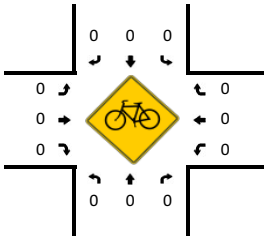
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

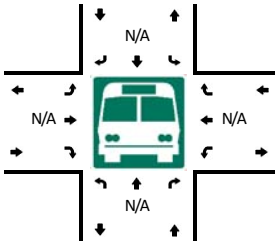


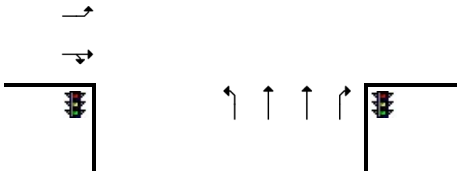


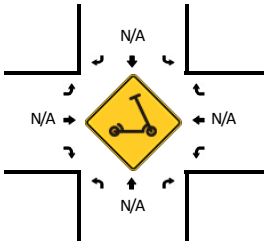












15-Min Count Period Beginning At	N James Campbell Blvd (Northbound)				N James Campbell Blvd (Southbound)				Hampshire Pike (Eastbound)				Hampshire Pike (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	19	78	2	0	11	90	13	0	18	21	36	0	6	10	5	0	309	
6:45 AM	11	83	9	0	16	98	30	0	28	32	38	0	7	23	14	0	389	
7:00 AM	28	91	17	0	19	111	48	0	31	42	33	0	7	23	20	0	470	
7:15 AM	49	86	17	0	50	154	58	1	38	47	60	0	15	48	16	0	639	1807
7:30 AM	41	117	34	0	70	175	39	0	50	49	37	0	23	54	32	0	721	2219
7:45 AM	39	120	25	1	47	179	31	0	55	51	60	0	31	37	37	0	713	2543
8:00 AM	33	84	13	0	30	125	26	0	21	52	47	0	16	34	7	0	488	2561
8:15 AM	26	105	14	0	25	134	20	0	23	36	23	0	16	17	15	0	454	2376

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	164	468	136	0	280	700	156	0	200	196	148	0	92	216	128	0	2884
Heavy Trucks	0	60	16		16	24	8		36	4	4		8	4	24		204
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/20/2021 10:10 AM

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

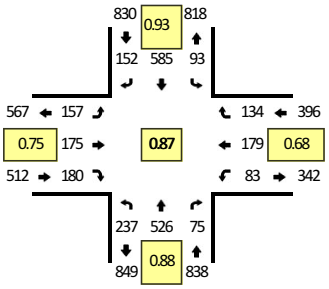
Type of peak hour being reported: Intersection Peak

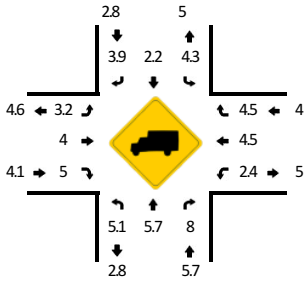
Method for determining peak hour: Total Entering Volume

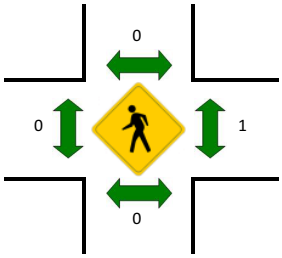
LOCATION: N James Campbell Blvd -- Hampshire Pike
CITY/STATE: Columbia, TN

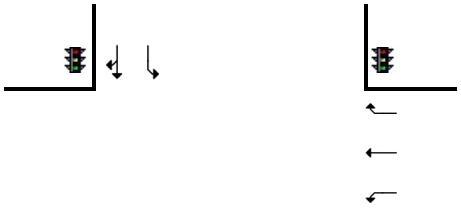
QC JOB #: 15562402
DATE: Tue, Sep 14 2021

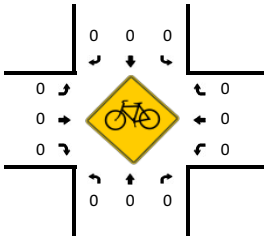
Peak-Hour: 3:00 PM -- 4:00 PM
Peak 15-Min: 3:00 PM -- 3:15 PM

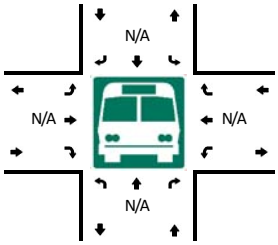


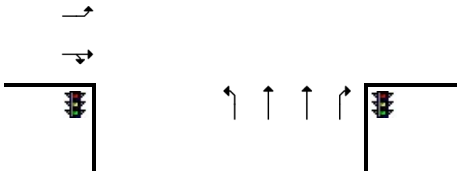


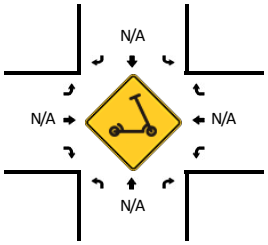












15-Min Count Period Beginning At	N James Campbell Blvd (Northbound)				N James Campbell Blvd (Southbound)				Hampshire Pike (Eastbound)				Hampshire Pike (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	53	129	24	0	26	159	35	0	58	59	54	0	28	46	71	0	742	
3:15 PM	54	134	19	0	16	127	47	0	49	49	58	0	18	37	28	0	636	
3:30 PM	61	110	17	0	29	162	31	1	35	46	44	0	20	45	21	0	622	
3:45 PM	68	153	15	1	21	137	39	0	15	21	24	0	17	51	14	0	576	2576
4:00 PM	59	134	20	0	17	112	44	0	29	40	33	0	25	56	18	0	587	2421
4:15 PM	68	127	18	1	17	150	42	1	21	36	25	0	16	35	29	0	586	2371
4:30 PM	60	131	14	0	27	130	29	1	26	39	45	0	20	52	29	0	603	2352
4:45 PM	55	145	15	0	34	132	51	0	19	44	40	0	23	45	17	0	620	2396
5:00 PM	58	150	19	0	22	171	42	1	24	38	51	0	23	44	28	0	671	2480
5:15 PM	71	148	16	0	21	126	28	0	20	37	39	0	15	56	31	0	608	2502
5:30 PM	63	132	13	1	18	137	32	0	24	34	29	0	11	51	18	0	563	2462
5:45 PM	74	114	11	0	10	110	52	0	22	36	23	0	14	41	16	0	523	2365

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	212	516	96	0	104	636	140	0	232	236	216	0	112	184	284	0	2968
Heavy Trucks	12	12	4		8	12	8		8	12	8		8	16	20		128
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

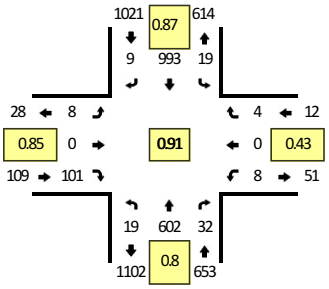
Report generated on 9/20/2021 10:10 AM

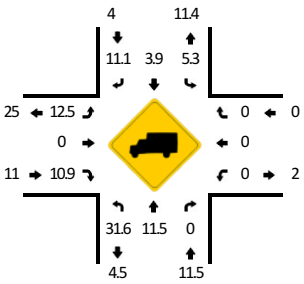
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

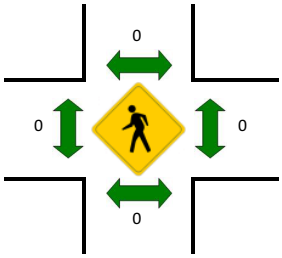
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

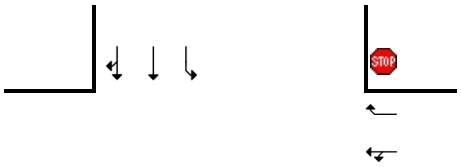
LOCATION: N James Campbell Blvd -- Old Williamsport Pike | **QC JOB #:** 15562403
CITY/STATE: Columbia, TN | **DATE:** Tue, Sep 14 2021

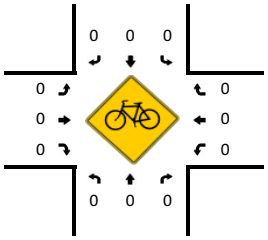
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

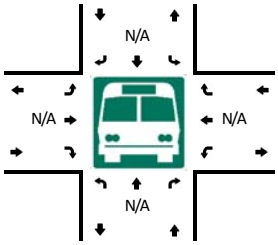


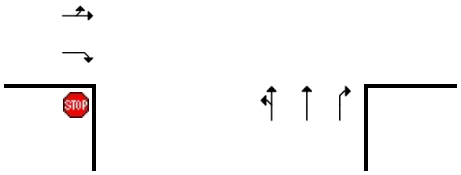


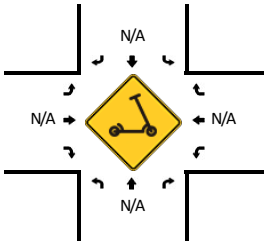












15-Min Count Period Beginning At	N James Campbell Blvd (Northbound)				N James Campbell Blvd (Southbound)				Old Williamsport Pike (Eastbound)				Old Williamsport Pike (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	4	92	5	0	3	124	6	0	2	0	4	0	0	0	1	0	241	
6:45 AM	6	110	3	1	4	167	4	0	3	2	6	0	1	0	1	0	308	
7:00 AM	3	137	4	0	0	177	2	0	6	0	16	0	1	0	0	0	346	
7:15 AM	8	123	5	0	7	279	2	0	0	0	32	0	4	0	3	0	463	1358
7:30 AM	4	153	12	0	4	287	1	0	0	0	28	0	1	0	1	0	491	1608
7:45 AM	4	189	11	0	8	250	4	0	2	0	25	0	2	0	0	0	495	1795
8:00 AM	4	87	9	0	8	175	3	0	1	0	10	0	3	0	0	0	300	1749
8:15 AM	4	117	16	1	11	178	2	0	3	0	12	0	1	0	0	0	345	1631

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	16	756	44	0	32	1000	16	0	8	0	100	0	8	0	0	0	1980
Heavy Trucks	4	80	0		0	36	0		0	0	8		0	0	0		128
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

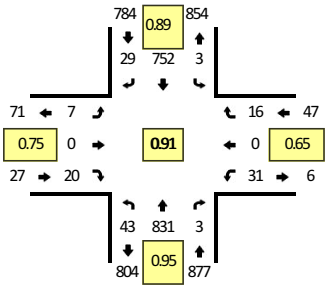
Comments:

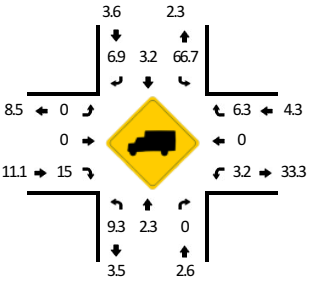
Report generated on 9/20/2021 10:10 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

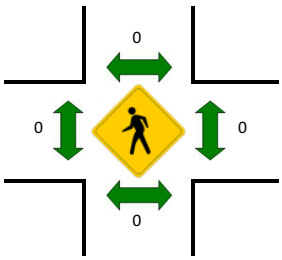
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

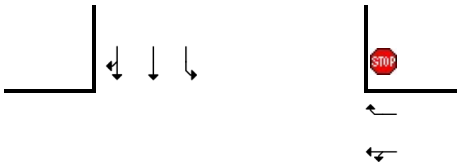
LOCATION: N James Campbell Blvd -- Old Williamsport Pike | **QC JOB #:** 15562404
CITY/STATE: Columbia, TN | **DATE:** Tue, Sep 14 2021

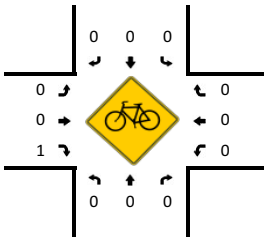
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

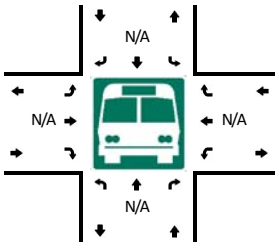


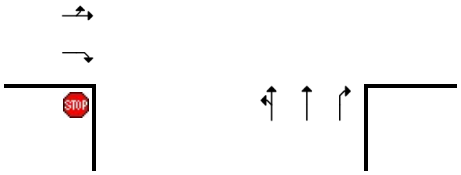


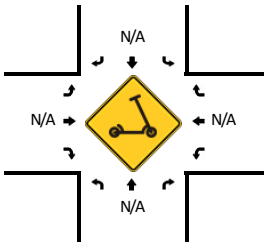












15-Min Count Period Beginning At	N James Campbell Blvd (Northbound)				N James Campbell Blvd (Southbound)				Old Williamsport Pike (Eastbound)				Old Williamsport Pike (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	10	215	8	0	3	208	6	0	2	0	8	0	7	0	4	0	471	
3:15 PM	12	196	10	1	2	171	7	0	1	1	4	0	9	0	4	0	418	
3:30 PM	9	178	4	0	2	219	7	0	11	0	10	0	7	0	3	0	450	
3:45 PM	9	179	6	0	2	166	2	0	4	0	6	0	6	0	13	0	393	1732
4:00 PM	15	184	1	0	4	160	4	0	2	0	6	0	8	0	6	0	390	1651
4:15 PM	11	175	2	0	0	182	2	0	6	0	5	0	6	0	5	0	394	1627
4:30 PM	8	203	1	0	3	186	2	0	1	0	5	0	7	0	5	0	421	1598
4:45 PM	13	203	1	1	0	189	12	0	1	0	4	0	8	0	6	0	438	1643
5:00 PM	9	221	0	0	0	212	9	0	3	0	6	0	14	0	4	0	478	1731
5:15 PM	12	204	1	0	0	165	6	0	2	0	5	0	2	0	1	0	398	1735
5:30 PM	9	172	1	0	0	195	4	0	2	0	5	0	6	0	3	0	397	1711
5:45 PM	10	148	1	0	0	163	4	0	2	0	1	0	1	0	0	0	330	1603

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	36	884	0	0	0	848	36	0	12	0	24	0	56	0	16	0	1912
Heavy Trucks	8	20	0		0	16	0		0	0	8		4	0	0		56
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/20/2021 10:10 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

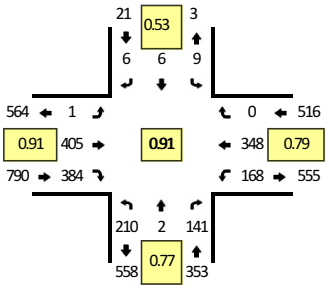
Type of peak hour being reported: Intersection Peak

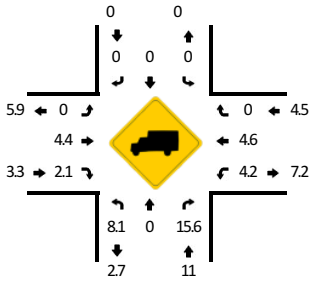
Method for determining peak hour: Total Entering Volume

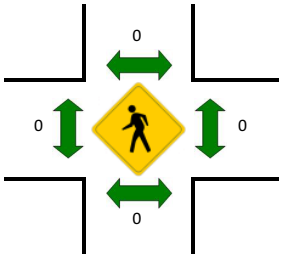
LOCATION: Iberia Dr/Lion Pkwy -- Hampshire Pike
CITY/STATE: Columbia, TN

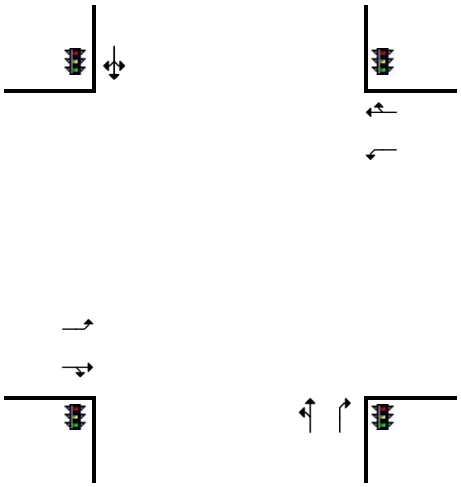
QC JOB #: 15562405
DATE: Tue, Sep 14 2021

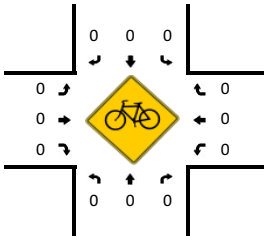
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

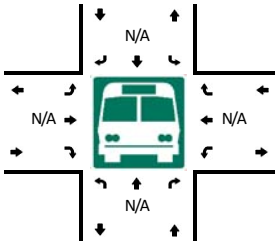


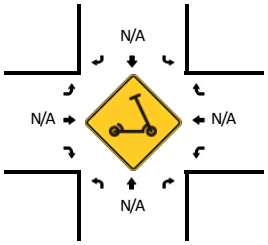












15-Min Count Period Beginning At	Iberia Dr/Lion Pkwy (Northbound)				Iberia Dr/Lion Pkwy (Southbound)				Hampshire Pike (Eastbound)				Hampshire Pike (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	8	0	2	0	1	0	0	0	0	68	47	0	6	34	0	0	166	
6:45 AM	15	0	8	0	0	0	1	0	0	88	72	0	31	42	0	0	257	
7:00 AM	53	0	35	0	1	0	0	0	0	85	110	0	38	59	0	0	381	
7:15 AM	53	0	21	0	1	2	2	0	0	98	118	0	50	113	0	0	458	1262
7:30 AM	56	0	59	0	5	2	3	0	1	96	93	0	49	97	0	0	461	1557
7:45 AM	48	2	26	0	2	2	1	0	0	126	63	0	31	79	0	0	380	1680
8:00 AM	31	0	20	0	2	6	0	0	1	84	43	0	13	82	1	0	283	1582
8:15 AM	31	1	9	0	0	0	0	0	0	80	51	0	8	51	1	0	232	1356

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	224	0	236	0	20	8	12	0	4	384	372	0	196	388	0	0	1844
Heavy Trucks	16	0	40		0	0	0		0	8	16		8	8	0		96
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/20/2021 10:10 AM

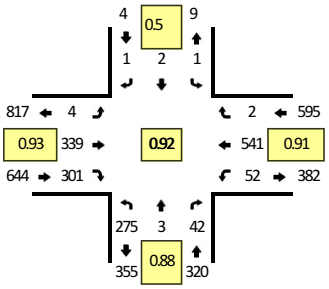
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

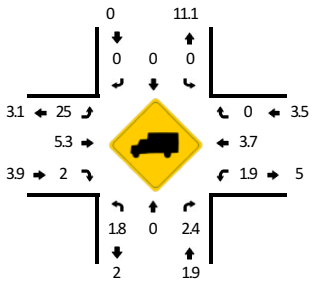
LOCATION: Iberia Dr/Lion Pkwy -- Hampshire Pike
CITY/STATE: Columbia, TN

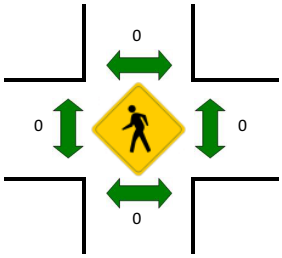
QC JOB #: 15562406
DATE: Tue, Sep 14 2021

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

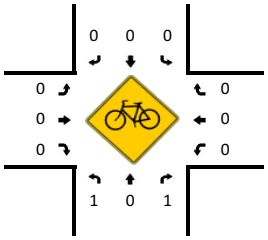


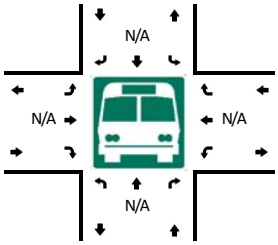


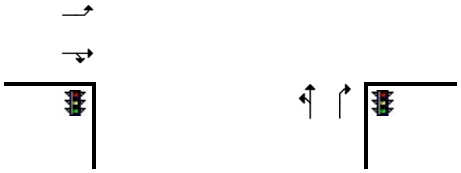


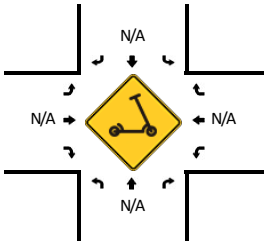












15-Min Count Period Beginning At	Iberia Dr/Lion Pkwy (Northbound)				Iberia Dr/Lion Pkwy (Southbound)				Hampshire Pike (Eastbound)				Hampshire Pike (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	62	3	50	0	0	1	0	0	1	121	60	0	15	130	2	0	445	
3:15 PM	70	3	43	0	3	4	0	0	0	105	42	0	23	103	1	0	397	
3:30 PM	83	1	21	0	0	2	0	0	0	90	56	0	11	117	0	0	381	
3:45 PM	51	1	4	0	2	3	1	0	0	55	49	0	15	138	0	0	319	1542
4:00 PM	79	0	12	0	0	0	1	0	1	82	54	0	7	152	2	0	390	1487
4:15 PM	81	3	9	0	2	2	3	0	2	78	48	0	5	138	2	0	373	1463
4:30 PM	64	1	11	0	1	1	0	0	1	84	48	0	5	133	0	0	349	1431
4:45 PM	65	2	6	0	1	0	0	0	2	87	75	0	14	129	1	0	382	1494
5:00 PM	73	1	17	0	0	0	0	0	0	85	69	0	13	125	0	0	383	1487
5:15 PM	74	0	11	0	0	1	1	0	1	88	84	0	12	152	0	0	424	1538
5:30 PM	63	0	8	0	0	1	0	0	1	79	73	0	13	135	1	0	374	1563
5:45 PM	60	0	6	0	0	1	1	0	1	80	75	0	19	127	1	0	371	1552

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	296	0	44	0	0	4	4	0	4	352	336	0	48	608	0	0	1696
Heavy Trucks	8	0	0		0	0	0		0	16	12		0	20	0		56
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/20/2021 10:10 AM

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

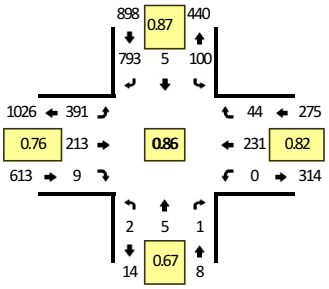
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

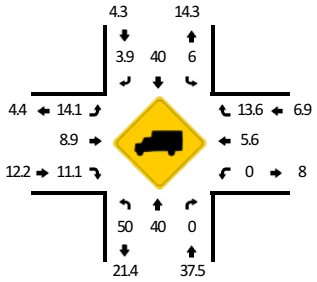
LOCATION: Industrial Park Rd -- N James Campbell Blvd
CITY/STATE: Columbia, TN

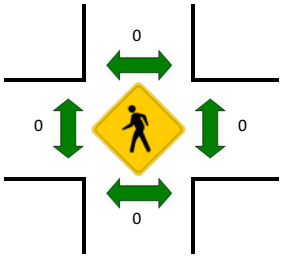
QC JOB #: 15562407
DATE: Tue, Sep 14 2021

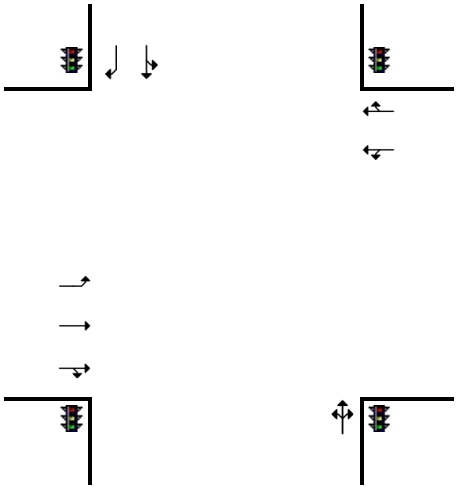
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

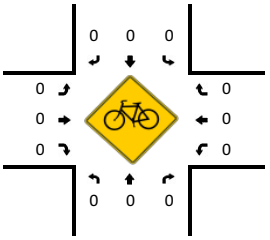


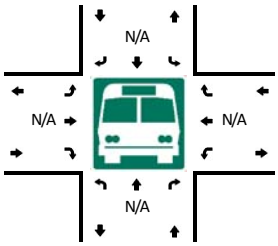


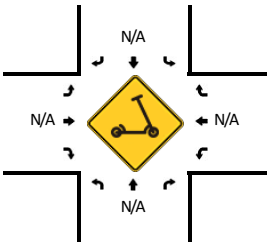












15-Min Count Period Beginning At	Industrial Park Rd (Northbound)				Industrial Park Rd (Southbound)				N James Campbell Blvd (Eastbound)				N James Campbell Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	0	1	0	0	12	1	111	0	68	19	1	0	0	24	8	0	245	
6:45 AM	0	2	0	0	13	0	140	0	81	33	0	0	0	37	6	0	312	
7:00 AM	0	0	0	0	19	1	124	0	97	44	3	0	0	52	12	0	352	
7:15 AM	0	2	1	0	18	0	218	0	76	45	1	0	0	73	11	0	445	1354
7:30 AM	1	1	0	0	27	2	230	0	88	57	0	0	0	60	8	0	474	1583
7:45 AM	1	2	0	0	36	2	221	0	130	67	5	0	0	46	13	0	523	1794
8:00 AM	1	0	1	0	21	0	148	0	56	37	0	0	0	39	8	0	311	1753
8:15 AM	0	0	1	0	17	0	154	0	68	46	0	0	1	38	4	0	329	1637

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	4	8	0	0	144	8	884	0	520	268	20	0	0	184	52	0	2092
Heavy Trucks	0	4	0		8	0	32		76	8	4		0	8	8		148
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

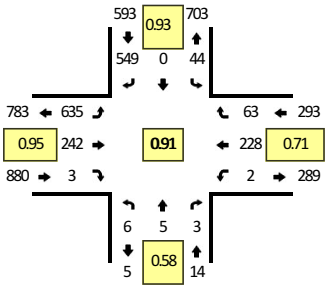
Report generated on 9/20/2021 10:10 AM

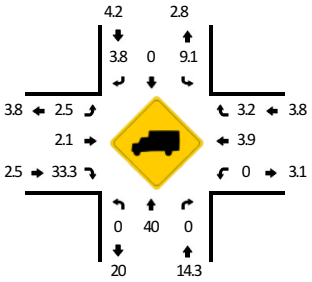
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

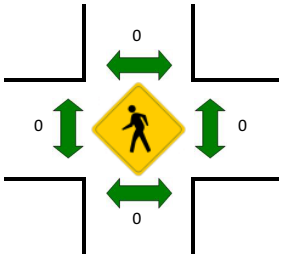
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

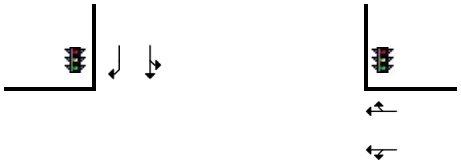
LOCATION: Industrial Park Rd -- N James Campbell Blvd | **QC JOB #:** 15562408
CITY/STATE: Columbia, TN | **DATE:** Tue, Sep 14 2021

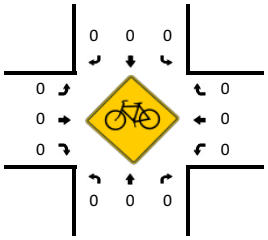
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

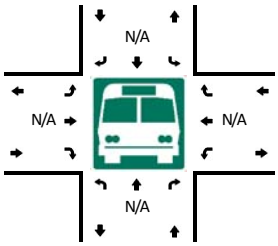




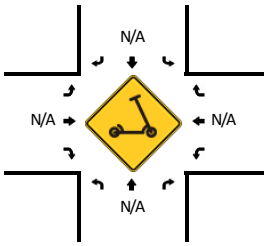












15-Min Count Period Beginning At	Industrial Park Rd (Northbound)				Industrial Park Rd (Southbound)				N James Campbell Blvd (Eastbound)				N James Campbell Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	3	3	0	0	16	0	142	0	144	76	0	0	1	67	18	0	470	
3:15 PM	1	0	0	0	17	0	132	0	141	66	0	0	1	49	20	0	427	
3:30 PM	0	1	0	0	19	0	152	0	129	61	0	0	0	70	7	0	439	
3:45 PM	0	1	0	0	11	0	128	0	146	51	0	0	0	50	8	0	395	1731
4:00 PM	0	1	1	0	16	0	119	0	147	52	0	1	1	46	13	0	397	1658
4:15 PM	0	1	1	0	11	0	142	0	130	50	0	0	0	44	11	0	390	1621
4:30 PM	0	0	1	0	9	0	144	0	156	61	1	0	1	48	18	0	439	1621
4:45 PM	1	4	0	0	12	0	147	0	158	54	0	0	0	53	10	0	439	1665
5:00 PM	3	1	2	0	10	0	138	0	161	69	1	0	1	80	22	0	488	1756
5:15 PM	2	0	0	0	13	0	120	0	160	58	1	0	0	47	13	0	414	1780
5:30 PM	0	4	0	0	6	0	141	0	130	42	1	0	0	58	11	0	393	1734
5:45 PM	0	0	0	0	8	0	102	0	112	45	0	0	0	47	7	0	321	1616

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	12	4	8	0	40	0	552	0	644	276	4	0	4	320	88	0	1952
Heavy Trucks	0	0	0		0	0	12		8	8	4		0	16	4		52
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/20/2021 10:10 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir **QC JOB #:** 15562409

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Columbia, TN **DATE:** Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		2				2			2	
12:15 AM		7				7			7	
12:30 AM		1				1			1	
12:45 AM		4				4			4	
01:00 AM		0				0			0	
01:15 AM		2				2			2	
01:30 AM		0				0			0	
01:45 AM		2				2			2	
02:00 AM		2				2			2	
02:15 AM		2				2			2	
02:30 AM		0				0			0	
02:45 AM		3				3			3	
03:00 AM		0				0			0	
03:15 AM		4				4			4	
03:30 AM		1				1			1	
03:45 AM		9				9			9	
04:00 AM		7				7			7	
04:15 AM		13				13			13	
04:30 AM		7				7			7	
04:45 AM		25				25			25	
05:00 AM		18				18			18	
05:15 AM		21				21			21	
05:30 AM		39				39			39	
05:45 AM		36				36			36	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		44				44			44	
06:15 AM		64				64			64	
06:30 AM		78				78			78	
06:45 AM		101				101			101	
07:00 AM		122				122			122	
07:15 AM		128				128			128	
07:30 AM		166				166			166	
07:45 AM		**172**				**172**			**172**	
08:00 AM		110				110			110	
08:15 AM		92				92			92	
08:30 AM		102				102			102	
08:45 AM		104				104			104	
09:00 AM		101				101			101	
09:15 AM		97				97			97	
09:30 AM		102				102			102	
09:45 AM		94				94			94	
10:00 AM		88				88			88	
10:15 AM		80				80			80	
10:30 AM		98				98			98	
10:45 AM		89				89			89	
11:00 AM		102				102			102	
11:15 AM		95				95			95	
11:30 AM		90				90			90	
11:45 AM		92				92			92	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		106				106			106	
12:15 PM		84				84			84	
12:30 PM		118				118			118	
12:45 PM		106				106			106	
01:00 PM		74				74			74	
01:15 PM		103				103			103	
01:30 PM		84				84			84	
01:45 PM		88				88			88	
02:00 PM		94				94			94	
02:15 PM		113				113			113	
02:30 PM		110				110			110	
02:45 PM		166				166			166	
03:00 PM		**172**				**172**			**172**	
03:15 PM		158				158			158	
03:30 PM		121				121			121	
03:45 PM		64				64			64	
04:00 PM		100				100			100	
04:15 PM		95				95			95	
04:30 PM		100				100			100	
04:45 PM		94				94			94	
05:00 PM		106				106			106	
05:15 PM		106				106			106	
05:30 PM		92				92			92	
05:45 PM		90				90			90	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		88				88			88	
06:15 PM		88				88			88	
06:30 PM		75				75			75	
06:45 PM		66				66			66	
07:00 PM		68				68			68	
07:15 PM		74				74			74	
07:30 PM		65				65			65	
07:45 PM		34				34			34	
08:00 PM		54				54			54	
08:15 PM		42				42			42	
08:30 PM		29				29			29	
08:45 PM		31				31			31	
09:00 PM		28				28			28	
09:15 PM		40				40			40	
09:30 PM		25				25			25	
09:45 PM		14				14			14	
10:00 PM		20				20			20	
10:15 PM		16				16			16	
10:30 PM		18				18			18	
10:45 PM		14				14			14	
11:00 PM		7				7			7	
11:15 PM		8				8			8	
11:30 PM		13				13			13	
11:45 PM		7				7			7	
Day Total		6084				6084			6084	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		7:45 AM 172				7:45 AM 172			7:45 AM 172	
PM Peak 15-min Vol		3:00 PM 172				3:00 PM 172			3:00 PM 172	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir **QC JOB #:** 15562409

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Columbia, TN **DATE:** Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		8				8			8	
12:15 AM		18				18			18	
12:30 AM		9				9			9	
12:45 AM		11				11			11	
01:00 AM		1				1			1	
01:15 AM		6				6			6	
01:30 AM		5				5			5	
01:45 AM		3				3			3	
02:00 AM		4				4			4	
02:15 AM		4				4			4	
02:30 AM		4				4			4	
02:45 AM		7				7			7	
03:00 AM		1				1			1	
03:15 AM		10				10			10	
03:30 AM		5				5			5	
03:45 AM		16				16			16	
04:00 AM		11				11			11	
04:15 AM		22				22			22	
04:30 AM		13				13			13	
04:45 AM		33				33			33	
05:00 AM		23				23			23	
05:15 AM		37				37			37	
05:30 AM		57				57			57	
05:45 AM		64				64			64	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		67				67			67	
06:15 AM		102				102			102	
06:30 AM		120				120			120	
06:45 AM		175				175			175	
07:00 AM		234				234			234	
07:15 AM		288				288			288	
07:30 AM		**326**				**326**			**326**	
07:45 AM		288				288			288	
08:00 AM		214				214			214	
08:15 AM		159				159			159	
08:30 AM		183				183			183	
08:45 AM		182				182			182	
09:00 AM		187				187			187	
09:15 AM		175				175			175	
09:30 AM		182				182			182	
09:45 AM		170				170			170	
10:00 AM		174				174			174	
10:15 AM		138				138			138	
10:30 AM		178				178			178	
10:45 AM		175				175			175	
11:00 AM		176				176			176	
11:15 AM		175				175			175	
11:30 AM		184				184			184	
11:45 AM		198				198			198	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		202				202			202	
12:15 PM		192				192			192	
12:30 PM		203				203			203	
12:45 PM		195				195			195	
01:00 PM		184				184			184	
01:15 PM		207				207			207	
01:30 PM		178				178			178	
01:45 PM		190				190			190	
02:00 PM		200				200			200	
02:15 PM		247				247			247	
02:30 PM		294				294			294	
02:45 PM		292				292			292	
03:00 PM		**326**				**326**			**326**	
03:15 PM		295				295			295	
03:30 PM		251				251			251	
03:45 PM		232				232			232	
04:00 PM		264				264			264	
04:15 PM		245				245			245	
04:30 PM		242				242			242	
04:45 PM		246				246			246	
05:00 PM		255				255			255	
05:15 PM		275				275			275	
05:30 PM		246				246			246	
05:45 PM		243				243			243	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		204				204			204	
06:15 PM		206				206			206	
06:30 PM		172				172			172	
06:45 PM		164				164			164	
07:00 PM		185				185			185	
07:15 PM		176				176			176	
07:30 PM		149				149			149	
07:45 PM		103				103			103	
08:00 PM		124				124			124	
08:15 PM		92				92			92	
08:30 PM		71				71			71	
08:45 PM		85				85			85	
09:00 PM		66				66			66	
09:15 PM		68				68			68	
09:30 PM		58				58			58	
09:45 PM		29				29			29	
10:00 PM		45				45			45	
10:15 PM		42				42			42	
10:30 PM		34				34			34	
10:45 PM		32				32			32	
11:00 PM		20				20			20	
11:15 PM		19				19			19	
11:30 PM		28				28			28	
11:45 PM		14				14			14	
Day Total		12712				12712			12712	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		7:30 AM 326				7:30 AM 326			7:30 AM 326	
PM Peak 15-min Vol		3:00 PM 326				3:00 PM 326			3:00 PM 326	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir **QC JOB #:** 15562409

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Columbia, TN **DATE:** Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		6				6			6	
12:15 AM		11				11			11	
12:30 AM		8				8			8	
12:45 AM		7				7			7	
01:00 AM		1				1			1	
01:15 AM		4				4			4	
01:30 AM		5				5			5	
01:45 AM		1				1			1	
02:00 AM		2				2			2	
02:15 AM		2				2			2	
02:30 AM		4				4			4	
02:45 AM		4				4			4	
03:00 AM		1				1			1	
03:15 AM		6				6			6	
03:30 AM		4				4			4	
03:45 AM		7				7			7	
04:00 AM		4				4			4	
04:15 AM		9				9			9	
04:30 AM		6				6			6	
04:45 AM		8				8			8	
05:00 AM		5				5			5	
05:15 AM		16				16			16	
05:30 AM		18				18			18	
05:45 AM		28				28			28	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		23				23			23	
06:15 AM		38				38			38	
06:30 AM		42				42			42	
06:45 AM		74				74			74	
07:00 AM		112				112			112	
07:15 AM		**160**				**160**			**160**	
07:30 AM		160				160			160	
07:45 AM		116				116			116	
08:00 AM		104				104			104	
08:15 AM		67				67			67	
08:30 AM		81				81			81	
08:45 AM		78				78			78	
09:00 AM		86				86			86	
09:15 AM		78				78			78	
09:30 AM		80				80			80	
09:45 AM		76				76			76	
10:00 AM		86				86			86	
10:15 AM		58				58			58	
10:30 AM		80				80			80	
10:45 AM		86				86			86	
11:00 AM		74				74			74	
11:15 AM		80				80			80	
11:30 AM		94				94			94	
11:45 AM		106				106			106	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		96				96			96	
12:15 PM		108				108			108	
12:30 PM		85				85			85	
12:45 PM		89				89			89	
01:00 PM		110				110			110	
01:15 PM		104				104			104	
01:30 PM		94				94			94	
01:45 PM		102				102			102	
02:00 PM		106				106			106	
02:15 PM		134				134			134	
02:30 PM		**184**				**184**			**184**	
02:45 PM		126				126			126	
03:00 PM		154				154			154	
03:15 PM		137				137			137	
03:30 PM		130				130			130	
03:45 PM		168				168			168	
04:00 PM		164				164			164	
04:15 PM		150				150			150	
04:30 PM		142				142			142	
04:45 PM		152				152			152	
05:00 PM		149				149			149	
05:15 PM		169				169			169	
05:30 PM		154				154			154	
05:45 PM		153				153			153	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		116				116			116	
06:15 PM		118				118			118	
06:30 PM		97				97			97	
06:45 PM		98				98			98	
07:00 PM		117				117			117	
07:15 PM		102				102			102	
07:30 PM		84				84			84	
07:45 PM		69				69			69	
08:00 PM		70				70			70	
08:15 PM		50				50			50	
08:30 PM		42				42			42	
08:45 PM		54				54			54	
09:00 PM		38				38			38	
09:15 PM		28				28			28	
09:30 PM		33				33			33	
09:45 PM		15				15			15	
10:00 PM		25				25			25	
10:15 PM		26				26			26	
10:30 PM		16				16			16	
10:45 PM		18				18			18	
11:00 PM		13				13			13	
11:15 PM		11				11			11	
11:30 PM		15				15			15	
11:45 PM		7				7			7	
Day Total		6628				6628			6628	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		7:15 AM 160				7:15 AM 160			7:15 AM 160	
PM Peak 15-min Vol		2:30 PM 184				2:30 PM 184			2:30 PM 184	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp **QC JOB #:** 15562410

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Columbia, TN **DATE:** Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		7				7			7	
12:15 AM		10				10			10	
12:30 AM		5				5			5	
12:45 AM		3				3			3	
01:00 AM		2				2			2	
01:15 AM		4				4			4	
01:30 AM		1				1			1	
01:45 AM		0				0			0	
02:00 AM		3				3			3	
02:15 AM		3				3			3	
02:30 AM		3				3			3	
02:45 AM		1				1			1	
03:00 AM		0				0			0	
03:15 AM		4				4			4	
03:30 AM		2				2			2	
03:45 AM		12				12			12	
04:00 AM		15				15			15	
04:15 AM		14				14			14	
04:30 AM		8				8			8	
04:45 AM		26				26			26	
05:00 AM		36				36			36	
05:15 AM		44				44			44	
05:30 AM		50				50			50	
05:45 AM		50				50			50	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		70				70			70	
06:15 AM		74				74			74	
06:30 AM		84				84			84	
06:45 AM		97				97			97	
07:00 AM		121				121			121	
07:15 AM		200				200			200	
07:30 AM		**256**				**256**			**256**	
07:45 AM		224				224			224	
08:00 AM		120				120			120	
08:15 AM		100				100			100	
08:30 AM		86				86			86	
08:45 AM		89				89			89	
09:00 AM		128				128			128	
09:15 AM		90				90			90	
09:30 AM		93				93			93	
09:45 AM		85				85			85	
10:00 AM		90				90			90	
10:15 AM		100				100			100	
10:30 AM		63				63			63	
10:45 AM		98				98			98	
11:00 AM		86				86			86	
11:15 AM		104				104			104	
11:30 AM		104				104			104	
11:45 AM		132				132			132	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		104				104			104	
12:15 PM		113				113			113	
12:30 PM		98				98			98	
12:45 PM		112				112			112	
01:00 PM		120				120			120	
01:15 PM		135				135			135	
01:30 PM		112				112			112	
01:45 PM		128				128			128	
02:00 PM		134				134			134	
02:15 PM		132				132			132	
02:30 PM		157				157			157	
02:45 PM		164				164			164	
03:00 PM		190				190			190	
03:15 PM		179				179			179	
03:30 PM		154				154			154	
03:45 PM		176				176			176	
04:00 PM		162				162			162	
04:15 PM		164				164			164	
04:30 PM		193				193			193	
04:45 PM		200				200			200	
05:00 PM		**202**				**202**			**202**	
05:15 PM		176				176			176	
05:30 PM		152				152			152	
05:45 PM		124				124			124	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		111				111			111	
06:15 PM		96				96			96	
06:30 PM		98				98			98	
06:45 PM		89				89			89	
07:00 PM		126				126			126	
07:15 PM		108				108			108	
07:30 PM		88				88			88	
07:45 PM		72				72			72	
08:00 PM		74				74			74	
08:15 PM		81				81			81	
08:30 PM		46				46			46	
08:45 PM		41				41			41	
09:00 PM		37				37			37	
09:15 PM		45				45			45	
09:30 PM		34				34			34	
09:45 PM		29				29			29	
10:00 PM		26				26			26	
10:15 PM		23				23			23	
10:30 PM		17				17			17	
10:45 PM		12				12			12	
11:00 PM		21				21			21	
11:15 PM		14				14			14	
11:30 PM		10				10			10	
11:45 PM		6				6			6	
Day Total		7882				7882			7882	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		7:30 AM 256				7:30 AM 256			7:30 AM 256	
PM Peak 15-min Vol		5:00 PM 202				5:00 PM 202			5:00 PM 202	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp **QC JOB #:** 15562410

SPECIFIC LOCATION: **DIRECTION:** NB, SB

CITY/STATE: Columbia, TN **DATE:** Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		15				15			15	
12:15 AM		12				12			12	
12:30 AM		17				17			17	
12:45 AM		5				5			5	
01:00 AM		10				10			10	
01:15 AM		8				8			8	
01:30 AM		2				2			2	
01:45 AM		4				4			4	
02:00 AM		4				4			4	
02:15 AM		5				5			5	
02:30 AM		5				5			5	
02:45 AM		5				5			5	
03:00 AM		2				2			2	
03:15 AM		11				11			11	
03:30 AM		8				8			8	
03:45 AM		20				20			20	
04:00 AM		19				19			19	
04:15 AM		26				26			26	
04:30 AM		24				24			24	
04:45 AM		44				44			44	
05:00 AM		50				50			50	
05:15 AM		71				71			71	
05:30 AM		87				87			87	
05:45 AM		104				104			104	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		137				137			137	
06:15 AM		175				175			175	
06:30 AM		208				208			208	
06:45 AM		255				255			255	
07:00 AM		269				269			269	
07:15 AM		431				431			431	
07:30 AM		**503**				**503**			**503**	
07:45 AM		476				476			476	
08:00 AM		298				298			298	
08:15 AM		270				270			270	
08:30 AM		216				216			216	
08:45 AM		227				227			227	
09:00 AM		236				236			236	
09:15 AM		195				195			195	
09:30 AM		191				191			191	
09:45 AM		217				217			217	
10:00 AM		196				196			196	
10:15 AM		206				206			206	
10:30 AM		163				163			163	
10:45 AM		191				191			191	
11:00 AM		201				201			201	
11:15 AM		206				206			206	
11:30 AM		193				193			193	
11:45 AM		254				254			254	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		202				202			202	
12:15 PM		224				224			224	
12:30 PM		214				214			214	
12:45 PM		228				228			228	
01:00 PM		220				220			220	
01:15 PM		227				227			227	
01:30 PM		231				231			231	
01:45 PM		257				257			257	
02:00 PM		264				264			264	
02:15 PM		282				282			282	
02:30 PM		313				313			313	
02:45 PM		313				313			313	
03:00 PM		351				351			351	
03:15 PM		337				337			337	
03:30 PM		327				327			327	
03:45 PM		317				317			317	
04:00 PM		303				303			303	
04:15 PM		320				320			320	
04:30 PM		350				350			350	
04:45 PM		**369**				**369**			**369**	
05:00 PM		356				356			356	
05:15 PM		316				316			316	
05:30 PM		298				298			298	
05:45 PM		259				259			259	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
		14 Sep 21								
06:00 PM		215				215			215	
06:15 PM		198				198			198	
06:30 PM		196				196			196	
06:45 PM		167				167			167	
07:00 PM		194				194			194	
07:15 PM		174				174			174	
07:30 PM		140				140			140	
07:45 PM		130				130			130	
08:00 PM		112				112			112	
08:15 PM		127				127			127	
08:30 PM		82				82			82	
08:45 PM		80				80			80	
09:00 PM		66				66			66	
09:15 PM		75				75			75	
09:30 PM		60				60			60	
09:45 PM		53				53			53	
10:00 PM		64				64			64	
10:15 PM		55				55			55	
10:30 PM		35				35			35	
10:45 PM		22				22			22	
11:00 PM		37				37			37	
11:15 PM		24				24			24	
11:30 PM		21				21			21	
11:45 PM		16				16			16	
Day Total		15693				15693			15693	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		7:30 AM 503				7:30 AM 503			7:30 AM 503	
PM Peak 15-min Vol		4:45 PM 369				4:45 PM 369			4:45 PM 369	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp **QC JOB #:** 15562410

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Columbia, TN **DATE:** Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		8				8			8	
12:15 AM		2				2			2	
12:30 AM		12				12			12	
12:45 AM		2				2			2	
01:00 AM		8				8			8	
01:15 AM		4				4			4	
01:30 AM		1				1			1	
01:45 AM		4				4			4	
02:00 AM		1				1			1	
02:15 AM		2				2			2	
02:30 AM		2				2			2	
02:45 AM		4				4			4	
03:00 AM		2				2			2	
03:15 AM		7				7			7	
03:30 AM		6				6			6	
03:45 AM		8				8			8	
04:00 AM		4				4			4	
04:15 AM		12				12			12	
04:30 AM		16				16			16	
04:45 AM		18				18			18	
05:00 AM		14				14			14	
05:15 AM		27				27			27	
05:30 AM		37				37			37	
05:45 AM		54				54			54	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
		14 Sep 21								
06:00 AM		67				67			67	
06:15 AM		101				101			101	
06:30 AM		124				124			124	
06:45 AM		158				158			158	
07:00 AM		148				148			148	
07:15 AM		231				231			231	
07:30 AM		247				247			247	
07:45 AM		**252**				**252**			**252**	
08:00 AM		178				178			178	
08:15 AM		170				170			170	
08:30 AM		130				130			130	
08:45 AM		138				138			138	
09:00 AM		108				108			108	
09:15 AM		105				105			105	
09:30 AM		98				98			98	
09:45 AM		132				132			132	
10:00 AM		106				106			106	
10:15 AM		106				106			106	
10:30 AM		100				100			100	
10:45 AM		93				93			93	
11:00 AM		115				115			115	
11:15 AM		102				102			102	
11:30 AM		89				89			89	
11:45 AM		122				122			122	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		98				98			98	
12:15 PM		111				111			111	
12:30 PM		116				116			116	
12:45 PM		116				116			116	
01:00 PM		100				100			100	
01:15 PM		92				92			92	
01:30 PM		119				119			119	
01:45 PM		129				129			129	
02:00 PM		130				130			130	
02:15 PM		150				150			150	
02:30 PM		156				156			156	
02:45 PM		149				149			149	
03:00 PM		161				161			161	
03:15 PM		158				158			158	
03:30 PM		**173**				**173**			**173**	
03:45 PM		141				141			141	
04:00 PM		141				141			141	
04:15 PM		156				156			156	
04:30 PM		157				157			157	
04:45 PM		169				169			169	
05:00 PM		154				154			154	
05:15 PM		140				140			140	
05:30 PM		146				146			146	
05:45 PM		135				135			135	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		104				104			104	
06:15 PM		102				102			102	
06:30 PM		98				98			98	
06:45 PM		78				78			78	
07:00 PM		68				68			68	
07:15 PM		66				66			66	
07:30 PM		52				52			52	
07:45 PM		58				58			58	
08:00 PM		38				38			38	
08:15 PM		46				46			46	
08:30 PM		36				36			36	
08:45 PM		39				39			39	
09:00 PM		29				29			29	
09:15 PM		30				30			30	
09:30 PM		26				26			26	
09:45 PM		24				24			24	
10:00 PM		38				38			38	
10:15 PM		32				32			32	
10:30 PM		18				18			18	
10:45 PM		10				10			10	
11:00 PM		16				16			16	
11:15 PM		10				10			10	
11:30 PM		11				11			11	
11:45 PM		10				10			10	
Day Total		7811				7811			7811	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		7:45 AM 252				7:45 AM 252			7:45 AM 252	
PM Peak 15-min Vol		3:30 PM 173				3:30 PM 173			3:30 PM 173	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		14				14			14	
01:00 AM		4				4			4	
02:00 AM		7				7			7	
03:00 AM		14				14			14	
04:00 AM		52				52			52	
05:00 AM		114				114			114	
06:00 AM		287				287			287	
07:00 AM		**588**				**588**			**588**	
08:00 AM		408				408			408	
09:00 AM		394				394			394	
10:00 AM		355				355			355	
11:00 AM		379				379			379	
12:00 PM		414				414			414	
01:00 PM		349				349			349	
02:00 PM		483				483			483	
03:00 PM		**515**				**515**			**515**	
04:00 PM		389				389			389	
05:00 PM		394				394			394	
06:00 PM		317				317			317	
07:00 PM		241				241			241	
08:00 PM		156				156			156	
09:00 PM		107				107			107	
10:00 PM		68				68			68	
11:00 PM		35				35			35	
Day Total		6084				6084			6084	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM 588				7:00 AM 588			7:00 AM 588	
PM Peak Volume		3:00 PM 515				3:00 PM 515			3:00 PM 515	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		46				46			46	
01:00 AM		15				15			15	
02:00 AM		19				19			19	
03:00 AM		32				32			32	
04:00 AM		79				79			79	
05:00 AM		181				181			181	
06:00 AM		464				464			464	
07:00 AM		**1136**				**1136**			**1136**	
08:00 AM		738				738			738	
09:00 AM		714				714			714	
10:00 AM		665				665			665	
11:00 AM		733				733			733	
12:00 PM		792				792			792	
01:00 PM		759				759			759	
02:00 PM		1033				1033			1033	
03:00 PM		**1104**				**1104**			**1104**	
04:00 PM		997				997			997	
05:00 PM		1019				1019			1019	
06:00 PM		746				746			746	
07:00 PM		613				613			613	
08:00 PM		372				372			372	
09:00 PM		221				221			221	
10:00 PM		153				153			153	
11:00 PM		81				81			81	
Day Total		12712				12712			12712	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM 1136				7:00 AM 1136			7:00 AM 1136	
PM Peak Volume		3:00 PM 1104				3:00 PM 1104			3:00 PM 1104	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Hampshire Pike West of Oxford Village Cir
QC JOB #: 15562409
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		32				32			32	
01:00 AM		11				11			11	
02:00 AM		12				12			12	
03:00 AM		18				18			18	
04:00 AM		27				27			27	
05:00 AM		67				67			67	
06:00 AM		177				177			177	
07:00 AM		**548**				**548**			**548**	
08:00 AM		330				330			330	
09:00 AM		320				320			320	
10:00 AM		310				310			310	
11:00 AM		354				354			354	
12:00 PM		378				378			378	
01:00 PM		410				410			410	
02:00 PM		550				550			550	
03:00 PM		589				589			589	
04:00 PM		608				608			608	
05:00 PM		**625**				**625**			**625**	
06:00 PM		429				429			429	
07:00 PM		372				372			372	
08:00 PM		216				216			216	
09:00 PM		114				114			114	
10:00 PM		85				85			85	
11:00 PM		46				46			46	
Day Total		6628				6628			6628	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM 548				7:00 AM 548			7:00 AM 548	
PM Peak Volume		5:00 PM 625				5:00 PM 625			5:00 PM 625	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		25				25			25	
01:00 AM		7				7			7	
02:00 AM		10				10			10	
03:00 AM		18				18			18	
04:00 AM		63				63			63	
05:00 AM		180				180			180	
06:00 AM		325				325			325	
07:00 AM		**801**				**801**			**801**	
08:00 AM		395				395			395	
09:00 AM		396				396			396	
10:00 AM		351				351			351	
11:00 AM		426				426			426	
12:00 PM		427				427			427	
01:00 PM		495				495			495	
02:00 PM		587				587			587	
03:00 PM		699				699			699	
04:00 PM		**719**				**719**			**719**	
05:00 PM		654				654			654	
06:00 PM		394				394			394	
07:00 PM		394				394			394	
08:00 PM		242				242			242	
09:00 PM		145				145			145	
10:00 PM		78				78			78	
11:00 PM		51				51			51	
Day Total		7882				7882			7882	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM 801				7:00 AM 801			7:00 AM 801	
PM Peak Volume		4:00 PM 719				4:00 PM 719			4:00 PM 719	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		49				49			49	
01:00 AM		24				24			24	
02:00 AM		19				19			19	
03:00 AM		41				41			41	
04:00 AM		113				113			113	
05:00 AM		312				312			312	
06:00 AM		775				775			775	
07:00 AM		**1679**				**1679**			**1679**	
08:00 AM		1011				1011			1011	
09:00 AM		839				839			839	
10:00 AM		756				756			756	
11:00 AM		854				854			854	
12:00 PM		868				868			868	
01:00 PM		935				935			935	
02:00 PM		1172				1172			1172	
03:00 PM		1332				1332			1332	
04:00 PM		**1342**				**1342**			**1342**	
05:00 PM		1229				1229			1229	
06:00 PM		776				776			776	
07:00 PM		638				638			638	
08:00 PM		401				401			401	
09:00 PM		254				254			254	
10:00 PM		176				176			176	
11:00 PM		98				98			98	
Day Total		15693				15693			15693	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM 1679				7:00 AM 1679			7:00 AM 1679	
PM Peak Volume		4:00 PM 1342				4:00 PM 1342			4:00 PM 1342	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Industrial Park Rd South of Hwy 412 EB off Ramp
QC JOB #: 15562410
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Columbia, TN
DATE: Sep 14 2021 - Sep 14 2021

Start Time	Mon	Tue 14 Sep 21	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		24				24			24	
01:00 AM		17				17			17	
02:00 AM		9				9			9	
03:00 AM		23				23			23	
04:00 AM		50				50			50	
05:00 AM		132				132			132	
06:00 AM		450				450			450	
07:00 AM		**878**				**878**			**878**	
08:00 AM		616				616			616	
09:00 AM		443				443			443	
10:00 AM		405				405			405	
11:00 AM		428				428			428	
12:00 PM		441				441			441	
01:00 PM		440				440			440	
02:00 PM		585				585			585	
03:00 PM		**633**				**633**			**633**	
04:00 PM		623				623			623	
05:00 PM		575				575			575	
06:00 PM		382				382			382	
07:00 PM		244				244			244	
08:00 PM		159				159			159	
09:00 PM		109				109			109	
10:00 PM		98				98			98	
11:00 PM		47				47			47	
Day Total		7811				7811			7811	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM 878				7:00 AM 878			7:00 AM 878	
PM Peak Volume		3:00 PM 633				3:00 PM 633			3:00 PM 633	

Comments:

Report generated on 9/17/2021 3:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

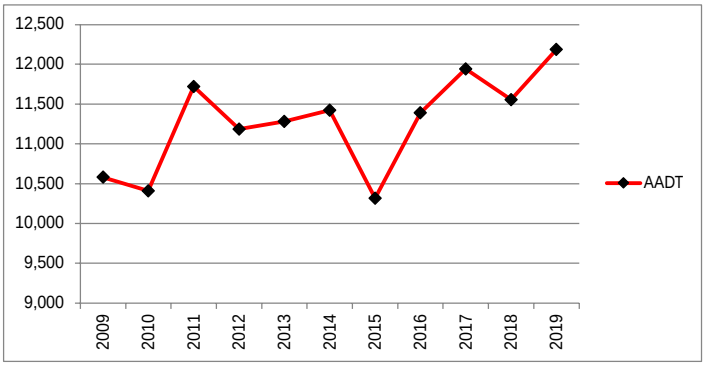
Appendix D

Trip Generation

Volume Worksheets

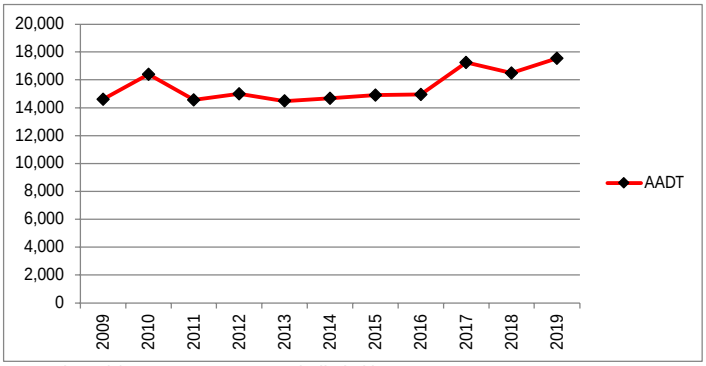
Annual Average Daily Traffic (AADT) from the Tennessee Department of Transportation (TDOT)

Station	000147
Route	Hampshire Pike
Location	Columbia
2009	10,581
2010	10,412
2011	11,720
2012	11,187
2013	11,284
2014	11,425
2015	10,318
2016	11,390
2017	11,940
2018	11,555
2019	12,187



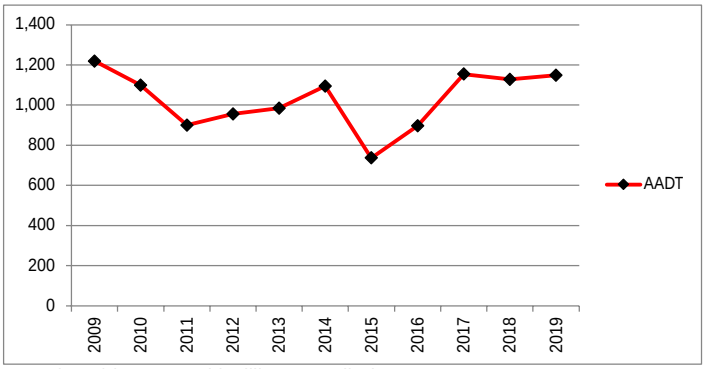
Annual Growth for Last Three (3) Years --- Hampshire Pike is 0.7%
Annual Growth for Last Ten (10) Years --- Hampshire Pike is 1.6%

Station	000233
Route	James Campbell Blvd
Location	Columbia
2009	14,605
2010	16,404
2011	14,554
2012	14,998
2013	14,489
2014	14,682
2015	14,905
2016	14,944
2017	17,257
2018	16,501
2019	17,547



Annual Growth for Last Three (3) Years --- James Campbell Blvd is 0.6%
Annual Growth for Last Ten (10) Years --- James Campbell Blvd is 0.7%

Station	000097
Route	Old Williamsport Pike
Location	Columbia
2009	1,219
2010	1,099
2011	900
2012	956
2013	985
2014	1,094
2015	737
2016	897
2017	1,154
2018	1,128
2019	1,148



Annual Growth for Last Three (3) Years --- Old Williamsport Pike is -0.2%
Annual Growth for Last Ten (10) Years --- Old Williamsport Pike is 0.4%

TOTAL
2008	26,405
2009	27,915
2010	27,174
2011	27,141
2012	26,758
2013	27,201
2014	25,960
2015	27,231
2016	30,351
2017	29,184
2018	30,882

Annual Growth for Last Three (3) Years --- is 0.6%
Annual Growth for Last Ten (10) Years --- is 1%

Trip Generation - Hampshir Pike Mixed-Use

ITE Code	Land Use	Setting/Location	Density		Daily	AM Peak Hour			PM Peak Hour		
						Total	Enter	Exit	Total	Enter	Exit
210	Single-Family Detached Housing	General Urban/Suburban	39	d.u.	437	32	8	24	41	26	15
220	Multifamily Housing (Low-Rise)	General Urban/Suburban	625	d.u.	4,684	272	63	209	302	190	112
710	General Office Building	General Urban/Suburban	10,000	s.f.	114	36	31	5	13	2	11
820	Shopping Center (Average Rate)	General Urban/Suburban	5,000	s.f.	189	5	3	2	19	9	10
	GROSS TRIPS				5,424	345	105	240	375	227	148
	Gross Trips - Before Reductions				5,424	345	105	240	375	227	148
	Residential				5,121	304	71	233	343	216	127
	Office				114	36	31	5	13	2	11
	Retail				189	5	3	2	19	9	10
	Reduction - Internal Capture				-148	-8	-4	-4	-12	-6	-6
	Residential				-50	-2	0	-2	-5	-3	-2
	Office				-42	-3	-2	-1	-2	-1	-1
	Retail				-56	-3	-2	-1	-5	-2	-3
	Restaurant				0	0	0	0	0	0	0
	Reduction - Pass-By		AM	PM	-45	0	0	0	-4	-2	-2
820	Shopping Center	General Urban/Suburban	34%	34%	-45	0	0	0	-4	-2	-2
	NEW TRIPS				5,231	337	101	236	359	219	140
	Residential				5,071	302	71	231	338	213	125
	Non-Residential				160	35	30	5	21	6	15
	DRIVEWAY VOLUMES				5,276	337	101	236	363	221	142

INTERSECTION VOLUME WORKSHEET

Hampshire Pike at Lion Parkway/Iberia Drive

AM PEAK HOUR

Description	Hampshire Pike Eastbound				Hampshire Pike Westbound				Lion Parkway Northbound				Iberia Drive Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 AM Volumes	0	1	405	384	0	168	348	0	0	210	2	141	0	9	6	6	1680
Existing Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	2	4	2	2	4	5	2	2	8	2	16	2	2	2	2	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	1	446	422	0	185	383	0	0	231	2	155	0	10	7	7	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	0	46	44	0	19	40	0	0	24	0	16	0	1	1	1	192
Williamsport Pike Development			90	20			57			10							177
Background 2025 AM Volumes	0	1	582	486	0	204	480	0	0	265	2	171	0	11	8	8	2218
Future Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Residential Trip Distribution IN			10%														
Residential Trip Distribution OUT							10%										
Residential Project Trips	0	0	7	0	0	0	23	0	0	0	0	0	0	0	0	0	30
Non-Residential Trip Distribution IN			35%									5%					
Non-Residential Trip Distribution OUT						5%	35%										
Non-Residential Project Trips	0	0	11	0	0	0	2	0	0	0	0	2	0	0	0	0	15
Project Trips (unbalanced)	0	0	18	0	0	0	25	0	0	0	0	2	0	0	0	0	45
Balancing Adjustment			-1														
Pass-By Adjustment																	
Project Trips	0	0	17	0	0	0	25	0	0	0	0	2	0	0	0	0	44
Future 2025 AM Volumes	0	1	599	486	0	204	505	0	0	265	2	173	0	11	8	8	2262
% from Existing	0.0%	100.0%	67.6%	79.0%	0.0%	82.4%	68.9%	0.0%	0.0%	79.2%	100.0%	81.5%	0.0%	81.8%	75.0%	75.0%	74.3%
% from Background Growth	0.0%	0.0%	29.5%	21.0%	0.0%	17.6%	26.1%	0.0%	0.0%	20.8%	0.0%	17.3%	0.0%	18.2%	25.0%	25.0%	23.8%
% from Project Trips	0.0%	0.0%	2.8%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	1.9%

INTERSECTION VOLUME WORKSHEET

Hampshire Pike at Lion Parkway/Iberia Drive

PM PEAK HOUR

Description	Hampshire Pike Eastbound				Hampshire Pike Westbound				Lion Parkway Northbound				Iberia Drive Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 PM Volumes	0	4	339	301	0	52	541	2	0	275	3	42	0	1	2	1	1563
Existing Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	25	5	2	2	2	4	2	2	2	2	2	2	2	2	2	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	4	373	331	0	57	595	2	0	303	3	46	0	1	2	1	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	0	39	34	0	6	62	0	0	32	0	5	0	0	0	0	178
Williamsport Pike Development			90	20			147			27							284
Background 2025 PM Volumes	0	4	502	385	0	63	804	2	0	362	3	51	0	1	2	1	2180
Future Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Residential Trip Distribution IN			10%														
Residential Trip Distribution OUT							10%										
Residential Project Trips	0	0	21	0	0	0	13	0	0	0	0	0	0	0	0	0	34
Non-Residential Trip Distribution IN			35%									5%					
Non-Residential Trip Distribution OUT						5%	35%										
Non-Residential Project Trips	0	0	2	0	0	1	5	0	0	0	0	0	0	0	0	0	8
Project Trips (unbalanced)	0	0	23	0	0	1	18	0	0	0	0	0	0	0	0	0	42
Balancing Adjustment																	
Pass-By Adjustment																	
Project Trips	0	0	23	0	0	1	18	0	0	0	0	0	0	0	0	0	42
Future 2025 PM Volumes	0	4	525	385	0	64	822	2	0	362	3	51	0	1	2	1	2222
% from Existing	0.0%	100.0%	64.6%	78.2%	0.0%	81.3%	65.8%	100.0%	0.0%	76.0%	100.0%	82.4%	0.0%	100.0%	100.0%	100.0%	70.3%
% from Background Growth	0.0%	0.0%	31.0%	21.8%	0.0%	17.2%	32.0%	0.0%	0.0%	24.0%	0.0%	17.6%	0.0%	0.0%	0.0%	0.0%	27.8%
% from Project Trips	0.0%	0.0%	4.4%	0.0%	0.0%	1.6%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%

INTERSECTION VOLUME WORKSHEET

James Campbell Boulevard at Hampshire Pike

AM PEAK HOUR

Description	Hampshire Pike Eastbound				Hampshire Pike Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 AM Volumes	0	164	199	204	0	85	173	92	0	163	407	89	0	198	633	154	2561
Existing Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Conflicting Pedestrians																	
Heavy Vehicle %	2	7	3	7	2	7	4	10	2	4	10	7	2	4	4	5	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	180	219	224	0	94	190	101	0	179	448	98	0	218	696	169	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	19	23	23	0	10	20	11	0	19	47	10	0	23	72	18	295
Williamsport Pike Development		40	30	20			14			11						31	146
Background 2025 AM Volumes	0	239	272	267	0	104	224	112	0	209	495	108	0	241	768	218	3257
Future Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Residential Trip Distribution IN							10%			10%						35%	
Residential Trip Distribution OUT		35%	10%	10%													
Residential Project Trips	0	81	23	23	0	0	7	0	0	7	0	0	0	0	0	25	166
Non-Residential Trip Distribution IN							30%			15%						10%	
Non-Residential Trip Distribution OUT		10%	30%	15%													
Non-Residential Project Trips	0	1	2	1	0	0	9	0	0	5	0	0	0	0	0	3	21
Project Trips (unbalanced)	0	82	25	24	0	0	16	0	0	12	0	0	0	0	0	28	187
Balancing Adjustment			-1							-1							
Pass-By Adjustment																	
Project Trips	0	82	24	24	0	0	16	0	0	11	0	0	0	0	0	28	185
Future 2025 AM Volumes	0	321	296	291	0	104	240	112	0	220	495	108	0	241	768	246	3442
% from Existing	0.0%	51.1%	67.2%	70.1%	0.0%	81.7%	72.1%	82.1%	0.0%	74.1%	82.2%	82.4%	0.0%	82.2%	82.4%	62.6%	74.4%
% from Background Growth	0.0%	23.4%	24.7%	21.6%	0.0%	18.3%	21.3%	17.9%	0.0%	20.9%	17.8%	17.6%	0.0%	17.8%	17.6%	26.0%	20.2%
% from Project Trips	0.0%	25.5%	8.1%	8.2%	0.0%	0.0%	6.7%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.4%	5.4%

INTERSECTION VOLUME WORKSHEET

James Campbell Boulevard at Hampshire Pike

PM PEAK HOUR

Description	Hampshire Pike Eastbound				Hampshire Pike Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 PM Volumes	0	157	175	180	0	83	179	134	0	237	526	75	0	93	585	152	2576
Existing Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
Conflicting Pedestrians		0		0		0		0		0		1		1		0	
Heavy Vehicle %	2	3	4	5	2	2	5	5	2	5	6	8	2	4	2	4	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	173	193	198	0	91	197	147	0	261	579	83	0	102	644	167	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	18	20	21	0	9	20	15	0	27	60	9	0	11	67	17	294
Williamsport Pike Development		40	30	20			40			27						80	237
Background 2025 PM Volumes	0	231	243	239	0	100	257	162	0	315	639	92	0	113	711	264	3366
Future Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
Residential Trip Distribution IN							10%			10%						35%	
Residential Trip Distribution OUT		35%	10%	10%													
Residential Project Trips	0	44	13	13	0	0	21	0	0	21	0	0	0	0	0	75	187
Non-Residential Trip Distribution IN							30%			15%						10%	
Non-Residential Trip Distribution OUT		10%	30%	15%													
Non-Residential Project Trips	0	2	5	2	0	0	2	0	0	1	0	0	0	0	0	1	13
Project Trips (unbalanced)	0	46	18	15	0	0	23	0	0	22	0	0	0	0	0	76	200
Balancing Adjustment			-1	-1													
Pass-By Adjustment																	
Project Trips	0	46	17	14	0	0	23	0	0	22	0	0	0	0	0	76	198
Future 2025 PM Volumes	0	277	260	253	0	100	280	162	0	337	639	92	0	113	711	340	3564
% from Existing	0.0%	56.7%	67.3%	71.1%	0.0%	83.0%	63.9%	82.7%	0.0%	70.3%	82.3%	81.5%	0.0%	82.3%	82.3%	44.7%	72.3%
% from Background Growth	0.0%	26.7%	26.2%	23.3%	0.0%	17.0%	27.9%	17.3%	0.0%	23.1%	17.7%	18.5%	0.0%	17.7%	17.7%	32.9%	22.2%
% from Project Trips	0.0%	16.6%	6.5%	5.5%	0.0%	0.0%	8.2%	0.0%	0.0%	6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	22.4%	5.6%

INTERSECTION VOLUME WORKSHEET

James Campbell Boulevard at Old Williamsport Pike

AM PEAK HOUR

Description	Old Williamsport Pike Eastbound				Old Williamsport Pike Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 AM Volumes	0	8	0	101	0	8	0	4	0	19	602	32	0	19	993	9	1795
Existing Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	13	2	11	2	2	2	2	2	32	12	2	2	5	4	11	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	9	0	111	0	9	0	4	0	21	662	35	0	21	1092	10	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	1	0	12	0	1	0	0	0	2	69	4	0	2	114	1	206
Williamsport Pike Development											40				31		71
Background 2025 AM Volumes	0	10	0	123	0	10	0	4	0	23	771	39	0	23	1237	11	2251
Future Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Residential Trip Distribution IN															35%	35%	
Residential Trip Distribution OUT		35%									35%						
Residential Project Trips	0	81	0	0	0	0	0	0	0	0	81	0	0	0	25	25	212
Non-Residential Trip Distribution IN															10%	5%	
Non-Residential Trip Distribution OUT		5%									10%						
Non-Residential Project Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	2	6
Project Trips (unbalanced)	0	81	0	0	0	0	0	0	0	0	82	0	0	0	28	27	218
Balancing Adjustment																	
Pass-By Adjustment																	
Project Trips	0	81	0	0	0	0	0	0	0	0	82	0	0	0	28	27	218
Future 2025 AM Volumes	0	91	0	123	0	10	0	4	0	23	853	39	0	23	1265	38	2469
% from Existing	0.0%	8.8%	0.0%	82.1%	0.0%	80.0%	0.0%	100.0%	0.0%	82.6%	70.6%	82.1%	0.0%	82.6%	78.5%	23.7%	72.7%
% from Background Growth	0.0%	2.2%	0.0%	17.9%	0.0%	20.0%	0.0%	0.0%	0.0%	17.4%	19.8%	17.9%	0.0%	17.4%	19.3%	5.3%	18.5%
% from Project Trips	0.0%	89.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.6%	0.0%	0.0%	0.0%	2.2%	71.1%	8.8%

INTERSECTION VOLUME WORKSHEET

James Campbell Boulevard at Old Williamsport Pike

PM PEAK HOUR

Description	Old Williamsport Pike Eastbound				Old Williamsport Pike Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 PM Volumes	0	7	0	20	0	31	0	16	0	43	831	3	0	3	752	29	1735
Existing Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	2	2	15	2	3	2	6	2	9	2	2	2	67	3	7	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	8	0	22	0	34	0	18	0	47	914	3	0	3	827	32	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	1	0	2	0	4	0	2	0	5	95	0	0	0	86	3	198
Williamsport Pike Development											40				80		120
Background 2025 PM Volumes	0	9	0	24	0	38	0	20	0	52	1049	3	0	3	993	35	2226
Future Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Residential Trip Distribution IN															35%	35%	
Residential Trip Distribution OUT		35%									35%						
Residential Project Trips	0	44	0	0	0	0	0	0	0	0	44	0	0	0	75	75	238
Non-Residential Trip Distribution IN															10%	5%	
Non-Residential Trip Distribution OUT		5%									10%						
Non-Residential Project Trips	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	4
Project Trips (unbalanced)	0	45	0	0	0	0	0	0	0	0	46	0	0	0	76	75	242
Balancing Adjustment		-1															
Pass-By Adjustment																	
Project Trips	0	44	0	0	0	0	0	0	0	0	46	0	0	0	76	75	241
Future 2025 PM Volumes	0	53	0	24	0	38	0	20	0	52	1095	3	0	3	1069	110	2467
% from Existing	0.0%	13.2%	0.0%	83.3%	0.0%	81.6%	0.0%	80.0%	0.0%	82.7%	75.9%	100.0%	0.0%	100.0%	70.3%	26.4%	70.3%
% from Background Growth	0.0%	3.8%	0.0%	16.7%	0.0%	18.4%	0.0%	20.0%	0.0%	17.3%	19.9%	0.0%	0.0%	0.0%	22.5%	5.5%	19.9%
% from Project Trips	0.0%	83.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	7.1%	68.2%	9.8%

INTERSECTION VOLUME WORKSHEET

James Campbell Boulevard at Industrial Park Road

AM PEAK HOUR

Description	James Campbell Boulevard Eastbound				James Campbell Boulevard Westbound				Industrial Park Road Northbound				Industrial Park Road Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 AM Volumes	0	391	213	9	0	0	231	44	0	2	5	1	0	100	5	793	1794
Existing Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	14	9	11	2	2	6	14	2	50	40	2	2	6	40	4	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	430	234	10	0	0	254	48	0	2	6	1	0	110	6	872	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	45	24	1	0	0	26	5	0	0	1	0	0	11	1	91	205
Williamsport Pike Development		20	20				10									21	71
Background 2025 AM Volumes	0	495	278	11	0	0	290	53	0	2	7	1	0	121	7	984	2249
Future Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Residential Trip Distribution IN							5%									65%	
Residential Trip Distribution OUT		65%	5%														
Residential Project Trips	0	150	12	0	0	0	4	0	0	0	0	0	0	0	0	46	212
Non-Residential Trip Distribution IN							5%									10%	
Non-Residential Trip Distribution OUT		10%	5%														
Non-Residential Project Trips	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	3	6
Project Trips (unbalanced)	0	151	12	0	0	0	6	0	0	0	0	0	0	0	0	49	218
Balancing Adjustment																	
Pass-By Adjustment																	
Project Trips	0	151	12	0	0	0	6	0	0	0	0	0	0	0	0	49	218
Future 2025 AM Volumes	0	646	290	11	0	0	296	53	0	2	7	1	0	121	7	1033	2467
% from Existing	0.0%	60.5%	73.4%	81.8%	0.0%	0.0%	78.0%	83.0%	0.0%	100.0%	71.4%	100.0%	0.0%	82.6%	71.4%	76.8%	72.7%
% from Background Growth	0.0%	16.1%	22.4%	18.2%	0.0%	0.0%	19.9%	17.0%	0.0%	0.0%	28.6%	0.0%	0.0%	17.4%	28.6%	18.5%	18.4%
% from Project Trips	0.0%	23.4%	4.1%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	8.8%

INTERSECTION VOLUME WORKSHEET

James Campbell Boulevard at Industrial Park Road

PM PEAK HOUR

Description	James Campbell Boulevard Eastbound				James Campbell Boulevard Westbound				Industrial Park Road Northbound				Industrial Park Road Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 PM Volumes	0	635	242	3	0	2	228	63	0	6	5	3	0	44	0	549	1780
Existing Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	3	2	33	2	2	4	3	2	2	40	2	2	9	2	4	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	699	266	3	0	2	251	69	0	7	6	3	0	48	0	604	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	73	28	0	0	0	26	7	0	1	1	0	0	5	0	63	204
Williamsport Pike Development		20	20				27									53	120
Background 2025 PM Volumes	0	792	314	3	0	2	304	76	0	8	7	3	0	53	0	720	2282
Future Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Residential Trip Distribution IN							5%									65%	
Residential Trip Distribution OUT		65%	5%														
Residential Project Trips	0	81	6	0	0	0	11	0	0	0	0	0	0	0	0	138	236
Non-Residential Trip Distribution IN							5%									10%	
Non-Residential Trip Distribution OUT		10%	5%														
Non-Residential Project Trips	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4
Project Trips (unbalanced)	0	83	7	0	0	0	11	0	0	0	0	0	0	0	0	139	240
Balancing Adjustment							1										
Pass-By Adjustment																	
Project Trips	0	83	7	0	0	0	12	0	0	0	0	0	0	0	0	139	241
Future 2025 PM Volumes	0	875	321	3	0	2	316	76	0	8	7	3	0	53	0	859	2523
% from Existing	0.0%	72.6%	75.4%	100.0%	0.0%	100.0%	72.2%	82.9%	0.0%	75.0%	71.4%	100.0%	0.0%	83.0%	0.0%	63.9%	70.6%
% from Background Growth	0.0%	17.9%	22.4%	0.0%	0.0%	0.0%	24.1%	17.1%	0.0%	25.0%	28.6%	0.0%	0.0%	17.0%	0.0%	19.9%	19.9%
% from Project Trips	0.0%	9.5%	2.2%	0.0%	0.0%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.2%	9.6%

INTERSECTION VOLUME WORKSHEET

Hampshire Pike at Oxford Village Circle/Site Driveway A

AM PEAK HOUR

Description	Hampshire Pike Eastbound				Hampshire Pike Westbound				Oxford Village Circle Northbound				Site Driveway A Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 AM Volumes	0	0	555	10	0	10	516	0	0	10	0	10	0	0	0	0	1111
Existing Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	2	7	2	2	2	5	2	2	2	2	2	2	2	2	2	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	0	611	11	0	11	568	0	0	11	0	11	0	0	0	0	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	0	64	1	0	1	59	0	0	1	0	1	0	0	0	0	127
Williamsport Pike Development			90				57										147
Background 2025 AM Volumes	0	0	765	12	0	12	684	0	0	12	0	12	0	0	0	0	1497
Future Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Residential Trip Distribution IN		10%						55%									
Residential Trip Distribution OUT														55%		10%	
Residential Project Trips	0	7	0	0	0	0	0	39	0	0	0	0	0	127	0	23	196
Non-Residential Trip Distribution IN		40%						55%									
Non-Residential Trip Distribution OUT														55%		40%	
Non-Residential Project Trips	0	12	0	0	0	0	0	17	0	0	0	0	0	3	0	2	34
Project Trips (unbalanced)	0	19	0	0	0	0	0	56	0	0	0	0	0	130	0	25	230
Balancing Adjustment								-1									
Pass-By Adjustment																	
Project Trips	0	19	0	0	0	0	0	55	0	0	0	0	0	130	0	25	229
Future 2025 AM Volumes	0	19	765	12	0	12	684	55	0	12	0	12	0	130	0	25	1726
% from Existing	0.0%	0.0%	72.5%	83.3%	0.0%	83.3%	75.4%	0.0%	0.0%	83.3%	0.0%	83.3%	0.0%	0.0%	0.0%	0.0%	64.4%
% from Background Growth	0.0%	0.0%	27.5%	16.7%	0.0%	16.7%	24.6%	0.0%	0.0%	16.7%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	22.4%
% from Project Trips	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	13.3%

INTERSECTION VOLUME WORKSHEET

Hampshire Pike at Oxford Village Circle/Site Driveway A

PM PEAK HOUR

Description	Hampshire Pike Eastbound				Hampshire Pike Westbound				Oxford Village Circle Northbound				Site Driveway A Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 PM Volumes	0	0	382	10	0	10	595	0	0	10	0	10	0	0	0	0	1017
Existing Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	2	5	2	2	2	4	2	2	2	2	2	2	2	2	2	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	0	420	11	0	11	655	0	0	11	0	11	0	0	0	0	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	0	44	1	0	1	68	0	0	1	0	1	0	0	0	0	116
Williamsport Pike Development			90				147										237
Background 2025 PM Volumes	0	0	554	12	0	12	870	0	0	12	0	12	0	0	0	0	1472
Future Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Residential Trip Distribution IN		10%						55%									
Residential Trip Distribution OUT														55%		10%	
Residential Project Trips	0	21	0	0	0	0	0	117	0	0	0	0	0	69	0	13	220
Non-Residential Trip Distribution IN		40%						55%									
Non-Residential Trip Distribution OUT														55%		40%	
Non-Residential Project Trips	0	2	0	0	0	0	0	3	0	0	0	0	0	8	0	6	19
Project Trips (unbalanced)	0	23	0	0	0	0	0	120	0	0	0	0	0	77	0	19	239
Balancing Adjustment								1									
Pass-By Adjustment		1	-1				-1	1						1		1	
Project Trips	0	24	-1	0	0	0	-1	122	0	0	0	0	0	78	0	20	242
Future 2025 PM Volumes	0	24	553	12	0	12	869	122	0	12	0	12	0	78	0	20	1714
% from Existing	0.0%	0.0%	69.1%	83.3%	0.0%	83.3%	68.5%	0.0%	0.0%	83.3%	0.0%	83.3%	0.0%	0.0%	0.0%	0.0%	59.3%
% from Background Growth	0.0%	0.0%	31.1%	16.7%	0.0%	16.7%	31.6%	0.0%	0.0%	16.7%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	26.5%
% from Project Trips	0.0%	100.0%	-0.2%	0.0%	0.0%	0.0%	-0.1%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	14.1%

INTERSECTION VOLUME WORKSHEET

Old Williamsport Pike at Site Driveway B

AM PEAK HOUR

Description	Old Williamsport Pike Eastbound				Old Williamsport Pike Westbound				Site Driveway B Northbound				Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 AM Volumes	0	0	109	0	0	0	28	0	0	0	0	0	0	0	0	0	137
Existing Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	2	11	2	2	2	25	2	2	2	2	2	2	2	2	2	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	0	120	0	0	0	31	0	0	0	0	0	0	0	0	0	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	0	12	0	0	0	3	0	0	0	0	0	0	0	0	0	15
Williamsport Pike Development																	0
Background 2025 AM Volumes	0	0	132	0	0	0	34	0	0	0	0	0	0	0	0	0	166
Future Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Residential Trip Distribution IN						35%											
Residential Trip Distribution OUT												35%					
Residential Project Trips	0	0	0	0	0	25	0	0	0	0	0	81	0	0	0	0	106
Non-Residential Trip Distribution IN						5%											
Non-Residential Trip Distribution OUT												5%					
Non-Residential Project Trips	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Project Trips (unbalanced)	0	0	0	0	0	27	0	0	0	0	0	81	0	0	0	0	108
Balancing Adjustment																	
Pass-By Adjustment																	
Project Trips	0	0	0	0	0	27	0	0	0	0	0	81	0	0	0	0	108
Future 2025 AM Volumes	0	0	132	0	0	27	34	0	0	0	0	81	0	0	0	0	274
% from Existing	0.0%	0.0%	82.6%	0.0%	0.0%	0.0%	82.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%
% from Background Growth	0.0%	0.0%	17.4%	0.0%	0.0%	0.0%	17.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.6%
% from Project Trips	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	39.4%

INTERSECTION VOLUME WORKSHEET

Old Williamsport Pike at Site Driveway B

PM PEAK HOUR

Description	Old Williamsport Pike Eastbound				Old Williamsport Pike Westbound				Site Driveway B Northbound				Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing 2021 PM Volumes	0	0	27	0	0	0	72	0	0	0	0	0	0	0	0	0	99
Existing Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicle %	2	2	12	2	2	2	8	2	2	2	2	2	2	2	2	2	
Adjustment Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	0	30	0	0	0	79	0	0	0	0	0	0	0	0	0	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
Growth Trips	0	0	3	0	0	0	8	0	0	0	0	0	0	0	0	0	11
Williamsport Pike Development																	0
Background 2025 PM Volumes	0	0	33	0	0	0	87	0	0	0	0	0	0	0	0	0	120
Future Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Residential Trip Distribution IN						35%											
Residential Trip Distribution OUT												35%					
Residential Project Trips	0	0	0	0	0	75	0	0	0	0	0	44	0	0	0	0	119
Non-Residential Trip Distribution IN						5%											
Non-Residential Trip Distribution OUT												5%					
Non-Residential Project Trips	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Project Trips (unbalanced)	0	0	0	0	0	75	0	0	0	0	0	45	0	0	0	0	120
Balancing Adjustment												-1					
Pass-By Adjustment																	
Project Trips	0	0	0	0	0	75	0	0	0	0	0	44	0	0	0	0	119
Future 2025 PM Volumes	0	0	33	0	0	75	87	0	0	0	0	44	0	0	0	0	239
% from Existing	0.0%	0.0%	81.8%	0.0%	0.0%	0.0%	82.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	41.4%
% from Background Growth	0.0%	0.0%	18.2%	0.0%	0.0%	0.0%	17.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.8%
% from Project Trips	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	49.8%

QUALITY COUNTS REPORT

Type: Volume Data
Location: Hampshire Pike West of Oxford Village Cir
Specific Location:
City/State: Columbia TN
QCJobNo: 15562409
Date:
Direction: EB/ WB
Comments:

2025 Growth Factor =	1.104

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Background 2025
		14-Sep-21								
12:00 AM		46				46			46	
1:00 AM		15				15			15	
2:00 AM		19				19			19	
3:00 AM		32				32			32	
4:00 AM		79				79			79	
5:00 AM		181				181			181	
6:00 AM		464				464			464	
7:00 AM		1136				1136			1136	1254
8:00 AM		738				738			738	815
9:00 AM		714				714			714	788
10:00 AM		665				665			665	734
11:00 AM		733				733			733	809
12:00 PM		792				792			792	874
1:00 PM		759				759			759	838
2:00 PM		1033				1033			1033	1140
3:00 PM		1104				1104			1104	1219
4:00 PM		997				997			997	1101
5:00 PM		1019				1019			1019	1125
6:00 PM		746				746			746	824
7:00 PM		613				613			613	
8:00 PM		372				372			372	
9:00 PM		221				221			221	
10:00 PM		153				153			153	
11:00 PM		81				81			81	
Day Total		12712				12712			12712	
ADT		12712				12712			12712	

%Weekday Average	100.00%		
%Week Average	100.00%	100.00%	
AM Peak	7:00 AM	7:00 AM	7:00 AM
Volume	1136	1136	1136
PM Peak	3:00 PM	3:00 PM	3:00 PM
Volume	1104	1104	1104

Intersection 5 - Hapshire Pike at Oxford Village Circle/Site Driveway A, Daily Trip Generation Calculations

Single Family Detached Housing
Daily 437
Enter 219
Exit 218

Int 5	Hampshire Pike				Hampshire Pike				Oxford Village Circle				Site Driveway A			
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Enter	0%	10%	0%	0%	0%	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%
Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	55%	0%	10%

Hourly Trip Gen	Enter	Exit	START TIME	Hampshire Pike				Hampshire Pike				Oxford Village Circle				Site Driveway A			
				EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
6.5%	25%	75%	7:00	0	1	0	0	0	0	0	4	0	0	0	0	0	12	0	2
6.2%	25%	75%	8:00	0	1	0	0	0	0	0	4	0	0	0	0	0	11	0	2
4.6%	25%	75%	9:00	0	0	0	0	0	0	0	3	0	0	0	0	0	8	0	1
4.9%	50%	50%	10:00	0	1	0	0	0	0	0	6	0	0	0	0	0	6	0	1
5.3%	50%	50%	11:00	0	1	0	0	0	0	0	6	0	0	0	0	0	6	0	1
5.7%	50%	50%	12:00	0	1	0	0	0	0	0	7	0	0	0	0	0	7	0	1
6.1%	50%	50%	13:00	0	1	0	0	0	0	0	7	0	0	0	0	0	7	0	1
6.6%	50%	50%	14:00	0	1	0	0	0	0	0	8	0	0	0	0	0	8	0	1
7.5%	50%	50%	15:00	0	2	0	0	0	0	0	9	0	0	0	0	0	9	0	2
8.9%	63%	37%	16:00	0	2	0	0	0	0	0	14	0	0	0	0	0	8	0	1
8.7%	63%	37%	17:00	0	2	0	0	0	0	0	13	0	0	0	0	0	8	0	1
7.2%	63%	37%	18:00	0	2	0	0	0	0	0	11	0	0	0	0	0	6	0	1

Total

START TIME	Hampshire Pike				Hampshire Pike				Oxford Village Circle				Site Driveway A			
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
7:00	0	12	0	0	0	0	0	47	0	0	0	0	0	141	0	25
8:00	0	11	0	0	0	0	0	45	0	0	0	0	0	129	0	25
9:00	0	8	0	0	0	0	0	31	0	0	0	0	0	86	0	16
10:00	0	12	0	0	0	0	0	57	0	0	0	0	0	57	0	12
11:00	0	16	0	0	0	0	0	68	0	0	0	0	0	68	0	16
12:00	0	17	0	0	0	0	0	71	0	0	0	0	0	71	0	17
13:00	0	17	0	0	0	0	0	69	0	0	0	0	0	69	0	17
14:00	0	18	0	0	0	0	0	83	0	0	0	0	0	83	0	18
15:00	0	21	0	0	0	0	0	95	0	0	0	0	0	95	0	21
16:00	0	29	0	0	0	0	0	148	0	0	0	0	0	73	0	19
17:00	0	34	0	0	0	0	0	173	0	0	0	0	0	84	0	21
18:00	0	29	0	0	0	0	0	148	0	0	0	0	0	68	0	15

Major Street Sum	Minor Street Less RT Volumes
59	141
56	129
39	86
69	57
84	68
88	71
86	69
101	83
116	95
177	73
207	84
177	68

General Office Building
Daily 114
Enter 57
Exit 57

Int 5	Hampshire Pike				Hampshire Pike				Oxford Village Circle				Site Driveway A			
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Enter	0%	40%	0%	0%	0%	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%
Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	55%	0%	40%

Hourly Trip Gen	Enter	Exit	START TIME	Hampshire Pike				Hampshire Pike				Oxford Village Circle				Site Driveway A			
				EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
7.0%	86%	14%	7:00	0	3	0	0	0	0	0	4	0	0	0	0	0	1	0	0
8.8%	86%	14%	8:00	0	3	0	0	0	0	0	5	0	0	0	0	0	1	0	1
5.4%	86%	14%	9:00	0	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
5.9%	50%	50%	10:00	0	1	0	0	0	0	0	2	0	0	0	0	0	2	0	1
8.4%	50%	50%	11:00	0	2	0	0	0	0	0	3	0	0	0	0	0	3	0	2
10.4%	50%	50%	12:00	0	2	0	0	0	0	0	3	0	0	0	0	0	3	0	2
8.2%	50%	50%	13:00	0	2	0	0	0	0	0	3	0	0	0	0	0	3	0	2
7.5%	50%	50%	14:00	0	2	0	0	0	0	0	2	0	0	0	0	0	2	0	2
7.4%	50%	50%	15:00	0	2	0	0	0	0	0	2	0	0	0	0	0	2	0	2
10.1%	16%	84%	16:00	0	1	0	0	0	0	0	1	0	0	0	0	0	5	0	4
10.4%	16%	84%	17:00	0	1	0	0	0	0	0	1	0	0	0	0	0	5	0	4
2.4%	16%	84%	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1

Shopping Center (Fitted Curve Equation)
Daily 189
Enter 95
Exit 94

Int 4	Hampshire Pike				Hampshire Pike				Oxford Village Circle				Site Driveway A			
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Enter	0%	40%	0%	0%	0%	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%
Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	55%	0%	40%

Hourly Trip Gen	Enter	Exit	START TIME	Hampshire Pike				Hampshire Pike				Oxford Village Circle				Site Driveway A			
				EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
1.1%	62%	38%	7:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2.0%	62%	38%	8:00	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	1
3.6%	62%	38%	9:00	0	2	0	0	0	0	0	2	0	0	0	0	0	1	0	1
5.6%	50%	50%	10:00	0	2	0	0	0	0	0	3	0	0	0	0	0	3	0	2
8.3%	50%	50%	11:00	0	3	0	0	0	0	0	4	0	0	0	0	0	4	0	3
10.0%	50%	50%	12:00	0	4	0	0	0	0	0	5	0	0	0	0	0	5	0	4
9.3%	50%	50%	13:00	0	4	0	0	0	0	0	5	0	0	0	0	0	5	0	4
9.0%	50%	50%	14:00	0	3	0	0	0	0	0	5	0	0	0	0	0	5	0	3
8.8%	50%	50%	15:00	0	3	0	0	0	0	0	5	0	0	0	0	0	5	0	3
9.2%	48%	52%	16:00	0	3	0	0	0	0	0	5	0	0	0	0	0	5	0	4
9.3%	48%	52%	17:00	0	3	0	0	0	0	0	5	0	0	0	0	0	5	0	4
8.0%	48%	52%	18:00	0	3	0	0	0	0	0	4	0	0	0	0	0	4	0	3

Int 5	Hampshire Pike				Hampshire Pike				Oxford Village Circle				Site Driveway A			
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Enter	0%	10%	0%	0%	0%	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%
Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	55%	0%	10%

Multifamily Housing (Low-Rise)
Daily 4,684
Enter 2342
Exit 2342

Hourly Trip Gen	Enter	Exit	START TIME	Hampshire Pike				Hampshire Pike				Oxford Village Circle				Site Driveway A			
				EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
6.5%	23%	77%	7:00	0	7	0	0	0	0	0	38	0	0	0	0	0	128	0	23
5.8%	23%	77%	8:00	0	6	0	0	0	0	0	35	0	0	0	0	0	116	0	21
3.9%	23%	77%	9:00	0	4	0	0	0	0	0	23	0	0	0	0	0	77	0	14
3.6%	50%	50%	10:00	0	8	0	0	0	0	0	46	0	0	0	0	0	46	0	8
4.3%	50%	50%	11:00	0	10	0	0	0	0	0	55	0	0	0	0	0	55	0	10
4.3%	50%	50%	12:00	0	10	0	0	0	0	0	56	0	0	0	0	0	56	0	10
4.2%	50%	50%	13:00	0	10	0	0	0	0	0	54	0	0	0	0	0	54	0	10
5.2%	50%	50%	14:00	0	12	0	0	0	0	0	68	0	0	0	0	0	68	0	12
6.1%	50%	50%	15:00	0	14	0	0	0	0	0	79	0	0	0	0	0	79	0	14
7.9%	63%	27%	16:00	0	23	0	0	0	0	0	128	0	0	0	0	0	55	0	10
9.5%	63%	27%	17:00	0	28	0	0	0	0	0	154	0	0	0	0	0	66	0	12
8.2%	63%	27%	18:00	0	24	0	0	0	0	0	133	0	0	0	0	0	57	0	10

TRAFFIC SIGNAL WARRANT ANALYSIS

City/County:	**Columbia**	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	**N**		
State:	**TN**	Isolated community with a population of less than 10,000? (Y or N)	**N**	Analyzed by:	RAP
Date:	**5/16/2022**	Apply 56% warrant to Warrant 1, Combination Warrant? (Y or N)	**N**	Analyzed by:	Kimley-Horn
Major Street:	**Hampshire Pike**	Approach Lanes - Major? (1 or 2)	**1**		
Minor Street:	**Driveway A**	Approach Lanes - Minor? (1 or 2)	**1**		

24-Hour Volume Summary	Major Street Total of Both Approaches	Minor Street Higher Volume Approach	Warrant 1, Condition A 100% Major Street	Warrant 1, Condition A 100% Minor Street	Warrant 1, Condition B 100% Major Street	Warrant 1, Condition B 100% Minor Street	Warrant 1, Combination Warrant 80% Major Street	Warrant 1, Combination Warrant 80% Minor Street	Warrant 1, Combination Warrant 80% Major Street	Warrant 1, Combination Warrant 80% Minor Street	Warrant 2 100% Figure 4C-1	Warrant 3, Condition A 100% Minor Delay	Warrant 3, Condition A 100% Minor Volume	Warrant 3, Condition A 100% Total Intrsctn	Warrant 3, Condition B 100% Figure 4C-3
12:00 AM TO 01:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
01:00 AM TO 02:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
02:00 AM TO 03:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
03:00 AM TO 04:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
04:00 AM TO 05:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
05:00 AM TO 06:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
06:00 AM TO 07:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
07:00 AM TO 08:00 AM	1313	141	263%	94%	**175%**	**188%**	**328%**	**118%**	**219%**	**235%**	**176%**				**109%**
08:00 AM TO 09:00 AM	871	129	174%	86%	**116%**	**172%**	**218%**	**108%**	**145%**	**215%**	**100%**				50%
09:00 AM TO 10:00 AM	827	86	165%	57%	**110%**	**115%**	207%	72%	**138%**	**143%**	61%				31%
10:00 AM TO 11:00 AM	803	57	161%	38%	107%	76%	201%	48%	134%	95%	38%				20%
11:00 AM TO 12:00 PM	893	68	179%	45%	119%	91%	223%	57%	**149%**	**113%**	56%				27%
12:00 PM TO 01:00 PM	962	71	192%	47%	128%	95%	241%	59%	**160%**	**118%**	66%				33%
01:00 PM TO 02:00 PM	924	69	185%	46%	123%	92%	231%	58%	**154%**	**115%**	60%				29%
02:00 PM TO 03:00 PM	1241	83	248%	55%	**165%**	**111%**	310%	69%	**207%**	**138%**	**104%**				58%
03:00 PM TO 04:00 PM	1335	95	267%	63%	**178%**	**127%**	334%	79%	**223%**	**158%**	**119%**				75%
04:00 PM TO 05:00 PM	1278	73	256%	49%	170%	97%	320%	61%	**213%**	**122%**	91%				54%
05:00 PM TO 06:00 PM	1332	84	266%	56%	**178%**	**112%**	333%	70%	**222%**	**140%**	**105%**				66%
06:00 PM TO 07:00 PM	1001	68	200%	45%	133%	91%	250%	57%	**167%**	**113%**	68%				34%
07:00 PM TO 08:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
08:00 PM TO 09:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
09:00 PM TO 10:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
10:00 PM TO 11:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
11:00 PM TO 12:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
			Threshold 500	150	Threshold 750	75	Threshold 400	120	Threshold 600	60	MUTCD Figure 4C-1 and 4C-2	Warranting Volumes			MUTCD Figure 4C-3 and 4C-4
Source: MUTCD, 2009 Edition			Summary TOTAL	0	Summary TOTAL	6	Summary TOTAL	2	Summary TOTAL	11	Summary TOTAL	**5**	Summary TOTAL		Summary TOTAL	**1**
Created By: Kimley-Horn and Associates, Inc.			Met?	NO	Met?	NO	TOTAL	2	Met?	NO	Met?	**YES**	Met?		Met?	**YES**

COMMENTS/NOTES:	COMMENTS/NOTES:
Future 2025	

Appendix E

Turn Lane Evaluations

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

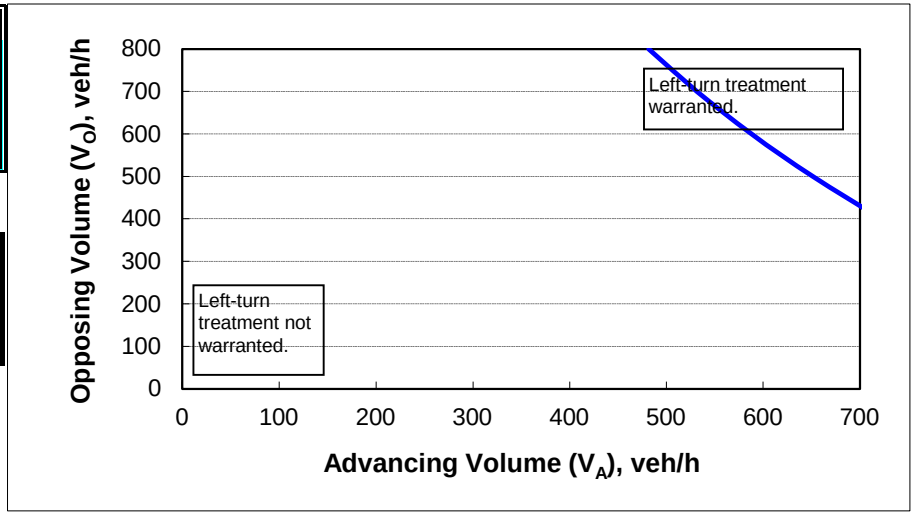
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	796
Opposing volume (V_O), veh/h:	684

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	540
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

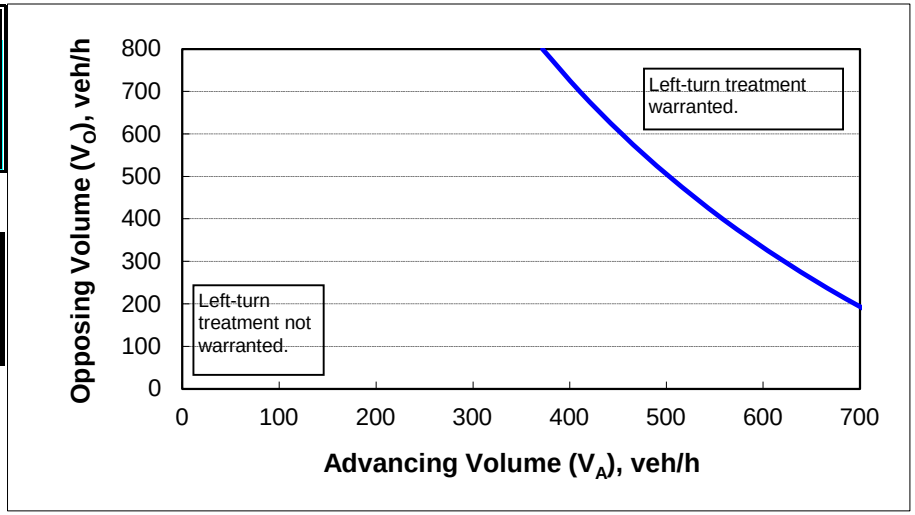
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	4%
Advancing volume (V_A), veh/h:	589
Opposing volume (V_O), veh/h:	869

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	348
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

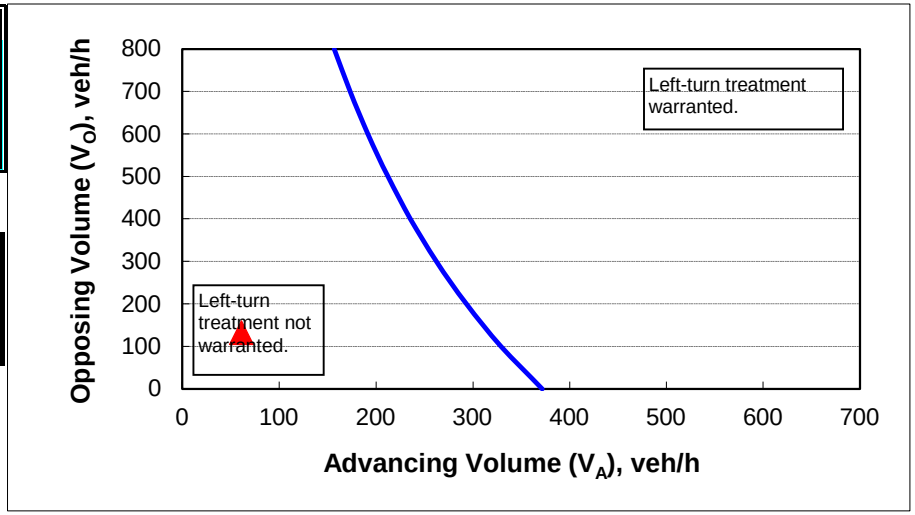
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	44%
Advancing volume (V_A), veh/h:	61
Opposing volume (V_O), veh/h:	132

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	317
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

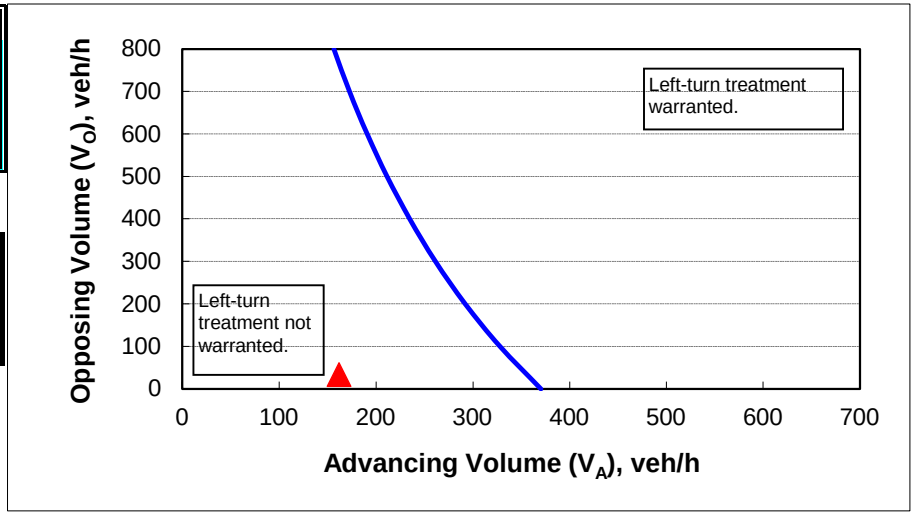
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	46%
Advancing volume (V_A), veh/h:	162
Opposing volume (V_O), veh/h:	33

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	356
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

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 roadw ay

Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	751
Right-turn volume, veh/h:	55

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	30
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	

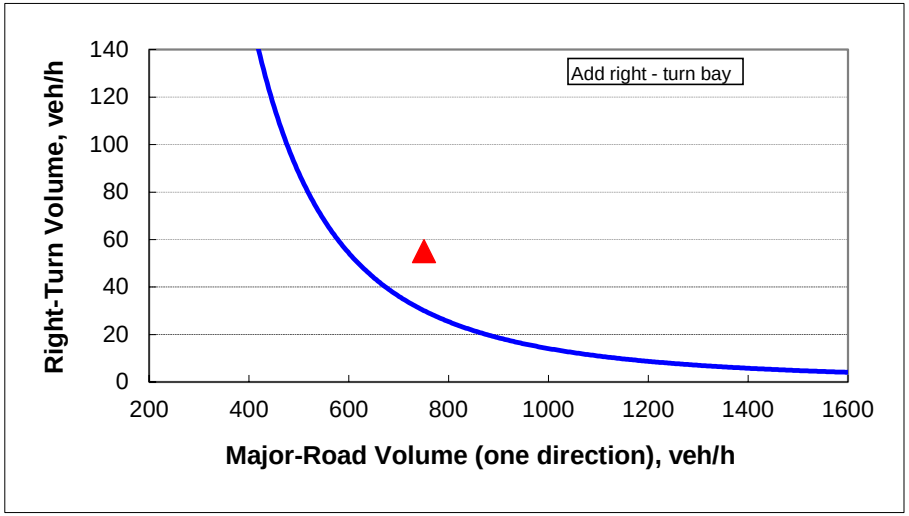


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadw ay

Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	1003
Right-turn volume, veh/h:	122

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	14
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	

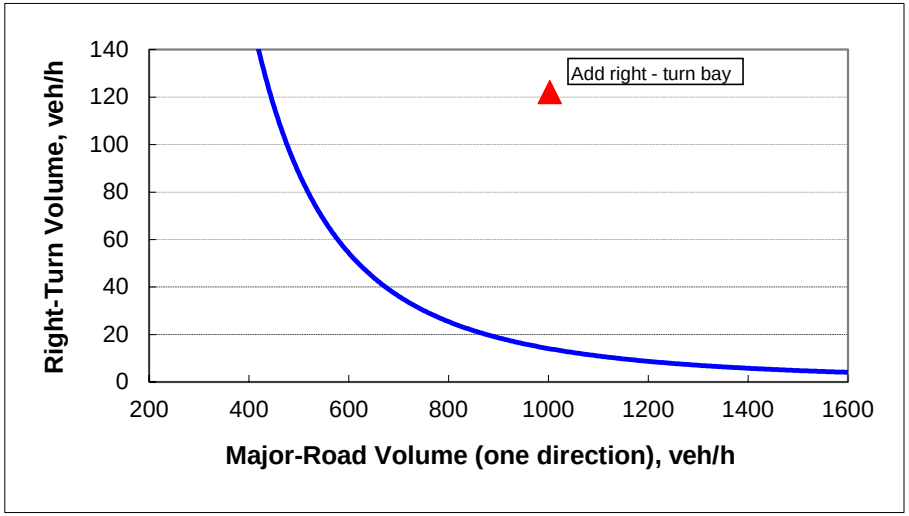


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadw ay

Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	132
Right-turn volume, veh/h:	0

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	30
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

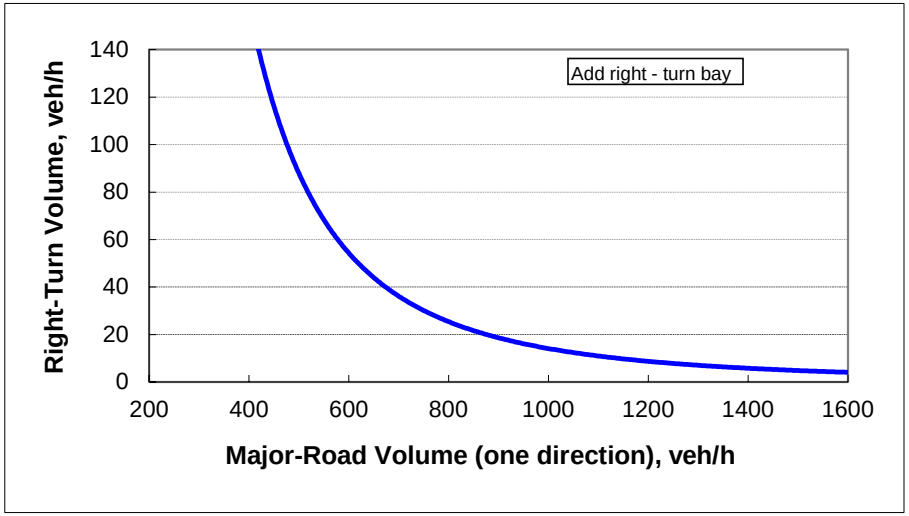


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadw ay

Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	33
Right-turn volume, veh/h:	0

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	4029918
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

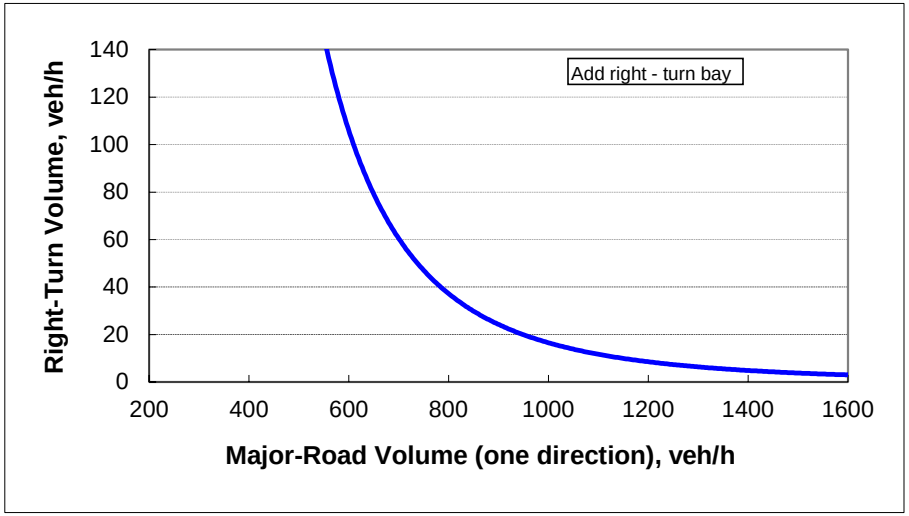


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

4-lane roadway

INPUT

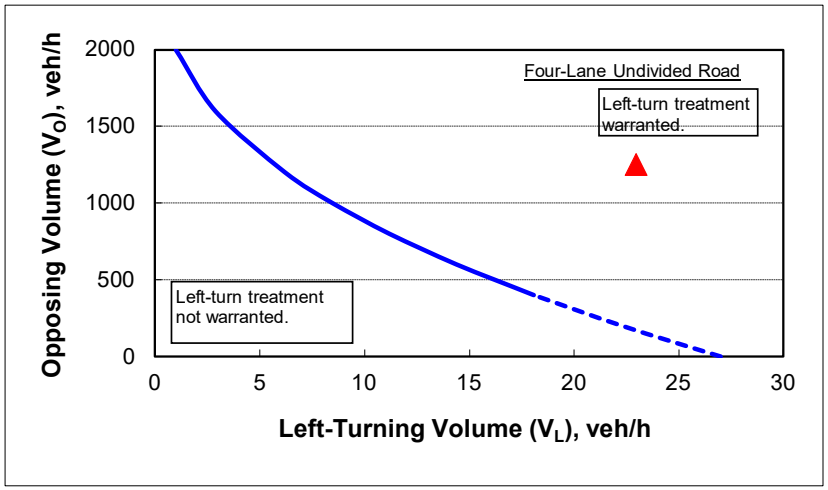
Variable	Value
Left-turning volume (V_L), veh/h:	23
Advancing volume (V_A), veh/h:	833
Opposing volume (V_O), veh/h:	1248

OUTPUT

Variable	Message
Opposing volume (V_O) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

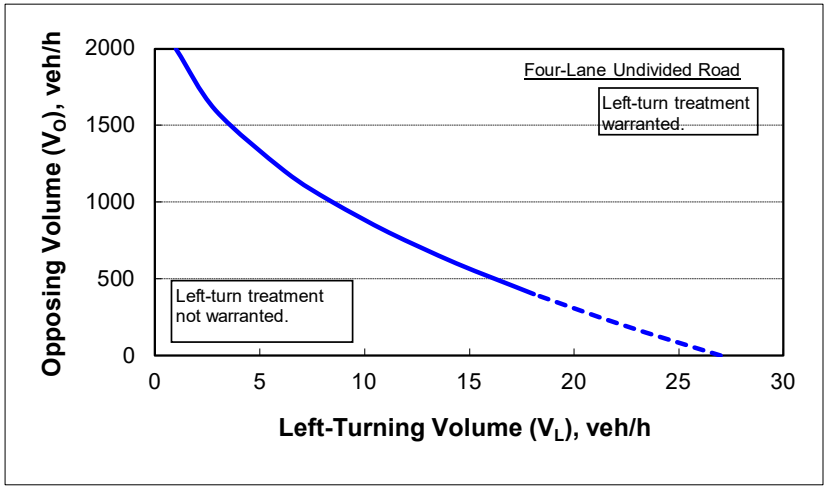
4-lane roadway

INPUT

Variable	Value
Left-turning volume (V_L), veh/h:	52
Advancing volume (V_A), veh/h:	1104
Opposing volume (V_O), veh/h:	1028

OUTPUT

Variable	Message
Opposing volume (V_O) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

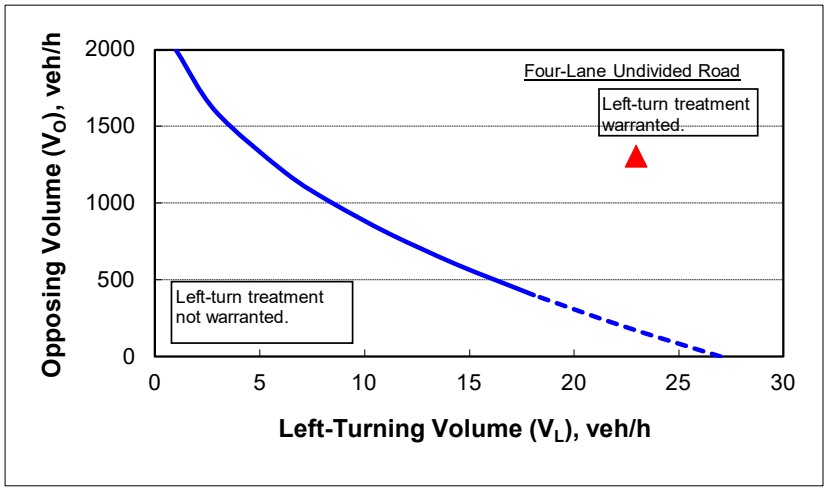
4-lane roadway

INPUT

Variable	Value
Left-turning volume (V_L), veh/h:	23
Advancing volume (V_A), veh/h:	915
Opposing volume (V_O), veh/h:	1303

OUTPUT

Variable	Message
Opposing volume (V_O) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

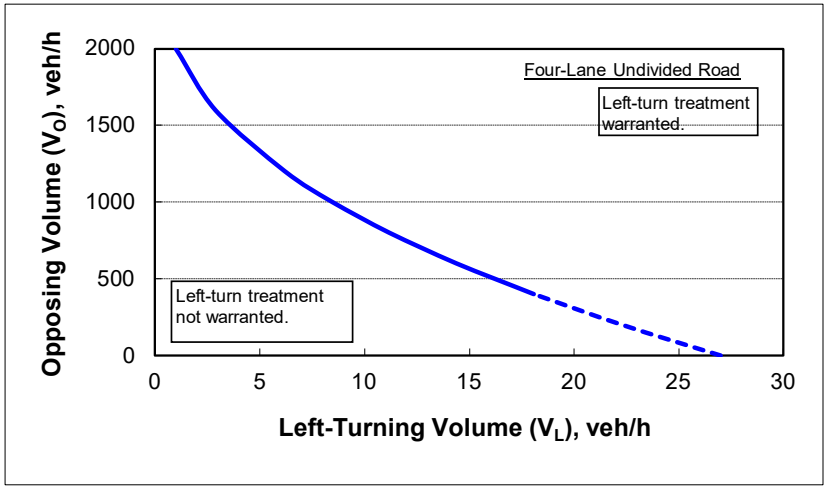
4-lane roadway

INPUT

Variable	Value
Left-turning volume (V_L), veh/h:	52
Advancing volume (V_A), veh/h:	1150
Opposing volume (V_O), veh/h:	1179

OUTPUT

Variable	Message
Opposing volume (V_O) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

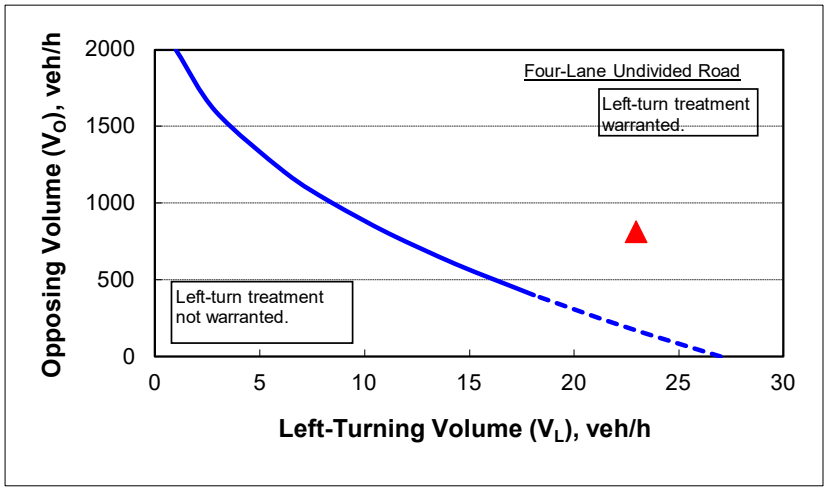
4-lane roadway

INPUT

Variable	Value
Left-turning volume (V_L), veh/h:	23
Advancing volume (V_A), veh/h:	1271
Opposing volume (V_O), veh/h:	810

OUTPUT

Variable	Message
Opposing volume (V_O) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

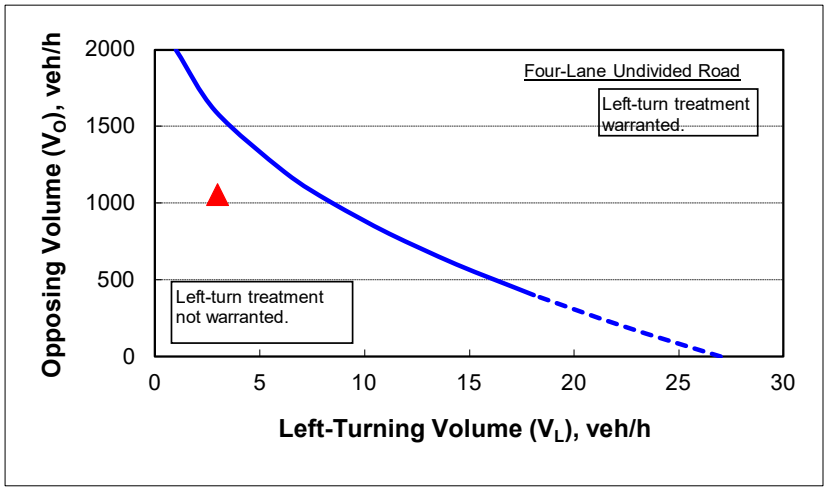
4-lane roadway

INPUT

Variable	Value
Left-turning volume (V_L), veh/h:	3
Advancing volume (V_A), veh/h:	1031
Opposing volume (V_O), veh/h:	1052

OUTPUT

Variable	Message
Opposing volume (V_O) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

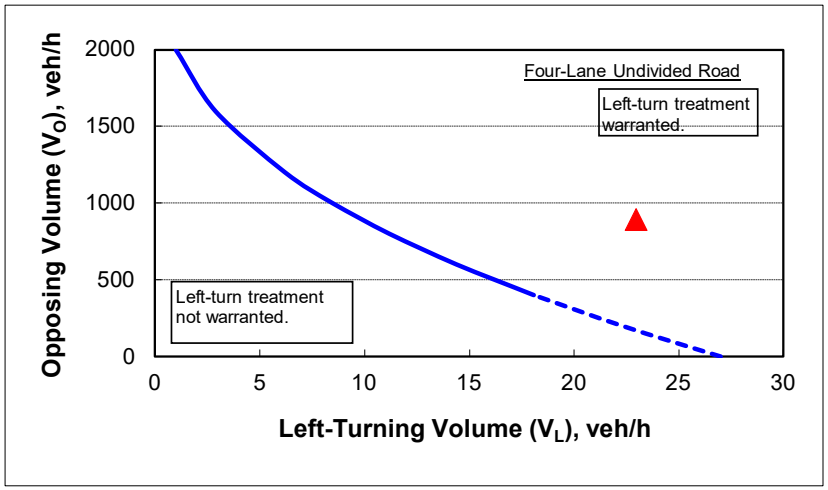
4-lane roadway

INPUT

Variable	Value
Left-turning volume (V_L), veh/h:	23
Advancing volume (V_A), veh/h:	1326
Opposing volume (V_O), veh/h:	892

OUTPUT

Variable	Message
Opposing volume (V_O) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

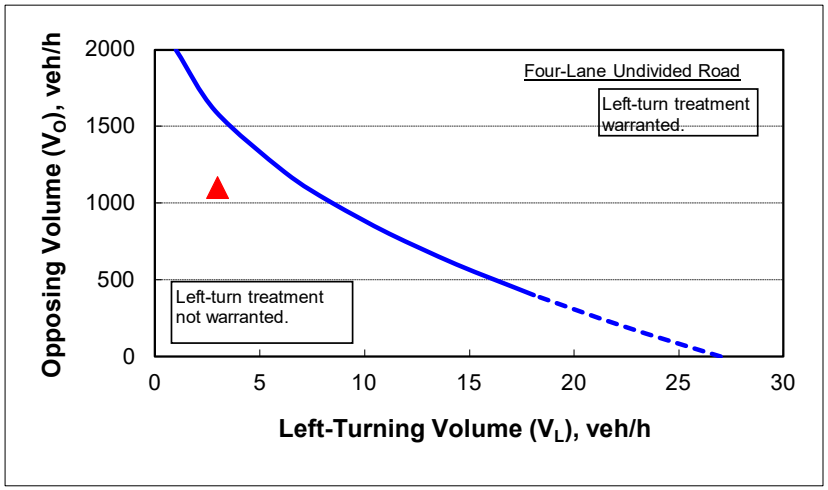
4-lane roadway

INPUT

Variable	Value
Left-turning volume (V_L), veh/h:	3
Advancing volume (V_A), veh/h:	1182
Opposing volume (V_O), veh/h:	1098

OUTPUT

Variable	Message
Opposing volume (V_O) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

Appendix F

Capacity Analyses and

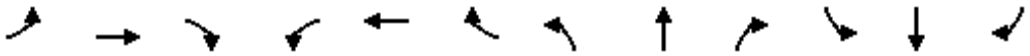
Queue Analyses



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1	490	464	203	421	256	170	27
v/c Ratio	0.00	0.50	0.44	0.39	0.35	0.86	0.27	0.07
Control Delay	15.0	19.8	3.0	9.8	10.0	64.2	3.9	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	19.8	3.0	9.8	10.0	64.2	3.9	22.1
Queue Length 50th (ft)	0	206	0	47	119	163	0	10
Queue Length 95th (ft)	4	346	55	89	201	#249	37	30
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	511	972	1059	541	1188	367	646	463
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.50	0.44	0.38	0.35	0.70	0.26	0.06

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	446	422	185	383	0	231	2	155	10	7	7
Future Volume (veh/h)	1	446	422	185	383	0	231	2	155	10	7	7
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	1841	1870	1841	1826	1870	1781	1870	1663	1870	1870	1870
Adj Flow Rate, veh/h	1	490	227	203	421	0	254	2	43	11	8	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	2	4	5	2	8	2	16	2	2	2
Cap, veh/h	568	952	820	440	1152	0	347	2	472	72	41	3
Arrive On Green	0.52	0.52	0.52	0.07	0.63	0.00	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	966	1841	1585	1753	1826	0	1055	8	1409	73	157	12
Grp Volume(v), veh/h	1	490	227	203	421	0	256	0	43	20	0	0
Grp Sat Flow(s),veh/h/ln	966	1841	1585	1753	1826	0	1064	0	1409	242	0	0
Q Serve(g_s), s	0.1	18.4	8.5	5.4	11.6	0.0	0.0	0.0	2.2	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.1	18.4	8.5	5.4	11.6	0.0	25.4	0.0	2.2	25.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.55		0.05
Lane Grp Cap(c), veh/h	568	952	820	440	1152	0	349	0	472	117	0	0
V/C Ratio(X)	0.00	0.51	0.28	0.46	0.37	0.00	0.73	0.00	0.09	0.17	0.00	0.00
Avail Cap(c_a), veh/h	568	952	820	498	1152	0	393	0	516	165	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.2	16.7	14.3	11.9	9.3	0.0	37.8	0.0	23.9	31.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.8	0.3	0.9	0.0	4.9	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.7	3.0	1.9	4.4	0.0	6.9	0.0	0.7	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	18.7	15.1	12.2	10.2	0.0	42.6	0.0	24.0	31.7	0.0	0.0
LnGrp LOS	B	B	B	B	B	A	D	A	C	C	A	A
Approach Vol, veh/h		718			624			299			20	
Approach Delay, s/veh		17.5			10.8			39.9			31.7	
Approach LOS		B			B			D			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		72.3		32.7	11.9	60.3		32.7				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		63.0		31.0	10.9	47.6		31.0				
Max Q Clear Time (g_c+I1), s		13.6		27.4	7.4	20.4		27.7				
Green Ext Time (p_c), s		5.7		0.4	0.1	8.1		0.0				

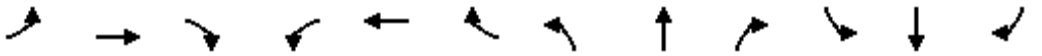
Intersection Summary												
HCM 6th Ctrl Delay			19.2									
HCM 6th LOS			B									



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	202	498	106	213	113	201	503	110	245	782	190
v/c Ratio	0.38	0.67	0.36	0.30	0.13	0.85	0.70	0.21	0.87	0.89	0.28
Control Delay	24.3	38.7	26.1	37.0	3.0	95.1	60.8	13.9	91.6	68.3	8.8
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	24.3	38.7	26.1	37.0	3.0	95.1	60.8	13.9	91.6	68.3	8.8
Queue Length 50th (ft)	117	390	58	156	0	204	247	20	248	403	26
Queue Length 95th (ft)	176	536	97	245	30	#309	318	69	#349	490	77
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	640	741	299	700	946	287	786	519	344	964	867
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	0.32	0.67	0.35	0.30	0.12	0.70	0.64	0.21	0.71	0.81	0.22

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	219	224	94	190	101	179	448	98	218	696	169
Future Volume (veh/h)	180	219	224	94	190	101	179	448	98	218	696	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1796	1796	1841	1752	1841	1752	1796	1841	1841	1826
Adj Flow Rate, veh/h	202	246	227	106	213	56	201	503	43	245	782	81
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	7	3	7	7	4	10	4	10	7	4	4	5
Cap, veh/h	538	389	359	330	747	828	223	729	408	267	877	514
Arrive On Green	0.08	0.44	0.44	0.05	0.41	0.41	0.13	0.22	0.22	0.15	0.25	0.25
Sat Flow, veh/h	1711	888	820	1711	1841	1485	1753	3328	1522	1753	3497	1547
Grp Volume(v), veh/h	202	0	473	106	213	56	201	503	43	245	782	81
Grp Sat Flow(s),veh/h/ln	1711	0	1708	1711	1841	1485	1753	1664	1522	1753	1749	1547
Q Serve(g_s), s	9.9	0.0	31.9	5.3	11.5	2.6	16.8	20.6	3.2	20.4	32.0	5.5
Cycle Q Clear(g_c), s	9.9	0.0	31.9	5.3	11.5	2.6	16.8	20.6	3.2	20.4	32.0	5.5
Prop In Lane	1.00		0.48	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	538	0	749	330	747	828	223	729	408	267	877	514
V/C Ratio(X)	0.38	0.00	0.63	0.32	0.29	0.07	0.90	0.69	0.11	0.92	0.89	0.16
Avail Cap(c_a), veh/h	802	0	749	338	747	828	296	808	444	355	991	564
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	21.8	0.0	32.3	26.3	29.6	15.1	63.8	53.3	40.9	62.0	53.6	34.9
Incr Delay (d2), s/veh	0.2	0.0	4.0	0.2	1.0	0.2	20.8	2.2	0.1	20.9	9.5	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	4.0	0.0	13.8	2.2	5.3	0.9	8.6	8.7	1.2	10.5	14.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	0.0	36.4	26.5	30.6	15.2	84.6	55.5	41.0	82.9	63.1	35.0
LnGrp LOS	C	A	D	C	C	B	F	E	D	F	E	D
Approach Vol, veh/h		675			375			747			1108	
Approach Delay, s/veh		32.1			27.1			62.5			65.4	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	70.0	28.5	37.5	17.1	65.2	23.8	42.2
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	65.0	30.0	36.0	35.0	38.0	25.0	42.0
Max Q Clear Time (g_c+I1), s	7.3	33.9	22.4	22.6	11.9	13.5	18.8	34.0
Green Ext Time (p_c), s	0.0	1.9	0.1	2.6	0.2	0.8	0.1	3.2

Intersection Summary	
HCM 6th Ctrl Delay	52.0
HCM 6th LOS	D

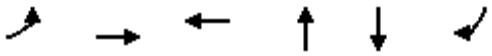
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	111	9	0	4	21	662	35	21	1092	10
Future Vol, veh/h	9	0	111	9	0	4	21	662	35	21	1092	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	-	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	13	2	11	2	2	2	32	12	2	5	4	11
Mvmt Flow	10	0	122	10	0	4	23	727	38	23	1200	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1662	2063	606	1419	2030	364	1211	0	0	765	0	0
Stage 1	1252	1252	-	773	773	-	-	-	-	-	-	-
Stage 2	410	811	-	646	1257	-	-	-	-	-	-	-
Critical Hdwy	7.76	6.54	7.12	7.54	6.54	6.94	4.74	-	-	4.2	-	-
Critical Hdwy Stg 1	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.63	4.02	3.41	3.52	4.02	3.32	2.52	-	-	2.25	-	-
Pot Cap-1 Maneuver	57	54	419	97	57	633	430	-	-	825	-	-
Stage 1	166	242	-	358	407	-	-	-	-	-	-	-
Stage 2	561	391	-	427	241	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	51	48	419	62	50	633	430	-	-	825	-	-
Mov Cap-2 Maneuver	120	147	-	163	143	-	-	-	-	-	-	-
Stage 1	150	235	-	324	369	-	-	-	-	-	-	-
Stage 2	505	354	-	294	234	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.6	23	1	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	430	-	-	120	419	163	633	825	-	-
HCM Lane V/C Ratio	0.054	-	-	0.082	0.291	0.061	0.007	0.028	-	-
HCM Control Delay (s)	13.8	0.6	-	37.7	17.1	28.5	10.7	9.5	-	-
HCM Lane LOS	B	A	-	E	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	1.2	0.2	0	0.1	-	-

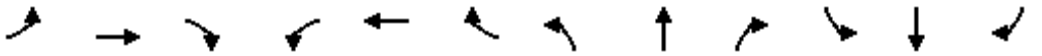


Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	500	284	351	10	581	568
v/c Ratio	0.67	0.12	0.23	0.16	1.63	0.71
Control Delay	11.3	5.2	19.7	54.1	322.4	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.3	5.2	19.7	54.1	322.4	15.8
Queue Length 50th (ft)	109	25	64	6	~521	155
Queue Length 95th (ft)	216	50	140	24	#769	212
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	955	2342	1526	63	356	1113
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	0.52	0.12	0.23	0.16	1.63	0.51

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	430	234	10	0	254	48	2	6	1	110	6	872
Future Volume (veh/h)	430	234	10	0	254	48	2	6	1	110	6	872
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	1693	1767	1737	1870	1811	1693	1159	1307	1870	1811	1307	1841
Adj Flow Rate, veh/h	500	272	9	0	295	46	2	7	0	0	0	813
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	14	9	11	2	6	14	50	40	2	6	40	4
Cap, veh/h	737	2266	75	0	1368	211	3	11	0	0	212	1082
Arrive On Green	0.18	0.68	0.68	0.00	0.46	0.46	0.01	0.01	0.00	0.00	0.00	0.16
Sat Flow, veh/h	1612	3316	109	0	3078	461	287	1006	0	0	1307	3120
Grp Volume(v), veh/h	500	137	144	0	168	173	9	0	0	0	0	813
Grp Sat Flow(s),veh/h/ln	1612	1678	1747	0	1721	1728	1293	0	0	0	1307	1560
Q Serve(g_s), s	17.0	3.1	3.2	0.0	6.5	6.7	0.8	0.0	0.0	0.0	0.0	18.0
Cycle Q Clear(g_c), s	17.0	3.1	3.2	0.0	6.5	6.7	0.8	0.0	0.0	0.0	0.0	18.0
Prop In Lane	1.00		0.06	0.00		0.27	0.22		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	737	1147	1194	0	788	791	14	0	0	0	212	1082
V/C Ratio(X)	0.68	0.12	0.12	0.00	0.21	0.22	0.64	0.00	0.00	0.00	0.00	0.75
Avail Cap(c_a), veh/h	1177	1147	1194	0	788	791	58	0	0	0	212	1082
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	10.0	6.1	6.1	0.0	18.1	18.2	54.8	0.0	0.0	0.0	0.0	32.1
Incr Delay (d2), s/veh	1.1	0.2	0.2	0.0	0.6	0.6	39.2	0.0	0.0	0.0	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	1.0	1.0	0.0	2.6	2.7	0.4	0.0	0.0	0.0	0.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.1	6.3	6.3	0.0	18.7	18.8	93.9	0.0	0.0	0.0	0.0	35.1
LnGrp LOS	B	A	A	A	B	B	F	A	A	A	A	D
Approach Vol, veh/h		781			341			9			813	
Approach Delay, s/veh		9.4			18.8			93.9			35.1	
Approach LOS		A			B			F			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	25.1	56.9		23.0		82.0		6.2				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	19.0	8.7		20.0		5.2		2.8				
Green Ext Time (p_c), s	1.6	1.3		0.0		1.5		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		22.2	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	611	11	11	568	0	11	0	11	0	0	0
Future Vol, veh/h	0	611	11	11	568	0	11	0	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	100	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	7	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	671	12	12	624	0	12	0	12	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	624	0	0	683	0	0	1325	1325	677	1331	1331	624
Stage 1	-	-	-	-	-	-	677	677	-	648	648	-
Stage 2	-	-	-	-	-	-	648	648	-	683	683	-
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	957	-	-	910	-	-	133	156	453	132	154	485
Stage 1	-	-	-	-	-	-	443	452	-	459	466	-
Stage 2	-	-	-	-	-	-	459	466	-	439	449	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	957	-	-	910	-	-	131	153	453	126	151	485
Mov Cap-2 Maneuver	-	-	-	-	-	-	131	153	-	126	151	-
Stage 1	-	-	-	-	-	-	443	452	-	459	457	-
Stage 2	-	-	-	-	-	-	450	457	-	427	449	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	25.1	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	203	957	-	-	910	-	-	-	-
HCM Lane V/C Ratio	0.119	-	-	-	0.013	-	-	-	-
HCM Control Delay (s)	25.1	0	-	-	9	0	-	0	0
HCM Lane LOS	D	A	-	-	A	A	-	A	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	120	0	0	31	0	0
Future Vol, veh/h	120	0	0	31	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	11	2	2	25	2	2
Mvmt Flow	132	0	0	34	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	132	0	166	132
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1453	-	824	917
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1453	-	824	917
Mov Cap-2 Maneuver	-	-	-	-	824	-
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	988	-

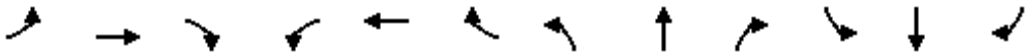
Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1453	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	405	360	62	649	332	50	4
v/c Ratio	0.01	0.40	0.34	0.11	0.56	0.89	0.08	0.01
Control Delay	16.5	18.6	2.8	10.0	16.3	66.3	5.7	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	18.6	2.8	10.0	16.3	66.3	5.7	24.8
Queue Length 50th (ft)	1	179	0	17	274	244	0	2
Queue Length 95th (ft)	8	299	51	40	446	337	23	10
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	304	1014	1045	589	1153	461	672	586
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.40	0.34	0.11	0.56	0.72	0.07	0.01

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	373	331	57	595	2	303	3	46	1	2	1
Future Volume (veh/h)	4	373	331	57	595	2	303	3	46	1	2	1
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	1530	1826	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	405	185	62	647	2	329	3	13	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	25	5	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	271	900	781	413	1039	3	274	2	599	40	62	0
Arrive On Green	0.49	0.49	0.49	0.04	0.57	0.57	0.34	0.34	0.34	0.34	0.34	0.00
Sat Flow, veh/h	640	1826	1585	1781	1834	6	628	6	1585	0	182	0
Grp Volume(v), veh/h	4	405	185	62	0	649	332	0	13	3	0	0
Grp Sat Flow(s),veh/h/ln	640	1826	1585	1781	0	1840	633	0	1585	182	0	0
Q Serve(g_s), s	0.5	17.3	8.0	2.0	0.0	28.3	0.0	0.0	0.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	20.0	17.3	8.0	2.0	0.0	28.3	41.0	0.0	0.6	41.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.33		0.00
Lane Grp Cap(c), veh/h	271	900	781	413	0	1042	276	0	599	102	0	0
V/C Ratio(X)	0.01	0.45	0.24	0.15	0.00	0.62	1.20	0.00	0.02	0.03	0.00	0.00
Avail Cap(c_a), veh/h	271	900	781	504	0	1042	276	0	599	102	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.1	19.8	17.5	14.5	0.0	17.4	43.9	0.0	23.4	31.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.6	0.7	0.1	0.0	2.8	120.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	7.5	3.0	0.8	0.0	12.0	17.7	0.0	0.2	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	21.5	18.2	14.6	0.0	20.2	164.2	0.0	23.4	31.8	0.0	0.0
LnGrp LOS	C	C	B	B	A	C	F	A	C	C	A	A
Approach Vol, veh/h		594			711			345			3	
Approach Delay, s/veh		20.5			19.7			158.9			31.8	
Approach LOS		C			B			F			C	

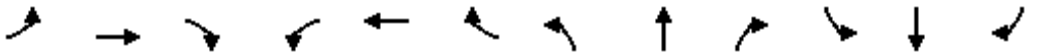
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		74.0		46.0	8.9	65.1		46.0				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		68.0		41.0	10.5	53.0		41.0				
Max Q Clear Time (g_c+I1), s		30.3		43.0	4.0	22.0		43.0				
Green Ext Time (p_c), s		9.8		0.0	0.0	6.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			49.1									
HCM 6th LOS			D									



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	199	450	105	226	169	300	666	95	117	740	192
v/c Ratio	0.41	0.67	0.37	0.37	0.21	0.89	0.59	0.16	0.73	0.89	0.29
Control Delay	28.5	41.9	30.8	43.1	5.8	86.6	44.2	6.6	92.0	69.7	11.5
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	28.5	41.9	30.8	43.1	5.8	86.6	44.2	6.6	92.0	69.7	11.5
Queue Length 50th (ft)	121	350	60	175	9	295	285	3	116	375	37
Queue Length 95th (ft)	185	487	103	273	51	394	354	38	181	458	88
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	548	676	288	609	852	427	1242	610	233	903	753
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	0.36	0.67	0.36	0.37	0.20	0.70	0.54	0.16	0.50	0.82	0.25

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	193	198	91	197	147	261	579	83	102	644	167
Future Volume (veh/h)	173	193	198	91	197	147	261	579	83	102	644	167
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	1856	1841	1826	1870	1826	1826	1826	1811	1781	1841	1870	1841
Adj Flow Rate, veh/h	199	222	203	105	226	69	300	666	32	117	740	89
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, %	3	4	5	2	5	5	5	6	8	4	2	4
Cap, veh/h	488	351	321	322	660	682	322	1143	573	139	829	493
Arrive On Green	0.08	0.40	0.40	0.05	0.36	0.36	0.18	0.33	0.33	0.08	0.23	0.23
Sat Flow, veh/h	1767	885	810	1781	1826	1547	1739	3441	1507	1753	3554	1557
Grp Volume(v), veh/h	199	0	425	105	226	69	300	666	32	117	740	89
Grp Sat Flow(s),veh/h/ln	1767	0	1695	1781	1826	1547	1739	1721	1507	1753	1777	1557
Q Serve(g_s), s	10.0	0.0	29.5	5.4	13.2	3.8	24.8	23.4	2.0	9.6	29.5	6.1
Cycle Q Clear(g_c), s	10.0	0.0	29.5	5.4	13.2	3.8	24.8	23.4	2.0	9.6	29.5	6.1
Prop In Lane	1.00		0.48	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	488	0	673	322	660	682	322	1143	573	139	829	493
V/C Ratio(X)	0.41	0.00	0.63	0.33	0.34	0.10	0.93	0.58	0.06	0.84	0.89	0.18
Avail Cap(c_a), veh/h	644	0	673	322	660	682	440	1272	629	240	924	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	35.5	29.3	34.0	23.9	58.7	40.4	28.7	66.4	54.2	36.2
Incr Delay (d2), s/veh	0.2	0.0	4.5	0.2	1.4	0.3	19.6	0.6	0.0	5.2	10.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	12.8	2.3	6.1	1.4	12.4	9.8	0.7	4.4	14.1	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	39.9	29.6	35.4	24.2	78.2	40.9	28.7	71.6	64.5	36.4
LnGrp LOS	C	A	D	C	D	C	E	D	C	E	E	D
Approach Vol, veh/h		624			400			998			946	
Approach Delay, s/veh		35.3			31.9			51.8			62.7	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	63.0	17.6	53.5	17.2	57.8	32.0	39.1
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	58.0	20.0	54.0	25.0	40.0	37.0	38.0
Max Q Clear Time (g_c+I1), s	7.4	31.5	11.6	25.4	12.0	15.2	26.8	31.5
Green Ext Time (p_c), s	0.0	1.7	0.0	4.5	0.1	0.8	0.2	2.6

Intersection Summary	
HCM 6th Ctrl Delay	49.1
HCM 6th LOS	D

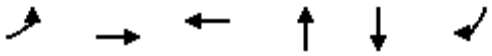
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	22	34	0	18	47	914	3	3	827	32
Future Vol, veh/h	8	0	22	34	0	18	47	914	3	3	827	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	-	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	15	3	2	6	9	2	2	67	3	7
Mvmt Flow	9	0	24	37	0	20	52	1004	3	3	909	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1539	2044	472	1569	2058	502	944	0	0	1007	0	0
Stage 1	933	933	-	1108	1108	-	-	-	-	-	-	-
Stage 2	606	1111	-	461	950	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.2	7.56	6.54	7.02	4.28	-	-	5.44	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.45	3.53	4.02	3.36	2.29	-	-	2.87	-	-
Pot Cap-1 Maneuver	79	56	505	74	54	504	681	-	-	398	-	-
Stage 1	286	343	-	222	284	-	-	-	-	-	-	-
Stage 2	451	283	-	547	337	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	65	46	505	61	44	504	681	-	-	398	-	-
Mov Cap-2 Maneuver	158	146	-	141	137	-	-	-	-	-	-	-
Stage 1	236	340	-	183	235	-	-	-	-	-	-	-
Stage 2	358	234	-	517	334	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.9	30.1	1.3	0
HCM LOS	C	D		

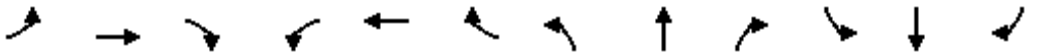
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	681	-	-	158	505	141	504	398	-	-
HCM Lane V/C Ratio	0.076	-	-	0.056	0.048	0.265	0.039	0.008	-	-
HCM Control Delay (s)	10.7	0.8	-	29.1	12.5	39.5	12.4	14.1	-	-
HCM Lane LOS	B	A	-	D	B	E	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.1	1	0.1	0	-	-



Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	768	295	354	18	358	359
v/c Ratio	0.84	0.12	0.32	0.24	0.90	0.40
Control Delay	18.8	5.6	30.7	53.7	45.1	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	5.6	30.7	53.7	45.1	3.6
Queue Length 50th (ft)	205	26	84	10	100	23
Queue Length 95th (ft)	461	55	169	36	#291	58
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	1050	2528	1120	76	431	1083
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	0.73	0.12	0.32	0.24	0.83	0.33

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	699	266	3	2	251	69	7	6	3	48	0	604
Future Volume (veh/h)	699	266	3	2	251	69	7	6	3	48	0	604
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	1856	1870	1411	1870	1841	1856	1870	1307	1870	1767	1870	1841
Adj Flow Rate, veh/h	768	292	2	2	276	57	8	7	0	0	0	352
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	2	33	2	4	3	2	40	2	9	2	4
Cap, veh/h	909	2622	18	36	1153	233	11	10	0	0	198	1189
Arrive On Green	0.28	0.72	0.72	0.41	0.41	0.41	0.02	0.02	0.00	0.00	0.00	0.11
Sat Flow, veh/h	1767	3618	25	3	2835	572	679	594	0	0	1870	3120
Grp Volume(v), veh/h	768	143	151	178	0	157	15	0	0	0	0	352
Grp Sat Flow(s),veh/h/ln	1767	1777	1866	1838	0	1572	1273	0	0	0	1870	1560
Q Serve(g_s), s	24.1	2.5	2.5	0.0	0.0	6.9	1.2	0.0	0.0	0.0	0.0	8.3
Cycle Q Clear(g_c), s	24.1	2.5	2.5	6.7	0.0	6.9	1.2	0.0	0.0	0.0	0.0	8.3
Prop In Lane	1.00		0.01	0.01		0.36	0.53		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	909	1288	1352	782	0	639	21	0	0	0	198	1189
V/C Ratio(X)	0.84	0.11	0.11	0.23	0.00	0.24	0.70	0.00	0.00	0.00	0.00	0.30
Avail Cap(c_a), veh/h	1281	1288	1352	782	0	639	61	0	0	0	321	1394
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	4.3	4.3	20.4	0.0	20.5	51.3	0.0	0.0	0.0	0.0	22.6
Incr Delay (d2), s/veh	3.8	0.2	0.2	0.7	0.0	0.9	33.5	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.8	0.8	2.9	0.0	2.5	0.6	0.0	0.0	0.0	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	4.5	4.5	21.1	0.0	21.4	84.8	0.0	0.0	0.0	0.0	22.8
LnGrp LOS	B	A	A	C	A	C	F	A	A	A	A	C
Approach Vol, veh/h		1062			335			15			352	
Approach Delay, s/veh		11.0			21.3			84.8			22.8	
Approach LOS		B			C			F			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	33.4	48.6		16.1		82.0		6.8				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	26.1	8.9		10.3		4.5		3.2				
Green Ext Time (p_c), s	2.8	1.3		0.8		1.6		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		15.9	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	420	11	11	655	0	11	0	11	0	0	0
Future Vol, veh/h	0	420	11	11	655	0	11	0	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	100	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	5	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	0	457	12	12	712	0	12	0	12	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	712	0	0	469	0	0	1199	1199	463	1205	1205	712
Stage 1	-	-	-	-	-	-	463	463	-	736	736	-
Stage 2	-	-	-	-	-	-	736	736	-	469	469	-
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	888	-	-	1093	-	-	162	185	599	161	184	432
Stage 1	-	-	-	-	-	-	579	564	-	411	425	-
Stage 2	-	-	-	-	-	-	411	425	-	575	561	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	888	-	-	1093	-	-	160	182	599	156	181	432
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	182	-	156	181	-
Stage 1	-	-	-	-	-	-	579	564	-	411	417	-
Stage 2	-	-	-	-	-	-	404	417	-	564	561	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	20.7	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	253	888	-	-	1093	-	-	-	-
HCM Lane V/C Ratio	0.095	-	-	-	0.011	-	-	-	-
HCM Control Delay (s)	20.7	0	-	-	8.3	0	-	0	0
HCM Lane LOS	C	A	-	-	A	A	-	A	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	0	0	79	0	0
Future Vol, veh/h	30	0	0	79	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	12	2	2	8	2	2
Mvmt Flow	33	0	0	87	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	33	0	120	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	87	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1579	-	876	1041
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	936	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1579	-	876	1041
Mov Cap-2 Maneuver	-	-	-	-	876	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	936	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

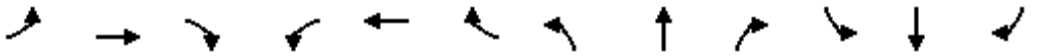
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1579	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1	640	534	224	527	293	188	30
v/c Ratio	0.00	0.70	0.50	0.59	0.46	0.90	0.29	0.07
Control Delay	16.0	26.5	3.4	15.0	12.3	67.9	4.8	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	26.5	3.4	15.0	12.3	67.9	4.8	21.4
Queue Length 50th (ft)	0	338	0	60	181	184	6	10
Queue Length 95th (ft)	4	504	58	98	268	#321	46	33
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	439	920	1062	401	1146	366	675	460
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.70	0.50	0.56	0.46	0.80	0.28	0.07

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	582	486	204	480	0	265	2	171	11	8	8
Future Volume (veh/h)	1	582	486	204	480	0	265	2	171	11	8	8
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	1841	1870	1841	1826	1870	1781	1870	1663	1870	1870	1870
Adj Flow Rate, veh/h	1	640	243	224	527	0	291	2	66	12	9	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	2	4	5	2	8	2	16	2	2	2
Cap, veh/h	452	876	754	333	1096	0	372	2	531	64	36	2
Arrive On Green	0.48	0.48	0.48	0.08	0.60	0.00	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	876	1841	1585	1753	1826	0	1030	7	1409	37	123	8
Grp Volume(v), veh/h	1	640	243	224	527	0	293	0	66	22	0	0
Grp Sat Flow(s),veh/h/ln	876	1841	1585	1753	1826	0	1037	0	1409	167	0	0
Q Serve(g_s), s	0.1	29.3	10.0	6.5	17.0	0.0	0.0	0.0	3.2	0.4	0.0	0.0
Cycle Q Clear(g_c), s	4.1	29.3	10.0	6.5	17.0	0.0	29.6	0.0	3.2	30.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.55		0.05
Lane Grp Cap(c), veh/h	452	876	754	333	1096	0	374	0	531	102	0	0
V/C Ratio(X)	0.00	0.73	0.32	0.67	0.48	0.00	0.78	0.00	0.12	0.22	0.00	0.00
Avail Cap(c_a), veh/h	452	876	754	372	1096	0	374	0	531	102	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.6	22.1	17.0	18.1	11.8	0.0	36.5	0.0	21.4	30.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.3	1.1	2.9	1.5	0.0	9.5	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.0	3.7	2.6	6.6	0.0	8.3	0.0	1.1	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	27.5	18.2	21.1	13.3	0.0	46.0	0.0	21.4	30.6	0.0	0.0
LnGrp LOS	B	C	B	C	B	A	D	A	C	C	A	A
Approach Vol, veh/h		884			751			359			22	
Approach Delay, s/veh		24.9			15.6			41.5			30.6	
Approach LOS		C			B			D			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		69.0		36.0	13.1	55.9		36.0				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		63.0		31.0	10.9	47.6		31.0				
Max Q Clear Time (g_c+I1), s		19.0		31.6	8.5	31.3		32.0				
Green Ext Time (p_c), s		7.6		0.0	0.1	8.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		24.5
HCM 6th LOS		C

Notes

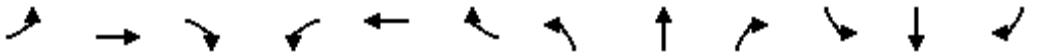
User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	269	606	117	252	126	235	556	121	271	863	245
v/c Ratio	0.55	0.85	0.59	0.41	0.15	0.92	0.73	0.23	0.91	0.95	0.33
Control Delay	29.0	51.8	38.8	44.1	4.6	103.8	63.0	16.0	97.2	77.1	9.7
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	29.0	51.8	38.8	44.1	4.6	103.8	63.0	16.0	97.2	77.1	9.7
Queue Length 50th (ft)	169	549	66	204	6	244	288	29	277	470	45
Queue Length 95th (ft)	235	#733	106	307	42	#391	355	81	#417	#588	99
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	583	716	202	621	876	277	765	530	332	930	878
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	0.46	0.85	0.58	0.41	0.14	0.85	0.73	0.23	0.82	0.93	0.28

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	272	267	104	224	112	209	495	108	241	768	218
Future Volume (veh/h)	239	272	267	104	224	112	209	495	108	241	768	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1796	1796	1841	1752	1841	1752	1796	1841	1841	1826
Adj Flow Rate, veh/h	269	306	275	117	252	64	235	556	55	271	863	125
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	7	3	7	7	4	10	4	10	7	4	4	5
Cap, veh/h	493	373	335	223	651	771	255	782	435	291	916	578
Arrive On Green	0.11	0.41	0.41	0.05	0.35	0.35	0.15	0.24	0.24	0.17	0.26	0.26
Sat Flow, veh/h	1711	901	809	1711	1841	1485	1753	3328	1522	1753	3497	1547
Grp Volume(v), veh/h	269	0	581	117	252	64	235	556	55	271	863	125
Grp Sat Flow(s),veh/h/ln	1711	0	1710	1711	1841	1485	1753	1664	1522	1753	1749	1547
Q Serve(g_s), s	15.3	0.0	47.3	6.9	16.1	3.4	20.8	24.1	4.2	23.9	37.9	8.6
Cycle Q Clear(g_c), s	15.3	0.0	47.3	6.9	16.1	3.4	20.8	24.1	4.2	23.9	37.9	8.6
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	493	0	708	223	651	771	255	782	435	291	916	578
V/C Ratio(X)	0.55	0.00	0.82	0.52	0.39	0.08	0.92	0.71	0.13	0.93	0.94	0.22
Avail Cap(c_a), veh/h	684	0	708	223	651	771	279	782	435	335	936	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	40.8	35.2	38.0	18.9	66.2	55.1	41.5	64.6	56.7	33.5
Incr Delay (d2), s/veh	0.3	0.0	10.3	1.1	1.7	0.2	31.3	3.0	0.1	28.4	16.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	21.6	2.9	7.6	1.2	11.4	10.3	1.6	12.8	18.5	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	0.0	51.1	36.3	39.7	19.1	97.5	58.1	41.6	93.0	73.7	33.7
LnGrp LOS	C	A	D	D	D	B	F	E	D	F	E	C
Approach Vol, veh/h		850			433			846			1259	
Approach Delay, s/veh		43.5			35.7			68.0			73.9	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	70.0	32.0	41.9	22.5	60.5	27.8	46.1
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	65.0	30.0	36.0	35.0	38.0	25.0	42.0
Max Q Clear Time (g_c+I1), s	8.9	49.3	25.9	26.1	17.3	18.1	22.8	39.9
Green Ext Time (p_c), s	0.0	2.2	0.1	2.5	0.2	0.9	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	59.9
HCM 6th LOS	E

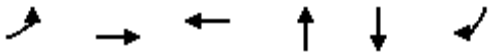
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	123	10	0	4	23	771	39	23	1237	11
Future Vol, veh/h	10	0	123	10	0	4	23	771	39	23	1237	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	-	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	13	2	11	2	2	2	32	12	2	5	4	11
Mvmt Flow	11	0	135	11	0	4	25	847	43	25	1359	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1889	2355	686	1627	2318	424	1371	0	0	890	0	0
Stage 1	1415	1415	-	897	897	-	-	-	-	-	-	-
Stage 2	474	940	-	730	1421	-	-	-	-	-	-	-
Critical Hdwy	7.76	6.54	7.12	7.54	6.54	6.94	4.74	-	-	4.2	-	-
Critical Hdwy Stg 1	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.63	4.02	3.41	3.52	4.02	3.32	2.52	-	-	2.25	-	-
Pot Cap-1 Maneuver	38	35	370	68	37	579	365	-	-	739	-	-
Stage 1	131	202	-	301	357	-	-	-	-	-	-	-
Stage 2	512	340	-	380	201	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	33	29	370	38	31	579	365	-	-	739	-	-
Mov Cap-2 Maneuver	90	116	-	123	112	-	-	-	-	-	-	-
Stage 1	113	195	-	260	308	-	-	-	-	-	-	-
Stage 2	439	293	-	233	194	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.5	29.7	1.4	0.2
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	365	-	-	90	370	123	579	739	-	-
HCM Lane V/C Ratio	0.069	-	-	0.122	0.365	0.089	0.008	0.034	-	-
HCM Control Delay (s)	15.6	1	-	50.5	20.2	37.1	11.3	10	-	-
HCM Lane LOS	C	A	-	F	C	E	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	1.6	0.3	0	0.1	-	-

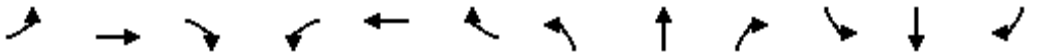


Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	576	336	399	11	652	641
v/c Ratio	0.76	0.14	0.31	0.17	1.83	0.74
Control Delay	14.2	5.4	26.4	54.0	406.2	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	5.4	26.4	54.0	406.2	16.2
Queue Length 50th (ft)	135	30	87	7	~625	209
Queue Length 95th (ft)	265	59	184	26	#885	226
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	933	2342	1297	64	357	1103
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	0.62	0.14	0.31	0.17	1.83	0.58

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	495	278	11	0	290	53	2	7	1	121	7	984
Future Volume (veh/h)	495	278	11	0	290	53	2	7	1	121	7	984
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	1693	1767	1737	1870	1811	1693	1159	1307	1870	1811	1307	1841
Adj Flow Rate, veh/h	576	323	11	0	337	50	2	8	0	0	0	997
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	14	9	11	2	6	14	50	40	2	6	40	4
Cap, veh/h	736	2261	77	0	1258	185	3	12	0	0	211	1204
Arrive On Green	0.22	0.68	0.68	0.00	0.42	0.42	0.01	0.01	0.00	0.00	0.00	0.16
Sat Flow, veh/h	1612	3312	113	0	3100	442	259	1035	0	0	1307	3120
Grp Volume(v), veh/h	576	163	171	0	191	196	10	0	0	0	0	997
Grp Sat Flow(s),veh/h/ln	1612	1678	1746	0	1721	1731	1294	0	0	0	1307	1560
Q Serve(g_s), s	21.0	3.8	3.8	0.0	8.1	8.3	0.9	0.0	0.0	0.0	0.0	18.0
Cycle Q Clear(g_c), s	21.0	3.8	3.8	0.0	8.1	8.3	0.9	0.0	0.0	0.0	0.0	18.0
Prop In Lane	1.00		0.06	0.00		0.26	0.20		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	736	1146	1192	0	719	724	15	0	0	0	211	1204
V/C Ratio(X)	0.78	0.14	0.14	0.00	0.27	0.27	0.65	0.00	0.00	0.00	0.00	0.83
Avail Cap(c_a), veh/h	1112	1146	1192	0	719	724	58	0	0	0	211	1204
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	11.3	6.2	6.2	0.0	21.2	21.2	54.8	0.0	0.0	0.0	0.0	30.9
Incr Delay (d2), s/veh	2.1	0.3	0.3	0.0	0.9	0.9	37.3	0.0	0.0	0.0	0.0	5.0
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	6.6	1.2	1.3	0.0	3.3	3.4	0.4	0.0	0.0	0.0	0.0	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	6.5	6.5	0.0	22.1	22.2	92.1	0.0	0.0	0.0	0.0	35.8
LnGrp LOS	B	A	A	A	C	C	F	A	A	A	A	D
Approach Vol, veh/h		910			387			10			997	
Approach Delay, s/veh		10.9			22.1			92.1			35.8	
Approach LOS		B			C			F			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	29.4	52.6		23.0		82.0		6.3				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	23.0	10.3		20.0		5.8		2.9				
Green Ext Time (p_c), s	1.9	1.4		0.0		1.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		23.9	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	765	12	12	684	0	12	0	12	0	0	0
Future Vol, veh/h	0	765	12	12	684	0	12	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	100	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	7	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	841	13	13	752	0	13	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	752	0	0	854	0	0	1626	1626	848	1632	1632	752
Stage 1	-	-	-	-	-	-	848	848	-	778	778	-
Stage 2	-	-	-	-	-	-	778	778	-	854	854	-
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	858	-	-	785	-	-	82	102	361	81	101	410
Stage 1	-	-	-	-	-	-	356	378	-	389	407	-
Stage 2	-	-	-	-	-	-	389	407	-	353	375	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	858	-	-	785	-	-	80	99	361	76	98	410
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	99	-	76	98	-
Stage 1	-	-	-	-	-	-	356	378	-	389	396	-
Stage 2	-	-	-	-	-	-	378	396	-	340	375	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	39.3	0
HCM LOS			E	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	131	858	-	-	785	-	-	-	-
HCM Lane V/C Ratio	0.201	-	-	-	0.017	-	-	-	-
HCM Control Delay (s)	39.3	0	-	-	9.7	0	-	0	0
HCM Lane LOS	E	A	-	-	A	A	-	A	A
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	132	0	0	34	0	0
Future Vol, veh/h	132	0	0	34	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	11	2	2	25	2	2
Mvmt Flow	145	0	0	37	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	145	0	182	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1437	-	807	902
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	985	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1437	-	807	902
Mov Cap-2 Maneuver	-	-	-	-	807	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	985	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

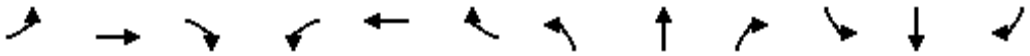
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1437	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	546	418	68	876	396	55	4
v/c Ratio	0.03	0.58	0.41	0.17	0.81	0.93	0.08	0.01
Control Delay	18.2	24.7	3.1	11.8	27.5	69.1	5.3	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	24.7	3.1	11.8	27.5	69.1	5.3	23.8
Queue Length 50th (ft)	2	307	0	22	537	284	0	2
Queue Length 95th (ft)	9	442	55	43	753	#463	24	10
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	134	942	1024	438	1083	461	734	585
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.58	0.41	0.16	0.81	0.86	0.07	0.01

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	502	385	63	804	2	362	3	51	1	2	1
Future Volume (veh/h)	4	502	385	63	804	2	362	3	51	1	2	1
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	1530	1826	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	546	197	68	874	2	393	3	17	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	25	5	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	149	898	780	324	1040	2	274	2	601	40	62	0
Arrive On Green	0.49	0.49	0.49	0.04	0.57	0.57	0.34	0.34	0.34	0.34	0.34	0.00
Sat Flow, veh/h	518	1826	1585	1781	1836	4	628	5	1585	0	182	0
Grp Volume(v), veh/h	4	546	197	68	0	876	396	0	17	3	0	0
Grp Sat Flow(s),veh/h/ln	518	1826	1585	1781	0	1840	633	0	1585	182	0	0
Q Serve(g_s), s	0.8	26.0	8.7	2.2	0.0	47.3	0.0	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	39.0	26.0	8.7	2.2	0.0	47.3	41.0	0.0	0.8	41.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.33		0.00
Lane Grp Cap(c), veh/h	149	898	780	324	0	1043	276	0	601	102	0	0
V/C Ratio(X)	0.03	0.61	0.25	0.21	0.00	0.84	1.43	0.00	0.03	0.03	0.00	0.00
Avail Cap(c_a), veh/h	149	898	780	413	0	1043	276	0	601	102	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.4	22.1	17.7	16.5	0.0	21.5	43.9	0.0	23.4	31.8	0.0	0.0
Incr Delay (d2), s/veh	0.3	3.1	0.8	0.1	0.0	8.2	215.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	11.3	3.2	0.8	0.0	20.9	25.0	0.0	0.3	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	25.2	18.5	16.6	0.0	29.7	259.2	0.0	23.4	31.8	0.0	0.0
LnGrp LOS	D	C	B	B	A	C	F	A	C	C	A	A
Approach Vol, veh/h		747			944			413			3	
Approach Delay, s/veh		23.5			28.7			249.5			31.8	
Approach LOS		C			C			F			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		74.0		46.0	9.0	65.0		46.0				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		68.0		41.0	10.5	53.0		41.0				
Max Q Clear Time (g_c+I1), s		49.3		43.0	4.2	41.0		43.0				
Green Ext Time (p_c), s		10.5		0.0	0.0	5.6		0.0				

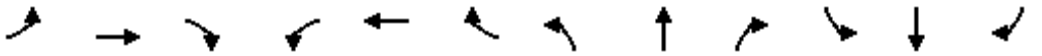
Intersection Summary												
HCM 6th Ctrl Delay			70.1									
HCM 6th LOS			E									



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	266	554	115	295	186	362	734	106	130	817	303
v/c Ratio	0.65	0.86	0.64	0.57	0.26	0.95	0.60	0.16	0.78	0.96	0.42
Control Delay	37.4	58.4	48.8	54.5	12.0	95.7	44.4	8.1	98.5	82.0	13.2
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	37.4	58.4	48.8	54.5	12.0	95.7	44.4	8.1	98.5	82.0	13.2
Queue Length 50th (ft)	183	514	72	267	41	373	327	10	135	450	77
Queue Length 95th (ft)	248	#681	#121	372	92	#532	396	47	200	#553	140
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	449	641	180	521	755	403	1219	643	220	853	777
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	0.59	0.86	0.64	0.57	0.25	0.90	0.60	0.16	0.59	0.96	0.39

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	243	239	100	257	162	315	639	92	113	711	264
Future Volume (veh/h)	231	243	239	100	257	162	315	639	92	113	711	264
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1826	1870	1826	1826	1826	1811	1781	1841	1870	1841
Adj Flow Rate, veh/h	266	279	250	115	295	100	362	734	45	130	817	163
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, %	3	4	5	2	5	5	5	6	8	4	2	4
Cap, veh/h	409	330	296	197	544	594	380	1264	621	151	855	555
Arrive On Green	0.12	0.37	0.37	0.04	0.30	0.30	0.22	0.37	0.37	0.09	0.24	0.24
Sat Flow, veh/h	1767	895	802	1781	1826	1547	1739	3441	1508	1753	3554	1557
Grp Volume(v), veh/h	266	0	529	115	295	100	362	734	45	130	817	163
Grp Sat Flow(s),veh/h/ln	1767	0	1696	1781	1826	1547	1739	1721	1508	1753	1777	1557
Q Serve(g_s), s	16.0	0.0	45.0	7.0	21.3	6.7	32.3	27.0	2.8	11.5	35.6	11.8
Cycle Q Clear(g_c), s	16.0	0.0	45.0	7.0	21.3	6.7	32.3	27.0	2.8	11.5	35.6	11.8
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	409	0	626	197	544	594	380	1264	621	151	855	555
V/C Ratio(X)	0.65	0.00	0.85	0.58	0.54	0.17	0.95	0.58	0.07	0.86	0.96	0.29
Avail Cap(c_a), veh/h	486	0	626	197	544	594	409	1264	621	223	859	556
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	32.9	0.0	45.5	41.0	46.2	31.9	60.6	40.0	28.0	71.0	58.9	36.4
Incr Delay (d2), s/veh	1.3	0.0	13.2	2.9	3.8	0.6	30.5	0.7	0.0	14.2	20.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	20.9	3.3	10.2	2.6	17.2	11.4	1.0	5.7	18.1	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	0.0	58.8	43.9	50.1	32.5	91.1	40.7	28.1	85.2	79.4	36.7
LnGrp LOS	C	A	E	D	D	C	F	D	C	F	E	D
Approach Vol, veh/h		795			510			1141			1110	
Approach Delay, s/veh		50.5			45.2			56.2			73.8	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	63.0	19.5	62.8	23.1	51.9	39.4	42.9
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	58.0	20.0	54.0	25.0	40.0	37.0	38.0
Max Q Clear Time (g_c+I1), s	9.0	47.0	13.5	29.0	18.0	23.3	34.3	37.6
Green Ext Time (p_c), s	0.0	1.7	0.0	5.0	0.1	1.1	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	58.9
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	2.5

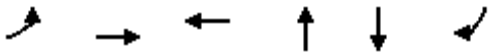
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	24	38	0	20	52	1049	3	3	993	35
Future Vol, veh/h	9	0	24	38	0	20	52	1049	3	3	993	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	-	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	15	3	2	6	9	2	2	67	3	7
Mvmt Flow	10	0	26	42	0	22	57	1153	3	3	1091	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1807	2386	565	1819	2402	577	1129	0	0	1156	0	0
Stage 1	1116	1116	-	1267	1267	-	-	-	-	-	-	-
Stage 2	691	1270	-	552	1135	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.2	7.56	6.54	7.02	4.28	-	-	5.44	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.45	3.53	4.02	3.36	2.29	-	-	2.87	-	-
Pot Cap-1 Maneuver	50	34	437	48	33	450	576	-	-	335	-	-
Stage 1	221	281	-	177	238	-	-	-	-	-	-	-
Stage 2	401	237	-	483	275	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	37	24	437	~ 35	24	450	576	-	-	335	-	-
Mov Cap-2 Maneuver	108	106	-	99	98	-	-	-	-	-	-	-
Stage 1	160	278	-	128	172	-	-	-	-	-	-	-
Stage 2	276	171	-	450	273	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.4	47.6	2	0
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	576	-	-	108	437	99	450	335	-	-
HCM Lane V/C Ratio	0.099	-	-	0.092	0.06	0.422	0.049	0.01	-	-
HCM Control Delay (s)	11.9	1.5	-	41.7	13.8	65.6	13.4	15.9	-	-
HCM Lane LOS	B	A	-	E	B	F	B	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	0.2	1.8	0.2	0	-	-

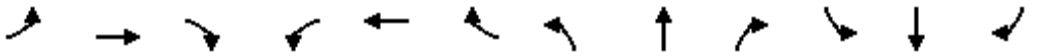
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	870	348	420	20	430	419
v/c Ratio	0.93	0.14	0.61	0.27	0.97	0.40
Control Delay	35.2	6.1	42.9	56.0	56.7	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	6.1	42.9	56.0	56.7	4.6
Queue Length 50th (ft)	375	32	130	11	145	37
Queue Length 95th (ft)	#789	64	203	39	#390	109
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	955	2463	683	74	444	1078
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	0.91	0.14	0.61	0.27	0.97	0.39

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	792	314	3	2	304	76	8	7	3	53	0	720
Future Volume (veh/h)	792	314	3	2	304	76	8	7	3	53	0	720
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	1856	1870	1411	1870	1841	1856	1870	1307	1870	1767	1870	1841
Adj Flow Rate, veh/h	870	345	2	2	334	64	9	8	0	0	0	529
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	2	33	2	4	3	2	40	2	9	2	4
Cap, veh/h	911	2547	15	34	845	159	12	11	0	0	244	1553
Arrive On Green	0.37	0.70	0.70	0.29	0.29	0.29	0.02	0.02	0.00	0.00	0.00	0.13
Sat Flow, veh/h	1767	3622	21	3	2872	541	674	599	0	0	1870	3120
Grp Volume(v), veh/h	870	169	178	213	0	187	17	0	0	0	0	529
Grp Sat Flow(s),veh/h/ln	1767	1777	1867	1838	0	1578	1273	0	0	0	1870	1560
Q Serve(g_s), s	34.8	3.4	3.4	0.0	0.0	10.2	1.4	0.0	0.0	0.0	0.0	11.1
Cycle Q Clear(g_c), s	34.8	3.4	3.4	10.0	0.0	10.2	1.4	0.0	0.0	0.0	0.0	11.1
Prop In Lane	1.00		0.01	0.01		0.34	0.53		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	911	1249	1312	574	0	464	24	0	0	0	244	1553
V/C Ratio(X)	0.96	0.14	0.14	0.37	0.00	0.40	0.72	0.00	0.00	0.00	0.00	0.34
Avail Cap(c_a), veh/h	1094	1249	1312	574	0	464	59	0	0	0	311	1665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.6	5.3	5.3	30.5	0.0	30.5	52.8	0.0	0.0	0.0	0.0	16.4
Incr Delay (d2), s/veh	16.0	0.2	0.2	1.8	0.0	2.6	33.8	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	1.1	1.1	4.6	0.0	4.1	0.7	0.0	0.0	0.0	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	5.5	5.5	32.3	0.0	33.1	86.5	0.0	0.0	0.0	0.0	16.5
LnGrp LOS	C	A	A	C	A	C	F	A	A	A	A	B
Approach Vol, veh/h		1217			400			17			529	
Approach Delay, s/veh		23.4			32.7			86.5			16.5	
Approach LOS		C			C			F			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	44.2	37.8		19.1		82.0		7.0				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	36.8	12.2		13.1		5.4		3.4				
Green Ext Time (p_c), s	2.9	1.3		1.0		1.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		23.9	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	554	12	12	870	0	12	0	12	0	0	0
Future Vol, veh/h	0	554	12	12	870	0	12	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	100	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	5	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	0	602	13	13	946	0	13	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	946	0	0	615	0	0	1581	1581	609	1587	1587	946
Stage 1	-	-	-	-	-	-	609	609	-	972	972	-
Stage 2	-	-	-	-	-	-	972	972	-	615	615	-
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	725	-	-	965	-	-	88	109	495	87	108	317
Stage 1	-	-	-	-	-	-	482	485	-	304	331	-
Stage 2	-	-	-	-	-	-	304	331	-	479	482	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	725	-	-	965	-	-	86	106	495	83	105	317
Mov Cap-2 Maneuver	-	-	-	-	-	-	86	106	-	83	105	-
Stage 1	-	-	-	-	-	-	482	485	-	304	322	-
Stage 2	-	-	-	-	-	-	295	322	-	466	482	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	34.7	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	147	725	-	-	965	-	-	-	-
HCM Lane V/C Ratio	0.177	-	-	-	0.014	-	-	-	-
HCM Control Delay (s)	34.7	0	-	-	8.8	0	-	0	0
HCM Lane LOS	D	A	-	-	A	A	-	A	A
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	33	0	0	87	0	0
Future Vol, veh/h	33	0	0	87	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	12	2	2	8	2	2
Mvmt Flow	36	0	0	96	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	36	0	132	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	96	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1575	-	862	1037
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	928	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1575	-	862	1037
Mov Cap-2 Maneuver	-	-	-	-	862	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	928	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

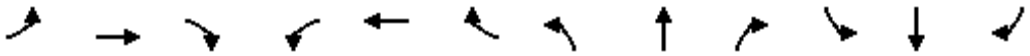
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1575	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1	658	534	224	555	293	190	30
v/c Ratio	0.00	0.72	0.50	0.62	0.48	0.90	0.29	0.07
Control Delay	16.0	27.4	3.4	15.9	12.7	67.9	5.4	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	27.4	3.4	15.9	12.7	67.9	5.4	21.4
Queue Length 50th (ft)	0	353	0	60	195	184	11	10
Queue Length 95th (ft)	4	526	58	98	288	#321	51	33
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	427	919	1062	387	1146	366	670	460
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.72	0.50	0.58	0.48	0.80	0.28	0.07

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	599	486	204	505	0	265	2	173	11	8	8
Future Volume (veh/h)	1	599	486	204	505	0	265	2	173	11	8	8
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	1841	1870	1841	1826	1870	1781	1870	1663	1870	1870	1870
Adj Flow Rate, veh/h	1	658	243	224	555	0	291	2	75	12	9	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	2	4	5	2	8	2	16	2	2	2
Cap, veh/h	432	876	754	323	1096	0	372	2	531	64	36	2
Arrive On Green	0.48	0.48	0.48	0.08	0.60	0.00	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	854	1841	1585	1753	1826	0	1030	7	1409	37	123	8
Grp Volume(v), veh/h	1	658	243	224	555	0	293	0	75	22	0	0
Grp Sat Flow(s),veh/h/ln	854	1841	1585	1753	1826	0	1037	0	1409	167	0	0
Q Serve(g_s), s	0.1	30.6	10.0	6.5	18.3	0.0	0.0	0.0	3.7	0.4	0.0	0.0
Cycle Q Clear(g_c), s	5.4	30.6	10.0	6.5	18.3	0.0	29.6	0.0	3.7	30.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.55		0.05
Lane Grp Cap(c), veh/h	432	876	754	323	1096	0	374	0	531	102	0	0
V/C Ratio(X)	0.00	0.75	0.32	0.69	0.51	0.00	0.78	0.00	0.14	0.22	0.00	0.00
Avail Cap(c_a), veh/h	432	876	754	362	1096	0	374	0	531	102	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.4	22.5	17.0	18.8	12.1	0.0	36.5	0.0	21.5	30.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.9	1.1	3.6	1.7	0.0	9.5	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.7	3.7	2.6	7.2	0.0	8.3	0.0	1.2	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	28.4	18.2	22.5	13.7	0.0	46.0	0.0	21.6	30.6	0.0	0.0
LnGrp LOS	B	C	B	C	B	A	D	A	C	C	A	A
Approach Vol, veh/h		902			779			368			22	
Approach Delay, s/veh		25.6			16.3			41.0			30.6	
Approach LOS		C			B			D			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		69.0		36.0	13.1	55.9		36.0				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		63.0		31.0	10.9	47.6		31.0				
Max Q Clear Time (g_c+I1), s		20.3		31.6	8.5	32.6		32.0				
Green Ext Time (p_c), s		8.1		0.0	0.1	7.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			24.9									
HCM 6th LOS			C									

Notes

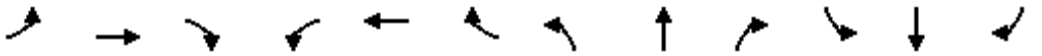
User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	361	660	117	270	126	247	556	121	271	863	276
v/c Ratio	0.73	0.93	0.74	0.50	0.16	0.94	0.72	0.23	0.91	0.95	0.34
Control Delay	36.0	62.3	55.9	52.0	6.5	107.5	62.5	16.0	97.8	78.0	8.3
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	36.0	62.3	55.9	52.0	6.5	107.5	62.5	16.0	97.8	78.0	8.3
Queue Length 50th (ft)	243	633	66	236	11	258	288	29	277	470	47
Queue Length 95th (ft)	327	#874	#163	354	51	#419	355	81	#417	#588	97
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	552	711	160	541	810	275	769	534	329	923	885
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	0.65	0.93	0.73	0.50	0.16	0.90	0.72	0.23	0.82	0.93	0.31

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	296	291	104	240	112	220	495	108	241	768	246
Future Volume (veh/h)	321	296	291	104	240	112	220	495	108	241	768	246
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1796	1796	1841	1752	1841	1752	1796	1841	1841	1826
Adj Flow Rate, veh/h	361	333	302	117	270	64	247	556	55	271	863	149
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	7	3	7	7	4	10	4	10	7	4	4	5
Cap, veh/h	498	368	334	179	563	700	266	801	443	291	912	644
Arrive On Green	0.16	0.41	0.41	0.05	0.31	0.31	0.15	0.24	0.24	0.17	0.26	0.26
Sat Flow, veh/h	1711	896	813	1711	1841	1485	1753	3328	1522	1753	3497	1547
Grp Volume(v), veh/h	361	0	635	117	270	64	247	556	55	271	863	149
Grp Sat Flow(s),veh/h/ln	1711	0	1709	1711	1841	1485	1753	1664	1522	1753	1749	1547
Q Serve(g_s), s	22.3	0.0	55.2	7.5	18.9	3.8	22.0	24.1	4.2	24.2	38.3	9.9
Cycle Q Clear(g_c), s	22.3	0.0	55.2	7.5	18.9	3.8	22.0	24.1	4.2	24.2	38.3	9.9
Prop In Lane	1.00		0.48	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	498	0	702	179	563	700	266	801	443	291	912	644
V/C Ratio(X)	0.72	0.00	0.91	0.65	0.48	0.09	0.93	0.69	0.12	0.93	0.95	0.23
Avail Cap(c_a), veh/h	611	0	702	179	563	700	277	801	443	332	928	650
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	30.0	0.0	43.8	40.8	44.7	23.1	66.3	54.8	41.3	65.2	57.4	29.9
Incr Delay (d2), s/veh	2.3	0.0	17.4	6.6	2.9	0.3	34.0	2.6	0.1	29.0	17.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	0.0	26.2	3.5	9.1	1.4	12.2	10.2	1.6	13.0	18.8	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	0.0	61.2	47.4	47.6	23.4	100.3	57.4	41.4	94.2	75.2	30.1
LnGrp LOS	C	A	E	D	D	C	F	E	D	F	E	C
Approach Vol, veh/h		996			451			858			1283	
Approach Delay, s/veh		50.7			44.1			68.7			74.0	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	70.0	32.3	43.1	29.6	53.4	29.1	46.3
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	65.0	30.0	36.0	35.0	38.0	25.0	42.0
Max Q Clear Time (g_c+I1), s	9.5	57.2	26.2	26.1	24.3	20.9	24.0	40.3
Green Ext Time (p_c), s	0.0	1.8	0.1	2.5	0.3	0.9	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	62.5
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	11.8

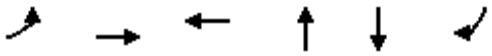
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	91	0	123	10	0	4	23	853	39	23	1265	38
Future Vol, veh/h	91	0	123	10	0	4	23	853	39	23	1265	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	-	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	13	2	11	2	2	2	32	12	2	5	4	11
Mvmt Flow	100	0	135	11	0	4	25	937	43	25	1390	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1980	2491	716	1732	2469	469	1432	0	0	980	0	0
Stage 1	1461	1461	-	987	987	-	-	-	-	-	-	-
Stage 2	519	1030	-	745	1482	-	-	-	-	-	-	-
Critical Hdwy	7.76	6.54	7.12	7.54	6.54	6.94	4.74	-	-	4.2	-	-
Critical Hdwy Stg 1	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.63	4.02	3.41	3.52	4.02	3.32	2.52	-	-	2.25	-	-
Pot Cap-1 Maneuver	~ 32	29	353	56	30	541	343	-	-	682	-	-
Stage 1	122	192	-	265	324	-	-	-	-	-	-	-
Stage 2	481	309	-	372	187	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 27	23	353	29	24	541	343	-	-	682	-	-
Mov Cap-2 Maneuver	~ 81	105	-	108	100	-	-	-	-	-	-	-
Stage 1	102	185	-	222	272	-	-	-	-	-	-	-
Stage 2	400	259	-	221	180	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	126.3	33.4	1.6	0.2
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	343	-	-	81	353	108	541	682	-	-
HCM Lane V/C Ratio	0.074	-	-	1.235	0.383	0.102	0.008	0.037	-	-
HCM Control Delay (s)	16.3	1.3	-	268	21.4	42.1	11.7	10.5	-	-
HCM Lane LOS	C	A	-	F	C	E	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	7.4	1.7	0.3	0	0.1	-	-

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

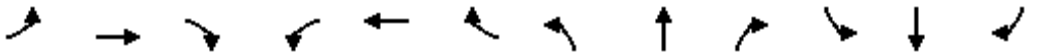


Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	751	350	406	11	677	673
v/c Ratio	0.89	0.15	0.49	0.17	1.87	0.65
Control Delay	27.4	5.4	37.6	54.0	423.1	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	5.4	37.6	54.0	423.1	9.7
Queue Length 50th (ft)	273	32	126	7	~653	117
Queue Length 95th (ft)	#578	61	187	26	#916	257
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	900	2342	836	64	363	1102
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	0.83	0.15	0.49	0.17	1.87	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	646	290	11	0	296	53	2	7	1	121	7	1033
Future Volume (veh/h)	646	290	11	0	296	53	2	7	1	121	7	1033
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	1693	1767	1737	1870	1811	1693	1159	1307	1870	1811	1307	1841
Adj Flow Rate, veh/h	751	337	11	0	344	48	2	8	0	0	0	1092
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	14	9	11	2	6	14	50	40	2	6	40	4
Cap, veh/h	801	2265	74	0	927	128	3	12	0	0	211	1555
Arrive On Green	0.34	0.68	0.68	0.00	0.31	0.31	0.01	0.01	0.00	0.00	0.00	0.16
Sat Flow, veh/h	1612	3317	108	0	3127	420	259	1035	0	0	1307	3120
Grp Volume(v), veh/h	751	170	178	0	194	198	10	0	0	0	0	1092
Grp Sat Flow(s),veh/h/ln	1612	1678	1747	0	1721	1735	1294	0	0	0	1307	1560
Q Serve(g_s), s	33.0	4.0	4.0	0.0	9.8	10.0	0.9	0.0	0.0	0.0	0.0	18.0
Cycle Q Clear(g_c), s	33.0	4.0	4.0	0.0	9.8	10.0	0.9	0.0	0.0	0.0	0.0	18.0
Prop In Lane	1.00		0.06	0.00		0.24	0.20		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	801	1146	1193	0	526	530	15	0	0	0	211	1555
V/C Ratio(X)	0.94	0.15	0.15	0.00	0.37	0.37	0.65	0.00	0.00	0.00	0.00	0.70
Avail Cap(c_a), veh/h	995	1146	1193	0	526	530	58	0	0	0	211	1555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.8	6.2	6.2	0.0	30.3	30.3	54.8	0.0	0.0	0.0	0.0	21.5
Incr Delay (d2), s/veh	13.8	0.3	0.3	0.0	2.0	2.0	37.3	0.0	0.0	0.0	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	1.3	1.3	0.0	4.2	4.3	0.4	0.0	0.0	0.0	0.0	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	6.5	6.5	0.0	32.2	32.3	92.1	0.0	0.0	0.0	0.0	23.0
LnGrp LOS	C	A	A	A	C	C	F	A	A	A	A	C
Approach Vol, veh/h		1099			392			10			1092	
Approach Delay, s/veh		21.6			32.3			92.1			23.0	
Approach LOS		C			C			F			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	42.0	40.0		23.0		82.0		6.3				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	35.0	12.0		20.0		6.0		2.9				
Green Ext Time (p_c), s	2.5	1.3		0.0		1.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			24.1									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	47

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	765	12	12	684	55	12	0	12	130	0	25
Future Vol, veh/h	19	765	12	12	684	55	12	0	12	130	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	100	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	7	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	21	841	13	13	752	60	13	0	13	143	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	812	0	0	854	0	0	1712	1728	848	1674	1674	752
Stage 1	-	-	-	-	-	-	890	890	-	778	778	-
Stage 2	-	-	-	-	-	-	822	838	-	896	896	-
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	814	-	-	785	-	-	71	88	361	~ 76	95	410
Stage 1	-	-	-	-	-	-	337	361	-	389	407	-
Stage 2	-	-	-	-	-	-	368	382	-	335	359	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	814	-	-	785	-	-	63	83	361	~ 70	90	410
Mov Cap-2 Maneuver	-	-	-	-	-	-	63	83	-	~ 70	90	-
Stage 1	-	-	-	-	-	-	328	352	-	379	394	-
Stage 2	-	-	-	-	-	-	333	370	-	314	350	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	49.3	$ 514
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	107	814	-	-	785	-	-	70	410
HCM Lane V/C Ratio	0.246	0.026	-	-	0.017	-	-	2.041	0.067
HCM Control Delay (s)	49.3	9.5	-	-	9.7	0	-	$ 610.1	14.4
HCM Lane LOS	E	A	-	-	A	A	-	F	B
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-	-	13.2	0.2

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

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	132	0	27	34	0	81
Future Vol, veh/h	132	0	27	34	0	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	11	2	2	25	2	2
Mvmt Flow	145	0	30	37	0	89

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	145	0	242	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1437	-	746	902
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1437	-	730	902
Mov Cap-2 Maneuver	-	-	-	-	730	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	908	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	9.4
HCM LOS			A

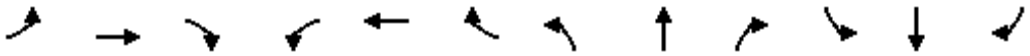
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	902	-	-	1437	-
HCM Lane V/C Ratio	0.099	-	-	0.021	-
HCM Control Delay (s)	9.4	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	571	418	70	895	396	55	4
v/c Ratio	0.03	0.61	0.41	0.19	0.83	0.93	0.08	0.01
Control Delay	18.5	25.6	3.1	11.9	28.7	69.1	5.3	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	25.6	3.1	11.9	28.7	69.1	5.3	23.8
Queue Length 50th (ft)	2	328	0	23	561	284	0	2
Queue Length 95th (ft)	9	471	55	44	#813	#463	24	10
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	123	941	1023	420	1083	461	734	585
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.61	0.41	0.17	0.83	0.86	0.07	0.01

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	525	385	64	822	2	362	3	51	1	2	1
Future Volume (veh/h)	4	525	385	64	822	2	362	3	51	1	2	1
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	1530	1826	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	571	196	70	893	2	393	3	17	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	25	5	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	139	898	779	309	1040	2	274	2	601	40	62	0
Arrive On Green	0.49	0.49	0.49	0.04	0.57	0.57	0.34	0.34	0.34	0.34	0.34	0.00
Sat Flow, veh/h	508	1826	1585	1781	1836	4	628	5	1585	0	182	0
Grp Volume(v), veh/h	4	571	196	70	0	895	396	0	17	3	0	0
Grp Sat Flow(s),veh/h/ln	508	1826	1585	1781	0	1840	633	0	1585	182	0	0
Q Serve(g_s), s	0.8	27.8	8.6	2.2	0.0	49.2	0.0	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	41.0	27.8	8.6	2.2	0.0	49.2	41.0	0.0	0.8	41.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.33		0.00
Lane Grp Cap(c), veh/h	139	898	779	309	0	1043	276	0	601	102	0	0
V/C Ratio(X)	0.03	0.64	0.25	0.23	0.00	0.86	1.43	0.00	0.03	0.03	0.00	0.00
Avail Cap(c_a), veh/h	139	898	779	398	0	1043	276	0	601	102	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.1	22.6	17.7	17.0	0.0	21.9	43.9	0.0	23.4	31.8	0.0	0.0
Incr Delay (d2), s/veh	0.4	3.4	0.8	0.1	0.0	9.2	215.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	12.2	3.2	0.9	0.0	22.0	25.0	0.0	0.3	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	26.0	18.5	17.1	0.0	31.1	259.2	0.0	23.4	31.8	0.0	0.0
LnGrp LOS	D	C	B	B	A	C	F	A	C	C	A	A
Approach Vol, veh/h		771			965			413			3	
Approach Delay, s/veh		24.2			30.1			249.5			31.8	
Approach LOS		C			C			F			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		74.0		46.0	9.0	65.0		46.0				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		68.0		41.0	10.5	53.0		41.0				
Max Q Clear Time (g_c+I1), s		51.2		43.0	4.2	43.0		43.0				
Green Ext Time (p_c), s		9.9		0.0	0.0	5.1		0.0				

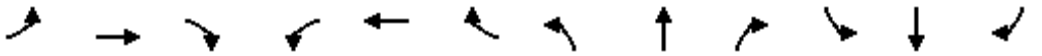
Intersection Summary												
HCM 6th Ctrl Delay			70.1									
HCM 6th LOS			E									



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	318	590	115	322	186	387	734	106	130	817	391
v/c Ratio	0.82	0.93	0.79	0.67	0.28	0.98	0.59	0.16	0.78	0.97	0.53
Control Delay	48.8	68.6	67.5	61.2	13.3	100.6	44.0	8.0	99.4	84.5	22.0
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	48.8	68.6	67.5	61.2	13.3	100.6	44.0	8.0	99.4	84.5	22.0
Queue Length 50th (ft)	227	569	72	309	47	406	327	10	135	450	171
Queue Length 95th (ft)	301	#764	#148	409	96	#590	396	47	200	#553	255
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	409	633	146	480	716	398	1244	653	217	841	756
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	0.78	0.93	0.79	0.67	0.26	0.97	0.59	0.16	0.60	0.97	0.52

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	260	253	100	280	162	337	639	92	113	711	340
Future Volume (veh/h)	277	260	253	100	280	162	337	639	92	113	711	340
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	1856	1841	1826	1870	1826	1826	1826	1811	1781	1841	1870	1841
Adj Flow Rate, veh/h	318	299	266	115	322	101	387	734	45	130	817	273
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, %	3	4	5	2	5	5	5	6	8	4	2	4
Cap, veh/h	397	326	290	160	485	544	402	1296	634	150	844	589
Arrive On Green	0.14	0.36	0.36	0.04	0.27	0.27	0.23	0.38	0.38	0.09	0.24	0.24
Sat Flow, veh/h	1767	898	799	1781	1826	1547	1739	3441	1508	1753	3554	1557
Grp Volume(v), veh/h	318	0	565	115	322	101	387	734	45	130	817	273
Grp Sat Flow(s),veh/h/ln	1767	0	1697	1781	1826	1547	1739	1721	1508	1753	1777	1557
Q Serve(g_s), s	20.4	0.0	50.9	7.0	25.2	7.2	35.2	27.0	2.9	11.7	36.4	21.2
Cycle Q Clear(g_c), s	20.4	0.0	50.9	7.0	25.2	7.2	35.2	27.0	2.9	11.7	36.4	21.2
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	397	0	615	160	485	544	402	1296	634	150	844	589
V/C Ratio(X)	0.80	0.00	0.92	0.72	0.66	0.19	0.96	0.57	0.07	0.86	0.97	0.46
Avail Cap(c_a), veh/h	425	0	615	160	485	544	402	1296	634	219	844	589
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	36.4	0.0	48.7	47.7	52.4	36.0	60.8	39.5	27.7	72.2	60.4	37.5
Incr Delay (d2), s/veh	8.9	0.0	21.0	12.4	7.0	0.8	34.8	0.6	0.0	15.4	23.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	0.0	24.7	3.9	12.4	2.8	19.1	11.4	1.0	5.8	18.8	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	0.0	69.7	60.1	59.4	36.8	95.7	40.1	27.7	87.6	83.8	38.1
LnGrp LOS	D	A	E	E	E	D	F	D	C	F	F	D
Approach Vol, veh/h		883			538			1166			1220	
Approach Delay, s/veh		60.9			55.3			58.0			74.0	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	63.0	19.7	65.3	27.5	47.5	42.0	43.0
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	58.0	20.0	54.0	25.0	40.0	37.0	38.0
Max Q Clear Time (g_c+I1), s	9.0	52.9	13.7	29.0	22.4	27.2	37.2	38.4
Green Ext Time (p_c), s	0.0	1.2	0.0	5.0	0.1	1.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	63.4
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	5.3

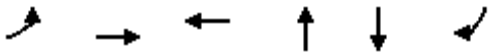
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	0	24	38	0	20	52	1095	3	3	1069	110
Future Vol, veh/h	53	0	24	38	0	20	52	1095	3	3	1069	110
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	-	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	15	3	2	6	9	2	2	67	3	7
Mvmt Flow	58	0	26	42	0	22	57	1203	3	3	1175	121

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1958	2562	648	1911	2619	602	1296	0	0	1206	0	0
Stage 1	1242	1242	-	1317	1317	-	-	-	-	-	-	-
Stage 2	716	1320	-	594	1302	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.2	7.56	6.54	7.02	4.28	-	-	5.44	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.45	3.53	4.02	3.36	2.29	-	-	2.87	-	-
Pot Cap-1 Maneuver	~ 38	26	383	~ 41	24	433	494	-	-	316	-	-
Stage 1	185	245	-	165	225	-	-	-	-	-	-	-
Stage 2	387	225	-	456	229	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 26	17	383	~ 28	15	433	494	-	-	316	-	-
Mov Cap-2 Maneuver	83	89	-	84	78	-	-	-	-	-	-	-
Stage 1	120	243	-	107	146	-	-	-	-	-	-	-
Stage 2	239	146	-	421	227	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	84.7	60	2.6	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	494	-	-	83	383	84	433	316	-	-
HCM Lane V/C Ratio	0.116	-	-	0.702	0.069	0.497	0.051	0.01	-	-
HCM Control Delay (s)	13.2	2.1	-	116.2	15.1	84.3	13.8	16.5	-	-
HCM Lane LOS	B	A	-	F	C	F	B	C	-	-
HCM 95th %tile Q(veh)	0.4	-	-	3.4	0.2	2.1	0.2	0	-	-

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

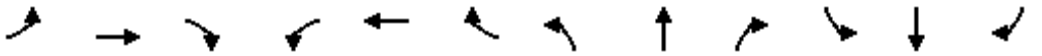


Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	962	356	433	20	502	500
v/c Ratio	1.02	0.14	0.69	0.27	1.04	0.46
Control Delay	57.0	6.1	46.2	56.0	72.1	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	6.1	46.2	56.0	72.1	6.0
Queue Length 50th (ft)	511	33	135	11	~198	61
Queue Length 95th (ft)	#960	66	211	39	#454	165
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	940	2464	627	74	483	1076
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	1.02	0.14	0.69	0.27	1.04	0.46

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	875	321	3	2	316	76	8	7	3	53	0	859
Future Volume (veh/h)	875	321	3	2	316	76	8	7	3	53	0	859
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	1856	1870	1411	1870	1841	1856	1870	1307	1870	1767	1870	1841
Adj Flow Rate, veh/h	962	353	2	2	347	64	9	8	0	0	0	648
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	2	33	2	4	3	2	40	2	9	2	4
Cap, veh/h	970	2537	14	34	548	100	12	11	0	0	251	1881
Arrive On Green	0.47	0.70	0.70	0.19	0.19	0.19	0.02	0.02	0.00	0.00	0.00	0.13
Sat Flow, veh/h	1767	3623	21	3	2890	525	674	599	0	0	1870	3120
Grp Volume(v), veh/h	962	173	182	220	0	193	17	0	0	0	0	648
Grp Sat Flow(s),veh/h/ln	1767	1777	1867	1838	0	1581	1273	0	0	0	1870	1560
Q Serve(g_s), s	49.9	3.5	3.5	0.0	0.0	12.2	1.4	0.0	0.0	0.0	0.0	11.3
Cycle Q Clear(g_c), s	49.9	3.5	3.5	12.0	0.0	12.2	1.4	0.0	0.0	0.0	0.0	11.3
Prop In Lane	1.00		0.01	0.01		0.33	0.53		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	970	1244	1307	382	0	300	24	0	0	0	251	1881
V/C Ratio(X)	0.99	0.14	0.14	0.58	0.00	0.64	0.72	0.00	0.00	0.00	0.00	0.34
Avail Cap(c_a), veh/h	970	1244	1307	382	0	300	59	0	0	0	310	1980
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	5.4	5.4	40.5	0.0	40.6	53.0	0.0	0.0	0.0	0.0	10.8
Incr Delay (d2), s/veh	26.9	0.2	0.2	6.2	0.0	10.1	33.9	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.3	1.1	1.2	5.9	0.0	5.4	0.7	0.0	0.0	0.0	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	5.6	5.6	46.7	0.0	50.7	86.9	0.0	0.0	0.0	0.0	10.9
LnGrp LOS	D	A	A	D	A	D	F	A	A	A	A	B
Approach Vol, veh/h		1317			413			17			648	
Approach Delay, s/veh		35.3			48.6			86.9			10.9	
Approach LOS		D			D			F			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	55.4	26.6		19.5		82.0		7.0				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	51.9	14.2		13.3		5.5		3.4				
Green Ext Time (p_c), s	0.0	1.2		1.2		2.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			31.4									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	12.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	553	12	12	869	122	12	0	12	78	0	20
Future Vol, veh/h	24	553	12	12	869	122	12	0	12	78	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	100	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	5	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	26	601	13	13	945	133	13	0	13	85	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1078	0	0	614	0	0	1709	1764	608	1637	1637	945
Stage 1	-	-	-	-	-	-	660	660	-	971	971	-
Stage 2	-	-	-	-	-	-	1049	1104	-	666	666	-
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	647	-	-	965	-	-	72	84	496	~ 81	101	318
Stage 1	-	-	-	-	-	-	452	460	-	304	331	-
Stage 2	-	-	-	-	-	-	275	287	-	449	457	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	647	-	-	965	-	-	63	78	496	~ 74	94	318
Mov Cap-2 Maneuver	-	-	-	-	-	-	63	78	-	~ 74	94	-
Stage 1	-	-	-	-	-	-	434	442	-	292	319	-
Stage 2	-	-	-	-	-	-	247	277	-	420	439	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	46.6	201.1
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	112	647	-	-	965	-	-	74	318
HCM Lane V/C Ratio	0.233	0.04	-	-	0.014	-	-	1.146	0.068
HCM Control Delay (s)	46.6	10.8	-	-	8.8	0	-	248.2	17.2
HCM Lane LOS	E	B	-	-	A	A	-	F	C
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0	-	-	6.4	0.2

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

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	33	0	75	87	0	44
Future Vol, veh/h	33	0	75	87	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	12	2	2	8	2	2
Mvmt Flow	36	0	82	96	0	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	36	0	296	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	260	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1575	-	695	1037
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1575	-	657	1037
Mov Cap-2 Maneuver	-	-	-	-	657	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	740	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1037	-	-	1575	-
HCM Lane V/C Ratio	0.047	-	-	0.052	-
HCM Control Delay (s)	8.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

HCS7 Two-Way Stop-Control Report

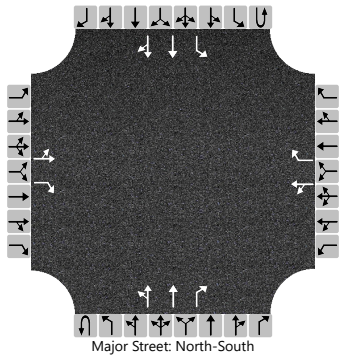
General Information

Analyst	Kimley-Horn
Agency/Co.	
Date Performed	9/28/2021
Analysis Year	2021
Time Analyzed	AM Peak Existing
Intersection Orientation	North-South
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	3
Jurisdiction	City of Columbia
East/West Street	Old Williamsport Pike
North/South Street	James Campbell Blvd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	0	2	1	0	1	2	0
Configuration		LT		R		LT		R		LT	T	R		L	T	TR
Volume (veh/h)		9	0	111		9	0	4		21	662	35	0	21	1092	10
Percent Heavy Vehicles (%)		13	3	3		2	3	3		32			3	5		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.76	6.56	6.96		7.54	6.56	6.96		4.74				4.20		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.63	4.03	3.33		3.52	4.03	3.33		2.52				2.25		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10		122		10		4		23				23		
Capacity, c (veh/h)		52		438		64		630		430				824		
v/c Ratio		0.19		0.28		0.16		0.01		0.05				0.03		
95% Queue Length, Q_{95} (veh)		0.6		1.1		0.5		0.0		0.2				0.1		
Control Delay (s/veh)		90.8		16.4		71.8		10.8		13.8				9.5		
Level of Service (LOS)		F		C		F		B		B				A		
Approach Delay (s/veh)		21.9				53.0				0.9				0.2		
Approach LOS		C				F										

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HCS7 Two-Way Stop-Control Report

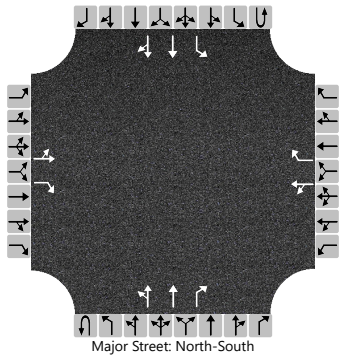
General Information

Analyst	Kimley-Horn
Agency/Co.	
Date Performed	9/28/2021
Analysis Year	2021
Time Analyzed	PM Peak Existing
Intersection Orientation	North-South
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	3
Jurisdiction	City of Columbia
East/West Street	Old Williamsport Pike
North/South Street	James Campbell Blvd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	0	2	1	0	1	2	0
Configuration		LT		R		LT		R		LT	T	R		L	T	TR
Volume (veh/h)		8	0	22		34	0	18		47	914	3	0	3	827	32
Percent Heavy Vehicles (%)		2	3	3		3	3	3		9			3	67		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.56	6.96		7.56	6.56	6.96		4.28				5.44		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.03	3.33		3.53	4.03	3.33		2.29				2.87		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9		24		37		20		52				3		
Capacity, c (veh/h)		65		536		61		512		681				398		
v/c Ratio		0.13		0.05		0.61		0.04		0.08				0.01		
95% Queue Length, Q_{95} (veh)		0.4		0.1		2.5		0.1		0.2				0.0		
Control Delay (s/veh)		68.4		12.0		131.1		12.3		10.7				14.1		
Level of Service (LOS)		F		B		F		B		B				B		
Approach Delay (s/veh)		27.1				90.0				1.3				0.0		
Approach LOS		D				F										

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HCS7 Two-Way Stop-Control Report

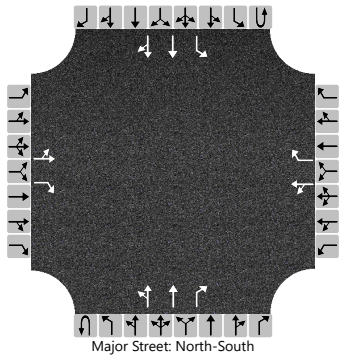
General Information

Analyst	Kimley-Horn
Agency/Co.	
Date Performed	9/28/2021
Analysis Year	2025
Time Analyzed	AM Peak No-Build
Intersection Orientation	North-South
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	3
Jurisdiction	City of Columbia
East/West Street	Old Williamsport Pike
North/South Street	James Campbell Blvd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	0	2	1	0	1	2	0
Configuration		LT		R		LT		R		LT	T	R		L	T	TR
Volume (veh/h)		10	0	123		10	0	4		23	771	39	0	23	1237	11
Percent Heavy Vehicles (%)		13	3	3		2	3	3		32			3	5		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.76	6.56	6.96		7.54	6.56	6.96		4.74				4.20		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.63	4.03	3.33		3.52	4.03	3.33		2.52				2.25		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11		135		11		4		25				25		
Capacity, c (veh/h)		33		388		39		576		365				738		
v/c Ratio		0.33		0.35		0.28		0.01		0.07				0.03		
95% Queue Length, Q_{95} (veh)		1.1		1.5		0.9		0.0		0.2				0.1		
Control Delay (s/veh)		162.1		19.2		131.9		11.3		15.6				10.0		
Level of Service (LOS)		F		C		F		B		C				B		
Approach Delay (s/veh)		29.9				97.5				1.3				0.2		
Approach LOS		D				F										

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HCS7 Two-Way Stop-Control Report

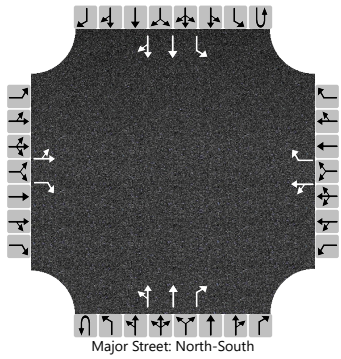
General Information

Analyst	Kimley-Horn
Agency/Co.	
Date Performed	9/28/2021
Analysis Year	2025
Time Analyzed	PM Peak No-Build
Intersection Orientation	North-South
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	3
Jurisdiction	City of Columbia
East/West Street	Old Williamsport Pike
North/South Street	James Campbell Blvd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	0	2	1	0	1	2	0
Configuration		LT		R		LT		R		LT	T	R		L	T	TR
Volume (veh/h)		9	0	24		38	0	20		52	1049	3	0	3	993	35
Percent Heavy Vehicles (%)		2	3	3		3	3	3		9			3	67		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.56	6.96		7.56	6.56	6.96		4.28				5.44		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.03	3.33		3.53	4.03	3.33		2.29				2.87		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10		26		42		22		57				3		
Capacity, c (veh/h)		37		466		35		458		575				335		
v/c Ratio		0.27		0.06		1.18		0.05		0.10				0.01		
95% Queue Length, Q_{95} (veh)		0.9		0.2		4.4		0.2		0.3				0.0		
Control Delay (s/veh)		135.7		13.2		384.6		13.3		11.9				15.9		
Level of Service (LOS)		F		B		F		B		B				C		
Approach Delay (s/veh)		46.6				256.5				2.0				0.0		
Approach LOS		E				F										

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HCS7 Two-Way Stop-Control Report

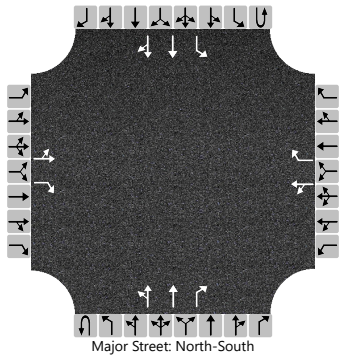
General Information

Analyst	Kimley-Horn
Agency/Co.	
Date Performed	9/28/2021
Analysis Year	2025
Time Analyzed	AM Peak-Build
Intersection Orientation	North-South
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	3
Jurisdiction	City of Columbia
East/West Street	Old Williamsport Pike
North/South Street	James Campbell Blvd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	0	2	1	0	1	2	0
Configuration		LT		R		LT		R		LT	T	R		L	T	TR
Volume (veh/h)		91	0	123		10	0	4		23	853	39	0	23	1265	38
Percent Heavy Vehicles (%)		13	3	3		2	3	3		32			3	5		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.76	6.56	6.96		7.54	6.56	6.96		4.74				4.20		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.63	4.03	3.33		3.52	4.03	3.33		2.52				2.25		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		100		135		11		4		25				25		
Capacity, c (veh/h)		27		370		31		538		343				682		
v/c Ratio		3.67		0.36		0.36		0.01		0.07				0.04		
95% Queue Length, Q_{95} (veh)		12.2		1.6		1.1		0.0		0.2				0.1		
Control Delay (s/veh)		1497.2		20.2		177.6		11.7		16.3				10.5		
Level of Service (LOS)		F		C		F		B		C				B		
Approach Delay (s/veh)		648.3				130.2				1.5				0.2		
Approach LOS		F				F										

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HCS7 Two-Way Stop-Control Report

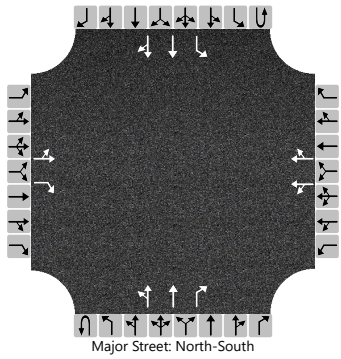
General Information

Analyst	Kimley-Horn
Agency/Co.	
Date Performed	9/28/2021
Analysis Year	2025
Time Analyzed	PM Peak-Build
Intersection Orientation	North-South
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	3
Jurisdiction	City of Columbia
East/West Street	Old Williamsport Pike
North/South Street	James Campbell Blvd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	2	0	0	0	2	1	0	1	2	0
Configuration		LT		R		LT		TR		LT	T	R		L	T	TR
Volume (veh/h)		53	0	24		38	0	20		52	1095	3	0	3	1069	110
Percent Heavy Vehicles (%)		2	2	15		3	2	6		9			2	67		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No								No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.54	7.20		7.56	6.54	7.02		4.28				5.44		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.45		3.53	4.02	3.36		2.29				2.87		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		58		26		42		22		57				3		
Capacity, c (veh/h)		26		383		27		433		495				315		
v/c Ratio		2.23		0.07		1.52		0.05		0.12				0.01		
95% Queue Length, Q_{95} (veh)		7.1		0.2		4.9		0.2		0.4				0.0		
Control Delay (s/veh)		881.9		15.1		574.1		13.8		13.2				16.5		
Level of Service (LOS)		F		C		F		B		B				C		
Approach Delay (s/veh)		611.7				380.9				2.6				0.0		
Approach LOS		F				F										

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HCS7 Two-Way Stop-Control Report

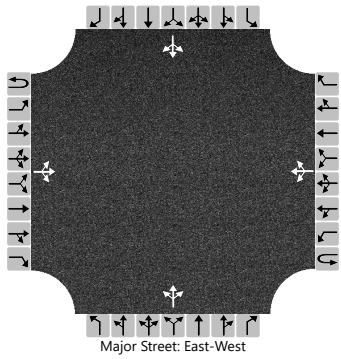
General Information

Analyst	Kimley-Horn
Agency/Co.	
Date Performed	9/28/2021
Analysis Year	2025
Time Analyzed	AM Peak Build
Intersection Orientation	East-West
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	5
Jurisdiction	City of Columbia
East/West Street	Hampshire Pike
North/South Street	Site Dwy A/Oxford Village
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		19	765	12		12	684	55		12	0	12		130	0	25
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		21				13					26				170	
Capacity, c (veh/h)		814				786					107				76	
v/c Ratio		0.03				0.02					0.25				2.25	
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.9				15.9	
Control Delay (s/veh)		9.5				9.7					49.6				691.4	
Level of Service (LOS)		A				A					E				F	
Approach Delay (s/veh)	0.7				0.4				49.6				691.4			
Approach LOS									E				F			

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HCS7 Two-Way Stop-Control Report

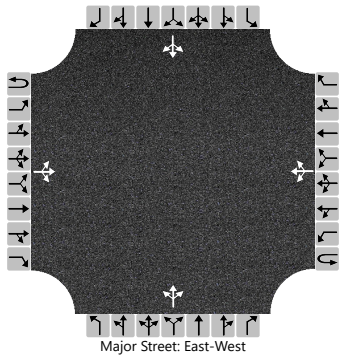
General Information

Analyst	Kimley-Horn
Agency/Co.	
Date Performed	9/28/2021
Analysis Year	2025
Time Analyzed	PM Peak Build
Intersection Orientation	East-West
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	5
Jurisdiction	City of Columbia
East/West Street	Hampshire Pike
North/South Street	Site Dwy A/Oxford Village
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		24	553	12		12	869	122		12	0	12		78	0	20
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		26				13					26				107	
Capacity, c (veh/h)		647				965					110				78	
v/c Ratio		0.04				0.01					0.24				1.37	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.9				8.4	
Control Delay (s/veh)		10.8				8.8					47.8				323.7	
Level of Service (LOS)		B				A					E				F	
Approach Delay (s/veh)		1.1				0.4				47.8				323.7		
Approach LOS										E				F		

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HCS7 Two-Way Stop-Control Report

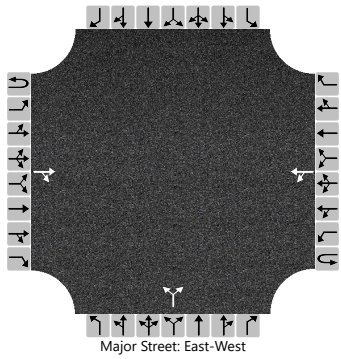
General Information

Analyst	Kimley-Horn
Agency/Co.	
Date Performed	9/28/2021
Analysis Year	2025
Time Analyzed	AM Peak Build
Intersection Orientation	East-West
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	6
Jurisdiction	City of Columbia
East/West Street	Old Williamsport Pike
North/South Street	Site Dwy B
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			132	0		27	34			0		81				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						30					89					
Capacity, c (veh/h)						1437					902					
v/c Ratio						0.02					0.10					
95% Queue Length, Q_{95} (veh)						0.1					0.3					
Control Delay (s/veh)						7.6					9.4					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)						3.4				9.4						
Approach LOS										A						

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HCS7 Two-Way Stop-Control Report

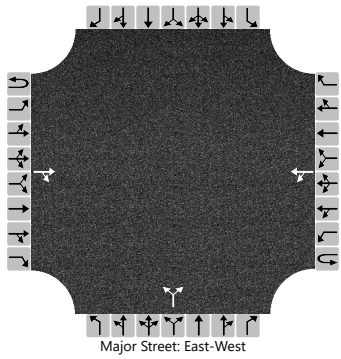
General Information

Analyst	Kimley-Horn
Agency/Co.	
Date Performed	9/28/2021
Analysis Year	2025
Time Analyzed	PM Peak Build
Intersection Orientation	East-West
Project Description	Steadfast Hampshire Pike

Site Information

Intersection	6
Jurisdiction	City of Columbia
East/West Street	Old Williamsport Pike
North/South Street	Site Dwy B
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			33	0		75	87			0		44				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						82					48					
Capacity, c (veh/h)						1575					1036					
v/c Ratio						0.05					0.05					
95% Queue Length, Q_{95} (veh)						0.2					0.1					
Control Delay (s/veh)						7.4					8.6					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)						3.7				8.6						
Approach LOS										A						

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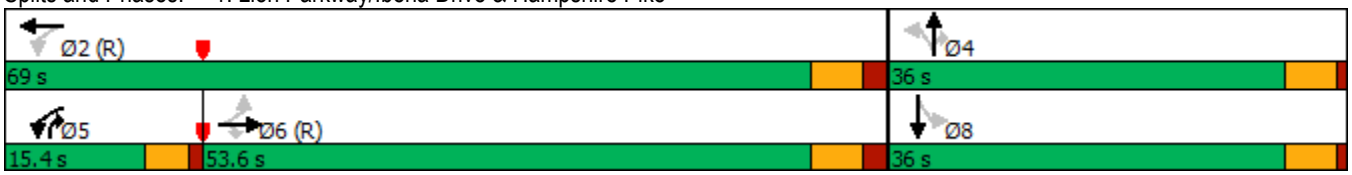
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	1	582	486	204	480	265	2	171	11	8
Future Volume (vph)	1	582	486	204	480	265	2	171	11	8
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases		6		5	2		4	5		8
Permitted Phases	6		6	2		4		4	8	
Detector Phase	6	6	6	5	2	4	4	5	8	8
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	9.5	21.0	10.0	10.0	9.5	10.0	10.0
Total Split (s)	53.6	53.6	53.6	15.4	69.0	36.0	36.0	15.4	36.0	36.0
Total Split (%)	51.0%	51.0%	51.0%	14.7%	65.7%	34.3%	34.3%	14.7%	34.3%	34.3%
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0		5.0	4.5		5.0
Lead/Lag	Lag	Lag	Lag	Lead				Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes		
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	52.9	52.9	52.9	68.0	66.5		27.5	41.6		27.5
Actuated g/C Ratio	0.50	0.50	0.50	0.65	0.63		0.26	0.40		0.26
v/c Ratio	0.00	0.70	0.50	0.59	0.46		0.90	0.29		0.07
Control Delay	16.0	26.5	3.4	15.0	12.3		67.9	4.8		21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	16.0	26.5	3.4	15.0	12.3		67.9	4.8		21.4
LOS	B	C	A	B	B		E	A		C
Approach Delay		16.0			13.1		43.2			21.4
Approach LOS		B			B		D			C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 20.5	Intersection LOS: C
Intersection Capacity Utilization 76.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Lion Parkway/Iberia Drive & Hampshire Pike

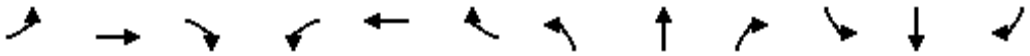




Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1	640	534	224	527	293	188	30
v/c Ratio	0.00	0.70	0.50	0.59	0.46	0.90	0.29	0.07
Control Delay	16.0	26.5	3.4	15.0	12.3	67.9	4.8	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	26.5	3.4	15.0	12.3	67.9	4.8	21.4
Queue Length 50th (ft)	0	338	0	60	181	184	6	10
Queue Length 95th (ft)	4	504	58	98	268	#321	46	33
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	439	920	1062	401	1146	366	675	460
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.70	0.50	0.56	0.46	0.80	0.28	0.07

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	582	486	204	480	0	265	2	171	11	8	8
Future Volume (veh/h)	1	582	486	204	480	0	265	2	171	11	8	8
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	1841	1870	1841	1826	1870	1781	1870	1663	1870	1870	1870
Adj Flow Rate, veh/h	1	640	243	224	527	0	291	2	66	12	9	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	2	4	5	2	8	2	16	2	2	2
Cap, veh/h	452	876	754	333	1096	0	372	2	531	64	36	2
Arrive On Green	0.48	0.48	0.48	0.08	0.60	0.00	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	876	1841	1585	1753	1826	0	1030	7	1409	37	123	8
Grp Volume(v), veh/h	1	640	243	224	527	0	293	0	66	22	0	0
Grp Sat Flow(s),veh/h/ln	876	1841	1585	1753	1826	0	1037	0	1409	167	0	0
Q Serve(g_s), s	0.1	29.3	10.0	6.5	17.0	0.0	0.0	0.0	3.2	0.4	0.0	0.0
Cycle Q Clear(g_c), s	4.1	29.3	10.0	6.5	17.0	0.0	29.6	0.0	3.2	30.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.55		0.05
Lane Grp Cap(c), veh/h	452	876	754	333	1096	0	374	0	531	102	0	0
V/C Ratio(X)	0.00	0.73	0.32	0.67	0.48	0.00	0.78	0.00	0.12	0.22	0.00	0.00
Avail Cap(c_a), veh/h	452	876	754	372	1096	0	374	0	531	102	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.6	22.1	17.0	18.1	11.8	0.0	36.5	0.0	21.4	30.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.3	1.1	2.4	1.2	0.0	9.5	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.0	3.7	2.5	6.5	0.0	8.3	0.0	1.1	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	27.5	18.2	20.5	13.0	0.0	46.0	0.0	21.4	30.6	0.0	0.0
LnGrp LOS	B	C	B	C	B	A	D	A	C	C	A	A
Approach Vol, veh/h		884			751			359			22	
Approach Delay, s/veh		24.9			15.3			41.5			30.6	
Approach LOS		C			B			D			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		69.0		36.0	13.1	55.9		36.0				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		63.0		31.0	10.9	47.6		31.0				
Max Q Clear Time (g_c+I1), s		19.0		31.6	8.5	31.3		32.0				
Green Ext Time (p_c), s		7.6		0.0	0.1	8.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		24.3
HCM 6th LOS		C

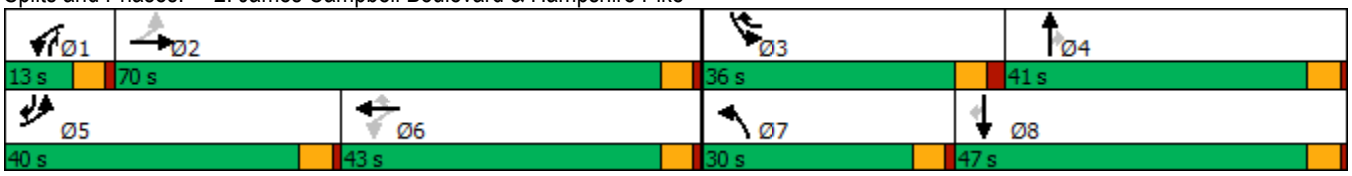
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	239	272	104	224	112	209	495	108	241	768	218
Future Volume (vph)	239	272	104	224	112	209	495	108	241	768	218
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	7	4	1	3	8	5
Permitted Phases	2		6		6			4			8
Detector Phase	5	2	1	6	3	7	4	1	3	8	5
Switch Phase											
Minimum Initial (s)	6.0	5.0	4.0	5.0	4.0	4.0	8.0	4.0	4.0	8.0	6.0
Minimum Split (s)	11.0	10.0	9.0	10.0	10.0	9.0	13.0	9.0	10.0	13.0	11.0
Total Split (s)	40.0	70.0	13.0	43.0	36.0	30.0	41.0	13.0	36.0	47.0	40.0
Total Split (%)	25.0%	43.8%	8.1%	26.9%	22.5%	18.8%	25.6%	8.1%	22.5%	29.4%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
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
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	5.0	5.0	5.0	6.0	5.0	5.0
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
Recall Mode	None	Max	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	77.7	65.1	61.0	53.4	85.3	23.2	36.3	48.9	26.9	41.0	65.3
Actuated g/C Ratio	0.50	0.41	0.39	0.34	0.54	0.15	0.23	0.31	0.17	0.26	0.42
v/c Ratio	0.55	0.85	0.59	0.41	0.15	0.92	0.73	0.23	0.91	0.95	0.33
Control Delay	29.0	51.8	38.8	44.1	4.6	103.8	63.0	16.0	97.2	77.1	9.7
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	29.0	51.8	38.8	44.1	4.6	103.8	63.0	16.0	97.2	77.1	9.7
LOS	C	D	D	D	A	F	E	B	F	E	A
Approach Delay		44.8		32.8			67.2			69.1	
Approach LOS		D		C			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 156.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 57.9	Intersection LOS: E
Intersection Capacity Utilization 85.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: James Campbell Boulevard & Hampshire Pike

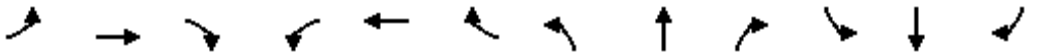




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	269	606	117	252	126	235	556	121	271	863	245
v/c Ratio	0.55	0.85	0.59	0.41	0.15	0.92	0.73	0.23	0.91	0.95	0.33
Control Delay	29.0	51.8	38.8	44.1	4.6	103.8	63.0	16.0	97.2	77.1	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	51.8	38.8	44.1	4.6	103.8	63.0	16.0	97.2	77.1	9.7
Queue Length 50th (ft)	169	549	66	204	6	244	288	29	277	470	45
Queue Length 95th (ft)	235	#733	106	307	42	#391	355	81	#417	#588	99
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	583	716	202	621	876	277	765	530	332	930	878
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	0.46	0.85	0.58	0.41	0.14	0.85	0.73	0.23	0.82	0.93	0.28

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	272	267	104	224	112	209	495	108	241	768	218
Future Volume (veh/h)	239	272	267	104	224	112	209	495	108	241	768	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1796	1796	1841	1752	1841	1752	1796	1841	1841	1826
Adj Flow Rate, veh/h	269	306	275	117	252	64	235	556	55	271	863	125
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	7	3	7	7	4	10	4	10	7	4	4	5
Cap, veh/h	493	373	335	223	651	771	255	782	435	291	916	578
Arrive On Green	0.11	0.41	0.41	0.05	0.35	0.35	0.15	0.24	0.24	0.17	0.26	0.26
Sat Flow, veh/h	1711	901	809	1711	1841	1485	1753	3328	1522	1753	3497	1547
Grp Volume(v), veh/h	269	0	581	117	252	64	235	556	55	271	863	125
Grp Sat Flow(s),veh/h/ln	1711	0	1710	1711	1841	1485	1753	1664	1522	1753	1749	1547
Q Serve(g_s), s	15.3	0.0	47.3	6.9	16.1	3.4	20.8	24.1	4.2	23.9	37.9	8.6
Cycle Q Clear(g_c), s	15.3	0.0	47.3	6.9	16.1	3.4	20.8	24.1	4.2	23.9	37.9	8.6
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	493	0	708	223	651	771	255	782	435	291	916	578
V/C Ratio(X)	0.55	0.00	0.82	0.52	0.39	0.08	0.92	0.71	0.13	0.93	0.94	0.22
Avail Cap(c_a), veh/h	684	0	708	223	651	771	279	782	435	335	936	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	40.8	35.2	38.0	18.9	66.2	55.1	41.5	64.6	56.7	33.5
Incr Delay (d2), s/veh	0.3	0.0	10.3	1.1	1.7	0.2	31.3	3.0	0.1	28.4	16.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	21.6	2.9	7.6	1.2	11.4	10.3	1.6	12.8	18.5	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	0.0	51.1	36.3	39.7	19.1	97.5	58.1	41.6	93.0	73.7	33.7
LnGrp LOS	C	A	D	D	D	B	F	E	D	F	E	C
Approach Vol, veh/h		850			433			846			1259	
Approach Delay, s/veh		43.5			35.7			68.0			73.9	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	70.0	32.0	41.9	22.5	60.5	27.8	46.1
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	65.0	30.0	36.0	35.0	38.0	25.0	42.0
Max Q Clear Time (g_c+I1), s	8.9	49.3	25.9	26.1	17.3	18.1	22.8	39.9
Green Ext Time (p_c), s	0.0	2.2	0.1	2.5	0.2	0.9	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	59.9
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	123	10	0	4	23	771	39	23	1237	11
Future Vol, veh/h	10	0	123	10	0	4	23	771	39	23	1237	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	100	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	13	2	11	2	2	2	32	12	2	5	4	11
Mvmt Flow	11	0	135	11	0	4	25	847	43	25	1359	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1889	2355	686	1627	2318	424	1371	0	0	890	0	0
Stage 1	1415	1415	-	897	897	-	-	-	-	-	-	-
Stage 2	474	940	-	730	1421	-	-	-	-	-	-	-
Critical Hdwy	7.76	6.54	7.12	7.54	6.54	6.94	4.74	-	-	4.2	-	-
Critical Hdwy Stg 1	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.63	4.02	3.41	3.52	4.02	3.32	2.52	-	-	2.25	-	-
Pot Cap-1 Maneuver	38	35	370	68	37	579	365	-	-	739	-	-
Stage 1	131	202	-	301	357	-	-	-	-	-	-	-
Stage 2	512	340	-	380	201	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	35	32	370	40	33	579	365	-	-	739	-	-
Mov Cap-2 Maneuver	98	121	-	127	116	-	-	-	-	-	-	-
Stage 1	122	195	-	281	333	-	-	-	-	-	-	-
Stage 2	473	317	-	233	194	-	-	-	-	-	-	-

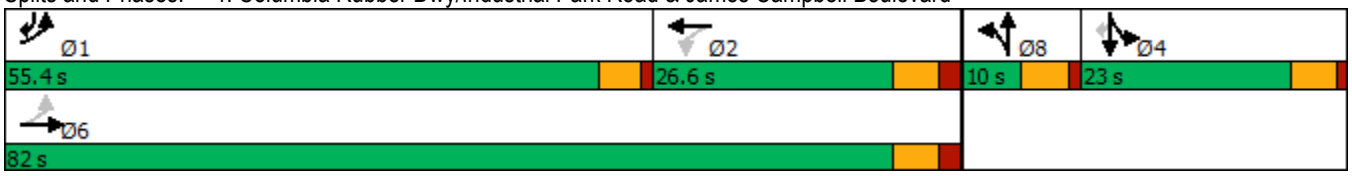
Approach	EB	WB	NB	SB
HCM Control Delay, s	22.2	28.9	0.9	0.2
HCM LOS	C	D		

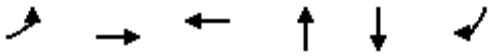
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	365	-	-	98	370	127	579	739	-	-
HCM Lane V/C Ratio	0.069	-	-	0.112	0.365	0.087	0.008	0.034	-	-
HCM Control Delay (s)	15.6	0.5	-	46.3	20.2	36	11.3	10	-	-
HCM Lane LOS	C	A	-	E	C	E	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	1.6	0.3	0	0.1	-	-

Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	495	278	290	7	7	984
Future Volume (vph)	495	278	290	7	7	984
Turn Type	pm+pt	NA	NA	NA	NA	pm+ov
Protected Phases	1	6	2	8	4	1
Permitted Phases	6					4
Detector Phase	1	6	2	8	4	1
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0
Minimum Split (s)	9.5	21.0	21.0	10.0	10.0	9.5
Total Split (s)	55.4	82.0	26.6	10.0	23.0	55.4
Total Split (%)	48.2%	71.3%	23.1%	8.7%	20.0%	48.2%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	5.0	5.0	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	None	None
Act Effct Green (s)	77.6	76.1	41.9	5.0	18.0	52.7
Actuated g/C Ratio	0.73	0.71	0.39	0.05	0.17	0.49
v/c Ratio	0.76	0.14	0.31	0.17	1.83	0.74
Control Delay	14.2	5.4	26.4	54.0	406.2	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	5.4	26.4	54.0	406.2	16.2
LOS	B	A	C	D	F	B
Approach Delay		10.9	26.4	54.0	212.8	
Approach LOS		B	C	D	F	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 107	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.83	
Intersection Signal Delay: 113.3	Intersection LOS: F
Intersection Capacity Utilization 88.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Columbia Rubber Dwy/Industrial Park Road & James Campbell Boulevard



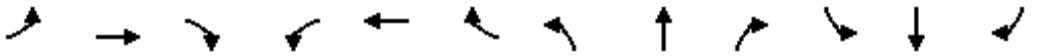


Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	576	336	399	11	652	641
v/c Ratio	0.76	0.14	0.31	0.17	1.83	0.74
Control Delay	14.2	5.4	26.4	54.0	406.2	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	5.4	26.4	54.0	406.2	16.2
Queue Length 50th (ft)	135	30	87	7	~625	209
Queue Length 95th (ft)	265	59	184	26	#885	226
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	933	2342	1297	64	357	1103
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	0.62	0.14	0.31	0.17	1.83	0.58

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	495	278	11	0	290	53	2	7	1	121	7	984
Future Volume (veh/h)	495	278	11	0	290	53	2	7	1	121	7	984
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	1693	1767	1737	1870	1811	1693	1159	1307	1870	1811	1307	1841
Adj Flow Rate, veh/h	576	323	11	0	337	50	2	8	0	0	0	997
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	14	9	11	2	6	14	50	40	2	6	40	4
Cap, veh/h	736	2261	77	0	1258	185	3	12	0	0	211	1204
Arrive On Green	0.22	0.68	0.68	0.00	0.42	0.42	0.01	0.01	0.00	0.00	0.00	0.16
Sat Flow, veh/h	1612	3312	113	0	3100	442	259	1035	0	0	1307	3120
Grp Volume(v), veh/h	576	163	171	0	191	196	10	0	0	0	0	997
Grp Sat Flow(s),veh/h/ln	1612	1678	1746	0	1721	1731	1294	0	0	0	1307	1560
Q Serve(g_s), s	21.0	3.8	3.8	0.0	8.1	8.3	0.9	0.0	0.0	0.0	0.0	18.0
Cycle Q Clear(g_c), s	21.0	3.8	3.8	0.0	8.1	8.3	0.9	0.0	0.0	0.0	0.0	18.0
Prop In Lane	1.00		0.06	0.00		0.26	0.20		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	736	1146	1192	0	719	724	15	0	0	0	211	1204
V/C Ratio(X)	0.78	0.14	0.14	0.00	0.27	0.27	0.65	0.00	0.00	0.00	0.00	0.83
Avail Cap(c_a), veh/h	1112	1146	1192	0	719	724	58	0	0	0	211	1204
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	11.3	6.2	6.2	0.0	21.2	21.2	54.8	0.0	0.0	0.0	0.0	30.9
Incr Delay (d2), s/veh	2.1	0.3	0.3	0.0	0.9	0.9	37.3	0.0	0.0	0.0	0.0	5.0
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	6.6	1.2	1.3	0.0	3.3	3.4	0.4	0.0	0.0	0.0	0.0	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	6.5	6.5	0.0	22.1	22.2	92.1	0.0	0.0	0.0	0.0	35.8
LnGrp LOS	B	A	A	A	C	C	F	A	A	A	A	D
Approach Vol, veh/h		910			387			10			997	
Approach Delay, s/veh		10.9			22.1			92.1			35.8	
Approach LOS		B			C			F			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	29.4	52.6		23.0		82.0		6.3				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	23.0	10.3		20.0		5.8		2.9				
Green Ext Time (p_c), s	1.9	1.4		0.0		1.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		23.9	
HCM 6th LOS		C	

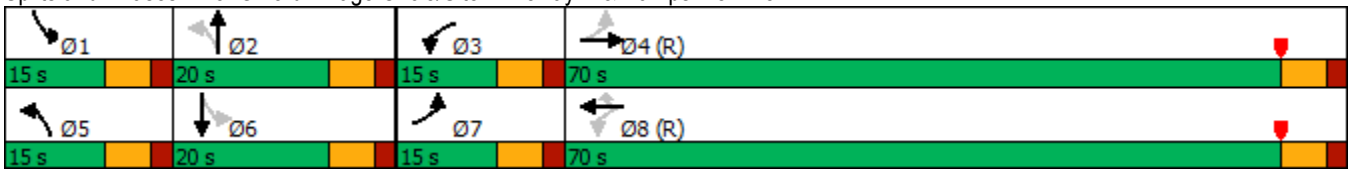
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø1	Ø6	Ø7
Lane Configurations								
Traffic Volume (vph)	765	12	684	12	0			
Future Volume (vph)	765	12	684	12	0			
Turn Type	NA	pm+pt	NA	pm+pt	NA			
Protected Phases	4	3	8	5	2	1	6	7
Permitted Phases		8		2				
Detector Phase	4	3	8	5	2			
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	24.0	11.0	24.0	11.0	24.0	11.0
Total Split (s)	70.0	15.0	70.0	15.0	20.0	15.0	20.0	15.0
Total Split (%)	58.3%	12.5%	58.3%	12.5%	16.7%	13%	17%	13%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0			
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	None	Max	None	Max	None
Act Effct Green (s)	83.8	88.7	88.7	19.3	19.3			
Actuated g/C Ratio	0.70	0.74	0.74	0.16	0.16			
v/c Ratio	0.69	0.04	0.56	0.07	0.02			
Control Delay	17.7	6.1	10.1	39.2	0.1			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay	17.7	6.1	10.1	39.2	0.1			
LOS	B	A	B	D	A			
Approach Delay	17.7		10.0		19.7			
Approach LOS	B		B		B			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 103 (86%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 14.2	Intersection LOS: B
Intersection Capacity Utilization 55.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Oxford Village Circle/Site Driveway A & Hampshire Pike

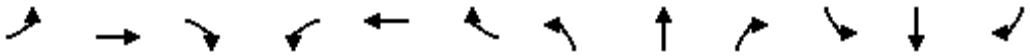




Lane Group	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	854	13	752	13	13
v/c Ratio	0.69	0.04	0.56	0.07	0.02
Control Delay	17.7	6.1	10.1	39.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	6.1	10.1	39.2	0.1
Queue Length 50th (ft)	229	2	179	9	0
Queue Length 95th (ft)	#745	10	419	25	0
Internal Link Dist (ft)	1470		2278		194
Turn Bay Length (ft)		100			
Base Capacity (vph)	1238	357	1337	217	545
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.69	0.04	0.56	0.06	0.02

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	765	12	12	684	0	12	0	12	0	0	0
Future Volume (veh/h)	0	765	12	12	684	0	12	0	12	0	0	0
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	1796	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	841	13	13	752	0	13	0	13	0	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	7	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	432	1154	18	305	1312	1139	251	0	287	225	218	0
Arrive On Green	0.00	0.65	0.65	0.01	0.72	0.00	0.01	0.00	0.18	0.00	0.00	0.00
Sat Flow, veh/h	1781	1764	27	1781	1826	1585	1781	0	1585	1781	1870	0
Grp Volume(v), veh/h	0	0	854	13	752	0	13	0	13	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1791	1781	1826	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	0.0	0.0	37.8	0.3	23.6	0.0	0.8	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	37.8	0.3	23.6	0.0	0.8	0.0	0.8	0.0	0.0	0.0
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	432	0	1172	305	1312	1139	251	0	287	225	218	0
V/C Ratio(X)	0.00	0.00	0.73	0.04	0.57	0.00	0.05	0.00	0.05	0.00	0.00	0.00
Avail Cap(c_a), veh/h	564	0	1172	413	1312	1139	359	0	287	357	218	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.77	0.82	0.82	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	13.7	12.7	8.1	0.0	43.9	0.0	40.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	3.1	0.0	1.5	0.0	0.1	0.0	0.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	15.1	0.1	8.8	0.0	0.3	0.0	0.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	16.8	12.8	9.6	0.0	44.0	0.0	40.8	0.0	0.0	0.0
LnGrp LOS	A	A	B	B	A	A	D	A	D	A	A	A
Approach Vol, veh/h		854			765			26			0	
Approach Delay, s/veh		16.8			9.6			42.4			0.0	
Approach LOS		B			A			D				

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	27.8	7.8	84.5	7.8	20.0	0.0	92.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	14.0	9.0	64.0	9.0	14.0	9.0	64.0
Max Q Clear Time (g_c+I1), s	0.0	2.8	2.3	39.8	2.8	0.0	0.0	25.6
Green Ext Time (p_c), s	0.0	0.0	0.0	7.2	0.0	0.0	0.0	6.5

Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

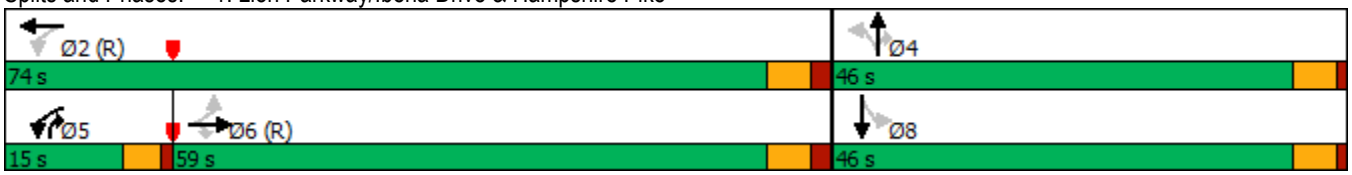
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	4	502	385	63	804	362	3	51	1	2
Future Volume (vph)	4	502	385	63	804	362	3	51	1	2
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases		6		5	2		4	5		8
Permitted Phases	6		6	2		4		4	8	
Detector Phase	6	6	6	5	2	4	4	5	8	8
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	9.5	21.0	10.0	10.0	9.5	10.0	10.0
Total Split (s)	59.0	59.0	59.0	15.0	74.0	46.0	46.0	15.0	46.0	46.0
Total Split (%)	49.2%	49.2%	49.2%	12.5%	61.7%	38.3%	38.3%	12.5%	38.3%	38.3%
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0		5.0	4.5		5.0
Lead/Lag	Lag	Lag	Lag	Lead				Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes		
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	62.5	62.5	62.5	72.7	71.2		37.8	48.9		37.8
Actuated g/C Ratio	0.52	0.52	0.52	0.61	0.59		0.32	0.41		0.32
v/c Ratio	0.03	0.58	0.41	0.17	0.81		0.93	0.08		0.01
Control Delay	18.2	24.7	3.1	13.0	23.0		69.1	5.3		23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	18.2	24.7	3.1	13.0	23.0		69.1	5.3		23.8
LOS	B	C	A	B	C		E	A		C
Approach Delay		15.3			22.3		61.4			23.8
Approach LOS		B			C		E			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 26.9	Intersection LOS: C
Intersection Capacity Utilization 88.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Lion Parkway/Iberia Drive & Hampshire Pike

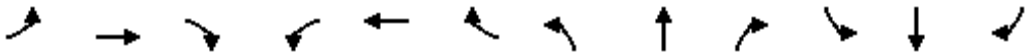




Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	546	418	68	876	396	55	4
v/c Ratio	0.03	0.58	0.41	0.17	0.81	0.93	0.08	0.01
Control Delay	18.2	24.7	3.1	13.0	23.0	69.1	5.3	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	24.7	3.1	13.0	23.0	69.1	5.3	23.8
Queue Length 50th (ft)	2	307	0	21	480	284	0	2
Queue Length 95th (ft)	9	442	55	m40	429	#463	24	10
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	134	942	1024	438	1083	461	734	585
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.58	0.41	0.16	0.81	0.86	0.07	0.01

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	502	385	63	804	2	362	3	51	1	2	1
Future Volume (veh/h)	4	502	385	63	804	2	362	3	51	1	2	1
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	1530	1826	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	546	197	68	874	2	393	3	17	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	25	5	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	188	898	780	324	1040	2	274	2	601	40	62	0
Arrive On Green	0.49	0.49	0.49	0.05	0.75	0.75	0.34	0.34	0.34	0.34	0.34	0.00
Sat Flow, veh/h	518	1826	1585	1781	1836	4	628	5	1585	0	182	0
Grp Volume(v), veh/h	4	546	197	68	0	876	396	0	17	3	0	0
Grp Sat Flow(s),veh/h/ln	518	1826	1585	1781	0	1840	633	0	1585	182	0	0
Q Serve(g_s), s	0.7	26.0	8.7	2.2	0.0	38.4	0.0	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	30.1	26.0	8.7	2.2	0.0	38.4	41.0	0.0	0.8	41.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.33		0.00
Lane Grp Cap(c), veh/h	188	898	780	324	0	1043	276	0	601	102	0	0
V/C Ratio(X)	0.02	0.61	0.25	0.21	0.00	0.84	1.43	0.00	0.03	0.03	0.00	0.00
Avail Cap(c_a), veh/h	188	898	780	413	0	1043	276	0	601	102	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.00	0.71	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.3	22.1	17.7	16.3	0.0	11.1	43.9	0.0	23.4	31.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	3.1	0.8	0.1	0.0	6.0	215.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	11.3	3.2	0.8	0.0	10.7	25.0	0.0	0.3	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	25.2	18.5	16.3	0.0	17.1	259.2	0.0	23.4	31.8	0.0	0.0
LnGrp LOS	C	C	B	B	A	B	F	A	C	C	A	A
Approach Vol, veh/h		747			944			413			3	
Approach Delay, s/veh		23.4			17.0			249.5			31.8	
Approach LOS		C			B			F			C	

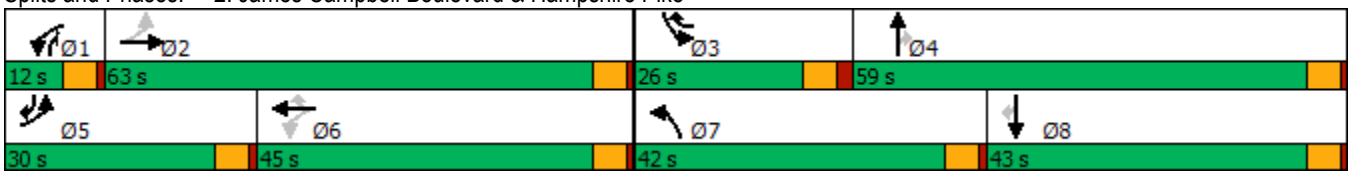
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		74.0		46.0	9.0	65.0		46.0				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		68.0		41.0	10.5	53.0		41.0				
Max Q Clear Time (g_c+I1), s		40.4		43.0	4.2	32.1		43.0				
Green Ext Time (p_c), s		13.3		0.0	0.0	7.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			64.9									
HCM 6th LOS			E									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	231	243	100	257	162	315	639	92	113	711	264
Future Volume (vph)	231	243	100	257	162	315	639	92	113	711	264
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	7	4	1	3	8	5
Permitted Phases	2		6		6			4			8
Detector Phase	5	2	1	6	3	7	4	1	3	8	5
Switch Phase											
Minimum Initial (s)	6.0	5.0	4.0	5.0	4.0	4.0	8.0	4.0	4.0	8.0	6.0
Minimum Split (s)	11.0	10.0	9.0	10.0	10.0	9.0	13.0	9.0	10.0	13.0	11.0
Total Split (s)	30.0	63.0	12.0	45.0	26.0	42.0	59.0	12.0	26.0	43.0	30.0
Total Split (%)	18.8%	39.4%	7.5%	28.1%	16.3%	26.3%	36.9%	7.5%	16.3%	26.9%	18.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
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
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	5.0	5.0	5.0	6.0	5.0	5.0
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
Recall Mode	None	Max	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	70.0	58.1	52.4	45.5	65.7	34.9	56.5	63.4	15.2	37.8	62.3
Actuated g/C Ratio	0.44	0.37	0.33	0.29	0.42	0.22	0.36	0.40	0.10	0.24	0.40
v/c Ratio	0.65	0.86	0.64	0.57	0.26	0.95	0.60	0.16	0.78	0.96	0.42
Control Delay	37.4	58.4	48.8	54.5	12.0	95.7	44.4	8.1	98.5	82.0	13.2
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	37.4	58.4	48.8	54.5	12.0	95.7	44.4	8.1	98.5	82.0	13.2
LOS	D	E	D	D	B	F	D	A	F	F	B
Approach Delay		51.6		40.1			56.7			67.1	
Approach LOS		D		D			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 157.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 56.4	Intersection LOS: E
Intersection Capacity Utilization 86.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: James Campbell Boulevard & Hampshire Pike

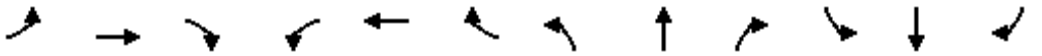




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	266	554	115	295	186	362	734	106	130	817	303
v/c Ratio	0.65	0.86	0.64	0.57	0.26	0.95	0.60	0.16	0.78	0.96	0.42
Control Delay	37.4	58.4	48.8	54.5	12.0	95.7	44.4	8.1	98.5	82.0	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	58.4	48.8	54.5	12.0	95.7	44.4	8.1	98.5	82.0	13.2
Queue Length 50th (ft)	183	514	72	267	41	373	327	10	135	450	77
Queue Length 95th (ft)	248	#681	#121	372	92	#532	396	47	200	#553	140
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	449	641	180	521	755	403	1219	643	220	853	777
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	0.59	0.86	0.64	0.57	0.25	0.90	0.60	0.16	0.59	0.96	0.39

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	243	239	100	257	162	315	639	92	113	711	264
Future Volume (veh/h)	231	243	239	100	257	162	315	639	92	113	711	264
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1826	1870	1826	1826	1826	1811	1781	1841	1870	1841
Adj Flow Rate, veh/h	266	279	250	115	295	100	362	734	45	130	817	163
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, %	3	4	5	2	5	5	5	6	8	4	2	4
Cap, veh/h	409	330	296	197	544	594	380	1264	621	151	855	555
Arrive On Green	0.12	0.37	0.37	0.04	0.30	0.30	0.22	0.37	0.37	0.09	0.24	0.24
Sat Flow, veh/h	1767	895	802	1781	1826	1547	1739	3441	1508	1753	3554	1557
Grp Volume(v), veh/h	266	0	529	115	295	100	362	734	45	130	817	163
Grp Sat Flow(s),veh/h/ln	1767	0	1696	1781	1826	1547	1739	1721	1508	1753	1777	1557
Q Serve(g_s), s	16.0	0.0	45.0	7.0	21.3	6.7	32.3	27.0	2.8	11.5	35.6	11.8
Cycle Q Clear(g_c), s	16.0	0.0	45.0	7.0	21.3	6.7	32.3	27.0	2.8	11.5	35.6	11.8
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	409	0	626	197	544	594	380	1264	621	151	855	555
V/C Ratio(X)	0.65	0.00	0.85	0.58	0.54	0.17	0.95	0.58	0.07	0.86	0.96	0.29
Avail Cap(c_a), veh/h	486	0	626	197	544	594	409	1264	621	223	859	556
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	32.9	0.0	45.5	41.0	46.2	31.9	60.6	40.0	28.0	71.0	58.9	36.4
Incr Delay (d2), s/veh	1.3	0.0	13.2	2.9	3.8	0.6	30.5	0.7	0.0	14.2	20.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	20.9	3.3	10.2	2.6	17.2	11.4	1.0	5.7	18.1	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	0.0	58.8	43.9	50.1	32.5	91.1	40.7	28.1	85.2	79.4	36.7
LnGrp LOS	C	A	E	D	D	C	F	D	C	F	E	D
Approach Vol, veh/h		795			510			1141			1110	
Approach Delay, s/veh		50.5			45.2			56.2			73.8	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	63.0	19.5	62.8	23.1	51.9	39.4	42.9
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	58.0	20.0	54.0	25.0	40.0	37.0	38.0
Max Q Clear Time (g_c+I1), s	9.0	47.0	13.5	29.0	18.0	23.3	34.3	37.6
Green Ext Time (p_c), s	0.0	1.7	0.0	5.0	0.1	1.1	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	58.9
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	24	38	0	20	52	1049	3	3	993	35
Future Vol, veh/h	9	0	24	38	0	20	52	1049	3	3	993	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	100	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	15	3	2	6	9	2	2	67	3	7
Mvmt Flow	10	0	26	42	0	22	57	1153	3	3	1091	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1807	2386	565	1819	2402	577	1129	0	0	1156	0	0
Stage 1	1116	1116	-	1267	1267	-	-	-	-	-	-	-
Stage 2	691	1270	-	552	1135	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.2	7.56	6.54	7.02	4.28	-	-	5.44	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.45	3.53	4.02	3.36	2.29	-	-	2.87	-	-
Pot Cap-1 Maneuver	50	34	437	48	33	450	576	-	-	335	-	-
Stage 1	221	281	-	177	238	-	-	-	-	-	-	-
Stage 2	401	237	-	483	275	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	44	30	437	~ 41	29	450	576	-	-	335	-	-
Mov Cap-2 Maneuver	133	123	-	118	111	-	-	-	-	-	-	-
Stage 1	199	278	-	159	214	-	-	-	-	-	-	-
Stage 2	344	214	-	450	273	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.4	38.3	1	0
HCM LOS	C	E		

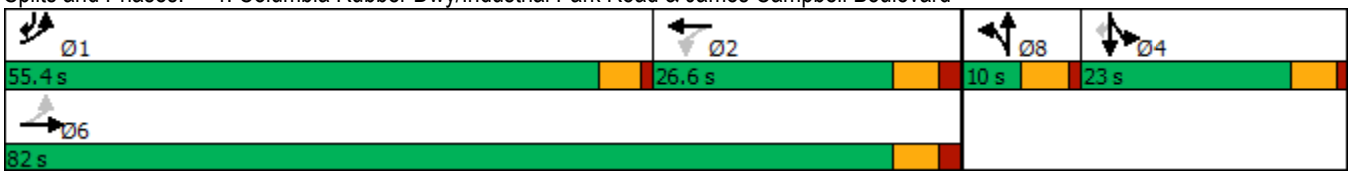
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	576	-	-	133	437	118	450	335	-	-
HCM Lane V/C Ratio	0.099	-	-	0.074	0.06	0.354	0.049	0.01	-	-
HCM Control Delay (s)	11.9	0.5	-	34.2	13.8	51.4	13.4	15.9	-	-
HCM Lane LOS	B	A	-	D	B	F	B	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.2	0.2	1.4	0.2	0	-	-

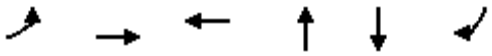
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	792	314	2	304	7	0	720
Future Volume (vph)	792	314	2	304	7	0	720
Turn Type	pm+pt	NA	Perm	NA	NA	NA	pm+ov
Protected Phases	1	6		2	8	4	1
Permitted Phases	6		2				4
Detector Phase	1	6	2	2	8	4	1
Switch Phase							
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0	5.0
Minimum Split (s)	9.5	21.0	21.0	21.0	10.0	10.0	9.5
Total Split (s)	55.4	82.0	26.6	26.6	10.0	23.0	55.4
Total Split (%)	48.2%	71.3%	23.1%	23.1%	8.7%	20.0%	48.2%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	2.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0		6.0	5.0	5.0	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	Max	None	None	None
Act Effct Green (s)	77.7	76.2		22.6	5.0	18.0	72.1
Actuated g/C Ratio	0.71	0.70		0.21	0.05	0.17	0.66
v/c Ratio	0.93	0.14		0.61	0.27	0.97	0.40
Control Delay	35.2	6.1		42.9	56.0	56.7	4.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	35.2	6.1		42.9	56.0	56.7	4.6
LOS	D	A		D	E	E	A
Approach Delay		26.9		42.9	56.0	31.0	
Approach LOS		C		D	E	C	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 109	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 31.2	Intersection LOS: C
Intersection Capacity Utilization 89.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Columbia Rubber Dwy/Industrial Park Road & James Campbell Boulevard

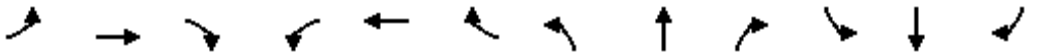




Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	870	348	420	20	430	419
v/c Ratio	0.93	0.14	0.61	0.27	0.97	0.40
Control Delay	35.2	6.1	42.9	56.0	56.7	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	6.1	42.9	56.0	56.7	4.6
Queue Length 50th (ft)	375	32	130	11	145	37
Queue Length 95th (ft)	#789	64	203	39	#390	109
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	955	2463	683	74	444	1078
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	0.91	0.14	0.61	0.27	0.97	0.39

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	792	314	3	2	304	76	8	7	3	53	0	720
Future Volume (veh/h)	792	314	3	2	304	76	8	7	3	53	0	720
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	1856	1870	1411	1870	1841	1856	1870	1307	1870	1767	1870	1841
Adj Flow Rate, veh/h	870	345	2	2	334	64	9	8	0	0	0	529
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	2	33	2	4	3	2	40	2	9	2	4
Cap, veh/h	911	2547	15	34	845	159	12	11	0	0	244	1553
Arrive On Green	0.37	0.70	0.70	0.29	0.29	0.29	0.02	0.02	0.00	0.00	0.00	0.13
Sat Flow, veh/h	1767	3622	21	3	2872	541	674	599	0	0	1870	3120
Grp Volume(v), veh/h	870	169	178	213	0	187	17	0	0	0	0	529
Grp Sat Flow(s),veh/h/ln	1767	1777	1867	1838	0	1578	1273	0	0	0	1870	1560
Q Serve(g_s), s	34.8	3.4	3.4	0.0	0.0	10.2	1.4	0.0	0.0	0.0	0.0	11.1
Cycle Q Clear(g_c), s	34.8	3.4	3.4	10.0	0.0	10.2	1.4	0.0	0.0	0.0	0.0	11.1
Prop In Lane	1.00		0.01	0.01		0.34	0.53		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	911	1249	1312	574	0	464	24	0	0	0	244	1553
V/C Ratio(X)	0.96	0.14	0.14	0.37	0.00	0.40	0.72	0.00	0.00	0.00	0.00	0.34
Avail Cap(c_a), veh/h	1094	1249	1312	574	0	464	59	0	0	0	311	1665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.6	5.3	5.3	30.5	0.0	30.5	52.8	0.0	0.0	0.0	0.0	16.4
Incr Delay (d2), s/veh	16.0	0.2	0.2	1.8	0.0	2.6	33.8	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	1.1	1.1	4.6	0.0	4.1	0.7	0.0	0.0	0.0	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	5.5	5.5	32.3	0.0	33.1	86.5	0.0	0.0	0.0	0.0	16.5
LnGrp LOS	C	A	A	C	A	C	F	A	A	A	A	B
Approach Vol, veh/h		1217			400			17			529	
Approach Delay, s/veh		23.4			32.7			86.5			16.5	
Approach LOS		C			C			F			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	44.2	37.8		19.1		82.0		7.0				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	36.8	12.2		13.1		5.4		3.4				
Green Ext Time (p_c), s	2.9	1.3		1.0		1.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			23.9									
HCM 6th LOS			C									

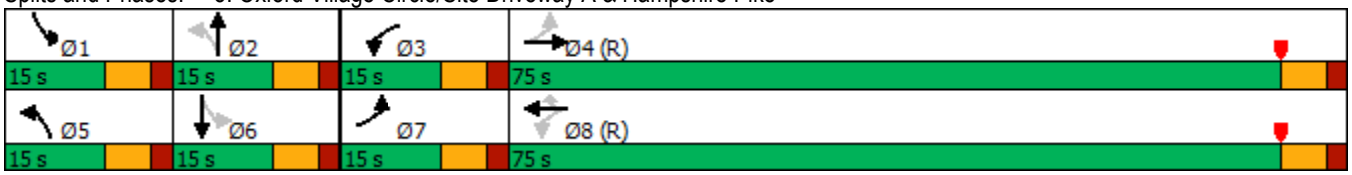
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBT	NBL	NBT	Ø1	Ø6	Ø7
Lane Configurations								
Traffic Volume (vph)	554	12	870	12	0			
Future Volume (vph)	554	12	870	12	0			
Turn Type	NA	pm+pt	NA	pm+pt	NA			
Protected Phases	4	3	8	5	2	1	6	7
Permitted Phases		8		2				
Detector Phase	4	3	8	5	2			
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	24.0	11.0	44.0	11.0	24.0	11.0
Total Split (s)	75.0	15.0	75.0	15.0	15.0	15.0	15.0	15.0
Total Split (%)	62.5%	12.5%	62.5%	12.5%	12.5%	13%	13%	13%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0			
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	None	Max	None	Max	None
Act Effct Green (s)	88.8	93.6	93.6	14.4	14.4			
Actuated g/C Ratio	0.74	0.78	0.78	0.12	0.12			
v/c Ratio	0.46	0.02	0.66	0.09	0.02			
Control Delay	5.8	4.5	10.1	43.8	0.1			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay	5.8	4.5	10.1	43.8	0.1			
LOS	A	A	B	D	A			
Approach Delay	5.8		10.1		22.0			
Approach LOS	A		B		C			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 103 (86%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 8.6	Intersection LOS: A
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

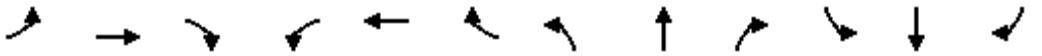
Splits and Phases: 5: Oxford Village Circle/Site Driveway A & Hampshire Pike





Lane Group	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	615	13	946	13	13
v/c Ratio	0.46	0.02	0.66	0.09	0.02
Control Delay	5.8	4.5	10.1	43.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.8	4.5	10.1	43.8	0.1
Queue Length 50th (ft)	67	1	205	10	0
Queue Length 95th (ft)	117	8	557	27	0
Internal Link Dist (ft)	1470		2278		194
Turn Bay Length (ft)		100			
Base Capacity (vph)	1336	569	1425	170	583
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	0.02	0.66	0.08	0.02

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	554	12	12	870	0	12	0	12	0	0	0
Future Volume (veh/h)	0	554	12	12	870	0	12	0	12	0	0	0
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	1826	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	602	13	13	946	0	13	0	13	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	362	1239	27	648	1400	1205	192	0	221	167	140	0
Arrive On Green	0.00	1.00	1.00	0.01	0.76	0.00	0.01	0.00	0.14	0.00	0.00	0.00
Sat Flow, veh/h	1781	1781	38	1781	1841	1585	1781	0	1585	1781	1870	0
Grp Volume(v), veh/h	0	0	615	13	946	0	13	0	13	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1819	1781	1841	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	0.2	30.4	0.0	0.8	0.0	0.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.2	30.4	0.0	0.8	0.0	0.9	0.0	0.0	0.0
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	362	0	1265	648	1400	1205	192	0	221	167	140	0
V/C Ratio(X)	0.00	0.00	0.49	0.02	0.68	0.00	0.07	0.00	0.06	0.00	0.00	0.00
Avail Cap(c_a), veh/h	494	0	1265	755	1400	1205	300	0	221	299	140	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.83	0.70	0.70	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	4.5	7.1	0.0	48.3	0.0	44.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.1	0.0	1.9	0.0	0.1	0.0	0.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.1	10.7	0.0	0.4	0.0	0.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	1.1	4.5	8.9	0.0	48.4	0.0	45.3	0.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	D	A	A	A
Approach Vol, veh/h		615			959			26			0	
Approach Delay, s/veh		1.1			8.9			46.9			0.0	
Approach LOS		A			A			D				

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	22.8	7.8	89.5	7.8	15.0	0.0	97.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	9.0	9.0	69.0	9.0	9.0	9.0	69.0
Max Q Clear Time (g_c+I1), s	0.0	2.9	2.2	2.0	2.8	0.0	0.0	32.4
Green Ext Time (p_c), s	0.0	0.0	0.0	5.0	0.0	0.0	0.0	9.6

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

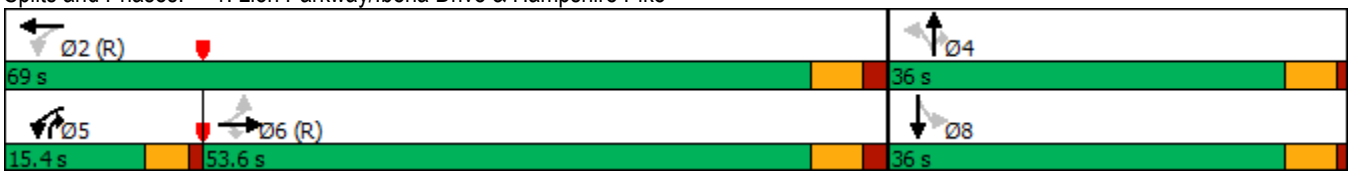
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	1	599	486	204	505	265	2	173	11	8
Future Volume (vph)	1	599	486	204	505	265	2	173	11	8
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases		6		5	2		4	5		8
Permitted Phases	6		6	2		4		4	8	
Detector Phase	6	6	6	5	2	4	4	5	8	8
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	9.5	21.0	10.0	10.0	9.5	10.0	10.0
Total Split (s)	53.6	53.6	53.6	15.4	69.0	36.0	36.0	15.4	36.0	36.0
Total Split (%)	51.0%	51.0%	51.0%	14.7%	65.7%	34.3%	34.3%	14.7%	34.3%	34.3%
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0		5.0	4.5		5.0
Lead/Lag	Lag	Lag	Lag	Lead				Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes		
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	52.9	52.9	52.9	68.0	66.5		27.5	41.6		27.5
Actuated g/C Ratio	0.50	0.50	0.50	0.65	0.63		0.26	0.40		0.26
v/c Ratio	0.00	0.72	0.50	0.62	0.48		0.90	0.29		0.07
Control Delay	16.0	27.4	3.4	15.9	12.7		67.9	5.4		21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	16.0	27.4	3.4	15.9	12.7		67.9	5.4		21.4
LOS	B	C	A	B	B		E	A		C
Approach Delay		16.6			13.6		43.3			21.4
Approach LOS		B			B		D			C

Intersection Summary	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 20.9	Intersection LOS: C
Intersection Capacity Utilization 77.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Lion Parkway/Iberia Drive & Hampshire Pike

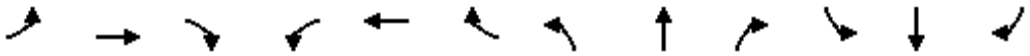




Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1	658	534	224	555	293	190	30
v/c Ratio	0.00	0.72	0.50	0.62	0.48	0.90	0.29	0.07
Control Delay	16.0	27.4	3.4	15.9	12.7	67.9	5.4	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	27.4	3.4	15.9	12.7	67.9	5.4	21.4
Queue Length 50th (ft)	0	353	0	60	195	184	11	10
Queue Length 95th (ft)	4	526	58	98	288	#321	51	33
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	427	919	1062	387	1146	366	670	460
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.72	0.50	0.58	0.48	0.80	0.28	0.07

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	599	486	204	505	0	265	2	173	11	8	8
Future Volume (veh/h)	1	599	486	204	505	0	265	2	173	11	8	8
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	1841	1870	1841	1826	1870	1781	1870	1663	1870	1870	1870
Adj Flow Rate, veh/h	1	658	243	224	555	0	291	2	75	12	9	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	2	4	5	2	8	2	16	2	2	2
Cap, veh/h	432	876	754	323	1096	0	372	2	531	64	36	2
Arrive On Green	0.48	0.48	0.48	0.08	0.60	0.00	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	854	1841	1585	1753	1826	0	1030	7	1409	37	123	8
Grp Volume(v), veh/h	1	658	243	224	555	0	293	0	75	22	0	0
Grp Sat Flow(s),veh/h/ln	854	1841	1585	1753	1826	0	1037	0	1409	167	0	0
Q Serve(g_s), s	0.1	30.6	10.0	6.5	18.3	0.0	0.0	0.0	3.7	0.4	0.0	0.0
Cycle Q Clear(g_c), s	5.4	30.6	10.0	6.5	18.3	0.0	29.6	0.0	3.7	30.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.55		0.05
Lane Grp Cap(c), veh/h	432	876	754	323	1096	0	374	0	531	102	0	0
V/C Ratio(X)	0.00	0.75	0.32	0.69	0.51	0.00	0.78	0.00	0.14	0.22	0.00	0.00
Avail Cap(c_a), veh/h	432	876	754	362	1096	0	374	0	531	102	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.4	22.5	17.0	18.8	12.1	0.0	36.5	0.0	21.5	30.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.9	1.1	2.6	1.2	0.0	9.5	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.7	3.7	2.5	7.0	0.0	8.3	0.0	1.2	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	28.4	18.2	21.4	13.2	0.0	46.0	0.0	21.6	30.6	0.0	0.0
LnGrp LOS	B	C	B	C	B	A	D	A	C	C	A	A
Approach Vol, veh/h		902			779			368			22	
Approach Delay, s/veh		25.6			15.6			41.0			30.6	
Approach LOS		C			B			D			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		69.0		36.0	13.1	55.9		36.0				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		63.0		31.0	10.9	47.6		31.0				
Max Q Clear Time (g_c+I1), s		20.3		31.6	8.5	32.6		32.0				
Green Ext Time (p_c), s		8.1		0.0	0.1	7.9		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	24.6	
HCM 6th LOS	C	

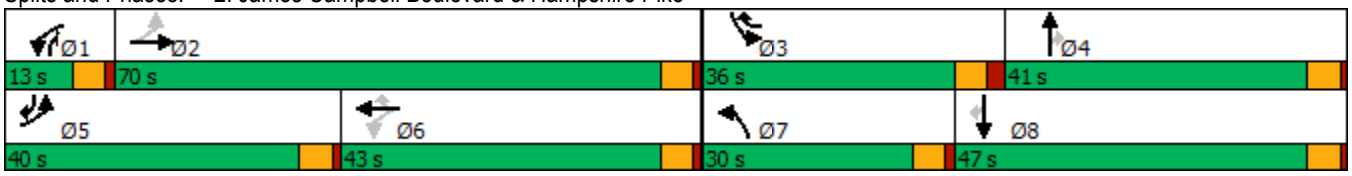
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	321	296	104	240	112	220	495	108	241	768	246
Future Volume (vph)	321	296	104	240	112	220	495	108	241	768	246
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	7	4	1	3	8	5
Permitted Phases	2		6		6			4			8
Detector Phase	5	2	1	6	3	7	4	1	3	8	5
Switch Phase											
Minimum Initial (s)	6.0	5.0	4.0	5.0	4.0	4.0	8.0	4.0	4.0	8.0	6.0
Minimum Split (s)	11.0	10.0	9.0	10.0	10.0	9.0	13.0	9.0	10.0	13.0	11.0
Total Split (s)	40.0	70.0	13.0	43.0	36.0	30.0	41.0	13.0	36.0	47.0	40.0
Total Split (%)	25.0%	43.8%	8.1%	26.9%	22.5%	18.8%	25.6%	8.1%	22.5%	29.4%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
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
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	5.0	5.0	5.0	6.0	5.0	5.0
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
Recall Mode	None	Max	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	77.8	65.0	54.6	46.8	78.9	23.9	37.0	49.8	27.1	41.1	72.2
Actuated g/C Ratio	0.49	0.41	0.35	0.30	0.50	0.15	0.23	0.32	0.17	0.26	0.46
v/c Ratio	0.73	0.93	0.74	0.50	0.16	0.94	0.72	0.23	0.91	0.95	0.34
Control Delay	36.0	62.3	55.9	52.0	6.5	107.5	62.5	16.0	97.8	78.0	8.3
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	36.0	62.3	55.9	52.0	6.5	107.5	62.5	16.0	97.8	78.0	8.3
LOS	D	E	E	D	A	F	E	B	F	E	A
Approach Delay		53.0		41.7			68.4			68.1	
Approach LOS		D		D			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 157.9	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 60.7	Intersection LOS: E
Intersection Capacity Utilization 89.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: James Campbell Boulevard & Hampshire Pike

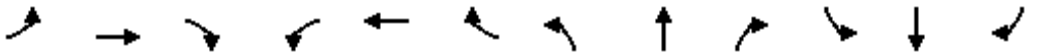




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	361	660	117	270	126	247	556	121	271	863	276
v/c Ratio	0.73	0.93	0.74	0.50	0.16	0.94	0.72	0.23	0.91	0.95	0.34
Control Delay	36.0	62.3	55.9	52.0	6.5	107.5	62.5	16.0	97.8	78.0	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	62.3	55.9	52.0	6.5	107.5	62.5	16.0	97.8	78.0	8.3
Queue Length 50th (ft)	243	633	66	236	11	258	288	29	277	470	47
Queue Length 95th (ft)	327	#874	#163	354	51	#419	355	81	#417	#588	97
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	552	711	160	541	810	275	769	534	329	923	885
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	0.65	0.93	0.73	0.50	0.16	0.90	0.72	0.23	0.82	0.93	0.31

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	296	291	104	240	112	220	495	108	241	768	246
Future Volume (veh/h)	321	296	291	104	240	112	220	495	108	241	768	246
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1796	1796	1841	1752	1841	1752	1796	1841	1841	1826
Adj Flow Rate, veh/h	361	333	302	117	270	64	247	556	55	271	863	149
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	7	3	7	7	4	10	4	10	7	4	4	5
Cap, veh/h	498	368	334	179	563	700	266	801	443	291	912	644
Arrive On Green	0.16	0.41	0.41	0.05	0.31	0.31	0.15	0.24	0.24	0.17	0.26	0.26
Sat Flow, veh/h	1711	896	813	1711	1841	1485	1753	3328	1522	1753	3497	1547
Grp Volume(v), veh/h	361	0	635	117	270	64	247	556	55	271	863	149
Grp Sat Flow(s),veh/h/ln	1711	0	1709	1711	1841	1485	1753	1664	1522	1753	1749	1547
Q Serve(g_s), s	22.3	0.0	55.2	7.5	18.9	3.8	22.0	24.1	4.2	24.2	38.3	9.9
Cycle Q Clear(g_c), s	22.3	0.0	55.2	7.5	18.9	3.8	22.0	24.1	4.2	24.2	38.3	9.9
Prop In Lane	1.00		0.48	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	498	0	702	179	563	700	266	801	443	291	912	644
V/C Ratio(X)	0.72	0.00	0.91	0.65	0.48	0.09	0.93	0.69	0.12	0.93	0.95	0.23
Avail Cap(c_a), veh/h	611	0	702	179	563	700	277	801	443	332	928	650
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	30.0	0.0	43.8	40.8	44.7	23.1	66.3	54.8	41.3	65.2	57.4	29.9
Incr Delay (d2), s/veh	2.3	0.0	17.4	6.6	2.9	0.3	34.0	2.6	0.1	29.0	17.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	0.0	26.2	3.5	9.1	1.4	12.2	10.2	1.6	13.0	18.8	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	0.0	61.2	47.4	47.6	23.4	100.3	57.4	41.4	94.2	75.2	30.1
LnGrp LOS	C	A	E	D	D	C	F	E	D	F	E	C
Approach Vol, veh/h		996			451			858			1283	
Approach Delay, s/veh		50.7			44.1			68.7			74.0	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	70.0	32.3	43.1	29.6	53.4	29.1	46.3
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	65.0	30.0	36.0	35.0	38.0	25.0	42.0
Max Q Clear Time (g_c+I1), s	9.5	57.2	26.2	26.1	24.3	20.9	24.0	40.3
Green Ext Time (p_c), s	0.0	1.8	0.1	2.5	0.3	0.9	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	62.5
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	9.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	91	0	123	10	0	4	23	853	39	23	1265	38
Future Vol, veh/h	91	0	123	10	0	4	23	853	39	23	1265	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	100	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	13	2	11	2	2	2	32	12	2	5	4	11
Mvmt Flow	100	0	135	11	0	4	25	937	43	25	1390	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1980	2491	716	1732	2469	469	1432	0	0	980	0	0
Stage 1	1461	1461	-	987	987	-	-	-	-	-	-	-
Stage 2	519	1030	-	745	1482	-	-	-	-	-	-	-
Critical Hdwy	7.76	6.54	7.12	7.54	6.54	6.94	4.74	-	-	4.2	-	-
Critical Hdwy Stg 1	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.63	4.02	3.41	3.52	4.02	3.32	2.52	-	-	2.25	-	-
Pot Cap-1 Maneuver	~ 32	29	353	56	30	541	343	-	-	682	-	-
Stage 1	122	192	-	265	324	-	-	-	-	-	-	-
Stage 2	481	309	-	372	187	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 29	26	353	32	27	541	343	-	-	682	-	-
Mov Cap-2 Maneuver	~ 89	110	-	114	104	-	-	-	-	-	-	-
Stage 1	113	185	-	246	300	-	-	-	-	-	-	-
Stage 2	442	286	-	221	180	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	105.4	31.8	1	0.2
HCM LOS	F	D		

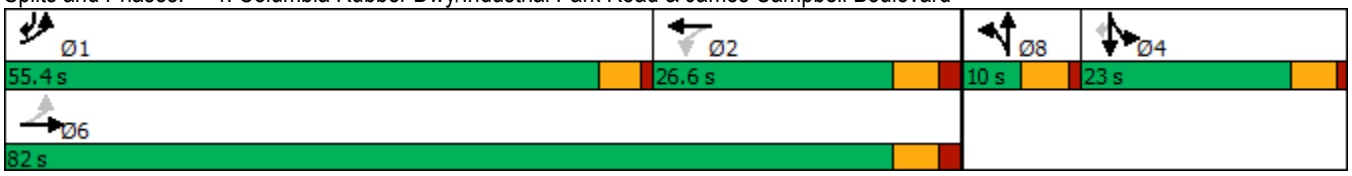
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	343	-	-	89	353	114	541	682	-	-
HCM Lane V/C Ratio	0.074	-	-	1.124	0.383	0.096	0.008	0.037	-	-
HCM Control Delay (s)	16.3	0.6	-	218.9	21.4	39.9	11.7	10.5	-	-
HCM Lane LOS	C	A	-	F	C	E	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	6.8	1.7	0.3	0	0.1	-	-

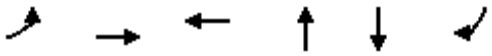
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	646	290	296	7	7	1033
Future Volume (vph)	646	290	296	7	7	1033
Turn Type	pm+pt	NA	NA	NA	NA	pm+ov
Protected Phases	1	6	2	8	4	1
Permitted Phases	6					4
Detector Phase	1	6	2	8	4	1
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0
Minimum Split (s)	9.5	21.0	21.0	10.0	10.0	9.5
Total Split (s)	55.4	82.0	26.6	10.0	23.0	55.4
Total Split (%)	48.2%	71.3%	23.1%	8.7%	20.0%	48.2%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	5.0	5.0	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	None	None
Act Effct Green (s)	77.6	76.1	26.8	5.0	18.0	67.8
Actuated g/C Ratio	0.73	0.71	0.25	0.05	0.17	0.63
v/c Ratio	0.89	0.15	0.49	0.17	1.87	0.65
Control Delay	27.4	5.4	37.6	54.0	423.1	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	5.4	37.6	54.0	423.1	9.7
LOS	C	A	D	D	F	A
Approach Delay		20.4	37.6	54.0	217.0	
Approach LOS		C	D	D	F	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 107	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.87	
Intersection Signal Delay: 115.5	Intersection LOS: F
Intersection Capacity Utilization 97.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: Columbia Rubber Dwy/Industrial Park Road & James Campbell Boulevard



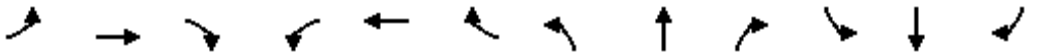


Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	751	350	406	11	677	673
v/c Ratio	0.89	0.15	0.49	0.17	1.87	0.65
Control Delay	27.4	5.4	37.6	54.0	423.1	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	5.4	37.6	54.0	423.1	9.7
Queue Length 50th (ft)	273	32	126	7	~653	117
Queue Length 95th (ft)	#578	61	187	26	#916	257
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	900	2342	836	64	363	1102
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	0.83	0.15	0.49	0.17	1.87	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	646	290	11	0	296	53	2	7	1	121	7	1033
Future Volume (veh/h)	646	290	11	0	296	53	2	7	1	121	7	1033
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	1693	1767	1737	1870	1811	1693	1159	1307	1870	1811	1307	1841
Adj Flow Rate, veh/h	751	337	11	0	344	48	2	8	0	0	0	1092
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	14	9	11	2	6	14	50	40	2	6	40	4
Cap, veh/h	801	2265	74	0	927	128	3	12	0	0	211	1555
Arrive On Green	0.34	0.68	0.68	0.00	0.31	0.31	0.01	0.01	0.00	0.00	0.00	0.16
Sat Flow, veh/h	1612	3317	108	0	3127	420	259	1035	0	0	1307	3120
Grp Volume(v), veh/h	751	170	178	0	194	198	10	0	0	0	0	1092
Grp Sat Flow(s),veh/h/ln	1612	1678	1747	0	1721	1735	1294	0	0	0	1307	1560
Q Serve(g_s), s	33.0	4.0	4.0	0.0	9.8	10.0	0.9	0.0	0.0	0.0	0.0	18.0
Cycle Q Clear(g_c), s	33.0	4.0	4.0	0.0	9.8	10.0	0.9	0.0	0.0	0.0	0.0	18.0
Prop In Lane	1.00		0.06	0.00		0.24	0.20		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	801	1146	1193	0	526	530	15	0	0	0	211	1555
V/C Ratio(X)	0.94	0.15	0.15	0.00	0.37	0.37	0.65	0.00	0.00	0.00	0.00	0.70
Avail Cap(c_a), veh/h	995	1146	1193	0	526	530	58	0	0	0	211	1555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.8	6.2	6.2	0.0	30.3	30.3	54.8	0.0	0.0	0.0	0.0	21.5
Incr Delay (d2), s/veh	13.8	0.3	0.3	0.0	2.0	2.0	37.3	0.0	0.0	0.0	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	1.3	1.3	0.0	4.2	4.3	0.4	0.0	0.0	0.0	0.0	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	6.5	6.5	0.0	32.2	32.3	92.1	0.0	0.0	0.0	0.0	23.0
LnGrp LOS	C	A	A	A	C	C	F	A	A	A	A	C
Approach Vol, veh/h		1099			392			10			1092	
Approach Delay, s/veh		21.6			32.3			92.1			23.0	
Approach LOS		C			C			F			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	42.0	40.0		23.0		82.0		6.3				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	35.0	12.0		20.0		6.0		2.9				
Green Ext Time (p_c), s	2.5	1.3		0.0		1.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		24.1	
HCM 6th LOS		C	

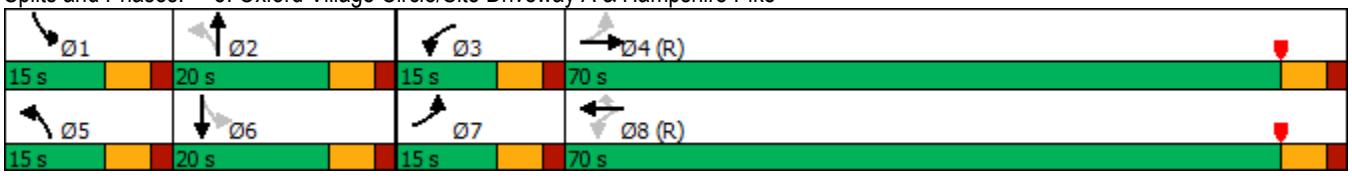
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	19	765	12	684	55	12	0	130	0
Future Volume (vph)	19	765	12	684	55	12	0	130	0
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	7	4	3	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	24.0	24.0	11.0	24.0	11.0	24.0
Total Split (s)	15.0	70.0	15.0	70.0	70.0	15.0	20.0	15.0	20.0
Total Split (%)	12.5%	58.3%	12.5%	58.3%	58.3%	12.5%	16.7%	12.5%	16.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	Max	None	Max
Act Effct Green (s)	76.8	74.2	76.5	74.1	74.1	20.2	14.0	27.3	23.7
Actuated g/C Ratio	0.64	0.62	0.64	0.62	0.62	0.17	0.12	0.23	0.20
v/c Ratio	0.07	0.78	0.06	0.67	0.06	0.05	0.03	0.49	0.04
Control Delay	7.7	24.7	7.8	20.3	0.1	35.7	0.2	44.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	24.7	7.8	20.3	0.1	35.7	0.2	44.7	0.1
LOS	A	C	A	C	A	D	A	D	A
Approach Delay		24.3		18.6			17.9		37.6
Approach LOS		C		B			B		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 103 (86%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 22.9	Intersection LOS: C
Intersection Capacity Utilization 64.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Oxford Village Circle/Site Driveway A & Hampshire Pike

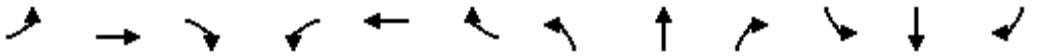




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	21	854	13	752	60	13	13	143	27
v/c Ratio	0.07	0.78	0.06	0.67	0.06	0.05	0.03	0.49	0.04
Control Delay	7.7	24.7	7.8	20.3	0.1	35.7	0.2	44.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	24.7	7.8	20.3	0.1	35.7	0.2	44.7	0.1
Queue Length 50th (ft)	5	400	3	313	0	8	0	92	0
Queue Length 95th (ft)	14	#826	10	592	0	25	0	153	0
Internal Link Dist (ft)		1470		2278			194		449
Turn Bay Length (ft)	100		100		125				
Base Capacity (vph)	343	1096	271	1117	1029	293	413	291	603
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.78	0.05	0.67	0.06	0.04	0.03	0.49	0.04

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	765	12	12	684	55	12	0	12	130	0	25
Future Volume (veh/h)	19	765	12	12	684	55	12	0	12	130	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	841	13	13	752	60	13	0	13	143	0	27
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	7	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	298	1047	16	231	1072	931	247	0	185	347	0	281
Arrive On Green	0.02	0.59	0.59	0.01	0.59	0.59	0.01	0.00	0.12	0.08	0.00	0.18
Sat Flow, veh/h	1781	1764	27	1781	1826	1585	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	21	0	854	13	752	60	13	0	13	143	0	27
Grp Sat Flow(s),veh/h/ln	1781	0	1791	1781	1826	1585	1781	0	1585	1781	0	1585
Q Serve(g_s), s	0.6	0.0	44.4	0.4	34.7	1.9	0.8	0.0	0.9	8.3	0.0	1.7
Cycle Q Clear(g_c), s	0.6	0.0	44.4	0.4	34.7	1.9	0.8	0.0	0.9	8.3	0.0	1.7
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	0	1063	231	1072	931	247	0	185	347	0	281
V/C Ratio(X)	0.07	0.00	0.80	0.06	0.70	0.06	0.05	0.00	0.07	0.41	0.00	0.10
Avail Cap(c_a), veh/h	394	0	1063	338	1072	931	355	0	185	347	0	281
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.00	0.75	0.79	0.79	0.79	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.5	0.0	18.9	17.7	17.4	10.6	45.6	0.0	47.2	40.9	0.0	41.3
Incr Delay (d2), s/veh	0.1	0.0	4.9	0.1	3.0	0.1	0.1	0.0	0.7	0.8	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	18.1	0.1	14.3	0.7	0.3	0.0	0.4	3.7	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.6	0.0	23.8	17.8	20.4	10.7	45.7	0.0	47.9	41.7	0.0	42.0
LnGrp LOS	B	A	C	B	C	B	D	A	D	D	A	D
Approach Vol, veh/h		875			825			26			170	
Approach Delay, s/veh		23.6			19.7			46.8			41.8	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	20.0	7.8	77.2	7.8	27.2	8.5	76.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	14.0	9.0	64.0	9.0	14.0	9.0	64.0
Max Q Clear Time (g_c+I1), s	10.3	2.9	2.4	46.4	2.8	3.7	2.6	36.7
Green Ext Time (p_c), s	0.0	0.0	0.0	5.7	0.0	0.0	0.0	5.7

Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

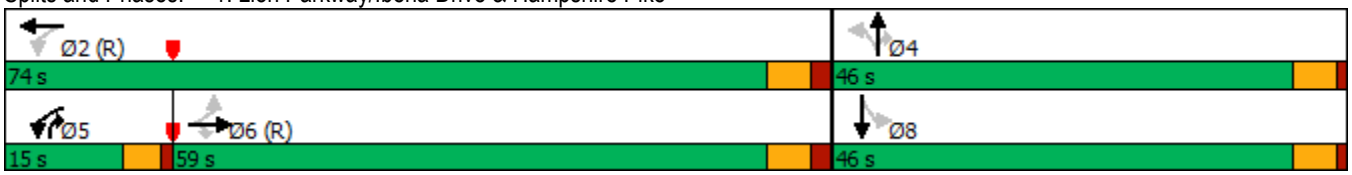
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	4	525	385	64	822	362	3	51	1	2
Future Volume (vph)	4	525	385	64	822	362	3	51	1	2
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases		6		5	2		4	5		8
Permitted Phases	6		6	2		4		4	8	
Detector Phase	6	6	6	5	2	4	4	5	8	8
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	9.5	21.0	10.0	10.0	9.5	10.0	10.0
Total Split (s)	59.0	59.0	59.0	15.0	74.0	46.0	46.0	15.0	46.0	46.0
Total Split (%)	49.2%	49.2%	49.2%	12.5%	61.7%	38.3%	38.3%	12.5%	38.3%	38.3%
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0		5.0	4.5		5.0
Lead/Lag	Lag	Lag	Lag	Lead				Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes		
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	62.4	62.4	62.4	72.7	71.2		37.8	49.0		37.8
Actuated g/C Ratio	0.52	0.52	0.52	0.61	0.59		0.32	0.41		0.32
v/c Ratio	0.03	0.61	0.41	0.19	0.83		0.93	0.08		0.01
Control Delay	18.5	25.6	3.1	17.8	30.0		69.1	5.3		23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	18.5	25.6	3.1	17.8	30.0		69.1	5.3		23.8
LOS	B	C	A	B	C		E	A		C
Approach Delay		16.1			29.1		61.4			23.8
Approach LOS		B			C		E			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 29.8	Intersection LOS: C
Intersection Capacity Utilization 89.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Lion Parkway/Iberia Drive & Hampshire Pike

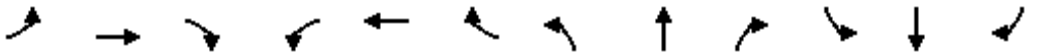




Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	571	418	70	895	396	55	4
v/c Ratio	0.03	0.61	0.41	0.19	0.83	0.93	0.08	0.01
Control Delay	18.5	25.6	3.1	17.8	30.0	69.1	5.3	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	25.6	3.1	17.8	30.0	69.1	5.3	23.8
Queue Length 50th (ft)	2	328	0	33	445	284	0	2
Queue Length 95th (ft)	9	471	55	m47	#587	#463	24	10
Internal Link Dist (ft)		874			1470	566		527
Turn Bay Length (ft)	200			200			200	
Base Capacity (vph)	123	941	1023	420	1083	461	734	585
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.61	0.41	0.17	0.83	0.86	0.07	0.01

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	525	385	64	822	2	362	3	51	1	2	1
Future Volume (veh/h)	4	525	385	64	822	2	362	3	51	1	2	1
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	1530	1826	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	571	196	70	893	2	393	3	17	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	25	5	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	176	898	779	309	1040	2	274	2	601	40	62	0
Arrive On Green	0.49	0.49	0.49	0.05	0.75	0.75	0.34	0.34	0.34	0.34	0.34	0.00
Sat Flow, veh/h	508	1826	1585	1781	1836	4	628	5	1585	0	182	0
Grp Volume(v), veh/h	4	571	196	70	0	895	396	0	17	3	0	0
Grp Sat Flow(s),veh/h/ln	508	1826	1585	1781	0	1840	633	0	1585	182	0	0
Q Serve(g_s), s	0.7	27.8	8.6	2.2	0.0	40.7	0.0	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	32.4	27.8	8.6	2.2	0.0	40.7	41.0	0.0	0.8	41.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.33		0.00
Lane Grp Cap(c), veh/h	176	898	779	309	0	1043	276	0	601	102	0	0
V/C Ratio(X)	0.02	0.64	0.25	0.23	0.00	0.86	1.43	0.00	0.03	0.03	0.00	0.00
Avail Cap(c_a), veh/h	176	898	779	398	0	1043	276	0	601	102	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.55	0.00	0.55	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.1	22.6	17.7	16.8	0.0	11.4	43.9	0.0	23.4	31.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	3.4	0.8	0.1	0.0	5.3	215.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	12.2	3.2	0.9	0.0	11.1	25.0	0.0	0.3	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	26.0	18.5	16.8	0.0	16.7	259.2	0.0	23.4	31.8	0.0	0.0
LnGrp LOS	D	C	B	B	A	B	F	A	C	C	A	A
Approach Vol, veh/h		771			965			413			3	
Approach Delay, s/veh		24.1			16.7			249.5			31.8	
Approach LOS		C			B			F			C	

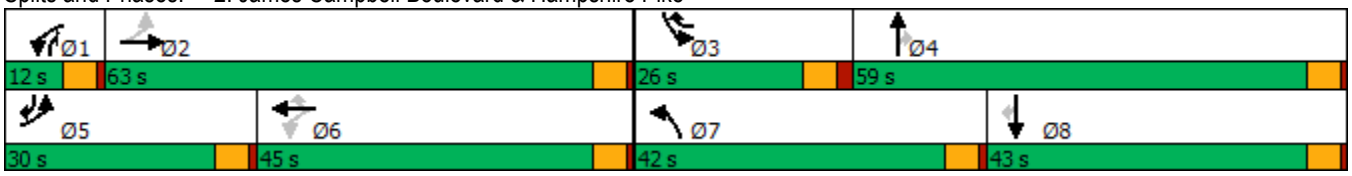
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		74.0		46.0	9.0	65.0		46.0				
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s		68.0		41.0	10.5	53.0		41.0				
Max Q Clear Time (g_c+I1), s		42.7		43.0	4.2	34.4		43.0				
Green Ext Time (p_c), s		13.1		0.0	0.0	7.6		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		64.1
HCM 6th LOS		E

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	277	260	100	280	162	337	639	92	113	711	340
Future Volume (vph)	277	260	100	280	162	337	639	92	113	711	340
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	7	4	1	3	8	5
Permitted Phases	2		6		6			4			8
Detector Phase	5	2	1	6	3	7	4	1	3	8	5
Switch Phase											
Minimum Initial (s)	6.0	5.0	4.0	5.0	4.0	4.0	8.0	4.0	4.0	8.0	6.0
Minimum Split (s)	11.0	10.0	9.0	10.0	10.0	9.0	13.0	9.0	10.0	13.0	11.0
Total Split (s)	30.0	63.0	12.0	45.0	26.0	42.0	59.0	12.0	26.0	43.0	30.0
Total Split (%)	18.8%	39.4%	7.5%	28.1%	16.3%	26.3%	36.9%	7.5%	16.3%	26.9%	18.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
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
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	5.0	5.0	5.0	6.0	5.0	5.0
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
Recall Mode	None	Max	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	70.0	58.0	49.4	42.4	62.8	36.8	58.4	65.4	15.4	38.0	65.6
Actuated g/C Ratio	0.44	0.36	0.31	0.27	0.39	0.23	0.37	0.41	0.10	0.24	0.41
v/c Ratio	0.82	0.93	0.79	0.67	0.28	0.98	0.59	0.16	0.78	0.97	0.53
Control Delay	48.8	68.6	67.5	61.2	13.3	100.6	44.0	8.0	99.4	84.5	22.0
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	48.8	68.6	67.5	61.2	13.3	100.6	44.0	8.0	99.4	84.5	22.0
LOS	D	E	E	E	B	F	D	A	F	F	C
Approach Delay		61.7		48.1			58.8			67.7	
Approach LOS		E		D			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 159.8	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 60.7	Intersection LOS: E
Intersection Capacity Utilization 89.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: James Campbell Boulevard & Hampshire Pike

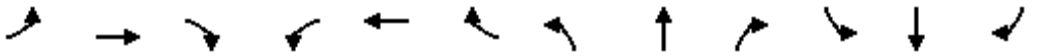




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	318	590	115	322	186	387	734	106	130	817	391
v/c Ratio	0.82	0.93	0.79	0.67	0.28	0.98	0.59	0.16	0.78	0.97	0.53
Control Delay	48.8	68.6	67.5	61.2	13.3	100.6	44.0	8.0	99.4	84.5	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.8	68.6	67.5	61.2	13.3	100.6	44.0	8.0	99.4	84.5	22.0
Queue Length 50th (ft)	227	569	72	309	47	406	327	10	135	450	171
Queue Length 95th (ft)	301	#764	#148	409	96	#590	396	47	200	#553	255
Internal Link Dist (ft)		2278		1616			1532			2319	
Turn Bay Length (ft)	150		100		110	100		100	130		150
Base Capacity (vph)	409	633	146	480	716	398	1244	653	217	841	756
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	0.78	0.93	0.79	0.67	0.26	0.97	0.59	0.16	0.60	0.97	0.52

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	260	253	100	280	162	337	639	92	113	711	340
Future Volume (veh/h)	277	260	253	100	280	162	337	639	92	113	711	340
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	1856	1841	1826	1870	1826	1826	1826	1811	1781	1841	1870	1841
Adj Flow Rate, veh/h	318	299	266	115	322	101	387	734	45	130	817	273
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, %	3	4	5	2	5	5	5	6	8	4	2	4
Cap, veh/h	397	326	290	160	485	544	402	1296	634	150	844	589
Arrive On Green	0.14	0.36	0.36	0.04	0.27	0.27	0.23	0.38	0.38	0.09	0.24	0.24
Sat Flow, veh/h	1767	898	799	1781	1826	1547	1739	3441	1508	1753	3554	1557
Grp Volume(v), veh/h	318	0	565	115	322	101	387	734	45	130	817	273
Grp Sat Flow(s),veh/h/ln	1767	0	1697	1781	1826	1547	1739	1721	1508	1753	1777	1557
Q Serve(g_s), s	20.4	0.0	50.9	7.0	25.2	7.2	35.2	27.0	2.9	11.7	36.4	21.2
Cycle Q Clear(g_c), s	20.4	0.0	50.9	7.0	25.2	7.2	35.2	27.0	2.9	11.7	36.4	21.2
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	397	0	615	160	485	544	402	1296	634	150	844	589
V/C Ratio(X)	0.80	0.00	0.92	0.72	0.66	0.19	0.96	0.57	0.07	0.86	0.97	0.46
Avail Cap(c_a), veh/h	425	0	615	160	485	544	402	1296	634	219	844	589
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	36.4	0.0	48.7	47.7	52.4	36.0	60.8	39.5	27.7	72.2	60.4	37.5
Incr Delay (d2), s/veh	8.9	0.0	21.0	12.4	7.0	0.8	34.8	0.6	0.0	15.4	23.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	0.0	24.7	3.9	12.4	2.8	19.1	11.4	1.0	5.8	18.8	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	0.0	69.7	60.1	59.4	36.8	95.7	40.1	27.7	87.6	83.8	38.1
LnGrp LOS	D	A	E	E	E	D	F	D	C	F	F	D
Approach Vol, veh/h		883			538			1166			1220	
Approach Delay, s/veh		60.9			55.3			58.0			74.0	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	63.0	19.7	65.3	27.5	47.5	42.0	43.0
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	58.0	20.0	54.0	25.0	40.0	37.0	38.0
Max Q Clear Time (g_c+I1), s	9.0	52.9	13.7	29.0	22.4	27.2	37.2	38.4
Green Ext Time (p_c), s	0.0	1.2	0.0	5.0	0.1	1.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	63.4
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	0	24	38	0	20	52	1095	3	3	1069	110
Future Vol, veh/h	53	0	24	38	0	20	52	1095	3	3	1069	110
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	50	100	-	70	70	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	15	3	2	6	9	2	2	67	3	7
Mvmt Flow	58	0	26	42	0	22	57	1203	3	3	1175	121

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1958	2562	648	1911	2619	602	1296	0	0	1206	0	0
Stage 1	1242	1242	-	1317	1317	-	-	-	-	-	-	-
Stage 2	716	1320	-	594	1302	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.2	7.56	6.54	7.02	4.28	-	-	5.44	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.56	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.45	3.53	4.02	3.36	2.29	-	-	2.87	-	-
Pot Cap-1 Maneuver	~ 38	26	383	~ 41	24	433	494	-	-	316	-	-
Stage 1	185	245	-	165	225	-	-	-	-	-	-	-
Stage 2	387	225	-	456	229	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 33	23	383	~ 35	21	433	494	-	-	316	-	-
Mov Cap-2 Maneuver	112	109	-	108	93	-	-	-	-	-	-	-
Stage 1	164	243	-	146	199	-	-	-	-	-	-	-
Stage 2	325	199	-	421	227	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	51.3	42.8	1.3	0
HCM LOS	F	E		

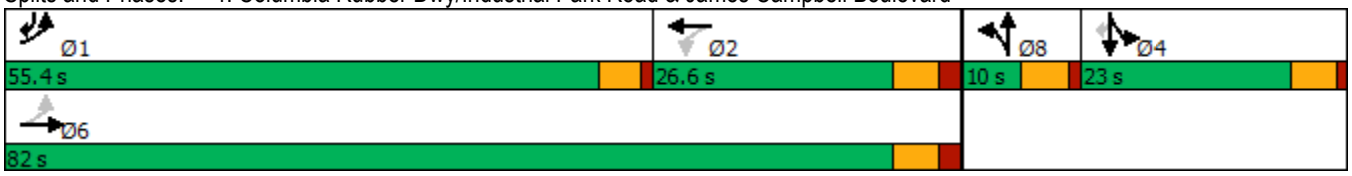
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	494	-	-	112	383	108	433	316	-	-
HCM Lane V/C Ratio	0.116	-	-	0.52	0.069	0.387	0.051	0.01	-	-
HCM Control Delay (s)	13.2	0.7	-	67.7	15.1	58	13.8	16.5	-	-
HCM Lane LOS	B	A	-	F	C	F	B	C	-	-
HCM 95th %tile Q(veh)	0.4	-	-	2.4	0.2	1.6	0.2	0	-	-

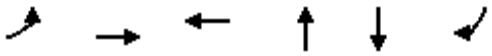
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	875	321	2	316	7	0	859
Future Volume (vph)	875	321	2	316	7	0	859
Turn Type	pm+pt	NA	Perm	NA	NA	NA	pm+ov
Protected Phases	1	6		2	8	4	1
Permitted Phases	6		2				4
Detector Phase	1	6	2	2	8	4	1
Switch Phase							
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0	5.0
Minimum Split (s)	9.5	21.0	21.0	21.0	10.0	10.0	9.5
Total Split (s)	55.4	82.0	26.6	26.6	10.0	23.0	55.4
Total Split (%)	48.2%	71.3%	23.1%	23.1%	8.7%	20.0%	48.2%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	2.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0		6.0	5.0	5.0	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	Max	None	None	None
Act Effct Green (s)	77.7	76.2		20.6	5.0	18.0	74.0
Actuated g/C Ratio	0.71	0.70		0.19	0.05	0.17	0.68
v/c Ratio	1.02	0.14		0.69	0.27	1.04	0.46
Control Delay	57.0	6.1		46.2	56.0	72.1	6.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	57.0	6.1		46.2	56.0	72.1	6.0
LOS	E	A		D	E	E	A
Approach Delay		43.3		46.2	56.0	39.1	
Approach LOS		D		D	E	D	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 109	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 42.3	Intersection LOS: D
Intersection Capacity Utilization 96.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: Columbia Rubber Dwy/Industrial Park Road & James Campbell Boulevard



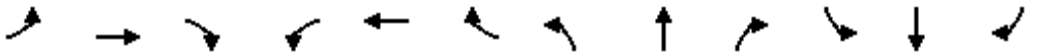


Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	962	356	433	20	502	500
v/c Ratio	1.02	0.14	0.69	0.27	1.04	0.46
Control Delay	57.0	6.1	46.2	56.0	72.1	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	6.1	46.2	56.0	72.1	6.0
Queue Length 50th (ft)	511	33	135	11	~198	61
Queue Length 95th (ft)	#960	66	211	39	#454	165
Internal Link Dist (ft)		1463	777	251	756	
Turn Bay Length (ft)	115					
Base Capacity (vph)	940	2464	627	74	483	1076
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	1.02	0.14	0.69	0.27	1.04	0.46

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	875	321	3	2	316	76	8	7	3	53	0	859
Future Volume (veh/h)	875	321	3	2	316	76	8	7	3	53	0	859
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	1856	1870	1411	1870	1841	1856	1870	1307	1870	1767	1870	1841
Adj Flow Rate, veh/h	962	353	2	2	347	64	9	8	0	0	0	648
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	2	33	2	4	3	2	40	2	9	2	4
Cap, veh/h	970	2537	14	34	548	100	12	11	0	0	251	1881
Arrive On Green	0.47	0.70	0.70	0.19	0.19	0.19	0.02	0.02	0.00	0.00	0.00	0.13
Sat Flow, veh/h	1767	3623	21	3	2890	525	674	599	0	0	1870	3120
Grp Volume(v), veh/h	962	173	182	220	0	193	17	0	0	0	0	648
Grp Sat Flow(s),veh/h/ln	1767	1777	1867	1838	0	1581	1273	0	0	0	1870	1560
Q Serve(g_s), s	49.9	3.5	3.5	0.0	0.0	12.2	1.4	0.0	0.0	0.0	0.0	11.3
Cycle Q Clear(g_c), s	49.9	3.5	3.5	12.0	0.0	12.2	1.4	0.0	0.0	0.0	0.0	11.3
Prop In Lane	1.00		0.01	0.01		0.33	0.53		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	970	1244	1307	382	0	300	24	0	0	0	251	1881
V/C Ratio(X)	0.99	0.14	0.14	0.58	0.00	0.64	0.72	0.00	0.00	0.00	0.00	0.34
Avail Cap(c_a), veh/h	970	1244	1307	382	0	300	59	0	0	0	310	1980
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	5.4	5.4	40.5	0.0	40.6	53.0	0.0	0.0	0.0	0.0	10.8
Incr Delay (d2), s/veh	26.9	0.2	0.2	6.2	0.0	10.1	33.9	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.3	1.1	1.2	5.9	0.0	5.4	0.7	0.0	0.0	0.0	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	5.6	5.6	46.7	0.0	50.7	86.9	0.0	0.0	0.0	0.0	10.9
LnGrp LOS	D	A	A	D	A	D	F	A	A	A	A	B
Approach Vol, veh/h		1317			413			17			648	
Approach Delay, s/veh		35.3			48.6			86.9			10.9	
Approach LOS		D			D			F			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	55.4	26.6		19.5		82.0		7.0				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	50.9	20.6		18.0		76.0		5.0				
Max Q Clear Time (g_c+I1), s	51.9	14.2		13.3		5.5		3.4				
Green Ext Time (p_c), s	0.0	1.2		1.2		2.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		31.4	
HCM 6th LOS		C	

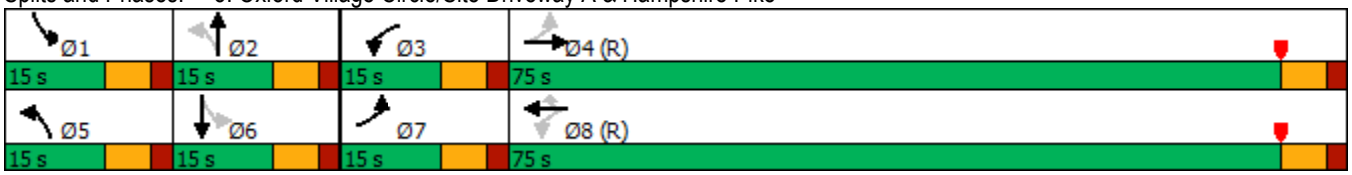
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	553	12	869	122	12	0	78	0
Future Volume (vph)	24	553	12	869	122	12	0	78	0
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	7	4	3	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	24.0	24.0	11.0	44.0	11.0	24.0
Total Split (s)	15.0	75.0	15.0	75.0	75.0	15.0	15.0	15.0	15.0
Total Split (%)	12.5%	62.5%	12.5%	62.5%	62.5%	12.5%	12.5%	12.5%	12.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	Max	None	Max
Act Effct Green (s)	84.9	82.2	83.2	79.6	79.6	14.2	9.0	19.3	15.7
Actuated g/C Ratio	0.71	0.68	0.69	0.66	0.66	0.12	0.08	0.16	0.13
v/c Ratio	0.11	0.50	0.03	0.78	0.12	0.07	0.03	0.39	0.05
Control Delay	5.5	6.8	5.8	22.7	1.9	40.0	0.1	46.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.5	6.8	5.8	22.7	1.9	40.0	0.1	46.8	0.2
LOS	A	A	A	C	A	D	A	D	A
Approach Delay		6.8		20.0			20.0		37.3
Approach LOS		A		B			C		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 103 (86%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 16.4	Intersection LOS: B
Intersection Capacity Utilization 66.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Oxford Village Circle/Site Driveway A & Hampshire Pike

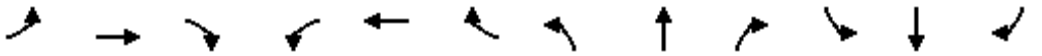




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	614	13	945	133	13	13	85	22
v/c Ratio	0.11	0.50	0.03	0.78	0.12	0.07	0.03	0.39	0.05
Control Delay	5.5	6.8	5.8	22.7	1.9	40.0	0.1	46.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.5	6.8	5.8	22.7	1.9	40.0	0.1	46.8	0.2
Queue Length 50th (ft)	3	74	3	572	0	8	0	56	0
Queue Length 95th (ft)	m8	137	9	#854	24	26	0	103	0
Internal Link Dist (ft)		1470		2278			194		449
Turn Bay Length (ft)	100		100		125				
Base Capacity (vph)	276	1237	532	1212	1096	215	470	220	477
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.50	0.02	0.78	0.12	0.06	0.03	0.39	0.05

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	553	12	12	869	122	12	0	12	78	0	20
Future Volume (veh/h)	24	553	12	12	869	122	12	0	12	78	0	20
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	1826	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	601	13	13	945	133	13	0	13	85	0	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	263	1164	25	607	1186	1021	190	0	119	255	0	185
Arrive On Green	0.05	1.00	1.00	0.01	0.64	0.64	0.01	0.00	0.08	0.06	0.00	0.12
Sat Flow, veh/h	1781	1780	39	1781	1841	1585	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	26	0	614	13	945	133	13	0	13	85	0	22
Grp Sat Flow(s),veh/h/ln	1781	0	1819	1781	1841	1585	1781	0	1585	1781	0	1585
Q Serve(g_s), s	0.6	0.0	0.0	0.3	45.0	3.9	0.8	0.0	0.9	5.2	0.0	1.5
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.3	45.0	3.9	0.8	0.0	0.9	5.2	0.0	1.5
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	0	1189	607	1186	1021	190	0	119	255	0	185
V/C Ratio(X)	0.10	0.00	0.52	0.02	0.80	0.13	0.07	0.00	0.11	0.33	0.00	0.12
Avail Cap(c_a), veh/h	353	0	1189	714	1186	1021	298	0	119	288	0	185
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.00	0.81	0.61	0.61	0.61	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	0.0	7.0	15.6	8.3	50.1	0.0	51.8	46.6	0.0	47.5
Incr Delay (d2), s/veh	0.1	0.0	1.3	0.0	3.5	0.2	0.1	0.0	1.9	0.8	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.4	0.1	18.6	1.3	0.4	0.0	0.4	2.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	0.0	1.3	7.0	19.1	8.4	50.2	0.0	53.6	47.4	0.0	48.8
LnGrp LOS	B	A	A	A	B	A	D	A	D	D	A	D
Approach Vol, veh/h		640			1091			26			107	
Approach Delay, s/veh		1.9			17.6			51.9			47.7	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	15.0	7.8	84.5	7.8	20.0	8.9	83.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	9.0	9.0	69.0	9.0	9.0	9.0	69.0
Max Q Clear Time (g_c+I1), s	7.2	2.9	2.3	2.0	2.8	3.5	2.6	47.0
Green Ext Time (p_c), s	0.0	0.0	0.0	5.0	0.0	0.0	0.0	8.5

Intersection Summary	
HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Kimley»Horn

MEMORANDUM

To: City of Columbia

From: Kelley Frank, PE
Josh Rowland, PLA
Kimley-Horn and Associates, Inc.

Date: August 17, 2022

Subject: ***Steadfast Companies – Hampshire Pike Mixed Use – Public Improvement Commitment Letter***

This commitment letter details the proposed project phasing and public improvement commitments to be made by Steadfast Companies as part of the Hampshire Pike Mixed Use development proposed at Map 089, Parcel 04103 000. A preliminary plat was approved for this project on July 13, 2022.

The first phase of development will consist of 360 multifamily units and a public minor collector road. A development plan for Phase 1 will be considered at Planning Commission on September 14, 2022. The second phase of development will consist of additional multifamily units, single-family detached units, and a residential local road. The third and final phase of development will consist of the retail and office space.

A traffic impact analysis (TIA) was prepared for the project. The TIA assumes the full project buildout will consist of multifamily housing (625 units), single-family detached housing (39 units), and general office/retail space (15,000 square feet). Final development densities are anticipated to be lower than those assumed for the TIA.

The TIA identifies the following onsite public improvements to support this development:

Public Street A (Minor Collector Road)

Public Street A will be constructed to City of Columbia public street standards for minor collectors with a 60’ right-of-way (SD-03). Public Street A will connect Hampshire Pike to Old Williamsport Pike. Public Street A will be constructed with Phase 1.

Public Street B (Residential Local Road)

Public Street B will be constructed to City of Columbia public street standards for residential local roads with a 50’ right-of-way (SD-04). Public Street B will connect Public Street A to a connection to existing Woodland Crossing to the west, and will terminate in a cul-de-sac. Public Street B will be constructed with Phase 2.

These onsite improvements are depicted in the attached exhibit.

The TIA identifies the following offsite public improvements to support this development. Offsite improvements will be constructed with Phase 1:

Hampshire Pike at Site Driveway A

- Construct a westbound right-turn lane along Hampshire Pike with 125 feet of storage.
- Construct an eastbound left-turn lane along Hampshire Pike with 100 feet of storage.
- Construct a westbound left-turn lane along Hampshire Pike with 100 feet of storage.
- Construct Driveway A with three (3) lanes for vehicular movement: one (1) lane for vehicle ingress and two (2) for vehicle egress.
- Construct a traffic signal with protected-permitted left-turn phasing on all approaches.
- Install signs and pavement markings in accordance with the standards provided in the *Manual on Uniform Traffic Control Devices* (MUTCD).

Old Williamsport Pike at Site Driveway B

- Construct Site Driveway B with two (2) lanes for vehicular movement: one (1) lane for vehicle ingress and one (1) for vehicle egress.
- Provide STOP control along the northbound approach of Site Driveway B.
- Construct a westbound left-turn lane along Old Williamsport Pike with 100 feet of storage.
- Provide adequate intersection sight distance in accordance with the criteria provided in *A Policy on Geometric Design of Highways and Streets*.

James Campbell Boulevard at Old Williamsport Pike

- Construct a northbound left-turn lane with 100 feet of storage.

James Campbell Boulevard at Industrial Park Road

- Restripe the southbound shared through/left-turn lane along Industrial Park Road to provide a shared left/through/right-turn lane. Adjust signal timings as necessary after lane modifications.

James Campbell Boulevard at Hampshire Pike

- Reconstruct north leg median nose with an 8’ radius to reduce median length by approximately 13 feet to better facilitate vehicle turning movements. Relocate existing wood pole with dual arm luminaire and reconnect traffic signal span wire.
- Reconstruct south leg median nose with an 8’ radius to reduce median length by approximately 15 feet to better facilitate vehicle turning movements.

These offsite improvements are depicted in the attached exhibits.

PERMIT REVIEW ONLY

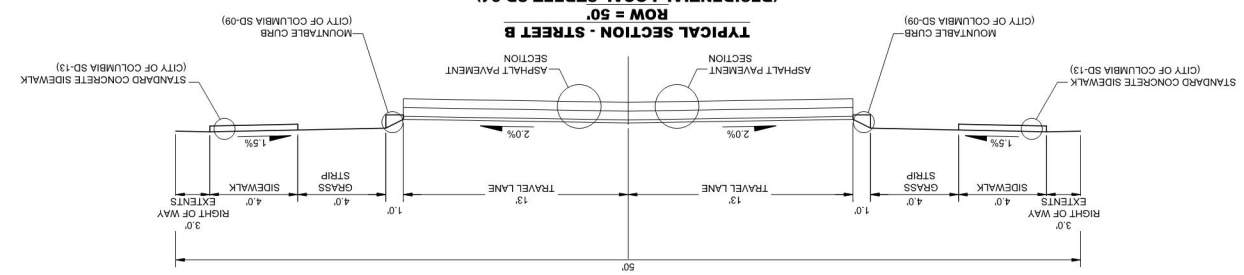
NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

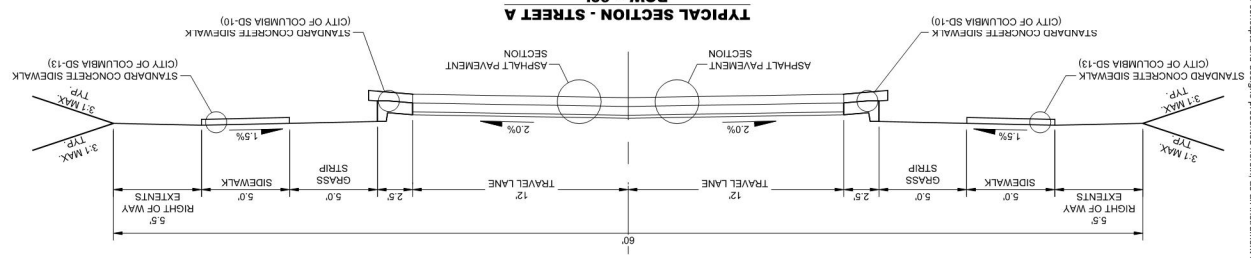
EXISTING AND PROPOSED LOT INFORMATION			
LOT NUMBER	ACREAGE (AC)	SQUARE FOOTAGE (SF)	LOT USE
EXISTING LOT	67.28	2,930,900	--
ON-SITE ROW DEDICATION	5.44	237,159	--
HAMPSHIRE PIKE ROW DEDICATION	0.22	9,583	--
OLD WILLIAMSPORT ROW DEDICATION	0.23	10,019	--
LOT A	1.55	67,581	COMMERCIAL
LOT B	1.29	56,392	COMMERCIAL
LOT C	1.64	71,603	COMMERCIAL
LOT D	24.01	1,045,757	MULTI-FAMILY
LOT E	13.07	569,202	VACANT
LOT F	4.56	198,414	VACANT
LOT G	12.11	527,438	VACANT
LOT 1	0.35	15,213	SINGLE FAMILY
LOT 2	0.37	16,091	SINGLE FAMILY
LOT 3	0.41	18,013	SINGLE FAMILY
LOT 4	0.28	12,244	SINGLE FAMILY
LOT 5	0.23	9,837	SINGLE FAMILY
LOT 6	0.31	13,624	SINGLE FAMILY
LOT 7	0.22	9,583	SINGLE FAMILY
LOT 8	0.31	13,385	SINGLE FAMILY
LOT 9	0.37	15,986	SINGLE FAMILY
LOT 10	0.32	13,754	SINGLE FAMILY
LOT 11	0.45	19,427	SINGLE FAMILY

US FEMA FIRM PANEL	
U.S. FEMA FIRM PANEL:	47119C0280E DATED 4/16/2007

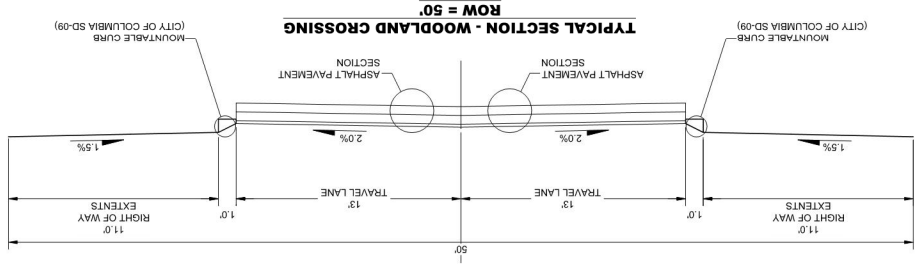
TYPICAL SECTION - STREET B
ROW = 50'
(RESIDENTIAL LOCAL STREET SD-04)

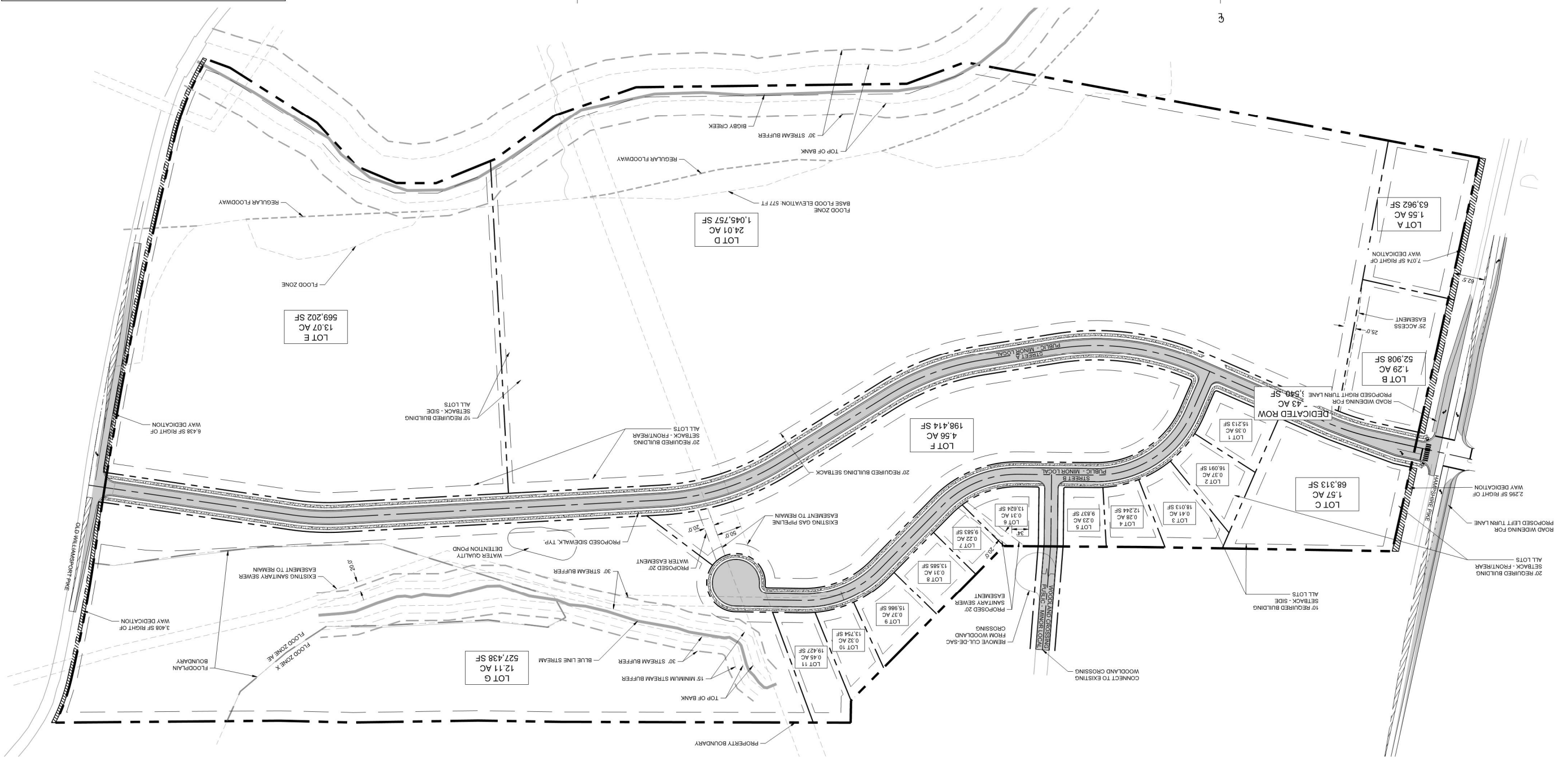


TYPICAL SECTION - STREET A
ROW = 60'
(MINOR COLLECTOR SD-03)



TYPICAL SECTION - WOODLAND CROSSING
ROW = 50'





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HAMPSHIRE PIKE MIXED USE
PRELIMINARY PLAT
COLUMBIA, TN

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: KKF
DRAWN BY: CLD
CHECKED BY: KKF
DATE: 6/27/2022
KIMLEY-HORN PROJECT NO. 118332003

SITE LAYOUT

SHEET NUMBER C2-00

Kimley»Horn
10 Lea Avenue, Nashville, TN 37210
Main: 615.564.2701 | www.kimley-horn.com
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Drawing name: K:\NSH_LDEV\118332003 - Steadfast Hampshire PIke\4-CADD\Plansheets\C2-00 SITE LAYOUT - OVERALL.dwg C2-00 SITE LAYOUT - OVERALL Aug 16, 2022 7:55am by: Kelley,Frank

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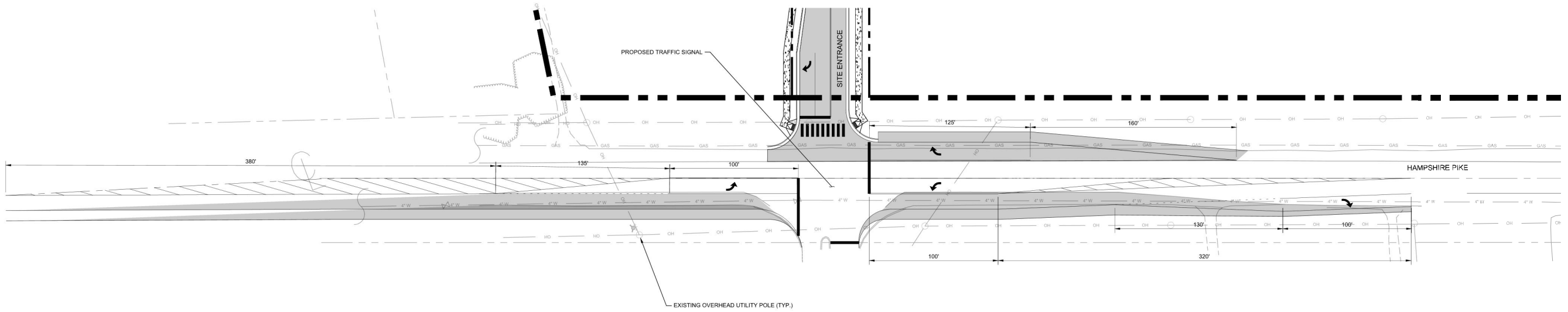

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GRAPHIC SCALE IN FEET
0 20 40 80

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HAMPSHIRE PIKE MIXED USE
PRELIMINARY PLAT
COLUMBIA, TN

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
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6			
7			
8			
9			
10			

DESIGNED BY:	RAP
DRAWN BY:	ABM
CHECKED BY:	RAP
DATE:	5/16/2022

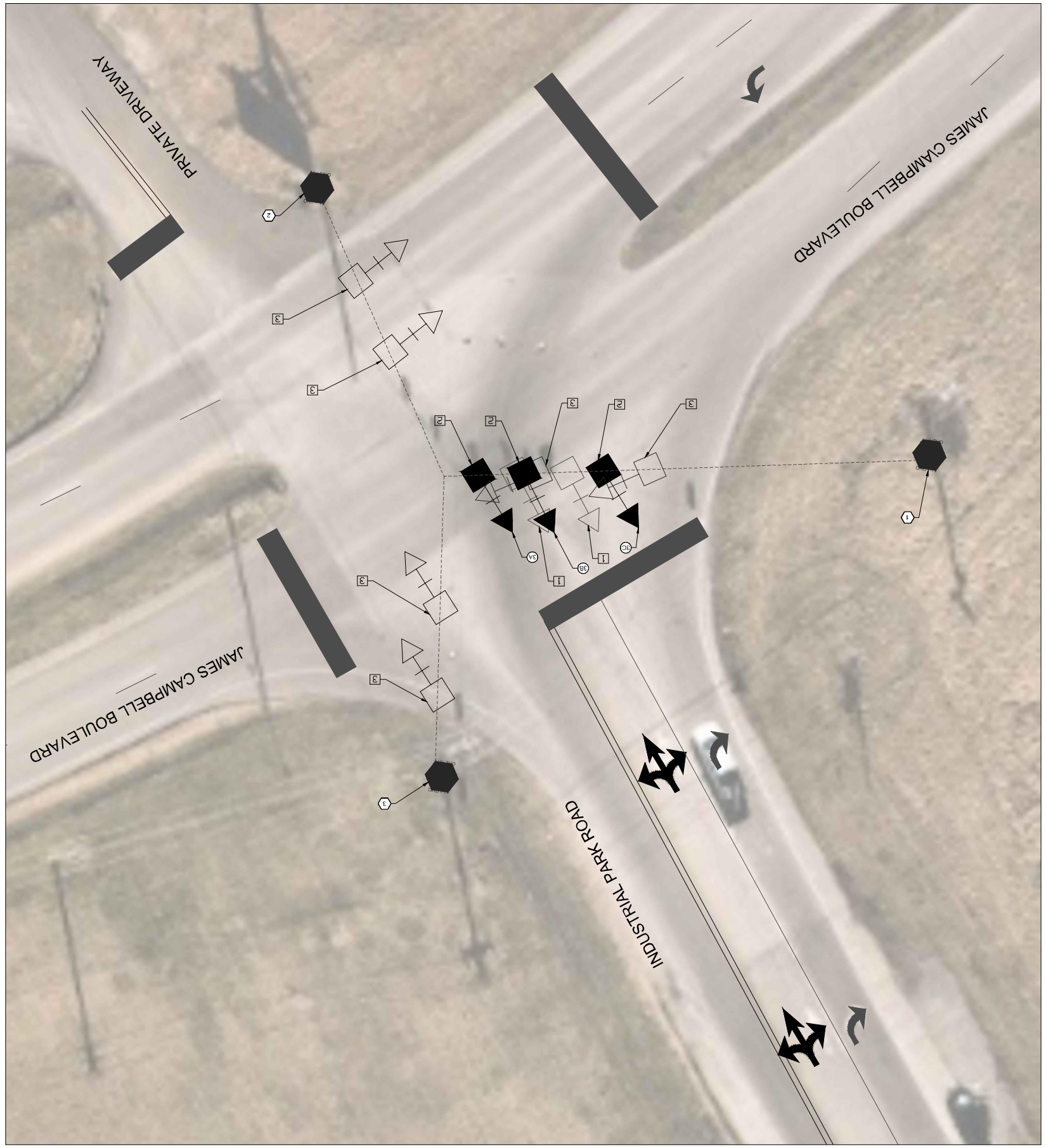
KIMLEY-HORN PROJECT NO.
118332003

TRAFFIC SIGNAL PLAN - HAMPSHIRE PIKE AT SITE ENTRANCE

SHEET NUMBER
T1-00

Drawing name: K:\NSH_LDEV\118332003 - Steadfast Hampshire Pike\4-CADD\PlanSheets\T1-00 TRAFFIC SIGNAL PLAN.dwg T1-00 TRAFFIC SIGNAL PLAN Jun 21, 2022 1:37pm by: Kelley,Frank

Drawing name: K:\NSH_LDEV\118332003 - Shadybar\Hampshire PMix\4-CAD\Permits\T-00 TRAFFIC SIGNAL PLAN.dwg T2-00 TRAFFIC SIGNAL PLAN Jun 21, 2022 12:33pm by: ColtonLDorris



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HAMPSHIRE PIKE MIXED USE PRELIMINARY PLAT

COLUMBIA, TN

No.	REVISIONS	DATE	BY
1			
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3			
4			
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9			
10			

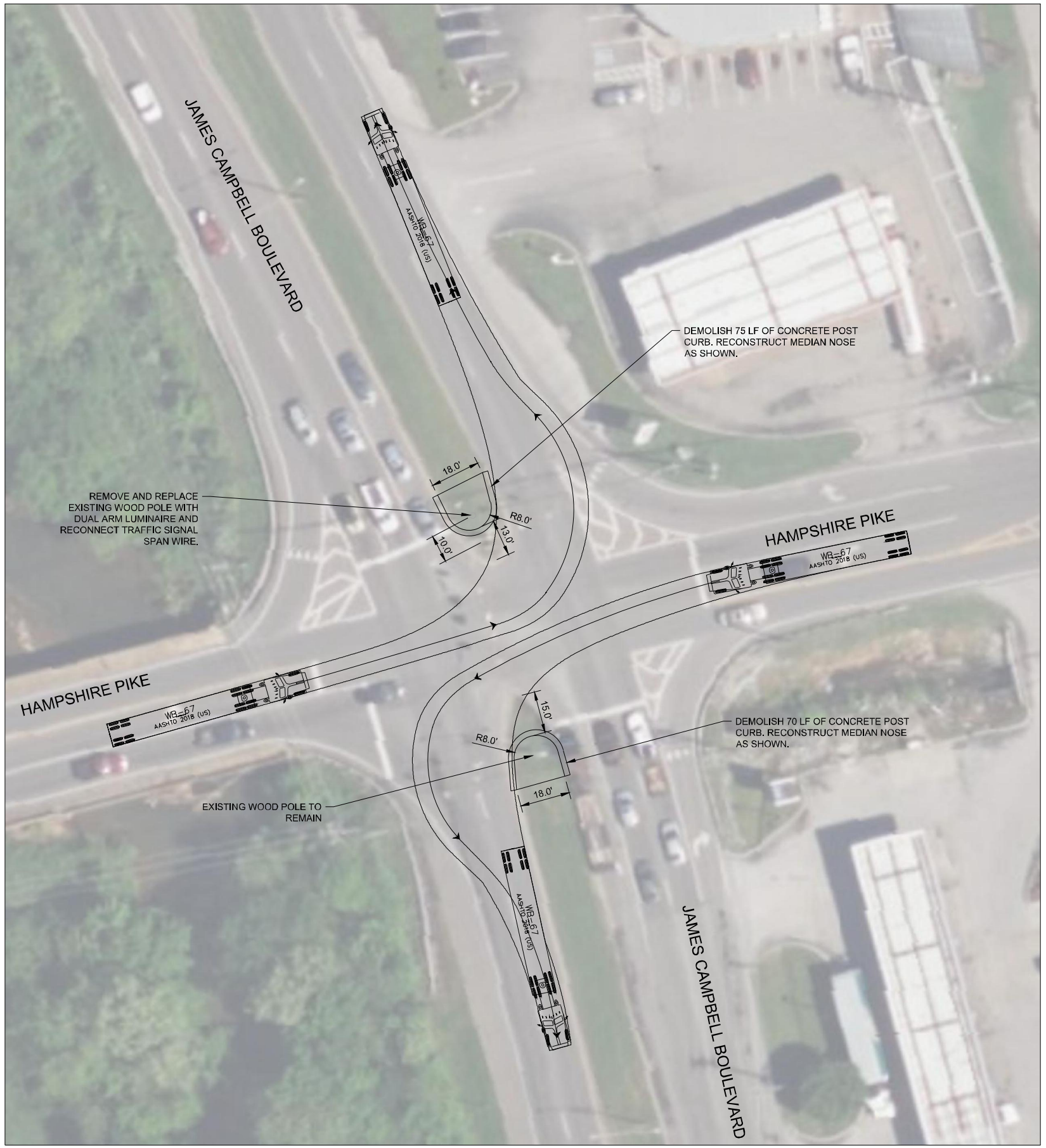
DESIGNED BY:	RAP
DRAWN BY:	ABM
CHECKED BY:	RAP
DATE:	5/16/2022

KIMLEY-HORN PROJECT NO.
118332003

JAMES CAMPBELL BLVD AT OLD WILLIAMSPORT PIKE

SHEET NUMBER
T3-00

Drawing name: K:\NSH_LDEV\118332003 - Steadfast Hampshire Pike\4-CADD\PlanSheets\T1-00 TRAFFIC SIGNAL PLAN.dwg T3-00 TRAFFIC SIGNAL PLAN Jun 21, 2022 1:37pm by: Kelley,Frank



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HAMPSHIRE PIKE MIXED USE
PRELIMINARY PLAT
COLUMBIA, TN

No.	REVISIONS	DATE	BY
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9			

DESIGNED BY:	RAP
DRAWN BY:	ABM
CHECKED BY:	RAP
DATE:	6/21/2022
KIMLEY-HORN PROJECT NO.	118332003

HAMPSHIRE PIKE AT JAMES CAMPBELL BLVD

SHEET NUMBER
T4-00

Drawing name: K:\NSH_LDEV\118332003 - Steadfast Hampshire Pike\4-CADD\PlanSheets\T1-00 TRAFFIC SIGNAL PLAN.dwg T3-00 TRAFFIC SIGNAL PLAN (2) Jul 19, 2022 2:18pm by: Kelley,Frank

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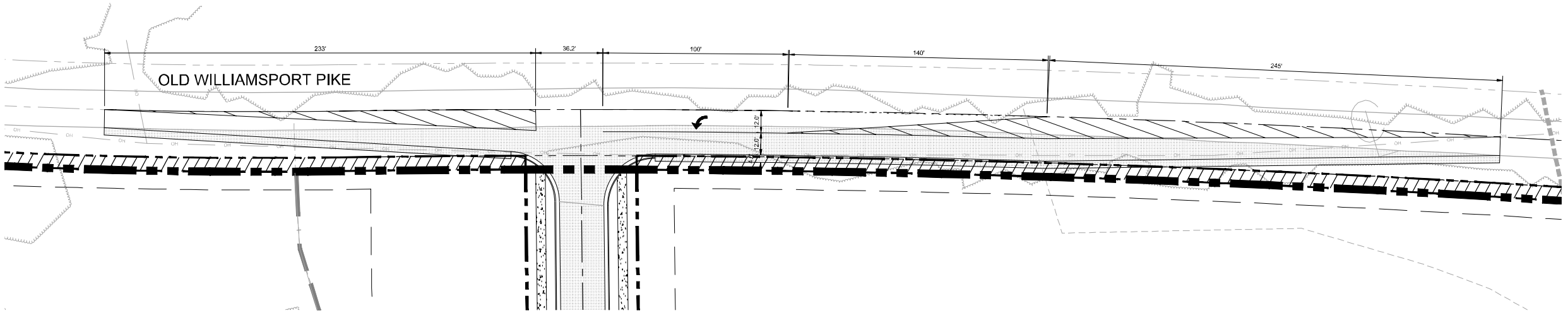

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HAMPSHIRE PIKE MIXED USE
PRELIMINARY PLAT
COLUMBIA, TN

No.	REVISIONS	DATE	BY
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2			
3			
4			
5			
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7			
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9			
10			

DESIGNED BY:	RAP
DRAWN BY:	ABM
CHECKED BY:	RAP
DATE:	6/21/2022

KIMLEY-HORN PROJECT NO.
118332003

OLD WILLIAMSPORT PIKE AT SITE ENTRANCE

SHEET NUMBER
T5-00

March 21, 2025

Mr. Colton Dorris
Kimley-Horn
10 Lea Avenue, Suite 400
Nashville, TN 37210
Sent via email: *Colton.Dorris@kimley-horn.com*

RE: **Water Availability Letter** Expires: 7/19/2025
Steadfast Hampshire Pike – 155 Townhomes and Single Family Units
1242 Hampshire Pike
Columbia, *TN 38401*
Tax Map & Parcel #: 089 04103 000

Dear Mr. Dorris:

Columbia Power & 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 (TDEC), various Planning Commissions, and other authorities in Cities and Counties. These Cities and Counties have also adopted rules and regulations. Water service will be made available on a first-come, first-served basis, subject to the payment of all charges and fees imposed by CPWS and the approval of any and all required governmental agencies. Water service is 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 a combination of single family homes and townhomes totaling 155 dwelling units. 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 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 criteria and requirements:

- Minimum size 8-inch water mains will be required within the development.
- Townhomes will be individually metered in gang-meter boxes.
- Separate irrigation meters with backflow devices will be required to serve the proposed Project.

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 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. If the Applicant elects to pay only a portion of the impact fees due for the proposed development, then the vesting will only apply to the portion for which impact fees were paid. 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, TDEC coordination, 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.
    - CPWS will submit proposed improvements design 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 public water system 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 main extension and submit to TDEC for review and approval.
- Current water service fees due prior to CPWS review 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	155	**$58,850**

- Upon Construction Drawing approval by CPWS, applicant may then pay Impact Fees and Meter 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.
    - If surety is provided in lieu of payment, meters are not ordered until fees are paid and may result in extended lead-times.
- 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
¾" Service Meter Cost	155	$540	$83,700
Current Impact Fee for ¾" Service Meter	155	$5,000	$775,000
Estimate of Fees Due Prior to Pre-Construction Meeting =			**$858,700**

- 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 22-029b

CPWS
Columbia Power & Water Systems

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

P 931.388.4833
F 931.388.5287
www.cpws.com

March 12, 2025

Colton Dorris
colton.dorris@kimley-horn.com

Re: Steadfast-Hampshire Pike
Being Tax map 089, Parcel 041.15

Dear Sir:

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

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

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

Yours truly,

COLUMBIA POWER SYSTEM

Trevor Gilmer
Power Engineering Manager

kw

CITY OF COLUMBIA
TENNESSEE

WASTEWATER DEPARTMENT

24 March 2025

Colton Dorris
Kimley-Horn
10 Lea Ave, Suite 400
Nashville, TN 37210

RE: 1242 Hampshire Pike, Columbia, TN 38401; 143 townhomes and 11 single family residential units

Colton,

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.

Donnie Boshers, Director
City of Columbia, TN
Wastewater Department

CITY OF
COLUMBIA
TENNESSEE

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

Preliminary Plat, Site Development Plan, and PUD Checklist

Development: Hampshire Pike Townhomes

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

General

- ☑ Name of development
- ☑ Contact info for the owner and licensed design professional(s) preparing plan: name, address, email, phone
- ☑ Plan sealed by a design professional licensed in the State of Tennessee.
- ☑ North Arrow, legend, and site vicinity map
- ☑ Graphic Scale: between 1 in. = 10 ft. and 1 in. =100 ft.
- ☑ Survey stamped by a State of Tennessee Licensed Professional Land Surveyor, with all project boundaries including bearings and angles to the nearest hundredth, utilities, and existing streets and rights-of-way.
- ☑ Note referencing Tennessee State Plane Coordinate System, NAD 83 Datum
- ☑ All property boundaries, existing easements, and encumbrances
- ☑ Parcel identification, owner, and deed and plat references of adjoining properties
- ☑ 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.

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Grading, Drainage, and Storm

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

Streets, Parking, and Pedestrian Elements

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

Landscaping, Open Space, and Amenities

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

Utilities

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

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PUD Specific Items

- ❑ 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:

COLTON DORRIS		3/13/2025
Print Name	Signature	Date

Kimley»Horn

Hamsphire Pike Townhomes

To:	City of Columbia
From:	Colton Dorris, P.E.
	Kimley-Horn and Associates, Inc.
Date:	3/17/2025
Subject:	Project Overview and Phasing Narrative

This project consists of the construction of 143 townhomes, 11 single-family lots, and the public infrastructure necessary to facilitate the development.

The proposed Townhomes and Single-Family intends to be split into two phases. The southern portion, consisting of a cul-de-sac road, 11 single-family lots, and 64 townhomes will be built first. Construction is estimated to begin in the fall of 2025. The northern phase, consisting of an additional 79 townhomes is estimated to begin in the summer of 2026. The completion of construction is estimated to be 2028.

The commercial lots shown in the site plan will be built by others, and there is no way to determine the timeline of construction for these lots at this time. The multifamily parcel shown on the southeastern side of our site were approved for Site Development Plan in 2022, and at this time, construction is planned to begin by fall of 2027.

All dates provided above are estimates.

CITY OF COLUMBIA TENNESSEE

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

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

Final Plat: * *1 hard copy of all materials for submittal + PDF copy on a USB flash drive (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"

All Others: * Please submit the Application online at City of Columbia | Permitting (onlama.com)

ADDRESS/LOCATION	1242 Hamsphire Pike		
	TAX MAP: 089	GROUP: 04103	PARCEL: 000
SUMMARY OF NATURE OF REQUEST AND WORK	Site Development plan for 143 townhomes, 11 single-family lots, and the public infrastructure necessary to facilitate the development.		

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

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

Rev. 2/7/2024

	Plats/PUDs: ❑ Project Name (include Sections & Phases) ❑ 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	Colton Dorris	PHONE	629.401.4768
ADDRESS	10 Lea Avenue, Suite 400	EMAIL	colton.dorris@kimley-horn.com

PROPERTY OWNER NAME	Chase Emery	PHONE	949.518.2001
ADDRESS	18100 Von Karman Avenue, Suite 500, Irvine, CA 92612	EMAIL	Chase.emery@steadfastco.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.

Colton Dorris		3/17/2025
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Rod Emery		3/17/25
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

Rev. 2/7/2024

Appendix B: Subdivision Development Agreement

This DEVELOPMENT AGREEMENT is made and entered into on this

7 day of May, 2025,
between THE CITY OF COLUMBIA, TENNESSEE, (hereinafter the "CITY"), and

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

WITNESSETH:

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

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

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

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

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

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

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

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

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

B1 General Conditions

B1.1 Construction Costs

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

B1.2 City Ordinances, Rules and Regulations

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

B1.3 Fees

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

B1.4 Inspection

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

B1.5 Right of Entry

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

B1.6 Easements

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

B1.7 Stormwater Maintenance Agreement

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

B1.8 Attorney Fees and Other Expenses

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

B1.9 Agreement Not Assignable

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

B1.10 Revocation and Interpretation

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

B1.11 No Oral Agreement

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

B1.12 Separability

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

B 1.13 Transferability

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

B1.14 Indemnity

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

B1.15 Binding Effect

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

B1.16 Entire Agreement

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

B1.17 Headings

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

B2 Performance Surety

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

B3 Construction

B3.1 Construction Plans

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

B3.2 Commencement of Construction

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

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

B3.3 Site Grading

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

B3.4 Storm Water Management Systems

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

B3.5 Street Construction

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

B3.6 Time Period for Construction

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

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

B3.7 Off-Site Improvements

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

B3.9 Inspection and Compliance

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

B3.10 Testing

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

B3.11 Scrap Removal

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

B3.12 Traffic Control

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

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

B3.13 Temporary Facilities

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

B4 Acceptance of Improvements

B4.1 Completion of Improvements

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

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

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

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

B4.3 Acceptance of Facilities

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

B4.4 Failure to Install

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

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

Hampshire Pike Mixed-Use
PROJECT

Completed by the Developer	*Completed by the City*
Hampshire Pike Development Holdings, LLC DEVELOPER NAME	
Dinesh Dalvar AUTHORIZED AGENT NAME	CITY ENGINEER
SIGNATURE	SIGNATURE
May 7, 2025 DATE	DATE
18100 Von Karman Ave Ste 500 STREET	
Irvine, CA 92612 CITY, STATE, ZIP	
949-852-0700 PHONE	
chase.Emery@Steadfastco.com EMAIL	
Attest	*Attest*
Jacklyn White ATTEST NAME	ATTEST NAME
ATTEST SIGNATURE	ATTEST SIGNATURE
May 7, 2025 DATE	DATE

CITY OF COLUMBIA TENNESSEE

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

DEVELOPMENT REVEW COMMITTEE MEETING
Tuesday, April 8, 2025

ITEM NO.
25-0093

DESCRIPTION: Hampshire Pike Steadfast Mixed

COMMENTS:

Planning

1. The lead staff person for this case is Robert Archibald, Principal Planner. Please contact rarchibald@columbiatn.gov with questions about the development review process or technical comments. The case planner 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. Complete Plats/PUD block on page #2 of application with all required information.
4. Surveyor Signature required.
5. Show SFHA delineation on FP to include all flood zones associated with the development and BFEs.
6. Note vested zoning as approved per the Preliminary Plat.
7. Add total square footage to FP to the table with associated acreage.
8. Advisory note: All subdivision proposals shall be consistent with the need to minimize flood damage.
9. Advisory note: All subdivision proposals shall have public utilities and facilities such as sewer, gas, electrical and water systems located, and constructed to minimize or eliminate flood damage.
10. Advisory note: All subdivision proposals shall have adequate drainage provided to reduce exposure to flood hazards.
11. Advisory note: No encroachments, including fill material, new structures or substantial improvements shall be located within areas of special flood hazard, unless by a Tennessee registered professional engineer provides certification demonstrating that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one (1) foot at any point within the community. The engineering certification should be supported by technical data that conforms to standard hydraulic engineering principles.

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Fire

12. No comments

Engineering

1. Provide surety calculation spreadsheet and surety by resubmittal date. Please contact nscruggs@columbiatn.gov
2. Asphalt binder and curbing shall be installed prior to resubmittal date.
3. Grading shall substantially conform to approved construction plans (within 1 ft.) prior to resubmittal date.
4. Record/Reference Stormwater Maintenance Agreement prior to resubmittal date.
5. Install street signage (stop, street names) prior to resubmittal date.
6. Provide signed development agreement prior to resubmittal date.
7. Provide Note with the following information:
    - Final topping for the roadway will be required prior to Certificate of Occupancy of the final building in the Multi-Family (not included in this set).
    - Preliminary Acceptance of the Infrastructure may be completed after final build-out of the Multi-Family section and full construction of all off-site improvements as shown on the public infrastructure commitment letter dated 9/13/2022 as part of the Preliminary Plat.
    - Further construction along proposed infrastructure may require a performance surety.
8. Show proposed ROW and roadway through Lot F as shown on the preliminary plat and construction plans. Label as future development.
9. Remove the following language from Note 13: "STREETS, DRAINAGE EASEMENTS, STRUCTURES, AND CULVERTS SHALL BE MAINTAINED BY THE CITY OF COLUMBIA"
10. Avely Way should be labeled as "Major Local"
11. Add Note: Lots A, B, and C shall not have direct vehicular access to Hampshire Pike.
12. Show all easements and encumbrances (gas line easement)
13. Show FEMA SFHA
14. Correct note 8: floodplain note.
15. Provide location and size of sanitary sewer.
16. Advisory Note: Provide certification of stormwater facilities prior to preliminary acceptance.
17. Label ROW dedication table with "Additional" to differentiate between it and Avely Ridge

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Maury County Schools

13. The development combined with current neighborhoods and additional approved developments in Baker Elementary School, Whitthorne Middle, Central High School zones may require either new construction of realignment of school zones to accommodate new students.
    * Due to numbers, MCPS will be rezoning all Columbia and Spring Hill elementary schools for the 25/26 SY.

Wastewater

14. Public sanitary sewer on west side of site is not shown.

Columbia Power

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

Building

17. No comments provided.

Columbia Water

18. Coordinate walk-through, Bacteria sampling, and pressure testing with CPWS.
19. Provide a detailed list of water infrastructure cost including labor to CPWS Water Department in advance of plat signing for Deed Over form.
20. Water system must be complete and active at time of plat signing.
21. When development moves forward on each lot a water availability letter will be required.

Duck River Electric Membership Corp

22. No comments.

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Maury County Highway Dept.

23. Specify the beneficiary of ROW dedications along Old Williamsport Pike. Coordinate with the Maury County Highway Department and the City of Columbia on status of off-site improvements to Old Williamsport Pike and timeline to completion, if not completed already.

ATT

24. No comment.

Police

25. No comments provided.

Public Works

26. No comment.

Atmos Energy

27. No comments provided.

Maury County E911

28. No comments provided.

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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 pkeltner@columbiatn.gov or srichardson@columbiatn.gov 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.

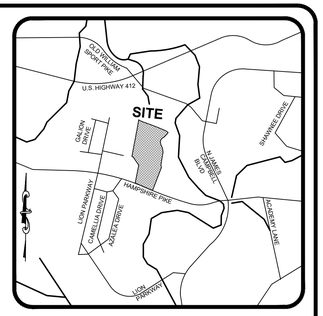
NOTE: All resubmittals must demonstrate compliance with city standards prior to Planning Commission review. Requests which do not adhere to regulations and/or remain unresponsive to technical comments will not be forwarded to the next agenda until such items are amended. Final Plat applications which 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.

LEGEND

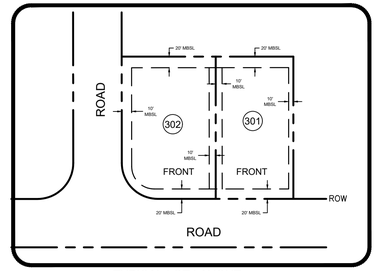
IRON PIN FOUND		FIRE HYDRANT		UTILITY POLE		PUBLIC UTIL. & DRAIN ESMT.	P.U.D.E.		BOUNDARY		
IRON PIN SET		SANITARY SEWER MH	SS	GUY ANCHOR		ADDRESSES	1234		CENTERLINE		
CONC. MON. FOUND		SANITARY SEWER CO	CO	COMMUNICATION BOX	C	HANDICAP SPACE			BUFFER		
CONC. MON. SET		AREA DRAIN		COMMUNICATION MH	C	SANITARY SEWER	8" SA	8" SA	WATER FEATURE		
CONTROL POINT FOUND		CURB INLET		GAS METER	G	WATER	4" W	4" W	TREE LINE		
CONTROL POINT SET		STORM MH	ST	GAS VALVE		UNDERGROUND ELEC	UGE	UGE	R.O.W.	RIGHT OF WAY	
BENCH MARK		ELECTRIC METER-BOX	E	EVERGREEN TREE		OVERHEAD ELEC	OHE	OHE	PVMT.	EDGE OF PAVEMENT	
WATER METER	W	ELECTRIC MH	E	SIDEWALK		GAS	4" G	4" G	PUDE	PUBLIC UTILITY AND DRAINAGE EASEMENT	
WATER VALVE		LIGHT POLE		MIN. BUILDING SETBACK	M.B.S.L	COMMUNICATIONS	COM	COM	G.I.E.	GREEN INFRASTRUCTURE EASEMENT	

HATCH LEGEND

ROW DEDICATION



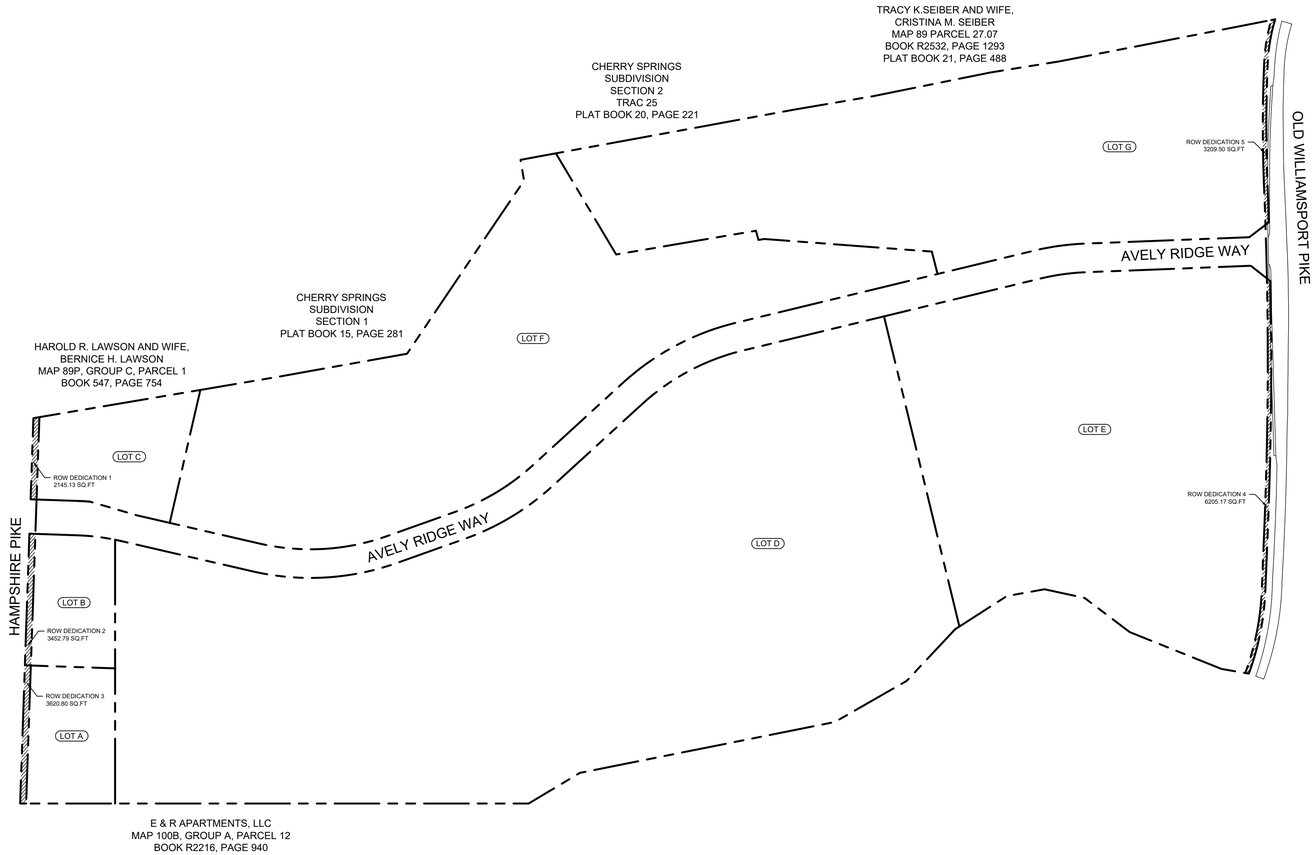
VICINITY MAP
NOT TO SCALE



TYPICAL LOT LAYOUT
N.T.S.

PLAT NOTES

1. THE PURPOSE OF THIS PLAT IS TO CREATE 7 LOTS AND DEDICATE RIGHT-OF-WAY.
2. SUBJECT PROPERTY IS PRESENTLY IDENTIFIED AS PARCEL 41.15, ON MAURY COUNTY TAX MAP 089. SAID PARCEL IS FURTHER IDENTIFIED AS THE PROPERTY DESCRIBED IN BOOK R2858, PAGE 105, REGISTERS OFFICE OF MAURY COUNTY, TENNESSEE.
3. THE PROPERTY SHOWN HEREON IS LOCATED WITHIN THE CITY OF COLUMBIA, MAURY COUNTY, TN. ALL MATTERS PERTAINING TO CONSTRUCTION, USE, LOCATION OF IMPROVEMENTS, SIGNAGE, PARKING, NOISE, VIBRATION, EMISSIONS, FIRE HAZARDS, RADIATION, ILLUMINATION, SETBACK PROVISIONS, ETC., ARE SUBJECT TO THE CITY OF COLUMBIA'S ZONING REGULATIONS AS INTERPRETED AND REGULATED BY THE DEPARTMENT OF DEVELOPMENT SERVICES.
4. EXISTING ZONING: CD-4
5. I HEREBY CERTIFY THAT THIS IS A CATEGORY IV SURVEY AND WAS CONDUCTED IN ACCORDANCE WITH RULE 0820-03.11 (GLOBAL POSITION SYSTEMS SURVEYS) ACCORDING TO THE CURRENT TENNESSEE MINIMUM STANDARDS OF PRACTICE AS PROMULGATED BY THE TENNESSEE STATE BOARD OF EXAMINERS FOR LAND SURVEYORS. THIS SURVEY WAS CONDUCTED WITH DUAL-FREQUENCY RTK GPS EQUIPMENT BASED ON THE TDOT CORPS NETWORK.
   a. POSITIONAL ACCURACY: 0.07'
   b. DATE OF SURVEY: 3/16/2023
   c. DATUM/EPOCH: TENNESSEE STATE PLANE (NAD83). OCCUPATIONS FOR CONTROL POINTS ARE 3 MINUTES EACH, SIDE SHOTS ARE 3 SECONDS.
   d. GEOID 3, ZONE 7 REVISED
6. NO COMBINED GRID FACTORS WERE USED.
7. BEARINGS SHOWN HEREON ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD83). ELEVATIONS SHOWN HEREON ARE BASED ON NAVD88.
8. BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN ZONE "X" AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47119C0280E, WITH AN EFFECTIVE DATE OF APRIL 16, 2007, WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE PROGRAM. ZONE "X" IS AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN. ZONE "X" HAS TWO DESCRIPTIONS. PLEASE SEE FLOOD PLAIN MAP IF ZONE "X" IS SHADED. ***IF FIELD RUN CONTOURS ARE ESTABLISHED YOU MUST PLOT THE FLOOD LINE BASED ON BFE UNLESS THE PROPERTY IS IN ZONE A.
9. ALL CORNERS SHOWN ON THE FACE OF THE SURVEY WILL BE SET WITH 5/8 IRON ROD WITH CAP BEARING THIS SURVEYORS COMPANY NAME.
10. THE DEVELOPER ACKNOWLEDGES THAT ALL LOTS HAVE ADEQUATE BUILDING ENVELOPES AND NO VARIANCES WILL BE REQUIRED.
11. STORMWATER MAINTENANCE AGREEMENT RECORDED IN DEED BOOK ____, PAGES ____.
12. ALL STREETS AND ALLEYS ARE DESIGNATED AS PUBLIC RIGHT-OF-WAY; THE CITY OF COLUMBIA IS NOT RESPONSIBLE FOR THE REPLACEMENT OR REPAIR OF ANY PRIVATE STRUCTURES WITHIN PUBLIC EASEMENTS SHOULD THE STRUCTURES BE DISTURBED IN THE PROCESS OF THE CITY EXERCISING ITS EASEMENT RIGHTS.
13. STREETS, DRAINAGE EASEMENTS, STRUCTURES, AND CULVERTS SHALL BE MAINTAINED BY THE CITY OF COLUMBIA. DETENTION PONDS AND OUTLET STRUCTURES WITHIN PUBLIC DRAINAGE EASEMENTS ARE TO BE MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.
14. OPEN SPACE AREAS, ROADWAY MEDIANS, BRICK PEDESTRIAN CROSSWALKS, BIKE PATHS, SIDEWALKS OUTSIDE OF RIGHT-OF-WAYS, TRAILS AND DETENTION FACILITIES SHALL BE MAINTAINED BY THE HOME OWNER'S ASSOCIATION AND SHALL BE PUBLIC UTILITY, DRAINAGE AND ACCESS EASEMENTS.
15. WITHIN NEW DEVELOPMENTS AND FOR OFF-SITE LINES CONSTRUCTED AS A RESULT OF, OR TO PROVIDE SERVICE TO, THE NEW DEVELOPMENT, ALL UTILITIES, (INCLUDING CABLE TELEVISION, ELECTRICAL, NATURAL GAS, SEWER, TELEPHONE AND WATER LINES) SHALL BE PLACED UNDERGROUND.
16. MAINTENANCE OF ALL STORMWATER MANAGEMENT FEATURES SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER(S) OR HOA.
17. NO OBSTRUCTIONS OR ENCROACHMENTS WHICH IMPEDE THE FLOW OF STORMWATER SHALL BE PERMITTED WITHIN PUBLIC DRAINAGE EASEMENTS BETWEEN LOTS. THE CITY OF COLUMBIA IS NOT RESPONSIBLE FOR REPAIR OR REPLACEMENT OF ANY ENCROACHMENTS THAT ARE DAMAGED OR REMOVED IN THE COURSE OF MAINTENANCE ACTIVITY WITHIN EASEMENTS.
18. THE CITY OF COLUMBIA WATER MANAGEMENT DEPARTMENT HAS UNRESTRICTED ACCESS TO ITS DOMESTIC WATER, SANITARY SEWER, RECLAIM WATER LINES OR SYSTEM IMPROVEMENTS LOCATED WITHIN ITS EXCLUSIVE EASEMENTS WITHIN THE DEVELOPMENT. IN THE EVENT LANDSCAPING, FENCING, CONCRETE OR OTHER STRUCTURES ARE INSTALLED OR PLACED WITHIN A CITY OF COLUMBIA EASEMENT, THE CITY OF COLUMBIA SHALL HAVE THE RIGHT TO REMOVE SUCH ENCROACHMENTS WITHIN THE EASEMENT AS MAY BE NECESSARY FOR THE CITY OF COLUMBIA TO REPAIR, MAINTAIN OR REPLACE ITS INFRASTRUCTURE WHICH IS NOW OR IN THE FUTURE MAY BE LOCATED WITHIN THE EASEMENT WITHOUT OBTAINING ANY FURTHER PERMISSION FROM THE PROPERTY OWNER OR HOA. THE PROPERTY OWNER OR HOA SHALL BE RESPONSIBLE FOR REPAIRING AND/OR REPLACING ANY SUCH LANDSCAPING, FENCING, CONCRETE, OR OTHER STRUCTURES REMOVED OR DISTURBED BY THE CITY OF COLUMBIA IN COMMON OPEN SPACE LOTS AND IN AREAS OWNED BY THE PROPERTY OWNER OR HOA AT NO EXPENSE TO THE CITY OF COLUMBIA. INDIVIDUAL HOMEOWNERS SHALL BE RESPONSIBLE FOR STRUCTURES REMOVED OR DISTURBED BY THE CITY OF COLUMBIA WITHIN AN EASEMENT ON THE HOMEOWNER'S LOT AT THE HOMEOWNER'S EXPENSE.
19. 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.



Parcel Area Table		
Parcel #	Area (SF)	Area (AC)
LOT A	51984.83'	1.193
LOT B	47303.93'	1.086
LOT C	67509.15'	1.550
LOT D	1081843.00'	24.836
LOT E	526169.64'	12.079
LOT F	488245.92'	11.209
LOT G	479760.88'	11.014

ROW Dedication Area Table		
Parcel #	Area (SF)	Area (AC)
ROW Dedication 1	2145.13'	0.049
ROW Dedication 2	3452.79'	0.079
ROW Dedication 3	3620.80'	0.083
ROW Dedication 4	6205.17'	0.142
ROW Dedication 5	3209.50'	0.074

OWNER: HAMPSHIRE PIKE HOLDINGS LLC
18100 VON KARMAN AVENUE,SUITE 500
IRVINE,CA,92612
949-518-2191

ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC.
10 LEA AVENUE, SUITE 400
NASHVILLE, TN 37210
615-564-2701
KELLEY FRANK@KIMLEY-HORN.COM

SURVEYOR: SEAN ALAN MCGOWAN, PE, PS
WILSON & ASSOCIATES, P.C.
108 BEASLEY DRIVE
FRANKLIN, TN 37064
(615) 794-2176
SMCGOWAN@WILSONPC.COM

SEAN ALAN MCGOWAN — REGISTERED LAND SURVEYOR — AGRICULTURE — COMMERCE — TENNESSEE NO. 3516

WILSON & ASSOCIATES, P.C. — Engineering/Surveying/Environmental

150 0 75 150 300
GRAPHIC SCALE: 1" = 150'

HAMPSHIRE PIKE

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.

NAME, TITLE, AGENCY OF AUTHORIZED APPROVING AGENT — DATE

CERTIFICATE OF COMPLIANCE

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

CITY ENGINEER — DATE
COLUMBIA, TENNESSEE

CERTIFICATE OF SURVEY ACCURACY

I (WE) HEREBY CERTIFY THAT TO THE BEST OF MY (OUR) KNOWLEDGE AND BELIEF THIS IS A TRUE AND ACCURATE SURVEY OF THE PROPERTY SHOWN HEREON; THAT THIS IS A CLASS "IV" 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

SEAN ALAN MCGOWAN, PE, PS, TENNESSEE RLS NO. 3516
WILSON & ASSOCIATES, P.C.
108 BEASLEY DRIVE, FRANKLIN, TN 37064
(615) 794-2176
SMCGOWAN@WILSONPC.COM

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 R2858, PAGE 105, MAURY COUNTY REGISTERS OFFICE, AND THAT I (WE) HEREBY ADOPT THIS FINAL SUBDIVISION PLAT OF THE PROPERTY AS SHOWN HEREON AND DEDICATE ALL PUBLIC WAYS AND EASEMENTS AS NOTED WITH MY (OUR) FREE CONSENT.

OWNER — DATE

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE & 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 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 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 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.

SECRETARY, PLANNING COMMISSION — DATE
COLUMBIA, TENNESSEE

CERTIFICATE OF APPROVAL OF SUBDIVISION NAME & STREET NAMES

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

MAURY COUNTY E911 — DATE

RECORDING STAMP HERE

IF YOU CAN READ THIS YOU ARE HOLDING AN UNRECORDED COPY

FINAL SUBDIVISION PLAT

CITY OF COLUMBIA - MAURY COUNTY - TENNESSEE

TOTAL ACRES:	67.242	TOTAL NO. OF LOTS:	07
ACRES NEW RD/ST:	3.849 (ROW)	L.F. OF NEW RD/ST:	2749.5717
ACRES OPEN SPACE:	0.000	CIVIL DISTRICT:	3RD
DRAWN BY:	AS	CLOSURE ERROR:	SEE NOTE
SCALE:	1" = 150'	DATE:	03/17/2025

WA PROJECT NO. 21-1752 — SHEET 1 OF 2

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	93.65'	375.01'	14° 18' 31"	S62° 07' 47"E	93.41'
C2	91.57'	382.50'	13° 43' 01"	S62° 25' 32"E	91.35'
C3	263.09'	3067.97'	4° 54' 48"	S71° 44' 27"E	263.01'
C4	263.74'	3075.50'	4° 54' 48"	S71° 44' 27"E	263.66'
C5	70.30'	8500.11'	0° 28' 26"	S73° 57' 38"E	70.30'
C6	75.56'	8492.43'	0° 30' 35"	S73° 56' 33"E	75.56'
C7	112.41'	8492.43'	0° 45' 30"	S73° 18' 30"E	112.41'
C8	515.22'	8502.67'	3° 28' 19"	S71° 09' 06"E	515.14'
C9	520.87'	8492.43'	3° 30' 51"	S71° 10' 20"E	520.79'
C10	178.22'	575.00'	17° 45' 32"	S60° 32' 09"E	177.51'
C11	177.30'	567.50'	17° 54' 01"	S60° 27' 54"E	176.58'
C12	23.64'	542.26'	2° 29' 53"	N21° 26' 26"E	23.64'
C13	270.04'	480.00'	32° 14' 00"	N14° 45' 19"E	266.49'
C14	191.56'	480.00'	22° 51' 58"	N12° 47' 40"W	190.29'
C15	272.08'	540.00'	28° 52' 06"	N9° 47' 36"W	269.21'
C16	107.15'	540.00'	11° 22' 08"	N10° 19' 31"E	106.97'
C17	95.24'	480.00'	11° 22' 08"	S10° 19' 31"W	95.09'
C18	241.85'	480.00'	28° 52' 06"	S9° 47' 36"E	239.30'
C19	215.51'	540.00'	22° 51' 58"	S12° 47' 40"E	214.08'
C20	307.12'	540.00'	32° 35' 10"	S14° 55' 55"W	303.00'
C21	12.62'	480.00'	1° 30' 23"	S30° 28' 19"W	12.62'
C22	79.66'	480.00'	9° 30' 30"	S24° 57' 52"W	79.57'

HATCH LEGEND

ROW DEDICATION

DETENTION POND

TRACY K.SEIBER AND WIFE,
CRISTINA M. SEIBER
MAP 89 PARCEL 27.07
BOOK R2532, PAGE 1293
PLAT BOOK 21, PAGE 488

CHERRY SPRINGS
SUBDIVISION
SECTION 2
TRAC 25
PLAT BOOK 20, PAGE 221

POB
N:470741.50
E:1649350.82

N7°50'56"E 509.44'
N8°36'08"E 165.39'
N6°48'18"E 251.83'
N9°05'30"E 147.07'
N7°12'33"E 451.72'

N7°26'30"E 246.86'

N8°34'35"E 297.19'

N22°32'38"E 352.32'

N37°45'08"W 346.68'

CHERRY SPRINGS
SUBDIVISION
SECTION 1
PLAT BOOK 15, PAGE 281

HAROLD R. LAWSON AND WIFE,
BERNICE H. LAWSON
MAP 89P, GROUP C, PARCEL 1
BOOK 547, PAGE 754

N8°05'09"E 155.25'
N8°07'29"E 119.25'
N8°39'04"E 507.51'
165.30'
342.21'

S69°47'23"E 172.88'
N69°47'21"W 170.32'
S58°46'30"E 286.06'
N69°47'23"W 276.22'
S20°10'59"W 176.65'
N71°45'33"W 553.00'
N69°47'23"W 289.87'
N69°47'23"W 289.46'
186.50'
716.88'
N18°14'27"E 903.38'

S18°14'43"W 149.98'
S12°37'01"E 125.08'
S6°57'14"W 545.10'
S11°34'10"E 173.63'
S28°34'01"E 148.88'
S40°07'42"W 207.42'
S85°24'55"E 669.08'
S69°24'54"E 133.40'

AVELY RIDGE WAY
(PUBLIC - MINOR LOCAL)

OLD WILLIAMSPORT PIKE

HAMPSHIRE PIKE

E & R APARTMENTS, LLC
MAP 100B, GROUP A, PARCEL 12
BOOK R2216, PAGE 940

LOT A
LOT B
LOT C
LOT D
LOT E
LOT F
LOT G

ROW DEDICATION 1
2145.13 SQ.FT

ROW DEDICATION 2
3452.79 SQ.FT

ROW DEDICATION 3
3620.80 SQ.FT

ROW DEDICATION 4
8205.17 SQ.FT

ROW DEDICATION 5
3209.50 SQ.FT

25' ACCESS EASEMENT

POND

WATER QUALITY DETENTION POND

TOP OF BANK

BIGBY CREEK

RETAINING WALL

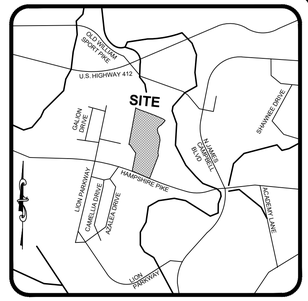
30' STREAM BUFFER

60' STREAM BUFFER

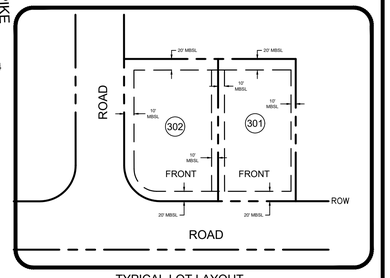
20' MBSL (TYP.)

10' MBSL (TYP.)

GAS



VICINITY MAP
NOT TO SCALE



TYPICAL LOT LAYOUT
N.T.S.

Parcel Line Table		
Line #	Length	Direction
L1	75.25'	N7°50'56"E
L2	8.44'	N7°12'30"E
L3	9.18'	S19°07'41"E
L4	9.66'	N56°21'44"E
L5	7.62'	S27°51'17"W
L6	50.44'	S27°52'28"W
L7	118.69'	S55°18'29"W
L8	86.07'	S30°29'38"W
L9	79.95'	S7°58'19"W
L10	118.35'	S14°22'49"E
L11	10.00'	S14°22'49"E
L12	12.51'	S18°17'07"W
L13	12.50'	S20°10'59"W
L14	12.50'	N20°12'37"E
L15	72.00'	N69°47'23"W
L16	12.50'	S20°12'37"W
L17	12.76'	N8°39'08"E
L18	89.26'	N37°28'50"W
L19	44.41'	N81°16'34"W
L20	88.09'	N20°12'37"E
L21	102.68'	N34°29'23"E

Parcel Line Table		
Line #	Length	Direction
L22	70.69'	N31°13'30"E
L23	135.00'	N31°13'30"E
L24	60.03'	N31°12'59"E
L25	151.47'	N1°21'41"W
L26	254.36'	N24°13'39"W
L27	434.74'	N4°38'28"E
L28	12.28'	N8°34'35"E
L29	20.09'	S86°45'59"E
L30	48.48'	S86°12'18"E
L31	207.91'	N4°38'28"E
L32	345.66'	N16°00'35"E
L33	42.70'	N19°07'41"W
L34	42.97'	S56°21'44"W
L35	346.49'	S16°00'35"W
L36	337.96'	S4°38'28"W
L37	304.68'	S4°38'28"W
L38	254.36'	S24°13'39"E
L39	151.47'	S1°21'41"E
L40	274.49'	S31°13'30"W
L41	8.61'	S31°13'30"W
L42	88.09'	S20°12'37"W

LEGEND

IRON PIN FOUND	FIRE HYDRANT	UTILITY POLE	PUBLIC UTIL. & DRAIN ESMT.
IRON PIN SET	SANITARY SEWER MH	GUY ANCHOR	ADDRESSES
CONC. MON. FOUND	SANITARY SEWER CO	COMMUNICATION BOX	HANDICAP SPACE
CONC. MON. SET	AREA DRAIN	COMMUNICATION MH	SANITARY SEWER
CONTROL POINT FOUND	CURB INLET	GAS METER	WATER
CONTROL POINT SET	STORM MH	GAS VALVE	UNDERGROUND ELEC
BENCH MARK	ELECTRIC METER-BOX	EVERGREEN TREE	OVERHEAD ELEC
WATER METER	ELECTRIC MH	SIDEWALK	GAS
WATER VALVE	LIGHT POLE	MIN. BUILDING SETBACK M.B.S.L	COMMUNICATIONS

P.U.D.E. 1234

BOUNDARY	
CENTERLINE	
BUFFER	
WATER FEATURE	
TREE LINE	
R.O.W.	RIGHT OF WAY
PVMT.	EDGE OF PAVEMENT
PUDE	PUBLIC UTILITY AND DRAINAGE EASEMENT
G.I.E.	GREEN INFRASTRUCTURE EASEMENT

SEAN ALAN MCGOWAN
REGISTERED LAND SURVEYOR
AGRICULTURE
TENNESSEE NO. 3515

WILSON & ASSOCIATES, P.C.
Engineering/Surveying/Environmental

100 0 50 100 200
GRAPHIC SCALE: 1" = 100'

HAMPSHIRE PIKE

RECORDING STAMP HERE

IF YOU CAN READ THIS YOU ARE HOLDING AN UNRECORDED COPY

FINAL SUBDIVISION PLAT

CITY OF COLUMBIA - MAURY COUNTY - TENNESSEE

TOTAL ACRES:	67.242	TOTAL NO. OF LOTS:	07
ACRES NEW RD/ST:	3.849 (ROW)	L.F. OF NEW RD/ST:	2749.5717
ACRES OPEN SPACE:	0.000	CIVIL DISTRICT:	3RD
DRAWN BY:	AS	CLOSURE ERROR:	SEE NOTE
SCALE:	1" = 100'	DATE:	03/17/2025

WA PROJECT NO. 21-1752 SHEET 2 OF 2

Appendix B: Subdivision Development Agreement

This DEVELOPMENT AGREEMENT is made and entered into on this

_____ day of _____, 20_____ ,
between THE CITY OF COLUMBIA, TENNESSEE, (hereinafter the "CITY"), and

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

WITNESSETH:

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

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

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

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

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

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

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

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

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

B1 General Conditions

B1.1 Construction Costs

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

B1.2 City Ordinances, Rules and Regulations

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

B1.3 Fees

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

B1.4 Inspection

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

B1.5 Right of Entry

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

B1.6 Easements

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

B1.7 Stormwater Maintenance Agreement

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

B1.8 Attorney Fees and Other Expenses

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

B1.9 Agreement Not Assignable

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

B1.10 Revocation and Interpretation

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

B1.11 No Oral Agreement

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

B1.12 Separability

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

B 1.13 Transferability

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

B1.14 Indemnity

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

B1.15 Binding Effect

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

B1.16 Entire Agreement

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

B1.17 Headings

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

B2 Performance Surety

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

B3 Construction

B3.1 Construction Plans

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

B3.2 Commencement of Construction

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

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

B3.3 Site Grading

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

B3.4 Storm Water Management Systems

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

B3.5 Street Construction

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

B3.6 Time Period for Construction

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

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

B3.7 Off-Site Improvements

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

B3.9 Inspection and Compliance

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

B3.10 Testing

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

B3.11 Scrap Removal

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

B3.12 Traffic Control

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

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

B3.13 Temporary Facilities

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

B4 Acceptance of Improvements

B4.1 Completion of Improvements

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

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

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

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

B4.3 Acceptance of Facilities

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

B4.4 Failure to Install

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

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

_____ PROJECT	
Completed by the Developer	*Completed by the City*
_____ DEVELOPER NAME	
_____ AUTHORIZED AGENT NAME	_____ CITY ENGINEER
_____ SIGNATURE	_____ SIGNATURE
_____ DATE	_____ DATE
_____ STREET	
_____ CITY, STATE, ZIP	
_____ PHONE	
_____ EMAIL	
Attest	*Attest*
_____ ATTEST NAME	_____ ATTEST NAME
_____ ATTEST SIGNATURE	_____ ATTEST SIGNATURE
_____ DATE	_____ DATE

OWNER AFFIDAVIT
COLUMBIA, MAURY COUNTY, TENNESSEE

I/we, Hampshire Pike Holdings, LLC
(Print Name(s) in Full)

being duly sworn, depose and say(s) that I/we am/are the owner(s) of the property described as:

Map 089, Parcel 41.15
(Property Parcel/Tax ID Number)

and located at:

Hampshire Pike, Columbia, TN
(Street Address)

am fully aware of the request for development approval in Columbia, Tennessee. Furthermore, I/we hereby appoint:

Wilson & Associates - Joey Wilson, Sean McGowan, Abigail Overstreet
(Print Name(s) in Full)

to act as my/our authorized agent on my/our behalf on all matters pertaining to the processing and obtaining the application with the exception of legal documents for recording purposes.

Signature

18100 Von Karman, Suite 500
Property Owner Mailing Address

Irvine, CA 92612
City, State, & Zip

Subscribed and sworn to before me this ____ day of _____, 20____.

See attached certificate
Notary Public

My Commission Expires: _____

CALIFORNIA ALL PURPOSE JURAT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of CALIFORNIA)
ss
County of ORANGE)

Subscribed and sworn to (or affirmed) before me on this 17th day of March, 2025, by Rodney F. Emery, proved to me on the basis of satisfactory evidence to be the person who appeared before me.

CRISTINA B. SONG
Notary Public - California
Orange County
Commission # 2422287
My Comm. Expires Oct 20, 2026

WITNESS my hand and official seal.

C Song

Signature of Notary Public

CITY OF COLUMBIA TENNESSEE

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

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

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

ADDRESS/LOCATION	Hampshire Pike, Columbia, TN		
	TAX MAP: 089	GROUP:	PARCEL: 41.15
SUMMARY OF NATURE OF REQUEST AND WORK	The purpose of this plat is to create 7 lots and dedicate right-of-way.		

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

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

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

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

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

NAME	Abigail Overstreet	PHONE	615-749-0740
ADDRESS	108 Beasley Dr, Franklin, TN 37064	EMAIL	aoverstreet@wilsonpc.com

PROPERTY OWNER NAME	Hampshire Pike Holdings, LLC	PHONE	(949) 852-0700
ADDRESS	18100 Von Karman, Suite 500 Irvine, CA 92612	EMAIL	james.palda@steadfastco.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.

Abigail Overstreet	Abigail Overstreet	3/14/2025
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Hampshire Pike Holdings, LLC Rod Emery, Authorized Signer	Rod Emery (Mar 17, 2025 13:22 PDT)	Mar 17, 2025
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

21-1752 Hampshire Pike - Final Plat - Submittal Application

Final Audit Report 2025-03-17

Created:	2025-03-17
By:	Breana Finney (Breana.Finney@SteadfastCo.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAAlMpDagpxplhKy8PvX-SVlsP8MHtXF6Hf

"21-1752 Hampshire Pike - Final Plat - Submittal Application" History

Document created by Breana Finney (Breana.Finney@SteadfastCo.com)
2025-03-17 - 6:38:59 PM GMT- IP address: 72.194.102.130

Document emailed to Rod Emery (Rod.Emery@SteadfastCo.com) for signature
2025-03-17 - 6:39:27 PM GMT

Email viewed by Rod Emery (Rod.Emery@SteadfastCo.com)
2025-03-17 - 8:22:21 PM GMT- IP address: 104.47.56.126

Document e-signed by Rod Emery (Rod.Emery@SteadfastCo.com)
Signature Date: 2025-03-17 - 8:22:53 PM GMT - Time Source: server- IP address: 204.2.198.46

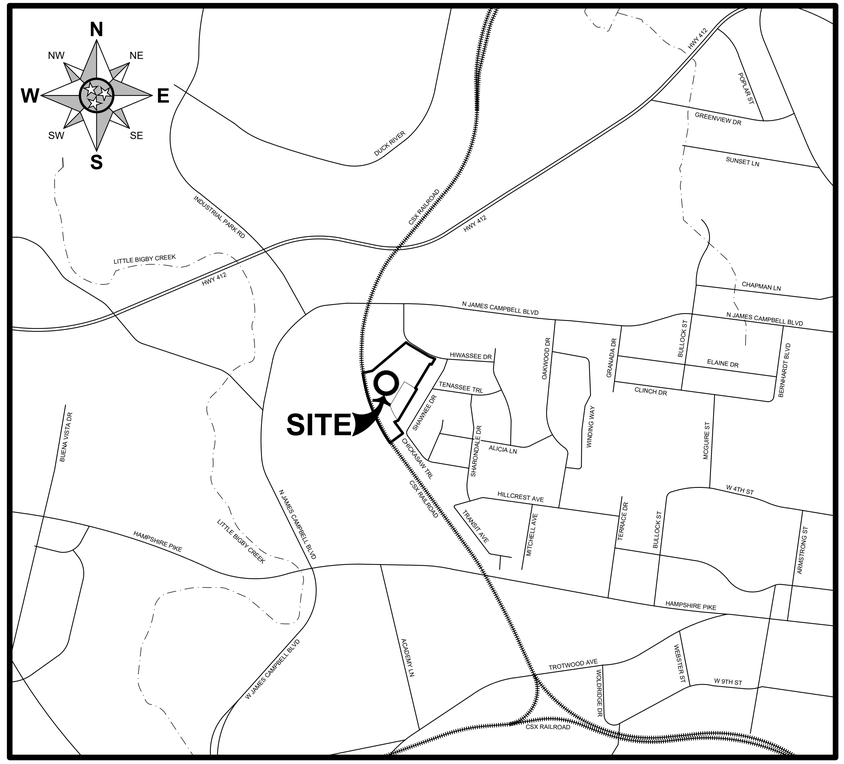
Agreement completed.
2025-03-17 - 8:22:53 PM GMT

FINAL PLAT FOR:
IDLEWILD FARMS

HIWASSEE DRIVE
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE
MAP 89, PARCELS 23.01 & 23.02
MARCH 17, 2025

LOT AREA TABLE		
Lot #	Area (s.f.)	Area (ac.)
1	28,866	0.66
2	38,245	0.88
3	22,790	0.52
4	20,000	0.46
5	20,000	0.46
6	20,000	0.46
7	20,000	0.46
8	20,000	0.46
9	22,236	0.51
10	24,542	0.56
11	22,122	0.51
12	22,083	0.51
13	22,424	0.51
14	20,333	0.47
15	20,307	0.47
16	25,816	0.59

SHEET LIST TABLE	
SHEET NUMBER	SHEET TITLE
FP-01	COVER SHEET
FP-02	FINAL PLAT



VICINITY MAP
SCALE: 1"=1000'

SUBJECT PROPERTY INFORMATION:

- OWNER: HABITAT FOR HUMANITY WILLIAMSON-MAURY
- PARCEL ID: TAX MAP 89, PARCEL 23.01 & 23.02
- INSTRUMENT: RB R2892, PG 825
- PLAT INSTRUMENT: PB 4, PG 15
- TOTAL AREA = 15.60 AC. (679,753 S.F.)
- ZONING: CD-3L

CONTACT LIST

OWNER/DEVELOPER

HABITAT FOR HUMANITY WILLIAMSON-MAURY
109 NOAH DRIVE
FRANKLIN, TN 37064
(615) 690-8090
CONTACT: JENNEE GALLAND, PRESIDENT & COO
E-MAIL: jgalland@hfhwm.org

SURVEYOR

M2 GROUP, LLC
P.O. BOX 2543
BRENTWOOD, TN 37024
PHONE: (931) 623-8913
CONTACT: STEPHEN VANDER HORST, RLS, CFS
E-MAIL: stephen@m2groupllc.com

FINAL SUBDIVISION PLAT MAURY COUNTY, TENNESSEE	
TOTAL ACRES: 15.61	TOTAL LOTS: 16
ACRES NEW STREETS: 1.28	FEET NEW STREETS: 1,330
CIVIL DISTRICT: 4TH	CLOSURE ERROR: 1:10,000±
MILES OF NEW ROADS: 0.25	DATE: MARCH 17, 2025

GENERAL NOTES:

1. THE PURPOSE OF THIS PLAT IS TO ABANDON LOTS 82 & 83, AS REFERENCED IN IDLEWILD SUBDIVISION, SECTION 3, PB 4, PG 15, CREATE 16 LOTS AND 2 OPEN SPACES.
2. THE RECORDING OF THIS PLAT SHALL VOID, VACATE, AND SUPERCEDE THE PREVIOUSLY RECORDED PLAT(S), PLAT OF SURVEY FOR IDLEWILD SUBDIVISION, SECTION 3, PB 4, PG 15. ALL OTHER INFORMATION ON SAID PLATS SHALL REMAIN THE SAME.
3. BEARINGS ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD83).
4. SURVEY FIELD WORK WAS COMPLETED ON JANUARY 26, 2024.
5. THIS SURVEY WAS PREPARED USING THE CURRENT DEEDS AND PLATS OF RECORD FOR THE SUBJECT PROPERTY.
6. ALL DEED BOOK AND PLAT REFERENCES PERTAIN TO THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.
7. ADJOINING PROPERTY LINES SHOWN WERE PLOTTED FROM INFORMATION TAKEN FROM EITHER DEED DESCRIPTION, RECORD PLATS, OR TAX MAPS.
8. 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.
9. UNDERGROUND UTILITIES, IF SHOWN, HAVE BEEN PLOTTED FROM PLANS AND MARKINGS COMBINED WITH OBSERVED EVIDENCE OF UTILITIES TO DEVELOP A VIEW OF THOSE UNDERGROUND UTILITIES (CI/ASCE 38-2, QUALITY LEVEL C). OTHER UNDERGROUND UTILITIES MAY EXIST WHICH ARE NOT SHOWN AS A RESULT OF INFORMATION NOT BEING PROVIDED BY THE UTILITY OWNER. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT OR CONTRACTOR IS ADVISED THAT EXCAVATION MAY BE NECESSARY. CALL 811 BEFORE YOU DIG.
10. 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" PANELS 170 & 285 OF 440, MAP NUMBER 47119C0170E & 47119C0285E, REVISED APRIL 16, 2007.
11. THE SUBJECT PROPERTY SHOWN HEREON HAS A ZONING DESIGNATION OF "CD-3L", NEIGHBORHOOD DISTRICT ACCORDING TO THE CURRENT CITY OF COLUMBIA OFFICIAL ZONING MAP. SETBACK REQUIREMENTS ARE AS FOLLOWS:
    FRONT = 30 FEET
    SIDE = 12 FEET
    REAR = 30 FEET, OR 15 FEET FROM CENTER LINE OF REAR ALLEY
12. DEVELOPMENT IS TO BE SERVED BY A MAIL KIOSK LOCATED IN OS-2.
13. THE OVERALL PROPERTY BOUNDARY SHOWN HEREON IS BASED ON A SURVEY BY WES ENGINEERS AND SURVEYORS, DATE OF SURVEY IS UNKNOWN.
14. ALL OPEN SPACE IS TO SERVE AS A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUDAE).

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 R2892, PAGE 825, MAURY COUNTY REGISTERS OFFICE, AND ADOPT THIS FINAL SUBDIVISION PLAT OF 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 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 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 CLASS "I" LAND SURVEY AS DEFINED IN TITLE 62, CHAPTER 18, TENNESSEE CODE ANNOTATED, AND THAT THE RATIO OF PRECISION IS GREATER THAN OR EQUAL TO 1:10,000.

REGISTERED LAND SURVEYOR _____ NUMBER _____ DATE _____

CERTIFICATE OF SANITARY SEWER SYSTEM

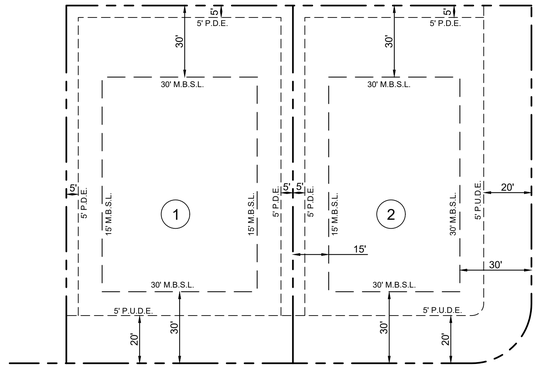
I HEREBY CERTIFY THAT THE SANITARY SEWER SYSTEM OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAS BEEN INSTALLED IN ACCORDANCE WITH THE CURRENT LOCAL AND STATE GOVERNMENT REQUIREMENTS, OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

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



TYPICAL LOT LAYOUT
SCALE: 1"=30'
(TYPICAL UNLESS NOTED OTHERWISE)

DRAWING1.DWG (Wednesday, January 10, 2018 12:04:03 PM)

DESCRIPTION | DATE | REVISION #

FINAL PLAT
IDLEWILD FARMS
HIWASSEE DRIVE
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE

M2 GROUP
P.O. BOX 2543
BRENTWOOD, TN 37024-2543
WWW.M2GROUPLLC.COM

COVER SHEET

DRAWN BY : ERG
CHECKED BY : SVH
DATE : MARCH 17, 2025
PROJECT NO. : 23-070

SHEET NUMBER:
FP-01

SUBJECT PROPERTY INFORMATION:

- OWNER: HABITAT FOR HUMANITY WILLIAMSON-MAURY
- PARCEL ID: TAX MAP 89, PARCEL 23.01 & 23.02
- INSTRUMENT: RB R2892, PG 825
- PLAT INSTRUMENT: PB 4, PG 15
- TOTAL AREA = 15.60 AC. (679,753 S.F.)
- ZONING: CD-3L

50 0 50 100
GRAPHIC SCALE

GENERAL NOTES:

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14. ALL OPEN SPACE IS TO SERVE AS A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUDAE).

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	S72° 13' 06"W	52.46
L2	N49° 45' 38"E	4.55
L3	N66° 08' 05"W	25.02
L4	S59° 07' 45"E	25.50

CURVE TABLE				
CURVE #	LENGTH	RADIUS	CHORD DIRECTION	CHORD LENGTH
C1	34.29	175.00	N30° 53' 42"W	34.24
C2	123.91	175.00	N4° 59' 50"W	121.34
C3	48.06	175.00	N23° 09' 20"E	47.91
C4	39.33	25.00	N14° 02' 30"W	35.40
C5	39.21	25.00	S75° 57' 30"W	35.31
C6	147.33	125.00	S2° 44' 32"E	138.95
C7	200.69	2301.59	N31° 59' 47"W	200.62
C8	165.12	2301.59	N27° 26' 35"W	165.08
C9	162.85	2301.59	N23° 21' 39"W	162.82
C10	528.11	2301.59	N14° 45' 38"W	526.95
C11	46.68	206.10	S52° 37' 10"E	46.58
C12	127.63	543.54	S65° 50' 03"E	127.34

CSX TRANSPORTATION
RIGHT-OF-WAY CHARTER
MAP 099, PARCEL 403.00

MILLIKEN NONWOVENS LLC
MAP 089, PARCEL 23.03
DB R2260, PG 919

N76° 50' 38"E 139.85'

N49° 45' 38"E 611.89'

STORMWATER MANAGEMENT AREA

OS-1
OPEN SPACE
4.83 AC.

150' TVA TRANSMISSION EASEMENT
(REFERENCED PER PB 4, PG 15)

N31° 01' 25"E 1043.63' (TOTAL)

114.69' 164.30' 125.00' 125.00' 125.00' 125.00' 125.00' 139.63'

150' TVA TRANSMISSION EASEMENT
(REFERENCED PER PB 4, PG 15)

N31° 01' 25"E 809.85' (TOTAL)

S31° 01' 25"W 810.08' (TOTAL)

BESSER SPRINGS WAY
(50' PUBLIC R/W - MINOR LOCAL)

N30° 56' 22"E 396.77' (TOTAL)

N30° 52' 41"E 513.19' (TOTAL)

S30° 50' 35"W 94.69'

S74° 42' 45"E 173.04'

N64° 43' 07"E 180.27'

S53° 29' 30"W 209.29'

S33° 29' 30"W 225.07'

N68° 30' 30"W 200.00'

S26° 20' 29"E 108.75'

N68° 30' 30"W 91.91'

S59° 06' 26"W 291.39' (TOTAL)

OVERHEAD ELECTRIC LINES AND POLES TO BE RELOCATED

LOT LINES TO BE ABANDONED WITH THE RECORDING OF THIS PLAT

OS-2
OPEN SPACE
1.00 AC.

STORMWATER MANAGEMENT AREA

HIWASSEE DRIVE
(50' PUBLIC R/W - MINOR LOCAL)

SHAWNEE DRIVE
(50' PUBLIC R/W - MINOR LOCAL)

71B
AMANDA NICOLE POTTS HOUSER, ET VIR
MAP 089K, GROUP B
PARCEL 23.00
DB R2662, PG 1309
MINOR PLAT SUBDIVISION OF PROPERTY OF KENT CARVELL
PB 8, PG 135

71A
AMANDA NICOLE POTTS
MAP 089K, GROUP B
PARCEL 22.00
DB R2097, PG 1107
MINOR PLAT SUBDIVISION OF PROPERTY OF KENT CARVELL
PB 8, PG 135

84
LARON M TAYLOR
MAP 089N, GROUP F, PARCEL 3.00
DB R1416, PG 403
IDLEWILD SECTION 3
PB 4, PG 15

81
THREE LITTLE BEES LLC
MAP 089K, GROUP A
PARCEL 10.00
DB R2608, PG 358
IDLEWILD SECTION 3
PB 4, PG 15

80
NOLAN PATEE
MAP 089K, GROUP A
PARCEL 9.00
DB R2641, PG 619
IDLEWILD SECTION 3
PB 4, PG 15

79
LETOURNEAU PROPERTIES TN LLC
MAP 089K, GROUP A
PARCEL 8.00
DB R2579, PG 99
IDLEWILD SECTION 3
PB 4, PG 15

78
SHERRY D TAYLOR
MAP 089K, GROUP A
PARCEL 7.00
DB R2263, PG 667
IDLEWILD SECTION 3
PB 4, PG 15

77
MARION PATRICK REAVES
MAP 089K, GROUP A
PARCEL 6.00
DB 1367, PG 918
IDLEWILD SECTION 3
PB 4, PG 15

76
G & R CONSTRUCTION, INC
MAP 089K, GROUP A
PARCEL 5.00
DB R2842, PG 63
IDLEWILD SECTION 3
PB 4, PG 15

75
KRISTIN G COGGIN
MAP 089K, GROUP A
PARCEL 4.00
DB R2338, PG 193
IDLEWILD SECTION 3
PB 4, PG 15

74
ADAM RYAN ETUX
MAP 089K, GROUP A
PARCEL 3.00
DB 2207, PG 708
IDLEWILD SECTION 3
PB 4, PG 15

73
ERNEST NEAL BRADY ETUX
MAP 089K, GROUP A
PARCEL 2.00
DB R2439, PG 1195
IDLEWILD SECTION 3
PB 4, PG 15

72
STEPHEN TAYLOR ELLIS
MAP 089K, GROUP A
PARCEL 1.00
DB R2559, PG 1097
IDLEWILD SECTION 3
PB 4, PG 15

LEGEND:

PROPOSED PROPERTY LINE	SAN	EXISTING SANITARY SEWER LINE	IRON PIPE FOUND (IPF)	ET	TRANSFORMER
PROPOSED RIGHT-OF-WAY	ST	EXISTING STORM SEWER LINE	IRON REBAR SET W/CAP (IRS)		ELECTRIC PEDESTAL
EXISTING ADJACENT PROPERTY LINE	W	EXISTING WATER LINE	FIRE HYDRANT		LIGHT STANDARD
PROPOSED EASEMENT	OHE	EXISTING OVERHEAD ELECTRIC	SANITARY MANHOLE		COMMUNICATION PEDESTAL
EXISTING EASEMENT	OH-E	PROPOSED OVERHEAD ELECTRIC	CLEAN OUT	MBSL	MINIMUM BUILDING SETBACK LINE
MBSL MINIMUM BUILDING SETBACK LINE	G	EXISTING GAS LINE	CURB INLET	PDE	PERMANENT DRAINAGE EASEMENT
PROPOSED SANITARY SEWER LINE		EXISTING RAILROAD TRACKS	POWER POLE	PUDE	PERMANENT UTILITY & DRAINAGE EASEMENT
PROPOSED STORM SEWER LINE		IRON REBAR FOUND (IRF)	GUY WIRE	HW	HEADWALL
PROPOSED WATER LINE		CONCRETE MONUMENT FOUND (CMF)	HIGH TENSION TOWER	1	LOT NUMBER

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

REVISION #	DATE	DESCRIPTION

FINAL PLAT
IDLEWILD FARMS
HIWASSEE DRIVE
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE

M2 GROUP
P.O. BOX 2543
BRENTWOOD, TN 37024-2543
WWW.M2GROUPLLC.COM

FINAL PLAT

DATE :	MARCH 17, 2025	DRAWN BY :	ERG
PROJECT NO. :	23-070	CHECKED BY :	SVH

SHEET NUMBER:
FP-02

DRAWING1.DWG / Wednesday, January 10, 2018 12:04:03 PM

Appendix B: Subdivision Development Agreement

This DEVELOPMENT AGREEMENT is made and entered into on this

_____ day of _____, 20_____ ,
between THE CITY OF COLUMBIA, TENNESSEE, (hereinafter the "CITY"), and

Habitat for Humanity Williamson - Maury _____, the DEVELOPER (hereinafter the "DEVELOPER") named on the Addendum to this Agreement attached hereto and by this reference made a part hereof (hereinafter the "ADDENDUM").

WITNESSETH:

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

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

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

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

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

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

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

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

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

B1 General Conditions

B1.1 Construction Costs

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

B1.2 City Ordinances, Rules and Regulations

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

B1.3 Fees

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

B1.4 Inspection

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

B1.5 Right of Entry

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

B1.6 Easements

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

B1.7 Stormwater Maintenance Agreement

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

B1.8 Attorney Fees and Other Expenses

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

B1.9 Agreement Not Assignable

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

B1.10 Revocation and Interpretation

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

B1.11 No Oral Agreement

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

B1.12 Separability

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

B 1.13 Transferability

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

B1.14 Indemnity

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

B1.15 Binding Effect

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

B1.16 Entire Agreement

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

B1.17 Headings

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

B2 Performance Surety

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

B3 Construction

B3.1 Construction Plans

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

B3.2 Commencement of Construction

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

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

B3.3 Site Grading

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

B3.4 Storm Water Management Systems

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

B3.5 Street Construction

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

B3.6 Time Period for Construction

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

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

B3.7 Off-Site Improvements

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

B3.9 Inspection and Compliance

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

B3.10 Testing

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

B3.11 Scrap Removal

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

B3.12 Traffic Control

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

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

B3.13 Temporary Facilities

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

B4 Acceptance of Improvements

B4.1 Completion of Improvements

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

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

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

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

B4.3 Acceptance of Facilities

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

B4.4 Failure to Install

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

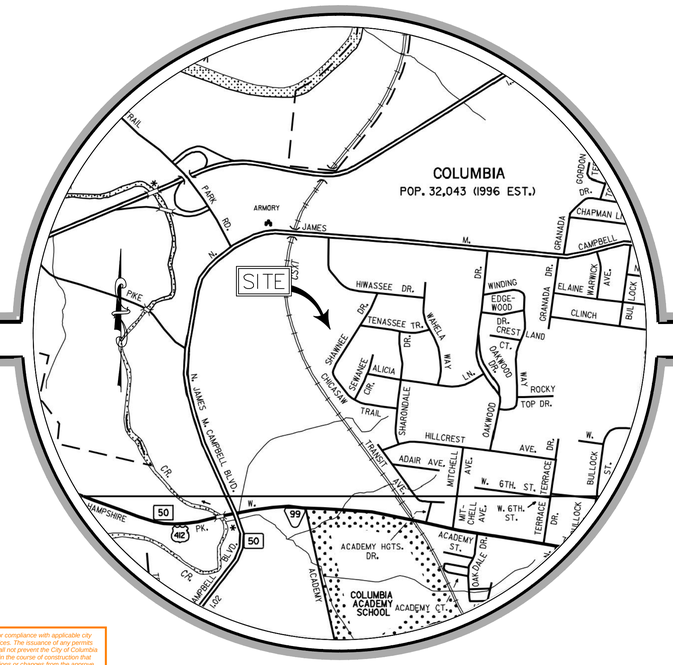
IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed in multiple originals by persons properly authorized so, to do on or as of the day and year first given.

Idlewild Farm PROJECT	
Completed by the Developer	*Completed by the City*
Habitat for Humanity Williamson - Maury DEVELOPER NAME	
AUTHORIZED AGENT NAME	CITY ENGINEER
SIGNATURE	SIGNATURE
DATE	DATE
1908 Noah Drive STREET	
Franklin, TN 37064 CITY, STATE, ZIP	
PHONE	
EMAIL	
Attest	*Attest*
ATTEST NAME	ATTEST NAME
ATTEST SIGNATURE	ATTEST SIGNATURE
DATE	DATE

A SITE PLAN FOR

IDLEWILD FARMS

HIWASSEE DRIVE, COLUMBIA, TENNESSEE
TAX MAP 89, PARCEL 23.01 & 23.02
16 RESIDENTIAL LOTS



LOCATION MAP
NOT TO SCALE
COLUMBIA, MAURY COUNTY, TENNESSEE

SPECIFIED SEQUENCE OF WORK FOR THE SELECTED CONTRACTOR:

1. INSTALL PHASE 1 OF EROSION PREVENTION & SEDIMENT CONTROL MEASURES.
2. BEGIN SITE EXCAVATION & FILLING TO CONSTRUCT DETENTION BASINS TO FUNCTION AS SEDIMENT BASINS DURING CONSTRUCTION.
3. BEGIN ROADWAY CONSTRUCTION & UTILITY CONSTRUCTION.
4. CONSTRUCT / INSTALL PAVEMENT BASE STONE & BINDER ONCE UTILITY CONSTRUCTION IS COMPLETE.
5. COMPLETE SOIL STABILIZATION (FINAL DRESSING SITE) ONCE ROADWAY IS NEARING COMPLETION.
6. COMPLETE PUNCH LIST ITEMS, AS-BUILT, INFRASTRUCTURE CERTIFICATIONS AS REQUIRED FOR C.O.

UTILITY COMPANIES:

UTILITIES SHOWN ARE BASED ON LIMITED DATA. THERE IS NO GUARANTEE AS TO THEIR LOCATION OR SIZE. PLEASE CONTACT RESPECTIVE UTILITY COMPANIES PRIOR TO CONSTRUCTION. POSSIBLE CONTACTS IN THIS AREA INCLUDE:

MUNICIPALITY:
CITY OF COLUMBIA
707 NORTH MAIN ST.
COLUMBIA, TN 38401

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

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

STORM WATER:
CITY OF COLUMBIA
ENGINEERING/INSPECTION
707 N. MAIN STREET
COLUMBIA, TN 38401
(931) 560-1530
Contact: Glenn Harper, P.E.

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

CABLE TELEVISION:
CHARTER COMMUNICATIONS
2008 S. MAIN STREET
COLUMBIA, TN 38401
(931) 388-1326

SANITARY:
CITY OF COLUMBIA
WASTEWATER SYSTEM
1244 TREATMENT PLANT RD.
COLUMBIA, TN 38401
(931) 560-1001
Mark Williams, Director

TELEPHONE:
AT&T
904 S. HIGH ST
COLUMBIA, TN 38401
(931) 380-3448

GAS:
ATMOS ENERGY
810 NASHVILLE HWY.
COLUMBIA, TN 38401
(888) 824-3434
NASHVILLE
(615) 872-5100

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

The City of Columbia has reviewed the following plans for compliance with applicable city codes, ordinances, and engineering standards and practices. The issuance of any permits based on these construction documents and other data shall not prevent the City of Columbia from requiring correction of errors, conditions may arise in the course of construction that necessitate changes to these approved plans. Any deviations or changes from the approve plans must be reviewed and approved by the City of Columbia.

APPROVED
CITY OF COLUMBIA
DEVELOPMENT SERVICES
dtoney 01/11/2024

CITY OF COLUMBIA TENNESSEE
DEVELOPMENT SERVICES
705 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1561

MEETING ATTENDANCE SHEET

TOPIC: Idlewild — DATE: 1/11/24 — TIME: 4:00 — LOCATION: City Hall

	NAME	COMPANY/ORGANIZATION	PHONE	EMAIL
1.	Lee Holcomb	HFHomes	615-578-5619	lholcomb@HFHomes.com
2.	Dustin Tollichow	HFHomes	217-418-5811	DTollichow@HFHomes.com
3.	Trent Parks	TP Enterprise	731-727-2763	trent@tpent.com
4.	Michael Cooper	Cooper Services LLC	615-857-2520	cooperservices11@gmail.com
5.	Joe Gray	Gray	931-624-7093	
6.	Jeremy Gray	Gray's Building & Dirt	931-581-9767	grayblding@gmail.com
7.	Kevin Swanson	MC Equip, LLC	(440) 476-1626	kswanson@mcequip.com
8.	Gerald Wyck	WES Engineers Inc	931-588-2329	gerald@wesengineers.com
9.				

INITIAL	NAME	COMPANY/ORGANIZATION	PHONE	EMAIL
	Paul Kallmer	Director, Development Services	(931) 560-1560	pkallmer@columbiatn.com
	Glenn Harper	City Engineer	(931) 560-1560	gharper@columbiatn.com
(DEP)	Douglas Toney	Assistant City Engineer	(931) 560-1560	dtoney@columbiatn.com
	Albert Dominguez	Engineering	(931) 560-1560	adominguez@columbiatn.com
	John Williams	Engineering	(931) 560-1560	jwilliams@columbiatn.com
	Brad Massey	Fire Marshall	(931) 560-1760	bmassey@columbiatn.com
	Ryan Filipkowski	Wastewater	(931) 560-1001	rfilipkowski@columbiatn.com

STORMWATER DETENTION AGREEMENT:
RECORDED: _____
DEED BOOK: _____ PAGE: _____

THIS SITE PLAN HAS BEEN DESIGNED TO MEET THE CRITERIA OF THE CITY OF COLUMBIA, TENNESSEE. THE PLANS ARE NOT RELEASED FOR CONSTRUCTION UNTIL THE RELATIVE PERMIT HAS BEEN ISSUED BY THE MUNICIPALITY. CHANGES SHALL NOT BE MADE TO THE APPROVED SITE PLAN UNLESS APPROVED BY THE RELEVANT DEPARTMENT SUPERINTENDANT OR THE PLANNING COMMISSION.

CITY OF COLUMBIA TENNESSEE
DEVELOPMENT SERVICES
705 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560

LAND DISTURBANCE PERMIT
21-0227
Issued: 1/4/2024

Permit is valid for 18 months
Construction must commence within 180 days

Description of Work: Idlewild Subdivision: Construct a 16 lot subdivision

This permit must be posted on site and be protected from weather. It is required for all land disturbances greater than 1 acre. Erosion controls shall be maintained at all times in accordance with TDEC Construction General Permit and the TDEC Erosion Control Handbook. Any changes to the plans must be approved by the City of Columbia Development Services Department

PRIMARY CONTRACTOR INFORMATION:

COMPANY NAME: _____
CONTACT PHONE: _____

TDEC LEVEL I CERTIFIED 24 HOUR POINT OF CONTACT FOR SOIL EROSION CONTROL:
NAME: _____
PHONE: _____

STATE OF TENNESSEE NPDES PERMIT - NOTICE OF COVERAGE
TRACKING NUMBER: _____
DATE: _____

SHEET INDEX

C-0.0 COVER (THIS SHEET)
1 of 1 PRELIMINARY PLAT
C-1.0 LAYOUT & UTILITY PLAN
C-2.0 SITE GRADING PLAN
C-2.1 SITE DRAINAGE PLAN
C-3.0 EPSC PHASE 1 PLAN
C-3.1 EPSC PHASE 2 PLAN
C-3.2 EPSC PHASE 3 PLAN
C-3.3 EPSC DETAILS
C-4.0 ROADWAY PLAN & PROFILE
C-4.1 CONSTRUCTION DETAILS
C-4.2 CONSTRUCTION DETAILS

GENERAL NOTES

1. PROPOSED USE: RESIDENTIAL SUBDIVISION
2. A PRE CONSTRUCTION MEETING WITH THE MUNICIPALITY IS REQUIRED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
3. CONTRACTOR IS RESPONSIBLE FOR PROTECTING ALL EXISTING AND PROPOSED UTILITIES FROM DAMAGE DURING ALL STAGES OF CONSTRUCTION.
4. THE ENGINEER AND APPLICABLE AGENCY MUST APPROVE, PRIOR TO CONSTRUCTION, ANY ALTERATION, OR VARIANCE FROM THESE PLANS.
5. DEVELOPER SHALL COMPLY WITH TDEC EROSION PREVENTION AND SEDIMENTATION CONTROL HANDBOOK, CURRENT EDITION.
6. UNDERGROUND DRY UTILITIES SHALL BE EXTENDED FROM EXISTING LOCATIONS TO SERVICE THIS SITE AS REQUIRED BY UTILITY COMPANIES.
7. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, PROCEDURES OR SAFETY PRECAUTIONS OR PROGRAMS UTILIZED IN CONNECTION WITH THE WORK, AND WILL NOT BE RESPONSIBLE FOR THE CONTRACTOR'S FAILURE TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
8. HANDICAP PARKING SPACES SHALL BE MARKED WITH ABOVE GRADE SIGNS IN ACCORDANCE WITH CURRENT ADA STANDARDS. VAN ACCESSIBLE SPACES SHALL BE MARKED AS SUCH.
9. ALL ON-SITE TRAFFIC SIGNS SHALL MEET THE REQUIREMENTS OF THE CITY ENGINEERING REQUIREMENT, ZONING ORDINANCE, & THE MUTCD.
10. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT STANDARDS AND SPECIFICATIONS OF THE CITY OF COLUMBIA, TENNESSEE.
11. UTILITIES AS SHOWN INDICATE THE APPROXIMATE LOCATION OF FACILITIES ONLY AND NO GUARANTEE IS GIVEN TO THE COMPLETENESS OR ACCURACY THEREOF. NO EXCAVATION MAY BE MADE WITHIN 4 FEET OF THESE UTILITIES UNLESS AND UNTIL SUCH UTILITIES HAVE BEEN POSITIVELY LOCATED AS TO HORIZONTAL AND VERTICAL POSITION. CONTRACTOR SHALL CONTACT UTILITY COMPANY AND "TENNESSEE ONE CALL" AT 811 (1-800-351-1111) THREE WORKING DAYS PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING EXACT LOCATION OF ALL EXISTING UTILITIES.
12. THIS PROPERTY IS NOT LOCATED IN A FLOOD HAZARD AREA AS PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD BOUNDARY AND FLOODWAY MAP COMMUNITY PANEL NO. 47119C0285E, (ZONE X)
13. THE LIMIT OF CONSTRUCTION IS SHOWN ON THE CONSTRUCTION PLANS. ANY WORK OUTSIDE OF THE LIMIT OF CONSTRUCTION IS TO BE COORDINATED BY THE CONTRACTOR AND PRE-APPROVED BY THE APPROPRIATE PROPERTY OWNER.

SITE DATA

PARCEL NUMBER	TAX MAP 89, PARCEL 23.01 TAX MAP 89, PARCEL 23.02 DEED BOOK: R2664, PG 649
PARCEL ADDRESS:	HIWASSEE DRIVE COLUMBIA, TENNESSEE 38401
EXISTING ZONING:	R-20
ACREAGE OF SITE:	±15.79 ACRES
DISTURBED ACREAGE:	±9.71 ACRES
MINIMUM REQUIRED BUILDING SETBACK LINES:	30' FRONT (MINOR) 30' REAR 12' SIDE
PROPERTY OWNER:	K2L GROUP, LLC 116 MAJESTIC LANE FRANKLIN, TN 37064

IDLEWILD FARMS
HIWASSEE DRIVE
COLUMBIA, TENNESSEE

PROPRIETOR

K2L GROUP, LLC
116 MAJESTIC LANE
FRANKLIN, TENNESSEE 37064
CONTACT:

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

RESIDENTIAL SUBIDIVISION
HIWASSEE DRIVE
COLUMBIA, TENNESSEE 38401

ENGINEER'S SEAL
GERALD WYCK — REGISTERED ENGINEER — AGRICULTURAL — No. 107415 — STATE OF TENNESSEE

REVISIONS	DATE

PROJECT No. 17571
1 of 14
DATE: 08/30/2021

gerald@wesengineers.com

©2021

SUBMITTED FOR MUNICIPAL APPROVAL
NOT FOR CONSTRUCTION

FILE: J:_WES_Engineers_Surveyors 2017\17571 – Hiwassee – Reeves\Dwg\Engineering\17571_16 LOTS Hiwassee Base.dwg

PRELIMINARY PLAT

Columbia Fire & Rescue
Underground Water Plan Review for Fire Protection

* Fill all spaces if the space is not applicable put N/A

Date: 5/17/2021 Plat Check No: TBD Water Purveyor: CPWS
Address: Idlewild Farms
Property type: Residential ☑ Commercial/Industrial ☐ Construction Type V ☐ or ☐ TBD
NFPA Sprinkler Type: N/A

PUBLIC WATER SYSTEM DEMAND

Fire flow requirements (International Fire Code Appendix B)

Fire Flow: 1,000 gpm Duration: 2 hours *without sprinkler credit
Fire Flow: N/A gpm Duration: N/A hours *with sprinkler credit

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

a. Minimum number of hydrants: 1
b. Average spacing between hydrants: 500 ft
c. Maximum distance from frontage to hydrant: 250 ft

PRIVATE FIRE SYSTEM DEMAND

DCDA Required N/A Location: N/A

Fire Flow: N/A gpm Duration: N/A hours *without sprinkler credit
Fire Flow: N/A gpm Duration: N/A hours *with sprinkler credit

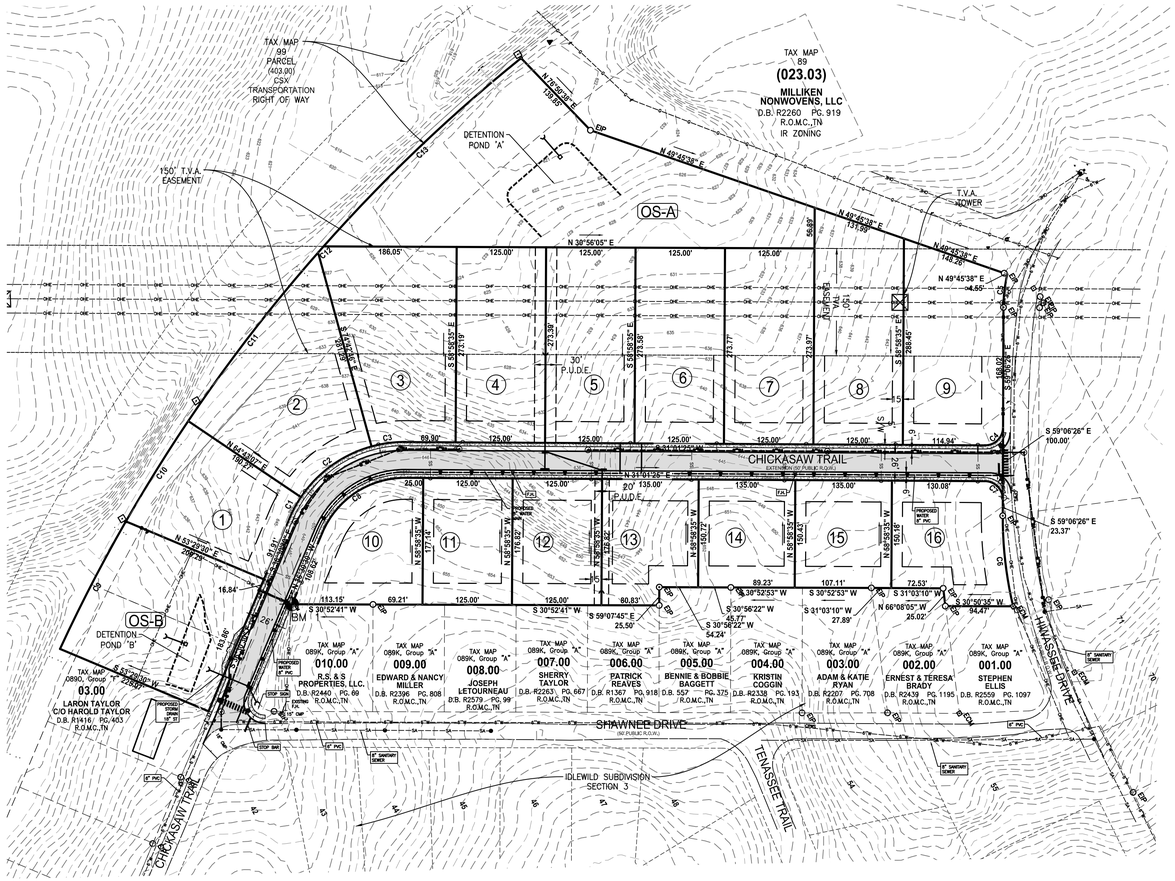
Fire Hydrant Location and Distribution (International Fire Code Appendix C)

a. Minimum number of hydrants: N/A
b. Average spacing between hydrants: N/A ft
c. Maximum distance from frontage to hydrant: N/A ft

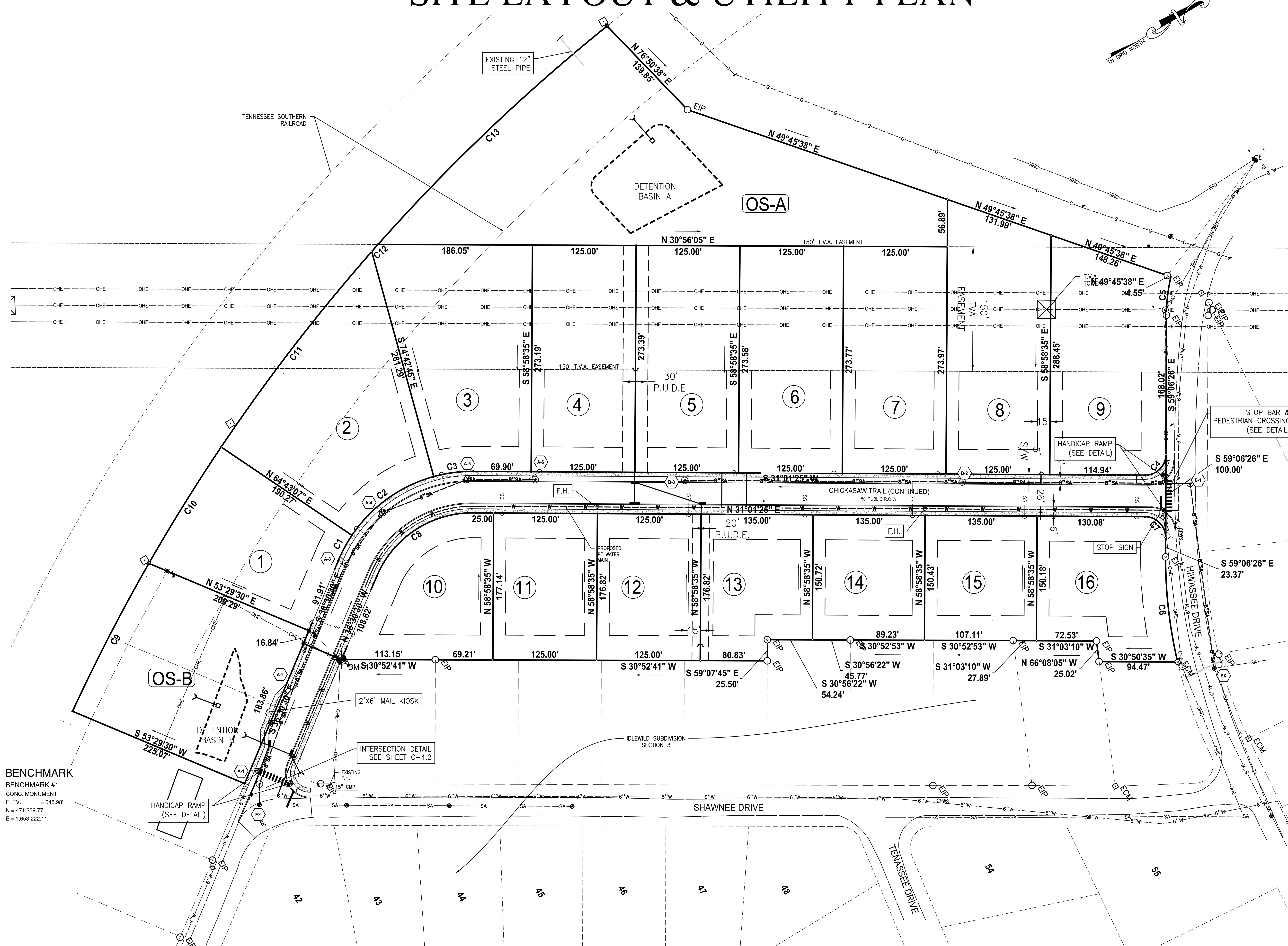
Plan reviewer: Stephen Chero Date: 5/17/2021

FD1) Fire Hydrant

An approved water supply for fire protection, either temporary or permanent, shall be made available as soon as combustible material arrives on the site.


TAX MAP 099 PARCEL (403.00) CSX TRANSPORTATION RIGHT OF WAY
TAX MAP 89 (023.03) MILLIKEN NONWOVENS, LLC D.B. R2260 PG. 919 R.O.M.C.,TN IR ZONING
DETENTION POND "A"
150' T.V.A. EASEMENT
T.V.A. TOWER
OS-A
OS-B
DETENTION POND "B"
CHICKASAW TRAIL
(EXTENSION) (50' PUBLIC R.O.W.)
SHAWNEE DRIVE
(50' PUBLIC R.O.W.)
TENNESSEE TRAIL
IDLEWILD SUBDIVISION SECTION 3
HIWASSEE DRIVE
30' P.U.D.E
20' P.U.D.E
PROPOSED WATER ST. INC.
PROPOSED STORM ST. INC.
TAX MAP 089K, Group "A" 010.00 R.S. & S PROPERTIES, LLC. D.B. R2440 PG. 69 R.O.M.C.,TN
TAX MAP 089K, Group "A" 009.00 EDWARD & NANCY MILLER D.B. R2396 PG. 808 R.O.M.C.,TN
TAX MAP 089K, Group "A" 008.00 JOSEPH LETOURNEAU D.B. R2579 - PG. 99 R.O.M.C.,TN
TAX MAP 089K, Group "A" 007.00 SHERRY TAYLOR D.B.-R2263 - PG. 667 R.O.M.C.,TN
TAX MAP 089K, Group "A" 006.00 PATRICK REAVES D.B. R1367 PG. 918 R.O.M.C.,TN
TAX MAP 089K, Group "A" 005.00 BENNIE & BOBBIE BAGGETT D.B. 557 PG. 375 R.O.M.C.,TN
TAX MAP 089K, Group "A" 004.00 KRISTIN COGGIN D.B. R2338 PG. 193 R.O.M.C.,TN
TAX MAP 089K, Group "A" 003.00 ADAM & KATIE RYAN D.B. R2207 PG. 708 R.O.M.C.,TN
TAX MAP 089K, Group "A" 002.00 ERNEST & TERESA BRADY P.B. R2439 PG. 1195 R.O.M.C.,TN
TAX MAP 089K, Group "A" 001.00 STEPHEN ELLIS D.B. R2559 PG. 1097 R.O.M.C.,TN
TAX MAP 089O, Group "I" 03.00 LARON TAYLOR C/O HAROLD TAYLOR D.B. R1416 PG. 463 R.O.M.C.,TN
N 49°45'38" E 1131.99'
N 30°56'05" E 156.65'
S 59°06'26" E 100.00'
S 59°06'26" E 23.37'
N 49°45'38" E 148.29'
N 49°45'38" E 4.55'
S 58°58'35" E 273.38'
S 58°58'35" E 273.77'
S 58°58'35" E 288.45'
S 58°58'35" E 186.02'
N 31°01'25" E 135.00'
N 31°01'25" E 114.94'
N 58°58'35" W 176.82'
N 58°58'35" W 150.72'
N 58°58'35" W 150.43'
N 58°58'35" W 150.18'
N 58°58'35" W 150.04'
N 58°58'35" W 150.04'
N 58°58'35" W 150.04'
N 58°58'35" W 150.04'
S 30°52'53" W 89.23'
S 30°52'53" W 107.11'
S 31°03'10" W 72.53'
S 30°50'36" W 94.47'
S 30°52'41" W 113.15'
S 30°52'41" W 69.21'
S 30°52'41" W 125.00'
S 59°07'45" E 25.50'
S 30°56'22" W 45.77'
S 30°56'22" W 54.24'
S 31°03'10" W 27.89'
N 66°08'05" W 25.02'
S 53°49'00" W 203.56'
N 53°49'00" E 203.56'
N 53°49'00" E 16.84'
S 53°49'00" W 16.84'
S 53°49'00" W 186.72'
N 36°11'00" W 100.00'
N 36°11'00" W 16.84'
N 36°11'00" W 186.72'
N 36°11'00" W 100.00'
S 36°11'00" E 16.84'
S 36°11'00" E 186.72'
S 36°11'00" E

SITE LAYOUT & UTILITY PLAN



LEGEND

	EXISTING	PROPOSED
WATER MAIN		
SANITARY SEWER		
STORM SEWER		
OVERHEAD		
FENCE		
GAS		
DRAINAGE DITCH		
TREE PROTECTION FENCE		
SIGN		
UTILITY POLE		
IRON PIN SET (IPS)		
EXISTING IRON PIN (EIP)		
CONCRETE MONUMENT		
DECIDUOUS TREE		
GATE VALVE IN BOX		
LIGHT POLE		
BENCHMARK (BM 1)		

TREE LINE
STORM STRUCTURE LABEL
ASPHALT
CONCRETE
PARKING SPACES

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

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.

OPEN SPACE NOTE:

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

GENERAL NOTES:

1. THE CONTRACTOR SHALL GIVE ALL NECESSARY NOTICES AND OBTAIN ALL PERMITS, AND PAY ALL LEGAL FEES. HE SHALL ALSO COMPLY WITH ALL CITY, COUNTY AND STATE BUILDING LAWS, ORDINANCES OR REGULATIONS.
2. THERE IS A PUBLIC UTILITY AND DRAINAGE EASEMENT, 10 FT IN WIDTH ON FRONT AND REAR PROPERTY LINES AND ON ALL PROPERTY LINES PARALLEL TO OR ABUTTING ROADS, AND THERE IS A PUBLIC UTILITY AND DRAINAGE EASEMENT, 5 FT IN WIDTH ON ALL OTHER INTERIOR LOT LINES, EXCEPT AS OTHERWISE SHOWN.
3. TEMPORARY INLET FILTERS SHALL BE INSTALLED IN ALL EXISTING CATCH BASINS IN AREA PRIOR TO EARTH DISRUPTION.
4. EXISTING UTILITIES AS SHOWN INDICATE THE APPROXIMATE LOCATION OF FACILITIES ONLY AND NO GUARANTEE IS GIVEN TO THE COMPLETENESS OR ACCURACY THEREOF. NO EXCAVATION MAY BE MADE WITHIN 5 FEET OF THESE UTILITIES UNLESS AND UNTIL SUCH UTILITIES HAVE BEEN POSITIVELY LOCATED AS TO HORIZONTAL AND VERTICAL POSITION. CONTRACTOR SHALL CONTACT "TENNESSEE ONE CALL" AT 1-800-351-1111 THREE WORKING DAYS PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES.
5. ALL RADII ARE 3' UNLESS DIMENSIONED.
6. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING THE SEQUENCING OF CONSTRUCTION FOR ALL UTILITY LINES SO THAT WATER LINES, GAS LINES, AND ANY UNDERGROUND ELECTRIC LINES DO NOT CONFLICT WITH SEWAGE LINES OR STORM SEWERS. INSTALL ALL UTILITIES PRIOR TO FINAL PAVEMENT CONSTRUCTION.
7. BACKFILL UTILITY TRENCHES UNDER PAVEMENT AREAS WITH CRUSHED STONE OR GRAVEL. BACKFILL UTILITY TRENCHES IN LAWN AREAS WITH SATISFACTORY FILL MATERIAL.
8. CARE SHALL BE TAKEN TO PROTECT ANY UTILITIES, TREES, BUILDINGS, ETC. WHICH ARE TO REMAIN AND NOT TO BE DISTURBED BY THE CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES TO SUCH PROPERTY.
9. 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 THE ABOVE-NOTED 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. THESE UNDERGROUND CABLES AND/OR 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.
10. THE OWNER AND ENGINEER DO NOT ASSUME RESPONSIBILITY FOR THE POSSIBILITY THAT, DURING CONSTRUCTION, UTILITIES OTHER THAN THOSE SHOWN MAY BE ENCOUNTERED OR THAT ACTUAL LOCATION OF THOSE SHOWN MAY BE DIFFERENT FROM THE LOCATIONS DESIGNATED ON THE CONTRACT DRAWINGS. IN AREAS WHERE IT IS NECESSARY THAT EXACT LOCATIONS BE KNOWN OF UNDERGROUND UTILITIES, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, FURNISH ALL LABOR AND TOOLS TO EITHER VERIFY AND SUBSTANTIATE OR DEFINITELY ESTABLISH THE POSITION OF UNDERGROUND UTILITIES.
11. THE CONTRACTOR SHALL REPAIR ANY CONTRACTOR CAUSED DAMAGE, ACCORDING TO THE LOCAL STANDARDS AND AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL ALSO COORDINATE ALL CONSTRUCTION TO MAINTAIN REQUIRED SERVICES TO THE EXISTING FACILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION WITH THE APPROPRIATE UTILITY COMPANY(IES).

PAVING NOTES:

1. PROPOSED ASPHALT PAVEMENT CROSS-SECTION TO CONFORM TO CITY OF COLUMBIA STANDARDS. REFERENCE DETAIL PROVIDED.
2. ALL CURVE RADII = 3' (THREE FEET) UNLESS NOTED OTHERWISE.
3. SURFACES TO RECEIVE MARKING PAINT SHALL BE CLEAN, DRY AND METAL SURFACES ARE TO BE FREE FROM HEAVY RUST.
4. YELLOW CURBING AND BOLLARDS ARE TO RECEIVE 2 COATS SHERWIN WILLIAMS - KEM 4000 ACRYLIC ALKYD ENAMEL SAFETY YELLOW B55Y300. (TO BE WHITE IF REQUIRED BY ARCHITECTURAL REVIEW COMMITTEE)
5. 4" WIDE TRANSVERSE PAVEMENT MARKING TO RECEIVE TOP COAT SHERWIN WILLIAMS -PRO MAR TRAFFIC MARKING PAINT, YELLOW TM5495. (TO BE WHITE IF REQUIRED BY ARCHITECTURAL REVIEW COMMITTEE)
6. ACCESSIBLE SPACES TO RECEIVE TOP COAT SHERWIN WILLIAMS - PRO MAR TRAFFIC MARKING PAINT "H.C." BLUE.

STORMWATER NOTES:

1. ROOF DRAINAGE TO SHEET FLOW ACROSS YARD AND INTO THE THE PROPOSED DRAINAGE SYSTEM.
2. SUBJECT PROPERTY IS NOT IN A FLOODPLAIN AS PER F.I.R.M. F.E.M.A. COMMUNITY PANEL # 47119C0285E, DATED APRIL 16, 2007.

WATERMAIN NOTES:

1. WATER MAINS TO BE EXTENDED PER COLUMBIA POWER & WATER SYSTEMS STANDARDS AND SPECIFICATIONS . NO SITE CONSTRUCTION OF WATER SERVICES IS PROPOSED.

SANITARY SEWER LEAD NOTES:

1. MAINTAIN A MINIMUM OF 18" VERTICAL CLEARANCE, AND 10' HORIZONTAL LEARANCE BETWEEN ALL UTILITIES.
2. ALL MATERIALS AND WORKMANSHIP FOR SANITARY SEWER LEADS SHALL BE IN STRICT COMPLIANCE WITH CURRENT CITY OF COLUMBIA WWTP STANDARDS.
3. SEWER SERVICE LEADS ARE TO BE EXTENDED TO A POINT 5-FT. OUTSIDE THE BUILDING WHERE THE PLUMBING CONTRACTOR WILL COMPLETE THE CONNECTION TO THE BUILDING PLUMBING SYSTEM.
4. ALL SANITARY SEWER LEADS WITHIN A 1:1 INFLUENCE OF EXISTING, PROPOSED, OR FUTURE PAVEMENT SHALL HAVE COMPACTED SAND BACKFILL.
5. NO CONNECTION TO THE EXISTING SANITARY SEWER SYSTEM WILL BE PERMITTED UNTIL THE PROPOSED WORK HAS BEEN COMPLETED IN COMPLIANCE WITH THE CITY OF COLUMBIA WWTP REGULATIONS.

ELECTRICAL CONDUIT NOTES:

1. ALL BUILDERS, CONTRACTORS, AND ELECTRICIANS MUST MEET WITH CITY OF COLUMBIA POWER & WATER SERVICE BEFORE CONSTRUCTION.
2. ALL ELECTRICAL CONNECTIONS AND FACILITIES TO CONFORM TO CURRENT COLUMBIA POWER & WATER SERVICE STANDARDS.
3. ALL ELECTRICAL CONNECTIONS TO BE EXTENDED FROM WITHIN THE EXISTING BUILDING TO ADDITIONS. NO SITE CONSTRUCTION OF ELECTRICAL SERVICES IS PROPOSED.

GEOTECHNICAL NOTE:

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

SITE BENCHMARK NOTE:

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

BOUNDARY & TOPOGRAPHIC SURVEY PROVIDED BY:

W.E.S. ENGINEERS AND 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. 47119C0285E DATED APRIL 16, 2007 (ZONE "X")

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

GERALD W. VICK — REGISTERED ENGINEER — AGRICULTURE — COMMERCE — No. 107415 — STATE OF TENNESSEE — 9/16/21

SUBMITTED FOR MUNICIPAL APPROVAL
NOT FOR CONSTRUCTION

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

Client
KYLE KRAMER, AIA
FUSION ARCHITECTURE
1104 WEST MAIN STREET
FRANKLIN, TN 37064

DATE	REVISIONS

IDLEWILD FARMS
HIWASSEE DRIVE
COLUMBIA, MAURY COUNTY, TENNESSEE
SITE LAYOUT & UTILITY PLAN

Drawn: RP
Checked: JG
Approved: GV
Date: 09/20/2021

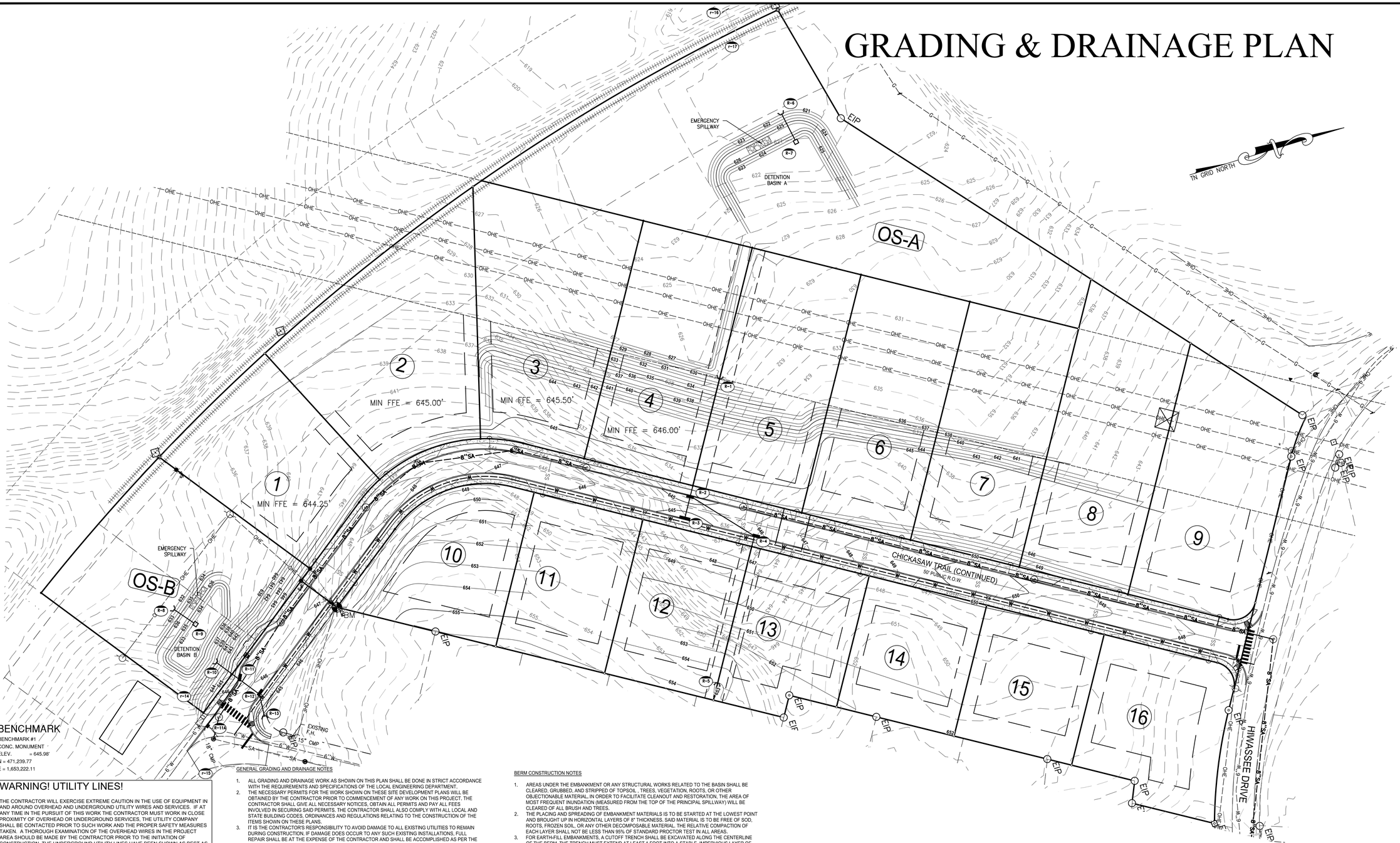
Job. no. 17571
Scale: Vertical: — Horizontal: 1"=60'

C-1.0

FILE: J:\WES_Engineers_Surveyors 2017\17571 – Hiwassee – Reaves\Dwg\Engineering\17571_16 LOTS Hiwassee Base.dwg

GRADING & DRAINAGE PLAN

©2021



BENCHMARK

BENCHMARK #1
CONC. MONUMENT
ELEV. = 645.98'
N = 471,239.77
E = 1,653,222.11

WARNING! UTILITY LINES!

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

LEGEND

	EXISTING	PROPOSED
WATER MAIN		W
SANITARY SEWER	8"SA	8"SA
STORM SEWER	18"SD	18"SD
OVERHEAD	OHE	OHE
FENCE		
GAS		
DRAINAGE DITCH		
TREE PROTECTION FENCE		
SIGN		
UTILITY POLE		
IRON PIN SET		IPS
EXISTING IRON PIN		EIP
CONCRETE MONUMENT		
DECIDUOUS TREE		
GATE VALVE IN BOX		
LIGHT POLE		
BENCHMARK	BM 1	

TREE LINE
STORM STRUCTURE LABEL R-1
ASPHALT
CONCRETE
PARKING SPACES 14

GENERAL GRADING AND DRAINAGE NOTES

1. ALL GRADING AND DRAINAGE WORK AS SHOWN ON THIS PLAN SHALL BE DONE IN STRICT ACCORDANCE WITH THE REQUIREMENTS AND SPECIFICATIONS OF THE LOCAL ENGINEERING DEPARTMENT.
2. THE NECESSARY PERMITS FOR THE WORK SHOWN ON THESE SITE DEVELOPMENT PLANS WILL BE OBTAINED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK ON THIS PROJECT, THE CONTRACTOR SHALL GIVE ALL NECESSARY NOTICES, OBTAIN ALL PERMITS AND PAY ALL FEES INVOLVED IN SECURING SAID PERMITS. THE CONTRACTOR SHALL ALSO COMPLY WITH ALL LOCAL AND STATE BUILDING CODES, ORDINANCES AND REGULATIONS RELATING TO THE CONSTRUCTION OF THE ITEMS SHOWN ON THESE PLANS.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO AVOID DAMAGE TO ALL EXISTING UTILITIES TO REMAIN DURING CONSTRUCTION. IF DAMAGE DOES OCCUR TO ANY SUCH EXISTING INSTALLATIONS, FULL REPAIR SHALL BE AT THE EXPENSE OF THE CONTRACTOR AND SHALL BE ACCOMPLISHED AS PER THE CURRENT SPECIFICATIONS FOR SUCH WORK FOR THE RESPONSIBLE AGENCY.
4. THE LOCATION OF EXISTING PIPING AND UNDERGROUND UTILITIES (I.E., WATER AND GAS LINES, ELECTRICAL AND TELEPHONE CONDUITS, ETC.) AS SHOWN ON THIS PORTION OF THE PLANS HAVE BEEN DETERMINED FROM THE BEST INFORMATION FROM ACTUAL SURVEYS, OR TAKEN FROM THE RECORDS AND DRAWINGS OF THE EXISTING UTILITIES. HOWEVER, THE CIVIL ENGINEER DOES NOT ASSUME RESPONSIBILITY THAT, DURING CONSTRUCTION, THE POSSIBILITY OF UTILITIES OTHER THAN THOSE SHOWN MAY BE ENCOUNTERED OR THAT THE ACTUAL LOCATIONS OF UTILITIES SHOWN MAY VARY SOMEWHAT FROM THE LOCATIONS DESIGNATED ON THIS PORTION OF THE PLANS. IN AREAS WHERE IT IS NECESSARY THAT THE EXACT LOCATIONS OF UNDERGROUND UTILITIES BE KNOWN, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, FURNISH ALL LABOR AND TOOLS TO EITHER VERIFY AND SUBSTANTIATE OR DEFINITELY ESTABLISH THE LOCATION OF THE UTILITIES.
5. ALL DELETERIOUS MATERIAL SHALL BE REMOVED AND DISPOSED OF OFF-SITE BY THE CONTRACTOR AS PER THE INSPECTION AND FINAL APPROVAL OF THE ENGINEER AND OWNER. ALL FILL MATERIAL TO BE USED FOR SITE GRADING SHALL BE AN INORGANIC SOIL, FREE OF DEBRIS AND APPROVED BY THE ENGINEER AND OWNER.
6. THE PLACING AND SPREADING OF ANY FILL MATERIAL IS TO BE STARTED AT THE LOWEST POINT AND BROUGHT UP IN HORIZONTAL LAYERS OF 8-INCH THICKNESS. SAID FILL MATERIAL IS TO BE SOIL AND ROCK ONLY, FREE OF SOD, ROOTS, FROZEN SOILS, OR ANY OTHER DECOMPOSABLE MATERIAL. THE RELATIVE COMPACTION OF EACH LAYER SHALL NOT BE LESS THAN 95% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D-698) IN ALL AREAS OF FILL, AND COMPACTION OF 98% OF SAME SPECIFICATION FOR MATERIALS USED IN THE UPPER 12 INCHES BENEATH PAVEMENT AND GRADE SLABS.
7. THE CONTRACTOR IS TO CHECK AND VERIFY ALL MEASUREMENTS, LEVELS, ETC., BEFORE ORDERING MATERIALS AND PROCEEDING WITH WORK, AND IS RESPONSIBLE FOR THE SAME.
8. CONTRACTOR IS RESPONSIBLE FOR SECURING WRITTEN APPROVAL FROM ADJOINING PROPERTY OWNER FOR OFF-SITE GRADING WORK THAT RESULTS FROM CONSTRUCTION ACTIVITIES.

BERM CONSTRUCTION NOTES

1. AREAS UNDER THE EMBANKMENT OR ANY STRUCTURAL WORKS RELATED TO THE BASIN SHALL BE CLEARED, GRUBBED, AND STRIPPED OF TOPSOIL, TREES, VEGETATION, ROOTS, OR OTHER OBJECTIONABLE MATERIAL, IN ORDER TO FACILITATE CLEANOUT AND RESTORATION, THE AREA OF MOST FREQUENT INUNDATION (MEASURED FROM THE TOP OF THE PRINCIPAL SPILLWAY) WILL BE CLEARED OF ALL BRUSH AND TREES.
2. THE PLACING AND SPREADING OF EMBANKMENT MATERIALS IS TO BE STARTED AT THE LOWEST POINT AND BROUGHT UP IN HORIZONTAL LAYERS OF 8" THICKNESS. SAID MATERIAL IS TO BE FREE OF SOD, ROOTS, FROZEN SOIL, OR ANY OTHER DECOMPOSABLE MATERIAL. THE RELATIVE COMPACTION OF EACH LAYER SHALL NOT BE LESS THAN 95% OF STANDARD PROCTOR TEST IN ALL AREAS.
3. FOR EARTH-FILL EMBANKMENTS, A CUTOFF TRENCH SHALL BE EXCAVATED ALONG THE CENTERLINE OF THE BERM. THE TRENCH MUST EXTEND AT LEAST 1 FOOT INTO A STABLE, IMPERVIOUS LAYER OF SOIL AND HAVE A MINIMUM DEPTH OF TWO FEET. THE CUTOFF TRENCH SHALL EXTEND UP BOTH ABUTMENTS TO THE RISER CREST ELEVATION. THE MINIMUM BOTTOM WIDTH SHALL BE FOUR FEET, BUT ALSO MUST BE WIDE ENOUGH TO PERMIT OPERATION OF COMPACTION EQUIPMENT. THE SIDE SLOPES SHALL BE NO STEEPER THAN 1:1. COMPACTION REQUIREMENTS SHALL BE THE SAME AS THOSE FOR THE EMBANKMENT. THE TRENCH SHALL BE DRY DURING THE BACKFILLING AND COMPACTION OPERATIONS.
4. THE EMBANKMENT SHALL BE CONSTRUCTED TO AN ELEVATION 10 PERCENT HIGHER THAN THE DESIGN HEIGHT TO ALLOW FOR SETTLEMENT IF COMPACTION IS OBTAINED WITH HAULING EQUIPMENT, IF COMPACTORS ARE USED FOR COMPACTION, THE OVERBUILD MAY BE REDUCED TO NOT LESS THAN 5 PERCENT.
5. THE EMBANKMENT OF THE DETENTION POND SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT VEGETATION IMMEDIATELY AFTER INSTALLATION OF THE BASIN.
6. ALL STATE AND LOCAL REQUIREMENTS SHALL BE MET CONCERNING FENCING AND SIGNS WARNING THE PUBLIC OF THE HAZARDS OF SOFT, SATURATED SEDIMENT AND FLOOD WATERS.

GEOTECHNICAL NOTE:

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

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BOUNDARY & TOPOGRAPHIC SURVEY PROVIDED BY:

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

FLOOD STUDY NOTE:

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GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

CHARLES D. WICK III
REGISTERED ENGINEER
No. 107415
STATE OF TENNESSEE

SUBMITTED FOR MUNICIPAL APPROVAL
NOT FOR CONSTRUCTION

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COLUMBIA, TN 38401
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www.wesengineers.com
ENGINEERS & SURVEYORS

Client
KYLE KRAMER, AIA
FUSION ARCHITECTURE
1104 WEST MAIN STREET
FRANKLIN, TN 37064

REVISIONS

DATE

IDLEWILD FARMS

HIWASSEE DRIVE
COLUMBIA, MAURY COUNTY, TENNESSEE
GRADING AND DRAINAGE PLAN

Drawn: RP
Checked: JG
Approved: CW
Date: 09/20/2021

Job. no. 17571
Scale: Vertical: T=5'
Horizontal:

C-2.0

FILE: J:_WES_Engineers_Surveyors 2017\17571 - Hiwassee - Reaves\Dwg\Engineering\17571_16 LOTS Hiwassee Base.dwg

DRAINAGE PLAN

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PROPOSED STORM SEWER STRUCTURE SCHEDULE								
STR. NO.	PIPE	TYPE	RIM ELEV.	INV. IN	INV. OUT	LENGTH	SLOPE %	NOTES
R-1		HEADWALL OUTLET			629.50			
	R2-R1	18" RCP		637.00	629.50	135.39	5.54	
R-2		CURB INLET [2.]	644.84	637.20	637.00			DOUBLE INLET
	R3-R2	18" RCP		637.46	637.20	26.00	1.00	
R-3		CURB INLET [2.]	644.84		637.46			TRIPLE INLET
	R4-R2	18" RCP		638.04	637.20	84.16	1.00	
R-4		AREA DRAIN	645.76	638.24	638.04			DOUBLE INLET
	R5-R4	18" RCP		651.00	638.24	169.36	7.53	
R-5		HEADWALL INLET		651.00				
R-6		HEADWALL OUTLET	SEE DETENTION POND BASIN A DETAIL					
	R7-R6	18" RCP						
R-7		RISER [4.]						
R-8		HEADWALL OUTLET	SEE DETENTION POND BASIN B DETAIL					
	R9-R8	18" RCP						
R-9		RISER [4.]						
R-10		HEADWALL OUTLET			640.00			
	R11-R10	18" RCP		641.06	640.00	31.21	3.40	
R-11		CURB INLET	644.84	641.26	641.06			DOUBLE INLET
	R11A-R11	18" RCP		641.70	641.26	62.73	0.70	
R-11A		CURB INLET	644.95		641.70			
	R12-R11	18" RCP		641.55	641.26	28.56	1.02	
R-12		CURB INLET	644.84	641.75	641.55			
	R13-R12	18" RCP		642.00	641.75	25.11	1.00	DOUBLE INLET
R-13		HEADWALL INLET			642.00			
r-14		HEADWALL OUTLET			639.70			
	r15-r14	18" CMP		643.21	639.70	78.68	4.46	
r-15		CURB INLET		643.21				
r-16		HEADWALL OUTLET			615.85			
	r17-r16	12" STEEL		616.92	615.85	44.03	2.43	
r-17		CURB INLET		616.92				

1. PIPE MATERIAL SHALL BE RCP CLASS III ASTM C-76.
2. STANDARD TYPE "V" GRATE TO BE INSTALLED - JOHN BOUCHARD NO. 3300-V OR APPROVED EQUAL ON CURB INLETS WHERE NOTED
3. STANDARS TYPE "K" GRATE TO BE INSTALLED - JOHN BOUCHARD NO. 3300 OR APPROVED EQUAL ON ALL CURB INLETS EXCEPT WHERE NOTED
4. STANDARD TYPE "K" GRATE TO BE INSTALLED - JOHN BOUCHARD NO. 4310 OR APPROVED EQUAL WHERE NOTED.

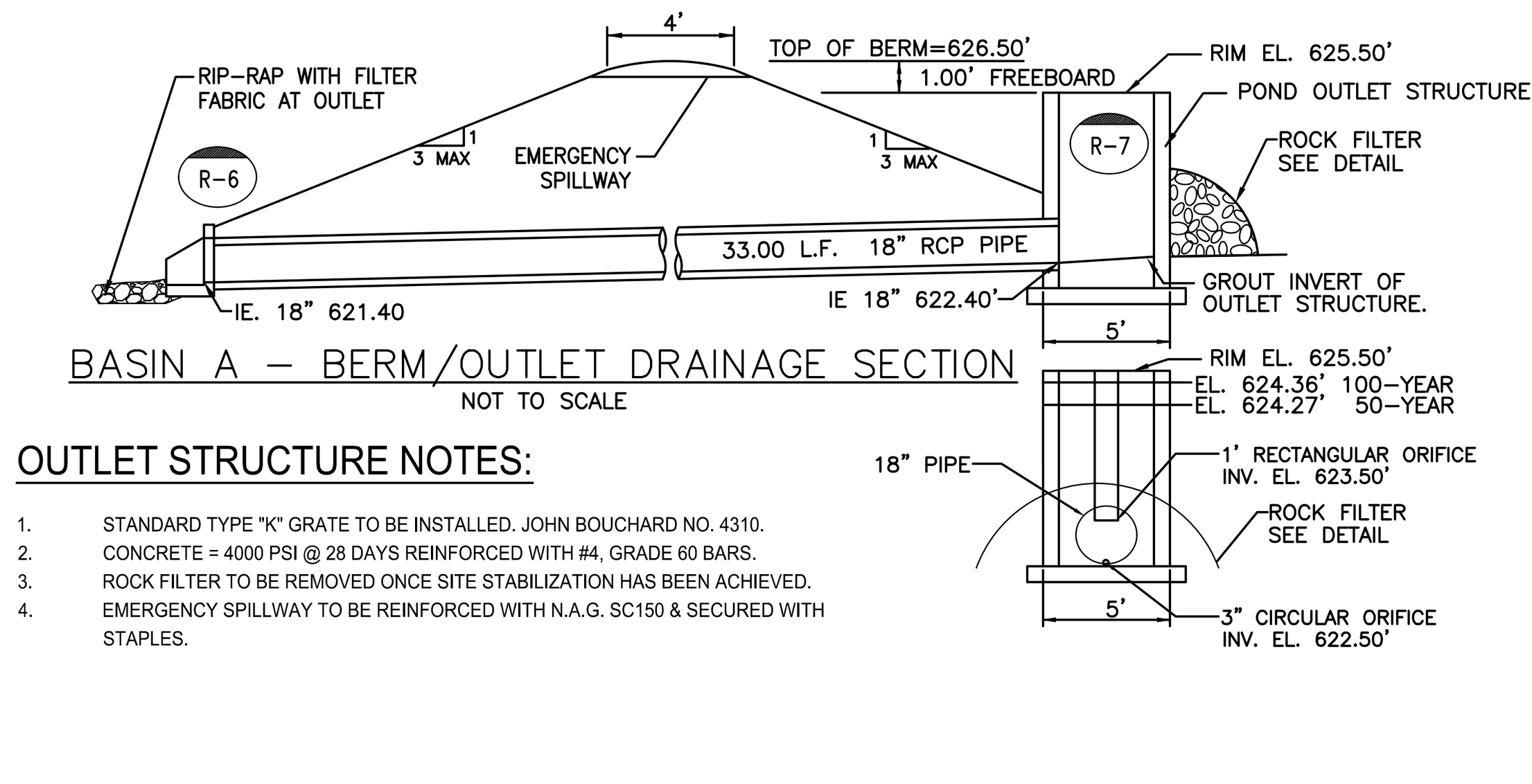
GENERAL GRADING AND DRAINAGE NOTES

1. ALL GRADING AND DRAINAGE WORK AS SHOWN ON THIS PLAN SHALL BE DONE IN STRICT ACCORDANCE WITH THE REQUIREMENTS AND SPECIFICATIONS OF THE LOCAL ENGINEERING DEPARTMENT.
2. THE NECESSARY PERMITS FOR THE WORK SHOWN ON THESE SITE DEVELOPMENT PLANS WILL BE OBTAINED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK ON THIS PROJECT. THE CONTRACTOR SHALL GIVE ALL NECESSARY NOTICES, OBTAIN ALL PERMITS AND PAY ALL FEES INVOLVED IN SECURING SAID PERMITS. THE CONTRACTOR SHALL ALSO COMPLY WITH ALL LOCAL AND STATE BUILDING CODES, ORDINANCES AND REGULATIONS RELATING TO THE CONSTRUCTION OF THE ITEMS SHOWN ON THESE PLANS.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO AVOID DAMAGE TO ALL EXISTING UTILITIES TO REMAIN DURING CONSTRUCTION. IF DAMAGE DOES OCCUR TO ANY SUCH EXISTING INSTALLATIONS, FULL REPAIR SHALL BE AT THE EXPENSE OF THE CONTRACTOR AND SHALL BE ACCOMPLISHED AS PER THE CURRENT SPECIFICATIONS FOR SUCH WORK FOR THE RESPONSIBLE AGENCY.
4. THE LOCATION OF EXISTING PIPING AND UNDERGROUND UTILITIES (I.E., WATER AND GAS LINES, ELECTRICAL AND TELEPHONE CONDUITS, ETC.) AS SHOWN ON THIS PORTION OF THE PLANS HAVE BEEN DETERMINED FROM THE BEST INFORMATION FROM ACTUAL SURVEYS, OR TAKEN FROM THE RECORDS AND DRAWINGS OF THE EXISTING UTILITIES. HOWEVER, THE CIVIL ENGINEER DOES NOT ASSUME RESPONSIBILITY THAT, DURING CONSTRUCTION, THE POSSIBILITY OF UTILITIES OTHER THAN THOSE SHOWN MAY BE ENCOUNTERED OR THAT THE ACTUAL LOCATIONS OF UTILITIES SHOWN MAY VARY SOMEWHAT FROM THE LOCATIONS DESIGNATED ON THIS PORTION OF THE PLANS. IN AREAS WHERE IT IS NECESSARY THAT THE EXACT LOCATIONS OF UNDERGROUND UTILITIES BE KNOWN, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, FURNISH ALL LABOR AND TOOLS TO EITHER VERIFY AND SUBSTANTIATE OR DEFINITELY ESTABLISH THE LOCATION OF THE UTILITIES.
5. ALL DELETERIOUS MATERIAL SHALL BE REMOVED AND DISPOSED OF OFF-SITE BY THE CONTRACTOR AS PER THE INSPECTION AND FINAL APPROVAL OF THE ENGINEER AND OWNER. ALL FILL MATERIAL TO BE USED FOR SITE GRADING SHALL BE AN INORGANIC SOIL, FREE OF DEBRIS AND APPROVED BY THE ENGINEER AND OWNER.
6. THE PLACING AND SPREADING OF ANY FILL MATERIAL IS TO BE STARTED AT THE LOWEST POINT AND BROUGHT UP IN HORIZONTAL LAYERS OF 8-INCH THICKNESS. SAID FILL MATERIAL IS TO BE SOIL AND ROCK ONLY, FREE OF SOD, ROOTS, FROZEN SOILS, OR ANY OTHER DECOMPOSABLE MATERIAL. THE RELATIVE COMPACTION OF EACH LAYER SHALL NOT BE LESS THAN 95% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D-698) IN ALL AREAS OF FILL, AND COMPACTION OF 98% OF SAME SPECIFICATION FOR MATERIALS USED IN THE UPPER 12 INCHES BENEATH PAVEMENT AND GRADE SLABS.
7. THE CONTRACTOR IS TO CHECK AND VERIFY ALL MEASUREMENTS, LEVELS, ETC., BEFORE ORDERING MATERIALS AND PROCEEDING WITH WORK, AND IS RESPONSIBLE FOR THE SAME.
8. CONTRACTOR IS RESPONSIBLE FOR SECURING WRITTEN APPROVAL FROM ADJOINING PROPERTY OWNER FOR OFF-SITE GRADING WORK THAT RESULTS FROM CONSTRUCTION ACTIVITIES.

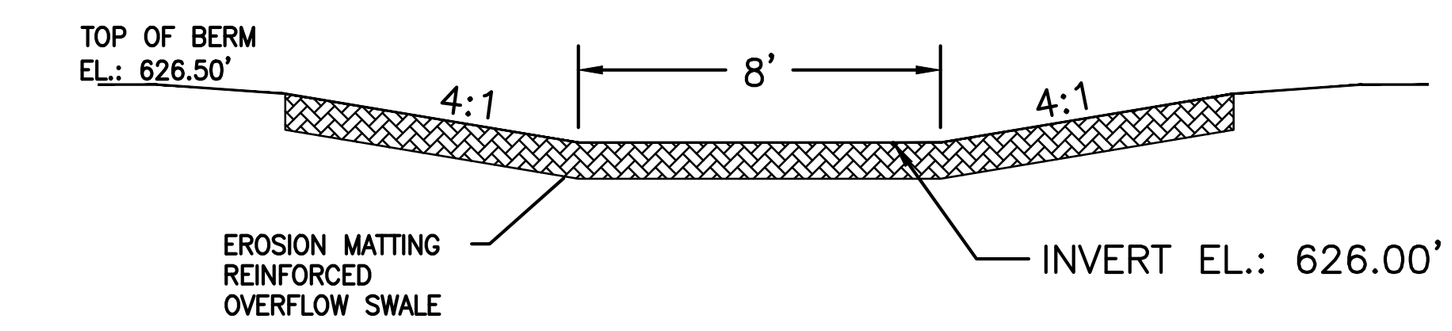
BERM CONSTRUCTION NOTES

1. AREAS UNDER THE EMBANKMENT OR ANY STRUCTURAL WORKS RELATED TO THE BASIN SHALL BE CLEARED, GRUBBED, AND STRIPPED OF TOPSOIL , TREES, VEGETATION, ROOTS, OR OTHER OBJECTIONABLE MATERIAL. IN ORDER TO FACILITATE CLEANOUT AND RESTORATION, THE AREA OF MOST FREQUENT INUNDATION (MEASURED FROM THE TOP OF THE PRINCIPAL SPILLWAY) WILL BE CLEARED OF ALL BRUSH AND TREES.
2. THE PLACING AND SPREADING OF EMBANKMENT MATERIALS IS TO BE STARTED AT THE LOWEST POINT AND BROUGHT UP IN HORIZONTAL LAYERS OF 8" THICKNESS. SAID MATERIAL IS TO BE FREE OF SOD, ROOTS, FROZEN SOIL, OR ANY OTHER DECOMPOSABLE MATERIAL. THE RELATIVE COMPACTION OF EACH LAYER SHALL NOT BE LESS THAN 95% OF STANDARD PROCTOR TEST IN ALL AREAS.
3. FOR EARTH-FILL EMBANKMENTS, A CUTOFF TRENCH SHALL BE EXCAVATED ALONG THE CENTERLINE OF THE BERM. THE TRENCH MUST EXTEND AT LEAST 1 FOOT INTO A STABLE, IMPERVIOUS LAYER OF SOIL AND HAVE A MINIMUM DEPTH OF TWO FEET. THE CUTOFF TRENCH SHALL EXTEND UP BOTH ABUTMENTS TO THE RISER CREST ELEVATION. THE MINIMUM BOTTOM WIDTH SHALL BE FOUR FEET, BUT ALSO MUST BE WIDE ENOUGH TO PERMIT OPERATION OF COMPACTION EQUIPMENT. THE SIDE SLOPES SHALL BE NO STEEPER THAN 1:1. COMPACTION REQUIREMENTS SHALL BE THE SAME AS THOSE FOR THE EMBANKMENT. THE TRENCH SHALL BE DRY DURING THE BACKFILLING AND COMPACTION OPERATIONS.
4. THE EMBANKMENT SHALL BE CONSTRUCTED TO AN ELEVATION 10 PERCENT HIGHER THAN THE DESIGN HEIGHT TO ALLOW FOR SETTLEMENT IF COMPACTION IS OBTAINED WITH HAULING EQUIPMENT. IF COMPACTORS ARE USED FOR COMPACTION, THE OVERBUILD MAY BE REDUCED TO NOT LESS THAN 5 PERCENT.
5. THE EMBANKMENT OF THE DETENTION POND SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT VEGETATION IMMEDIATELY AFTER INSTALLATION OF THE BASIN.
6. ALL STATE AND LOCAL REQUIREMENTS SHALL BE MET CONCERNING FENCING AND SIGNS WARNING THE PUBLIC OF THE HAZARDS OF SOFT, SATURATED SEDIMENT AND FLOOD WATERS.

DETENTION BASIN A DETAILS



BASIN A – BERM/OUTLET DRAINAGE SECTION
NOT TO SCALE

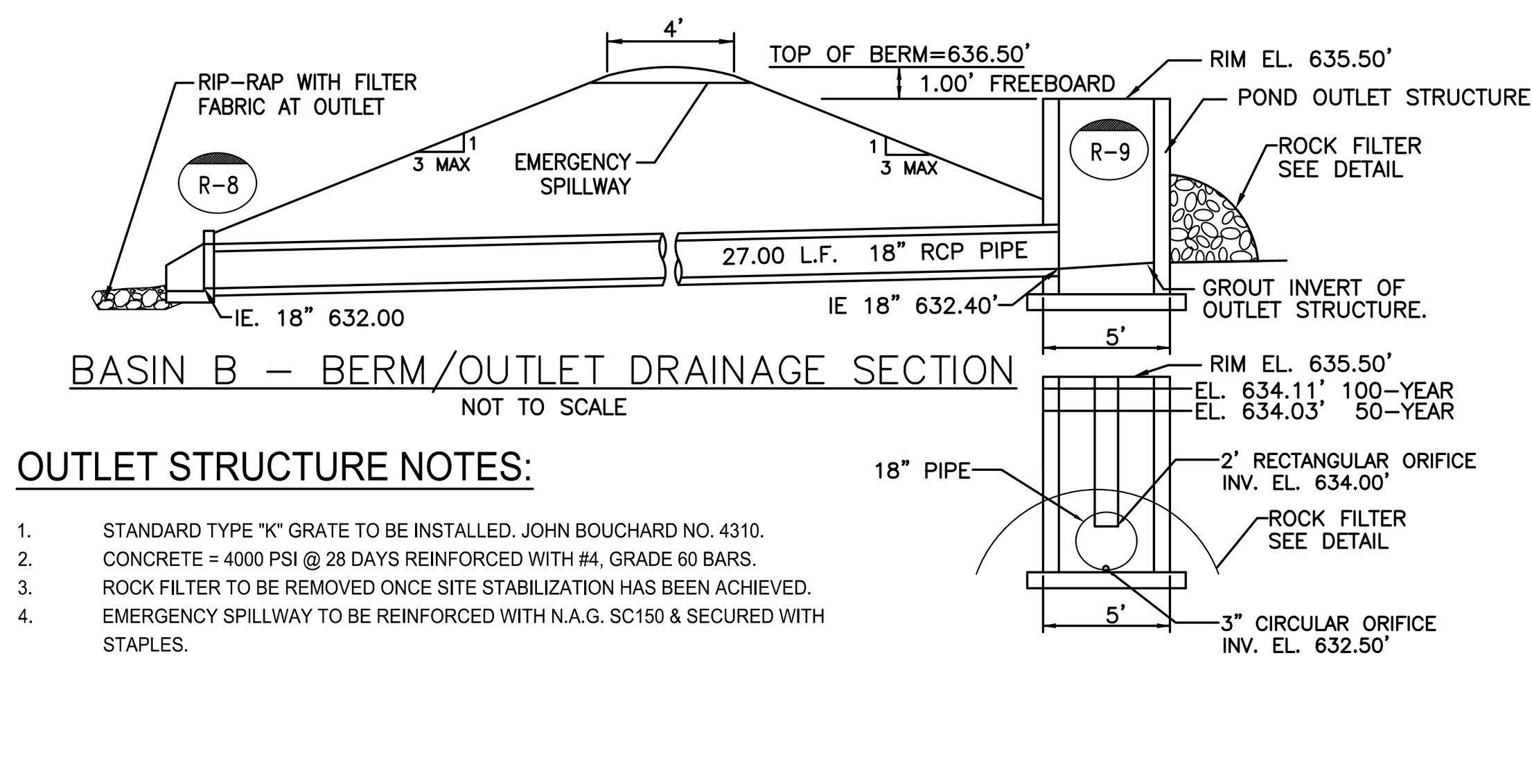


EMERGENCY SPILLWAY
NOT TO SCALE

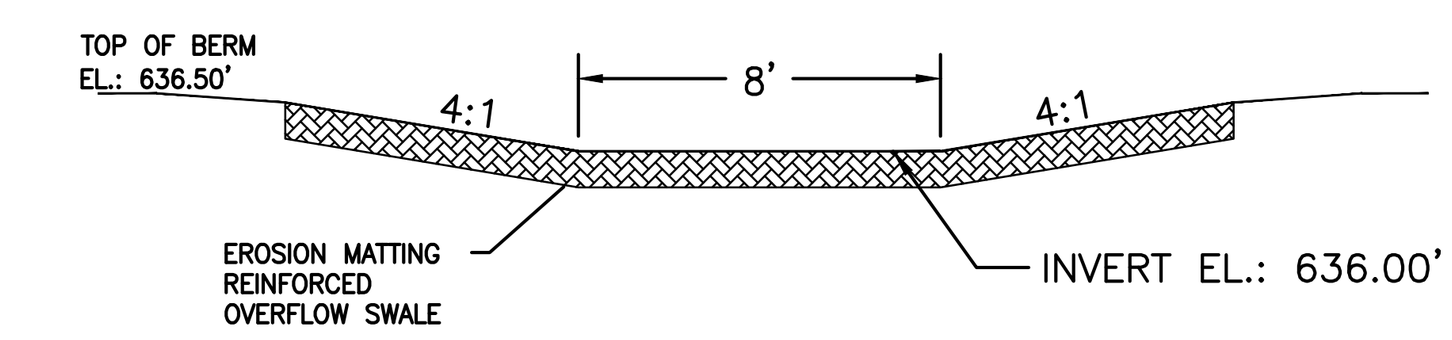
OUTLET STRUCTURE NOTES:

1. STANDARD TYPE "K" GRATE TO BE INSTALLED. JOHN BOUCHARD NO. 4310.
2. CONCRETE = 4000 PSI @ 28 DAYS REINFORCED WITH #4, GRADE 60 BARS.
3. ROCK FILTER TO BE REMOVED ONCE SITE STABILIZATION HAS BEEN ACHIEVED.
4. EMERGENCY SPILLWAY TO BE REINFORCED WITH N.A.G. SC150 & SECURED WITH STAPLES.

DETENTION BASIN B DETAILS



BASIN B – BERM/OUTLET DRAINAGE SECTION
NOT TO SCALE



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NOT TO SCALE

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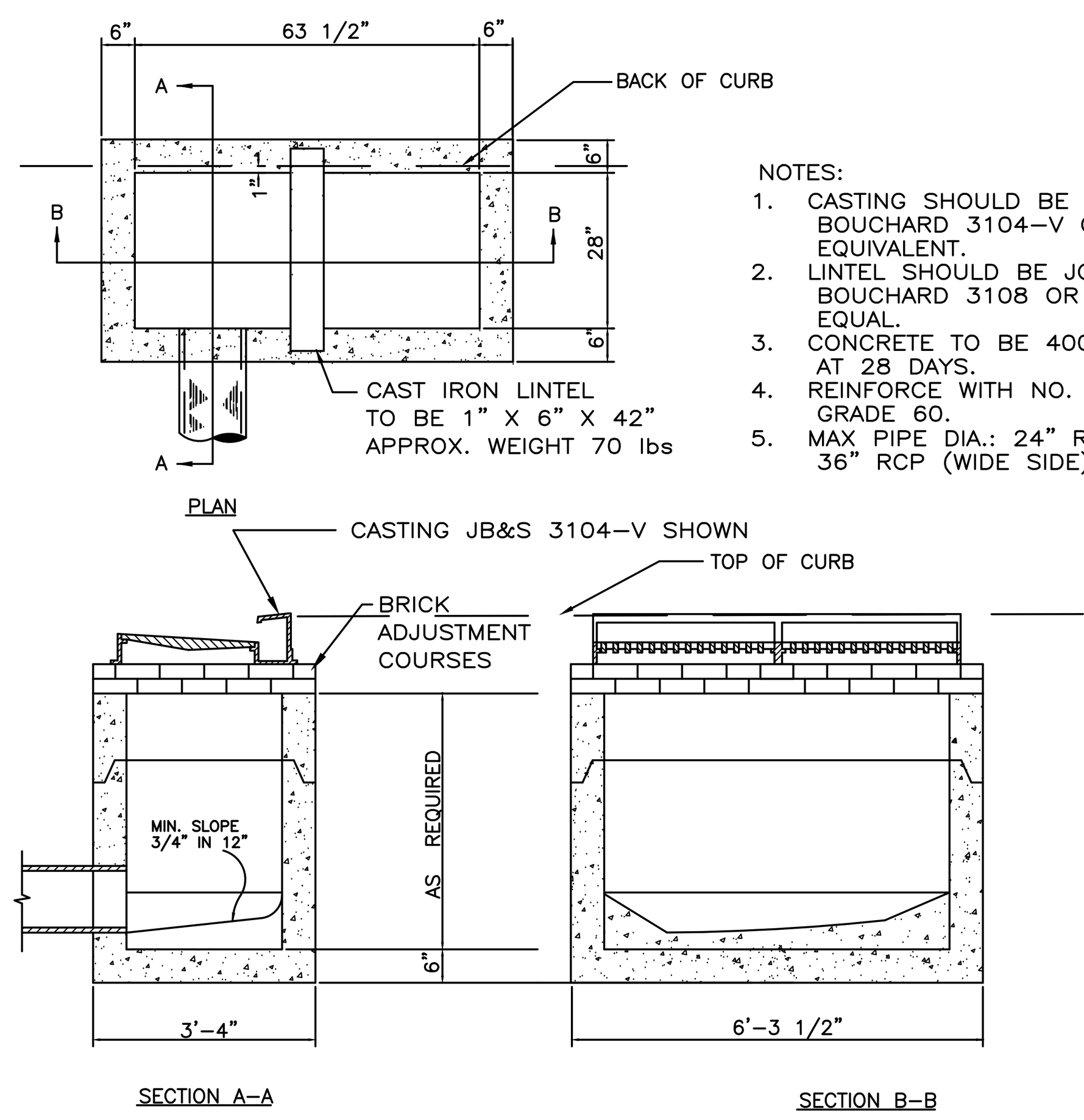
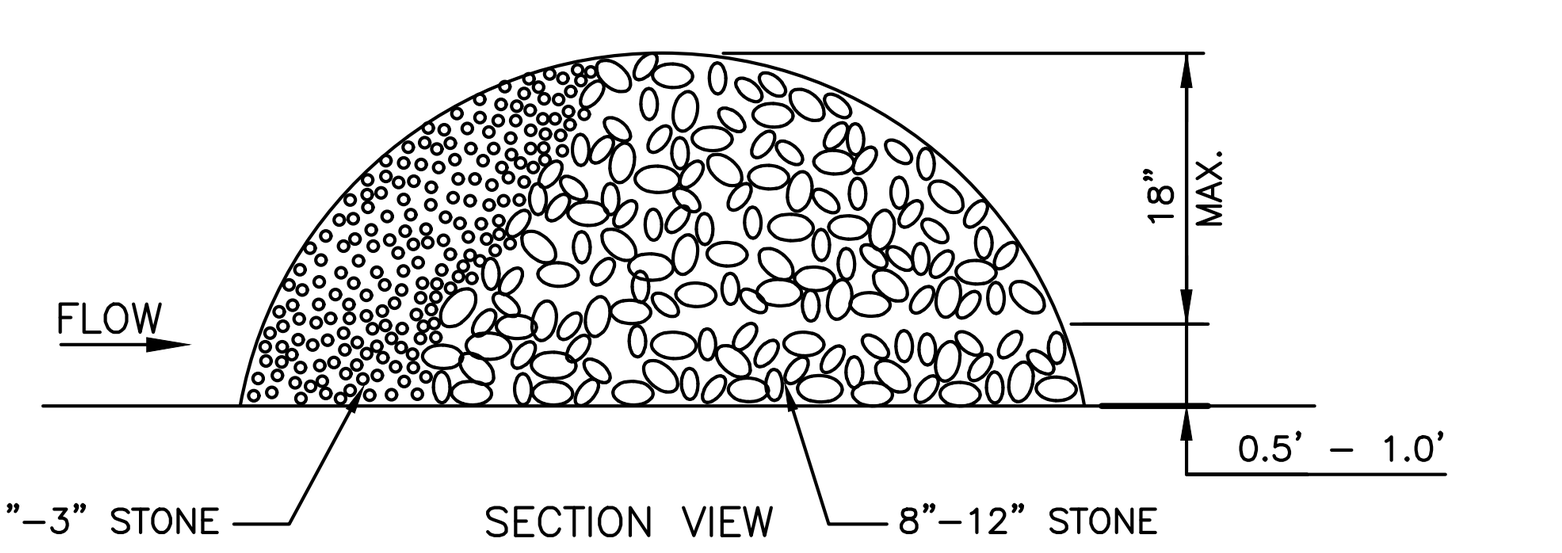


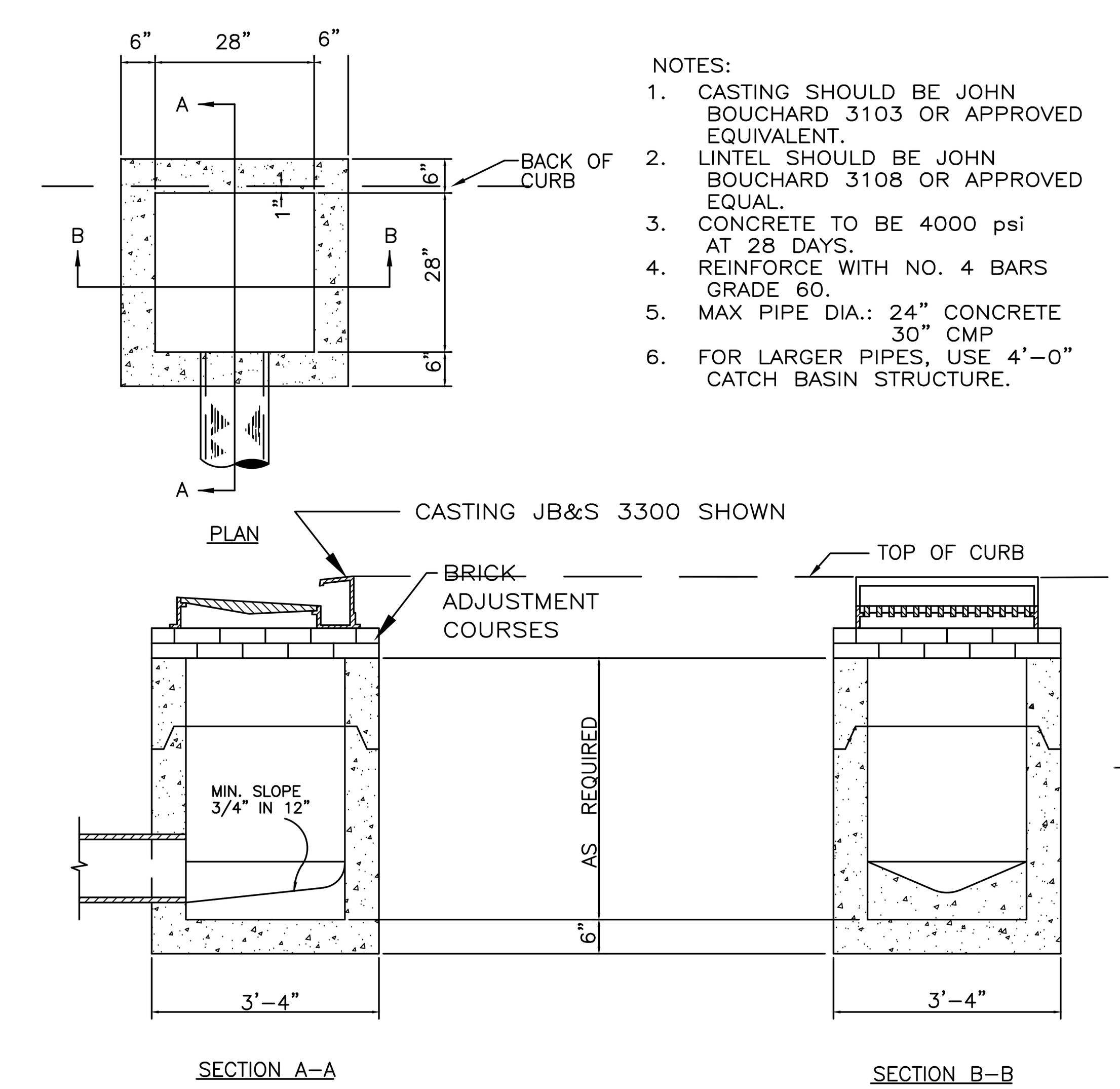
NOTES:
1. CASTING SHOULD BE JOHN BOUCHARD 3104-V OR APPROVED EQUIVALENT.
2. LINTEL SHOULD BE JOHN BOUCHARD 3108 OR APPROVED EQUAL.
3. CONCRETE TO BE 4000 psi AT 28 DAYS.
4. REINFORCE WITH NO. 4 BARS GRADE 60.
5. MAX PIPE DIA.: 24" RCP (NARROW SIDE) 36" RCP (WIDE SIDE)

DOUBLE INLET (PRECAST)
NOT TO SCALE



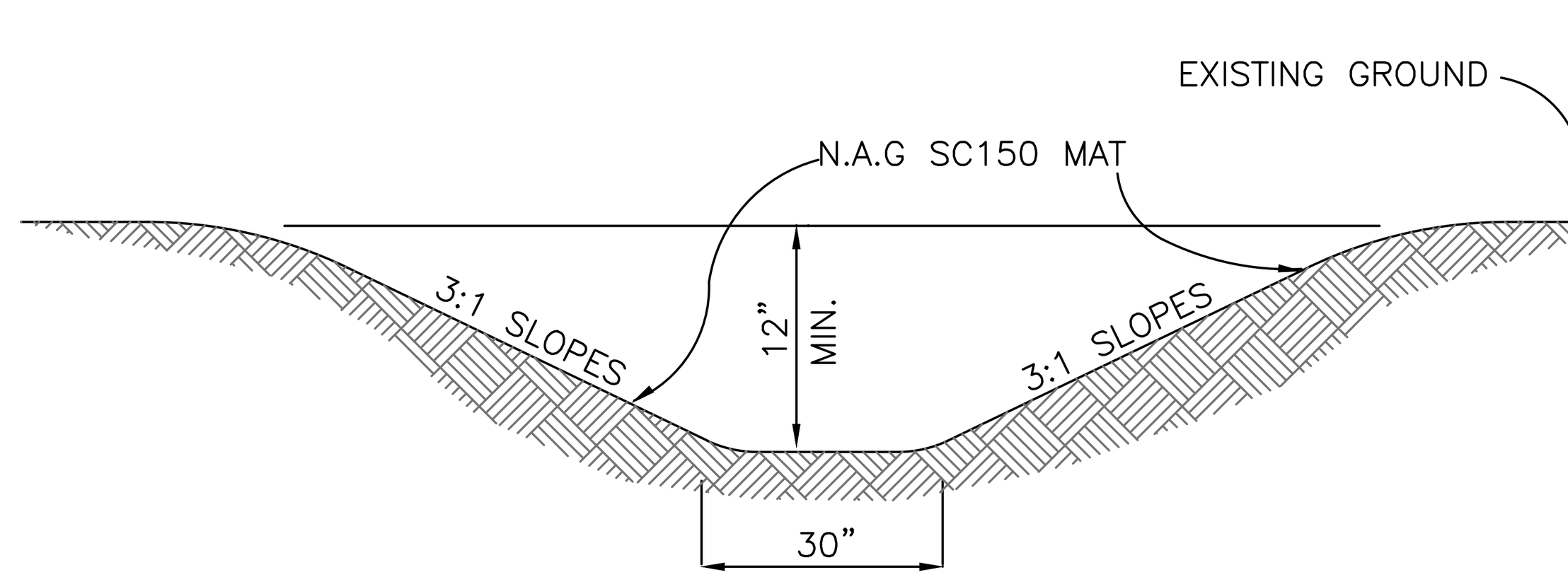
NOTE:
MAINTAIN FILTER DURING CONSTRUCTION & REMOVE ONCE SLOPES ARE STABILIZED.

ROCK FILTER CONSTRUCTION
NOT TO SCALE

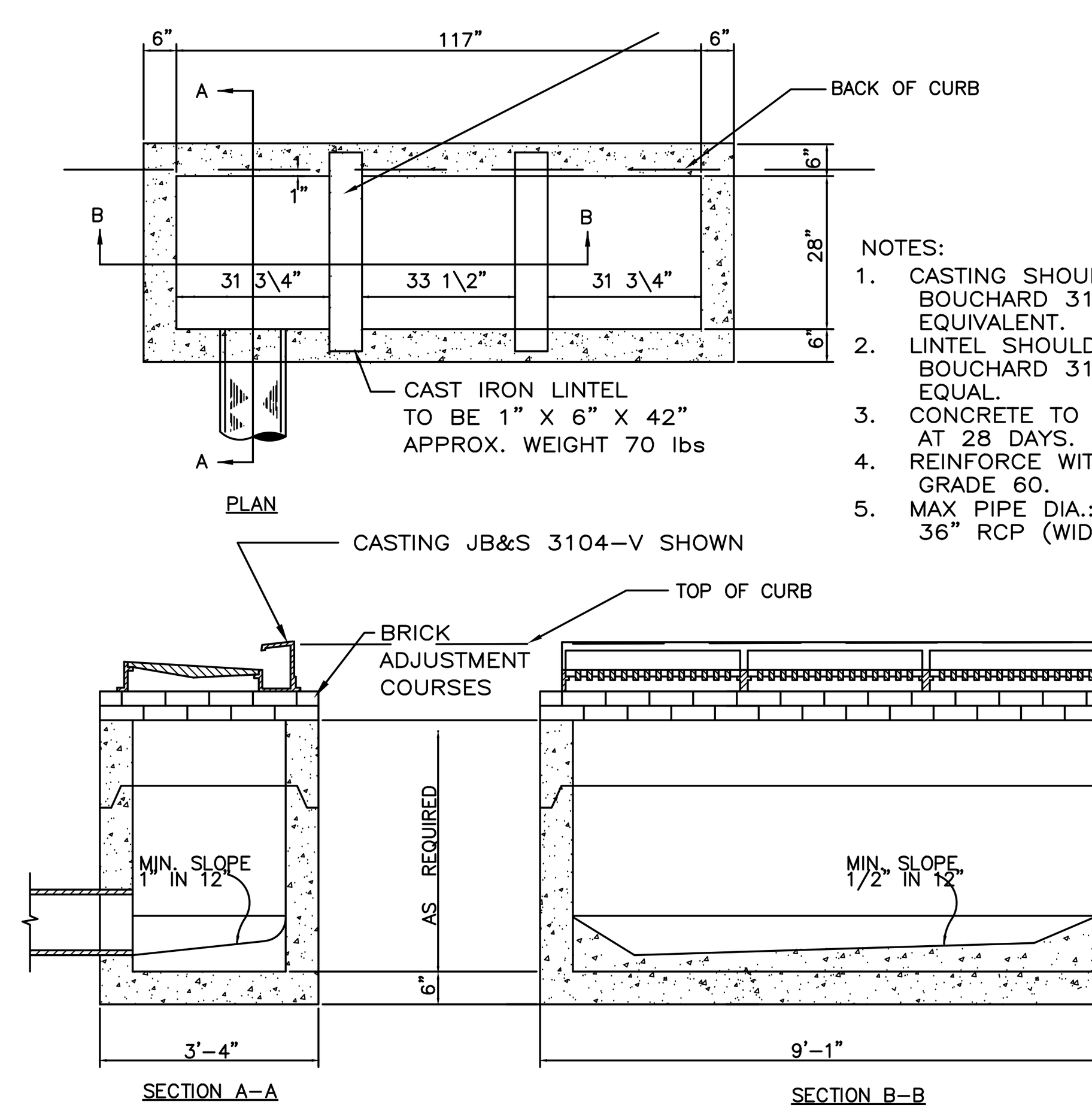


NOTES:
1. CASTING SHOULD BE JOHN BOUCHARD 3103 OR APPROVED EQUIVALENT.
2. LINTEL SHOULD BE JOHN BOUCHARD 3108 OR APPROVED EQUAL.
3. CONCRETE TO BE 4000 psi AT 28 DAYS.
4. REINFORCE WITH NO. 4 BARS GRADE 60.
5. MAX PIPE DIA.: 24" CONCRETE 30" CMP
6. FOR LARGER PIPES, USE 4'-0" CATCH BASIN STRUCTURE.

SINGLE INLET (PRECAST)
NOT TO SCALE



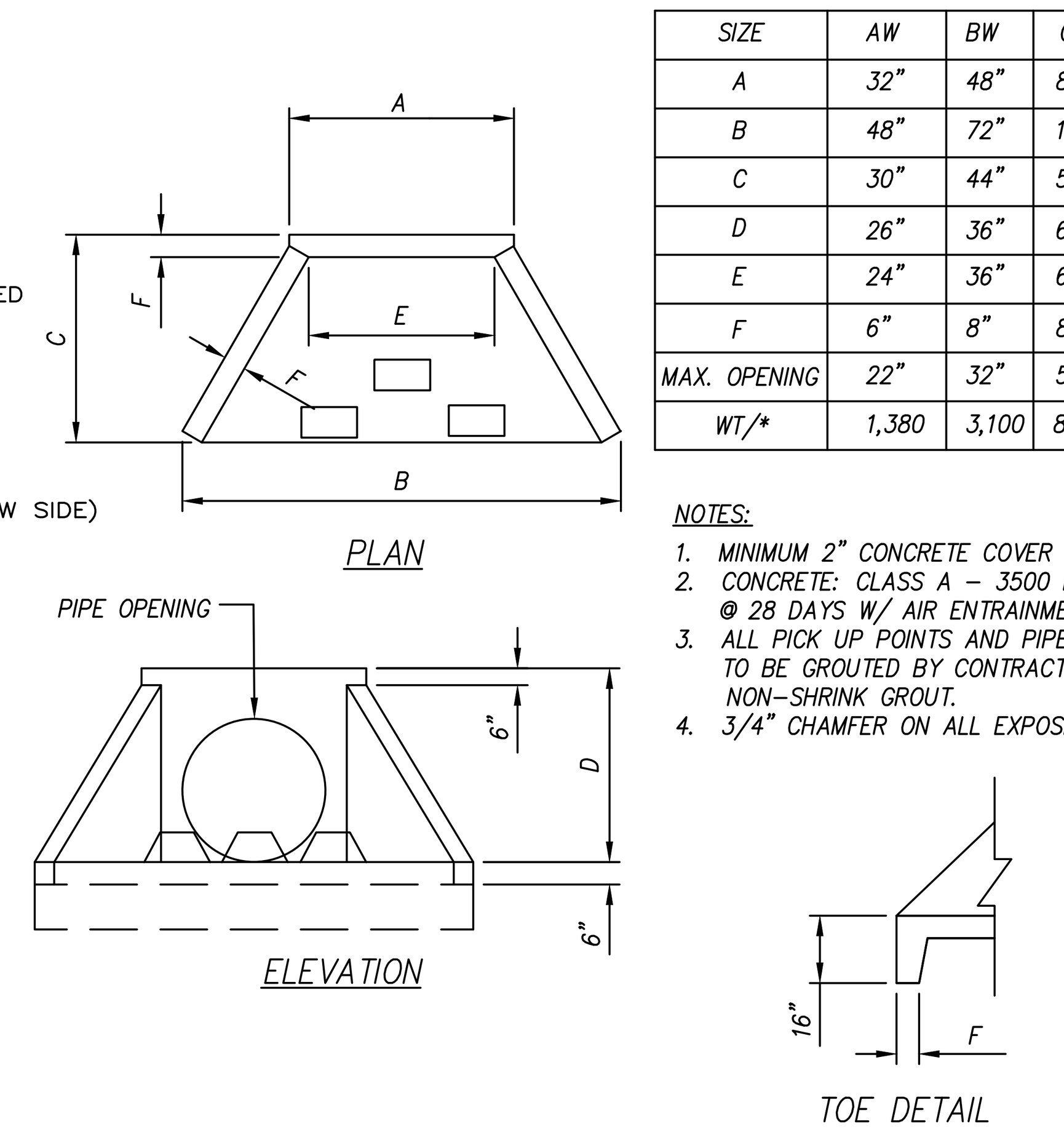
DITCH SECTION
NOT TO SCALE



NOTES:
1. CASTING SHOULD BE JOHN BOUCHARD 3104-V OR APPROVED EQUIVALENT.
2. LINTEL SHOULD BE JOHN BOUCHARD 3108 OR APPROVED EQUAL.
3. CONCRETE TO BE 4000 psi AT 28 DAYS.
4. REINFORCE WITH NO. 4 BARS GRADE 60.
5. MAX PIPE DIA.: 24" RCP (NARROW SIDE) 36" RCP (WIDE SIDE)

TRIPLE INLET (PRECAST)
NOT TO SCALE

SIZE	AW	BW	CW	DW
A	32"	48"	80"	99"
B	48"	72"	102"	120"
C	30"	44"	54"	56"
D	26"	36"	60"	66"
E	24"	36"	64"	83"
F	6"	8"	8"	8"
MAX. OPENING	22"	32"	55"	75"
WT/*	1,380	3,100	8,100	11,400



NOTES:
1. MINIMUM 2" CONCRETE COVER ON REBAR.
2. CONCRETE: CLASS A – 3500 PSI @ 28 DAYS W/ AIR ENTRAINMENT.
3. ALL PICK UP POINTS AND PIPE OPENINGS TO BE GROUTED BY CONTRACTOR WITH NON-SHRINK GROUT.
4. 3/4" CHAMFER ON ALL EXPOSED EDGES.

CONCRETE HEADWALL W/ENERGY DISSIPATORS
NOT TO SCALE

GERALD W. VICK, REGISTERED ENGINEER, AGRICULTURE, COMMERCE, No. 107415, STATE OF TENNESSEE 9/16/21

SUBMITTED FOR MUNICIPAL APPROVAL
NOT FOR CONSTRUCTION

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WES ENGINEERS & SURVEYORS

Client
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FUSION ARCHITECTURE
1104 WEST MAIN STREET
FRANKLIN, TN 37064

DATE | REVISIONS

IDLEWILD FARMS
HIWASSEE DRIVE
COLUMBIA, MAURY COUNTY, TENNESSEE
GRADING AND DRAINAGE PLAN

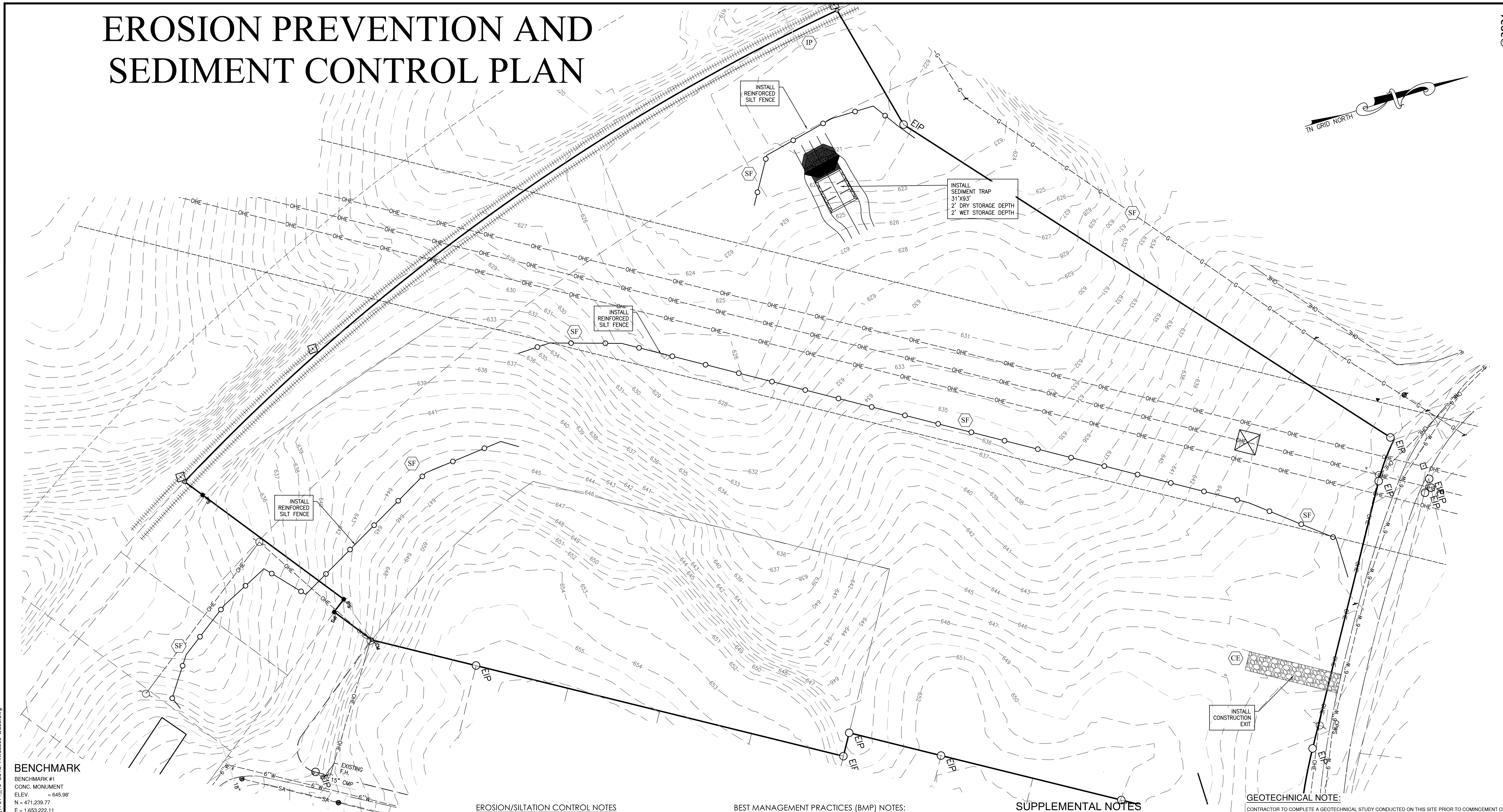
Drawn: RP
Checked: JG
Approved: GV
Date: 09/20/2021

Job. no. 17571
Scale: Vertical: Horizontal: 1"=50'

C-2.1

FILE: J:\WES_Engineers_Surveyors 2017\17571 – Hiwassee – Reaves\Dwg\Engineering\17571_16 LOTS Hiwassee Base.dwg

EROSION PREVENTION AND SEDIMENT CONTROL PLAN



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BENCHMARK

BENCHMARK #1
CONC. MONUMENT
ELEV. = 645.98'
N = 471,239.77
E = 1,653,222.11

WARNING! UTILITY LINES!

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

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

LEGEND

	EXISTING	PROPOSED
WATER MAIN		
SANITARY SEWER	8"SA	8"SA
STORM SEWER	15"ST	18"ST
OVERHEAD		
FENCE		
GAS		
DRAINAGE DITCH		
TREE PROTECTION FENCE		TP
SIGN		
UTILITY POLE		
IRON PIN SET	IPS	
EXISTING IRON PIN	EIP	
CONCRETE MONUMENT		
DECIDUOUS TREE		
GATE VALVE IN BOX		
LIGHT POLE		
BENCHMARK	BM 1	

TREE LINE
STORM STRUCTURE LABEL (R-1)
ASPHALT
CONCRETE
PARKING SPACES (14)

EPSC PHASE 1:

PHASE 1:

- CONSTRUCT CONSTRUCTION EXIT AND TEMPORARY EPSC MEASURES.
- CALL COLUMBIA ENGINEERING DEPARTMENT FOR INSPECTION OF EROSION CONTROL INSTALLATION PRIOR TO PROCEEDING.
- TEMPORARY SEED AND STABILIZATION OF EACH DISTURBED AREA BEFORE PROCEEDING TO NEXT AREA.

SOIL EROSION PROTECTION AND CONTROL MEASURES

SILTFENCE			
CONSTRUCTION EXIT	CE	INLET PROTECTION	IP
SILT FENCE	SF	STORM OUTLET PROTECTION	OP
CHECK DAMS	CD	REINFORCEMENT MAT	MA
PERMANENT SEEDING & MULCHING	PS	TEMPORARY SEEDING	TS

EROSION/SILTATION CONTROL NOTES

1. EXPOSED AREAS AND TIME OF EXPOSURE OF UNPROTECTED SOILS SHALL BE KEPT TO A MINIMUM WHENEVER POSSIBLE.
2. KEEP DUST WITHIN TOLERABLE LIMITS BY SPRINKLING OR OTHER ACCEPTABLE MEANS APPROVED BY THE OWNER'S REPRESENTATIVE.
3. DISTURBED AREAS ARE TO BE GRADED TO DRAIN AS INDICATED ON PLAN TO SEDIMENT BARRIERS DURING AND UPON COMPLETION OF CONSTRUCTION.
4. NO OTHER WORK WILL BE INITIATED ON THE PROJECT UNTIL THE EROSION/SILTATION MEASURES SHOWN ON THE PLANS AND DETAILS ARE PROPERLY IN PLACE.
5. IF, AT ANY TIME DURING THE CONSTRUCTION PHASE OF THIS PROJECT, THE EROSION/SILTATION MEASURES INSTALLED FAIL TO FUNCTION PROPERLY, NEED MAINTENANCE OR REPAIR, OR NEED NEW REPLACEMENT IN KIND, THE CONTRACTOR WILL EFFECT SUCH ACTIONS AS ARE NEEDED TO CORRECT THE SITUATION AT NO ADDITIONAL COST TO THE OWNER.
6. EROSION/SILTATION FENCING SHOWN IS TO BE USED AS A TEMPORARY SEDIMENT BARRIER. FENCING IS TO BE FIRM AND SECURELY TIED AS SHOWN ON THE INCLUDED DETAIL.
7. USE TEMPORARY VEGETATION AND/OR MULCH TO PROTECT BARE AREAS FROM SEDIMENT LOSS DURING AND UPON COMPLETION OF CONSTRUCTION.
8. UPON STABILIZATION OF THE PROJECT SITE WITH A GOOD & ACCEPTABLE STAND OF GRASS AND/OR GROUND COVER, THE EROSION/SILTATION INSTALLATIONS WILL BE REMOVED AND THE AREA DISTURBED WILL BE SEEDED AND MULCHED WITH THE SAME TREATMENT AS OTHER NEW GRASSED AREAS OF THE PROJECT.
9. A STONE ACCESS RAMP IS TO BE CONSTRUCTED WITH A MINIMUM WIDTH OF 20 FEET AND MINIMUM LENGTH OF 50 FEET. RAMP IS TO BE BASED WITH 6 INCHES INCHES OF ASTM D 448, SIZE NO. 1 STONE, AND MAINTAINED THROUGHOUT CONSTRUCTION.
10. EROSION AND SEDIMENT CONTROL MUST BE IMPLEMENTED AND MAINTAINED. PERFORM ALL WORK IN ACCORDANCE WITH THE "TDEC EROSION AND SEDIMENT CONTROL HANDBOOK", NOVEMBER 2006. FAILURE TO COMPLY TO THESE BMP PRACTICES MAY RESULT IN A STOP WORK ORDER AND FINES.
11. IN AREAS OF 2:1 OR GREATER SLOPE THAT EXCEED 5-FEET IN UNINTERRUPTED VERTICAL ELEVATION CHANGE WILL RECEIVE NORTH AMERICAN GREEN SC150 EROSION CONTROL MAT SEEDED FOR STABILIZATION (TEMPORARY OR PERMANENT). FOLLOW STABILIZATION PLAN INCLUDED IN APPROVED SWPPP FOR TEMPORARY & PERMANENT STABILIZATION OF SITE.
12. ALL PROPOSED INLETS WILL BE INSTALLED WITH SILT FENCE EROSION PROTECTION OR APPROVED MAT TYPE INLET FILTER UNTIL STABILIZATION IS ESTABLISHED.
13. PHASE I EP&SC SHOWN. ADJUSTMENTS TO BE MADE WHEN SLOPE CONSTRUCTION BEGINS TO KEEP SILT FENCE @ TOE OF SLOPE.
14. ALL OPEN FLOW CHANNELS AND OUTLET STRUCTURES ARE TO RECEIVE NORTH AMERICAN GREEN SC150 EROSION CONTROL MATTING FOR STABILIZATION.

BEST MANAGEMENT PRACTICES (BMP) NOTES:

1. LAND CLEARING SHALL TAKE PLACE ONLY IN AREAS WHERE ACTIVE CONSTRUCTION WILL BEGIN WITHIN A REASONABLE AMOUNT OF TIME. LAND CLEARING DURING THE RAINY SEASON SHALL BE AVOIDED IN SENSITIVE AREAS SUCH AS STEEP SLOPES AND BUFFERS, IF POSSIBLE.
2. DENUDED AREAS, SOIL STOCKPILES, DIKES, DAMS, CHANNELS, ETC., ARE TO BE SEEDED AND MULCHED. AREAS AND TIME OF EXPOSURE OF UNPROTECTED SOILS SHALL BE KEPT TO A MAXIMUM OF 15 DAYS. SUCH AREAS ARE TO IMMEDIATELY RECEIVE SEED AND MULCH STABILIZATION FOLLOWING THIS TIME PERIOD. ON STEEP SLOPES AND CHANNELS, MATTING SHALL BE FASTENED TO THE GROUND WITH WIRE STAPLES OR WOOD PEGS. WHERE SURFACE WATER CANNOT BE DIVERTED FROM FLOWING OVER THE FACE OF SLOPES, INSTALL A STRIP OF EROSION CONTROL MATTING AND FASTEN TIGHT ALONG THE CROWN OR TOP OF THE SLOPE FOR EXTRA PROTECTION AGAINST LIFTING AND UNDERCUTTING OF SOIL.
3. STEEP AND UNSTABLE SLOPES SHALL NOT BE DISTURBED IF THEY ARE OUTSIDE OF THE APPROVED GRADING PLAN AREA. RUNOFF SHALL BE CONVEYED FROM THE TOP OF THE SLOPE IN A SAFE MANNER ENSURING THAT THE SLOPE IS STABILIZED AS SOON AS POSSIBLE. ALL RUNOFF EXITING THE CONSTRUCTION SITE SHALL BE FREE OF EXCESSIVE SEDIMENT, AND OTHER POLLUTANTS.
4. STREET AND/OR CURB INLET PROTECTION DEVICES SHALL BE PLACED AROUND ALL INLETS UPON THE CONSTRUCTION OF THE STORM WATER SEWER SYSTEM.
5. ALL MATTED AREAS TO RECEIVE PERMANENT SEEDING.
6. PLEASE CALL THE CITY OF COLUMBIA ENGINEERING DEPARTMENT @ 931-560-1530 FOR INSPECTION OF EROSION CONTROL MEASURES BEFORE GRADING COMMENCES.

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

SUPPLEMENTAL NOTES

1. THE CONTRACTOR MUST OBTAIN AND REVIEW A COPY OF THE APPROVED STORM WATER POLLUTION PLAN SUBMITTED TO THE TENNESSEE DEPARTMENT OF ENVIRONMENT & CONSERVATION. CONTRACTOR IS EXPECTED TO READ AND FOLLOW THIS PLAN DURING THE CONSTRUCTION OF THIS PROJECT. THE APPROVED SWPPP IS CONSIDERED TO BE A PART OF THE FINAL CONSTRUCTION DOCUMENTS.
2. THE EROSION PREVENTION & SEDIMENT CONTROL MEASURES INCLUDED ON THIS SHEET REPRESENT PHASE 1 ONLY AND ARE REQUIRED TO BE INSTALLED PRIOR TO THE START OF EARTH DISTURBANCE IN THE AFFECTED AREA.
3. ADJUSTMENTS TO THE EPSC MEASURES WILL BE REQUIRED DURING NORMAL PROGRESSION OF THE PROJECT. REVIEW ALL PHASES OF THE EPSC PLANS INCLUDED IN THE SWPPP FOR ADDITIONAL INFORMATION. COST ASSOCIATED WITH THESE ADJUSTMENTS ARE TO BE INCLUDED IN OTHER ITEMS OF CONSTRUCTION.
4. UNDERCUT / REPLACEMENT OF SOFT SOILS SHALL BE PERFORMED AT THE DIRECTION OF THE OWNER AND FOLLOWING THE REQUIREMENTS ESTABLISHED BY THE GEOTECHNICAL ENGINEER. THE REPLACEMENT OF MATERIAL MAY INCLUDE EXISTING SOILS MEETING THE GEOTECHNICAL REQUIREMENTS.
5. CONTRACTOR IS TO MARK THE LIMIT OF DISTURBANCE PRIOR TO START OF CONSTRUCTION AND OBSERVE THESE LIMITS FOR THE DURATION OF THE PROJECT.
6. MAINTAIN EROSION CONTROL MEASURES AS INDICATED IN THE SWPPP BETWEEN PHASES AND REPLACE BMP MATERIALS BEFORE FAILURE RESULTS DUE TO DEGREDATION.

GEOTECHNICAL NOTE:

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

SITE BENCHMARK NOTE:

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BOUNDARY & TOPOGRAPHIC SURVEY PROVIDED BY:

W.E.S. ENGINEERS AND 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. 47119C0285E DATED APRIL 16, 2007 (ZONE "X")

GERALD W. VICK — REGISTERED ENGINEER — AGRICULTURE — COMMERCE — No. 107415 — STATE OF TENNESSEE
9/16/21

SUBMITTED FOR MUNICIPAL APPROVAL
NOT FOR CONSTRUCTION

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ENGINEERS & SURVEYORS

Client
KYLE KRAMER, AIA
FUSION ARCHITECTURE
1104 WEST MAIN STREET
FRANKLIN, TN 37064

REVISIONS | DATE

IDLEWILD FARMS
HIWASSEE DRIVE
COLUMBIA, MAURY COUNTY, TENNESSEE
EROSION PREVENTION & SEDIMENT CONTROL PLAN PHASE 1

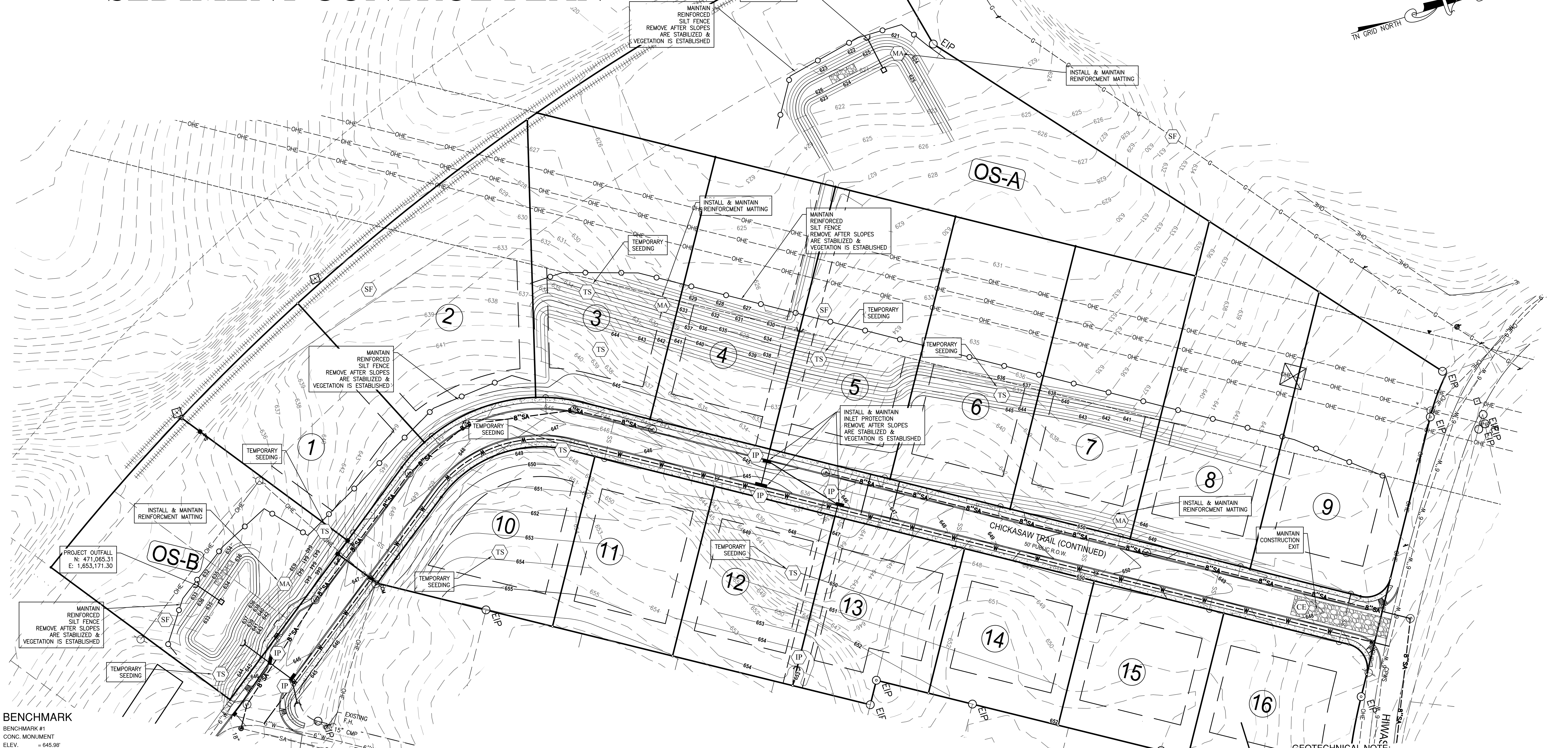
Drawn: RP
Checked: JG
Approved: GV
Date: 09/20/2021

Job. no. 17571
Scale: Vertical: — Horizontal: 1"=50'

C-3.0

FILE: J:\WES_Engineers_Surveyors 2017\17571 – Hiwassee – Reaves\Dwg\Engineering\17571_16 LOTS Hiwassee Base.dwg

EROSION PREVENTION AND SEDIMENT CONTROL PLAN



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BENCHMARK

BENCHMARK #1
CONC. MONUMENT
ELEV. = 645.98'
N = 471,239.77
E = 1,653,222.11

WARNING! UTILITY LINES!

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

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

LEGEND

	EXISTING	PROPOSED
WATER MAIN		
SANITARY SEWER	8"SA	8"SA
STORM SEWER	15"ST	18"ST
OVERHEAD		
FENCE		
GAS		
DRAINAGE DITCH		
TREE PROTECTION FENCE		TP
SIGN		
UTILITY POLE		
IRON PIN SET	IPS	
EXISTING IRON PIN	EIP	
CONCRETE MONUMENT		
DECIDUOUS TREE		
GATE VALVE IN BOX		
LIGHT POLE		
BENCHMARK	BM 1	

TREE LINE
STORM STRUCTURE LABEL (R-1)
ASPHALT
CONCRETE
PARKING SPACES (14)

EPSC PHASE 2:

PHASE 2:

- MAINTAIN TEMPORARY STABILIZATION MEASURES THROUGH CONSTRUCTION.
- TEMPORARY SEED AND STABILIZE OF EACH DISTURBED AREA BEFORE PROCEEDING TO NEXT AREA.
- ONCE FINAL STABILIZATION IS COMPLETE, REMOVE TEMPORARY EPSC MEASURES INCLUDING ALL SILT FENCE AND CHECK DAMS AND PERMANENTLY STABILIZE DISTURBED AREAS.

SOIL EROSION PROTECTION AND CONTROL MEASURES

SILTFENCE	—o—o—o—		
CONSTRUCTION EXIT	CE	INLET PROTECTION	IP
SILT FENCE	SF	STORM OUTLET PROTECTION	OP
CHECK DAMS	CD	REINFORCEMENT MAT	MA
PERMANENT SEEDING & MULCHING	PS	TEMPORARY SEEDING	TS

EROSION/SILTATION CONTROL NOTES

1. EXPOSED AREAS AND TIME OF EXPOSURE OF UNPROTECTED SOILS SHALL BE KEPT TO A MINIMUM WHENEVER POSSIBLE.
2. KEEP DUST WITHIN TOLERABLE LIMITS BY SPRINKLING OR OTHER ACCEPTABLE MEANS APPROVED BY THE OWNER'S REPRESENTATIVE.
3. DISTURBED AREAS ARE TO BE GRADED TO DRAIN AS INDICATED ON PLAN TO SEDIMENT BARRIERS DURING AND UPON COMPLETION OF CONSTRUCTION.
4. NO OTHER WORK WILL BE INITIATED ON THE PROJECT UNTIL THE EROSION/SILTATION MEASURES SHOWN ON THE PLANS AND DETAILS ARE PROPERLY IN PLACE.
5. IF, AT ANY TIME DURING THE CONSTRUCTION PHASE OF THIS PROJECT, THE EROSION/SILTATION MEASURES INSTALLED FAIL TO FUNCTION PROPERLY, NEED MAINTENANCE OR REPAIR, OR NEED NEW REPLACEMENT IN KIND, THE CONTRACTOR WILL EFFECT SUCH ACTIONS AS ARE NEEDED TO CORRECT THE SITUATION AT NO ADDITIONAL COST TO THE OWNER.
6. EROSION/SILTATION FENCING SHOWN IS TO BE USED AS A TEMPORARY SEDIMENT BARRIER. FENCING IS TO BE FIRM AND SECURELY TIED AS SHOWN ON THE INCLUDED DETAIL.
7. USE TEMPORARY VEGETATION AND/OR MULCH TO PROTECT BARE AREAS FROM SEDIMENT LOSS DURING AND UPON COMPLETION OF CONSTRUCTION.
8. UPON STABILIZATION OF THE PROJECT SITE WITH A GOOD & ACCEPTABLE STAND OF GRASS AND/OR GROUND COVER, THE EROSION/SILTATION INSTALLATIONS WILL BE REMOVED AND THE AREA DISTURBED WILL BE SEEDED AND MULCHED WITH THE SAME TREATMENT AS OTHER NEW GRASSED AREAS OF THE PROJECT.
9. A STONE ACCESS RAMP IS TO BE CONSTRUCTED WITH A MINIMUM WIDTH OF 20 FEET AND MINIMUM LENGTH OF 50 FEET. RAMP IS TO BE BASED WITH 6 INCHES INCHES OF ASTM D 448, SIZE NO. 1 STONE, AND MAINTAINED THROUGHOUT CONSTRUCTION.
10. EROSION AND SEDIMENT CONTROL MUST BE IMPLEMENTED AND MAINTAINED. PERFORM ALL WORK IN ACCORDANCE WITH THE "TDEC EROSION AND SEDIMENT CONTROL HANDBOOK", NOVEMBER 2006. FAILURE TO COMPLY TO THESE BMP PRACTICES MAY RESULT IN A STOP WORK ORDER AND FINES.
11. IN AREAS OF 2:1 OR GREATER SLOPE THAT EXCEED 5-FEET IN UNINTERRUPTED VERTICAL ELEVATION CHANGE WILL RECEIVE NORTH AMERICAN GREEN SC150 EROSION CONTROL MAT SEEDED FOR STABILIZATION (TEMPORARY OR PERMANENT). FOLLOW STABILIZATION PLAN INCLUDED IN APPROVED SWPPP FOR TEMPORARY & PERMANENT STABILIZATION OF SITE.
12. ALL PROPOSED INLETS WILL BE INSTALLED WITH SILT FENCE EROSION PROTECTION OR APPROVED MAT TYPE INLET FILTER UNTIL STABILIZATION IS ESTABLISHED.
13. PHASE I EP&SC SHOWN. ADJUSTMENTS TO BE MADE WHEN SLOPE CONSTRUCTION BEGINS TO KEEP SILT FENCE @ TOE OF SLOPE.
14. ALL OPEN FLOW CHANNELS AND OUTLET STRUCTURES ARE TO RECEIVE NORTH AMERICAN GREEN SC150 EROSION CONTROL MATTING FOR STABILIZATION.

BEST MANAGEMENT PRACTICES (BMP) NOTES:

1. LAND CLEARING SHALL TAKE PLACE ONLY IN AREAS WHERE ACTIVE CONSTRUCTION WILL BEGIN WITHIN A REASONABLE AMOUNT OF TIME. LAND CLEARING DURING THE RAINY SEASON SHALL BE AVOIDED IN SENSITIVE AREAS SUCH AS STEEP SLOPES AND BUFFERS, IF POSSIBLE.
2. DENUDED AREAS, SOIL STOCKPILES, DIKES, DAMS, CHANNELS, ETC., ARE TO BE SEEDED AND MULCHED. AREAS AND TIME OF EXPOSURE OF UNPROTECTED SOILS SHALL BE KEPT TO A MAXIMUM OF 15 DAYS. SUCH AREAS ARE TO IMMEDIATELY RECEIVE SEED AND MULCH STABILIZATION FOLLOWING THIS TIME PERIOD. ON STEEP SLOPES AND CHANNELS, MATTING SHALL BE FASTENED TO THE GROUND WITH WIRE STAPLES OR WOOD PEGS. WHERE SURFACE WATER CANNOT BE DIVERTED FROM FLOWING OVER THE FACE OF SLOPES, INSTALL A STRIP OF EROSION CONTROL MATTING AND FASTEN TIGHT ALONG THE CROWN OR TOP OF THE SLOPE FOR EXTRA PROTECTION AGAINST LIFTING AND UNDERCUTTING OF SOIL.
3. STEEP AND UNSTABLE SLOPES SHALL NOT BE DISTURBED IF THEY ARE OUTSIDE OF THE APPROVED GRADING PLAN AREA. RUNOFF SHALL BE CONVEYED FROM THE TOP OF THE SLOPE IN A SAFE MANNER ENSURING THAT THE SLOPE IS STABILIZED AS SOON AS POSSIBLE. ALL RUNOFF EXITING THE CONSTRUCTION SITE SHALL BE FREE OF EXCESSIVE SEDIMENT, AND OTHER POLLUTANTS.
4. STREET AND/OR CURB INLET PROTECTION DEVICES SHALL BE PLACED AROUND ALL INLETS UPON THE CONSTRUCTION OF THE STORM WATER SEWER SYSTEM.
5. ALL MATTED AREAS TO RECEIVE PERMANENT SEEDING.
6. PLEASE CALL THE CITY OF COLUMBIA ENGINEERING DEPARTMENT @ 931-560-1530 FOR INSPECTION OF EROSION CONTROL MEASURES BEFORE GRADING COMMENCES.

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

SUPPLEMENTAL NOTES

1. THE CONTRACTOR MUST OBTAIN AND REVIEW A COPY OF THE APPROVED STORM WATER POLLUTION PLAN SUBMITTED TO THE TENNESSEE DEPARTMENT OF ENVIRONMENT & CONSERVATION. CONTRACTOR IS EXPECTED TO READ AND FOLLOW THIS PLAN DURING THE CONSTRUCTION OF THIS PROJECT. THE APPROVED SWPPP IS CONSIDERED TO BE A PART OF THE FINAL CONSTRUCTION DOCUMENTS.
2. THE EROSION PREVENTION & SEDIMENT CONTROL MEASURES INCLUDED ON THIS SHEET REPRESENT PHASE 1 ONLY AND ARE REQUIRED TO BE INSTALLED PRIOR TO THE START OF EARTH DISTURBANCE IN THE AFFECTED AREA.
3. ADJUSTMENTS TO THE EPSC MEASURES WILL BE REQUIRED DURING NORMAL PROGRESSION OF THE PROJECT. REVIEW ALL PHASES OF THE EPSC PLANS INCLUDED IN THE SWPPP FOR ADDITIONAL INFORMATION. COST ASSOCIATED WITH THESE ADJUSTMENTS ARE TO BE INCLUDED IN OTHER ITEMS OF CONSTRUCTION.
4. UNDERCUT / REPLACEMENT OF SOFT SOILS SHALL BE PERFORMED AT THE DIRECTION OF THE OWNER AND FOLLOWING THE REQUIREMENTS ESTABLISHED BY THE GEOTECHNICAL ENGINEER. THE REPLACEMENT OF MATERIAL MAY INCLUDE EXISTING SOILS MEETING THE GEOTECHNICAL REQUIREMENTS.
5. CONTRACTOR IS TO MARK THE LIMIT OF DISTURBANCE PRIOR TO START OF CONSTRUCTION AND OBSERVE THESE LIMITS FOR THE DURATION OF THE PROJECT.
6. MAINTAIN EROSION CONTROL MEASURES AS INDICATED IN THE SWPPP BETWEEN PHASES AND REPLACE BMP MATERIALS BEFORE FAILURE RESULTS DUE TO DEGREDATION.

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GERALD W. VICK — REGISTERED ENGINEER — AGRICULTURE — COMMERCE — No. 107415 — STATE OF TENNESSEE — 9/16/21

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FRANKLIN, TN 37064

REVISIONS	DATE

IDLEWILD FARMS

HIWASSEE DRIVE
COLUMBIA, MAURY COUNTY, TENNESSEE
EROSION PREVENTION & SEDIMENT CONTROL PLAN PHASE 2

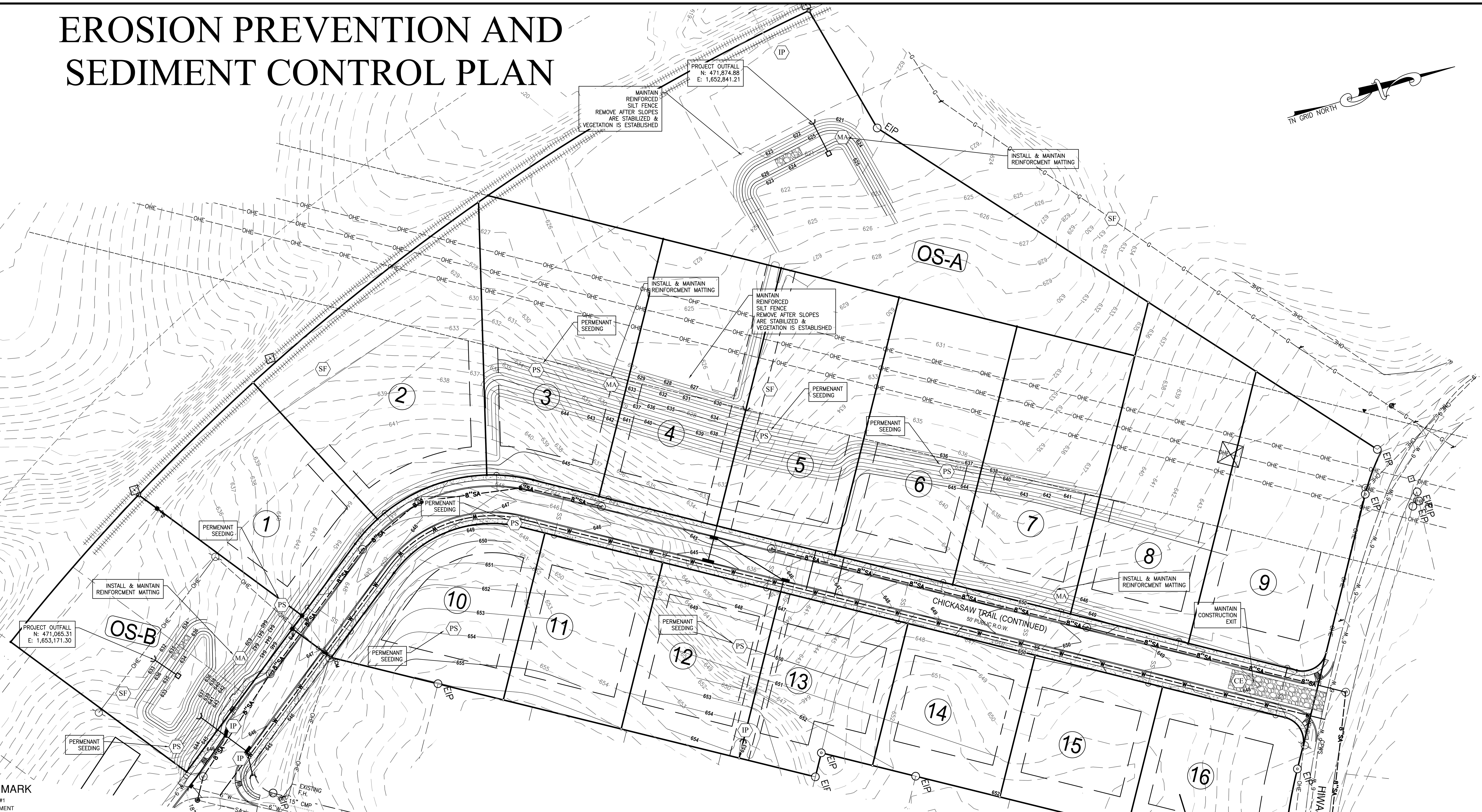
Drawn: RP
Checked: JG
Approved: GV
Date: 09/20/2021

Job. no. 17571
Scale: Vertical: — Horizontal: 1"=50'

C-3.1

FILE: J:\WES_Engineers_Surveyors 2017\17571 – Hiwassee – Reaves\Dwg\Engineering\17571_16 LOTS Hiwassee Base.dwg

EROSION PREVENTION AND SEDIMENT CONTROL PLAN



BENCHMARK

BENCHMARK #1
CONC. MONUMENT
ELEV. = 645.98'
N = 471,239.77
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LEGEND

	EXISTING	PROPOSED
WATER MAIN		W
SANITARY SEWER	8"SA	8"SA
STORM SEWER	15"ST	18"ST
OVERHEAD		
FENCE	x	x
GAS		
DRAINAGE DITCH		
TREE PROTECTION FENCE		TP
SIGN		
UTILITY POLE		
IRON PIN SET	IPS	
EXISTING IRON PIN	EIP	
CONCRETE MONUMENT		
DECIDUOUS TREE		
GATE VALVE IN BOX		
LIGHT POLE		
BENCHMARK	BM 1	

TREE LINE
STORM STRUCTURE LABEL (R-1)
ASPHALT
CONCRETE
\# PARKING SPACES (14)

EPSC PHASE 3:

PHASE 3:

- ONCE CONSTRUCTION IS SUBSTANTIALLY COMPLETE, DISTRIBUTE PERMANENT SEED AND STABILIZATION AS SHOWN ON THIS PLAN.
- ONCE FINAL STABILIZATION IS COMPLETE, REMOVE TEMPORARY EPSC MEASURES INCLUDING ALL SILT FENCE AND CHECK DAMS AND PERMANENTLY STABILIZE DISTURBED AREAS.
- PERMANENT SEED AND STABILIZATION OF EACH DISTURBED AREA BEFORE PROCEEDING TO NEXT AREA.

SOIL EROSION PROTECTION AND CONTROL MEASURES

SILTFENCE			
CONSTRUCTION EXIT	CE	INLET PROTECTION	IP
SILT FENCE	SF	STORM OUTLET PROTECTION	OP
CHECK DAMS	CD	REINFORCEMENT MAT	MA
PERMANENT SEEDING & MULCHING	PS	TEMPORARY SEEDING	TS

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REVISIONS | DATE

IDLEWILD FARMS

HIWASSEE DRIVE
COLUMBIA, MAURY COUNTY, TENNESSEE
EROSION PREVENTION & SEDIMENT CONTROL PLAN PHASE 3

Drawn: RP
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Approved: GV
Date: 09/20/2021

Job. no. 17571
Scale: Vertical: Horizontal: 1"=50'

C-3.2

FILE: J:\WES_Engineers_Surveyors 2017\17571 – Hiwassee – Reaves\Dwg\Engineering\17571_16 LOTS Hiwassee Base.dwg

EROSION PREVENTION AND SEDIMENT CONTROL DETAILS

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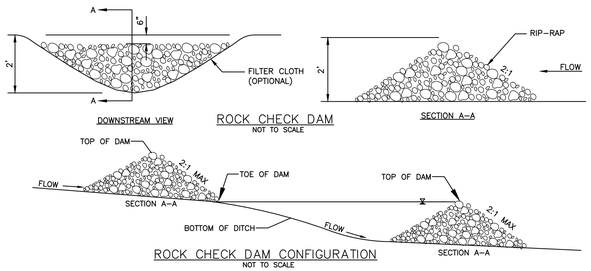
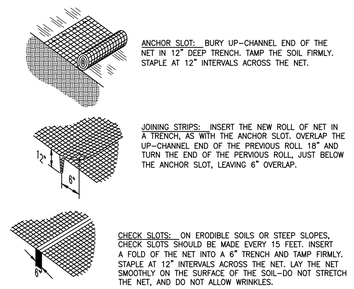
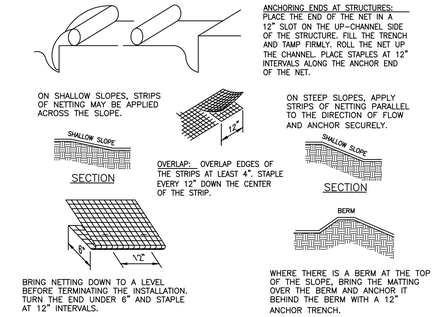


ROCK CHECK DAM
NOT TO SCALE

ROCK CHECK DAM CONFIGURATION
NOT TO SCALE

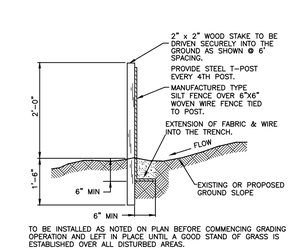




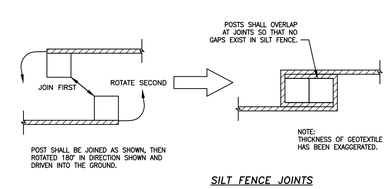
NOTE:

1. FOLLOW N.A.G. INSTALLATION INSTRUCTIONS FOR STAPLE PATTERN GUIDE.
2. INSTALL USING 3.75 STAPLES PER SQUARE YARD UNLESS OTHERWISE INDICATED ON THE PLANS.
3. ALL SLOPES 3:1 AND/OR GREATER TO RECEIVE EROSION CONTROL MATTING.

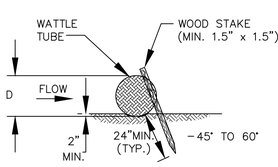
TEMPORARY EROSION CONTROL MATTING
NOT TO SCALE



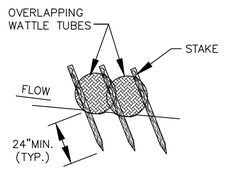
REINFORCED
EROSION/SILTATION FENCE
NOT TO SCALE



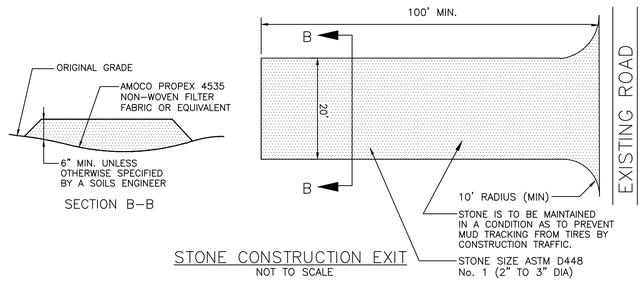
SILT FENCE JOINTS



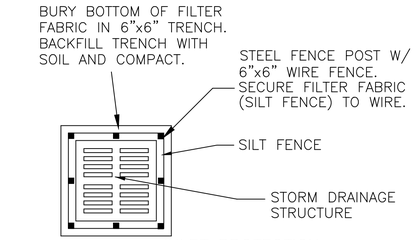
STAKING DETAIL



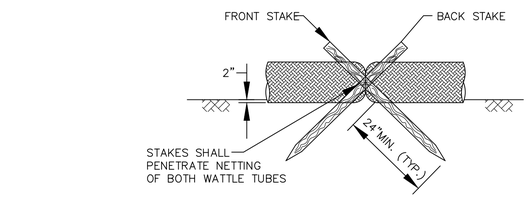
SECTION C-C



STONE CONSTRUCTION EXIT
NOT TO SCALE



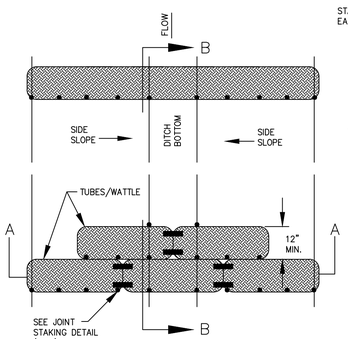
INLET PROTECTION
NOT TO SCALE



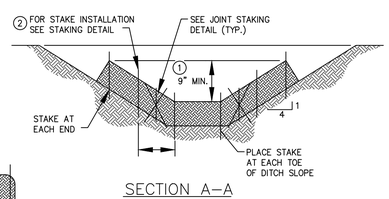
JOINT STAKING DETAIL

NOTES:

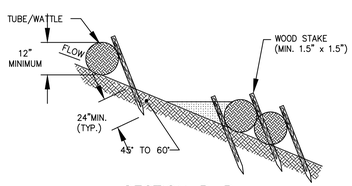
1. THE DEPTH AND WIDTH OF THE WEIR SECTION OF THE WATTLE SHALL BE DESIGNED TO PASS THE 2yr/24hr OR 5yr/24hr STORM EVENT WITHOUT OVERTOPPING THE CHANNEL.
2. STAKE PER MANUFACTURERS RECOMMENDATIONS



PLAN VIEW FOR DITCH APPLICATION

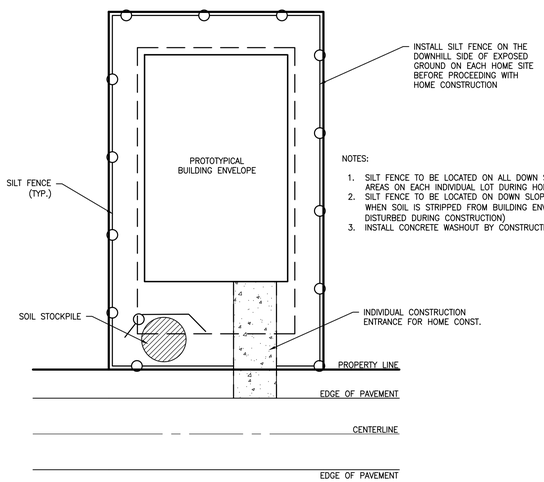


SECTION A-A



SECTION B-B

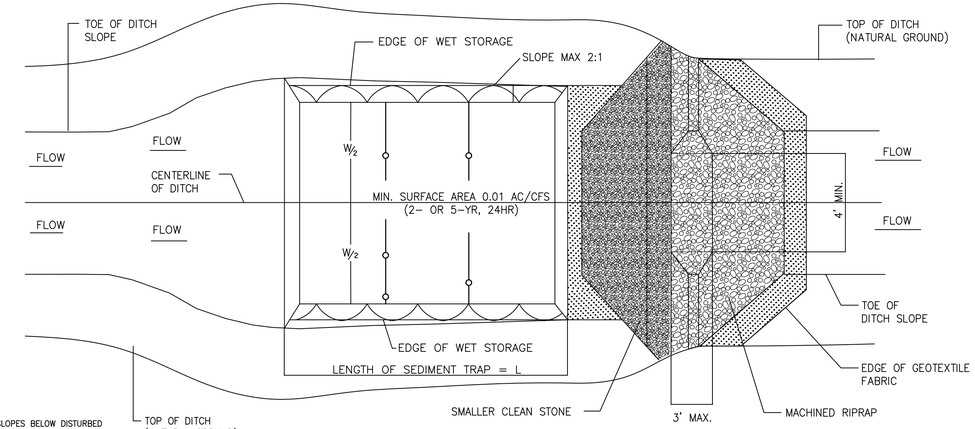
TUBES & WATTLES
NOT TO SCALE



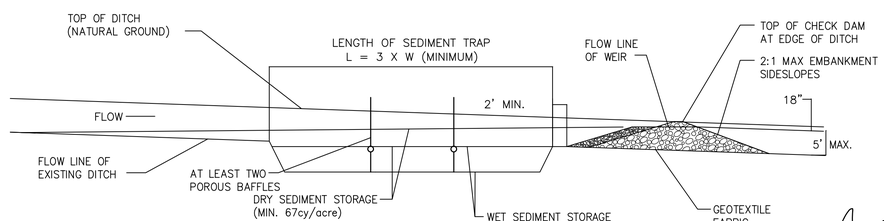
NOTES:

1. SILT FENCE TO BE LOCATED ON ALL DOWN SLOPES BELOW DISTURBED AREAS ON EACH INDIVIDUAL LOT DURING HOME CONSTRUCTION.
2. SILT FENCE TO BE LOCATED ON DOWN SLOPE OF SOIL STOCKPILE WHEN SOIL IS STRIPPED FROM BUILDING ENVELOPE (OR OTHER AREAS DISTURBED DURING CONSTRUCTION).
3. INSTALL CONCRETE WASHOUT BY CONSTRUCTION ENTRANCE AS NEEDED

PROTOTYPICAL LOT EPSC PLAN
NOT TO SCALE



PLAN VIEW



SEDIMENT TRAP
NOT TO SCALE

PROFILE VIEW



SUBMITTED FOR MUNICIPAL APPROVAL
NOT FOR CONSTRUCTION

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CIVIL ENGINEERS & LAND SURVEYORS
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COLUMBIA, TN 38401
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ENGINEERS & SURVEYORS

Client
KYLE KRAMER, AIA
FUSION ARCHITECTURE
1104 WEST MAIN STREET
FRANKLIN, TN 37064

REVISIONS	DATE

IDLEWILD FARMS
HIWASSEE DRIVE
COLUMBIA, MAURY COUNTY, TENNESSEE
EPSC DETAILS

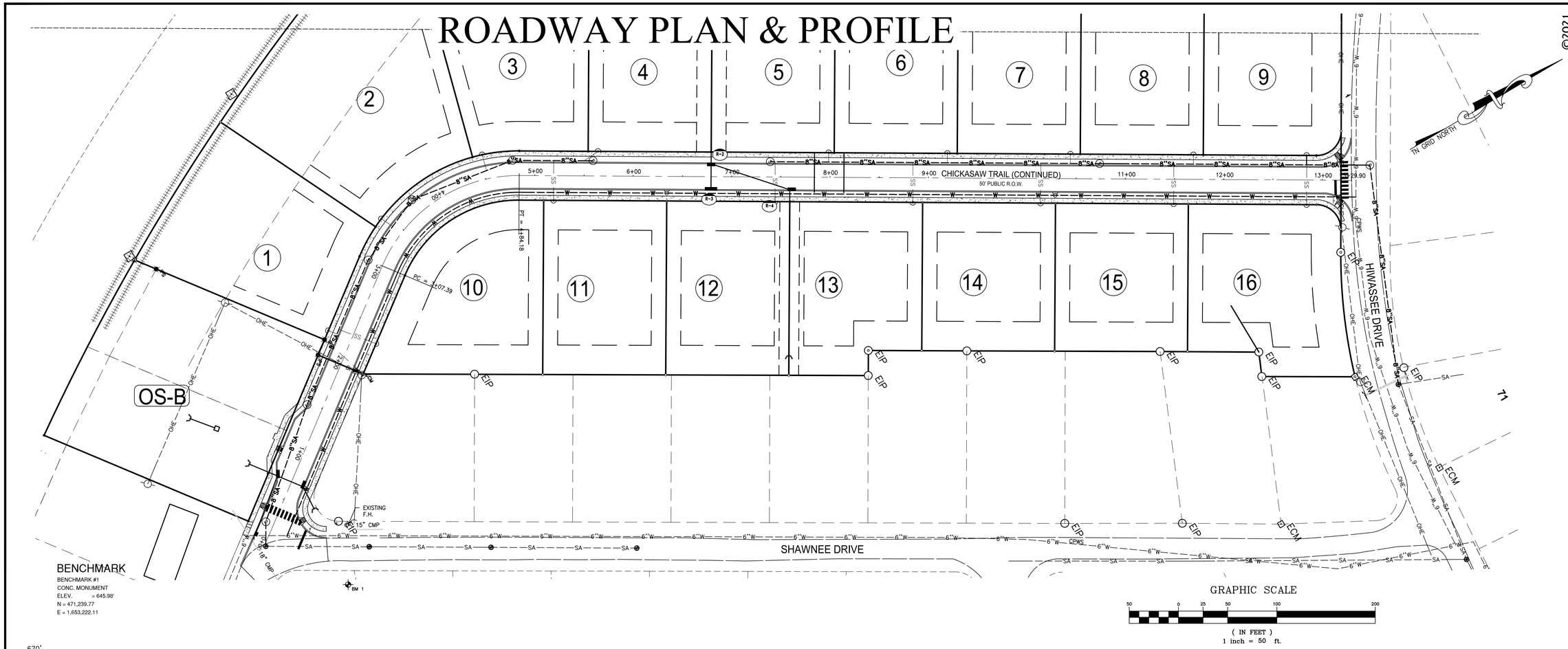
Drawn: RP
Checked: JG
Approved: CW
Date: 09/20/2021

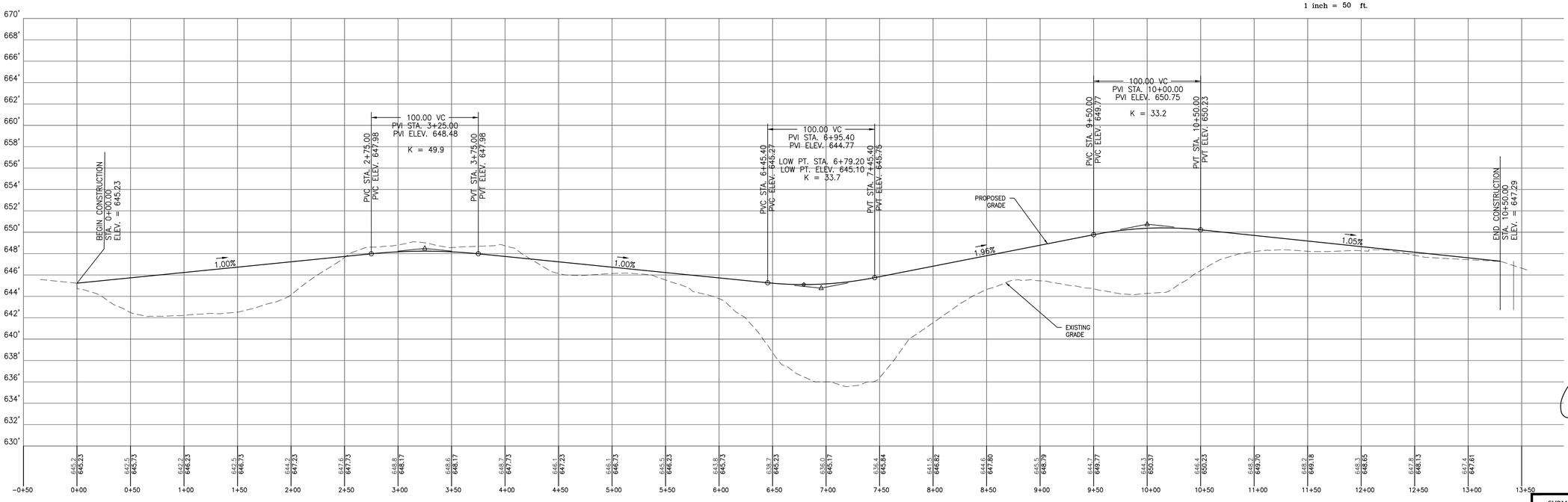
Job. no. 17571
Scale:
Vertical:
Horizontal:

C-3.3

FILE: J:\WES_Engineers_Surveyors 2017\17571 - Hiwassee - Reeves\Dwg\Engineering\17571_16 LOTS Hiwassee Base.dwg

ROADWAY PLAN & PROFILE





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FRANKLIN, TN 37064

REVISIONS | DATE

IDLEWILD FARMS
HIWASSEE DRIVE
COLUMBIA, MAURY COUNTY, TENNESSEE
ROADWAY PLAN & PROFILE

Drawn: RP
Checked: JG
Approved: GV
Date: 09/20/2021

Job. no. 17571
Scale: Vertical: 1"=5' Horizontal: 1"=50'

C-4.0

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FILE:J:\WES_Engineers_Surveyors 2017\17571 - Hiwassee - Reaves\Dwg\Engineering\17571_16 LOTS Hiwassee Base.dwg

CONSTRUCTION DETAILS

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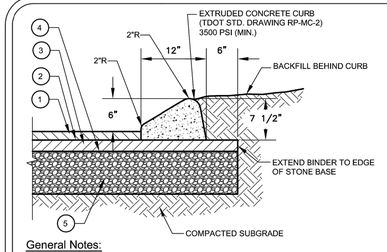


1. 1 1/2" ASPHALTIC CONCRETE SURFACE (GRADING E) ITEM NO. 411-01.11
2. TACK COAT (RS-2) ITEM NO. 403-01
3. 2" ASPHALTIC CONCRETE BASE (GRADING B) ITEM NO. 307-01.06
4. PRIME COAT (AE-P) ITEM NO. 402-01
5. 8" STONE (GRADING D PUG MILL MIX) ITEM NO. 303-01

ITEM NUMBERS ARE TO MEET TDOT SPECIFICATIONS

General Notes:

1. Expansion joints to be spaced a maximum of 100 feet apart and align with ramps, inlets and other required target points.
2. Contraction/construction joints are required and are to be cut into curb every 10 feet.
3. Details shall meet the standards as set forth in the latest version of the Tennessee Department of Transportation Roadway Design Guidelines.
4. The extruded 6" mountable concrete curb is to be used only in special conditions such as low speed low volume local streets and when tying to similar curbs on subdivision streets or in parking lots.
5. Where concrete median pavement is poured behind extruded 6" mountable concrete curb, it may be poured monolithically with the curb.

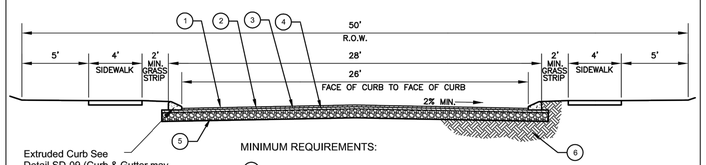
CITY OF COLUMBIA TENNESSEE

MOUNTABLE CURB DETAIL

(NTS)

DATE 4-23-2012

DWG. NO. SD-09



Extruded Curb See Detail SD-09 (Curb & Gutter may be used in place of Extruded Curb See Detail SD-10)

MINIMUM REQUIREMENTS:

1. 1 1/2" ASPHALTIC CONCRETE SURFACE (GRADING E) ITEM NO. 411-01.11
2. TACK COAT (RS-2) ITEM NO. 403-01
3. 2" ASPHALTIC CONCRETE BASE (GRADING B) ITEM NO. 307-01.06
4. PRIME COAT (AE-P) ITEM NO. 402-01
5. 8" STONE (GRADING D PUG MILL MIX) ITEM NO. 303-01
6. APPROVED COMPACTED SUBGRADE

ITEM NUMBERS ARE TO MEET TDOT SPECIFICATIONS

Notes:

Additional right-of-way may be required near intersections.

Elements of this typical section may be revised if approved by the City Engineer.

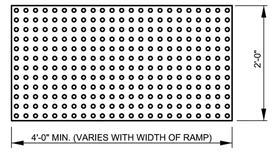
CITY OF COLUMBIA TENNESSEE

RESIDENTIAL LOCAL STREET

(NTS)

DATE 9-10-2014

DWG. NO. SD-04



TRUNCATED DOME PLAN VIEW

NOTES:

1. DETECTABLE WARNINGS SHALL BE INSTALLED PER MANUFACTURERS SPECIFICATIONS.
2. WIDTH OF DETECTABLE WARNING AREA SHALL BE A MINIMUM OF 4 FEET AND VARY WITH WIDTH OF RAMP.
3. LENGTH OF DETECTABLE WARNING AREA SHALL BE 2 FEET REGARDLESS OF SECTION WIDTH.
4. DETECTABLE WARNING DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN THE DOMES.
5. THE MATERIAL USED TO PROVIDE CONTRAST SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE.
6. DETECTABLE WARNINGS USED ON INTERIOR SURFACES SHALL DIFFER FROM ADJOINING WALKING SURFACES IN RESILIENCY OR SOUND-ON-CANE CONTACT.
7. THE MATERIAL USED TO PROVIDE CONTRAST SHOULD CONTRAST BY AT LEAST 70%. CONTRAST IN PERCENT IS DETERMINED BY:

CONTRAST = [(B1-B2)/B1] x 100

WHERE B1 = LIGHT REFLECTANCE VALUE (LRV) OF THE LIGHTER AREA AND B2 = LIGHT REFLECTANCE VALUE (LRV) OF THE DARKER AREA.
(NOTE THAT IN ANY APPLICATION BOTH WHITE AND BLACK ARE NEVER ABSOLUTE; THUS, B1 NEVER EQUALS 100 AND B2 IS ALWAYS GREATER THAN 0.

8. ALL MATERIALS AND WORKMANSHIP SHALL MEET CURRENT ADA REQUIREMENTS.

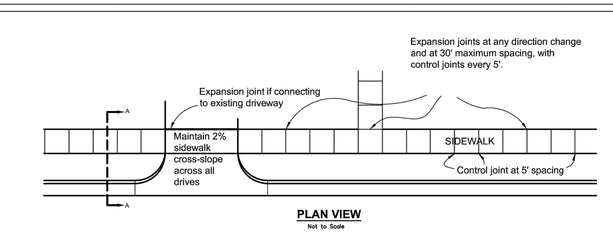
CITY OF COLUMBIA TENNESSEE

DETECTABLE WARNING

(NTS)

DATE 4-23-2012

DWG. NO. SD-15



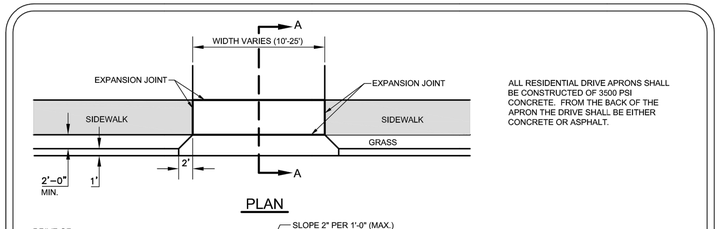
CITY OF COLUMBIA TENNESSEE

SIDEWALK DETAIL

(NTS)

DATE 4-23-2012

DWG. NO. SD-13



ALL RESIDENTIAL DRIVE APRONS SHALL BE CONSTRUCTED OF 3500 PSI CONCRETE. FROM THE BACK OF THE APRON THE DRIVE SHALL BE EITHER CONCRETE OR ASPHALT.

Notes:

Additional right-of-way may be required near intersections.

Elements of this typical section may be revised if approved by the City Engineer.

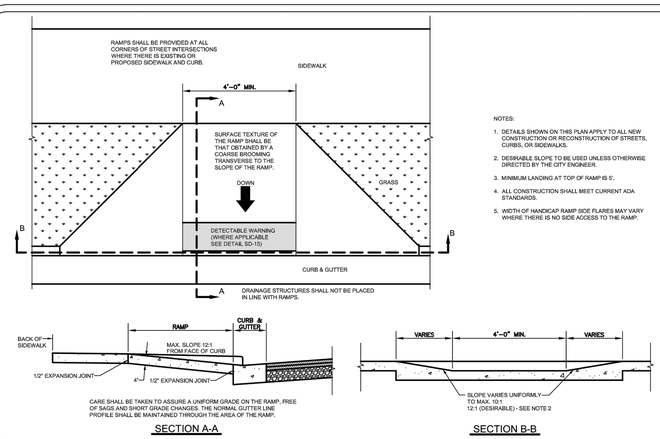
CITY OF COLUMBIA TENNESSEE

DRIVEWAY APRON (RESIDENTIAL)

(NTS)

DATE 4-23-2012

DWG. NO. SD-11



NOTES:

1. DETAILS SHOWN ON THIS PLAN APPLY TO ALL NEW CONSTRUCTION OR RECONSTRUCTION OF STREETS, CURBS, OR SIDEWALKS.
2. DESIRABLE SLOPE TO BE USED UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.
3. MINIMUM LANDING AT TOP OF RAMP IS 5'.
4. ALL CONSTRUCTION SHALL MEET CURRENT ADA STANDARDS.
5. WIDTH OF HANDICAP RAMP SIDE FLARES MAY VARY WHERE THERE IS NO SIDE ACCESS TO THE RAMP.

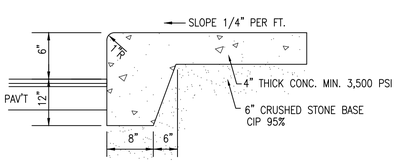
CITY OF COLUMBIA TENNESSEE

HANDICAP RAMP

(NTS)

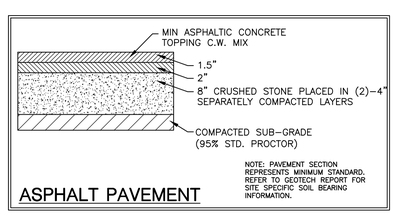
DATE 4-23-2012

DWG. NO. SD-14



CONC. WALK/CURB DETAIL

NOT TO SCALE



NOTE: PAVEMENT SECTION REPRESENTS MINIMUM STANDARD. REFER TO GEOTECH REPORT FOR SITE SPECIFIC SOIL BEARING INFORMATION.

ASPHALT PAVEMENT

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Client
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FRANKLIN, TN 37064

REVISIONS | DATE

IDLEWILD FARMS
HIWASSEE DRIVE
COLUMBIA, MAURY COUNTY, TENNESSEE
CONSTRUCTION DETAILS

Drawn: RP
Checked: JG
Approved: GV
Date: 09/20/2021

Job. no. 17571

Scale:
Vertical:
Horizontal:

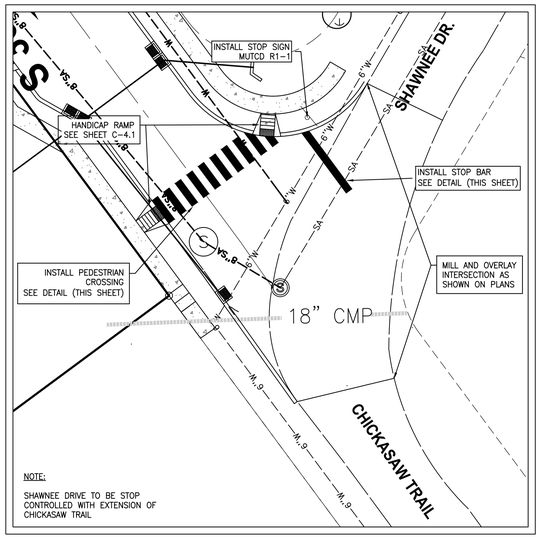
C-4.1

CLAYTON W. WOLCK
LICENSED PROFESSIONAL ENGINEER
No. 107415
STATE OF TENNESSEE

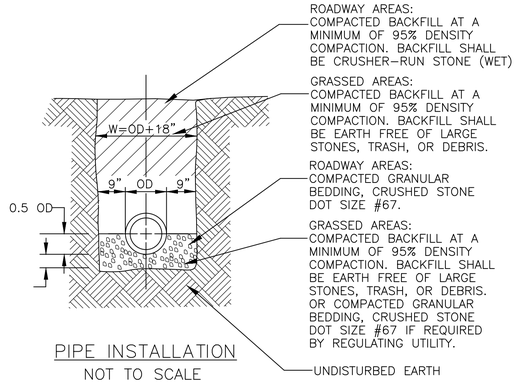
SUBMITTED FOR MUNICIPAL APPROVAL
NOT FOR CONSTRUCTION

FILE: J:_WES_Engineers_Surveyors 2017\17571 - Hiwassee - Reeves\Dwg\Engineering\17571_16 LOTS Hiwassee Base.dwg

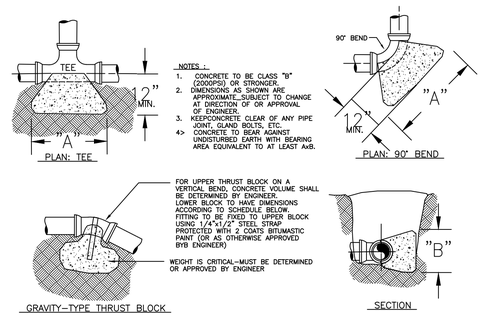
CONSTRUCTION DETAILS



INTERSECTION DETAIL
SCALE 1" = 20'



PIPE INSTALLATION
NOT TO SCALE



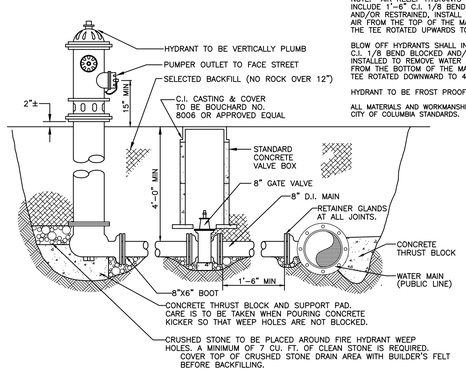
NOTES :
1. CONCRETE TO BE CLASS "B" (2000PSI) OR STRONGER.
2. DIMENSIONS, AS SHOWN ARE APPROXIMATE..SUBJECT TO CHANGE AFTER INSPECTION OF OR APPROVAL OF ENGINEER.
3. KEEP CONCRETE CLEAR OF ANY PIPE JOINT, GLAND BOLTS, ETC.
4> CONCRETE TO BEAR AGAINST UNDISTURBED EARTH WITH BEARING AREA EQUIVALENT TO AT LEAST AxB.

SCHEDULE OF MINUMIM BEARING AREA REQUIRED BASED ON 2000 PSI INTERNAL PRESSURE AND 4000 PSI SOIL BEARING CAPACITY *

PIPE SIZE	TEE OR DEAD END	90° BEND	45° BEND	22 1/2° BEND	11 1/2° BEND
4"	1.0	1.5	1.0	1.0	1.0
6"	2.5	3.0	2.0	1.0	1.0
8"	4.0	5.5	3.0	1.5	1.0
10"	6.0	8.5	4.5	2.5	1.5
12"	8.5	12.0	6.5	3.0	2.0
16"	15.0	21.5	11.0	6.0	3.0
VALUES ARE TABULATED IN SQUARE FEET					

* ENGINEER TO CONFIRM ACTUAL REQUIREMENTS BEFORE CONSTRUCTION OF THE THRUST BLOCK. BEARING AREA (SQUARE FEET) = A(FEET)xB(FEET) .

CONCRETE THRUST BLOCK
NOT TO SCALE



NOTE: AIR RELIEF HYDRANTS SHALL INCLUDE 1'-6" C.I. 1/8 BEND BLOCKED AND/OR RESTRAINED, INSTALL TO RELEASE AIR FROM THE TOP OF THE MAIN WITH THE TEE ROTATED UPWARDS TO 45°.

BLOW OFF HYDRANTS SHALL INCLUDE 1'-6" C.I. 1/8 BEND BLOCKED AND/OR RESTRAINED INSTALLED TO REMOVE WATER AND SEDIMENT FROM THE BOTTOM OF THE MAIN WITH THE TEE ROTATED DOWNWARD TO 45°.

HYDRANT TO BE FROST PROOF.

ALL MATERIALS AND WORKMANSHIP TO MEET CPWS AND CITY OF COLUMBIA STANDARDS.

FIRE HYDRANT ASSEMBLY
NOT TO SCALE

DOWNSPOUT BOOT DETAIL
NOT TO SCALE

TECHNICAL SPECIFICATION

8" STONE BASE SPECIFICATIONS

PROOF ROLLING

1. QUALITY ASSURANCE
   A. THE CONTRACTOR WILL SELECT A TESTING AGENCY TO BE SUB-CONTRACTED BY THE CONTRACTOR TO OBSERVE PROOF-ROLLING OPERATIONS AND REPORT ON ALL REQUIRED TESTING OPERATIONS.
   B. DO NOT PERFORM PROOF-ROLLING OPERATIONS UN-LESS TESTING AGENCY AND CITY PERSONNEL ARE PRESENT.
   C. NEITHER PROOF-ROLLING OPERATIONS OR SUBSEQUENT FILL OPERATIONS WILL BE ACCEPTABLE FOR PAYMENT UNLESS TESTING AGENCY AND CITY PERSONNEL VIEWS PROOF-ROLLING.
2. MATERIALS
   A. VEHICLE: LOADED RUBBER TIRED DUMP STRUCK HAVING A SINGLE AXLE WEIGHT OF APPROXIMATELY 30,000 LBS.
3. PROOF-ROLLING
   A. OBSERVATION: RUN VEHICLE AT NORMAL WALKING SPEED SO THAT THE TESTING AGENCY PERSONNEL MAY OBSERVE THE GROUND AT ALL TIMES. TESTING PERSONNEL WILL CONDUCT ADDITIONAL TESTS THEY DEEM NECESSARY TO DETERMINE EXISTING CONDITIONS. TESTING PERSONNEL WILL DIRECT REMEDIAL ACTIONS THEY DEEM NECESSARY.

TESTING REQUIREMENTS

THE CONTRACTOR WILL BE RESPONSIBLE FOR SUB-CONTRACTING AN INDEPENDENT TESTING AGENCY THAT IS SELECTED BY AN OWNER'S REPRESENTATIVE AND SHALL PROVIDE THE OWNER WITH TEST RESULTS VERIFYING THAT CONSTRUCTION WAS PERFORMED TO ACCEPTABLE STANDARDS.

SECTION 02203

EMBANKMENT

PART 1 GENERAL

1.3 CONDUCT ALL EMBANKMENT OPERATIONS IN ACCORDANCE WITH THE REQUIREMENTS OF THE EROSION CONTROL PLAN APPROVED BY THE A/E.

1.4 EMBANKMENT UNDER BUILDING PADS SHOULD BE IN ACCORDANCE WITH RECOMMENDATIONS FROM A GEOTECHNICAL ENGINEER.

PART 2 PRODUCTS

2.1 USE ONLY ACCEPTABLE MATERIALS IN EMBANKMENT FORMATION. PLACE NO FROZEN MATERIAL, STUMPS, LOGS, ROOTS OR OTHER PERISHABLE MATERIALS IN ANY EMBANKMENT. PLACE NO STONE OR MASONRY FRAGMENT GREATER THAN 4 INCHES IN ANY DIMENSION WITHIN 12 INCHES OF THE FINISHED SUBGRADE ELEVATIONS.

3.1 REMOVE TOPSOIN FROM ALL EMBANKMENT AREAS.

3.5 COMPACT THE EMBANKMENT TO A DENSITY OF AT LEAST 95 PERCENT OF THE MAXIMUM DENSITY AS DETERMINED BY ASTM D698 (STANDARD PROCTOR)

3.7 PERFORM CONSTRUCTION OPERATIONS SO THAT SIMULTANEOUS ROLLING AND PLACING OF MATERIAL IN THE SAME LANE OR SECTION IS PREVENTED. TO AVOID UNEVEN COMPACTION, SEE THAT HAULING EQUIPMENT TRAVERSES THE FULL WIDTH OF THE CROSS-SECTION AS MUCH AS POSSIBLE. COMPACT EACH LAYER AS NECESSARY BEFORE DEPOSITING MATERIAL FOR THE NEXT LAYER.

3.8 THE DENSITY REQUIREMENTS SHALL BE THE CONTROLLING FACTOR IN COMPACTION. USE ONLY SUCH EQUIPMENT THAT WILL SATISFY THE DENSITY REQUIREMENTS AT ALL TIMES.

ASPHALTIC CONCRETE PAVING

1. QUALITY ASSURANCE

A: PERFORM WORK IN ACCORDANCE WITH THE STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION HEREINAFTER REFERRED TO AS "STATE HIGHWAY SPECIFICATIONS" MEASUREMENTS AND PAYMENTS PORTIONS OF THOSE STATE SPECIFICATIONS DO NOT APPLY TO WORK PERFORMED UNDER THIS CONTRACT.

B: MIXING PLANT: COMPLY WITH STATE HIGHWAY SPECIFICATIONS.

C: OBTAIN METERIALS FROM THE SAME SOURCE THROUGHOUT.

2: ENVIRONMENTAL REQUIREMENTS

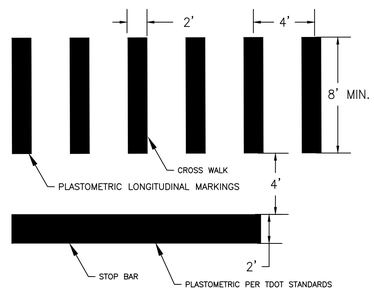
   A: DO NOT PLACE ASPHALT MATERIALS WHEN BASE SURFACE TEMPERATURE IS LESS THAN 40° F.
   B: DO NOT APPLY MATERIALS WHEN SUBSTRATA IS WET OR CONTAINS SUFFICIENT MOISTURE TO PREVENT UNIFORM DISTRIBUTION AND PROPER PENETRATION.

3: PLACING ASPHALT PAVEMENT

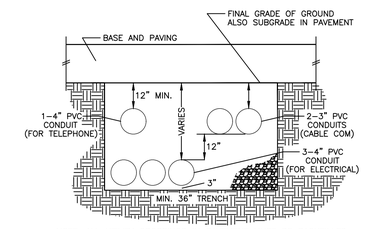
   A: PLACE MATERIALS IN ACCORDANCE WITH REFERENCED STATE HIGHWAY SPECIFICATIONS.
   B: DEVELOP ROLLING WITH CONSECUTIVE PASSES TO ACHIEVE EVEN AND SMOOTH FINISH OF UNIFORM TEXTURE, WITHOUT ROLLER MARKS.
   C: MAKE JOINTS BETWEEN SUCCESSIVE DAYS WORK, OR BETWEEN OLD AND NEW PAVEMENTS IN ACCORDANCE WITH REFERENCED HIGHWAY STANDARDS. ENSURE A CONTINUOUS BOND IS ATTAINED.

4: SCHEDULE OF PAVEMENT SECTIONS

   A: PLACE AND COMPACT MATERIALS TO THE THICKNESS CALLED FOR ON THE DRAWINGS.



THERMOPLASTIC PAVEMENT MARKINGS
NOT TO SCALE



NOTE: ALL UTILITY CROSSINGS IN PAVEMENT MUST BE BACKFILLED WITH CRUSHED STONE!

CONDUIT BANK DETAIL
NOT TO SCALE

©2021

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

Client
KYLE KRAMER, AIA
FUSION ARCHITECTURE
1104 WEST MAIN STREET
FRANKLIN, TN 37064

REVISIONS	DATE

IDLEWILD FARMS
HIWASSEE DRIVE
COLUMBIA, MAURY COUNTY, TENNESSEE
CONSTRUCTION DETAILS

Drawn: RP
Checked: JG
Approved: CV
Date: 09/20/2021

Job no. 17571
Scale:
Vertical:
Horizontal:

C-4.2

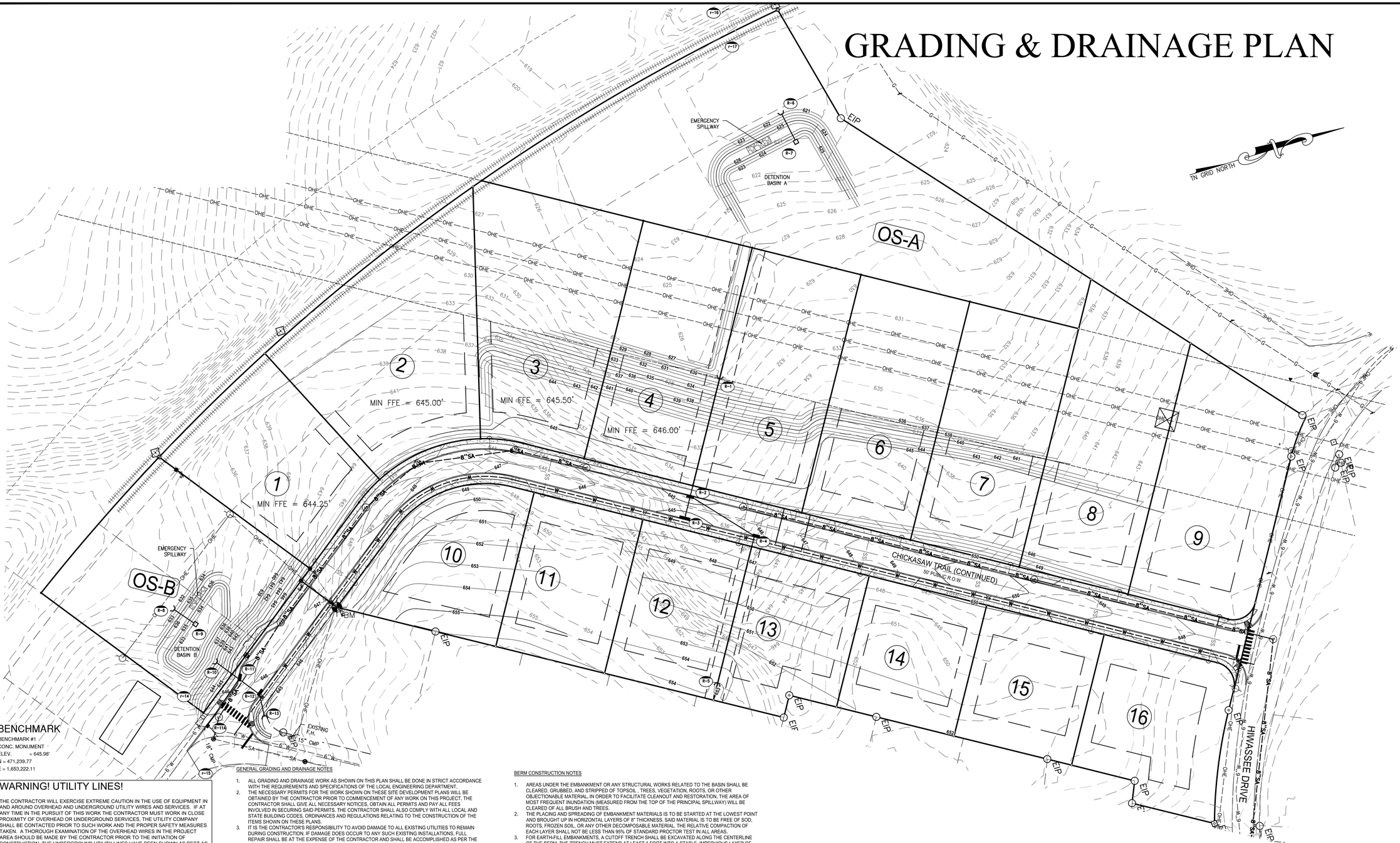


SUBMITTED FOR MUNICIPAL APPROVAL
NOT FOR CONSTRUCTION

FILE: J:\ WES_Engineers_Surveyors 2017\17571 - Hiwassee - Reeves\Dwg\Engineering\17571_16 LOTS Hiwassee Base.dwg

GRADING & DRAINAGE PLAN

©2021



BENCHMARK

BENCHMARK #1
CONC. MONUMENT
ELEV. = 645.98'
N = 471,239.77
E = 1,653,222.11

WARNING! UTILITY LINES!

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

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

LEGEND

	EXISTING	PROPOSED
WATER MAIN		
SANITARY SEWER		
STORM SEWER		
OVERHEAD	OHE	
FENCE		
GAS		
DRAINAGE DITCH		
TREE PROTECTION FENCE		
SIGN		
UTILITY POLE		
IRON PIN SET	IPS	
EXISTING IRON PIN	EIP	
CONCRETE MONUMENT		
DECIDUOUS TREE		
GATE VALVE IN BOX		
LIGHT POLE		
BENCHMARK	BM 1	
TREE LINE		
STORM STRUCTURE LABEL	R-1	
ASPHALT		
CONCRETE		
# PARKING SPACES		14

GENERAL GRADING AND DRAINAGE NOTES

1. ALL GRADING AND DRAINAGE WORK AS SHOWN ON THIS PLAN SHALL BE DONE IN STRICT ACCORDANCE WITH THE REQUIREMENTS AND SPECIFICATIONS OF THE LOCAL ENGINEERING DEPARTMENT.
2. THE NECESSARY PERMITS FOR THE WORK SHOWN ON THESE SITE DEVELOPMENT PLANS WILL BE OBTAINED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK ON THIS PROJECT, THE CONTRACTOR SHALL GIVE ALL NECESSARY NOTICES, OBTAIN ALL PERMITS AND PAY ALL FEES INVOLVED IN SECURING SAID PERMITS. THE CONTRACTOR SHALL ALSO COMPLY WITH ALL LOCAL AND STATE BUILDING CODES, ORDINANCES AND REGULATIONS RELATING TO THE CONSTRUCTION OF THE ITEMS SHOWN ON THESE PLANS.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO AVOID DAMAGE TO ALL EXISTING UTILITIES TO REMAIN DURING CONSTRUCTION. IF DAMAGE DOES OCCUR TO ANY SUCH EXISTING INSTALLATIONS, FULL REPAIR SHALL BE AT THE EXPENSE OF THE CONTRACTOR AND SHALL BE ACCOMPLISHED AS PER THE CURRENT SPECIFICATIONS FOR SUCH WORK FOR THE RESPONSIBLE AGENCY.
4. THE LOCATION OF EXISTING PIPING AND UNDERGROUND UTILITIES (I.E., WATER AND GAS LINES, ELECTRICAL AND TELEPHONE CONDUITS, ETC.) AS SHOWN ON THIS PORTION OF THE PLANS HAVE BEEN DETERMINED FROM THE BEST INFORMATION FROM ACTUAL SURVEYS, OR TAKEN FROM THE RECORDS AND DRAWINGS OF THE EXISTING UTILITIES. HOWEVER, THE CIVIL ENGINEER DOES NOT ASSUME RESPONSIBILITY THAT, DURING CONSTRUCTION, THE POSSIBILITY OF UTILITIES OTHER THAN THOSE SHOWN MAY BE ENCOUNTERED OR THAT THE ACTUAL LOCATIONS OF UTILITIES SHOWN MAY VARY SOMEWHAT FROM THE LOCATIONS DESIGNATED ON THIS PORTION OF THE PLANS. IN AREAS WHERE IT IS NECESSARY THAT THE EXACT LOCATIONS OF UNDERGROUND UTILITIES BE KNOWN, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, FURNISH ALL LABOR AND TOOLS TO EITHER VERIFY AND SUBSTANTIATE OR DEFINITELY ESTABLISH THE LOCATION OF THE UTILITIES.
5. ALL DELETERIOUS MATERIAL SHALL BE REMOVED AND DISPOSED OF OFF-SITE BY THE CONTRACTOR AS PER THE INSPECTION AND FINAL APPROVAL OF THE ENGINEER AND OWNER. ALL FILL MATERIAL TO BE USED FOR SITE GRADING SHALL BE AN INORGANIC SOIL, FREE OF DEBRIS AND APPROVED BY THE ENGINEER AND OWNER.
6. THE PLACING AND SPREADING OF ANY FILL MATERIAL IS TO BE STARTED AT THE LOWEST POINT AND BROUGHT UP IN HORIZONTAL LAYERS OF 8-INCH THICKNESS. SAID FILL MATERIAL IS TO BE SOIL AND ROCK ONLY, FREE OF SOD, ROOTS, FROZEN SOILS, OR ANY OTHER DECOMPOSABLE MATERIAL. THE RELATIVE COMPACTION OF EACH LAYER SHALL NOT BE LESS THAN 95% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D-698) IN ALL AREAS OF FILL, AND COMPACTION OF 98% OF SAME SPECIFICATION FOR MATERIALS USED IN THE UPPER 12 INCHES BENEATH PAVEMENT AND GRADE SLABS.
7. THE CONTRACTOR IS TO CHECK AND VERIFY ALL MEASUREMENTS, LEVELS, ETC., BEFORE ORDERING MATERIALS AND PROCEEDING WITH WORK, AND IS RESPONSIBLE FOR THE SAME.
8. CONTRACTOR IS RESPONSIBLE FOR SECURING WRITTEN APPROVAL FROM ADJOINING PROPERTY OWNER FOR OFF-SITE GRADING WORK THAT RESULTS FROM CONSTRUCTION ACTIVITIES.

BERM CONSTRUCTION NOTES

1. AREAS UNDER THE EMBANKMENT OR ANY STRUCTURAL WORKS RELATED TO THE BASIN SHALL BE CLEARED, GRUBBED, AND STRIPPED OF TOPSOIL, TREES, VEGETATION, ROOTS, OR OTHER OBJECTIONABLE MATERIAL, IN ORDER TO FACILITATE CLEANOUT AND RESTORATION, THE AREA OF MOST FREQUENT INUNDATION (MEASURED FROM THE TOP OF THE PRINCIPAL SPILLWAY) WILL BE CLEARED OF ALL BRUSH AND TREES.
2. THE PLACING AND SPREADING OF EMBANKMENT MATERIALS IS TO BE STARTED AT THE LOWEST POINT AND BROUGHT UP IN HORIZONTAL LAYERS OF 8" THICKNESS. SAID MATERIAL IS TO BE FREE OF SOD, ROOTS, FROZEN SOIL, OR ANY OTHER DECOMPOSABLE MATERIAL. THE RELATIVE COMPACTION OF EACH LAYER SHALL NOT BE LESS THAN 95% OF STANDARD PROCTOR TEST IN ALL AREAS.
3. FOR EARTH-FILL EMBANKMENTS, A CUTOFF TRENCH SHALL BE EXCAVATED ALONG THE CENTERLINE OF THE BERM. THE TRENCH MUST EXTEND AT LEAST 1 FOOT INTO A STABLE, IMPERVIOUS LAYER OF SOIL AND HAVE A MINIMUM DEPTH OF TWO FEET. THE CUTOFF TRENCH SHALL EXTEND UP BOTH ABUTMENTS TO THE RISER CREST ELEVATION. THE MINIMUM BOTTOM WIDTH SHALL BE FOUR FEET, BUT ALSO MUST BE WIDE ENOUGH TO PERMIT OPERATION OF COMPACTION EQUIPMENT. THE SIDE SLOPES SHALL BE NO STEEPER THAN 1:1. COMPACTION REQUIREMENTS SHALL BE THE SAME AS THOSE FOR THE EMBANKMENT. THE TRENCH SHALL BE DRY DURING THE BACKFILLING AND COMPACTION OPERATIONS.
4. THE EMBANKMENT SHALL BE CONSTRUCTED TO AN ELEVATION 10 PERCENT HIGHER THAN THE DESIGN HEIGHT TO ALLOW FOR SETTLEMENT IF COMPACTION IS OBTAINED WITH HAULING EQUIPMENT, IF COMPACTORS ARE USED FOR COMPACTION, THE OVERBUILD MAY BE REDUCED TO NOT LESS THAN 5 PERCENT.
5. THE EMBANKMENT OF THE DETENTION POND SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT VEGETATION IMMEDIATELY AFTER INSTALLATION OF THE BASIN.
6. ALL STATE AND LOCAL REQUIREMENTS SHALL BE MET CONCERNING FENCING AND SIGNS WARNING THE PUBLIC OF THE HAZARDS OF SOFT, SATURATED SEDIMENT AND FLOOD WATERS.

GEOTECHNICAL NOTE:

CONTRACTOR TO COMPLETE A GEOTECHNICAL STUDY CONDUCTED ON THIS SITE PRIOR TO COMMCEMENT 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:

W.E.S. ENGINEERS AND 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. 47119C0285E DATED APRIL 16, 2007 (ZONE "X")

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

CHARLES D. WARWICK
LICENSED PROFESSIONAL ENGINEER
No. 107415
STATE OF TENNESSEE

SUBMITTED FOR MUNICIPAL APPROVAL
NOT FOR CONSTRUCTION

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

Client
KYLE KRAMER, AIA
FUSION ARCHITECTURE
1104 WEST MAIN STREET
FRANKLIN, TN 37064

DATE	REVISIONS

IDLEWILD FARMS

HIWASSEE DRIVE
COLUMBIA, MAURY COUNTY, TENNESSEE
GRADING AND DRAINAGE PLAN

Drawn: RP
Checked: JG
Approved: CW
Date: 09/20/2021

Job. no. 17571
Scale: Vertical: T=5'
Horizontal:

C-2.0

FILE: J:_WES_Engineers_Surveyors 2017\17571 - Hiwassee - Reaves\Dwg\Engineering\17571_16 LOTS Hiwassee Base.dwg

CITY OF COLUMBIA
TENNESSEE

WASTEWATER DEPARTMENT

5 January 2024

Kevin Sturgell, Developer
M2 Group LLC
1475 Columbia Ave
Franklin, TN 37064

RE: Project Name: Idlewild Farms
TDEC Project Number (Project ID): 23-0738

This letter serves as your notification to proceed with the construction of the sewer extension referenced above. Start of construction is expected in the obligated time schedule specified in the extension agreement and installation is expected as designed in the approved plans. (Start date, per agreement, is to be on or before 12/12/2024)

This notice to proceed shall be in addition to, and shall not replace, any responsibility to obtain required permits that may be related to the commencement of construction or to the connection of sanitary sewer lines. This notice to proceed is issued solely for the Sanitary Sewer of the above referenced project.

The City of Columbia is authorized to inspect the construction work to verify compliance with the approved plans and specifications which are on the site. The engineer shall notify the City of Columbia Wastewater Department before the start of construction.

If you have any questions, contact our office at (931) 560-1001 between the hours of 7:30am and 4:00pm, Monday - Friday.

Sincerely,
Columbia Wastewater System

Donald Boshers, Director
DB/mds

CITY OF COLUMBIA
TENNESSEE

WASTEWATER DEPARTMENT

13 December 2023

Kevin Sturgell, Developer
M2 Group LLC
1475 Columbia Ave
Franklin, TN 37064

RE: Project Name: Idlewild Farms (1382 linear feet)
TDEC Project Number (Project ID): 23-0738

Dear Kevin Sturgell:

Columbia Wastewater System has received notification from the Tennessee Department of Environment and Conservation of the design approval for the sewer line extension subject project. **Please submit, no later than 1/31/2024, the following items:**

- Surety for Sewer Improvements ($ 134,054.00)
- Inspection Fees ($ 2,764.00 - Payable to City of Columbia)
- Contractor Information
- Executed Agreement for Sewer Line Extension (Two-Paged Attachment to this letter) (12/12/2023- 12/12/2024)
- Confirmation & Status of Any Related Permits (See Notes)

The approved plans and the Notice to Proceed will be issued upon the successful completion of the items stated.

Notes
Approval of these construction documents should not be construed as a permit for any activities related to this project. Activities which may require a permit under the WQC Act and Regulations include, but are not limited to, the following: stream bank vegetation removal; creek crossing(s) for equipment or utility lines; construction within twenty (20) feet of a stream bank; construction in or near a marshy area or wetland, and/or land disturbance greater than one acre. The Water Pollution Control Office should be contacted for determination regarding whether an Aquatic Resource Alteration Permit (ARAP) and/or a National Pollutant Discharge Elimination System (NPDES) Construction Storm water permit will need to be obtained prior to the beginning of construction of this project.

Sincerely,

Donnie Boshers, Director

Columbia Wastewater System

AGREEMENT FOR SEWER LINE EXTENSION

WHEREAS, the undersigned, Jennee Galland, hereinafter referred to as the Owner of property mentioned below herein; and

WHEREAS, the undersigned Owner plans to make sanitary sewer improvements to the development property known as Idlewild Farms located in the City of Columbia, Tennessee, and which shall be served by the public sewer system of the City of Columbia, Tennessee.

NOW, THEREFORE, for and in consideration of the unilateral covenants herein made, the Owner agrees as follows:

1) The Owner shall install sewer facility improvements in accordance with the specific plans and specifications that have received approval of the City of Columbia Wastewater System and the Tennessee Department of Environment and Conservation. The Owner understands the construction of sewer facilities is subject to provisions of the Tennessee Code Annotated regarding contractor's license and penalties for non-compliance.

2) The Owner shall install the sewer taps during construction of the sewer lines, bringing the service line to the property line. Therefore, there will be no tap installation charge upon the builder's connection of sewer service, however, notwithstanding the provision, if for any reason, the Columbia Wastewater System should be requested or required to install a sewer tap, the Person requesting the tap installation shall pay in accordance with the rules and regulations in force at the time of installation.

3) The sewer improvements installed by the Owner shall connect to the Columbia Wastewater System's existing sewer infrastructure however no physical connection shall be made to the existing City wastewater infrastructure until the additional line extension improvements have passed all inspections and surety has been established. It shall be the Owner's responsibility and expense to make such connections in a manner acceptable to the Columbia Wastewater System. In the event that the Columbia Wastewater System should perform any part of making said connections, the Owner shall pay to the Columbia Wastewater System for its labor, materials, and equipment costs, complete with appropriate overhead costs. Owner understands all workmanship, materials, labor, etc., related to the construction of sewer facilities is warranted against defect for one year from date of acceptance by the City Council of the City of Columbia.

4) Owner agrees to construct acceptable sewer system improvements within said development in accordance with applicable Columbia Wastewater System and State of Tennessee guidelines within a 12 month period beginning on 12/12/2023 and ending on 12/12/2024. Surety shall be pledged to secure the improvements before the wastewater utility signs the final subdivision plat. The amount of surety required for wastewater improvements and maintenance shall be in addition to any other surety requirements required by the City of Columbia.

5) Upon Owner's completion of the installation of the sewer lines, and completion of connections to the existing sewer infrastructure, all in a manner acceptable to the Columbia Wastewater System and the Tennessee Department of Environment and Conservation, the Owner shall submit to the Columbia Wastewater System the following:

a) Testing of the sewer as specified in the City of Columbia Standard Sewer Specifications

b) As-built drawings of the system as installed, drawn as specified by the Standard Sewer Specifications or the Wastewater Civil Engineer, including the recording of any public easements to any property on which said sewer improvements are located. Said easement shall be no less than 20 feet in width

c) CCTV video of the sanitary sewer system installed as according to the Standard Sewer Specifications

d) An adequate surety instrument to warrant the improvements against defect for one year from date of acceptance by the City Council of the City of Columbia

e) An affidavit documenting no liens against the sewer improvements and an agreement to indemnify and hold harmless from any liens which may be asserted against same

f) An offer of dedication of the sewer improvements, including a request to the Director of Wastewater to be put on the next Council Agenda, subject to City Council acceptance

g) This agreement shall be binding upon the heirs and assigns of Owner

This the 15th day of December, 2023.

Signature

Dec 15, 2023
Date

Jennee Galland
Print Name

JORDAN T HAMBY
STATE OF TENNESSEE NOTARY PUBLIC
WILLIAMSON COUNTY

STATE OF Tennessee COUNTY OF Williamson

Personally appeared before me, the undersigned authority, a Notary Public in and for said County and State, the within named Jennee Galland, the Owner with whom I am personally acquainted or proved to me on the basis of satisfactory evidence and who acknowledged that Jennee Galland signed the foregoing (Agreement for Sewer Line Extension) instrument for the purposes therein contained.

WITNESS OUR HANDS AND OFFICIAL SEAL AT 9:39 am, this the 15th day of December, 2023.

Jordan T. Hamby
Notary Public

My Commission Expires:

1/28/2024

SEAL

November 17, 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
Idlewild Farms – 16 Units
Hiwassee Drive
Tax Map 89, Parcel 23.01 & 23.02
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 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 mains located on Hiwassee Drive and Shawnee Drive.
- Minimum size 8-inch diameter water mains will be required through the development.

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

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

- Provide site base CAD files in DWG format, including roads, lot lines, existing and proposed contours, and other existing and proposed utilities, for use in development of water construction drawings.
- Remit to CPWS new water service fees:

New Water Service Fee: $1,500 + $370 per SFU (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,



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

cc: Jonathan Hardin, CPWS
File 23-058

Docusign Envelope ID: 97A84A1C-2722-4163-9F99-F6E97C59882A

CITY OF COLUMBIA TENNESSEE

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

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

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

ADDRESS/LOCATION	Hiwassee Drive, Columbia, TN		
	TAX MAP: 89	GROUP:	PARCEL: 23.01 & 23.02
SUMMARY OF NATURE OF REQUEST AND WORK	Plat will abandon lots 82 & 83, as referenced in Idlewild Subdivision, Section 3, Plat Book 4, Page 15 in the Register's Office for Maury County, TN, and create 16 single-family lots and 2 open space lots. Also, plat will dedicate public right-of-way and utility/drainage easements.		

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

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

Docusign Envelope ID: 97A84A1C-2722-4163-9F99-F6E97C59882A

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

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

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

NAME	M2 Group, LLC	PHONE	615-656-0257
ADDRESS	PO Box 2543, Brentwood, TN 37025	EMAIL	stephen@m2groupllc.com

PROPERTY OWNER NAME	Habitat for Humanity Williamson-Maury	PHONE	615-690-8090
ADDRESS	109 Noah Drive, Franklin, TN 37064	EMAIL	jgalland@hfhwm.org

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.

M2 Group, LLC Stephen Vander Horst, RLS, CFS	DocuSigned by: Stephen Vander Horst E7222172F3E842A...	March 17, 2025
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Habitat for Humanity Williamson-Maury Jennee Galland, President & COO	Signed by: Jennee Galland A120A308CEED4AC...	March 17, 2025
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

April 21, 2025

City of Columbia
Attn: Robert Archibald
700 North Garden Street
Columbia, TN 38401

RE: Development Review Committee Meeting
Item No. 25-0090 Hiwassee Drive (Idlewild Farm Final Plat)

M2 Group, LLC (M2) has received the comments dated April 8, 2025 regarding the Idlewild Farm Development Review Committee comments from staff. Please allow this letter to serve as a current response to the review comments**. Based on the status of development work, at this time the Applicant respectfully requests to be deferred 30 days until the 5/19/2025 resubmittal date to allow for completion of outstanding items**.

DESCRIPTION: Hiwassee Drive

COMMENTS: **Survey related items will be addressed along with the revised plat submission on or before 5/19/2025 resubmission**

Planning

1. The lead staff person for this case is Robert Archibald, Principal Planner. Please contact rarchibald@columbiatn.gov with questions about the development review process or technical comments. The case planner should be copied on all communication with other city staff. Acknowledged
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. Acknowledged
3. Complete Plats/PUD block on page #2 of application with all required information

4. Please note the vested zoning on SUBJECT PROPERTY INFORMATION and Note #11 as approved on the Preliminary Plat.
5. Add Surveyor Signature and Stamp.
6. Add OS Tables and calculations to Lot Area Tablature.
7. Notate correct side yard setback on Lot Typical as approved on the Preliminary Plat.
8. Add OS Note to include language on who is responsible for maintenance of these areas to include detention areas.

Fire

9. No comments

Engineering

10. Provide surety calculation and surety by the resubmittal date. In process
11. Asphalt binder and curbing shall be installed prior to resubmittal date. In process
12. Grading shall substantially conform to approved construction plans (within 1 ft.) prior to resubmittal date. In process
13. Record/Reference Stormwater Maintenance Agreement prior to resubmittal date. In process
14. Install street signage (stop, street names) prior to resubmittal date. In process
15. Indicate width of grass strip and sidewalk.
16. Provide correct easements on typical lot layout: 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 below.
17. Include open space lots in lot table.
18. Development agreement requires signature and attestment. In process

Maury County Schools

19. The development combined with current neighborhoods and additional approved developments in these zones may require either new construction of realignment of Riverside Elementary, Whitthorne Middle School, Central High School zones to accommodate new students.
    * Due to numbers, MCPS will be rezoning all Columbia and Spring Hill elementary schools for the 25/26 SY. Acknowledged

Wastewater

20. Wastewater system is not ready for Final Plat approval by planning commission. In process

Columbia Power

21. Columbia Power System has an existing power line near your proposed development. We are willing to serve this 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.
    Acknowledged

Columbia Water

22. Show water service lines and meter boxes on plat.
23. Coordinate walk-through, Bacteria sampling, and pressure testing with CPWS.
24. Provide a detailed list of water infrastructure cost including labor to CPWS Water Department in advance of plat signing for Deed Over form.
25. Water system must be complete and active at time of plat signing.

City Attorney

26. No comments provided.

Building

27. No comments.

Police

28. No comments provided.

Duck River Electric Membership Corp

29. No comment.

Maury County Highway Dept.

30. No comment.

ATT

31. No comment.

Public Works

32. No comment.

Atmos Energy

33. No comment.

Maury County E911

34. 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 pkeltner@columbiatn.gov or srichardson@columbiatn.gov 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.