Town of Thompson's Station
Municipal Planning Commission
Meeting Agenda
June 28th 2022

Meeting Called To Order - Determination Of Quorum

Minutes-

Consideration Of The Minutes Of The May 24, 2022, Meeting

Documents:

MAY 24 2022 MINUTES.PDF

Public Comments-

Planner Report & Announcements

AGENDA ITEMS

1. Tollgate Village Subdivision, Site Plan, Veterinarian-Mixed Use Building. Request For Approval Of A 2-Story, 5,000 Square Foot Building Located At 2197 Portsmouth Drive.

Documents:

ITEM 1- 2197 PORTSMOUTH DR PC REPORT 6-14-22.PDF
ITEM 1- 2197 PORTSMOUTH DRIVE VET MIXED USE BUILDING SITE PLAN TS DRC ACTION LETTER 6-6-22.PDF
ITEM 1- 2197 PORTSMOUTH DRIVE TOLLGATE VILLAGE SITE PLAN VET MIXED USE BUILDING_RS.PDF

2. Temporary Use Permit. Request For Approval Of Temporary Use For A Farmer's Market And A Holiday Market At 4683 Columbia Pike.

Documents:

ITEM 2- FARMERS MARKET-HOLIDAY MARKET TUP PC REPORT 6-14-22.PDF
ITEM 2- TEMPORARY USE FARMERS MARKET_HOLIDAY MARKET APPLICANT SUBMMITAL_RS.PDF

3. Downtown Thompson's Station Subdivision, Preliminary Plat. Request Of Right-Of-Way, Easements, And Revised Lot Lines For Property In Downtown Thompson's Station.

Documents:

ITEM 3- DOWNTOWN PLAT STAFF MEMO.PDF
ITEM 3- DOWNTOWN PLAT.PDF

4. The Enclave At Station Hill Subdivision, Preliminary Plat. Request For Approval Of 290 Single Family Residential Lots And 13 Open Space Lots Located At 1824 Sedberry Road, North And South Of I-840.

Documents:

ITEM 4- ENCLAVE AT STATION HILL PRELIMINARY PLAT PC REPORT 6-14-22.PDF
ITEM 4- ENCLAVE AT STATION HILL TRAFFIC IMPACT STUDY.PDF
ITEM 4- ENCLAVE AT STATION HILL PRELIMINARY PLAT_RS.PDF

5. All Aboard Planning Process- Update From The Kimley Horn Team.

Documents:

ITEM 5- ALL ABOARD STAFF MEMO.PDF
ITEM 5- ALL ABOARD VISION DOCUMENT.PDF

BOND ACTIONS/REPORT

6. Update On Long-Held Bonds

Adjourn

This meeting will be held at 6:00 p.m. at the Thompson's Station Community Center
1555 Thompson's Station Rd West

Minutes of the Meeting
of the Municipal Planning Commission
of the Town of Thompson 's Station, Tennessee
May 24, 2022

Call to Order:

The meeting of the Municipal Planning Commission of the Town of Thompson's Station was called to order at 6:00 p.m. May 24, 2022.

Commissioners and Staff present were Alderman Shaun Alexander; Commissioner Luis Parra; Commissioner Tara Rumpler; Commissioner Sheila Shipman; Commissioner Kreis White; Commissioner Bob Whitmer; Planning Director Micah Wood; Planning Technician Jennifer Banaszak, Town Attorney Andrew Mills, and Town Engineer Will Owen. Chairman Trent Harris was unable to attend.

Minutes:

The minutes of the April 26, 2022, regular meeting were presented.

> **Commissioner White made a motion to approve the April 26, 2022 meeting minutes. The motion was seconded and carried by all present.**

Public Comment:

None.

Town Planner Report:

None.

AGENDA ITEMS:

1. **Fountain View Subdivision, Final Plat, Section 1. Request for approval of 74 single family residential lots, 1 non-residential lot, and 3 open space lots located along Fountain View Boulevard, Kathie Drive, Hector Drive and Marseille Way, all east of Columbia Pike.**

Mr. Wood reviewed his Staff report and recommends approval of the final plat with the following contingencies:

1. Prior to recordation of the final plat, a surety shall be submitted to the Town in the amount of $3,750,000 for roadways, drainage and erosion control.

2. Prior to recordation of the final plat, a surety shall be submitted to the Town in the amount of $370,000 for sewer.

3. The applicant shall revise the plat to update the Certificate of Accuracy to remove the word "Regional" and replace it with the word "Municipal".

4. The applicant shall add the following standard note: "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."

5. The applicant shall revise the plat to ensure all sewer lines shown show the pipe size.

6. All tree replacements shall be installed in accordance with the approved replacement plan for this phase of Fountain View Subdivision.
7. As built drawings shall be required for the drainage system with a letter from the Design Engineer that they are constructed per the approved drawings and functioning as intended.

Tom King came forward to answer questions on behalf of the applicant.

After discussion, Commissioner Parra made a motion to approve Item 1, with the Staff recommended contingencies. The motion was seconded and carried by all present.

2. The Hills Subdivision, Final Plat, Section 1. Request for approval of 32 single family residential lots and 2 open space lots located along Dean Road and Silver Fox Road, all south of Thompson's Station Road West.

Mr. Wood reviewed his staff report and recommends approval of the final plat, with the following contingencies:

1. Prior to the recordation of the final plat, a surety shall be submitted to the Town in the amount of $975,000 for roadways, drainage, and erosion control.
2. All tree replacements shall be installed in accordance with the approved replacement plan for this phase of the Hills Subdivision
3. The applicant shall add the certificate of Address to the Plat.
4. As built drawings shall be required for the drainage system with a letter from the Design Engineer that they are constructed per the approved drawings and functioning as intended

Allison Baldwin with T2 Engineering and Bill Varney, the developer came forward to answer any question on behalf of the applicant.

After discussion, Commissioner Whitmer made a motion to approve Item 2 with the Staff recommended contingencies. The motion was seconded and carried by all present.

3. Thomas Downs Subdivision, Preliminary Plat. Request for approval of 16 single family residential lots and 1 open space lot located along Landry Place, all south of West Harpeth Road.

Mr. Wood reviewed his report and recommends approval of the preliminary plat with the following contingencies:

1. The applicant shall set a pre-application meeting with Town Staff prior to the submittal of the constructions plans for this development.
2. Prior to the approval of construction plans, the developer shall enter into a development agreement for the project.
3. Prior to the approval of construction plans, the developer shall obtain any necessary permits through the Tennessee Department of Environment and Conservation.
4. Prior to the approval of construction plans, all applicable codes and regulations shall be addressed to the satisfaction of the Town Engineer.
5. Any signage proposed for the subdivision shall comply requirements set forth within the Land Development Ordinance and shall be located within the open space and maintained by the homeowner's association.
6. Streetlights shall be incorporated in accordance with the Land Development Ordinance and shall be documented on the construction drawings and final plat(s) for this development.

Richard Houze with SEC came forward to answer any questions.

After discussion, Commissioner White made a motion to approve Item 3, a request for approval of 16 single family residential lots and 1 open space lot located along Landry Place, all south of West Harpeth Road. The motion was seconded and carried by a vote of 5, with Alderman Alexander abstaining from the vote.

4. Avenue Downs Subdivision, Subdivision Entrance Sign. Request for approval of main and secondary subdivision entrance signage located in open space at Critz Lane and Clayton Arnold Road.

Mr. Wood reviewed his report and recommends approval of the subdivision entrance monument and signage.

After discussion, Alderman Alexander made a motion to approve Item 2, the Avenue Downs Subdivision Entrance Sign with the contingency that there be back lit lighting. The motion was seconded and carried by all present.

BOND ACTIONS/REPORT

5. Update on Long Held Bonds

Mr. Wood stated that the bond assessment for Tollgate Village will be completed in June of 2022.
A meeting for Bridgemore Village took place onsite and they're working to have everything completed by December of 2022.

There being no further business, the meeting was adjourned at 7:05 p.m.

_____
Trent Harris, Chairman

Attest:

_____
Micah Wood, Secretary

PROJECT REQUEST

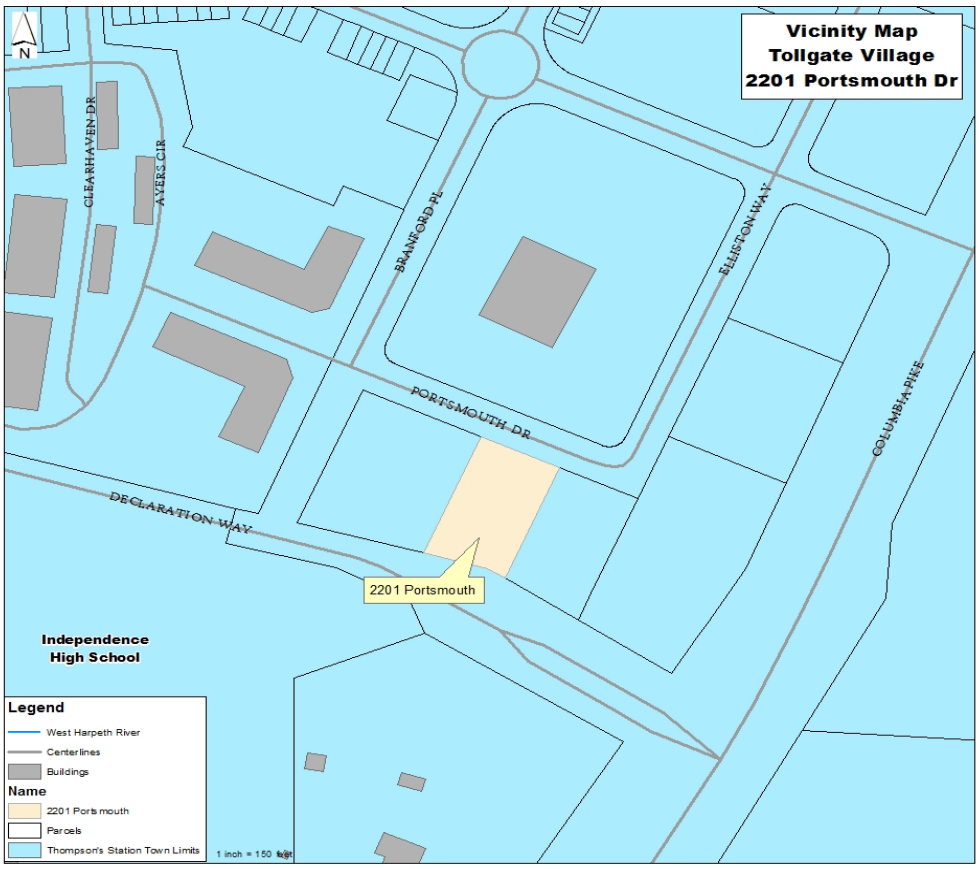
Site Plan for a two story 5,000 square foot commercial building located at 2197 Portsmouth Drive within the Tollgate Village neighborhood.

PROJECT DESCRIPTION

The applicants request site plan approval for the development of one, two story commercial building within the Neighborhood Commercial (NC) zoning district in the community of Tollgate Village.

The project site consists of 0.60 acres and is located along south side of Portsmouth Drive with additional frontage on Declaration Way. The project site is part of a Unified Development on Lots 20.4A and 20.4B in Tollgate Village and will share access, parking, solid waste, and other site elements. The site development for 20.4A was approved in April. This request pertains only to the development on Lot 20.4B. The project site is within the undeveloped commercial portion of Tollgate Village, which has been previously graded. As noted, this parcel is bordered by two roadways, creating design challenges for the site. The site will be accessed from Portsmouth Drive.

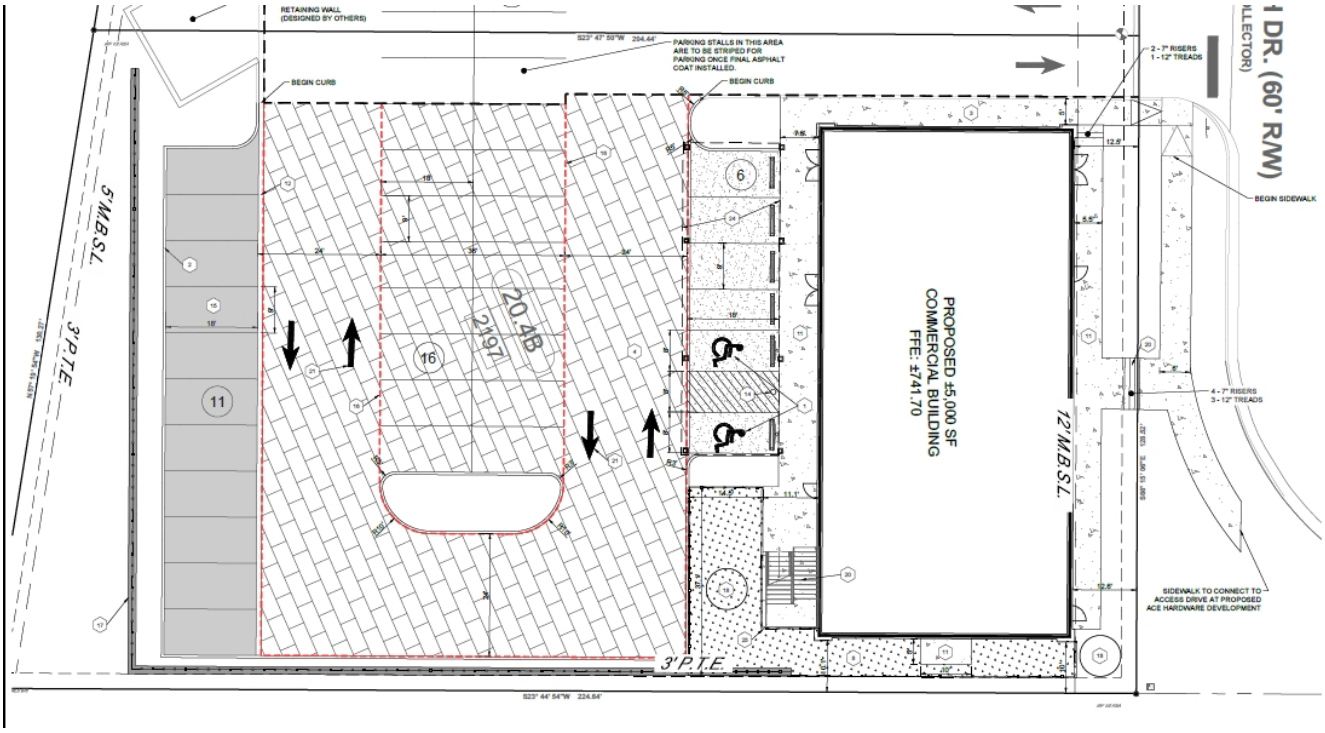
The site is required to meet the minimum requirements of the Land Development Ordinance (LDO) and show general conformity with the Design Guidelines.



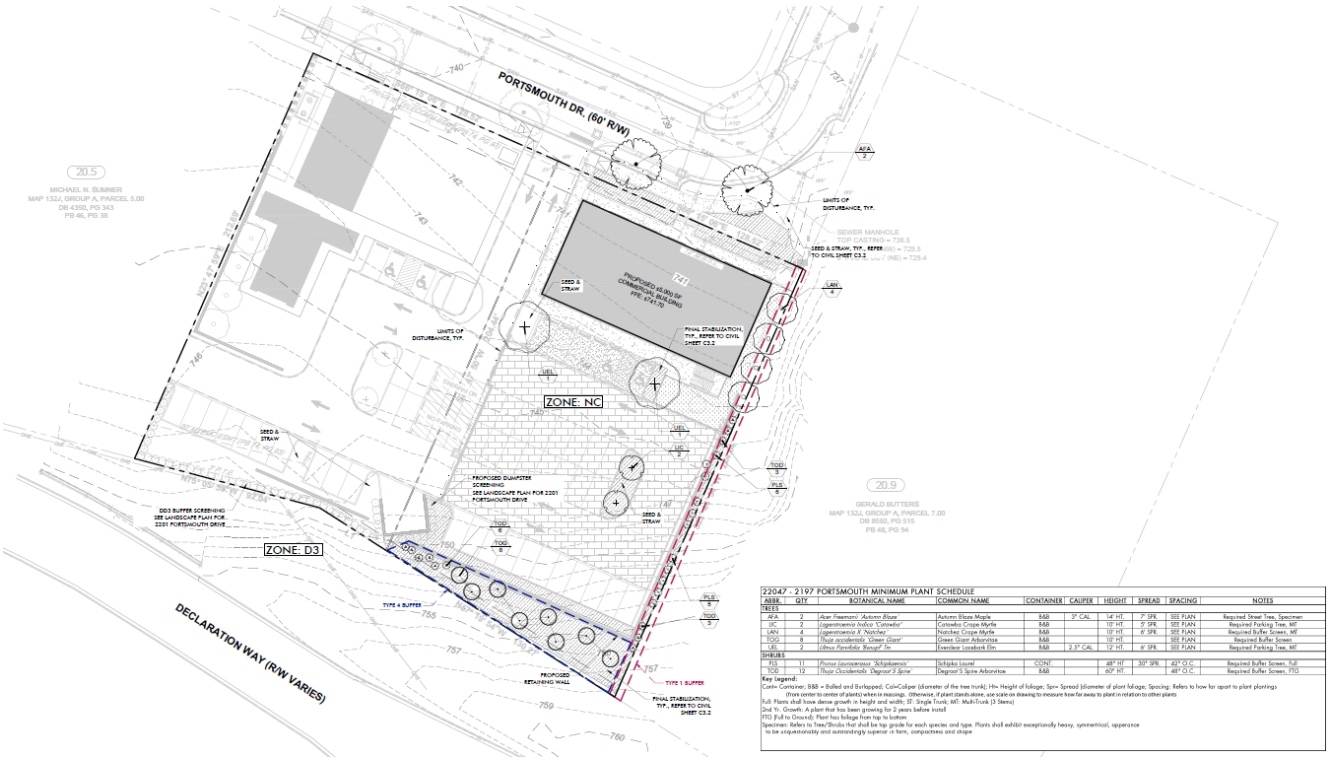
Location Map

ANALYSIS

The proposal consists of a two-story mixed use building with a proposed use of veterinary clinic on the first and second story, a small retail space on the first floor, and a small event space on the second story. The site plan, landscape plan, and elevations are shown, below.



Site Plan



22047 - 2197 PORTSMOUTH MINIMUM PLANT SCHEDULE

ABBR.	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	CALIPER	HEIGHT	SPREAD	SPACING	NOTES
TREES									
AFA	2	*Acer freemanii 'Autumn Blaze'*	Autumn Blaze Maple	B&B	3" CAL	14' HT.	7' SPR.	SEE PLAN	Required Street Tree, Specimen
LIC	2	*Lagerstroemia indica 'Catawba'*	Catawba Crape Myrtle	B&B		10' HT.	5' SPR.	SEE PLAN	Required Parking Tree, MT
LAN	4	*Lagerstroemia X 'Natchez'*	Natchez Crape Myrtle	B&B		10' HT.	6' SPR.	SEE PLAN	Required Buffer Screen, MT
TOG	8	*Thuja occidentalis 'Green Giant'*	Green Giant Arborvitae	B&B		10' HT.		SEE PLAN	Required Buffer Screen
ULI	2	*Ulmus Parvifolia 'Bosque' TM*	Everclear Lacebark Elm	B&B	2.5" CAL	12' HT.	6' SPR.	SEE PLAN	Required Parking Tree, MT
SHRUBS									
PLS	11	*Prunus laurocerasus 'Schipkaensis'*	Schipka Laurel	CONT		48" HT	30" SPR.	42" O.C.	Required Buffer Screen, Full
TOD	12	*Thuja Occidentalis 'Degroot'S Spire*	Degroot'S Spire Arborvitae	B&B		60" HT.		48" O.C.	Required Buffer Screen, FTG

Key Legend:
Cont= Container; B&B = Balled and Burlapped; Cal=Caliper (diameter of the tree trunk); Ht= Height of foliage; Spr= Spread (diameter of plant foliage; Spacing: Refers to how far apart to plant plantings (from center to center of plants) when in masings. Otherwise, if plant standalone, use scale on drawing to measure how far away to plant in relation to other plants
Full: Plants shall have dense growth in height and width; ST: Single Trunk; MT: Multi-Trunk (3 Stems)
2nd Yr. Growth: A plant that has been growing for 2 years before install
FTG (Full to Ground): Plant has foliage from top to bottom
Specimen: Refers to Trees/Shrubs that shall be top grade for each species and type. Plants shall exhibit exceptionally heavy, symmetrical, apperance to be unquestionably and outstandingly superior in form, compactness and shape

Landscape Plan

North Elevation- Portsmouth Drive

West Elevation

South Elevation

East Elevation

The building elevations were reviewed by the Town's Design Review Commission on June 2, 2022. The DRC approved the elevations as revised and, with the revisions, recommended approval onto the Planning Commission of the site. The DRC Action Letter is included as an attachment to this report.

Sewer is available to this site through a previously issued tap, with the capacity allowing the proposed uses. Any additional uses on this site would require additional sewer capacity and will need to be submitted as a revision to this site plan, with Planning Commission approval.

In staff's review, the site design and building elevations meet the minimum requirements of the LDO and show general conformity with the Design Guidelines, as revised based on the DRC's conditions of approval.

RECOMMENDATION

Staff recommends approval of the site plan, with the following contingencies:

1. A copy of the executed share access easement shall be provided to the Town prior to Certificate of Occupancy.
2. The landscape material shall be installed, per the approved Landscape Plan, prior to Certificate of Occupancy and the Town shall be provided a copy of the 1-year warranty provided by the landscape installer.
3. The applicant shall resolve all Town Engineer's comments related to grading prior to the issuance of the grading permit for this site.
4. After Planning Commission approval, the applicant shall contact staff to set the pre-construction meeting for the issuance of the grading and infrastructure permits for this project.

ATTACHMENTS

Site Plan Submittal
DRC Action Letter

Phone: (615) 794-4333
Fax: (615) 794-3313
www.thompsons-station.com

1550 Thompson's Station Road W.
P.O. Box 100
Thompson's Station, TN 37179

DESIGN REVIEW COMMISSION ACTION FORM

June 6, 2022

To: Tyler Ubelhor via IDT

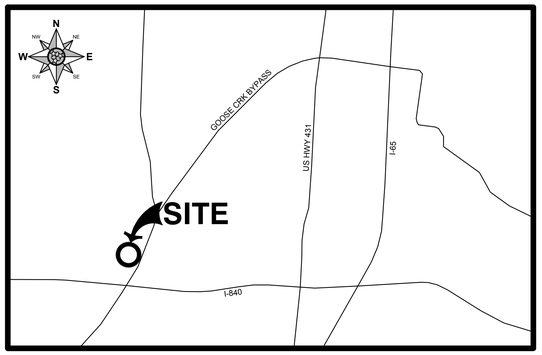
Project: **2197 Portsmouth Drive- Tollgate Food Hall Site Plan**

From: Micah Wood, AICP

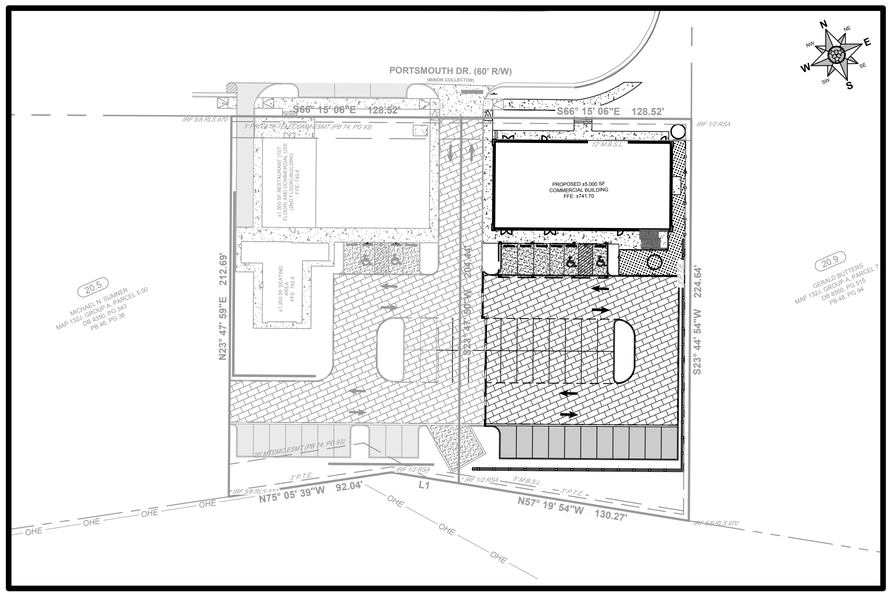
At the June 2, 2022, Design Review Commission meeting, this project was approved and recommended by the Thompson's Station Design Review Commission with the following conditions:

1. The applicant shall provide more definition to the main entrance way(s) along the Portsmouth Drive elevation to provide a greater sense of focus from the street.
2. The applicant shall provide a continuous canopy across the Portsmouth Drive elevation.
3. The applicant shall update the glazing calculation provided on the North/Portsmouth Drive elevation. If needed, the applicant shall provide sufficient glazing to satisfy the required glazing minimum on the Ground Floor.

SITE PLANS FOR
TOLLGATE COMMERCIAL CENTER,
SECTION 20, LOT 20.4B
TAX MAP 132J, PARCEL 6.00
MAY, 2022

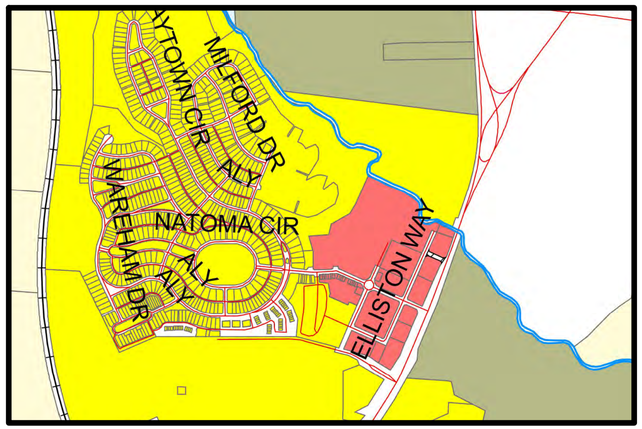


VICINITY MAP
SCALE: N.T.S.



SITE LOCATION MAP
SCALE: 1" = 40'

Sheet List Table	
SHEET NUMBER	SHEET TITLE
C0.0	COVER SHEET
C1.0	EXISTING CONDITIONS & DEMOLITION PLAN
C2.0	SITE LAYOUT PLAN
C3.1	INITIAL EPSC PLAN
C3.2	FINAL EPSC PLAN
C3.3	GRADING & EPSC DETAILS
C3.4	GRADING & EPSC DETAILS
C4.0	ROW & ACCESS PLAN
C5.0	SITE UTILITY PLAN
C6.0	SITE DETAILS
L4.0	MINIMUM LANDSCAPE PLAN
L6.0	LANDSCAPE DETAILS & NOTES
E101	ELECTRICAL PHOTOMETRIC SITE PLAN
A-01	OVERALL ELEVATIONS
A-02	OVERALL ELEVATIONS



ZONING MAP
SCALE: N.T.S.

GENERAL NOTES:

1. BOUNDARY AND EASEMENT INFORMATION SHOWN IS BASED ON THE "BOUNDARY TOPOGRAPHIC SURVEY" BY M2 GROUP, LLC DATED FEBRUARY 16, 2022. TOPOGRAPHICAL INFORMATION SHOWN IS CURRENT FIELD-RUN DATA AND NOT BASED ON AERIAL OR GIS INFORMATION.
2. THE CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF ALL EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION OR EARTH MOVING OPERATIONS. INFORM ENGINEER OF ANY CONFLICTS DETRIMENTAL TO THE DESIGN INTENT.
3. 72 HOURS BEFORE DIGGING IS TO COMMENCE, THE CONTRACTOR SHALL NOTIFY THE FOLLOWING AGENCIES: TENNESSEE 811 AND ALL OTHER AGENCIES THAT MAY HAVE UNDERGROUND UTILITIES INVOLVING THIS PROJECT AND ARE NON-MEMBERS OF TENNESSEE 811.
4. THE CONTRACTOR AND SUBCONTRACTORS SHALL BE RESPONSIBLE FOR COMPLYING WITH APPLICABLE FEDERAL, STATE AND LOCAL REQUIREMENTS, TOGETHER WITH EXERCISING PRECAUTIONS AT ALL TIMES FOR THE PROTECTION OF PERSONS (INCLUDING EMPLOYEES) AND PROPERTY. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND SUBCONTRACTORS TO INITIATE, MAINTAIN AND SUPERVISE ALL SAFETY REQUIREMENTS, PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK.
5. THE CONTRACTOR SHALL INDEMNIFY AND HOLD HARMLESS THE OWNER AND OWNER'S REPRESENTATIVE FOR ANY AND ALL INJURIES AND/OR DAMAGES TO PERSONNEL, EQUIPMENT AND/OR EXISTING FACILITIES OCCURRING IN THE COURSE OF THE DEMOLITION AND CONSTRUCTION DESCRIBED IN THE PLANS AND SPECIFICATIONS.
6. CONTRACTOR SHALL OBTAIN A PERMIT FOR ALL CONSTRUCTION ACTIVITIES AND PERFORM SAID ACTIVITIES IN ACCORDANCE WITH ALL LOCAL, STATE, FEDERAL & OSHA REGULATIONS.
7. THE CONTRACTOR SHALL COMPLY WITH ALL LOCAL CODES, OBTAIN ALL APPLICABLE PERMITS, AND PAY ALL REQUIRED FEES PRIOR TO BEGINNING WORK.
8. ANY WORK PERFORMED IN THE LOCAL RIGHT OF WAYS SHALL BE IN ACCORDANCE WITH THE APPLICABLE LOCAL REQUIREMENTS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE NECESSARY PERMITS FOR THE WORK, SCHEDULE NECESSARY INSPECTIONS, AND PROVIDE THE NECESSARY TRAFFIC CONTROL MEASURES AND DEVICES, ETC., FOR WORK PERFORMED IN THE RIGHT OF WAYS.
9. THE PROPOSED SITE IMPROVEMENTS WILL REQUIRE COVERAGE UNDER THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT ISSUED BY THE TOWN OF THOMPSON'S STATION AS THE TOTAL SITE DISTURBANCE IS MORE THAN 1.0 ACRE.
10. CONTRACTOR SHALL IMPLEMENT ALL SOIL AND EROSION CONTROL, PRACTICES REQUIRED BY THE TOWN OF THOMPSON'S STATION AND TDEC.
11. ALL GROUND SURFACE AREAS THAT HAVE BEEN EXPOSED OR LEFT BARE AS A RESULT OF CONSTRUCTION AND ARE TO FINAL GRADE AND ARE TO REMAIN SO, SHALL BE PERMANENTLY STABILIZED AS SOON AS PRACTICAL IN ACCORDANCE WITH SPECIFICATIONS.
12. ALL WORK SHALL COMPLY WITH TOWN OF THOMPSON'S STATION SPECIFICATIONS, AND ALL CONSTRUCTION WORK SHALL BE DONE ACCORDING TO SAID SPECIFICATIONS AND IN ACCORDANCE WITH APPLICABLE STANDARDS OF THE TOWN OF THOMPSON'S STATION.
13. ALL WORK PERFORMED BY THE CONTRACTOR SHALL CONFORM TO THE LATEST REGULATIONS OF THE AMERICANS WITH DISABILITIES ACT.
14. CONTRACTOR SHALL REFER TO OTHER PLANS WITHIN THIS CONSTRUCTION SET FOR OTHER PERTINENT INFORMATION. IT IS NOT THE ENGINEER'S INTENT THAT ANY SINGLE PLAN SHEET IN THIS SET OF DOCUMENTS FULLY DEPICT ALL WORK ASSOCIATED WITH THE PROJECT.
15. BEFORE INSTALLATION OF STORM OR SANITARY SEWER, OR OTHER UTILITY THE CONTRACTOR SHALL VERIFY ALL CROSSINGS, BY EXCAVATION WHERE NECESSARY, AND INFORM THE OWNER AND THE ENGINEER OF ANY CONFLICTS. THE ENGINEER WILL BE HELD HARMLESS IN THE EVENT THEY ARE NOT NOTIFIED OF DESIGN CONFLICTS PRIOR TO CONSTRUCTION.
16. WHERE CURB IS PRESENT, DIMENSIONS ARE SHOWN TO THE FACE OF CURB, OTHERWISE DIMENSIONS ARE SHOWN TO THE EDGE OF PAVEMENT AND/OR EDGE OF BUILDING UNLESS OTHERWISE NOTED.
17. SITE SIGNAGE AND STRIPING SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.).
18. CONSTRUCTION OF ALL ROADWAYS AND SIDEWALKS SHALL MEET THE REQUIREMENTS OF THOMPSON'S STATION PUBLIC WORKS ROADWAY CONSTRUCTION CRITERIA AND STANDARD DETAILS.
19. CONTRACTOR SHALL PROVIDE AND MAINTAIN TRAFFIC CONTROL MEASURES IN ACCORDANCE WITH STATE DEPARTMENT OF TRANSPORTATION REGULATIONS AND AS REQUIRED BY LOCAL AGENCIES WHEN WORKING IN AND/OR ALONG STREETS, ROADS, HIGHWAYS, ETC. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN APPROVAL AND COORDINATE WITH LOCAL AND/OR STATE AGENCIES REGARDING THE NEED, EXTENT AND LIMITATIONS ASSOCIATED WITH INSTALLING AND MAINTAINING TRAFFIC CONTROL MEASURES.
20. ALL TRENCHING, PIPE LAYING AND BACKFILLING SHALL BE IN ACCORDANCE WITH ALL FEDERAL OSHA REGULATIONS. CONTRACTOR TO PAY PARTICULAR ATTENTION TO 29 CFR PART 1926, SUBPARTS M AND P.

DEMOLITION NOTICE:

1. A SITE DEMOLITION PERMIT SHALL NOT BE ISSUED UNTIL AN EPSC PRECONSTRUCTION MEETING HAS OCCURRED WITH ENGINEERING STAFF.

SITE DATA

SUBDIVISION DEVELOPMENT:	TOLLGATE COMMERCIAL CENTER SUBDIVISION, SECTION 20, GROUP A, LOT 20.4B, PB 74, PG 93
LOT NUMBER:	MAP 132J, PARCEL 6.00
ADDRESS:	2197 PORTSMOUTH DRIVE (MINOR COLLECTOR)
CITY:	THOMPSON'S STATION
COUNTY:	WILLIAMSON COUNTY
STATE:	TENNESSEE
CIVIL DISTRICT:	4TH
EXISTING ZONING AND AREA DESIGNATION:	NC - NEIGHBORHOOD COMMERCIAL
ACREAGE OF SITE:	0.60± AC
SQUARE FOOTAGE OF SITE:	26,271± SF
MINIMUM REQUIRED SETBACK LINES:	
Front yard	12'
Side yard:	0'
Rear yard:	5
DEVELOPER/APPLICANT:	GOOSE CREEK PET HOSPITAL 4400 FRANKLIN SOUTH COURT FRANKLIN, TN 37064 PHONE NO.: 615-438-1499 palsw@yahoo.com CONTACT NAME: BILL PALS
BUILDING SQUARE FOOTAGE:	±5,000 S.F. SEE ARCHITECTURAL PLANS FIRST FLOOR: 2,922± S.F. (*VET CLINIC*) 1,000± S.F. (*RETAIL*) SECOND FLOOR: 2,105± S.F. (*EVENT*) 1,189± S.F. (*VET/CONFERENCE*)
BUILDING HEIGHT:	2 STORIES 39' - 9"± above grade
MINIMUM PARKING REQUIREMENT: VET CLINIC use (1 space/300 s.f.) 4,111± s.f. = 14 SPACES RETAIL use (1 space/300 s.f.) 1,000± s.f. = 3 SPACES 2nd STORY CLUBS/LODGES use (1 sp/200 s.f.) 2,105 s.f. = 11 SPACES	28 SPACES REQUIRED
PARKING PROVIDED:	39 STANDARD PARKING SPACES (INCLUDING 2 ADA SPACES) 22 ON-STREET SPACES* 61 TOTAL SPACES *SEE SHEET C2.0 FOR PARKING MAP

PARKING WILL BE SHARED WITH LOT 20.4A AT FULL BUILD OUT OF BOTH PROPERTIES.

THIS SITE PLAN HAS BEEN DESIGNED TO MEET THE TOWN OF THOMPSON'S STATION STANDARDS AND THE APPROVAL OF THE PLANNING COMMISSION. CHANGES SHALL NOT BE MADE TO THE APPROVED SITE PLAN UNLESS APPROVED BY EITHER THE RELEVANT DEPARTMENT SUPERINTENDENT OR THE PLANNING COMMISSION.

THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS MINIMAL FLOOD HAZARD AREA (ZONE 'X') ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 47187C0335F, EFFECTIVE DATE 09/29/06.

NO TITLE REPORT WAS PROVIDED OR REVIEWED FOR THIS SITE PLAN.

THE LOCATIONS OF THE UNDERGROUND UTILITIES ARE BASED ON ABOVE GROUND STRUCTURES AND LOCATION BY THE RESPECTIVE UTILITY COMPANIES. LOCATIONS OF UNDERGROUND UTILITIES/STRUCTURES MAY VARY FROM THE LOCATION SHOWN, AND THERE MAY BE ADDITIONAL UNDERGROUND UTILITIES NOT SHOWN ON THIS SURVEY. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THE ORIGINAL SURVEY TO LOCATE UNDERGROUND UTILITIES/ STRUCTURES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR AND OR INDIVIDUAL DIGGING IN THIS AREA TO, FIELD VERIFY THE LOCATIONS OF THE UTILITIES SHOWN HEREON WITH THE RESPECTIVE UTILITY OWNERS.

OWNER/APPLICANT:
GOOSE CREEK PET HOSPITAL
ADDRESS: 4400 FRANKLIN SOUTH COURT
FRANKLIN, TN 37064
palsw@yahoo.com
CONTACT NAME: BILL PALS, DVM

CIVIL ENGINEER:
M2 GROUP, LLC
ADDRESS: P.O. BOX 848
FRANKLIN TN 37065
PHONE NO.: 615-686-7860
tyler@m2groupllc.com
CONTACT NAME: TYLER UBELHOR, PE

ARCHITECT:
906 STUDIO
ADDRESS: 143 FIFTH AVE SOUTH
FRANKLIN, TN 37064
PHONE NO.: 615-988-9065
aaron.rogers@906studio.com
CONTACT NAME: AARON ROGERS, LEED AP

SURVEYOR:
M2 GROUP, LLC
ADDRESS: P.O. BOX 848
FRANKLIN TN 37065
PHONE NO.: 931-623-8913
stephen@m2groupllc.com
CONTACT NAME: STEPHEN VANDER HORST, RLS, CFS

LANDSCAPE ARCHITECT:
KISER VOGRIN DESIGN
ADDRESS: 5005 MERIDIAN, SUITE 100
FRANKLIN, TN 37067
PHONE NO.: 615-719-1943
chris@kiservogrin.com
CONTACT NAME: CHRISTOPHER WOOD, RLA

NOTE TO CONTRACTOR:
THE CONTRACTOR SHALL REFER TO ALL PLANS WITHIN THIS PLAN SET AND THE WRITTEN PROJECT SPECIFICATIONS. IT IS NOT THE ENGINEER'S INTENT THAT ANY SINGLE PLAN SHEET IN THIS SET OF DOCUMENTS FULLY DEPICT ALL WORK ASSOCIATED WITH THIS PROJECT.

Know what's below. Call before you dig.

REVISION #	DATE	DESCRIPTION
1	6/13/22	PER STAFF COMMENTS

BRANDON TYLER UBELHOR — LICENSED — STATE OF TENNESSEE
05/20/22

SITE PLANS FOR:
TOLLGATE VET MIXED-USE BUILDING
TOWN OF THOMPSON'S STATION PROJECT #731249
2197 PORTSMOUTH DRIVE
TOWN OF THOMPSON'S STATION
WILLIAMSON COUNTY, TENNESSEE

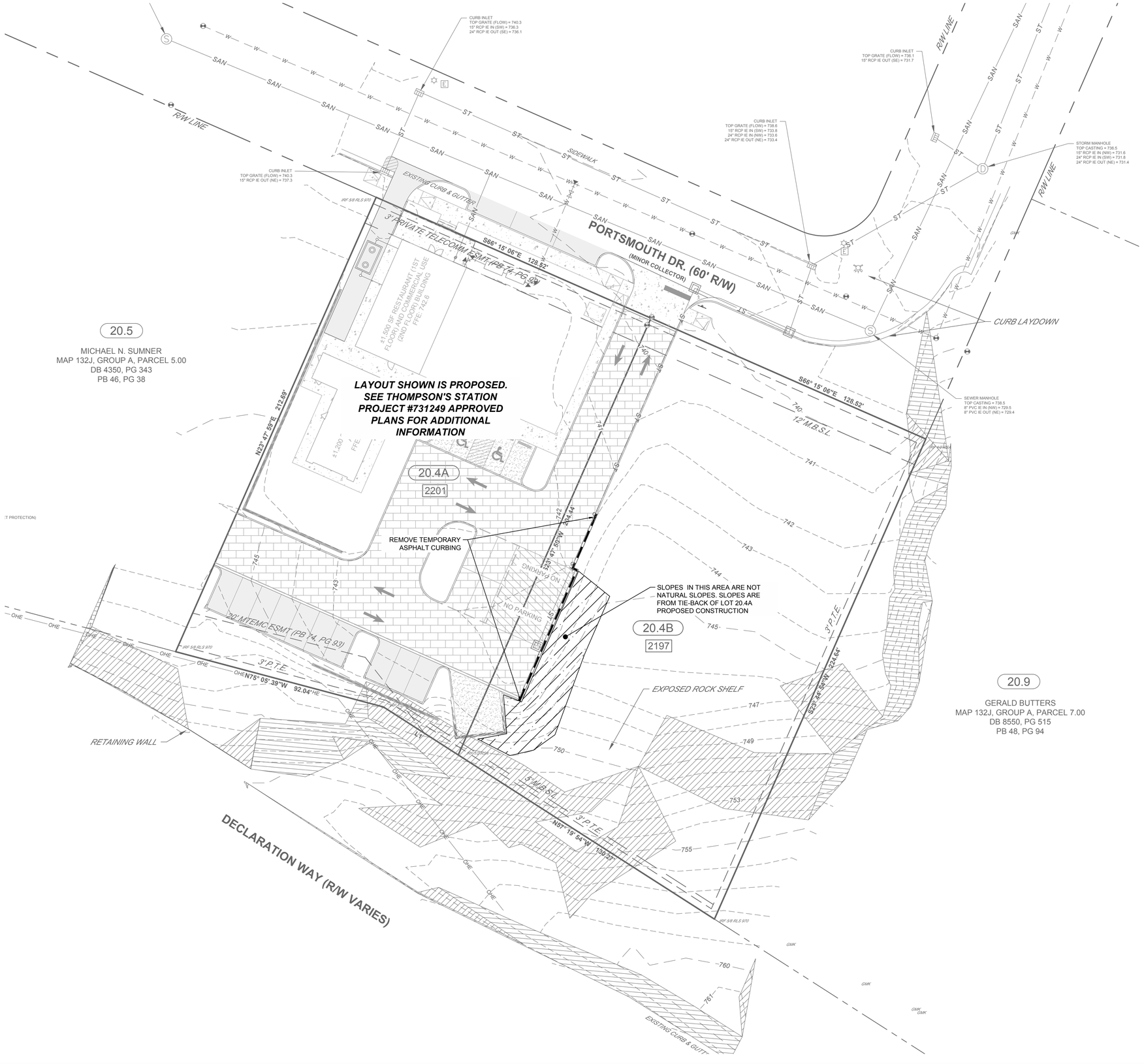
M2 GROUP
P.O. BOX 848
FRANKLIN, TN 37065
615.406.3415 / WWW.M2GROUPLLC.COM

COVER SHEET

DATE: MAY, 2022 | DRAWN BY: BTU
PROJECT NO. : 22-005 | CHECKED BY : MWB

SHEET NUMBER:
C0.0

PORTSMOUTH - CD - COVER SHEET DWG / Friday, June 10, 2022 1:59:02 PM



AERIAL MAP (WITH SOILS)
SCALE: 1"=80'

N
NW NE
W E
SW SE
S

20' 0 20' 40'
GRAPHIC SCALE

SITE DATA:

ZONING BASE:	NC - NEIGHBORHOOD COMMERCIAL
ZONING OVERLAYS:	N/A

SURVEYOR'S NOTES:

1. BEARINGS ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD83, 2011).
2. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88, GEOID18)
3. THE FIELD SURVEY WAS COMPLETED ON FEBRUARY 16, 2022.
4. THIS SURVEY WAS PREPARED USING THE CURRENT DEEDS AND PLATS OF RECORD.
5. ALL DEED BOOK AND PLAT REFERENCES PERTAIN TO THE REGISTER'S OFFICE FOR WILLIAMSON COUNTY, TENNESSEE.
6. ADJOINING PROPERTY LINES SHOWN WERE PLOTTED FROM INFORMATION TAKEN FROM EITHER DEED DESCRIPTION, RECORD PLATS, OR TAX MAPS.
7. PROPERTY CORNERS SET THIS SURVEY ARE 18" #4 REBAR WITH ORANGE PLASTIC CAP STAMPED "M2 GROUP", UNLESS NOTED OTHERWISE.
8. 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.
9. 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 "WILLIAMSON COUNTY, TENNESSEE" PANEL 105 OF 485, MAP NUMBER 47149C0105H, REVISED SEPTEMBER 29, 2006.
10. NO TITLE REPORT WAS PROVIDED TO THIS SURVEYOR REGARDING THE SUBJECT PROPERTIES, THEREFORE, THIS SURVEY IS SUBJECT TO THE FINDINGS OR ANY OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH AND REPORT MAY DISCLOSE.

MINERAL RIGHTS:

1. THE MINERAL RIGHTS FOR THE PROPERTY ARE WITHIN THE OWNERSHIP OF THE CURRENT PROPERTY OWNER.

SLOPE ANALYSIS LEGEND:

14-19.99%

20+%

Know what's below.
Call before you dig.

REVISION #	DATE	DESCRIPTION
1	6/13/22	PER STAFF COMMENTS

BRANDON TYLER HELTHON
LICENSED
STATE OF TENNESSEE
05/20/22

SITE PLANS FOR:
TOLLGATE VET MIXED-USE BUILDING
2197 PORTSMOUTH DRIVE
TOWN OF THOMPSON'S STATION PROJECT #731249
TOWN OF THOMPSON'S STATION
WILLIAMSON COUNTY, TENNESSEE

M2 GROUP
P.O. BOX 848
FRANKLIN, TN 37065
615.406.3415 / WWW.M2GROUPLLC.COM

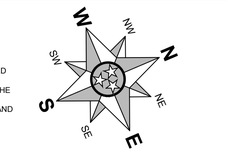
EXISTING CONDITIONS & DEMOLITION PLAN

DATE :	MAY, 2022
PROJECT NO. :	22-005
DRAWN BY :	BTU
CHECKED BY :	MWB

SHEET NUMBER:
C1.0

THOMPSON'S STATION NOTES:

1. THIS SITE WILL BE PART OF A UNIFIED DEVELOPMENT WITH COMMON ACCESS, SOLID WASTE, AND SHARED PARKING, PER THE TOWN APPROVED SHARED ACCESS EASEMENT.
2. INSTALLATION OF PUBLIC SIDEWALK IS REQUIRED TO BE INSPECTED BY THE TOWN OF THOMPSON'S STATION.
3. ALL PARALLEL PARKING SPACES SHALL BE PROOF ROLLED, SUB-GRADE AND BASE STONE TO BE INSPECTED BY THE TOWN OF THOMPSON'S STATION.
4. LOADING AREA FOR LOT 20.4B MUST BE OFF PUBLIC STREET.



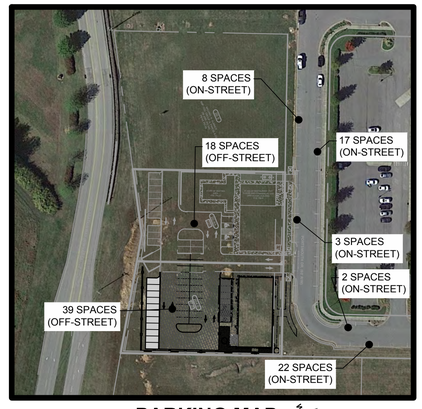
10' 0 10' 20'
GRAPHIC SCALE

SITE PLAN KEY NOTES

1. ADA ACCESSIBLE PARKING LAYOUT AND SIGNAGE
2. 6" POST CURB (TYP.)
3. INTEGRAL CONCRETE CURB AND SIDEWALK
4. PERMEABLE PAVERS
6. HEAVY-DUTY ASPHALT PAVEMENT SECTION
7. CONCRETE CURB TAPER
8. DOG WALKING AREA
9. SHARED DUMPSTER ENCLOSURE
10. ENTRANCE DRIVE (PER THOMPSON'S STATION REQUIREMENTS)
11. CONCRETE SIDEWALK
12. CONCRETE RIBBON CURB
13. LIGHT FIXTURE
14. BOLLARD
15. LIGHT-DUTY ASPHALT PAVEMENT SECTION
16. SHARED ACCESS EASEMENT
17. ±248 LF SEGMENTAL BLOCK RETAINING WALL WITH RAILING (DESIGNED BY OTHERS) AVG. HEIGHT: 4.1 FT, MAX. HEIGHT: 7.7 FT
18. WATER TOWER
19. BIKE RACK AREA (3 SPACES) - PROVIDED AS PART OF UNIFIED DEVELOPMENT
20. STAIRS
21. DIRECTIONAL ARROWS
22. STOP BAR AND STOP SIGN
23. DECORATIVE FENCE FOR EXTERIOR DOG WALKING AREA
24. SECOND STORY OUTDOOR PATIO / COVERED PARKING AREA

LAYOUT NOTES:

1. ALL DAMAGE TO EXISTING PAVEMENT TO REMAIN WHICH RESULTS FROM CONTRACTOR'S OPERATIONS SHALL BE REPLACED WITH LIKE MATERIALS AT THE CONTRACTOR'S EXPENSE.
2. SITE DIMENSIONS SHOWN ARE TO FACE OF CURB, EDGE OF PAVEMENT, EDGE OF CONCRETE, OR EDGE OF BUILDING UNLESS OTHERWISE NOTED.
3. COORDINATION WITH ALL UTILITY COMPANIES IS REQUIRED PRIOR TO THE START OF CONSTRUCTION.
4. THE CONTRACTOR SHALL ENSURE THAT ALL MECHANICAL EQUIPMENT IS COMPLETELY SCREENED FROM ALL DIRECTIONS AND OFF SITE VIEWS.
5. THE CHANGE OUT OF ANY EQUIPMENT TO A LARGER DIMENSIONAL HEIGHT OR MOUNTING HEIGHT WILL REQUIRE THAT ADDITIONAL MEASURES BE TAKEN TO MEET TOWN OF THOMPSON'S STATION SCREENING REQUIREMENTS.



PARKING MAP
SCALE: 1" = 100'

EASEMENT LEGEND

CROSS ACCESS EASEMENT

Know what's below. Call before you dig.

REVISION #	DATE	DESCRIPTION
1	6/13/22	PER STAFF COMMENTS

BRANDON TYLER IRELAND — LICENSED — STATE OF TENNESSEE
05/20/22

SITE PLANS FOR:
TOLLGATE VET MIXED-USE BUILDING
TOWN OF THOMPSON'S STATION PROJECT #731249
2197 PORTSMOUTH DRIVE
TOWN OF THOMPSON'S STATION
WILLIAMSON COUNTY, TENNESSEE

M2 GROUP
P.O. BOX 848
FRANKLIN, TN 37065
615.406.3415 / WWW.M2GROUPLLC.COM

SITE LAYOUT PLAN

DATE :	PROJECT NO. :	DRAWN BY :	CHECKED BY :
MAY, 2022	22-005	BTU	MWB

SHEET NUMBER:
C2.0

PORTSMOUTH DR. (60' R/W)
(MINOR COLLECTOR)

PROPOSED ±5,000 SF
COMMERCIAL BUILDING
FFE: ±741.70

±248 LF OF RETAINING WALL,TYP.
(DESIGNED BY OTHERS)
SEE DETAIL ON SHEET C6.0

TW:750.07
BW:748.10

TW:749.11
BW:744.45

TW:749.63
BW:745.88

TW:750.96
BW:746.70

TW:754.78
BW:747.10

MATCH EXISTING GRADE OF ACCESS DRIVE

MATCH EXISTING GRADE OF ACCESS DRIVE

CONNECT TO 15"STORM SEWER I.E.=±737.02

TRAFFIC BEARING CLEANOUT, TYP. I.E.=±737.2

6" UNDERDRAIN, TYP.

6" UNDERDRAIN, TYP.

EXTENTS OF FLUSH CONDITION.

STAIRS, TYP.
2 - 7" RISERS
1 - 12" TREADS

STAIRS, TYP.
4 - 7" RISERS
3 - 12" TREADS

PERMEABLE PAVERS, TYP.
(SEE DETAIL ON SHEET C3.3)

TRAFFIC BEARING CLEANOUT, TYP. I.E.=±739.1

6" UNDERDRAIN, TYP.

PEDESTRIAN RATED INLET, TYP.
RIM=±790.94
I.E.=±739.2

CONTRACTOR TO MATCH GRADE AT PROPOSED ACE HARDWARE ENTRANCE

LIMITS OF DISTURBANCE, TYP. ±0.62 AC.

CLEANOUT, TYP.
I.E.=±740.1

SEWER MANHOLE
TOP CASTING = 738
8" PVC IE IN (NW) =
8" PVC IE OUT (NE

TW:754.04
BW:746.82

TW:751.96
BW:746.12

TW:749.30
BW:745.19

TW:745.62
BW:743.88

TW:743.68
BW:741.09

TW:742.72
BW:741.11

GRAPHIC SCALE
10' 0 10' 20'

RETAINING WALL NOTE:

SPOT ELEVATIONS AT BOTTOM OF RETAINING WALLS REPRESENTS GROUND LEVEL ELEVATION, NOT THE TOP OF FOOTER. RETAINING WALLS ARE TO BE DESIGNED BY OTHERS.

GRADING & DRAINAGE GENERAL NOTES:

1. GRADING PERMIT IS REQUIRED FOR ANY PROJECT DISTURBING MORE THAN 10,000 SF, ADDING MORE THAN 5,000 SF OF IMPERVIOUS SURFACE OR FOR ANY SITE GRADING REQUIRING STOCKPILING OF MATERIAL.
2. THE DEVELOPER SHALL PROVIDE THE NECESSARY LABOR AND SUPERVISION REQUIRED TO SUPPORT FIELD TESTING BY THE INDEPENDENT TESTING FIRM AND INSPECTIONS BY TOWN OFFICIALS AT NO COST TO THE CITY. TEST REPORTS OF FIELD TESTING IF APPLICABLE SHALL BE SUBMITTED DIRECTLY TO THE STREET DEPARTMENT. DEFECTS DISCLOSED BY TESTS SHALL BE RECTIFIED.
3. AN AUTHORIZED REPRESENTATIVE OF THE TOWN SHALL MAKE A FINAL INSPECTION OF THE PROJECT AFTER COMPLETION TO DETERMINE ACCEPTABILITY OF THE WORK AND FOR RELEASE OF PERFORMANCE BONDS IF REQUIRED. BEFORE THIS FINAL INSPECTION CAN BE MADE, THE ENGINEER RESPONSIBLE FOR THE PROJECT SHALL CERTIFY IN WRITING TO THE TOWN ENGINEER THAT THE WORK HAS BEEN COMPLETED IN ACCORDANCE WITH APPROVED PLANS AND SPECIFICATIONS.
4. DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, CULVERTS, DETENTION BASINS AND DITCHES, AS WELL AS THE ROADWAY SUB-GRADE, BASE STONE AND BINDER & SURFACE COARSE SHALL BE INSPECTED, TESTED AND GIVEN APPROVAL AT EACH STAGE OF INSTALLATION PRIOR TO PROCEEDING TO THE NEXT STAGE OF CONSTRUCTION. FINAL CONSTRUCTION INSPECTION FOR APPROVAL AND ACCEPTANCE OF STREETS AND DRAINAGE SYSTEMS WILL NOT BE GRANTED UNTIL ALL WORK HAS BEEN COMPLETED IN ACCORDANCE WITH THE APPROVED PLANS.
5. LOCATING AND COORDINATION FOR THE RELOCATION OF EXISTING UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. TENNESSEE'S ONE-CALL AND THE TOWN OF THOMPSON'S STATION UTILITY LOCATION SERVICE SHALL BE UTILIZED IN ADDITION TO COORDINATION WITH LOCAL UTILITY OWNERS. THE CONTRACTOR SHALL AT ALL TIMES PROTECT EXISTING UTILITIES AND WILL BE RESPONSIBLE FOR COSTS DUE TO DAMAGE CAUSED TO ANY UTILITY LINES.
6. CONTRACTOR TO LEAVE EXISTING SEGMENTAL BLOCK WALL IN PLACE AND INSTALL COMPACTED ENGINEERED FILL TO MAKE PARKING LOT CONNECTION.
7. CONTRACTOR TO REMOVE EXISTING LANDSCAPING IN THIS AREA AND FILL AS NECESSARY TO MAKE CONNECTION. AREA TO EAST AND WEST OF PARKING LOT CONNECTION TO BE GRADED TO PROMOTE POSITIVE DRAINAGE.
8. DISTURBED AREAS TO BE FURNISHED WITH 4" OF TOPSOIL, SEEDED, AND MULCHED.
9. ALL PAVEMENT, STRIPING, CURB ON ADJACENT PARKING LOT TO BE RESTORED TO PRE-CONSTRUCTION CONDITIONS UPON COMPLETION.

Know what's below.
Call before you dig.

REVISION #	DATE	DESCRIPTION
1	6/13/22	PER STAFF COMMENTS

BRANDON TYLER TIBBLIN
LICENSED
STATE OF TENNESSEE
05/20/22

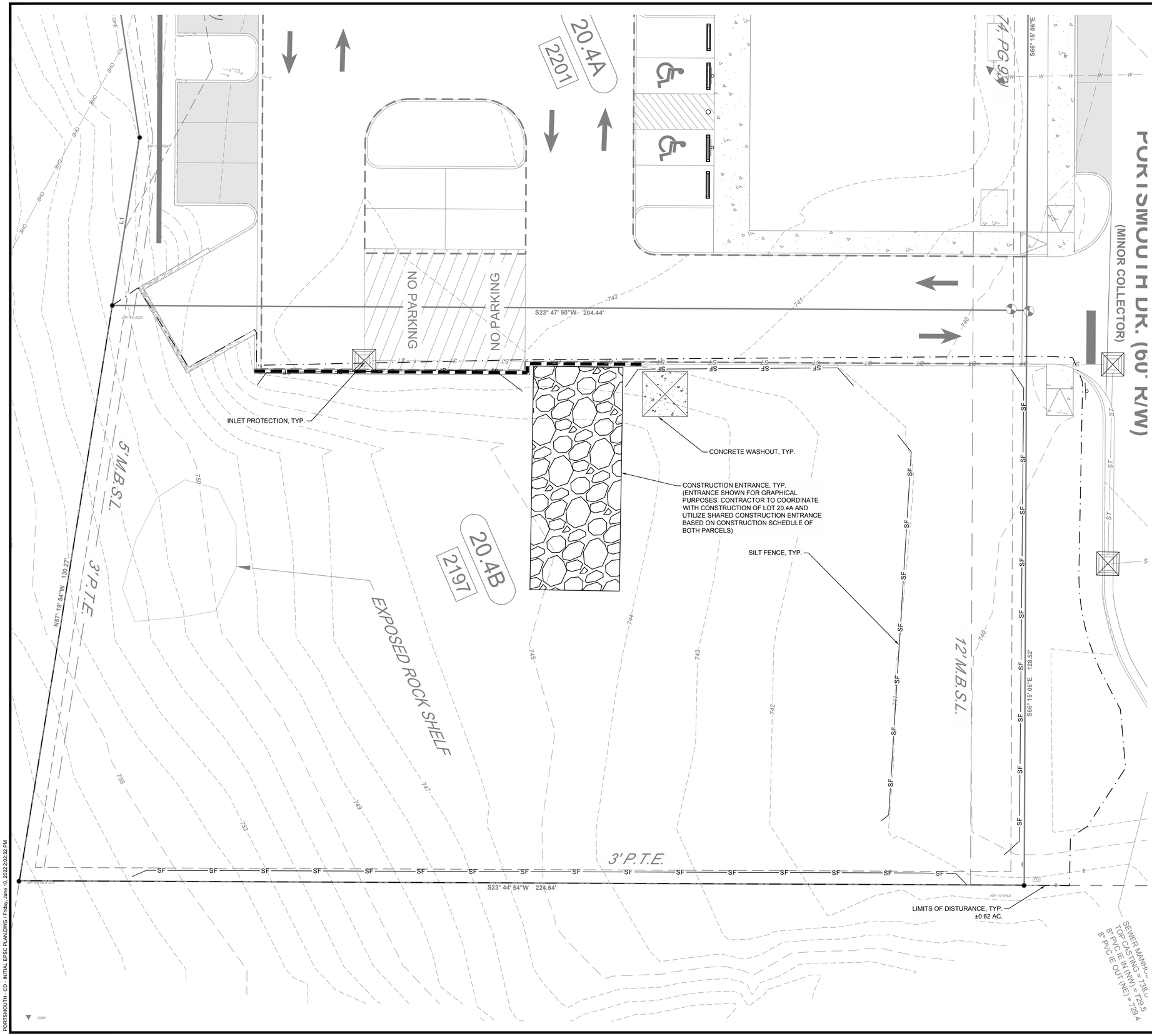
SITE PLANS FOR:
TOLLGATE VET MIXED-USE BUILDING
2197 PORTSMOUTH DRIVE
TOWN OF THOMPSON'S STATION PROJECT #:731249
TOWN OF THOMPSON'S STATION
WILLIAMSON COUNTY, TENNESSEE

MA GROUP
P.O. BOX 848
FRANKLIN, TN 37065
615.406.3415 / WWW.M2GROUPLLC.COM

GRADING & DRAINAGE PLAN

DATE : MAY, 2022
PROJECT NO. : 22-005
DRAWN BY : BTU
CHECKED BY : MWB

SHEET NUMBER:
C3.0



EPSC GENERAL NOTES

1. SEDIMENT SHALL BE REMOVED FROM SILT FENCE WHEN IT REACHES 1/3 THE HEIGHT OF THE FENCE; SEDIMENT SHALL BE REMOVED FROM ALL OTHER EPSC MEASURES AND CONTROL AS RECOMMENDED IN THE TNEPSC HANDBOOK, AND MUST BE REMOVED WHEN DESIGN CAPATOWN HAS BEEN REDUCED BY 50%.
2. EPSC SHALL BE IMPLEMENTED BEFORE EARTH- MOVING BEGINS.
3. AREAS WHERE CONSTRUCTION HAS TEMPORARILY/PERMANENTLY CEASED SHALL BE STABILIZED WITHIN 15 DAYS (7 DAYS FOR ≥35% SLOPES).
4. INSPECTIONS OF OUTFALLS/EPSC MEASURES SHALL BE CONDUCTED AT LEAST TWICE WEEKLY AND AT LEAST 72 HOURS APART.
5. VEGETATION, EPSCS & OTHER PROTECTIVE MEASURES SHALL BE REPAIRED, REPLACED, OR MODIFIED AFTER BEING NOTIFIED OF AN ISSUE WITHIN 7 DAYS OR BY THE NEXT SIGNIFICANT RAIN CHANCE OF 50% OR GREATER. ISSUES WITH IMMEDIATE THREATS TO WATER QUALITY SHALL BE REPAIRED IMMEDIATELY AS PER FMC 23-106(2)(g).
6. CONSTRUCTION SHALL BE PHASED FOR ACTIVITIES THAT WILL DISTURB >50 ACRES.
7. EPSCS SHALL BE DESIGNED TO CONTROL THE RAINFALL AND RUNOFF FROM A 5-YEAR, 24-HOUR RETURN INTERVAL STORM.
8. TEMPORARY SEDIMENT BASIN(S) SHALL BE PROVIDED FOR ON-SITE OUTFALLS THAT RECEIVE DRAINAGE FROM ≥10 ACRES; ≥5 ACRES FOR SITES THAT DISCHARGE TO IMPAIRED OR EXCEPTIONAL TN WATERS.
9. GREEN INFRASTRUCTURE BMPS SHALL BE PROTECTED DURING SITE WORK, WITH SILT FENCE, TO PREVENT SEDIMENTATION AND COMPACTION.
10. IF DEEMED APPROPRIATE, THE TOWN MAY REQUIRE THE ADDITION, REMOVAL OR MODIFICATION OF EPSC MEASURES AND/OR EPSC LOCATIONS AT ANY TIME DURING THE CONSTRUCTION PROCESS TO ENSURE PROPER EPSC PERFORMANCE.

EROSION AND SEDIMENT CONTROL PLAN NOTES

1. PRIOR TO INSTALLATION OF EROSION CONTROL MEASURES OR INITIATION OF EARTH DISTURBING ACTIVITIES, THE CONTRACTOR SHALL CLEARLY DELINEATE THE PROPOSED LIMITS OF DISTURBANCE IN THE FIELD UTILIZING FLAGGING, STAKES, AND/OR CONSTRUCTION FENCE; NO DISTURBANCE BEYOND THESE LIMITS SHALL BE PERMITTED WITHOUT FIRST OBTAINING WRITTEN PERMISSION FROM THE ENGINEER, THE AFFECTED PROPERTY OWNER AND ANY APPLICABLE REGULATORY AGENCIES.
2. THE CONSTRUCTION ACTIVITIES ANTICIPATED FOR THIS PROJECT INCLUDES GRADING, PAVING, AND UTILITY INSTALLATION.
3. THE APPROXIMATE TOTAL DISTURBED AREA OF THIS SITE IS 0.84 ACRES +/- ANY INCREASE IN THE APPROXIMATE TOTAL DISTURBED AREA SHALL BE APPROVED BY THE TOWN OF THOMPSON'S STATION PRIOR TO ADDITIONAL DISTURBANCE.
4. CONSTRUCTION SHALL BE SEQUENCED BY THE CONTRACTOR AS TO MINIMIZE EXPOSURE TIME OF CLEARED SURFACE AREAS. PERIMETER EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE AND FUNCTIONAL PRIOR TO EARTH MOVING OPERATIONS.
5. THE CONTRACTOR SHALL DESIGNATE IN WRITING THE NAME AND PHONE NUMBER OF THE PERSON(S) RESPONSIBLE FOR EROSION AND SEDIMENT CONTROLS AT THE SITE. THIS INFORMATION SHALL BE POSTED AT THE JOB SITE TRAILER, OR AT THE SITE CONSTRUCTION SIGN.
6. PRE-CONSTRUCTION VEGETATIVE GROUNDCOVER SHALL NOT BE REMOVED MORE THAN 14 DAYS PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES. ALL GRADED AREAS EXPECTED TO REMAIN UNFINISHED FOR MORE THAN 14 DAYS SHALL BE COVERED WITH TEMPORARY GRASS, SOD, STRAW, MULCH, OR FABRIC MATTING. STEEP SLOPES (GREATER THAN 35%) SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 7 DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. PERMANENT SOIL STABILIZATION SHALL BE INSTALLED WITHIN 15 DAYS OF THE ESTABLISHMENT OF FINAL GRADES.
7. THE CONTRACTOR SHALL MAINTAIN RECORDS OF EROSION AND SEDIMENT CONTROL FOR A PERIOD OF THREE YEARS AFTER COMPLETION OF CONSTRUCTION OR AS REQUIRED BY GOVERNING AUTHORITIES.
8. TEMPORARY SEEDING FOR THIS PROJECT SHALL UTILIZE TDOT, TDEC OR LOCAL STANDARDS UNLESS OTHERWISE INDICATED HEREON.
9. MULCHING SHALL CONSIST OF LOOSE HAY OR STRAW APPLIED AT A RATE OF 2 TONS PER ACRE. MULCH MUST BE CRIMPED INTO THE SOIL BY MECHANICAL MEANS. BROADCAST SPREADING OF MULCH IS NOT ACCEPTABLE.
10. SOIL STOCKPILES SHALL BE STABILIZED AND PROTECTED FROM EROSION. ALL STOCKPILES SHALL BE COVERED WITH TEMPORARY SEEDING AND PROTECTED WITH SILT FENCING.
11. FOR PERMANENT STABILIZATION OF ALL SLOPES 3:1 OR STEEPER, INSTALL TEMPORARY EROSION CONTROL BLANKET (TENSAR NORTH AMERICAN GREEN S150 OR APPROVED EQUAL) INSTALLED PER MANUFACTURERS' RECOMMENDATIONS SHALL BE USED IN PLACE OF STRAW MULCH.
12. THE LOCATION OF SOME OF THE EROSION CONTROL MEASURES MAY NEED TO BE ALTERED DUE TO CHANGING SITE CONDITIONS COMMENSURATE WITH PROGRESS OF THE WORK. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACCOMPLISH EROSION AND SEDIMENT CONTROL FOR ALL DRAINAGE PATTERNS CREATED AT VARIOUS STAGES OF CONSTRUCTION. ANY DIFFICULTY IN CONTROLLING EROSION DURING ANY PHASE OF CONSTRUCTION SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
13. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL A PERMANENT GROUND COVER IS ESTABLISHED. SEEDED AREAS MUST HAVE A MINIMUM 70% COVERAGE (ENGINEER WILL DETERMINE APPROXIMATE PERCENTAGE OF COVER) PRIOR TO REMOVAL OF THE TEMPORARY EROSION CONTROL DEVICES. FINAL SEEDING AND ESTABLISHMENT OF GROUNDCOVER SHALL BE APPLIED TO ANY AREA DISTURBED AS A RESULT OF THE REMOVAL OF THE EROSION CONTROL MEASURES.
14. CONTRACTOR SHALL PREPARE, IMPLEMENT, AND MAINTAIN A SPILL PREVENTION, CONTROL AND COUNTERMEASURES (SPCC) PLAN, AS A SEPARATE DOCUMENT OR AS A COMPONENT OF THE SWPPP, FOR ALL TANKS/CONTAINERS STORING ONSITE FUEL, CHEMICALS, OR OTHER POLLUTANTS CONSISTENT WITH THE REQUIREMENTS OF STATE NPDES RULES. EFFECTIVE MEASURES NECESSARY TO PREVENT SPILLS AND TO CLEAN UP SPILLS OF ANY TOXIC POLLUTANT, AS DOCUMENTED IN THE FACILITY'S SPCC PLAN, SHALL BE FULLY IMPLEMENTED. SOIL CONTAMINATED BY HAZARDOUS SUBSTANCES, PAINTS, FUEL, OR CHEMICAL SPILLS, SHALL BE IMMEDIATELY CLEANED UP, MANAGED, AND DISPOSED OF IN AN APPROVED MANNER. WHERE POTENTIAL SPILLS CAN OCCUR, MATERIALS HANDLING PROCEDURES SHALL BE SPECIFIED AND PROCEDURES FOR IMMEDIATE CLEANUP/REMEDIATION OF SPILLS SHALL BE DESCRIBED IN THE SPCC PLAN OR EMPLOYEE TRAINING EXACT LOCATION OF THE SPILL, COMPANY NAME AND LOCATION, THE MATERIAL SPILLED, THE ESTIMATED QUANTITY, THE SOURCE OF THE SPILL, THE CAUSE OF THE SPILL, THE NEAREST DOWNSTREAM WATER WITH THE POTENTIAL TO RECEIVE THE SPILL, AND THE ACTIONS BEING TAKEN FOR CONTAINMENT AND CLEANUP.
15. ALL EROSION AND SEDIMENT CONTROL DEVICES TO BE SELECTED, INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDEC SEDIMENT AND EROSION CONTROL HANDBOOK, LATEST EDITION.
16. WATER QUALITY BMPs SHALL NOT BE INSTALLED UNTIL BUILD IS NEAR COMPLETION TO PREVENT CONSTRUCTION SEDIMENT FROM ENTERING WATER QUALITY BMPs. WATER QUALITY AREAS SHALL NOT BE USED AS SEDIMENT BASINS DURING CONSTRUCTION. INSTALLER'S OF WATER QUALITY BMPs SHOULD FOLLOW ALL INSTALLATION GUIDELINES SET FORTH IN THE TOWN OF THOMPSON'S STATION BMP MANUAL LOCATED ON THE TOWN'S WEBSITE.
17. WATER QUALITY SIGNS SHALL BE PLACED WITHIN THE WATER QUALITY AREAS. THE SIGNS, MATERIALS, AND LABOR TO INSTALL WILL BE PROVIDED BY THE TOWN STAFF.

CONSTRUCTION SEQUENCE

1. INSTALL CONSTRUCTION ENTRANCE
2. INSTALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES
3. INSTALL WATER QUALITY BUFFER SIGNS, IF REQUIRED
4. CONTACT TOWN OF THOMPSON'S STATION AT 615-794-4333 FOR INSPECTION OF EROSION PREVENTION AND SEDIMENT CONTROL DEVICES AND TO OBTAIN A FULL GRADING PERMIT.
5. CLEAR, GRUB, AND GRADE THE SITE
6. CONSTRUCT REMAINDER OF SITE PER APPROVED PLANS INCLUDING INSTALLATION OF ALL ADDITIONAL EPSC MEASURES SHOWN ON THE PLANS OR AS DIRECTED BY THE EPSC INSPECTOR
7. UPON PERMANENT STABILIZATION OF THE SITE, REMOVE ALL TEMPORARY EROSION CONTROL DEVICES (SEE C3.2 EPSC PHASE II PLAN FOR POST CONSTRUCTION CLOSEOUT PROCESS).

EPSC DATA CHART:

BMP DESIGN RAIN EVENT: 5 YEAR, 24 HR STORM
LIMITS OF DISTURBANCE = ±0.62 ACRES

TDEC - NPDES NOC NOTE:

1. THE PROJECT ASSOCIATED WITH THESE PLANS IS NOTE REQUIRED TO BE COVERED UNDER TENNESSEE GENERAL STORM WATER PERMIT TNR100000 BECAUSE THE LIMITS OF DISTURBANCE IS LESS THAN 1.0 AC.

Know what's below.
Call before you dig.

REVISION #	DATE	DESCRIPTION
1	6/13/22	PER STAFF COMMENTS

BRANDON TYLER THELLMAN
LICENSED
PROFESSIONAL ENGINEER
STATE OF TENNESSEE
05/20/22

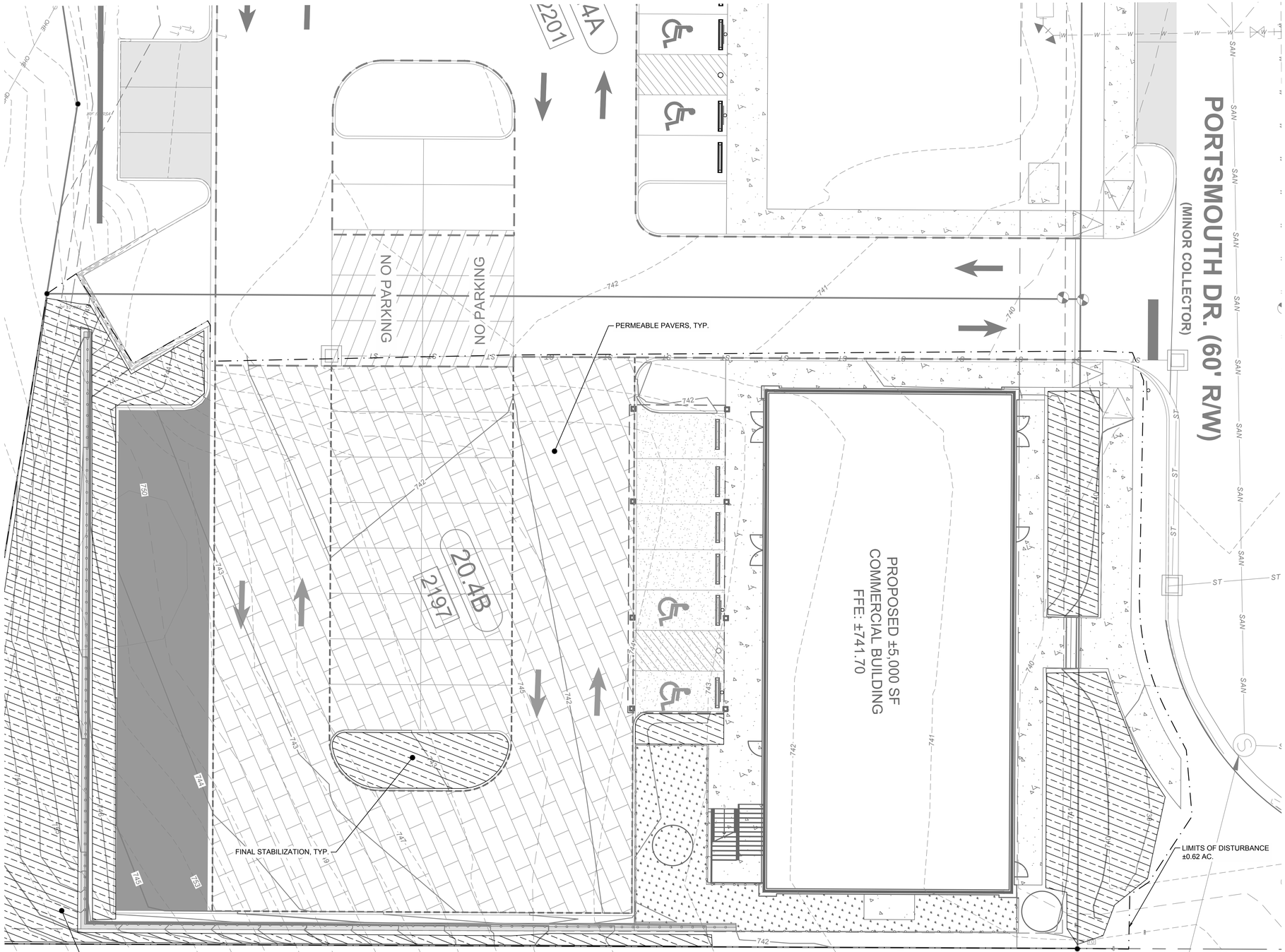
SITE PLANS FOR:
TOLLGATE VET MIXED-USE BUILDING
TOWN OF THOMPSON'S STATION PROJECT #731249
2197 PORTSMOUTH DRIVE
TOWN OF THOMPSON'S STATION
WILLIAMSON COUNTY, TENNESSEE

M2 GROUP
P.O. BOX 848
FRANKLIN, TN 37065
615.406.3415 / WWW.M2GROUPLLC.COM

INITIAL EPSC PLAN

DATE :	MAY, 2022	DRAWN BY :	BTU
PROJECT NO. :	22-005	CHECKED BY :	MWB

SHEET NUMBER:
C3.1



EPSC GENERAL NOTES

1. SEDIMENT SHALL BE REMOVED FROM SILT FENCE WHEN IT REACHES 1/3 THE HEIGHT OF THE FENCE; SEDIMENT SHALL BE REMOVED FROM ALL OTHER EPSC MEASURES AND CONTROL AS RECOMMENDED IN THE TNEPSC HANDBOOK, AND MUST BE REMOVED WHEN DESIGN CAPATOWN HAS BEEN REDUCED BY 50%.
2. EPSC SHALL BE IMPLEMENTED BEFORE EARTH- MOVING BEGINS.
3. AREAS WHERE CONSTRUCTION HAS TEMPORARILY/PERMANENTLY CEASED SHALL BE STABILIZED WITHIN 15 DAYS (7 DAYS FOR ≥5% SLOPES).
4. INSPECTIONS OF OUTFALLS/EPSC MEASURES SHALL BE CONDUCTED AT LEAST TWICE WEEKLY AND AT LEAST 72 HOURS APART.
5. VEGETATION, EPSCS & OTHER PROTECTIVE MEASURES SHALL BE REPAIRED, REPLACED, OR MODIFIED AFTER BEING NOTIFIED OF AN ISSUE WITHIN 7 DAYS OR BY THE NEXT SIGNIFICANT RAIN CHANCE OF 50% OR GREATER. ISSUES WITH IMMEDIATE THREATS TO WATER QUALITY SHALL BE REPAIRED IMMEDIATELY AS PER FMC 23-106(2)(g).
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7. EPSCS SHALL BE DESIGNED TO CONTROL THE RAINFALL AND RUNOFF FROM A 5-YEAR, 24-HOUR RETURN INTERVAL STORM.
8. TEMPORARY SEDIMENT BASIN(S) SHALL BE PROVIDED FOR ON-SITE OUTFALLS THAT RECEIVE DRAINAGE FROM ≥10 ACRES; ≥5 ACRES FOR SITES THAT DISCHARGE TO IMPAIRED OR EXCEPTIONAL TN WATERS.
9. GREEN INFRASTRUCTURE BMPS SHALL BE PROTECTED DURING SITE WORK, WITH SILT FENCE, TO PREVENT SEDIMENTATION AND COMPACTION.
10. IF DEEMED APPROPRIATE, THE TOWN MAY REQUIRE THE ADDITION, REMOVAL OR MODIFICATION OF EPSC MEASURES AND/OR EPSC LOCATIONS AT ANY TIME DURING THE CONSTRUCTION PROCESS TO ENSURE PROPER EPSC PERFORMANCE.

EROSION AND SEDIMENT CONTROL PLAN NOTES

1. PRIOR TO INSTALLATION OF EROSION CONTROL MEASURES OR INITIATION OF EARTH DISTURBING ACTIVITIES, THE CONTRACTOR SHALL CLEARLY DELINEATE THE PROPOSED LIMITS OF DISTURBANCE IN THE FIELD UTILIZING FLAGGING, STAKES, AND/OR CONSTRUCTION FENCE. NO DISTURBANCE BEYOND THESE LIMITS SHALL BE PERMITTED WITHOUT FIRST OBTAINING WRITTEN PERMISSION FROM THE ENGINEER, THE AFFECTED PROPERTY OWNER AND ANY APPLICABLE REGULATORY AGENCIES.
2. THE CONSTRUCTION ACTIVITIES ANTICIPATED FOR THIS PROJECT INCLUDES GRADING, PAVING, AND UTILITY INSTALLATION.
3. THE APPROXIMATE TOTAL DISTURBED AREA OF THIS SITE IS 0.84 ACRES +/- ANY INCREASE IN THE APPROXIMATE TOTAL DISTURBED AREA SHALL BE APPROVED BY THE TOWN OF THOMPSON'S STATION PRIOR TO ADDITIONAL DISTURBANCE.
4. CONSTRUCTION SHALL BE SEQUENCED BY THE CONTRACTOR AS TO MINIMIZE EXPOSURE TIME OF CLEARED SURFACE AREAS. PERIMETER EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE AND FUNCTIONAL PRIOR TO EARTH MOVING OPERATIONS.
5. THE CONTRACTOR SHALL DESIGNATE IN WRITING THE NAME AND PHONE NUMBER OF THE PERSON(S) RESPONSIBLE FOR EROSION AND SEDIMENT CONTROLS AT THE SITE. THIS INFORMATION SHALL BE POSTED AT THE JOB SITE TRAILER, OR AT THE SITE CONSTRUCTION SIGN.
6. PRE-CONSTRUCTION VEGETATIVE GROUNDCOVER SHALL NOT BE REMOVED MORE THAN 14 DAYS PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES. ALL GRADED AREAS EXPECTED TO REMAIN UNFINISHED FOR MORE THAN 14 DAYS SHALL BE COVERED WITH TEMPORARY GRASS, SOD, STRAW, MULCH, OR FABRIC MATTING. STEEP SLOPES (GREATER THAN 35%) SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 7 DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. PERMANENT SOIL STABILIZATION SHALL BE INSTALLED WITHIN 15 DAYS OF THE ESTABLISHMENT OF FINAL GRADES.
7. THE CONTRACTOR SHALL MAINTAIN RECORDS OF EROSION AND SEDIMENT CONTROL FOR A PERIOD OF THREE YEARS AFTER COMPLETION OF CONSTRUCTION OR AS REQUIRED BY GOVERNING AUTHORITIES.
8. TEMPORARY SEEDING FOR THIS PROJECT SHALL UTILIZE TDOT, TDEC OR LOCAL STANDARDS UNLESS OTHERWISE INDICATED HEREON.
9. MULCHING SHALL CONSIST OF LOOSE HAY OR STRAW APPLIED AT A RATE OF 2 TONS PER ACRE. MULCH MUST BE CRIMPED INTO THE SOIL BY MECHANICAL MEANS. BROADCAST SPREADING OF MULCH IS NOT ACCEPTABLE.
10. SOIL STOCKPILES SHALL BE STABILIZED AND PROTECTED FROM EROSION. ALL STOCKPILES SHALL BE COVERED WITH TEMPORARY SEEDING AND PROTECTED WITH SILT FENCING.
11. FOR PERMANENT STABILIZATION OF ALL SLOPES 3:1 OR STEEPER, INSTALL TEMPORARY EROSION CONTROL BLANKET (TENSAR NORTH AMERICAN GREEN S150 OR APPROVED EQUAL) INSTALLED PER MANUFACTURERS' RECOMMENDATIONS SHALL BE USED IN PLACE OF STRAW MULCH.
12. THE LOCATION OF SOME OF THE EROSION CONTROL MEASURES MAY NEED TO BE ALTERED DUE TO CHANGING SITE CONDITIONS COMMENSURATE WITH PROGRESS OF THE WORK. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACCOMPLISH EROSION AND SEDIMENT CONTROL FOR ALL DRAINAGE PATTERNS CREATED AT VARIOUS STAGES OF CONSTRUCTION. ANY DIFFICULTY IN CONTROLLING EROSION DURING ANY PHASE OF CONSTRUCTION SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
13. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL A PERMANENT GROUND COVER IS ESTABLISHED. SEEDED AREAS MUST HAVE A MINIMUM 70% COVERAGE (ENGINEER WILL DETERMINE APPROXIMATE PERCENTAGE OF COVER) PRIOR TO REMOVAL OF THE TEMPORARY EROSION CONTROL DEVICES. FINAL SEEDING AND ESTABLISHMENT OF GROUNDCOVER SHALL BE APPLIED TO ANY AREA DISTURBED AS A RESULT OF THE REMOVAL OF THE EROSION CONTROL MEASURES.
14. CONTRACTOR SHALL PREPARE, IMPLEMENT, AND MAINTAIN A SPILL PREVENTION, CONTROL AND COUNTERMEASURES (SPCC) PLAN, AS A SEPARATE DOCUMENT OR AS A COMPONENT OF THE SWPPP, FOR ALL TANKS/CONTAINERS STORING ONSITE FUEL, CHEMICALS, OR OTHER POLLUTANTS CONSISTENT WITH THE REQUIREMENTS OF STATE NPDES RULES. EFFECTIVE MEASURES NECESSARY TO PREVENT SPILLS AND TO CLEAN UP SPILLS OF ANY TOXIC POLLUTANT, AS DOCUMENTED IN THE FACILITY'S SPCC PLAN, SHALL BE FULLY IMPLEMENTED. SOIL CONTAMINATED BY HAZARDOUS SUBSTANCES, PAINTS, FUEL, OR CHEMICAL SPILLS, SHALL BE IMMEDIATELY CLEANED UP, MANAGED, AND DISPOSED OF IN AN APPROVED MANNER. WHERE POTENTIAL SPILLS CAN OCCUR, MATERIALS HANDLING PROCEDURES SHALL BE SPECIFIED AND PROCEDURES FOR IMMEDIATE CLEANUP/REMEDIATION OF SPILLS SHALL BE DESCRIBED IN THE SPCC PLAN OR EMPLOYEE TRAINING EXACT LOCATION OF THE SPILL, COMPANY NAME AND LOCATION, THE MATERIAL SPILLED, THE ESTIMATED QUANTITY, THE SOURCE OF THE SPILL, THE CAUSE OF THE SPILL, THE NEAREST DOWNSTREAM WATER WITH THE POTENTIAL TO RECEIVE THE SPILL, AND THE ACTIONS BEING TAKEN FOR CONTAINMENT AND CLEANUP.
15. ALL EROSION AND SEDIMENT CONTROL DEVICES TO BE SELECTED, INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDEC SEDIMENT AND EROSION CONTROL HANDBOOK, LATEST EDITION.
16. WATER QUALITY BMPs SHALL NOT BE INSTALLED UNTIL BUILD IS NEAR COMPLETION TO PREVENT CONSTRUCTION SEDIMENT FROM ENTERING WATER QUALITY BMPs. WATER QUALITY AREAS SHALL NOT BE USED AS SEDIMENT BASINS DURING CONSTRUCTION. INSTALLER'S OF WATER QUALITY BMPs SHOULD FOLLOW ALL INSTALLATION GUIDELINES SET FORTH IN THE TOWN OF THOMPSON'S STATION BMP MANUAL LOCATED ON THE TOWN'S WEBSITE.
17. WATER QUALITY SIGNS SHALL BE PLACED WITHIN THE WATER QUALITY AREAS. THE SIGNS, MATERIALS, AND LABOR TO INSTALL WILL BE PROVIDED BY THE TOWN STAFF.

CONSTRUCTION SEQUENCE

1. INSTALL CONSTRUCTION ENTRANCE
2. INSTALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES
3. INSTALL WATER QUALITY BUFFER SIGNS, IF REQUIRED
4. CONTACT TOWN OF THOMPSON'S STATION AT 615-794-4333 FOR INSPECTION OF EROSION PREVENTION AND SEDIMENT CONTROL DEVICES AND TO OBTAIN A FULL GRADING PERMIT.
5. CLEAR, GRUB, AND GRADE THE SITE
6. CONSTRUCT REMAINDER OF SITE PER APPROVED PLANS INCLUDING INSTALLATION OF ALL ADDITIONAL EPSC MEASURES SHOWN ON THE PLANS OR AS DIRECTED BY THE EPSC INSPECTOR
7. UPON PERMANENT STABILIZATION OF THE SITE, REMOVE ALL TEMPORARY EROSION CONTROL DEVICES (SEE C3.2 EPSC PHASE II PLAN FOR POST CONSTRUCTION CLOSEOUT PROCESS).

EPSC DATA CHART:

BMP DESIGN RAIN EVENT: 5 YEAR, 24 HR STORM
LIMITS OF DISTURBANCE = ±0.62 ACRES

TDEC - NPDES NOC NOTE:

1. THE PROJECT ASSOCIATED WITH THESE PLANS IS NOTE REQUIRED TO BE COVERED UNDER TENNESSEE GENERAL STORM WATER PERMIT TNR100000 BECAUSE THE LIMITS OF DISTURBANCE IS LESS THAN 1.0 AC.

LEGEND

EROSION CONTROL MATTING

FINAL STABILIZATION

Know what's below.
Call before you dig.

REVISION #	DATE	DESCRIPTION
1	6/13/22	PER STAFF COMMENTS

BRANDON TYLER TIBBLIN
LICENSED
STATE OF TENNESSEE
05/20/22

SITE PLANS FOR:
TOLLGATE VET MIXED-USE BUILDING
2197 PORTSMOUTH DRIVE
TOWN OF THOMPSON'S STATION PROJECT #:731249
TOWN OF THOMPSON'S STATION
WILLIAMSON COUNTY, TENNESSEE

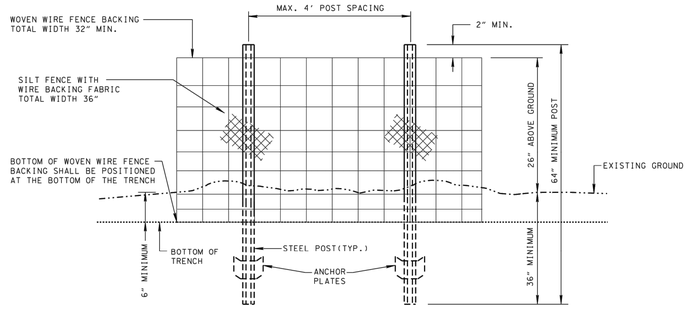
M2 GROUP
P.O. BOX 848
FRANKLIN, TN 37065
615.406.3415 / WWW.M2GROUPLLC.COM

FINAL EPSC PLAN

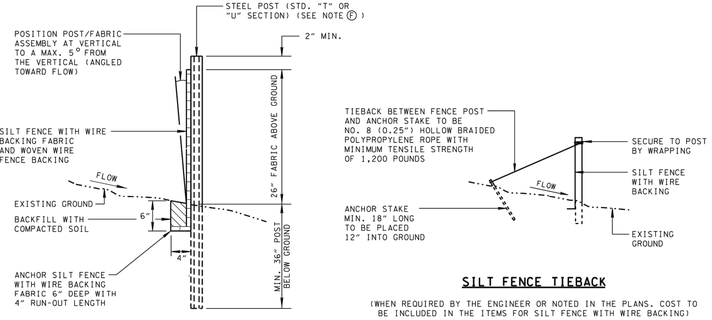
DATE : MAY, 2022
PROJECT NO. : 22-005
DRAWN BY : BTU
CHECKED BY : MWB

SHEET NUMBER:
C3.2

PORTSMOUTH - CD - FINAL EPSC PLAN.DWG / Friday, June 10, 2022 2:03:03 PM



ELEVATION VIEW



SECTIONAL VIEW

SILT FENCE TIEBACK

(WHEN REQUIRED BY THE ENGINEER OR NOTED IN THE PLANS. COST TO BE INCLUDED IN THE ITEMS FOR SILT FENCE WITH WIRE BACKING)

SILT FENCE
N.T.S.

SILT FENCE WITH WIRE BACKING FABRIC SPECIFICATIONS

FABRIC PROPERTY AND TEST METHODS	REQUIRED PHYSICAL PROPERTIES (MARV VALUES OF TEST DATA)
GEOTEXTILE FABRIC TYPE	WOVEN MONOFILAMENT
APPARENT OPENING SIZE (ASTM D4751)	#70 TO #100 STANDARD SIEVE
WATER FLUX (ASTM D4491)	≥ 18 GPM/FT^2
TENSILE STRENGTH (ASTM D4632)	≥ 310 LB. (WARP DIRECTION) X 200 LB. (FILL DIRECTION)
ULTRAVIOLET STABILITY (AFTER 500 HRS PER ASTM D4355)	≥ 90%
BURST STRENGTH (ASTM D3786)	≥ 400 PSI
PUNCTURE STRENGTH (ASTM D4833)	≥ 105 LB.
TRAPEZOIDAL TEAR (ASTM D4533)	≥ 100 LB. (WARP DIRECTION) X 60 LB. (FILL DIRECTION)

SILT FENCE WITH WIRE BACKING GENERAL NOTES

(A) SILT FENCE WITH WIRE BACKING IS USED TO INTERCEPT SMALL AMOUNTS OF SEDIMENT AND REDUCE VELOCITY FROM SHEET FLOW ONLY. USE SILT FENCE WITH WIRE BACKING UP-GRADIENT TO, AND ALONG THE PERIMETER OF STREAMS, WETLANDS, PONDS, SPRINGS, OR OTHER NATURAL WATER RESOURCES LOCATED WITHIN OR ADJACENT TO THE PROJECT RIGHT-OF-WAY AND AT LARGE FILL SLOPES.

(B) THE MAXIMUM DRAINAGE AREA SIZE FOR CONTINUOUS SILT FENCE WITH BACKING SHALL BE 1 ACRE PER 150 LINEAR FEET OF FENCE LENGTH. MAXIMUM SLOPE LENGTH BEHIND FENCE ON UPSLOPE SIDE SHALL BE 290 FEET (AS MEASURED ALONG THE GROUND SURFACE).

(C) WHEN INSTALLED AT THE TOE OF A SLOPE SILT FENCE WITH WIRE BACKING SHOULD BE PLACED 5 FEET TO 10 FEET AWAY FROM THE TOE TO ALLOW SPACE FOR PONDING OF WATER, COLLECTION OF SEDIMENT, AND EASE OF MAINTENANCE AND REMOVAL.

(D) WHEN TWO SECTIONS OF SILT FENCE WITH WIRE BACKING FABRIC ADJOIN EACH OTHER, THEY SHALL BE JOINED ACCORDING TO THE DETAILS ON STANDARD DRAWING EC-STR-3E.

(E) MAINTENANCE SHALL BE PERFORMED AS NEEDED; CAPTURED SOIL MATERIAL SHALL BE REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE AND/OR WHEN EVIDENCE OF FILTER CLOGGING IS OBSERVED.

(F) STEEL POSTS SHALL BE ROLLED FROM HIGH CARBON STEEL AND SHALL HAVE A MINIMUM WEIGHT OF 1.25 LB/FT. POSTS SHALL BE HOT-DIPPED GALVANIZED OR PAINTED WITH HIGH GRADE WEATHER RESISTANT STEEL PAINT. STEEL POSTS SHALL BE EQUIPPED WITH AN ANCHOR PLATE HAVING A MINIMUM AREA OF 14 SQUARE INCHES. POSTS SHALL BE STUDDED, EMBOSSED, OR PUNCHED TO AID IN THE ATTACHMENT OF THE WIRE BACKING. POSTS AND ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A702.

(G) STEEL POSTS SHALL HAVE A PROJECTION FOR FASTENING WIRE TO THEM. WOVEN WIRE FENCE BACKING TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES. THE WIRE FASTENERS SHOULD BE EVENLY SPACED WITH AT LEAST SIX PER POST.

(H) FABRIC SHALL BE FASTENED SECURELY TO WOVEN WIRE FENCE BACKING WITH THE TIES SPACED EVERY 24 INCHES ALONG TOP AND MIDSECTION.

(I) WOVEN WIRE FENCE BACKING SHALL MEET THE REQUIREMENTS FOR ASTM A-116 FOR NO. 11 FARM, DESIGN NO. 832-6-11, CLASS 3 COATING.

(J) SILT FENCE WITH BACKING SHOULD BE PLACED ALONG OR NEAR THE GROUND CONTOUR. THE BOTTOM OF FENCE AT GROUNDLINE SHOULD BE ON A ZERO PERCENT (0%) GRADE, PLUS OR MINUS FIVE TENTHS OF ONE PERCENT (±0.5%). THE END OF A ROW OF SILT FENCE WITH WIRE BACKING SHOULD BE TURNED UP SLOPE FORMING A J-HOOK TO FILTER ANY CONCENTRATED FLOW BEHIND FENCE.

(K) FOR TRENCH-BASED INSTALLATIONS, SILT FENCING WITH WIRE BACKING SHALL BE INSTALLED PER THE FOLLOWING STEPS AND IN THE FOLLOWING ORDER:

- EXCAVATE TRENCH A MAXIMUM OF 4 INCHES WIDE AND 6 INCHES DEEP. THE TRENCH SHALL BE HAND-CLEANED FOLLOWING EXCAVATION TO REMOVE BULKY DEBRIS SUCH AS ROCKS, STICKS, AND SOIL CLODS FROM THE TRENCH.
- DRIVE AND SET SUPPORT POSTS PER SPACING REQUIREMENTS GIVEN ON THE APPLICABLE FENCE DETAIL.
- ATTACH WOVEN WIRE FENCE BACKING TO POSTS AND FABRIC TO THE WIRE BACKING USING WIRE TIES. SPACING AND DENSITY OF TIES SHALL BE INSTALLED ACCORDING TO NOTES G AND H
- INSTALL FABRIC IN TRENCH.
- BACKFILL TRENCH (OVER-FILL) WITH SOIL PLACED AROUND FABRIC.
- COMPACT SOIL BACKFILL WITH MECHANICAL EQUIPMENT. DO NOT DAMAGE THE FABRIC DURING COMPACTION (DAMAGED FABRIC SHALL BE REPLACED).

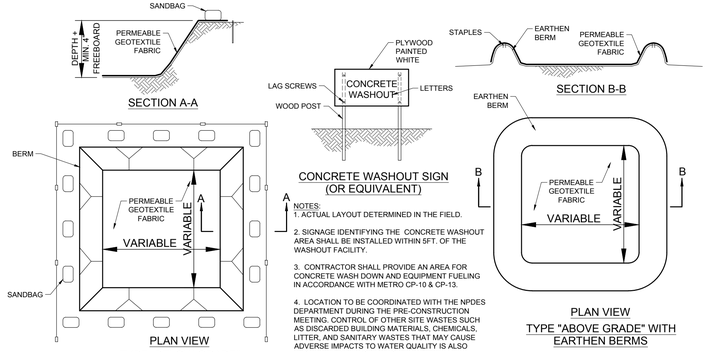
(L) ONLY SILT FENCE WITH WIRE BACKING FABRIC LISTED ON THE QUALIFIED PRODUCTS LIST MAY BE USED. ANY PRODUCTS LISTED ON THE QUALIFIED PRODUCTS LIST AS AN APPROVED ALTERNATE MAY ALSO BE USED.

(M) SILT FENCE WITH WIRE BACKING SHALL BE PAID FOR UNDER THE FOLLOWING ITEM NUMBER:

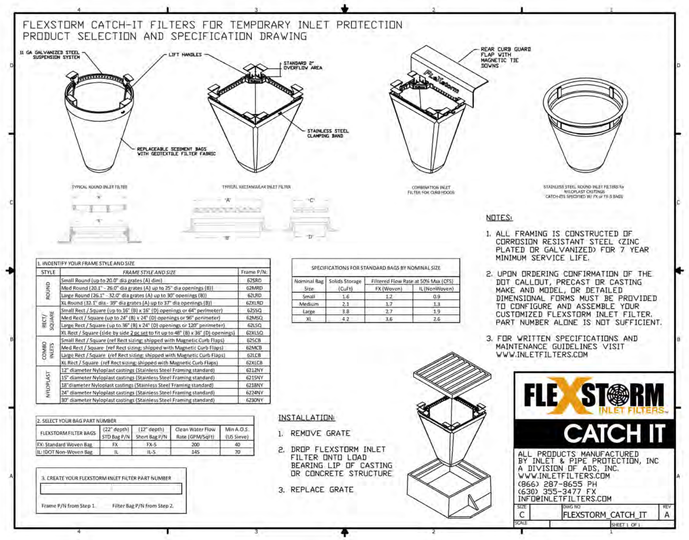
209-08.02 TEMPORARY SILT FENCE (WITH BACKING) PER LINEAR FOOT

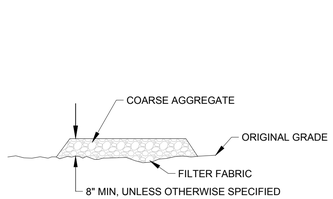
PAYMENT SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY FOR CONSTRUCTION, MAINTENANCE, AND REMOVAL OF THE SILT FENCE WITH WIRE BACKING.

(N) SEDIMENT SHALL BE REMOVED FROM BEHIND THE SILT FENCE WITH WIRE BACKING WHEN IT HAS ACCUMULATED TO ONE-HALF THE ORIGINAL HEIGHT OF THE STRUCTURE AND PAID FOR UNDER ITEM NUMBER 209-05, SEDIMENT REMOVAL PER CUBIC YARD.

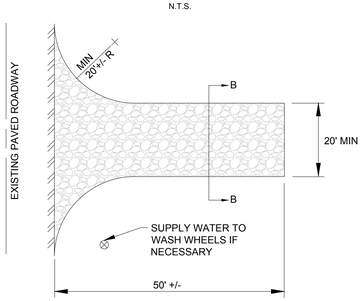


CONCRETE WASHOUT AREA
N.T.S.



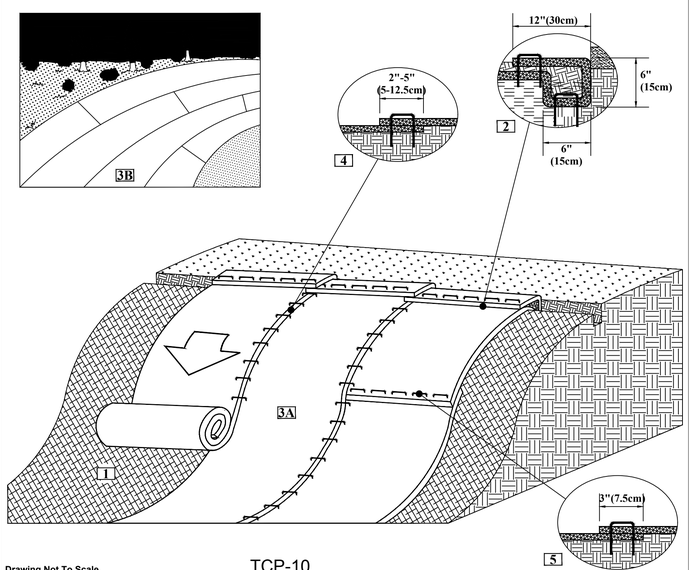


SECTION B-B
N.T.S.



PLAN VIEW
N.T.S.

STABILIZED CONSTRUCTION ENTRANCE (TCP-03)
N.T.S.



Drawing Not To Scale

TCP-10

SLOPE INSTALLATION DETAIL

1. Prepare soil before installing rolled erosion control products (RECPs), including any necessary application of lime, fertilizer, and seed.
2. Begin at the top of the slope by anchoring the RECPs in a 6"(15cm) deep X 6"(15cm) wide trench with approximately 12" (30cm) of RECPs extended beyond the up-slope portion of the trench. Anchor the RECPs with a row of staples/stakes approximately 12" (30cm) apart in the bottom of the trench. Backfill and compact the trench after stapling. Apply seed to the compacted soil and fold the remaining 12"(30cm) portion of RECPs back over the seed and compacted soil. Secure RECPs over compacted soil with a row of staples/stakes spaced approximately 12"(30cm) apart across the width of the RECPs.
3. Roll the RECPs (A) down or (B) horizontally across the slope. RECPs will unroll with appropriate side against the soil surface. All RECPs must be securely fastened to soil surface by placing staples/stakes in appropriate locations as shown in the staple pattern guide.
4. The edges of parallel RECPs must be stapled with approximately 2" - 5" (5-12.5cm) overlap depending on the RECPs type.
5. Consecutive RECPs spliced down the slope must be end over end (Shingle style) with an approximate 3"(7.5cm) overlap. Staple through overlapped area, approximately 12"(30cm) apart across entire RECPs width.

*NOTE:
In loose soil conditions, the use of staple or stake lengths greater than 6"(15cm) may be necessary to properly secure the RECP's.

Disclaimer:
The information presented herein is general design information only. For specific applications, consult an independent professional for further design guidance.

Drawn on: 3-16-11

REVISION #	DATE	DESCRIPTION
1	6/13/22	PER STAFF COMMENTS

BRANDON TYLER TIBBLIN — LICENSED PROFESSIONAL ENGINEER — STATE OF TENNESSEE
05/20/22

SITE PLANS FOR:
TOLLGATE VET MIXED-USE BUILDING
2197 PORTSMOUTH DRIVE
TOWN OF THOMPSON'S STATION PROJECT #731249
TOWN OF THOMPSON'S STATION
WILLIAMSON COUNTY, TENNESSEE

MTA GROUP
P.O. BOX 848
FRANKLIN, TN 37065
615.406.3415 / WWW.MTAGROUPLLC.COM

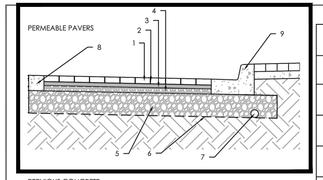
GRADING & EPSC DETAILS

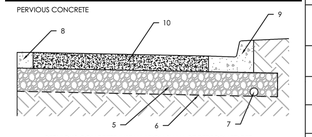
DATE: MAY, 2022 | DRAWN BY: BTU | CHECKED BY: MWB
PROJECT NO.: 22-005

SHEET NUMBER:
C3.3

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

PORTSMOUTH - CD - GRADING AND EPSC DETAILS.DWG / Friday, June 10, 2022 2:03:17 PM





PERVIOUS CONCRETE INSTALLATION SHALL BE PERFORMED PER ACI 522.1-13: SPECIFICATION FOR PERVIOUS CONCRETE PAVEMENT.

1	3 1/8" THICKNESS CONCRETE PAVERS 8,000 PSI STRENGTH
2	1/4" JOINTS NO. 8 STONE
3	2" BEDDING COURSE NO. 8 AGGREGATE
4	3" OPEN-GRADED BASE NO. 57 STONE
5	+/- 27" STONE SUBBASE NO. 2 STONE
6	GEOTEXTILE FILTER FABRIC U.S. FABRIC INC. 200 NON-WOVEN (ENVIRONMENTAL) (OR APPROVED EQUAL)
7	4" OR 6" P.V.C. UNDERDRAIN
8	RIBBON CURB (SEE C.O.F. STANDARD CURB DETAIL)
9	STANDARD C.O.F. CURB AS SPECIFIED ON PLANS
10	PERVIOUS CONCRETE PER ACI STANDARD

1. EXCAVATORS SHALL TO WORK FROM THE OUTSIDE THE GIP FOOTPRINT. EXCAVATED AREAS SHALL NOT BE COMPACTED OR LOADED IN ANY WAY AS TO CAUSE SOIL COMPACTION.
2. DURING EXCAVATION, MOIST CONDITIONS MAY CAUSE FINES TO CLOG THE NATIVE SOIL SURFACE OF THE FACILITY. IF THE NATIVE SOIL HAS BEEN EXPOSED TO RAINFALL OR IF SMEARING OCCURS, HAND RAKE THE SURFACE TO A DEPTH OF 3" TO RESTORE INFILTRATION CAPACITY.
3. DURING CONSTRUCTION PHASE, CONTRACTOR SHALL DIVERT RUNOFF FLOW AROUND THE GIP AREAS TO ENSURE SEDIMENT DOES NOT ENTER.
4. RECYCLED MATERIAL IS NOT APPROVED FOR USE IN GIP FACILITIES.
5. UTILITIES, INCLUDING IRRIGATION ARE PROHIBITED WITHIN THE GIP FOOTPRINT.

CONSTRUCTION SEQUENCING:

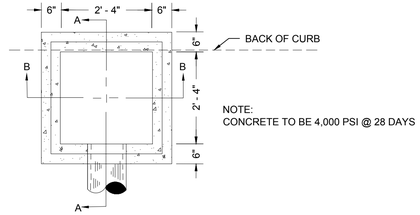
1. CONSTRUCT STORMWATER RUNOFF DIVERSIONS.
2. EXCAVATE GIP AREAS.
3. SCARIFY SUBGRADE BY RIPPING THE BOTTOM SOILS TO A DEPTH OF 12 INCHES PRIOR TO STONE PLACEMENT.
4. SCHEDULE GIP INSPECTION WITH CITY STORMWATER INSPECTOR AT (615) 791-3218.
5. INSTALL PERMEABLE GEOTEXTILE FABRIC.
6. INSTALL STONE SUBBASE AND UNDERDRAINS. CONNECT UNDERDRAIN TO OUTLET STRUCTURE.
7. SCHEDULE GIP INSPECTION WITH CITY STORMWATER INSPECTOR AT (615) 791-3218.
8. INSTALL ADDITIONAL STONE AND FLAG THE UNDERDRAIN (3 FT EACH SIDE).
9. A SMALL BOBCAT LOADER MAY BE USED FOR PLACEMENT OF ADDITIONAL SECTIONS AVOIDING THE UNDERDRAIN PIPE INSTALLATIONS.
10. INSTALL CURBING AND BEDDING LAYER.
11. SCHEDULE GIP INSPECTION WITH CITY STORMWATER INSPECTOR AT (615) 791-3218.
12. INSTALL PAVERS.

N.T.S.

PERVIOUS PAVERS
TITLE

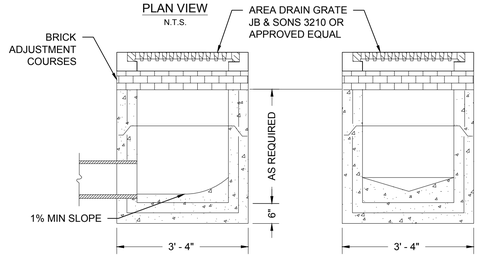
CITY OF FRANKLIN ENGINEERING
109 THIRD AVE SOUTH
FRANKLIN, TN 37064

GIP-03 DWG.NO.	DIRECTOR OF ENGINEERING	7/22/19 DATE
07/22/2019 EFFECTIVE DATE	STORMWATER COORDINATOR	7/22/19 DATE



PLAN VIEW
N.T.S.

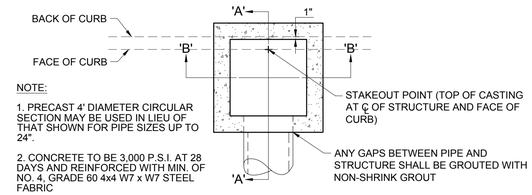
NOTE:
CONCRETE TO BE 4,000 PSI @ 28 DAYS



SECTION A-A
N.T.S.

SECTION B-B
N.T.S.

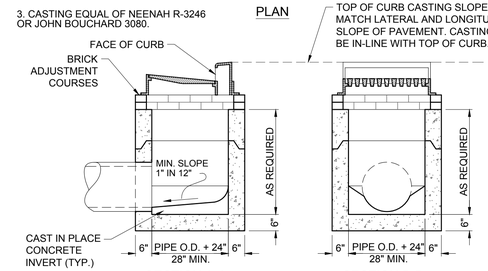
SINGLE INLET
N.T.S.



NOTE:

1. PRECAST 4' DIAMETER CIRCULAR SECTION MAY BE USED IN LIEU OF THAT SHOWN FOR PIPE SIZES UP TO 24".
2. CONCRETE TO BE 3,000 P.S.I. AT 28 DAYS AND REINFORCED WITH MIN. OF NO. 4, GRADE 60 4x4 W7 x W7 STEEL FABRIC
3. CASTING EQUAL OF NEENAH R-3246 OR JOHN BOUCHARD 3080.

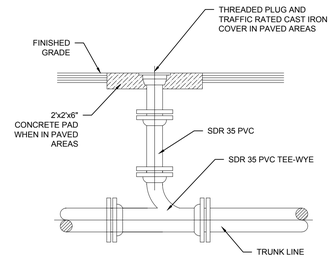
PLAN



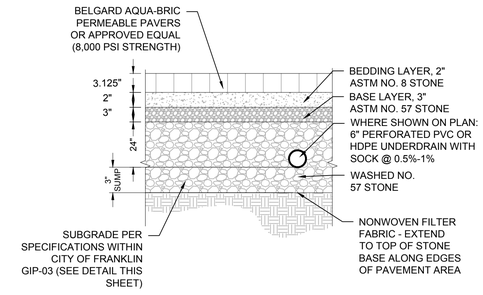
SECTION A-A

SECTION B-B

SINGLE PRECAST CURB INLET
N.T.S.



STORMWATER CLEANOUT
N.T.S.



PERMEABLE PAVERS
N.T.S.

NOTE: PAVER PRODUCT SHALL MEET ALL TOWN OF THOMPSON'S STATION SPECIFICATIONS. PAVERS DESIGNED AND SHOWN ARE CAPABLE OF SUPPORTING THE FULL WEIGHT OF THE FIRE DEPARTMENT APPARATUS (60,000 LBS MIN.)

Know what's below.
Call before you dig.

REVISION #	DATE	DESCRIPTION
1	6/13/22	PER STAFF COMMENTS

BRANDON TYLER HELTON
LICENSED LANDSCAPE ARCHITECT
STATE OF TENNESSEE
05/20/22

SITE PLANS FOR:
TOLLGATE VET MIXED-USE BUILDING
2197 PORTSMOUTH DRIVE
TOWN OF THOMPSON'S STATION PROJECT #731249
TOWN OF THOMPSON'S STATION
WILLIAMSON COUNTY, TENNESSEE

M2 GROUP
P.O. BOX 848
FRANKLIN, TN 37065
615.406.3415 / WWW.M2GROUPLLC.COM

GRADING & EPSC DETAILS

DRAWN BY : BTU
CHECKED BY : MWB
DATE : MAY, 2022
PROJECT NO. : 22-005

SHEET NUMBER:
C3.4

REVISION #	DATE	DESCRIPTION
1	6/13/22	PER STAFF COMMENTS

TYLER UBELHOR — LICENSED PROFESSIONAL ENGINEER — STATE OF TENNESSEE — 105/20/22

SITE PLANS FOR:
TOLLGATE VET MIXED-USE BUILDING
2197 PORTSMOUTH DRIVE
TOWN OF THOMPSON'S STATION PROJECT # 21249
TOWN OF THOMPSONS STATION
WILLIAMSON COUNTY, TENNESSEE

MP GROUP
P.O. BOX 848
FRANKLIN, TN 37065
615.406.3415 / WWW.MZGROUPLLC.COM

DATE : MAY, 2022	DRAWN BY : BTU
PROJECT NO. : 22-005	CHECKED BY : MWB

ROW & ACCESS PLAN

SHEET NUMBER **C4.0**

GRAPHIC SCALE 0 10' 20'

Know what's below. Call before you dig.

VEHICLE MOVEMENT APPARATUS
N.T.S.

Hino 338 M + Wayne Royal GT14 Refuse Truck
Overall Length 27.883ft
Overall Width 8.042ft
Overall Body Height 10.468ft
Min Body Ground Clearance 1.316ft
Track Width 8.042ft
Lock-to-Lock time 6.000
Curb to Curb Turning Radius 27.400ft

27.883 17.083 3.383

PORTSMOUTH DR. (60' R/W)
(MINOR COLLECTOR)

OMM ESMT (PB 74, PG 93)

S66° 15' 06"E 128.52'

12' M.B.S.L.

PROPOSED ±5,000 SF
COMMERCIAL BUILDING
FFE: ±741.70

20.4A
2201

20.4B
2197

TRASH TRUCK MOVEMENT, TYP.

S23° 47' 50"W 264.44'

S23° 44' 54"W 224.64'

3' P.T.E.

5' M.B.S.L.

MT (PB 74, PG 93)

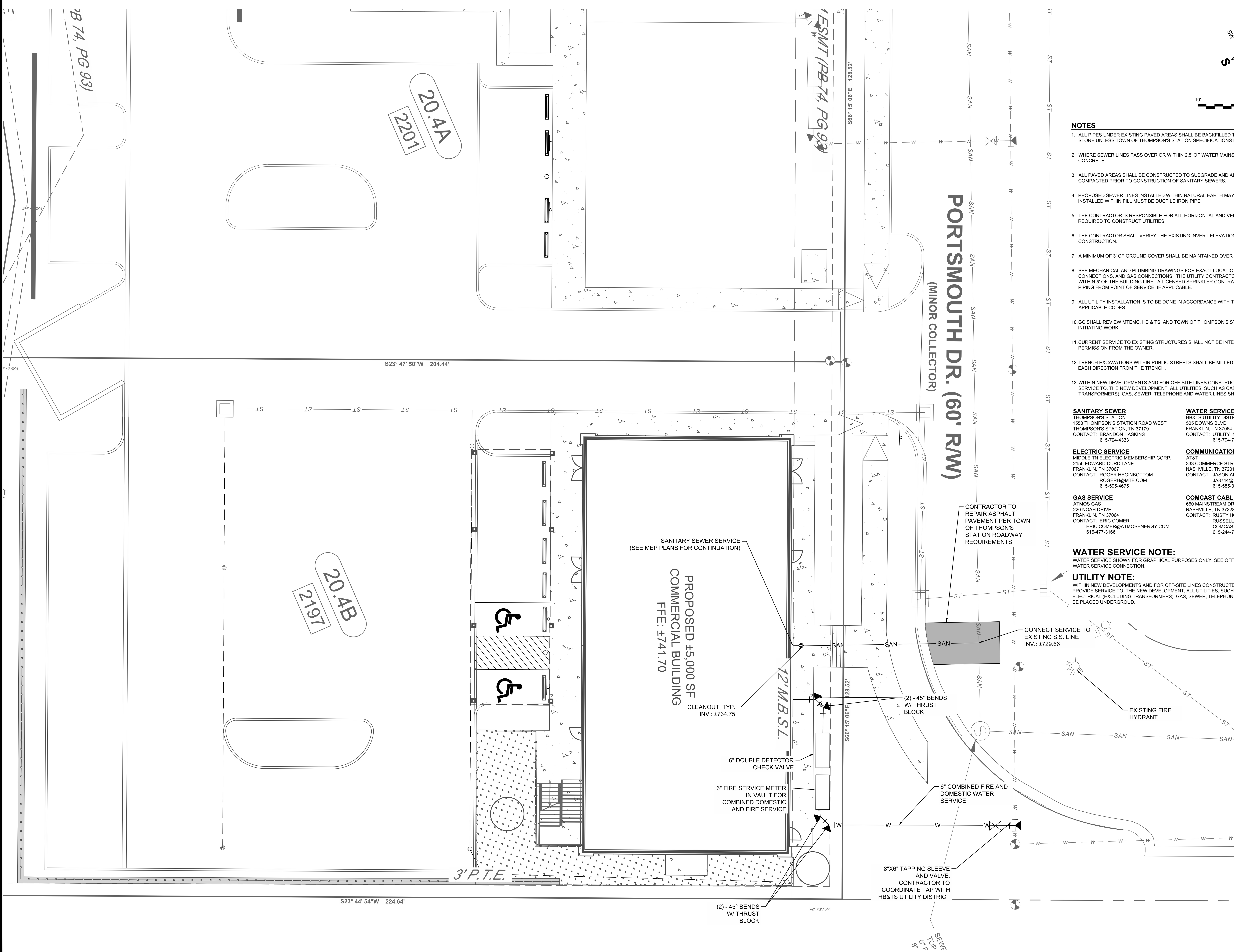
P.T.E.

N75° 05' 39"W 92.04'

N57° 19' 54"W 130.27'

OHE

PORTSMOUTH - CD - ROW AND ACCESS PLAN.DWG / Friday, June 10, 2022 2:03:45 PM



10' 0 10' 20'
GRAPHIC SCALE

NOTES

1. ALL PIPES UNDER EXISTING PAVED AREAS SHALL BE BACKFILLED TO TOP OF SUBGRADE WITH CRUSHED STONE UNLESS TOWN OF THOMPSON'S STATION SPECIFICATIONS REQUIRE FLOWABLE FILL.
2. WHERE SEWER LINES PASS OVER OR WITHIN 2.5' OF WATER MAINS, THE SEWER SHALL BE ENCASED IN CONCRETE.
3. ALL PAVED AREAS SHALL BE CONSTRUCTED TO SUBGRADE AND ALL PROPOSED FILLS SHALL BE MADE AND COMPACTED PRIOR TO CONSTRUCTION OF SANITARY SEWERS.
4. PROPOSED SEWER LINES INSTALLED WITHIN NATURAL EARTH MAY BE SDR 35 PVC. PROPOSED SEWER LINES INSTALLED WITHIN FILL MUST BE DUCTILE IRON PIPE.
5. THE CONTRACTOR IS RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL BENDS, JOINTS, AND FITTINGS REQUIRED TO CONSTRUCT UTILITIES.
6. THE CONTRACTOR SHALL VERIFY THE EXISTING INVERT ELEVATIONS OF SANITARY SEWERS PRIOR TO CONSTRUCTION.
7. A MINIMUM OF 3' OF GROUND COVER SHALL BE MAINTAINED OVER ALL PROPOSED SANITARY SEWER MAINS.
8. SEE MECHANICAL AND PLUMBING DRAWINGS FOR EXACT LOCATIONS OF SEWER CONNECTIONS, WATER CONNECTIONS, AND GAS CONNECTIONS. THE UTILITY CONTRACTOR IS TO INSTALL PROPOSED UTILITIES TO WITHIN 5' OF THE BUILDING LINE. A LICENSED SPRINKLER CONTRACTOR MUST INSTALL SPRINKLER SYSTEM PIPING FROM POINT OF SERVICE, IF APPLICABLE.
9. ALL UTILITY INSTALLATION IS TO BE DONE IN ACCORDANCE WITH THE LOCAL STANDARDS OR OTHER APPLICABLE CODES.
10. GC SHALL REVIEW MTEMC, HB & TS, AND TOWN OF THOMPSON'S STATION SPECIFICATIONS PRIOR TO INITIATING WORK.
11. CURRENT SERVICE TO EXISTING STRUCTURES SHALL NOT BE INTERRUPTED WITHOUT ADVANCED WRITTEN PERMISSION FROM THE OWNER.
12. TRENCH EXCAVATIONS WITHIN PUBLIC STREETS SHALL BE MILLED AND OVERLAID A MINIMUM OF 50 FEET IN EACH DIRECTION FROM THE TRENCH.
13. WITHIN NEW DEVELOPMENTS AND FOR OFF-SITE LINES CONSTRUCTED AS A RESULT OF, OR TO PROVIDE SERVICE TO, THE NEW DEVELOPMENT, ALL UTILITIES, SUCH AS CABLE TELEVISION, ELECTRICAL (EXCLUDING TRANSFORMERS), GAS, SEWER, TELEPHONE AND WATER LINES SHALL BE PLACED UNDERGROUND.

SANITARY SEWER
THOMPSON'S STATION
1550 THOMPSON'S STATION ROAD WEST
THOMPSON'S STATION, TN 37179
CONTACT: BRANDON HASKINS
615-794-4333

WATER SERVICE
HB&TS UTILITY DISTRICT
505 DOWNS BLVD
FRANKLIN, TN 37064
CONTACT: UTILITY INSPECTOR
615-794-7796

ELECTRIC SERVICE
MIDDLE TN ELECTRIC MEMBERSHIP CORP.
2156 EDWARD CURD LANE
FRANKLIN, TN 37067
CONTACT: ROGER HEGINBOTTOM
ROGERH@MTE.COM
615-595-4675

COMMUNICATION SERVICE
AT&T
333 COMMERCE STREET, ROOM 23C10
NASHVILLE, TN 37201
CONTACT: JASON ARMES
JA8744@ATT.COM
615-585-3878

GAS SERVICE
ATMOS GAS
220 NOAH DRIVE
FRANKLIN, TN 37064
CONTACT: ERIC COMER
ERIC.COMER@ATMOSENERGY.COM
615-477-3166

COMCAST CABLE
660 MAINSTREAM DRIVE
NASHVILLE, TN 37228
CONTACT: RUSTY HOLLOWAY
RUSSELL_HOLLOWAY@
COMCAST.COM
615-244-7462 x1115471

WATER SERVICE NOTE:

WATER SERVICE SHOWN FOR GRAPHICAL PURPOSES ONLY. SEE OFFICIAL HB & TS PLANS FOR WATER SERVICE CONNECTION.

UTILITY NOTE:

WITHIN NEW DEVELOPMENTS AND FOR OFF-SITE LINES CONSTRUCTED AS A RESULT OF, OR TO PROVIDE SERVICE TO, THE NEW DEVELOPMENT, ALL UTILITIES, SUCH AS CABLE TELEVISION, ELECTRICAL (EXCLUDING TRANSFORMERS), GAS, SEWER, TELEPHONE, AND WATER LINES SHALL BE PLACED UNDERGROUD.

Know what's below.
Call before you dig.

REVISION #	DATE	DESCRIPTION
1	6/13/22	PER STAFF COMMENTS

BRANDON TYLER UBELHOR
STATE OF TENNESSEE
05/20/22

SITE PLANS FOR:
TOLLGATE VET MIXED-USE BUILDING
TOWN OF THOMPSON'S STATION PROJECT # 73249
2197 PORTSMOUTH DRIVE
TOWN OF THOMPSON'S STATION
WILLIAMSON COUNTY, TENNESSEE

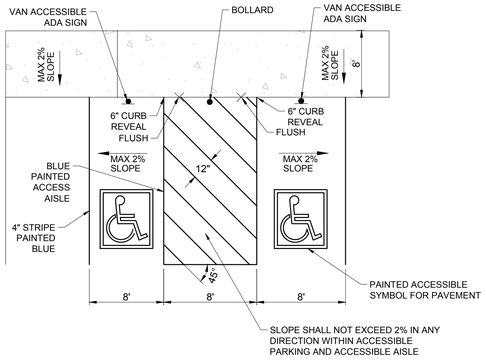
M2 GROUP
P.O. BOX 848
FRANKLIN, TN 37065
615.406.3415 / WWW.M2GROUPLLC.COM

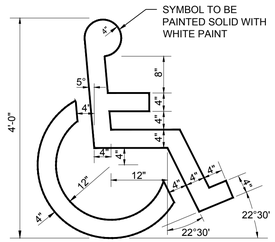
SITE UTILITY PLAN

DATE :	MAY, 2022
PROJECT NO. :	22-005
DRAWN BY :	BTU
CHECKED BY :	MWB

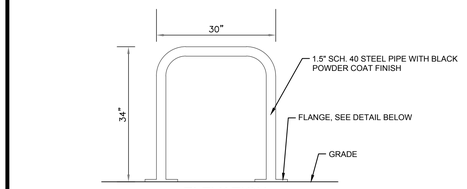
SHEET NUMBER:
C5.0

PORTSMOUTH - CD - UTILITY PLAN.DWG / Friday, June 10, 2022 2:24:02 PM

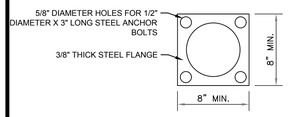




ADA PARKING DETAILS
N.T.S.



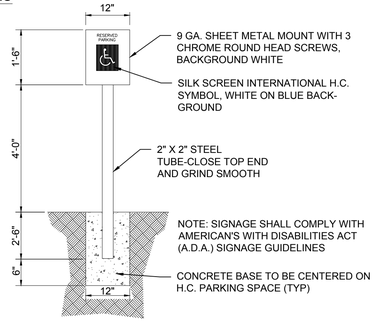
ELEVATION



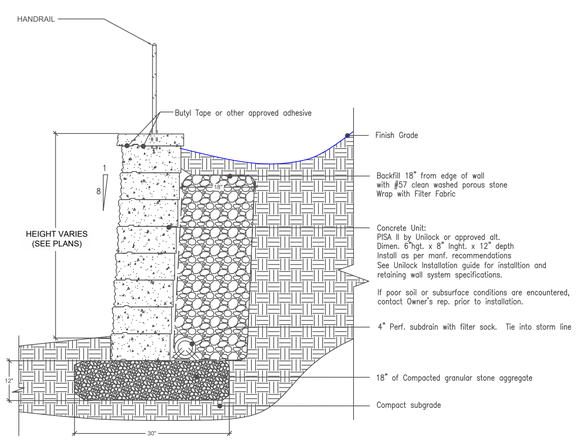
FLANGE DETAIL

NOTES:
1. PRE-DRILLED STEEL FLANGE SHALL BE WELDED TO THE BOTTOM OF EACH LEG BEFORE THE FINAL FINISH IS APPLIED.
2. EACH BOLT TO BE POWDER COATED OR PAINTED TO MATCH BIKE RACK FINISH.

BIKE RACK DETAIL
N.T.S.

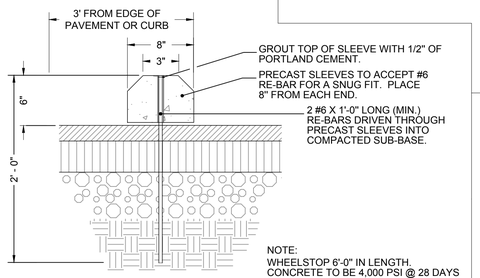


ACCESSIBLE PARKING SIGN & SYMBOL
N.T.S.

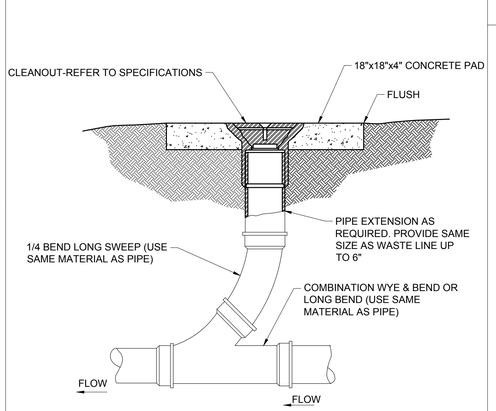


SEGMENTAL BLOCK RETAINING WALL ILLUSTRATIVE CROSS-SECTION
FOR ILLUSTRATIVE PURPOSES ONLY, NOT TO BE USED FOR CONSTRUCTION
NO SCALE

NOTE: A FORMAL WALL SUBMITTAL PREPARED BY A LICENSED PROFESSIONAL WILL BE SUBMITTED WITH GUARDRAIL/FENCE DETAILS PRIOR TO OBTAINING A BUILDING PERMIT.

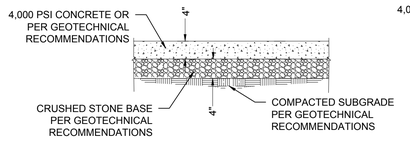


CONCRETE WHEELSTOP
N.T.S.



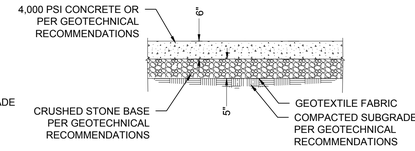
SANITARY CLEANOUT
N.T.S.

NOTE:
EXPANSION JOINTS ARE TO BE SPACED 25' TO 30' APART DEPENDING ON TRANSVERSE JOINT MARKINGS.



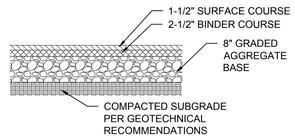
CONCRETE SIDEWALK SECTION
N.T.S.

NOTE:
EXPANSION JOINTS ARE TO BE SPACED 25' TO 30' APART DEPENDING ON TRANSVERSE JOINT MARKINGS.



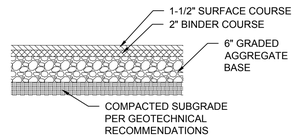
CONCRETE PAVEMENT SECTION
N.T.S.

NOTE:
1. REFER TO THE GEOTECHNICAL REPORT FOR AREAS HEAVY DUTY ASPHALT IS TO BE USED.

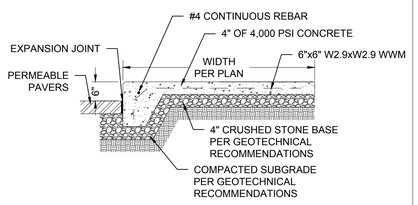


HEAVY DUTY ASPHALT PAVEMENT SECTION
N.T.S.

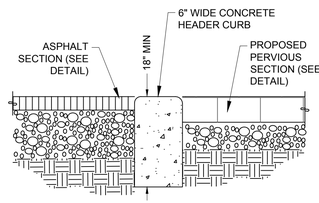
NOTE:
REFER TO THE GEOTECHNICAL REPORT FOR AREAS LIGHT DUTY ASPHALT IS TO BE USED.



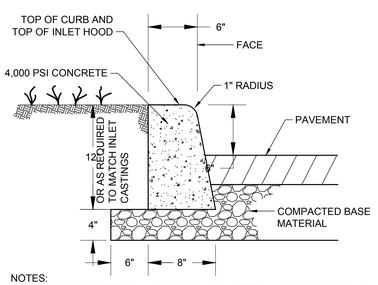
LIGHT DUTY ASPHALT PAVEMENT SECTION
N.T.S.



INTEGRAL CONCRETE CURB AND WALK
N.T.S.



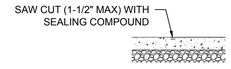
RIBBON CURB ALONG PERVIOUS TO ASPHALT TRANSITION
N.T.S.



NOTES:
1. CURB AND GUTTER SHALL BE CONSTRUCTED IN 10 FOOT LENGTHS, OR EXTRUDED AND THEN SAWCUT AT 10 FOOT INTERVALS TO A DEPTH OF 1.75".
2. ½" EXPANSION JOINTS SHALL BE PROVIDED AT INTERVALS NOT TO EXCEED 30 FEET, AT THE ENDS OF RETURNS, AND AT ALL POINTS WHERE THE NEW CURB AND GUTTER ABUTS OTHER CONCRETE STRUCTURES OR INLET CASTINGS.
3. 10' LONG TRANSITIONS SHALL BE PROVIDED BETWEEN NORMAL GUTTER AND PITCHED GUTTER, UNLESS OTHERWISE NOTED ON THE PAVING PLANS.
4. ALL CONCRETE SHALL BE 4,000 PSI (TYP.)

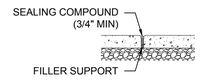
CONCRETE POST CURB
N.T.S.
POST CURB TO BE USED ON INTERIOR PAVEMENT ISLANDS ONLY

NOTE:
REFER TO THE GEOTECHNICAL REPORT FOR ADDITIONAL RECOMMENDATIONS .

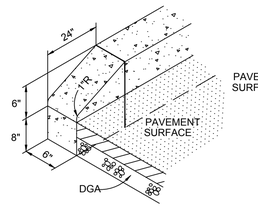


CONTROL JOINT
N.T.S.

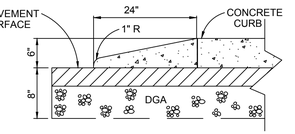
NOTE:
30' MAXIMUM SPACING.

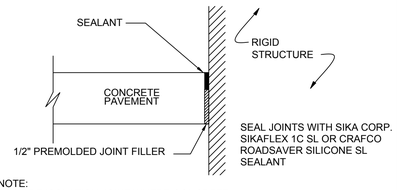


EXPANSION JOINT
N.T.S.



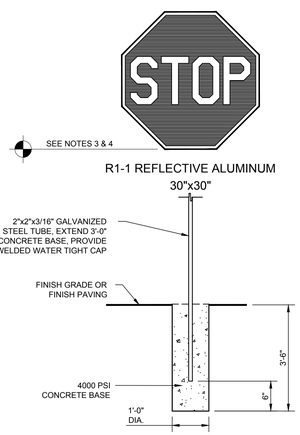
CURB TAPER
N.T.S.





NOTE:
PROVIDE ISOLATION JOINT WHERE CONCRETE PAVEMENT ABUTS A RIGID STRUCTURE.

ISOLATION JOINT
N.T.S.



STOP SIGN
NOT TO SCALE

NOTES:
1. SET POSTS IN CONCRETE TO A MINIMUM DEPTH OF 36". SIGN PANELS SHALL BE 0.100 ALUMINUM WITH RAISED OR SILKSCREEN COPY.
2. FOR POST MOUNTING, USE NON-CORROSIVE 3/8" MACHINE BOLTS W/ WASHERS, 2 PER SIGN; OR IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
3. ALL SIGNAGE IS TO BE INSTALLED WITH THE BOTTOM EDGE OF THE LOWEST SIGN AT LEAST 60" ABOVE FINISHED GRADE, WHERE NO PEDESTRIAN TRAFFIC IS POSSIBLE.
4. ALL SIGNAGE IS TO BE INSTALLED WITH THE BOTTOM EDGE OF THE LOWEST SIGN AT LEAST 84", WHERE PEDESTRIAN TRAFFIC IS POSSIBLE.
5. STOP SIGN TO BE HIGH INTENSITY GRADE.

Know what's below. Call before you dig.

REVISION #	DATE	DESCRIPTION
1	6/13/22	PER STAFF COMMENTS

BRANDON TYLER THELHORN LICENSED PROFESSIONAL ENGINEER STATE OF TENNESSEE
05/20/22

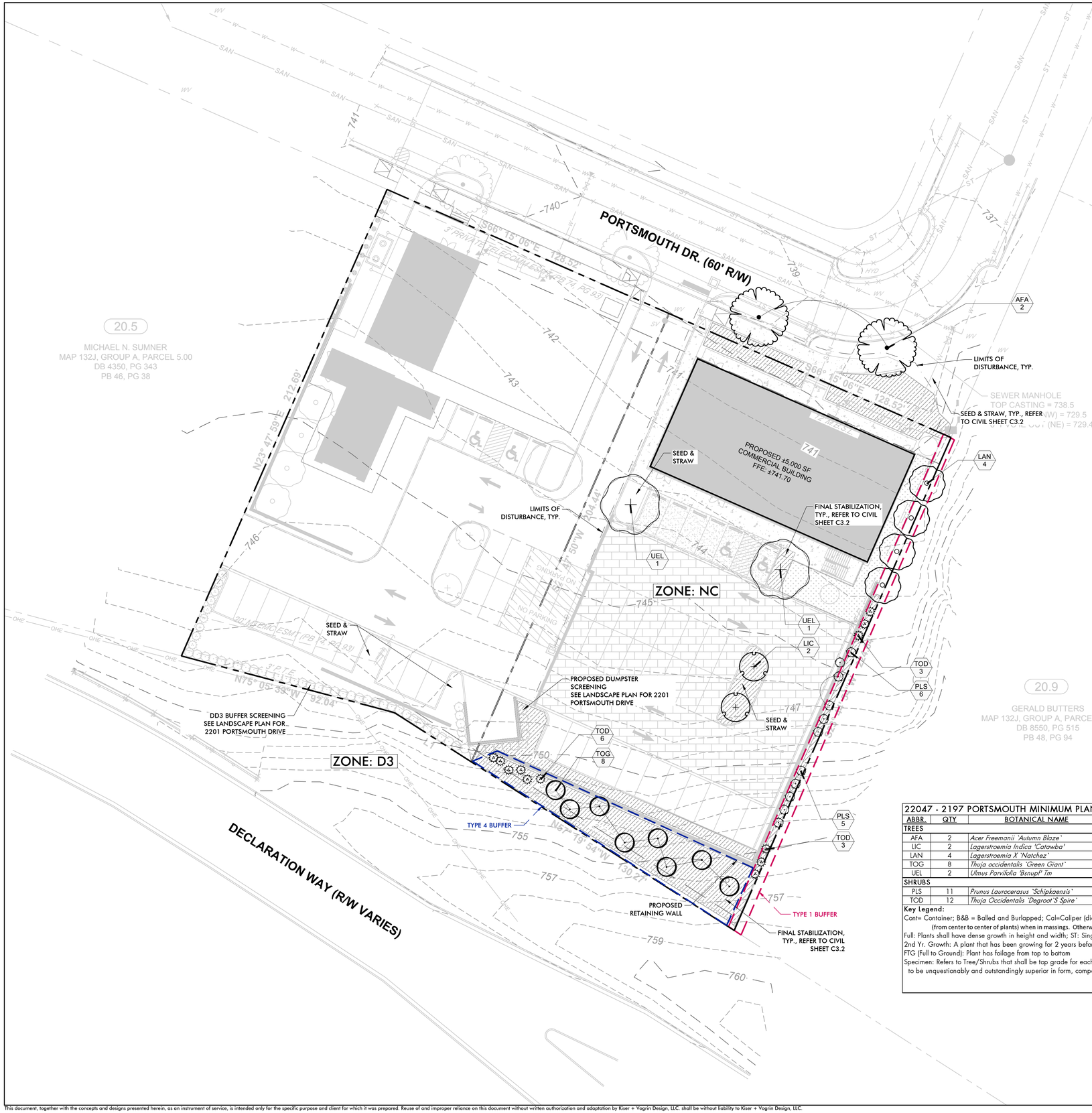
SITE PLANS FOR:
TOLLGATE VET MIXED-USE BUILDING
2197 PORTSMOUTH DRIVE
TOWN OF THOMPSON'S STATION PROJECT #731249
TOWN OF THOMPSON'S STATION
WILLIAMSON COUNTY, TENNESSEE

M2 GROUP
P.O. BOX 848
FRANKLIN, TN 37065
615.406.3415 / WWW.M2GROUPLLC.COM

SITE DETAILS

DATE :	MAY, 2022	DRAWN BY :	BTU
PROJECT NO. :	22-005	CHECKED BY :	MWB

SHEET NUMBER:
C6.0



22047 - 2197 PORTSMOUTH MINIMUM PLANT SCHEDULE

ABBR.	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	CALIPER	HEIGHT	SPREAD	SPACING	NOTES
TREES									
AFA	2	*Acer Freemanii 'Autumn Blaze'*	Autumn Blaze Maple	B&B	3" CAL.	14' HT.	7' SPR.	SEE PLAN	Required Street Tree, Specimen
LIC	2	*Lagerstroemia Indica 'Catawba'*	Catawba Crape Myrtle	B&B		10' HT.	5' SPR.	SEE PLAN	Required Parking Tree, MT
LAN	4	*Lagerstroemia X 'Natchez'*	Natchez Crape Myrtle	B&B		10' HT.	6' SPR.	SEE PLAN	Required Buffer Screen, MT
TOG	8	*Thuja occidentalis 'Green Giant'*	Green Giant Arborvitae	B&B		10' HT.		SEE PLAN	Required Buffer Screen
UEL	2	*Ulmus Parvifolia 'Bsnupf' Tm*	Everclear Lacebark Elm	B&B	2.5" CAL.	12' HT.	6' SPR.	SEE PLAN	Required Parking Tree, MT
SHRUBS									
PLS	11	*Prunus Laurocerasus 'Schipkaensis'*	Schipka Laurel	CONT.		48" HT	30" SPR.	42" O.C.	Required Buffer Screen, Full
TOD	12	*Thuja Occidentalis 'Degroot'S Spire'*	Degroot'S Spire Arborvitae	B&B		60" HT.		48" O.C.	Required Buffer Screen, FTG

Key Legend:

Cont= Container; B&B = Balled and Burlapped; Cal=Caliper (diameter of the tree trunk); Ht= Height of foliage; Spr= Spread (diameter of plant foliage; Spacing: Refers to how far apart to plant plantings (from center to center of plants) when in massings. Otherwise, if plant stands alone, use scale on drawing to measure how far away to plant in relation to other plants

Full: Plants shall have dense growth in height and width; ST: Single Trunk; MT: Multi-Trunk (3 Stems)

2nd Yr. Growth: A plant that has been growing for 2 years before install

FTG (Full to Ground): Plant has foilage from top to bottom

Specimen: Refers to Tree/Shrubs that shall be top grade for each species and type. Plants shall exhibit exceptionally heavy, symmertrical, apperance to be unquestionably and outstandingly superior in form, compactness and shape

NORTH

0 20 40 60 feet

SCALE: 1"=20'

KVD
KISER VOGRIN DESIGN
5005 Meridian Blvd. Ste 100 Franklin, TN 37067
615.719.1943 | www.kiservogrin.com

CHRISTOPHER BRANDON WOOD
REGISTERED
TENNESSEE AND COMMERCIAL
LANDSCAPE ARCHITECT

05.19.2022

SITE PLANS FOR:
TOLLGATE VET CLINIC
2197 PORTSMOUTH DRIVE
TOWN OF THOMPSON STATION
WILLIAMSON COUNTY, TENNESSEE

NO.	REVISIONS	DATE	BY

DESIGNED BY: CBW
DRAWN BY: CBW
CHECKED BY: CBW
DATE: 05/19/22

KVD PROJECT NO. 22047

DRAWING TITLE:

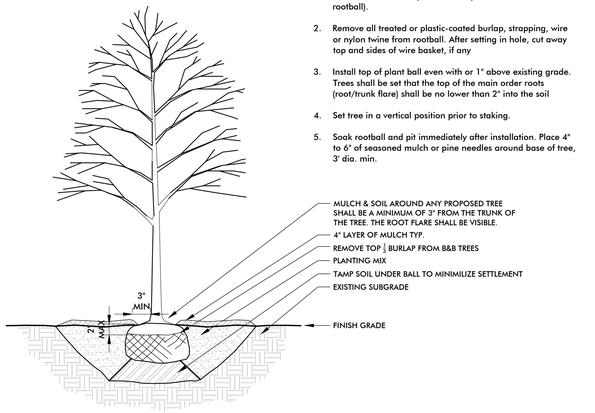
MINIMUM LANDSCAPE PLAN

SHEET NUMBER

L4.0

GENERAL NOTES:

1. All trees are to be nursery grown, balled and burlaped (B&B). Minimum tree size is per schedule (measured 6" above rootball).
2. Remove all treated or plastic-coated burlap, strapping, wire or nylon twine from rootball. After setting in hole, cut away top and sides of wire basket, if any
3. Install top of plant ball even with or 1" above existing grade. Trees shall be set that the top of the main order roots (root/trunk flare) shall be no lower than 2" into the soil
4. Set tree in a vertical position prior to staking.
5. Soak rootball and pit immediately after installation. Place 4" to 6" of seasoned mulch or pine needles around base of tree, 3' dia. min.

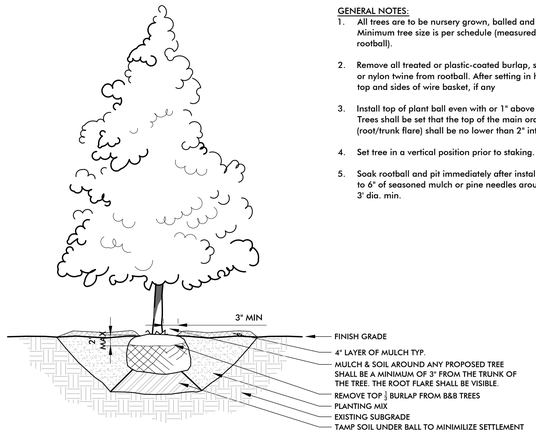


1 SINGLE TRUNK TREE PLANTING

3/4" = 1'-0" P-PO-LAN-01

GENERAL NOTES:

1. All trees are to be nursery grown, balled and burlaped (B&B). Minimum tree size is per schedule (measured 6" above rootball).
2. Remove all treated or plastic-coated burlap, strapping, wire or nylon twine from rootball. After setting in hole, cut away top and sides of wire basket, if any
3. Install top of plant ball even with or 1" above existing grade. Trees shall be set that the top of the main order roots (root/trunk flare) shall be no lower than 2" into the soil
4. Set tree in a vertical position prior to staking.
5. Soak rootball and pit immediately after installation. Place 4" to 6" of seasoned mulch or pine needles around base of tree, 3' dia. min.

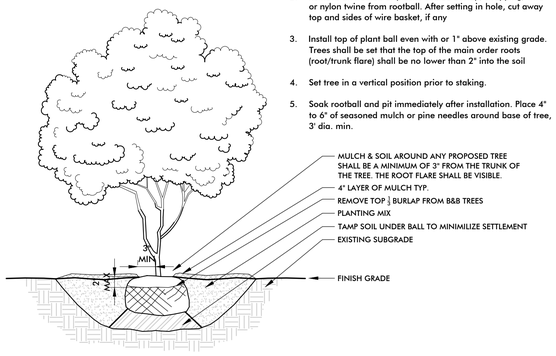


2 EVERGREEN TREE PLANTING

SECTION 3/4" = 1'-0" P-PO-LAN-08

GENERAL NOTES:

1. All trees are to be nursery grown, balled and burlaped (B&B). Minimum tree size is per schedule (measured 6" above rootball).
2. Remove all treated or plastic-coated burlap, strapping, wire or nylon twine from rootball. After setting in hole, cut away top and sides of wire basket, if any
3. Install top of plant ball even with or 1" above existing grade. Trees shall be set that the top of the main order roots (root/trunk flare) shall be no lower than 2" into the soil
4. Set tree in a vertical position prior to staking.
5. Soak rootball and pit immediately after installation. Place 4" to 6" of seasoned mulch or pine needles around base of tree, 3' dia. min.

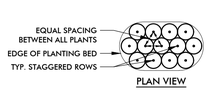


3 MULTI-TRUNK TREE PLANTING

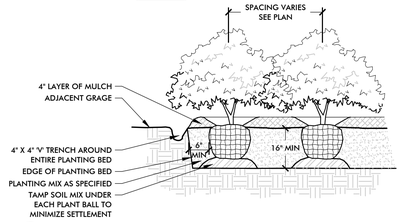
3/4" = 1'-0" P-PO-LAN-07

GENERAL NOTES:

1. OMIT COLLAR AROUND EACH SHRUB WHEN IRRIGATION SYSTEM IS PRESENT.
2. INSTALL TOP OF PLANT BALL 2" ABOVE ADJACENT GRADE.
3. TAMP PLANTING MIX FIRMLY AS PIT IS FILLED AROUND EACH PLANT BALL.
4. SOAK EACH PLANT BALL AND PIT IMMEDIATELY AFTER INSTALLATION.



PLAN VIEW



4 SHRUB PLANTING

3/4" = 1'-0" P-PO-LAN-06

MINIMUM PLANT QUALITY AND SIZE STANDARDS

1. ALL NEWLY PLANTED LANDSCAPE PLANT MATERIALS SHALL CONFORM TO THE LATEST VERSION OF THE *AMERICAN STANDARD OF NURSERY STOCK* (ANSI Z60.1).

2. ALL TYPE 1, 2, AND 3 TREES (AS DEFINED IN ANSI Z60.1) USED TO MEET THE REQUIREMENTS OF THIS SUBSECTION SHALL HAVE THE FOLLOWING CHARACTERISTICS:

A. 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 AT THE HIGHEST POINT ON THE TREE;
   1. TREES WITH FORKED TRUNKS ARE ACCEPTABLE IF ALL THE FOLLOWING CONDITIONS ARE MET:
   2. THE FORK OCCURS IN THE UPPER ONE-THIRD OF THE TREE;
   3. ONE FORK IS LESS THAN TWO-THIRDS THE DIAMETER OF THE D DOMINANT FORK; AND

B. THE TOP ONE-THIRD OF THE SMALLER FORK IS REMOVED AT THE TIME OF PLANTING;

C. NO BRANCH IS GREATER THAN TWO-THIRDS THE DIAMETER OF THE TRUNK DIRECTLY ABOVE THE BRANCH;

D. SEVERAL BRANCHES ARE LARGER IN DIAMETER AND OBVIOUSLY MORE DOMINANT;

E. BRANCHING HABIT IS MORE HORIZONTAL THAN VERTICAL, AND NO BRANCHES ARE ORIENTED NEARLY VERTICAL TO THE TRUNK; AND

F. BRANCHES ARE EVENLY DISTRIBUTED AROUND THE TRUNK WITH NO MORE THAN ONE MAJOR BRANCH LOCATED DIRECTLY ABOVE ANOTHER AND THE CROWN IS FULL OF FOLIAGE THAT IS EVENLY DISTRIBUTED AROUND THE TREE.

LANDSCAPE NOTES

1. ANY PLANT MATERIAL THAT DIES, TURNS BROWN OR DEFOLIATES SHALL BE REPLACED WITHIN ONE YEAR OR BY THE NEXT GROWING SEASON, WHICHEVER COMES FIRST. OTHER DEFECTIVE LANDSCAPE MATERIAL SHALL BE REPLACED WITHIN THREE MONTHS.

2. ALL TREES SHALL MEET MINIMUM SIZE AND QUALITY STANDARDS. ALL PLANTS SHALL BE HEALTHY, VIGOROUS MATERIAL, FREE OF PEST AND DISEASE. ALL ROOTBALLS, CONTAINERS AND HEIGHT TO WIDTH RATIOS SHALL CONFORM TO THE SIZE STANDARDS SET FORTH IN THE *AMERICAN STANDARDS FOR NURSERY STOCK*, CURRENT EDITION.

3. ALL REQUIRED TREES AND SHRUBS SHALL MEET THE MINIMUM SIZE AND QUANTITY AS LISTED IN THE PLANT SCHEDULE.

4. PLANT MATERIAL SHALL NOT OBSCURE TRAFFIC OR PARKING SIGNS/SIGNALS OR VEHICULAR SIGHT LINES.

5. TREE TOPPING IS NOT PERMITTED.

6. ADDITIONAL SCREENING MAY BE REQUIRED IF THE INSPECTION FOR THE RELEASE OF THE PERFORMANCE SURETY REVEALS THAT THE REQUIRED SCREENING IS NOT EFFECTIVE.

7. ALL REQUIRED TREE PROTECTION FENCING SHALL BE INSTALLED AND INSPECTED BY THE DEPARTMENT OF BUILDING AND NEIGHBORHOOD SERVICES PRIOR TO LAND DISTURBING ACTIVITIES.

8. ANY SITE OR LANDSCAPE CHANGES (INCLUDING BUT NOT LIMITED TO A CHANGE IN DESIGN, A REDUCTION IN SIZE OR NUMBER OF PLANT MATERIAL, OR THE RELOCATION OF OVERHEAD OR UNDERGROUND UTILITIES) SHALL REQUIRE A REVISED LANDSCAPE PLAN TO BE SUBMITTED AND APPROVED PRIOR TO THE LANDSCAPE INSTALLATION.

9. EXISTING TREES ACCEPTED IN PARTIAL COMPLIANCE OF THE LANDSCAPE REQUIREMENTS FOR THIS SITE SHALL BE ACCESSIBLE AND FLAGGED PRIOR TO ALL LANDSCAPE INSPECTIONS.

10. ANY EXISTING TREE, SHOWN AS BEING PRESERVED ON APPROVED PLANS THAT IS REMOVED, DIES OR IS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AS REQUIRED IN THE ZONING ORDINANCE.

11. SCREENING PROPOSED AROUND ANY UTILITY BOX OR TRANSFORMER IS REQUIRED TO BE EVERGREEN AND ADEQUATELY SCREEN THE OBJECT. THE PROPOSED EVERGREEN PLANT MATERIAL SHALL BE REPLACED IF IT IS NOT OF A HEIGHT SUFFICIENT TO SCREEN THE OBJECT.

12. ALL TREE-PROTECTION FENCING SHALL BE IN PLACE PRIOR TO THE ISSUANCE OF A GRADING PERMIT 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.

13. TOP SOIL USED IN ALL LANDSCAPE AREAS SHALL BE SCREENED PRIOR TO DEPOSITION IN PLANTING AREAS AND ISLANDS.

14. ANY PLANT MATERIAL LOCATED ADJACENT TO A PARKING AREA SHALL BE PLANTED SO AS TO ALLOW FOR A TWO AND A HALF FOOT VEHICULAR BUMPER OVERHANG FROM THE FACE OF CURB TO THE EDGE OF THE MATURE ADJACENT PLANT MATERIAL.

15. THE OWNER ACKNOWLEDGES THAT PLANTING LANDSCAPE MATERIAL IN A DEDICATED EASEMENT DOES NOT WAIVE OR MODIFY THE . RIGHTS AS THE EASEMENT HOLDER. THE OWNER UNDERSTANDS THAT THEIR AUTHORIZED CONTRACTOR OR APPLICABLE PRIVATE UTILITY MAY AT ANY TIME AND FOR ANY REASON PERFORM WORK WITHIN THE DEDICATED EASEMENT. THE CITY, ITS AUTHORIZED CONTRACTOR OR APPLICABLE PRIVATE UTILITY SHALL HAVE NO LIABILITY TO THE OWNER FOR ANY DAMAGE TO THE LANDSCAPE MATERIAL IN THE EASEMENT WHEN SAID DAMAGE IS DUE TO WORK WITHIN THE EASEMENT. THE OWNER MAY BE HELD RESPONSIBLE FOR THE REMOVAL OF THE LANDSCAPE MATERIAL TO ENABLE WORK TO BE DONE. THE OWNER SHALL BE SOLELY RESPONSIBLE FOR ANY COSTS INCURRED IN REPAIRING AND/OR REPLACING THE REQUIRED LANDSCAPE MATERIAL.

KVD
KISER VOGRIN DESIGN
5005 Meridian Blvd. Ste 100 Franklin, TN 37067
615.719.1943 | www.kiservogrin.com

CHRISTOPHER BRANDON WOLF REGISTERED LANDSCAPE ARCHITECT COMMERCIAL RESIDENTIAL LANDSCAPE ARCHITECT

05.19.2022

SITE PLANS FOR:
TOLLGATE VET CLINIC
2197 PORTSMOUTH DRIVE
TOWN OF THOMPSON STATION
WILLIAMSON COUNTY, TENNESSEE

NO:	REVISIONS	DATE	BY

DESIGNED BY:	CBW
DRAWN BY:	CBW
CHECKED BY:	CBW
DATE:	05/19/22

KVD PROJECT NO. 22047

DRAWING TITLE:

LANDSCAPE DETAILS & NOTES

SHEET NUMBER

L6.0

HUBBELL Outdoor Lighting

DATE: LOCATION:

TYPE: P,P1 PROJECT:

CATALOG #:

RATIO Series

AREA/SITE LIGHTER

FEATURES

- Low profile LED area/site luminaire with a variety of IES distributions for lighting applications such as retail, commercial and campus parking lots
- Featuring Micro Strike Optics which maximizes target zone illumination with minimal losses at the house-side, reducing light trespass issues
- Visual comfort standard
- Compact and lightweight design with low EPA
- 3G rated for high vibration applications including bridges and overpasses
- Control options including photo control, occupancy sensing, NX Distributed Intelligence™ and 7-Pin with networked controls
- Best in class surge protection available

c UL us IP66 DLC DLC DLC PREMIUM Buy American Solutions See Certification Specifications

RELATED PRODUCTS

Airo Cimarron LED Ratio Family

CONTROL TECHNOLOGY

SiteSync NX DISTRIBUTED INTELLIGENCE wiSCAPE

ORDERING INFORMATION

Series		# LEDs - Wattage		CCT/CRI		Distribution		Optics Rotation		Voltage	
RAR1	Ratio Area Size 1	80L-25	25W - 3,000 Lumens	3K7	3000K, 70 CRI	2	IES TYPE II	Blank	for no rotation	UNV	Universal 120-277V
		80L-39	39W - 5,200 Lumens	4K7	4000K, 70 CRI	3	IES TYPE III	L	Optic rotation left	120	120V
		80L-50	50W - 6,000 Lumens	5K7	5000K, 70 CRI	4W	IES TYPE IV	R	Optic rotation right	208	208V
		160L-70	70W - 9,000 Lumens			SQW	IES TYPE V			240	240V
		160L-100	100W - 12,000 Lumens							277	277V
		160L-115	115W - 15,000 Lumens							347	347V
		160L-135	135W - 18,000 Lumens							480	480V
RAR2	Ratio Area Size 2	320L-110	110W - 15,000 Lumens								
		320L-140	140W - 18,000 Lumens								
		320L-165	165W - 21,000 Lumens								
		480L-185	185W - 24,000 Lumens								
		480L-210	210W - 27,000 Lumens								
		480L-240	240W - 30,000 Lumens								
		480L-255	255W - 36,000 Lumens								
		480L-295	295W - 42,000 Lumens								
		480L-340	340W - 48,000 Lumens								

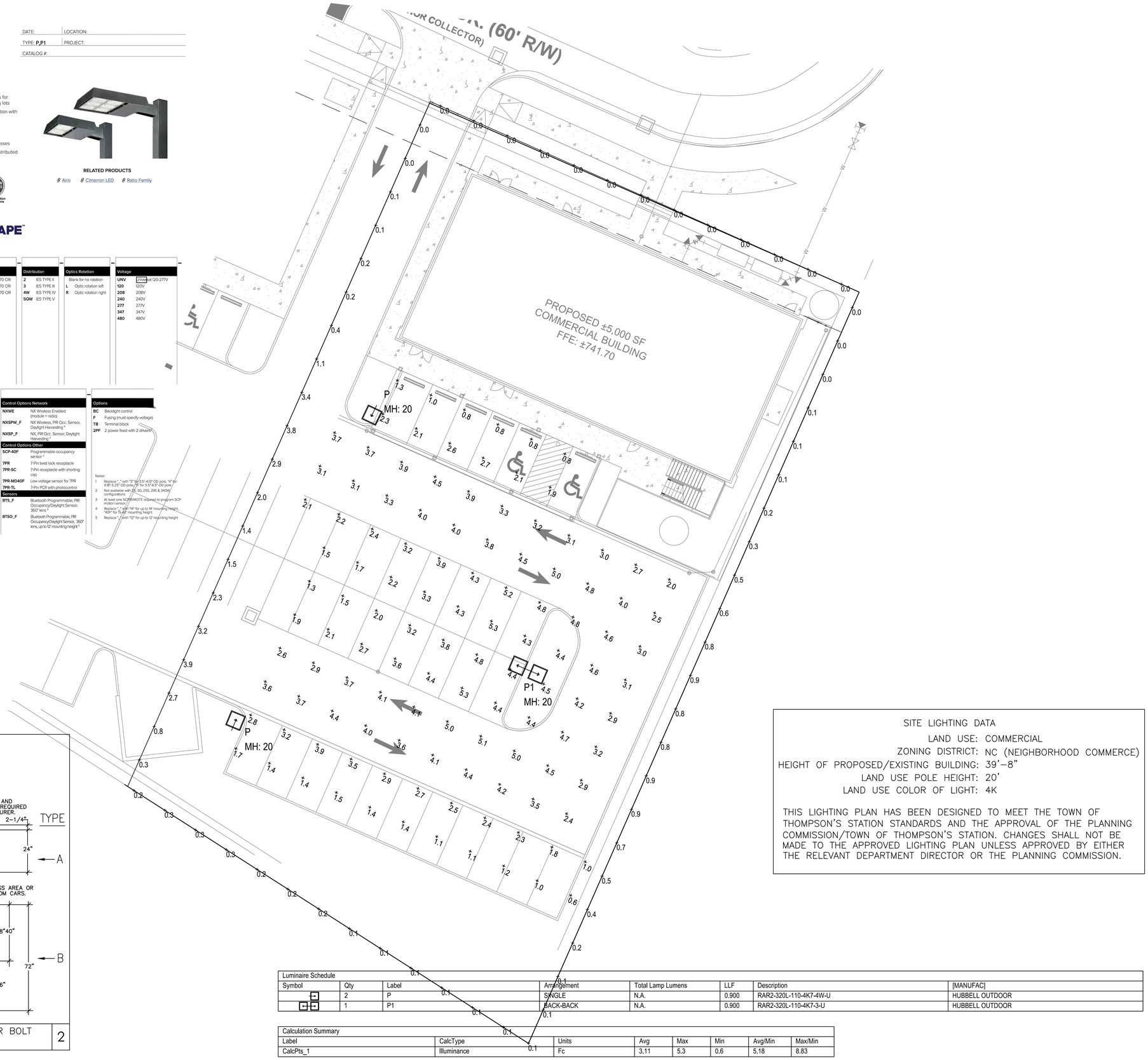
Mounting	
ASQ	Arm mount for square pole/flat surface
ASQU	Universal arm mount for square pole/flat surface
Mounting Round Poles	
A_	Arm mount for round pole[1]
A_U	Universal arm mount for round pole[1]
Mounting Other	
WB	Wall bracket
MAF	Mast arm fitter for 2-3/8" OD horizontal arm
K	Knuckle

Color	
BLT	Black Matte Textured
BLS	Black Gloss Smooth
DBT	Dark Bronze Matte Textured
DBS	Dark Bronze Gloss Smooth
GTT	Graphite Matte Textured
LGS	Light Grey Gloss Smooth
PSS	Platinum Silver Smooth
WHT	White Matte Textured
WHS	White Gloss Smooth
VGT	Verde Green Textured
Color Option	
CC	Custom Color

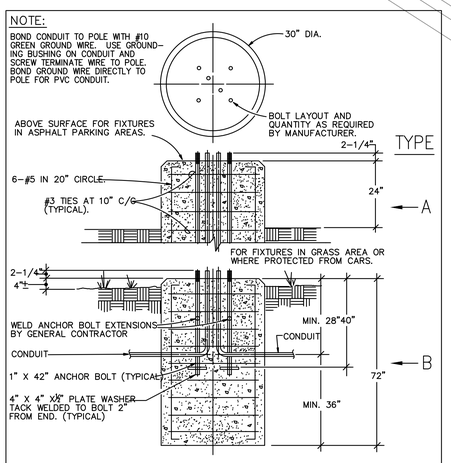
Control Options Network	
NXWE	NX Wireless Enabled (module + radio)
NXSPW_F	NX Wireless, PIR Occ. Sensor, Daylight Harvesting [4]
NXSP_F	NX, PIR Occ. Sensor, Daylight Harvesting [4]
Control Options Other	
SCP-40F	Programmable occupancy sensor [3]
7PR	7-Pin twist lock receptacle
7PR-SC	7-Pin receptacle with shorting cap
7PR-MD40F	Low voltage sensor for 7PR
7PR-TL	7-Pin PCR with photocontrol
Sensors	
BTS_F	Bluetooth Programmable, PIR Occupancy/Daylight Sensor, 360° lens [5]
BTSO_F	Bluetooth Programmable, PIR Occupancy/Daylight Sensor, 360° lens, up to 12' mounting height [5]

Options	
BC	Backlight control
F	Fusing (must specify voltage)
TB	Terminal block
2PF	2 power feed with '2' driver

Notes:
1. Replace "_" with "3" for 3.5"-4.13" OD pole, "4" for 4.18"-5.25" OD pole, "5" for 5.5"-6.5" OD pole.
2. Not available with 2A, 5G, 25S, 29S & 340W configurations
3. At least one SCPREMOTE required to program SCP motion sensor.
4. Replace "_" with "M" for up to 14' mounting height, "40F" for 15-40' mounting height
5. Replace "_" with "12" for up to 12' mounting height



NOTE:
BOND CONDUIT TO POLE WITH #10 GREEN GROUND WIRE. USE GROUNDING BUSHING ON CONDUIT AND SCREW TERMINATE WIRE TO POLE. BOND GROUND WIRE DIRECTLY TO POLE FOR PVC CONDUIT.



SITE LIGHTING CONCRETE BASE & ANCHOR BOLT DETAIL FOR FIXTURE TYPES P, P1, & P2. | 2

SITE LIGHTING DATA

LAND USE: COMMERCIAL
ZONING DISTRICT: NC (NEIGHBORHOOD COMMERCE)
HEIGHT OF PROPOSED/EXISTING BUILDING: 39'–8"
LAND USE POLE HEIGHT: 20'
LAND USE COLOR OF LIGHT: 4K

THIS LIGHTING PLAN HAS BEEN DESIGNED TO MEET THE TOWN OF THOMPSON'S STATION STANDARDS AND THE APPROVAL OF THE PLANNING COMMISSION/TOWN OF THOMPSON'S STATION. CHANGES SHALL NOT BE MADE TO THE APPROVED LIGHTING PLAN UNLESS APPROVED BY EITHER THE RELEVANT DEPARTMENT DIRECTOR OR THE PLANNING COMMISSION.

Luminaire Schedule

Symbol	Qty	Label	Arrangement	Total Lamp Lumens	LLF	Description	[MANUFAC]
	2	P	SINGLE	N.A.	0.900	RAR2-320L-110-4K7-4W-U	HUBBELL OUTDOOR
	1	P1	BACK-BACK	N.A.	0.900	RAR2-320L-110-4K7-3-U	HUBBELL OUTDOOR

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPts_1	Illuminance	Fc	3.11	5.3	0.6	5.18	8.83

906 STUDIO
ARCHITECTS +INTERIORS
143 Fifth Avenue South
Franklin, TN 37064
615.988.9065
906studio.com

D F + H SERVICES PLLC
PO BOX 120371
NASHVILLE, TN 37212
office@dfhservices.com
615.390.6131
615.207.4721
Project #22.007

TOLLGATE VET MIXED-USE BLDG.

BILL PALS

GOOSE CREEK PET HOSPITAL

2197 PORTSMOUTH DR.
THOMPSON'S STATION, TN

CHRISTOPHER E. BUCKNER LICENSED PROFESSIONAL ENGINEER 6/13/22 NO. 104114 STATE OF TENNESSEE

NO.	DESCRIPTION	DATE
	SITE PLAN SUBMITTAL	5/20/2022
	TOLLGATE HOA/ARC REVIEW	6/2/2022
	TOLLGATE HOA/ARC REVIEW, REV-1	6/2/2022
	REVIEW COMMENTS	6/13/2022

Project Number
20.1096

ELECTRICAL PHOTOMETRIC SITE PLAN

E101

2 WEST ELEVATION
1/4" = 1'-0"

0' 2' 4' 8'

1 NORTH ELEVATION - PORTSMOUTH DR.
1/4" = 1'-0"

0' 2' 4' 8'

6/17/2022 4:55:53 PM

EXTERIOR MATERIALS AND COLORS

MATERIAL	COLOR
FIBER CEMENT LAP SIDING & TRIM	BASIS OF DESIGN: JAMES HARDIE 'GRAY SLATE'
FIBER CEMENT BOARD & BATTEN SIDING AND TRIM	BASIS OF DESIGN: JAMES HARDIE 'GRAY SLATE'
BRICK VENEER	BURGUNDY
STANDING SEAM METAL ROOF	ZINC GRAY
PARAPET FLASHING	ZINC GRAY

THESE ELEVATIONS HAVE BEEN DESIGNED TO MEET THE REQUIREMENTS OF THE TOWN OF THOMPSON'S STATION'S ARCHITECTURAL DESIGN STANDARDS AND THE APPROVAL OF THE DRC/TOWN OF THOMPSON'S STATION. CHANGES SHALL NOT BE MADE TO THE APPROVED ELEVATIONS UNLESS APPROVED BY EITHER THE COMMUNITY DEVELOPMENT DIRECTOR AND/OR THE DRC.

MATERIAL LEGEND

1	PRE-FINISHED METAL PARAPET COPING	12	OVERHEAD GLAZED SECTIONAL DOOR
2	BRICK VENEER	13	WOOD FRAMED CANOPY W/ STANDING SEAM METAL ROOF
3	BRICK ROWLOCK SILL COURSE	14	PAINTED STEEL COLUMNS
4	BRICK ACCENT COURSE	15	PAINTED METAL RAILING
5	CONCRETE LINTEL	16	PAINTED STEEL STAIR
6	CONCRETE SILL COURSE	17	COVERED PARKING
7	PRE-FINISHED FIBER CEMENT LAP SIDING	18	MECHANICAL LOUVERS
8	5/4 PRE-FINISHED FIBER CEMENT TRIM	19	STANDING SEAM METAL ROOF
9	PAINTED METAL GUTTER & DOWNSPOUT	20	CUPOLA
10	PRE-FINISHED FIBER CEMENT BOARD & BATTEN SIDING	21	RIDGE FLASHING
11	ALUMINUM STOREFRONT		

EXTERIOR MATERIAL PROPORTIONS

WEST ELEVATION	SURFACE AREA	PERCENT OF NET
GROSS AREA OF WALL	1,716	N/A
NET AREA OF WALL	1,464	N/A
NET BRICK VENEER	1,464	100%

NORTH ELEVATION	SURFACE AREA	PERCENT OF NET
GROSS AREA OF WALL	2,702	N/A
NET AREA OF WALL	1,976	N/A
NET BRICK VENEER	888	45%
NET LAP SIDING	582	29%
NET BOARD & BATTEN SIDING	506	26%

HVAC UNITS
HVAC UNITS, COOLING AND/OR MECHANICAL UNITS ARE LOCATED IN THE DEDICATED MECHANICAL ROOM

EXTERIOR GLAZING PERCENTAGES

NORTH ELEVATION	SURFACE AREA	GLAZED AREA	GLAZED %
1ST FLOOR	954 SF	505 SF	53%
2ND FLOOR	1,208 SF	318 SF	26%

THIS ELEVATION MEETS THE 50% GLAZING REQUIREMENT AT THE FIRST FLOOR AND THE 25% GLAZING REQUIREMENT AT THE SECOND FLOOR.

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TOLLGATE VET MIXED-USE BLDG.

BILL PALS

GOOSE CREEK PET HOSPITAL

2197 PORTSMOUTH DR.
THOMPSON'S STATION, TN

MICHAEL A. HATHAWAY
REGISTERED ARCHITECT
ARCHITECTURE
STATE OF TENNESSEE
6.17.22

NO.	DESCRIPTION	DATE
	SITE PLAN SUBMITTAL	5/20/2022
	TOLLGATE HOA/ARC REVIEW	6/2/2022
	TOLLGATE HOA/ARC REVIEW, REV-1	6/2/2022
	REVIEW COMMENTS	6/13/2022
	REVIEW COMMENTS, REV-1	6/17/2022

Project Number
20.1096

OVERALL ELEVATIONS

A-01

1 EAST ELEVATION
1/4" = 1'-0"

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

EXTERIOR MATERIALS AND COLORS

MATERIAL	COLOR
FIBER CEMENT LAP SIDING & TRIM	BASIS OF DESIGN: JAMES HARDIE 'GRAY SLATE'
FIBER CEMENT BOARD & BATTEN SIDING AND TRIM	BASIS OF DESIGN: JAMES HARDIE 'GRAY SLATE'
BRICK VENEER	BURGUNDY
STANDING SEAM METAL ROOF	ZINC GRAY
PARAPET FLASHING	ZINC GRAY

THESE ELEVATIONS HAVE BEEN DESIGNED TO MEET THE REQUIREMENTS OF THE TOWN OF THOMPSON'S STATION'S ARCHITECTURAL DESIGN STANDARDS AND THE APPROVAL OF THE DRC/TOWN OF THOMPSON'S STATION. CHANGES SHALL NOT BE MADE TO THE APPROVED ELEVATIONS UNLESS APPROVED BY EITHER THE COMMUNITY DEVELOPMENT DIRECTOR AND/OR THE DRC.

MATERIAL LEGEND

1. PRE-FINISHED METAL PARAPET COPING
2. BRICK VENEER
3. BRICK ROWLOCK SILL COURSE
4. BRICK ACCENT COURSE
5. CONCRETE LINTEL
6. CONCRETE SILL COURSE
7. PRE-FINISHED FIBER CEMENT LAP SIDING
8. 5/4 PRE-FINISHED FIBER CEMENT TRIM
9. PAINTED METAL GUTTER & DOWNSPOUT
10. PRE-FINISHED FIBER CEMENT BOARD & BATTEN SIDING
11. ALUMINUM STOREFRONT
12. OVERHEAD GLAZED SECTIONAL DOOR
13. WOOD FRAMED CANOPY W/ STANDING SEAM METAL ROOF
14. PAINTED STEEL COLUMNS
15. PAINTED METAL RAILING
16. PAINTED STEEL STAIR
17. COVERED PARKING
18. MECHANICAL LOUVERS
19. STANDING SEAM METAL ROOF
20. CUPOLA
21. RIDGE FLASHING

EXTERIOR MATERIAL PROPORTIONS

EAST ELEVATION	SURFACE AREA	PERCENT OF NET
GROSS AREA OF WALL	1,716	N/A
NET AREA OF WALL	1,446	N/A
NET BRICK VENEER	1,446	100%

SOUTH ELEVATION	SURFACE AREA	PERCENT OF NET
GROSS AREA OF WALL	2,488	N/A
NET AREA OF WALL	1,577	N/A
NET BRICK VENEER	153	10%
NET BOARD & BATTEN SIDING	1,424	90%

HVAC UNITS

HVAC UNITS, COOLING AND/OR MECHANICAL UNITS ARE LOCATED IN THE DEDICATED MECHANICAL ROOM

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2197 PORTSMOUTH DR.
THOMPSON'S STATION, TN

MICHAEL A. HATHAWAY
STATE OF TENNESSEE
6.17.22

NO.	DESCRIPTION	DATE
	SITE PLAN SUBMITTAL	5/20/2022
	TOLLGATE HOA/ARC REVIEW	6/2/2022
	TOLLGATE HOA/ARC REVIEW, REV-1	6/2/2022
	REVIEW COMMENTS	6/13/2022
	REVIEW COMMENTS, REV-1	6/17/2022

Project Number
20.1096

OVERALL ELEVATIONS

A-02

6/17/2022 4:57:49 PM

PROJECT REQUEST

Temporary Use Permit request for a farmer's market and a holiday market at 4683 Columbia Pike (Homestead Manor).

BACKGROUND

This temporary use is the subject of a Notice of Violation for un-permitted activity. The applicant was provided all information related to the necessary process and procedure for obtaining a Temporary Use Permit (TUP) from the Planning Commission in February of this year. However, this information on the Town's process and procedure was ignored and the owners proceeded to conduct their temporary use, even after a Notice of Violation was delivered to the property owner.

PROJECT DESCRIPTION

Kasi Haire requests approval of a TUP for a farmer's market from July – October 2022 from 4 – 7pm and a Holiday Market on Saturday December 3 from 10am – 3pm at 4683 Columbia Pike (Homestead Manor).

ANALYSIS

TEMPORARY USE PERMIT

Per Table 5.2, Approval Authority, the Planning Commission is vested with the authority to approve a TUP. This is a change in procedure brought about by a legal determination by the Town Attorney in relation to a separate TUP request. Once the Town Attorney provided this legal opinion, Staff redirected all pending and future requests to the Planning Commission.

A TUP is a discretionary approval by the Planning Commission. The LDO does not provide review criteria, so the Planning Commission will need to review the request and make a finding of facts related to the appropriateness of this request. The Planning Commission may approve, approve-in-part, or deny the request. Review of the site access, traffic control, impact to the property and surrounding properties, impact to the natural environment, noise, hours of business, safety of the patrons and participants, sufficient facilities for restrooms, and parking are some of the elements of this request the Planning Commission may take into consideration during the findings of facts related to this TUP.

PC REVIEW

Planning Commission should review the information provided by the application and determine if a Temporary Use Permit is appropriate.

If the Planning Commission approves the TUP, Staff recommends the following conditions:

1. This Permit only remains valid for the Farmers Market to occur, as described in the attached proposal, Tuesdays beginning July 5 – October 25, 2022, from 4-7pm and the Holiday Market to occur December 3, 2022, from 10am-3pm.
2. If any aspect of the elements noted in the attached proposal are not strictly adhered to, Town Staff is to be vested with the authority to cancel this permit at any time.
3. All standards and regulations of the LDO and other Town regulations apply.

ATTACHMENTS

Applicant submittals

Town of Thompson's Station Planning Department
P. O. Box 100
1550 Thompson's Station Road West
615-794-4333

General Application / Request: File No.: _____

Applicant Information: (Please print)

Company / Business Name: **Thompson's Station Farmers Market**

Contact: **Kasi Haire** Phone # 1: **615-967-6765**

Mailing / Street Address: **Mailing Address: PO Box 153** **Physical Address: 4683 Columbia Pike**

City, State, Zip: **Nolensville, TN 37135** **Thompson's Station, TN 37179**

E-mail: **thompsonsstationfm@gmail.com** Phone # 2: **931-284-9295**

SUBDIVISIONS:

	RESIDENTIAL		**NON-RESIDENTIAL**
	Development Concept Presentation		Development Concept Presentation
	Single Lot Site Plan – Lot #: _____		Single Lot Site Plan – Lot #: _____
	Site Plan		Site Plan
	Preliminary Plat		Preliminary Plat
	Final Plat		Final Plat
	Revision to Final Plat		Revision to Final Plat
	Construction Drawing		Construction Drawing

SIGNS:

	Master Sign Plan / Program		Sign Permit / Review
	Billboard Sign Face Replacement	**X**	Temporary Sign Permit

OTHER:

	Annexation		Change of Use
	Rezone		Residential Business
X	Temporary Use/Event permit		Home Occupation
	Special Exception		Variance Request

Parcel / Property Information:

Parcel Location / Address: **4683 Columbia Pike**

Tax Map & Parcel #: _____ Acreage: _____

Owner Name: Here Be Lions, Inc

Owner Address (if different from Parcel Address): 404 Sina Ct Thompsons Station, TN 37179

_____

Deed Book & Page #: _____

Check one : □ sewer □ septic □ n/a

Project Description Information:

Subdivision / Project Name: _____

Plat Book & Page #: _____ Lot #(s): _____

Project Description:

Farmers Market to set up at Homestead Manor Tuesdays May-October 4-7pm

Holiday Market to set up at Homestead Manor Saturday Dec 3 10-3 pm

Justification Statement: State why the application(s) should be approved, based on the required findings (if any). Attach additional pages if necessary.

Bringing local food to the local community every Tuesdays from 4-7 from May to October

The Thompson's Station Farmers Market is managed by WilCo Events, a 501(c)3 organization.

WilCo Events operates Fresh Bucks, a double-SNAP program every Tuesday at the market.

SNAP recipients can use their EBT card at the market, and get double the amount of money to spend on fresh fruits and vegetables from local farms.

The Holiday Market is an Annual Holiday shopping event featuring small local artists, businesses

Kari Haire

Signature of Applicant

6/3/2022

Date

PROPERTY OWNER(S) STATEMENT

STATE OF TENNESSEE
COUNTY OF WILLIAMSON
TOWN OF THOMPSON'S STATION

I / We, Here Be Lions, Inc, declare that I / we am / are the owner(s) of the property described herein and hereby give authorization for the filing of this application. Further, I / we do, by my / our signature(s) on this agreement, absolve the Town of Thompson's Station of all liabilities regarding any deed restrictions that may be applicable to the property described herein. (Signature of all property owners is required. The owner in escrow is not acceptable.)

I / We declare that all encumbrances on the subject property are shown on the submitted site plan (or are attached on a separate sheet) and that the purpose of all encumbrances (and ownership of all easements) is stated. In the case of a tentative map, I / we further declare that the property involved in this application is free from all encumbrances that would conflict with the project application, particularly dedications of the right to further subdivide to the Town of Thompson's Station.

I / We hereby grant the Town admittance to the subject property as necessary for processing of the project application.

I / We declare under penalty of perjury that the foregoing statements and answers herein contained and the information herewith submitted are in all respects true and correct to the best of my knowledge and belief.

Signed: _____ Date: 6/4/22

Signed: _____ Date: _____

Signed: _____ Date: _____

Engineer Information: (Please print)

Company / Business Name: _____

Contact: _____ Phone # 1: _____

Street / Mailing Address: _____

City, State, Zip: _____

E-mail: _____ Phone # 2: _____

Architect Information: (Please print)

Company / Business Name: _____

Contact: _____ Phone # 1: _____

Street / Mailing Address: _____

City, State, Zip: _____

E-mail: _____ Phone # 2: _____

Consultant Information: (Please print)

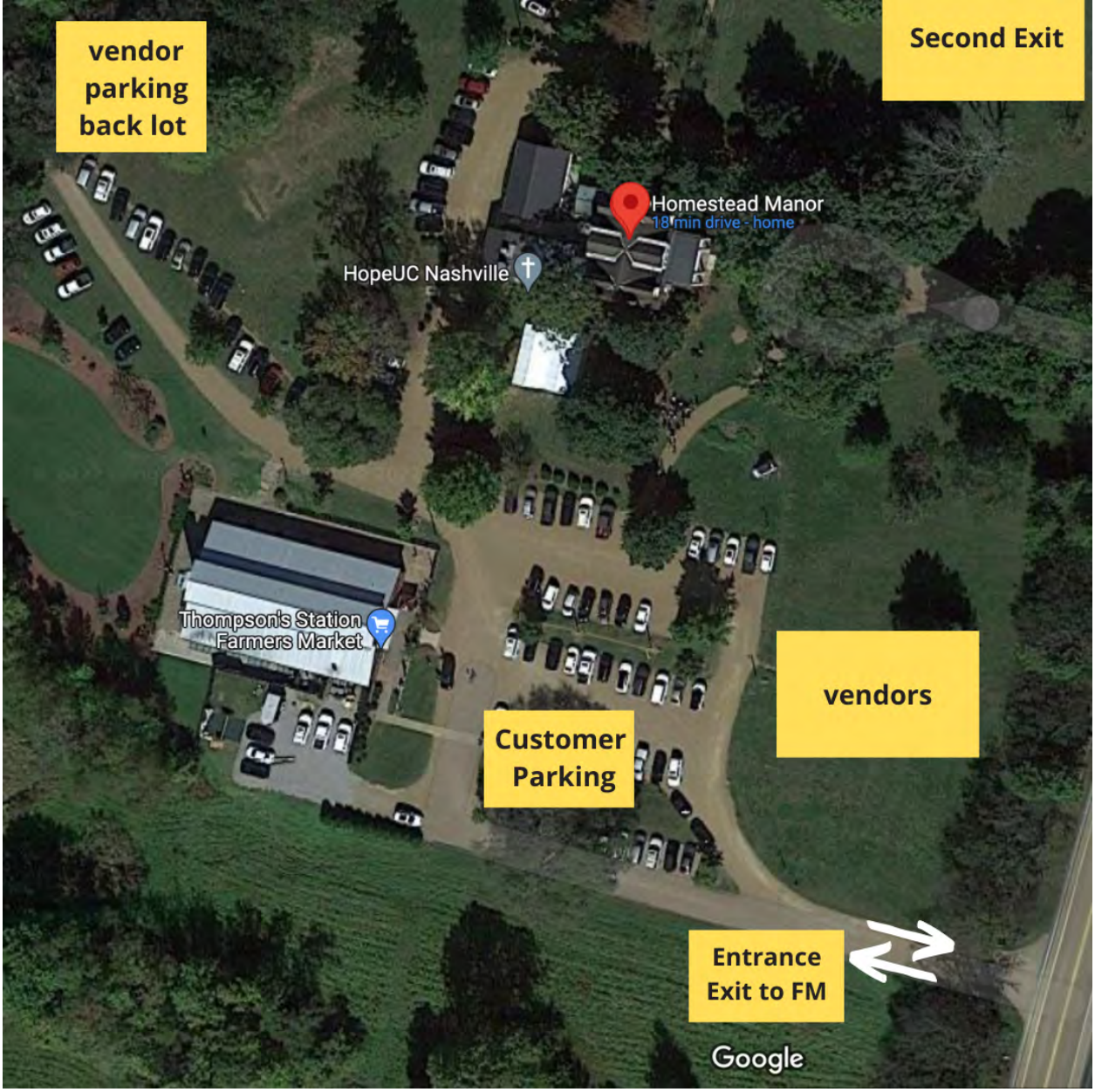
Company / Business Name: _____

Contact: _____ Phone # 1: _____

Street / Mailing Address: _____

City, State, Zip: _____

E-mail: _____ Phone # 2: _____



Thompson's Station Farmers Market
Every Tuesday until October 11 from 4-7

LOCATION: Homestead Manor 4683 Columbia pike

Temporary Signage
-Located at the property of Homestead Manor on Columbia pike. Banner that says "Farmers Market"
-2 yard signs that says "Farmers Market today 4-7pm"

Traffic Control Plans
Thompson's Station Farmers Market staff will be on site from the beginning of vendor load in until the end of pack up for regular farmers market on Tuesdays. Our observation over the last several years has been that traffic during the time of the market is slowed down in front of

Homestead Manor and there are no issues making left or right turns to leave as traffic allows customers to enter and exit in a safe manner.

Parking
Customers will park in front of the Homestead Manor barn. Vendors will park in the back parking lot. Due to the customer turn-over during a market, we have had no parking issues in the past.

Set Up
Vendors will set up 10x10 tents on the front lawn of Homestead Manor.

Entry and Exit points
Most market shoppers use the driveway located closest to the Thompson's Station Rd/ Columbia Pike intersection. An alternative exit location is located north of Homestead Manor on Columbia Pike.

Safety
A Market staff person is on site for the entire duration of the market in case there is any emergency with a customer, vendor or traffic in which emergency personnel need to be contacted.

Thompson's Station Holiday Market
December 3, 10am-3pm
LOCATION: Homestead Manor 4683 Columbia pike

Temporary Signage
-Located at the property of Homestead Manor on Columbia pike. Banner that says "Farmers Market"
-A Frame sign at exit that says Exit Only

Traffic Control Plans
Thompson's Station Farmers Market staff will be on site from the beginning of vendor load in until the end of pack up. 3 Reserve Sheriffs will be paid to help direct traffic. Signs will be placed at Exit marking a RIGHT TURN ONLY to ensure better flow of traffic.

Set Up
Vendors will set up 10x10 tents on the front lawn, in front of Homestead Manor.

Parking

Vendor parking will be in the back parking lot. Customer Parking will be located in front of the barn at Homestead Manor with overflow parking located across the street at Thompson's Station Church, pending permission from TSC.

Entry and Exit points
Most market shoppers use the driveway located closest to the Thompson's Station Rd/ Columbia Pike intersection. An alternative exit location is located north of Homestead Manor on Columbia Pike.

Safety
A Market staff person is on site for the entire duration of the market in case there is any emergency with a customer, vendor or traffic in which emergency personnel need to be contacted. 3 Williamson Co Sherriff deputies will also be on site for the entire event.

Phone: (615) 794-4333
Fax: (615) 794-3313
www.thompsons-station.com

1550 Thompson's Station Road W.
P.O. Box 100
Thompson's Station, TN 37179

DATE: June 28, 2022

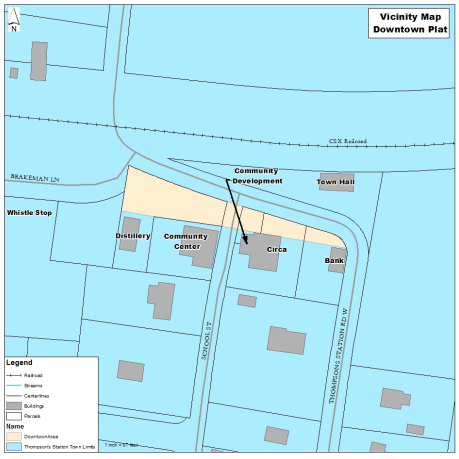
TO: Planning Commission

FROM: Micah Wood, AICP Planning Director
Andrew Mills, Town Attorney

SUBJECT: **Downtown Plat**

The purpose of this memo is to provide information related to the Downtown Plat.

Background and Process



In 2017, as the Town began to move forward with a preliminary streetscape update for the downtown area, it was revealed that most of the area in the roadway and parking areas between Town Hall, the South Central Bank, the Circa/Community Development Office, and the Community Center had no clear title, thus creating an area of "vacant land." The Town cannot expend public money for a public improvement, such as a new streetscape, on land to which the Town does not have title. Therefore, a resolution to clear the title of this land is necessary and prudent to remedy this long- standing issue. Since 2017, Staff has worked diligently to find clear claim to the title, including a title search that went back to the original land grant for this area. None of these efforts, unfortunately, provided any clarity for clearing the cloud on the title to these properties. Therefore, Town Staff began discussion with the surrounding property owners directly impacted by this "vacant land" in an effort to resolve this matter amongst the surrounding property owners, for both the benefit of the Town and the surrounding landowners.

These property owners include the Town, Mr. Cooper Magli, Mr. Wib Magli, Mr. William Jordan, and Mr. Jay Franks. Mr. Franks, as the owner of the Whistle Stop development, which abuts the "vacant land" to the West, asserted no claims over this property. Messrs. Magli and Jordon have asserted claims over some areas of the "vacant land" via viable and colorable adverse possession claims. As such, for the past year, Staff has been in discussions with these individuals in order to resolve this issue. The most expedient way to resolve this issue is for the Town to replat the downtown area to establish clear property lines, right-of-way lines, streetscape easements, and an alleyway. This was accomplished when the BOMA approved the Downtown

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Fax: (615) 794-3313
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1550 Thompson's Station Road W.
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Thompson's Station, TN 37179

Plat Agreement with applicable property owners. Through said Agreement, in part, Whistlestop quitclaimed its interest in the subject property to the Town, and Mr. Cooper Magli, Mr. Wib Magli, and Mr. William Jordan quitclaimed their respective interest in the subject property while retaining portions of the property to the North of their respective parcels, while also allowing the Town a public right-of-way easement across the majority of the portions retained. The Town has, through a consultant, developed the attached preliminary plat, in furtherance of the Agreement. The title issues have now been fully resolved via the approval of the Downtown Plat Agreement, and all applicable quitclaim deeds and grants of easement have been recorded with the Williamson County Register of Deeds, which allows for the platting process to proceed through the normal prescribed LDO process in order for the Town to move forward with a streetscape project.

The preliminary plat, meeting all Town LDO requirements, is presented to provide the Planning Commission the opportunity to review this new Right-of-Way, lot configuration, alleyway, and easement locations. Because of these public improvements, a preliminary plat is required to be approved by the Planning Commission. A final plat, meeting all LDO requirements and matching the approved Preliminary Plat will be presented for Planning Commission review later this summer.

Recommendation

Staff recommends approval of the Downtown Preliminary Plat as presented.

LEGEND

- IRON ROD FOUND
- IRON ROD SET
- IRON PIPE FOUND
- MAG NAIL SET
- TREE
- SEWER MANHOLE
- WATER METER
- HYDRANT
- VALVE
- LIGHT POLE
- SIGN
- UTILITY POLE
- SUBJECT PROPERTY LINE
- ADJOINER
- EDGE OF EASEMENT
- FENCE LINE
- OVERHEAD UTILITY
- WATER LINE
- FORCE MAIN
- STORM PIPE
- RAILROAD
- ELECTRIC LINE
- GAS LINE
- TELEPHONE LINE
- GUARD RAIL
- DITCH
- P.O.B. — POINT OF BEGINNING
- R.O.W.C.TN. — REGISTER'S OFFICE, WILLIAMSON COUNTY, TENNESSEE
- R/W — RIGHT-OF-WAY

GRAPHIC SCALE (IN FEET)
1 inch = 30 ft.

CURVE TABLE				
CURVE	LENGTH	RADIUS	CHORD BRG	CHORD DIST
C1	69.05	79.37	N49° 45' 14"W	66.89
C2	180.70	2133.48	S88° 04' 14"E	180.65

LINE TABLE		
LINE	DIRECTION	LENGTH
L1	N8° 12' 57"E	147.15'
L2	S61° 39' 23"E	70.79'
L3	S8° 12' 57"W	121.69'
L4	N82° 44' 11"W	66.48'
L5	N8° 12' 57"E	100.77'
L6	S79° 49' 44"E	123.20'
L7	S8° 12' 57"W	96.18'
L8	N81° 57' 48"W	123.13'
L9	N8° 25' 21"E	26.43'
L10	S81° 34' 39"E	41.90'
L11	N8° 25' 21"E	70.00'
L12	S81° 30' 59"E	101.36'
L13	S8° 42' 06"W	100.83'
L14	N82° 31' 00"W	142.79'
L15	N8° 25' 21"E	70.04'
L16	S81° 30' 59"E	41.90'
L17	S8° 25' 21"W	70.00'
L18	N81° 34' 39"W	41.90'
L19	N82° 31' 00"W	75.02'
L20	N8° 42' 06"E	100.83'
L21	S81° 30' 59"E	75.00'
L22	S8° 42' 06"W	99.52'
L23	S7° 48' 46"W	110.30'
L24	N73° 38' 14"W	172.77'
L25	N71° 23' 14"W	123.46'
L26	S84° 35' 26"E	169.02'
L27	N8° 25' 21"E	27.17'
L28	S81° 30' 59"E	101.51'
L29	S70° 11' 54"E	76.43'
L30	S8° 42' 06"W	15.00'
L31	S8° 42' 06"W	30.00'
L32	S3° 19' 06"W	85.41'
L33	S11° 11' 32"W	54.61'
L34	N81° 17' 54"W	39.71'
L35	N81° 34' 39"W	17.95'
L36	N8° 12' 57"E	20.92'
L37	N28° 04' 49"W	19.89'
L38	S84° 13' 39"E	11.79'
L39	N5° 46' 21"E	50.00'
L40	S84° 26' 07"E	113.65'

LOT TABLE		
LOT #	SQ. FT.	ACRES
4	2,933.80	0.07

TN STATE PLANE
NOTE: BEARINGS ARE RELATIVE TO TN. S.P.C.S. - NAD 83
DATE OF OBSERVATION 07/19/2019

VICINITY MAP
N.T.S.

PRELIMINARY - NOT FOR RECORDING

CERTIFICATE OF OWNERSHIP AND DEDICATION CHART

LOT 1
TOWN OF THOMPSON'S STATION, TENNESSEE
BOOK 1521, PAGE 486 (R.O.W.C.TN.)
MAP 146–N, PARCEL 40.01

LOT 2
TOWN OF THOMPSON'S STATION, TENNESSEE
BOOK 2348, PAGE 262 (R.O.W.C.TN.)
MAP 146–N, GROUP: A, PARCEL 1.00

LOT 3
WILLIAM TAYLOR JORDAN
BOOK 6144, PAGE 82 (R.O.W.C.TN.)
BOOK XXXX, PAGE XX (R.O.W.C.TN.)
MAP 146–N, GROUP: A, PARCEL 16.00

LOT 4
TOWN OF THOMPSON'S STATION, TENNESSEE
BOOK 1213, PAGE 833
MAP 146–N, GROUP: A, PARCEL 15.00

LOT 5
COOPER MAGLI AND WIB R. MAGLI
BOOK 3981, PAGE 785 (R.O.W.C.TN.)
BOOK XXXX, PAGE XX (R.O.W.C.TN.)
MAP 146–N, GROUP: A, PARCEL 17.00

LOT 6
TOWN OF THOMPSON'S STATION
BOOK 1031, PAGE 128
MAP 146–N, GROUP: A, PARCEL 16.01

GENERAL NOTES

1. DATE FIELD SURVEY COMPLETED: 04/22/2020
2. PARCEL NUMBERS SHOWN ( ), REFER TO THE WILLIAMSON COUNTY TAX MAP 146 AND 146–N, GROUP "A".
3. SURVEYOR HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH FOR ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP TITLE EVIDENCE, OR ANY OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.
4. THIS PARCEL OF LAND IS SUBJECT TO ANY AND ALL RIGHT–OF–WAYS AND/OR EASEMENTS EITHER BY RECORD AND/OR PRESCRIPTION THAT A COMPLETE TITLE SEARCH MAY REVEAL.
5. BOUNDARY INFORMATION SHOWN WAS TAKEN FROM TAX RECORDS, DEEDS OF RECORD, AND FIELD EVIDENCE AT THE TIME OF SURVEY.
6. ANY LOCATION OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE BASED SOLELY ON OBSERVATIONS AND FIELD LOCATIONS OF ABOVE–GROUND STRUCTURES. ADDITIONAL BURIED UTILITIES AND/OR STRUCTURES MAY EXIST.
7. THIS IS A TRUE AND ACCURATE PORTRAYAL OF THE BOUNDARIES DETERMINED FROM EDM/THEODOLITE, RECORD DATA AND PHYSICAL EVIDENCE FOUND IN THE FIELD. I HEREBY CERTIFY THAT THIS IS A CATEGORY 1 SURVEY AND THE RATIO OF PRECISION OF THE UNADJUSTED SURVEY IS GREATER THAN 1:10,000 AS SHOWN HEREON. I ALSO CERTIFY THAT THE MONUMENTS HAVE BEEN OR WILL BY PLACED AS SHOWN HEREON TO THE SPECIFICATIONS OUTLINED BY THE STATE OF TENNESSEE.
8. BEARINGS SHOWN HEREON BASED ON GEODETIC NORTH USING GLOBAL NAVIGATION SATELLITE SYSTEMS (GNSS) DUAL FREQUENCY RECEIVER TOPCON HYPERSR AND TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT) CONTINUOUSLY OPERATED REFERENCE STATION (CORS) NETWORK. DATE OF OBSERVATION 07/19/2019.
9. BASED UPON A GRAPHIC SCALE, THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS ZONE "X" (AREAS DETERMINED TO BE OUTSIDE THE 100–YEAR FLOODPLAIN) ON THE MOST RECENT FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.) FLOOD INSURANCE RATE MAP COMMUNITY NO. 47187, PANEL NO. 0345F, DATED SEPTEMBER 29, 2006.
10. THE PURPOSE OF THIS PRELIMINARY PLAT IS TO SHOW EXISTING PROPERTY LINES AND VACANT LAND TO BE INCORPORATED INTO LOTS 3 AND 5 SHOWN HEREON.
11. PUBLIC UTILITY AND DRAINAGE EASEMENTS WHERE SHOWN HEREON ARE INTENDED TO INDICATE AN EASEMENT FOR CONSTRUCTION, OPERATION, AND MAINTENANCE OF PUBLIC UTILITIES AND DRAINAGE WAYS; INCLUDING, BUT NOT LIMITED TO SANITARY SEWER, FORCEMAINS, WATER LINES, TELEPHONE SIGNAL CONDUITS, ELECTRIC CONDUCTORS, DRAINAGE PIPES, AND NATURAL GAS LINES.

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

UTILITY DISCLAIMER

ENERGY, LAND, AND INFRASTRUCTURE, LLC (ELI, LLC) 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. ELI, LLC MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. ELI, LLC FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES 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 OWNER, NO LESS THAN THREE (3) NOR MORE THAN TEN (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.

DEED REFERENCE

WILLIAMSON COUNTY TAX MAP 146–N, GROUP "A"

(1.00) – Town of Thompson's Station – Book 2348, Page 262 (R.O.W.C.TN.)
(2.00) – Janie Lou Brown – Book 886, Page 781 (R.O.W.C.TN.)
(14.00) – Jane Rachel Osburn – Book 2330, Page 564 (R.O.W..C.TN.)
(15.00) – Town of Thompson's Station – Book 1213, Page 833 (R.O.W.C.TN.)
(16.00) – William Taylor Jordan – Book 6144, Page 82 (R.O.W.C.TN.)
(16.01) – Town of Thompson's Station – Book 1031, Page 128 (R.O.W.C.TN.)
(17.00) – Cooper Magli & Wib R. Magli – Book 3981, Page 785 (R.O.W.C.TN.)

WILLIAMSON COUNTY TAX MAP 146

(40.00) – Whistle Stop Farms, LLC – Book 5775, Page 532 (R.O.W.C.TN.)
(40.01) – Town of Thompson's Station – Book 1521, Page 486 (R.O.W.C.TN.)
(20.01) – Philip J. Anson, Sr. & Holly A. Anson – Book 7712, Page 627 (R.O.W.C.TN.)

PRELIMINARY PLAT OF THE TOWN OF THOMPSON'S STATION, OLD TOWN

THOMPSON'S STATION, WILLIAMSON COUNTY, TENNESSEE

ENERGY LAND & INFRASTRUCTURE
1420 DONELSON PIKE, SUITE A12 • NASHVILLE, TN 37217
OFFICE 615-383-6300 • WWW.ELI-LLC.COM
ENGINEERS•SURVEYORS•INFRASTRUCTURE•ENVIRONMENTAL

ELI File No.: 19-11-6010 Thompson's Station

PROJECT REQUEST

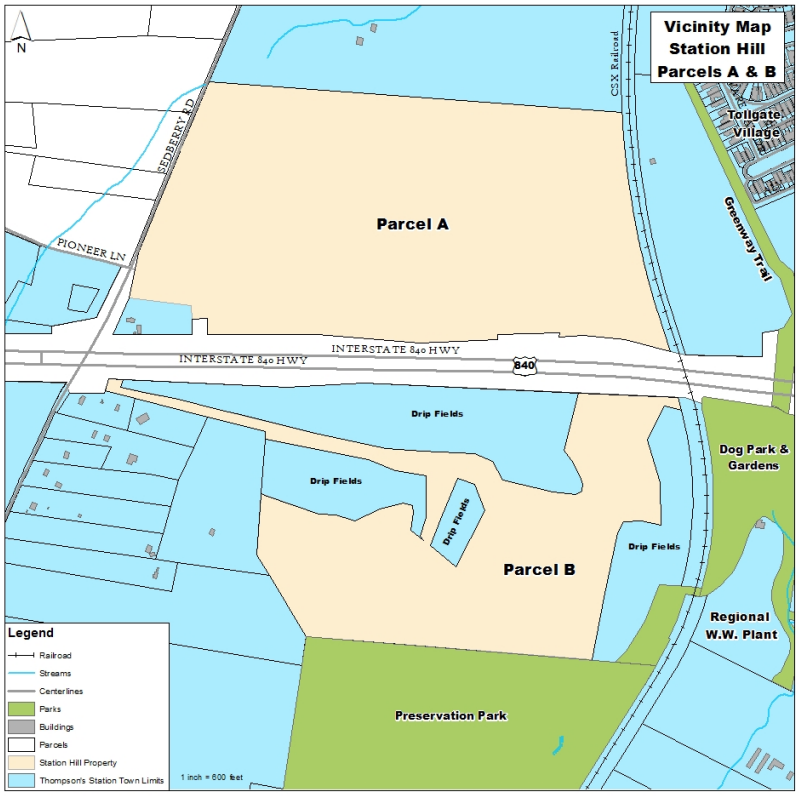
Preliminary Plat 290 single family residential and 13 open space lots on property east of Sedberry Road, north and south of I-840.

PROJECT DESCRIPTION

The Enclave at Station Hill Preliminary Plat include proposed development of 290 residential lots, with a mixture of lot sizes and types, including single-family and estate lots, on 118.83 acres located along the east side of Columbia Pike at 4737 Columbia Pike, south of Thompson's Station Road East within the D3 zone.

A preliminary plat is required to meet the minimum requirements of the Land Development Ordinance (LDO).

ANALYSIS



The development is unique in that overall project is split by Interstate 840. However, the vast majority of this subdivision is on Parcel A with 285 homes on 143 acres. Parcel B includes 5 estate lots on 76.79 acres. The development is also split zoned, with Parcel A being zoned D2, which allows for 1.5 dwelling units per acre, and Parcel B being zoned D1, which allows for 1 unit per acre. During the rezone process for Parcel A, the developer also negotiating with the Town to sell approximately 65 acres to the Town for drip fields. As part of the rezone request, the Board of Mayor and Aldermen rezoned those 65 acres as T1, which is intended for preservation. The remaining land, approximately 76 acres remained as D1 zoning. The developer presented a plan to the Town which included a total of 285 units on the north side of State Route 840. The overall density of Parcels A (7.01) and B (7.02) allows for 291 units, which will be concentrated on Parcel A.

Open Space

Residential subdivisions require 5 – 10% of the area designated as a civic space with the main type permitted to be a green, plaza or a square. The plat identifies a distribution of civic spaces and open spaces throughout the development, with the total 45.6% open space provided on Parcel A (7.01) in a mix of natural conservancy, common open space, civic space, and a pedestrian connection. The civic

space provided equates to 9.8%, which falls within the required 5-10% for a residential subdivision. The specific proposed amenities are detailed on the plat and will be made part of the approval of this subdivision. Development on any residential open space requires further approval of the Planning Commission through the submittal of a site plan.

Ridgeline Hilltop Preservation/Slopes

The site does not contain any land within the Ridgeline Hilltop Preservation Area. However, it does contain some slopes in excess of 15%. Any areas that exceed 25% slope are placed within the open space for the development. In addition, the lots that are between 15 – 25% slope shall be identified on the preliminary plat as required by the LDO and shall be subject to all critical lot requirements.

Drainage Features

A hydrologic determination was submitted with the concept plan that identifies three drainage features on the site. No recommendations were presented in the report, however, a stream buffer of 60 feet is proposed for the stream that traverses the west side of the site from the north property line to the south property line. The stream buffer is identified on this plat. Furthermore, two proposed roadways are planned to cross this stream and require TDEC approval. Prior to the issuance of any grading permits for the infrastructure, these TDEC permits shall be obtained. The second stream noted on the plat is located within the southeast corner of the site and, while no stream buffer is shown on the site, the stream is located within the open space.

Woodlands/Trees

The site is predominantly open pastureland with several wooded areas. The developer intends to preserve the hilltop and the stream which include the majority of the wooded areas, in accordance with the LDO. Tree removal and replacement shall be accounted for the in construction documents for this development.

Stormwater Considerations

Storm water detention is proposed on site at the northwest corner of the site, the northeast corner of the site, east of the stream and along the southern property line, adjacent to Interstate 840. Storm water plans and calculations will be reviewed further by the Town Engineer during the construction document approval process.

Traffic Study

A traffic study was submitted and reviewed by Town Staff. All recommended mitigation shall be incorporated into the development agreement and the construction plans for this subdivision. Town Staff did closely review the impacts of this subdivision to Sedberry Road, which is a rural collector road that currently has limited traffic.

Currently, there are approximately 40 developed parcels with direct access from Sedberry Road. The proposed development is almost 7 times the number of current parcels developed along Sedberry Road. Sedberry Road is a 2-lane rural roadway with an approximate average total paved width of 26' (11-foot lanes with 2' paved shoulders). Additionally, access to Sedberry Road is only obtained by traversing additional 2-lane rural collector roadways (West Harpeth Road & Thompson's Station Road West), both of which include 90-degree turns (i.e. S-curves). Town Staff has concerns about this

development in relation to the current rural roadway network that is used to access it. However, the Town did rezone the property to D2 in 2017, which allows this level of development by right. The Traffic Study does require improvements, as follows:

CONCLUSIONS AND RECOMMENDATIONS

Columbia Pike at West Harpeth Road

- A northbound left turn lane should be installed on Columbia Pike with a full width storage and deceleration length of 360 feet, a bay taper length of 220 feet, and lane transitions according to the TDOT Highway System Access Manual.
- A southbound right turn lane should be installed on Columbia Pike with a storage length of 360 feet and a taper length of 220 feet according to TDOT design guidelines.
- An eastbound right turn lane should be installed on West Harpeth Road with a storage length of 100 feet and a taper length of 100 feet.

West Harpeth Road at Sedberry Road

- The pavement markings and signs on West Harpeth Road between Columbia Pike and Sedberry Road should be reviewed and refreshed/replaced to enhance the condition of the roadway. Additional advisory signs for curves and obstructions should be added where appropriate based on MUTCD guidance as illustrated on Figures 9 and 10.

Thompson's Station Road at Sedberry Road

- The pavement markings and signs on Sedberry Road between West Harpeth Road and Thompson's Station Road should be reviewed and refreshed/replaced to enhance the condition of the roadway. Additional advisory signs for curves and obstructions should be added where appropriate based on MUTCD guidance as illustrated on Figures 11, 12, and 13.

Station Hill Access to Sedberry Road

- The proposed accesses to Sedberry Road should consist of one lane in each direction with pavement widths in compliance with the appropriate roadway section shown in the Town's Land Development Ordinance.

These are the improvements that, through a nexus made with the Town's adopted Major Thoroughfare Plan and the LDO, the Town can require of this development.

Overall system impacts to the Town's transportation network, especially those rural roads like Sedberry, should receive greater scrutiny during the rezoning process in order to not place the Planning Commission in the position of waiting until a preliminary plat is presented for review to consider the full ramifications of this development. The All Aboard updates to the Major Thoroughfare Plan and LDO will place greater review emphasis on reviewing the overall infrastructure impacts to the Town of rezonings so that these matters are not end-loaded for consideration with the approval of a preliminary plat, when minimum standards apply.

Sewer

The BOMA approved a sewer agreement for this development. Therefore, this site has adequate sewer capacity to move forward with development approvals and permitting.

RECOMMENDATION

Staff recommends approval of the preliminary, with the following contingencies:

1. The applicant shall set a pre-submittal meeting with Town Staff prior to the submittal of the constructions plans for this development.
2. Prior to the approval of construction plans, the developer shall enter into a development agreement for the project.
3. Prior to the approval of construction plans, the developer shall obtain any necessary permits through the Tennessee Department of Environment and Conservation.
4. Prior to the approval of construction plans, all applicable codes and regulations shall be addressed to the satisfaction of the Town Engineer.
5. Prior to the submittal of the first final plat for this subdivision, a copy of the CCRs shall be submitted for Town review.
6. Any signage proposed for the subdivision shall comply requirements set forth within the Land Development Ordinance and shall be located within the open space and maintained by the homeowner's association.
7. Streetlights shall be incorporated in accordance with the Land Development Ordinance and shall be documented on the construction drawings.
8. All recommendations within the traffic study shall be completed.
9. All open space amenities shall require TSPC approval prior to permitting for each amenity.

ATTACHMENTS

Preliminary Plat
Traffic Impact Study

TRAFFIC IMPACT STUDY

for

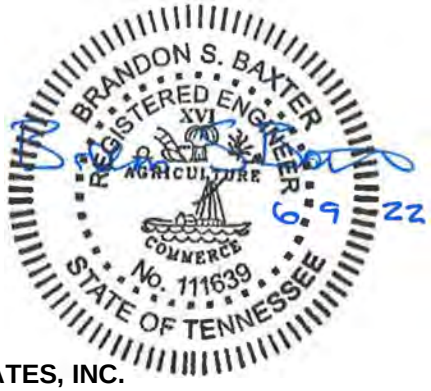
STATION HILL

Thompson's Station, Tennessee

December 14, 2018
Updated May 20, 2022
Updated June 15, 2022

Prepared for:

ENCOMPASS LAND GROUP
121 First Avenue South, Suite 220
Franklin, Tennessee 37064



Prepared by:

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

17-130 / 0960

STATION HILL
TRAFFIC IMPACT STUDY

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STATION HILL
TRAFFIC IMPACT STUDY

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EXECUTIVE SUMMARY

INTRODUCTION

The Station Hill residential development is located along Sedberry Road near Interstate 840 in the Town of Thompson's Station, Tennessee. The concept plan for Station Hill includes 290 single family homes. The purpose of this report is to review the traffic impact of Station Hill and identify necessary mitigation measures.

BACKGROUND TRAFFIC

Based upon the anticipated development schedule, the year 2028 will be used to analyze the impact of The Fields of Canterbury proposed addition. Background traffic growth was established by increasing existing traffic by ***2 percent annually*** for the period from 2022 to 2028.

SITE TRAFFIC

TRIP GENERATION: STATION HILL								
Land Use	**Total Units**	**Daily Trips**	**A.M. Peak Hour**			**P.M. Peak Hour**		
			Enter	**Exit**	**Total**	**Enter**	**Exit**	**Total**
Single Family Homes	290 homes	2,687	51	145	196	170	100	270

CONCLUSIONS AND RECOMMENDATIONS

Columbia Pike at West Harpeth Road

- A northbound left turn lane should be installed on Columbia Pike with a full width storage and deceleration length of 360 feet, a bay taper length of 220 feet, and lane transitions according to the TDOT Highway System Access Manual.

- A southbound right turn lane should be installed on Columbia Pike with a storage length of 360 feet and a taper length of 220 feet according to TDOT design guidelines.

- An eastbound right turn lane should be installed on West Harpeth Road with a storage length of 100 feet and a taper length of 100 feet.

West Harpeth Road at Sedberry Road

- The pavement markings and signs on West Harpeth Road between Columbia Pike and Sedberry Road should be reviewed and refreshed/replaced to enhance the condition of the roadway. Additional advisory signs for curves and obstructions should be added where appropriate based on MUTCD guidance as illustrated on Figures 9 and 10.

Thompson's Station Road at Sedberry Road

- The pavement markings and signs on Sedberry Road between West Harpeth Road and Thompson's Station Road should be reviewed and refreshed/replaced to enhance the condition of the roadway. Additional advisory signs for curves and obstructions should be added where appropriate based on MUTCD guidance as illustrated on Figures 11, 12, and 13.

Station Hill Access to Sedberry Road

- The proposed accesses to Sedberry Road should consist of one lane in each direction with pavement widths in compliance with the appropriate roadway section shown in the Town's Land Development Ordinance.

I. INTRODUCTION

The purpose of this study is to review the traffic impact of the proposed Station Hill community in the Town of Thompson's Station, Tennessee. The proposed Station Hill community will include 290 single family homes and access to Sedberry Road at two locations. This report has been requested by Town of Thompson's Station staff in order to address transportation impacts and to identify recommended mitigating measures as part of development plan review process.

In order to evaluate the traffic impact of Station Hill, an inventory of the existing transportation system was carried out along with an assessment of its adequacy. Based on the anticipated project schedule, a design year was established and system-wide growth rates as well as traffic growth due to specific developments in the area were applied to existing traffic volumes. Site traffic was generated, distributed and assigned to the roadway to quantify the impact of Station Hill. Transportation analyses were performed in order to assess any site or non-site related impacts on the system. Finally, recommendations for project access and mitigating measures related to Station Hill were offered.

II. PROJECT DESCRIPTION

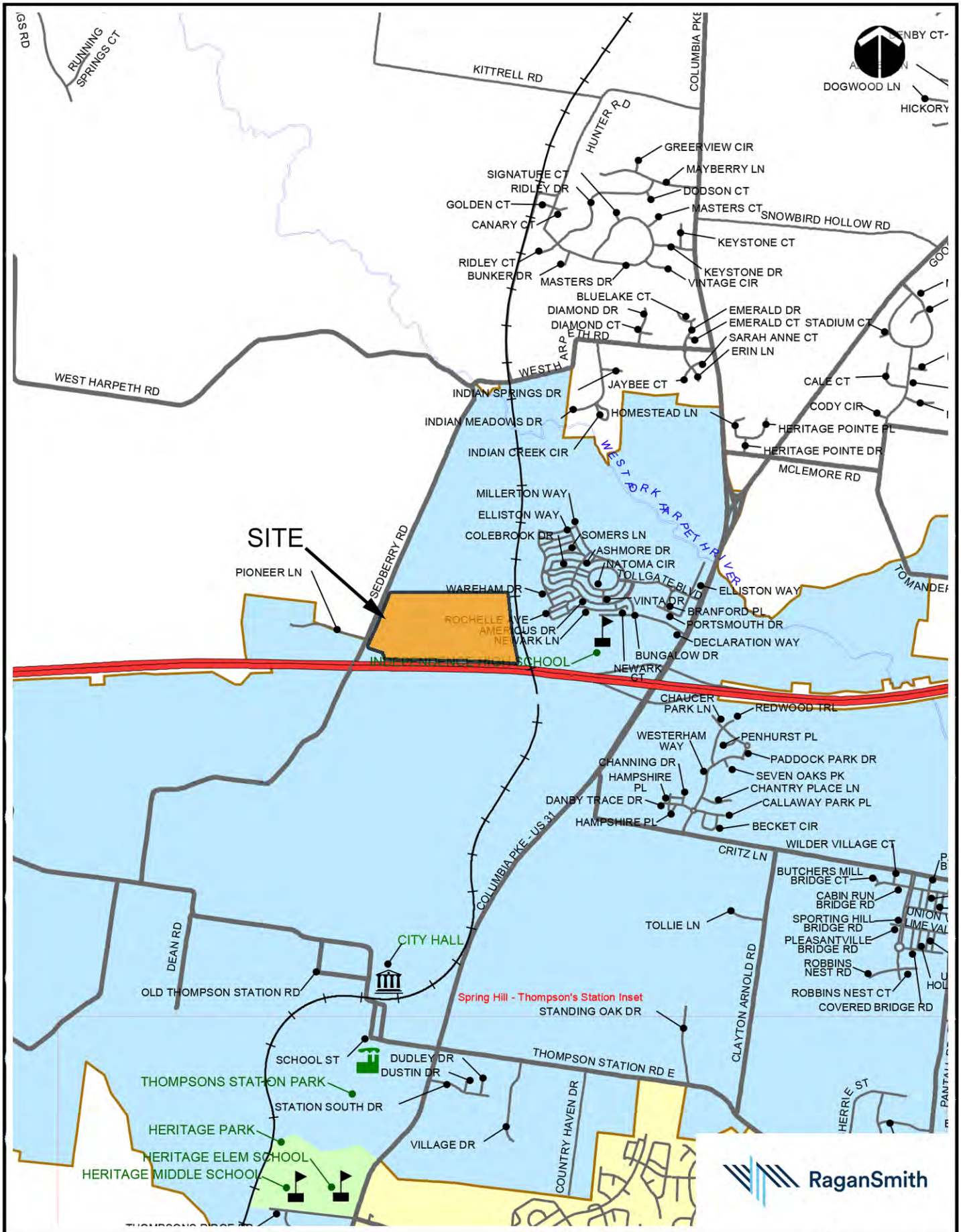
A. Proposed Development

As shown in Figure 1, Station Hill is located on Sedberry Road north of Interstate 840 and west of the CSX Railroad in the Town of Thompson's Station, Tennessee.

Figure 2 shows the concept plan for Station Hill consisting of 290 single family homes on approximately 143 acres of land and access to Sedberry Road at two locations north of Interstate 840.

B. Phasing and Timing

Based on the layout shown on the concept plan for Station Hill, what is known about the existing features of the site, and what an expected or desired pace of development will be in this area, the anticipated build-out period for Station Hill is approximately five (5) years. For the analysis of this report, the full build-out of Station Hill has been assumed to occur in the year 2028.



Station Hill Location Map

Figure 1

STATION HILL
CONCEPT PLAN

RaganSmith
JOB NO: 17-130 / 0960

WILLOW BRANCH HOMES

REV: 3-18-2022

SITE DATA

OWNER:	PROJECT PLANNER:
HENRY P. INGRAM JR	RAGAN-SMITH ASSOCIATES, INC.
1718 GEN. GEORGE PATTON DR.	315 WOODLAND STREET
BRENTWOOD, TN 37027	NASHVILLE, TN 37206
(615) 499-9887	(615) 244-8591
ATTN: ANDREW ETHRIDGE	ATTN: JAY EASTER, RLA, AICP
aethridge@elg-tn.com	jeaster@raganasmith.com

PROPERTY INFORMATION:	
STREET ADDRESS:	1824 SEDBERRY RD
TAX MAP:	131
PARCEL A:	007.01
PARCEL B:	007.00
PARCEL A AREA:	143.00± AC.
PARCEL B AREA:	76.79± AC.
TOTAL SITE AREA:	219.79± AC.

ZONING INFORMATION:	PARCEL A	PARCEL B
ZONING:	D2	D1
MAX. BLOCK LENGTH :	1,000'	1,200'
MAX. CUL-DE-SAC LENGTH:	500'	600'

ALLOWABLE DENSITY:	NUMBER OF HOMES	DWELLING UNIT PER ACRE
PARCEL A	214.5 HOMES	1.5 DU/AC
PARCEL B	76.8 HOMES	1.0 DU/AC
TOTAL ALLOWABLE DENSITY:	291.0 HOMES	

PROPOSED DENSITY:	NUMBER OF HOMES
PARCEL A	285 HOMES
75'x110' MIN. (8,250 S.F.)	(117)
65'x110' MIN. (7,150 S.F.)	(168)
PARCEL B	5 HOMES
ESTATE LOTS	(5)
TOTAL PROPOSED DENSITY:	290 HOMES

OPEN SPACE REQUIRED:	ACREAGE	%
PARCEL A	64.35± AC.	45.0%
PARCEL B	34.55± AC.	45.0%
TOTAL OPEN SPACE REQUIRED:	98.9± AC.	

OPEN SPACE PROVIDED:	ACREAGE	%
PARCEL A	65.18± AC.	45.6%
NATURAL CONSERVANCY:	50.26± AC.	
COMMON OPEN SPACE:	0.64± AC.	
CIVIC SPACE:	13.95± AC.	
PEDESTRIAN CONNECTION:	0.33± AC.	
PARCEL B	35.20± AC.	45.8%
TOTAL OPEN SPACE PROVIDED:	99.73± AC.	

CIVIC SPACE*:	ACREAGE	%
REQUIRED	7.15± AC.	5% MIN.
PROVIDED	13.95± AC.	6.3%

*TOTAL PROJECT CIVIC SPACE REQUIREMENT (FOR BOTH PARCELS A & B) IS MET ON PARCEL A

Site Development Notes

1. Stormwater management facilities will be located as shown on the plan for the Station Hill project. The facilities are primarily located in the northwest, northeast and southeast corners of the site. A detailed hydrologic analysis will be prepared during the design phase of the project to determine the magnitude and specific consideration of each facility location. Water quality measures will be implemented as applicable based upon best management practices recognized by Thompson's Station. An estimate of the total impervious area generated by the site development was determined by taking the approximate acreages occupied by proposed individual lot improvements and proposed improvements within the rights-of-way of public roadways and private alleys and applying a runoff coefficient of 0.60 and 0.90 respectively. Estimates are summarized as follows:
   - Proposed lot improvements . . . . . 51.4 acres x 0.60 . . . . 30.8 acres impervious area
   - Proposed public roadway and alleys . . . . . 18.2 acres x 0.90 . . . . 16.4 acres impervious area
   - **Total impervious site area . . . . . 30.8 acres + 16.4 acres = 47.2 acres**
2. Water service to the project will be provided by the HB&TS Utility District via connections to the existing water lines in Sedberry Road. Connections will be made to the existing water line at both site access locations in order to provide for a looped internal system. Existing HB&TS water system flows and pressures will be determined by the District in order to document their adequacy to serve the proposed 280± dwelling units brought on line by the site development. Sanitary sewer service to the project will be provided by Thompson's Station. There will be two pumping stations required to serve the site. A smaller pumping station will be located at the northwest corner of the property adjacent to Sedberry Road. This station will need to accommodate approximately 80 lots and will receive flows from an onsite gravity collection system. Flows from this station will be conveyed via force main to a separate gravity collection system on the east side of the project's predominate north/south ridge line. This gravity system will convey flows from the entire site to an additional pumping station located at the southeast corner of the property adjacent to the CSX Railroad and I-840. A new force main will be installed to run from this pumping station to the existing Shaeffer Treatment Facility on the south side of I-840 along an alignment to be determined. A detailed hydraulic analysis of the proposed and existing sanitary sewer systems serving the project will be prepared during the design phase to determine the specifics of the approach resulting in the least amount of overall impact.
3. Technical studies addressing endangered species, natural and cultural resources, traffic impacts and geotechnical considerations will be prepared and supplemented as applicable pending evaluation of the Concept Plan submittal by Thompson's Station.
4. A proposed phasing plan has been shown based upon the most logical and economic sequence of development for the property as per the Concept Plan layout.

0 200 400 600

III. EXISTING CONDITIONS

A. Transportation System Description

The existing transportation system in the area that provides access to Station Hill consists of local, collector, and arterial roadways. The following roadways will comprise the study area for consideration of Station Hill.

- **Columbia Pike (US Highway 31 / State Route 6)** in the study area is shown as a principal arterial on the Tennessee Department of Transportation (TDOT) functional classification system and is listed as an arterial in the General Plan for Thompson's Station. The Columbia Pike corridor connects the Cities of Nashville, Brentwood, Franklin, Thompson's Station, Spring Hill, and Columbia in Davidson, Williamson, and Maury Counties. Within the study area, Columbia Pike is a two-lane roadway with a posted speed limit of 55 mph.

- **West Harpeth Road** in the project area is a two-lane roadway connecting Columbia Pike and Carters Creek Pike. West Harpeth Road is not shown on the Tennessee Department of Transportation (TDOT) functional classification system and is not listed in the General Plan for Thompson's Station as a collector or arterial. Lane widths on West Harpeth Road are 11 feet and paved shoulder widths are generally two feet or less. The posted speed limit on West Harpeth Road is 40 mph.

- **Sedberry Road** is not shown on the Tennessee Department of Transportation (TDOT) functional classification system but is listed as a collector in the General Plan for Thompson's Station. Lane widths on Sedberry Road are 11 feet and paved shoulder widths are generally two feet or less. The posted speed limit on Sedberry Road is 45 mph.

- **Thompsons Station Road** is shown as a major collector on the Tennessee Department of Transportation (TDOT) functional classification system and is listed as a collector in the General Plan for Thompson's Station. Lane widths on Thompson's Station Road are 11 feet and paved shoulder widths are generally two feet or less. The posted speed limit on Thompson's Station Road near Sedberry Road is 45 mph.

B. Traffic Volumes

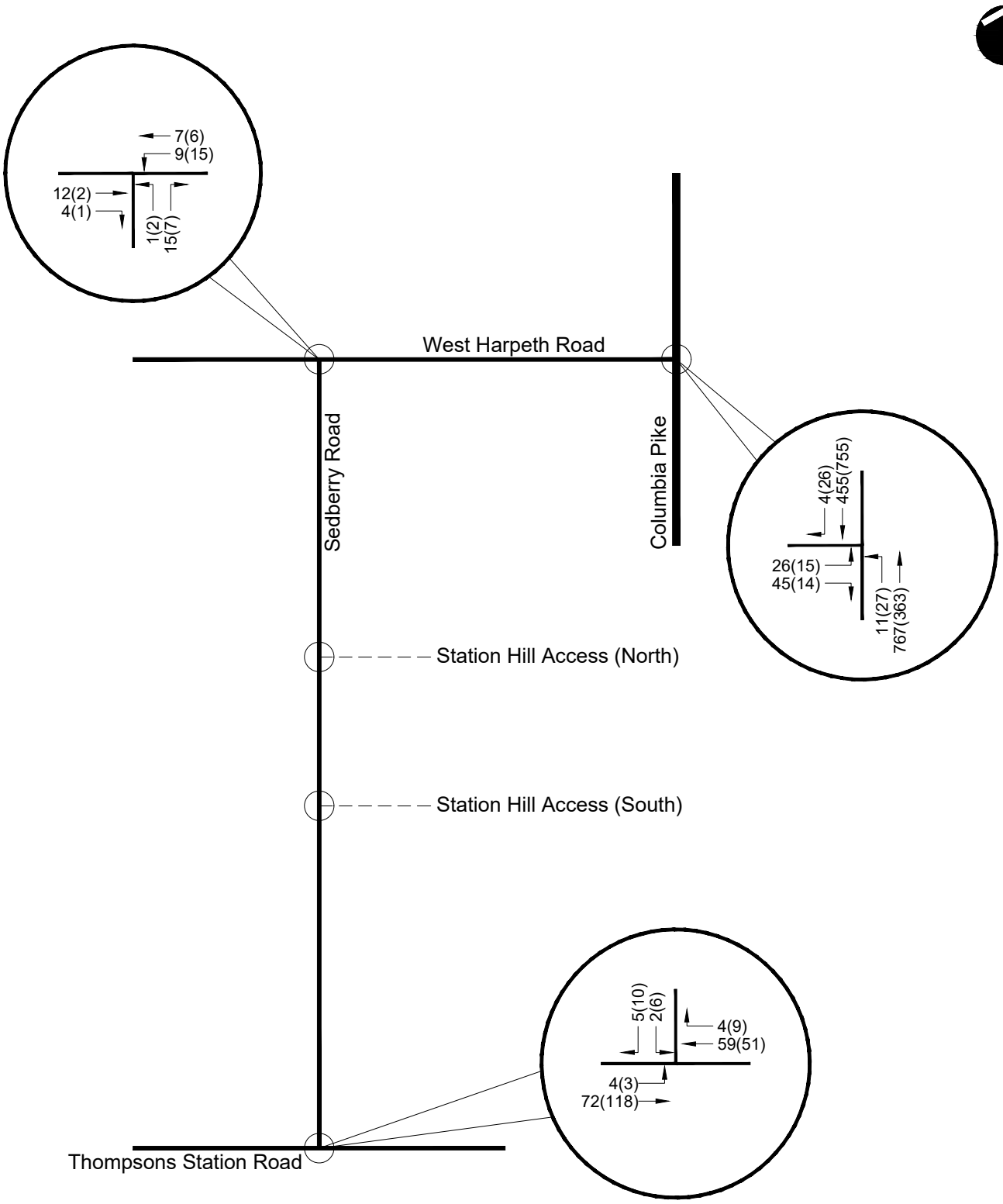
In order to assess the adequacy of the local transportation system, an evaluation of the current operational quality of intersections within the study area was required. The peak hour of the adjacent street traffic was used to evaluate the traffic operations for Station Hill. In order to identify the peak periods for analysis, traffic counts were conducted in April 2022. Table 1 below shows the a.m. and p.m. peak hour for each of the intersections where traffic was counted.

TABLE 1

INTERSECTION PEAK HOURS

Intersection	A.M. Peak Hour	P.M. Peak Hour
Columbia Pike at West Harpeth Road	6:45 – 7:45 a.m.	4:00 – 5:00 p.m.
West Harpeth Road at Sedberry Road	7:00 – 8:00 a.m.	5:00 – 6:00 p.m.
Thompson's Station Road at Sedberry Road	7:15 – 8:15 a.m.	4:00 – 5:00 p.m.

Figure 3 shows the existing peak hour traffic volumes for the intersections in the study area.



Peak Hours
AM (PM)

RaganSmith

Station Hill
2022 Existing Traffic Volumes

Figure
3

IV. FORECASTED BACKGROUND TRAFFIC

A. Introduction

Before any impacts to the study area can be addressed, some estimate of background traffic volumes for the horizon year 2028 must be established. Background traffic volumes were established by segregating potential growth into two categories:

- Specific development traffic growth within the immediate study area
- Growth due to small scale development and/or general population growth

B. Specific Development Growth

There are no specific developments along Sedberry Road near Station Hill that should be included as specific background traffic growth sources.

C. Annual Growth

To establish traffic growth due to population growth or small scale development, TDOT historical traffic count data was obtained at locations within the general project vicinity. The TDOT historical traffic count data includes traffic volume counts conducted annually beginning in 1985. The available historical count data was tabulated and analyzed to identify patterns or growth trends.

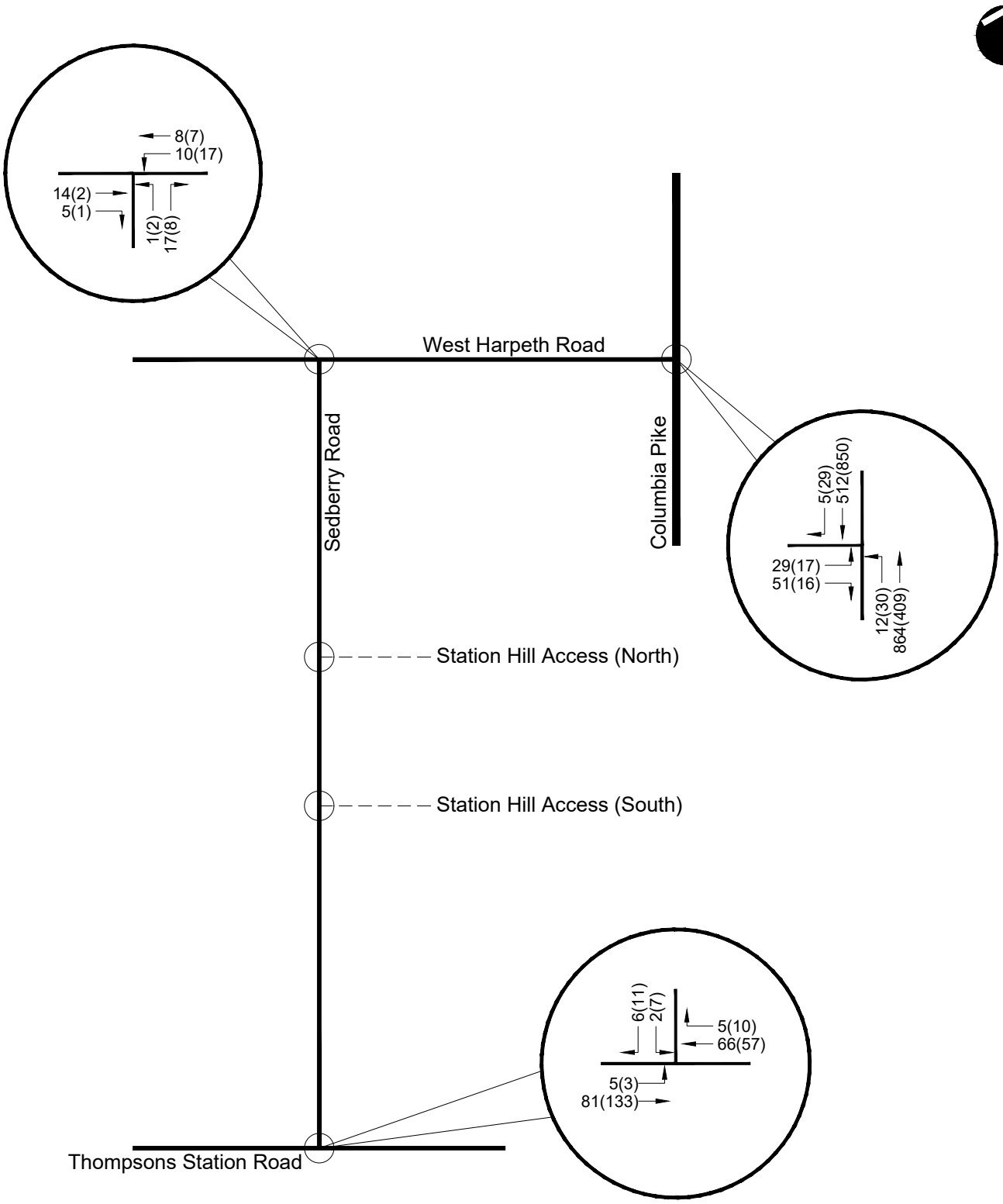
Based upon linear regression analysis of this data, we will use a ***2 percent annual growth rate*** as the base growth for the existing traffic volumes. This annual growth rate is consistent with the Comprehensive Traffic Impact Study prepared by RPM Transportation Consultants, LLC for the Town of Thompson's Station and other recent traffic impact studies in the Town of Thompson's Station.

D. Background Traffic

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

- 2022 existing traffic data
- 2% annual increase of traffic volumes for the period from 2022 to 2028

Background traffic volumes on the future roadway, representing existing traffic volumes plus background growth, for the year 2028 are shown in Figure 4.



Peak Hours
AM (PM)

RaganSmith

Station Hill
2028 Background Traffic Volumes

Figure
4

V. PROPOSED SITE TRAFFIC

A. Site Trip Generation

In order to quantify site-related impacts within the study area, some estimates of site trip generation and traffic assignment had to be established. Trip generation rates for the development were established using information for the weekday a.m. and p.m. peak hour of the adjacent street as shown in the *Trip Generation Manual, 11th Edition* published by the Institute of Transportation Engineers (ITE). For this study, horizon year 2028 will include the completion of Station Hill. Trip generation for Station Hill is shown in Table 3.

TABLE 2

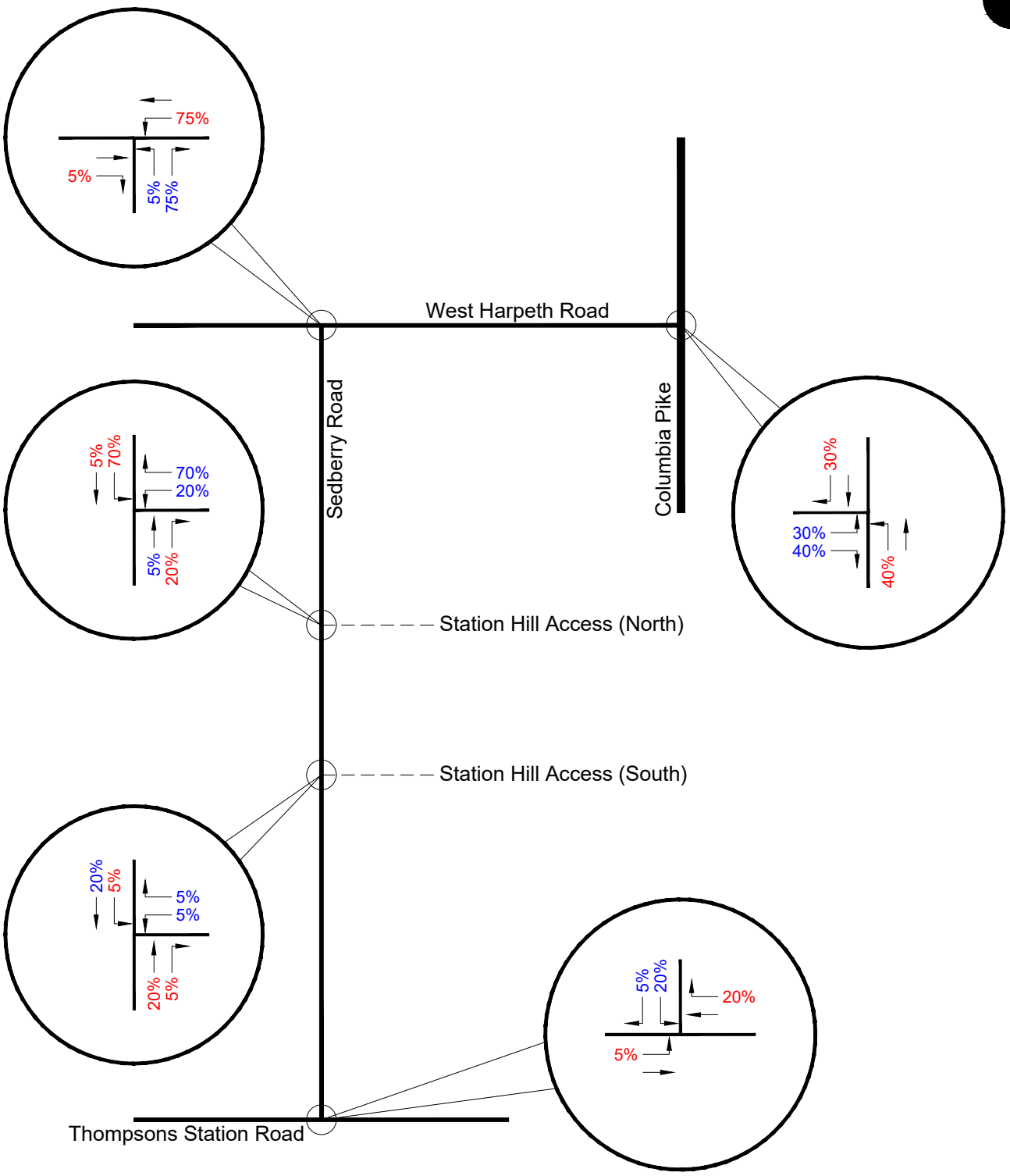
TRIP GENERATION: STATION HILL

Land Use	Total Units	Daily Trips	A.M. Peak Hour			P.M. Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Single Family Homes	290 units	2,687	51	145	196	170	100	270

B. Site Trip Distribution and Assignment

Site trips were distributed based primarily upon the prevalent commuter patterns in the area and the proximity and routes to major transportation facilities. Figure 5 shows the distribution of trips for Station Hill on the adjacent roadways.

Site traffic volumes generated by Station Hill in the horizon year 2028 are shown in Figure 6. The accumulation of existing, background growth, and site-generated traffic for the horizon year 2028 is shown in Figure 7.

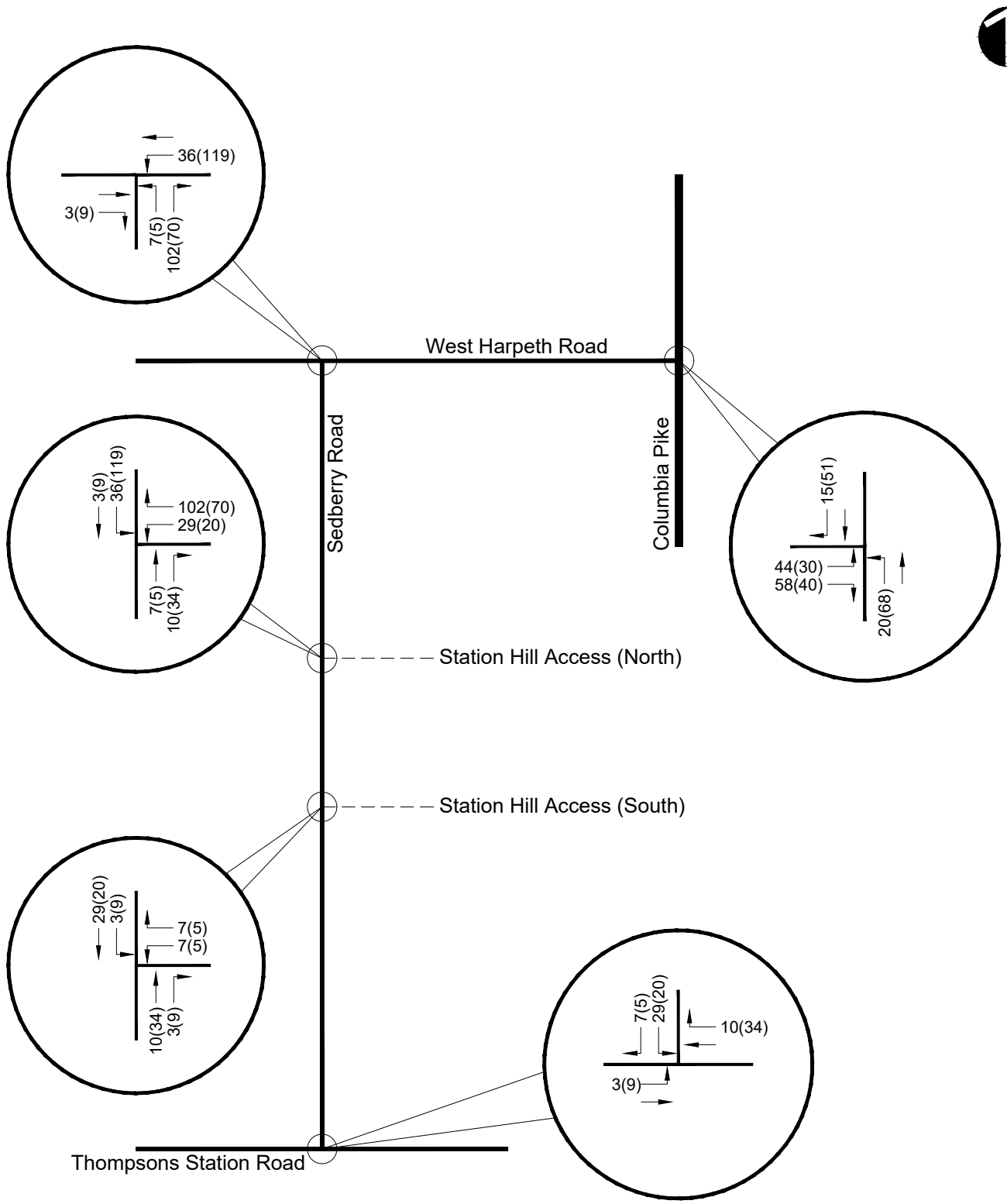


Inbound %
(Outbound %)

RaganSmith

Station Hill
Site Trip Distribution

Figure
5

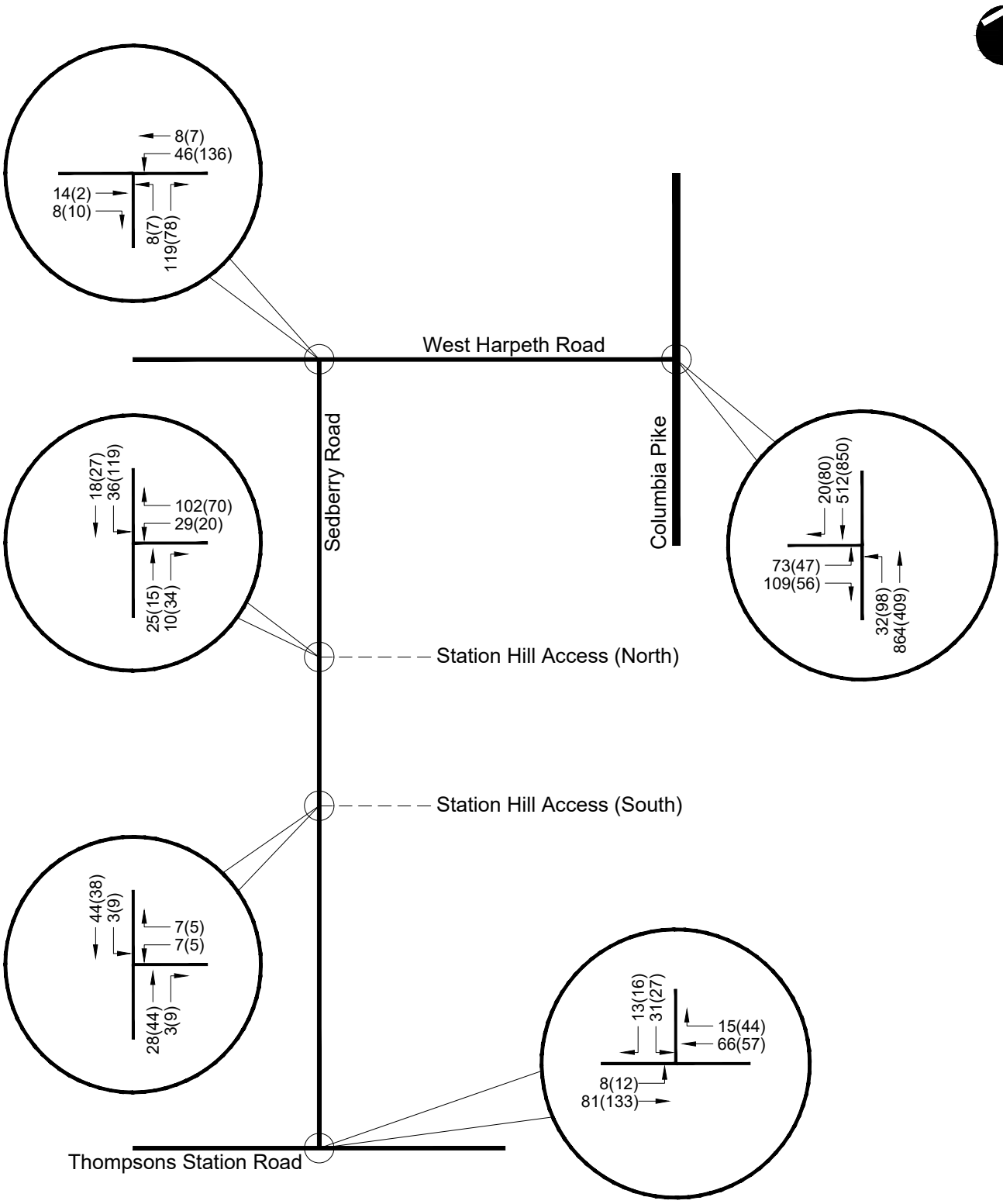


Peak Hours
AM (PM)

RaganSmith

Station Hill
Site Traffic Volumes

Figure
6



Peak Hours
AM (PM)

RaganSmith

Station Hill
2028 Total Traffic Volumes

Figure
7

VI. TRANSPORTATION ANALYSIS

A. Intersection Capacity Analysis

Capacity analyses were conducted according to the methodology and procedures outlined in the *Highway Capacity Manual*, HCM 6th Edition, published by Transportation Research Board. Capacity analysis results for the a.m. peak hour are shown in Table 3.

TABLE 3

INTERSECTION CAPACITY ANALYSIS RESULTS – A.M. PEAK HOUR

Intersection	Condition [1]	Level of Service (avg. delay/vehicle – sec.)		
		2022 Existing	2028 Background	2028 Total
Columbia Pike at West Harpeth Road	NB Left	A (8.4)	A (8.6)	A (8.7)
	TWSC EB	C (21.3)	D (27.6)	E (41.5)
West Harpeth Road at Sedberry Road	WB Left	A (7.3)	A (7.3)	A (7.3)
	TWSC NB	A (8.5)	A (8.5)	A (9.0)
Thompson's Station Road at Sedberry Road	EB Left	A (7.4)	A (7.4)	A (7.4)
	TWSC SB	A (8.8)	A (8.9)	A (9.5)
Sedberry Road at Station Hill Access (North)	SB Left	-	-	A (7.3)
	TWSC WB	-	-	A (9.3)
Sedberry Road at Station Hill Access (South)	SB Left	-	-	A (7.3)
	TWSC WB	-	-	A (8.8)

[1] TWSC = Two-way Stop Control

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

TABLE 4

INTERSECTION CAPACITY ANALYSIS RESULTS – P.M. PEAK HOUR

Intersection	Condition [1]	Level of Service (avg. delay/vehicle – sec.)		
		2022 Existing	2028 Background	2028 Total
Columbia Pike at West Harpeth Road	NB Left	A (9.7)	B (10.2)	B (11.2)
	TWSC EB	C (22.9)	D (28.6)	E (43.1)
West Harpeth Road at Sedberry Road	WB Left	A (7.2)	A (7.2)	A (7.5)
	TWSC NB	A (8.5)	A (8.5)	A (8.9)
Thompson's Station Road at Sedberry Road	EB Left	A (7.3)	A (7.4)	A (7.5)
	TWSC SB	A (9.0)	A (9.1)	A (9.9)
Sedberry Road at Station Hill Access (North)	SB Left	-	-	A (7.5)
	TWSC WB	-	-	A (9.4)
Sedberry Road at Station Hill Access (South)	WSB Left	-	-	A (7.3)
	TWSC WB	-	-	A (8.9)

[1] TWSC = Two-way Stop Control

Level of service (LOS) criteria for unsignalized intersections is shown in Table 5.

TABLE 5		
LEVEL OF SERVICE DESCRIPTIONS FOR UNSIGNALIZED INTERSECTIONS		
Level of Service	**Description**	**Control Delay (sec. /veh.)**
A	Usually no conflicting traffic	0 - 10
B	Occasionally some delay due to conflicting traffic	> 10 - 15
C	Delay is noticeable but not inconveniencing	> 15 - 25
D	Delay is noticeable and irritating, increased risk taking	> 25 - 35
E	Delay approaches tolerance level, risk taking likely	> 35 - 50
F	Delay exceeds tolerance level, high likelihood of risk taking	> 50
Source: Highway Capacity Manual, HCM 6th Edition		

B. Turn Lane Warrants

The National Cooperative Highway Research Program (NCHRP) Report 457 provides guidance for evaluating intersection improvements at unsignalized intersections. Specific volume-based warrants have been checked to evaluate the need for right turn and left turn deceleration and storage lanes.

Table 6 below details pertinent right turn lane warrant information for applicable intersections in the study area.

TABLE 6					
RIGHT TURN LANE WARRANT ANALYSIS					
Location	**Peak Hour**	**Speed**	**Major-Road Volume**	**Right-Turn Volume**	**Right-Turn Bay Warranted**
Columbia Pike (SB) at West Harpeth Road	A.M.	55	532	20	Yes
	P.M.		930	80	Yes
Sedberry Road (NB) at Station Hill Access (North)	A.M.	45	35	10	No
	P.M.		49	34	No
Sedberry Road (NB) at Station Hill Access (South)	A.M.	45	31	3	No
	P.M.		53	9	No

Table 10 below details pertinent left turn lane warrant information for applicable intersections in the study area.

TABLE 7						
LEFT TURN LANE WARRANT ANALYSIS						
Location	**Peak Hour**	**Speed**	**Opposing Volume**	**Advancing Volume**	**L%**	**Left-Turn Bay Warranted**
Columbia Pike (NB) at West Harpeth Road	A.M.	55	532	896	3.6	Yes
	P.M.		930	507	19	Yes
Sedberry Road (SB) at Station Hill Access (North)	A.M.	45	35	54	67	No
	P.M.		49	146	82	No
Sedberry Road (SB) at Station Hill Access (South)	A.M.	45	31	47	6.4	No
	P.M.		53	47	19	No

C. Safety Analysis

A summary of historic crash data on West Harpeth Road between Columbia Pike and Sedberry Road and on Sedberry Road between West Harpeth Road and Thompson's Station Road for the period between 2015 and 2021 is shown below.

- Property Damage Crashes: 13
- Other Injury Crashes: 2
- Incapacitating Injury Crashes: 1
- Fatal Crashes: 0
- Total Crashes: 16

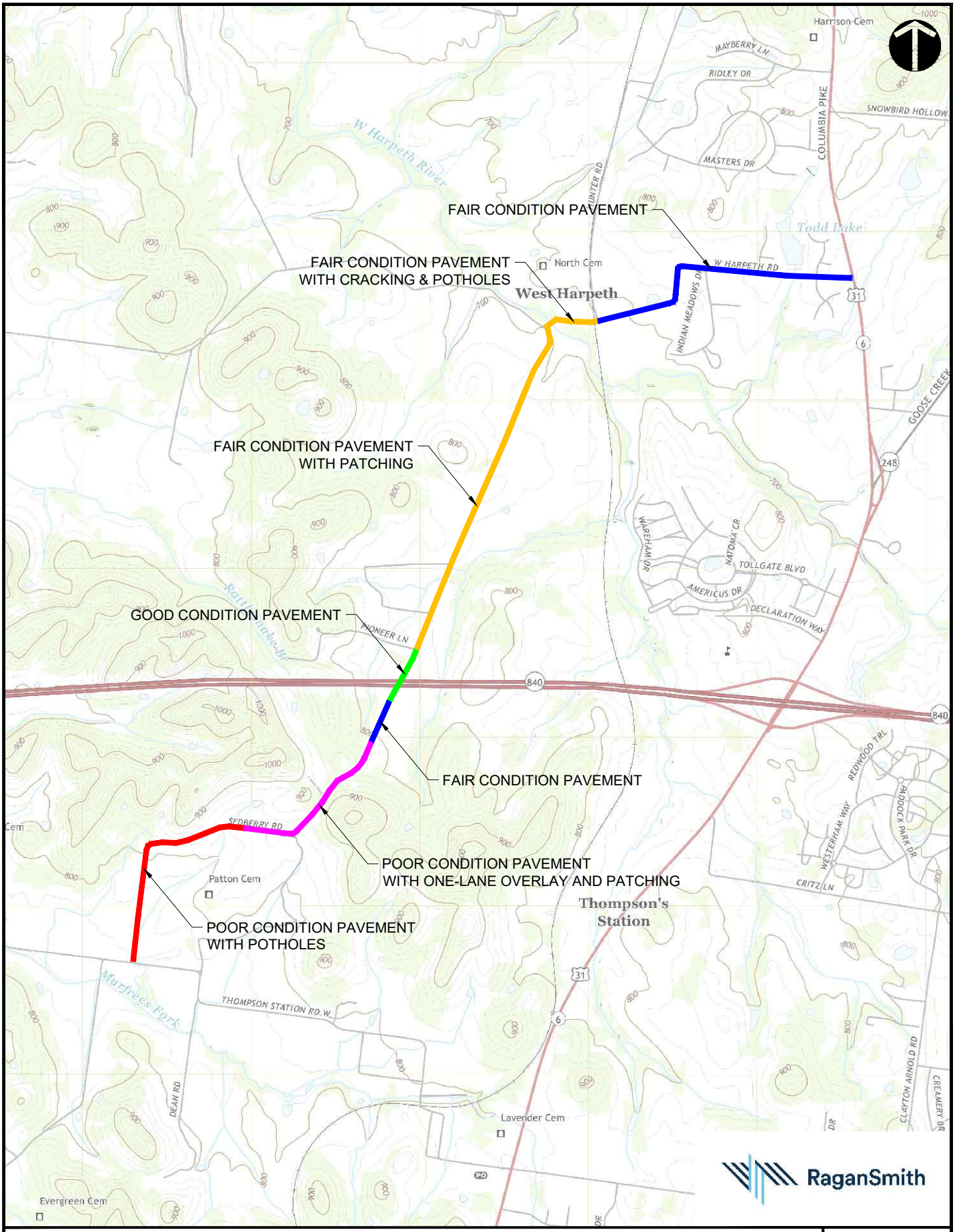
During the 7-year period from 2015 to 2021 there were a total of 16 crashes on Sedberry Road and West Harpeth Road on the route between Columbia Pike and Thompson's Station Road. There is no discernable crash pattern related to the type of crashes, weather conditions, and time of day. While the crash summary data does not indicate specific safety concerns, it would be beneficial to refresh the pavement markings and signs so that the guidance elements of the route are enhanced.

D. Pavement Evaluation

The pavement on Sedberry Road and on West Harpeth Road between Sedberry Road and Columbia Pike were evaluated in June 2022 to assess the physical conditions of the existing roadway. The existing pavement was categorized as poor condition, fair condition, and good condition based on a visual inspection by RaganSmith technical and engineering staff. A summary of the pavement evaluation is provided below.

- Sedberry Road
    - Between Thompson's Station Road and 1911 Sedberry Road
        - Poor condition pavement with potholes
    - Between 1911 Sedberry Road and 1864 Sedberry Road
        - Poor condition pavement with one-lane overlay and patching
    - Between 1864 Sedberry Road and 1848 Sedberry Road
        - Fair condition pavement
    - Between 1848 Sedberry Road and 1780 Sedberry Road
        - Good condition pavement
    - Between 1780 Sedberry Road and West Harpeth Road
        - Fair condition pavement with patching
- West Harpeth Road
    - Between Sedberry Road and Hunter Road
        - Fair condition pavement with cracking and potholes
    - Between Hunter Road and Columbia Pike
        - Fair condition pavement

Figure 8 shows an illustration of the pavement evaluation summary on a map of the Sedberry Road and West Harpeth Road study area.



Station Hill
Pavement Evaluation Summary

Figure
8

VII. CONCLUSIONS AND RECOMMENDATIONS

A. Columbia Pike at West Harpeth Road

The following improvements are recommended at the intersection of Columbia Pike at West Harpeth Road:

- A northbound left turn lane should be installed on Columbia Pike with a full width storage and deceleration length of 360 feet, a bay taper length of 220 feet, and lane transitions according to the TDOT Highway System Access Manual.

- A southbound right turn lane should be installed on Columbia Pike with a storage length of 360 feet and a taper length of 220 feet according to TDOT design guidelines.

- An eastbound right turn lane should be installed on West Harpeth Road with a storage length of 100 feet and a taper length of 100 feet.

B. West Harpeth Road at Sedberry Road

The following conclusions are offered for the intersection of West Harpeth Road at Sedberry Road:

- The pavement markings and signs on West Harpeth Road between Columbia Pike and Sedberry Road should be reviewed and refreshed/replaced to enhance the condition of the roadway. Additional advisory signs for curves and obstructions should be added where appropriate based on MUTCD guidance as illustrated on Figures 9 and 10.

C. Thompson's Station Road at Sedberry Road

The following conclusions are offered for the intersection of Thompson's Station Road at Sedberry Road:

The pavement markings and signs on Sedberry Road between West Harpeth Road and Thompson's Station Road should be reviewed and refreshed/replaced to enhance the condition of the roadway. Additional advisory signs for curves and obstructions should be added where appropriate based on MUTCD guidance as illustrated on Figures 11, 12, and 13.

D. Station Hill Access to Sedberry Road

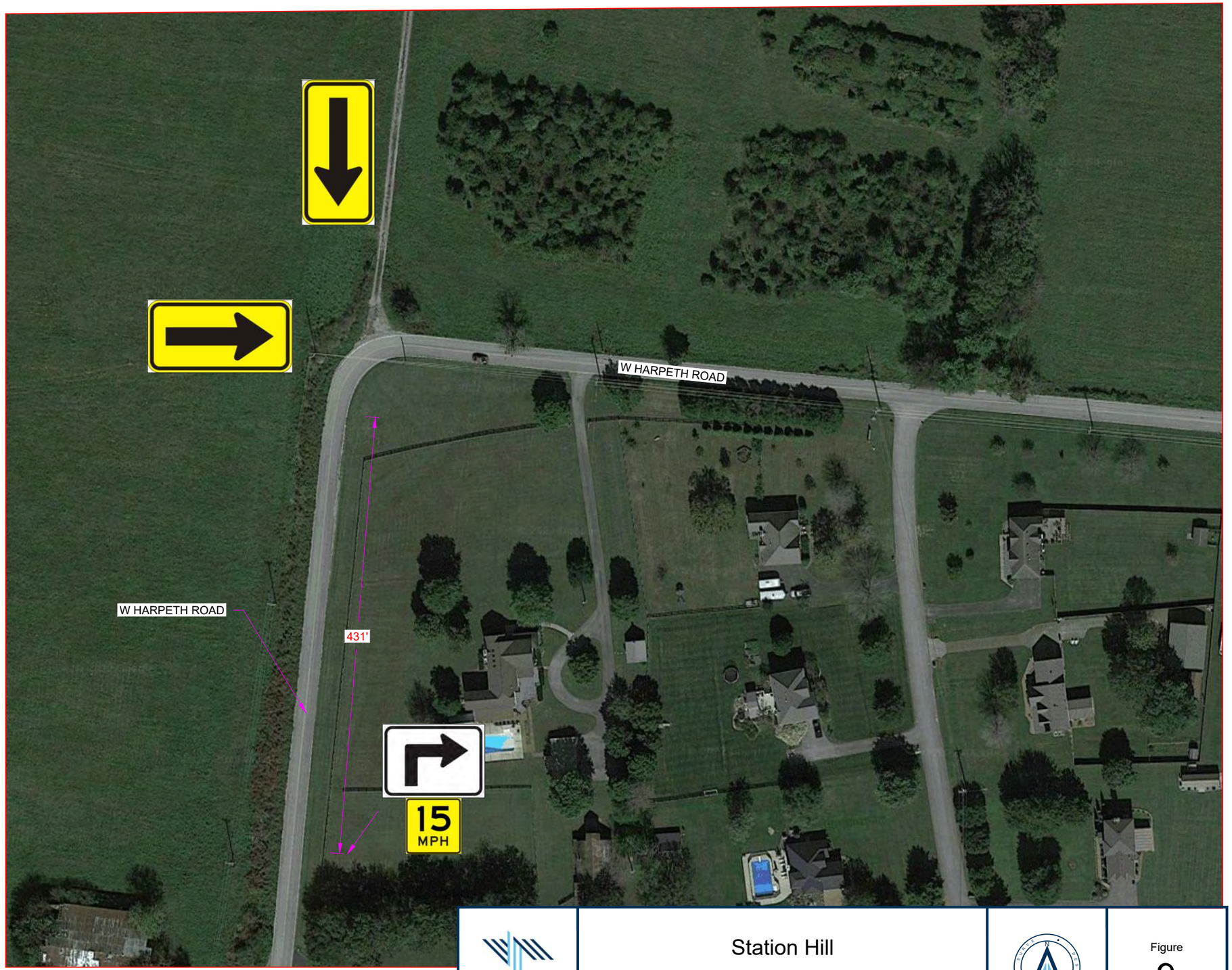
The following improvements are recommended at the intersection of Sedberry Road at the proposed Station Hill Accesses:

- The proposed accesses to Sedberry Road should consist of one lane in each direction with pavement widths in compliance with the appropriate roadway section shown in the Town's Land Development Ordinance.

LEGEND	
SIGN	DESIGNATION
	W1-6L
	UPDATED W1-6R
	W13-1P

NOTE:
1. SIGNS SHALL BE PLACED 12' FROM THE EDGE OF PAVEMENT.
2. PLACE W1-6L SUCH THAT THE SIGN IS VISIBLE FOR WEST BOUND DRIVERS. PLACE W1-6R SUCH THAT IT IS VISIBLE FOR NORTH BOUND DRIVERS.

0 100 200

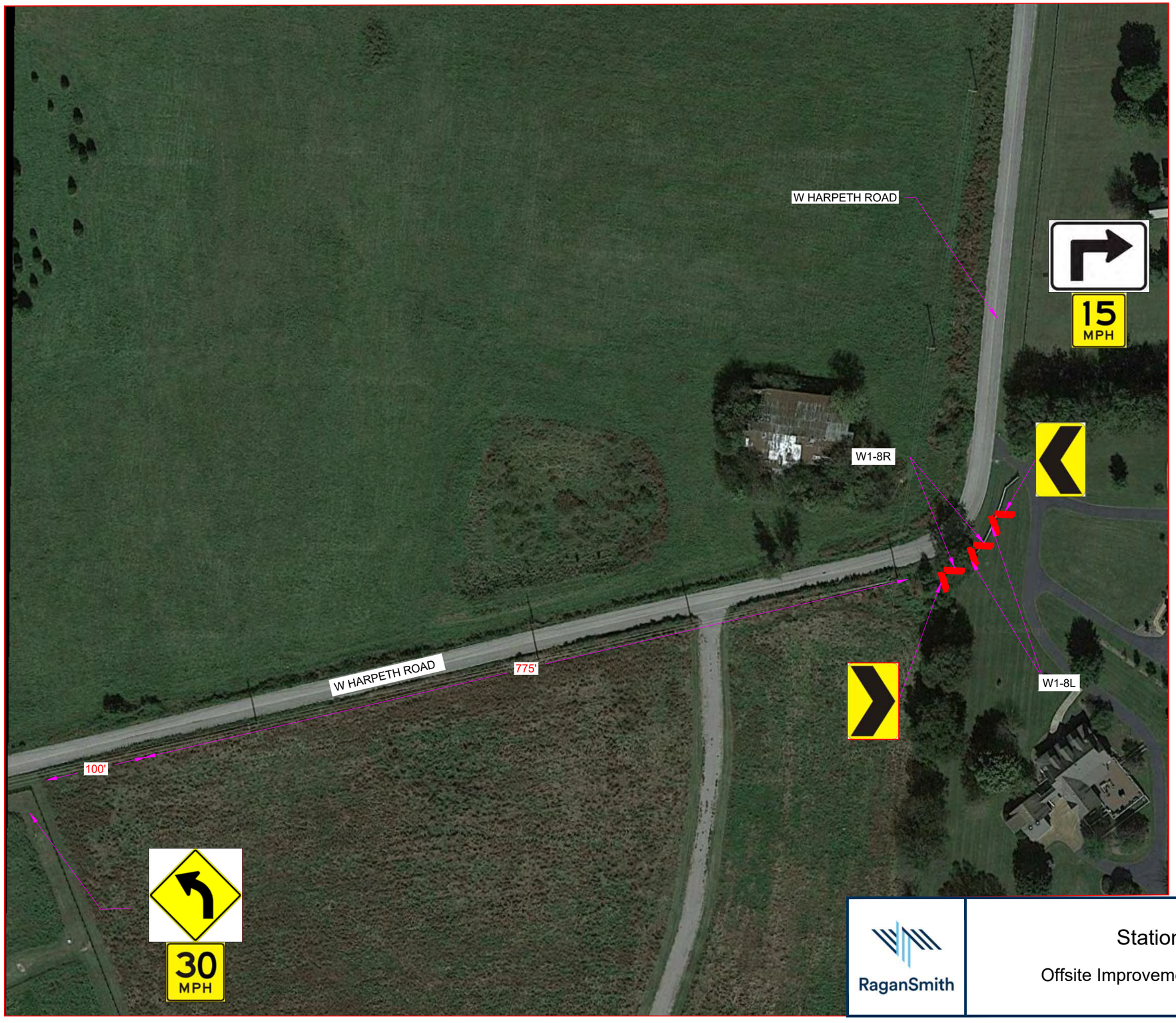


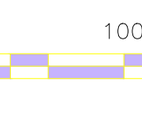
RaganSmith

Station Hill

Offsite Improvements Illustration

Figure
9



LEGEND	
SIGN	DESIGNATION
	W1-8L
	W1-8R
	W1-2
	W13-1P
	M5-1R
	W13-1

NOTE:
1. SPACE CHEVERONS AT 40 FT INTERVALS.

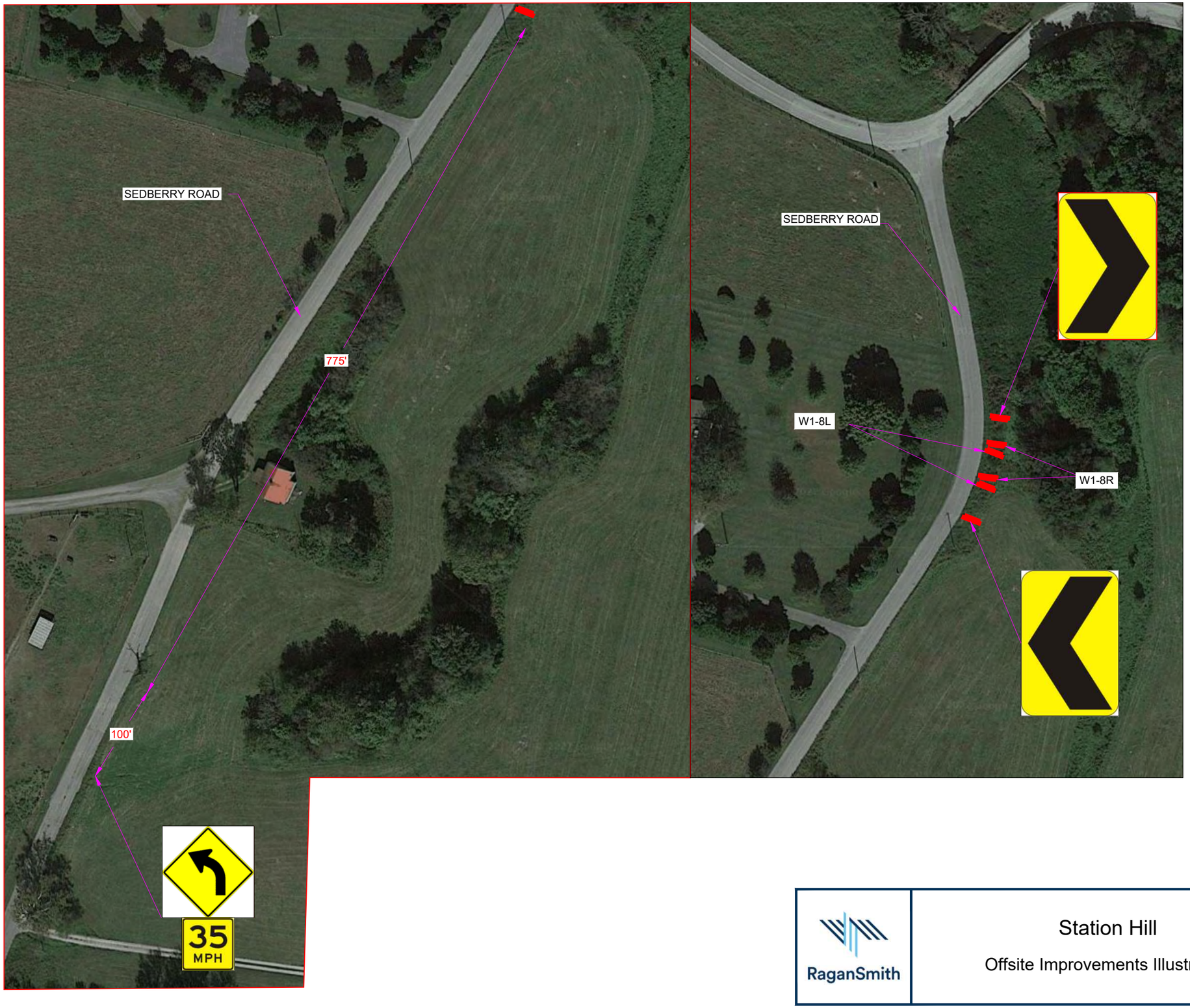
0 100 200

RaganSmith

Station Hill

Offsite Improvements Illustration

Figure
10



LEGEND	
SIGN	DESIGNATION
	W1-8L
	W1-8R
	W1-2
	W13-1P

NOTE:
1. SPACE CHEVERONS AT 40 FT INTERVALS.

0 100 200

RaganSmith

Station Hill

Offsite Improvements Illustration

Figure
11

LEGEND	
SIGN	DESIGNATION
	NEW W1-6L
	UPDATED W1-6R
	W1-2
	W13-1P

NOTE:
1. SIGNS SHALL BE PLACED 12' FROM THE EDGE OF PAVEMENT.
2. PLACE W1-6L SUCH THAT THE SIGN IS VISIBLE FOR EAST BOUND DRIVERS. PLACE W1-6R SUCH THAT IT IS VISIBLE FOR WEST BOUND DRIVERS.

0 50 100

RaganSmith

Station Hill

Offsite Improvements Illustration

Figure
12

LEGEND	
SIGN	DESIGNATION
	W1-8L
	W1-8R
	M5-1R

NOTES:

1. CHEVRONS SHALL BE SPACED AT 40' INCREMENTS.

0 200 400

RaganSmith

Station Hill

Offsite Improvements Illustration

Figure 13

APPENDIX

A. **TRAFFIC COUNT DATA**

B. **TRIP GENERATION & FUTURE TRAFFIC DERIVATION**

C. **2017 EXISTING CONDITIONS CAPACITY ANALYSIS WORKSHEETS**

D. **2024 BACKGROUND CONDITIONS CAPACITY ANALYSIS WORKSHEETS**

E. **2024 TOTAL CONDITIONS CAPACITY ANALYSIS WORKSHEETS**

APPENDIX A

TRAFFIC COUNT DATA

Click here for Map

Peak Hour Turning Movement Count

Station Hill (Thompson's Station, TN)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, April 6, 2022	
Period	0700 - 0900
Peak Hour	0700 - 0800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound										
	Sedberry Rd					W Harpeth Rd (North)					W Harpeth Rd (West)										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	1.1	1.2		1.3	Total		1.4	1.5	1.6	Total	1.7		1.8	1.9	Total					Total	Total
0700 - 0715	0	5	-	0	5	-	3	1	0	4	6	-	0	0	6	-	-	-	-	0	15
0715 - 0730	1	8	-	0	9	-	2	1	0	3	1	-	2	0	3	-	-	-	-	0	15
0730 - 0745	0	1	-	0	1	-	4	3	0	7	3	-	2	0	5	-	-	-	-	0	13
0745 - 0800	0	1	-	0	1	-	0	2	0	2	2	-	0	0	2	-	-	-	-	0	5
Total	1	15	0	0	16	0	9	7	0	16	12	0	4	0	16	0	0	0	0	0	48
Approach %	6.25	93.75	0.00	0.00	-	0.00	56.25	43.75	0.00	-	75.00	0.00	25.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.47	0.00	0.00	**0.44**	0.00	0.56	0.58	0.00	**0.57**	0.50	0.00	0.50	0.00	**0.67**	0.00	0.00	0.00	0.00	**0.00**	**0.80**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound										
	Sedberry Rd					W Harpeth Rd (North)					W Harpeth Rd (West)										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	1.1	1.2		1.3	Total		1.4	1.5	1.6	Total	1.7		1.8	1.9	Total					Total	Total
0700 - 0715	0	5	-	0	5	-	3	1	0	4	5	-	0	0	5	-	-	-	-	0	14
0715 - 0730	1	8	-	0	9	-	1	1	0	2	1	-	2	0	3	-	-	-	-	0	14
0730 - 0745	0	1	-	0	1	-	4	2	0	6	3	-	2	0	5	-	-	-	-	0	12
0745 - 0800	0	1	-	0	1	-	0	2	0	2	2	-	0	0	2	-	-	-	-	0	5
Total	1	15	0	0	16	0	8	6	0	14	11	0	4	0	15	0	0	0	0	0	45
Approach %	6.25	93.75	0.00	0.00	-	0.00	57.14	42.86	0.00	-	73.33	0.00	26.67	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.47	0.00	0.00	**0.44**	0.00	0.50	0.75	0.00	**0.58**	0.55	0.00	0.50	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	**0.80**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound										
	Sedberry Rd					W Harpeth Rd (North)					W Harpeth Rd (West)										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	1.1	1.2		1.3	Total		1.4	1.5	1.6	Total	1.7		1.8	1.9	Total					Total	Total
0700 - 0715	0	0	-	0	0	-	0	0	0	0	1	-	0	0	1	-	-	-	-	0	1
0715 - 0730	0	0	-	0	0	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	1
0730 - 0745	0	0	-	0	0	-	0	1	0	1	0	-	0	0	0	-	-	-	-	0	1
0745 - 0800	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	3
Approach %	0.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.25	0.00	**0.50**	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound										
	Sedberry Rd					W Harpeth Rd (North)					W Harpeth Rd (West)										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	1.1	1.2		1.3	Total		1.4	1.5	1.6	Total	1.7		1.8	1.9	Total					Total	Total
0700 - 0715	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
0715 - 0730	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
0730 - 0745	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
0745 - 0800	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bikes

	Northbound					Southbound					Eastbound										
	Sedberry Rd					W Harpeth Rd (North)					W Harpeth Rd (West)										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	1.1	1.2		1.3	Total		1.4	1.5	1.6	Total	1.7		1.8	1.9	Total					Total	Total
0700 - 0715	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
0715 - 0730	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
0730 - 0745	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
0745 - 0800	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Pedestrians

	Northbound					Southbound					Eastbound										
	Sedberry Rd					W Harpeth Rd (North)					W Harpeth Rd (West)										
	EB	WB			App	EB	WB			App	NB	SB			App					App	Int
Time	1a	1b			Total	1c	1d			Total	1e	1f			Total					Total	Total
0700 - 0715	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
0715 - 0730	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
0730 - 0745	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
0745 - 0800	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Click here for Map

Peak Hour Turning Movement Count

Station Hill (Thompson's Station, TN)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, April 6, 2022	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound										
	Sedberry Rd					W Harpeth Rd (North)					W Harpeth Rd (West)										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	1.1	1.2		1.3	Total		1.4	1.5	1.6	Total	1.7		1.8	1.9	Total					Total	Total
1700 - 1715	0	1	-	0	1	-	6	1	0	7	1	-	0	0	1	-	-	-	-	0	9
1715 - 1730	0	2	-	0	2	-	4	2	0	6	0	-	0	0	0	-	-	-	-	0	8
1730 - 1745	0	3	-	0	3	-	3	0	0	3	1	-	0	0	1	-	-	-	-	0	7
1745 - 1800	2	1	-	0	3	-	2	3	0	5	0	-	1	0	1	-	-	-	-	0	9
Total	2	7	0	0	9	0	15	6	0	21	2	0	1	0	3	0	0	0	0	0	33
Approach %	22.22	77.78	0.00	0.00	-	0.00	71.43	28.57	0.00	-	66.67	0.00	33.33	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.58	0.00	0.00	**0.75**	0.00	0.63	0.50	0.00	**0.75**	0.50	0.00	0.25	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	**0.92**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound										
	Sedberry Rd					W Harpeth Rd (North)					W Harpeth Rd (West)										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	1.1	1.2		1.3	Total		1.4	1.5	1.6	Total	1.7		1.8	1.9	Total					Total	Total
1700 - 1715	0	1	-	0	1	-	6	1	0	7	1	-	0	0	1	-	-	-	-	0	9
1715 - 1730	0	2	-	0	2	-	4	2	0	6	0	-	0	0	0	-	-	-	-	0	8
1730 - 1745	0	3	-	0	3	-	3	0	0	3	1	-	0	0	1	-	-	-	-	0	7
1745 - 1800	2	1	-	0	3	-	2	3	0	5	0	-	1	0	1	-	-	-	-	0	9
Total	2	7	0	0	9	0	15	6	0	21	2	0	1	0	3	0	0	0	0	0	33
Approach %	22.22	77.78	0.00	0.00	-	0.00	71.43	28.57	0.00	-	66.67	0.00	33.33	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.58	0.00	0.00	**0.75**	0.00	0.63	0.50	0.00	**0.75**	0.50	0.00	0.25	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	**0.92**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound										
	Sedberry Rd					W Harpeth Rd (North)					W Harpeth Rd (West)										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	1.1	1.2		1.3	Total		1.4	1.5	1.6	Total	1.7		1.8	1.9	Total					Total	Total
1700 - 1715	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1715 - 1730	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1730 - 1745	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1745 - 1800	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound										
	Sedberry Rd					W Harpeth Rd (North)					W Harpeth Rd (West)										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	1.1	1.2		1.3	Total		1.4	1.5	1.6	Total	1.7		1.8	1.9	Total					Total	Total
1700 - 1715	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1715 - 1730	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1730 - 1745	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1745 - 1800	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bikes

	Northbound					Southbound					Eastbound										
	Sedberry Rd					W Harpeth Rd (North)					W Harpeth Rd (West)										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	1.1	1.2		1.3	Total		1.4	1.5	1.6	Total	1.7		1.8	1.9	Total					Total	Total
1700 - 1715	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1715 - 1730	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1730 - 1745	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1745 - 1800	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Pedestrians

	Northbound					Southbound					Eastbound										
	Sedberry Rd					W Harpeth Rd (North)					W Harpeth Rd (West)										
	EB	WB			App	EB	WB			App	NB	SB			App					App	Int
Time	1a	1b			Total	1c	1d			Total	1e	1f			Total					Total	Total
1700 - 1715	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
1730 - 1745	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
1745 - 1800	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Station Hill (Thompson's Station, TN)

Site 1 of 3
Sedberry Rd
W Harpeth Rd (North)
W Harpeth Rd (West)

Date
Wednesday, April 6, 2022

Weather
Fog
57°F

Lat/Long
35.842037°, -86.903107°

0700 - 0900 (Weekday 2h Session) (04-06-2022)

All vehicles

	Northbound				Southbound				Eastbound				
	Sedberry Rd				W Harpeth Rd (North)				W Harpeth Rd (West)				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	0	5	0	5	3	1	0	4	6	0	0	6	15
0715 - 0730	1	8	0	9	2	1	0	3	1	2	0	3	15
0730 - 0745	0	1	0	1	4	3	0	7	3	2	0	5	13
0745 - 0800	0	1	0	1	0	2	0	2	2	0	0	2	5
Hourly Total	1	15	0	**16**	9	7	0	**16**	12	4	0	**16**	**48**
0800 - 0815	0	6	0	6	1	0	0	1	1	3	0	4	11
0815 - 0830	1	4	0	5	0	0	0	0	0	1	0	1	6
0830 - 0845	0	3	0	3	3	1	0	4	0	0	0	0	7
0845 - 0900	0	2	0	2	2	0	0	2	0	1	0	1	5
Hourly Total	1	15	0	**16**	6	1	0	**7**	1	5	0	**6**	**29**
Grand Total	2	30	0	**32**	15	8	0	**23**	13	9	0	**22**	**77**
Approach %	6.25	93.75	0.00	-	65.22	34.78	0.00	-	59.09	40.91	0.00	-	
Intersection %	2.60	38.96	0.00	41.56	19.48	10.39	0.00	29.87	16.88	11.69	0.00	28.57	
PHF	0.25	0.47	0.00	**0.44**	0.56	0.58	0.00	**0.57**	0.50	0.50	0.00	**0.67**	**0.80**

1600 - 1800 (Weekday 2h Session) (04-06-2022)

All vehicles

	Northbound				Southbound				Eastbound				
	Sedberry Rd				W Harpeth Rd (North)				W Harpeth Rd (West)				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	0	0	0	0	1	2	0	3	1	1	0	2	5
1615 - 1630	0	1	0	1	6	0	0	6	2	0	0	2	9
1630 - 1645	0	2	0	2	3	2	0	5	0	0	0	0	7
1645 - 1700	0	2	0	2	2	0	0	2	2	0	0	2	6
Hourly Total	0	5	0	**5**	12	4	0	**16**	5	1	0	**6**	**27**
1700 - 1715	0	1	0	1	6	1	0	7	1	0	0	1	9
1715 - 1730	0	2	0	2	4	2	0	6	0	0	0	0	8
1730 - 1745	0	3	0	3	3	0	0	3	1	0	0	1	7
1745 - 1800	2	1	0	3	2	3	0	5	0	1	0	1	9
Hourly Total	2	7	0	**9**	15	6	0	**21**	2	1	0	**3**	**33**
Grand Total	2	12	0	**14**	27	10	0	**37**	7	2	0	**9**	**60**
Approach %	14.29	85.71	0.00	-	72.97	27.03	0.00	-	77.78	22.22	0.00	-	
Intersection %	3.33	20.00	0.00	23.33	45.00	16.67	0.00	61.67	11.67	3.33	0.00	15.00	
PHF	0.25	0.58	0.00	**0.75**	0.63	0.50	0.00	**0.75**	0.50	0.25	0.00	**0.75**	**0.92**

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Station Hill (Thompson's Station, TN)

Site 1 of 3
Sedberry Rd
W Harpeth Rd (North)
W Harpeth Rd (West)

Date
Wednesday, April 6, 2022

Weather
Fog
57°F

Lat/Long
35.842037°, -86.903107°

0700 - 0900 (Weekday 2h Session) (04-06-2022)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	Sedberry Rd				W Harpeth Rd (North)				W Harpeth Rd (West)				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	0	5	0	5	3	1	0	4	5	0	0	5	14
0715 - 0730	1	8	0	9	1	1	0	2	1	2	0	3	14
0730 - 0745	0	1	0	1	4	2	0	6	3	2	0	5	12
0745 - 0800	0	1	0	1	0	2	0	2	2	0	0	2	5
Hourly Total	1	15	0	**16**	8	6	0	**14**	11	4	0	**15**	**45**
0800 - 0815	0	5	0	5	1	0	0	1	1	2	0	3	9
0815 - 0830	1	4	0	5	0	0	0	0	0	1	0	1	6
0830 - 0845	0	3	0	3	2	1	0	3	0	0	0	0	6
0845 - 0900	0	2	0	2	2	0	0	2	0	1	0	1	5
Hourly Total	1	14	0	**15**	5	1	0	**6**	1	4	0	**5**	**26**
Grand Total	2	29	0	**31**	13	7	0	**20**	12	8	0	**20**	**71**
Approach %	6.45	93.55	0.00	-	65.00	35.00	0.00	-	60.00	40.00	0.00	-	
Intersection %	2.82	40.85	0.00	43.66	18.31	9.86	0.00	28.17	16.90	11.27	0.00	28.17	

1600 - 1800 (Weekday 2h Session) (04-06-2022)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	Sedberry Rd				W Harpeth Rd (North)				W Harpeth Rd (West)				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	0	0	0	0	1	2	0	3	1	1	0	2	5
1615 - 1630	0	1	0	1	6	0	0	6	2	0	0	2	9
1630 - 1645	0	2	0	2	3	2	0	5	0	0	0	0	7
1645 - 1700	0	2	0	2	2	0	0	2	2	0	0	2	6
Hourly Total	0	5	0	**5**	12	4	0	**16**	5	1	0	**6**	**27**
1700 - 1715	0	1	0	1	6	1	0	7	1	0	0	1	9
1715 - 1730	0	2	0	2	4	2	0	6	0	0	0	0	8
1730 - 1745	0	3	0	3	3	0	0	3	1	0	0	1	7
1745 - 1800	2	1	0	3	2	3	0	5	0	1	0	1	9
Hourly Total	2	7	0	**9**	15	6	0	**21**	2	1	0	**3**	**33**
Grand Total	2	12	0	**14**	27	10	0	**37**	7	2	0	**9**	**60**
Approach %	14.29	85.71	0.00	-	72.97	27.03	0.00	-	77.78	22.22	0.00	-	
Intersection %	3.33	20.00	0.00	23.33	45.00	16.67	0.00	61.67	11.67	3.33	0.00	15.00	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Station Hill (Thompson's Station, TN)

Site 1 of 3
Sedberry Rd
W Harpeth Rd (North)
W Harpeth Rd (West)

Date
Wednesday, April 6, 2022

Weather
Fog
57°F

Lat/Long
35.842037°, -86.903107°

0700 - 0900 (Weekday 2h Session) (04-06-2022)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	Sedberry Rd				W Harpeth Rd (North)				W Harpeth Rd (West)				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	1	0	0	1	1
0715 - 0730	0	0	0	0	1	0	0	1	0	0	0	0	1
0730 - 0745	0	0	0	0	0	1	0	1	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	1	1	0	**2**	1	0	0	**1**	**3**
0800 - 0815	0	1	0	1	0	0	0	0	0	1	0	1	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	1	0	0	1	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	**1**	1	0	0	**1**	0	1	0	**1**	**3**
Grand Total	0	1	0	**1**	2	1	0	**3**	1	1	0	**2**	**6**
Approach %	0.00	100.00	0.00	-	66.67	33.33	0.00	-	50.00	50.00	0.00	-	
Intersection %	0.00	16.67	0.00	16.67	33.33	16.67	0.00	50.00	16.67	16.67	0.00	33.33	

1600 - 1800 (Weekday 2h Session) (04-06-2022)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	Sedberry Rd				W Harpeth Rd (North)				W Harpeth Rd (West)				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Station Hill (Thompson's Station, TN)

Site 1 of 3
Sedberry Rd
W Harpeth Rd (North)
W Harpeth Rd (West)

Date
Wednesday, April 6, 2022

Weather
Fog
57°F

Lat/Long
35.842037°, -86.903107°

0700 - 0900 (Weekday 2h Session) (04-06-2022)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	Sedberry Rd				W Harpeth Rd (North)				W Harpeth Rd (West)				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-06-2022)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	Sedberry Rd				W Harpeth Rd (North)				W Harpeth Rd (West)				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Station Hill (Thompson's Station, TN)

www.marrtraffic.com

Site 1 of 3
Sedberry Rd
W Harpeth Rd (North)
W Harpeth Rd (West)

Date
Wednesday, April 6, 2022

Weather
Fog
57°F

Lat/Long
35.842037°, -86.903107°

0700 - 0900 (Weekday 2h Session) (04-06-2022)

Bikes

	Northbound				Southbound				Eastbound				
	Sedberry Rd				W Harpeth Rd (North)				W Harpeth Rd (West)				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-06-2022)

Bikes

	Northbound				Southbound				Eastbound				
	Sedberry Rd				W Harpeth Rd (North)				W Harpeth Rd (West)				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Pedestrian Count || All vehicles

Marr Traffic DATA COLLECTION

Station Hill (Thompson's Station, TN)

www.marrtraffic.com

Site 1 of 3
Sedberry Rd
W Harpeth Rd (North)
W Harpeth Rd (West)

Date
Wednesday, April 6, 2022

Weather
Fog
57°F

Lat/Long
35.842037°, -86.903107°

0700 - 0900 (Weekday 2h Session) (04-06-2022)

Pedestrians

	Northbound			Southbound			Eastbound			
	Sedberry Rd			W Harpeth Rd (North)			W Harpeth Rd (West)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-06-2022)

Pedestrians

	Northbound			Southbound			Eastbound			
	Sedberry Rd			W Harpeth Rd (North)			W Harpeth Rd (West)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 4/6/2022	Sedberry Rd Northbound			W Harpeth Rd (North) Southbound			W Harpeth Rd (West) Eastbound			Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	5	0	0	3	1	6	0	0	0	0	0	15
07:15 AM - 07:30 AM	1	8	0	0	2	1	1	0	2	0	0	0	15
07:30 AM - 07:45 AM	0	1	0	0	4	3	3	0	2	0	0	0	13
07:45 AM - 08:00 AM	0	1	0	0	0	2	2	0	0	0	0	0	5
08:00 AM - 08:15 AM	0	6	0	0	1	0	1	0	3	0	0	0	11
08:15 AM - 08:30 AM	1	4	0	0	0	0	0	0	1	0	0	0	6
08:30 AM - 08:45 AM	0	3	0	0	3	1	0	0	0	0	0	0	7
08:45 AM - 09:00 AM	0	2	0	0	2	0	0	0	1	0	0	0	5
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	0	0	0	1	2	1	0	1	0	0	0	5
04:15 PM - 04:30 PM	0	1	0	0	6	0	2	0	0	0	0	0	9
04:30 PM - 04:45 PM	0	2	0	0	3	2	0	0	0	0	0	0	7
04:45 PM - 05:00 PM	0	2	0	0	2	0	2	0	0	0	0	0	6
05:00 PM - 05:15 PM	0	1	0	0	6	1	1	0	0	0	0	0	9
05:15 PM - 05:30 PM	0	2	0	0	4	2	0	0	0	0	0	0	8
05:30 PM - 05:45 PM	0	3	0	0	3	0	1	0	0	0	0	0	7
05:45 PM - 06:00 PM	2	1	0	0	2	3	0	0	1	0	0	0	9
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Click here for Map

Peak Hour Turning Movement Count

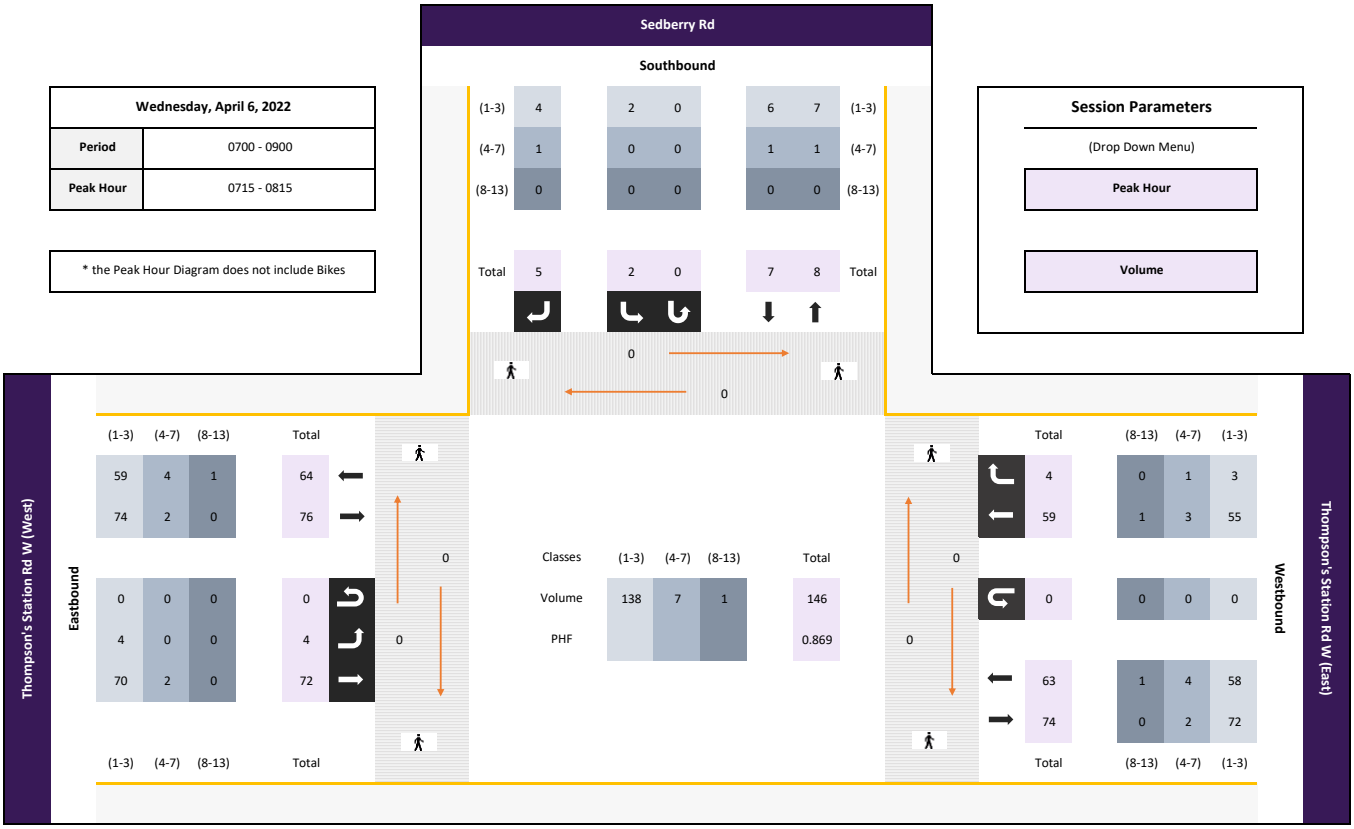
Station Hill (Thompson's Station, TN)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, April 6, 2022	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Southbound										Eastbound						Westbound					
	Sedberry Rd										Thompson's Station Rd W (West)						Thompson's Station Rd W (East)					
Time					App Total	Left 2.1		Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5		U-Turn 2.6	App Total		Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0715 - 0730	-	-	-	-	0	0	-	1	0	1	1	17	-	0	18	-	16	1	0	17	36
0730 - 0745	-	-	-	-	0	2	-	2	0	4	1	17	-	0	18	-	18	2	0	20	42
0745 - 0800	-	-	-	-	0	0	-	0	0	0	1	24	-	0	25	-	8	0	0	8	33
0800 - 0815	-	-	-	-	0	0	-	2	0	2	1	14	-	0	15	-	17	1	0	18	35
Total	0	0	0	0	0	2	0	5	0	7	4	72	0	0	76	0	59	4	0	63	146
Approach %	0.00	0.00	0.00	0.00	-	28.57	0.00	71.43	0.00	-	5.26	94.74	0.00	0.00	-	0.00	93.65	6.35	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.63	0.00	**0.44**	1.00	0.75	0.00	0.00	**0.76**	0.00	0.82	0.50	0.00	**0.79**	**0.87**

Passenger Vehicles (1-3)

	Southbound										Eastbound						Westbound					
	Sedberry Rd										Thompson's Station Rd W (West)						Thompson's Station Rd W (East)					
Time					App Total	Left 2.1		Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5		U-Turn 2.6	App Total		Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0715 - 0730	-	-	-	-	0	0	-	1	0	1	1	17	-	0	18	-	14	1	0	15	34
0730 - 0745	-	-	-	-	0	2	-	1	0	3	1	17	-	0	18	-	17	2	0	19	40
0745 - 0800	-	-	-	-	0	0	-	0	0	0	1	24	-	0	25	-	7	0	0	7	32
0800 - 0815	-	-	-	-	0	0	-	2	0	2	1	12	-	0	13	-	17	0	0	17	32
Total	0	0	0	0	0	2	0	4	0	6	4	70	0	0	74	0	55	3	0	58	138
Approach %	0.00	0.00	0.00	0.00	-	33.33	0.00	66.67	0.00	-	5.41	94.59	0.00	0.00	-	0.00	94.83	5.17	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.50	0.00	**0.50**	1.00	0.73	0.00	0.00	**0.74**	0.00	0.81	0.38	0.00	**0.76**	**0.86**

Single Unit Trucks (4-7)

	Southbound										Eastbound						Westbound					
	Sedberry Rd										Thompson's Station Rd W (West)						Thompson's Station Rd W (East)					
Time					App Total	Left 2.1		Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5		U-Turn 2.6	App Total		Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
0730 - 0745	-	-	-	-	0	0	-	1	0	1	0	0	-	0	0	-	1	0	0	1	2
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	2	-	0	2	-	0	1	0	1	3
Total	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	3	1	0	4	7
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	75.00	25.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	**0.25**	0.00	0.25	0.00	0.00	**0.25**	0.00	0.75	0.25	0.00	**1.00**	**0.58**

Combination Trucks (8-13)

	Southbound										Eastbound						Westbound					
	Sedberry Rd										Thompson's Station Rd W (West)						Thompson's Station Rd W (East)					
Time					App Total	Left 2.1		Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5		U-Turn 2.6	App Total		Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	**0.25**	**0.25**

Bikes

	Southbound										Eastbound						Westbound					
	Sedberry Rd										Thompson's Station Rd W (West)						Thompson's Station Rd W (East)					
Time					App Total	Left 2.1		Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5		U-Turn 2.6	App Total		Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Pedestrians

	Southbound										Eastbound						Westbound					
	Sedberry Rd										Thompson's Station Rd W (West)						Thompson's Station Rd W (East)					
Time					App Total	EB 2c	WB 2d			App Total	NB 2e	SB 2f			App Total		NB 2g	SB 2h			App Total	Int Total
0715 - 0730	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0		0	0	-	-	0	0
0730 - 0745	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0		0	0	-	-	0	0
0745 - 0800	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0		0	0	-	-	0	0
0800 - 0815	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0		0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-		0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**		0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Station Hill (Thompson's Station, TN)

Click here for Map

Marr Traffic DATA COLLECTION

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Wednesday, April 6, 2022	
Period	1600 - 1800
Peak Hour	1600 - 1700

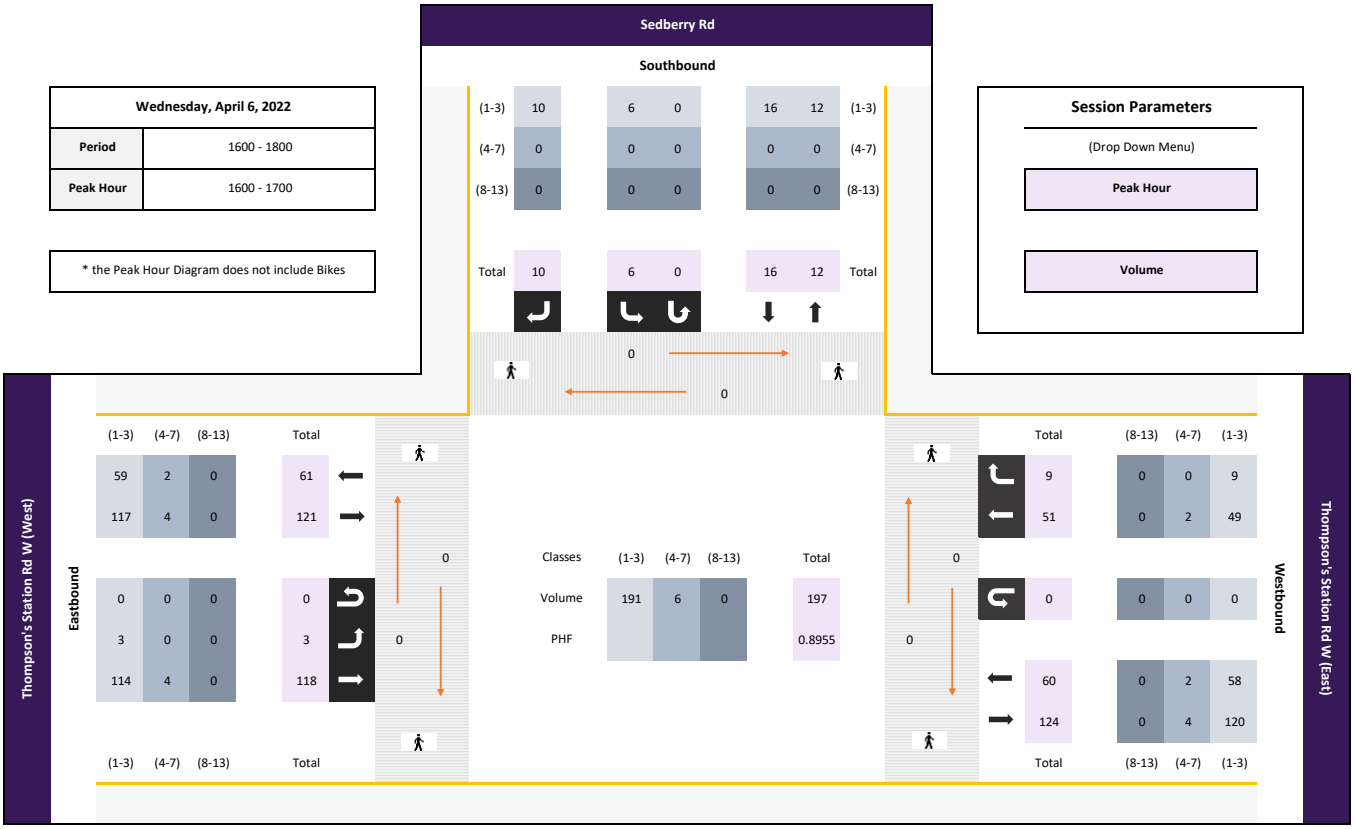
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

						Southbound					Eastbound					Westbound					
						Sedberry Rd					Thompson's Station Rd W (West)					Thompson's Station Rd W (East)					
					App	Left		Right	U-Turn	App	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Int
Time					Total	2.1		2.2	2.3	Total	2.4	2.5		2.6	Total		2.7	2.8	2.9	Total	Total
1600 - 1615	-	-	-	-	0	2	-	1	0	3	0	24	-	0	24	-	17	2	0	19	46
1615 - 1630	-	-	-	-	0	1	-	2	0	3	0	34	-	0	34	-	16	2	0	18	55
1630 - 1645	-	-	-	-	0	2	-	3	0	5	0	26	-	0	26	-	10	4	0	14	45
1645 - 1700	-	-	-	-	0	1	-	4	0	5	3	34	-	0	37	-	8	1	0	9	51
Total	0	0	0	0	0	6	0	10	0	16	3	118	0	0	121	0	51	9	0	60	197
Approach %	0.00	0.00	0.00	0.00	-	37.50	0.00	62.50	0.00	-	2.48	97.52	0.00	0.00	-	0.00	85.00	15.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.75	0.00	0.63	0.00	**0.80**	0.25	0.87	0.00	0.00	**0.82**	0.00	0.75	0.56	0.00	**0.79**	**0.90**

Passenger Vehicles (1-3)

						Southbound					Eastbound					Westbound					
						Sedberry Rd					Thompson's Station Rd W (West)					Thompson's Station Rd W (East)					
					App	Left		Right	U-Turn	App	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Int
Time					Total	2.1		2.2	2.3	Total	2.4	2.5		2.6	Total		2.7	2.8	2.9	Total	Total
1600 - 1615	-	-	-	-	0	2	-	1	0	3	0	24	-	0	24	-	16	2	0	18	45
1615 - 1630	-	-	-	-	0	1	-	2	0	3	0	34	-	0	34	-	16	2	0	18	55
1630 - 1645	-	-	-	-	0	2	-	3	0	5	0	26	-	0	26	-	10	4	0	14	45
1645 - 1700	-	-	-	-	0	1	-	4	0	5	3	30	-	0	33	-	7	1	0	8	46
Total	0	0	0	0	0	6	0	10	0	16	3	114	0	0	117	0	49	9	0	58	191
Approach %	0.00	0.00	0.00	0.00	-	37.50	0.00	62.50	0.00	-	2.56	97.44	0.00	0.00	-	0.00	84.48	15.52	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.75	0.00	0.63	0.00	**0.80**	0.25	0.84	0.00	0.00	**0.86**	0.00	0.77	0.56	0.00	**0.81**	**0.87**

Single Unit Trucks (4-7)

						Southbound					Eastbound					Westbound					
						Sedberry Rd					Thompson's Station Rd W (West)					Thompson's Station Rd W (East)					
					App	Left		Right	U-Turn	App	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Int
Time					Total	2.1		2.2	2.3	Total	2.4	2.5		2.6	Total		2.7	2.8	2.9	Total	Total
1600 - 1615	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
1615 - 1630	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	4	-	0	4	-	1	0	0	1	5
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	**0.50**	**0.30**

Combination Trucks (8-13)

						Southbound					Eastbound					Westbound					
						Sedberry Rd					Thompson's Station Rd W (West)					Thompson's Station Rd W (East)					
					App	Left		Right	U-Turn	App	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Int
Time					Total	2.1		2.2	2.3	Total	2.4	2.5		2.6	Total		2.7	2.8	2.9	Total	Total
1600 - 1615	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1615 - 1630	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bikes

						Southbound					Eastbound					Westbound					
						Sedberry Rd					Thompson's Station Rd W (West)					Thompson's Station Rd W (East)					
					App	Left		Right	U-Turn	App	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Int
Time					Total	2.1		2.2	2.3	Total	2.4	2.5		2.6	Total		2.7	2.8	2.9	Total	Total
1600 - 1615	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1615 - 1630	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Pedestrians

						Southbound					Eastbound					Westbound					
						Sedberry Rd					Thompson's Station Rd W (West)					Thompson's Station Rd W (East)					
					App	EB	WB			App	NB	SB			App	NB	SB			App	Int
Time					Total	2c	2d			Total	2e	2f			Total	2g	2h			Total	Total
1600 - 1615	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1615 - 1630	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1630 - 1645	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1645 - 1700	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Station Hill (Thompson's Station, TN)

Site 2 of 3

Sedberry Rd
Thompson's Station Rd W (West)
Thompson's Station Rd W (East)

Date
Wednesday, April 6, 2022

Lat/Long
35.808047°, -86.930329°

Weather
Fog
57°F

0700 - 0900 (Weekday 2h Session) (04-06-2022)

All vehicles

TIME	Southbound Sedberry Rd				Eastbound Thompson's Station Rd W (West)				Westbound Thompson's Station Rd W (East)				
	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	1	1	0	2	1	13	0	14	8	1	0	9	25
0715 - 0730	0	1	0	1	1	17	0	18	16	1	0	17	36
0730 - 0745	2	2	0	4	1	17	0	18	18	2	0	20	42
0745 - 0800	0	0	0	0	1	24	0	25	8	0	0	8	33
Hourly Total	3	4	0	**7**	4	71	0	**75**	50	4	0	**54**	**136**
0800 - 0815	0	2	0	2	1	14	0	15	17	1	0	18	35
0815 - 0830	3	0	0	3	1	16	0	17	14	2	0	16	36
0830 - 0845	2	0	0	2	1	20	1	22	9	0	0	9	33
0845 - 0900	3	0	0	3	1	17	0	18	9	0	1	10	31
Hourly Total	8	2	0	**10**	4	67	1	**72**	49	3	1	**53**	**135**
Grand Total	11	6	0	**17**	8	138	1	**147**	99	7	1	**107**	**271**
Approach %	64.71	35.29	0.00	-	5.44	93.88	0.68	-	92.52	6.54	0.93	-	
Intersection %	4.06	2.21	0.00	6.27	2.95	50.92	0.37	54.24	36.53	2.58	0.37	39.48	
PHF	0.25	0.63	0.00	**0.44**	1.00	0.75	0.00	**0.76**	0.82	0.50	0.00	**0.79**	**0.87**

1600 - 1800 (Weekday 2h Session) (04-06-2022)

All vehicles

TIME	Southbound Sedberry Rd				Eastbound Thompson's Station Rd W (West)				Westbound Thompson's Station Rd W (East)				
	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	2	1	0	3	0	24	0	24	17	2	0	19	46
1615 - 1630	1	2	0	3	0	34	0	34	16	2	0	18	55
1630 - 1645	2	3	0	5	0	26	0	26	10	4	0	14	45
1645 - 1700	1	4	0	5	3	34	0	37	8	1	0	9	51
Hourly Total	6	10	0	**16**	3	118	0	**121**	51	9	0	**60**	**197**
1700 - 1715	2	1	0	3	0	23	0	23	9	0	0	9	35
1715 - 1730	2	1	0	3	2	19	0	21	9	1	0	10	34
1730 - 1745	0	2	0	2	1	27	0	28	7	0	0	7	37
1745 - 1800	3	0	0	3	3	24	0	27	12	0	0	12	42
Hourly Total	7	4	0	**11**	6	93	0	**99**	37	1	0	**38**	**148**
Grand Total	13	14	0	**27**	9	211	0	**220**	88	10	0	**98**	**345**
Approach %	48.15	51.85	0.00	-	4.09	95.91	0.00	-	89.80	10.20	0.00	-	
Intersection %	3.77	4.06	0.00	7.83	2.61	61.16	0.00	63.77	25.51	2.90	0.00	28.41	
PHF	0.75	0.63	0.00	**0.80**	0.25	0.87	0.00	**0.82**	0.75	0.56	0.00	**0.79**	**0.90**

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

Marr Traffic DATA COLLECTION

Station Hill (Thompson's Station, TN)

www.marrtraffic.com

Site 2 of 3

Sedberry Rd
Thompson's Station Rd W (West)
Thompson's Station Rd W (East)

Date
Wednesday, April 6, 2022

Lat/Long
35.808047°, -86.930329°

Weather
Fog
57°F

0700 - 0900 (Weekday 2h Session) (04-06-2022)

Passenger Vehicles (1-3)

TIME	Southbound (Sedberry Rd)				Eastbound (Thompson's Station Rd W (West))				Westbound (Thompson's Station Rd W (East))				
	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	1	1	0	2	1	13	0	14	8	1	0	9	25
0715 - 0730	0	1	0	1	1	17	0	18	14	1	0	15	34
0730 - 0745	2	1	0	3	1	17	0	18	17	2	0	19	40
0745 - 0800	0	0	0	0	1	24	0	25	7	0	0	7	32
Hourly Total	3	3	0	**6**	4	71	0	**75**	46	4	0	**50**	**131**
0800 - 0815	0	2	0	2	1	12	0	13	17	0	0	17	32
0815 - 0830	1	0	0	1	1	15	0	16	13	2	0	15	32
0830 - 0845	2	0	0	2	1	16	0	17	8	0	0	8	27
0845 - 0900	3	0	0	3	1	17	0	18	8	0	1	9	30
Hourly Total	6	2	0	**8**	4	60	0	**64**	46	2	1	**49**	**121**
Grand Total	9	5	0	**14**	8	131	0	**139**	92	6	1	**99**	**252**
Approach %	64.29	35.71	0.00	-	5.76	94.24	0.00	-	92.93	6.06	1.01	-	
Intersection %	3.57	1.98	0.00	5.56	3.17	51.98	0.00	55.16	36.51	2.38	0.40	39.29	

1600 - 1800 (Weekday 2h Session) (04-06-2022)

Passenger Vehicles (1-3)

TIME	Southbound (Sedberry Rd)				Eastbound (Thompson's Station Rd W (West))				Westbound (Thompson's Station Rd W (East))				
	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	2	1	0	3	0	24	0	24	16	2	0	18	45
1615 - 1630	1	2	0	3	0	34	0	34	16	2	0	18	55
1630 - 1645	2	3	0	5	0	26	0	26	10	4	0	14	45
1645 - 1700	1	4	0	5	3	30	0	33	7	1	0	8	46
Hourly Total	6	10	0	**16**	3	114	0	**117**	49	9	0	**58**	**191**
1700 - 1715	2	1	0	3	0	23	0	23	9	0	0	9	35
1715 - 1730	2	1	0	3	2	19	0	21	9	1	0	10	34
1730 - 1745	0	2	0	2	1	27	0	28	7	0	0	7	37
1745 - 1800	3	0	0	3	3	24	0	27	12	0	0	12	42
Hourly Total	7	4	0	**11**	6	93	0	**99**	37	1	0	**38**	**148**
Grand Total	13	14	0	**27**	9	207	0	**216**	86	10	0	**96**	**339**
Approach %	48.15	51.85	0.00	-	4.17	95.83	0.00	-	89.58	10.42	0.00	-	
Intersection %	3.83	4.13	0.00	7.96	2.65	61.06	0.00	63.72	25.37	2.95	0.00	28.32	

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

Marr Traffic DATA COLLECTION

Station Hill (Thompson's Station, TN)

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Site 2 of 3

Sedberry Rd
Thompson's Station Rd W (West)
Thompson's Station Rd W (East)

Date
Wednesday, April 6, 2022

Lat/Long
35.808047°, -86.930329°

Weather
Fog
57°F

0700 - 0900 (Weekday 2h Session) (04-06-2022)

Single Unit Trucks (4-7)

TIME	Southbound (Sedberry Rd)				Eastbound (Thompson's Station Rd W (West))				Westbound (Thompson's Station Rd W (East))				
	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	1	0	0	1	1
0730 - 0745	0	1	0	1	0	0	0	0	1	0	0	1	2
0745 - 0800	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	1	0	**1**	0	0	0	**0**	3	0	0	**3**	**4**
0800 - 0815	0	0	0	0	0	2	0	2	0	1	0	1	3
0815 - 0830	2	0	0	2	0	1	0	1	1	0	0	1	4
0830 - 0845	0	0	0	0	0	4	1	5	1	0	0	1	6
0845 - 0900	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	2	0	0	**2**	0	7	1	**8**	3	1	0	**4**	**14**
Grand Total	2	1	0	**3**	0	7	1	**8**	6	1	0	**7**	**18**
Approach %	66.67	33.33	0.00	-	0.00	87.50	12.50	-	85.71	14.29	0.00	-	
Intersection %	11.11	5.56	0.00	16.67	0.00	38.89	5.56	44.44	33.33	5.56	0.00	38.89	

1600 - 1800 (Weekday 2h Session) (04-06-2022)

Single Unit Trucks (4-7)

TIME	Southbound (Sedberry Rd)				Eastbound (Thompson's Station Rd W (West))				Westbound (Thompson's Station Rd W (East))				
	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	1	0	0	1	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	4	0	4	1	0	0	1	5
Hourly Total	0	0	0	**0**	0	4	0	**4**	2	0	0	**2**	**6**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	4	0	**4**	2	0	0	**2**	**6**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	66.67	0.00	66.67	33.33	0.00	0.00	33.33	

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

Marr Traffic DATA COLLECTION

Station Hill (Thompson's Station, TN)

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Site 2 of 3

Sedberry Rd
Thompson's Station Rd W (West)
Thompson's Station Rd W (East)

Date
Wednesday, April 6, 2022

Lat/Long
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Weather
Fog
57°F

0700 - 0900 (Weekday 2h Session) (04-06-2022)

Combination Trucks (8-13)

TIME	Southbound Sedberry Rd				Eastbound Thompson's Station Rd W (West)				Westbound Thompson's Station Rd W (East)				
	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	1	0	0	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	

1600 - 1800 (Weekday 2h Session) (04-06-2022)

Combination Trucks (8-13)

TIME	Southbound Sedberry Rd				Eastbound Thompson's Station Rd W (West)				Westbound Thompson's Station Rd W (East)				
	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

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Station Hill (Thompson's Station, TN)

Site 2 of 3

Sedberry Rd
Thompson's Station Rd W (West)
Thompson's Station Rd W (East)

Date
Wednesday, April 6, 2022

Lat/Long
35.808047°, -86.930329°

Weather
Fog
57°F

0700 - 0900 (Weekday 2h Session) (04-06-2022)

Bikes

TIME	Southbound Sedberry Rd				Eastbound Thompson's Station Rd W (West)				Westbound Thompson's Station Rd W (East)				
	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-06-2022)

Bikes

TIME	Southbound Sedberry Rd				Eastbound Thompson's Station Rd W (West)				Westbound Thompson's Station Rd W (East)				
	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Pedestrian Count || All vehicles

Station Hill (Thompson's Station, TN)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2 of 3

Sedberry Rd
Thompson's Station Rd W (West)
Thompson's Station Rd W (East)

Date
Wednesday, April 6, 2022

Lat/Long
35.808047°, -86.930329°

Weather
Fog
57°F

0700 - 0900 (Weekday 2h Session) (04-06-2022)

Pedestrians

TIME	Southbound Sedberry Rd EB 2c	WB 2d	App Total	Eastbound Thompson's Station Rd W (West) NB 2e	SB 2f	App Total	Westbound Thompson's Station Rd W (East) NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-06-2022)

Pedestrians

TIME	Southbound Sedberry Rd EB 2c	WB 2d	App Total	Eastbound Thompson's Station Rd W (West) NB 2e	SB 2f	App Total	Westbound Thompson's Station Rd W (East) NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 4/6/2022	Northbound			Sedberry Rd Southbound			Thompson's Station Rd W (West) Eastbound			Thompson's Station Rd W (East) Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	1	0	1	1	13	0	0	8	1	25
07:15 AM - 07:30 AM	0	0	0	0	0	1	1	17	0	0	16	1	36
07:30 AM - 07:45 AM	0	0	0	2	0	2	1	17	0	0	18	2	42
07:45 AM - 08:00 AM	0	0	0	0	0	0	1	24	0	0	8	0	33
08:00 AM - 08:15 AM	0	0	0	0	0	2	1	14	0	0	17	1	35
08:15 AM - 08:30 AM	0	0	0	3	0	0	1	16	0	0	14	2	36
08:30 AM - 08:45 AM	0	0	0	2	0	0	1	20	0	0	9	0	33
08:45 AM - 09:00 AM	0	0	0	3	0	0	1	17	0	0	9	0	31
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	0	0	2	0	1	0	24	0	0	17	2	46
04:15 PM - 04:30 PM	0	0	0	1	0	2	0	34	0	0	16	2	55
04:30 PM - 04:45 PM	0	0	0	2	0	3	0	26	0	0	10	4	45
04:45 PM - 05:00 PM	0	0	0	1	0	4	3	34	0	0	8	1	51
05:00 PM - 05:15 PM	0	0	0	2	0	1	0	23	0	0	9	0	35
05:15 PM - 05:30 PM	0	0	0	2	0	1	2	19	0	0	9	1	34
05:30 PM - 05:45 PM	0	0	0	0	0	2	1	27	0	0	7	0	37
05:45 PM - 06:00 PM	0	0	0	3	0	0	3	24	0	0	12	0	42
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Station Hill (Thompson's Station, TN)

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, April 6, 2022	
Period	0600 - 1900
Peak Hour	0645 - 0745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	TN-6 Columbia Pike(South)					TN-6 Columbia Pike(North)					W Harpeth Rd					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0645 - 0700	3	171	0	0	174	0	64	1	0	65	6	0	9	0	15	0	0	0	0	0	254
0700 - 0715	3	155	0	0	158	0	172	3	0	175	8	0	17	0	25	0	0	0	0	0	358
0715 - 0730	2	227	0	0	229	0	145	0	0	145	3	0	9	0	12	0	0	0	0	0	386
0730 - 0745	3	214	0	0	217	0	74	0	0	74	9	0	10	0	19	0	0	0	0	0	310
Total	11	767	0	0	778	0	455	4	0	459	26	0	45	0	71	0	0	0	0	0	1308
Approach %	1.41	98.59	0.00	0.00	-	0.00	99.13	0.87	0.00	-	36.62	0.00	63.38	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.92	0.84	0.00	0.00	**0.85**	0.00	0.66	0.33	0.00	**0.66**	0.72	0.00	0.66	0.00	**0.71**	0.00	0.00	0.00	0.00	**0.00**	**0.85**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	TN-6 Columbia Pike(South)					TN-6 Columbia Pike(North)					W Harpeth Rd					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0645 - 0700	1	165	0	0	166	0	62	0	0	62	6	0	7	0	13	0	0	0	0	0	241
0700 - 0715	3	152	0	0	155	0	168	3	0	171	8	0	15	0	23	0	0	0	0	0	349
0715 - 0730	1	217	0	0	218	0	138	0	0	138	3	0	9	0	12	0	0	0	0	0	368
0730 - 0745	2	203	0	0	205	0	68	0	0	68	9	0	10	0	19	0	0	0	0	0	292
Total	7	737	0	0	744	0	436	3	0	439	26	0	41	0	67	0	0	0	0	0	1250
Approach %	0.94	99.06	0.00	0.00	-	0.00	99.32	0.68	0.00	-	38.81	0.00	61.19	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.58	0.85	0.00	0.00	**0.85**	0.00	0.65	0.25	0.00	**0.64**	0.72	0.00	0.68	0.00	**0.73**	0.00	0.00	0.00	0.00	**0.00**	**0.85**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	TN-6 Columbia Pike(South)					TN-6 Columbia Pike(North)					W Harpeth Rd					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0645 - 0700	1	3	0	0	4	0	2	1	0	3	0	0	2	0	2	0	0	0	0	0	9
0700 - 0715	0	2	0	0	2	0	4	0	0	4	0	0	2	0	2	0	0	0	0	0	8
0715 - 0730	1	8	0	0	9	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	15
0730 - 0745	1	8	0	0	9	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	13
Total	3	21	0	0	24	0	16	1	0	17	0	0	4	0	4	0	0	0	0	0	45
Approach %	12.50	87.50	0.00	0.00	-	0.00	94.12	5.88	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.75	0.66	0.00	0.00	**0.67**	0.00	0.67	0.25	0.00	**0.71**	0.00	0.00	0.50	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	TN-6 Columbia Pike(South)					TN-6 Columbia Pike(North)					W Harpeth Rd					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0645 - 0700	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0700 - 0715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
0730 - 0745	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	1	9	0	0	10	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	13
Approach %	10.00	90.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.75	0.00	0.00	**0.63**	0.00	0.38	0.00	0.00	**0.38**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.65**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	TN-6 Columbia Pike(South)					TN-6 Columbia Pike(North)					W Harpeth Rd					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Pedestrians

	Northbound					Southbound					Eastbound					Westbound					
	TN-6 Columbia Pike(South)					TN-6 Columbia Pike(North)					W Harpeth Rd					Driveway					
	EB	WB			App	EB	WB			App	NB	SB			App	NB	SB			App	Int
Time	3a	3b			Total	3c	3d			Total	3e	3f			Total	3g	3h			Total	Total
0645 - 0700	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0700 - 0715	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0715 - 0730	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0730 - 0745	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Station Hill (Thompson's Station, TN)

www.marrtraffic.com

Site 3 of 3
TN-6 Columbia Pike(South)
TN-6 Columbia Pike(North)
W Harpeth Rd
Driveway

Date
Wednesday, April 6, 2022

Weather
Fog
57°F

Lat/Long
35.844625°, -86.883008°

0600 - 1900 (Weekday 13h Session) (04-06-2022)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	TN-6 Columbia Pike(South)					TN-6 Columbia Pike(North)					W Harpeth Rd					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0600 - 0615	0	91	0	0	91	0	37	0	0	37	0	0	4	0	4	0	0	0	0	0	132
0615 - 0630	0	168	0	0	168	0	55	1	0	56	1	0	6	0	7	0	0	0	0	0	231
0630 - 0645	1	204	0	0	205	0	36	0	0	36	5	0	3	0	8	0	0	0	0	0	249
0645 - 0700	3	171	0	0	174	0	64	1	0	65	6	0	9	0	15	0	0	0	0	0	254
Hourly Total	4	634	0	0	**638**	0	192	2	0	**194**	12	0	22	0	**34**	0	0	0	0	**0**	**866**
0700 - 0715	3	155	0	0	158	0	172	3	0	175	8	0	17	0	25	0	0	0	0	0	358
0715 - 0730	2	227	0	0	229	0	145	0	0	145	3	0	9	0	12	0	0	0	0	0	386
0730 - 0745	3	214	0	0	217	0	74	0	0	74	9	0	10	0	19	0	0	0	0	0	310
0745 - 0800	1	122	0	0	123	0	78	2	0	80	3	0	6	0	9	0	0	0	0	0	212
Hourly Total	9	718	0	0	**727**	0	469	5	0	**474**	23	0	42	0	**65**	0	0	0	0	**0**	**1266**
0800 - 0815	3	129	0	0	132	0	77	0	0	77	9	0	6	0	15	0	0	0	0	0	224
0815 - 0830	3	134	0	0	137	0	80	4	0	84	4	0	9	0	13	0	0	0	0	0	234
0830 - 0845	4	155	0	0	159	0	81	1	0	82	6	0	7	0	13	0	0	0	0	0	254
0845 - 0900	1	115	0	0	116	0	88	2	0	90	6	0	2	0	8	0	0	0	0	0	214
Hourly Total	11	533	0	0	**544**	0	326	7	0	**333**	25	0	24	0	**49**	0	0	0	0	**0**	**926**
0900 - 0915	6	118	0	0	124	0	80	5	0	85	3	0	4	0	7	0	0	0	0	0	216
0915 - 0930	2	100	0	0	102	0	69	4	1	74	2	0	4	0	6	0	0	0	0	0	182
0930 - 0945	2	128	0	0	130	0	78	2	0	80	0	0	6	0	6	0	0	0	0	0	216
0945 - 1000	3	92	1	0	96	0	88	3	0	91	4	0	4	0	8	1	0	0	0	1	196
Hourly Total	13	438	1	0	**452**	0	315	14	1	**330**	9	0	18	0	**27**	1	0	0	0	**1**	**810**
1000 - 1015	3	74	0	0	77	0	66	1	0	67	3	0	4	0	7	0	0	0	0	0	151
1015 - 1030	3	117	0	0	120	0	82	3	0	85	2	0	4	0	6	0	0	0	0	0	211
1030 - 1045	5	99	0	0	104	0	77	5	0	82	6	0	2	0	8	0	0	0	0	0	194
1045 - 1100	2	84	0	0	86	0	86	1	0	87	2	0	2	0	4	0	0	0	0	0	177
Hourly Total	13	374	0	0	**387**	0	311	10	0	**321**	13	0	12	0	**25**	0	0	0	0	**0**	**733**
1100 - 1115	2	72	0	0	74	0	90	3	0	93	1	0	5	0	6	0	0	1	0	1	174
1115 - 1130	1	85	0	0	86	0	78	0	0	78	3	0	5	0	8	0	0	0	0	0	172
1130 - 1145	1	86	0	0	87	0	104	0	0	104	10	0	2	0	12	0	0	0	0	0	203
1145 - 1200	4	74	1	0	79	0	98	5	0	103	4	0	2	0	6	0	0	0	0	0	188
Hourly Total	8	317	1	0	**326**	0	370	8	0	**378**	18	0	14	0	**32**	0	0	1	0	**1**	**737**
1200 - 1215	11	81	0	0	92	0	98	5	0	103	1	0	3	0	4	0	0	0	0	0	199
1215 - 1230	4	76	0	0	80	0	89	3	0	92	4	0	2	0	6	0	0	0	0	0	178
1230 - 1245	0	91	1	0	92	0	86	7	0	93	3	1	6	0	10	0	0	1	0	1	196
1245 - 1300	3	88	0	0	91	1	70	3	0	74	5	0	3	0	8	0	0	0	0	0	173
Hourly Total	18	336	1	0	**355**	1	343	18	0	**362**	13	1	14	0	**28**	0	0	1	0	**1**	**746**
1300 - 1315	2	75	0	0	77	0	89	6	0	95	2	0	3	0	5	0	0	0	0	0	177
1315 - 1330	5	72	0	0	77	0	99	3	0	102	2	0	3	0	5	0	0	0	0	0	184
1330 - 1345	4	94	0	0	98	1	112	4	0	117	0	0	2	0	2	1	0	0	0	1	218
1345 - 1400	3	94	0	0	97	0	121	3	0	124	1	0	1	0	2	0	0	0	0	0	223
Hourly Total	14	335	0	0	**349**	1	421	16	0	**438**	5	0	9	0	**14**	1	0	0	0	**1**	**802**
1400 - 1415	6	113	0	0	119	0	108	3	0	111	6	0	4	0	10	0	0	2	0	2	242
1415 - 1430	5	116	0	0	121	0	112	3	0	115	3	0	7	0	10	0	0	0	0	0	246
1430 - 1445	3	85	0	0	88	0	126	5	0	131	3	0	2	0	5	0	0	0	0	0	224
1445 - 1500	6	126	0	0	132	0	132	2	0	134	5	0	3	0	8	0	0	0	0	0	274
Hourly Total	20	440	0	0	**460**	0	478	13	0	**491**	17	0	16	0	**33**	0	0	2	0	**2**	**986**
1500 - 1515	12	176	0	0	188	0	137	5	0	142	1	0	6	0	7	0	0	0	0	0	337
1515 - 1530	6	119	0	0	125	0	151	8	0	159	6	0	6	0	12	0	0	0	0	0	296
1530 - 1545	7	90	0	0	97	0	136	6	0	142	2	0	4	0	6	0	0	0	0	0	245
1545 - 1600	5	96	1	0	102	0	161	4	0	165	3	0	1	0	4	0	0	0	0	0	271
Hourly Total	30	481	1	0	**512**	0	585	23	0	**608**	12	0	17	0	**29**	0	0	0	0	**0**	**1149**
1600 - 1615	5	78	0	0	83	0	194	6	0	200	1	0	4	0	5	0	0	0	0	0	288
1615 - 1630	5	101	0	0	106	0	195	6	0	201	4	0	4	0	8	0	0	1	0	1	316
1630 - 1645	8	97	0	0	105	0	209	7	0	216	5	0	1	0	6	0	0	0	0	0	327
1645 - 1700	9	87	0	0	96	0	157	7	0	164	5	0	5	0	10	0	0	0	0	0	270
Hourly Total	27	363	0	0	**390**	0	755	26	0	**781**	15	0	14	0	**29**	0	0	1	0	**1**	**1201**
1700 - 1715	8	76	0	0	84	0	186	5	0	191	3	0	1	0	4	0	0	0	0	0	279
1715 - 1730	6	97	0	0	103	0	174	5	1	180	1	0	6	0	7	0	0	0	0	0	290
1730 - 1745	8	90	0	0	98	0	172	6	0	178	6	0	6	0	12	0	0	0	0	0	288
1745 - 1800	8	80	0	0	88	0	149	7	0	156	3	0	3	0	6	0	0	0	0	0	250
Hourly Total	30	343	0	0	**373**	0	681	23	1	**705**	13	0	16	0	**29**	0	0	0	0	**0**	**1107**
1800 - 1815	8	84	1	0	93	0	123	5	0	128	5	0	3	0	8	0	0	1	0	1	230
1815 - 1830	5	63	0	0	68	0	120	5	0	125	5	0	2	0	7	0	0	0	0	0	200
1830 - 1845	3	86	0	0	89	0	103	5	0	108	6	0	4	0	10	0	0	0	0	0	207
1845 - 1900	3	42	0	0	45	0	82	3	0	85	1	0	7	0	8	0	0	0	0	0	138
Hourly Total	19	275	1	0	**295**	0	428	18	0	**446**	17	0	16	0	**33**	0	0	1	0	**1**	**775**
Grand Total	216	5587	5	0	**5808**	2	5674	183	2	**5861**	192	1	234	0	**427**	2	0	6	0	**8**	**12104**
Approach %	3.72	96.19	0.09	0.00	-	0.03	96.81	3.12	0.03	-	44.96	0.23	54.80	0.00	-	25.00	0.00	75.00	0.00	-	
Intersection %	1.78	46.16	0.04	0.00	47.98	0.02	46.88	1.51	0.02	48.42	1.59	0.01	1.93	0.00	3.53	0.02	0.00	0.05	0.00	0.07	
PHF	0.92	0.84	0.00	0.00	**0.85**	0.00	0.66	0.33	0.00	**0.66**	0.72	0.00	0.66	0.00	**0.71**	0.00	0.00	0.00	0.00	**0.00**	**0.85**

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

Marr Traffic DATA COLLECTION

Station Hill (Thompson's Station, TN)

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Site 3 of 3
TN-6 Columbia Pike(South)
TN-6 Columbia Pike(North)
W Harpeth Rd
Driveway

Date
Wednesday, April 6, 2022

Weather
Fog
57°F

Lat/Long
35.844625°, -86.883008°

0600 - 1900 (Weekday 13h Session) (04-06-2022)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	TN-6 Columbia Pike(South)					TN-6 Columbia Pike(North)					W Harpeth Rd					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0600 - 0615	0	86	0	0	86	0	34	0	0	34	0	0	3	0	3	0	0	0	0	0	123
0615 - 0630	0	157	0	0	157	0	46	1	0	47	1	0	6	0	7	0	0	0	0	0	211
0630 - 0645	1	196	0	0	197	0	29	0	0	29	5	0	3	0	8	0	0	0	0	0	234
0645 - 0700	1	165	0	0	166	0	62	0	0	62	6	0	7	0	13	0	0	0	0	0	241
Hourly Total	2	604	0	0	**606**	0	171	1	0	**172**	12	0	19	0	**31**	0	0	0	0	**0**	**809**
0700 - 0715	3	152	0	0	155	0	168	3	0	171	8	0	15	0	23	0	0	0	0	0	349
0715 - 0730	1	217	0	0	218	0	138	0	0	138	3	0	9	0	12	0	0	0	0	0	368
0730 - 0745	2	203	0	0	205	0	68	0	0	68	9	0	10	0	19	0	0	0	0	0	292
0745 - 0800	1	119	0	0	120	0	71	2	0	73	3	0	6	0	9	0	0	0	0	0	202
Hourly Total	7	691	0	0	**698**	0	445	5	0	**450**	23	0	40	0	**63**	0	0	0	0	**0**	**1211**
0800 - 0815	3	116	0	0	119	0	64	0	0	64	9	0	5	0	14	0	0	0	0	0	197
0815 - 0830	3	129	0	0	132	0	74	3	0	77	4	0	9	0	13	0	0	0	0	0	222
0830 - 0845	4	147	0	0	151	0	61	1	0	62	5	0	7	0	12	0	0	0	0	0	225
0845 - 0900	1	107	0	0	108	0	79	2	0	81	6	0	2	0	8	0	0	0	0	0	197
Hourly Total	11	499	0	0	**510**	0	278	6	0	**284**	24	0	23	0	**47**	0	0	0	0	**0**	**841**
0900 - 0915	6	103	0	0	109	0	69	5	0	74	3	0	4	0	7	0	0	0	0	0	190
0915 - 0930	2	89	0	0	91	0	64	3	1	68	2	0	4	0	6	0	0	0	0	0	165
0930 - 0945	2	119	0	0	121	0	65	1	0	66	0	0	5	0	5	0	0	0	0	0	192
0945 - 1000	3	88	1	0	92	0	77	3	0	80	4	0	4	0	8	1	0	0	0	1	181
Hourly Total	13	399	1	0	**413**	0	275	12	1	**288**	9	0	17	0	**26**	1	0	0	0	**1**	**728**
1000 - 1015	2	72	0	0	74	0	58	1	0	59	3	0	4	0	7	0	0	0	0	0	140
1015 - 1030	2	104	0	0	106	0	67	3	0	70	2	0	3	0	5	0	0	0	0	0	181
1030 - 1045	5	85	0	0	90	0	70	5	0	75	5	0	2	0	7	0	0	0	0	0	172
1045 - 1100	2	75	0	0	77	0	76	1	0	77	2	0	2	0	4	0	0	0	0	0	158
Hourly Total	11	336	0	0	**347**	0	271	10	0	**281**	12	0	11	0	**23**	0	0	0	0	**0**	**651**
1100 - 1115	2	63	0	0	65	0	80	3	0	83	1	0	5	0	6	0	0	1	0	1	155
1115 - 1130	1	76	0	0	77	0	72	0	0	72	3	0	5	0	8	0	0	0	0	0	157
1130 - 1145	1	78	0	0	79	0	92	0	0	92	9	0	2	0	11	0	0	0	0	0	182
1145 - 1200	4	70	1	0	75	0	91	5	0	96	4	0	2	0	6	0	0	0	0	0	177
Hourly Total	8	287	1	0	**296**	0	335	8	0	**343**	17	0	14	0	**31**	0	0	1	0	**1**	**671**
1200 - 1215	10	76	0	0	86	0	90	5	0	95	1	0	2	0	3	0	0	0	0	0	184
1215 - 1230	3	71	0	0	74	0	82	3	0	85	4	0	2	0	6	0	0	0	0	0	165
1230 - 1245	0	87	0	0	87	0	76	7	0	83	3	1	6	0	10	0	0	1	0	1	181
1245 - 1300	3	79	0	0	82	0	59	3	0	62	5	0	3	0	8	0	0	0	0	0	152
Hourly Total	16	313	0	0	**329**	0	307	18	0	**325**	13	1	13	0	**27**	0	0	1	0	**1**	**682**
1300 - 1315	2	65	0	0	67	0	81	5	0	86	2	0	3	0	5	0	0	0	0	0	158
1315 - 1330	5	66	0	0	71	0	84	3	0	87	2	0	2	0	4	0	0	0	0	0	162
1330 - 1345	4	91	0	0	95	1	103	4	0	108	0	0	2	0	2	1	0	0	0	1	206
1345 - 1400	3	86	0	0	89	0	106	3	0	109	1	0	1	0	2	0	0	0	0	0	200
Hourly Total	14	308	0	0	**322**	1	374	15	0	**390**	5	0	8	0	**13**	1	0	0	0	**1**	**726**
1400 - 1415	5	108	0	0	113	0	97	3	0	100	6	0	2	0	8	0	0	0	0	0	221
1415 - 1430	5	106	0	0	111	0	102	3	0	105	3	0	5	0	8	0	0	0	0	0	224
1430 - 1445	3	82	0	0	85	0	124	5	0	129	3	0	2	0	5	0	0	0	0	0	219
1445 - 1500	4	113	0	0	117	0	125	2	0	127	5	0	2	0	7	0	0	0	0	0	251
Hourly Total	17	409	0	0	**426**	0	448	13	0	**461**	17	0	11	0	**28**	0	0	0	0	**0**	**915**
1500 - 1515	11	171	0	0	182	0	132	5	0	137	1	0	5	0	6	0	0	0	0	0	325
1515 - 1530	5	113	0	0	118	0	145	6	0	151	5	0	5	0	10	0	0	0	0	0	279
1530 - 1545	7	85	0	0	92	0	133	5	0	138	2	0	3	0	5	0	0	0	0	0	235
1545 - 1600	5	87	1	0	93	0	156	4	0	160	3	0	1	0	4	0	0	0	0	0	257
Hourly Total	28	456	1	0	**485**	0	566	20	0	**586**	11	0	14	0	**25**	0	0	0	0	**0**	**1096**
1600 - 1615	5	73	0	0	78	0	188	6	0	194	1	0	4	0	5	0	0	0	0	0	277
1615 - 1630	5	94	0	0	99	0	190	6	0	196	4	0	4	0	8	0	0	1	0	1	304
1630 - 1645	8	90	0	0	98	0	206	7	0	213	5	0	1	0	6	0	0	0	0	0	317
1645 - 1700	9	85	0	0	94	0	155	6	0	161	5	0	5	0	10	0	0	0	0	0	265
Hourly Total	27	342	0	0	**369**	0	739	25	0	**764**	15	0	14	0	**29**	0	0	1	0	**1**	**1163**
1700 - 1715	8	74	0	0	82	0	185	5	0	190	3	0	1	0	4	0	0	0	0	0	276
1715 - 1730	6	96	0	0	102	0	170	5	1	176	1	0	6	0	7	0	0	0	0	0	285
1730 - 1745	7	89	0	0	96	0	168	6	0	174	6	0	6	0	12	0	0	0	0	0	282
1745 - 1800	8	80	0	0	88	0	147	7	0	154	3	0	3	0	6	0	0	0	0	0	248
Hourly Total	29	339	0	0	**368**	0	670	23	1	**694**	13	0	16	0	**29**	0	0	0	0	**0**	**1091**
1800 - 1815	8	82	1	0	91	0	121	5	0	126	5	0	3	0	8	0	0	1	0	1	226
1815 - 1830	5	63	0	0	68	0	118	5	0	123	5	0	2	0	7	0	0	0	0	0	198
1830 - 1845	3	84	0	0	87	0	102	5	0	107	6	0	4	0	10	0	0	0	0	0	204
1845 - 1900	3	40	0	0	43	0	81	3	0	84	1	0	7	0	8	0	0	0	0	0	135
Hourly Total	19	269	1	0	**289**	0	422	18	0	**440**	17	0	16	0	**33**	0	0	1	0	**1**	**763**
Grand Total	202	5252	4	0	**5458**	1	5301	174	2	**5478**	188	1	216	0	**405**	2	0	4	0	**6**	**11347**
Approach %	3.70	96.23	0.07	0.00	-	0.02	96.77	3.18	0.04	-	46.42	0.25	53.33	0.00	-	33.33	0.00	66.67	0.00	-	
Intersection %	1.78	46.29	0.04	0.00	48.10	0.01	46.72	1.53	0.02	48.28	1.66	0.01	1.90	0.00	3.57	0.02	0.00	0.04	0.00	0.05	

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

Marr Traffic DATA COLLECTION

Station Hill (Thompson's Station, TN)

www.marrtraffic.com

Site 3 of 3
TN-6 Columbia Pike(South)
TN-6 Columbia Pike(North)
W Harpeth Rd
Driveway

Date
Wednesday, April 6, 2022

Weather
Fog
57°F

Lat/Long
35.844625°, -86.883008°

0600 - 1900 (Weekday 13h Session) (04-06-2022)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	TN-6 Columbia Pike(South)					TN-6 Columbia Pike(North)					W Harpeth Rd					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0600 - 0615	0	4	0	0	4	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	8
0615 - 0630	0	8	0	0	8	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	15
0630 - 0645	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
0645 - 0700	1	3	0	0	4	0	2	1	0	3	0	0	2	0	2	0	0	0	0	0	9
Hourly Total	1	21	0	0	**22**	0	17	1	0	**18**	0	0	3	0	**3**	0	0	0	0	**0**	**43**
0700 - 0715	0	2	0	0	2	0	4	0	0	4	0	0	2	0	2	0	0	0	0	0	8
0715 - 0730	1	8	0	0	9	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	15
0730 - 0745	1	8	0	0	9	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	13
0745 - 0800	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	2	19	0	0	**21**	0	18	0	0	**18**	0	0	2	0	**2**	0	0	0	0	**0**	**41**
0800 - 0815	0	11	0	0	11	0	10	0	0	10	0	0	1	0	1	0	0	0	0	0	22
0815 - 0830	0	3	0	0	3	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	9
0830 - 0845	0	4	0	0	4	0	17	0	0	17	1	0	0	0	1	0	0	0	0	0	22
0845 - 0900	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	0	23	0	0	**23**	0	38	1	0	**39**	1	0	1	0	**2**	0	0	0	0	**0**	**64**
0900 - 0915	0	11	0	0	11	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	19
0915 - 0930	0	10	0	0	10	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	15
0930 - 0945	0	5	0	0	5	0	11	1	0	12	0	0	1	0	1	0	0	0	0	0	18
0945 - 1000	0	3	0	0	3	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	0	29	0	0	**29**	0	30	2	0	**32**	0	0	1	0	**1**	0	0	0	0	**0**	**62**
1000 - 1015	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
1015 - 1030	1	4	0	0	5	0	13	0	0	13	0	0	1	0	1	0	0	0	0	0	19
1030 - 1045	0	10	0	0	10	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	13
1045 - 1100	0	7	0	0	7	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	1	23	0	0	**24**	0	26	0	0	**26**	1	0	1	0	**2**	0	0	0	0	**0**	**52**
1100 - 1115	0	8	0	0	8	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	16
1115 - 1130	0	6	0	0	6	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	12
1130 - 1145	0	5	0	0	5	0	9	0	0	9	1	0	0	0	1	0	0	0	0	0	15
1145 - 1200	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	22	0	0	**22**	0	28	0	0	**28**	1	0	0	0	**1**	0	0	0	0	**0**	**51**
1200 - 1215	1	5	0	0	6	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	8
1215 - 1230	1	4	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
1230 - 1245	0	3	1	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
1245 - 1300	0	5	0	0	5	1	8	0	0	9	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	2	17	1	0	**20**	1	22	0	0	**23**	0	0	1	0	**1**	0	0	0	0	**0**	**44**
1300 - 1315	0	3	0	0	3	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	10
1315 - 1330	0	4	0	0	4	0	9	0	0	9	0	0	1	0	1	0	0	0	0	0	14
1330 - 1345	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
1345 - 1400	0	7	0	0	7	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	0	17	0	0	**17**	0	30	1	0	**31**	0	0	1	0	**1**	0	0	0	0	**0**	**49**
1400 - 1415	1	3	0	0	4	0	7	0	0	7	0	0	2	0	2	0	0	2	0	2	15
1415 - 1430	0	8	0	0	8	0	8	0	0	8	0	0	2	0	2	0	0	0	0	0	18
1430 - 1445	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1445 - 1500	2	11	0	0	13	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	18
Hourly Total	3	24	0	0	**27**	0	21	0	0	**21**	0	0	5	0	**5**	0	0	2	0	**2**	**55**
1500 - 1515	1	2	0	0	3	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	7
1515 - 1530	1	5	0	0	6	0	4	2	0	6	1	0	1	0	2	0	0	0	0	0	14
1530 - 1545	0	5	0	0	5	0	3	1	0	4	0	0	1	0	1	0	0	0	0	0	10
1545 - 1600	0	7	0	0	7	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	2	19	0	0	**21**	0	11	3	0	**14**	1	0	3	0	**4**	0	0	0	0	**0**	**39**
1600 - 1615	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	11
1615 - 1630	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
1630 - 1645	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	9
1645 - 1700	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	17	0	0	**17**	0	13	1	0	**14**	0	0	0	0	**0**	0	0	0	0	**0**	**31**
1700 - 1715	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1715 - 1730	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1730 - 1745	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
1745 - 1800	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	1	4	0	0	**5**	0	7	0	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	**12**
1800 - 1815	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1815 - 1830	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1830 - 1845	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1845 - 1900	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	4	0	0	**4**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**8**
Grand Total	12	239	1	0	**252**	1	265	9	0	**275**	4	0	18	0	**22**	0	0	2	0	**2**	**551**
Approach %	4.76	94.84	0.40	0.00	-	0.36	96.36	3.27	0.00	-	18.18	0.00	81.82	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	2.18	43.38	0.18	0.00	45.74	0.18	48.09	1.63	0.00	49.91	0.73	0.00	3.27	0.00	3.99	0.00	0.00	0.36	0.00	0.36	

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

Marr Traffic DATA COLLECTION

Station Hill (Thompson's Station, TN)

www.marrtraffic.com

Site 3 of 3
TN-6 Columbia Pike(South)
TN-6 Columbia Pike(North)
W Harpeth Rd
Driveway

Date
Wednesday, April 6, 2022

Weather
Fog
57°F

Lat/Long
35.844625°, -86.883008°

0600 - 1900 (Weekday 13h Session) (04-06-2022)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	TN-6 Columbia Pike(South)					TN-6 Columbia Pike(North)					W Harpeth Rd					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0600 - 0615	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0615 - 0630	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
0630 - 0645	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
0645 - 0700	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	1	9	0	0	**10**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**14**
0700 - 0715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
0730 - 0745	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
0745 - 0800	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	8	0	0	**8**	0	6	0	0	**6**	0	0	0	0	**0**	0	0	0	0	**0**	**14**
0800 - 0815	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
0815 - 0830	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
0830 - 0845	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
0845 - 0900	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	11	0	0	**11**	0	10	0	0	**10**	0	0	0	0	**0**	0	0	0	0	**0**	**21**
0900 - 0915	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
0915 - 0930	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0930 - 0945	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
0945 - 1000	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	9	0	0	**9**	0	10	0	0	**10**	0	0	0	0	**0**	0	0	0	0	**0**	**19**
1000 - 1015	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
1015 - 1030	0	9	0	0	9	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	11
1030 - 1045	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
1045 - 1100	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	1	15	0	0	**16**	0	14	0	0	**14**	0	0	0	0	**0**	0	0	0	0	**0**	**30**
1100 - 1115	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1115 - 1130	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1130 - 1145	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
1145 - 1200	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	8	0	0	**8**	0	7	0	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	**15**
1200 - 1215	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
1215 - 1230	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1230 - 1245	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
1245 - 1300	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	6	0	0	**6**	0	14	0	0	**14**	0	0	0	0	**0**	0	0	0	0	**0**	**20**
1300 - 1315	0	7	0	0	7	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	9
1315 - 1330	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	8
1330 - 1345	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
1345 - 1400	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	10	0	0	**10**	0	17	0	0	**17**	0	0	0	0	**0**	0	0	0	0	**0**	**27**
1400 - 1415	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
1415 - 1430	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1430 - 1445	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1445 - 1500	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	7	0	0	**7**	0	9	0	0	**9**	0	0	0	0	**0**	0	0	0	0	**0**	**16**
1500 - 1515	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
1515 - 1530	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	6	0	0	**6**	0	8	0	0	**8**	0	0	0	0	**0**	0	0	0	0	**0**	**14**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1630 - 1645	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1645 - 1700	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	4	0	0	**4**	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**7**
1700 - 1715	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**4**
1800 - 1815	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	2	0	0	**2**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**4**
Grand Total	2	95	0	0	**97**	0	108	0	0	**108**	0	0	0	0	**0**	0	0	0	0	**0**	**205**
Approach %	2.06	97.94	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.98	46.34	0.00	0.00	47.32	0.00	52.68	0.00	0.00	52.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Station Hill (Thompson's Station, TN)

www.marrtraffic.com

Site 3 of 3
TN-6 Columbia Pike(South)
TN-6 Columbia Pike(North)
W Harpeth Rd
Driveway

Date
Wednesday, April 6, 2022

Weather
Fog
57°F

Lat/Long
35.844625°, -86.883008°

0600 - 1900 (Weekday 13h Session) (04-06-2022)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	TN-6 Columbia Pike(South)					TN-6 Columbia Pike(North)					W Harpeth Rd					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Pedestrian Count || All vehicles

Station Hill (Thompson's Station, TN)

Marr Traffic DATA COLLECTION
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Site 3 of 3
TN-6 Columbia Pike(South)
TN-6 Columbia Pike(North)
W Harpeth Rd
Driveway

Date
Wednesday, April 6, 2022

Weather
Fog
57°F

Lat/Long
35.844625°, -86.883008°

0600 - 1900 (Weekday 13h Session) (04-06-2022)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	TN-6 Columbia Pike(South)			TN-6 Columbia Pike(North)			W Harpeth Rd			Driveway			
	EB	WB	App	EB	WB	App	NB	SB	App	NB	SB	App	Int
TIME	3a	3b	Total	3c	3d	Total	3e	3f	Total	3g	3h	Total	Total
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	2	2	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	2	**2**	0	0	**0**	**2**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	2	**2**	0	0	**0**	**2**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	0.00	0.00	0.00	

Start Date: 4/6/2022	TN-6 Columbia Pike(South) Northbound			TN-6 Columbia Pike(North) Southbound			W Harpeth Rd Eastbound			Driveway Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	91	0	0	37	0	0	0	4	0	0	0	132
06:15 AM - 06:30 AM	0	168	0	0	55	1	1	0	6	0	0	0	231
06:30 AM - 06:45 AM	1	204	0	0	36	0	5	0	3	0	0	0	249
06:45 AM - 07:00 AM	3	171	0	0	64	1	6	0	9	0	0	0	254
07:00 AM - 07:15 AM	3	155	0	0	172	3	8	0	17	0	0	0	358
07:15 AM - 07:30 AM	2	227	0	0	145	0	3	0	9	0	0	0	386
07:30 AM - 07:45 AM	3	214	0	0	74	0	9	0	10	0	0	0	310
07:45 AM - 08:00 AM	1	122	0	0	78	2	3	0	6	0	0	0	212
08:00 AM - 08:15 AM	3	129	0	0	77	0	9	0	6	0	0	0	224
08:15 AM - 08:30 AM	3	134	0	0	80	4	4	0	9	0	0	0	234
08:30 AM - 08:45 AM	4	155	0	0	81	1	6	0	7	0	0	0	254
08:45 AM - 09:00 AM	1	115	0	0	88	2	6	0	2	0	0	0	214
09:00 AM - 09:15 AM	6	118	0	0	80	5	3	0	4	0	0	0	216
09:15 AM - 09:30 AM	2	100	0	0	69	4	2	0	4	0	0	0	182
09:30 AM - 09:45 AM	2	128	0	0	78	2	0	0	6	0	0	0	216
09:45 AM - 10:00 AM	3	92	1	0	88	3	4	0	4	1	0	0	196
10:00 AM - 10:15 AM	3	74	0	0	66	1	3	0	4	0	0	0	151
10:15 AM - 10:30 AM	3	117	0	0	82	3	2	0	4	0	0	0	211
10:30 AM - 10:45 AM	5	99	0	0	77	5	6	0	2	0	0	0	194
10:45 AM - 11:00 AM	2	84	0	0	86	1	2	0	2	0	0	0	177
11:00 AM - 11:15 AM	2	72	0	0	90	3	1	0	5	0	0	1	174
11:15 AM - 11:30 AM	1	85	0	0	78	0	3	0	5	0	0	0	172
11:30 AM - 11:45 AM	1	86	0	0	104	0	10	0	2	0	0	0	203
11:45 AM - 12:00 PM	4	74	1	0	98	5	4	0	2	0	0	0	188
12:00 PM - 12:15 PM	11	81	0	0	98	5	1	0	3	0	0	0	199
12:15 PM - 12:30 PM	4	76	0	0	89	3	4	0	2	0	0	0	178
12:30 PM - 12:45 PM	0	91	1	0	86	7	3	1	6	0	0	1	196
12:45 PM - 01:00 PM	3	88	0	1	70	3	5	0	3	0	0	0	173
01:00 PM - 01:15 PM	2	75	0	0	89	6	2	0	3	0	0	0	177
01:15 PM - 01:30 PM	5	72	0	0	99	3	2	0	3	0	0	0	184
01:30 PM - 01:45 PM	4	94	0	1	112	4	0	0	2	1	0	0	218
01:45 PM - 02:00 PM	3	94	0	0	121	3	1	0	1	0	0	0	223
02:00 PM - 02:15 PM	6	113	0	0	108	3	6	0	4	0	0	2	242
02:15 PM - 02:30 PM	5	116	0	0	112	3	3	0	7	0	0	0	246
02:30 PM - 02:45 PM	3	85	0	0	126	5	3	0	2	0	0	0	224
02:45 PM - 03:00 PM	6	126	0	0	132	2	5	0	3	0	0	0	274
03:00 PM - 03:15 PM	12	176	0	0	137	5	1	0	6	0	0	0	337
03:15 PM - 03:30 PM	6	119	0	0	151	8	6	0	6	0	0	0	296
03:30 PM - 03:45 PM	7	90	0	0	136	6	2	0	4	0	0	0	245
03:45 PM - 04:00 PM	5	96	1	0	161	4	3	0	1	0	0	0	271
04:00 PM - 04:15 PM	5	78	0	0	194	6	1	0	4	0	0	0	288
04:15 PM - 04:30 PM	5	101	0	0	195	6	4	0	4	0	0	1	316
04:30 PM - 04:45 PM	8	97	0	0	209	7	5	0	1	0	0	0	327
04:45 PM - 05:00 PM	9	87	0	0	157	7	5	0	5	0	0	0	270
05:00 PM - 05:15 PM	8	76	0	0	186	5	3	0	1	0	0	0	279
05:15 PM - 05:30 PM	6	97	0	0	174	5	1	0	6	0	0	0	292
05:30 PM - 05:45 PM	8	90	0	0	172	6	6	0	6	0	0	0	288
05:45 PM - 06:00 PM	8	80	0	0	149	7	3	0	3	0	0	0	250
06:00 PM - 06:15 PM	8	84	1	0	123	5	5	0	3	0	0	1	230
06:15 PM - 06:30 PM	5	63	0	0	120	5	5	0	2	0	0	0	200
06:30 PM - 06:45 PM	3	86	0	0	103	5	6	0	4	0	0	0	207
06:45 PM - 07:00 PM	3	42	0	0	82	3	1	0	7	0	0	0	138
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX B

TRIP GENERATION &
FUTURE TRAFFIC DERIVATION

TRIP GENERATION (11th Edition)

Single-Family Detached Housing - 290 Dwelling Units

Use ITE Land Use Code 210 (Single-Family Detached Housing) and associated trip generation rates for 24-hour total trips and peak hour trips.

Average Daily Traffic

Ln(T) = 0.92 Ln(X) + 2.68
Ln(T) = 0.92 Ln(290) + 2.68
T = 2687

A.M. Peak Hour of Adjacent Street Traffic

Ln(T) = 0.91 Ln(X) + 0.12
Ln(T) = 0.91 Ln(290) + 0.12
T = 196

Enter = 0.26(196) = 51
Exit = 0.74(196) = 145

P.M. Peak Hour of Adjacent Street Traffic

Ln(T) = 0.94 Ln(X) + 0.27
Ln(T) = 0.94 Ln(290) + 0.27
T = 270

Enter = 0.63(270) = 170
Exit = 0.37(270) = 100

TRAFFIC VOLUME WORKSHEET
COLUMBIA PIKE AT WEST HARPETH ROAD
A.M. PEAK HOUR

Description	Northbound			Southbound			Eastbound			Westbound		
	Columbia Pike			**Columbia Pike**			**West Harpeth Rd**					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2022 EXISTING TRAFFIC VOLUMES	11	767			455	4	26		45			
2028 BACKGROUND TRAFFIC VOLUMES												
Annual Background Growth												
Growth Rate (%/year)	2.0	2.0			2.0	2.0	2.0		2.0			
Growth Factor	1.13	1.13	1.00	1.00	1.13	1.13	1.13	1.00	1.13	1.00	1.00	1.00
Annual Background Growth Trips	1	97	0	0	57	1	3	0	6	0	0	0
2028 Background Traffic Volumes	12	864	0	0	512	5	29	0	51	0	0	0
2028 SITE TRAFFIC VOLUMES												
Station Hill (290 SFDU) % In	40					30						
% Out							30		40			
Trips	20	0	0	0	0	15	44	0	58	0	0	0
2028 Site Traffic Volumes	20	0	0	0	0	15	44	0	58	0	0	0
2028 TOTAL TRAFFIC VOLUMES	32	864	0	0	512	20	73	0	109	0	0	0

TRAFFIC VOLUME WORKSHEET
COLUMBIA PIKE AT WEST HARPETH ROAD
P.M. PEAK HOUR

Description	Northbound			Southbound			Eastbound			Westbound		
	Columbia Pike			**Columbia Pike**			**West Harpeth Rd**					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2022 EXISTING TRAFFIC VOLUMES	27	363			755	26	15		14			
2028 BACKGROUND TRAFFIC VOLUMES												
Annual Background Growth												
Growth Rate (%/year)	2.0	2.0			2.0	2.0	2.0		2.0			
Growth Factor	1.13	1.13	1.00	1.00	1.13	1.13	1.13	1.00	1.13	1.00	1.00	1.00
Annual Background Growth Trips	3	46	0	0	95	3	2	0	2	0	0	0
2028 Background Traffic Volumes	30	409	0	0	850	29	17	0	16	0	0	0
2028 SITE TRAFFIC VOLUMES												
% In	40					30						
Station Hill (290 SFDU) % Out							30		40			
Trips	68	0	0	0	0	51	30	0	40	0	0	0
2028 Site Traffic Volumes	68	0	0	0	0	51	30	0	40	0	0	0
2028 TOTAL TRAFFIC VOLUMES	98	409	0	0	850	80	47	0	56	0	0	0

TRAFFIC VOLUME WORKSHEET
WEST HARPETH RD AT SEDBERRY RD
A.M. PEAK HOUR

Description	Northbound			Southbound			Eastbound			Westbound		
	Sedberry Rd						**West Harpeth Rd**			**West Harpeth Rd**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2022 EXISTING TRAFFIC VOLUMES	1		15					12	4	9	7	
2028 BACKGROUND TRAFFIC VOLUMES												
Annual Background Growth												
Growth Rate (%/year)	2.0		2.0					2.0	2.0	2.0	2.0	
Growth Factor	1.13	1.00	1.13	1.00	1.00	1.00	1.00	1.13	1.13	1.13	1.13	1.00
Annual Background Growth Trips	0	0	2	0	0	0	0	2	1	1	1	0
2028 Background Traffic Volumes	1	0	17	0	0	0	0	14	5	10	8	0
2028 SITE TRAFFIC VOLUMES												
% In									5	70		
Station Hill (290 SFDU) % Out	5		70									
Trips	7	0	102	0	0	0	0	0	3	36	0	0
2028 Site Traffic Volumes	7	0	102	0	0	0	0	0	3	36	0	0
2028 TOTAL TRAFFIC VOLUMES	8	0	119	0	0	0	0	14	8	46	8	0

TRAFFIC VOLUME WORKSHEET
WEST HARPETH RD AT SEDBERRY RD
P.M. PEAK HOUR

Description	Northbound			Southbound			Eastbound			Westbound		
	Sedberry Rd						**West Harpeth Rd**			**West Harpeth Rd**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2022 EXISTING TRAFFIC VOLUMES	2		7					2	1	15	6	
2028 BACKGROUND TRAFFIC VOLUMES												
Annual Background Growth												
Growth Rate (%/year)	2.0		2.0					2.0	2.0	2.0	2.0	
Growth Factor	1.13	1.00	1.13	1.00	1.00	1.00	1.00	1.13	1.13	1.13	1.13	1.00
Annual Background Growth Trips	0	0	1	0	0	0	0	0	0	2	1	0
2028 Background Traffic Volumes	2	0	8	0	0	0	0	2	1	17	7	0
2028 SITE TRAFFIC VOLUMES												
% In									5	70		
Station Hill (290 SFDU) % Out	5		70									
Trips	5	0	70	0	0	0	0	0	9	119	0	0
2028 Site Traffic Volumes	5	0	70	0	0	0	0	0	9	119	0	0
2028 TOTAL TRAFFIC VOLUMES	7	0	78	0	0	0	0	2	10	136	7	0

TRAFFIC VOLUME WORKSHEET
THOMPSONS STATION RD AT SEDBERRY RD
A.M. PEAK HOUR

Description	Northbound			Southbound			Eastbound			Westbound		
				Sedberry Rd			**Thompsons Station Rd**			**Thompsons Station Rd**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2022 EXISTING TRAFFIC VOLUMES				2		5	4	72			59	4
2028 BACKGROUND TRAFFIC VOLUMES												
Annual Background Growth												
Growth Rate (%/year)				2.0		2.0	2.0	2.0			2.0	2.0
Growth Factor	1.00	1.00	1.00	1.13	1.00	1.13	1.13	1.13	1.00	1.00	1.13	1.13
Annual Background Growth Trips	0	0	0	0	0	1	1	9	0	0	7	1
2028 Background Traffic Volumes	0	0	0	2	0	6	5	81	0	0	66	5
2028 SITE TRAFFIC VOLUMES												
% In							5					20
Station Hill (290 SFDU) % Out				20		5						
Trips	0	0	0	29	0	7	3	0	0	0	0	10
2028 Site Traffic Volumes	0	0	0	29	0	7	3	0	0	0	0	10
2028 TOTAL TRAFFIC VOLUMES	0	0	0	31	0	13	8	81	0	0	66	15

TRAFFIC VOLUME WORKSHEET
THOMPSONS STATION RD AT SEDBERRY RD
P.M. PEAK HOUR

Description	Northbound			Southbound			Eastbound			Westbound		
				Sedberry Rd			**Thompsons Station Rd**			**Thompsons Station Rd**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2022 EXISTING TRAFFIC VOLUMES				6		10	3	118			51	9
2028 BACKGROUND TRAFFIC VOLUMES												
Annual Background Growth												
Growth Rate (%/year)				2.0		2.0	2.0	2.0			2.0	2.0
Growth Factor	1.00	1.00	1.00	1.13	1.00	1.13	1.13	1.13	1.00	1.00	1.13	1.13
Annual Background Growth Trips	0	0	0	1	0	1	0	15	0	0	6	1
2028 Background Traffic Volumes	0	0	0	7	0	11	3	133	0	0	57	10
2028 SITE TRAFFIC VOLUMES												
% In							5					20
Station Hill (290 SFDU) % Out				20		5						
Trips	0	0	0	20	0	5	9	0	0	0	0	34
2028 Site Traffic Volumes	0	0	0	20	0	5	9	0	0	0	0	34
2028 TOTAL TRAFFIC VOLUMES	0	0	0	27	0	16	12	133	0	0	57	44

TRAFFIC VOLUME WORKSHEET
SEDBERRY RD AT STATION HILL ACCESS (NORTH)
A.M. PEAK HOUR

Description		Northbound			Southbound			Eastbound			Westbound		
		Sedberry Rd			**Sedberry Rd**						**Station Hill Access (N)**		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2022 EXISTING TRAFFIC VOLUMES			16			13							
2028 BACKGROUND TRAFFIC VOLUMES													
Annual Background Growth													
Growth Rate (%/year)			2.0			2.0							
Growth Factor		1.00	1.13	1.00	1.00	1.13	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Annual Background Growth Trips		0	2	0	0	2	0	0	0	0	0	0	0
2028 Background Traffic Volumes		0	18	0	0	15	0	0	0	0	0	0	0
2028 SITE TRAFFIC VOLUMES													
	% In			20	70	5							
Station Hill (290 SFDU)	% Out		5								20		70
	Trips	0	7	10	36	3	0	0	0	0	29	0	102
2028 Site Traffic Volumes		0	7	10	36	3	0	0	0	0	29	0	102
2028 TOTAL TRAFFIC VOLUMES		0	25	10	36	18	0	0	0	0	29	0	102

TRAFFIC VOLUME WORKSHEET
SEDBERRY RD AT STATION HILL ACCESS (NORTH)
P.M. PEAK HOUR

Description		Northbound			Southbound			Eastbound			Westbound		
		Sedberry Rd			**Sedberry Rd**						**Station Hill Access (N)**		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2022 EXISTING TRAFFIC VOLUMES			9			16							
2028 BACKGROUND TRAFFIC VOLUMES													
Annual Background Growth													
Growth Rate (%/year)			2.0			2.0							
Growth Factor		1.00	1.13	1.00	1.00	1.13	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Annual Background Growth Trips		0	1	0	0	2	0	0	0	0	0	0	0
2028 Background Traffic Volumes		0	10	0	0	18	0	0	0	0	0	0	0
2028 SITE TRAFFIC VOLUMES													
	% In			20	70	5							
Station Hill (290 SFDU)	% Out		5								20		70
	Trips	0	5	34	119	9	0	0	0	0	20	0	70
2028 Site Traffic Volumes		0	5	34	119	9	0	0	0	0	20	0	70
2028 TOTAL TRAFFIC VOLUMES		0	15	34	119	27	0	0	0	0	20	0	70

TRAFFIC VOLUME WORKSHEET
SEDBERRY RD AT STATION HILL ACCESS (SOUTH)
A.M. PEAK HOUR

Description	Northbound			Southbound			Eastbound			Westbound		
	Sedberry Rd			**Sedberry Rd**						**Station Hill Access (S)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2022 EXISTING TRAFFIC VOLUMES		16			13							
2028 BACKGROUND TRAFFIC VOLUMES												
Annual Background Growth												
Growth Rate (%/year)		2.0			2.0							
Growth Factor	1.00	1.13	1.00	1.00	1.13	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Annual Background Growth Trips	0	2	0	0	2	0	0	0	0	0	0	0
2028 Background Traffic Volumes	0	18	0	0	15	0	0	0	0	0	0	0
2028 SITE TRAFFIC VOLUMES												
% In		20	5	5								
Station Hill (290 SFDU) % Out					20					5		5
Trips	0	10	3	3	29	0	0	0	0	7	0	7
2028 Site Traffic Volumes	0	10	3	3	29	0	0	0	0	7	0	7
2028 TOTAL TRAFFIC VOLUMES	0	28	3	3	44	0	0	0	0	7	0	7

TRAFFIC VOLUME WORKSHEET
SEDBERRY RD AT STATION HILL ACCESS (SOUTH)
P.M. PEAK HOUR

Description	Northbound			Southbound			Eastbound			Westbound		
	Sedberry Rd			**Sedberry Rd**						**Station Hill Access (S)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2022 EXISTING TRAFFIC VOLUMES		9			16							
2028 BACKGROUND TRAFFIC VOLUMES												
Annual Background Growth												
Growth Rate (%/year)		2.0			2.0							
Growth Factor	1.00	1.13	1.00	1.00	1.13	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Annual Background Growth Trips	0	1	0	0	2	0	0	0	0	0	0	0
2028 Background Traffic Volumes	0	10	0	0	18	0	0	0	0	0	0	0
2028 SITE TRAFFIC VOLUMES												
% In		20	5	5								
Station Hill (290 SFDU) % Out					20					5		5
Trips	0	34	9	9	20	0	0	0	0	5	0	5
2028 Site Traffic Volumes	0	34	9	9	20	0	0	0	0	5	0	5
2028 TOTAL TRAFFIC VOLUMES	0	44	9	9	38	0	0	0	0	5	0	5

APPENDIX C

2017 EXISTING CONDITIONS CAPACITY ANALYSIS WORKSHEETS

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	45	11	767	455	4
Future Vol, veh/h	26	45	11	767	455	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	49	12	834	495	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1355	497	499	0	-	0
Stage 1	497	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	165	573	1065	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	415	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	162	573	1065	-	-	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	415	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.3	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1065	-	297	-	-
HCM Lane V/C Ratio	0.011	-	0.26	-	-
HCM Control Delay (s)	8.4	0	21.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	4	9	7	1	15
Future Vol, veh/h	12	4	9	7	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	4	10	8	1	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	17	0	43	15
Stage 1	-	-	-	-	15	-
Stage 2	-	-	-	-	28	-
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	-	-	1600	-	968	1065
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1600	-	962	1065
Mov Cap-2 Maneuver	-	-	-	-	962	-
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	989	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.1	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1058	-	-	1600	-
HCM Lane V/C Ratio	0.016	-	-	0.006	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	72	59	4	2	5
Future Vol, veh/h	4	72	59	4	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	78	64	4	2	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	68	0	-	0	152	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	86	-
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	1533	-	-	-	840	998
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	937	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1533	-	-	-	837	998
Mov Cap-2 Maneuver	-	-	-	-	837	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	937	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1533	-	-	-	946
HCM Lane V/C Ratio	0.003	-	-	-	0.008
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	14	27	363	755	26
Future Vol, veh/h	15	14	27	363	755	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	15	29	395	821	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1288	835	849	0	-	0
Stage 1	835	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	181	368	789	-	-	-
Stage 1	426	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	172	368	789	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	640	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.9	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	789	-	232	-	-
HCM Lane V/C Ratio	0.037	-	0.136	-	-
HCM Control Delay (s)	9.7	0	22.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	1	15	6	2	7
Future Vol, veh/h	2	1	15	6	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	16	7	2	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	3	0	42	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	39	-
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	-	-	1619	-	969	1081
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1619	-	959	1081
Mov Cap-2 Maneuver	-	-	-	-	959	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	973	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.2	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1051	-	-	1619	-
HCM Lane V/C Ratio	0.009	-	-	0.01	-
HCM Control Delay (s)	8.5	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	118	51	9	6	10
Future Vol, veh/h	3	118	51	9	6	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	128	55	10	7	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	65	0	-	0	194	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	134	-
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	1537	-	-	-	795	1005
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1537	-	-	-	793	1005
Mov Cap-2 Maneuver	-	-	-	-	793	-
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	892	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1537	-	-	-	913
HCM Lane V/C Ratio	0.002	-	-	-	0.019
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

APPENDIX D

2024 BACKGROUND CONDITIONS CAPACITY ANALYSIS WORKSHEETS

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	51	12	864	512	5
Future Vol, veh/h	29	51	12	864	512	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	55	13	939	557	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1525	560	562	0	-	0
Stage 1	560	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	130	528	1009	-	-	-
Stage 1	572	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	126	528	1009	-	-	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	370	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.6	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1009	-	245	-	-
HCM Lane V/C Ratio	0.013	-	0.355	-	-
HCM Control Delay (s)	8.6	0	27.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1.5	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	5	10	8	1	17
Future Vol, veh/h	14	5	10	8	1	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	5	11	9	1	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	20	0	49	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	31	-
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	-	-	1596	-	960	1061
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1596	-	953	1061
Mov Cap-2 Maneuver	-	-	-	-	953	-
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	985	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1054	-	-	1596	-
HCM Lane V/C Ratio	0.019	-	-	0.007	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	81	66	5	2	6
Future Vol, veh/h	5	81	66	5	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	88	72	5	2	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	77	0	-	0	173	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	98	-
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	1522	-	-	-	817	986
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	926	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1522	-	-	-	815	986
Mov Cap-2 Maneuver	-	-	-	-	815	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	926	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1522	-	-	-	937
HCM Lane V/C Ratio	0.004	-	-	-	0.009
HCM Control Delay (s)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	16	30	409	850	29
Future Vol, veh/h	17	16	30	409	850	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	17	33	445	924	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1451	940	956	0	-	0
Stage 1	940	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	144	320	719	-	-	-
Stage 1	380	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	135	320	719	-	-	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	357	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.6	0.7	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	719	-	188	-	-
HCM Lane V/C Ratio	0.045	-	0.191	-	-
HCM Control Delay (s)	10.2	0	28.6	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	1	17	7	2	8
Future Vol, veh/h	2	1	17	7	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	18	8	2	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	3	0	47	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	44	-
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	-	-	1619	-	963	1081
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	978	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1619	-	952	1081
Mov Cap-2 Maneuver	-	-	-	-	952	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	967	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.1	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1052	-	-	1619	-
HCM Lane V/C Ratio	0.01	-	-	0.011	-
HCM Control Delay (s)	8.5	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	133	57	10	7	11
Future Vol, veh/h	3	133	57	10	7	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	145	62	11	8	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	219	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	151	-
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	1527	-	-	-	769	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	877	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1527	-	-	-	767	995
Mov Cap-2 Maneuver	-	-	-	-	767	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	877	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1527	-	-	-	892
HCM Lane V/C Ratio	0.002	-	-	-	0.022
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

APPENDIX E

2024 TOTAL CONDITIONS CAPACITY ANALYSIS WORKSHEETS

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	73	109	32	864	512	20
Future Vol, veh/h	73	109	32	864	512	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	118	35	939	557	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1566	557	579	0	-	0
Stage 1	557	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	122	530	995	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	118	530	995	-	-	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	352	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.5	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	995	-	118	530	-	-
HCM Lane V/C Ratio	0.035	-	0.672	0.224	-	-
HCM Control Delay (s)	8.7	-	82.9	13.7	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	3.5	0.8	-	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	8	46	8	8	119
Future Vol, veh/h	14	8	46	8	8	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	9	50	9	9	129

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	24	0	129	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	109	-
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	-	-	1591	-	865	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	916	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1591	-	837	1058
Mov Cap-2 Maneuver	-	-	-	-	837	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	887	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.2	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1041	-	-	1591	-
HCM Lane V/C Ratio	0.133	-	-	0.031	-
HCM Control Delay (s)	9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	81	66	15	31	13
Future Vol, veh/h	8	81	66	15	31	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	88	72	16	34	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	88	0	-	0	186	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	106	-
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	1508	-	-	-	803	980
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	918	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1508	-	-	-	798	980
Mov Cap-2 Maneuver	-	-	-	-	798	-
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	918	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1508	-	-	-	844
HCM Lane V/C Ratio	0.006	-	-	-	0.057
HCM Control Delay (s)	7.4	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	6.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	102	25	10	36	18
Future Vol, veh/h	29	102	25	10	36	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	111	27	11	39	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	131	33	0	0	38	0
Stage 1	33	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	863	1041	-	-	1572	-
Stage 1	989	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	841	1041	-	-	1572	-
Mov Cap-2 Maneuver	841	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	903	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	4.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	989	1572	-
HCM Lane V/C Ratio	-	-	0.144	0.025	-
HCM Control Delay (s)	-	-	9.3	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	7	28	3	3	44
Future Vol, veh/h	7	7	28	3	3	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	8	30	3	3	48

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	86	32	0	0	33	0
Stage 1	32	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	915	1042	-	-	1579	-
Stage 1	991	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	913	1042	-	-	1579	-
Mov Cap-2 Maneuver	913	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	967	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	973	1579	-
HCM Lane V/C Ratio	-	-	0.016	0.002	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	56	98	409	850	80
Future Vol, veh/h	47	56	98	409	850	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	61	107	445	924	87

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1583	924	1011	0	-	0
Stage 1	924	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	120	327	686	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	101	327	686	-	-	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	327	-	-	-	-	-
Stage 2	515	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	43.1	2.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	686	-	101	327	-	-
HCM Lane V/C Ratio	0.155	-	0.506	0.186	-	-
HCM Control Delay (s)	11.2	-	72.5	18.5	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.5	-	2.3	0.7	-	-

Intersection	
Int Delay, s/veh	7.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	10	136	7	7	78
Future Vol, veh/h	2	10	136	7	7	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	11	148	8	8	85

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	13	0	312	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	304	-
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	-	-	1606	-	681	1074
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	748	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1606	-	618	1074
Mov Cap-2 Maneuver	-	-	-	-	618	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	678	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.1	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1012	-	-	1606	-
HCM Lane V/C Ratio	0.091	-	-	0.092	-
HCM Control Delay (s)	8.9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.3	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	133	57	44	31	13
Future Vol, veh/h	12	133	57	44	31	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	145	62	48	34	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	110	0	-	0	257	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	171	-
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	1480	-	-	-	732	973
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	859	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1480	-	-	-	725	973
Mov Cap-2 Maneuver	-	-	-	-	725	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	859	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1480	-	-	-	784
HCM Lane V/C Ratio	0.009	-	-	-	0.061
HCM Control Delay (s)	7.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	70	15	34	110	27
Future Vol, veh/h	20	70	15	34	110	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	76	16	37	120	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	304	35	0	0	53	0
Stage 1	35	-	-	-	-	-
Stage 2	269	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	688	1038	-	-	1553	-
Stage 1	987	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	634	1038	-	-	1553	-
Mov Cap-2 Maneuver	634	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	715	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	909	1553	-
HCM Lane V/C Ratio	-	-	0.108	0.077	-
HCM Control Delay (s)	-	-	9.4	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	44	9	9	38
Future Vol, veh/h	5	5	44	9	9	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	48	10	10	41

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	114	53	0	0	58	0
Stage 1	53	-	-	-	-	-
Stage 2	61	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	882	1014	-	-	1546	-
Stage 1	970	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	876	1014	-	-	1546	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	955	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	1.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	940	1546	-
HCM Lane V/C Ratio	-	-	0.012	0.006	-
HCM Control Delay (s)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

PRELIMINARY PLAT
FOR
THE ENCLAVE AT STATION HILL
ENCOMPASS LAND GROUP, LLC

CONTACTS

OWNER/DEVELOPER

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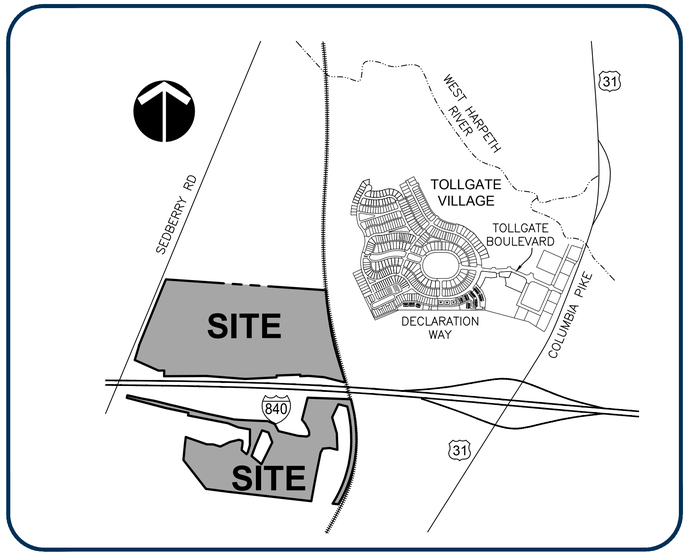

LOCATION MAP
NOT TO SCALE

INDEX OF SHEETS

4TH CIVIL DISTRICT OF WILLIAMSON COUNTY,
TOWN OF THOMPSON'S STATION, TENNESSEE

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CHRISTOPHER J. MABERY
REGISTERED LAND SURVEYOR
STATE OF TENNESSEE
06/13/2022
TENNESSEE NO. 2437

THE ENCLAVE AT STATION HILL
FOR
ENCOMPASS LAND GROUP, LLC
4TH CIVIL DISTRICT OF WILLIAMSON COUNTY, TOWN OF THOMPSON'S STATION, TENNESSEE

Scale: N/A
Date: MAY 20, 2022
Approved By: C. MABERY

Revisions:

-	–	–	
-	–	–	
-	–	–	
-	–	–	
-	–	–	
1	2022.06.13	PER STAFF COMMENTS	

Drawing Title:
COVER

Drawing No.
CVR

Project No.
17130-0960

SITE DATA

	ACREAGE	ZONING	POTENTIAL HOMES
PARCEL A:	143.00± AC.	D2	214.5 HOMES
PARCEL B	76.79± AC.	D1	76.8 HOMES
TOTAL SITE:	219.79± AC.	D1/D2	291.0 HOMES

RaganSmith
JOB NO: 17-130 / 0960

WILLOW BRANCH HOMES

STATION HILL
REGIONAL AERIAL

0 200 400 600

REV: 3-18-2022

STATION HILL

NATURAL RESOURCES - SLOPES, STREAMS, & TREES

PARCEL A

PARCEL B

STREAM 1

STREAM 2

EXISTING TREES

HILLTOP TREES TO BE PRESERVED

TREES TO BE PRESERVED - WITHIN BUFFER

INTERSTATE 840 (RIGHT-OF-WAY VARIES)

SEDBERRY ROAD

CSXT RAILROAD

200' RAILROAD CHARTER RIGHT-OF-WAY

40' RIGHT-OF-WAY

50' TREE BUFFER

WET WEATHER CONVEYANCE

DRIP FIELDS

ZONE D1

ZONE D3

ZONE T1

ZONE T2

ZONE MGA-5

LARRY J BARNHILL

JUANITA BARNHILL BEASLEY

JIMMY R NICHOLS AND DIANNE T NICHOLS

JEFF B RHODES AND SONIA J RHODES

TERRY MASON AND KARLA MASON

DANIEL PETER LINDSTROM AND RENE PAINE LINDSTROM

TRACT 1 SURVEY FOR JOHN PAINE ETAL

WILLIAMSON COUNTY BOARD OF EDUCATION

BONNIE CRUTCHER

RICKEY ALEXANDER AND APRIL ALEXANDER

MARY LOU SMITHSON

TOWN OF THOMPSON STATION

STATION HILL LLC

N23°15'38"E 195.85'

N17°24'41"E 524.40'

N67°35'19"W 3.39'

N17°02'23"E 297.08'

S01°04'46"W 108.34'

S89°53'18"W 577.97'

S89°08'31"W 110.00'

N01°02'55"E 109.77'

S89°53'18"W 812.31'

N85°10'56"W 750.93'

S87°17'32"W 600.90'

S01°08'43"W 36.33'

S88°21'14"W 455.98'

N02°23'48"E 29.23'

S87°27'28"W 155.64'

N84°35'23"W 304.48'

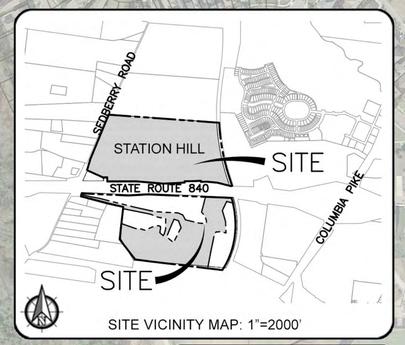
N75°41'33"W 380.80'

S88°56'36"W 40.69'

S17°57'33"E 288.47'

S85°50'16"E 3087.30' (TOTAL)

Δ=15°12'04"
R=5729.65'
L=1520.12'
T=764.65'
CHD=1515.66'
S10°21'31"E



SITE VICINITY MAP: 1"=2000'

SLOPES LEGEND

15% - 25%

25% - VERT.

Note: Base information compiled from combination of field run boundary, topographic survey, & GIS information.
Soil data provided by GEOServices. Boundary information on Parcel B provided by H & H Land Surveying.

RaganSmith

JOB NO: 17-130 / 0960

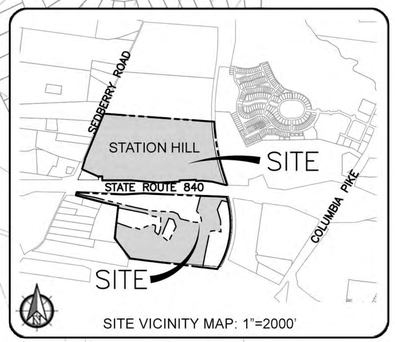
WILLOW BRANCH HOMES

0 200 400 600

REV: 6-13-2022

SOILS LEGEND

MAP UNIT SYMBOL	MAP UNIT NAME
ArA	Armour silt loam, 0 to 2% slopes
ArB	Armour silt loam, 2 to 5% slopes
ArB2	Armour silt loam, 2 to 5% slopes, eroded
ArC2	Armour silt loam, 5 to 12% slopes, eroded
BrB2	Braxton cherty silt loam, 2 to 5% slopes, eroded
BrC2	Braxton cherty silt loam, 5 to 12% slopes, eroded
CaB	Captina silt loam, phosphatic, 2 to 5% slopes
DeD	Dellrose gravelly silt loam, 12 to 20% slopes, eroded
DnB2	Donerail silt loam, 2 to 5% slopes, eroded
DoC2	Donerail silt loam, concretionary, 5 to 12% slopes, eroded
Eg	Egam silt loam, phosphatic
Gu	Gullied land
HbB2	Hampshire silt loam, 2 to 5% slopes, eroded
HbC2	Hampshire silt loam, 5 to 12% slopes, eroded
HpC	Humphreys gravelly silt loam, 5 to 12% slopes
Hu	Huntington silt loam, phosphatic
Lp	Lindell silt loam, 0 to 2% slopes, occasionally flooded
Ma	Made land
MbA	Maury silt loam, 0 to 2% slopes
MbB2	Maury silt loam, 2 to 5% slopes, eroded
MbC2	Maury silt loam, 5 to 12% slopes, eroded
McC3	Maury silty clay loam, 5 to 12% slopes, severely eroded
MhC2	Mimosa gravelly silt loam, 5 to 12% slopes, eroded
MhD2	Mimosa gravelly silt loam, 12 to 20% slopes, eroded
MlB2	Mimosa silt loam, 2 to 5% slopes, eroded
MlC2	Mimosa silt loam, 5 to 12% slopes, eroded
MlD2	Mimosa silt loam, 12 to 20% slopes, eroded
MoD	Ashwod-Mimosa-Rock outcrop complex, 5 to 15% slopes
Mp	Mine pits and dumps
Rc	Rockland
SrC3	Stiversville clay loam, 5 to 12% slopes, severely eroded
StB2	Stiversville clay loam, 2 to 5% slopes
StC2	Stiversville clay loam, 5 to 12% slopes, eroded
StD2	Stiversville clay loam, 12 to 20% slopes, eroded



Note: Base information compiled from combination of field run boundary, topographic survey, & GIS information.
Soil data provided by GEOServices. Boundary information on Parcel B provided by H & H Land Surveying.

RaganSmith
JOB NO: 17-130 / 0960

WILLOW BRANCH HOMES

STATION HILL
NATURAL RESOURCES - SOIL MAP

0 200 400 600

REV: 3-18-2022

GENERAL NOTES

1. THE PURPOSE OF THIS PLAT IS TO CREATE 290 SINGLE FAMILY LOTS AND 13 OPEN SPACE TRACTS.
2. BEARINGS SHOWN HEREON ARE BASED ON THE TENNESSEE COORDINATE SYSTEM OF 1983. GPS EQUIPMENT WAS USED TO DETERMINE THE POSITION OF TWO (2) CONTROL POINTS FOR THE SURVEYED PROPERTY TO ESTABLISH AS BASIS FOR BEARING FOR THE SURVEY.
3. TYPE OF GPS EQUIPMENT USED: TRIMBLE MODEL R10, DUAL FREQUENCY RECEIVER. TYPE OF GPS SURVEY: TDOT NETWORK ADJUSTED REAL TIME KINEMATIC. THE RELATIVE POSITIONAL QUALITY IS 0.07'.
4. THIS PROPERTY IS CURRENTLY ZONED D1 (LOW INTENSITY RESIDENTIAL) AND D2 (MEDIUM INTENSITY RESIDENTIAL). MINIMUM BUILDING SETBACKS ARE AS FOLLOWS:

D2 LOTS (1–285)	D1 LOTS (286–290)
FRONT (PRIMARY)– 20'	FRONT (PRIMARY) – 25'
FRONT (SECONDARY) – 12.5'	FRONT (SECONDARY) – 20'
SIDE – 5' MIN. (20' TOTAL)	SIDE – 5' MIN. (20' TOTAL)
REAR – 20'	REAR – 30'

5. 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. 47187C0335F, WITH AN EFFECTIVE DATE OF SEPTEMBER 29, 2006, WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE ADMINISTRATION REPORT; COMMUNITY NO. 470424, PANEL NO. 0335, SUFFIX F, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED. SAID MAP DEFINES ZONE "X" UNDER "OTHER AREAS" AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
6. THIS SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES, 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 THREE (3) NOR MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. TENNESSEE ONE CALL, DIAL 811.
7. SANITARY SEWER LINES AND STORM LINES SHOWN HEREON WERE TAKEN FROM A PRELIMINARY DESIGN FOR THIS PLAN. FINAL PLACEMENT OF UTILITIES WILL BE DEPICTED ON THE FINAL PLAT.
8. DOMESTIC WATER SUPPLY INFORMATION SHOWN HEREON IS BASED ON A PRELIMINARY DESIGN.
9. ALL PUBLIC STREETS AND DRAINAGE STRUCTURES WITHIN THE RIGHTS–OF–WAY WILL BE MAINTAINED BY THE TOWN OF THOMPSON'S STATION.
10. HOMEOWNER'S ASSOCIATION WILL BE RESPONSIBLE FOR LONG TERM OPERATION AND MAINTENANCE OF STORMWATER INFRASTRUCTURE LOCATED IN DRAINAGE EASEMENTS AND ALL OPEN SPACE, INCLUDING LANDSCAPE AND DETENTION/RETENTION AREAS.
11. ELEVATIONS SHOWN HEREON ARE BASED ON NAVD 88. CONTOURS ARE AT TWO FOOT INTERVALS AND ARE BASED ON TENNESSEE LiDAR MAP INFORMATION AND A FIELD RUN SURVEY USING PERFORMED BY RAGANSMITH.
12. LOTS SHOWN THUS (*) ARE DESIGNATED AS CRITICAL LOTS AND HAVE NATURAL SLOPES IN EXCESS OF 15%. PER SECTION 3.3.1(B) OF THE LAND DEVELOPMENT ORDINANCE, PRIOR TO THE ISSUANCE OF A BUILDING PERMIT, A SITE GRADING PLAN FOR DEVELOPMENT OF THE LOT SHALL BE SUBMITTED ADDRESSING SITE SPECIFIC NATURAL RESOURCE ISSUES TO THE TOWN OF THOMPSON'S STATION FOR REVIEW AND APPROVAL. NO BUILDING PERMIT WILL BE ISSUED ON SAID LOTS UNTIL AND UNLESS THE TOWN ENGINEER HAS RECEIVED AND APPROVED THE SITE PLAN.
13. RAILROAD CHARTER RIGHT–OF–WAY SHOWN HEREON IS BASED ON THE VAL MAP ENTITLED "RIGHT OF WAY AND TRACK MAP NASHVILLE AND DECATUR R.R. CO., OPERATED BY LOUISVILLE AND NASHVILLE R.R. CO., STATION 3755+32 TO STATION 3860+92", DATED JUNE 30, 1917, LAST REVISED DECEMBER 31, 1964 AND IN BOOK V.14, PAGE 12.
14. THE TENNESSEE LEGISLATURE PASSED AN ACT INCORPORATING THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY IN 1851 (CHAPTER XXIII OF THE PUBLIC ACTS OF 1851). SECTION 7 OF THAT ACT INCORPORATES BY REFERENCE SECTION 25 OF THE 1845 ACT WHICH INCORPORATED THE NASHVILLE AND CHATTANOOGA RAILROAD COMPANY (CHAPTER I OF THE PUBLIC ACTS OF 1845). SECTION 25 OF THE 1845 ACT STATES IN PART: "IT SHALL BE PRESUMED THAT THE LAND UPON WHICH THE SAID ROAD MAY BE CONSTRUCTED, TOGETHER WITH A SPACE OF ONE HUNDRED FEET ON EACH SIDE OF THE CENTRE OF SAID ROAD HAS BEEN GRANTED TO THE COMPANY BY THE OWNER THEREOF, AND THE SAID COMPANY SHALL HAVE GOOD RIGHT AND TITLE THERETO, AND SHALL HAVE, HOLD AND ENJOY THE SAME AS LONG AS THE SAME BE USED ONLY FOR THE PURPOSES OF THE ROAD, AND NO LONGER."
15. OPEN SPACE LOTS 1–12 ARE ALSO DESIGNATED AS A PUBLIC UTILITY AND DRAINAGE EASEMENT.
16. DURING THE COURSE OF NORMAL RESEARCH PROCEDURES, THIS SURVEYOR FOUND NO EVIDENCE OF MINERAL RIGHTS BEING HELD BY PARTIES OTHER THAN THE CURRENT OWNER OF RECORD.
17. OFF–SITE SEWER WILL BE PUMPED THROUGH A FORCE MAIN, BORE UNDERNEATH THE RAILROAD, AND MANIFOLD INTO THE EXISTING FORCE MAIN LEAVING THE PUMP STATION FROM TOLLGATE THAT RUNS TO THE TREATMENT FACILITY. BARGE DESIGN SOLUTIONS HAS CONFIRMED CAPACITY WITH DESIGNED TIE IN LOCATION. EXACT CROSSING AND TIE IN LOCATIONS ARE TO BE DETERMINED AT THE CONSTRUCTION DOCUMENT STAGE.
18. LOTS 286–290 WILL BE SERVED BY SEPTIC. FINAL DESIGN TO BE DETERMINED AT THE CONSTRUCTION DOCUMENT STAGE FOR THESE LOTS.

PROPERTY MAP REFERENCE

BEING PARCEL NUMBERS 7.00 AND 7.01 AS SHOWN ON WILLIAMSON COUNTY PROPERTY MAP NUMBER 131.

DEED REFERENCE

BEING A PORTION OF THE SAME PROPERTY CONVEYED TO STATION HILL, LLC FROM LILLIAN C. HILL AND LILLIAN VICTORIA HILL MASHBURN AND TIMOTHY CRAFTON HILL AND RONALD PEYTON HILL AND BLAKE CLARK HILL AND GLORIA LYNNE HILL AND RONALD PEYTON HILL AS CO–EXECUTORS OF THE ESTATE OF HUBERT RONALD HILL AND GLORIA LYNNE HILL AND RONALD PEYTON HILL AND BLAKE CLARK HILL AS HEIRS AT LAW UNDER THE LAST WILL & TESTAMENT OF HUBERT RONALD HILL BY SPECIAL WARRANTY DEED AND QUITCLAIM DEED OF RECORD IN BOOK 7305, PAGE 870 AND PAGE 883, REGISTER'S OFFICE FOR WILLIAMSON COUNTY, TENNESSEE.

PHASE 1
LOTS – 1–20, 34–47, 77–87, 139–150, 183–187, 196–197, 220–250

PHASE 2
LOTS – 151–182

PHASE 3
LOTS – 88–138, 251–285

PHASE 4
LOTS – 21–33, 48–76, 188–195, 198–219

PHASE 5
LOTS – 286–290

LEGEND

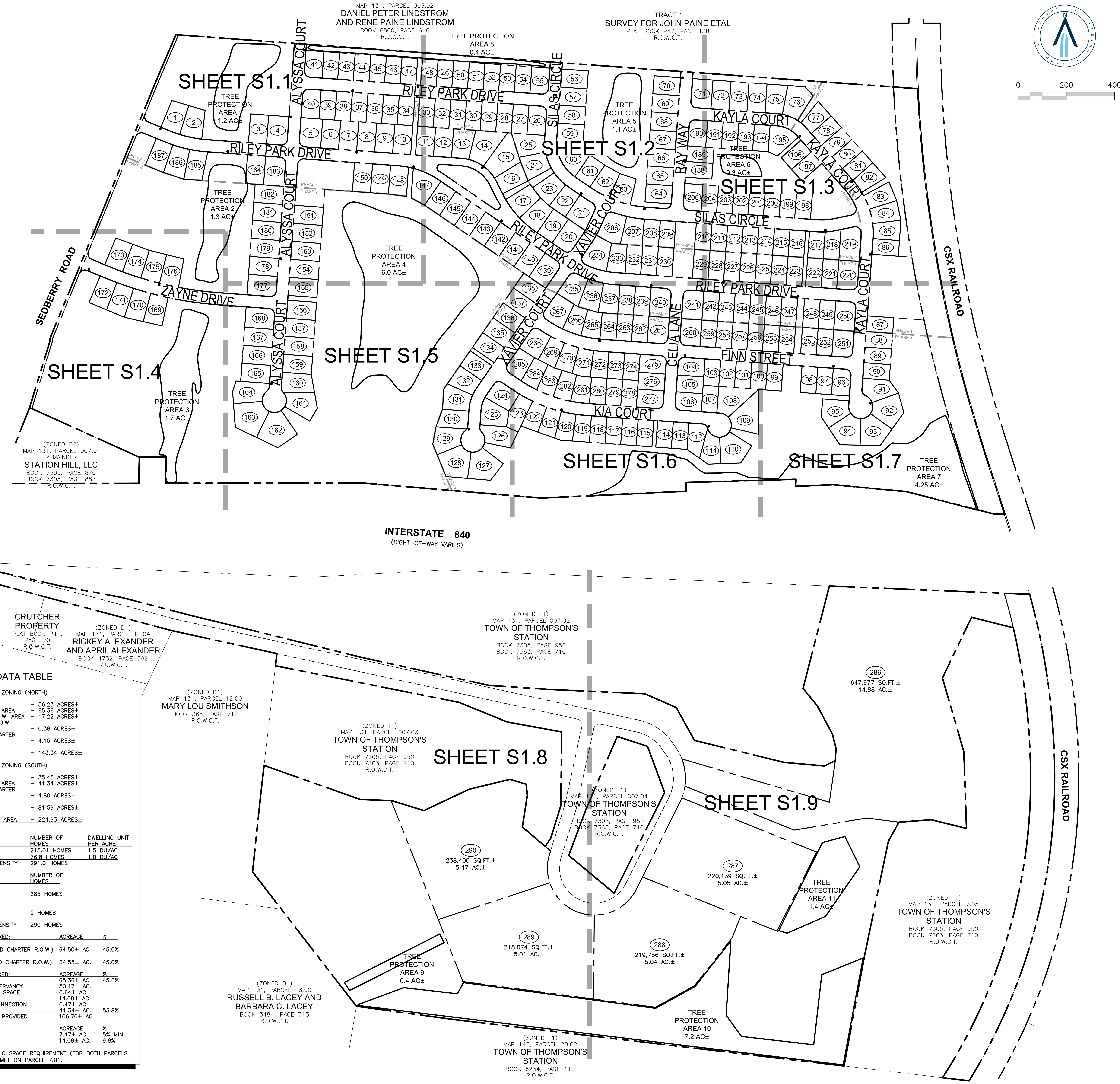
OS	OPEN SPACE
R.O.W.	R.O.W.
R.O.W.C.T.	REGISTER'S OFFICE WILLIAMSON COUNTY, TENNESSEE
*	CRITICAL LOT

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

SITE DATA TABLE

PARCEL 7.01 – D2 ZONING (NORTH)		
TOTAL LOT AREA	– 56.23 ACRES±	
TOTAL OPEN SPACE AREA	– 65.36 ACRES±	
TOTAL INTERNAL R.O.W. AREA	– 17.22 ACRES±	
TOTAL SEDBERRY R.O.W. DEDICATION AREA	– 0.38 ACRES±	
TOTAL RAILROAD CHARTER R.O.W. AREA	– 4.15 ACRES±	
TOTAL	– 143.34 ACRES±	
PARCEL 7.00 – D1 ZONING (SOUTH)		
TOTAL LOT AREA	– 35.45 ACRES±	
TOTAL OPEN SPACE AREA	– 41.34 ACRES±	
TOTAL RAILROAD CHARTER R.O.W. AREA	– 4.80 ACRES±	
TOTAL	– 81.59 ACRES±	
TOTAL OVERALL SITE AREA	– 224.93 ACRES±	
ALLOWABLE DENSITY:	NUMBER OF HOMES	DWELLING UNIT PER ACRE
PARCEL 7.01	215.01 HOMES	1.5 DU/AC
PARCEL 7.00	76.8 HOMES	1.0 DU/AC
TOTAL ALLOWABLE DENSITY	291.0 HOMES	
PROPOSED DENSITY:	NUMBER OF HOMES	
PARCEL 7.01 (65' AND 75' LOTS)	285 HOMES	
PARCEL 7.00 (ESTATE LOTS)	5 HOMES	
TOTAL PROPOSED DENSITY	290 HOMES	
OPEN SPACE REQUIRED:	ACREAGE	%
PARCEL 7.01 (INLCLUDES RAILROAD CHARTER R.O.W.)	64.50± AC.	45.0%
PAECEL 7.00 (EXCLUDES RAILROAD CHARTER R.O.W.)	34.55± AC.	45.0%
OPEN SPACE PROVIDED:	ACREAGE	%
PARCEL 7.01	65.36± AC.	45.6%
NATURAL CONSERVANCY	50.17± AC.	
COMMON OPEN SPACE	0.64± AC.	
CIVIC SPACE	14.08± AC.	
PEDESTRIAN CONNECTION	0.47± AC.	
PARCEL 7.00	41.34± AC.	53.8%
TOTAL OPEN SPACE PROVIDED	106.70± AC.	
CIVIC SPACE*:	ACREAGE	%
REQUIRED	7.17± AC.	5% MIN.
PROVIDED	14.08± AC.	9.8%

*TOTAL PROJECT CIVIC SPACE REQUIREMENT (FOR BOTH PARCELS 7.01 AND 7.00) IS MET ON PARCEL 7.01.



RaganSmith

Nashville - Murfreesboro - Chattanooga
ragansmith.com

THE ENCLAVE AT STATION HILL

FOR

ENCOMPASS LAND GROUP, LLC

4TH CIVIL DISTRICT OF WILLIAMSON COUNTY, TOWN OF THOMPSON'S STATION, TENNESSEE

Scale:	1"=200'
Date:	MAY 20, 2022
Approved By:	C. MABERY

Revisions:

1 2022.06.13 PER STAFF COMMENTS

Drawing Title:

GENERAL NOTES AND OVERALL LAYOUT

Drawing No.

S1.0

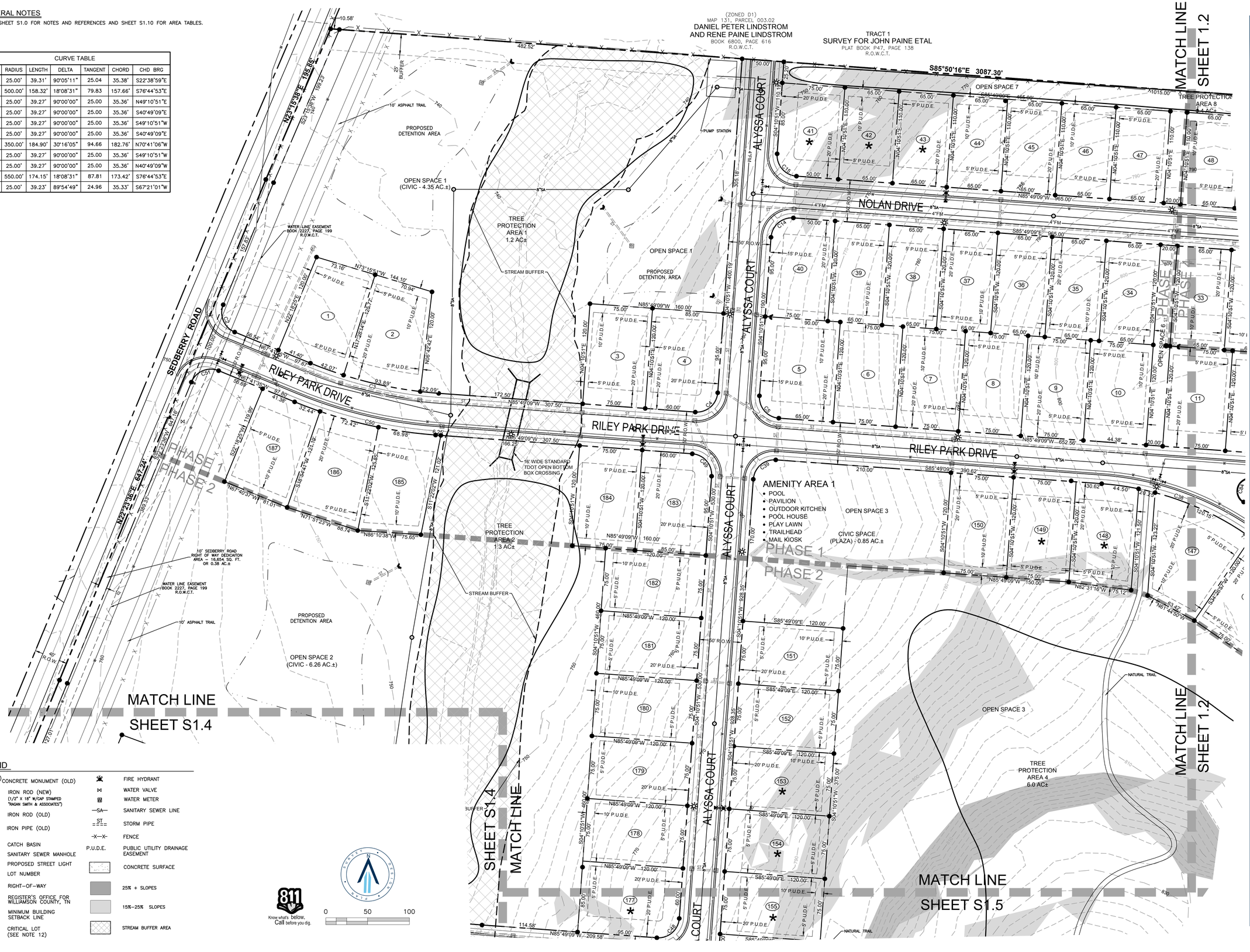
Project No.

17130-0960

GENERAL NOTES

SEE SHEET S1.0 FOR NOTES AND REFERENCES AND SHEET S1.10 FOR AREA TABLES.

CURVE TABLE						
CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHD BRG
C2	25.00'	39.31'	90°05'11"	25.04	35.38'	S22°38'59"E
C3	500.00'	158.32'	18°08'31"	79.83	157.66'	S76°44'53"E
C4	25.00'	39.27'	90°00'00"	25.00	35.36'	N49°10'51"E
C5	25.00'	39.27'	90°00'00"	25.00	35.36'	S40°49'09"E
C14	25.00'	39.27'	90°00'00"	25.00	35.36'	S49°10'51"W
C15	25.00'	39.27'	90°00'00"	25.00	35.36'	S40°49'09"E
C38	350.00'	184.90'	30°16'05"	94.66	182.76'	N70°41'06"W
C39	25.00'	39.27'	90°00'00"	25.00	35.36'	S49°10'51"W
C49	25.00'	39.27'	90°00'00"	25.00	35.36'	N40°49'09"W
C50	550.00'	174.15'	18°08'31"	87.81	173.42'	S76°44'53"E
C51	25.00'	39.23'	89°54'49"	24.96	35.33'	S67°21'01"W



LEGEND

□CM(O)	CONCRETE MONUMENT (OLD)	✱	FIRE HYDRANT
●	IRON ROD (NEW) (1/2" X 18" W/CAP STAMPED "RAGAN SMITH & ASSOCIATES")	⋈	WATER VALVE
○	IRON ROD (OLD)	Ⓦ	WATER METER
○IP(O)	IRON PIPE (OLD)	—SA—	SANITARY SEWER LINE
■	CATCH BASIN	=ST=	STORM PIPE
◉	SANITARY SEWER MANHOLE	-X-X-	FENCE
✲	PROPOSED STREET LIGHT	P.U.D.E.	PUBLIC UTILITY DRAINAGE EASEMENT
(XXX)	LOT NUMBER		CONCRETE SURFACE
R.O.W.	RIGHT-OF-WAY		25% + SLOPES
R.O.W.C.T.	REGISTER'S OFFICE FOR WILLIAMSON COUNTY, TN		15%-25% SLOPES
M.B.S.L.	MINIMUM BUILDING SETBACK LINE		STREAM BUFFER AREA
*	CRITICAL LOT (SEE NOTE 12)		

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

G:\17130-0960\SURVEY\PLATS\PRELIMINARY\0960 PRELIMINARY PLAT.DWG
PLOTTED BY AMANDA REED ON 5/13/2022 4:28 PM LAST UPDATED BY AREED ON 5/13/2022 4:28 PM

RaganSmith

Nashville - Murfreesboro - Chattanooga
ragansmith.com

CHRISTOPHER J. MABERY
REGISTERED LAND SURVEYOR
STATE OF TENNESSEE
06/13/2022
TENNESSEE NO. 2483

THE ENCLAVE AT STATION HILL

FOR

ENCOMPASS LAND GROUP, LLC

4TH CIVIL DISTRICT OF WILLIAMSON COUNTY, TOWN OF THOMPSON'S STATION, TENNESSEE

Scale: 1"=50'

Date: MAY 20, 2022

Approved By: C. MABERY

Revisions:

-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

1 2022.06.13 PER STAFF COMMENTS

Drawing Title:

ENLARGED LAYOUT

Drawing No.

S1.1

Project No.

17130-0960

GENERAL NOTES

SEE SHEET S1.0 FOR NOTES AND REFERENCES AND SHEET S1.10 FOR AREA TABLES.

CURVE TABLE						
CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHD BRG
C6	175.00'	181.38'	59°23'02"	99.79	173.37'	N56°07'37"W
C8	25.00'	39.18'	89°47'08"	24.91	35.29'	N79°33'23"E
C9	275.00'	47.74'	9°56'50"	23.93	47.68'	N29°41'25"E
C10	25.00'	36.99'	84°47'03"	22.82	33.71'	N17°40'32"W
C11	525.00'	41.39'	4°31'00"	20.70	41.38'	S57°48'33"E
C12	225.00'	234.57'	59°43'55"	129.20	224.09'	S25°41'06"E
C13	25.00'	39.27'	90°00'00"	25.00	35.36'	N40°49'09"W
C16	25.00'	39.27'	90°00'00"	25.00	35.36'	N49°10'51"E
C17	175.00'	182.44'	59°43'55"	100.49	174.29'	S25°41'06"E
C18	475.00'	250.93'	30°16'05"	128.47	248.02'	S70°41'06"E
C19	25.00'	39.27'	90°00'00"	25.00	35.36'	N49°10'51"E
C20	25.00'	39.27'	90°00'00"	25.00	35.36'	S40°49'09"E
C37	25.00'	39.36'	90°12'52"	25.09	35.42'	N10°26'37"W
C38	350.00'	184.90'	30°16'05"	94.66	182.76'	N70°41'06"W
C52	25.00'	39.27'	90°00'00"	25.00	35.36'	S49°10'51"W
C57	25.00'	39.27'	90°00'00"	25.00	35.36'	S40°49'09"E
C58	25.00'	36.99'	84°47'03"	22.82	33.71'	S67°06'31"W
C59	525.00'	140.37'	15°19'11"	70.61	139.96'	S78°09'33"E
C64	350.00'	132.15'	21°37'58"	66.87	131.36'	S75°00'09"E
C65	25.00'	43.13'	98°51'00"	29.19	37.98'	S14°45'40"E
C66	325.00'	56.42'	9°56'50"	28.28	56.35'	N29°41'25"E
C67	25.00'	36.32'	83°14'37"	22.21	33.21'	S76°17'08"W
C68	400.00'	165.64'	23°43'35"	84.02	164.46'	S73°57'21"E
C83	381.00'	24.21'	3°38'27"	12.11	24.21'	N57°22'16"W
C84	15.00'	40.15'	153°22'21"	63.39	29.19'	S17°29'41"W
C85	144.00'	149.25'	59°23'02"	82.11	142.66'	N56°07'37"W
C86	456.00'	37.69'	4°44'09"	18.86	37.68'	S28°48'11"E
C87	15.00'	40.74'	155°37'12"	69.44	29.32'	N46°38'21"E

LEGEND

CM(O)	CONCRETE MONUMENT (OLD)		FIRE HYDRANT
●	IRON ROD (NEW) (1/2" X 18" W/CAP STAMPED "RAGAN SMITH & ASSOCIATES")		WATER VALVE
○	IRON ROD (OLD)		WATER METER
IP(O)	IRON PIPE (OLD)	—SA—	SANITARY SEWER LINE
	CATCH BASIN	ST	STORM PIPE
	SANITARY SEWER MANHOLE	-X—X-	FENCE
	PROPOSED STREET LIGHT	P.U.D.E.	PUBLIC UTILITY DRAINAGE EASEMENT
(XXX)	LOT NUMBER		CONCRETE SURFACE
R.O.W.	RIGHT-OF-WAY		25% + SLOPES
R.O.W.C.T.	REGISTER'S OFFICE FOR WILLIAMSON COUNTY, TN		15%-25% SLOPES
M.B.S.L.	MINIMUM BUILDING SETBACK LINE		STREAM BUFFER AREA
*	CRITICAL LOT (SEE NOTE 12)		

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CHRISTOPHER J. MABERY
06/13/2022
TENNESSEE NO. 2483

THE ENCLAVE AT STATION HILL

FOR

ENCOMPASS LAND GROUP, LLC

4TH CIVIL DISTRICT OF WILLIAMSON COUNTY, TOWN OF THOMPSON'S STATION, TENNESSEE

Scale: 1"=50'

Date: MAY 20, 2022

Approved By: C. MABERY

Revisions:

1 2022.06.13 PER STAFF COMMENTS

Drawing Title:

ENLARGED LAYOUT

Drawing No.

S1.2

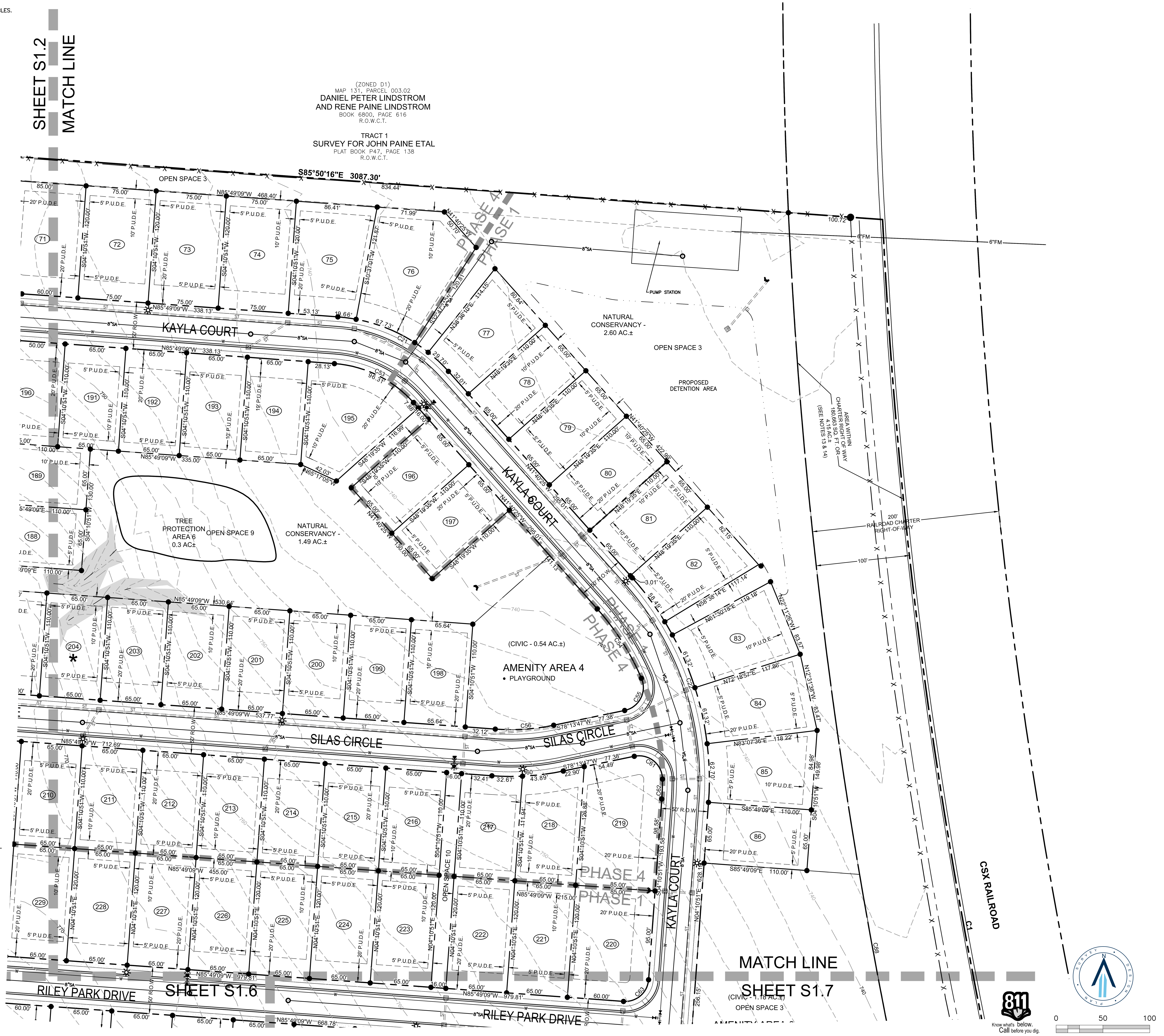
Project No.

17130-0960

GENERAL NOTES

SEE SHEET S1.0 FOR NOTES AND REFERENCES AND SHEET S1.10 FOR AREA TABLES.

CURVE TABLE						
CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHD BRG
C1	5729.65'	1520.12'	15°12'04"	764.55	1515.66'	S10°21'31"E
C21	175.00'	134.83'	44°08'43"	70.96	131.52'	N63°44'47"W
C22	325.00'	260.10'	45°51'17"	137.47	253.22'	N18°44'47"W
C53	125.00'	96.31'	44°08'43"	50.69	93.95'	N63°44'47"W
C54	275.00'	88.15'	18°21'59"	44.46	87.78'	N32°29'26"W
C55	25.00'	44.30'	101°32'13"	30.62	38.73'	N27°27'40"E
C56	225.00'	62.64'	15°57'05"	31.52	62.44'	N86°12'19"E
C60	275.00'	76.56'	15°57'05"	38.53	76.31'	N86°12'19"E
C61	25.00'	44.30'	101°32'13"	30.62	38.73'	N51°00'07"W
C63	25.00'	39.27'	90°00'00"	25.00	35.36'	N49°10'51"E
C88	5829.65'	1558.79'	15°19'13"	784.07	1554.15'	S10°17'56"E



LEGEND

CM(O)	CONCRETE MONUMENT (OLD)		FIRE HYDRANT
●	IRON ROD (NEW) (1/2" X 18" W/CAP STAMPED "RAGAN SMITH & ASSOCIATES")	⋈	WATER VALVE
			WATER METER
○	IRON ROD (OLD)	—SA—	SANITARY SEWER LINE
IP(O)	IRON PIPE (OLD)	ST	STORM PIPE
	CATCH BASIN	-X—X-	FENCE
	SANITARY SEWER MANHOLE	P.U.D.E.	PUBLIC UTILITY DRAINAGE EASEMENT
	PROPOSED STREET LIGHT		CONCRETE SURFACE
XXX	LOT NUMBER		
R.O.W.	RIGHT-OF-WAY		25% + SLOPES
R.O.W.C.T.	REGISTER'S OFFICE FOR WILLIAMSON COUNTY, TN		15%-25% SLOPES
M.B.S.L.	MINIMUM BUILDING SETBACK LINE		STREAM BUFFER AREA
*	CRITICAL LOT (SEE NOTE 12)		

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THE ENCLAVE AT STATION HILL

FOR

ENCOMPASS LAND GROUP, LLC

4TH CIVIL DISTRICT OF WILLIAMSON COUNTY, TOWN OF THOMPSON'S STATION, TENNESSEE

Scale: 1"=50'

Date: MAY 20, 2022

Approved By: C. MABERY

Revisions:

1 2022.06.13 PER STAFF COMMENTS

Drawing Title:

ENLARGED LAYOUT

Drawing No.

S1.3

Project No.

17130-0960

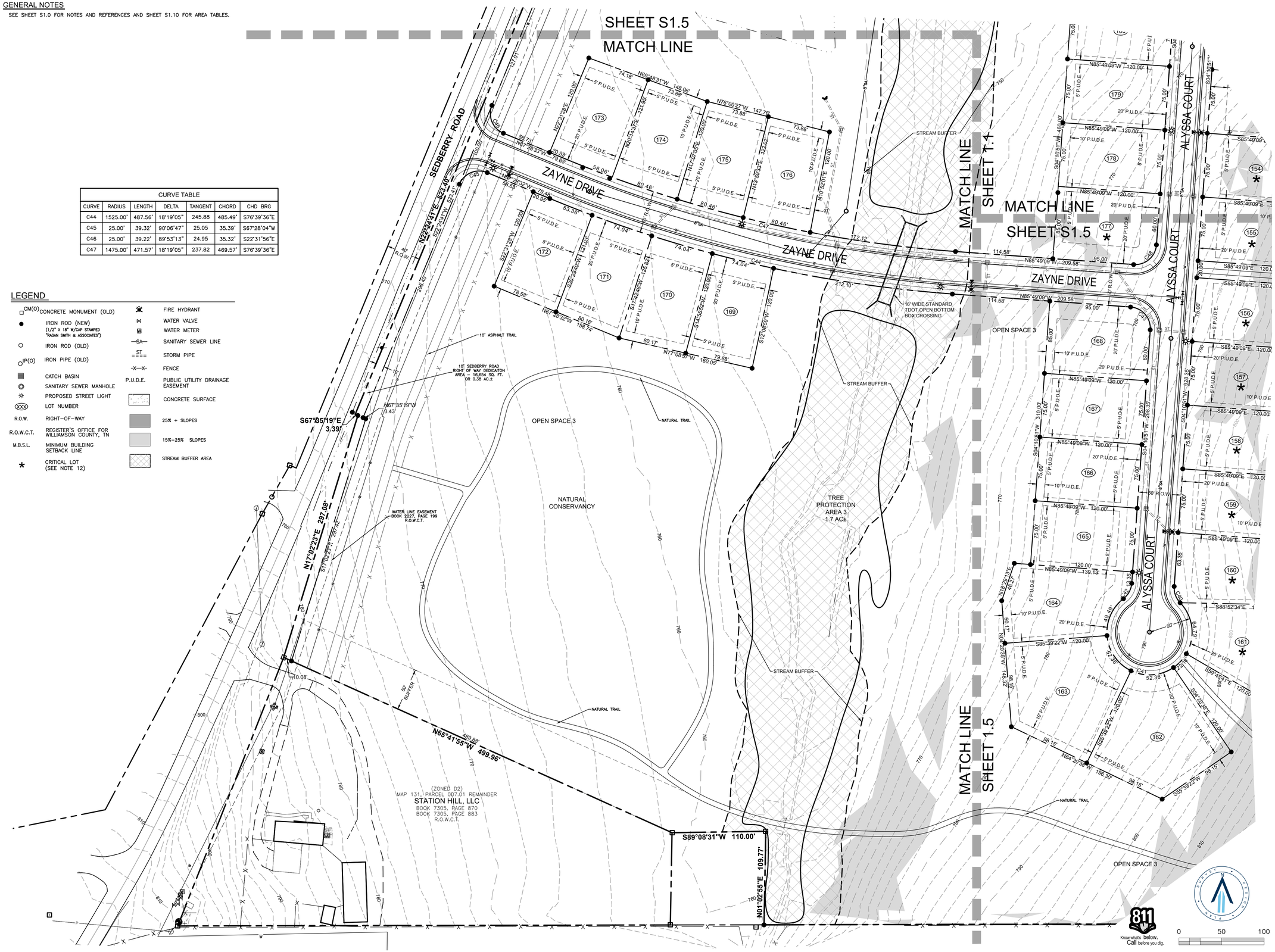
GENERAL NOTES

SEE SHEET S1.0 FOR NOTES AND REFERENCES AND SHEET S1.10 FOR AREA TABLES.

CURVE TABLE						
CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHD BRG
C44	1525.00'	487.56'	18°19'05"	245.88	485.49'	S76°39'36"E
C45	25.00'	39.32'	90°06'47"	25.05	35.39'	S67°28'04"W
C46	25.00'	39.22'	89°53'13"	24.95	35.32'	S22°31'56"E
C47	1475.00'	471.57'	18°19'05"	237.82	469.57'	S76°39'36"E

LEGEND

- CM(O) CONCRETE MONUMENT (OLD)
- IRON ROD (NEW) (1/2" X 18" W/CAP STAMPED "RAGAN SMITH & ASSOCIATES")
- IRON ROD (OLD)
- IP(O) IRON PIPE (OLD)
- CATCH BASIN
- SANITARY SEWER MANHOLE
- PROPOSED STREET LIGHT
- (XXX) LOT NUMBER
- R.O.W. RIGHT-OF-WAY
- R.O.W.C.T. REGISTER'S OFFICE FOR WILLIAMSON COUNTY, TN
- M.B.S.L. MINIMUM BUILDING SETBACK LINE
- * CRITICAL LOT (SEE NOTE 12)
- FIRE HYDRANT
- WATER VALVE
- W WATER METER
- —SA— SANITARY SEWER LINE
- ST STORM PIPE
- -X-X- FENCE
- P.U.D.E. PUBLIC UTILITY DRAINAGE EASEMENT
- CONCRETE SURFACE
- 25% + SLOPES
- 15%-25% SLOPES
- STREAM BUFFER AREA



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CHRISTOPHER J. MABERY — REGISTERED LAND SURVEYOR — 06/13/2022 — TENNESSEE NO. 2483

THE ENCLAVE AT STATION HILL

FOR

ENCOMPASS LAND GROUP, LLC

4TH CIVIL DISTRICT OF WILLIAMSON COUNTY, TOWN OF THOMPSON'S STATION, TENNESSEE

Scale: 1"=50'

Date: MAY 20, 2022

Approved By: C. MABERY

Revisions:

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-	-	-	
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-	-	-	
-	-	-	
1	2022.06.13	PER STAFF COMMENTS	

Drawing Title:

ENLARGED LAYOUT

Drawing No.

S1.4

Project No.

17130-0960

GENERAL NOTES

SEE SHEET S1.0 FOR NOTES AND REFERENCES AND SHEET S1.10 FOR AREA TABLES.

CURVE TABLE						
CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHD BRG
C44	1525.00'	487.56'	18°19'05"	245.88	485.49'	S76°39'36"E
C45	25.00'	39.32'	90°06'47"	25.05	35.39'	S67°28'04"W
C46	25.00'	39.22'	89°53'13"	24.95	35.32'	S22°31'56"E
C47	1475.00'	471.57'	18°19'05"	237.82	469.57'	S76°39'36"E

LEGEND

- CM(O) CONCRETE MONUMENT (OLD)
- IRON ROD (NEW) (1/2" X 18" W/CAP STAMPED "RAGAN SMITH & ASSOCIATES")
- IRON ROD (OLD)
- IP(O) IRON PIPE (OLD)
- CATCH BASIN
- SANITARY SEWER MANHOLE
- PROPOSED STREET LIGHT
- (XXX) LOT NUMBER
- R.O.W. RIGHT-OF-WAY
- R.O.W.C.T. REGISTER'S OFFICE FOR WILLIAMSON COUNTY, TN
- M.B.S.L. MINIMUM BUILDING SETBACK LINE
- * CRITICAL LOT (SEE NOTE 12)
- FIRE HYDRANT
- WATER VALVE
- WATER METER
- —SA— SANITARY SEWER LINE
- ST STORM PIPE
- -X-X- FENCE
- P.U.D.E. PUBLIC UTILITY DRAINAGE EASEMENT
- CONCRETE SURFACE
- 25% + SLOPES
- 15%-25% SLOPES
- STREAM BUFFER AREA

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CHRISTOPHER J. MABERY — REGISTERED LAND SURVEYOR — RAGAN SMITH ASSOCIATES — 06/13/2022 — TENNESSEE NO. 2483

THE ENCLAVE AT STATION HILL

FOR

ENCOMPASS LAND GROUP, LLC

4TH CIVIL DISTRICT OF WILLIAMSON COUNTY, TOWN OF THOMPSON'S STATION, TENNESSEE

Scale: 1"=50'

Date: MAY 20, 2022

Approved By: C. MABERY

Revisions:

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-	-	-

1 2022.06.13 PER STAFF COMMENTS

Drawing Title:

ENLARGED LAYOUT

Drawing No.

S1.5

Project No.

17130-0960

GENERAL NOTES
SEE SHEET S1.0 FOR NOTES AND REFERENCES AND SHEET S1.10 FOR AREA TABLES.

CURVE TABLE						
CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHD BRG
C26	25.00'	39.27'	90°00'00"	25.00	35.36'	S49°10'51"W
C27	25.00'	39.27'	90°00'00"	25.00	35.36'	S40°49'09"E
C28	50.00'	218.63'	250°31'44"	70.71	81.65'	N39°26'43"E
C29	25.00'	30.77'	70°31'44"	17.68	28.87'	N50°33'17"W
C30	625.00'	332.51'	30°28'58"	170.29	328.61'	S70°34'40"E
C68	400.00'	165.64'	23°43'35"	84.02	164.46'	S73°57'21"E
C69	25.00'	39.27'	90°00'00"	25.00	35.36'	N40°49'09"W
C70	25.00'	39.27'	90°00'00"	25.00	35.36'	S49°10'51"W
C73	25.00'	39.27'	90°00'00"	25.00	35.36'	S40°49'09"E
C74	25.00'	39.27'	90°00'00"	25.00	35.36'	N49°10'51"E
C75	460.00'	244.73'	30°28'58"	125.34	241.85'	S70°34'40"E
C76	25.00'	39.27'	90°00'00"	25.00	35.36'	S10°20'11"E
C77	25.00'	39.27'	90°00'00"	25.00	35.36'	S79°39'49"W
C78	510.00'	271.33'	30°28'58"	138.96	268.14'	S70°34'40"E
C79	25.00'	39.27'	90°00'00"	25.00	35.36'	N40°49'09"W
C80	25.00'	39.27'	90°00'00"	25.00	35.36'	N49°10'51"E
C81	575.00'	305.91'	30°28'58"	156.67	302.32'	S70°34'40"E
C82	25.00'	39.27'	90°00'00"	25.00	35.36'	S10°20'11"E

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N55°20'11"W	4.26'
L2	N55°20'11"W	4.26'

LEGEND

Symbol	Description	Symbol	Description
CM(O)	CONCRETE MONUMENT (OLD)		FIRE HYDRANT
	IRON ROD (NEW) (1/2" X 18" W/CAP STAMPED "RAGAN SMITH & ASSOCIATES")		WATER VALVE
			WATER METER
	IRON ROD (OLD)	—SA—	SANITARY SEWER LINE
IP(O)	IRON PIPE (OLD)	ST	STORM PIPE
		–X—X–	FENCE
	CATCH BASIN	P.U.D.E.	PUBLIC UTILITY DRAINAGE EASEMENT
	SANITARY SEWER MANHOLE		CONCRETE SURFACE
	PROPOSED STREET LIGHT		25% + SLOPES
XXX	LOT NUMBER		15%–25% SLOPES
R.O.W.	RIGHT–OF–WAY		STREAM BUFFER AREA
R.O.W.C.T.	REGISTER'S OFFICE FOR WILLIAMSON COUNTY, TN		
M.B.S.L.	MINIMUM BUILDING SETBACK LINE		
*	CRITICAL LOT (SEE NOTE 12)		

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CHRISTOPHER J. MABERY — REGISTERED LAND SURVEYOR — TENNESSEE NO. 2483 — 06/13/2022

THE ENCLAVE AT STATION HILL

FOR

ENCOMPASS LAND GROUP, LLC

4TH CIVIL DISTRICT OF WILLIAMSON COUNTY, TOWN OF THOMPSON'S STATION, TENNESSEE

Scale: 1"=50'
Date: MAY 20, 2022
Approved By: C. MABERY
Revisions:
1 2022.06.13 PER STAFF COMMENTS

Drawing Title: ENLARGED LAYOUT

Drawing No. S1.6

Project No. 17130-0960

GENERAL NOTES

SEE SHEET S1.0 FOR NOTES AND REFERENCES AND SHEET S1.10 FOR AREA TABLES.

CURVE TABLE						
CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHD BRG
C1	5729.65'	1520.12'	15°12'04"	764.55	1515.66'	S10°21'31"E
C23	25.00'	30.77'	70°31'44"	17.68	28.87'	S31°05'00"E
C24	50.00'	218.63'	250°31'44"	70.71	81.65'	N58°55'00"E
C25	25.00'	39.27'	90°00'00"	25.00	35.36'	N40°49'09"W
C63	25.00'	39.27'	90°00'00"	25.00	35.36'	N49°10'51"E
C71	25.00'	39.27'	90°00'00"	25.00	35.36'	N40°49'09"W
C72	25.00'	39.27'	90°00'00"	25.00	35.36'	N49°10'51"E
C88	5829.65'	1558.79'	15°19'13"	784.07	1554.15'	S10°17'56"E

LEGEND

CM(O)	CONCRETE MONUMENT (OLD)		FIRE HYDRANT
●	IRON ROD (NEW) (1/2" X 18" W/CAP STAMPED "RAGAN SMITH & ASSOCIATES")		WATER VALVE
			WATER METER
○	IRON ROD (OLD)	—SA—	SANITARY SEWER LINE
IP(O)	IRON PIPE (OLD)	ST	STORM PIPE
		—X—X—	FENCE
	CATCH BASIN	P.U.D.E.	PUBLIC UTILITY DRAINAGE EASEMENT
	SANITARY SEWER MANHOLE		CONCRETE SURFACE
	PROPOSED STREET LIGHT		
(XXX)	LOT NUMBER		
R.O.W.	RIGHT-OF-WAY		25% + SLOPES
R.O.W.C.T.	REGISTER'S OFFICE FOR WILLIAMSON COUNTY, TN		15%-25% SLOPES
M.B.S.L.	MINIMUM BUILDING SETBACK LINE		
*	CRITICAL LOT (SEE NOTE 12)		STREAM BUFFER AREA

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CHRISTOPHER J. MABERY
REGISTERED LAND SURVEYOR
06/13/2022
TENNESSEE NO. 2483

THE ENCLAVE AT STATION HILL

FOR

ENCOMPASS LAND GROUP, LLC

4TH CIVIL DISTRICT OF WILLIAMSON COUNTY, TOWN OF THOMPSON'S STATION, TENNESSEE

Scale: 1"=50'

Date: MAY 20, 2022

Approved By: C. MABERY

Revisions:

1 2022.06.13 PER STAFF COMMENTS

Drawing Title:

ENLARGED LAYOUT

Drawing No.

S1.7

Project No.

17130-0960

GENERAL NOTES

SEE SHEET S1.0 FOR NOTES AND REFERENCES AND SHEET S1.10 FOR AREA TABLES.

CURVE TABLE						
CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHD BRG
C89	2864.93'	820.98'	16°25'07"	413.32	818.17'	N07°16'02"W
C90	2291.83'	193.32'	4°49'59"	96.72	193.26'	N03°21'31"E
C91	2395.00'	1080.50'	25°50'56"	549.60	1071.36'	N18°41'59"E
C92	2294.97'	1081.90'	27°00'38"	551.20	1071.91'	N19°16'49"E
C93	2191.82'	184.88'	4°49'59"	92.50	184.83'	N03°21'31"E
C94	2764.93'	676.44'	14°01'03"	339.92	674.75'	N06°04'00"W
C95	225.00'	114.87'	29°15'07"	58.72	113.63'	N06°26'17"W
C96	225.00'	21.86'	5°33'59"	10.94	21.85'	N23°50'04"E
C97	195.00'	580.74'	170°38'09"	2380.94	388.70'	S68°03'52"E
C98	2764.93'	148.16'	3°04'13"	74.10	148.14'	N14°36'37"W

LEGEND

●	IRON ROD (NEW) (1/2" X 18" W/CAP STAMPED "RAGAN SMITH & ASSOCIATES")	P.U.D.E.	PUBLIC UTILITY DRAINAGE EASEMENT
(XXX)	LOT NUMBER		25% + SLOPES
*	CRITICAL LOT (SEE NOTE 12)		15%–25% SLOPES
			FIRE HYDRANT

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

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CHRISTOPHER J. MABERY REGISTERED LAND SURVEYOR COMMERCE 06/13/2022 TENNESSEE NO. 2483

THE ENCLAVE AT STATION HILL

FOR

ENCOMPASS LAND GROUP, LLC

4TH CIVIL DISTRICT OF WILLIAMSON COUNTY, TOWN OF THOMPSON'S STATION, TENNESSEE

Scale: 1"=100'

Date: MAY 20, 2022

Approved By: C. MABERY

Revisions:

1 2022.06.13 PER STAFF COMMENTS

Drawing Title:

ENLARGED LAYOUT

Drawing No.

S1.8

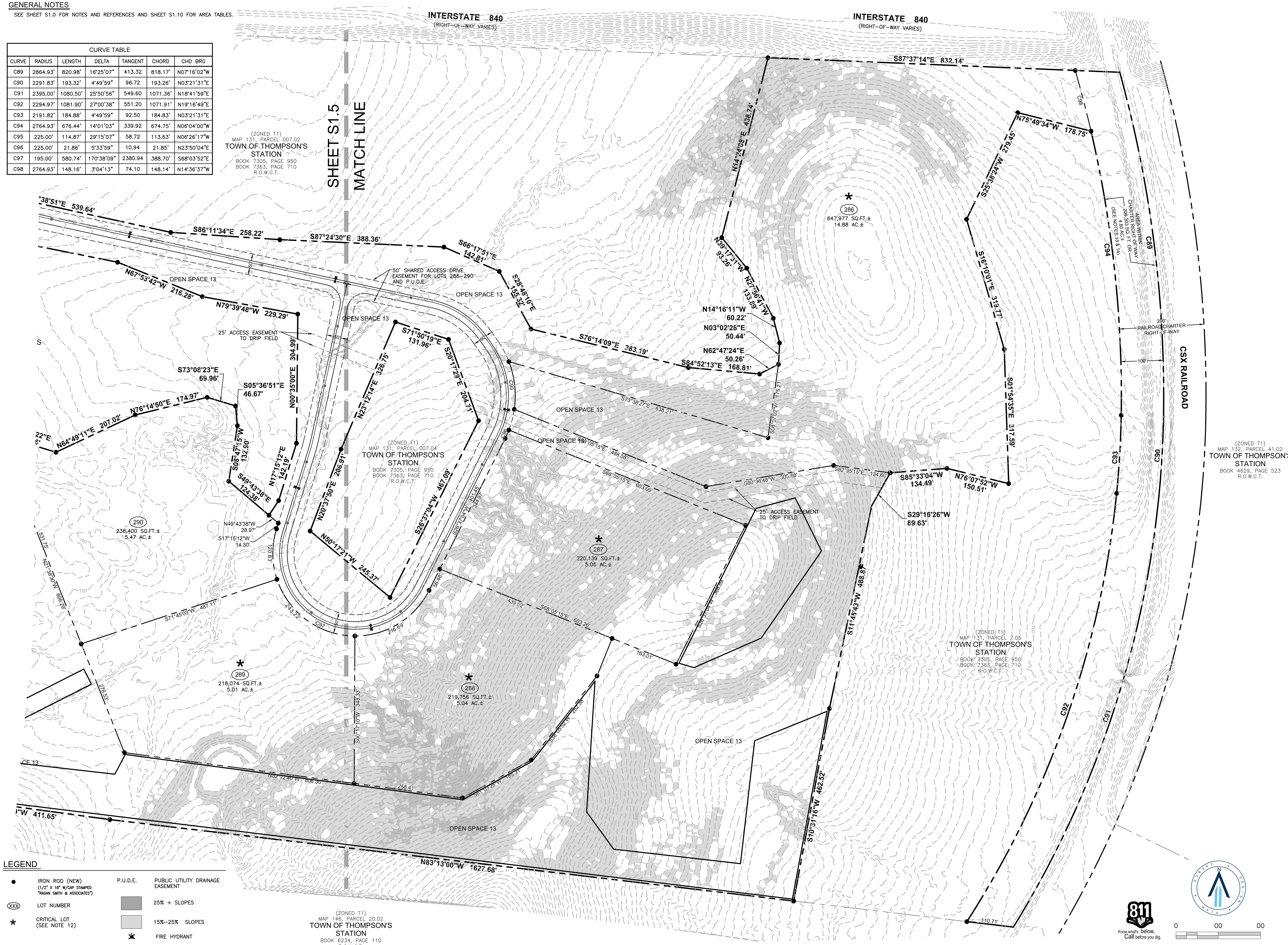
Project No.

17130-0960

GENERAL NOTES

SEE SHEET S1.0 FOR NOTES AND REFERENCES AND SHEET S1.10 FOR AREA TABLES.

CURVE TABLE						
CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHD BRG
C89	2864.93'	820.98'	16°25'07"	413.32	818.17'	N07°16'02"W
C90	2291.83'	193.32'	4°49'59"	96.72	193.26'	N03°21'31"E
C91	2395.00'	1080.50'	25°50'56"	549.60	1071.36'	N18°41'59"E
C92	2294.97'	1081.90'	27°00'38"	551.20	1071.91'	N19°16'49"E
C93	2191.82'	184.88'	4°49'59"	92.50	184.83'	N03°21'31"E
C94	2764.93'	676.44'	14°01'03"	339.92	674.75'	N06°04'00"W
C95	225.00'	114.87'	29°15'07"	58.72	113.63'	N06°26'17"W
C96	225.00'	21.86'	5°33'59"	10.94	21.85'	N23°50'04"E
C97	195.00'	580.74'	170°38'09"	2380.94	388.70'	S68°03'52"E
C98	2764.93'	148.16'	3°04'13"	74.10	148.14'	N14°36'37"W



LEGEND

●	IRON ROD (NEW) (1/2" X 18" W/CAP STAMPED "RAGAN SMITH & ASSOCIATES")	P.U.D.E.	PUBLIC UTILITY DRAINAGE EASEMENT
(XXX)	LOT NUMBER		25% + SLOPES
*	CRITICAL LOT (SEE NOTE 12)		15%–25% SLOPES
			FIRE HYDRANT

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CHRISTOPHER J. MABERY
REGISTERED LAND SURVEYOR
06/13/2022
TENNESSEE NO. 2483

THE ENCLAVE AT STATION HILL

FOR

ENCOMPASS LAND GROUP, LLC

4TH CIVIL DISTRICT OF WILLIAMSON COUNTY, TOWN OF THOMPSON'S STATION, TENNESSEE

Scale: 1"=100'

Date: MAY 20, 2022

Approved By: C. MABERY

Revisions:

1 2022.06.13 PER STAFF COMMENTS

Drawing Title:

ENLARGED LAYOUT

Drawing No.

S1.9

Project No.

17130-0960

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

GENERAL NOTES
SEE SHEET S1.1 FOR NOTES, REFERENCES AND AREA TABLES.

AREA TABLES (D2 ZONING)

LOT AREA TABLE		
LOT	SQ. FT.±	ACRES±
1	9,655	0.22
2	10,199	0.23
3	9,000	0.21
4	10,066	0.23
5	10,666	0.24
6	9,000	0.21
7	9,000	0.21
8	9,000	0.21
9	9,000	0.21
10	9,000	0.21
11	9,000	0.21
12	9,000	0.21
13	9,881	0.23
14	13,656	0.31
15	14,755	0.34
16	9,639	0.22
17	10,119	0.23
18	10,022	0.23
19	9,000	0.21
20	10,058	0.23
21	10,112	0.23
22	8,483	0.19
23	9,375	0.22
24	9,485	0.22
25	10,619	0.24
26	8,866	0.20
27	7,800	0.18
28	7,800	0.18
29	7,800	0.18
30	7,800	0.18
31	7,800	0.18
32	7,800	0.18
33	7,800	0.18
34	7,800	0.18
35	7,800	0.18
36	7,800	0.18
37	7,800	0.18
38	7,800	0.18
39	7,800	0.18
40	8,866	0.20
41	8,116	0.19
42	7,150	0.16
43	7,150	0.16
44	7,150	0.16
45	7,150	0.16
46	7,150	0.16
47	7,150	0.16
48	7,150	0.16
49	7,150	0.16
50	7,150	0.16
51	7,150	0.16
52	7,150	0.16
53	7,150	0.16
54	7,150	0.16
55	8,116	0.19
56	8,250	0.19
57	8,250	0.19
58	8,250	0.19
59	8,652	0.20
60	10,732	0.25
61	8,250	0.19
62	9,060	0.21
63	9,097	0.21
64	8,250	0.19
65	8,250	0.19
66	8,250	0.19
67	8,250	0.19
68	8,250	0.19
69	8,250	0.19
70	8,250	0.19
71	10,066	0.23
72	9,000	0.21
73	9,000	0.21

LOT AREA TABLE		
LOT	SQ. FT.±	ACRES±
74	9,000	0.21
75	9,564	0.22
76	11,917	0.27
77	7,881	0.18
78	7,150	0.16
79	7,150	0.16
80	7,150	0.16
81	7,150	0.16
82	8,040	0.18
83	8,483	0.19
84	8,444	0.19
85	8,295	0.19
86	7,150	0.16
87	7,150	0.16
88	7,150	0.16
89	7,150	0.16
90	7,150	0.16
91	10,212	0.23
92	12,475	0.29
93	12,213	0.28
94	12,213	0.28
95	10,194	0.23
96	8,116	0.19
97	7,150	0.16
98	7,150	0.16
99	7,150	0.16
100	7,150	0.16
101	7,150	0.16
102	7,150	0.16
103	7,150	0.16
104	8,116	0.19
105	7,700	0.18
106	8,116	0.19
107	7,150	0.16
108	12,749	0.29
109	14,038	0.32
110	12,213	0.28
111	8,742	0.20
112	8,774	0.20
113	7,150	0.16
114	7,150	0.16
115	7,150	0.16
116	7,150	0.16
117	7,150	0.16
118	7,150	0.16
119	7,446	0.17
120	7,868	0.18
121	7,634	0.18
122	7,634	0.18
123	9,281	0.21
124	9,592	0.22
125	10,403	0.24
126	10,395	0.24
127	13,241	0.30
128	13,688	0.31
129	10,629	0.24
130	9,044	0.21
131	10,069	0.23
132	9,068	0.21
133	8,250	0.19
134	8,250	0.19
135	8,250	0.19
136	8,250	0.19
137	8,250	0.19
138	8,273	0.19
139	10,015	0.23
140	9,000	0.21
141	9,000	0.21
142	9,000	0.21
143	9,000	0.21
144	9,000	0.21
145	9,000	0.21
146	9,000	0.21

LOT AREA TABLE		
LOT	SQ. FT.±	ACRES±
147	11,563	0.27
148	9,120	0.21
149	9,000	0.21
150	9,000	0.21
151	9,000	0.21
152	9,000	0.21
153	9,000	0.21
154	9,000	0.21
155	9,000	0.21
156	9,000	0.21
157	9,000	0.21
158	9,000	0.21
159	9,000	0.21
160	10,183	0.23
161	11,516	0.26
162	15,376	0.35
163	15,376	0.35
164	11,317	0.26
165	9,000	0.21
166	9,000	0.21
167	9,000	0.21
168	10,066	0.23
169	9,247	0.21
170	9,479	0.22
171	9,482	0.22
172	9,191	0.21
173	9,285	0.21
174	9,360	0.21
175	9,362	0.21
176	9,362	0.21
177	10,066	0.23
178	9,000	0.21
179	9,000	0.21
180	9,000	0.21
181	9,000	0.21
182	9,000	0.21
183	10,066	0.23
184	9,000	0.21
185	9,194	0.21
186	9,863	0.23
187	9,303	0.21
188	7,150	0.16
189	7,150	0.16
190	8,116	0.19
191	7,150	0.16
192	7,150	0.16
193	7,150	0.16
194	7,150	0.16
195	10,191	0.23
196	7,150	0.16
197	7,150	0.16
198	7,221	0.17
199	7,150	0.16
200	7,150	0.16
201	7,150	0.16
202	7,150	0.16
203	7,150	0.16
204	7,150	0.16
205	8,116	0.19
206	11,057	0.25
207	9,278	0.21
208	7,397	0.17
209	7,150	0.16
210	7,150	0.16
211	7,150	0.16
212	7,150	0.16
213	7,150	0.16
214	7,150	0.16
215	7,150	0.16
216	7,150	0.16
217	7,171	0.16
218	7,696	0.18
219	11,538	0.26

LOT AREA TABLE		
LOT	SQ. FT.±	ACRES±
220	10,066	0.23
221	7,800	0.18
222	7,800	0.18
223	7,800	0.18
224	7,800	0.18
225	7,800	0.18
226	7,800	0.18
227	7,800	0.18
228	7,800	0.18
229	7,800	0.18
230	7,800	0.18
231	7,800	0.18
232	7,800	0.18
233	8,590	0.20
234	11,818	0.27
235	10,154	0.23
236	9,407	0.22
237	9,039	0.21
238	7,800	0.18
239	7,800	0.18
240	10,066	0.23
241	10,066	0.23
242	7,800	0.18
243	7,800	0.18
244	7,800	0.18
245	7,800	0.18
246	7,800	0.18
247	7,800	0.18
248	7,800	0.18
249	7,800	0.18
250	10,066	0.23
251	9,216	0.21
252	7,150	0.16
253	7,150	0.16
254	7,150	0.16
255	7,150	0.16
256	7,150	0.16
257	7,150	0.16
258	7,150	0.16
259	7,150	0.16
260	9,216	0.21
261	9,216	0.21
262	7,150	0.16
263	7,150	0.16
264	7,221	0.17
265	7,884	0.18
266	7,933	0.18
267	10,714	0.25
268	9,530	0.22
269	7,631	0.18
270	7,685	0.18
271	7,801	0.18
272	7,397	0.17
273	7,150	0.16
274	7,150	0.16
275	8,116	0.19
276	7,700	0.18
277	8,116	0.19
278	7,150	0.16
279	7,150	0.16
280	7,150	0.16
281	7,786	0.18
282	7,868	0.18
283	7,847	0.18
284	7,804	0.18
285	8,693	0.20

OPEN SPACE LOT AREA TABLE		
LOT	SQ. FT.±	ACRES±
1	189,647	4.35
2	272,581	6.26
3	2,077,782	47.70
4	19,638	0.45
5	5,757	0.13
6	4,800	0.11
7	27,948	0.64
8	130,679	3.00
9	88,520	2.03
10	3,680	0.08
11	19,550	0.45
12	6,619	0.15

AREA TABLES (D1 ZONING)

LOT AREA TABLE		
LOT	SQ. FT.±	ACRES±
286	647,977	14.88
287	220,139	5.05
288	219,756	5.04
289	218,074	5.01
290	238,400	5.47

OPEN SPACE LOT AREA TABLE		
LOT	SQ. FT.±	ACRES±
13	1,800,714	41.34

50 Watt Arlington Post light on 12' Fluted Pole

MTE Unit		M27-50-12AW-LED
MTE Item Numbers		1582, 1335
Foundation Drawing		SLF-6

Light	Holophane	ARUE3P2030KMVOLTGL3BKSKPR7
Pole	Hapco	AVS12BS-SFO-BA
	Holophane	WDA 12 FSJ 17D C03 BK ABG

5

STREET LIGHT DETAIL

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CHRISTOPHER J. MABERY
REGISTERED LAND SURVEYOR
06/13/2022
TENNESSEE NO. 2483

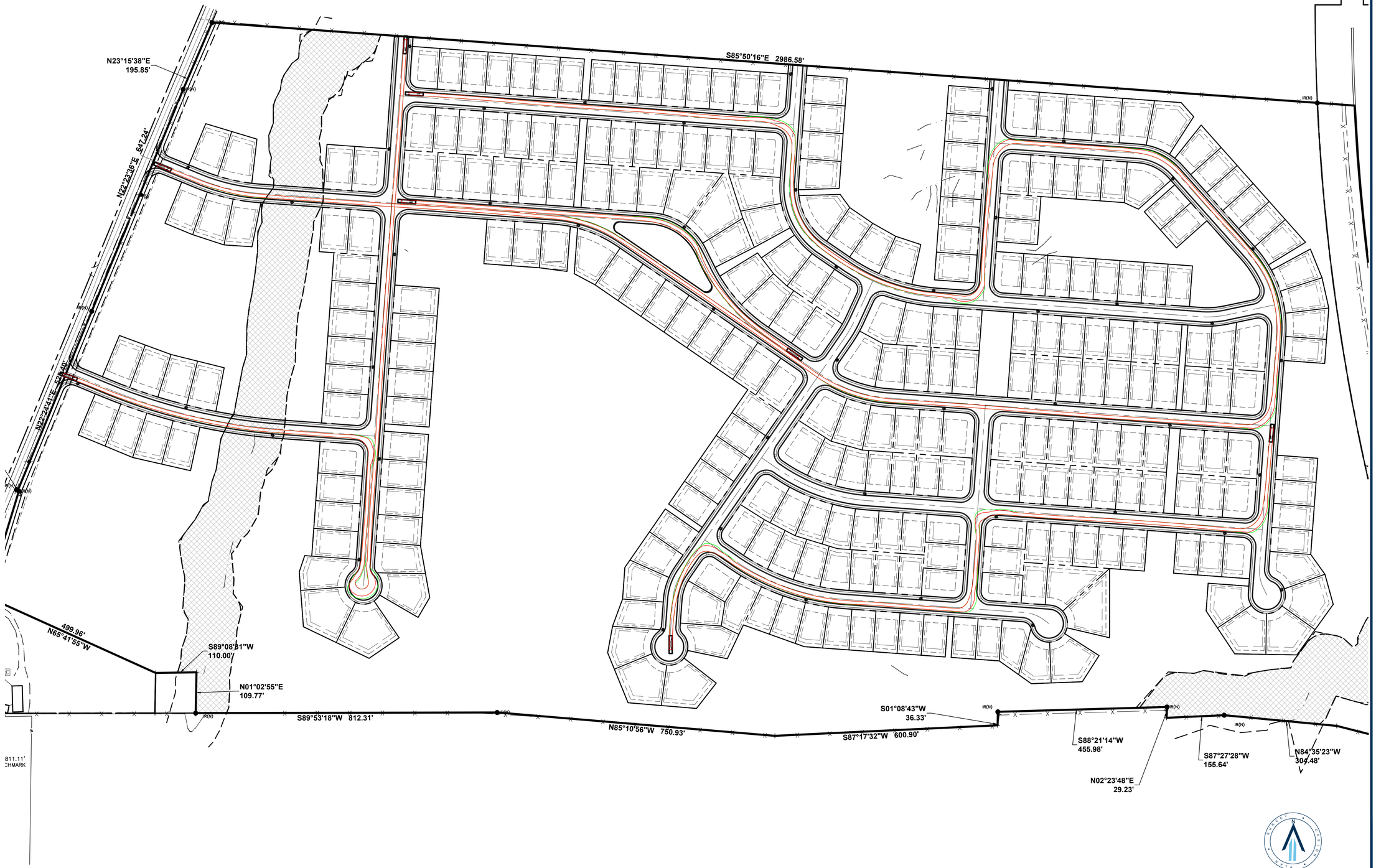
THE ENCLAVE AT STATION HILL
FOR
ENCOMPASS LAND GROUP, LLC
4TH CIVIL DISTRICT OF WILLIAMSON COUNTY, TOWN OF THOMPSON'S STATION, TENNESSEE

Scale: N/A
Date: MAY 20, 2022
Approved By: C. MABERY
Revisions:
- - -
- - -
- - -
- - -
- - -
1 2022.06.13 PER STAFF COMMENTS

Drawing Title:
AREA TABLES AND DETAILS

Drawing No.
S1.10

Project No.
17130-0960



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STATION HILL

FOR

ENCOMPASS LAND GROUP, LLC

TOWN OF THOMPSONS STATION, WILLIAMSON COUNTY TN

Scale:	1"=120'
Date:	5/20/2022
Approved By:	M. MERRILL

Revisions:

Drawing Title:

AUTOTURN EXHIBIT

Drawing No.

S1.11

Project No.

17-130

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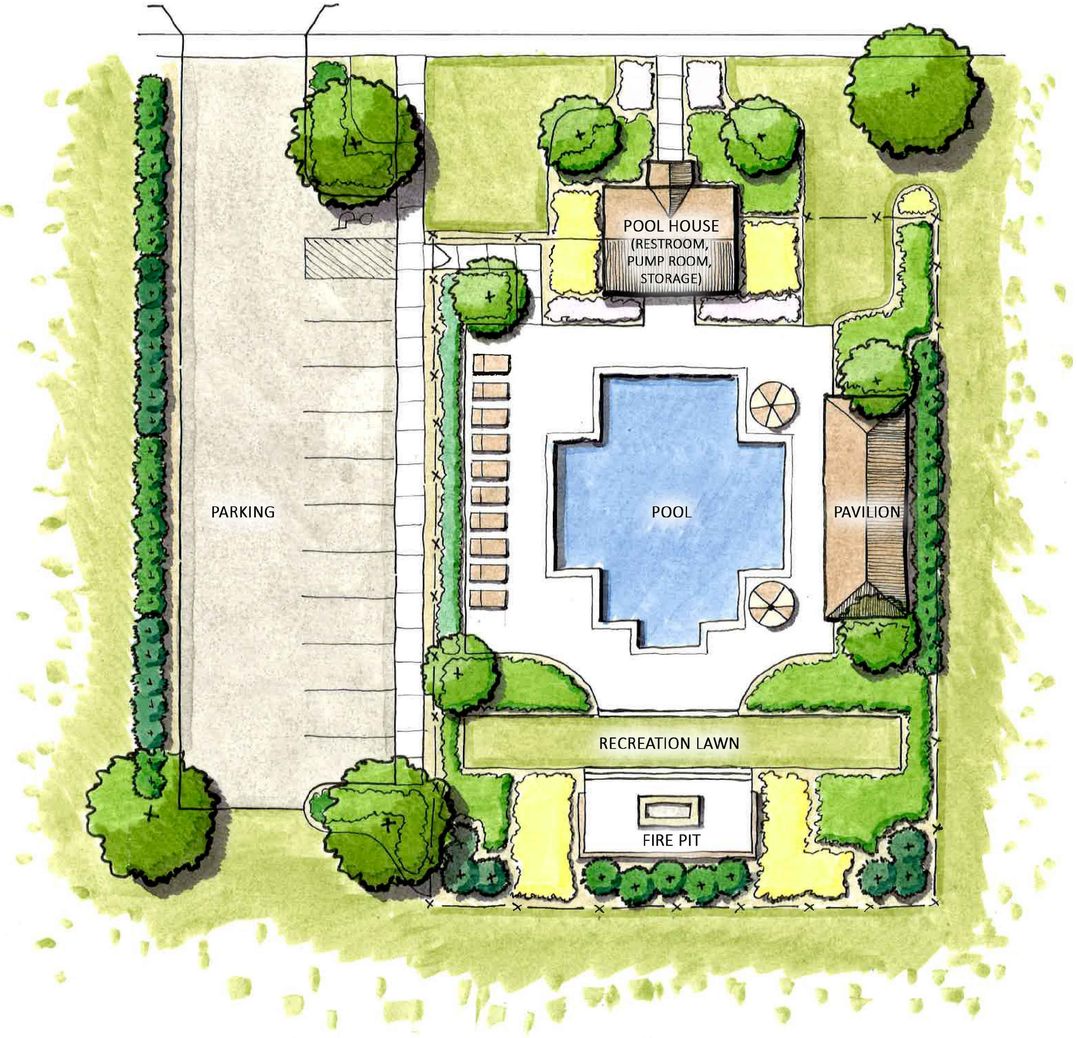
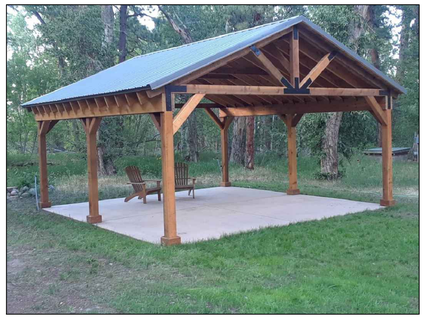
PLOTTED BY AMANDA REED ON 5/19/2022 4:30 PM LAST UPDATED BY AMREED ON 5/20/2022 2:47 PM

AMENITY CENTER CHARACTER IMAGES

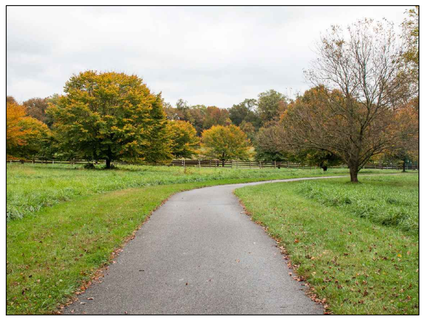


CONCEPTUAL AMENITY CENTER LAYOUT NTS

RECREATION LAWN



PAVILION



ASPHALT TRAIL

MOWN GRASS TRAIL

WOODLAND TRAIL

PLAYGROUND

DISCLAIMER:
PHOTOGRAPHS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY, ACTUAL ARCHITECTURAL DESIGN WILL VARY

COMMUNITY AMENITY CHARACTER IMAGES

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STATION HILL

FOR

ENCOMPASS LAND GROUP, LLC

4TH CIVIL DISTRICT OF WILLIAMSON COUNTY, TOWN OF THOMPSON'S STATION, TENNESSEE

Scale: NTS

Date: MAY 20, 2022

Approved By: J. EASTER

Revisions:

- – –
- – –
- – –
- – –
- – –
- – –

Drawing Title:

CONCEPTUAL AMENITY AND CHARACTER IMAGES

Drawing No.

L1.1

Project No.

17130-0960

0 200 400

Know what's below. Call before you dig.

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ragansmith.com

THE ENCLAVE AT STATION HILL

FOR

ENCOMPASS LAND GROUP, LLC

4TH CIVIL DISTRICT OF WILLIAMSON COUNTY, TOWN OF THOMPSON'S STATION, TENNESSEE

Scale: 1"=200'

Date: JUNE 13,2022

Approved By: TF

Revisions:

- – –
- – –
- – –
- – –
- – –
- – –

Drawing Title:

TREE PRESERVATION

Drawing No.

L2.0

Project No.

17130-0960

G:\17130\960\SURVEY\PLATS\PRELIMINARY\960 PRELIMINARY PLAT - TREE PRESERVATION.DWG
PLOTTED BY AMANDA REED ON 6/13/2022 4:01 PM LAST UPDATED BY TFISCHER ON 6/9/2022 8:57 AM

Phone: (615) 794-4333
Fax: (615) 794-3313
www.thompsons-station.com

1550 Thompson's Station Road W.
P.O. Box 100
Thompson's Station, TN 37179

DATE: June 28, 2022

TO: Planning Commission

FROM: Micah Wood, AICP Planning Director

SUBJECT: All Aboard Planning Process Update

At the June Planning Commission, our consultant team of Kevin Tilbury and Rachel Robinson from Kimley Horn will provide a status update of work to date and lay out the next steps in the planning process. I've attached the Vision document that will function as a foundational element for the plan and regulatory updates.

Please note that these are all still in draft form and can be revised as we go through the Staff Draft and Public Draft versions of the General Plan, the Major Thoroughfare Plan, and the Land Development Ordinance later this summer.

Recommendation
Informational discussion only. No action needed.

ALL ABOARD ENGAGEMENT

JUNE 2022

Meaningful community engagement is critical to ensuring that the All Aboard Comprehensive Plan represents the values and needs of the people of Thompson's Station. Engagement is happening through various methods, including in-person events and digital media. This section highlights the key findings and takeaways from All Aboard community engagement during the first half of 2022.

OVERVIEW

The engagement process included a workshop with the Thompson's Station Board of Mayor and Aldermen and Planning Commission, a communitywide open house, and an online survey. This process gathered, processed, and responded to input from the community. The intent of the stakeholder engagement activities is to understand community values and priorities, and focus the comprehensive plan content on addressing these values and priorities.

100+
survey respondents

50+
written comments

20+
in-person event participants

WHAT WE HEARD....

TRANSPORTATION: Streets should be designed in close coordination with land use to ensure that one supports the other. Streets should be designed as places, not just conduits for moving vehicles from point A to point B.

MULTIMODAL MOBILITY: Residents want more opportunities for walking and cycling.

LAND USE: Plans for new growth strike a balance between demand for new residents and preservation of rural character.

COMMUNITY CHARACTER: Thompson's Station should protect its rural, small-town identity.

COMMUNITY FACILITIES: Thompson's Station needs more civic, recreational, and public spaces.

ALL ABOARD VISION, GOALS AND GUIDING PRINCIPLES

VISION STATEMENT

The Town of Thompson's Station has cultivated a lasting identity as a rural, small-town community, despite Middle Tennessee's fast-paced growth both north and south of its borders. In the face of impending growth pressure, the All Aboard Comprehensive Plan will leverage the Town's unique characteristics and heritage to grow sustainably to ensure it will remain the place "where the country meets the town" for generations to come.

TRANSPORTATION & MULTIMODAL MOBILITY

Thompson's Station will prioritize fixing existing infrastructure and design future infrastructure so that it is thoughtfully coordinated with planned growth. The Town will enhance mobility and community connectivity through the design of sidewalks, trails, and greenways.

- **Context-sensitive design**
  - Streets should respond to the character of the community.
  - Streets are the "front door" to our community; we should design streets that are both functional and attractive.
  - Streets are places, not just conduits for moving vehicles from point A to point B.
- **Fix it first and keep it that way**
  - Issues on existing facilities should be fixed first before building new facilities.
  - Facilities should be kept in a good state of repair to avoid more costly fixes down the road.
  - Develop a pavement and asset management plan
  - Streamline and coordinate projects
- **The transportation and land use connection**
  - Transportation and land use decisions should complement each other.
  - Transportation investments should reflect intentional thought on their impact on land use.
- **Access and mobility**
  - Access management should be used as a tool to preserve roadway capacity and safety and to direct growth to desired locations.
  - Public and private infrastructure investments should address multimodal access to all parts of the Town.

- **Complete and safe streets for all**
  - Streets should be planned and designed to provide a safe a comfortable environment for all users.
  - Streets should not be designed with a "one-size-fits-all" approach , but rather specific to the needs of each situation.
  - Transportation should provide functional, recreational and health benefits.

ALL ABOARD VISION, GOALS AND GUIDING PRINCIPLES

LAND USE AND COMMUNITY CHARACTER

Thompson's Station will embrace a land use strategy that promotes sustainable growth and preserves its rural, small-town identity.

- **Keep it small and rural**
  - The Town should emphasize its rural, small town look and feel through preservation of existing structures and development controls on future development.
  - Large scale, strip-center style retail and other developments with large parking lots, nondescript buildings, and an unengaging built environment should be discouraged.
  - Open space should be used as a tool to preserve rural character.
- **Make smart decisions**
  - Growth decisions should strike a balance between the demand for new residents and the desire to preserve open spaces and rural land.
  - Land use decisions should be made with consideration of their impacts on other aspects of Thompson's Station, including transportation, schools and infrastructure.
- **Keep it local**
  - Thompson's Station should provide an environment for local business to succeed – retail, restaurant, services.

ALL ABOARD VISION, GOALS AND GUIDING PRINCIPLES

COMMUNITY FACILITIES

Thompson's Station will invest in community facilities to ensure access and availability to safe infrastructure, recreational and civic opportunities, schools, and all resources the community needs to thrive.

- **Fellowship and fun**
  - The Town should provide accessible places for people to gather and play
  - Parks, playgrounds, public spaces should be located within a convenient walk of most residents
- **Civic opportunities**
  - The Town should actively seek out opportunities for more civic places for residents, including a library, performing arts facility, community center and public art.
  - Library, performing arts, (expanded) community center, public art
- **Schools**
  - Schools can be a growth magnet and land use and infrastructure decisions should treat them as such.
  - Schools should be planned intentionally and not as an afterthought.
- **Infrastructure as a tool to guide growth**
  - Water, sewer, broadband and other infrastructure decisions should be coordinated closely to ensure they are consistent with land use decisions.