

**Town of Thompson's Station
Board of Mayor and Aldermen
Meeting Agenda
August 8, 2017**

Meeting Called To Order

Pledge Of Allegiance

Minutes-

**Consideration Of The Minutes Of The April 11, 2017 Regular Meeting, The
June 13th Regular Meeting And June 29th Special Session**

Documents:

[04112017 MINUTES.PDF](#)
[06132017 MINUTES.PDF](#)
[06292017 MINUTES.PDF](#)
[SHEPARD DILKS APRIL MIN.PDF](#)

Public Comments-

Presentation - Williamson County Mayor Rogers Anderson

To propose an inter-local agreement with the Town of Thompson's Station to redistribute the half of the one-half percent sales tax increase that is not allocated for schools.

Documents:

[TA WILLIAMSON COUNTY SALES TAX REQUEST.PDF](#)
[TA SALES TAX ESTIMATES.PDF](#)

Unfinished Business:

New Business:

**1. Resolution 2017-014: A Resolution Of The Town Of Thompson's Station,
Tennessee To Enter Into A Corridor Management Agreement For State Route
6 (Columbia Pike)**

Documents:

[RESOLUTION 2017-014 SR6 CMA.PDF](#)
[RESOLUTION 2017-014 EXHIBIT CMA SR6.PDF](#)

**2. Resolution 2017-015: A Resolution By The Town Of Thompson's Station,
Tennessee To Approve The Use Of Town Right Of Way By The City Of Spring
Hill, Tennessee For The Purpose Of Constructing A Temporary Request For
Use Of Town Right-Of-Way By The City Of Spring Hill For The Installation Of
A Temporary Traffic Signal At Bucker Lane And Thompson's Station Road
East**

Documents:

[RESOLUTION 2017-015 SPRING HILL ROW REQUEST.PDF](#)
[RESOLUTION 2017-015 EXHIBIT.PDF](#)

3. Resolution 2017-016: A Resolution Of The Town Of Thompson's Station, Tennessee To Approve A Contract With Robert Richards D/B/A Bob's Trails, Trees And Gardens For The Construction Of A Hiking Trail At Preservation Park And To Authorize The Mayor To Sign The Contract

Documents:

[RESOLUTION 2017-016 RICHARDS CONTRACT.PDF](#)
[BOBS TRAILS CONTRACT MEMO.PDF](#)
[RICHARDS HIKING TRAIL CONSTRUCTION CONTRACT.PDF](#)

4. Ordinance 2017-010: AN ORDINANCE OF THE BOARD OF MAYOR AND ALDERMEN OF THE TOWN OF THOMPSON'S STATION, TENNESSEE TO APPROVE A REVISED PLAN FOR FORREST LANDSCAPING (CP 2017-003) FOR THE INSTALLATION OF A MONUMENT SIGN LOCATED AT 1748 LEWISBURG PIKE

Documents:

[FORREST LANDSCAPING BOMA REPORT.PDF](#)
[ORDINANCE 2017-010 FORREST LANDSCAPING.PDF](#)
[FORREST LANDSCAPING JUSTIFICATION LETTER.PDF](#)
[FORREST LANDSCAPING SIGN PLAN.PDF](#)
[FORREST LANDSCAPING SITE PLAN.PDF](#)

5. Ordinance 2017-011: AN ORDINANCE OF THE BOARD OF MAYOR AND ALDERMEN OF THE TOWN OF THOMPSON'S STATION, TENNESSEE TO AMEND TITLE 7, CHAPTER 2 OF THE MUNICIPAL CODE REGARDING FIREWORKS

Documents:

[ORDINANCE 2017-011 FIREWORKS AMENDMENT.PDF](#)

6. Town Of Thompson's Station V. Lillian Hill (WC Circuit Court Case 2017-20)

Announcements/Agenda Requests

Hall Income Tax Update

Documents:

[HALL TAX LTR.PDF](#)
[2017 08 HALL INCOME TAX PAYBACK.PDF](#)

Critz Lane Redesign

Documents:

[CRITZ LANE REDESIGN TRAFFIC COUNTS.PDF](#)

Clayton Arnold/Thompson's Station Road East Intersection

Documents:

[TS ROAD AND CLAYTON ARNOLD EVAL.PDF](#)

Adjourn

Information Only:

Town Administrator Report

Documents:

[TA REPORT 08082017.PDF](#)

Finance Report

Documents:

[2017 08 BOMA FINANCE REPORT.PDF](#)

*This meeting will be held at 7:00 p.m. at Thompson's Station Community Center
1555 Thompson's Station Road West*

Town of Thompson's Station
Board of Mayor and Aldermen
Minutes of the Meeting
April 11, 2017

Call to Order.

The meeting of the Board of Mayor and Aldermen of the Town of Thompson's Station was called to order at 7:00 p.m. on Tuesday, April 11, 2017 with the required quorum. Members and staff in attendance were: Mayor Corey Napier; Alderman Brian Stover; Alderman Ben Dilks; Alderman Graham Shepard; Alderman Brandon Bell; Town Administrator Joe Cosentini; Town Finance Director Tammy Womack; Town Planner, Wendy Deats; Town Attorney Todd Moore and Town Clerk Jennifer Jones.

Pledge of Allegiance.

Consideration of Minutes. The minutes of the March 09, 2017 Special Meeting were submitted.

Alderman Dilks then read the following prepared statement related to the March 9th 2017 Special Meeting:

The meeting minutes from the March 9, 2017 special meeting of the BOMA make reference to the settlement in my lawsuit against the Town for its unconstitutional enforcement of the sign regulations during the last election. I want to express how unfortunate it is that the taxpayers have to foot the bill for the poor judgement of Mayor Napier, a few other Town officials, and their friends. The settlement amount covers nothing more than my attorney's fees and the \$100 that Alderman Stover and I were forced to pay the Town to prevent them from violating our 1st amendment rights and confiscating our campaign signs. Had the Mayor and his friends been successful in their bid to try to fine me and Brian upwards of \$60,000 each, the verdict likely would have been far more expensive for the Town. Make no mistake, those pushing enforcement of this unconstitutional ordinance were clearly in the wrong, and worse, the evidence seems to indicate that they knew it but didn't care. It was not my desire to file a lawsuit, but it came down to a choice between fighting back against abusive government officials that refused to listen to reason or put myself, my family, and my neighbors at risk for harsh financial penalties. With that in mind, I hope you understand the choice I made. The public has a right to be outraged, but now knows where the blame lies. Mayor Napier has steadfastly refused to issue an apology to me, Brian or our Canterbury supporters. Perhaps he will issue one to the taxpayers.

Alderman Bell made a motion to accept the minutes of the March 9, 2017 Special Meeting as submitted. The motion was seconded and carried unanimously.

The minutes of the March 14, 2017 Regular Meeting were submitted.

Alderman Bell made a motion to accept the minutes of the March 14, 2017 Regular Meeting with amendments. The motion was seconded and carried unanimously.

Public Comments:

Brad Wilson – 3064 Americus Dr. – Thanked the Board of Mayor and Aldermen for their service. Commended Mr. Cosentini on a job well done as Town Administrator.

Board of Mayor and Aldermen – Minutes of the Meeting
April 11, 2017

Drew Hendry – 3809 Robbins Nest Ct. – Would like the Board of Mayor and Aldermen to accept the roads in Bridgemore Village.

Lee LaGraize – 3612 Lime Valley Bridge Rd – Supports the Bridgemore Village road acceptance.

BOMA Report –

Alderman Dilks requested information on the following items:

- The process of building permit procedures.
- The second pool amenity at Bridgemore Village and additional monies to fund it.
- The re-stripping of Critz Lane and Clayton Arnold. Mr. Cosentini stated that this is on schedule.
- Capital Improvements.
- The ability to make and enforce rules to prevent information being submitted last minute to Planning Commission.
- Would like to find a new engineer other than RPM to outsource to.
- Would like to know how many signatures would be required on a petition to ask the Sheriff's Department to patrol neighborhoods.
- Speed limit signs within Canterbury.
- The status of the audio/visual equipment. Mr. Cosentini stated that it would be discussed at the capital improvements meeting.

Alderman Shepard discussed the following items:

- Alderman Shepard proposed a motion to approve an LDO amendment that would prevent hilltop development from going forward. The motion was seconded by Alderman Dilks. The motion was then withdrawn by Alderman Shepard.
- Would like to know if there is any open space within Tollgate Village to build homes on. Feels like the open space requirements are too low.
- Wants to record workshops going forward.
- Alderman Shepard made a motion to direct Town Staff to make an amendment to our LDO that when we take over streets in a subdivision, we take over sidewalks as well.
- The Firetruck purchase.
- The opposition of the In Plain Site marketing contract.
- The clarity of the Purchasing Policy.
- Why Williamson County Schools does not have to pay an opt out fee.
- The letter to the MBSC attorney regarding the bulk agreement renewal.
- Mixed use buildings.

Town Administrator Report –

Mr. Cosentini updated the Board on the following:

- The public hearing and second reading for Ordinance 2017-005 (Zoning Amendment for the allowance of a Special Exception for Equipment Rental in the Community Commercial District) is being moved to the May meeting.

Board of Mayor and Aldermen – Minutes of the Meeting
April 11, 2017

- The Town Attorney has sent a letter to the DA and the Sheriff requesting an investigation into the actions of Crystal Clear Technologies. This has been turned over to the TBI for investigation.
- The Planning Commission and BOMA held a work session on April 3rd to discuss proposed sign standards and LDO/General Plan amendments submitted by Alderman Shepard. Another work session has been scheduled to continue discussions.
- FY2018 Budget and Capital Improvements work session will take place at Town Hall on April 18th, 2017 at 7:00 pm.
- Staff met with the Two Farms team to discuss their proposed development. The developers are changing their original plans and submitting their application to Planning Commission for the April meeting.

Finance Report –

Mrs. Womack updated the Board on the financial reports.

Unfinished Business:

1. Acceptance of Bridgemore Village Phases 1 and 2A

Mr. Cosentini reviewed his report and recommended approval of the request for acceptance of the roads, storm drains, and wastewater facilities in Phases 1 and 2A in the Bridgemore Village subdivision, set maintenance surety amounts as recommended, object to the Road Easement, and require the applicant to file a quit-claim deed regarding the private technology easements

After discussion, Alderman Stover made a motion to approve Acceptance of Bridgemore Village Phases 1 and 2A. The motion was seconded and carried by a vote of 3 to 2 with Aldermen Dilks and Shepard casting the dissenting votes.

2. Resolution 2017-001: A Resolution of the Town of Thompson’s Station to approve a Subdivision Development Agreement with MBSC for Phase 15 of Tollgate Village and Authorize the Mayor to execute said Agreement.

Mr. Cosentini reviewed his report and recommended approval of Resolution 2017-001. Mr. Larry Papel, attorney representing MBSC and Mr. Brian Rowe, with Henry and Wallace, came forward to speak on behalf of MBSC.

After discussion, Alderman Dilks made a motion to approve Resolution 2017-001, a Resolution of the Town of Thompson’s Station to approve a Subdivision Development Agreement with MBSC for Phase 15 of Tollgate Village and Authorize the Mayor to execute said Agreement with the following amendments:

Item 10 to read: All recommendations for traffic mitigation shall be satisfied per the timing of the traffic study. This includes the installation of a traffic signal and turn lanes at the intersection of Columbia Pike and Tollgate Boulevard and the installation of a temporary emergency service access north of Tollgate Boulevard by no later than December 31, 2017. The motion was seconded and carried by all.

New Business:

- 3. Ordinance 2017-006: An Ordinance of the Board of Mayor and Aldermen of the Town of Thompson's Station, Tennessee to amend Section 3.7.3 of the Land Development Ordinance.**

Mr. Cosentini reviewed his report and recommended approval of the first reading of Ordinance 2017-006.

After discussion, Alderman Bell made a motion to approve Ordinance 2017-006, an Ordinance of the Board of Mayor and Alderman of the Town of Thompson's Station, Tennessee to amend Section 2.7.3 of the Land Development Ordinance. The motion was seconded and carried unanimously.

- 4. Resolution 2017-002: A Resolution of the Town of Thompson's Station to approve an Amendment to the Agreement for Assignment and Guarantee of sewer capacity with C&L Development, LLC.**

Mr. Cosentini reviewed his report and recommended approval of Resolution 2017-002.

After discussion, Alderman Dilks made a motion to approve Resolution 2017-002, A Resolution of the Town of Thompson's Station to approve an Amendment to the Agreement for Assignment and Guarantee of sewer capacity with C&L Development, LLC. The motion was seconded and approved unanimously.

- 5. Resolution 2017-003: A Resolution of the Town of Thompson's Station, Tennessee to amend the Town Administrator Employment Contract.**

After discussion, Alderman Bell made a motion to approve Resolution 2017-003, A Resolution of the Town of Thompson's Station, Tennessee to amend the Town Administrator Employment Contract, and to make it retroactive to January 1, 2017. The motion was seconded and carried unanimously.

- 6. Resolution 2017-004: A Resolution of the Town of Thompson's Station, Tennessee adopting a public records policy.**

Mr. Cosentini reviewed his report and recommended approval of Resolution 2017-004.

After discussion, Alderman Stover made a motion to approve Resolution 2017-004, A Resolution of the Town of Thompson's Station, Tennessee adopting a public records policy. The motion was seconded and carried unanimously.

Adjourn

There being no further business, the meeting was adjourned at 8:50 p.m.

Corey Napier, Mayor

Board of Mayor and Aldermen – Minutes of the Meeting
April 11, 2017

Jennifer Jones, Town Recorder

Town of Thompson's Station
Board of Mayor and Aldermen
Minutes of the Meeting
June 13, 2017

Call to Order.

The meeting of the Board of Mayor and Aldermen of the Town of Thompson's Station was called to order at 7:00 p.m. on Tuesday June 13, 2017 with the required quorum. Members and staff in attendance were: Alderman Brandon Bell; Alderman Ben Dilks; Alderman Graham Shepard; Alderman Brian Stover; Town Administrator Joe Cosentini and Town Attorney Todd Moore. Mayor Napier was unable to attend.

Pledge of Allegiance.

Consideration of Minutes. The minutes of both the April 11th regular meeting and the May 9th regular meeting were submitted.

After discussion, Alderman Bell made a motion to revert to the original April 11th minutes as submitted by the Town Recorder. The motion was seconded and failed by a vote of 2 to 2 with Aldermen Dilks and Shepard casting the dissenting votes.

After further discussion, Alderman Bell made a motion to approve the minutes of the May 9th regular meeting. The motion was seconded and approved by all with the amendment that "Alderman Dilks and Alderman Shepard raised concerns that the business plan was incomplete" to the Firetruck Business Plan section.

Public Comments:

Brinton Davis – 2690 Thompson's Station Rd. E. – Concerns regarding signage.

Mike Roberts – 1810 Thompson's Station Rd. W. – Concerns over Item number 3 under new business, Canterbury Wastewater request.

Mac Hughes – 3025 Americus Dr. – Concerns with Aldermen conduct and representation.

Bob Whittmer – 3845 Summers Lane – Concerns with Aldermen conduct and representation and would like to see our LDO work in favor of potential commercial growth and development.

Brad Wilson – 3064 Americus Dr. – Glad to see that the Tollgate developer is finally getting some things done. Voiced concerns over construction road management. Would like more work sessions.

Matthew Gary – 2700 Brenda St. – Concerns with Aldermen representation and concerns about wastewater

Unfinished Business:

- 1. Second Reading and Public Hearing of Ordinance 2017-007, an Ordinance of the Board of Mayor and Aldermen of the Town of Thompson's Station, Tennessee to amend sections 1.3, 3.8.1, 3.9.20 and tables 4.1 and 4.11 of the Land Development Ordinance.**

Board of Mayor and Aldermen – Minutes of the Meeting
October 11, 2016

Vice Mayor Stover then opened the floor for the public hearing. Being no comments, the public hearing was closed.

Mr. Cosentini reviewed his staff report and recommended approval of Ordinance 2017-007.

After discussion, Alderman Bell made a motion to approve Second Reading of Ordinance 2017-007, an Ordinance of the Board of Mayor and Aldermen of the Town of Thompson's Station TN to amend sections 1.3, 3.8.1, 3.9.20 and tables 4.1 and 4.11 of the Land Development Ordinance. The motion was seconded and carried unanimously.

- 2. Second Reading and Public Hearing of Ordinance 2017-008, an Ordinance of the Town of Thompson's Station, Tennessee amending Ordinance 2016-007 which amends the Annual Budget for the Fiscal Year beginning July 1, 2016 and ending June 30, 2017.**

Vice Mayor Stover then opened the floor for the public hearing. Being no comments, the public hearing was closed.

Mr. Cosentini reviewed his staff report and recommended approval of second reading Ordinance 2017-008 with the amendment to page 3 with a revenue increase in local sales tax, building permits and impact fees.

After discussion, Alderman Dilks made a motion to approve Second Reading of Ordinance 2017-008, an Ordinance of the Town of Thompson's Station, Tennessee amending Ordinance 2016-007 which amends the Annual Budget for the Fiscal Year beginning July 1, 2016 and ending June 30, 2017. The motion was seconded and carried by all.

- 3. Second Reading and Public Hearing of Ordinance 2017-009, an Ordinance of the Town of Thompson's Station, Tennessee adopting the Annual Budget and Tax Rate for the Fiscal Year beginning July 1, 2017 and ending June 30, 2018.**

Vice Mayor Stover then opened the floor for the public hearing. Being no comments, the public hearing was closed.

Mr. Cosentini reviewed the report and noted that several new planned personnel positions were removed from the payroll expense and that expense was folded into the repairs and maintenance for roads.

After discussion, Alderman Shepard made a motion to approve second reading of Ordinance 2017-009, an Ordinance of the Town of Thompson's Station, TN adopting the Annual Budget and Tax Rate for the Fiscal Year beginning July 1, 2017 and ending June 30, 2018. The motion was seconded and carried by all.

- 4. Resolution 2017-006, a Resolution of the Town of Thompson's Station to approve a Subdivision Development Agreement with MBSC for Phase 16 of Tollgate Village and to authorize the Mayor to execute said agreement.**

Mr. Cosentini reviewed his report and recommended approval of Resolution 2017-006.

Board of Mayor and Aldermen – Minutes of the Meeting
October 11, 2016

Mr. Shepard stated that the plats were approved based on inaccurate statements and information provided by Town Staff to Planning Commission and the Traffic Engineer about the right in/right out being appropriate.

Staff objected to these comments.

After discussion, Alderman Bell made a motion to approve Resolution 2017-006, a Resolution of the Town of Thompson's Station, TN to approve a subdivision development agreement with MBSC for Phase 16 of Tollgate Village and to authorize the Mayor to execute said agreement. The motion was seconded and approved by all.

- 5. Resolution 2017-007, a Resolution of the Town of Thompson's Station to approve a Subdivision Development Agreement with MBSC for Phase 17 of Tollgate Village and to authorize the Mayor to execute said agreement.**

Mr. Cosentini reviewed his report and recommended approval of Resolution 2017-007.

After discussion, Alderman Bell made a motion to approve Resolution 2017-007, a Resolution of the Town of Thompson's Station to approve a Subdivision Development Agreement with MBSC for Phase 17 of Tollgate Village and to authorize the Mayor to execute said agreement. The motion was seconded and carried by all.

New Business:

- 1. Request for Dedication of Infrastructure – Bridgemore 2b and 2c.**

Mr. Cosentini recommended that the Board approve the request for acceptance of the infrastructure in Phases 2B and 2C in the Bridgemore Village subdivision, set maintenance surety amounts as recommended (2B Roads, Drainage & Erosion Control - \$23,000, Wastewater Collection System - \$19,300, and 2C Roads, Drainage & Erosion Control - \$43,200, Wastewater Collection System - \$24,800), object to the Road Easement, and require the applicant to file a quit claim deed regarding the private technology easements.

After discussion, Alderman Dilks made a motion to approve A Request for Dedication of Infrastructure for Bridgemore Village Phases 2B and 2C with the contingencies recommended by Staff and the additional contingency that there be a favorable ruling on the declaratory filing on the easements. The motion was seconded and carried by a vote of 3 to 1 with Alderman Bell casting the dissenting vote.

- 2. Request for Dedication of Infrastructure – Tollgate Village 1-13**

Mr. Cosentini recommended that the Board approve the request for acceptance of infrastructure in Phases 1-13 of the Tollgate Village subdivision, set maintenance surety amounts as recommended (Phases 1-7 and 10-11 – Roads, Drainage and Erosion Control, \$100,000. Phase 12 Roads, Drainage & Erosion Control - \$29,400 and Wastewater Collection \$9500. Phase 13 Roads, Drainage & Erosion Control - \$91,400 and Wastewater Collection \$38,000) object to the Road Easement, and require the applicant to file a quit-claim deed regarding the private technology easements.

After discussion, Alderman Bell made a motion to defer the request for dedication of infrastructure for Tollgate Village for Phases 1-13 until the August BOMA Meeting. The motion was seconded and carried by all.

3. Wastewater Request – Canterbury

Removed from agenda by request of the Applicant

4. Resolution 2017-010, a Resolution to authorize an Agreement with Tennessee Valley Paving Co., Inc for the paving of Pantall Road.

Mr. Cosentini reviewed his report and stated that we are using a form contract and following all state bonding and insurance requirements.

After discussion, Alderman Bell made a motion to approve Resolution 2017-010, a Resolution to authorize an Agreement with Tennessee Valley Paving Co., Inc for the paving of Pantall Road. The motion was seconded and approved by all.

5. Employee Retirement Renewal

Mr. Cosentini reviewed his report and stated that this is needed to amend the vesting schedule with the Town.

After discussion, Alderman Dilks made a motion to approve the Employee Retirement renewal. The motion was seconded and carried by all.

6. Resolution 2017-011, a Resolution of the Town of Thompson’s Station adopting an Internal Financial Controls Policy.

Mr. Cosentini reviewed his report and stated that adopting an Internal Financial Controls Policy is required by the State.

After discussion, Alderman Bell made a motion to approve Resolution 2017-011, a Resolution of the Town of Thompson’s Station adopting an Internal Financial Controls Policy.

Adjourn

There being no further business, the meeting was adjourned at 8:29 p.m.

Corey Napier, Mayor

Jennifer Jones, Town Recorder

Town of Thompson's Station
Board of Mayor and Aldermen
Minutes of the Meeting
June 29, 2017

Call to Order.

The meeting of the Board of Mayor and Aldermen of the Town of Thompson's Station was called to order at 6:30 p.m. on Thursday June 29, 2017 with the required quorum. Members and staff in attendance were: Mayor Corey Napier; Alderman Brandon Bell; Alderman Graham Shepard; Alderman Brian Stover; Town Administrator Joe Cosentini and Town Attorney Todd Moore. Alderman Ben Dilks was unable to attend

New Business:

- 1. Resolution 2017-012 – A Resolution of the Town of Thompson's Station, TN to approve a contract with Parchman Construction Co., Inc for the realignment of Critz Lane Project and to authorize the Mayor to sign the Contract.**

Mr. Cosentini reviewed his staff report and recommended that the Board approve the contract with Parchman Construction Co.

After discussion, Alderman Bell made a motion to approve Resolution 2017-012, a Resolution of the Town of Thompson's Station, TN to approve a contract with Parchman Construction Co., Inc for the realignment of Critz Lane Project and to authorize the Mayor to sign the contract. The motion was seconded and carried unanimously.

- 2. Resolution 2017-013 – A Resolution of the Town of Thompson's Station, TN to approve the location of HB&TS Utility District of Williamson County, TN water line within the Critz Lane right of way.**

Mr. Cosentini reviewed his staff report and recommended that the Board approve Resolution 2017-013.

After discussion, Alderman Stover made a motion to approve Resolution 2017-013, a Resolution of the Town of Thompson's Station, TN to approve the location of the HB&TS Utility District of Williamson County, TN water line within the Critz Lane right of way. The motion was seconded and carried unanimously.

Adjourn

There being no further business, the meeting was adjourned at 7:11 p.m.

Corey Napier, Mayor

Jennifer Jones, Town Recorder

Town of Thompson's Station
Board of Mayor and Aldermen
Minutes of the Meeting
April 11, 2017

Call to Order.

The meeting of the Board of Mayor and Aldermen of the Town of Thompson's Station was called to order at 7:00 p.m. on Tuesday, April 11, 2017 with the required quorum. Members and staff in attendance were: Mayor Corey Napier; Alderman Brian Stover; Alderman Ben Dilks; Alderman Graham Shepard; Alderman Brandon Bell; Town Administrator Joe Cosentini; Town Finance Director Tammy Womack; Town Planner, Wendy Deats; Town Attorney Todd Moore and Town Clerk Jennifer Jones.

Pledge of Allegiance.

Consideration of Minutes. The minutes of the March 09, 2017 Special Meeting were submitted.

Alderman Dilks then read the following prepared statement related to the March 9th 2017 Special Meeting:

The meeting minutes from the March 9, 2017 special meeting of the BOMA make reference to the settlement in my lawsuit against the Town for its unconstitutional enforcement of the sign regulations during the last election. I want to express how unfortunate it is that the taxpayers have to foot the bill for the poor judgement of Mayor Napier, a few other Town officials, and their friends. The settlement amount covers nothing more than my attorney's fees and the \$100 that Alderman Stover and I were forced to pay the Town to prevent them from violating our 1st amendment rights and confiscating our campaign signs. Had the Mayor and his friends been successful in their bid to try to fine me and Brian upwards of \$60,000 each, the verdict likely would have been far more expensive for the Town. Make no mistake, those pushing enforcement of this unconstitutional ordinance were clearly in the wrong, and worse, the evidence seems to indicate that they knew it but didn't care. It was not my desire to file a lawsuit, but it came down to a choice between fighting back against abusive government officials that refused to listen to reason or put myself, my family, and my neighbors at risk for harsh financial penalties. With that in mind, I hope you understand the choice I made. The public has a right to be outraged, but now knows where the blame lies. Mayor Napier has steadfastly refused to issue an apology to me, Brian or our Canterbury supporters. Perhaps he will issue one to the taxpayers.

Alderman Bell made a motion to accept the minutes of the March 9, 2017 Special Meeting as submitted. The motion was seconded and carried unanimously.

The minutes of the March 14, 2017 Regular Meeting were submitted.

Alderman Bell made a motion to accept the minutes of the March 14, 2017 Regular Meeting with amendments. The motion was seconded and carried unanimously.

Public Comments:

Brad Wilson – 3064 Americus Dr. – Thanked the Board of Mayor and Aldermen for their service. Commended Mr. Cosentini on a job well done as Town Administrator.

Board of Mayor and Aldermen – Minutes of the Meeting
March 14, 2017

Drew Hendry – 3809 Robbins Nest Ct. – Would like the Board of Mayor and Aldermen to accept the roads in Bridgemore Village.

Lee LaGraize – 3612 Lime Valley Bridge Rd – Supports the Bridgemore Village road acceptance.

BOMA Report –

Alderman Dilks discussed requested information on the following items:

- The process of building permit procedures. Mr. Cosentini stated that there was a process in place for monitoring the permits and ensuring that all necessary inspections are completed.
- The second pool amenity at Bridgemore Village and that the Developer offered \$100,000 additional cash to Bridgemore residents to upgrade the new pool amenity, contingent in exchange for their help in getting upon the Planning Commission and Board Of Mayor and Alderman (BOMA) providing approvals of plats, developer agreements, and requests to assume financial responsibility for infrastructure maintenance from the Planning Commission and BOMA. additional monies to fund it.
- The re-stripping of Critz Lane and Clayton Arnold. Mr. Cosentini stated that this is on the schedule and should be completed in the near future. but did not say when the work would start or be completed.
- Capital Improvements.
- Why Town Staff would allow give one Developer special treatment on multiple occasions by allowing material to be submitted to the Planning Commission “at the last second” and well beyond submittal deadlines that (1) was not in the packets provided to the commissioners and (2) was not published on the web site for public viewing and (3) resulted in Town Staff changing its recommendation from “deny” to “approve with contingencies.” Town Staff provided no response. The ability to make and enforce rules to prevent information being submitted last minute to Planning Commission.
- That he had “no confidence” in the Town Engineer who reviewed the most recent Ragan-Smith traffic study for Tollgate Village, Jeff Hammond who works for a Nashville based company called RPM, because Mr. Hammond, based solely on Town Staff assurance that TDOT engineers approved a temporary Right In Right Out only solution, failed to stand by his written findings that “it is not recommended to plan for a restricted movement ... only to switch to full access once the road is widened” and the Right-In Right Out only secondary access road was “never explained” and “undesirable” and a full left and right turn secondary access road should be paid for by the Developer “if not already done by TDOT.” Alderman Shepard also expressed “no confidence” in the Town Engineer and both Alderman Dilks and Alderman Shepard stated their desire to outsource traffic study review work to a different company. Would like to find a new engineer other than RPM to outsource to.
- Would like to know how many signatures would be required on a petition to ask the Sheriff’s Department to patrol neighborhoods enforce traffic laws on private subdivision streets.
- Speed limit signs within Canterbury. Mr. Cosentini agreed to post the signs.
- The status of the audio/visual equipment. Mr. Cosentini stated that it would be discussed at the capital improvements meeting.

Board of Mayor and Aldermen – Minutes of the Meeting
March 14, 2017

Alderman Shepard discussed the following items:

- Alderman Shepard proposed a motion to approve an LDO amendment that would “prevent” hilltop development because the current LDO only “discourages” and this language does not prevent Developers from going forward. The motion was seconded by Alderman Dilks. During discussion the Town Administrator said he would add this topic to the agenda of the next Planning Commission meeting and based on that assurance, the motion was then withdrawn by Alderman Shepard.
- The claim by Brian Rowe, Tollgate Village Developer, that there was zero open space in the back residential section of Tollgate Village where he could build homes in exchange for not building homes on the hilltop. Town Administrator Joe Cosentini said he would confirm or deny Mr. Rowe’s statement “within the next week.” Would like to know if there is any open space within Tollgate Village to build homes on. Feels like the open space requirements are too low.
- That “Wants to record workshops” should be recorded and Town Administrator Joe Cosentini committed to recording workshops going forward.
- Alderman Shepard made a motion to direct Town Staff to make an amendment to our LDO that when we take over streets in a subdivision, we take over sidewalks and alleys as well. During discussion the Town Administrator said he would ensure the Planning Commission had the opportunity to comment on the proposal and based on that assurance Alderman Shepard dropped the motion.
- The vintage 1942 Firetruck purchase. Alderman Shepard said he thought the purchase was done in violation of both local and state purchasing policies and the Town Attorney, Todd Moore, agreed that this purchase was done improperly .
- The opposition of the In Plain Site professional services marketing contract. Alderman Shepard said he thought the contract was done in violation of both local and state purchasing policies and the Town Administrator, Joe Cosentini, agreed this contract was done improperly.
- The clarity of the Purchasing Policy.
- Why Williamson County Schools does not have to pay an opt out fee. Alderman Shepard again reminded the Town Attorney of his commitment to ask Crystal Clear to explain why it was forcing residents and commercial enterprises to pay opt out fees but not Williamson County Schools. The Town Attorney said he would ask Crystal Clear.
- Whether or not The letter to the MBSC attorney, the Developer in control of the Bridgemore and Tollgate HOAs, would be willing to send official letters to Crystal Clear notifying that company that the 25-year so-called “ regarding the bulk agreements” would not be renewed. renewal. Town Attorney Todd Moore said he would get an answer from the MBSC attorney Larry Papel.
- Apartments on the ground floor of Mixed use buildings. Alderman Shepard announced that he had talked with the Spring Hill and Nolensville “town planners” and both told him that those municipalities do not allow apartments on the ground floor. Alderman Shepard then expressed his opinion that Thompson’s Station, compared to these two municipalities, had the lowest standard and was the most pro-Developer.

Town Administrator Report –

Mr. Cosentini updated the Board on the following:

Board of Mayor and Aldermen – Minutes of the Meeting
March 14, 2017

- The public hearing and second reading for Ordinance 2017-005 (Zoning Amendment for the allowance of a Special Exception for Equipment Rental in the Community Commercial District) is being moved to the May meeting.
- The Town Attorney has sent a letter to the DA and the Sheriff requesting an investigation into the actions of Crystal Clear Technologies. This has been turned over to the TBI for investigation.
- The Planning Commission and BOMA held a work session on April 3rd to discuss proposed sign standards and LDO/General Plan amendments submitted by Alderman Shepard. Another work session has been scheduled to continue discussions.
- FY2018 Budget and Capital Improvements work session will take place at Town Hall on April 18th, 2017 at 7:00 pm.
- Staff met with the Two Farms team to discuss their proposed development. The developers are changing their original plans and submitting their application to Planning Commission for the April meeting.

Finance Report –

Mrs. Womack updated the Board on the financial reports.

Unfinished Business:

1. Acceptance of Bridgemore Village Phases 1 and 2A

Mr. Cosentini reviewed his report and recommended approval of the request for acceptance of the roads, storm drains, and wastewater facilities in Phases 1 and 2A in the Bridgemore Village subdivision, set maintenance surety amounts as recommended, object to the Road Easement, and require the applicant to file a quit-claim deed regarding the private technology easements

Before discussion, Alderman Stover made a motion to approve Acceptance of Bridgemore Village Phases 1 and 2A. Some discussion followed and then Mayor Napier abruptly cut off discussion and called for a vote. vote before Alderman Shepard and Alderman Dilks could fully explain their reasons for not accepting the roads, etc. The motion was seconded and carried by a vote of 3 to 2 with Aldermen Dilks and Shepard casting the dissenting votes.

2. Resolution 2017-001: A Resolution of the Town of Thompson’s Station to approve a Subdivision Development Agreement with MBSC for Phase 15 of Tollgate Village and Authorize the Mayor to execute said Agreement.

Mr. Cosentini reviewed his report and recommended approval of Resolution 2017-001. Mr. Larry Papel, attorney representing MBSC and Mr. Brian Rowe, with Henry and Wallace, came forward to speak on behalf of MBSC.

**After discussion, Alderman Dilks made a motion to approve Resolution 2017-001, a Resolution of the Town of Thompson’s Station to approve a Subdivision Development Agreement with MBSC for Phase 15 of Tollgate Village and Authorize the Mayor to execute said Agreement with the following amendments:
Item 10 to read: Prior to the recordation of the final plat for Phase 15, all All recommendations for traffic mitigation shall be satisfied per the timing of the traffic study with the following clarifications:. This includes the installation of a traffic signal**

and turn lanes at the intersection of Columbia Pike and Tollgate Boulevard and the installation of a temporary emergency service access north of Tollgate Boulevard by no later than December 31, 2017.

a. A traffic signal and turn lane shall be installed at the intersection of State Route 6 (Columbia Pike) and Tollgate Boulevard at the expense of the Developer and be operational prior to December 31, 2017.

b. Prior to December 31, 2017, a “temporary not for public use base stone and gravel” road connecting Elliston Way to State Route 6 (Columbia Pike) shall be completed to a standard that the Williamson County Fire Department agrees remedies a known Fire Safety Code violation.”

The motion was seconded and carried by all.

New Business:

- 3. Ordinance 2017-006: An Ordinance of the Board of Mayor and Aldermen of the Town of Thompson’s Station, Tennessee to amend Section 3.7.3 of the Land Development Ordinance.**

Mr. Cosentini reviewed his report and recommended approval of the first reading of Ordinance 2017-006.

After discussion, Alderman Bell made a motion to approve Ordinance 2017-006, an Ordinance of the Board of Mayor and Alderman of the Town of Thompson’s Station, Tennessee to amend Section 2.7.3 of the Land Development Ordinance. The motion was seconded and carried unanimously.

- 4. Resolution 2017-002: A Resolution of the Town of Thompson’s Station to approve an Amendment to the Agreement for Assignment and Guarantee of sewer capacity with C&L Development, LLC.**

Mr. Cosentini reviewed his report and recommended approval of Resolution 2017-002.

After discussion, Alderman Dilks made a motion to approve Resolution 2017-002, A Resolution of the Town of Thompson’s Station to approve an Amendment to the Agreement for Assignment and Guarantee of sewer capacity with C&L Development, LLC. The motion was seconded and approved unanimously.

- 5. Resolution 2017-003: A Resolution of the Town of Thompson’s Station, Tennessee to amend the Town Administrator Employment Contract.**

After discussion, Alderman Bell made a motion to approve Resolution 2017-003, A Resolution of the Town of Thompson’s Station, Tennessee to amend the Town Administrator Employment Contract, and to make it retroactive to January 1, 2017. The motion was seconded and carried unanimously.

- 6. Resolution 2017-004: A Resolution of the Town of Thompson’s Station, Tennessee adopting a public records policy.**

Board of Mayor and Aldermen – Minutes of the Meeting
March 14, 2017

Mr. Cosentini reviewed his report and recommended approval of Resolution 2017-004.

After discussion, Alderman Stover made a motion to approve Resolution 2017-004, A Resolution of the Town of Thompson’s Station, Tennessee adopting a public records policy. The motion was seconded and carried unanimously.

Adjourn

There being no further business, the meeting was adjourned at 8:50 p.m.

Corey Napier, Mayor

Jennifer Jones, Town Recorder

Rogers C. Anderson
Williamson County Mayor



WILLIAMSON COUNTY GOVERNMENT

MEMORANDUM

TO: Mayor Jimmy Alexander, Town of Nolensville
Mayor Jill Burgin, City of Brentwood
Mayor Patti Carroll, City of Fairview
Mayor Rick Graham, City of Spring Hill
Mayor Ken Moore, City of Franklin
Mayor Cory Napier, Town of Thompson's Station

FROM: Rogers Anderson, Mayor *RCA*
Williamson County

DATE: June 6, 2017

As you may be aware, the Williamson County Board of Commissioners has been studying numerous capital improvement project needs, a large portion of which involves over one-half billion in school facilities. As a part of this study, all revenue sources permissible by law and available to counties has been reviewed. Aside from the real property tax assessments, the second largest revenue source is the local option sales tax.

As a result of numerous meetings with County Commissioners, our financial planners, bond counsel and staff, I have been asked to study the additional revenue which would be available for school funding should the current local option sales tax be increased, by a county-wide referendum to the maximum allowable rate of two and three-quarters percent (2.75%). With the exception of the City of Fairview, the remainder of the municipalities and the county could be increased by an additional one-half percent (.50%) from the current two and one-quarter percent (2.25%).

Additionally, I have been asked to approach all of our municipal leaders to determine their willingness to contribute their amount of increased revenues back to Williamson County for the payment of school debt for a period of three (3) years. Such an agreement would be solidified by execution of a contractual agreement (draft copy enclosed).

Enclosed for your review are two charts - one showing the full 2015-16 local option sales tax collections and the second a chart illustrating (in blue) the additional amount which would have been collected if the rate increase were in place for 2016-17; the red numbers illustrate what would have been collected if the rate was at two and one-half percent (2.50%). The numbers in black are collections to-date at the current rate of two and one-quarter percent (2.25%).

After your review, I am respectfully requesting to be on the Agenda for the meeting of the Board of Mayor Alderman/Commissioners at your next earliest convenience and let me know what that date would be.

RCA/dg

xc: City Managers/Administrators
Enclosures



**INTERLOCAL AGREEMENT WITH
THE TOWN OF THOMPSON'S STATION TO REDISTRIBUTE THE HALF OF THE ONE-
HALF PERCENT SALES TAX INCREASE THAT IS NOT ALLOCATED FOR SCHOOLS**

THIS INTERLOCAL AGREEMENT ("Agreement") is made by and between WILLIAMSON COUNTY, TENNESSEE ("County"), a county governmental entity of the State of Tennessee located at 1320 West Main Street, Franklin, Tennessee 37064, and the TOWN OF THOMPSON'S STATION ("Town"), a municipal government, located at 1550 Thompson's Station Road, West, Thompson's Station, Tennessee 37179.

WHEREAS, the Town of Thompson's Station is located within Williamson County, Tennessee; and

WHEREAS, Williamson County and the Town have determined that the influx of residential development within the jurisdiction of the Town has resulted in the need for additional educational capital projects that will put a strain on the County's current revenue stream resulting in the County to consider raising property taxes on all real property owners in the County; and

WHEREAS, pursuant to *Tennessee Code Annotated*, Section 67-6-701, et. seq., Williamson County currently has a local sales and use tax at a rate of Two and One-Quarter Percent (2.25%) which may be raised an additional One-half Percent (0.5%) if approved by referendum; and

WHEREAS, the Williamson County Board of Commissioners has initiated the process to raise the sales tax One-half Percent (0.5%) from Two and One-Quarter Percent (2.25%) to Two and Three-Quarters Percent (2.75%); and

WHEREAS, the revenue from the current sales tax is distributed with half of the proceeds going to schools and half of the proceeds returned to the jurisdiction in which the proceeds were collected; and

WHEREAS, *Tennessee Code Annotated*, Section 67-6-712 provides that a county, city, or town may, by interlocal agreement, provide for an alternative method of distribution of the One-half Percent (0.5%) not allocated for school purposes; and

WHEREAS, it is the desire of the County and the Town to enter into an interlocal agreement for a term of three (3) years from the date the increase in the sales tax takes effect, to redistribute the half of the One-Half Percent (0.5%) sales tax increase received by the Town back to the County to be used strictly for the purposes set forth herein.

In consideration of the premises and the mutual covenants contained herein, the parties hereby agree to the following:

I. Purpose of Agreement. The purpose of this Agreement is to provide for an alternative distribution concerning the Town's portion of the sales tax collected from the One-half Percent (0.5%) sales tax increase.

II. Authority. This Agreement is made and entered into pursuant to the authority granted by the parties under the *Interlocal Cooperation Act, Tennessee Code Annotated*, Sections 12-9-101, et seq., and the 1963 Local Option Revenue Act *Tennessee Code Annotated*, Section 67-6-712 and the parties agree that all approvals and filings required by the terms of said Act shall be achieved as reasonably possible prior to the execution of this Agreement.

III. Term: The term of this Agreement shall be for three (3) years unless extended by agreement of the parties. This Agreement shall commence on the 1st day of the month that the tax becomes effective and shall terminate on the third anniversary of the effective date unless otherwise terminated or extended by agreement of the parties.

IV. Redistribution of Revenue: The Town agrees to redistribute and forgo its share of the proceeds it would otherwise receive from the One-half Percent (0.5%) sales tax increase collected within the Town's boundaries. The proceeds from the increased sales tax redistributed from the municipality and received by the County shall be used exclusively for payment of rural and general school debt purposes. This Agreement shall not affect the current proceeds collected and distributed to the Town from the current assessed Two and One-Quarter Percent (2.25%) sales tax revenue.

V. Distribution from the State: The County and Town agree to cooperate in good faith to provide any required notice to the Department of Revenue concerning the increased sales tax and this Agreement between the parties required for the redistribution of the One-half Percent (0.5%) sales tax increase. Should the Town receive the revenue from the One-half Percent (0.5%) increased sales tax portion from the Department of Revenue, the Town, shall upon receipt of the proceeds, forward the full amount to the County to be used in accordance with the terms of this Agreement.

VI. Cost: Each party shall be responsible for the costs of fulfilling their obligations under this Agreement.

VII. Compliance with Laws: The parties agree to comply with any applicable federal, state and local laws and regulations.

VIII. Notices:

Notices to County shall be sent to:

Dep't: Williamson County
Att'n: County Mayor
Addr: 1320 West Main Street,
Franklin, Tennessee 37064

Notices to Town shall be sent to:

Dep't: Town of Thompson's Station
Att'n: Town Administrator
Addr: P.O. Box 100
Thompson's Station, Tennessee 37179

IX. Modification of Agreement: This Agreement may be modified only by written amendment executed by all parties and their signatories hereto.

X. Partnership/Joint Venture: Nothing herein shall in any way be construed or intended to create a partnership or joint venture between the parties or to create the relationship of principal and agent between or among any of the parties. None of the parties hereto shall hold itself out in a manner contrary to the terms of this paragraph. No party shall become liable for any representation, act or omission of any other party contrary to the terms of this paragraph.

XI. Entire Agreement: This Agreement sets forth the entire agreement between the parties with respect to the subject matter hereof and shall govern the respective duties and obligations of the parties.

XII. Law/Venue: This Agreement shall be exclusively governed by the laws of the State of Tennessee. In the event that any section and/or term of this Agreement, or any exhibits hereto, become subject to litigation, the venue for such action will be exclusively maintained in a court of competent jurisdiction sitting in Williamson County, Tennessee

XIII. Cooperation: The parties agree to cooperate fully in order to successfully execute the terms and conditions of this Agreement, including obtaining all regulatory and governmental approvals required to carry out the terms of this Agreement, recognizing that the intent of each party to the other is to serve the individual interests of each party while respecting the conditions and obligations of this Agreement.

XIV. Binding: This Agreement shall be binding upon the parties and shall take effect from and after its ratification and signing by all parties after obtaining appropriate approval pursuant to the

requirements of applicable law.

XV. Severability: The parties agree that if any part, term, or provision of this Agreement is determined to be illegal or in conflict with any law of the State of Tennessee by any court with jurisdiction, the validity of the remaining portions or provisions shall not be affected. The rights and obligations of the parties shall be construed and enforced as if the Agreement did not contain the particular part, term, or provision held to be invalid.

XVI. Headings: The headings in this Agreement are for convenience and reference and are not intended to define or limit the scope of any provision of this Agreement.

XVII. Effective Date: This Agreement shall not be binding upon the parties until it has been properly approved by the legislative bodies of the respective parties, it has then been signed first by the Town and then by the authorized representatives of the Williamson County and has been filed in the office of the County Mayor. When it has been so signed and filed, this Agreement shall be effective as of the date first written above.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the dates recorded below.

ATTEST:

TOWN OF THOMPSON'S STATION:

BY:

BY: Corey Napier, Town Mayor

APPROVED AS TO FORM AND LEGALITY:

DATE: _____

Town of Thompson's Station Attorney

ATTEST:

WILLIAMSON COUNTY, TENNESSEE:

BY:

BY: Rogers Anderson, County Mayor

APPROVED AS TO FORM AND LEGALITY:

DATE: _____

Williamson County Attorney

2015-16
LOCAL OPTION SALES TAX
and Projections for
Alternate Local Option Rates

2015-16 LOCAL OPTION SALES TAX (2.25%)	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	ADA% Adjustment YTD	Total YTD
Williamson County	\$ 149,133.72	\$ 175,603.57	\$ 147,876.59	\$ 150,762.84	\$ 173,500.43	\$ 154,689.74	\$ 138,499.92	\$ 183,369.71	\$ 106,767.27	\$ 120,888.32	\$ 147,923.61	\$ 138,036.06		\$ 1,787,051.78
Projected Sales Tax @ 2.50%	\$ 165,704.13	\$ 195,115.08	\$ 164,307.32	\$ 167,514.26	\$ 192,778.25	\$ 171,877.49	\$ 153,888.80	\$ 203,744.12	\$ 118,630.30	\$ 134,320.35	\$ 164,359.57	\$ 153,373.40		\$ 1,985,613.07
Projected Sales Tax @ 2.75%	\$ 182,274.54	\$ 214,626.58	\$ 180,738.05	\$ 184,265.69	\$ 212,056.08	\$ 189,065.23	\$ 169,277.68	\$ 224,118.53	\$ 130,493.33	\$ 147,752.39	\$ 180,795.52	\$ 168,710.74		\$ 2,184,174.36
Williamson County Schools*	\$ 3,898,246.02	\$ 3,985,493.74	\$ 3,792,811.88	\$ 3,921,722.42	\$ 3,991,547.68	\$ 3,905,307.16	\$ 3,986,047.17	\$ 5,898,844.43	\$ 3,468,610.42	\$ 3,466,609.03	\$ 4,226,136.70	\$ 4,049,688.20	\$ 235,471.06	\$ 48,826,535.91
Projected Sales Tax @ 2.50%	\$ 4,331,384.42	\$ 4,428,326.33	\$ 4,214,235.38	\$ 4,357,469.31	\$ 4,435,052.93	\$ 4,339,230.13	\$ 4,428,941.26	\$ 6,554,271.52	\$ 3,854,011.54	\$ 3,851,787.77	\$ 4,695,707.40	\$ 4,499,653.51	\$ 261,634.51	\$ 54,251,706.02
Projected Sales Tax @ 2.75%	\$ 4,764,522.83	\$ 4,871,158.93	\$ 4,635,658.88	\$ 4,793,216.20	\$ 4,878,558.19	\$ 4,773,153.11	\$ 4,871,835.34	\$ 7,209,698.62	\$ 4,239,412.66	\$ 4,236,966.52	\$ 5,165,278.09	\$ 4,949,618.82	\$ 287,797.96	\$ 59,676,876.14
Franklin Special Schools Dist.*	\$ 379,292.32	\$ 387,781.36	\$ 369,033.77	\$ 381,576.53	\$ 388,370.40	\$ 379,979.35	\$ 387,835.21	\$ 573,946.94	\$ 337,489.55	\$ 313,141.36	\$ 381,750.05	\$ 365,811.33	\$ (235,471.06)	\$ 4,410,537.11
Projected Sales Tax @ 2.50%	\$ 421,435.91	\$ 430,868.17	\$ 410,037.52	\$ 423,973.92	\$ 431,522.66	\$ 422,199.27	\$ 430,928.01	\$ 637,718.82	\$ 374,988.39	\$ 347,934.84	\$ 424,166.72	\$ 406,457.03	\$ (261,634.51)	\$ 4,900,596.74
Projected Sales Tax @ 2.75%	\$ 463,579.49	\$ 473,954.99	\$ 451,041.27	\$ 466,371.31	\$ 474,674.92	\$ 464,419.20	\$ 474,020.80	\$ 701,490.69	\$ 412,487.22	\$ 382,728.32	\$ 466,583.39	\$ 447,102.73	\$ (287,797.96)	\$ 5,390,656.37
City of Brentwood	\$ 1,233,820.95	\$ 1,236,840.88	\$ 1,135,577.35	\$ 1,346,160.18	\$ 1,228,584.72	\$ 1,230,090.55	\$ 1,245,330.04	\$ 1,944,438.01	\$ 1,147,558.41	\$ 1,098,696.39	\$ 1,312,587.21	\$ 1,212,564.05		\$ 15,372,248.74
Projected Sales Tax @ 2.50%	\$ 1,370,912.15	\$ 1,374,267.63	\$ 1,261,752.60	\$ 1,495,733.52	\$ 1,365,094.12	\$ 1,366,767.26	\$ 1,383,700.03	\$ 2,160,486.66	\$ 1,275,064.89	\$ 1,220,773.75	\$ 1,458,430.22	\$ 1,347,293.38		\$ 17,080,276.21
Projected Sales Tax @ 2.75%	\$ 1,508,003.36	\$ 1,511,694.38	\$ 1,387,927.85	\$ 1,645,306.86	\$ 1,501,603.52	\$ 1,503,443.98	\$ 1,522,070.02	\$ 2,376,535.30	\$ 1,402,571.36	\$ 1,342,851.12	\$ 1,604,273.23	\$ 1,482,022.70		\$ 18,788,303.67
City of Franklin	\$ 2,514,872.39	\$ 2,578,016.47	\$ 2,502,673.76	\$ 2,444,556.25	\$ 2,597,525.45	\$ 2,510,568.23	\$ 2,605,844.43	\$ 3,790,892.07	\$ 2,173,109.30	\$ 2,203,260.05	\$ 2,716,637.42	\$ 2,637,387.89		\$ 31,275,343.71
Projected Sales Tax @ 2.50%	\$ 2,794,302.63	\$ 2,864,462.72	\$ 2,780,748.59	\$ 2,716,173.58	\$ 2,886,139.36	\$ 2,789,520.23	\$ 2,895,382.67	\$ 4,212,102.26	\$ 2,414,565.86	\$ 2,448,066.70	\$ 3,018,485.99	\$ 2,930,430.96		\$ 34,750,381.55
Projected Sales Tax @ 2.75%	\$ 3,073,732.87	\$ 3,150,908.96	\$ 3,058,823.43	\$ 2,987,790.92	\$ 3,174,753.27	\$ 3,068,472.23	\$ 3,184,920.91	\$ 4,633,312.45	\$ 2,656,022.43	\$ 2,692,873.35	\$ 3,320,334.56	\$ 3,223,474.03		\$ 38,225,419.39
City of Spring Hill	\$ 178,729.75	\$ 178,051.50	\$ 170,323.67	\$ 162,976.82	\$ 170,974.97	\$ 183,405.26	\$ 189,545.26	\$ 234,418.46	\$ 173,855.98	\$ 163,268.71	\$ 197,685.70	\$ 195,423.90		\$ 2,198,659.98
Projected Sales Tax @ 2.50%	\$ 198,588.61	\$ 197,835.00	\$ 189,248.52	\$ 181,085.35	\$ 189,972.19	\$ 203,783.62	\$ 210,605.84	\$ 260,464.95	\$ 193,173.31	\$ 181,409.68	\$ 219,650.78	\$ 217,137.66		\$ 2,442,955.51
Projected Sales Tax @ 2.75%	\$ 218,447.47	\$ 217,618.50	\$ 208,173.37	\$ 199,193.89	\$ 208,969.40	\$ 224,161.98	\$ 231,666.42	\$ 286,511.45	\$ 212,490.64	\$ 199,550.64	\$ 241,615.85	\$ 238,851.43		\$ 2,687,251.04
Town of Thompson's Station	\$ 60,904.30	\$ 59,613.89	\$ 60,295.39	\$ 62,970.13	\$ 66,086.85	\$ 58,543.22	\$ 57,866.68	\$ 125,771.78	\$ 61,531.94	\$ 64,162.03	\$ 81,160.88	\$ 80,816.14		\$ 839,723.23
Projected Sales Tax @ 2.50%	\$ 67,671.44	\$ 66,237.65	\$ 66,994.88	\$ 69,966.81	\$ 73,429.83	\$ 65,048.02	\$ 64,296.31	\$ 139,746.42	\$ 68,368.82	\$ 71,291.14	\$ 90,178.75	\$ 89,795.71		\$ 933,025.80
Projected Sales Tax @ 2.75%	\$ 74,438.59	\$ 72,861.42	\$ 73,694.36	\$ 76,963.49	\$ 80,772.82	\$ 71,552.82	\$ 70,725.94	\$ 153,721.06	\$ 75,205.70	\$ 78,420.26	\$ 99,196.63	\$ 98,775.28		\$ 1,026,328.37
Town of Nolensville	\$ 35,114.85	\$ 39,230.08	\$ 35,814.21	\$ 32,578.43	\$ 40,998.71	\$ 36,311.78	\$ 30,726.83	\$ 61,953.86	\$ 40,787.93	\$ 31,493.87	\$ 38,759.08	\$ 37,874.04		\$ 461,643.67
Projected Sales Tax @ 2.50%	\$ 39,016.50	\$ 43,588.98	\$ 39,793.57	\$ 36,198.26	\$ 45,554.12	\$ 40,346.42	\$ 34,140.92	\$ 68,837.62	\$ 45,319.92	\$ 34,993.19	\$ 43,065.64	\$ 42,082.27		\$ 512,937.41
Projected Sales Tax @ 2.75%	\$ 42,918.15	\$ 47,947.87	\$ 43,772.92	\$ 39,818.08	\$ 50,109.53	\$ 44,381.06	\$ 37,555.01	\$ 75,721.38	\$ 49,851.91	\$ 38,492.51	\$ 47,372.21	\$ 46,290.49		\$ 564,231.14
City of Fairview (Already @ 2.75%)	\$ 104,962.37	\$ 105,918.70	\$ 109,284.64	\$ 103,294.26	\$ 102,246.93	\$ 111,677.69	\$ 106,069.19	\$ 131,947.43	\$ 102,489.08	\$ 97,981.00	\$ 113,132.80	\$ 113,397.42		\$ 1,302,401.51
2015-16 Total to County and Municipalities	\$ 4,277,538.33	\$ 4,373,275.09	\$ 4,161,845.61	\$ 4,303,298.91	\$ 4,379,918.06	\$ 4,285,286.47	\$ 4,373,882.35	\$ 6,472,791.32	\$ 3,806,099.91	\$ 3,779,750.37	\$ 4,607,886.70	\$ 4,415,499.50		\$ 53,237,072.62
2015-16 Total to Schools (WCS & FSSD)	\$ 4,277,538.34	\$ 4,373,275.10	\$ 4,161,845.65	\$ 4,303,298.95	\$ 4,379,918.08	\$ 4,285,286.51	\$ 4,373,882.38	\$ 6,472,791.37	\$ 3,806,099.97	\$ 3,779,750.39	\$ 4,607,886.75	\$ 4,415,499.53		\$ 53,237,073.02
2015-16 Total Sales Tax Dollars (After State Cost)	\$ 8,555,076.67	\$ 8,746,550.19	\$ 8,323,691.26	\$ 8,606,597.86	\$ 8,759,836.14	\$ 8,570,572.98	\$ 8,747,764.73	\$ 12,945,582.69	\$ 7,612,199.88	\$ 7,559,500.76	\$ 9,215,773.45	\$ 8,830,999.03		\$ 106,474,145.64

*Net to schools after ADA% apportionment (to be adjusted when ADA% for 2016 is revised)

2016-17 LOCAL OPTION SALES TAX (2.25%)	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	ADA% Adjustment YTD	Total YTD
Williamson County	\$ 174,092.92	\$ 186,480.12	\$ 159,600.84	\$ 174,511.93	\$ 195,756.96	\$ 175,496.64	\$ 165,761.82	\$ 225,640.54	\$ 139,027.32	\$ 123,053.82	\$ 152,419.93	\$ -	\$ -	\$ 1,871,842.84
Projected Sales Tax @ 2.50%	\$ 193,436.58	\$ 207,200.13	\$ 177,334.26	\$ 193,902.14	\$ 217,507.73	\$ 194,996.26	\$ 184,179.80	\$ 250,711.71	\$ 154,474.80	\$ 136,726.47	\$ 169,355.48	\$ -	\$ -	\$ 2,079,825.36
Projected Sales Tax @2.75%	\$ 212,780.23	\$ 227,920.14	\$ 195,067.69	\$ 213,292.36	\$ 239,258.50	\$ 214,495.89	\$ 202,597.78	\$ 275,782.88	\$ 169,922.28	\$ 150,399.11	\$ 186,291.02	\$ -	\$ -	\$ 2,287,807.87
Williamson County Schools*	\$ 4,032,793.50	\$ 4,468,163.83	\$ 3,986,966.86	\$ 4,133,405.64	\$ 4,461,255.25	\$ 4,108,447.20	\$ 4,177,872.67	\$ 6,301,112.40	\$ 3,751,544.32	\$ 3,450,310.45	\$ 4,304,817.70	\$ -	\$ 35,056.55	\$ 47,211,746.37
Projected Sales Tax @ 2.50%	\$ 4,480,881.62	\$ 4,964,626.43	\$ 4,429,963.13	\$ 4,592,672.89	\$ 4,956,950.23	\$ 4,564,941.29	\$ 4,642,080.70	\$ 7,001,235.93	\$ 4,168,382.54	\$ 3,833,678.24	\$ 4,783,130.73	\$ -	\$ 38,951.72	\$ 52,457,495.44
Projected Sales Tax @2.75%	\$ 4,928,969.74	\$ 5,461,089.03	\$ 4,872,959.41	\$ 5,051,940.13	\$ 5,452,645.21	\$ 5,021,435.38	\$ 5,106,288.73	\$ 7,701,359.46	\$ 4,585,220.75	\$ 4,217,046.03	\$ 5,261,443.76	\$ -	\$ 42,846.89	\$ 57,703,244.51
Franklin Special Schools Dist.*	\$ 364,285.22	\$ 403,612.54	\$ 360,145.67	\$ 373,373.59	\$ 402,988.49	\$ 371,119.07	\$ 377,390.33	\$ 569,184.14	\$ 338,879.77	\$ 308,326.64	\$ 384,687.11	\$ -	\$ (35,056.55)	\$ 4,218,936.02
Projected Sales Tax @ 2.50%	\$ 404,761.35	\$ 448,458.37	\$ 400,161.85	\$ 414,859.54	\$ 447,764.98	\$ 412,354.52	\$ 419,322.58	\$ 632,426.82	\$ 376,533.07	\$ 342,585.15	\$ 427,430.12	\$ -	\$ (38,951.72)	\$ 4,687,706.64
Projected Sales Tax @2.75%	\$ 445,237.48	\$ 493,304.21	\$ 440,178.03	\$ 456,345.49	\$ 492,541.48	\$ 453,589.97	\$ 461,254.84	\$ 695,669.49	\$ 414,186.38	\$ 376,843.66	\$ 470,173.13	\$ -	\$ (42,846.89)	\$ 5,156,477.26
City of Brentwood	\$ 1,219,040.19	\$ 1,386,224.33	\$ 1,199,511.70	\$ 1,349,869.50	\$ 1,388,552.10	\$ 1,239,034.78	\$ 1,267,188.63	\$ 2,118,793.44	\$ 1,189,374.51	\$ 1,065,053.44	\$ 1,239,804.15	\$ -	\$ -	\$ 14,662,446.77
Projected Sales Tax @ 2.50%	\$ 1,354,489.09	\$ 1,540,249.24	\$ 1,332,790.76	\$ 1,499,854.99	\$ 1,542,835.65	\$ 1,376,705.30	\$ 1,407,987.35	\$ 2,354,214.91	\$ 1,321,527.22	\$ 1,183,392.70	\$ 1,377,560.15	\$ -	\$ -	\$ 16,291,607.36
Projected Sales Tax @2.75%	\$ 1,489,937.98	\$ 1,694,274.15	\$ 1,466,069.83	\$ 1,649,840.47	\$ 1,697,119.20	\$ 1,514,375.81	\$ 1,548,786.08	\$ 2,589,636.38	\$ 1,453,679.93	\$ 1,301,731.96	\$ 1,515,316.16	\$ -	\$ -	\$ 17,920,767.95
City of Franklin	\$ 2,584,966.15	\$ 2,858,201.72	\$ 2,571,804.91	\$ 2,573,510.84	\$ 2,845,888.33	\$ 2,643,216.41	\$ 2,693,888.26	\$ 3,909,587.72	\$ 2,362,549.83	\$ 2,208,769.75	\$ 2,841,059.21	\$ -	\$ -	\$ 30,093,443.13
Projected Sales Tax @ 2.50%	\$ 2,872,184.58	\$ 3,175,779.66	\$ 2,857,560.98	\$ 2,859,456.46	\$ 3,162,098.11	\$ 2,936,907.09	\$ 2,993,209.15	\$ 4,343,986.31	\$ 2,625,055.34	\$ 2,454,188.59	\$ 3,156,732.42	\$ -	\$ -	\$ 33,437,158.70
Projected Sales Tax @2.75%	\$ 3,159,403.01	\$ 3,493,357.59	\$ 3,143,317.06	\$ 3,145,402.08	\$ 3,478,307.90	\$ 3,230,597.78	\$ 3,292,530.04	\$ 4,778,384.90	\$ 2,887,560.85	\$ 2,699,607.42	\$ 3,472,405.64	\$ -	\$ -	\$ 36,780,874.27
City of Spring Hill	\$ 196,173.49	\$ 210,835.07	\$ 200,656.35	\$ 186,984.63	\$ 201,571.96	\$ 196,577.29	\$ 203,863.14	\$ 264,185.54	\$ 187,983.87	\$ 166,391.51	\$ 205,270.38	\$ -	\$ -	\$ 2,220,493.23
Projected Sales Tax @ 2.50%	\$ 217,970.54	\$ 234,261.19	\$ 222,951.50	\$ 207,760.70	\$ 223,968.84	\$ 218,419.21	\$ 226,514.60	\$ 293,539.49	\$ 208,870.96	\$ 184,879.45	\$ 228,078.20	\$ -	\$ -	\$ 2,467,214.68
Projected Sales Tax @2.75%	\$ 239,767.59	\$ 257,687.30	\$ 245,246.65	\$ 228,536.77	\$ 246,365.72	\$ 240,261.13	\$ 249,166.06	\$ 322,893.43	\$ 229,758.06	\$ 203,367.40	\$ 250,886.02	\$ -	\$ -	\$ 2,713,936.12
Town of Thompson's Station	\$ 69,604.45	\$ 70,791.81	\$ 65,400.75	\$ 73,011.89	\$ 74,319.07	\$ 67,475.34	\$ 67,908.06	\$ 145,098.12	\$ 66,570.92	\$ 65,291.07	\$ 89,261.50	\$ -	\$ -	\$ 854,732.98
Projected Sales Tax @ 2.50%	\$ 77,338.28	\$ 78,657.57	\$ 72,667.50	\$ 81,124.32	\$ 82,576.74	\$ 74,972.60	\$ 75,453.40	\$ 161,220.13	\$ 73,967.69	\$ 72,545.63	\$ 99,179.44	\$ -	\$ -	\$ 949,703.30
Projected Sales Tax @2.75%	\$ 85,072.10	\$ 86,523.32	\$ 79,934.25	\$ 89,236.75	\$ 90,834.42	\$ 82,469.86	\$ 82,998.74	\$ 177,342.14	\$ 81,364.46	\$ 79,800.20	\$ 109,097.39	\$ -	\$ -	\$ 1,044,673.62
Town of Nolensville	\$ 39,329.89	\$ 45,142.98	\$ 37,769.29	\$ 39,886.42	\$ 47,697.66	\$ 43,436.66	\$ 40,614.16	\$ 57,428.70	\$ 36,440.21	\$ 34,008.67	\$ 37,316.67	\$ -	\$ -	\$ 459,071.31
Projected Sales Tax @ 2.50%	\$ 43,699.88	\$ 50,158.87	\$ 41,965.88	\$ 44,318.24	\$ 52,997.40	\$ 48,262.96	\$ 45,126.84	\$ 63,809.67	\$ 40,489.12	\$ 37,787.41	\$ 41,462.97	\$ -	\$ -	\$ 510,079.23
Projected Sales Tax @2.75%	\$ 48,069.86	\$ 55,174.75	\$ 46,162.46	\$ 48,750.07	\$ 58,297.14	\$ 53,089.25	\$ 49,639.53	\$ 70,190.63	\$ 44,538.03	\$ 41,566.15	\$ 45,609.26	\$ -	\$ -	\$ 561,087.15
City of Fairview (Already @ 2.75%)	\$ 113,871.61	\$ 114,100.29	\$ 112,368.66	\$ 109,004.00	\$ 110,457.61	\$ 114,329.12	\$ 116,038.90	\$ 149,562.47	\$ 108,477.39	\$ 96,058.80	\$ 124,372.94	\$ -	\$ -	\$ 1,268,641.79
2016-17 Total to County and Municipalities	\$ 4,397,078.70	\$ 4,871,776.32	\$ 4,347,112.50	\$ 4,506,779.21	\$ 4,864,243.69	\$ 4,479,566.24	\$ 4,555,262.97	\$ 6,870,296.53	\$ 4,090,424.05	\$ 3,758,627.06	\$ 4,689,504.78	\$ -	\$ -	\$ 51,430,672.05
2016-17 Total to Schools (WCS & FSSD)	\$ 4,397,078.72	\$ 4,871,776.37	\$ 4,347,112.53	\$ 4,506,779.23	\$ 4,864,243.74	\$ 4,479,566.27	\$ 4,555,263.00	\$ 6,870,296.54	\$ 4,090,424.09	\$ 3,758,637.09	\$ 4,689,504.81	\$ -	\$ -	\$ 51,430,682.39
2016-17 Total Sales Tax Dollars (After State Cost)	\$ 8,794,157.42	\$ 9,743,552.69	\$ 8,694,225.03	\$ 9,013,558.44	\$ 9,728,487.43	\$ 8,959,132.51	\$ 9,110,525.97	\$ 13,740,593.07	\$ 8,180,848.14	\$ 7,517,264.15	\$ 9,379,009.59	\$ -	\$ -	\$ 102,861,354.44

*Net to schools after ADA% apportionment (to be adjusted when ADA% for 2016 is revised)

RESOLUTION 2017-014

**A RESOLUTION OF THE TOWN OF THOMPSON'S STATION, TENNESSEE TO
ENTER INTO A CORRIDOR MANAGEMENT AGREEMENT FOR STATE ROUTE 6
(COLUMBIA PIKE)**

WHEREAS, the Town of Thompson's Station is one of several agencies, organizations, and governments that have interest in the State Route 6 Corridor; and

WHEREAS, these agencies organizations and governments include Williamson County, Maury County, the City of Spring Hill, the City of Columbia, the City of Franklin, the Nashville Area Metropolitan Planning Organization (MPO), and the State of Tennessee; and

WHEREAS, the State of Tennessee Department of Transportation would like to provide a framework for these entities to work collaboratively in the management of State Route 6 between Maury and Williamson Counties in order to promote safe and efficient operation, enhance and sustain economic development and support environmental conservation along the corridor; and

NOW, therefore, in consideration of these premises, be it resolved as follows:

1. The Town of Thompson's Station will work with the other signatories to facilitate the addition of other modes of transportation along the corridor including pedestrian, bicycle and transit. We believe that adding lanes dedicated to vehicular traffic is not the best way to address the growing traffic problem;
2. The Town of Thompson's Station agrees that the corridor should be planned to improve safety and operation of the roadway. Speed control along the corridor should be emphasized in strategic locations to include narrower lane widths, pedestrian crosswalks, on-street parking, and medians;
3. The Town of Thompson Station will continue to work with other agencies to increase and improve travel routes throughout the area including Interstate 65, State Route 106 (Lewisburg Pike), Carter's Creek Pike, and Thompson's Station Road.

NOW, THEREFORE, BE IT FURTHER RESOLVED by the Board of Mayor and Aldermen for the Town of Thompson's Station that the Mayor is authorized to execute the Corridor Management Agreement for State Route 6 attached hereto as Exhibit A .

RESOLVED AND ADOPTED this _____ day of August, 2017.

Corey Napier, Mayor

ATTEST:

Jennifer Jones, Town Recorder

APPROVED AS TO LEGALITY AND FORM:

Todd Moore, Town Attorney

STATE ROUTE 6
CORRIDOR MANAGEMENT AGREEMENT

**TENNESSEE STATE ROUTE 6
CORRIDOR MANAGEMENT AGREEMENT**

**MEMORANDUM OF UNDERSTANDING
CORRIDOR MANAGEMENT ALONG STATE ROUTE 6**

I. Purpose

The purpose of this Agreement is to provide a framework for the signatory agencies, organizations and governments, within Williamson County, Maury County, the City of Franklin, the Town of Thompson's Station, the City of Spring Hill, the City of Columbia, the Nashville Area Metropolitan Planning Organization (MPO), and the Tennessee Department of Transportation (TDOT), to work collaboratively in the management of State Route 6 (SR 6) and promote safe and efficient operation, enhance and sustain economic development and support environmental conservation along the corridor.

II. Agreement

WHEREAS, Tennessee's *Long Range Transportation Policy Plan* recognizes the value of interregional highway corridors in providing citizens and businesses throughout Tennessee with high quality access to educational, employment, health care and recreational opportunities and supports commerce and tourism; and

WHEREAS, the State of Tennessee Department of Transportation and the Nashville Area MPO have identified transportation improvements along the SR 6 corridor in their respective plans and work programs; and

WHEREAS, SR 6 has been identified as a corridor that enhances the economic vitality of the state, providing essential access for the region of the state and Williamson and Maury Counties to major economic markets and cultural centers, and

WHEREAS, the continued growth of the region is leading to increasing travel demand in the corridor, which, if unmanaged, can negatively affect the level of performance and safety experienced by users of the roadway, and

WHEREAS, community leaders, residents and transportation officials have identified this growing travel demand and development pressure as a concern with potential negative consequences for the safety and operation of the corridor, with potential to degrade the performance of the corridor, and the resulting implications for the economy and quality of life of the region; and

WHEREAS, elected officials, agency staff, and representatives of the Tennessee Department of Transportation, Williamson County, Maury County, the City of Franklin, the Town of Thompson's Station, the City of Spring Hill, the City of Columbia, and the Nashville Area MPO have identified the following list of corridor management goals for the SR 6 corridor:

- **Improve Regional Transportation for Local Residents, Commuters, and Freight;**
- **Controlling Access/Safety**
- **Multimodal Options**
- **Coordination between Municipalities, School Systems, and Local Businesses**
- **Education of Alternative Routes;**
- **Improving streetscape along the corridor**

WHEREAS, those same representatives identified the following corridor management strategies and associated tools for purposes of achieving the identified corridor management goals, including:

- Access Management;
- Traffic Management and Operations/ITS
- Land Use Planning;
- Roadway Design and Capacity;

NOW, THEREFORE, the Tennessee Department of Transportation, Williamson County, Maury County, the City of Franklin, the Town of Thompson's Station, the City of Spring Hill, the City of Columbia, and the Nashville Area MPO agrees to cooperate in the pursuit, adoption, and implementation of the strategies and actions detailed below:

1. Access Management - defines the relationship of adjacent land uses and activities to the corridor itself. The nature of that access can have a significant impact on mobility, congestion, and safety. Tools to implement the access management strategy include:

- Medians/channelization standards;
- Spacing standards;
- Corner clearance standards;
- Driveway design standards;
- Connectivity and cross-access standards;
- Street network standards;
- Access management plans; and
- Wayfinding signage

Parties to this Agreement recognize the importance of the Access Management strategy and tools to achieving the corridor management goals established for the SR 6 corridor. The parties agree to:

- a. Develop and approve corridor access management standards and a corridor access management plan. The standards and plan will establish the location, spacing, design, and operation of driveways, traffic signals, median openings, interchanges, and street connections to the roadway;
- b. Approve and adopt the corridor access management standards and corridor access management plan into their individual design standards and guidelines.

2. Traffic Management and Operations/ITS/Multimodal Options – encompasses a wide range of activities aimed at maintaining or improving the overall safety and efficiency of a corridor for all users. This strategy is employed for a variety of reasons including maximizing roadway capacity, facilitating alternative modes (pedestrians, bicycles, transit), minimizing impacts from non-recurring events (traffic crashes, construction projects, maintenance activities, special events, etc.), and improving safety. Tools to implement the Traffic Management and Operations strategy may include:

- Coordination between Municipalities, School Systems, and Local Businesses
- Traffic Signal Timing and Coordination;
- Integrated Intelligent Transportation Systems (ITS) applications;
- Emergency Responder Technology;
- Truck/Freight Plan;
- Work Zone Management;
- Travel Demand Management;
- Traffic Bottleneck Removal;
- Traffic Impact Studies (rezoning, subdivision, site plans, access requests);
- Transportation Plans; and
- Setting and Measuring Corridor Performance Goals

Parties to the Agreement recognize the importance of the Traffic Management and Operations strategy and tools to achieving the corridor management goals established for the SR 6 corridor. The parties agree to:

- a. Develop a process for coordinated traffic management and operations, including corridor wide traffic impact study requirements; and
- b. Development corridor traffic management and operations standards and performance goals.

- c. Develop a coordination process between municipalities, schools systems, and local business along the corridor

3. Land Use Planning – describes the location and type of places and activities along a corridor. The organization of those land uses can influence a variety of factors, including traffic patterns, economic activity and community character. Tools to implement the land use strategy may include:

- Land use plans;
- Zoning, including design overlays;
- Subdivision regulations; and
- Urban services plan

Parties to this agreement recognize the importance of the Land Use Planning strategy and tools to achieving the corridor management goals established for the SR 6 corridor. The parties agree to:

- a. Consider accepting by resolution of their respected legislative bodies and planning commissions the findings and recommendations of any proposed recommendations that come from the SR 6 Corridor Management Agreement in the future.

4. Roadway Design and Capacity – design improvements enhance the safety and operation of the road, while capacity improvements allow more vehicles to travel on the road. Roadway design and capacity is also an important strategy to protect environmental resources in a corridor. Tools to implement the Roadway Design and Capacity Strategy may include:

- Roadway alignment;
- Travel lane and shoulder widths;
- Medians;
- Crosswalks;
- Bicycle lanes;
- On-street parking;
- Sustainable stormwater controls;
- On and off-ramp locations;
- Number of travel lanes;
- Intersection geometry and curb radii;
- Channelized right-turns;
- Roundabouts; and
- Interchange improvements

Parties to this Agreement recognize the importance of the Roadway Design and Capacity strategy and tools to achieving the corridor management goals established for the SR 6 corridor. The parties agree to:

- a. Develop ultimate, long-range corridor roadway design concepts and cross sections with the Tennessee Department of Transportation and Nashville Area MPO ; and
- b. Develop a corridor alignment and capacity plan that defines and preserves required future right-of-way.

III. Governance

1. Adoption, Amendment and Termination

This Agreement will become effective when an appointed and authorized representative of each the Tennessee Department of Transportation, the Nashville Area MPO, Williamson County, Maury County, the City of Franklin, the Town of Thompson's Station, the City of Spring Hill, and the City of Columbia have placed their signature in the block below.

This Agreement may be amended, in whole or in part, by mutual agreement of all parties as evidenced by signatures on an amended agreement. The signatory parties agree to confer with respect to the continuation of the Agreement, or if there is the necessity for any amendments, on an annual basis. The State Department of Transportation will coordinate this meeting by identifying the date and location along with gathering input from the participating Agencies, Counties, Cities, Towns, and MPO for preparation of the agenda.

The signatory parties may withdraw from this Agreement at any time provided that the withdrawing party notifies the other signatories sixty (60) days in advance of the desired date of withdrawal in writing to allow time to remedy the reason for withdrawal. In the event efforts to remedy the reason for withdrawal are unsuccessful, the withdrawing party may withdraw from the Agreement without prejudice but at the risk of forfeiting its ability to participate in future activities and improvements taken as part of this Agreement.

Notwithstanding the foregoing, however, this Agreement shall remain in force until terminated by written agreement of the signatory parties.

2. Programming, Funding, Budgeting, and Reimbursement

This Agreement is neither a fiscal nor a funding obligation. Any transfer of funds between signatories that occurs as a result of the actions outlined in the Agreement may take place through applicable laws, agreements, existing authorities, and procedures.

Nothing in the Agreement shall obligate the signatories to expend appropriations, obligate funds, or enter into any contract or agreement.

This Agreement will be coordinated by the Tennessee Department of Transportation in cooperation with the other signatories. The signatory parties, moreover, shall form a Corridor Management Committee to implement the course of action described in this Agreement. The Corridor Management Committee shall include a designated representative from each of the signatories to this Agreement. Committee members will develop committee rules and operating procedures and establish a regular schedule of meetings.

The Corridor Management Committee will function as the steering committee for this Agreement with the responsibility of providing strategic guidance on the actions described herein. In the absence of corridor wide policies, plans, standards and regulations, the Corridor Management Committee will also serve as a coordinating committee for proposed improvements and projects affecting the corridor. Adoption or approval of any policies, plans, standards or regulations recommended under this Agreement will be at the sole discretion of the legislative and/or appointed bodies of the signatory parties.

IV. Signatures

IN WITNESS WHEREOF, each of the parties hereto has executed this Agreement as of the date shown with the signature below:

WILLIAMSON COUNTY

MAURY COUNTY

Rogers Anderson, Mayor Date

Charlie Norman, Mayor Date

CITY OF FRANKLIN

TOWN OF THOMPSON'S STATION

Ken Moore, Mayor Date

Corey Napier, Mayor Date

CITY OF SPRING HILL

CITY OF COLUMBIA

Rick Graham, Mayor Date

Dean Dickey, Mayor Date

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

NASHVILLE AREA MPO

John Schroer, Commissioner Date

Michelle Lacewell, Interim Director Date

RESOLUTION 2017-015

A RESOLUTION OF THE TOWN OF THOMPSON'S STATION, TENNESSEE TO APPROVE THE USE OF TOWN RIGHT OF WAY BY THE CITY OF SPRING HILL, TENNESSEE FOR THE PURPOSE OF CONSTRUCTING A TEMPORARY TRAFFIC SIGNAL

WHEREAS, the Town of Thompson's Station and the City of Spring Hill share the right of way surrounding the intersection of Buckner Lane and Thompson's Station Road East; and

WHEREAS, the City of Spring Hill is requesting the ability to construct, at their expense, a temporary traffic signal at this intersection which will require the use of Town of Thompson's Station right of way; and

WHEREAS, the Town of Thompson's Station agrees that this intersection is suitable for signalization per the Town's most recent Comprehensive Traffic Impact Study; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Mayor and Aldermen for the Town of Thompson's Station that the City of Spring Hill, TN is authorized to use the right of way on the north side of Thompson's Station Road East at the intersection of Buckner Lane for the purposes of constructing a temporary traffic signal. This use is conditional on the City of Spring Hill, TN accepting all responsibility and liability in connection with use and operation of the traffic signal.

RESOLVED AND ADOPTED this _____ day of August, 2017.

Corey Napier, Mayor

ATTEST:

Jennifer Jones, Town Recorder

APPROVED AS TO LEGALITY AND FORM:

Todd Moore, Town Attorney



July 21, 2017

Joe Cosentini
Town Administrator
1550 Thompson's Station Road West
Thompson's Station, TN 37179

Joe,

The City of Spring Hill is prepared to construct a traffic signal at the intersection of Thompson's Station Road and Buckner Lane. The proposed construction is a temporary signal using wooden poles and overhead wires. No roadway modifications are being constructed at this time.

The use of this methodology is due to the impending Alexander Farm development Phase I which likely will result in relocating the existing Thompson's Station Road/Buckner Lane intersection further east where site distance is better and appropriate turn lanes can be provided along with a permanent signal mast arms. When that occurs, the existing intersection will be abandoned. The City of Spring Hill is seeking permission from Thompson's Station to allow our contractor, S & W, to place two of the wooden poles within the Right of Way on the north side of Thompson's Station Road. Please see the included diagram of the signal layout. If you have questions, please contact us.

Victor H. Lay, P.E.
City Administrator

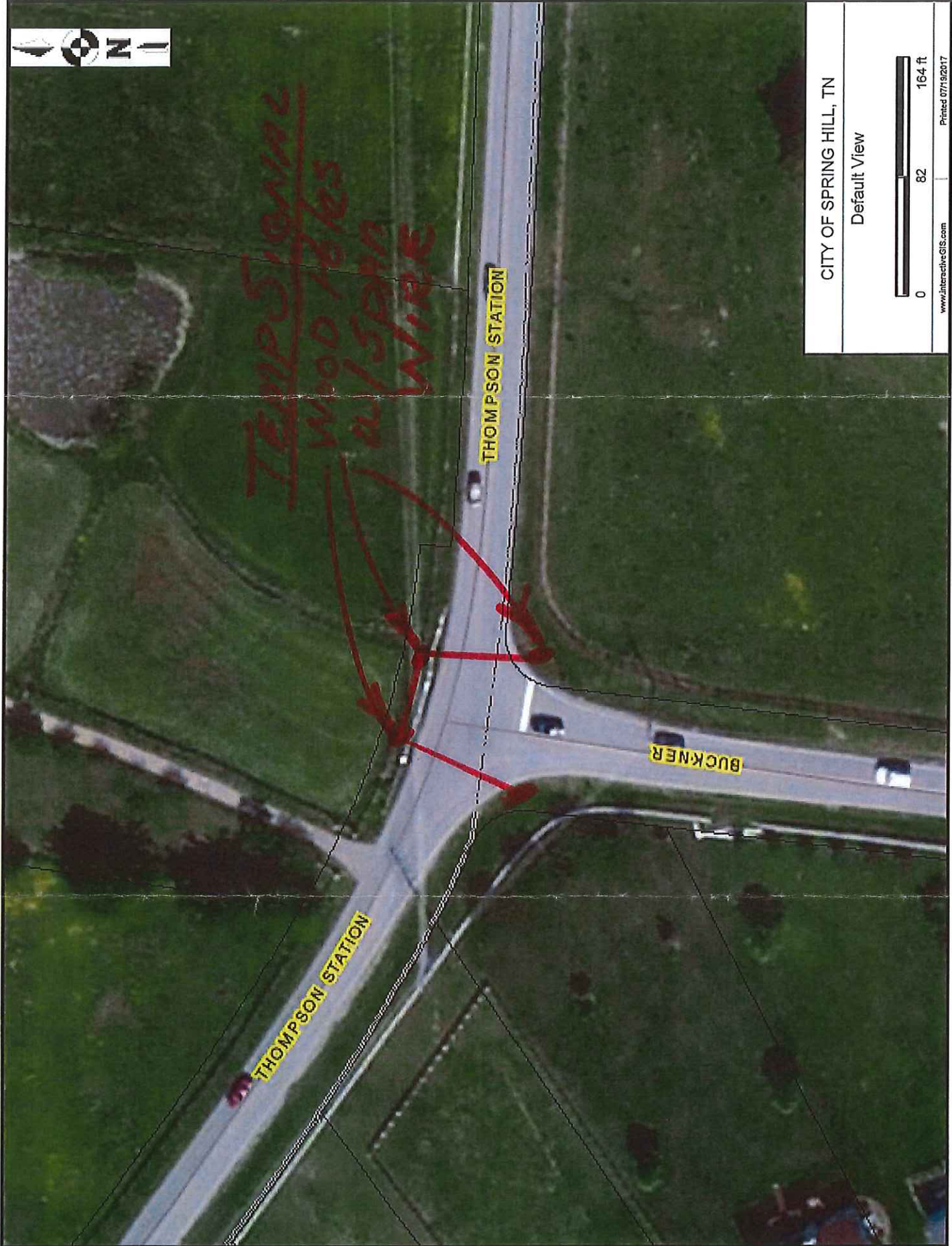
199 Town Center Parkway
P. O. Box 789
Spring Hill, TN 37174



Phone 931.486.2252
Fax 931.486.0516
www.springhilltn.org



*TEMPORIAL
WOOD PILES
ALSPARK
WIRE*



CITY OF SPRING HILL, TN

Default View



www.interactiveGIS.com Printed 07/19/2017

RESOLUTION NO. 2017-016

**A RESOLUTION OF THE TOWN OF THOMPSON'S STATION, TENNESSEE
TO APPROVE A CONTRACT WITH ROBERT RICHARDS d/b/a BOB'S TRAILS,
TREES AND GARDENS FOR THE CONSTRUCTION OF A HIKING TRAIL AT
PRESERVATION PARK AND TO AUTHORIZE THE MAYOR TO SIGN THE
CONTRACT**

WHEREAS, the Town has publicly advertised and solicited proposals and bids for a project known as the Preservation Park Hiking Trail 2 Project (the "Project"); and

WHEREAS, the Board of Mayor and Aldermen has determined, based upon the recommendation of its Town Administrator, that Robert ("Bob") Richards d/b/a Bob's Trails, Trees and Gardens is the lowest and best bidder for the Project and that it is in the best interest of the Town to approve a contract with it to construct the Project.

NOW, THEREFORE, BE IT RESOLVED by the Board of Mayor and Aldermen of the Town of Thompson's Station as follows:

That the bid for the Project be awarded to Robert Richards d/b/a Bob's Trails, Trees and Gardens in the amount not to exceed \$29,950.00 and that the Mayor is authorized to execute the attached contract and any other documents on behalf of the Town that are necessary to complete the Project.

RESOLVED AND ADOPTED this ____ day of August, 2017.

Corey Napier, Mayor

ATTEST:

Jennifer Johnson, Town Recorder

APPROVED AS TO LEGALITY AND FORM:

Todd Moore, Town Attorney

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

MEMO

DATE: August 3, 2017
TO: The Board of Mayor and Aldermen (BOMA)
FROM: Joe Cosentini, Town Administrator
SUBJECT: Bob's Trails Contract

The Town's Parks and Recreation Advisory Board advertised for the construction of a hiking trail through a portion of Preservation Park. This project was funded by the Board of Mayor and Aldermen as a portion of the \$165,000 allocation for parks in October, 2016.

Per the Town's Purchasing Policy, all purchases and contracts above \$10,000.00 must be competitively bid and approved by the Board of Mayor and Aldermen. The RFP for this project was released for public notice in May with only one bid received. The bid was reviewed and approved by the Parks Advisory Board on June 22nd. Total cost for this project is not to exceed \$29,500.00 and is within the estimated costs when the allocation for this project was made.

BOMA Action:

Staff recommends approval of Resolution 2017-016 and the proposed contract as presented.

Bob's Trails, Trees & Gardens



June 9, 2017

Mrs. Wendy Deats, Town Planner
Town of Thompson's Station
1550 Thompsons Station Road West
Thompson's Station, TN 37179

Dear Ms. Deats:

SECTION I:

Thank you for the opportunity to submit a project proposal for the hiking trail construction of Trail 2 at Preservation Park. The attached documentation provides the requested information concerning the Qualifications of Bob's Trails, Trees and Gardens and shows that the company has the skills and experience to construct a premier trail at this park.

Mr. Richards will be the project manager for this project, be on site daily during the construction, and will physically build the trail, both by hand and using rental equipment as needed. He will use some additional labor sources as needed to complete the project in a timely manner.

Thank you for this opportunity to submit this proposal to the Thompson's Station and please let me know if you have additional questions about this proposal.

Sincerely,



Robert (Bob) Richards, CPRP, CMTB

Preservation Park Hiking Trail Proposal

Thompsons Station, Tennessee

Prepared by

Bob's Trails, Trees & Gardens

Robert (Bob) Richards, CPRP, CMTB, Owner

P.O. Box 11503

Knoxville, TN 37939

June 9, 2017

SECTION II Proposer Qualifications

This proposal was prepared at the request of the Thompsons Station as a response to the Request For Proposal (RFP) released on May 10, 2017 with an extended deadline of June 9, 2017. The Prime Contact for this proposal is Robert (Bob) Richards, email address is Trailbob51@outlook.com . Cellphone number is 615-210-1932, Text or talk. Mr. Richards is the owner of and DBA, Bob's Trails, Trees and Gardens, a Sole Proprietorship company. He owns 100% of the company and has no partners.

Mr. Richards has over 40 years of experience in trail planning, trail design and route marking and has constructed over 100 miles of trails in local and state parks. His resume is attached to show his accomplishments. He has over 31 years of service with the state of Tennessee and for the last 11.5 years has been the statewide Tennessee Greenways and Trails Coordinator with the Tennessee Department of Environment and Conservation, Recreation Services Division.

He has been the project manager for trail construction and maintenance in numerous Tennessee State Parks, was a state park planner developing 13 state park strategic management plans and a state of Tennessee regional park and recreation technical consultant. He also worked as the Director of Property and Facilities with the Middle Tennessee Girl Scout Council operating and managing 10 Girl Scout Camps totaling 100 structures and 1,000 acres of land. Mr. Richards has previously worked with the Town of Thompsons Station on trails in the City Park and Heritage Park and has consulted on the potential greenway trails with the town planner.

Since 1987, Bob has owned and operated a small business working on trails, trees and landscaping and retired from the state of Tennessee at the end of 2016. He is now working full time as a private consultant working with city governments and non profit organizations doing trail planning, project management, grant writing and administration as well as consulting on other operations and management issues.

He has worked extensively with several non-profit organizations, foremost is being the volunteer project manager on trail projects at Beaman Park, Nashville, TN, His work with the Friends of Beaman Park includes trail design/layout of 1.2 miles of new trails, trail construction and maintenance, trail bridge construction and a 350 foot long accessible boardwalk which was complaint with federal Americans with Disabilities Act (ADA). Over the past 40 years, he has trained hundreds of volunteers the skills of trail construction/maintenance and provided work day oversight for these volunteers.

He has contacted the current state of Tennessee, Tennessee State Parks, Trails and Vistas Coordinator about using this person as additional labor to complete this trail construction project. This person expressed an interest in being a part of this project and he will be able to make recommendations if an additional person is needed, that person will have trail construction experience.

This contract will NOT be assigned to any other company during the term of the project.

SECTION III Proposed Work

Bob's Trails, Trees and Gardens was hired by the Town of Thompsons's Station in March, 2017 to provide trail design and route marking services for Trail 1 & 2 at Preservation Park. This contract was completed on time and under budget with over 2.0 miles of trail route marked.

Mr. Richards personally did this design work and so is very familiar with the trail route and requirements needed to build this trail. There are several unique places on this trail and Mr. Richards has the sensitivity and finesse to build the trail to minimize the impact of trail construction on these features of the park.

References:

Ms. Nancy Dorman, President

Friends of Beaman Park

Nancydorman@yahoo.com

615-202-5891 cell, 615-532-0039 work

From 2005 to 2012, Nancy and I worked on 4 major trail projects (a 56' long x 4' wide trail bridge, 2 hiking trails totaling 1.3 miles and the accessible trails there at Beaman Park. The Accessible trail project included a 350 linear feet boardwalk that was six feet wide and terminated at a large oak tree so you could Hug the Tree! There were an additional 0.3 miles of tar and chip trails developed as a part of this project.

Total Cost

Total Maximum Cost of this proposal is \$29,950.00 which is a Maximum Cost, Not To Exceed amount for the complete project. A project budget is attached as part of this proposal with the proposed individual line items cost estimates shown.

Cost for the trail construction is shown on a linear foot basis (not hourly rates) using trail construction industry standards based on specific project requirements including the terrain of the project and difficulty of clearing the trail corridor. Trail corridor clearing will be 6-8 feet wide and 9-10 feet tall. Finished trail tread construction widths will be 24-30 inches wide. No trail bridges are needed for this project, but a couple of rocks need to be placed in low areas to act as stepping stones in wet weather areas.

There would be no additional costs associated with this project and an initial retainer payment would be required and additional timely payments would be to be made as

invoiced. Invoices will be pro-rated and based on the actual expenses incurred and work completed.

If there are any questions concerning this proposal, please contact Mr. Richards at 615-210-1932 or trailbob51@outlook.com .

ACCEPTED:

Town of Thompsons Station

Signature

Date

Title

Bob's Trails, Trees & Gardens

Signature

Date

Title

Current trail project for a private landowner in western Williamson County off Highway 96, project is approximately 40% complete. Photo is representative of the finished trail to be built at Preservation Park.



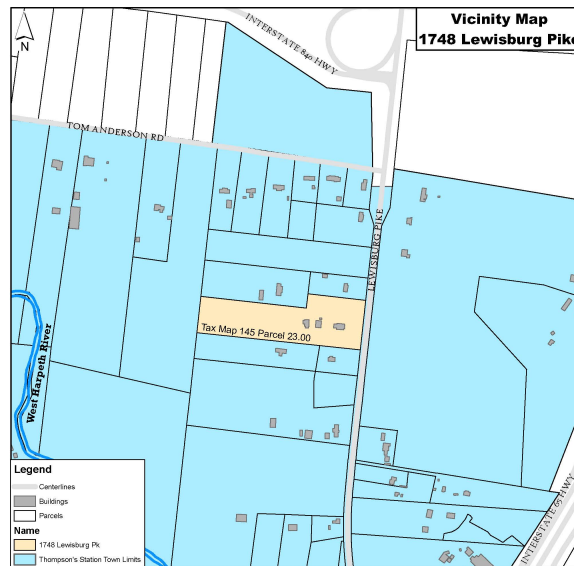
**Thompson's Station Board of Mayor and Aldermen
Staff Report (CP 2017-003)**

August 8, 2017

Revision to approved plan within a Specific Plan zoning district for Forrest Landscaping located at 1748 Lewisburg Pike.

PROJECT DESCRIPTION

The applicant is requesting approval to revise an approved site plan in the Specific Plan zoning district for Forrest Landscaping located at 1748 Lewisburg Pike to permit the installation of a monument sign.



BACKGROUND

The site was rezoned in 2007 to Specific Plan and a site plan approved for the development of Forrest Landscaping. A revised site plan was approved in 2012 and another revision in June 2014, however the site plan did not include any signage. To advertise the businesses on site the applicant is now requesting a monument sign with a height of 10 feet.

The Specific Plan zone was a planned zoning district permitted within the Town's previous Zoning Ordinance and therefore, has the zoning rights under the former code, including the right to request a modification until the property is rezoned. In addition, as required for planned districts, modifications to site plans within this planned zone are subject to a recommendation by the Planning Commission to the Board of Mayor and Aldermen. The recommendation is discretionary and the Planning Commission can recommend approval with or without conditions or denial of the request.

On June 27, 2017, the Planning Commission recommended to the Board of Mayor and Alderman approval of the request to modify the plan in order to install a monument sign with a contingency that the monument sign will have a maximum height of eight (8) feet and 80 square feet of sign area including sign base.

ANALYSIS

The applicant is requesting approval to modify the site plan to permit the installation of a monument sign to advertise the businesses on site and to permit an increased height to 10 feet for the monument sign.

Project site

The project site is 9.7 acres and located along the west side of Lewisburg Pike within the Specific Plan zoning district. The site is surrounded by the D1 (Low Intensity residential) zoning district to the north, south and west and Commercial zoning to the east (across Lewisburg Pike) in an area that is predominantly developed with single-family residences. The subject property contains a landscaping business and along with other non-residential uses, including an alternative health facility, realtor and offices. Access is provided from an improved shared driveway along the northern property line and provides access to the site and the residence to the west.

Signage

Signs are permitted within nonresidential districts to provide “property owners and occupants an opportunity for effective identification . . . of goods sold or provided or services rendered” (LDO Section 1.2.10). This section of the LDO also states that signs are to “reflect the character of their zoning districts” and “maintain or improve the aesthetic character of their context and that they are not to distract motorists or demand excessive attention.” Given the location of businesses along Lewisburg Pike, it is a reasonable to amend the site plan approval to permit a sign that would conform to the standards set forth within the LDO for nonresidential signs. The sign standards permit monument signs for businesses within commercial areas with a minimum of a 100 feet of roadway frontage to have a maximum height of eight (8) feet and 80 square feet of sign area, including the base.

The applicant requested additional height for the monument sign with the following statement as the justification for the request:

“The reason we need an additional height on the sign. Is to allow the eight (8) business residents in the building to have sign big enough for people looking for their business to be able to read from the highway and will not cause a safety issue to others while drivers are searching for the businesses.”
(Letter attached)

However, it was determined that the property with over 400 linear feet of roadway frontage along Lewisburg Pike could comply with the requirements within the LDO and the request for the increase of height is not supported by the LDO goals for achieving appropriate signage given the characteristics of the area. While Lewisburg Pike is an arterial, the site is located within a predominantly D1 zoning where commercial activity is typically limited to residential businesses and monument signs are not permitted. Furthermore, compliance with the typical standards of the LDO for height could be achieved if the proposed sign was designed to provide two columns of sign copy instead of the single column proposed. This modification would provide ample area for the identification of the businesses within the permissible height and square footage, be proportional and would be consistent with the intent of the LDO.

RECOMMENDATION

Based on previous Planning Commission approvals for nonresidential land uses, the Planning Commission recommends that the Board of Mayor and Aldermen to approve the installation of a monument sign with a maximum height of eight (8) feet and 80 square feet of sign area including sign base.

ATTACHMENTS

Justification Letter
Site Plan
Sign Plan

ORDINANCE NO. 2017-010

AN ORDINANCE OF THE BOARD OF MAYOR AND ALDERMEN OF THE TOWN OF THOMPSON'S STATION, TENNESSEE TO APPROVE A REVISED PLAN FOR FORREST LANDSCAPING (CP 2017-003) FOR THE INSTALLATION OF A MONUMENT SIGN LOCATED AT 1748 LEWISBURG PIKE.

WHEREAS, a development located at 1748 Lewisburg Pike, south of State Route 840 ("Forrest Landscaping") was previously approved and is zoned Specific Plan; and

WHEREAS, the property owner has requested approval of a revised concept plan which is subject to review and approval by the Board of Mayor and Aldermen; and

WHEREAS, on July 25, 2017 the Planning Commission reviewed the project modifications and is recommending to the Board of Mayor and Aldermen approval of a revision that consists of a monument sign with a maximum height of eight (8) feet and a maximum of 80 square feet of sign area; and

WHEREAS, the Board of Mayor and Aldermen of the Town of Thompson's Station has determined that the revised plan is consistent with the General Plan and will not have a deleterious effect on surrounding properties or the Town as a whole.

NOW, THEREFORE, BE IT ORDAINED by the Board of Mayor and Aldermen of the Town of Thompson's Station, Tennessee, as follows:

Section 1. That the plan for Forrest Landscaping within the Town of Thompson's Station, Tennessee is hereby revised and amended to permit the installation of an eight (8) foot high monument sign with a maximum of 80 square feet. The zoning for this territory shall remain Specific Plan (SP).

Section 2. This ordinance shall take effect immediately upon the publication of its caption in a newspaper of general circulation after final reading by the Board of Mayor and Aldermen, the public welfare requiring it.

Duly approved and adopted by the Board of Mayor and Aldermen of the Town of Thompson's Station, Tennessee, on the ____ day of _____, 2017.

Corey Napier, Mayor

ATTEST:

Jennifer Jones, Town Recorder

Passed First Reading: _____

Passed Second Reading: _____

Submitted to Public Hearing on the ____ day of _____, 2017, at 7:00 p.m., after being advertised in the *Williamson AM* Newspaper on the ____ day of _____, 2017.

Recommended for approval by the Planning Commission on the 25th day of July, 2017.

APPROVED AS TO FORM AND LEGALITY:

Todd Moore, Town Attorney



929 MYATT INDUSTRIAL DRIVE, MADISON, TN 37115
OFF: (615) 860-8680 FAX: (615) 860-8677

June 9, 2017

City of Thompson Station
Thompson Station, TN

RE: Forrest Glen Office Building
1748 Lewisburg Pike
Franklin, TN 37064

Subject: Sign Height Justification

To Whom It May Concern:

The reason we need an additional height on the sign. Is to allow the eight (8) business residents in the building to have sign big enough for people looking for their business to be able to read from the highway and will not cause a safety issue to others while drivers are searching for the businesses.

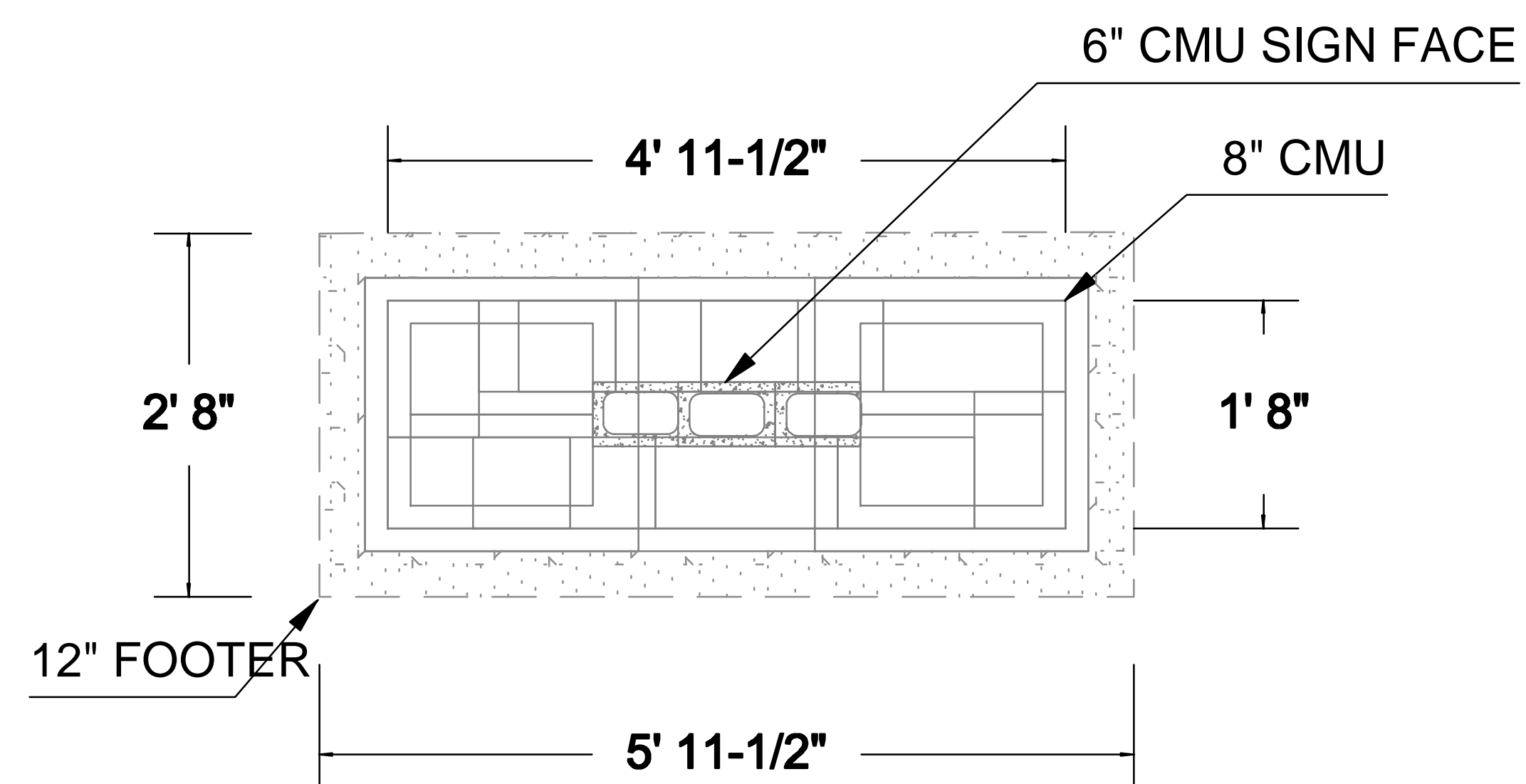
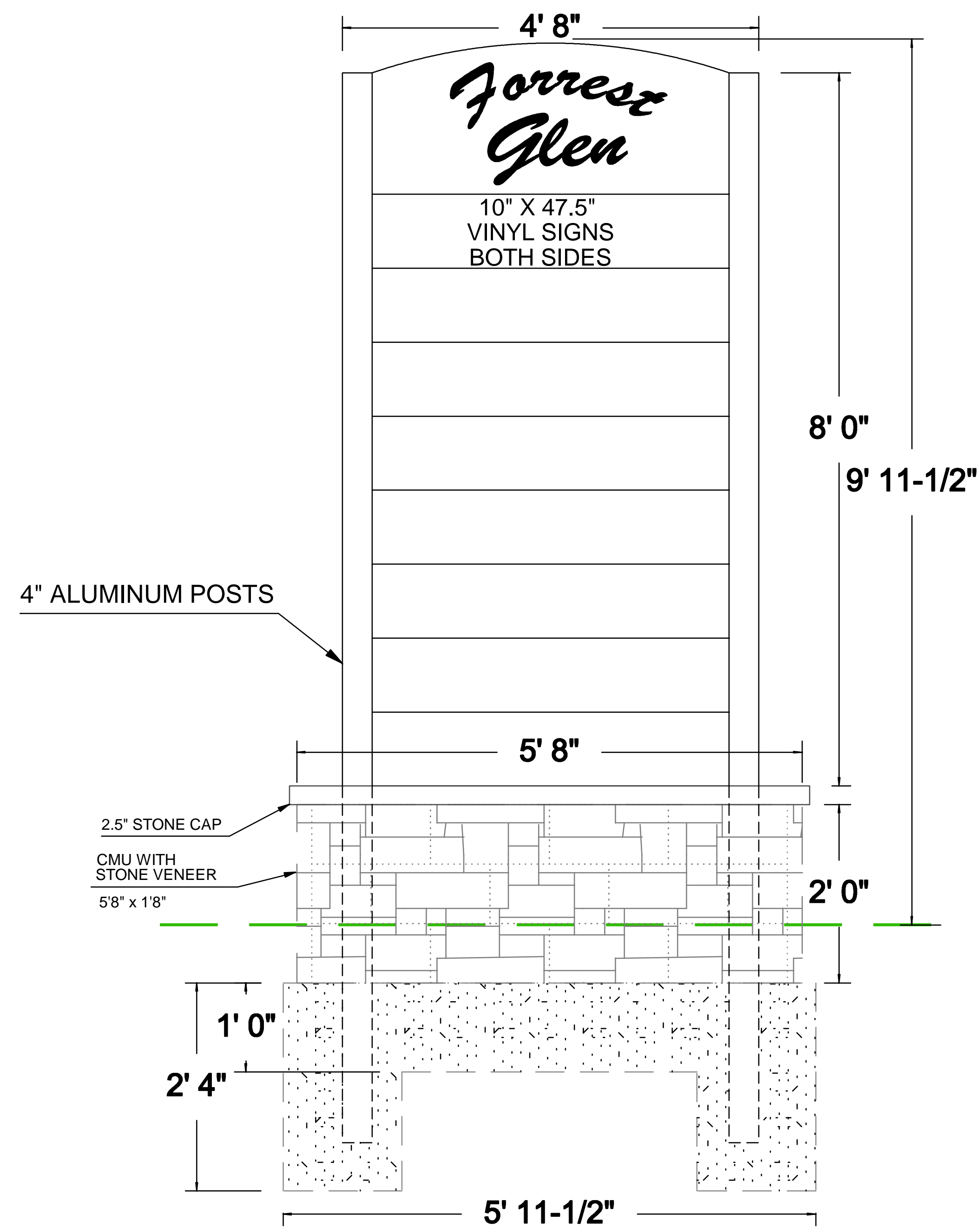
We believe that we meet the requirements listed in Land Development Ordinance section 4.17.6. paragraph "a".

We want to thank you in advance for consideration with the sign variance.

Regards,

A handwritten signature in blue ink that reads "Jim Dilts". The signature is written in a cursive, flowing style.

Jim Dilts



1. REQUEST SIGN HEIGHT OF 10' FOR "FIVE OR MORE BUSINESSES" AS STATED IN LAND DEV. ORDINANCE 4.17.6.a.i para 3
ADDITIONAL SIGN HEIGHT NEEDED FOR 8 BUSINESS SIGNS
2. LOWER PORTION OF SIGN STRUCTURE WILL BE CMU WITH STONE VENEER.
3. SIGN STRUCTURE WILL BE CONSTRUCTED IN ACCORDANCE WITH ALL CODES AND RESTRICTIONS.

OWNER:
FORREST LANDSCAPE AND IRRIGATION
925 MYATT INDUSTRIAL DR.
MADISON, TN 37122
ED DILTS: 615-394-3126

DEVELOPER:
FORREST LANDSCAPE AND IRRIGATION
925 MYATT INDUSTRIAL DR.
MADISON, TN 37122
ED DILTS: 615-394-3126

DEED REFERENCE:
DB 4573, PAGE 349
MAP 145, PARCEL 23.00
11TH CIVIL DISTRICT

PROPERTY INFORMATION:
ZONING: SP-SPECIFIC PLAN
AREA: 422,502.6 S.F. = 9.7 ACRES
BUILDING COVERAGE: 7,344 S.F. = 1.74%
EXISTING IMPERVIOUS SURFACE: 19,688 S.F. = 4.66%
PROPOSED IMPERVIOUS SURFACE: 24,924 S.F. = 5.90%
PROPOSED PERVIOUS SURFACE: 104,143 S.F. = 24.65%
PROPOSED OPEN SPACE: 266,403 S.F. = 63.05%
PARKING: 17 SPACES
BLDG 1 OFFICE 2,824 S.F.
BLDG 2 GARAGE 2,000 S.F.
BLDG 3 STORAGE 2,520 S.F.

PARKING REQUIREMENTS:
REQUIRED PARKING
1 PER 300 SF: OFFICE SPACE
2,824/300 = 10 STALLS
PROVIDED PARKING
PROPOSED PARKING = 32 INCLUDING 2 H.C.

ELECTRIC NOTE:
NEW SERVICE NOT REQUIRED FOR THIS SITE.

WATER NOTE:
NEW SERVICE NOT REQUIRED FOR THIS SITE.

GAS NOTE:
NEW SERVICE NOT REQUIRED FOR THIS SITE.

SIGN NOTE:
ALL PROPOSED SIGNS SHALL COMPLY WITH THE MOST CURRENT EDITION OF THOMPSON'S STATION ZONING ORDINANCE, SECTION 5500.

PURPOSE:
1. OFFICE SPACE
2. FORREST LANDSCAPE OFFICE AND YARD

GENERAL NOTES:

- PRIOR TO BEGINNING CONSTRUCTION ON THIS SITE THE LOCATION OF UTILITIES MUST BE IDENTIFIED BY CALLING THE TOLL-FREE TENNESSEE ONE CALL REFERENCE NUMBER 1-800-351-1111.
- ALL CONSTRUCTION ON THIS SITE SHALL COMPLY WITH APPLICABLE REGULATIONS AS SPECIFIED BY THOMPSON'S STATION AND THE STATE OF TENNESSEE.
- TOPSOIL SHALL BE PLACED ON EXCAVATED AREAS WHICH REQUIRE NEW VEGETATION. GROUND COVER SHALL BE REESTABLISHED WITH KENTUCKY 31 FESCUE SEEDS AT A MINIMUM OF 250 LBS. PER ACRE WITHIN 72 HOURS OF FINAL GRADING. SLOPES 3:1 SHALL BE LINED WITH NORTH AMERICAN GREEN C-125 GRASS MATTING OR EQUAL.
- SILT FENCE SHALL BE INSTALLED IN ALL EROSION AREAS WHICH COULD ALLOW UNTREATED STORMWATER RUNOFF TO BE DISCHARGED FROM THE PROPERTY. ALL EROSION CONTROL MEASURES SHALL BE CONSISTENT WITH THE PROVISIONS DESCRIBED IN THE MOST CURRENT EDITION OF THE TENNESSEE EROSION & SEDIMENT CONTROL HANDBOOK.
- THE STORMWATER RUNOFF CALCULATIONS ON THIS SITE HAVE BEEN PERFORMED USING THE TR-55 METHOD. RAINFALL DATA WAS OBTAINED FROM THE STORMWATER MANAGEMENT MANUAL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY. STORMWATER STRUCTURES HAVE BEEN SIZED TO HANDLE A 25 AND 100 YEAR STORM EVENT.
- THE BOUNDARY AND TOPOGRAPHIC SURVEY SHOWN HEREON WAS TAKEN FROM K&A LAND SURVEYING.
- THIS PROJECT DOES NOT LIE WITHIN A FLOODWAY OR FLOODPLAIN BOUNDARY.
- CONSTRUCTION WILL BEGIN FOLLOWING PLAN APPROVAL BY THOMPSON'S STATION.

EARTHWORK QUANTITIES:
AREA IN CUT : 10,700 S.F. (TOP SOIL FOR PAVED AREAS)
AVERAGE CUT DEPTH: 0.50'
CUT VOLUME: 5,350 C.F., 198 C.Y.

BUFFER NOTE:
THE BUFFERS SHOWN ON THE NORTH AND SOUTH SIDES WILL BE CONSTRUCTED WITH MAPLE, CHERRY, JUNIPER, TULIP POPLAR, OAKS, AND ARBORVITAE TREES WITH VARIOUS SHRUBS. MINIMUM SIZES ARE INDICATED ON THE PLAN.

CONSTRUCTION NOTES:

- EXISTING SEPTIC CONFORMS TO WILLIAMSON COUNTY STANDARDS.
- TREES AND SHRUBS WILL BE IRRIGATED WITH DRIP IRRIGATION.

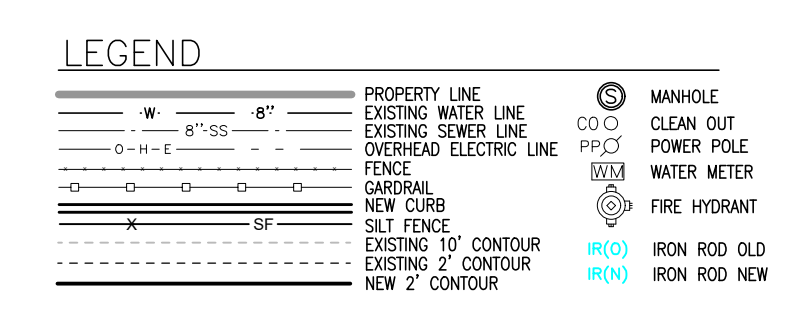
I HEREBY CERTIFY THAT THE DISTURBED AREA FOR THIS PROJECT IS LESS THAN ONE ACRE AND DOES NOT REQUIRE COVERAGE UNDER A TENNESSEE GENERAL STORM WATER PERMIT.

Josh Lyon
JOSHUA M. LYON, P.E.
PROJECT MANAGER

7/22/14
DATE

JOSH LYON
CERTIFIED EROSION CONTROL SPECIALIST HAVE REVIEWED THE PLAN FOR SUFFICIENT ONSITE TEMPORARY EROSION AND SEDIMENT CONTROL PROVISIONS.

Josh Lyon
SIGNATURE

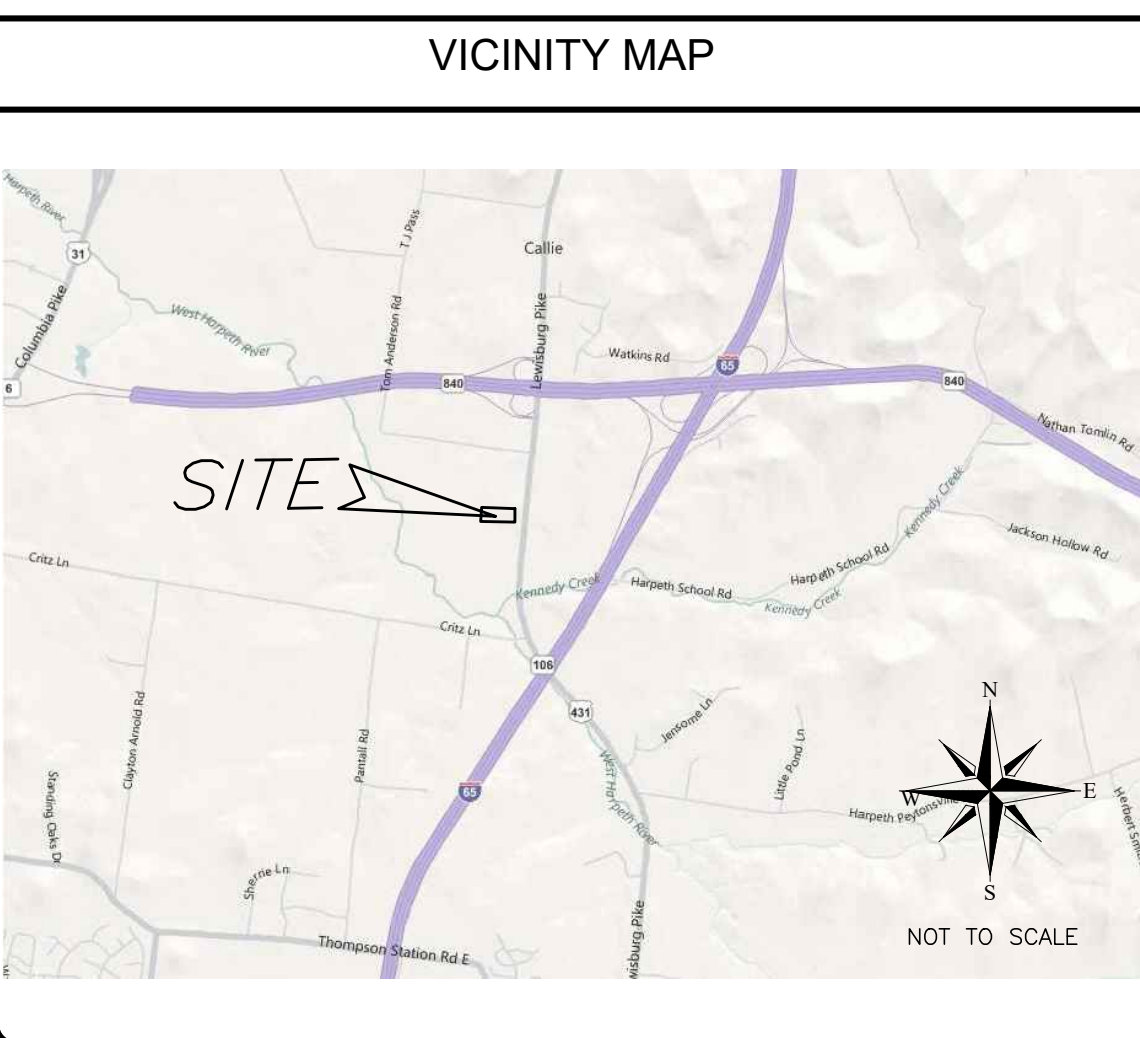
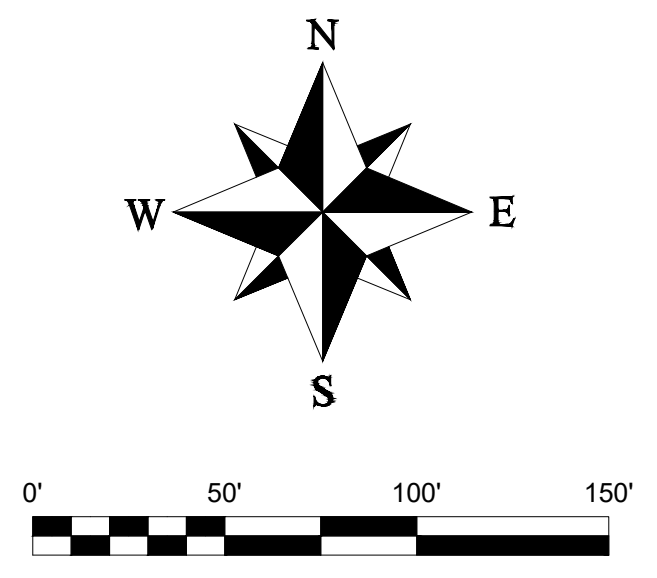


CALL BEFORE YOU DIG

811 CALL 811 NATIONWIDE

Know what's below. Call before you dig.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT UTILITY COMPANIES PRIOR TO ANY CONSTRUCTION. THE LOCATION OF UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE AND POSSIBLY INCOMPLETE. THEREFORE IDENTIFICATION TO THE LOCATION OF ALL UNDERGROUND UTILITIES IS WITHHELD.



KLOBER ENGINEERING SERVICES

SERVING CLIENTS WITH CIVIL AND ENVIRONMENTAL ENGINEERING SERVICES
3556 TOMAUSTIN HWY SUITE 27 SPRINGFIELD, TN 37172
PHONE: (615) 395-4465
www.klobereing.com

REVISIONS

NO.	BY	DATE	DESCRIPTION

JOSHUA M. LYON, P.E. TN# 112331

FORREST LANDSCAPE AND IRRIGATION INC.

1748 LEWISBURG PIKE
THOMPSON STATION, TN
WILLIAMSON COUNTY

DRAWN BY: JML
CHECKED BY: JML
DATE: 2/10/11
PROJECT NO.: C01411

EROSION CONTROL LANDSCAPE PLAN

SHEET NUMBER
C1

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ORDINANCE NO. 2017-011

**AN ORDINANCE OF THE TOWN OF THOMPSON'S STATION,
TENNESSEE, TO AMEND TITLE 7, CHAPTER 2 OF THE MUNICIPAL
CODE REGARDING FIREWORKS**

WHEREAS, the Board of Mayor and Aldermen finds that excessive use of fireworks in the Town is detrimental to the life, health, safety and welfare of residents of the Town; and

WHEREAS, the Board of Mayor and Aldermen has determined that it is in the best interest of the Town to amend the current code provisions to provide for more effective regulation of the use of fireworks.

NOW, THEREFORE, BE IT ORDAINED by the Town of Thompson's Station as follows:

Section 1. That Title 7, Chapter 2, of the Municipal Code, Fireworks, Section 7-206, Unlawful activity, be amended as set forth below.

CHAPTER 2

FIREWORKS

7-206. Unlawful activity. (1) It shall be unlawful to sell fireworks to children under the age of ten (10) years or to any intoxicated person. Further, no fireworks shall be ignited at the location or facility where seasonal retail fireworks are sold.

(2) Fireworks may only be used during the following times:

- On July 4 between the hours of 12:00 P.M. until 10:00 P.M.
- On December 31 through January 1, between the hours of 8:00 P.M. through 12:00 P.M.

The denotation of fireworks at other times is hereby prohibited.

Section 2. All Prior Conflicting Ordinances Repealed; Interpretation. That upon the effective date of this ordinance, all prior ordinances and resolutions in conflict herewith be repealed. In case of conflict between this ordinance or any part hereof, and the whole or part of any existing ordinance of the City, the provision that establishes the higher standard shall be controlling.

Section 3. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this ordinance.

Section 4. Effective date. This ordinance shall take effect upon publication in a newspaper of general circulation within the Town after final reading, the public welfare requiring.

Duly approved and adopted by the Board of Mayor and Aldermen of the Town of Thompson's Station, Tennessee.

Corey Napier, Mayor

ATTEST:

Jennifer Jones, Town Recorder

Passed First Reading: _____

Passed Second Reading: _____

Submitted to Public Hearing on the ____ day of _____ 2017, at 7:00 p.m., after being advertised in the *Williamson AM* Newspaper on the ____ day of _____, 2017.

APPROVED AS TO FORM AND LEGALITY:

Todd Moore, Town Attorney



STATE OF TENNESSEE
DEPARTMENT OF REVENUE
ANDREW JACKSON STATE OFFICE BUILDING
NASHVILLE, TENNESSEE 37242

17 July 2017

Ms. Tammy Womack, Finance Director
Town of Thompson's Station
Post Office Box 100
Thompson's Station, Tennessee 37179

Dear Ms. Womack:

Thank you for your response dated June 13, 2017 verifying the disputed residents' location for Hall Income Tax year 2015 sent to you by this office May 30, 2017. Tax collections to be adjusted amounted to \$902,136.30 for the Town of Thompson's Station. The tax collection adjustments are based on the discrepancies indicated by Williamson County and verified by the Town of Thompson's Station.

The allocation adjustment amounted to \$321,375.51 for the Town of Thompson's Station. The allocation amount of \$53,222.16 will be added to the State Shared Allocation paid to Williamson County and deducted from the Town of Thompson's Station for the month of July 2017. The remaining amount will be adjusted in future months.

The tax collections adjusted amount does not include any returns filed after July 1, 2016. These amounts will be included in the annual July 2017 Hall Tax allocation.

The payment correction represents the allocation required for Income Tax disbursements to Municipalities or Counties as stated in Tennessee Code Annotated 67-2-117 through 67-2-119.

Should you need any additional assistance, please feel free to call me at any time.

Sincerely,

Rachel Hall

Rachel Hall | Administrative Services Assistant II

Financial Control Division

Andrew Jackson Building, 11th Floor

500 Deaderick Street, Nashville, TN 37242

p. 615.741.8309 f. 615-253-2295

rachel.hall@tn.gov tn.gov/revenue

C: Nena Graham

Tennessee Code Annotated Section 67-1-1701, et. seq. provides that all tax information in the department's files is **confidential** and cannot be released by your office. I am releasing this confidential information to you under terms of Tennessee Code Annotated 67-1-1704. Specific penalties are provided at Tennessee Code Annotated 67-1-1709 for violation.



Town of Thompson's Station
Proposed Hall Income Tax Payback Schedule
As of August 2017

State Shared Revenue	
Account	Revenue Type
33530	State Beer Tax
32260	Business Tax Revenue
32260	Business Tax Revenue
33510	Local Sales Tax - State
33553	SSA - Motor Fuel Tax
33554	SSA - 1989 Gas Tax
33555	SSA - 3 Cent Gas Tax
33552	State Streets & Trans. Revenue
33510	Local Sales Tax - State
33320	TVA Payments in Lieu of Taxes
33535	Mixed Drink Tax
Total	

FY16	FY17
Monthly Average	
\$ 109	\$ 108
\$ 978	\$ 818
\$ 9,204	\$ 7,320
\$ 20	\$ 22
\$ 4,185	\$ 4,270
\$ 673	\$ 685
\$ 1,248	\$ 1,272
\$ 455	\$ 452
\$ 17,958	\$ 18,424
\$ 1,966	\$ 1,891
\$ 589	\$ 1,092
\$ 37,385	\$ 36,353

Hall Income Tax Collections	
FY15	\$ 74,112
FY16	\$ 55,689
FY17	\$ 53,222

Hall Income Tax Projection	
FY18	\$ 40,000
FY19	\$ 30,000
FY20	\$ 20,000
FY21	\$ 10,000
FY22	\$ -

Proposed Payback Schedule	
Total Owed	\$ 268,153
FY18: \$3,500 per month	\$ (42,000)
FY18: Hall Tax	\$ (40,000)
FY19: \$3,500 per month	\$ (42,000)
FY19: Hall Tax	\$ (30,000)
FY20: \$3,500 per month	\$ (42,000)
FY20: Hall Tax	\$ (20,000)
FY21: \$3,500 per month	\$ (42,000)
FY21: Hall Tax	\$ (10,000)
	\$ 153
Note: Monthly payback to be reviewed each year after receipt of Hall Income Tax and adjusted as necessary	

Table 1. Short-Term Improvements Analysis (2016 Conditions)		24.9' per veh		avg. delay (sec), 95% queues (# veh)					
Study Intersection	Control	Lane Group	Available Storage	AM Peak Hour			PM Peak Hour		
				Delay	LOS	Queue	Delay	LOS	Queue
1. Westerham Way & Critz Lane	TWSC	EB Left	999'+ (40 veh)	7.7	A	0.1	7.7	A	0.3
		SB L/R	625' (25 veh)	11.1	B	1.1	13.3	B	0.7
2. Clayton Arnold Road & Critz Lane	TWSC	EB Left	999'+ (40 veh)	7.4	A	0.0	7.3	A	0.0
		WB Left	999'+ (40 veh)	7.4	A	0.1	8.5	A	0.3
		NB L/T/R	999'+ (40 veh)	11.0	B	0.8	13.7	B	0.6
		SB L/T/R	400' (16 veh)	9.9	A	0.0	12.0	B	0.1
<i>Short-Term Upgrade:</i> Convert to AWSC	AWSC	Overall		8.2	A	--	9.6	A	--
		EB L/T/R	999'+ (40 veh)	7.6	A	0.4	10.1	B	2.5
		WB L/T/R	999'+ (40 veh)	8.1	A	0.4	8.8	A	0.7
		NB L/T/R	999'+ (40 veh)	8.6	A	0.7	8.8	A	0.4
		SB L/T/R	400' (16 veh)	7.5	A	0.0	8.2	A	0.1
3. Sporting Hill Bridge Road & Critz Lane	TWSC	WB Left	999'+ (40 veh)	7.3	A	0.0	7.4	A	0.1
		NB L/R	350' (14 veh)	9.0	A	0.2	9.6	A	0.3
4. Pantall Road & Critz Lane	TWSC	WB Left	999'+ (40 veh)	7.5	A	0.1	8.3	A	1.1
		NB L/R	999'+ (40 veh)	10.0	B	0.9	12.4	B	0.6
<i>Short-Term Upgrade:</i> Convert to AWSC	AWSC	Overall		8.4	A	--	14.6	B	--
		EB L/R	999'+ (40 veh)	8.2	A	0.4	8.1	A	0.3
		WB L/T	999'+ (40 veh)	8.7	A	0.7	16.4	C	5.5
		NB L/R	999'+ (40 veh)	8.2	A	1.0	8.6	A	0.4

Table 2. Existing vs Projected Future Comparison 24.9' per veh avg. delay (sec), 95% queues (# veh)

Study Intersection	Control	Lane Group	Available Storage	Existing Conditions (2016)			Baseline Future Conditions (2027)		
				Delay	LOS	Queue	Delay	LOS	Queue
AM Peak Hour									
1. Westerham Way & Critz Lane	TWSC	EB Left	999'+ (40 veh)	7.7	A	0.1	9.0	A	0.3
		SB L/R	625' (25 veh)	11.1	B	1.1	71.7	F	13.6
2. Clayton Arnold Road & Critz Lane	TWSC	EB Left	999'+ (40 veh)	7.4	A	0.0	7.6	A	0.0
		WB Left	999'+ (40 veh)	7.4	A	0.1	8.0	A	0.2
		NB L/T/R	999'+ (40 veh)	11.0	B	0.8	107.3	F	17.0
		SB L/T/R	400' (16 veh)	9.9	A	0.0	13.7	B	0.0
3. Sporting Hill Bridge Road & Critz Lane	TWSC	WB Left	999'+ (40 veh)	7.3	A	0.0	7.7	A	0.0
		NB L/R	350' (14 veh)	9.0	A	0.2	11.1	B	0.6
4. Pantall Road & Critz Lane	TWSC	WB Left	999'+ (40 veh)	7.5	A	0.1	8.1	A	0.3
		NB L/R	999'+ (40 veh)	10.0	B	0.9	17.2	C	3.7
PM Peak Hour									
1. Westerham Way & Critz Lane	TWSC	EB Left	999'+ (40 veh)	7.7	A	0.3	9.1	A	1.3
		SB L/R	625' (25 veh)	13.3	B	0.7	126.0	F	10.7
2. Clayton Arnold Road & Critz Lane	TWSC	EB Left	999'+ (40 veh)	7.3	A	0.0	7.6	A	0.0
		WB Left	999'+ (40 veh)	8.5	A	0.3	9.7	A	0.5
		NB L/T/R	999'+ (40 veh)	13.7	B	0.6	34.3	D	3.1
		SB L/T/R	400' (16 veh)	12.0	B	0.1	18.6	C	0.3
3. Sporting Hill Bridge Road & Critz Lane	TWSC	WB Left	999'+ (40 veh)	7.4	A	0.1	7.8	A	0.2
		NB L/R	350' (14 veh)	9.6	A	0.3	12.2	B	0.4
4. Pantall Road & Critz Lane	TWSC	WB Left	999'+ (40 veh)	8.3	A	1.1	2.6	A	2.6
		NB L/R	999'+ (40 veh)	12.4	B	0.6	821.6	F	31.8

Table 3. Long-Term Improvements Analysis (2027 Conditions) 24.9' per veh avg. delay (sec), 95% queues (# veh)

Study Intersection	Control	Lane Group	Available Storage	AM Peak Hour			PM Peak Hour			
				Delay	LOS	Queue	Delay	LOS	Queue	
1. Westerham Way & Critz Lane	TWSC	EB Left	999+ (40 veh)	9.0	A	0.3	9.1	A	1.3	
		SB L/R	625' (25 veh)	71.7	F	13.6	126.0	F	10.7	
		Alternative 1A & 1B: Add Turn Lanes (EBL, WBR)	EB Left	200' (8 veh)	8.9	A	0.3	9.0	A	1.3
		SB L/R	625' (25 veh)	64.8	F	12.9	58.2	F	7.1	
2. Clayton Arnold Road & Critz Lane	TWSC	EB Left	999+ (40 veh)	7.6	A	0.0	7.6	A	0.0	
		WB Left	999+ (40 veh)	8.0	A	0.2	9.7	A	0.5	
		NB L/T/R	999+ (40 veh)	107.3	F	17.0	34.3	D	3.1	
		SB L/T/R	400' (16 veh)	13.7	B	0.0	18.6	C	0.3	
	Alternative 2A: Convert to AWSC, Add Turn Lane (EBR, yield-controlled + channelized)	AWSC	Overall		17.5	C	--	14.9	B	--
	EB T/L		999+ (40 veh)	11.4	B	1.0	10.0	B	1.0	
	EB Right		125' (5 veh)	yield	A	n/a	yield	A	n/a	
	WB L/T/R		999+ (40 veh)	13.8	B	2.3	12.9	B	2.4	
	NB L/T/R		999+ (40 veh)	23.3	C	6.7	11.2	B	1.0	
	SB L/T/R		400' (16 veh)	9.5	A	0.0	9.6	A	0.1	
Alternative 2B: Convert to Roundabout (Single Lane)	Roundabout	Overall		9.0	A	--	13.2	B	--	
E'bound		999+ (40 veh)	6.2	A	1.2	17.7	C	7.6		
W'bound		999+ (40 veh)	9.7	A	1.6	6.8	A	1.4		
N'bound		999+ (40 veh)	10.1	B	2.9	5.4	A	0.6		
		S'bound	400' (16 veh)	6.6	A	0.0	5.2	A	0.1	
3. Sporting Hill Bridge Road & Critz Lane	TWSC	WB Left	999+ (40 veh)	7.7	A	0.0	7.8	A	0.2	
		NB L/R	350' (14 veh)	11.1	B	0.6	12.2	B	0.4	
	Alternative 3A & 3B: No Changes Necessary	TWSC	WB Left	999+ (40 veh)	7.7	A	0.0	7.8	A	0.2
NB L/R	350' (14 veh)		11.1	B	0.6	12.2	B	0.4		
4. Pantall Road & Critz Lane	TWSC	WB Left	999+ (40 veh)	8.1	A	0.3	2.6	A	2.6	
		NB L/R	999+ (40 veh)	17.2	C	3.7	821.6	F	31.8	
	Alternative 4A: Convert to AWSC, Add Turn Lane (WBL)	AWSC	Overall		12.5	B	--	54.5	F	--
	EB T/R		125' (5 veh)	12.5	B	2.2	12.6	B	1.7	
	WB Left		550' (22 veh)	10.9	B	0.8	105.0	F	20.6	
	WB Thru		999+ (40 veh)	13.7	B	3.3	17.4	C	3.7	
			NB L/R	999+ (40 veh)	11.1	B	1.2	11.8	B	1.5
	Alternative 4B: Convert to Roundabout (Single Lane)	Roundabout	Overall		7.7	A	--	20.1	C	--
	E'bound		999+ (40 veh)	6.8	A	1.4	16.9	C	2.6	
	W'bound		999+ (40 veh)	6.2	A	1.4	26.4	D	14.7	
		N'bound	999+ (40 veh)	9.5	A	2.3	7.5	A	2.1	

**TRAFFIC ENGINEERING REPORT
FOR
THOMPSON'S STATION ROAD &
CLAYTON ARNOLD ROAD
INTERSECTION ALTERNATIVES ANALYSIS
THOMPSON'S STATION, TENNESSEE**

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1. PROJECT OVERVIEW

This report presents the results of a traffic impact analysis at the intersection of Thompson’s Station and Clayton Arnold Roads in the Town of Thompson’s Station, Tennessee. The area surrounding this intersection is currently experiencing significant residential development which, in conjunction with the ongoing construction of a 1,600-student public school, will add significant traffic loads to the study intersection in the coming years. At the same time, the current geometry of the intersection is highly nonstandard and presents significant safety implications beyond those already present as a result of the horizontal and vertical alignments of the intersecting streets.

The Town of Thompson’s Station is exploring several alternative intersection treatments to address these capacity and safety implications, including upgrading the intersection control and/or realigning the intersection. Chapter 4 of this report assesses these alternatives in detail.

The major finding of this report is that conversion to a single-lane roundabout (Alternative 3) would be effective at mitigating safety concerns and alleviating projected future capacity issues at the intersection of Thompson’s Station and Clayton Arnold Roads while still maintaining the rural character of Thompson’s Station Road. The conceptual layout of Alternative 3, the preferred alternative, is shown in Figure 6.

Existing Conditions Review

This section discusses the present situation and known operational issues resulting from intersection control and geometry.

Site Location

The intersection in question is located at the southern end of Clayton Arnold Road, where it meets Thompson’s Station Road. Thompson’s Station Road is classified as a Collector in Williamson County’s *Major Thoroughfare Plan Update* and serves as one of the east-west routes connecting Columbia Avenue and Lewisburg Pike, both of which are designated as Arterial roadways. The site location is shown in Figure 1.

Current Intersection Layout

At present, the intersection is configured as a two-way stop controlled T-intersection, meaning that Clayton Arnold Road terminates at a stop sign at Thompson’s Station Road, which runs free without stopping. There also exists a stop-controlled “slip lane” for southbound right-turning traffic heading from Clayton Arnold Road onto westbound Thompson’s Station Road. An annotated diagram showing current conditions at the intersection is included as Figure 2.

However, for unknown reasons this slip lane is configured to also permit eastbound left-turning traffic to travel from Thompson’s Station Road onto Clayton Arnold Road. The eastbound left movement is not subject to control from stop or yield signs of any sort. This condition presents

a significant crash risk due to the fact that at the northern end of the slip lane not only eastbound left-turning vehicles coming from Thompson’s Station Road but also the conflicting movements of north- and southbound traffic along Clayton Arnold Road all appear to have the right-of-way.

As currently configured, the intersection is highly nonstandard and should be reconfigured to ensure safe operations. In fact, the current intersection configuration is so unconventional that it cannot be modeled using industry-standard methodologies. As such, the intersection capacity analyses that will be conducted in the following chapters will ignore the eastbound left slip lane and will instead assume that the intersection operates as a more conventional stop-controlled T-intersection with only a southbound right slip lane, as noted in the inset of Figure 2. From an intersection capacity analysis standpoint, this configuration represents a conservative assumption since it concentrates competing traffic streams at a single location rather than spreading them out over two nodes, thereby increasing the calculated traffic delay compared to actual operations.

Operational Issues

As noted above, the current layout of the intersection of Thompson’s Station Road & Clayton Arnold Road is nonstandard for a variety of reasons. At present, these deficiencies increase the safety risk. Going forward into the future, the configuration is also expected to experience capacity issues given projected growth.

Existing and potential future operational issues at the intersection include the following deficiencies:

- *Safety issues due to unconventional intersection layout*

As discussed above, the intersection is configured with an unusual two-way slip lane. This “forked” T-intersection configuration creates three separate nodes within the intersection, increasing the number of conflict points. Two of these nodes are stop-controlled, but as is shown in Figure 2 all movements at the northernmost node operate without stopping, further increasing the crash risk.

- *Safety issues due to horizontal and vertical alignment*

Even without the impacts of the unconventional configuration, the overall intersection geometry also presents some safety concerns. Most notably, Clayton Arnold Road crests just north of the intersection and slopes downhill at a significant grade, approximately 13%, towards Thompson’s Station Road. This steep grade may make it more difficult for vehicles to stop, and the proximity of the hill crest creates sight distance concerns between vehicles heading south along Clayton Arnold Road in the event of a queue forming at the intersection or vehicles accessing the church parking lot in between.

Similar concerns exist along Thompson's Station Road. The vertical curves along Thompson's Station Road are less severe than those along Clayton Arnold Road. However, given the proximity of the tree line to the southern edge of the road and the fact that Thompson's Station Road also experiences horizontal curves on either side of the Clayton Arnold intersection, sight distances are already a concern along Thompson's Station Road as well. In fact, a 35 mph "INTERSECTION AHEAD" sign is presently posted along the eastbound lane entering the horizontal curve just west of the intersection.

- *Future capacity issues with background growth*

As will be seen in Chapter 2, traffic volumes in the Town are expected to increase significantly in the coming years as new residential subdivisions and commercial developments come online. Past analyses conducted on behalf of the Town have indicated that this traffic growth will start to run up against capacity constraints at this and other intersections in the coming years. Improvements will be required at the intersection of Thompson's Station & Clayton Arnold Roads in order to accommodate future demand.

- *Future capacity issues with school*

Additionally, plans have recently been approved to construct a new, 1,600-student public school along Clayton Arnold Road between Thompson's Station Road and Critz Lane. This school would consist of two independent components, an 800-student elementary school and an 800-student middle school. This school was not yet approved during the Town's last comprehensive traffic study, and as such the projected traffic volumes generated by the new school will need to be layered on top of the already significant increases in traffic volumes beyond existing conditions.

Proposed Action

In order to address the issues noted above, the Town proposes to reconfigure the intersection of Thompson's Station & Clayton Arnold Roads. Previous studies conducted on behalf of the Town, most notably the 2015 Thompson's Station *Comprehensive Traffic Impact Study Update*, have recommended modifications to this intersection, but usually in response to capacity issues only. This assessment will also take into account safety and operational concerns. A subsequent phase of this project will also assess the cost, constructability, and right-of-way impacts of the proposed intersection modification alternatives.

This project will consider three primary intersection modification alternatives as well as a no-build alternative. These alternatives, listed below, are discussed in detail and evaluated in Chapter 4.

- Alternative 0: No Build (Two-Way Stop Control)
- Alternative 1: Add Turn Lanes (retain Two-Way Stop Control)
- Alternative 2: Convert to All-Way Stop Control
- Alternative 3: Convert to Single-Lane Roundabout

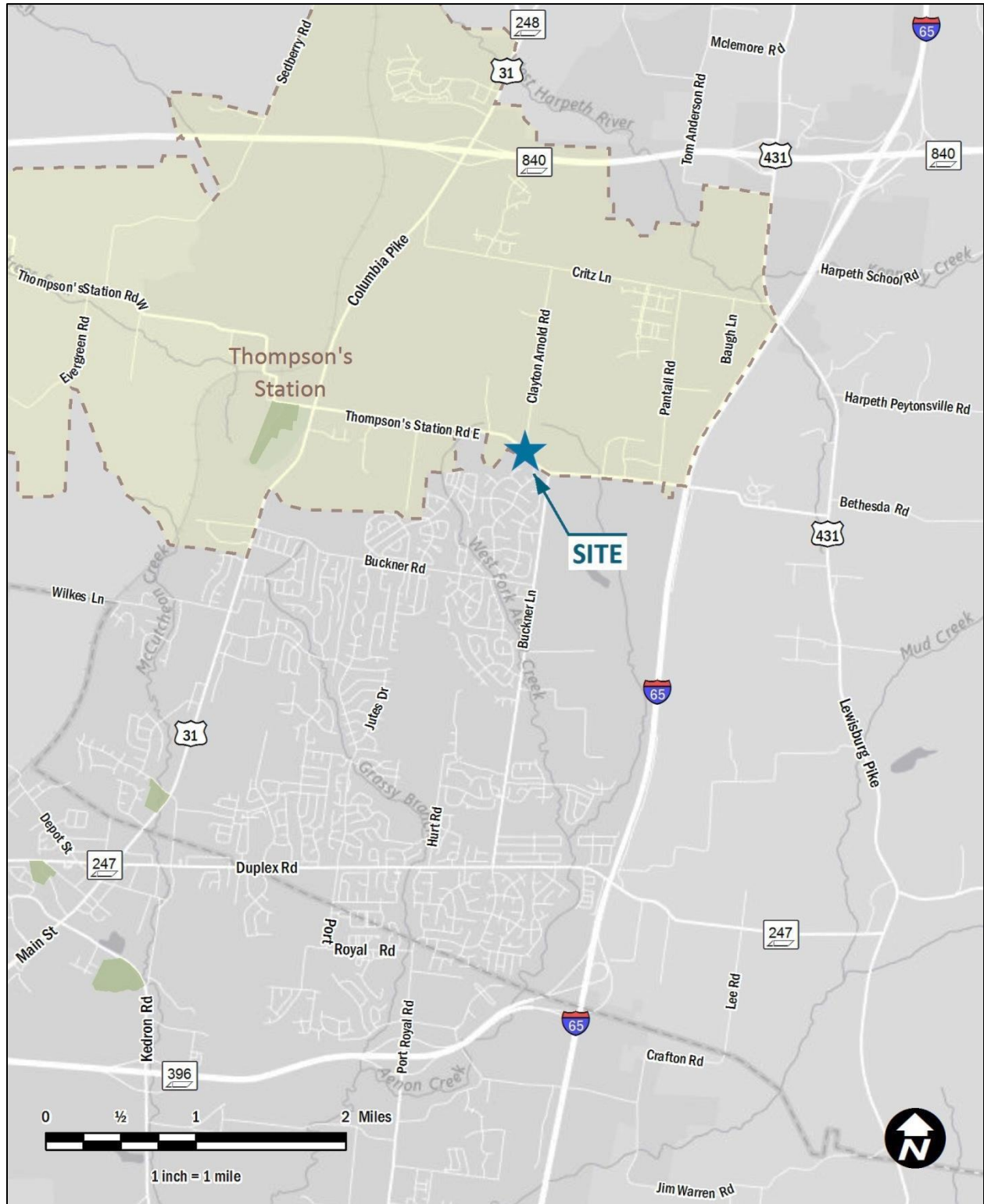
Recommendations

All alternatives discussed above would be effective at mitigating the safety concerns present at the intersection of Thompson's Station and Clayton Arnold Roads. This includes the no-build alternative (Alternative 0), which assumes that adjustments are made to the intersection to eliminate the free-flowing conflict point at the northern node.

However, the capacity analysis component of this effort found that the roundabout conversion alternative was the only improvement capable of handling the projected increase in future traffic volumes, short of installing a traffic signal. Based on discussions with the Town, there is also an interest in pursuing roundabout conversions because of their known safety benefits. At the same time, the town has indicated that signalization would have an undesirable impact on the rural character of the Thompson's Station Road corridor, and as such a signal alternative is not included in this study.

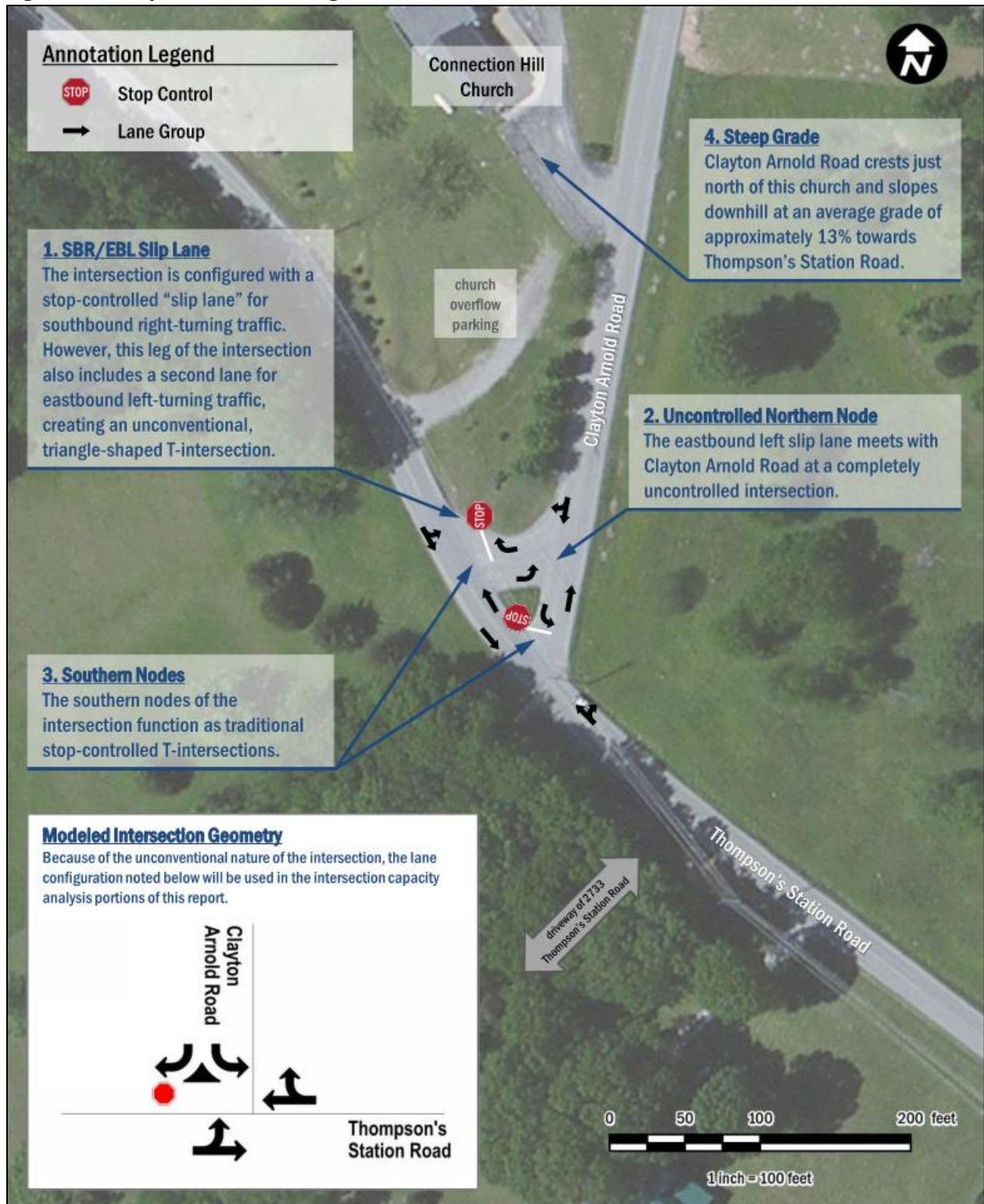
This report recommends Alternative 3, conversion to a single-lane roundabout, as the preferred alternative. This level of improvement would address all safety concerns at the intersection while accommodating the projected future increase in traffic volumes at acceptable levels of service. Holding the size of the roundabout to a single lane is desirable to minimize the cost and right-of-way impacts of the project while maintaining the rural feel of the area.

Figure 1. Site Location



Map Data: Esri

Figure 2. Study Area Lane Configuration and Traffic Control



2. FUTURE TRAFFIC PROJECTIONS

This chapter discusses the traffic volume projections that will be used in the intersection capacity portions of the alternatives analysis. This additional traffic is comprised of trips that are generated by the proposed school as well as those resulting from non-site, or “background”, sources. These analyses will consider a “horizon” condition of 2027, ten years after the school is projected to open in 2017. Specifically, this report includes the following analysis scenarios:

- 2016 Existing Conditions
- 2027 Background Horizon Conditions (without school)
- 2027 Total Horizon Conditions (with school)

Existing Traffic Volumes

A traffic count was conducted at the intersection of Thompson’s Station Road & Clayton Arnold Road to quantify current traffic conditions. Based on discussions with Town staff, this count covered a sufficient duration to allow for the peak traffic periods to be analyzed while also providing sufficient data throughout the day for a traffic signal warrant analysis to be conducted.

The peak period data will be used to assess intersection capacity and queuing during the highest periods of traffic demand. It should be noted that the overall peak period of demand in the evening will not coincide with the peak hour of school traffic. Since the future school is anticipated to follow comparable traffic distribution patterns to the existing network traffic, this discrepancy is not an issue since the evening peak analysis will still cover the period of highest evening demand. During the AM peak hour, the peak period of existing traffic should align closely with the peak period of school demand.

Peak Period Turning Movement Counts

Weekday turning movement counts were performed at the study intersection on Tuesday, September 27, 2016, from 6am-6pm. The count date was selected to represent “typical” conditions when public schools are in session and other major traffic generators in the study area are operating normally. No known special events or construction activities that might have impacted mainline traffic volumes occurred during the count period.

The resulting count volumes were assessed to determine the peak hour of adjacent street traffic for the intersection capacity analyses. The peak hour is defined as the four consecutive 15-minute intervals with the highest total entering volume. According to the count data, the AM peak hour for the study area is 6:45-7:45am and the PM peak hour for the study area is 5:00-6:00pm. These peak hour count volumes are summarized in Figure 3A. Detailed traffic volume worksheets for the entire count period are included in Appendix A.

Background Traffic

In order to determine the level of impact of the site, an estimate of background traffic volume growth through full build-out conditions must be established. This allows for a direct comparison of future conditions with and without the site. Background traffic volumes come from two sources:

- **Background developments**, namely specifically approved developments within the study area.
- **Background growth**, the increase in traffic passing through the study area due to regional development and general population growth.

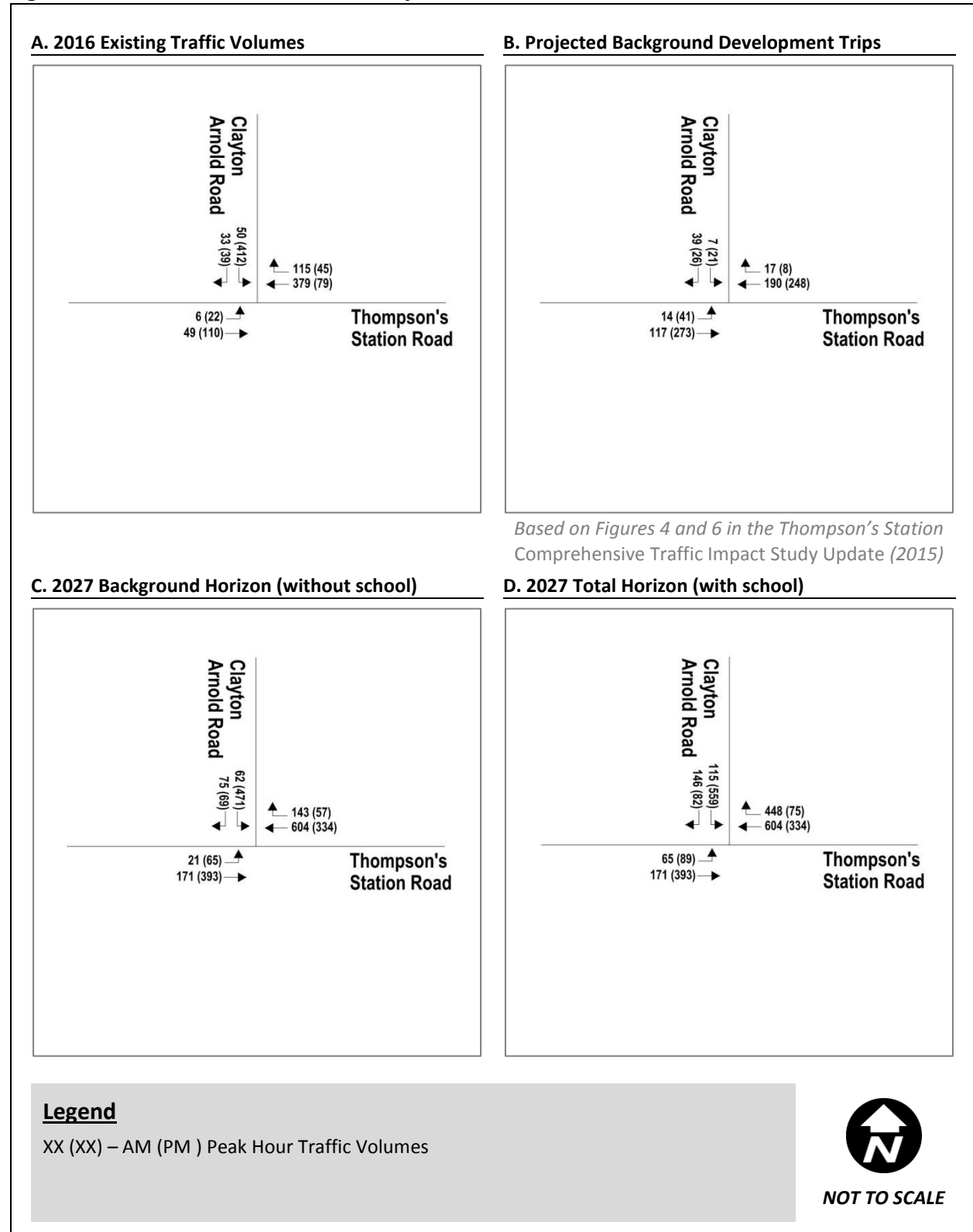
Background Developments

Background development information in the area was recently compiled and analyzed in support of the most recent Thompson's Station *Comprehensive Traffic Impact Study Update*, prepared in 2015 by RPM Transportation Consultants (the "TSTIS Update"). In order to be consistent with the findings of previous analyses, all assumptions on background development quantity and background development trip generation used in this study are carried forward from the TSTIS Update.

Specifically, the background development trips in this study were determined by subtracting the growth-only "Background Volumes" in Figure 4 of the TSTIS Update from the "Projected Peak Hour Traffic Volumes" in Figure 6, which include trips associated with planned residential and commercial developments throughout the Town. The resulting traffic volumes are shown on Figure 3B and represent those trips associated with developments expected to come online over the next few years, which comprise the background developments for this study. Even though the build year of all background developments is not known, this study will assume that all background developments are completed in both future scenarios to present a conservatively high estimation of traffic volumes.

The TSTIS Update did not include the proposed school, which is included in this study as the proposed development between background and total future conditions as discussed below.

Figure 3. Peak Hour Traffic Volume Projections



Background Growth

As initially scoped, this report was going to also use the TSTIS Update as the basis for the assumed background growth in traffic volumes along the study corridors. However, the background growth used in that study was intentionally assumed to be conservatively high, at 2.0% per year, in order to account for worst-case conditions through that study's horizon year of 2020.

Initial testing using the TSTIS Update's 2.0% annual growth through this study's horizon year of 2027 would likely require the intersection to be converted to a traffic signal to accommodate the projected traffic volumes. Subsequent consultation with the Town confirmed that signalization is not desired at this location in order to maintain the rural feel of Thompson's Station Road.

As a result, this study will instead use a background growth rate calculated based on historical daily traffic volume data from TDOT (the Tennessee Department of Transportation) count stations in the vicinity of the site. The three stations closest to the study intersection are located along Thompson's Station Road, Columbia Pike, and Lewisburg Pike. When all three locations are aggregated, the TDOT data shows that traffic volumes grew by 0.81% per year from 2008 to 2015. This data is summarized in Appendix B.

Projected Background Future Traffic Volumes

Traffic volumes for the background future and background horizon analysis scenarios were computed by layering the background development volumes, shown in Figure 3B, and the annual background growth, 0.81% per year, on top of the 2016 existing conditions peak hour traffic volumes. The resulting 2027 background future peak hour traffic volumes are shown in Figure 3C.

Projected Future Traffic

Next, trips directly attributable to the proposed development must be computed. Projected site-generated trips are calculated using industry-standard trip generation rates applied over the amount of development that is expected on the site. These trips are then applied across the study area roadways based on expected routing patterns.

Trip Generation

The number of trips that the proposed development is expected to add to the study area was calculated using the ITE (Institute of Transportation Engineers) *Trip Generation Manual*, 9th edition. This industry-standard reference provides a detailed catalog of trip generation rates for various land uses, collected at numerous sites across the country over the course of many decades.

Based on the school’s development program that was presented in Chapter 1, the proposed development will be modeled as a combination of an “elementary school”, land use code 520, plus a “middle school/junior high school”, land use code 522. Any internal synergy between the two schools will be ignored to present a conservatively high forecast of site-generated trips.

Table 1 shows the forecast trip generation for the proposed development based on the above assumptions. Supporting trip generation documentation is included in Appendix C. Based on existing travel patterns in the Town of Thompson’s Station and Williamson County, all trips are assumed to occur via car and therefore no non-auto reduction is taken.

Table 1. Forecast Development Site Trip Generation

Land Use	Quantity	AM Peak Hour (adjacent street)			PM Peak Hour (adjacent street)			Weekday
		In	Out	Total	In	Out	Total	Total
Elementary School ITE Land Use Code 520	800 students	198	162	360	59	61	120	1,032
Middle School ITE Land Use Code 522:	800 students	238	194	432	63	65	128	1,296
Net New Trips, all uses		436	356	792	122	126	248	2,328

Trip Routing

The net new site trip generation determined in the previous section must next be distributed across the study area using the expected trip distribution of the proposed development. Trips are then assigned to specific turning movements based on the routes they are expected to take to reach the edges of the study area.

The trip distribution assumptions were determined based on AM and PM peak hour traffic volumes collected at the intersection of Thompson’s Station and Clayton Arnold Roads in support of this project as well as counts conducted along Critz Lane for a different project.

These volumes showed significant tidal flows across both study areas, generally flowing from southeast to northwest in the morning and from north to south in the evening.

Since the school is located in the middle of these flows, an asymmetric trip distribution was developed, giving separate splits for trips to/from home and trips to/from work. This approach makes sense given that the vast majority of school trips during rush hour are either parents performing drop-off/pick-up operations, who arrive from home in the morning before departing to work and vice versa in the evening, or teachers commuting, who arrive from home in the morning and return home in the evening. The resulting trip distribution assumptions are summarized in Table 2 and shown graphically on Figure 4.

Table 2. Summary of School Trip Distribution Assumptions

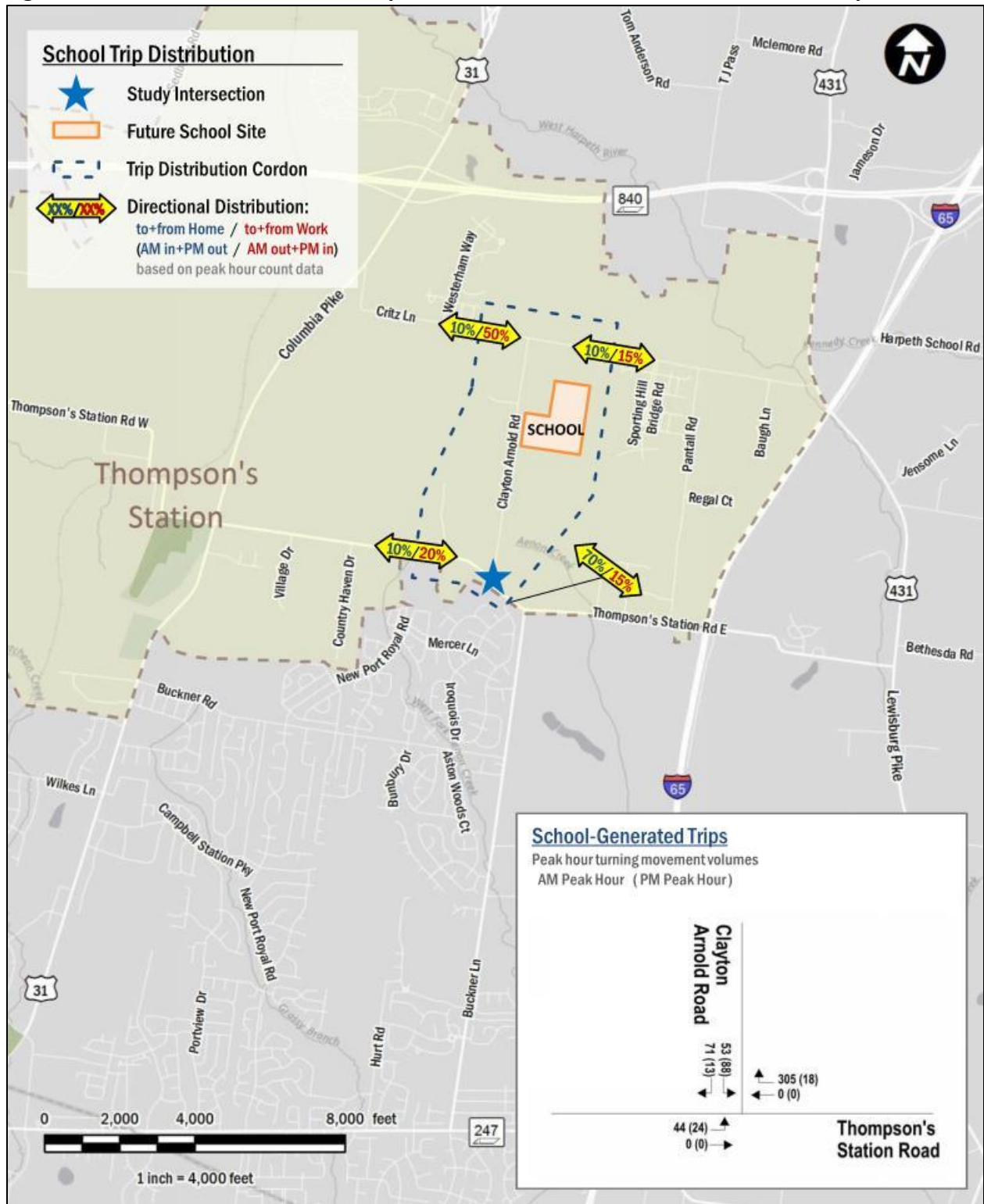
Direction of Approach	Street	To/From Home (AM in +PM out)	To/From Work (AM out + PM in)
To/From Northwest	Columbia Pike <i>via Critz Lane</i>	10%	50%
To/From Northeast	Lewisburg Pike <i>via Critz Lane</i>	10%	15%
To/From Southeast	Lewisburg Pike <i>via Thompson's Station Road</i>	70%	15%
To/From Southwest	Columbia Pike <i>via Thompson's Station Road</i>	10%	20%

Figure 4 also includes an inset showing the resulting school-generated trips when the trip generation from Table 1 is distributed based on the splits in Table 2.

Projected Total Future Traffic Volumes

The new site-generated trips shown in Figure 4 were layered on top of the background traffic volumes shown in Figure 3C. The resulting volumes represent the build scenario including the proposed school, known as 2027 Total Horizon conditions and shown on Figure 3D.

Figure 4. Traffic Volumes – School Trip Distribution and New School-Generated Trips



3. REVIEW OF TRAFFIC IMPACTS

This chapter discusses the traffic impacts of the proposed development, including tabular summaries of the traffic analysis results. These results are then evaluated based on industry-standard performance thresholds and any deficient locations are noted. Alternative treatments to address these deficiencies will be discussed further in Chapter 4.

Traffic Impact Thresholds

Typical traffic impact study guidelines require that several performance measures be assessed at all study area intersections:

- Delay and LOS (Level of Service)

The primary service quality measure used in traffic analysis is the average delay, in seconds, experienced by a vehicle at a given intersection. For two-way stop-controlled intersections, delays can be calculated for all minor street lane groups as well as non-free-flow movements on the major street which may experience delay, such as left-turning movements. At all other intersection types, delay can be calculated for all lane groups as well as for the overall intersection.

Delay can further be summarized in terms of LOS, a letter grade based on the calculated delay that ranges from A, being the best, to F, being the worst. The relationship between control delay and LOS for signalized and unsignalized intersections is summarized in Table 3.

Table 3. Level of Service Criteria

Level of Service	Average Control Delay (seconds per vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	> 80	> 50

Source: HCM 2010, Exhibits 18-4 and 19-1.

- Queue Length

Vehicle queues are not a direct intersection capacity measure themselves but rather give an indication of when capacity issues may exist. Queues are typically expressed in terms of the 95th percentile queue length, which represents a worst-case situation that is expected to be exceeded no more than 5% of the time during the analysis period. Typically, queue lengths are calculated for each turn bay and from intersection to intersection.

The Town of Thompson’s Station’s TSTIS Update states that “LOS D is considered the minimum acceptable LOS for a signalized intersection in a high-growth suburban area, such as the study area. It is typical for the stop-controlled approach to a major intersection to operate at LOS E or F during peak hours.” Given that guidance, this report will define an unsatisfactory condition at a study area intersection to be as follows:

- Overall intersections with LOS of D or worse,
- Individual turning movements with LOS of E or worse,
- Turn lane queues exceeding the available storage length, or
- Thru movement queues stretching back far enough to block an adjacent intersection or major driveway.

Intersections or lane groups that exceed these thresholds will be flagged in **RED** in the sections that follow.

Traffic Analysis Methodology

The performance measures discussed above are calculated using industry-standard methodology developed by the Transportation Research Board of the National Academies of Sciences and published in the HCM (Highway Capacity Manual). A new edition of the HCM, the HCM6, was just released in 2016 and has not yet reached widespread acceptance across the industry and among reviewing agencies. However, the HCM6 includes small but significant updates to the calibration parameters for roundabout analysis, so the HCM6 methodology, specifically as implemented in Sidra version 7, will be used for all roundabout-controlled intersections. The previous edition of the HCM, the HCM 2010, will continue to be utilized for all other control types, as implemented in Synchro version 9.1.

Baseline traffic analysis models were built based on the lane use and traffic controls outlined in Figure 2 in conjunction with the baseline and forecast peak hour traffic volumes presented in Figure 3. The proposed intersection alternatives analyses will be conducted using the lane use and traffic controls discussed in Chapter 4. The results of these analyses are summarized in the following sections, with detailed traffic analysis worksheets included in Appendix D.

Intersection Capacity Analysis Results

Table 4 summarizes the delay and LOS results of the traffic analyses for each of the existing, future background, and total future scenarios. Detailed intersection capacity analysis worksheets are included in Appendix D.

A review of the results in Table 4 finds that significant degradations in service quality occur as traffic volumes increase, particularly along the stop-controlled southbound approach. This finding occurs in both the morning and evening rush hour periods but is most pronounced in the evening, when the commuting tidal flow returns to the residential developments to the south of the study intersection.

Adding additional turn pockets to the east- and westbound approaches would not create enough additional capacity to solve these capacity issues. More significant alterations are required. Mitigation options to address the excessive delays, assuming 2027 Total Horizon traffic volumes with the proposed school, are discussed in the following chapter.

Table 4. Intersection Capacity Analysis Summary

Average Delay (in seconds) and Level of Service (letter grade, A-F)

Study Intersection	Control	Lane Group	2016 Existing Conditions		2027 Horizon Conditions			
			Delay	LOS	Background		Total Horizon	
					Delay	LOS	Delay	LOS
AM Peak Hour								
1. Clayton Arnold Road & Thompson's Station Road	TWSC	EB Left	8.5	A	9.6	A	11.7	B
		SB Left	13.2	B	22.5	C	68.4	F
		SB Right	11.5	B	15.6	C	24.8	C
PM Peak Hour								
1. Clayton Arnold Road & Thompson's Station Road	TWSC	EB Left	7.5	A	8.4	A	8.5	A
		SB Left	20.3	C	478.0	F	783.8	F
		SB Right	9.0	A	11.2	B	11.5	B

Queuing Analysis Results

Table 5 summarizes the queuing results of the traffic analyses for each of the baseline and total future scenarios. Detailed intersection capacity analysis worksheets are included in Appendix D.

As with the intersection capacity issues, a review of the results in Table 5 shows queues extending beyond available storage during the PM period at the southbound approach. Projected queues at this location are significant and would stretch beyond the crest of the hill to the north of the site. Adding additional turn lanes and/or extending turn pockets will not solve these issues, and as such mitigation options are discussed in Chapter 4.

Table 5. Queuing Analysis Summary

95th Percentile Queue Lengths (in vehicles), exceeded no more than 5% of the time during peak periods

Study Intersection	Control	Lane Group	Available Storage	2016 Existing Conditions		2027 Horizon Conditions			
				AM	PM	Background		Total Horizon	
						AM	PM	AM	PM
1. Clayton Arnold Road & Thompson's Station Road	TWSC	EB Left	999+ (40 veh)	0.0	0.1	0.1	0.2	0.4	0.3
		SB Left	300' (12 veh)	0.4	5.1	0.9	36.6	4.6	51.6
		SB Right	75' (3 veh)	0.2	0.1	0.7	0.4	2.4	0.5

Intersection Safety Review

This section conducts a high-level review of existing safety conditions using TDOT (Tennessee Department of Transportation) historical crash data records.

TDOT records indicate that in a 4-year period from 2012 to 2015, a total of 15 crashes occurred along Thompson's Station Road within 300 feet of the study intersection. Given the amount of traffic at this intersection, this corresponds to a crash rate of 2.06 crashes per million entering vehicles. 6 of these crashes (40%) resulted in injury.

Crash rates at this location are significantly elevated relative to typical conditions. At a 2-lane rural intersection such as this, the average crash rate for intersections with stop control is only 0.59 crashes per million entering vehicles according to TDOT data covering the three-year span from 2012 to 2014. Furthermore, at an average intersection the percentage of severe crashes, namely those that resulted in an injury or worse, only constitutes 22% of the total. By these metrics, crashes at this location are significantly more prevalent and more severe than at comparable locations statewide, making this intersection worthy of further study.

The crash types identified in the historical records mostly consist of road overruns and rear-end collisions. These types of crashes are indeed indicative of geometric issues; however, these crashes point to deficiencies in sight lines and roadway alignment. If the uncontrolled nature of the northern intersection node were a more pressing issue, the historical records would likely include a significant percentage of right-angle collisions, whereas instead the reports only show two angle crashes and one sideswipe crash, some 20% of the total.

All proposed alternatives should bring an improvement to overall intersection safety as a result of improved visibility, clarified priority, and a reduction in conflict points compared to the current intersection layout.

4. ALTERNATIVES ANALYSIS

This section discusses a number of proposed alternative intersection treatments that could address the capacity and safety issues at the intersection of Thompson's Station and Clayton Arnold Roads, as presented in the previous sections. This analysis will deal solely with 2027 Total Horizon conditions, including the proposed school, in order to assess worst-case conditions with intense traffic growth. A summary of intersection delay and queues for each of the alternatives can be found in Table 6.

It is important to note that this report only includes assessments of intersection capacity and queuing. Subsequent updates will include discussions of constructability, including right-of-way and cost implications, as the plan is refined.

Alternative 0: No Build (Two-Way Stop Control)

This baseline option was previously discussed in Chapter 1 and assumes several minor improvements to intersection conditions. Primarily, the no-build scenario assumes that the existing eastbound left-turning slip lane is removed in order to improve safety, as in fact do all the subsequent scenarios. The southbound right-turning slip lane would remain, meaning the intersection would operate with the laneage and traffic control shown in the inset of Figure 2.

Intersection Capacity and Queuing

This option is the same as was analyzed as the 2027 Total Horizon scenario in Chapter 3. Increasing traffic volumes cause extremely high levels of delay and excessive queues, particularly during the PM peak. These results are summarized in Table 6. As such, **this alternative is not recommended.**

Alternative 1: Add Turn Lanes (retain Two-Way Stop Control)

Adding dedicated turn lanes is a typical first step at intersections with unsatisfactory delay. This improvement would include the baseline changes discussed above, plus the addition of separate turn lanes for eastbound left- and westbound right-turning traffic. The southbound right-turning slip lane would be retained.

Intersection Capacity and Queuing

As seen in Table 6, the intersection still experiences unsatisfactory conditions even after the addition of dedicated lanes for all turning movements. As such, **this alternative is not recommended.**

Alternative 2: Convert to All-Way Stop Control

Aside from the baseline no-build option, the next least intensive intersection modification option would be to convert the intersection to all-way stop-control. This improvement would include the addition of stop bars and stop signs along Thompson's Station Road as well as other minor changes to signage and striping. The southbound right-turning slip lane would be retained, and east- and westbound pocket lanes would be added in order to reduce overall delay.

Figure 5. Excerpt from All-Way Stop Control Traffic Model



Note: This conceptual layout is not to scale and subject to change.

Intersection Capacity and Queuing

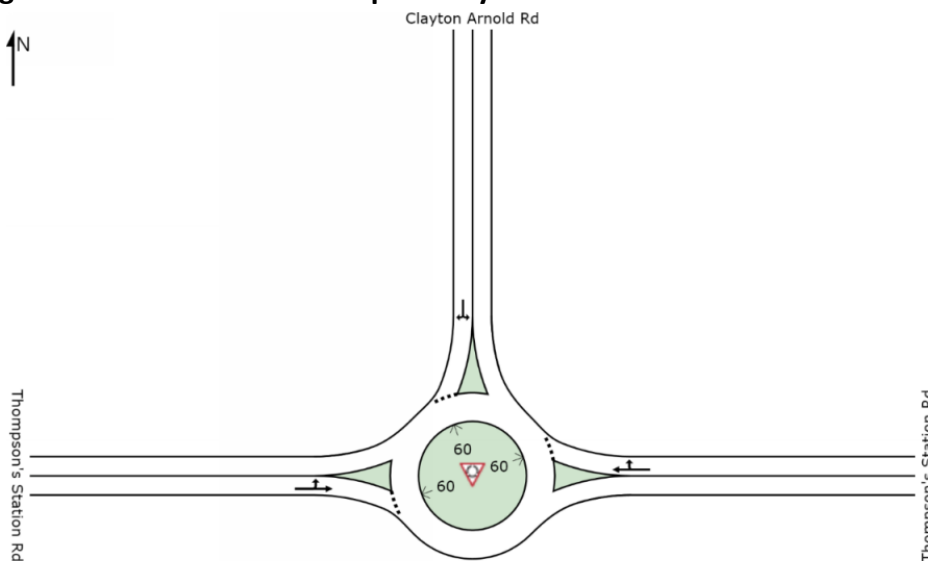
As seen in Table 6, converting the intersection to all-way stop control improves the worst approaches somewhat but this improvement comes at the cost of delay to mainline traffic, which operates at unacceptable levels. As such, **this alternative is not recommended.**

Alternative 3: Convert to Single-Lane Roundabout

Converting the intersection to a roundabout presents a promising opportunity to address both the capacity and safety issues simultaneously. Roundabouts inherently balance traffic between the approaches, resulting in lower delays in locations of moderate demand and particularly during off-peak periods. Furthermore, numerous studies have shown that roundabout conversions generally improve traffic safety by reducing the number of conflict points within an intersection and also reducing the severity of those conflict points which remain.

This alternative would convert the intersection to a single-lane roundabout as seen in Figure 6. A single-lane configuration is in keeping with the rural character of Thompson’s Station Road and is desirable so as to minimize the size of the roundabout. Note that the diagram is not to scale and that pavement markings and dimensions, including the roundabout diameter, are subject to change as the design is refined based on factors such right-of-way limitations, geometric constraints, and expected truck traffic.

Figure 6. Single-Lane Roundabout Conceptual Layout



Notes: This layout was automatically generated by the Sidra software. It is not to scale and subject to change.

Intersection Capacity and Queuing

Converting the intersection to a roundabout improves conditions during both peak periods such that the overall intersection operates at an LOS of C, as seen in Table 6. Delays and queues along each of the approaches remain at acceptable levels as well. As a result, **Alternative 3 is the preferred alternative** since it provides efficient operations and safe conditions while minimizing the size and complexity of the roundabout.

Table 6. Capacity and Queuing Summary of Intersection Alternatives

2027 Full Build Conditions (with school)

Average Delay (in seconds), Level of Service (letter grade, A-F), 95th Percentile Queue Lengths (in vehicles)

Study Alternative	Control	Lane Group	Available Storage	AM Peak Hour			PM Peak Hour		
				Delay	LOS	Queue	Delay	LOS	Queue
Alternative 0: <i>No Build</i> NOT RECOMMENDED	TWSC	EB Left	999'+ (40 veh)	11.7	B	0.4	8.5	A	0.3
		SB Left	300' (12 veh)	68.4	F	4.6	783.8	F	51.6
		SB Right	75' (3 veh)	24.8	C	2.4	11.5	B	0.5
Alternative 1: <i>Add Turn Lanes</i> NOT RECOMMENDED	TWSC	EB Left	150' (6 veh)	9.2	A	0.2	8.3	A	0.3
		SB Left	300' (12 veh)	32.2	D	2.5	673.5	F	49.0
		SB Right	150' (6 veh)	16.7	C	1.5	11.1	B	0.4
Alternative 2: <i>Convert to All-Way Stop</i> NOT RECOMMENDED	AWSC	Overall		43.2	E		91.7	F	
		EB Left	150' (6 veh)	11.5	B	0.5	14.0	B	0.8
		EB Thru	999'+ (40 veh)	13.5	B	1.6	48.5	E	9.2
		WB Thru	999'+ (40 veh)	85.4	F	19.2	34.3	D	6.5
		WB Right	150' (6 veh)	19.8	C	5.9	11.9	B	0.5
		SB Left	300' (12 veh)	13.7	B	1.1	191.4	F	27.5
Alternative 3: <i>Convert to Single-Lane Roundabout</i> PREFERRED ALTERNATIVE	Roundabout	Overall		20.9	C		16.0	C	
		EB T/L	999'+ (40 veh)	4.9	A	1.1	20.9	C	6.4
		WB T/R	999'+ (40 veh)	26.9	D	21.6	6.4	A	2.2
		SB L/R	300' (12 veh)	11.0	B	2.1	18.3	C	8.5

APPENDIX A – INTERSECTION TRAFFIC COUNT DATA

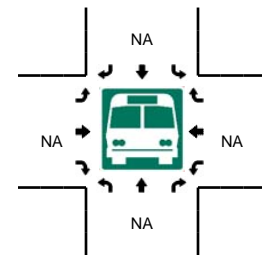
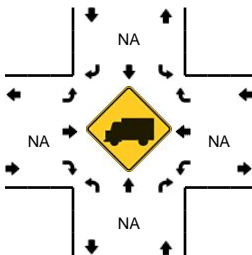
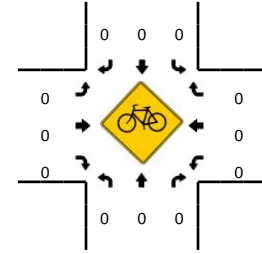
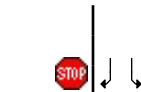
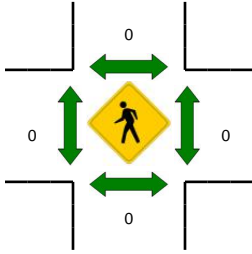
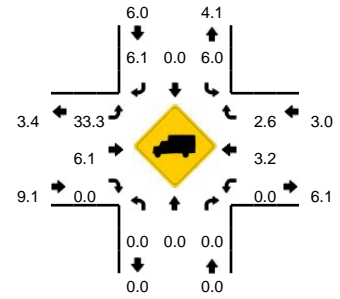
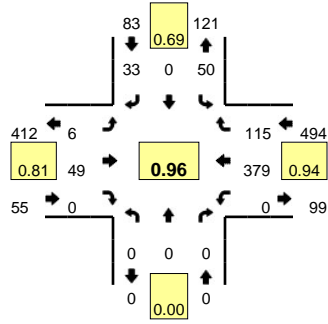
This section contains raw traffic count reports covering weekday AM and PM rush periods. Each worksheet includes existing conditions data.

More details on the selection of study area intersections and analysis periods can be found in Chapter 2.

LOCATION: Clayton Arnold Rd -- Thompson's Station Rd E
CITY/STATE: Thompson's Station, TN

QC JOB #: 13901501
DATE: Tue, Sep 27 2016

Peak-Hour: 6:45 AM -- 7:45 AM
Peak 15-Min: 7:15 AM -- 7:30 AM



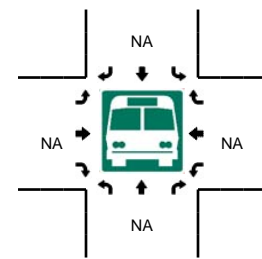
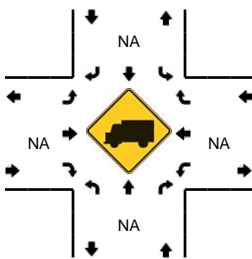
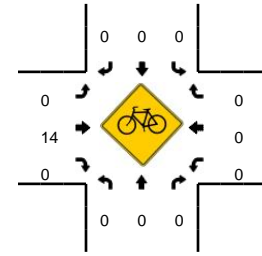
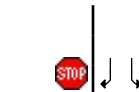
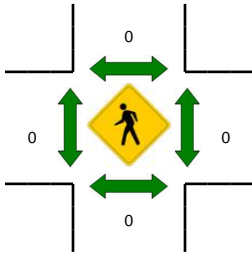
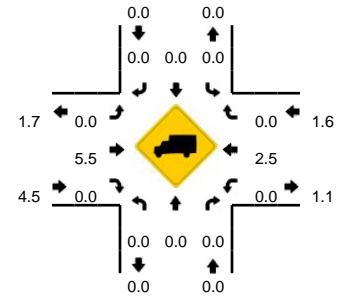
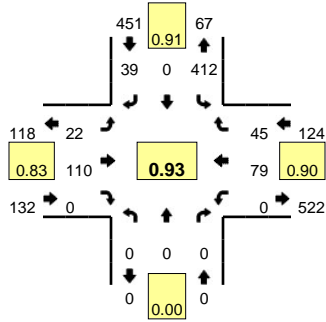
15-Min Count Period Beginning At	Clayton Arnold Rd (Northbound)				Clayton Arnold Rd (Southbound)				Thompson's Station Rd E (Eastbound)				Thompson's Station Rd E (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	0	0	4	0	3	0	0	3	0	0	0	37	14	0	61	
6:15 AM	0	0	0	0	2	0	3	0	2	6	0	0	0	83	24	0	120	
6:30 AM	0	0	0	0	5	0	2	0	0	5	0	0	0	105	24	0	141	
6:45 AM	0	0	0	0	9	0	9	0	4	13	0	0	0	110	10	0	155	477
7:00 AM	0	0	0	0	16	0	14	0	0	13	0	0	0	89	26	0	158	574
7:15 AM	0	0	0	0	17	0	5	0	0	12	0	0	0	98	33	0	165	619
7:30 AM	0	0	0	0	8	0	5	0	2	11	0	0	0	82	46	0	154	632
7:45 AM	0	0	0	0	13	0	5	0	4	5	0	0	0	47	31	0	105	582
8:00 AM	0	0	0	0	10	0	9	0	3	7	0	0	0	27	34	0	90	514
8:15 AM	0	0	0	0	9	0	5	0	2	6	0	0	0	36	19	0	77	426
8:30 AM	0	0	0	0	9	0	7	0	5	10	0	0	0	28	29	0	88	360
8:45 AM	0	0	0	0	12	0	6	0	2	7	0	0	0	24	19	0	70	325
9:00 AM	0	0	0	0	8	0	4	0	4	9	0	0	0	29	23	0	77	312
9:15 AM	0	0	0	0	9	0	4	0	1	13	0	0	0	20	10	0	57	292
9:30 AM	0	0	0	0	5	0	5	0	5	13	0	0	0	17	11	0	56	260
9:45 AM	0	0	0	0	5	0	1	0	4	16	0	0	0	19	9	0	54	244
10:00 AM	0	0	0	0	5	0	4	0	2	10	0	0	0	17	7	0	45	212
10:15 AM	0	0	0	0	7	0	2	0	4	11	0	0	0	11	9	0	44	199
10:30 AM	0	0	0	0	9	0	5	0	3	8	0	0	0	14	17	0	56	199
10:45 AM	0	0	0	0	10	0	2	0	4	14	0	0	0	14	8	0	52	197
11:00 AM	0	0	0	0	10	0	4	0	3	12	0	0	0	14	6	0	49	201
11:15 AM	0	0	0	0	10	0	2	0	2	8	0	0	0	10	6	0	38	195
11:30 AM	0	0	0	0	9	0	6	0	1	17	0	0	0	14	8	0	55	194
11:45 AM	0	0	0	0	10	0	4	0	3	13	0	0	0	17	5	0	52	194
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	68	0	20	0	0	48	0	0	0	392	132	0	660	
Heavy Trucks	0	0	0	0	4	0	0	0	0	4	0	0	0	28	4	0	40	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: Clayton Arnold Rd -- Thompson's Station Rd E
CITY/STATE: Thompson's Station, TN

QC JOB #: 13901502
DATE: Tue, Sep 27 2016

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:30 PM -- 5:45 PM



15-Min Count Period Beginning At	Clayton Arnold Rd (Northbound)				Clayton Arnold Rd (Southbound)				Thompson's Station Rd E (Eastbound)				Thompson's Station Rd E (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 PM	0	0	0	0	20	0	3	0	1	16	0	0	0	29	9	2	80	
12:15 PM	0	0	0	0	9	0	4	0	4	17	0	0	0	19	8	0	61	
12:30 PM	0	0	0	0	13	0	4	0	6	9	0	0	0	18	8	0	58	
12:45 PM	0	0	0	0	11	0	6	0	4	10	0	0	0	17	10	0	58	257
1:00 PM	0	0	0	0	8	0	1	0	4	21	0	0	0	11	11	0	56	233
1:15 PM	0	0	0	0	12	0	6	0	3	18	0	0	0	17	5	0	61	233
1:30 PM	0	0	0	0	5	0	8	0	4	21	0	0	0	17	11	0	66	241
1:45 PM	0	0	0	0	17	0	9	0	2	14	0	0	0	24	10	0	76	259
2:00 PM	0	0	0	0	14	0	6	0	1	18	0	0	0	17	11	0	67	270
2:15 PM	0	0	0	0	14	0	5	0	3	25	0	0	0	28	9	0	84	293
2:30 PM	0	0	0	0	31	0	3	0	8	18	0	0	0	15	12	0	87	314
2:45 PM	0	0	0	0	74	0	4	0	5	29	0	0	0	14	18	0	144	382
3:00 PM	0	0	0	0	42	0	9	0	5	15	0	0	0	24	13	0	108	423
3:15 PM	0	0	0	0	41	0	6	0	10	19	0	0	0	11	14	0	101	440
3:30 PM	0	0	0	0	37	0	5	0	4	28	0	0	0	18	6	0	98	451
3:45 PM	0	0	0	0	41	0	9	0	2	19	0	0	0	26	7	0	104	411
4:00 PM	0	0	0	0	44	0	9	0	9	26	0	0	0	14	12	0	114	417
4:15 PM	0	0	0	0	63	0	14	0	4	21	0	0	0	18	12	0	132	448
4:30 PM	0	0	0	0	99	0	22	0	2	16	0	0	0	14	12	0	165	515
4:45 PM	0	0	0	0	100	0	9	0	5	21	0	0	0	15	16	0	166	577
5:00 PM	0	0	0	0	107	0	7	0	7	25	0	0	0	14	9	0	169	632
5:15 PM	0	0	0	0	92	0	13	0	6	34	0	0	0	20	8	0	173	673
5:30 PM	0	0	0	0	115	0	9	0	1	30	0	0	0	22	13	0	190	698
5:45 PM	0	0	0	0	98	0	10	0	8	21	0	0	0	23	15	0	175	707
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	460	0	36	0	4	120	0	0	0	88	52	0	760	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	16	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

APPENDIX B – DAILY TRAFFIC COUNT DATA

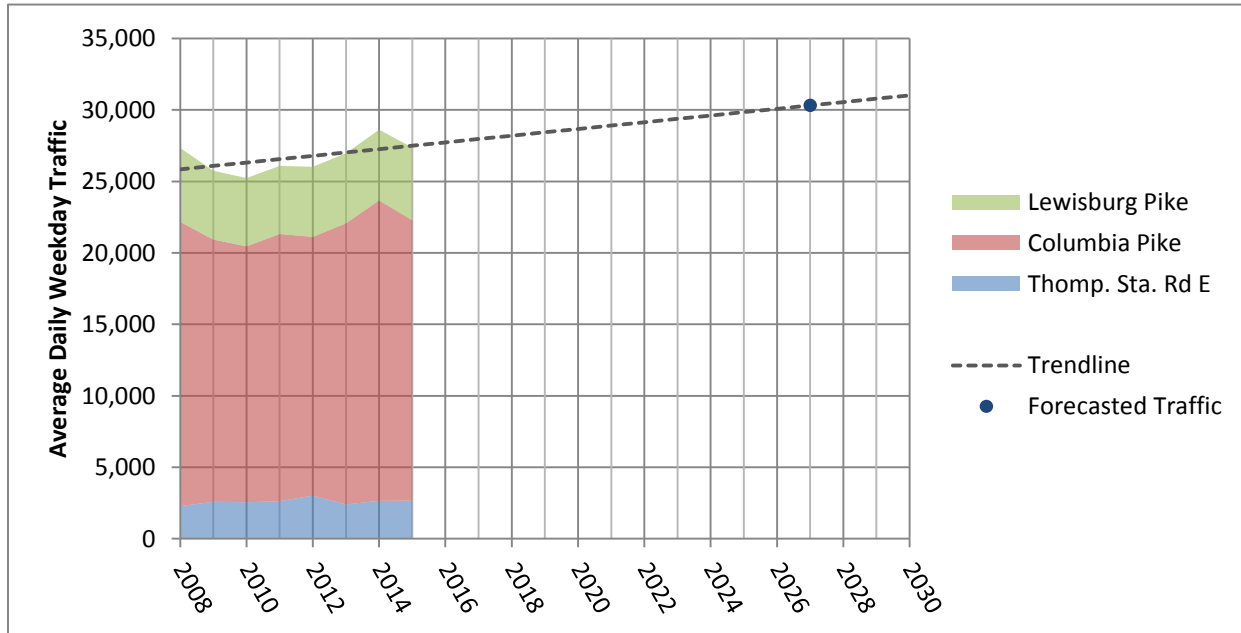
This section contains daily traffic volume count data from TDOT (the Tennessee Department of Transportation) covering three count stations in the vicinity of the site for the years 2008-2015.

Analysis of this daily volume data is included in Chapter 2.

TDOT HISTORICAL TRAFFIC COUNT DATA

Year	Williamson Co. Sta 000066	Williamson Co. Sta 000067	Williamson Co. Sta 000065	Total Area Traffic
	Thomp. Sta. Rd E	Columbia Pike	Lewisburg Pike	
	E of Columbia Pike	btwn I-840 & T.S. Rd	S of Thomp. Sta. Rd	
2008	2,279	19,891	5,168	27,338
2009	2,590	18,342	4,817	25,749
2010	2,557	17,900	4,780	25,237
2011	2,634	18,685	4,767	26,086
2012	3,019	18,101	4,906	26,026
2013	2,404	19,666	4,899	26,969
2014	2,659	21,013	4,948	28,620
2015	2,666	19,620	5,087	27,373

Forecasted Future Traffic	2027	30,317
Percent Yearly Traffic Increase		0.81%



APPENDIX C – TRIP GENERATION WORKSHEETS

This section contains raw trip generation worksheets referred to in this report. These worksheets cover the following land uses:

- Land Use Code 520: Elementary School
- Land Use Code 522: Middle School

Worksheets contained in this section were generated using Trafficware's *Trip Generation 2014* software, which incorporates data from ITE's *Trip Generation Manual*, 9th edition.

Trip Generation Summary

Alternative: Alternative 1

Phase:

Project: Critz Lane

Open Date: 10/25/2016

Analysis Date: 10/25/2016

ITE	Land Use	Weekday Average Daily Trips			Weekday AM Peak Hour of Adjacent Street Traffic			Weekday PM Peak Hour of Adjacent Street Traffic			Weekday PM Peak Hour of Generator						
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total				
520	SCHOOLELEM 1 800 Students		516	516	1032		198	162	360		59	61	120		101	123	224
522	SCHOOLMID 1 800 Students		648	648	1296		238	194	432		63	65	128		108	132	240
Unadjusted Volume			1164	1164	2328		436	356	792		122	126	248		209	255	464
Internal Capture Trips			0	0	0		0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			1164	1164	2328		436	356	792		122	126	248		209	255	464

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Generator Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

TRIP GENERATION 2014, TRAFFICWARE, LLC

APPENDIX D – INTERSECTION CAPACITY ANALYSIS REPORTS

This section contains intersection capacity analysis results for the following traffic analysis scenarios:

1. 2016 Existing Conditions
2. 2027 Background Horizon Conditions (without school)
3. 2027 Total Horizon Conditions (with school)
4. 2027 Total Horizon Conditions (with school), mitigation scenarios:
 - a. Alternative 1: Add Turn Lanes (retain Two-Way Stop Control)
 - b. Alternative 2: Convert to All-Way Stop Control
 - c. Alternative 3: Convert to Single-Lane Roundabout

The reports are presented with AM peak results first followed by PM peak results. Roundabout intersections were analyzed using the HCM6 methodology, as implemented in Sidra 7; all other intersection types were analyzed using the HCM 2010 methodology, as implemented in Synchro 9.1.

A summary of these results is presented in Chapter 4.

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Vol, veh/h	6	49	379	115	50	33
Future Vol, veh/h	6	49	379	115	50	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	94	94	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	60	403	122	63	41

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	526	0	464
Stage 1	-	-	464
Stage 2	-	-	75
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1041	-	598
Stage 1	-	-	633
Stage 2	-	-	948
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1041	-	598
Mov Cap-2 Maneuver	-	-	499
Stage 1	-	-	633
Stage 2	-	-	941

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1041	-	-	-	499	598
HCM Lane V/C Ratio	0.007	-	-	-	0.125	0.069
HCM Control Delay (s)	8.5	0	-	-	13.2	11.5
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0.2

Intersection

Int Delay, s/veh 12.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Vol, veh/h	22	110	79	45	412	39
Future Vol, veh/h	22	110	79	45	412	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	90	90	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	133	88	50	453	43

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	138	0	113
Stage 1	-	-	113
Stage 2	-	-	186
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1446	-	940
Stage 1	-	-	912
Stage 2	-	-	846
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1446	-	940
Mov Cap-2 Maneuver	-	-	678
Stage 1	-	-	912
Stage 2	-	-	829

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	19.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1446	-	-	-	678	940
HCM Lane V/C Ratio	0.018	-	-	-	0.668	0.046
HCM Control Delay (s)	7.5	0	-	-	20.3	9
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	5.1	0.1

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Vol, veh/h	21	171	604	143	62	75
Future Vol, veh/h	21	171	604	143	62	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	75
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	23	186	657	155	67	82

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	812	0	966
Stage 1	-	-	734
Stage 2	-	-	232
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	814	-	420
Stage 1	-	-	475
Stage 2	-	-	807
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	814	-	420
Mov Cap-2 Maneuver	-	-	273
Stage 1	-	-	475
Stage 2	-	-	781

Approach	EB	WB	SB
HCM Control Delay, s	1	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	814	-	-	-	273	420
HCM Lane V/C Ratio	0.028	-	-	-	0.247	0.194
HCM Control Delay (s)	9.6	0	-	-	22.5	15.6
HCM Lane LOS	A	A	-	-	C	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.7

Intersection

Int Delay, s/veh 163.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Vol, veh/h	65	393	334	57	471	69
Future Vol, veh/h	65	393	334	57	471	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	75
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	71	427	363	62	512	75

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	425	0	394
Stage 1	-	-	394
Stage 2	-	-	568
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1134	-	655
Stage 1	-	-	681
Stage 2	-	-	567
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1134	-	655
Mov Cap-2 Maneuver	-	-	261
Stage 1	-	-	681
Stage 2	-	-	521

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	\$ 418.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1134	-	-	-	261	655
HCM Lane V/C Ratio	0.062	-	-	-	1.962	0.115
HCM Control Delay (s)	8.4	0	-	-	\$ 478	11.2
HCM Lane LOS	A	A	-	-	F	B
HCM 95th %tile Q(veh)	0.2	-	-	-	36.6	0.4

Notes

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

Intersection

Int Delay, s/veh 7.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Vol, veh/h	65	171	604	448	115	146
Future Vol, veh/h	65	171	604	448	115	146
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	75
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	71	186	657	487	125	159

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1143	0	900
Stage 1	-	-	900
Stage 2	-	-	327
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	611	-	337
Stage 1	-	-	397
Stage 2	-	-	731
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	611	-	337
Mov Cap-2 Maneuver	-	-	171
Stage 1	-	-	397
Stage 2	-	-	636

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	44
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	611	-	-	-	171	337
HCM Lane V/C Ratio	0.116	-	-	-	0.731	0.471
HCM Control Delay (s)	11.7	0	-	-	68.4	24.8
HCM Lane LOS	B	A	-	-	F	C
HCM 95th %tile Q(veh)	0.4	-	-	-	4.6	2.4

Intersection

Int Delay, s/veh 287.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Vol, veh/h	89	393	334	75	559	82
Future Vol, veh/h	89	393	334	75	559	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	75
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	97	427	363	82	608	89

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	445	0	1025
Stage 1	-	-	404
Stage 2	-	-	621
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1115	-	~ 260
Stage 1	-	-	674
Stage 2	-	-	~ 536
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1115	-	~ 230
Mov Cap-2 Maneuver	-	-	~ 230
Stage 1	-	-	674
Stage 2	-	-	~ 475

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	\$ 685
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1115	-	-	-	230	647
HCM Lane V/C Ratio	0.087	-	-	-	2.642	0.138
HCM Control Delay (s)	8.5	0	-	-	\$ 783.8	11.5
HCM Lane LOS	A	A	-	-	F	B
HCM 95th %tile Q(veh)	0.3	-	-	-	51.6	0.5

Notes

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

Intersection

Int Delay, s/veh 4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	65	171	604	448	115	146
Future Vol, veh/h	65	171	604	448	115	146
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	150	-	-	150	0	150
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	71	186	657	487	125	159

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	657	0	984
Stage 1	-	-	657
Stage 2	-	-	327
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	931	-	465
Stage 1	-	-	516
Stage 2	-	-	731
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	931	-	465
Mov Cap-2 Maneuver	-	-	254
Stage 1	-	-	516
Stage 2	-	-	675

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	23.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	931	-	-	-	254	465
HCM Lane V/C Ratio	0.076	-	-	-	0.492	0.341
HCM Control Delay (s)	9.2	-	-	-	32.2	16.7
HCM Lane LOS	A	-	-	-	D	C
HCM 95th %tile Q(veh)	0.2	-	-	-	2.5	1.5

Intersection

Int Delay, s/veh 246.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	89	393	334	75	559	82
Future Vol, veh/h	89	393	334	75	559	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	150	-	-	150	0	150
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	97	427	363	82	608	89

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	363	0	984
Stage 1	-	-	363
Stage 2	-	-	621
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1196	-	~ 275
Stage 1	-	-	704
Stage 2	-	-	~ 536
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1196	-	~ 253
Mov Cap-2 Maneuver	-	-	~ 253
Stage 1	-	-	704
Stage 2	-	-	~ 493

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	\$ 588.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1196	-	-	-	253	682
HCM Lane V/C Ratio	0.081	-	-	-	2.402	0.131
HCM Control Delay (s)	8.3	-	-	-	\$ 673.5	11.1
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.3	-	-	-	49	0.4

Notes

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

Intersection	
Intersection Delay, s/veh	43.2
Intersection LOS	E

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↘	↗		↗	↘		↘	↗
Traffic Vol, veh/h	0	65	171	0	604	448	0	115	146
Future Vol, veh/h	0	65	171	0	604	448	0	115	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	71	186	0	657	487	0	125	159
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	12.9	57.5	12.9
HCM LOS	B	F	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	171	604	448	115	146
LT Vol	65	0	0	0	115	0
Through Vol	0	171	604	0	0	0
RT Vol	0	0	0	448	0	146
Lane Flow Rate	71	186	657	487	125	159
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.144	0.353	1.086	0.71	0.27	0.294
Departure Headway (Hd)	7.547	7.037	5.957	5.247	8.042	6.82
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	478	515	611	691	450	530
Service Time	5.247	4.737	3.672	2.962	5.742	4.52
HCM Lane V/C Ratio	0.149	0.361	1.075	0.705	0.278	0.3
HCM Control Delay	11.5	13.5	85.4	19.8	13.7	12.3
HCM Lane LOS	B	B	F	C	B	B
HCM 95th-tile Q	0.5	1.6	19.2	5.9	1.1	1.2

Intersection

Intersection Delay, s/veh	91.7
Intersection LOS	F

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↘	↗		↗	↘		↘	↗
Traffic Vol, veh/h	0	89	393	0	334	75	0	559	82
Future Vol, veh/h	0	89	393	0	334	75	0	559	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	97	427	0	363	82	0	608	89
Number of Lanes	0	1	1	0	1	1	0	1	1

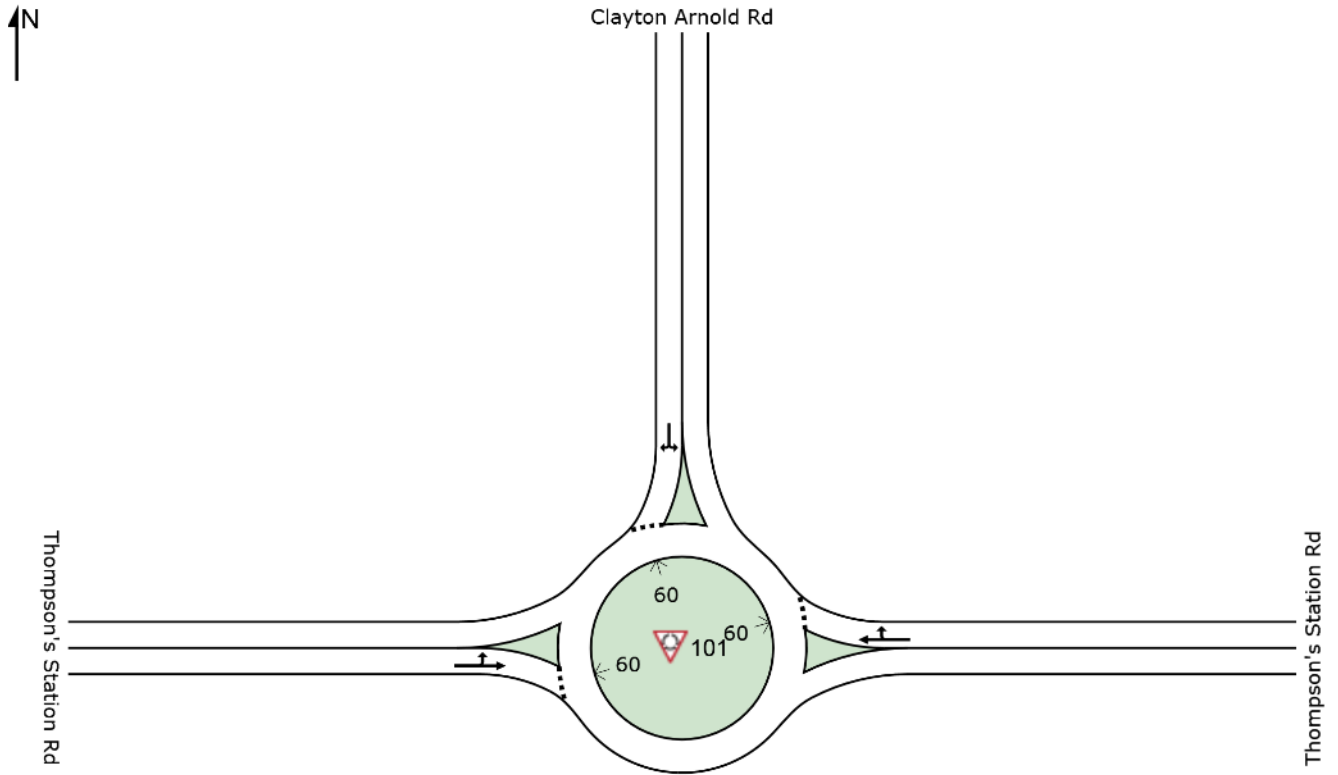
Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	42.1	30.2	168.3
HCM LOS	E	D	F

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	393	334	75	559	82
LT Vol	89	0	0	0	559	0
Through Vol	0	393	334	0	0	0
RT Vol	0	0	0	75	0	82
Lane Flow Rate	97	427	363	82	608	89
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.214	0.885	0.767	0.156	1.342	0.167
Departure Headway (Hd)	8.894	8.374	8.53	7.8	7.954	6.726
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	406	436	428	463	462	533
Service Time	6.594	6.074	6.23	5.5	5.703	4.474
HCM Lane V/C Ratio	0.239	0.979	0.848	0.177	1.316	0.167
HCM Control Delay	14	48.5	34.3	11.9	191.4	10.8
HCM Lane LOS	B	E	D	B	F	B
HCM 95th-tile Q	0.8	9.2	6.5	0.5	27.5	0.6

SITE LAYOUT

 Site: 101 [Thompson's Sta Rd @ Clayton Arnold Rd 2027 AM - Single Lane]

Alternate Analysis
Roundabout



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LANE SUMMARY

 Site: 101 [Thompson's Sta Rd @ Clayton Arnold Rd 2027 AM - Single Lane]

Alternate Analysis
Roundabout

Lane Use and Performance													
	Demand Flows			Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV	Cap.	v/c	%	sec		Veh	Dist		ft	%	%
	veh/h	%	veh/h						ft				
East: Thompson's Station Rd													
Lane 1 ^d	1143	2.0	1257	0.910	100	26.9	LOS D	21.6	548.9	Full	1600	0.0	0.0
Approach	1143	2.0		0.910		26.9	LOS D	21.6	548.9				
North: Clayton Arnold Rd													
Lane 1 ^d	284	2.0	683	0.415	100	11.0	LOS B	2.1	53.8	Full	1600	0.0	0.0
Approach	284	2.0		0.415		11.0	LOS B	2.1	53.8				
West: Thompson's Station Rd													
Lane 1 ^d	257	2.0	1188	0.216	100	4.9	LOS A	1.1	27.2	Full	1600	0.0	0.0
Approach	257	2.0		0.216		4.9	LOS A	1.1	27.2				
Intersection	1684	2.0		0.910		20.9	LOS C	21.6	548.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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LANE SUMMARY

 Site: 101 [Thompson's Sta Rd @ Clayton Arnold Rd 2027 PM - Single Lane]

Alternate Analysis
Roundabout

Lane Use and Performance													
	Demand Flows			Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Cap. veh/h	v/c	%	sec		Veh	Dist ft		ft	%	%
East: Thompson's Station Rd													
Lane 1 ^d	445	2.0	1223	0.363	100	6.4	LOS A	2.2	55.2	Full	1600	0.0	0.0
Approach	445	2.0		0.363		6.4	LOS A	2.2	55.2				
North: Clayton Arnold Rd													
Lane 1 ^d	697	2.0	927	0.751	100	18.3	LOS C	8.5	214.8	Full	1600	0.0	0.0
Approach	697	2.0		0.751		18.3	LOS C	8.5	214.8				
West: Thompson's Station Rd													
Lane 1 ^d	524	2.0	719	0.729	100	20.9	LOS C	6.4	163.1	Full	1600	0.0	0.0
Approach	524	2.0		0.729		20.9	LOS C	6.4	163.1				
Intersection	1665	2.0		0.751		16.0	LOS C	8.5	214.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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Project: \\corp.bwsc.net\data\Projects\36\36474\3647400\03_PROJECT_EXECUTION\TRNS\Sidra - TS Clayton Arnold\TS_CA (HCM6).sip7

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

DATE: August 4, 2017
TO: The Board of Mayor and Aldermen (BOMA)
FROM: Joe Cosentini, Town Administrator
SUBJECT: TA Report 8/08/2017

TDOT SIA Project –

The second half of the pedestrian undercrossing is being constructed and base work for the roadway on the west side of Columbia Pike is ongoing. All dry utilities have been relocated, the new wastewater line installation has been completed, and the upgraded waterline is being installed. This project is still on schedule for completion at the end of September.

Critz Lane Re-alignment –

Parchman Construction has begun mobilizing onsite. The Town has received a settlement offer regarding the Hill condemnation case which will be discussed as a separate agenda item at the BOMA meeting. We have executed an access agreement with the Ferrari family so the project can continue forward as we continue to work out the details on a few outstanding items with regard to closing on the right-of-way.

TDOT RSAR Project (Lewisburg Pike/Critz Lane) –

TDOT has pushed the letting of this project to December 2017. The reasoning was related to State funding shortage and had to be moved to the next budget year. This is likely a good thing as the realignment of Critz and the Columbia Pike project will be completed prior to the Lewisburg side getting started.

Cell 1 Cleanout –

The Town has made significant progress on getting the water level down in cell 1 at the regional facility. First Response is working on an updated proposal to establish a dam around the original intake so we can evaluate the area where we believe the minor leak is located. This proposal will be presented to the BOMA once it is received.

Tollgate Dedication of Infrastructure –

This item was deferred from our June meeting to give the applicant time to correct several maintenance items. These repairs have not been completed and this item will be placed on the next BOMA agenda once the repairs are done.

Hall Income Tax –

The State has informed us that they overpaid the Town on last year's Hall Income Tax collection by \$320,000. This was not an item that could have been detected by the Town as this tax is unpredictable from year to year. The State will withhold future shared tax collections until the full amount is repaid and will work with the Town on this repayment schedule.



Town of Thompson's Station
Cash Balance Report
As of July 31, 2017

	June 2017	July 2017
General Fund:		
Checking Account	261,974	144,522
Money Market Investment Accounts	6,892,735	7,094,581
Total General Fund Cash	7,154,710	7,239,103
Less: Developer Cash Bonds Held	(424,800)	(424,800)
Less: County Privilege Tax Held	(4,114)	-
Less: County Mixed Drink Tax Payable	(593)	(670)
Less: Debt Principal Payments Due within 12 Months	-	(115,300)
Less: Hall Tax Refund Owed to State	-	(268,153)
Less: Accounts Payable	(346,750)	(288,319)
Less: Adequate Schools Facilities Receipts (ITD starting Dec'07)	(241,624)	(246,627)
Less: Capital Projects (Original Allocation)		
Parks (100,000 + 165,000)	(162,675)	(162,675)
New Town Hall Design (25,000)	(3,000)	(3,000)
New Town Hall Construction Docs (75,600)	(45,820)	(45,820)
Critz Lane Redesign (596,000)	(457,740)	(457,740)
Critz Lane Realignment Construction (1,200,000+200,000)	(1,074,100)	(1,073,850)
Clayton Arnold / T. S. Rd E Intersection (38,750)	(17,000)	(17,000)
Cash Available - General Fund	4,376,493	4,135,150
 Wastewater Fund:		
Checking Account	99,598	107,840
Money Market Investment Accounts	2,168,892	2,219,571
Total Wastewater Fund Cash	2,268,491	2,327,410
Less: Lagoon Clean Out (Professional Fees) (445,000)	(25,420)	(25,420)
Less: Capital Projects (Original Allocation)		
Tollgate Drip Field Construction (456,876)	(8,000)	-
Cash Available - Wastewater Fund	2,249,468	2,301,991
Total Cash Available	6,625,961	6,437,141



**Town of Thompson's Station
General Fund Revenue Analysis
As of July 31, 2017**

**Year to Date
Budget versus Actual**

	<u>July 2017</u>	<u>Budget</u>	<u>% of Budget</u>	<u>Comment</u>
General Government Revenues:				
31111 Real Property Tax Revenue	1,653	228,000	1%	
31310 Interest & Penalty Revenue	10	-		
31610 Local Sales Tax - Trustee	67,237	850,000	8%	
31710 Wholesale Beer Tax	9,853	100,000	10%	
31720 Wholesale Liquor Tax	942	6,000	16%	
31810 City Portion of County Priv Tax	5,002	65,000	8%	
31900 CATV Franchise Fee Income	3,569	15,000	24%	
32000 Beer Permits	-	500	0%	
32200 Building Permits	44,645	300,000	15%	
32230 Submittal & Review Fees	1,665	30,000	6%	
32245 Miscellaneous Fees	20	1,000	2%	
32260 Business Tax Revenue	642	75,000	1%	
33320 TVA Payments in Lieu of Taxes	-	30,000	0%	
33510 Local Sales Tax - State	19,238	330,000	6%	
33520 State Income Tax	-	100,000		
33530 State Beer Tax	-	1,000	0%	
33535 Mixed Drink Tax	670	12,000	6%	
33552 State Streets & Trans. Revenue	451	8,000	6%	
33553 SSA - Motor Fuel Tax	4,268	75,000	6%	
33554 SSA - 1989 Gas Tax	684	12,000	6%	
33555 SSA - 3 Cent Gas Tax	1,270	20,000	6%	
36120 Interest Earned - Invest. Accts	1,846	12,000	15%	
37746 Parks Revenue	4,476	15,000	30%	
37747 Parks Deposit Return	(500)	(5,000)	10%	
37990 Other Revenue	775	10,000	8%	
Total general government revenue	<u>168,415</u>	<u>2,290,500</u>		
Non-Operating Income:				
32300 Impact Fees	70,155	550,000	13%	
38000 Transfer from Reserves	-	4,301,331		
Total non-operating revenue	<u>70,155</u>	<u>4,851,331</u>		
Total revenue	<u>238,570</u>	<u>7,141,831</u>		



Town of Thompson's Station
General Fund Revenue Analysis
As of July 31, 2017

Month to Month
Trend Analysis

	June 2017	July 2017	Current Change	Comment
General Government Revenues:				
31111 Real Property Tax Revenue	1,443	1,653	210	
31310 Interest & Penalty Revenue	58	10	(48)	
31610 Local Sales Tax - Trustee	71,848	67,237	(4,611)	
31710 Wholesale Beer Tax	9,598	9,853	255	
31720 Wholesale Liquor Tax	1,411	942	(469)	
31810 City Portion of County Priv Tax	3,127	5,002	1,875	
31900 CATV Franchise Fee Income	-	3,569	3,569	
32000 Beer Permits	-	-	-	
32200 Building Permits	30,546	44,645	14,099	
32230 Submittal & Review Fees	375	1,665	1,290	
32242 Miscellaneous Fees	20	20	-	
32260 Business Tax Revenue	6,721	642	(6,079)	
33320 TVA Payments in Lieu of Taxes	7,562	-	(7,562)	
33510 Local Sales Tax - State	19,076	19,238	162	
33520 State Income Tax	-	-	-	
33530 State Beer Tax	-	-	-	
33535 Mixed Drink Tax	593	670	76	
33552 State Streets & Trans. Revenue	451	451	-	
33553 SSA - Motor Fuel Tax	4,454	4,268	(186)	
33554 SSA - 1989 Gas Tax	731	684	(47)	
33555 SSA - 3 Cent Gas Tax	1,357	1,270	(87)	
36120 Interest Earned - Invest. Accts	2,150	1,846	(304)	
37746 Parks Revenue	300	4,476	4,176	Dog and Pony, Little Raskals
37747 Parks Deposit Return	(800)	(500)	300	
37990 Other Revenue	3,732	775	(2,957)	
Total general government revenue	<u>164,752</u>	<u>168,415</u>	<u>3,663</u>	
Non-Operating Income:				
32300 Impact Fees	48,865	70,155	21,290	
38000 Transfer from Reserves	-	-	-	
Total non-operating revenue	<u>48,865</u>	<u>70,155</u>	<u>21,290</u>	
Total revenue	<u>213,617</u>	<u>238,570</u>	<u>24,953</u>	



Town of Thompson's Station
General Fund Expenditure Analysis
As of July 31, 2017

Year to Date
 Actual versus Budget

	July 2017	Budget	% of Budget	Comment
General Government Expenditures:				
41110 Salaries	46,709	586,000	8%	
41141 FICA	2,886	38,250	8%	
41142 Medicare	675	8,500	8%	
41147 SUTA	172	4,000	4%	
41161 General Expenses	-	1,000	0%	
41211 Postage	-	1,000	0%	
41221 Printing, Forms & Photocopy	378	6,000	6%	
41231 Legal Notices	-	3,000	0%	
41235 Memberships & Subscriptions	844	3,700	23%	
41241 Utilities - Electricity	823	12,000	7%	
41242 Utilities - Water	193	2,500	8%	
41244 Utilities - Gas	84	2,000	4%	Timing
41245 Telecommunications Expense	220	7,000	3%	
41252 Prof. Fees - Legal Fees	15,745	120,000	13%	
41253 Prof. Fees - Auditor	-	18,000	0%	
41254 Prof. Fees - Consulting Engineers	-	45,000	0%	
41259 Prof. Fees - Other	-	50,000	0%	
41264 Repairs & Maintenance - Vehicles	-	10,000	0%	
41265 Parks & Recreation Expense	500	40,000	1%	
41266 Repairs & Maintenance - Buildings	40	30,000	0%	
41268 Repairs & Maintenance - Roads	1,572	838,770	0%	
41269 SSA - Street Repair Expense	-	115,000	0%	
41270 Vehicle Fuel & Oil	-	15,000	0%	
41280 Travel	-	2,500	0%	
41285 Continuing Education	105	5,500	2%	
41289 Retirement	2,340	28,580	8%	
41291 Animal Control Services	3,919	4,000	98%	Paid Annually
41300 Economic Development	200	7,500	3%	
41311 Office Expense	2,062	40,000	5%	
41511 Insurance - Property	4,518	2,500	181%	Property additions / increases
41512 Insurance - Workers Comp.	7,159	13,000	55%	Paid Annually
41513 Insurance - Liability	-	4,500	0%	
41514 Insurance - Medical	8,185	90,000	9%	Paid Annually
41515 Insurance - Auto	-	1,700	0%	
41516 Insurance - E & O	-	11,000	0%	
41551 Trustee Commission	3	6,000	0%	
41691 Bank Charges	-	2,000	0%	
41720 Donations	-	-	0%	
41800 Emergency Services	68,041	93,000	73%	Williamson County Sheriff
41899 Other Expenses	-	10,000	0%	
Total general government expenditures	<u>167,374</u>	<u>2,278,500</u>		
General government change in net position	<u>1,041</u>	<u>12,000</u>		
Non-Operating Expenditures:				
41940 Capital Projects	250	4,570,100	0%	
41944 Captial Projects - Parks	-	153,231	0%	
48000 Transfer to Reserves	315,641	-	0%	
49030 Capital Outlay Note Payment	-	140,000	0%	
Total non-operating expenditures	<u>315,891</u>	<u>4,863,331</u>		
Non-operating change in net position	<u>(245,736)</u>	<u>(12,000)</u>		
Total expenditures	<u>483,265</u>	<u>7,141,831</u>		
Change in Net Position	<u>(244,695)</u>	<u>-</u>		



Town of Thompson's Station
General Fund Expenditure Analysis
As of July 31, 2017

Month to Month
Trend Analysis

	June 2017	July 2017	Current Change	Comment
General Government Expenditures:				
41110 Salaries	39,328	46,709	7,382	BOMA / Commissioners
41141 FICA	2,430	2,886	456	
41142 Medicare	568	675	107	
41147 SUTA	2	172	169	
41161 General Expenses	-	-	-	
41211 Postage	137	-	(137)	
41221 Printing, Forms & Photocopy	810	378	(432)	
41231 Legal Notices	461	-	(461)	
41235 Memberships & Subscriptions	15	844	829	
41241 Utilities - Electricity	1,560	823	(737)	
41242 Utilities - Water	319	193	(126)	
41244 Utilities - Gas	173	84	(89)	
41245 Telecommunications Expense	100	220	120	
41252 Prof. Fees - Legal Fees	30,955	15,745	(15,210)	
41253 Prof. Fees - Auditor	-	-	-	
41254 Prof. Fees - Consulting Engineers	6,975	-	(6,975)	
41259 Prof. Fees - Other	3,725	-	(3,725)	
41264 Repairs & Maintenance - Vehicles	10	-	(10)	
41265 Parks & Recreation Expense	1,607	500	(1,107)	
41266 Repairs & Maintenance - Buildings	2,576	40	(2,536)	
41268 Repairs & Maintenance - Roads	322,993	1,572	(321,421)	
41269 SSA - Street Repair Expense	-	-	-	
41270 Vehicle Fuel & Oil	1,762	-	(1,762)	
41280 Travel	-	-	-	
41285 Continuing Education	125	105	(20)	
41289 Retirement	1,954	2,340	386	
41291 Animal Control Services	-	3,919	3,919	Paid annually
41300 Economic Development	-	200	200	
41311 Office Expense	358	2,062	1,704	
41511 Insurance - Property	-	4,518	4,518	Paid annually
41512 Insurance - Workers Comp.	-	7,159	7,159	Paid annually
41513 Insurance - Liability	-	-	-	
41514 Insurance - Medical	8,197	8,185	(12)	
41515 Insurance - Auto	-	-	-	
41516 Insurance - E & O	-	-	-	
41551 Trustee Commission	29	3	(26)	
41691 Bank Charges	-	-	-	
41720 Donations	-	-	-	
41800 Emergency Services		68,041		Williamson County Sheriff
41899 Other Expenses	218	-	(218)	
Total general government expenditures	<u>427,388</u>	<u>167,374</u>	<u>(328,055)</u>	
Non-Operating Expenditures:				
41940 Capital Projects	-	250	250	
41942 Capital Projects - Grants	-	-	-	
41944 Capital Projects - Parks	10,490	-	(10,490)	
48000 Transfer to Reserves	(216,251)	315,641	531,892	
49030 Capital Outlay Note Payment	-	-	-	
Total non-operating expenditures	<u>(205,761)</u>	<u>315,891</u>	<u>521,652</u>	
Total expenditures	<u>213,418</u>	<u>483,265</u>	<u>193,597</u>	



Town of Thompson's Station
General Fund Capital Expenditures Report
Fiscal Year to Date as of July 31, 2017

Capital Projects - General Fund		YTD 2018	Current Budget	Pending Budget *
a	New Town Hall Design	0	0	3,000
a	New Town Hall Construction Documents	0	0	45,820
a	New Town Hall Construction	0	1,200,000	0
a	Critz Lane Realignment Construction	250	474,100	1,074,100
a	Critz Lane Redesign	0	396,000	457,740
a	Clayton Arnold / TS Road E. Intersection	0	0	17,000
a	Critz Lane Improvements	0	2,500,000	0
b	Grant Projects	0	0	0
c	Parks	0	153,231	162,675
Total Capital Improvements		250	4,723,331	1,760,335

* Reconciled with Cash Report

Capital Projects - General Fund		July 2017	August 2017	September 2017	October 2017	November 2017	December 2017	January 2018	February 2018	March 2018	April 2018	May 2018	June 2018	YTD Total
a	New Town Hall Design													-
a	New Town Hall Construction Documents													-
a	New Town Hall Construction													-
a	Critz Lane Realignment Construction	250												250
a	Critz Lane Redesign													-
a	Clayton Arnold / TS Road E. Intersection													-
a	Critz Lane Improvements													-
b	Grant Projects													-
c	Parks													-
Total Capital Improvements		250	-	-	-	-	-	-	-	-	-	-	-	250

Note: Capital Projects are accounted for in the following General Ledger accounts.

- a 41940 Capital Projects
- b 41942 Capital Projects - Grants
- c 41944 Capital Projects - Parks



Town of Thompson's Station
Wastewater Fund Revenue and Expense Analysis
As of July 31, 2017

Year to Date
Actual versus Budget

	July 2017	Budget	% of Budget	Comment
Revenues:				
3100 Wastewater Treatment Fees	78,886	925,000	9%	
3101 Septage Disposal Fees	750	10,000	8%	
3105 Late Payment Penalty	976	-	100%	
3109 Uncollectible Accounts	-	(5,000)	0%	
4009 Returned Check Charges	-	-	100%	
Total revenues	80,612	930,000		
Operating Expenses:				
Supply and Operations:				
4010 Payroll Expense	8,314	150,000	6%	
4210 Permits & Fees Expense	651	7,500	9%	
4220 Laboratory Water Testing	-	7,500	0%	
4230 Supplies Expense	-	5,000	0%	
4240 Repairs & Maint. Expense	-	82,000	0%	
4250 Postage, Freight & Express Chgs	456	6,000	8%	
4280 Billing Charges	520	12,000	4%	
4310 Utilities - Electric	5,460	100,000	5%	
4320 Utilities - Water	278	5,000	6%	
4350 Telecommunications	-	2,500	0%	
4390 Insurance Expense	19,808	21,000	94%	Paid Annually
4395 Insurance - Employee Medical	-	30,000	0%	
4400 Prof. Fees-Consulting Engineers	-	50,000	0%	
4420 Prof. Fees - Auditor	-	2,000	0%	
4490 Prof. Fees - Other	-	109,700	0%	
4710 Payroll Taxes - FICA	514	10,000	5%	
4720 Payroll Taxes - Medicare	120	2,200	5%	
4730 Payroll Taxes - SUTA	-	3,600	0%	
4789 Employee Retirement Expense	415	7,500	6%	
4800 Bank Charges	-	500	0%	
4900 Other Expense	-	1,000	0%	
Total supply and operations	36,536	615,000		
Depreciation				
4990 Depreciation Expense	25,968	315,000	8%	
Total operating expenses	62,504	930,000		
Operating result	18,109	-		
Non-Operating Income (Expense):				
3300 Tap Fees	57,626	550,000	10%	
3902 Interest Income - Invest Accts	678	5,000	14%	
4100 Capital Expenditures	-	(45,000)	0%	
4993 Loan Repayment-Franklin Synergy	-	-		
4994 Interest Expense	(1,339)	(15,000)	9%	
Total non-operating income	56,966	495,000		
Change in Net Position	75,074	495,000		



Town of Thompson's Station
Wastewater Fund Revenue and Expense Analysis
As of July 31, 2017

Month to Month
Trend Analysis

	<u>June 2017</u>	<u>July 2017</u>	<u>Current Change</u>	<u>Comment</u>
Revenues:				
3100 Wastewater Treatment Fees	76,727	78,886	2,159	
3101 Septage Disposal Fees	800	750	(50)	
3105 Late Payment Penalty	1,133	976	(156)	
3109 Uncollectible Accounts	-	-	-	
4009 Returned Check Charges	-	-	-	
Total revenues	<u>78,660</u>	<u>80,612</u>	<u>1,952</u>	
Operating Expenses:				
Supply and Operations:				
4010 Payroll Expense	8,310	8,314	4	
4210 Permits & Fees Expense	-	651	651	
4220 Laboratory Water Testing	158	-	(158)	
4230 Supplies Expense	-	-	-	
4240 Repairs & Maint. Expense	1,088	-	(1,088)	
4250 Postage, Freight & Express Chgs	37	456	419	
4280 Billing Charges	880	520	(360)	
4310 Utilities - Electric	6,633	5,460	(1,173)	
4320 Utilities - Water	572	278	(294)	
4390 Insurance Expense	-	19,808	19,808	Paid Annually
4400 Prof. Fees-Consulting Engineers	2,390	-	(2,390)	
4420 Prof. Fees - Auditor	1,288	-	(1,288)	
4490 Prof. Fees - Other	61,018	-	(61,018)	First Response
4710 Payroll Taxes - FICA	514	514	(0)	
4720 Payroll Taxes - Medicare	120	120	-	
4730 Payroll Taxes - SUTA	1	-	(1)	
4789 Employee Retirement Expense	415	415	0	
4800 Bank Charges	-	-	-	
4900 Other Expense	-	-	-	
Total supply and operations	<u>83,423</u>	<u>36,536</u>	<u>(46,887)</u>	
Depreciation				
4990 Depreciation Expense	25,968	25,968	-	
Total operating expenses	<u>109,391</u>	<u>62,504</u>	<u>(46,887)</u>	
Operating result	(30,731)	18,109	48,840	
Non-Operating Income (Expense):				
3300 Tap Fees	35,126	57,626	22,500	Increase in permits paid
3902 Interest Income - Invest Accts	666	678	13	
4100 Capital Expenditures	(103,434)	-	103,434	Tollgate Drip Field
4994 Interest Expense	(1,404)	(1,339)	65	
Total non-operating income	<u>(69,046)</u>	<u>56,966</u>	<u>126,012</u>	
Change in Net Position	<u>(99,777)</u>	<u>75,074</u>	<u>174,852</u>	