WORKSHOP AGENDA

Planning Commission
February 10, 2026 @ 5:30 PM
For the February 24, 2026 Regular Meeting @ 6:00 PM

- Call meeting to order.
- Determine quorum.

ORDER OF BUSINESS

1. Approve Minutes: November 25, 2025 Regular Meeting and January 13, 2026 Workshop.

2. Public Comment Period.

OLD BUSINESS

3. Recommendation to the Board of Mayor and Aldermen: Rezoning of Property - 13.17 Acres. Property located on Sanford Road (Tax Map 28, Parcels 2 and 1.01). Current Zoning District: A (Agricultural) Zoning District; Proposed Zoning District: PDR R-3 (Planned Density Residential with High Density R-3 Base) Zoning District. Property owned by Chao Wen Dong. Requested by Last of the Loggers, LLC.

4. Site Plan - Hugo Tire - Building Addition Totaling 1,200 Square Feet on 4.6 Acres. Property located at 5378 Murfreesboro Road (Tax Map 18A, Group A, Parcel 31). CC (Central Commercial) Zoning District. Property owned by Phil Goodell. Requested by Wamble & Associates, PLLC.

NEW BUSINESS

5. Site Plan - 1370 Heil Quaker Boulevard - Proposed Truck Parking on 2.51 Acres. Property located at 1370 Heil Quaker Blvd. (Tax Map 17, Parcel 28.01). ID (Interchange District) Zoning District. Property owned by Harsimranjeet Kaur. Requested by Huddleston Steele, Inc. **(DEFERRED)**

6. Site Plan - The Mayfield by Broadstone - 252 Residential Units on 9.33 Acres. Property located at 31 Lillian Buchanan Drive (Tax Map 14, Parcel 72). DD (Downtown District) Zoning District. Property owned by Alliance Residential Company. Requested by Catalyst Design Group.

7. Site Plan - 272 Old Nashville Highway - Existing Home Totaling 2,350 Square Feet on 0.62 Acres. Property located at 272 Old Nashville Highway (Tax Map 17D, Group B, Parcel 11). NCD (Neighborhood Commercial) Zoning District. Property owned by Janet Ibrahim. Requested by Huddleston Steele, Inc.

8. Recommendation to the Board of Mayor and Aldermen: Rezoning of Property - South Waldron Road Mixed Use Development. 101 Acres. Property located on and near Waldron and Blair Roads (Tax Map 32, Parcels 3, 3.03, 3.04 and 3.05 and Tax Map 29, Parcels 36, 37, 41.01 and 41.02). Current Zoning District: R-1 (Low Density Residential) Zoning District; Proposed Zoning District: PDR R-3 (Planned Density Residential) Zoning District with a Base Zone of R-3 (High Density Residential). Property owned by the Industrial Development Board of the City of La Vergne, B & F Ventures, Michaels Homes, LLC, Randall W. Thomas Etux Amanda H. Requested by Equitable Property Company, LLC.

9. Preliminary Plat - The Villages at Woodland Hills, Phases 1 through 4 - 85 Lots on Approximately 48 Acres. Requested by SEC, Inc. Property located off Woodland Hills Drive (Tax Map 29, Parcel 23 & 23.01). R-2 (Medium Density Residential) Zoning District. Property owned by M/I Homes of Nashville, LLC.

10. Final Plat - Arbor Ridge, Section 4 - 47 Lots on 9.10 Acres. Requested by SEC, Inc. Property located at 927 Waldron Road (Tax Map 32, P/O Parcel 4.04). PDR (Planned Density Residential) Zoning District. Property owned by Starlight Homes, LLC.

11. Bonds/Letters of Credit Update.

ADJOURN

MINUTES OF THE REGULAR MEETING OF THE CITY OF LA VERGNE PLANNING COMMISSION HELD ON NOVEMBER 25, 2025, AT LA VERGNE CITY HALL, LA VERGNE, TENNESSEE.

The City of La Vergne Planning Commission met in a regular meeting on November 25, 2025, in La Vergne City Hall, starting at 6:00 p.m. with Chairman Earl Garvin, Jr. present and presiding.

Members Present

The members present were: Chairman Earl Garvin, Jr, Mayor Jason Cole, Alderman/Secretary Graeme Coates, Jim Hesemann, Mark Molnar, Tabatha Howard and Justin Greer.

1. Approve Minutes: September 30, 2025 Regular Meeting and October 14, 2025 Workshop, October 28, 2025 Regular Meeting and November 13, 2025 Workshop.

A motion, made by Mayor Cole, seconded by Secretary Coates, to approve the minutes of September 30, 2025 Regular Meeting, October 14, 2025 Workshop, October 28, 2025 Regular Meeting, and November 13, 2025 Workshop, was adopted with all voting AYE.

2. Public Comment Period.

No one spoke.

Mayor Cole wished City Engineer Gary Lide a Happy Birthday.

OLD BUSINESS

3. Site Plan - Dous Retail Center - Building totaling 4,200 Square Feet on 1.28 Acres. Requested by Chet Rhodes. Property located at 5130 Murfreesboro Road (Tax Map 15M, Group A, Parcel 1). C-2 (Highway Service) Zoning District. Property owned by TN Group Properties, LLC.

Mr. Logan gave his report.

Mayor Cole asked about the dumpster enclosure. Mr. Lide explained where the dumpster is located on the site plan.

Mr. Jonathan Bradshaw, a representative of Rhodes Engineering, approached the podium. A discussion ensued.

A motion, made by Mayor Cole, seconded by Secretary Coates, to accept the site plan as

submitted, was adopted with all voting AYE.

4. Recommendation to the Board of Mayor and Aldermen: Rezoning of Property - Requested by Last of the Loggers, LLC - 9.67 Acres. Property located on Sanford Road (Tax Map 28, Parcel 1.01). Current Zoning District: A (Agricultural) Zoning District; Proposed Zoning District: R-3 (High Density Residential) Zoning District. Property owned by Chao Wen Dong.Requested by Last of the Loggers, LLC.

Mr. Logan gave his report.

Mr. Lide spoke about the Development Agreement. He stated that the City will not be paying for the roadway, offsite sewer, or offsite water for this project.

Fire Marshal Curtis Brinkley spoke about the egress and entrances required for the property.

Mr. Matt Taylor, SEC,Inc, approached the podium. Mr. Taylor stated they would add the language to the development agreement to reflect what the city stated about the roadway and sewer costs. He also stated they would add the necessary entrances and egresses per the Fire Marshal. A discussion ensued. Secretary Coates asked about the road. Mr. Taylor explained his concern with a cut-through road.

Mayor Cole made comments about the materials and the brick percentages. A discussion ensued. Mr. Taylor stated they would update the plan.

A motion, made by Mayor Cole, seconded by Secretary Coates, to defer the item, was adopted with all voting AYE.

5. Site Plan - MBI Building - Building totaling 8,800 Square Feet on 5 Acres. Requested by Griggs & Maloney, Inc. Property located at 393 Mason Road (Tax Map 17, Parcel 15.01). I-2 (Heavy Industrial) Zoning District. Property owned by Mr. Bults, Inc.

Mr. Logan gave his report.

Mr. Hunter Patton, a representative of Griggs and Maloney, approached the podium. Secretary Coates thanked the applicant for addressing the outstanding comments. Mr. Patton explained the reasoning of the curved layout. Secretary Coates asked Mr. Lide about semi-truck turning. Mr. Lide explained that this was the best option for a second exit. A discussion ensued. Mayor Coates spoke about his concerns with the entrance and exits and adding additional signage.

A motion, made by Secretary Coates, seconded by Mark Molnar, to approve the site plan as submitted, with additional signage requirements per staff, and understanding that the

city will not issue a land disturbance permit unless the signage is completed, was adopted with all voting AYE.

6. Site Plan - 164 Chaney Boulevard - Ten Townhomes on 0.96 Acres. Requested by Morley Corp. Property located at 164 Chaney Boulevard (Tax Map 18P, Group E, Parcel 4). R-3 (High Density Residential) Zoning District. Property owned by Fahim Eryan. Requested by Morley Corp.

Mr. Logan gave his report.

Mr. Alejandro Mojica, a representative of Morley Coro, approached the podium. Mayor Cole asked about the deceleration lane. The applicant explained it wasn't required. Secretary Coates asked about the turnaround. Mr. Brinkley stated that the distances did not require a turnaround. A discussion ensued.

Mr. Molnar spoke about his concerns with the congestion.

A motion, made by Secretary Coates, seconded by Mayor Cole, to deny the site plan as submitted due to the traffic concerns, was adopted with all voting AYE.

NEW BUSINESS

7. Recommendation to the Board of Mayor and Aldermen: Rezoning of Property - 2.25 Acres. Property located on Lake Road (Tax Map 32A, Group A, Parcels 1 & 37). Current Zoning District: R-1 (Low Density Residential) Zoning District; Proposed Zoning District: NCD (Neighborhood Commercial) Zoning District. Property owned by Mitchell Bowman and Harding Fox. Requested by Mitchell Bowman.

This item was withdrawn.

8. Final Plat -Glendale Subdivision, Resubdivision of Lots 6A & 6B - Two Lots on Approximately 0.29 Acres. Property located on Murfreesboro Rd. (Tax Map 18A, Group A, Parcels 8 & 9). DD (Downtown District). Property owned by Webster Wood Pickard, Jr. Requested by Huddleston-Steele.

Mr. Logan gave his report.

Mr. Grant Chapman, 2115 NW Broad St, Murfreesboro, TN approached the podium. He explained the lots and moving the property lines. Mr. Greer asked about the property. Mr. Chapman explained.

A motion, made by Mark Molnar, seconded by Mayor Cole, to approve the site plan as submitted, was adopted with all voting AYE.

9. **Site Plan - Hugo Tire - Building Addition Totaling 1,200 Square Feet on 4.6 Acres. Property located at 5378 Murfreesboro Road (Tax Map 18A, Group A, Parcel 31). CC (Central Commercial) Zoning District. Property owned by Phil Goodell. Requested by Wamble & Associates, PLLC.**

Mr. Logan gave his report.

Mr. Lide spoke about the outstanding comments.

Mr. Danny Wamble, 216 Centerview Dr, approached the podium. Mr. Wamble explained the project and the codes violation.

Mr. Molnar spoke about his concerns. Secretary Coates stated his want for sidewalks. A discussion ensued.

Mr. Eric Mestner approached the podium.

A motion, made by Mayor Cole, seconded by Secretary Coates, to defer the item, was adopted with all voting AYE.

10. **Final Plat - Blair Ridge - 141 Townhomes on Approximately 15.84 Acres. Property located on Blair Rd (Tax Map 29, Parcel 21.01). R-3 (High Density Residential) Zoning District. Property owned by Forestar Real Estate Group. Requested by Wilson & Associates.**

Mr. Logan gave his report.

Ms. Abigail Overstreet, 108 Beasley Dr, Wilson and Associates, approached the podium.

A motion, made by Secretary Coates, seconded by Mayor Cole, to approve the site plan as submitted, was adopted with all voting AYE.

11. **Bonds/Letters of Credit Update.**

Ms. Williams updated the board.

No action was taken.

ADJOURNMENT

There being no further business to come before this meeting, Chairman Garvin declared the meeting adjourned at 6:57 p.m.

_____
Chairman

_____
City Recorder

_____
Approved

MINUTES OF THE REGULAR WORKSHOP OF THE CITY OF LA VERGNE PLANNING COMMISSION HELD ON JANUARY 13, 2026, AT LA VERGNE CITY HALL, LA VERGNE, TENNESSEE.

The City of La Vergne Planning Commission met in a regular workshop on January 13, 2026, in La Vergne City Hall, starting at 5:30 p.m. with Chairman Earl Garvin, Jr. present and presiding.

Members Present

The members present were: Chairman Earl Garvin, Jr, Vice-Chairman/Mayor Jason Cole, Alderman/Secretary Graeme Coates, Jim Hesemann, Mark Molnar, and Tabatha Howard. Justin Greer was absent.

ORDER OF BUSINESS

1. Approve Minutes: November 25, 2025 Regular Meeting and January 13, 2026 Workshop,

This item will be approved at the regular meeting on January 27, 2026.

2. Public Comment Period.

Ms. Janet Ibraham, 4409 Smokey Mountain Place, Antioch, wanted to address the site plan for 272 Old Nashville Highway. Chairman Gavin stated that it could be addressed when the item was called on the agenda.

OLD BUSINESS

3. Recommendation to the Board of Mayor and Aldermen: Rezoning of Property - 13.17 Acres. Property located on Sanford Road (Tax Map 28, Parcels 2 and 1.01). Current Zoning District: A (Agricultural) Zoning District; Proposed Zoning District: PDR R-3 (Planned Density Residential with High Density R-3 Base) Zoning District. Property owned by Chao Wen Dong. Requested by Last of the Loggers, LLC.

Mr. Logan reminded members of the annual training on February 7th, 2026.

Mr. Logan gave his report.

Mr. Rob Molchan, 850 Middle Tennessee Boulevard, Murfreesboro, SEC Inc., addressed questions regarding the availability of a draft HOA and the additional street connectivity provided by the property that was gained. Discussion ensued about concerns regarding the property line, traffic relating to the 4-way intersection, the need for a traffic study, the setback footage, offsite sewer, and the properties not being rentals.

No action was taken.

4. Site Plan - Hugo Tire - Building Addition Totaling 1,200 Square Feet on 4.6 Acres. Property located at 5378 Murfreesboro Road (Tax Map 18A, Group A, Parcel 31). CC (Central Commercial) Zoning District. Property owned by Phil Goodell. Requested by Wamble & Associates, PLLC.

Mr. Logan gave his report.

Mr. Chandler Floyd, 216 Centerview Dr, Brentwood, Wamble & Associates, PLLC, approached the podium. He addressed questions regarding the facing of the proposed building, painting the existing building, concerns regarding emergency services access with the distance between the two buildings, the visibility of handicap parking spots, parking in front of the bay doors, and crape myrtle plants not hanging over the sidewalk.

Mr. Eric Metzger, 5382 Murfreesboro Road, Good L Corporation, presented samples of the building materials being used.

No action was taken.

NEW BUSINESS

5. Site Plan - 1370 Heil Quaker Boulevard - Proposed Truck Parking on 2.51 Acres. Property located at 1370 Heil Quaker Blvd. (Tax Map 17, Parcel 28.01). ID (Interchange District) Zoning District. Property owned by Harsimranjeet Kaur. Requested by Huddleston Steele, Inc.

Mr. Logan gave his report.

Mr. Lide explained the roadway and stormwater concerns he had and his desire for a traffic study to be completed.

Mr. Bill Huddleston, 2115 Northwest Broad Street, Murfreesboro, Huddleston-Steele Engineering, Inc. approached the podium. He explained the project and addressed concerns regarding the size of the driveway, long term truck parking, and fence material.

No action was taken.

6. Site Plan - The Mayfield by Broadstone - 252 Residential Units on 9.33 Acres. Property located at 31 Lillian Buchanan Drive (Tax Map 14, Parcel 72). DD (Downtown District) Zoning District. Property owned by Alliance Residential Company. Requested by Catalyst Design Group.

Mr. Logan gave his report.

Mr. Lide explained the need for the developer to seek a new plat, which will address sewer concerns with the proposed buildings on the property, he addressed drainage and stormwater concerns.

Mr. Steven Keller and Mr. Andrew Wolthers, 1524 Williams Drive, Ste. 201, Murfreesboro, Catalyst Design Group, answered questions regarding managed gated parking, fire hydrant access, sidewalk connectivity, and the property buffer.

No action was taken.

7. Site Plan - 272 Old Nashville Highway - Existing Home Totaling 2,350 Square Feet on 0.62 Acres. Property located at 272 Old Nashville Highway (Tax Map 17D, Group B, Parcel 11). NCD (Neighborhood Commercial) Zoning District. Property owned by Janet Ibrahim. Requested by Huddleston Steele, Inc.

Mr. Logan gave his report.

Mr. Lide stated addressed the stormwater right of way that would take a big section out of this project.

Mr. Bill Huddleston, Broad Street, Murfreesboro, approached the podium. He explained the project's intended use, addressed concerns regarding the size of the driveway due to the City's right-of-way, additional parking, and water detention.

Ms. Christine Eldahaby, architect on the project, asked questions regarding materials that could be used on the project. Chairman Gavin asked that a sample board be provided.

No action was taken.

8. Recommendation to the Board of Mayor and Aldermen: Rezoning of Property - South Waldron Road Mixed Use Development. 101 Acres. Property located on and near Waldron and Blair Roads (Tax Map 32, Parcels 3, 3.03, 3.04 and 3.05 and Tax Map 29, Parcels 36, 37, 41.01 and 41.02). Current Zoning District: R-1 (Low Density Residential) Zoning District; Proposed Zoning District: PDR R-3 (Planned Density Residential) Zoning District with a Base Zone of R-3 (High Density Residential). Property owned by the Industrial Development Board of the City of La Vergne, B & F Ventures, Michaels Homes, LLC, Randall W. Thomas Etux Amanda H. Requested by Equitable Property Company, LLC.

Mr. Logan gave his report.

Mr. Lide stated he would have his comments to the developer by the end of the week.

Mr. Land Deleot and Mr. Giles Ward, 3201 Trevor Street, STE. 200, Nashville, Equitable Property Company, approached the podium and explained what amenities the project would bring to the residents of the property, addressed the ordinance variance that will be needed for parking.

A discussion ensued regarding this project addressing a community need for senior housing, road connectivity in the project and signalization going onto South Waldron Road.

No action was taken.

10. Bonds/Letters of Credit Update.

This item will be updated at the regular meeting.

No action was taken.

ADJOURNMENT

There being no further business to come before this meeting, Chairman Garvin declared the workshop adjourned at 7:02 p.m.

_____
Chairman

_____
City Recorder

_____
Approved

Planning Commission Report
Meeting: February 10, 2026

City of La Vergne

Item #: 3. **Recommendation to the Board of Mayor and Aldermen: Rezoning of Property - 13.17 Acres. Property located on Sanford Road (Tax Map 28, Parcels 2 and 1.01). Current Zoning District: A (Agricultural) Zoning District; Proposed Zoning District: PDR R-3 (Planned Density Residential with High Density R-3 Base) Zoning District. Property owned by Chao Wen Dong. Requested by Last of the Loggers, LLC.**

Reviewed By:
Bo Logan, City Planner

Summary:
The applicant has acquired approximately 4 acres since last year. Now, the applicant is requesting to rezone approximately 13.2 acres from Ag to PDR with an R-3 base. The property is located between Chaney and Sanders Roads.

The main zoning in the area is a mixture of R-1 and R-2 plus R-3. North of this site is R-3 located on the east side of Chaney.

The remaining property that borders this site on the northern sides is R-2 which is Medium Density Residential.

Staff Comments / Technical Items:

Planning (**Bo Logan** - blogan@lavergnetn.gov; and **Jake Blair** - jblair@lavergnetn.gov)
No comments

Engineering (**Gary Lide** - glide@lavergnetn.gov)
No comments.

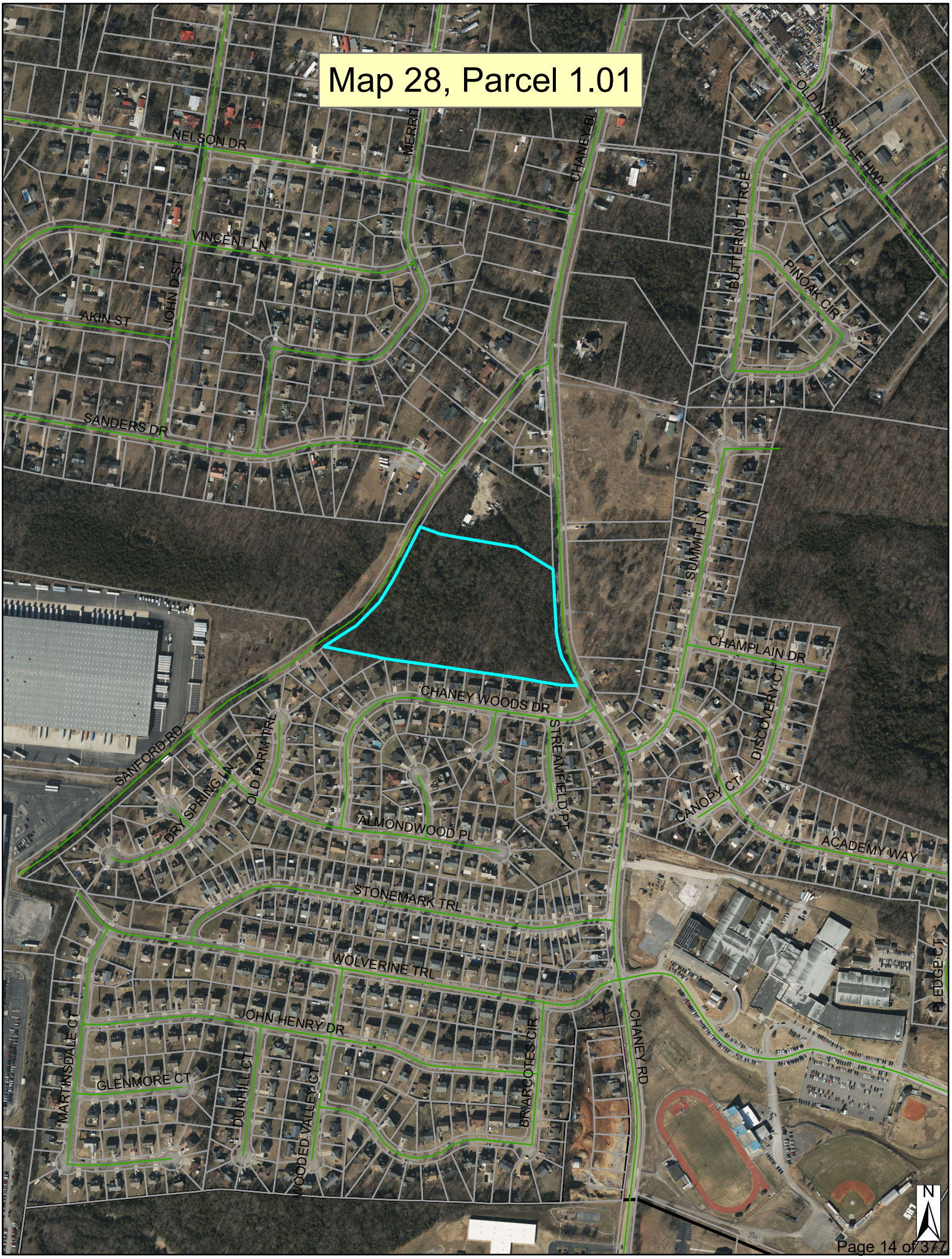
Utilities (**Scott Tatalovich** - statalovich@lavergnetn.gov)
No comments.

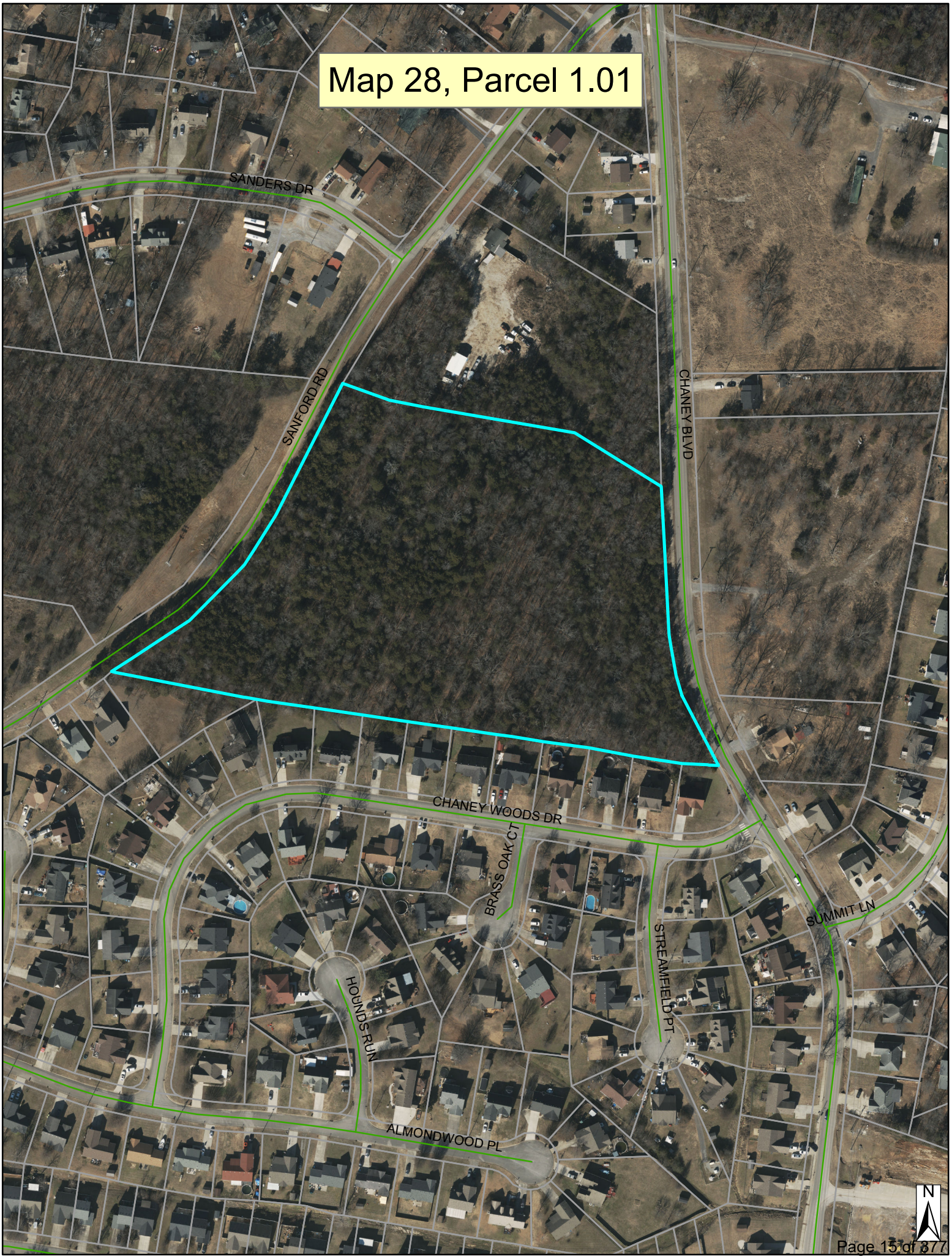
Codes (**Joe White** - jwhite@lavergnetn.gov)
No comments.

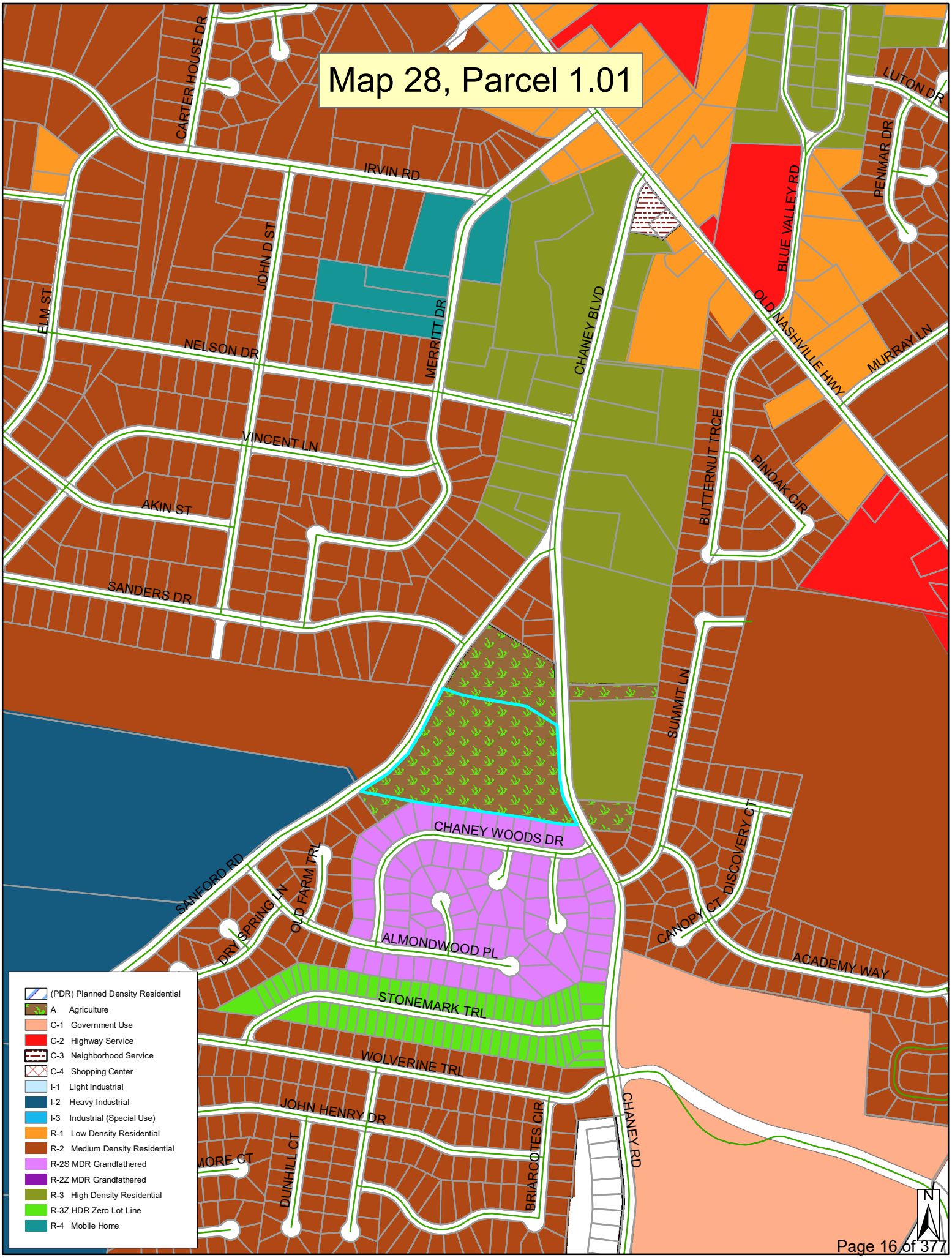
Fire (**Curtis Brinkley** - cbrinkley@lavergnetn.gov)
No comments.

Police
No comments.

<u>*Note:</u> The above technical items may not be the only corrections and/or issues needing to be resolved to get approval from the planning commission. New items can be brought up at the workshop and staff can add items at any time that might have been overlooked. It is the applicant's responsibility to make sure that all technical items are addressed and that no new issues exist before the planning commission meeting. Addressing all technical items does not constitute approval. It is the planning commission's decision whether an item passes or fails. Revised plans are due to staff by the following Monday at close of business unless other arrangements are made and documented.


Map 28, Parcel 1.01
NELSON DR
MERRITT
CHANEY BL
OLD NASHVILLE HWY
BUTTERNUT TRCE
PINOAK CIR
VINCENT LN
JOHN DST
AKIN ST
SANDERS DR
SUMMIT LN
CHAMPLAIN DR
DISCOVERY CT
CHANEY WOODS DR
STREAMFIELD PT
SANFORD RD
OLD FARM TRL
DRY SPRING LN
ALMONDWOOD PL
CANOPY CT
ACADEMY WAY
STONEMARK TRL
WOLVERINE TRL
PLEDGE CT
JOHN HENRY DR
CHANEY RD
MARTINSDALE CT
GLENMORE CT
DUNHILL CT
WOODED VALLEY CT
BRIARCOTES CIR
N


Map 28, Parcel 1.01
SANDERS DR
SANFORD RD
CHANEY BLVD
CHANEY WOODS DR
BRASS OAK CT
HOUNDS RUN
STREAMFIELD PT
SUMMIT LN
ALMONDWOOD PL
N


Map 28, Parcel 1.01
CARTER HOUSE DR
IRVIN RD
LUTON DR
PENMAR DR
BLUE VALLEY RD
JOHN D ST
ELM ST
NELSON DR
MERRITT DR
CHANEY BLVD
OLD NASHVILLE HWY
MURRAY LN
VINCENT LN
BUTTERNUT TRCE
PINOAK CIR
AKIN ST
SANDERS DR
SUMMIT LN
CHANEY WOODS DR
SANFORD RD
OLD FARM TRL
DRY SPRING LN
DISCOVERY CT
CANOPY CT
ACADEMY WAY
ALMONDWOOD PL
STONEMARK TRL
WOLVERINE TRL
JOHN HENRY DR
DUNHILL CT
BRIARCOTES CIR
CHANEY RD
(PDR) Planned Density Residential
A Agriculture
C-1 Government Use
C-2 Highway Service
C-3 Neighborhood Service
C-4 Shopping Center
I-1 Light Industrial
I-2 Heavy Industrial
I-3 Industrial (Special Use)
R-1 Low Density Residential
R-2 Medium Density Residential
R-2S MDR Grandfathered
R-2Z MDR Grandfathered
R-3 High Density Residential
R-3Z HDR Zero Lot Line
R-4 Mobile Home
N

PROPERTY
RE-ZONING
REQUESTED
FOR INFO CALL
615-287-3702

SANFORD RIDGE

PLANNED DENSITY RESIDENTIAL DISTRICT(PDR)

Initial Submittal October 31, 2025

A REQUEST FOR REZONING FROM LOW DENSITY RESIDENTIAL (R-2) TO R3 PLANNED DENSITY RESIDENTIAL DISTRICT (PDR).

City of La Vergne, Tennessee

SEC Project #25736

PROLOGUE

APPLICANT INFORMATION

SEC, Inc.
Land Planning, Civil Engineering, Surveying and Landscape Architecture
Attn: Rob Molchan / Matt Taylor
Phone: [redacted]
Email: [redacted]
Web: www.sec-civil.com
[redacted]

Company Name: KMC Land, LLC
Attn: Mark Hanson
[redacted]

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APPENDIX A - ELEVATIONS

PROJECT SYNOPSIS

Sanford Road

Site Boundary La Vergne City Limits

KMC Land, LLC respectfully requests rezoning of the property from Low Density Residential (R-2) to (R-3) with a Planned Density Residential (PDR) to create Sanford Ridge. The property is located along Sanford Road in La Vergne, Tennessee, identified as Parcels 028-002.00-00 and 028-001.01-00, with approximately 13.17 acres.

The request for rezoning to PDR is to create Sanford Ridge. The development will consist of 62 new residential units and one existing home on 13.17 acres, or a density of approximately 4.78 dwelling units per acre including existing home. The existing home shall be exempt from the PDR standards since it is a previously constructed home. The development will have one type of residential dwelling: single-family detached homes. Single-family detached homes will have a minimum of three bedrooms and a minimum two-car front-entry garage. All homes shall have a minimum of 16-foot-wide driveways to allow for two cars to park in the driveways. The home elevations will be constructed of brick, masonry, fiber cement board siding, or other masonry, composite, or engineered material on all sides to add quality and character to the community. All homes shall have foundation landscaping and sod along the primary and secondary front yards along ROW's. All homes will be for purchase. Decorative streetlights will add character, continuity, and safety to the neighborhood. The H.O.A. shall maintain all common areas. The development will dedicate land as needed for ROW improvements. No commercial components are proposed.

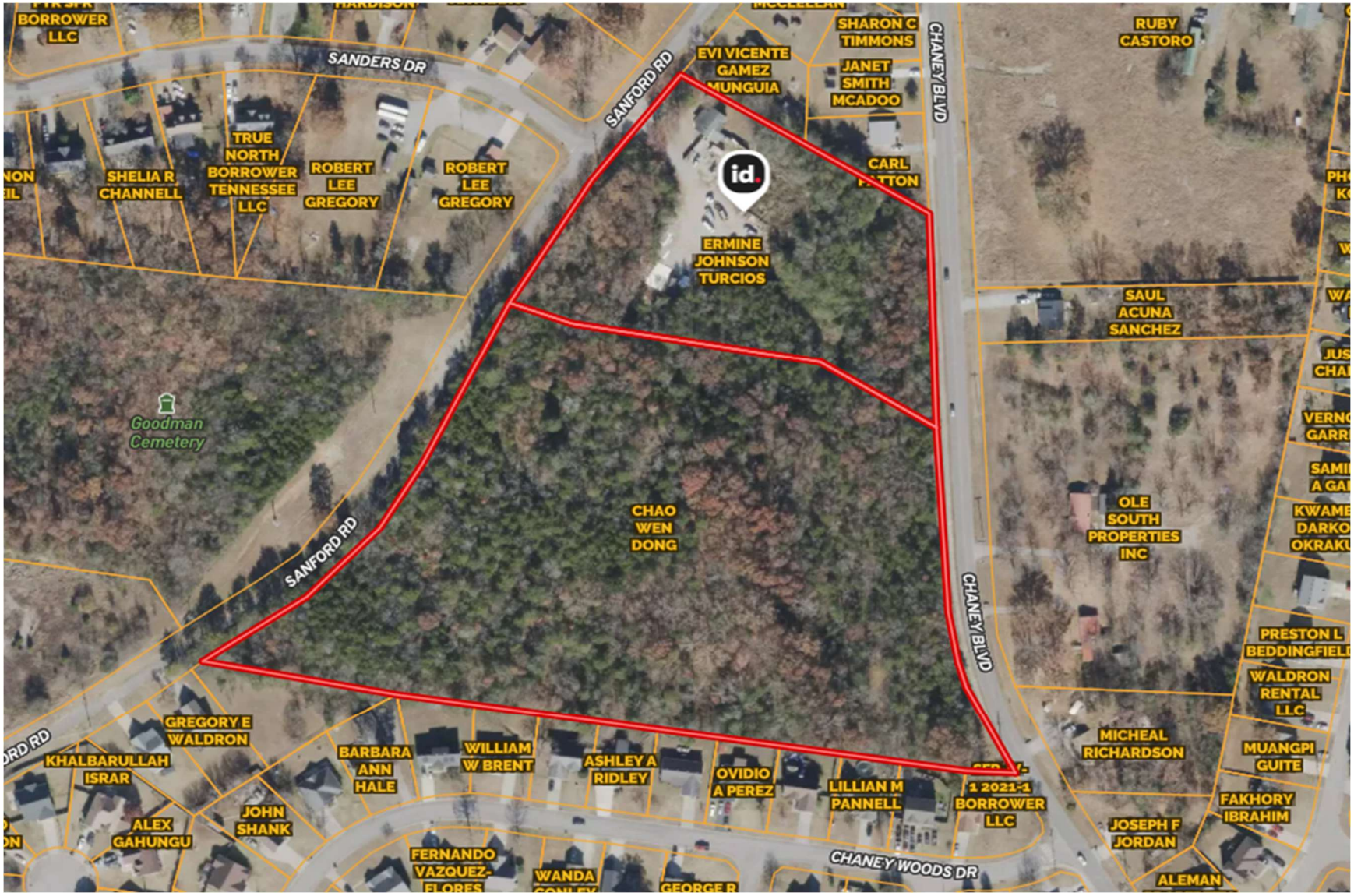
ACCESS AND CIRCULATION PLAN

Sanford Ridge will have access to the existing public right-of-way of Chaney Blvd. The project is also proposing a connection to the existing intersection of Sanders Drive and Sanford Road for a second point of access to the development from existing roadways around the development. No roads around this property are slated for improvements in the City of La Vergne transportation plans.

ZONING AND SURROUNDING LAND USES

Sanford Ridge is surrounded by a mixture of residential subdivisions. Adjacent properties include single-family detached homes to the south and town homes to the east. This proposal is fully consistent with the City of La Vergne's 2040 Future Land Use Plan, which designates the site for Single-Family Residential use. The 2024 Future Land Use Plan emphasizes that "New dwellings and structures should be compatible with the established character of the area." The proposed residential development is adjacent to existing single-family homes (Chaney Woods & Hailey Hills) to the west and townhomes (Chaney Place) to the east. The proposed single-family lots are compatible with the established single-family residential character of the surrounding area, providing a natural transition between the lower-density homes to the west and the higher-density townhomes to the east, while maintaining the overall residential fabric of the neighborhood. The surrounding area consists of a mixture of zoning types and uses. Adjacent to the site is R-1 and R-3 to the east, R-2 to the north and south, and R-2 to the west.

LOCATION AND SURROUNDING LAND USES



WATER, SEWER, DRAINAGE, ELECTRIC

Electric service will be provided by Middle Tennessee Electric. Service will be extended from either Chaney Boulevard or Sanford Road. The developer will be responsible for extending the electric lines into the site, and all on-site electric will be underground.

Water service will be provided by the City of La Vergne Public Utilities Department. Water services shall extend from Chaney Boulevard into the site. Developer will be responsible for extending the water service into the site.

Sanitary sewer service will be provided by the City of La Vergne Public Utilities Department. Construction will extend sewer from Chaney Boulevard into the site, and the developer will be responsible for extending the sewer into this property.

Sanford Ridge

01-15-2026

LEGEND

- PROPOSED WATERLINE
- PROPOSED SEWER LINE

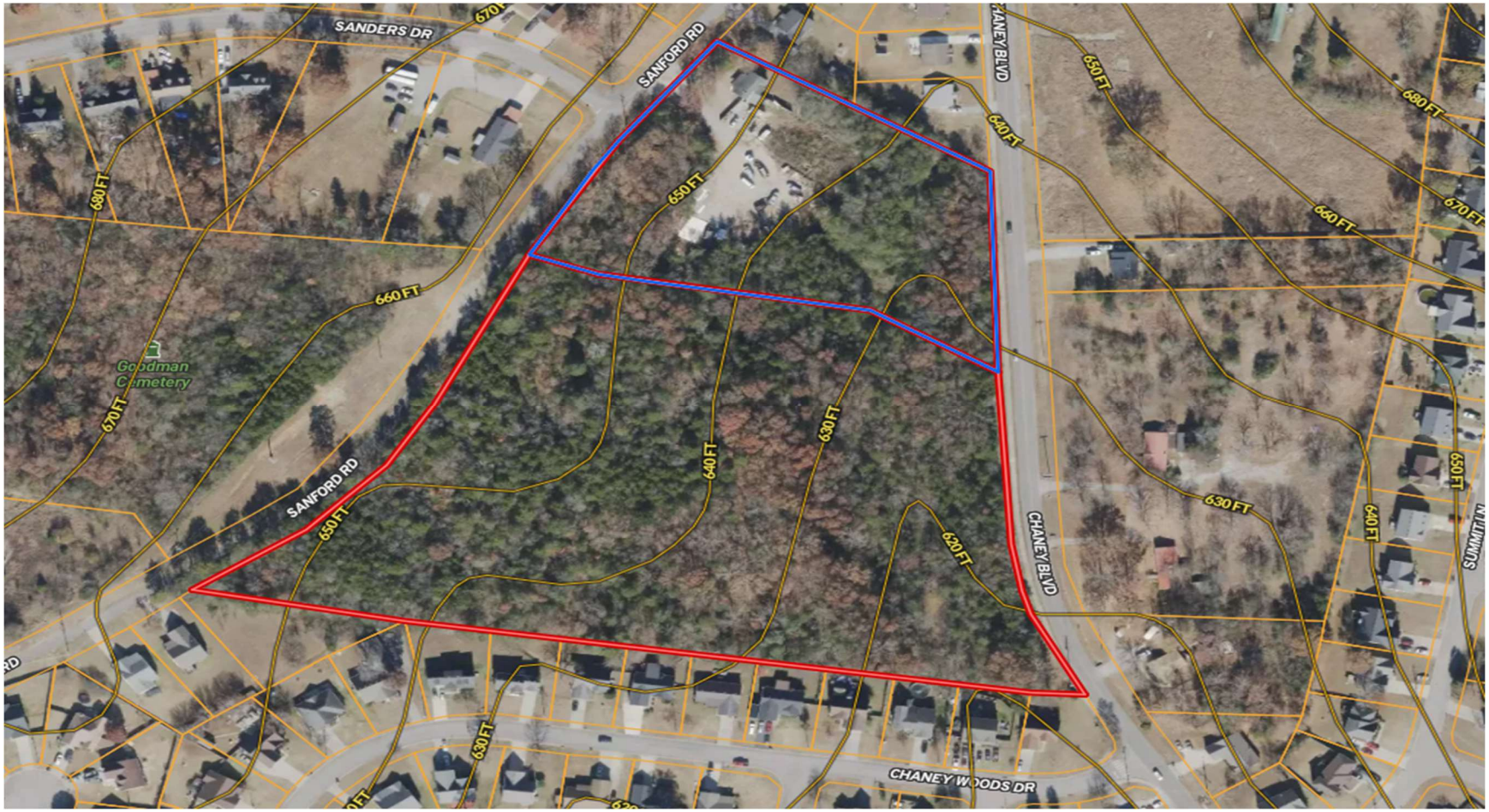
-80′ 0′ 80′ 160′

SEC, Inc. SITE ENGINEERING CONSULTANTS
ENGINEERING • SURVEYING • LAND PLANNING
LANDSCAPE ARCHITECTURE
PHONE: (615) 890-7901 WEB: WWW.SEC-CIVIL.COM FAX: (615) 895-2567

Utilities Plan

HYDROLOGY AND TOPOGRAPHY

The topographic map above shows the site's topographic high point of 650' along Sanford Road to a low point of 610' in the southeast corner of the property. The property has slopes ranging from 5% to 7%. This property does not lie within any floodplain areas.



ON-SITE PHOTOS

Project frontage along Chaney Blvd.

Project frontage along Sanford.

10

RESIDENTIAL DEVELOPMENT STANDARDS

Residential Development Standards:

- A total of 62 new homes with at least 3 bedrooms per house. Each house shall be on its own lot of record and sold fee simple.

• Builders shall install landscaping along foundations of all primary and secondary front yards along R.O.W.s of all buildings. Seed/Straw will be installed in all yards.

- A minimum of 60% of the front house façade shall be brick or stone.

• All mechanical equipment (i.e. HVAC and transformers) to be screened and located at the rear or side of all homes.

- The existing home lot 63 shall be exempt from PDR standards.

• All on-site utilities shall be underground.
• All homes will be serviced by a 3rd party trash company.
• Prior to construction plan review, a complete and thorough design of the stormwater management system and facilities will be completed.
• Parking for homes will comply with the City of La Vergne requirements.
• All homes will provide at least three (3) off-street parking spaces; two in the driveway and one in the garage.
• Homes shall have concrete driveways wide enough for 2 vehicles with a minimum width of 16-ft.
• All streets will be classified as public rights-of-way.
• All streets have been designed to comply with City of La Vergne Streets Standards.
• Public sidewalks will be provided on both sides of all public streets throughout the development to create a pedestrian friendly community.
• Mail service will be provided via CBU.
• Decorative streetlights will be coordinated with MTE.
• All homeowners shall be required to be a member of the H.O.A.
• As a member of the H.O.A., the residents shall be subject to restrictive covenants and be required to pay membership dues as determined by a 3rd party management company.

- HOA will be managed by independent 3rd party management company.
- The common areas will be owned and maintained by an H.O.A.

• All infrastructure shall comply with City of La Vergne Standards. Any exceptions must be approved by the City Engineer.

- Fencing shall be constructed of durable materials, and chain-link fences are prohibited.
- Lot Product Guidelines: The purpose of these guidelines is to allow the developer to modify the approved lot mix within the PDR, without having to make application to

amend the approved PDR. Any requested modification to the approved PDR for purpose of swapping lot products shall be conducted through administrative review and approved by City Staff. These guidelines shall only relate to the swapping lots within approved residential blocks.

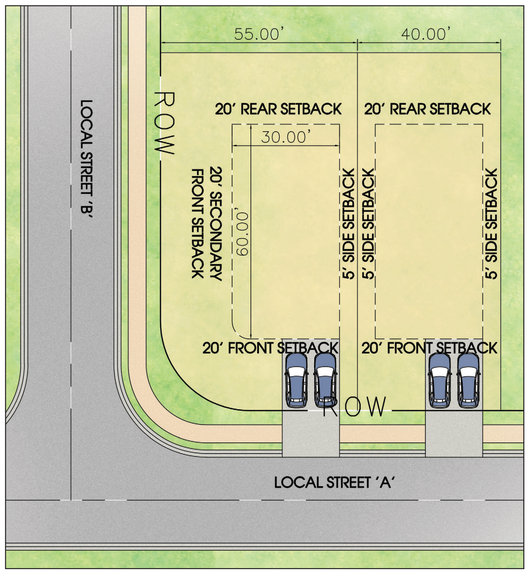
Sanford Ridge

01-15-2026

SITE DATA:

EXISTING ZONING:	AG & R-2
PROPOSED ZONING:	R-3/PDR
TOTAL LAND AREA:	±13.17 ACRES
PROPOSED RESIDENTIAL LOTS:	62 UNITS
EXISTING HOME TO REMAIN:	1 UNIT
DENSITY: 62 UNITS/13.17 ACRES=	±4.71 UNITS/AC
STORMWATER:	±1.04 ACRES

- PROPOSED LOTS
- PUBLIC ROADWAY
- DETENTION
- OPEN SPACE



TYPICAL LOT DIAGRAM

SEC, Inc. SITE ENGINEERING CONSULTANTS
ENGINEERING • SURVEYING • LAND PLANNING
LANDSCAPE ARCHITECTURE
PHONE: (615) 890-7901 WEB: WWW.SEC-CIVIL.COM FAX: (615) 895-2567

Concept Plan

Sanford Ridge

01-15-2026

OPEN SPACE REQUIREMENTS:

OPEN SPACE REQUIRED: (13.17 ACRES x 15%)	±1.98 ACRES (15%)
OPEN SPACE PROVIDED:	±3.88 ACRES (29.46%)
USABLE OPEN SPACE REQUIRED: (1.98 ACRES x 50%)	±0.99 ACRES (50%)
USABLE OPEN SPACE PROVIDED:	±1.12 ACRES (56.56%)

LEGEND

PROPOSED OPEN SPACE AREA

PROPOSED USABLE OPEN SPACE AREA

-80′ 0′ 80′ 160′

SEC, Inc. SITE ENGINEERING CONSULTANTS
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Open Space Plan

ARCHITECTURAL CHARACTERISTICS - SINGLE FAMILY HOMES

Architectural Characteristics - Single Family Homes:

- 4,000 Sf. Minimum Lot Size (40' wide x 100’ deep approx.)
- Buildings shall range from 1,650-2,460 SF
- Building heights shall not exceed 35 feet.
- Buildings shall be a mix of 1 and 2 stories.
- All homes will have at least 3 bedrooms.
- All the homes shall have eaves.
- All homes will have a patio located at the back of the home.
- All homes will be located on individual lots of record.
- All homes will have a 2-car front entry garage.
- Garage door color and style shall be consistent with architecture.
- Homes will be comprised of alternating styles and colors.
- Building Materials: Front Elevations: All Masonry (Brick, Stone, LP, Fiber-Cement Board Siding) Side Elevations: All Masonry (Brick, Stone, LP, Fiber Cement Board Siding) Rear Elevations: All Masonry (Brick, Stone, LP, Fiber Cement Board Siding) All Elevations: Vinyl Only Permitted in Trim & Soffit Areas
- The existing home lot 63 shall be exempt from PDR standards.

The elevations of the homes will vary across the development. The images in ***Appendix A*** *are meant to convey the general appearance and functionality of the homes*.

MINIMUM LOT DIMENSIONS AND SETBACKS DIAGRAM

- Front Setback: Min 20 ft (+5-ft)
- Side Setback: Min 5 ft
- Rear Setback: Min 20 ft (+5-ft)

FACADE VARIETY DIAGRAM In order to avoid monotony of architectural design, no approval shall be issued for the construction of a house if it is substantially like any proposed neighboring house for which an approval has already been issued or is being concurrently considered. A house shall be considered neighboring if it fronts on the same street as the house under construction or an intersecting street. Building facade colors and design elements should vary between each lot with a variation of massing and architectural details on each block.

THOROUGHFARES AND INGRESS/EGRESS

All proposed streets will comply with City standards.

AMENITIES AND OPEN SPACE

A minimum of 15% (1.97 Acres) of the gross acreage of the site shall be set aside as common open space. This space may be unimproved and passive in nature and could include steep slopes, floodplains, other natural features, or stormwater management areas.

A minimum of 50% of the required open space (0.98 Acres) must be suitably improved to be usable open space by the residents in the area. These improvements could be walking trails, small playground, level open play fields, or other amenities that are appropriate for the proposed development. The proposed amenities shall be reviewed in detail as a part of the construction documents submittal.

DEVELOPMENT AGREEMENT

AGREEMENT

This Agreement (“Agreement”) is made and entered into as of the Effective Date as defined herein by and between the City of La Vergne, Tennessee (“City”), and KMC Land, LLC and its successors and assigns ("Developer").

WHEREAS, the Developer shall be the owner of the ±13.17-acre parcel of property located along Sanford Road in La Vergne, Tennessee, more particularly shown as Parcels 028-002.00-00 and 028-001.01-00, (“Property”); and

WHEREAS, incorporated herein by reference is City Ordinance #2023-XX as it exists on the date the PDR is adopted by the City; and

WHEREAS, the Developer desires to develop the Property into a residential development (“Development”) pursuant to a Planned Density Residential Rezoning Request approved by the City's Board of Mayor and Aldermen on _____ with Ordinance #2025-XX ("PDR"), subject to the City and the Developer entering into this Agreement; and

WHEREAS, development of the Development will increase traffic in and around the same; and

WHEREAS, to facilitate any necessary improvements, in addition to all other rules, regulations ordinances and law with which the Developer must comply, and as an

additional condition for obtaining certificates of occupancy as described herein, the Developer agrees to comply with the requirements set forth herein.

NOW, THEREFORE, in consideration of the foregoing premises, the mutual promises contained herein, and other good and valuable consideration, the receipt and sufficiency of which the parties hereby acknowledge, the receipt and sufficiency of which the parties' contract, covenant, and agree as follows:

1. Dedication of Right-of-Way.

1.1 On the applicable final plat for the Development, the Developer shall dedicate to the City (a) on a temporary basis those temporary easements as necessary to construct any improvements and (b) on a permanent basis that land as permanent right-of-way, which land shall be conveyed to the City in fee simple and free and clear of all liens and encumbrances.

2. Phases. The Development may be phased as needed. No specific financial contributions are required beyond standard fees.

3. Successors and Assigns. This Agreement shall inure to the benefit of and be binding upon the parties hereto and their respective successors and assigns. The Developer shall have the independent right in its sole judgment to sell, assign or transfer their rights and obligations under Agreement, in whole or in part, to a related or unrelated third-party without the City's consent. If the Developer sells, assigns or transfers all or any portion of its rights, remedies, covenants, and obligations under this Agreement, (a) all such rights, remedies, covenants and obligations of that Developer, whether arising before or after such sale, assignment or transfer, shall be fully binding upon and inure to the benefit of such Developer's buyer(s), assignee(s), or transferee(s) and (b) that Developer shall be released and discharged from all covenants and obligation under this Agreement and the remaining parties shall look solely to that Developer's buyer(s), assignee(s), or transferee(s) for the performance thereof. If the Developer sells, assigns or transfers all or any portion of their rights, remedies, covenants, and obligations under this Agreement, that Developer shall provide City written notice of the same within 10 days of the closing of the sale, assignment or transfer, and said notice shall include the name(s) and address(es) of the buyer(s), assignee(s), or transferee(s).

4. No Government Limitation. This Agreement between Developer and the City shall not be construed to bind any agency or instrumentality of federal, state, county or municipal government in the enforcement of any regulation, code or law under its jurisdiction.

5. Federal, State and Local Requirements. Developer is responsible for full compliance with all applicable federal, state, county and municipal laws, rules and regulations.

6. Non-Reliance of Parties. The parties hereto explicitly agree that they have not relied upon any earlier or outside representations other than what has been included in this Agreement. Furthermore, neither party has been induced to enter into this Agreement by anything other than the specific written terms set forth herein.

7. Distinction from Regulatory Authority of the City. The parties understand and agree that this Agreement does not and shall not be construed to indicate or imply that the City, acting as regulatory or permitting authority, has hereby granted or is obligated to grant any approval or permit required by law for the Development.

8. Indemnification and Hold Harmless. Pursuant to Tennessee Attorney General Opinion 93-01, the City will not indemnify, defend or hold harmless in any fashion the Developer. Developer shall indemnify and hold harmless the City, its officers, agents and employees from:

8.1. Any claims, damages, costs and attorney fees for injuries or damages arising, in part or in whole, from the negligent or intentional acts or omissions of Developer, its officers, employees and/or agents, including sub or independent contractors, in connection with the performance of the Agreement.

8.2. Any claims, damages, penalties, costs and attorney fees arising from any failure of Developer, its officers, employees and/or agents, including sub or independent contractors, to observe applicable laws, including, but not limited to, labor laws and minimum wage laws; and

8.3. Developer shall pay the City any expenses incurred as a result of Developer’s failure to fulfill any obligation in a professional and timely manner under this Agreement.

9. Incorporation of Agreement in PDR. The Developer shall amend the concept plan for the PDR to include compliance with this Agreement as a condition pursuant to Section 5.052.6 of the City's zoning ordinance.

10. Force Majeure. In the event any unforeseen matter or condition beyond the reasonable control of a party, such as, but not limited to war, public emergency or calamity, fire, earthquake, flood, severe weather conditions, act of God, strikes or labor disturbances, civil disturbances or riots, pandemic, or any governmental restriction, prevent or delay performance of this Agreement, in whole or part, after the employment of all reasonably available and economically feasible means to

overcome such condition, avoid delay and mitigate the effects thereof, performance of this Agreement by the party affected thereby shall be suspended or excused to the extent commensurate with such interfering occurrence; provided that the party whose performance is affected shall notify the other party within ten (10) days after its actual knowledge of commencement of such occurrence of the event.

11. Remedies. In the event of a default in the performance of this Agreement by any party, the other parties shall have all rights, remedies, and obligations available under applicable law. Provided, however, notwithstanding anything in this Agreement or the PDR to the contrary: (a) no default in the performance of this Agreement by any party will rescind or repeal the City's approval of the PDR, and (b) this Agreement does not obligate the City to grant any approval or permit for the Development that it otherwise would not be required by law to grant, nor does this Agreement excuse or waive the Developer obligation to comply with applicable law. In the event the PDR or this Agreement is held to be invalid by a trial court of competent jurisdiction, the City shall appeal the trial court's judgment to the state or federal (as applicable) court of appeals, but the City is not obligated to seek a stay of the trial court's judgment, and the Developer agrees that they will not take any action in furtherance of developing the Development pending the decision of the court of appeals. If the aforementioned trial court judgment is affirmed by the court of appeals, this Agreement and the PDR shall be deemed null and void ab initio.

12. Notice. Any notice to be given hereunder by any party to any other party shall be in writing and shall be delivered by personal delivery, including messenger service or overnight courier, or by registered or certified mail, postage prepaid, return receipt requested, and shall be deemed delivered upon receipt or refusal to accept delivery at the address specified below, but each party may change its address by written notice given to the other in accordance with this paragraph.

To the City: City of La Vergne c/o City Administrator 5093 Murfreesboro Road La Vergne, TN 37086

To the Developer: [redacted]

13. Choice of Law, Choice of Venue. This Agreement shall be interpreted in accordance with the laws of the state of Tennessee. In the event of litigation arising out of or relating to this Agreement, the exclusive forum for such litigation shall be in the Chancery or Circuit Court for Rutherford County, Tennessee or the United States District Court for the Middle District of Tennessee.

14. Non-Waiver. No course of dealing between the parties and no delay or omission of any party in exercising any right arising from another party's default shall impair such right or be construed to be a waiver of a default. No waiver of any provision of this Agreement shall affect the right of any party thereafter to enforce such provision or to exercise any right or remedy available to it in the event of any other default.

15. Signatures and Effective Date. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together constitute one and the same instrument. A signed copy of this Agreement shall be deemed an original for all purposes. This Agreement shall be effective on the last date it is signed and delivered by the parties as reflected beneath their signatures below ("Effective Date").

IN WITNESS WHEREOF, the parties hereto have executed this Development Agreement on the date(s) set forth below:

KMC Land, LLC

By: _____

Printed Name: _____

Title: _____

Date: _____

CITY OF LA VERGNE

By: _____

Jason Cole, Mayor

Date: _____

ATTEST:

Bruce Richardson, City Recorder

Date: _____

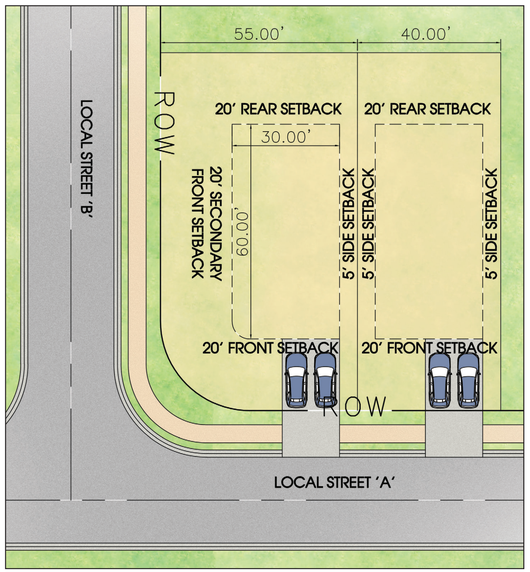
Sanford Ridge

01-15-2026

SITE DATA:

EXISTING ZONING:	AG & R-2
PROPOSED ZONING:	R-3/PDR
TOTAL LAND AREA:	±13.17 ACRES
PROPOSED RESIDENTIAL LOTS:	62 UNITS
EXISTING HOME TO REMAIN:	1 UNIT
DENSITY: 62 UNITS/13.17 ACRES=	±4.71 UNITS/AC
STORMWATER:	±1.04 ACRES

- PROPOSED LOTS
- PUBLIC ROADWAY
- DETENTION
- OPEN SPACE



TYPICAL LOT DIAGRAM

SEC, Inc. SITE ENGINEERING CONSULTANTS
ENGINEERING • SURVEYING • LAND PLANNING
LANDSCAPE ARCHITECTURE
PHONE: (615) 890-7901 WEB: WWW.SEC-CIVIL.COM FAX: (615) 895-2567

Concept Plan

Sanford Ridge

01-15-2026

LEGEND

- PROPOSED WATERLINE
- PROPOSED SEWER LINE

-80′ 0′ 80′ 160′

SEC, Inc. SITE ENGINEERING CONSULTANTS
ENGINEERING • SURVEYING • LAND PLANNING
LANDSCAPE ARCHITECTURE
[redacted]
PHONE: (615) 890-7901 WEB: WWW.SEC-CIVIL.COM FAX: (615) 895-2567

Utilities Plan

Sanford Ridge

01-15-2026

OPEN SPACE REQUIREMENTS:

OPEN SPACE REQUIRED: (13.17 ACRES x 15%)	±1.98 ACRES (15%)
OPEN SPACE PROVIDED:	±3.88 ACRES (29.46%)
USABLE OPEN SPACE REQUIRED: (1.98 ACRES x 50%)	±0.99 ACRES (50%)
USABLE OPEN SPACE PROVIDED:	±1.12 ACRES (56.56%)

LEGEND

PROPOSED OPEN SPACE AREA

PROPOSED USABLE OPEN SPACE AREA

-80′ 0′ 80′ 160′

SEC, Inc. SITE ENGINEERING CONSULTANTS
ENGINEERING • SURVEYING • LAND PLANNING
LANDSCAPE ARCHITECTURE
PHONE: (615) 890-7901 WEB: WWW.SEC-CIVIL.COM FAX: (615) 895-2567

Open Space Plan

Planning Commission Report
Meeting: February 10, 2026

City of La Vergne

Item #: 4. **Site Plan - Hugo Tire - Building Addition Totaling 1,200 Square Feet on 4.6 Acres. Property located at 5378 Murfreesboro Road (Tax Map 18A, Group A, Parcel 31). CC (Central Commercial) Zoning District. Property owned by Phil Goodell. Requested by Wamble & Associates, PLLC.**

Reviewed By:
Bo Logan, City Planner
Gary Lide, City Engineer

Summary:
On behalf of their client, Danny Wamble, PLLC is requesting site plan approval for an addition at Hugo Tire on Murfreesboro Road.

This particular site is contained in the overlay district, and the site must comply with all overlay regulations. There are two one-story buildings indicated on the plan. The total lot size is 4.60 acres.

The proposed building addition is 1,200 sq feet for a total of 3310 sq. ft. A total of 17 parking spaces are being provided where 14 are required. That includes 1 ADA parking space.

This parcel is contained within the Murfreesboro Road/Waldron Overlay Streetscape District. The applicant has submitted architectural elevations that show all sides of the buildings, plus they have submitted the old building as well since January. So the planning commission can now see both old and new buildings on the site.

Staff Comments / Technical Items:

Planning (**Bo Logan** - blogan@lavergnetn.gov; and **Jake Blair** - jblair@lavergnetn.gov)

1. Materials Board is missing.

Engineering (**Gary Lide** - glide@lavergnetn.gov)
No Engineering comments on revised plan.

Utilities (**Scott Tatalovich** - statalovich@lavergnetn.gov)
Comments addressed.

Codes (**Joe White** - jwhite@lavergnetn.gov)
No comments.

Fire (**Curtis Brinkley** - cbrinkley@lavergnetn.gov)

No comments.

Police
No comments.

***Note:** The above technical items may not be the only corrections and/or issues needing to be resolved to get approval from the planning commission. New items can be brought up at the workshop and staff can add items at any time that might have been overlooked. It is the applicant's responsibility to make sure that all technical items are addressed and that no new issues exist before the planning commission meeting. Addressing all technical items does not constitute approval. It is the planning commission's decision whether an item passes or fails. Revised plans are due to staff by the following Monday at close of business unless other arrangements are made and documented.

Hugo Tire
N

Hugo Tire
N

AUTO SERVICE
HUGO'S
TIRE SHOP
615.399.8293
NEW & USED
FIVE STAR
5378
HUGO'S

OIL CHANGE
TUNE UP
BRAKE
5378

Site Construction Plans

Hugo Tire

La Vergne, Rutherford County, Tennessee

SITE LOCATION MAP

NOT TO SCALE

Owner/Developer:

PHIL GOODELL

[redacted]

Phone: [redacted] *Email:* [redacted]

Civil Engineering & Land Surveying:

Wamble & Associates, PLLC

[redacted]

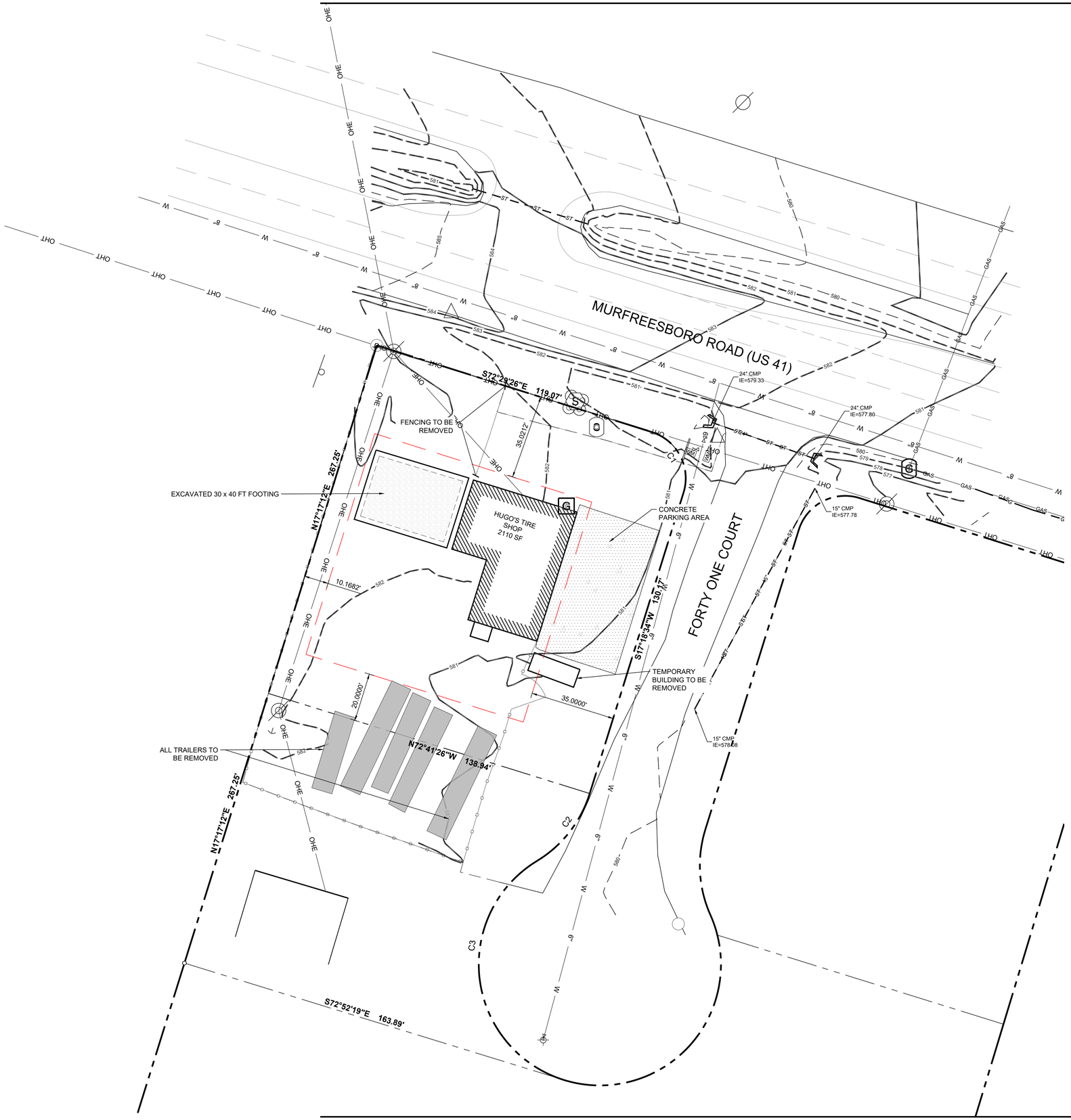
Contact: James D. Wamble, PE, RLS - [redacted]

Sheet List Table

Sheet Number	Sheet Title
C-0.0	Cover Sheet
C-1.0	Existing Conditions
C-1.1	Notes
C-2.0	Site Plan
C-3.0	Initial SWPPP
C-3.1	Final SWPPP
C-3.2	SWPPP Details
L-1.0	Landscape Plan

2025-11-19 CHANGES PER CITY COMMENTS
2025-12-24 CHANGES PER CITY COMMENTS No. 2
2026-01-20 CHANGES PER CITY COMMENTS No. 3

C-0.0



UTILITY DISCLAIMER

THE UNDERGROUND UTILITIES HAVE NOT BEEN PHYSICALLY LOCATED. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS AND/OR MAPS PREPARED BY OTHERS. THERE ARE NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. FURTHERMORE, THIS SURVEY DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES ARE IN THE EXACT LOCATION INDICATED. THEREFORE, RELIANCE UPON THE TYPE, SIZE AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) NOR MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. TENNESSEE ONE CALL 811.

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

Curve Table					
Curve #	Radius	Length	Delta	Chord Direction	Chord Length
C1	20.00'	31.35'	89°48'00"	S27°35'26"E	28.23'
C2	50.00'	36.14'	41°24'35"	S38°00'51"W	35.36'
C3	50.00'	114.68'	131°24'35"	S6°59'09"E	91.14'

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

WAMBLE & ASSOCIATES PLLC
Civil Engineering
Land Surveying
Land Planning
[redacted]
Brentwood, TN 37027
[redacted]

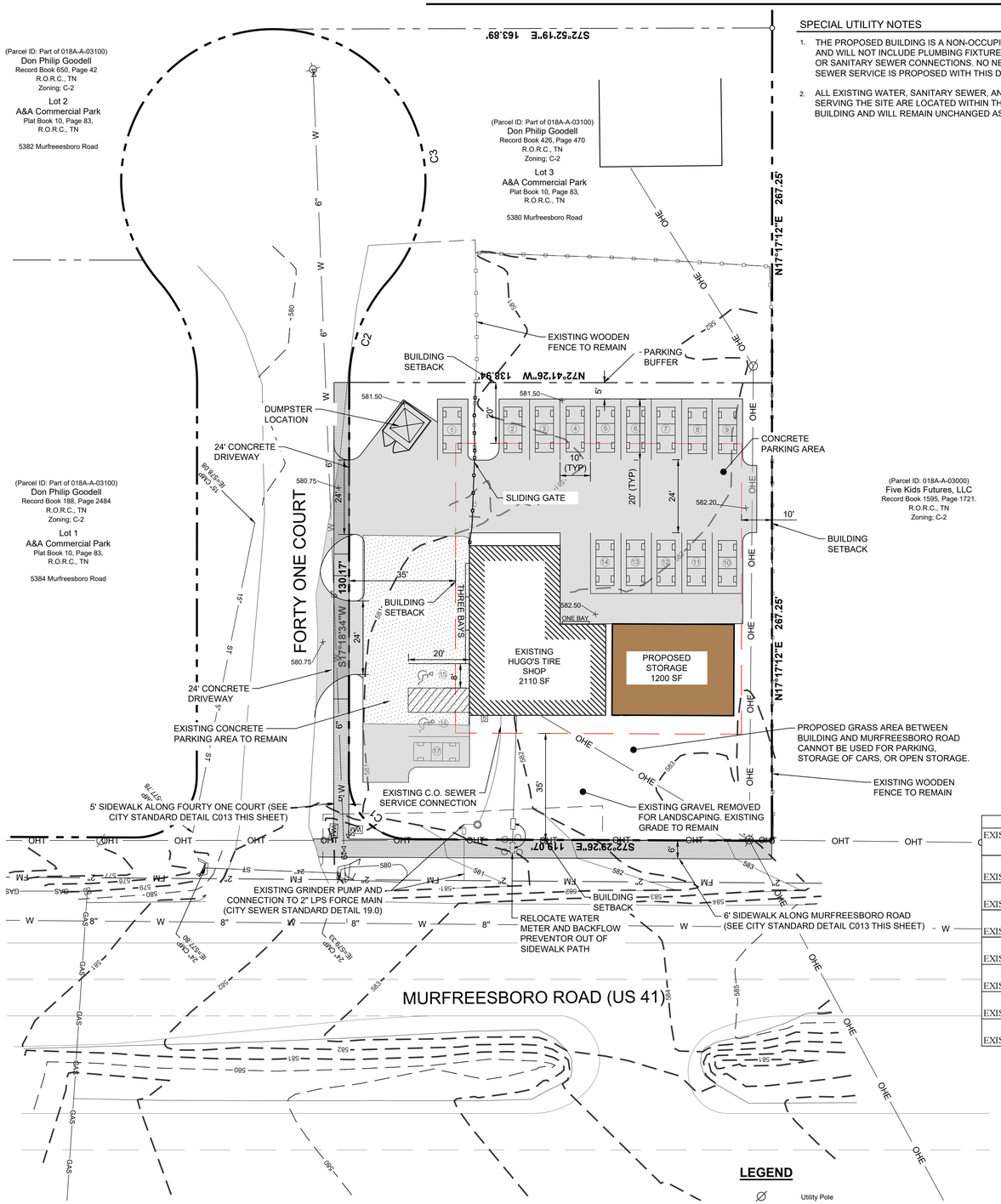
EXISTING CONDITIONS

HUGO'S TIRE SHOP
LaVERGNE, RUTHERFORD COUNTY, TENNESSEE
PREPARED FOR
PHIL GOODELL
LaVERGNE, TENNESSEE, 37086
[redacted]

JAMES D. WAMBLE
REGISTERED ENGINEER
NO. 014236
STATE OF TENNESSEE
01/20/2026

REVISIONS:
2025-11-19 CHANGES PER CITY COMMENTS
2025-12-24 CHANGES PER CITY COMMENTS No. 2
2026-01-20 CHANGES PER CITY COMMENTS No. 3

DATE: October 27, 2025
W&A NO.: 1102-0125
SHEET NUMBER:
C-1.0



SPECIAL UTILITY NOTES

1. THE PROPOSED BUILDING IS A NON-OCCUPIED STORAGE STRUCTURE AND WILL NOT INCLUDE PLUMBING FIXTURES, RESTROOMS, OR WATER OR SANITARY SEWER CONNECTIONS. NO NEW WATER OR SANITARY SEWER SERVICE IS PROPOSED WITH THIS DEVELOPMENT.
2. ALL EXISTING WATER, SANITARY SEWER, AND RESTROOM FACILITIES SERVING THE SITE ARE LOCATED WITHIN THE EXISTING HUGO TIRE BUILDING AND WILL REMAIN UNCHANGED AS PART OF THIS PROJECT.

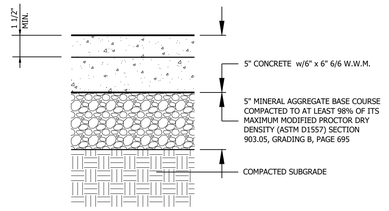
UNDERGROUND UTILITY NOTE

THE UNDERGROUND UTILITIES HAVE NOT BEEN PHYSICALLY LOCATED. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS AND/OR MAPS PREPARED BY OTHERS. THERE ARE NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. FURTHERMORE, THIS SURVEY DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES ARE IN THE EXACT LOCATION INDICATED. THEREFORE, RELIANCE UPON THE TYPE, SIZE AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) NOR MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. TENNESSEE ONE CALL 811.

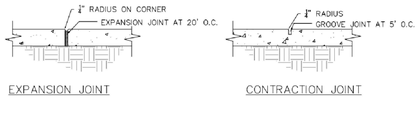
LEGEND

- Utility Pole
- Utility Pole w/Lamp
- Fire Hydrant
- Sewer Grinder Pump
- Water Valve
- WM — Water Meter
- Fence Line
- OH — Overhead Utility Line
- FM — Sanitary Sewer Force Main
- W — Water Line
- IR (O) — Iron Rod (Old) U.N.O.
- IR (N) — Iron Rod (New) w/ "Wamble" Cap

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



CONCRETE PAVEMENT 1



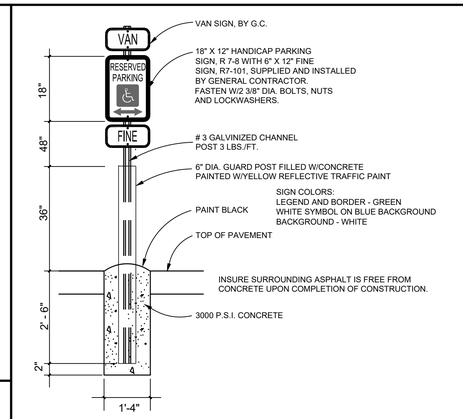
NOTE: ALL PUBLIC SIDEWALKS IN THE CITY OF LA VERGNE MUST COMPLY WITH THE LATEST "PUBLIC R.O.W. ACCESSIBILITY GUIDELINES (PROWAG)"(36 CFR 1190) INCLUDING PLACEMENT OF OBSTRUCTIONS SUCH AS SIGNS, POLES, AND MAILBOXES.

NOTE: PUBLIC WALKS MUST BE COMPLETELY INSIDE THE PUBLIC RIGHT-OF-WAY. IN THE EVENT THAT THE LANDOWNER CHOOSES TO PLACE ALL OR ANY PORTION OF THE WALK OUTSIDE OF THE PUBLIC RIGHT-OF-WAY FOR THE PURPOSES IN SUPPORT OF THEIR DEVELOPMENT, THEN SAID LANDOWNER MUST VOLUNTARILY DEDICATE A PUBLIC ACCESS AND MAINTENANCE EASEMENT IN PERPETUITY TO THE CITY COVERING THE FULL EXTEND OF THE WALK. THIS DEDICATION WILL NOT BE CONSIDERED A PUBLIC 'TAKING'.

PUBLIC CONCRETE WALKS
NOTE: SEE CITY OF LA VERGNE PUBLIC WORKS STANDARD SPECIFICATIONS FOR ROADS AND CIVIL WORK

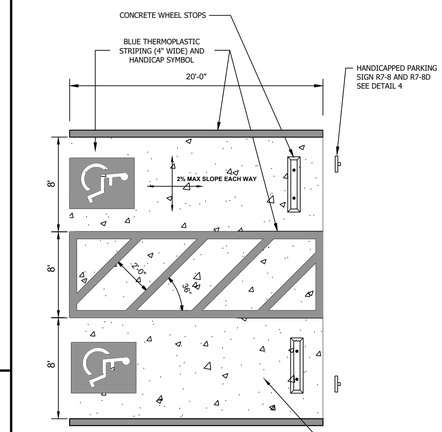
LA VERGNE TENNESSEE Engineering Department

Revised November 2024
STANDARD DETAIL C013
CITY OF LA VERGNE, TENNESSEE



HANDICAP PARKING SIGN, FINE SIGN AND VAN SIGN SHALL CONFORM WITH CURRENT STATE AND LOCAL CODES AND REGULATIONS.

ADA PARKING SIGN 2



ADA PARKING AREA 3

DRAINAGE INFORMATION	
EXISTING IMPERVIOUS PAVEMNT AREA: 4,264 SF	PROPOSED IMPERVIOUS PAVEMENT AREA: 10,076 SF
EXISTING GRAVEL AREA: 15,690 SF	PROPOSED GRAVEL AREA: 3,097 SF
EXISTING PERVIOUS AREA: 747 SF	PROPOSED PERVIOUS AREA: 7,528 SF
EXISTING Q 2-YEAR STORM: 2.35 CFS	PROPOSED Q 2-YEAR STORM: 1.92 CFS
EXISTING Q 5-YEAR STORM: 3.13 CFS	PROPOSED Q 5-YEAR STORM: 2.74 CFS
EXISTING Q 10-YEAR STORM: 3.64 CFS	PROPOSED Q 10-YEAR STORM: 3.27 CFS
EXISTING Q 25-YEAR STORM: 4.30 CFS	PROPOSED Q 25-YEAR STORM: 3.96 CFS
EXISTING Q 100-YEAR STORM: 5.26 CFS	PROPOSED Q 100-YEAR STORM: 4.95 CFS

DRAINAGE CALCULATIONS	
EXISTING IMPERVIOUS AREA	19,954 SF
PROPOSED IMPERVIOUS AREA	13,173 SF
TOTAL CHANGE IN IMPERVIOUS AREA	**- 6,801 SF**
PRE DEVELOPMENT TO POST DEVELOPMENT CHANGE IN Q	
2-YEAR Q = -0.43 CFS	
5-YEAR Q = -0.39 CFS	
10-YEAR Q = -0.37 CFS	
25-YEAR Q = -0.34 CFS	
100-YEAR Q = -0.31 CFS	

DRAINAGE NOTES:

1. THE PROPOSED SITE IMPROVEMENTS RESULT IN AN OVERALL REDUCTION OF 6,801SF OF IMPERVIOUS SURFACE AREA COMPARED TO EXISTING CONDITIONS.
2. HYDROLOGIC CALCULATIONS INDICATE THAT POST-DEVELOPMENT PEAK DISCHARGE RATES AND RUNOFF VOLUMES ARE LESS THAN EXISTING CONDITIONS FOR ALL EVALUATED STORM EVENTS.
3. BECAUSE POST-DEVELOPMENT RUNOFF CHARACTERISTICS ARE EQUAL TO OR LESS THAN EXISTING CONDITIONS, NO STORMWATER QUANTITY CONTROL (DETENTION) MEASURES ARE PROPOSED AS PART OF THIS DESIGN.
4. NO STORMWATER QUALITY TREATMENT PRACTICES ARE PROPOSED, AS THE REMOVAL OF GRAVEL IMPERVIOUS AREA ALONG THE MURFREESBORO ROAD FRONTAGE WILL PROVIDE ADDITIONAL PERVIOUS AREA FOR FILTRATION.
5. ALL EXISTING DRAINAGE PATTERNS WILL BE MAINTAINED TO THE EXTENT PRACTICABLE, AND PROPOSED GRADING WILL NOT ADVERSELY IMPACT ADJACENT PROPERTIES.
6. ANY EXISTING STORMWATER STRUCTURES TO REMAIN SHALL BE PROTECTED DURING CONSTRUCTION AND RESTORED AS NECESSARY.

SITE DATA TABLE

ADDRESS	5378 MURFREESBORO ROAD, LA VERGNE, TN 37086
PARCEL NO.	PART OF (018A-A-03100)
LOT OF A&A COMMERCIAL PARK	LOT 4 OF 4
TOTAL PARCEL AREA	4.6 AC.
LOT AREA	0.478 AC.
BUILDING AREA	EXISTING BUILDING 2110 SF PROPOSED STORAGE 1200 SF **TOTAL BUILDING SQUARE FOOTAGE 3310 SF**
PARKING (ARTICLE IV SECTION 4.010 LAVERGNE ZONING ORDINANCE)	REQUIRED =(1 SPACE PER 150 SF OF COMMERCIAL) = (2110SF)/(150SF) =**14** + (1 SPACE PER 1000 SF OF STORAGE)=(1200SF)/(1000SF)=**2** **TOTAL REQUIRED = 16** PROVIDED = ON SITE STANDARD PARKING 15 ADA PARKING 2 **TOTAL PROVIDED = 17**
ZONING	CC (CENTRAL COMMERCIAL)
SETBACKS FOR CC	REQUIRED PROVIDED FRONT BUILDING FROM MUFREESBORO RD 35 40 SIDE BUILDING 10 12 SIDE BUILDING WITH STREET 35 39 REAR BUILDING 20 53
OWNER / DEVELOPER	PHIL GOODELL P.O. BOX 377 LAVERGNE, TENNESSEE, 37086 PHONE: (615) 478-3909 EMAIL: EMETZGER@BIGBASKETCO.COM
DESIGN ENGINEER	JAMES D. WAMBLE, P.E., R.L.S. WAMBLE & ASSOCIATES, PLLC. 216 Centerview Dr., #180 Brentwood, TN, 37027 PHONE: (615) 251-9555 EMAIL:jdwamble@wambleassociates.com

WAMBLE & ASSOCIATES, PLLC
Civil Engineering
Land Surveying
Land Planning
Brentwood, TN 37027

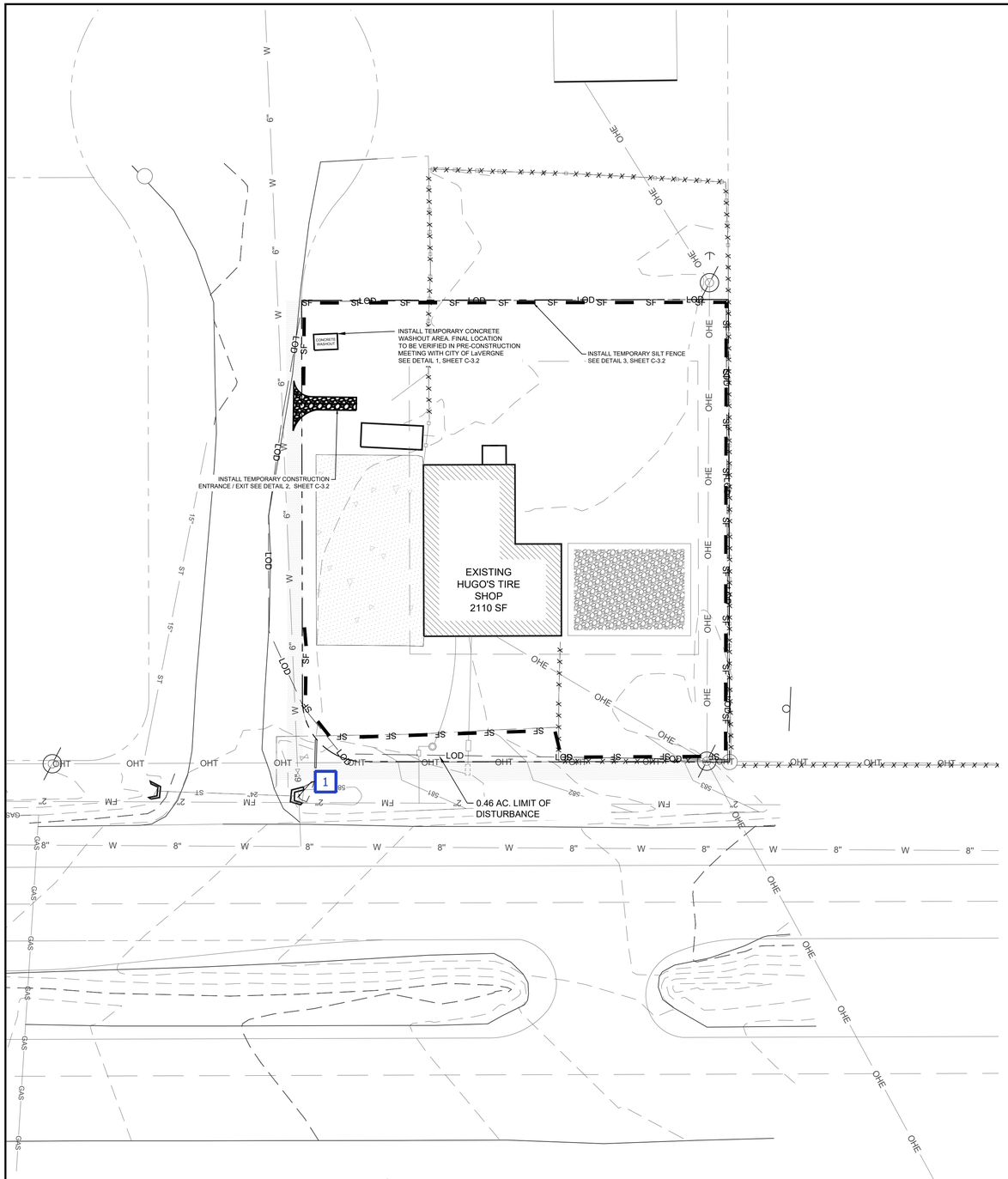
SITE PLAN

HUGO'S TIRE SHOP
LaVERGNE, RUTHERFORD COUNTY, TENNESSEE
PREPARED FOR
PHIL GOODELL
LaVERGNE, TENNESSEE, 37086

JAMES D. WAMBLE
REGISTERED ENGINEER
No. 120136
01/20/2026
STATE OF TENNESSEE

REVISIONS:
2025-11-19 CHANGES PER CITY COMMENTS
2025-12-24 CHANGES PER CITY COMMENTS No. 2
2026-01-20 CHANGES PER CITY COMMENTS No. 3

DATE: October 27, 2025
W&A NO.: 1102-0125
SHEET NUMBER:
C-2.0



OVERALL SITE OUTFALLS		
LOCATION	TYPE	ACRES
1	Roadside Ditch	0.48

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

EROSION CONTROL LEGEND

CODE	PRACTICE	
CE	CONSTRUCTION EXIT	
SF	SILT FENCE	—SF—
LOD	LIMITS OF DISTURBANCE	—LOD—

EROSION AND SEDIMENT CONTROL MEASURES SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN THE "TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK" AND THE CITY OF LAVERGNE, CURRENT EDITION.

Vegetative Controls:

a. Pre-Construction Vegetative Ground Cover Shall Not Be Destroyed, Removed Or Disturbed More Than 20 Calendar Days Prior To Grading Or Earth Moving.
b. As Specified In The NPDES General Permit In Section 3.5.7 And 3.5.8.2.a, Vegetation, EPSC And Other Protective Measures Are Repaired, Replaced, Or Modified Within 7 Days.
c. Permanent Soil Stabilization With Perennial Vegetation Shall Be Applied As Soon As Practical After Final Grading.

Structural Controls:

d. All Surface Water Flowing Toward The Construction Area Shall Be Diverted By Using Berms, (j) Channels, Or Sediment Traps, As Necessary.
e. Erosion And Sediment Control Measures Shall Be Designed According To The Size And Slope (k) Of Disturbed Or Drainage Areas, To Detain Runoff And Trap Sediment.
f. Discharges From Sediment Basins And Traps Must Be Through A Pipe Or Lined Channel So The Discharge Does Not Cause Erosion.
g. Muddy Water To Be Pumped From Excavation And Work Areas Must Be Held In Settling Basins (m) Or Treated By Filtration Prior To Its Discharge Into Surface Waters. Water Must Be Discharged Through A Pipe Or Lined Channel So That The Discharge Does Not Cause Erosion And Sedimentation.

Discharge Quality:

h. There Shall Be No Distinctly Visible Floating Scum, Oil Or Other Matter Contained In The Stormwater Discharge.
i. The Stormwater Discharge Must Not Cause An Objectionable Color Contrast In The Receiving Stream.
j. The Stormwater Discharge Must Result In No Materials In Concentrations Sufficient To Be Hazardous Or Otherwise Detrimental To Humans, Livestock, Wildlife, Plant Life, Or Fish And Aquatic Life In The Receiving Stream.
k. Reporting And Record Keeping Requirements.
l. The Permittee Shall Maintain Records Of Checks And Repairs On Site Or At A Nearby Office.
m. Records And Information Resulting From The Monitoring Activities Required By This Rule Shall Be Retained For A Minimum Of Three (3) Years, Or Longer If Requested By The Division Of Water Pollution Control.
n. Knowingly Making Any False Statement On Any Report Required By This Rule May Result In (t) The Imposition Of Criminal Penalties As Provided For In Section 309 Of The Federal Water Pollution Control Act and in Section 69-3-115 Of The Tennessee Water Quality Control Act.

The Design Storm:

As Specified In the General NPDES Permit In Section 3.5.3.3 The Erosion Prevention And Sediment Prevention Measures Have Been Designed To Minimize Erosion And Maximize Sediment Removal Resulting From A 2-Year, 24-Hour Storm, And A Impaired Stream Must Be Designed For A 5 Year, 24 Hour Storm As Specified In The General Permit In Section 3.5.4.1.a.

GENERAL NOTES:

1. All Erosion Prevention And Sediment Control Work Shall Be Performed In Accordance With The Standard Specifications And Details Of The City of LaVergne Engineering and Stormwater Department, And The Tennessee Department of Environment and Conservation General NPDES Permit No. TNR 100000 issued on May 23, 2011.
2. All Erosion Prevention And Sediment Control Measures Shall Be Removed Prior To As-Built Approvals.

NOTE: STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS POSSIBLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. TEMPORARY OR PERMANENT SOIL STABILIZATION AT THE CONSTRUCTION SITE (OR A PHASE OF THE PROJECT) MUST BE COMPLETED NO LATER THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED. ANY DISTURBED AREA LEFT EXPOSED FOR A PERIOD GREATER THAN 7 DAYS WITH SLOPES GREATER THAN OR EQUAL TO 3:1 SHALL BE STABILIZED WITH MULCH OR TEMPORARY SEEDING.

Utility disclaimer:

The underground utilities have not been physically located. Above grade and underground utilities shown were taken from visible appurtenances at the site, public records and/or maps prepared by others. There are no guarantees that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. Furthermore, this survey does not warrant that the underground utilities are in the exact location indicated. Therefore, reliance upon the type, size and location of utilities shown should be done so with this circumstance considered. Detailed verification of existence, location and depth should also be made prior to any decision relative thereto is made. Availability and cost of service should be confirmed with the appropriate utility company. In tennessee, it is a requirement, per "the underground utility damage prevention act", that anyone who engages in excavation must notify all known underground utility owners, no less than three (3) nor more than ten (10) working days prior to the date of their intent to excavate and also to avoid any possible hazard or conflict. Tennessee one call 811.

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

CONTRACTOR MANAGEMENT PRACTICE NOTES:

1. Contractor Shall Perform All Work Shown On Plans In Accordance With Metro Nashville, Stormwater Management Manual, Section 2 Entitled "Contractor Management Practices".
2. Contractor Shall Schedule Construction Activities In A Manner That Will Minimize The Exposure Of Disturbed Soils To Wind, Rain, Run-On And Run-Off To Reduce The Discharge Of Pollutants To The Storm Drain System Or Watercourses As Defined In More Detail In CP-01.
3. Contractor Shall Perform Dewatering Operation By Using Sediment Controls To Prevent Or Reduce The Discharge Of Pollutants To Stormwater And Test The Groundwater For Pollutant Accumulation As Defined In More Detail In CP-02.
4. Contractor Shall Perform Paving Operation In A Manner That Will Prevent Or Reduce The Of Pollutants From Paving Operation As Defined In More Detail In CP-03.
5. Contractor Shall Perform Structure Construction And Painting In A Manner That Will Prevent Or Reduce The Discharge Of Pollutants To Stormwater As Defined In More Detail In CP-04.
6. Contractor Shall Deliver, Store And Use Materials In A Manner That Will Prevent Or Reduce The Discharge Of Pollutants To Stormwater As Defined In More Detail In CP-05.
7. Contractor Shall Prevent And Control Construction Spills In A Manner That Will Prevent Or Reduce The Discharge Of Pollutants To Stormwater As Defined In More Detail In CP-06.
8. Contractor Shall Manage Solid Waste In A Manner That Will Prevent Or Reduce The Discharge Of Pollutants To Stormwater As Defined In More Detail In CP-07.
9. Contractor Shall Manage Hazardous Waste In A Manner That Will Prevent Or Reduce The Discharge Of Pollutants To Stormwater As Defined In More Detail In CP-08.
10. Contractor Shall Manage Contaminated Soil In A Manner That Will Prevent Or Reduce The Discharge Of Pollutants To Stormwater As Defined In More Detail In CP-09.
11. Contractor Shall Manage Concrete Waste In A Manner That Will Prevent Or Reduce The Discharge Of Pollutants To Stormwater As Defined In More Detail In CP-10.
12. Contractor shall manage sanitary and/or septic waste in a manner that will prevent or reduce the discharge of pollutants to stormwater as defined in more detail in CP-11.
13. Contractor Shall Manage Vehicle And Equipment Cleaning, Fueling And Maintenance In A Manner That Will Prevent Or Reduce The Discharge Of Pollutants To Stormwater As Defined In More Detail In CP-12, CP-13 And CP-14.
14. Contractor Shall Manage His Employees And Subcontractors In A Manner That Will Prevent Or Reduce The Discharge Of Pollutants To Stormwater As Defined In More Detail In CP-15.
15. Contractor Shall Manage Pesticides, Herbicides And Fertilizer Use In A Manner That Will Prevent Or Reduce The Discharge Of Pollutants To Stormwater As Defined In More Detail In CP-16.
16. Contractor Shall Use Dust Control Measures To Stabilize Soil From Wind And Stormwater Run-Off Erosion And Reduce Dust Generated By Construction Activities As Defined In More Detail In CP-17.
17. Contractor Shall Maintain Collection Facilities And Appurtenances On A Regular Basis To Remove Pollutants As Defined In More Detail In CP-18.
18. Contractor Shall Practice Preservation And Maintenance Of Existing Vegetation To Prevent Or Reduce Erosion Of Soil As Defined In More Detail In CP-19.
19. Contractor Shall Manage System Flushing In A Manner That Will Prevent Or Reduce The Discharge Of Pollutants To Stormwater As Defined In More Detail In CP-20.

T.D.E.C. NOTES:

Construction Management Techniques:

a. Clearing And Grubbing Must Be Held To The Minimum Necessary For Grading And Equipment Operation.
b. Construction Must Be Sequenced To Minimize The Exposure Time Of Cleared Surface Area.
c. Construction Must Be Staged Or Phased For Large Projects. Areas Of One Phase Must Be Stabilized Before Another Phase Can Be Initiated. Stabilization Shall Be Accomplished By Temporarily Or Permanently Protecting The Disturbed Soil Surface From Rainfall Impacts And Run-Off.
d. Erosion And Sediment Control Measures Must Be In Place And Functional Before Earth Moving Operations Begin, And Must Be Constructed And Maintained Throughout The Construction Period. Temporary Measures May Be Removed At The Beginning Of The Work Day, But Must Be Replaced At The End Of The Work Day.
e. All Control Measures Shall Be Checked, And Repaired As Necessary, Weekly In Dry Periods And Within 24 Hours After Any Rainfall Of 0.5 Inches Within A 24 Hour Period. During Prolonged Rainfall, Daily Checking And Repairing Is Necessary. The Permittee Shall Maintain Records Of Checks And Repairs.
f. A Specific Individual Shall Be Designated To Be Responsible For Erosion And Sediment Controls on each project site.
g. As Specified In The NPDES General Permit In Section 3.5.3.1.e, Sediment Shall Be Removed From Sediment Traps, Silt Fence, Sediment Ponds, When Design Capacity Has Benn Reduced By 50 Percent.
h. As Specified In The NPDES General Permit In Section 3.5.8.2.a, Inspections Of The Outfall And EPSC Measures Shall Be Performed At Least Twice Every Week And At Least 72 Hours Apart.

Site Assessment Assurance Criteria:

Quality Assurance Of Erosion Prevention And Sediment Controls Shall Be Done By Performing Site Assessment At The Construction Site. The Site Assessment Shall Be Conducted At Each Outfall Within A Month Of Construction Commencing. The Site Assessment Shall Be Performed By One Of The Following Individuals:

- A Licensed Professional Engineer or Landscape Architect
- A Certified Professional In Erosion And Sediment Control (CPESC); Or
- A Person That Successfully Completed The "Level II Desing Principles For Erosion Prevention And Sediment Control For Construction Sites" Course.

Site Assessment Should Be Performed To Verify The Installation, Functionality And Performance Of The EPSC Measures Described In The SWPPP, And Should Include A Review And Update (If Applicable) Of The SWPPP.

The Site Assessment Findings Shall Be Documented And The documentation Kept with The SWPPP At The Site. At A Minimum, The Documentation Shall Include Information Included In The Inspection Form Provided In Appendix C Of The General NPDES Permit.

WAMBLE & ASSOCIATES, P.L.L.C.
Civil Engineering
Land Surveying
Land Planning
[redacted]
Brentwood, TN 37027
[redacted]

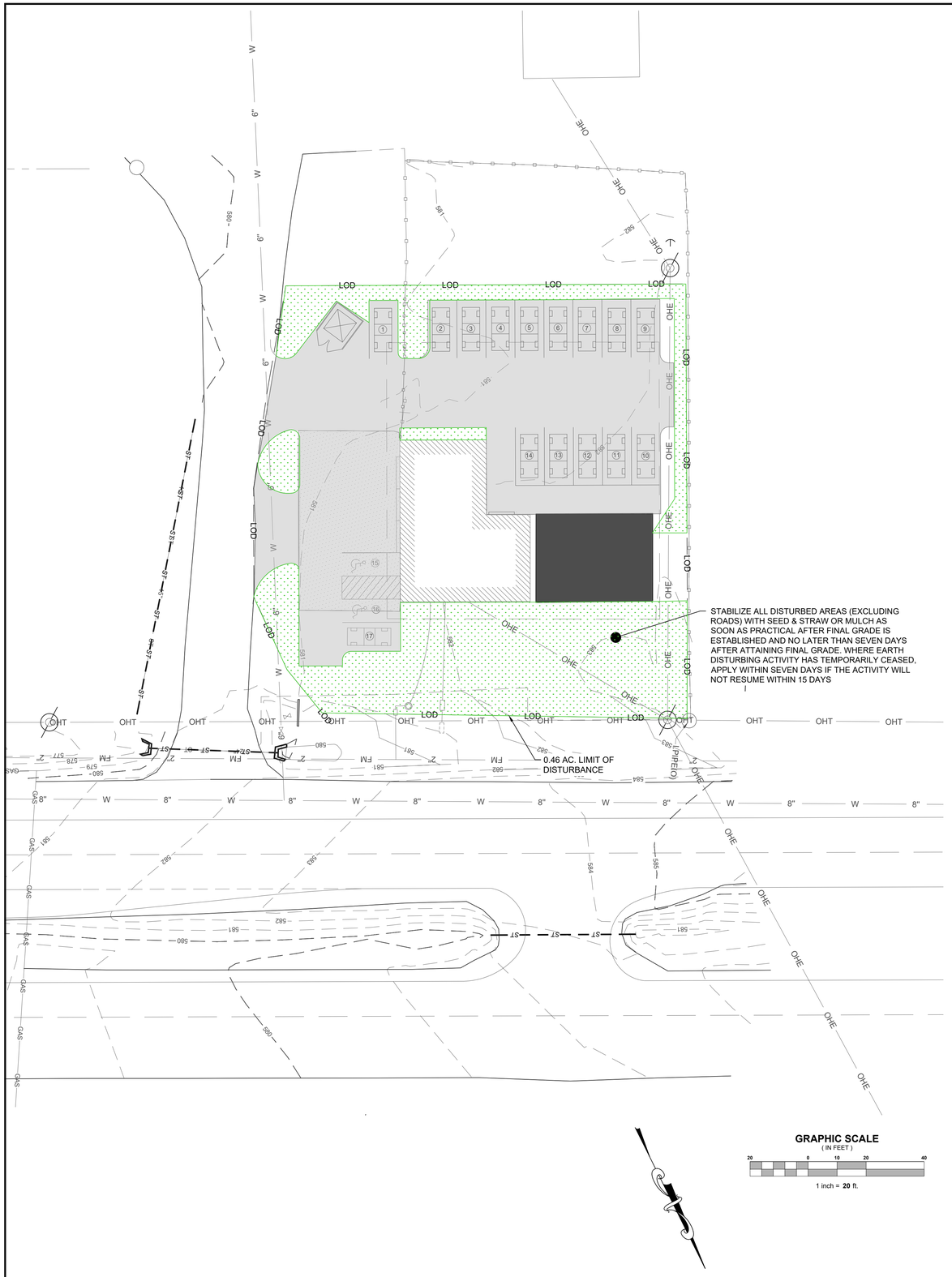
INITIAL SWPPP

HUGO'S TIRE SHOP
LaVERGNE, RUTHERFORD COUNTY, TENNESSEE
PREPARED FOR
PHIL GOODELL [redacted]
LaVERGNE, TENNESSEE 37086

JAMES D. WAMBLE III
REGISTERED ENGINEER
STATE OF TENNESSEE
NO. 014236
01/20/2026

REVISIONS:
2025-11-19 CHANGES PER CITY COMMENTS
2025-12-24 CHANGES PER CITY COMMENTS No. 2
2026-01-20 CHANGES PER CITY COMMENTS No. 3

DATE: October 27, 2025
W&A NO.: 1102-0125
SHEET NUMBER:
C-3.0



FINAL SURFACE LEGEND

- CONCRETE PAVEMENT
- VEGETATIVE GROUND COVER

T.D.E.C. NOTES:

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e. All Control Measures Shall Be Checked, And Repaired As Necessary, Weekly In Dry Periods And Within 24 Hours After Any Rainfall Of 0.5 Inches Within A 24 Hour Period. During Prolonged Rainfall, Daily Checking And Repairing Is Necessary. The Permittee Shall Maintain Records Of Checks And Repairs.
f. A Specific Individual Shall Be Designated To Be Responsible For Erosion And Sediment Controls on each project site.
g. As Specified In The NPDES General Permit In Section 3.5.3.1.e, Sediment Shall Be Removed From Sediment Traps, Silt Fence, Sediment Ponds, When Design Capacity Has Benn Reduced By 50 Percent.
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k. Reporting And Record Keeping Requirements.
l. The Permittee Shall Maintain Records Of Checks And Repairs On Site Or At A Nearby Office.
m. Records And Information Resulting From The Monitoring Activities Required By This Rule Shall Be Retained For A Minimum Of Three (3) Years, Or Longer If Requested By The Division Of Water Pollution Control.
n. Knowingly Making Any False Statement On Any Report Required By This Rule May Result In (t) The Imposition Of Criminal Penalties As Provided For In Section 309 Of The Federal Water Pollution Control Act and in Section 69-3-115 Of The Tennessee Water Quality Control Act.

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The Design Storm:

As Specified In the General NPDES Permit In Section 3.5.3.3 The Erosion Prevention And Sediment Prevention Measures Have Been Designed To Minimize Erosion And Maximize Sediment Removal Resulting From A 2-Year, 24-Hour Storm, And A Impaired Stream Must Be Designed For A 5 Year, 24 Hour Storm As Specified In The General Permit In Section 3.5.4.1.a.

GENERAL NOTES:

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CONTRACTOR MANAGEMENT PRACTICE NOTES:

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5. Contractor Shall Perform Structure Construction And Painting In A Manner That Will Prevent Or Reduce The Discharge Of Pollutants To Stormwater As Defined In More Detail In CP-04.
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The underground utilities have not been physically located. Above grade and underground utilities shown were taken from visible appurtenances at the site, public records and/or maps prepared by others. There are no guarantees that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. Furthermore, this survey does not warrant that the underground utilities are in the exact location indicated. Therefore, reliance upon the type, size and location of utilities shown should be done so with this circumstance considered. Detailed verification of existence, location and depth should also be made prior to any decision relative thereto is made. Availability and cost of service should be confirmed with the appropriate utility company. In tennessee, it is a requirement, per "the underground utility damage prevention act", that anyone who engages in excavation must notify all known underground utility owners, no less than three (3) nor more than ten (10) working days prior to the date of their intent to excavate and also to avoid any possible hazard or conflict. Tennessee one call 811.

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

WAMBLE & ASSOCIATES, P.L.L.C.
Civil Engineering
Land Surveying
Land Planning
Brentwood, TN 37027
[redacted]

FINAL SWPPP

HUGO'S TIRE SHOP
LaVERGNE, RUTHERFORD COUNTY, TENNESSEE
PREPARED FOR
PHIL GOODELL
[redacted]
LaVERGNE, TENNESSEE 37086

JAMES D. WAMBLE
REGISTERED ENGINEER
No. 0142836
01/20/2026
STATE OF TENNESSEE

REVISIONS:
2025-11-19 CHANGES PER CITY COMMENTS
2025-12-24 CHANGES PER CITY COMMENTS No. 2
2026-01-20 CHANGES PER CITY COMMENTS No. 3

DATE: October 27, 2025
W&A NO.: 1102-0125
SHEET NUMBER:
C-3.1

CITY OF LA VERGNE GENERAL NOTES

1. ALL WORK HEREON SHALL CONFORM TO THE CITY OF LA VERGNE STANDARD SPECIFICATIONS AND DETAILS.
2. THE CONTRACTOR SHALL NOTIFY THE CITY INSPECTOR AT LEAST 48 HOURS PRIOR TO BEGINNING WORK.
3. DEPTH AND LOCATION OF EXISTING UNDERGROUND FACILITIES SHALL BE DETERMINED BY THE CONTRACTOR PRIOR TO TRENCHING. CONTACT THE TENNESSEE UTILITY LOCATION SERVICE AT 811 OR 800-351-1111, 3-10 DAYS BEFORE YOU DIG, NO EXCEPTIONS.
4. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN AND ANY OTHER LINES NOT ON RECORD OR NOT SHOWN ON THESE PLANS.
5. ALL CONSTRUCTION AND OPERATIONS BY THE CONTRACTOR SHALL BE IN ACCORDANCE WITH OSHA.
6. THE CONTRACTORS SHALL MAINTAIN A SET OF REDLINE AS-BUILT DRAWINGS AT THE PROJECT SITE. AS-BUILT PLANS SHALL BE PROVIDED TO THE ENGINEER WITHIN 30-DAYS OF SUBSTANTIAL COMPLETION OF THE PROJECT. ELECTRONIC RECORD DRAWINGS SHALL BE PREPARED BY THE ENGINEER AT THE END OF THE PROJECT BASED ON AS-BUILT DRAWINGS SUPPLIED BY THE CONTRACTOR.
7. TRAFFIC CONTROL, SIGNAGE, AND CONSTRUCTION RELATED BARRIERS ARE THE RESPONSIBILITY OF THE CONTRACTOR, AND NO TRENCHES SHALL BE LEFT OPEN OVERNIGHT WITHOUT PROPER SAFETY MEASURES SUCH AS BARRICADES, PLATING, OR OTHER AS AGREED BY THE CITY.
8. SURFACE IMPROVEMENTS DAMAGED OR REMOVED AS A RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE RECONSTRUCTED BY THE CONTRACTOR TO THE LOCAL GOVERNING AGENCY'S REQUIREMENTS.
9. ALL REVISIONS TO THESE DRAWINGS MUST BE APPROVED BY THE CITY ENGINEER.
10. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROTECT ANY MONUMENTS IN PLACE. IF ANY MONUMENT IS DISTURBED OR DESTROYED, THE CONTRACTOR WILL BE REQUIRED TO CONTRACT WITH A REGISTERED LAND SURVEYOR FOR THE RE-ESTABLISHMENT AND MAPPING OF THE DESTROYED MONUMENT.
11. PUBLIC UTILITY AND DRAINAGE EASEMENTS SHALL BE PROVIDED FOR ANY CITY FACILITIES NOT LOCATED IN THE RIGHT OF WAY AND INDICATED ON THE PLANS.
12. ALL UNDERGROUND FACILITIES WITH LATERALS SHALL BE IN PLACE PRIOR TO FINAL PAVING, INCLUDING BUT NOT LIMITED TO DRAINAGE, SEWER, WATER, TELEPHONE, ELECTRICITY, GAS, AND CABLE.
13. ALL CONSTRUCTION WATER TAKEN FROM A CITY FH SHALL BE FROM A CITY APPROVED FIRE HYDRANT METER ASSEMBLY, AND CONTRACTOR IS RESPONSIBLE FOR PROTECTION OF THE PUBLIC DOMESTIC WATER SYSTEM AT ALL TIMES BY MAINTAINING PROPER CROSS CONNECTION CONTROL PER THE GOVERNING AUTHORITY. FH METER ASSEMBLY RENTAL MAY BE OBTAINED BY FILLING OUT PAPERWORK AT PUBLIC WORKS.
14. THE CONTRACTOR SHALL CONFINE ALL OF HIS ACTIVITIES TO THE AREAS WITHIN THE EXISTING STREET RIGHTS-OF-WAY AND CITY PROPERTY OR EASEMENTS AS SHOWN ON THESE PLANS UNLESS WRITTEN CONSENT IS PROVIDED IN ADVANCE BY THE AFFECTED PROPERTY OWNER.
15. PIPE JOINTS SHALL NOT BE DEFLECTED AT ANY ANGLE GREATER THAN MAXIMUM ANGLE RECOMMENDED BY THE PIPE MANUFACTURE.
16. VERTICAL PIPE BENDS SHALL BE FULLY RESTRAINED BY MECHANICAL METHODS (JOINT RESTRAINT, TIE-RODS, ETC), NO CREDIT SHALL BE GIVEN FOR CONCRETE THRUST BLOCKS. ANCHOR BLOCK DESIGN WILL BE CONSIDERED ON A CASE BY CASE BASIS.
17. MAINLINE VALVES SHALL ONLY BE INSTALLED ON SLOPES NOT TO EXCEED 6 PERCENT.
18. ALL BURIED BOLTS AND NUTS SHALL BE TYPE 316 STAINLESS STEEL.
19. AIR RELEASE VALVES SHALL BE INSTALLED AT ALL LOCAL HIGH POINTS OF PRESSURIZED UTILITY LINES.
20. SEPARATION OF WATER AND SEWER LINES SHALL COMPLY WITH STATE OF TENNESSEE REQUIREMENTS, AND SEPARATION OF WATER OR SEWER FROM OTHER UTILITIES SHALL NOT BE LESS THAN 12 INCHES OR THAT UTILITIES REQUIREMENT.
21. CITY SEWER CLEANOUTS SHALL BE CUT AND CAPPED BELOW GRADE AND COVERED WITH A BOX AND LID PER THE CITY OF LA VERGNE.
22. SURPLUS AND ALL MATERIAL REMOVED WHICH IS NOT SUITABLE FOR USE IN THIS PROJECT SHALL BE DISPOSED OF AWAY FROM THE JOB SITE IN A MANNER OR AT A LOCATION UNACCEPTABLE TO THE CITY OF LA VERGNE AND THE STATE OF TENNESSEE.
23. NO DRAINAGE SINK HOLE SHALL BE FILED IN, UNLESS DESIGNED AND SHOWN ON THE PLANS.
24. GENERALLY ROADS SHALL BE BORED UNLESS OPEN CUT HAS BEEN APPROVED.
25. ROAD CUT BONDS ARE REQUIRED FOR ANY STREET CUT OR BORE AND MAY BE FILLED OUT AT THE PUBLIC WORKS DEPARTMENT.
26. NO MORE THAN 500 FEET OF UTILITY AND DRAINAGE PIPE TRENCH WILL BE ALLOWED AT TO BE OPEN AT ONE TIME.
27. ALL SEWERS SHALL BE SUFFICIENTLY DEEP TO SERVE ADJACENT LOTS, BUILDINGS, AND BASEMENTS OR OTHER SOURCES EXCEPT WHERE OTHERWISE NOTED ON THE PLANS.
28. SEWER MANHOLES IN CROSS-COUNTRY APPLICATIONS (NOT IN STREET R.O.W. OR MAINTAINED SLOPES) SHALL BE INSTALLED WITH CONCENTRIC CONES THAT TERMINATE AT LEAST 2 FEET ABOVE GROUND WITH A WASTEWATER MARKER ON BREAKAWAY POST AT LEAST 6 FEET HIGH. SIGN SHALL BE BOLTED TO POST AND SHALL BE AT LEAST 9" SQUARE AND HAVE DARK GREEN LETTERS ON WHITE BACKGROUND, ALL REFLECTIVE PAINT.
29. ALL ROAD CONSTRUCTION WILL BE IN COMPLETE CONFORMANCE TO THE CITY OF LA VERGNE PUBLIC WORKS SPECIFICATIONS MANUAL (LATEST EDITION). THESE SPECIFICATIONS GIVE REQUIRED STANDARDS AND MATERIALS. THE CITY OF LA VERGNE RESERVES THE RIGHT TO REQUIRE TEST RESULTS, MIX DESIGNS, AND MIX TICKETS WHICH DEMONSTRATE COMPLIANCE WITH THE SPECIFICATIONS AS A CONDITION OF CITY ACCEPTANCE OF THE ROAD.

WATER NOTES

1. ALL WATER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SPECIFICATION OF THE CITY OF LAVERGNE AND THE TENNESSEE DEPARTMENT OF HEALTH AND ENVIRONMENT.
2. THE CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATION AND SIZE OF ALL EXISTING UTILITIES. IF ANY EXISTING LINES ARE FOUND DURING EXCAVATION THAT ARE NOT SHOWN ON THE DRAWINGS, THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY.
3. ALL WATER AND SANITARY SEWER CONSTRUCTION SHALL BE PERFORMED IN A MANNER THAT WILL PROVIDE AT A MINIMUM OF 10' HORIZONTAL AND/OR 18" VERTICAL SEPARATION BETWEEN THE WATER MAIN AND THE SANITARY SEWER LINE.
4. WATER MAIN TO BE INSTALLED WITH A MINIMUM COVER OF 36" IN ROADWAYS & 30" IN ALL OTHER AREAS.
5. EXCAVATION FOR WATER MAIN AND SANITARY SEWER LINE SHALL BE UNCLASSIFIED AND SHALL EXTEND TO 6" BELOW THE BOTTOM OF THE SANITARY SEWER PIPE AND 6" BELOW THE BOTTOM OF THE WATER PIPE IF IN ROCK.
6. WATER LINE PIPE TO BE BACKFILLED TO SUBGRADE WITH ENGINEERED FILLED MATERIAL COMPACTED TO 95% OPTIMUM DENSITY IN ALL AREAS. WHERE UTILITIES ARE PLACED IN ROADWAY BACKFILL WITH NO. 67 GRADED STONE.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING ALL APPLICABLE UTILITY SERVICE FEES AND/OR CHARGES.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING SEQUENCING OF CONSTRUCTION OF ALL UTILITIES SO THAT WATER LINES DO NOT CONFLICT WITH SANITARY SEWERS, SANITARY SEWER SERVICES OR STORM SEWERS AND THAT POWER OR TELEPHONE POLE LOCATIONS DO NOT CONFLICT WITH UNDER-GROUND UTILITIES.
9. WATER SERVICES TO BE 3/4" PEXa. TAPS ON WATER MAIN SPACED 24" APART AS SHOWN HEREON. WATER SERVICE TO INCLUDE INSTALLATION OF METER BOXES BY CONTRACTOR WITHOUT METERS, METERS TO BE SUPPLIED BY THE CITY OF LaVERGNE. WATERMETERS TO BE LOCATED ON THE R.O.W. LINE.
10. THE CONTRACTOR SHALL FURNISH ALL MATERIALS AND SUPPLIES REQUIRED FOR SERVICE AS INDICATED ON THESE PLANS AND SHALL PROVIDE A COMPLETE WORKING SYSTEM APPROVED BY THE CITY OF LAVERGNE.
11. CONTRACTOR TO OBTAIN A COPY OF THE CITY OF LAVERGNE WATER SPECIFICATIONS AND KEEP A SET ON THE JOB SITE DURING CONSTRUCTION.

FILL REQUIREMENT NOTES

1. THE OWNER/DEVELOPER OR CONTRACTOR SHALL EMPLOY A TESTING AGENCY TO OBSERVE FILL PLACEMENT.
2. AN ENGINEER STAMP BY THE TESTING AGENCY IS REQUIRED FOR EACH LOT CONTAINING FILL MATERIAL.
3. ANY LOTS LOCATED IN THE 100-YEAR FLOOD PLANE SHALL BE CONSTRUCTED TO AND REQUIRE FEMA CERTIFICATION.
4. ALL REPORTS FROM THE TESTING AGENCY SHALL BE SUBMITTED TO THE CITY ENGINEER PRIOR TO LOT ACCEPTANCE.
5. STRUCTURAL FILL FOR RESIDENTIAL STRUCTURES SHOULD BE COMPACTED TO AT LEAST 95 PERCENT OF STANDARD PROCTOR DRY DENSITY.
6. ANY SINKHOLE AND/OR DEPRESSION REMEDIATION SHALL BE EVALUATED BY THE TESTING AGENCY.
7. FOUNDATIONS EXCAVATED ON A FILL LOT WILL BE EVALUATED BY THE TESTING AGENCY AND WILL REQUIRE AN ENGINEER'S STAMP. IF FOUNDATIONS ARE EXCAVATED BELOW THE FILL MATERIAL AND INTO IN-SITU MATERIAL, THE MINIMUM REQUIREMENTS WILL BE ALLOWED.
8. CRITICAL LOTS WILL REQUIRE A CERTIFICATION BY A REGISTERED CIVIL OR GEOTECHNICAL ENGINEER AS TO THE STABILITY OF THE STRUCTURE AND COMPLIANCE WITH SOUND CONSTRUCTION METHODS FOR AREAS WITH STEEP SLOPED AND LANDSLIDE PROBLEMS.
9. ALL ROADS SHALL COMPLY WITH THE PUBLIC WORKS SPECIFICATION MANUAL, PART III, BASE AND SUB-GRADE TREATMENT FOR STREET CONSTRUCTION. THESE SPECIFICATIONS SHALL BE IN THE MINIMUM STANDARDS FOR ANY SUBDIVISION WITHIN THE JURISDICTION AREA.

GRADING, DRAINAGE AND EROSION CONTROL NOTES

1. ALL GRADING, DRAINAGE AND EROSION CONTROL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND DETAILS OF THE CITY OF LaVERGNE.
2. THE GRADING CONTRACTORS SHALL KEEP THE DUST WITHIN TOLERABLE LIMITS BY SPRINKLING WITH WATER OR BY OTHER MEANS APPROVED BY THE ENGINEER.
3. PROPOSED CONTOURS AND ELEVATIONS INDICATE FINISHED SURFACE GRADE.
4. ALL NEWLY GRADED AREAS (INCLUDING SLOPES) SHALL BE SEEDED AND MULCHED OR SODDED TO EFFECTIVELY PREVENT SOIL EROSION IMMEDIATELY AFTER FINAL GRADE IS ESTABLISHED.
5. ALL DIMENSIONS AND LOCATIONS OF TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL DEVICES SHALL BE SUBJECT TO ADJUSTMENT AS DESIGNATED BY THE ENGINEER. IT IS THE RESPONSIBILITY OF THE GRADING CONTRACTOR TO PERFORM THE WORK IN SUCH A MANNER AS TO PREVENT THE WASHING OF ANY SOIL, SILT OR DEBRIS ONTO ADJACENT PROPERTIES.
6. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR KEEPING EXISTING AND PROPOSED DRAINAGE STRUCTURES, STRAW BALE FILTERS CLEAR OF SEDIMENT BUILDUP DURING CONSTRUCTION.
7. WHEN, IN THE OPINION OF THE ENGINEER, THE TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL DEVICES ARE NO LONGER REQUIRED FOR THEIR INTENDED PURPOSES, THEY SHALL BE REMOVED BY THE GRADING CONTRACTOR.
8. NO WORK SHALL BE PERFORMED OUTSIDE THE PROJECT CONSTRUCTION LIMITS WITHOUT PROPER AGREEMENTS WITH PROPERTY OWNERS.
9. PRIOR TO CONSTRUCTION OF THE PROPOSED IMPROVEMENTS ALL BASEMENTS OR DEPRESSED AREAS SHALL BE FILLED WITH ENGINEERED FILL. ANY UNSUITABLE SILT OR MUCK SHALL BE EXCAVATED FROM THE SITE AND MAY BE USED FOR TOPSOIL SPREAD ONLY.
10. A SUBMITTAL OF A NOTICE OF INTENT (NOI) AND AN APPROVED NOTICE OF COVERAGE (NOC) FROM T.D.E.C. SHALL BE OBTAINED PRIOR TO THE ISSUANCE OF A GRADING PERMIT.

SANITARY SEWER NOTES

1. THE CONTRACTOR'S FIELD REPRESENTATIVES SHALL NOTIFY THE WATER AND SEWER DEPARTMENT PRIOR TO COMMENCING ANY WORK ON THE PROPOSED IMPROVEMENTS.
2. SEWER IMPROVEMENT CONSTRUCTION SHALL BE ACCOMPLISHED IN STRICT COMPLIANCE WITH THE CURRENT SPECIFICATIONS COVERING SUCH WORK BY THE CITY OF LAVERGNE. THE FULL TEXT OF THE SPECIFICATIONS CAN BE OBTAINED FROM THE WATER AND SEWER DEPARTMENT.
3. ALL AND ANY FEES, LICENSES, AND PERMITS NECESSARY FOR THIS CONSTRUCTION ARE TO BE OBTAINED PRIOR TO INITIATION OF CONSTRUCTION AND THE COST OF SAME TO BE BORNE BY THE CONTRACTOR.
4. SEWER IMPROVEMENT CONSTRUCTION SHALL BE SUBJECT TO THE INSPECTION AND FINAL ACCEPTANCE OF THE WATER AND SEWER DEPARTMENT.
5. THE OWNER DOES NOT ASSUME RESPONSIBILITY FOR THE POSSIBILITY THAT, DURING CONSTRUCTION UTILITIES OTHER THAN THOSE SHOWN MAY BE ENCOUNTERED OR THAT ACTUAL LOCATION OF THOSE SHOWN MAY BE DIFFERENT FROM THE LOCATIONS DESIGNATED ON THE CONTRACT DRAWINGS. IN AREAS WHERE IT IS NECESSARY THAT EXACT LOCATIONS BE KNOWN OF UNDERGROUND FACILITIES, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, FURNISH ALL LABOR AND TOOLS TO EITHER VERIFY AND SUBSTANTIATE OR DEFINITELY ESTABLISH THE POSITION OF UNDERGROUND UTILITY LINES.
6. PRESSURE SEWER LINE SHALL BE GENERALLY INSTALLED IN THE CENTER OF THE 2-FOOT GRASS STRIP BETWEEN THE BACK OF CURB AND EDGE OF SIDEWALK.
7. ALL PRESSURE SEWER ISOLATION VALVES SHALL BE TRUE UNION BALL VALVES

UTILITY DISCLAIMER

THE UNDERGROUND UTILITIES HAVE NOT BEEN PHYSICALLY LOCATED. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS AND/OR MAPS PREPARED BY OTHERS. THERE ARE NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. FURTHERMORE, THIS SURVEY DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES ARE IN THE EXACT LOCATION INDICATED. THEREFORE, RELIANCE UPON THE TYPE, SIZE AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) NOR MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. TENNESSEE ONE CALL 811.

VERTICAL DATUM BASED ON NORTH AMERICAN VERTICAL DATUM (NAVD) 88
HORIZONTAL DATUM BASED ON NORTH AMERICAN DATUM (NAD) 83,
REALIZATION 2011, EPOCH 2010.00 WITH ALL DIMENSIONS SHOWN HEREON
BEING HORIZONTAL GROUND VALUES.

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

WAMBLE & ASSOCIATES, PLLC
Civil Engineering
Land Surveying
Land Planning
[redacted]
Brentwood, TN 37027
[redacted]

NOTES

HUGO'S *TIRE SHOP*
LaVERGNE, RUTHERFORD COUNTY, TENNESSEE
PREPARED FOR
PHIL GOODELL [redacted]
LaVERGNE, TENNESSEE, 37086

JAMES D. WAMBLE
REGISTERED
LICENSED
No. 0142936
STATE OF TENNESSEE
10/1/2025

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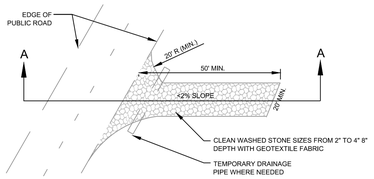
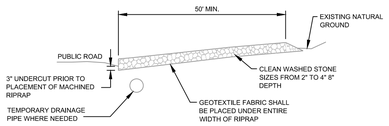
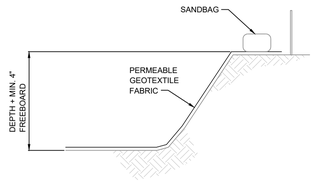


PLAN VIEW OF TEMPORARY CONSTRUCTION ROAD



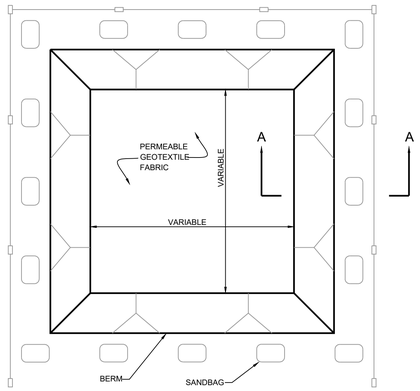
SECTION A-A

CE CONSTRUCTION ENTRANCE/EXIT 1



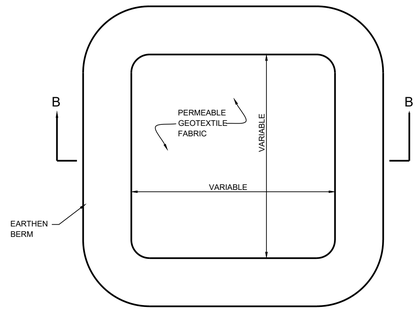
SECTION A-A
NOT TO SCALE

SECTION B-B
NOT TO SCALE



PLAN VIEW
NOT TO SCALE

TYPE "BELOW GRADE"



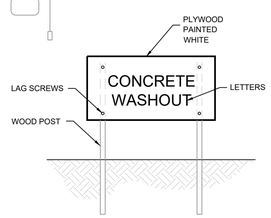
PLAN VIEW
NOT TO SCALE

TYPE "ABOVE GRADE"
WITH EATHERN BERMS

NOTES:

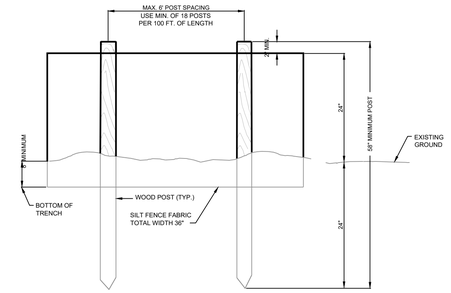
1. ACTUAL LAYOUT DETERMINED IN THE FIELD.

2. SIGNAGE IDENTIFYING THE CONCRETE WASHOUT AREA SHALL BE INSTALLED WITHIN 5FT.OF THE WASHOUT FACILITY.

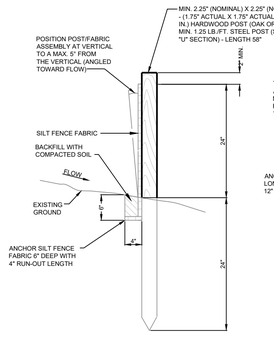


CONCRETE WASHOUT
SIGN (OR EQUIVALENT)

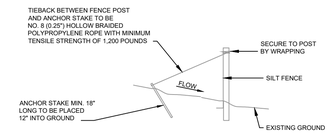
CONCRETE WASHOUT 5



ELEVATION VIEW



SECTIONAL VIEW



SILT FENCE TIEBACK
FOR STEEL POSTS OR WOOD POSTS

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

SF SILT FENCE 7

WAMBLE & ASSOCIATES, PLLC
Civil Engineering
Land Surveying
Land Planning
[redacted]
Brentwood, TN 37027
[redacted]

SWPPP DETAILS

HUGO'S TIRE SHOP
LaVERGNE, RUTHERFORD COUNTY, TENNESSEE
PREPARED FOR
PHIL GOODELL
[redacted]
LaVERGNE, TENNESSEE, 37086

JAMES D. WAMBLE
REGISTERED ENGINEER
[illegible]
01/20/2026
STATE OF TENNESSEE

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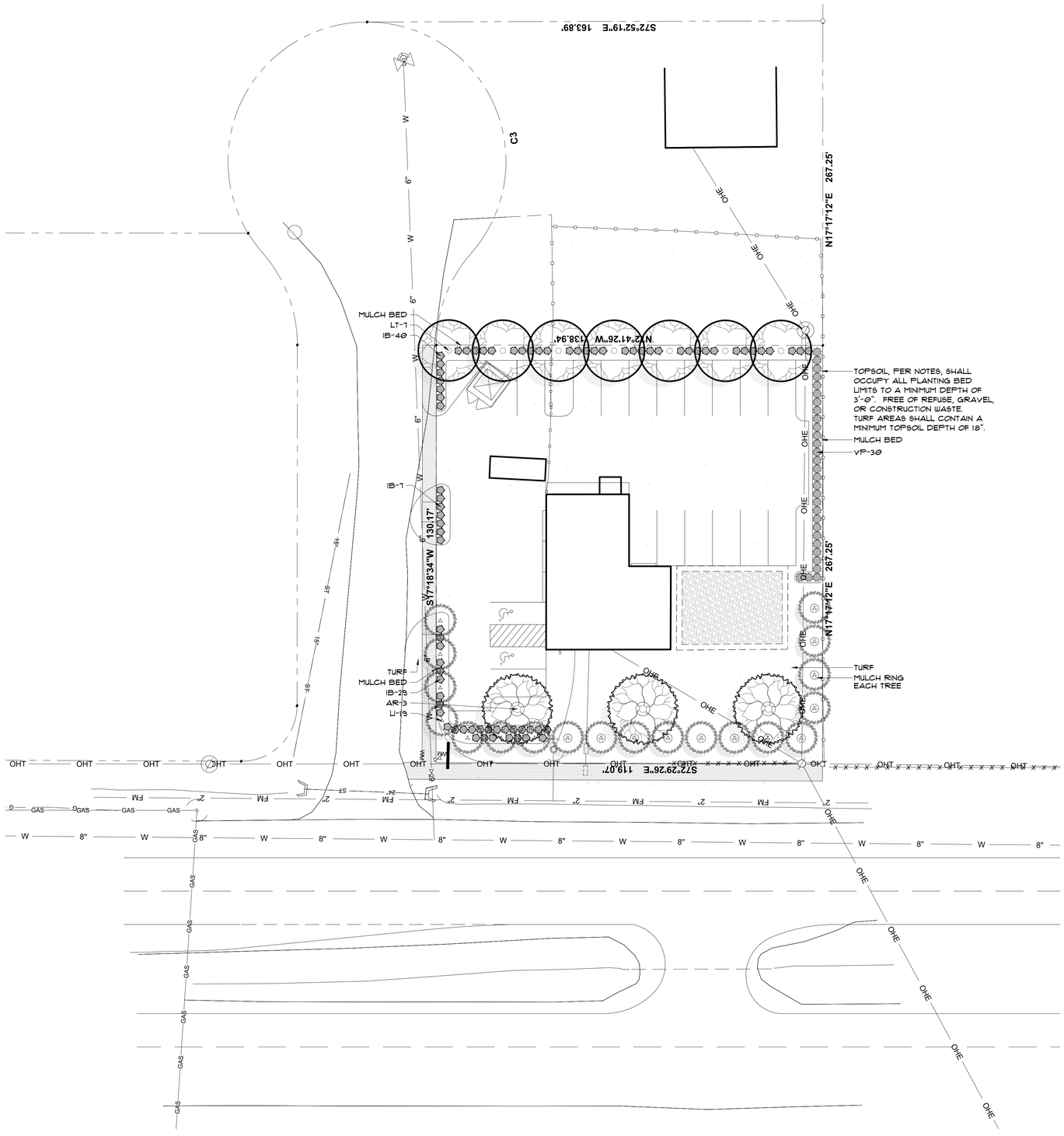
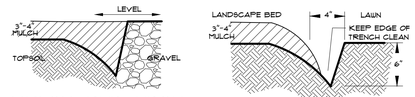
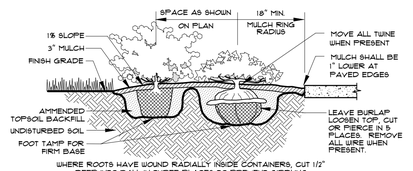


GRAPHIC SCALE
(IN FEET)
20 0 10 20 40 80
1 inch = 20 ft.



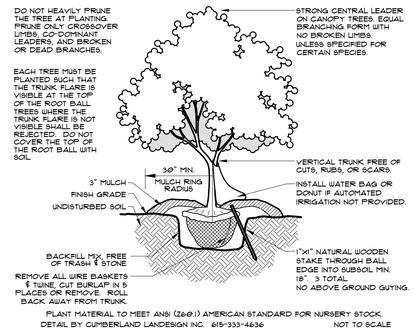
MULCH BED EDGE AT GRAVEL

MULCH BED EDGE



PLANT MATERIAL TO MEET ANSI (Z60.1) AMERICAN STANDARD FOR NURSERY STOCK.
DETAIL BY CUMBERLAND LANDESIGN INC. 615-333-4636 NOT TO SCALE

SHRUB PLANTING DETAIL



PLANT MATERIAL TO MEET ANSI (Z60.1) AMERICAN STANDARD FOR NURSERY STOCK.
DETAIL BY CUMBERLAND LANDESIGN INC. 615-333-4636 NOT TO SCALE

DECIDUOUS TREE PLANTING DETAIL

MATERIALS SCHEDULE

KEY	AMOUNT	SCIENTIFIC NAME/ COMMON NAME	HEIGHT	SPREAD	TRUNK	NOTES
		TREES				
AR	3	Acer rubrum/ Red Maple	12'–14'	6'–7'	2.5"	Strong Leader, Full, Symmetrical
LI	19	Laegerstromia indica/ Crape Myrtle	7' Min.	3'–4'	3 Cane, 1/2" Each	Color selection by Owner
LT	7	Liriodendron tulipifera/ Tulip Poplar	12'–14'	6'–7'	2.5"	Strong Leader, Full, Symmetrical
		SHRUBS				
IB	76	Ilex cornuta 'Dwarf Burford'/ Dwarf Burford Holly	30" Min. Install 3' O.C.	18"–24"	FTB	
VP	30	Viburnum x 'Pragense'/ Prague Viburnum	30" Min. Install 3' O.C.	18"–24"	FTB	
		TURF				
SEED		Rebel II Fine Bladed Fescue	Seed at 5 lbs per 1,000 sf Install w/ weed free Straw			
		MISCELLANEOUS	REMARKS			
Mulch Bed		Hardwood Bark Mulch	Minimum 3" depth throughout.			

NOTES
FTB = Full To Bottom
THE LANDSCAPE CONTRACTOR SHALL NOT MAKE SUBSTITUTIONS

NOTES

PRIOR TO EXCAVATION AND INSTALLATION FIELD VERIFY ALL UTILITIES.

PLANT MATERIALS AND STUMPS INDICATED FOR REMOVAL SHALL BE DISPOSED OFF-SITE.

NEW PLANTING AREAS SHALL BE FERTILIZED WITH 12# / 1000 S.F. OF 10-10-10 FERTILIZER OR CONTAIN 30% ADDED 'HOLY COW' (OR EQUAL) MIX TOPSOIL AMENDMENT.

NEW PLANTING BEDS SHALL HAVE A MINIMUM OF 3" DEPTH OF SHREDDED BARK MULCH. FINELY GROUND, NO NUGGETS, 1/2" DIAMETER MAX. PIECES. REFUSE & STONE FREE.

VERIFY ALL QUANTITIES. IN THE EVENT OF A DISCREPANCY, CONTACT THE DESIGNER.

NOTIFY THE LANDSCAPE ARCHITECT OF ANY FEATURES SUCH AS WALKWAYS, WINDOWS, OR BUILT ELEMENTS WHICH CONFLICT WITH THE PLANTING PLAN.

ALL DISTURBED AREAS SHALL BE PLANTED WITH TURF AS INDICATED ON THE MATERIALS SCHEDULE.

NO PLANT MATERIALS SHOULD BE SUBSTITUTED WITHOUT AUTHORIZATION.

PLANT SIZES SHOWN ARE MINIMUMS REQUIRED BY THE LOCAL MUNICIPALITY AND MATERIALS SHOWN HAVE BEEN SELECTED SPECIFICALLY FOR THIS PROJECT.

WIRE BASKETS SHALL BE COMPLETELY REMOVED, BURLAP SHALL BE CUT TOP TO BOTTOM IN 5 PLACES. BURY NATURAL TWINE. DISPOSE OF SYNTHETIC ROPE AND TRUNK WRAP OFFSITE.

SUB-GRADE STAKE TREES IN PLACE PER DETAIL – NO GUYING, NO ABOVE GROUND STAKES.

NO CANOPY TREE SHALL BE LOCATED WITHIN 20' OF AN OVERHEAD UTILITY, POWER LINE, OR LIGHT POLE (UNLESS SPECIFIC VERTICAL / NARROW CULTIVAR (10')).

NO CANOPY TREE SHALL BE LOCATED WITHIN A GAS, WATER, SEWER, UNDERGROUND ELECTRIC, CABLE, FIBER, OR PUBLIC UTILITY EASEMENT WITHOUT SIGNING OF A RELEASE WAIVER AND APPROVAL BY THE EASEMENT HOLDER.

LOCATING PLANT MATERIALS WITHIN DRAINAGE IS ACCEPTABLE. MATERIALS SHALL BE NO CLOSER THAN 3' FROM THE CENTER OF FLOWLINE.

REQUIREMENTS

STREET YARDS:

MURFREESBORO ROAD
140 LF / 25 = 5.6
2 UNDERSTORY X 5.6 = 12
15 MINIMUM SHRUBS

FORTY ONE COURT
80 LF / 25 = 3.2
2 UNDERSTORY X 3.2 = 7
15 MINIMUM SHRUBS

PARKING AREAS:

11 STALLS / 10 = 1.1
1 CANOPY TREE X 1.1 = 2

PERIMETER LANDSCAPING:

NORTHEAST PROPERTYLINE
130 LF / 100 = 1.3
3 CANOPY TREE X 1.3 = 4
SHRUB ROW 3' O.C.

SOUTHEAST PROPERTYLINE
75 LF / 100 = .75
3 CANOPY TREE X .75 = 3
SHRUB ROW 3' O.C.

MURFREESBORO ROAD FRONTAGE
33 LF / 100 = .33
3 CANOPY TREE X .33 = 1
SHRUB ROW 3' O.C.

NOTES:
NO BUFFERYARDS REQUIRED
NO EXISTING TREE CREDITS
PLANT MATERIALS ARE LOCATED THROUGHOUT SITE WHERE UTILITIES, BUILT ELEMENTS, AND EASEMENTS DICTATE ADJUSTMENT

CLD
CLD@lanscapearchitect-tn.com
615-333-4636 615-512-3018
www.landscapearchitect-tn.com
Design • Plan • Create

WAMBLE & ASSOCIATES, PLLC
Civil Engineering
Land Surveying
Land Planning
Brentwood, TN 37027

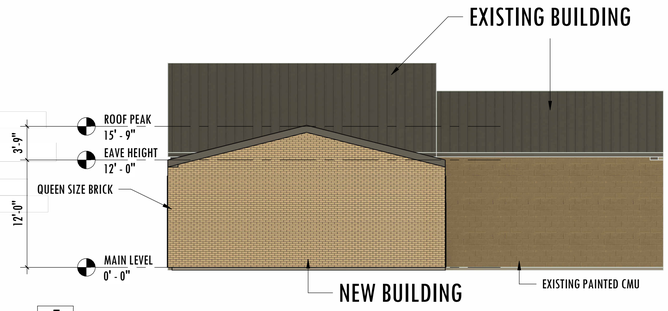
Landscape Compliance Plan

HUGO'S TIRE SHOP
LaVERGNE, RUTHERFORD COUNTY, TENNESSEE
PREPARED FOR
PHIL GOODELL
LaVERGNE, TENNESSEE 37086

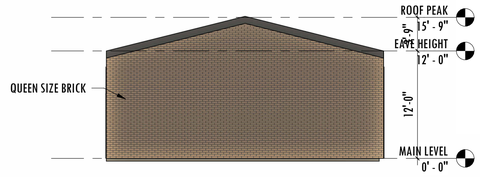
ROMERO, BRIAN K. REGISTERED LANDSCAPE ARCHITECT 1301 STATE OF TENNESSEE

REVISIONS:

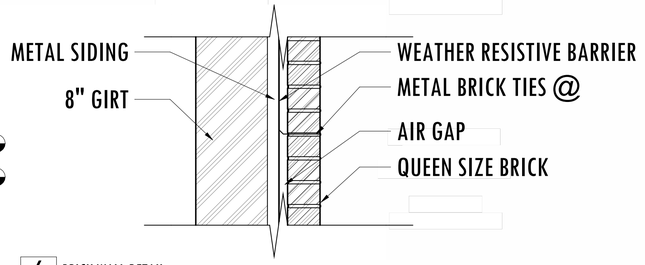
DATE: October 27, 2025
W&A NO.: 1102-0125
SHEET NUMBER:
L1.0



5 A2-0 LEFT ELEVATION
1/8" = 1'-0"

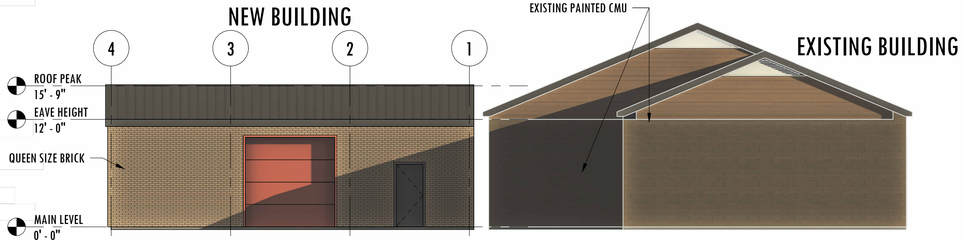


3 A2-0 RIGHT ELEVATION
1/8" = 1'-0"

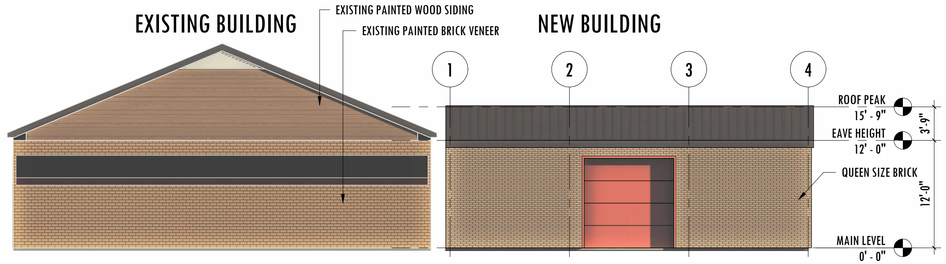


6 A2-0 BRICK WALL DETAIL
1 1/2" = 1'-0"

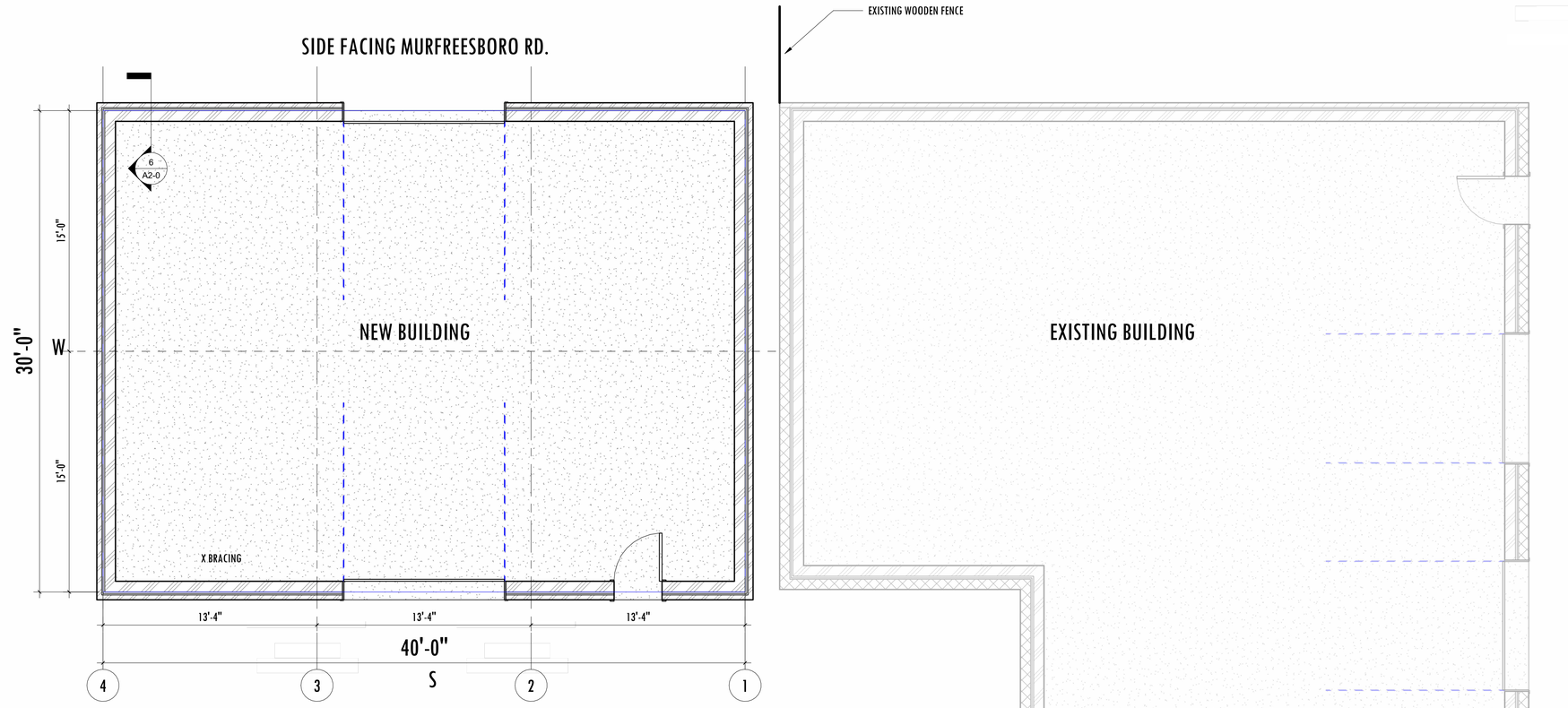
	BRICK	COATED EIFS	FENESTRATIONS	TOTAL FACADE
FRONT (NORTH) ELEVATION	350 SF 100%	0	107 SF	457 SF
REAR (SOUTH) ELEVATION	325 SF 100%	0	132 SF	457 SF
RIGHT (WEST) ELEVATION	406 SF 100%	0	0	406 SF
LEFT (EAST) ELEVATION	406 SF 100%	0	0	406 SF



4 A2-0 REAR ELEVATION
1/8" = 1'-0"



2 A2-0 FRONT - FACING MURFREESBORO ROAD
1/8" = 1'-0"



1 A2-0 MAIN LEVEL
1/4" = 1'-0"

ANDERSON
ARCHITECTS
[redacted]
MT. JULIET, TN 37122
PHONE, FAX: 615-754-7677,
MOBILE: 615 - 714 - 1796
[redacted]

HUGO TIRE FACADE

[redacted]
LAVERGNE, TN 37086

COPYRIGHT 2026 ANDERSON ARCHITECTS

REVISIONS

NO.	DESCRIPTION	DATE

FLOOR PLAN & ELEVATIONS

A2-0

HUGO TIRE FACADE

PROJ. NO. 25175 DATE 01-19-2026

N
PLAN NORTH

NOTE: WRITTEN SCALE ON DRAWINGS IS CORRECT WHEN DRAWINGS ARE PLOTTED FULL SIZE ON 24" X 36" SHEETS - USE GRAPHIC SCALE WHEN DRAWINGS ARE PLOTTED ON ANY SHEET SIZE OTHER THAN 24" X 36" - DIMENSIONS TAKE PRECEDENCE OVER GRAPHICAL INFORMATION - IF A CONFLICT IS NOTICED, CONTACT ARCHITECT FOR RESOLUTION

NOT ISSUED FOR CONSTRUCTION

S:\arc\2025\25175 Hugo Tire Facade Drawings\revit\25175 Hugo Tire Facade Drawings - Full Queen Brick.rvt

Planning Commission Report
Meeting: February 10, 2026

City of La Vergne

Item #: 5. **Site Plan - 1370 Heil Quaker Boulevard - Proposed Truck Parking on 2.51 Acres. Property located at 1370 Heil Quaker Blvd. (Tax Map 17, Parcel 28.01). ID (Interchange District) Zoning District. Property owned by Harsimranjeet Kaur. Requested by Huddleston Steele, Inc. (DEFERRED)**

Reviewed By:
Bo Logan, City Planner
Gary Lide, City Engineer

Summary:
This site plan is for the property located at 1370 Heil Quaker Boulevard. Proposed is heavy truck parking on 2.51 acres. The address of the property is 1370 Heil Quaker Blvd. (Tax Map 17, Parcel 28.01). The property is zoned ID (Interchange District). Property is owned by Harsimranjeet Kaur.

This site plan must comply with all of the following: Section 5.2.76 Vehicle Storage Areas - All Vehicle storage areas and parking lots shall provide the following improvements:

A. An opaque privacy fence of at least 6 feet in height. The fence shall completely surround the property on all sides.
B. Full-service restroom facilities located inside a building that is stick-built and constructed using traditionally accepted and Code-compliant construction techniques.
C. Bathrooms must be hooked up to public water and public sewer service. No portalets, Porta-johns, or similar temporary bathroom facilities will be considered as meeting the intent of this ordinance.
D. Adequate fire protection which may include new fire hydrants, new water lines, upgraded water lines, etc.
E. Vehicle storage areas will not be allowed in any overlay district.

Staff Comments / Technical Items:
Planning (**Bo Logan** - blogan@lavergnetn.gov; and **Jake Blair** - jblair@lavergnetn.gov)
Section 5.2.76 Vehicle Storage Areas - All Vehicle storage areas and parking lots shall provide the following improvements:

A. An opaque privacy fence of at least 6 feet in height. The fence shall completely surround the property on all sides.
B. Full-service restroom facilities located inside a building that is stick-built and constructed using traditionally accepted and Code-compliant construction techniques.

C. Bathrooms must be hooked up to public water and public sewer service. No portalets, Porta-johns, or similar temporary bathroom facilities will be considered as meeting the intent of this ordinance.
D. Adequate fire protection which may include new fire hydrants, new water lines, upgraded water lines, etc.
E. Vehicle storage areas will not be allowed in any overlay district.

Engineering (**Gary Lide** - glide@lavergnetn.gov)

1. Provide a draft Longterm Maintenance Agreement (LTMA) which is completely filled out. Include the Longterm Maintenance Plan (LTMP).
2. Provide a traffic study showing the impact of the truck traffic on Heil Quaker Boulevard during the AM and PM peaks.
3. (Sheet 3 of 5) In the existing condition, this site sheet flows to the east into the Colonial Pipeline Easement. The present plan calls for the runoff to be concentrated and released at a single point at the northern tip of the site. There is no ditch at that location. A standard energy dissipator at the end of the pipe will not change this from a concentrated flow. Some form of spreader which spread the flow out so that it leaves the site more as sheet flow will be required. Stormwater detention will be required in addition to this.
4. (Stormwater Calculations) The water quality calculations provide the calculation for the Water Quality Treatment Volume but do not provide the calculations which demonstrate an 80% reduction in total suspended solids (TSS). Provide these required calculations.
5. (Sheet 2 of 5) A 125-foor wide driveway ramp appears excessive. 48-foot striped with four 12-foot lanes would seem more reasonable for this use. If turning radii are a concern, then islands or some form of channelization to make this entrance less confusing should be added.
6. Provide pavement section for asphalt pavement.
7. (Sheet 3 of 5) More detail is needed to prove that the entire paved area will flow into the detention pond as shown in the calculations.
8. (Sheet 3 of 5) The runoff from the paved area is shown to flow directly from the asphalt to unpaved area and then immediately down a 2:1 slope. This entire area (Including the 2:1 slope to the bottom) will need significant protection. Riprap is considered a minimum.
9. For this project, Initial, Intermediate, and final erosion controls are required. The intermediate should cover how the site outfall will be protected from a major storm event after the topsoil has been stripped and mass grading is underway.
10. (Sheet 2 of 5) Please define and label the groundcover for the areas are that are neither described as "Asphalt Pavement" or "Landscape Area".
11. (Sheet 3.1 of 5) Show EPSC details.
12. (Sheet 2 of 5) Provide a five-foot wide public sidewalk along the road frontage of Heil Quaker Blvd.

Utilities (**Scott Tatalovich** - statalovich@lavergnetn.gov)

1. Informational Comment: if a restroom and/or FH is required, such work shall be designed per City Standards.

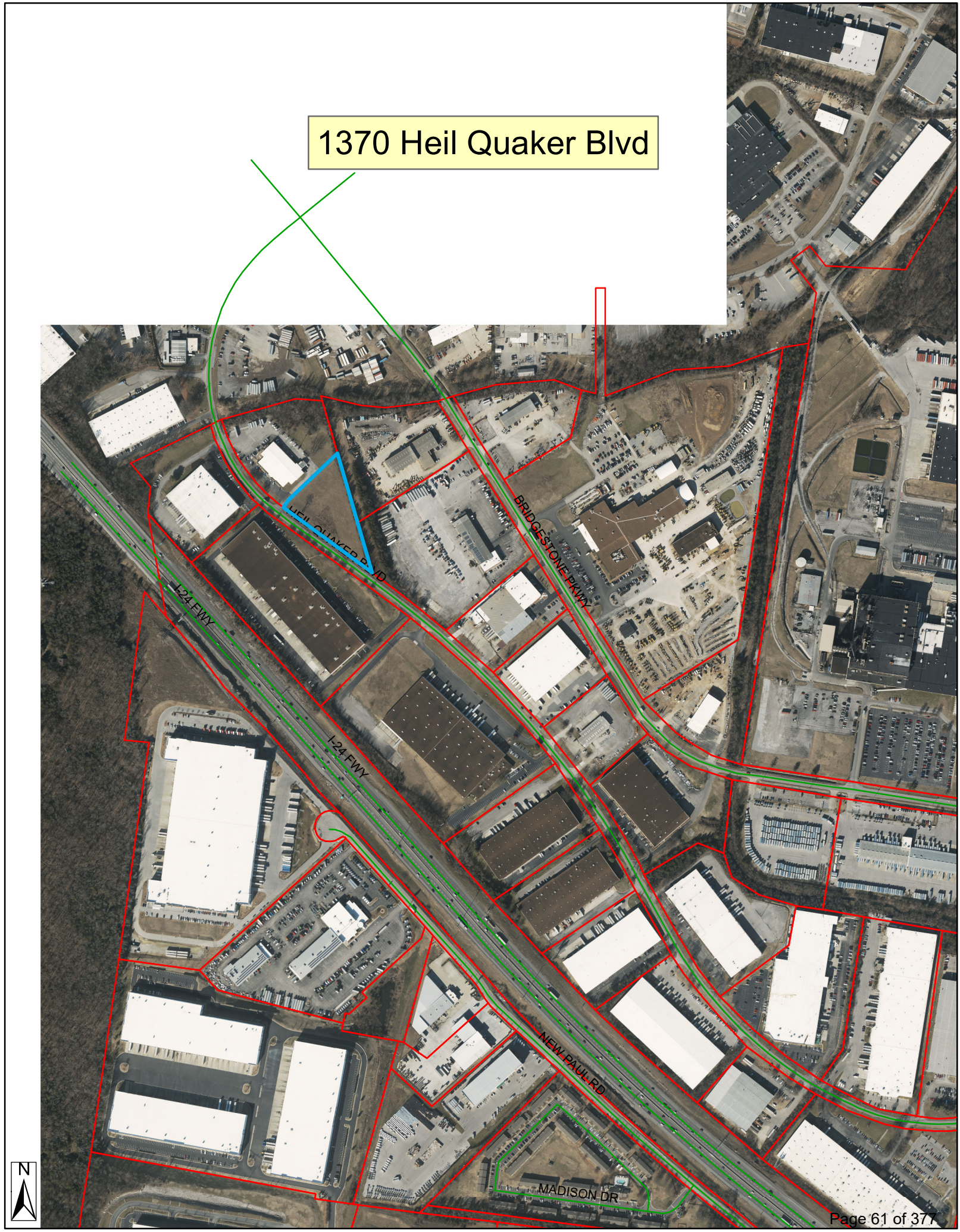
Codes (**Joe White** - jwhite@lavergnetn.gov)
No comments.

Fire (**Curtis Brinkley** - cbrinkley@lavergnetn.gov)
No comments.

Police
No comments.

<u>*Note:</u> The above technical items may not be the only corrections and/or issues needing to be resolved to get approval from the planning commission. New items can be brought up at the workshop and staff can add items at any time that might have been overlooked. It is the applicant's responsibility to make sure that all technical items are addressed and that no new issues exist before the planning commission meeting. Addressing all technical items does not constitute approval. It is the planning commission's decision whether an item passes or fails. Revised plans are due to staff by the following Monday at close of business unless other arrangements are made and documented.

1370 Heil Quaker Blvd
HEIL QUAKER BLVD
BRIDGESTONE PKWY
I-24 FWY
I-24 FWY
NEW PAUL RD
N


1370 Heil Quaker Blvd
HEIL QUAKER BLVD
BRIDGESTONE PKWY
I-24 FWY
I-24 FWY
NEW PAUL RD
MADISON DR
N

NOTES

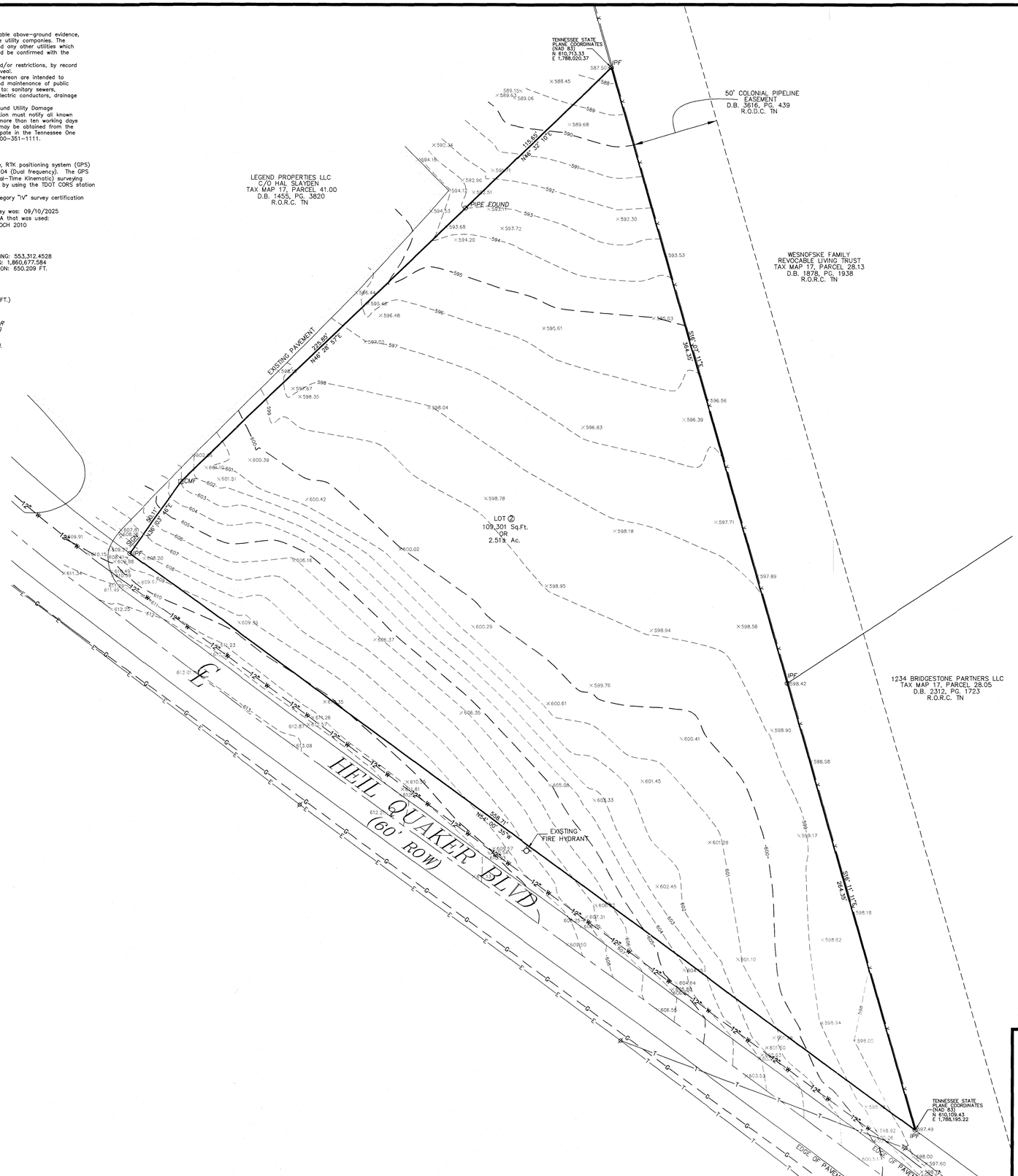
1. Underground utilities shown were located using available above-ground evidence, as well as information obtained from the respective utility companies. The existence or non-existence of the utilities shown and any other utilities which may be present on this site or adjacent sites should be confirmed with the utility owner prior to communicating any work.
2. Parcels may be subject to additional easements, and/or restrictions, by record or prescription, that a complete title search may reveal.
3. Public utility and drainage easements where shown hereon are intended to indicate an easement for construction, operation, and maintenance of public utilities and drainageways, including, but not limited to: sanitary sewers, forcemains, water lines, telephone signal conduits, electric conductors, drainage pipes, and natural gas lines.
4. In Tennessee, it is a requirement per "The Underground Utility Damage Prevention Act" that anyone who engages in excavation must notify all known underground utility owners, no less than three nor more than ten working days of their intent to excavate. A list of these utilities may be obtained from the County Register of Deeds. Those utilities that participate in the Tennessee One Call system can be notified by calling toll free 1-800-351-1111.

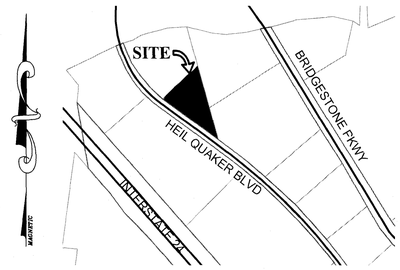
GLOBAL POSITION SYSTEM SURVEY NOTES

1. For boundary and topographic aspects of this survey, RTK positioning system (GPS) survey equipment: TOPCON Hiper V-Model #100137-04 (Dual frequency). The GPS portion of this survey was performed using RTK (Real-Time Kinematic) surveying methods. Topographic features shown were obtained by using the TDOT CORS station TN3A for horizontal and for vertical control.
2. The relative positional accuracy is stated in the Category "IV" survey certification located above the surveyor's seal on this drawing.
3. The date that fieldwork was performed for this survey was: 09/10/2025
4. The datum(s) for the TDOT CORS Network Station 3A that was used:
   HORIZ.: NAD83(2011) EPOCH 2010
   VERT.: NAVD 1988
5. Fixed Control Station designation with positional data:
   TDOT CORS STATION-TN3A
   STATE PLANE (TN 4100-US SURVEY FT.)- NORTHING: 553,312.4528
   EASTING: 1,860,677.584
   ELEVATION: 650.209 FT.
6. Geoid model used- GEOID03
7. Combined grid factors for TDOT CORS Station TN3A:
   0.999921865 (STATE PLANE-TN 4100-US SURVEY FT.)

LEGEND

- IPS ○ IRON PIN SET (1/2" REBAR WITH STAMPED H-S ENGR)
- IPF ○ IRON PIN FND.
- CMF □ CONCRETE MONUMENT FND.
- —X—X— EXISTING FENCE LINE
- —E—E— EXISTING ELECTRIC LINE
- —T—T— EXISTING TELEPHONE LINE
- —G—G— EXISTING GAS LINE





LOCATION MAP

N.T.S.

LEGEND

- Ø *Power Pole*
- *Sign*
- *Existing Fire Hydrant*
- *Proposed Fire Hydrant*
- *Reducer*
- *Proposed Gate Valve & Box*
- *Concrete Thrust Block*
- —W— *Existing Water Line*
- —W— *Proposed Water Line*
- —S— *Existing Sanitary Sewer Line*
- —S— *Proposed Sanitary Sewer Line*
- *Existing Manhole*
- *Proposed Manhole*
- *Sewer Line Check Dam*
- —00— *Existing Contours*
- —00— *Proposed Contours*
- 00.0 *Existing Spot Elevations*
- 00.0 *Proposed Spot Elevations*
- —SF— *Siltation Fence or Straw Bale Barrier (to be installed before grading and left in place until a good stand of grass is established over all disturbed areas.)*
- *Rip-Rap (6" min. dia., 1' thick per TDOT Specifications) Item No. 709-05*

BEARINGS BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD 83).

N / W STATE PLANE E / S

1 LOT – 2.51 Ac.±

0 30 60

OWNER: HARSIMRANJEET KAUR
BALDEV SINGH
OWNER ADDRESS: [redacted]

PROPERTY ADDRESS: 1370 HEIL QUAKER BLVD
LA VERGNE, TN 37086
TAX MAP: 17, PARCEL: 28.01
PLAT BOOK: 47, PAGE: 176, LOT: 2
RECORD BOOK: 2200, PAGE: 1708
MAP NUMBER: 47149C0015J
DATED: MAY 9, 2023 ZONE: X
NOTE: THIS PARCEL IS SUBJECT TO ALL EASEMENTS AS SHOW AND ANY OTHER EASEMENTS AND/OR RESTRICTIONS EITHER RECORDED OR BY PRESCRIPTION THAT A COMPLETE TITLE SEARCH MAY REVEAL.

I HEREBY CERTIFY THAT THIS IS A CATEGORY "IV" SURVEY AND THE PRECISION OF THE GPS PORTION OF THIS SURVEY (IN RELATIVE POSITIONING ACCURACY GIVEN AT THE 95% CONFIDENCE LEVEL:) IS 1:10,000 AS SHOWN HEREON AND THAT THIS SURVEY WAS DONE IN COMPLIANCE WITH CURRENT TENNESSEE MINIMUM STANDARDS OF PRACTICE FOR LAND SURVEYORS.

WILLIAM H. HUDDLESTON
REGISTERED LAND SURVEYOR
AMERICA
TENNESSEE No. 1610

HUDDLESTON-STEELE ENGINEERING, INC.

EXISTING CONDITIONS

1370 HEIL QUAKER BLVD

15TH CIVIL DISTRICT – RUTHERFORD COUNTY – TN.

DATE: December, 2025	*SCALE: 1"=30'*	*SH. 1 OF 6*

\Civil 3D Projects\1370 HEIL QUAKER BLVD\1370 HEIL QUAKER BLVD.dwg, 12/2/2025 11:20:23 AM, HP 7910K No. 2

NOTES

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2. The relative positional accuracy is stated in the Category "IV" survey certification located above the surveyor's seal on this drawing.
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   HORIZ.: NAD83(2011) EPOCH 2010
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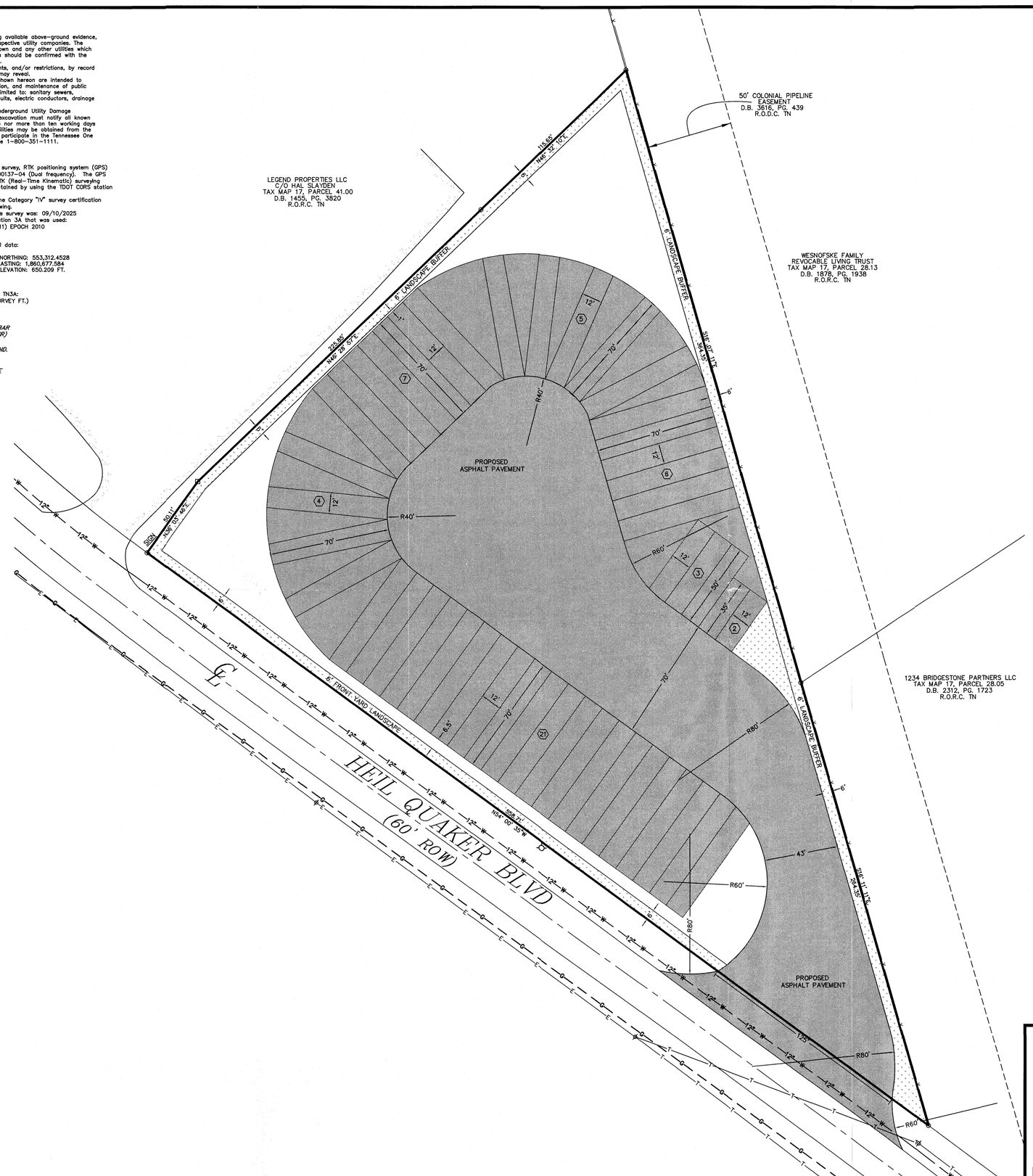
5. Fixed Control Station designation with positional data:
   TDOT CORS STATION-TN3A
   STATE PLANE (TN 4100-US SURVEY FT.)- NORTHING: 553,312.4528
   EASTING: 1,860,677.584
   ELEVATION: 650.209 FT.
6. Geoid model used- GEOID03
7. Combined grid factors for TDOT CORS Station TN3A:
   0.999921865 (STATE PLANE-TN 4100-US SURVEY FT.)

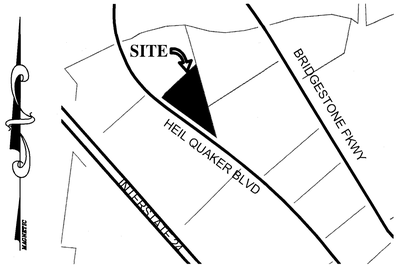
LEGEND

- IPS ○ IRON PIN SET (1/2" REBAR WITH STAMPED H-S ENGR)
- IPF ○ IRON PIN FND.
- CMF □ CONCRETE MONUMENT FND.
- —X—X— EXISTING FENCE LINE
- —E—E— EXISTING ELECTRIC LINE
- —T—T— EXISTING TELEPHONE LINE
- —G—G— EXISTING GAS LINE



GENERAL NOTES:

1. A PRE-CONSTRUCTION CONFERENCE AND LAND DISTURBANCE PERMIT IS REQUIRED PRIOR TO COMMENCING WORK.
2. THE CONTRACTOR SHALL NOTIFY THE CITY INSPECTOR AT LEAST 48 HOURS PRIOR TO ANY REQUIRED OR REQUESTED INSPECTIONS.
3. CITY INSPECTORS ARE NOT QUALITY CONTROL. THE CONTRACTOR'S QUALITY CONTROL REPRESENTATIVE MUST BE ONSITE DURING ALL REQUIRED INSPECTIONS. CONTRACTOR'S QUALITY CONTROL MUST SIGN-OFF OR APPROVE EACH INSPECTION. CITY INSPECTORS WILL CONFIRM THAT THIS IS DONE BUT WILL NOT PROVIDE APPROVALS.
4. DEPTH AND LOCATION OF EXISTING UNDERGROUND FACILITIES SHALL BE DETERMINED BY THE CONTRACTOR PRIOR TO EXCAVATION OR TRENCHING. CONTACT THE TENNESSEE UTILITY LOCATION SERVICE AT 811 OR 800-351-1111, 3-10 DAYS BEFORE YOU DIG, NO EXCEPTIONS.
5. ALL CONSTRUCTION AND OPERATIONS BY THE CONTRACTOR SHALL BE IN ACCORDANCE WITH OSHA.
6. THE CONTRACTORS SHALL MAINTAIN A SET OF REDLINE DRAWINGS AT THE PROJECT SITE WHICH SHALL BE AVAILABLE FOR REVIEW BY CITY INSPECTORS. THESE REDLINE PLANS MUST BE UPDATED WEEKLY.
7. AS-BUILT PLANS (RECORD DRAWINGS) SHALL BE PROVIDED TO THE CITY WITHIN 30-DAYS OF SUBSTANTIAL COMPLETION OF THE PROJECT. RECORD DRAWINGS SHALL BE PROVIDED IN THREE FORMATS:
   a. PAPER (ONE SET)
   b. PDF (THUMB DRIVE OR E-MAIL)
   c. GIS-COMPATIBLE (ONE FILE)
8. TRAFFIC CONTROL, SIGNAGE, AND CONSTRUCTION RELATED BARRIERS ARE THE RESPONSIBILITY OF THE CONTRACTOR, AND NO TRENCHES SHALL BE LEFT OPEN OVERNIGHT WITHOUT PROPER SAFETY MEASURES SUCH AS BARRICADES, PLATING, OR OTHER AS AGREED BY THE CITY.
9. IN RESIDENTIAL AREAS, NO CONSTRUCTION WORK CAN BE CONDUCTED OUTSIDE OF THE FOLLOWING HOURS WITHOUT A SPECIAL PERMIT:
   a. MONDAY-FRIDAY, 7:00 AM TO 6:00 PM
   b. SATURDAY-SUNDAY, 8:00 AM TO 6:00 PM
10. SURFACE IMPROVEMENTS DAMAGED OR REMOVED AS A RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE RECONSTRUCTED BY THE CONTRACTOR TO CITY OF LA VERGNE REQUIREMENTS.
11. ALL REVISIONS TO THESE DRAWINGS MUST BE APPROVED BY THE CITY ENGINEER.
12. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROTECT ANY MONUMENTS IN PLACE. IF ANY MONUMENT IS DISTURBED OR DESTROYED, THE CONTRACTOR WILL BE REQUIRED TO CONTRACT WITH A REGISTERED LAND SURVEYOR FOR THE RE-ESTABLISHMENT AND MAPPING OF THE DESTROYED MONUMENT.
13. ALL CONSTRUCTION WATER TAKEN FROM A CITY FH SHALL BE FROM A CITY APPROVED FIRE HYDRANT METER ASSEMBLY, AND CONTRACTOR IS RESPONSIBLE FOR PROTECTION OF THE PUBLIC DOMESTIC WATER SYSTEM AT ALL TIMES BY MAINTINING PROPER CROSS CONNECTION CONTROL PER THE GOVERNING AUTHORITY.
14. THE CONTRACTOR SHALL CONFINE ALL OF HIS ACTIVITIES TO THE AREAS AS SHOWN ON THESE PLANS UNLESS WRITTEN CONSENT IS PROVIDED IN ADVANCE BY THE AFFECTED PROPERTY OWNER.
15. SURPLUS AND ALL MATERIAL REMOVED WHICH IS NOT SUITABLE FOR USE IN THIS PROJECT SHALL BE DISPOSED OF AWAY FROM THE JOB SITE IN A MANNER OR AT A LOCATION ACCEPTABLE TO THE CITY OF LA VERGNE AND THE STATE OF TENNESSEE. NO WASTE MATERIAL SHALL BE PLACE IN A SINKHOLE WITHIN THE CITY LIMITS OF LA VERGNE.
16. NO MORE THAN 500 FEET OF UTILITY AND DRAINAGE PIPE TRENCH WILL BE ALLOWED AT TO BE OPEN AT ONE TIME.
17. IF PUBLIC SIDEWALKS ARE TO BE CLOSED BY CONSTRUCTION FOR MORE THAN TWENTY-FOUR HOURS, THEN A PEDESTRIAN TRAFFIC RE-ROUTING PLAN WHICH PROVIDES AN ACCESSIBLE ROUTE OF TRAVEL FOR PEDESTRIANS MUST BE APPROVED AND IMPLEMENTED PRIOR TO CONSTRUCTION.



LOCATION MAP
N.T.S.

Site Data Chart

Zoning District: Interchange-District
Existing Use: Vacant
Proposed Use: Parking Lot
Existing Building: N/A
Acreage/square footage of lot: 2.51 Ac./109,301± SF.

Parking:

See Chart

Landscaping & Buffering:
Impervious surface area: 83,704 SF.
Pervious surface area: 25,597 SF.
Landscaping area: 9,510 SF.

TRUCK PARKING STALLS	
# OF STALLS	SIZE
43	70'X12'
3	50'X12'
2	35'X12'
TOTAL: 48	

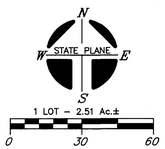
HATCH LEGEND

- ASPHALT PAVEMENT
- LANDSCAPE AREA

LEGEND

- Ø Power Pole
- Sign
- Existing Fire Hydrant
- Proposed Fire Hydrant
- Reducer
- Proposed Gate Valve & Box
- Concrete Thrust Block
- —W— Existing Water Line
- —W— Proposed Water Line
- —S— Existing Sanitary Sewer Line
- —S— Proposed Sanitary Sewer Line
- Existing Manhole
- Proposed Manhole
- Sewer Line Check Dam
- 00 Existing Contours
- 00 Proposed Contours
- 00.0 Existing Spot Elevations
- 00.0 Proposed Spot Elevations
- —SF— Siltation Fence or Straw Bale Barrier (to be installed before grading and left in place until a good stand of grass is established over all disturbed areas.)
- Rip-Rap (6" min. dia., 1' thick per TDOT Specifications) Item No. 709-05

BEARINGS BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD 83).



OWNER: HARSIMRANJEET KAUR
BALDEV SINGH
OWNER ADDRESS: [redacted]
PROPERTY ADDRESS: 1370 HEIL QUAKER BLVD
LA VERGNE, TN 37086
TAX MAP: 17, PARCEL: 28.01
PLAT BOOK: 47, PAGE: 176, LOT: 2
RECORD BOOK: 2200, PAGE: 1708
MAP NUMBER: 47149C0015J
DATED: MAY. 9, 2023 ZONE: X
NOTE: THIS PARCEL IS SUBJECT TO ALL EASEMENTS AS SHOW AND ANY OTHER EASEMENTS AND/OR RESTRICTIONS EITHER RECORDED OR BY PRESCRIPTION THAT A COMPLETE TITLE SEARCH MAY REVEAL.

I HEREBY CERTIFY THAT THIS IS A CATEGORY "IV" SURVEY AND THE PRECISION OF THE GPS PORTION OF THIS SURVEY (IN RELATIVE POSITIONING ACCURACY GIVEN AT THE 95% CONFIDENCE LEVEL) IS 1:10,000 AS SHOWN HEREON AND THAT THIS SURVEY WAS DONE IN COMPLIANCE WITH CURRENT TENNESSEE MINIMUM STANDARDS OF PRACTICE FOR LAND SURVEYORS.

WILLIAM H. HUDDLESTON IV REGISTERED LAND SURVEYOR AGRICULTURE SURVEYOR TENNESSEE No. 1610

WILLIAM H. HUDDLESTON IV REGISTERED ENGINEER AGRICULTURE ENGINEER STATE OF TENNESSEE

HUDDLESTON-STEELE ENGINEERING, INC.

SITE LAYOUT PLAN

1370 HEIL QUAKER BLVD

15TH CIVIL DISTRICT - RUTHERFORD COUNTY - TN.

Date: December, 2025	SCALE: 1"=30'	SH. 2 OF 5

338Civil 3D Projects\1370 HEIL QUAKER BLVD\1370 HEIL QUAKER BLVD.dwg, SITE LAYOUT PLAN, ACAD2018,

NOTES

1. Underground utilities shown were located using available above-ground evidence, as well as information obtained from the respective utility companies. The existence or non-existence of the utilities shown and any other utilities which may be present on this site or adjacent sites should be confirmed with the utility owner prior to communicating any work.
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GLOBAL POSITION SYSTEM SURVEY NOTES

1. For boundary and topographic aspects of this survey, RTK positioning system (GPS) survey equipment: TOPCON Hiper V-Model #100137-04 (Dual frequency). The GPS portion of this survey was performed using RTK (Real-Time Kinematic) surveying methods. Topographic features shown were obtained by using the TDOT CORS station TN3A for horizontal and for vertical control.
2. The relative positional accuracy is stated in the Category "IV" survey certification located above the surveyor's seal on this drawing.
3. The date that fieldwork was performed for this survey was: 09/10/2025
4. The datum(s) for the TDOT CORS Network Station 3A that was used:
   HORIZ.: NAD83(2011) EPOCH 2010
   VERT.: NAVD 1988
5. Fixed Control Station designation with positional data:
   TDOT CORS STATION-TN3A
   STATE PLANE (TN 4100-US SURVEY FT.)- NORTHING: 553,312.4528
   EASTING: 1,860,677.584
   ELEVATION: 650.209 FT.
6. Geoid model used- GEOID03
7. Combined grid factors for TDOT CORS Station TN3A:
   0.999921865 (STATE PLANE-TN 4100-US SURVEY FT.)

LEGEND

- IPS ○ IRON PIN SET (1/2" REBAR WITH STAMPED H-S ENGR)
- IPF ○ IRON PIN FND.
- CMF □ CONCRETE MONUMENT FND.
- —X—X— EXISTING FENCE LINE
- —E—E— EXISTING ELECTRIC LINE
- —T—T— EXISTING TELEPHONE LINE
- —G—G— EXISTING GAS LINE

EMERGENCY SPILLWAY ELEV.590.5

CONC.HW I.E.587.6

33LF 15"RCP @0.30%

50' COLONIAL PIPELINE EASEMENT D.B. 3616, PG. 439 R.O.D.C. TN

CONC.OUTLET STRUCTURE I.E.587.7

LEGEND PROPERTIES LLC
C/O HAL SLAYDEN
TAX MAP 17, PARCEL 41.00
D.B. 1455, PG. 3820
R.O.R.C. TN

6' CHAIN LINK FENCE

GATE

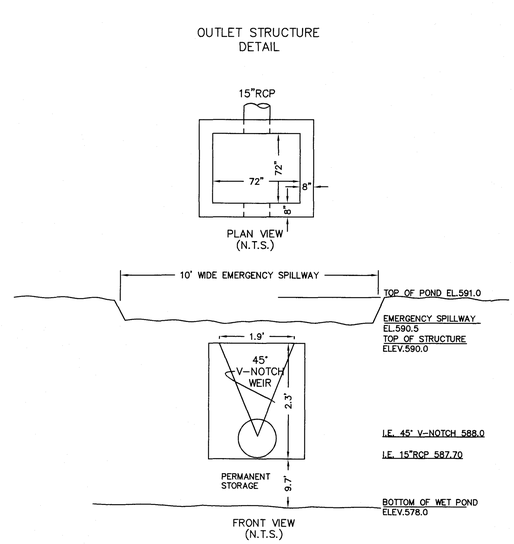
591.0

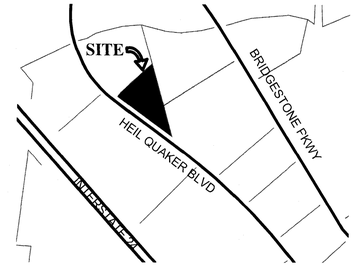
WESNOFSKE FAMILY REVOCABLE LIVING TRUST
TAX MAP 17, PARCEL 28.13
D.B. 1878, PG. 1938
R.O.R.C. TN

1234 BRIDGESTONE PARTNERS LLC
TAX MAP 17, PARCEL 28.05
D.B. 2312, PG. 1723
R.O.R.C. TN

HEIL QUAKER BLVD (60' ROW)

OUTLET STRUCTURE DETAIL





LOCATION MAP
N.T.S.

HATCH LEGEND

- ASPHALT PAVEMENT
- LANDSCAPE AREA

LEGEND

- Power Pole
- Sign
- Existing Fire Hydrant
- Proposed Fire Hydrant
- Reducer
- Proposed Gate Valve & Box
- Concrete Thrust Block
- —W— Existing Water Line
- —W— Proposed Water Line
- —S— Existing Sanitary Sewer Line
- —S— Proposed Sanitary Sewer Line
- Existing Manhole
- Proposed Manhole
- CD Sewer Line Check Dam
- 600 Existing Contours
- 600 Proposed Contours
- 600 Existing Spot Elevations
- 600 Proposed Spot Elevations
- SF Silitation Fence or Straw Bale Barrier (to be installed before grading and left in place until a good stand of grass is established over all disturbed areas.)
- Rip-Rap (6" min. dia., 1' thick per TDOT Specifications) Item No. 709-05

BEARINGS BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD 83).

N
W STATE PLANE E
S

1 LOT – 2.51 Ac.±

0 30 60

OWNER: HARSIMRANJEET KAUR BALDEV SINGH
OWNER ADDRESS: [redacted]
PROPERTY ADDRESS: 1370 HEIL QUAKER BLVD LA VERGNE, TN 37086
TAX MAP: 17, PARCEL: 28.01
PLAT BOOK: 47, PAGE: 176, LOT: 2
RECORD BOOK: 2200, PAGE: 1708
MAP NUMBER: 47149C0015J
DATED: MAY. 9, 2023 ZONE: X
NOTE: THIS PARCEL IS SUBJECT TO ALL EASEMENTS AS SHOW AND ANY OTHER EASEMENTS AND/OR RESTRICTIONS EITHER RECORDED OR BY PRESCRIPTION THAT A COMPLETE TITLE SEARCH MAY REVEAL.

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WILLIAM H. HUDDLESTON IV REGISTERED LAND SURVEYOR AGRICULTURE TENNESSEE No. 1630 12/17/25

WILLIAM H. HUDDLESTON IV REGISTERED ENGINEER AGRICULTURE STATE OF TENNESSEE COMMERCE

HUDDLESTON-STEELE ENGINEERING, INC.

GRADING AND DRAINAGE

1370 HEIL QUAKER BLVD

15TH CIVIL DISTRICT – RUTHERFORD COUNTY – TN.

Date: December, 2025	SCALE: 1"=30'	SH. 3 OF 5

I:\038Civil 3D Projects\1370 HEIL QUAKER BLVD\1370 HEIL QUAKER BLVD PKING CALCULATIONS REC2025.dwg, GRADING AND DRAINAGE_ACAD2026,

NOTES

1. Underground utilities shown were located using available above-ground evidence, as well as information obtained from the respective utility companies. The existence or non-existence of the utilities shown and any other utilities which may be present on this site or adjacent sites should be confirmed with the utility owner prior to communicating any work.
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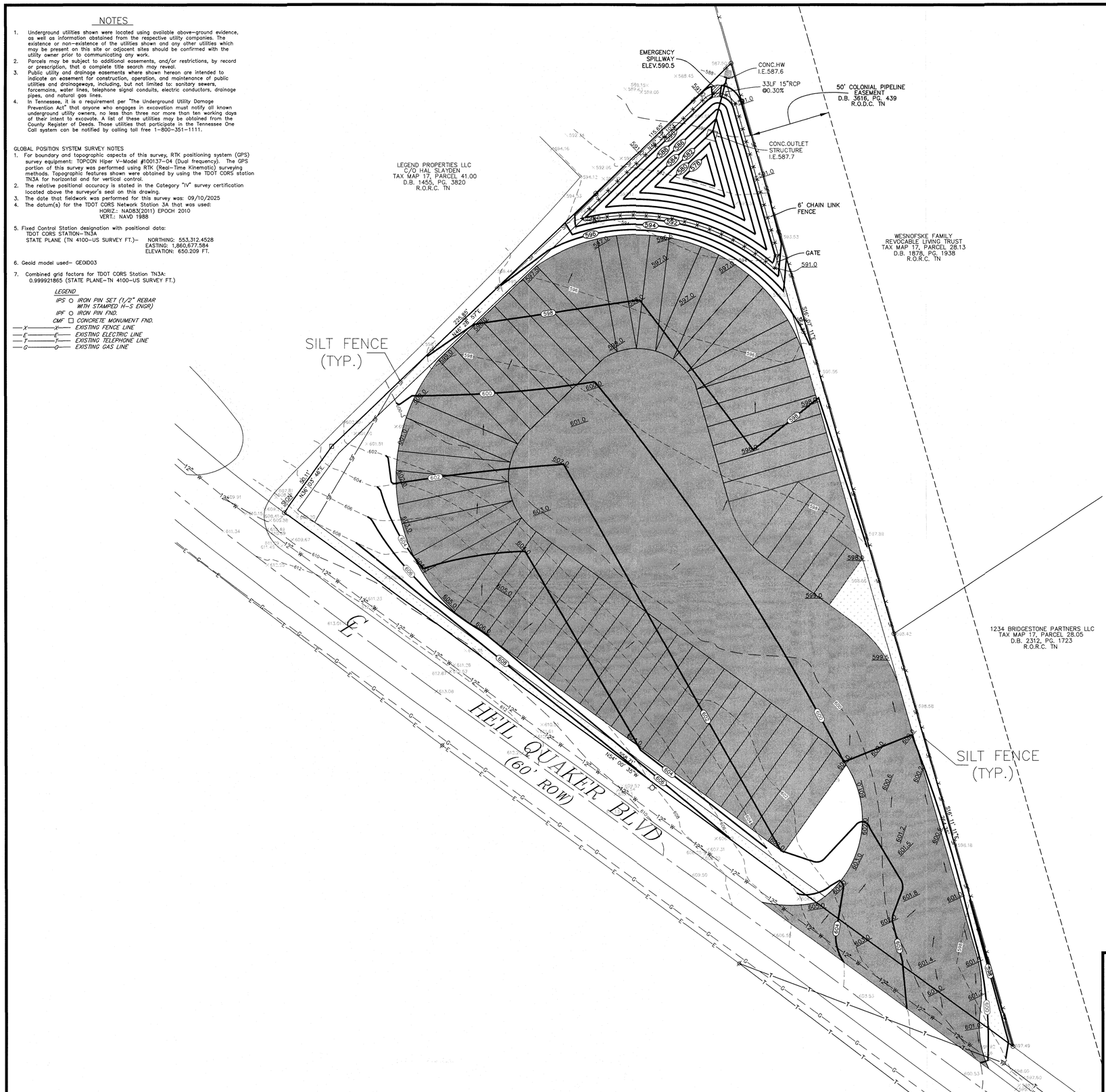
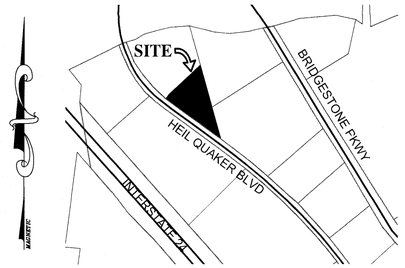
GLOBAL POSITION SYSTEM SURVEY NOTES

1. For boundary and topographic aspects of this survey, RTK positioning system (GPS) survey equipment: TOPCON Hiper V-Model #100137-04 (Dual frequency). The GPS portion of this survey was performed using RTK (Real-Time Kinematic) surveying methods. Topographic features shown were obtained by using the TDOT CORS station TN3A for horizontal and for vertical control.
2. The relative positional accuracy is stated in the Category "IV" survey certification located above the surveyor's seal on this drawing.
3. The date that fieldwork was performed for this survey was: 09/10/2025
4. The datum(s) for the TDOT CORS Network Station 3A that was used:
   HORIZ.: NAD83(2011) EPOCH 2010
   VERT.: NAVD 1988
5. Fixed Control Station designation with positional data:
   TDOT CORS STATION-TN3A
   STATE PLANE (TN 4100-US SURVEY FT.)- NORTHING: 553,312.4528
   EASTING: 1,860,677.584
   ELEVATION: 650.209 FT.
6. Geoid model used- GEOID03
7. Combined grid factors for TDOT CORS Station TN3A:
   0.999921865 (STATE PLANE-TN 4100-US SURVEY FT.)

LEGEND

- IPS ○ IRON PIN SET (1/2" REBAR WITH STAMPED H-S ENGR)
- IPF ○ IRON PIN FND.
- CMF □ CONCRETE MONUMENT FND.
- —X—X— EXISTING FENCE LINE
- —E—E— EXISTING ELECTRIC LINE
- —T—T— EXISTING TELEPHONE LINE
- —G—G— EXISTING GAS LINE





LOCATION MAP
N.T.S.

HATCH LEGEND

- ASPHALT PAVEMENT
- LANDSCAPE AREA

LEGEND

- Power Pole
- Sign
- Existing Fire Hydrant
- Proposed Fire Hydrant
- Reducer
- Proposed Gate Valve & Box
- Concrete Thrust Block
- —W— Existing Water Line
- —W— Proposed Water Line
- —S— Existing Sanitary Sewer Line
- —S— Proposed Sanitary Sewer Line
- Existing Manhole
- Proposed Manhole
- Sewer Line Check Dam
- —00— Existing Contours
- —600— Proposed Contours
- 00.0 Existing Spot Elevations
- 00.0 Proposed Spot Elevations
- —SF— Siltation Fence or Straw Bale Barrier (to be installed before grading and left in place until a good stand of grass is established over all disturbed areas.)
- Rip-Rap (6" min. dia., 1' thick per TDOT Specifications) Item No. 709-05

BEARINGS BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD 83).

N / W STATE PLANE E / S

1 LOT – 2.51 Ac.±

0 30 60

OWNER: HARSIMRANJEET KAUR
BALDEV SINGH
OWNER ADDRESS: [redacted]

PROPERTY ADDRESS: 1370 HEIL QUAKER BLVD
LA VERGNE, TN 37086

TAX MAP: 17, PARCEL: 28.01
PLAT BOOK: 47, PAGE: 176, LOT: 2
RECORD BOOK: 2200, PAGE: 1708
MAP NUMBER: 47149C0015J
DATED: MAY. 9, 2023 ZONE: X

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WILLIAM H. HUDDLESTON IV — REGISTERED LAND SURVEYOR — TENNESSEE No. 1630
WILLIAM H. HUDDLESTON IV — REGISTERED ENGINEER — STATE OF TENNESSEE

HUDDLESTON-STEELE ENGINEERING, INC.

EROSION CONTROL PLAN

1370 HEIL QUAKER BLVD

15TH CIVIL DISTRICT – RUTHERFORD COUNTY – TN.

Date: December, 2025	SCALE: 1"=30'	SH. 3.1 OF 5

G:\Civil 3D Projects\1370 HEIL QUAKER BLVD\1370 HEIL QUAKER BLVD POND CALCULATIONS DEC2025.dwg, 12/29/2025 9:24:24 AM, KIP 7970N, No. 2

NOTES

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GLOBAL POSITION SYSTEM SURVEY NOTES

1. For boundary and topographic aspects of this survey, RTK positioning system (GPS) survey equipment: TOPCON Hiper V-Model #100137-04 (Dual frequency). The GPS portion of this survey was performed using RTK (Real-Time Kinematic) surveying methods. Topographic features shown were obtained by using the TDOT CORS station TN3A for horizontal and for vertical control.
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   VERT.: NAVD 1988
5. Fixed Control Station designation with positional data:
   TDOT CORS STATION-TN3A
   STATE PLANE (TN 4100-US SURVEY FT.)- NORTHING: 553,312.4528
   EASTING: 1,860,677.584
   ELEVATION: 650.209 FT.
6. Geoid model used- GEOID03
7. Combined grid factors for TDOT CORS Station TN3A:
   0.999921665 (STATE PLANE-TN 4100-US SURVEY FT.)

LEGEND

- IPS ○ IRON PIN SET (1/2" REBAR WITH STAMPED H-S ENGR)
- IPF ○ IRON PIN FND.
- CMF □ CONCRETE MONUMENT FND.
- —X——X— EXISTING FENCE LINE
- —E——E— EXISTING ELECTRIC LINE
- —T——T— EXISTING TELEPHONE LINE
- —G——G— EXISTING GAS LINE

LEGEND PROPERTIES LLC
C/O HAL SLAYDEN
TAX MAP 17, PARCEL 41.00
D.B. 1455, PG. 3820
R.O.R.C. TN

50' COLONIAL PIPELINE EASEMENT
D.B. 3616, PG. 439
R.O.D.C. TN

WESNOFSKE FAMILY
REVOCABLE LIVING TRUST
TAX MAP 17, PARCEL 28.13
D.B. 1878, PG. 1938
R.O.R.C. TN

1234 BRIDGESTONE PARTNERS LLC
TAX MAP 17, PARCEL 28.05
D.B. 2312, PG. 1723
R.O.R.C. TN

HEIL QUAKER BLVD
(60' ROW)

115.65'
N49° 52' 10"E

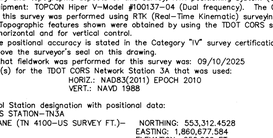
229.80'
N48° 09' 57"E

S56° 07' 11"E
304.15'

S50° 51'
N38° 03' 40"E

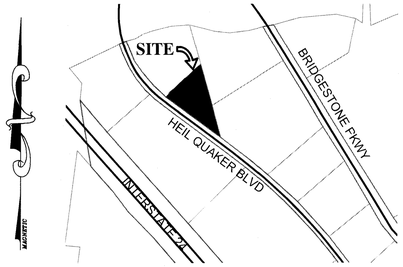
358.21'
N37° 00' 35"W

S16° 41' 11"E
304.15'



WB-62 - Interstate Semi-Trailer

Overall Length	68.500ft
Overall Width	8.500ft
Overall Body Height	12.052ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	45.000ft



LOCATION MAP
N.T.S.

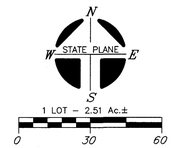
HATCH LEGEND

- ASPHALT PAVEMENT
- LANDSCAPE AREA

LEGEND

- ø Power Pole
- Sign
- Existing Fire Hydrant
- Proposed Fire Hydrant
- Reducer
- Proposed Gate Valve & Box
- Concrete Thrust Block
- —W— Existing Water Line
- —W— Proposed Water Line
- —S— Existing Sanitary Sewer Line
- —S— Proposed Sanitary Sewer Line
- Existing Manhole
- Proposed Manhole
- CD Sewer Line Check Dam
- —00— Existing Contours
- —00— Proposed Contours
- 00.0 Existing Spot Elevations
- 00.0 Proposed Spot Elevations
- —SF— Siltation Fence or Straw Bale Barrier (to be installed before grading and left in place until a good stand of grass is established over all disturbed areas.)
- Rip-Rap (6" min. dia., 1' thick per TDOT Specifications) Item No. 709-05

BEARINGS BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD 83).



OWNER: HARSIMRANJEET KAUR
BALDEV SINGH
OWNER ADDRESS: [redacted]

PROPERTY ADDRESS: 1370 HEIL QUAKER BLVD
LA VERGNE, TN 37086

TAX MAP: 17, PARCEL: 28.01
PLAT BOOK: 47, PAGE: 176, LOT: 2
RECORD BOOK: 2200, PAGE: 1708
MAP NUMBER: 47149C0015J
DATED: MAY. 9, 2023 ZONE: X
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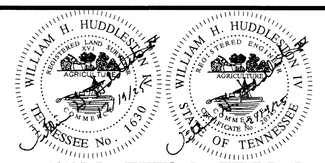

HUDDLESTON-STEELE ENGINEERING, INC.

TRUCK TEMPLATE

1370 HEIL QUAKER BLVD

15TH CIVIL DISTRICT - RUTHERFORD COUNTY - TN.

Date: December, 2025	SCALE: 1"=30'	SH. 4 OF 5

3386\Civil 3D Projects\1370 HEIL QUAKER BLVD\1370 HEIL QUAKER BLVD POND CALCULATIONS DEC2025.dwg, 12/29/2025 9:49:16 AM, KP 7770 No. 1 Series K

NOTES

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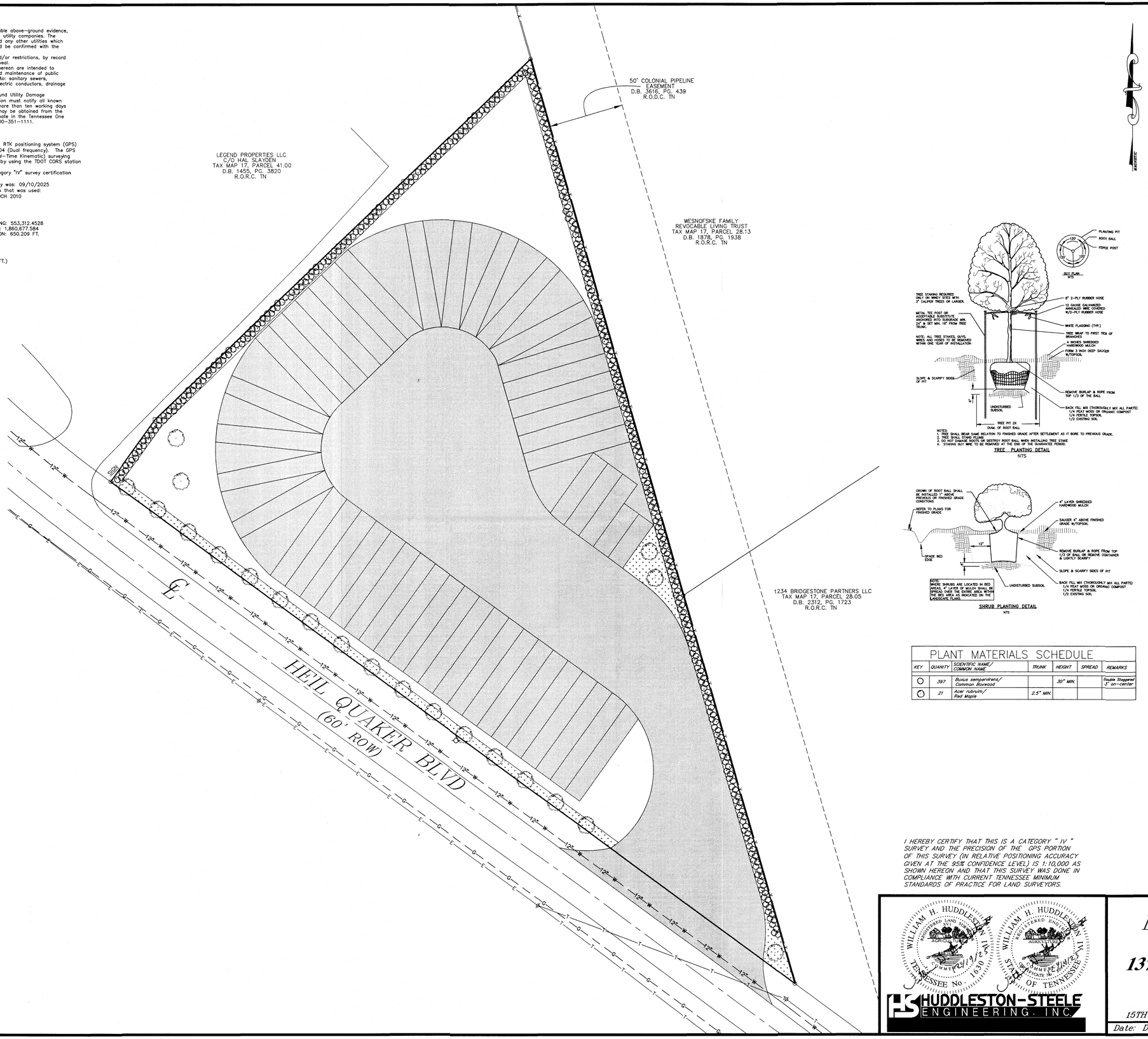
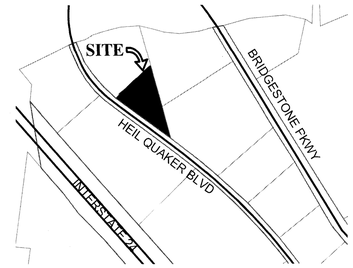
   EASTING: 1,860,677.584
   ELEVATION: 650.209 FT.
6. Geoid model used- GEOID03
7. Combined grid factors for TDOT CORS Station TN3A:
   0.999921865 (STATE PLANE-TN 4100-US SURVEY FT.)

LEGEND

- IPS ○ IRON PIN SET (1/2" REBAR WITH STAMPED H-S ENGR)
- IPF ○ IRON PIN FND.
- CMF □ CONCRETE MONUMENT FND.
- —X——X— EXISTING FENCE LINE
- —E——E— EXISTING ELECTRIC LINE
- —T——T— EXISTING TELEPHONE LINE
- —G——G— EXISTING GAS LINE





LOCATION MAP

N.T.S.

TREE PLANTING DETAIL

NTS

SHRUB PLANTING DETAIL

NTS

PLANT MATERIALS SCHEDULE

KEY	QUANITY	SCIENTIFIC NAME/ COMMON NAME	TRUNK	HEIGHT	SPREAD	REMARKS
○	397	Buxus sempervirens/ Common Boxwood		30" MIN.		Double Staggered 3' on-center
⊙	21	Acer rubrum/ Red Maple	2.5" MIN.			

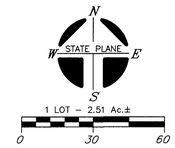
HATCH LEGEND

- ASPHALT PAVEMENT
- LANDSCAPE AREA

LEGEND

- Ø Power Pole
- Sign
- Existing Fire Hydrant
- Proposed Fire Hydrant
- Reducer
- Proposed Gate Valve & Box
- Concrete Thrust Block
- —W— Existing Water Line
- —W— Proposed Water Line
- —S— Existing Sanitary Sewer Line
- —S— Proposed Sanitary Sewer Line
- Existing Manhole
- Proposed Manhole
- Sewer Line Check Dam
- —00— Existing Contours
- —00— Proposed Contours
- 00.0 Existing Spot Elevations
- 00.0 Proposed Spot Elevations
- —SF— Siltation Fence or Straw Bale Barrier (to be installed before grading and left in place until a good stand of grass is established over all disturbed areas.)
- Rip-Rap (6" min. dia., 1' thick per TDOT Specifications) Item No. 709-05

BEARINGS BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD 83).



OWNER: HARSIMRANJEET KAUR BALDEV SINGH
OWNER ADDRESS: [redacted]

PROPERTY ADDRESS: 1370 HEIL QUAKER BLVD LA VERGNE, TN 37086

TAX MAP: 17, PARCEL: 28.01
PLAT BOOK: 47, PAGE: 176, LOT: 2
RECORD BOOK: 2200, PAGE: 1708
MAP NUMBER: 47149C0015J
DATED: MAY. 9, 2023 ZONE: X
NOTE: THIS PARCEL IS SUBJECT TO ALL EASEMENTS AS SHOW AND ANY OTHER EASEMENTS AND/OR RESTRICTIONS EITHER RECORDED OR BY PRESCRIPTION THAT A COMPLETE TITLE SEARCH MAY REVEAL.

I HEREBY CERTIFY THAT THIS IS A CATEGORY " IV " SURVEY AND THE PRECISION OF THE GPS PORTION OF THIS SURVEY (IN RELATIVE POSITIONING ACCURACY GIVEN AT THE 95% CONFIDENCE LEVEL) IS 1:10,000 AS SHOWN HEREON AND THAT THIS SURVEY WAS DONE IN COMPLIANCE WITH CURRENT TENNESSEE MINIMUM STANDARDS OF PRACTICE FOR LAND SURVEYORS.

WILLIAM H. HUDDLESTON IV
REGISTERED LAND SURVEYOR
TENNESSEE No. 1630
WILLIAM H. HUDDLESTON IV
REGISTERED ENGINEER
STATE OF TENNESSEE

HUDDLESTON-STEELE ENGINEERING, INC.

LANDSCAPE PLAN

1370 HEIL QUAKER BLVD

15TH CIVIL DISTRICT – RUTHERFORD COUNTY – TN.

Date: December, 2025	SCALE: 1"=30'	SH. 5 OF 5

J:\1380\Civil 3D Projects\1370 HEIL QUAKER BLVD\1370 HEIL QUAKER BLVD POND CALCULATIONS DEC2025.dwg, 12/29/2025 9:51:58 AM, KIP 7770 No. 1 Series K

Planning Commission Report
Meeting: February 10, 2026

City of La Vergne

Item #: 6. **Site Plan - The Mayfield by Broadstone - 252 Residential Units on 9.33 Acres. Property located at 31 Lillian Buchanan Drive (Tax Map 14, Parcel 72). DD (Downtown District) Zoning District. Property owned by Alliance Residential Company. Requested by Catalyst Design Group.**

Reviewed By:
Bo Logan, City Planner
Gary Lide, City Engineer

Summary:
On behalf of their client, Catalyst Design is requesting approval of the site plan for The Mayfield located on 9.3 ± acres. The purpose of the plan is to create new multifamily residential development. The property is currently zoned DD which allows high density.

The property is located near Murfreesboro Rd and the U.S. Post Office. The proposed layout shows 3 buildings plus a clubhouse and 252 units. Also shown are the layout of driveways and parking areas.

The exterior of all buildings show various percentages of brick and cementitious board. The highest amount of brick proposed is 55% which is indicated for the facades that face outward and toward the side street. The inside elevations have around 30 to 31% brick shown.

The clubhouse is one-story and proposed to be 89% brick (using average of all 4 elevations).

484 parking spaces are required for this development. The parking table on the cover indicates 490 are being provided.

Staff Comments / Technical Items:

Planning (**Bo Logan** - blogan@lavergnetn.gov; and **Jake Blair** - jblair@lavergnetn.gov)

1. The recorded plat for the site shows a 50' wide landscape buffer. This causes an issue for the placement of the buildings;
2. The Planning Commission needs to review and approve the percentages of brick and cementitious board that is proposed - Also, it may be better to flip the 55% brick elevations with the 30% so that the 55% face inward. This will allow Murfreesboro Rd. facing sides more visibility.
3. The maintenance and dog spa have a brick base only.
4. The trash enclosure has a brick base only. This should be increased because the brick will age better than the boards.

Engineering (**Gary Lide** - glide@lavergnetn.gov)

1. (Stormwater Calculations) Engineer's response to the previous comment "Pipes must all be sized for the 25-year/24-hour storm per City Stormwater Ordinance 14-603(5)(c)(iii)(K). Provide all calculations. The 10-year storm design does not meet city requirements." is "Calculations have been run for the 25-year storm and all pipes will be analyzed and revised as necessary to meet these conditions." This answer is unsufficient. This comment will remain until the pipes shown on the plans are sized for the 25-year storm.

Utilities (**Scott Tatalovich** - statalovich@lavergnetn.gov)

1. Sht C7.0 – Water and sewer lines shall have a defined alignment. Example for sewer: Provide coordinates at each manhole; or bearings of each line and pipe stationing, including a coordinate at one of the manholes (angle points) for survey control. Utilities are installed first and need to be staked properly per the plans. Currently there is no control for the utility alignments.
2. Sht C7.0 – Add symbols to legend for FDC, water valve, thrust block, sewer manhole, and other if needed.
3. Sht C7.0 – Show a fire hydrant symbol of legible size in plan view, label each occurrence.
4. Sht C7.0 – Show FDC symbols of legible size in plan view, label each occurrence.
5. Sht C7.0 – FDCs shall be a single 5” Stortz.
6. Sht C7.0 – FDCs shall be at least 50 feet from the building.
7. Sht C7.0 – FDCs shall be no greater than 100 feet from a fire hydrant.
8. Sht C7.0 – FDC shall supply only the sprinkler piping downstream of all control valves. A DCDA shall separate the FDC supply from the domestic portion of the waterline supply in the riser room of the building. Riser room detail may be provided with the building architectural drawings. Other option is dual water plumbing (separate domestic and firelines throughout the site), then a single FDC may be allowed on the fireline piping with an open/closed status indicating, control valve on each building’s sprinkler piping.
9. Sht C7.0 – Revised waterline alignments onsite. Per TDEC Community Public Water Systems Design Criteria, waterlines shall be designed with 10-foot horizontal clearance from sewer and storm drain pipes, where possible.
10. Sht C7.0 – Submit estimated irrigation flowrate for the City to size and determine the type of irrigation meter.
11. Sht C7.0 – For Note U4B, add the words: “per City Std Dtl W-040” at the end of the note. City recently developed a standard detail for 2” irrigation meters, that has yet to be published. Scott Tatalovich, Utility Engineer, can email you a pdf of the new detail, or you can reach him at statalovich@lavergnetn.gov, to request information.
12. Sht C8.2 – Remove the shown Detail #8, City Std Dtl 021 labeled as for 2” irrigation meter, and replace with City Std Dtl W-040 provided by City Utility Engineer, Scott Tatalovich.
13. Sht C7.0 – Question: Do you really want to use a 2”DW line to the compactor location off a long 1-1/2” waterline serving the Maintenance/Pet Wash?
14. Sht C7.0 – Regarding Developer comment response to previous Utility Comment #2: A public cleanout shall be located per City Standard Dtls 1.0 and 2.0 within the public utility easement. It may be a double sweep cleanout. It is required for City to perform maintenance on its portion of the public sewer service.
15. Sht C7.0 – Manhole A1 is not labeled.
16. Sht C7.0 – Informational Comment: Electrical conduits will also be required for both heated above ground backflow preventer enclosures.
17. Sht C7.1 – Manhole A0 (existing) is not labeled.
18. Sht C7.1 to C7.2 – Label each manhole (MH) in plan view with MH number and Pipe Station.
19. Sht C7.1 to C7.2 – Label each manhole in profile view with manhole number, pipe station, Rim Elevation, and Pipe inverts both in and out of the manhole. MH A1 has no labeling.
20. Sht C7.1 to C7.2 – Correct all pipe length and slope shown between manholes in profile view. Pipe length is not equal to distance between manhole centers, and pipe slope is based on pipe length. Example between MH A5 and A6: distance between manhole centers is 131.2 feet, but pipe length is 127.2 ft (subtract the manhole diameter), so slope is 0.89’/127.2’ = 0.0069968 or 0.0070.
21. Sht C7.1 – Public sewer shall be located in the center of the provided 20-foot public utility easement - easement may need to move.
22. Sht C7.1 – Label 20’ public utility easement.
23. Sht C7.1 – Show public cleanouts within public utility easement.
24. Sht C7.1 – Rotate Street name right side up.
25. Sht C7.1 – Correct North arrow alignment.
26. Sht C7.1 – Contractor will construct sewer line off the plan and profile sheets, so provide sewer alignment information: Coordinates or bearings on the plan view. This way contractor has alignments to enable them order equipment such as manholes with properly cored bases for pipe alignments.
27. Sht C7.2 – Show all utility crossings with elevation in profile. 6”W crossing was not shown between manholes A4 and A5.
28. Sht C7.2 – 24” SD crossing at Sta 8+33 has inadequate clearance by visual observation of what is shown.
29. Sht L1.0 – Two trees at northwest entrance are shown within 10 feet of sewer line, suggest relocate trees (or remove if planning department staff allow this). However, sewer is not presently shown in the center of the utility easement shown, so it’s difficult for City to determine what should be done move sewer or relocate trees. In any case keep trees away from sewer.

Codes (**Joe White** - jwhite@lavergnetn.gov)
No comments.

Fire (**Curtis Brinkley** - cbrinkley@lavergnetn.gov)
No comments.

Police
No comments.

***Note:** The above technical items may not be the only corrections and/or issues needing to be resolved to get approval from the planning commission. New items can be brought up at the workshop and staff can add items at any time that might have been overlooked. It is the applicant's responsibility to make sure that all technical items are addressed and that no new issues exist before the planning commission meeting. Addressing all technical items does not constitute approval. It is the planning commission's decision whether an item passes or fails. Revised plans are due to staff by the following Monday at close of business unless other arrangements are made and documented.

The Mayfield at Broadstone
PATTYS CV
EVIE ANN LN
GEORGE BUCHANAN DR
RUTHERFORD POINT CIR
FLOYD MAYFIELD DR
R G BUCHANAN DR
GEORGE BUCHANAN DR
LILLIAN BUCHANAN DR
MURFREESBORO RD
MURFREESBORO RD
N

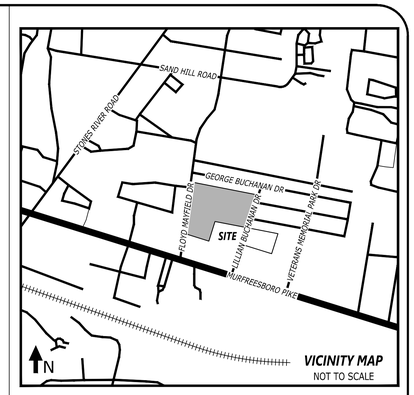
The Mayfield at Broadstone
TAL LN
MASON CIR
STONES RIVER RD
JUNIOR HIGH DR
PATTYS CV
RUCH LN
EVIE ANN LN
VETERANS MEMORIAL PARK DR
GEORGE BUCHANAN DR
R G BUCHANAN DR
RUTHERFORD POINT CIR
REBECCA WAY
FLOYD MAYFIELD DR
LILLIAN BUCHANAN DR
VETERANS MEMORIAL PKWY
MURFREESBORO RD
MURFREESBORO RD
GLENDALE DR
MALDRON CIR
SUNSET DR
SONRISE AVE
MBILL LN
DEER DR
PARRISH ST
N

SITE PLAN SUBMITTAL

THE MAYFIELD BY BROADSTONE

LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

CATALYST PROJECT NO. 20250029
DECEMBER 19, 2025



VICINITY MAP
NOT TO SCALE

SITE DATA

TAX MAP:	MAP 14, PARCEL 72.00
PARCEL ID.:	014 07200
SITE ADDRESS:	31 LILLIAN BUCHANAN DRIVE LA VERGNE, TENNESSEE 37086
SITE ACREAGE:	9.33 AC. (406,241.02 FT²)
DISTURBED AREA:	9.33 AC. (406,241.02 FT²)
EXISTING ZONING:	DOWNTOWN DISTRICT (DD)
PROPOSED USE:	MULTI-FAMILY
PROPOSED UNITS:	
ONE BEDROOM:	159
TWO BEDROOM:	93
TOTAL UNITS:	252
PROPOSED MAX. BUILDING HEIGHT:	4 STORIES
ALLOWED MAX. BUILDING HEIGHT:	4 STORIES

IMPERVIOUS SURFACE AREA

BUILDINGS:	1.83 AC. (79,588.61 FT²)
DRIVES/SIDEWALKS:	4.69 AC. (204,459.19 FT²)
TOTAL PROPOSED IMPERVIOUS AREA:	6.52 AC. (284,047.80 FT²)
REQUIRED OPEN SPACE:	20% (1.87 ACRES)
PROVIDED OPEN SPACE:	30% (2.81 ACRES)

PARKING SUMMARY

CODE REQUIRED	
1 BR (1.75 SP./BR. = 159 x 1.75)	279 SPACES
2 BR (2.2 SP./BR. = 93 x 2.2)	205 SPACES
PARKING REQUIRED:	484 SPACES REQUIRED
PARKING PROVIDED:	
STANDARD:	481 SPACES
ACCESSIBLE:	9 SPACES
TOTAL:	490 SPACES PROVIDED

OWNER:	ALLIANCE RESIDENTIAL COMPANY
ADDRESS:	[redacted] NASHVILLE, TN 37204
PHONE NO.:	[redacted]
CONTACT NAME:	STEPHEN KHNER
CONTACT E-MAIL ADDRESS:	[redacted]
PROJECT REPRESENTATIVE:	CATALYST DESIGN GROUP
ADDRESS:	[redacted] NASHVILLE, TN 37209
PHONE NO.:	[redacted]
CONTACT NAME:	ANDREW WOLTHERS
CONTACT E-MAIL ADDRESS:	[redacted]

RECORDED DOCUMENTS: DEED BOOK 1346 PAGE 3700

FEMA PANEL:
THE SUBJECT PROPERTY DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD ZONE ACCORDING TO COMMUNITY PANEL NO. 47149C0015J, 5/29/2023, COMMUNITY NAME: CITY OF LA VERGNE.

Sheet List Table	
Sheet Number	Sheet Title
C0.0	COVER SHEET
C1.0	SITE SURVEY
C2.0	GENERAL NOTES
C3.0	INITIAL EROSION CONTROL PLAN
C3.1	FINAL EROSION CONTROL PLAN
C3.2	SEDIMENT AND EROSION CONTROL DETAILS
C4.0	DEMOLITION PLAN
C5.0	LAYOUT PLAN
C5.1	DETAILED LAYOUT PLAN
C5.2	DETAILED LAYOUT PLAN
C5.3	DETAILED LAYOUT PLAN
C6.0	GRADING & DRAINAGE PLAN
C6.1	DETAILED GRADING & DRAINAGE PLAN
C6.2	DETAILED GRADING & DRAINAGE PLAN
C6.3	DETAILED GRADING & DRAINAGE PLAN
C6.4	STORM PIPE & STRUCTURE TABLES
C7.0	UTILITY PLAN
C7.1	PUBLIC SANITARY SEWER PLAN & PROFILE
C7.2	PUBLIC SANITARY SEWER PLAN & PROFILE
C8.0	SITE DETAILS
C8.1	SITE DETAILS
C8.2	SITE DETAILS
C8.3	SITE DETAILS
C8.4	SITE DETAILS
LSP1.0	LANDSCAPE SITE PLAN

ARCHITECT
DYNAMIK DESIGN
[redacted]
ATLANTA, GEORGIA 30328
[redacted]

PREPARED FOR
ALLIANCE RESIDENTIAL COMPANY
[redacted]
NASHVILLE, TN 37204
[redacted]

CIVIL ENGINEER/LANDSCAPE ARCHITECT
Catalyst DESIGN GROUP
[redacted]

NOTES

1. SURVEYOR'S LIABILITY FOR THE DOCUMENT SHALL BE LIMITED TO THE ORIGINAL PURCHASER AND DOES NOT EXTEND TO ANY UNNAMED PERSON OR ENTITIES WITHOUT AN EXPRESSED RE-CERTIFICATION BY WHOSE SIGNATURE APPEARS UPON THE SURVEY.

2. PARCEL NUMBERS SHOWN AS THUS (00) REFER TO TAX MAP 14, RUTHERFORD COUNTY, TENNESSEE.

3. ALL DISTANCES WERE MEASURED WITH E.D.M. EQUIPMENT AND HAVE BEEN ADJUSTED FOR TEMPERATURE.

4. THE TENNESSEE STATE PLANE COORDINATE SYSTEM IS THE BASIS FOR THIS SURVEY, AND WAS ESTABLISHED USING RTK-GPS POSITIONAL DATA THAT WAS ACQUIRED ON THE DATE OF 5/02/2025 UTILIZING TRIMBLE R12I OR R12LT DUAL FREQUENCY RECEIVERS. THE GRID COORDINATES OF THE SURVEY CONTROL POINT SHOWN HEREON WERE DERIVED USING A VRS NETWORK OF MULTIPLE TDOT CORS STATIONS REFERENCED TO THE NORTH AMERICAN DATUM OF 1983, NAD 83 (2011) (EPOCH 2010) GEOID 12B. THE POSITIONAL ACCURACY OF THE GPS VECTORS DOES NOT EXCEED: H=0.2'/V=0.2'. THE COMBINED GRID FACTOR OF 0.99992938 WAS CALCULATED AT SURVEY CONTROL POINT #400 AS SHOWN HEREON.

5. THE PROPERTY DOES NOT LIE WITHIN THE 100 YEAR FLOOD PLAIN AND IS DETERMINED TO BE IN ZONE "X" AS SHOWN ON FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM NUMBER 47149C0015J, DATED MAY 9, 2023.

6. PRIOR TO ANY CONSTRUCTION, EXCAVATION OR ANY DISTURBANCE OF THE EXISTING GROUND ELEVATION, THE OWNER AND / OR CONTRACTOR SHOULD ASSUME RESPONSIBILITY OF CONTACTING THE LOCAL UTILITY AUTHORITIES FOR EXACT LOCATION OF UNDERGROUND GAS LINES, TELEPHONE LINES, ELECTRIC CABLES, WATER LINES, ETC. TO AVOID ANY HAZARD OR CONFLICT. IN TENNESSEE IT IS A REQUIREMENT, PER THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) NOR MORE THAN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR EXCAVATION TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. DIAL 811 FOR A ONE CALL CENTER.

7. UTILITIES SHOWN WERE TAKEN FROM FIELD LOCATIONS THAT WERE APPARENT AND COPIED FROM APPROPRIATE GOVERNING AGENCIES MAPS AND ARE APPROXIMATE AT BEST. THERE MAY BE UTILITIES, THE EXISTENCE OF WHICH IS UNKNOWN TO THE SURVEYOR.

8. TOPOGRAPHIC INFORMATION WAS DERIVED BY RANDOM SHOTS PER FIELD SURVEY; CONTOUR INTERVAL IS 1'. DATUM BASED ON NAVD 88.

9. ALL DEED & PLAT REFERENCES ARE MADE TO THE REGISTER'S OFFICE OF RUTHERFORD COUNTY, TENNESSEE (RORC).

10. AT TIME OF SURVEY, THERE WAS NO OBSERVED EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS.

11. AT TIME OF SURVEY, THERE WAS NO INFORMATION MADE AVAILABLE TO THE SURVEYOR CONCERNING PROPOSED CHANGES IN STREET RIGHT OF WAY LINES. AT TIME OF SURVEY, THERE WAS NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.

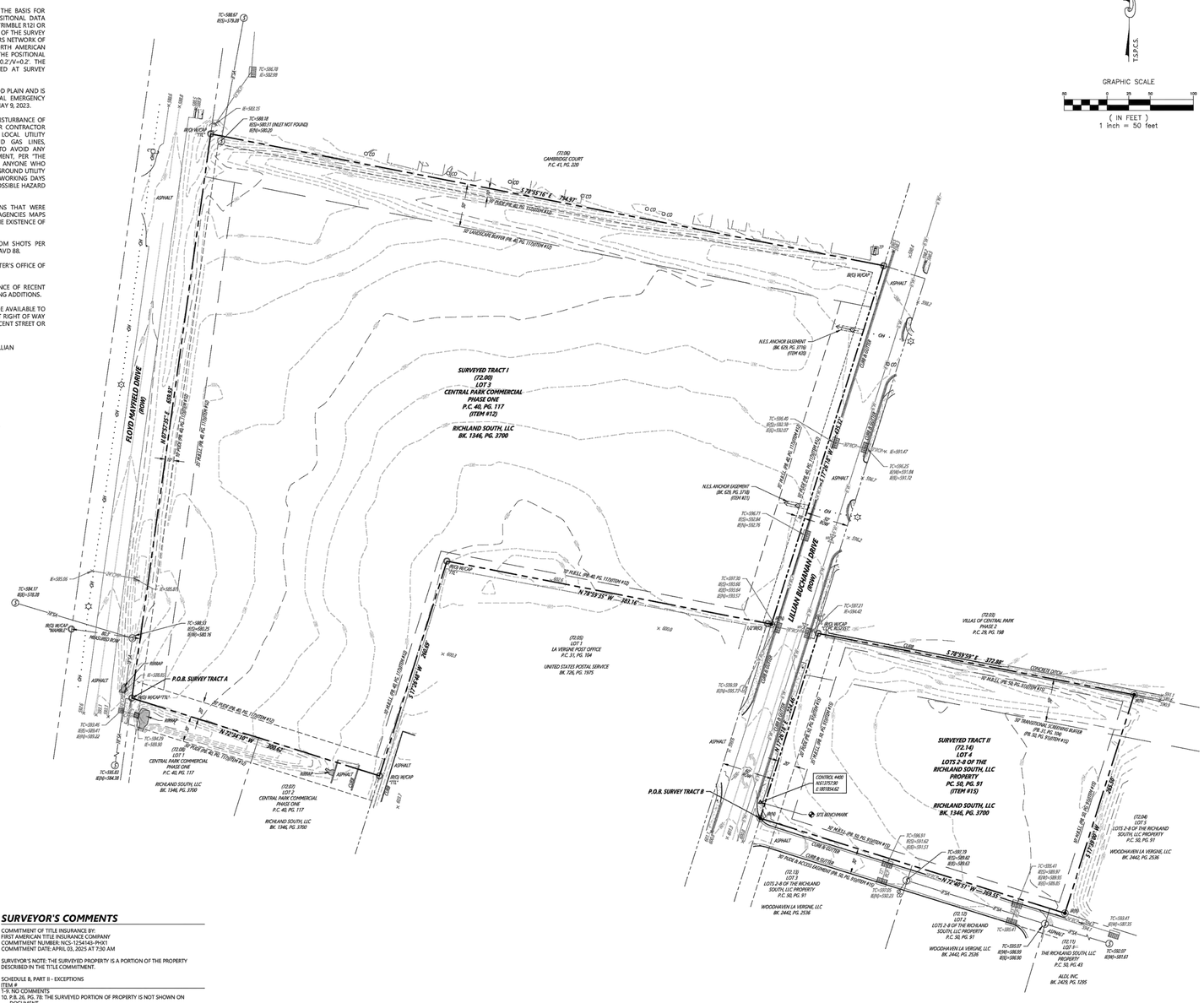
SITE BM: PKNAIL IN CONCRETE SIDEWALK, EAST SIDE OF LILLIAN BUCHANAN DRIVE
ELEV: 600.32'

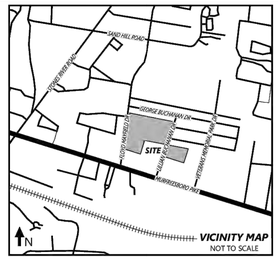
PROJECT BM:
NAVD 88 (GPS DERIVED)

SITE DATA

PROPERTY LOCATED ON RUTHERFORD COUNTY TAX MAP
MAP 14, PARCELS 72.00 & 72.14

CITY:	LA VERGNE
COUNTY:	RUTHERFORD
STATE:	TENNESSEE
DISTRICT:	5TH
SITE ADDRESS:	31 LILLIAN BUCHANAN DRIVE LA VERGNE, TN
OWNER:	RICHLAND SOUTH, LLC [redacted] BRENTWOOD, TN 37027





PROPERTY DESCRIPTION

DESCRIPTION FROM CURRENT RECORD AND TITLE COMMITMENT
The Land referred to herein below in situated in the County of Rutherford, State of Tennessee, and described as follows:
Land situated in the City of Lavergne, Third Civil District, Rutherford County, Tennessee and being more particularly described as follows:
TRACT 1
BEGINNING at a capped 5/8" iron rod (new) at the east end of the curve return between the north right of way line of said Murfreesboro Road and the east right of way line of said Floyd Mayfield Drive; thence, with said east right of way line and with a curve to the right and arc length of 42.16 feet, said curve having a radius of 30.00 feet, a delta angle of 80°31'01", and a chord of N32°17'55"W, 38. 77 feet to a capped 5/8" iron rod (new); thence, with said east right of way line, N07°57'35"E, a distance of 1087.18 feet to a capped 1/2" iron rod (old) at the point of curvature of the following curve; thence, with the south line of the property deeded to the City of Lavergne of record in Deed book 259, page 587, R.O.R.C., Tennessee and with a curve to the right an arc length of 40.61 feet, said curve having a radius of 25.00 feet, a delta angle of 93°04'23", and a chord of N54°29'46"E, 36.29 feet to a capped 1/2" iron rod (old); thence, continuing with the south line of said City of Lavergne property, S78°58'02"E, a distance of 725.42 feet to a capped 1/2" iron rod (old) at the northwest corner of "The Villas of Central Park, Phase Two" of record in Plat book 29, page 198, R.O.R.C., Tennessee; thence with the west line of said "Villas of Central Park, Phase Two" the following three calls (4 through 6); S11 °00'49"W, a distance of 145.88 feet to a capped 1/2" iron rod (old); S78°59' 11 "E, a distance of 63.81 feet to a capped 5/8" iron rod (new); S17°26'33"W, a distance of 512. 75 feet to an "X" cut (new) in the sidewalk, at the northeast corner of Lot 1, of the "Lavergne Post Office, A Commercial Subdivision" of record in Plat book 31, page 104, R.O.R.C., Tennessee; thence, with the north line of said Lot 1, N78°59'13"W, a distance of 383.21 feet to a capped 5/8" iron rod (new); thence, with the west line of said Lot 1, S17°26'32"W, a distance of 513.86 feet to a capped 5/8" iron rod (new) on the north right of way line of said Murfreesboro Road; thence, with said north right of way line, N72°33'26"W, a distance of 232.99 feet to the POINT OF BEGINNING.
TOGETHER WITH:
TRACT2A
BEGINNING at a capped 5/8" iron rod (new) at the east end of the curve return between the north right of way line of said Murfreesboro Road and the east right of way line of said Lillian Buchanan Drive; thence, with a curve to the right an arc length of 47.12 feet, said curve having a radius of 30.00 feet, a delta angle of 90°00'00", and a chord of N27°33'28"W, 42.43 feet to a capped 5/8" iron rod (new) at the point of tangency and on the east right of way line of said Lillian Buchanan Drive; thence, with said east right of way line, N17°26'32"E, a distance of 532.98 feet to a capped 5/8" iron rod (new) on the south line of "The Villas of Central Park, Phase Two" of record in Plat book 29, page 198, R.O.R.C., Tennesseethence, with the south line of said "Villas of Central Park Phase Two", S78°59'13"E, a distance of 664.69 feet to a capped 5/8" iron rod (new) on the west line of Veteran's Memorial Parkway (private) and on the west line of "The Villas of Central Park, Phase One" of record in Plat book 26, page 78, R.O.R.C., Tennessee: thence, with said west lines of said Veteran's Memorial Parkway and "The Villas of Central Park, Phase One", S16°55'45"W, a distance of 611.05 feet to a MAG nail (old) in the sidewalk at the point of curvature of the following curve; thence, continuing with said west lines of Veteran's Memorial Parkway and "The Villas of Central Park, Phase One" and with a curve to the right an arc length of 28.30 feet, said curve having a radius of 43.00 feet, a delta angle of 37°42'24", and a chord of S35°46'57"W, 27.79 feet to a capped 1/2" iron rod (old) on the north right of way line of said Murfreesboro Road; thence, with said north right of way line, N72°33'28"W, a distance of 627.24 feet to the point of beginning.
TOGETHER WITH:
TRACT 2B:
BEGINNING at a capped 1/2" iron rod (old) at the east end of the curve return between the north right of way line of said Murfreesboro Road and the east right of way line of said Veteran's Memorial Parkway; thence, with the east line of said Veteran's Memorial Parkway and the east line of "The Villas of Central Park, Phase One" of record in Plat book 26, page 78, R.O.R.C., Tennessee, and with a curve to the right an arc length of 27.83 feet, said curve having a radius of 43.00 feet, a delta angle of 37°05'12", and a chord of N01°36'51"W, 27.35 feet to a MAG nail (old) in the sidewalk at the point of tangency; thence, continuing with the east lines of said Veteran's Memorial Parkway and "The Villas of Central Park, Phase One", N16°55'45"E, a distance of 617.20 feet to an "X" cut (new) in the sidewalk; thence with the south and west lines of said "The Villas of Central Park, Phase One" the following three calls (3 through 5); S78°59'14"E, a distance of 467.39 feet to a drill hole (old) in a concrete flume; S09° 51'08"W, a distance of 479.56 feet to a capped 1/2" iron rod (old); S56°46'39"E, a distance of 172.62 feet to a capped 1/2" iron rod (old) on the west line of the property deeded to Miracle Baptist Church, Inc. by deed recorded in Deed book 587, page 660, R.O.R.C., Tennessee; thence, with the west line of said Miracle Baptist Church property, S09°13'27"W, a distance of 174.85 feet to a capped 1/2" iron rod (old) on the north right of way line of said Murfreesboro Road; thence, with said north right of way line, N72°33'28"W, a distance of 704.44 feet to the POINT OF BEGINNING.

DESCRIPTION FROM PERFORMED SURVEY
SURVEY TRACT A
Being a tract of land lying in the 5th District of Rutherford County, La Vergne, Tennessee and being Lot 3 of Central Park Commercial, Phase One as recorded in Plat Cabinet 40, Page 117, Register's Office of Rutherford County, Tennessee (RORC). Said tract being bounded on the west by the eastern right of way (ROW) of Floyd Mayfield Drive, bounded on the north by Cambridge Court as recorded in Plat Cabinet 41, Page 220, RORC, bounded on the east by the western ROW of Lillian Buchanan Drive, and bounded on the south by Lot 1 of La Vergne Post Office as recorded in Plat Cabinet 31, Page 104, RORC, and by Lots 1 & 2 of said Central Park Commercial, Phase One. Tract being more particularly described as follows:

POINT OF BEGINNING being a found iron rod with "TTL" cap lying on said eastern ROW of Floyd Mayfield Drive, said iron rod being the northwest corner of said Lot 1 of Central Park Commercial, Phase One; thence with said ROW of Floyd Mayfield Drive, North 07°57'35" East 659.93 feet to a found iron rod with "TTL" cap; thence leaving said ROW of Floyd Mayfield Drive and with the common line of said Cambridge Court, South 78°55'16" East 794.97 feet to a found iron rod with cap lying on said western ROW of Lillian Buchanan Drive; thence with said ROW of Lillian Buchanan Drive, South 17°26'18" West 435.32 feet to a point; thence leaving said ROW of Lillian Buchanan Drive and with the common line of said Lot 1 of La Vergne Post Office with the following: North 78°59'35" West 383.16 feet to a found iron rod with "TTL" cap; thence, South 17°26'48" West 260.69 feet to a found iron rod with "TTL" cap; thence with the common line of said Lots 1 & 2 of Central Park Commercial, Phase One, North 72°34'10" West 300.62 feet to the point of beginning.

Bearings based on Tennessee State Plane Coordinate System.
Tract contains 406,241 square feet, or 9.33 acres.

SURVEY TRACT B
Being a tract of land lying in the 5th District of Rutherford County, La Vergne, Tennessee and being Lot 4 of Lots 2-8 of the Richland South, LLC Property as recorded in Plat Cabinet 50, Page 91, Register's Office of Rutherford County, Tennessee (RORC). Said tract being bounded on the west by the eastern right of way (ROW) of Lillian Buchanan Drive, bounded on the north by Villas of Central Park, Phase 2, as recorded in Plat Cabinet 29, Page 198, RORC, bounded on the east by Lot 5 of said Lots 2-8 of the Richland South, LLC Property, bounded on the south by Lot 1 of The Richland South, LLC Property as recorded in Plat Cabinet 50, Page 43 RORC, and by Lot 2 and Lot 3 of said Lots 2-8 of the Richland South, LLC Property. Tract being more particularly described as follows:
POINT OF BEGINNING being a point lying on said eastern ROW of Lillian Buchanan Drive, said point being the northwest corner of said Lot 3 of Lots 2-8 of the Richland South, LLC Property; thence with said eastern ROW of Lillian Buchanan Drive, North 17°26'18" East 224.46 feet to a found iron rod with "CCPC RLS2351" cap; thence leaving said ROW of Lillian Buchanan Drive and with the common line of said Villas of Central Park, Phase 2, South 78°59'59" East 372.88 feet to point; thence with the common line of said Lot 5 of Lots 2-8 of the Richland South, LLC Property, South 17°39'00" West 265.50 feet to point; thence with the common line of said Lot 1 of The Richland South, LLC Property and said Lot 2 and Lot 3 of Lots 2-8 of the Richland South, LLC Property; North 72°40'51" West 369.55 feet to the point of beginning.

Bearings based on Tennessee State Plane Coordinate System.
Tract contains 90,643 square feet, or 2.08 acres.

SURVEYOR'S NOTE: The property described as Tract A and Tract B above is a portion of the property described in the current record and title commitment. The "Descriptions from Performed Survey" were written to reflect evidence found while performing the survey.

LEGEND

PARCEL NO.	(##)
IRON ROD (OLD)	IRF()
IRON ROD (SET)	IRS()
PROPERTY LINE	
FENCE LINE	X
CONTOUR LINE	500
OVERHEAD POWER LINE	OH
SANITARY SEWER LINE	8" S.A.N.
STORM SEWER LINE	15" S.T.
WATER LINE	8" W
ELECTRIC RISER	EB
ELECTRIC METER	E
UTILITY POLE	
GUY WIRE	
UTILITY POLE W/ LIGHT	
SANITARY SEWER MANHOLE	S
STORM SEWER MANHOLE	D
CURB INLET	
CATCH BASIN	
CLEANOUT	CO
FIRE HYDRANT	
WATER METER	W
WATER VALVE	
TELEPHONE PEDESTAL	TP
GAS METER	G
GAS VALVE	
SIGN POST	
CONCRETE	

SURVEYOR'S COMMENTS

COMMITMENT OF TITLE INSURANCE BY:
FIRST AMERICAN TITLE INSURANCE COMPANY
COMMITMENT NUMBER: NCS-1254143- PHX1
COMMITMENT DATE: APRIL 03, 2025 AT 7:30 AM

SURVEYOR'S NOTE: THE SURVEYED PROPERTY IS A PORTION OF THE PROPERTY DESCRIBED IN THE TITLE COMMITMENT.

SCHEDULE B, PART II - EXCEPTIONS
ITEM #
1-9. NO COMMENTS
10. P.B. 26, PG. 78: THE SURVEYED PORTION OF PROPERTY IS NOT SHOWN ON DOCUMENT.
11. P.C. 31, PG. 104: THE SURVEYED PORTION OF PROPERTY IS NOT SHOWN ON DOCUMENT.
12. P.C. 40, PG. 117: LANDSCAPE BUFFER, PUBLIC UTILITY & DRAINAGE EASEMENTS & SETBACK LINES SHOWN ON SURVEYED PROPERTY.
13. P.B. 43, PG. 261: THE SURVEYED PORTION OF PROPERTY IS NOT SHOWN ON DOCUMENT.
14. P.C. 50, PG. 43: THE SURVEYED PORTION OF PROPERTY IS NOT SHOWN ON DOCUMENT.
15. P.C. 50, PG. 91: SCREENING BUFFER, PUBLIC UTILITY & DRAINAGE EASEMENT & SETBACK LINES SHOWN ON SURVEYED PROPERTY.
16. BK. 259, PG. 587: THE SURVEYED PROPERTY IS NOT INCLUDED IN THE PROPERTY DESCRIBED IN THE DOCUMENT.
17. BK. 338, PG. 630: EASEMENT IS NOT ON SURVEYED PORTION OF PROPERTY.
18. BK. 560, PG. 754: EASEMENT IS NOT ON SURVEYED PORTION OF PROPERTY.
19. R.BK. 178, PG. 383: THE SURVEYED PROPERTY IS NOT INCLUDED IN THE PROPERTY DESCRIBED IN THE DOCUMENT.
20. R.BK. 629, PG. 3716: ANCHOR EASEMENT SHOWN ON SURVEYED PROPERTY.
21. R.BK. 629, PG. 3718: ANCHOR EASEMENT SHOWN ON SURVEYED PROPERTY.
22. R.BK. 1874, PG. 3850: THE SURVEYED PROPERTY IS NOT INCLUDED IN THE PROPERTY DESCRIBED/ DEPICTED IN THE DOCUMENT.
23. R.BK. 2437, PG. 1317: THE SURVEYED PROPERTY IS NOT INCLUDED IN THE PROPERTY DESCRIBED/ DEPICTED IN THE DOCUMENT.
24-26. NO COMMENTS.

SURVEYOR'S CERTIFICATE

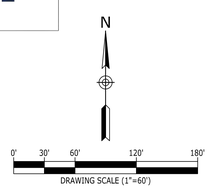
To Alliance Realty Partners, LLC and First American Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1,2,3,4,5,7(c),9,11(a),13,16 & 17 of Table A thereof. The field work was completed on May 2, 2025.

Date of Plat or Map: May 13, 2025

By: L. Brandon Lambert Date: 5/13/25
L. Brandon Lambert, Tennessee Registered Land Surveyor No. 2828

L. BRANDON LAMBERT — REGISTERED LAND SURVEYOR — TENNESSEE NO. 2828



P:\2025\20250029_alliance lavergne multifamily\dwg\construction\20250029_ Ext.dwg-SITE SURVEY, Dec 22, 2025 rhudson

Catalyst DESIGN GROUP

ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

ChastainSkillman
DCCM

CHASTAIN-SKILLMAN
BRENTWOOD, TN 37027
CA. NO. 386

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NO.	DATE	DESCRIPTION

FIELD BY: H. ALBAN
DATE OF SURVEY: 05/13/2025
PROJECT NUMBER: 1020808
SHEET NUMBER:

ALLIANCE RESIDENTIAL COMPANY
31 LILLIAN BUCHANAN DRIVE
ALTA/NSPS LAND TITLE & TOPOGRAPHIC SURVEY
TAX MAP 14, PARCELS 72.00 & 72.14
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

SITE PLAN SUBMITTAL

THE MAYFIELD BY BROADSTONE

31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

DRAWING TITLE
SITE SURVEY

PROJECT NUMBER
20250029

DRAWING NUMBER
C1.0

PROJECT NOTES

1. SUBJECT PROPERTY SHOWN ON TAX MAP MAP 14, PARCEL 72.00, AS PARCEL 014 07200 OF THE RUTHERFORD COUNTY, TENNESSEE, TAX MAPS.
2. SITE EXISTING CONDITIONS ARE TAKEN FROM SURVEY BY CHASTAIN-SKILLMAN DATED MAY 13, 2025. CATALYST DESIGN GROUP SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF OR OMISSIONS FROM THE EXISTING CONDITIONS OR ERRORS RESULTING THEREFROM.
3. CATALYST DESIGN GROUP RECOMMENDS THAT CONSTRUCTION STAKING BE PROVIDED BY A SURVEYOR LICENSED IN THE STATE OF THE PROJECT.
4. THE CONTRACTOR SHALL REVIEW THE SITE CONDITIONS PRIOR TO CONSTRUCTION AND MAKE THE ENGINEER AWARE OF ANY INCONSISTENCIES BETWEEN THE SITE CONDITIONS AND EXISTING CONDITIONS PLAN.
5. DIMENSIONS PROVIDED ON THE PLAN ARE TAKEN TO THE FACE OF CURBS, EDGE OF CONCRETE OR EDGE OF BUILDING, UNLESS OTHERWISE NOTED.
6. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY APPROVALS AND PERMITS PRIOR TO INITIATING CONSTRUCTION. THE CONTRACTOR SHALL ADHERE TO PERMIT REQUIREMENTS AS WORK PROCEEDS.
7. SITE CONTROL SHALL BE BASED OFF THE REFERENCE POINTS PROVIDED. SEE THE ARCHITECTURAL PLANS FOR LAYOUT CONTROL OF BUILDING ADDITIONS.
8. THE CONTRACTOR SHALL SUBMIT A REQUEST FOR UTILITY LOCATION (CALL 811) AND HAVE THE UTILITIES MARKED BEFORE BEGINNING CONSTRUCTION. CONTRACTOR SHALL BE FAMILIAR WITH THE UTILITY LOCATIONS, PROTECT UTILITIES WHICH REMAIN IN SERVICE, AND REPAIR ANY DAMAGE TO UTILITY SYSTEMS PER THE UTILITY PROVIDER REQUIREMENTS.
9. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO PUBLIC ROADWAYS, CURBS AND SIDEWALKS IN ACCORDANCE WITH THE LOCAL REQUIREMENTS AT CONTRACTOR'S EXPENSE.
10. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY WORK UNACCEPTABLE TO THE OWNER'S REPRESENTATIVE OR GOVERNING AGENCIES AT CONTRACTOR'S EXPENSE.
11. IN EASEMENTS AND RIGHTS-OF-WAY, CONTRACTOR SHALL PROTECT AND RESTORE SAID PROPERTY TO A CONDITION SIMILAR OR EQUAL TO THAT EXISTING AT THE COMMENCEMENT OF CONSTRUCTION EXCEPT AS NOTED.
12. ON SITE ASPHALT PAVEMENT MATERIALS SHALL BE PER LOCAL AUTHORITY SPECIFICATIONS, STATE SPECIFICATIONS, AND GEOTECHNICAL REPORT RECOMMENDATIONS.
13. THE CONTRACTOR SHALL ADHERE TO ALL LOCAL, STATE, AND FEDERAL SAFETY REGULATIONS AND PRECAUTIONS.
14. UNLESS OTHERWISE NOTED, SUBMIT SHOP DRAWINGS OF ALL FABRICATED MATERIALS FOR REVIEW. DESIGN DRAWINGS SHALL NOT BE REPRODUCED FOR USE AS SHOP DRAWINGS. THE ENGINEER'S REVIEW OF SHOP DRAWINGS, PRODUCT DATA, ETC., DOES NOT RELIEVE THE CONTRACTOR FROM COMPLYING WITH LOCAL/STATE SPECIFICATIONS. THE CONTRACTOR SHALL INFORM THE ENGINEER IN WRITING OF ANY SPECIFIC DEVIATIONS AND OBTAIN ENGINEER'S WRITTEN APPROVAL OF THE DEVIATION.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DOCUMENTING AND MAINTAINING AS-BUILT INFORMATION WHICH SHALL BE RECORDED AS CONSTRUCTION PROGRESSES AND/OR AT THE COMPLETION OF APPROPRIATE CONSTRUCTION INTERVALS AND SHALL BE RESPONSIBLE FOR PROVIDING AS-BUILT DRAWINGS TO THE OWNER FOR THE PURPOSE OF CERTIFICATION TO JURISDICTIONAL AGENCIES AS REQUIRED. ALL AS-BUILT DATA SHALL BE COLLECTED BY A LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF TENNESSEE, WHOSE SERVICES ARE ENGAGED AND PAID FOR BY THE CONTRACTOR.
16. ALL SPECIFICATIONS, DOCUMENTS, AND DETAILS REFERENCED SHALL BE THE LATEST REVISION AS APPLICABLE AT THE TIME OF PERMIT APPROVAL.
17. CONTRACTOR SHALL REPAIR ALL OFF-SITE CONSTRUCTION AREAS TO EQUAL AND/OR BETTER CONDITION THAN AT THE START OF CONSTRUCTION.

DEMOLITION NOTES

1. THE CONTRACTOR SHALL REQUEST UTILITY LOCATIONS (811) AND VERIFY LOCATIONS OF ALL OTHER PRIVATE UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES FROM DAMAGE AND REPAIR IF DAMAGED PER PROVIDER REQUIREMENTS AT THE CONTRACTOR'S EXPENSE. COORDINATE ALL WORK AROUND EXISTING UTILITIES WITH CORRESPONDING PROVIDER.
2. THE CONTRACTOR IS RESPONSIBLE FOR ALL DEMOLITION REQUIRED TO ACCOMPLISH THE PROPOSED WORK.
3. THE CONTRACTOR SHALL PROTECT PROPERTY BOUNDARY PINS AND SURVEY CONTROL POINTS FROM DAMAGE.
4. THE CONTRACTOR SHALL COMPLY WITH EROSION PREVENTION AND SEDIMENT CONTROL REQUIREMENTS AND INSTALL NECESSARY EPSC MEASURES AND CONSTRUCTION ENTRANCE/ EXIT PRIOR TO DISTURBING EXISTING VEGETATION. THE CONTRACTOR SHALL ALSO USE WATER SPRINKLING OR OTHER MEASURES TO CONTROL DUST AND OTHER AIRBORNE DEBRIS RESULTING FROM DEMOLITION.
5. TREE PROTECTION MEASURES SPECIFIED IN THESE PLANS SHALL BE INSTALLED PRIOR TO BEGINNING DEMOLITION OPERATIONS.
6. THE CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS FOR DEMOLITION AND TREE REMOVAL.
7. THE CONTRACTOR MAY BE REQUIRED TO PHASE THE DEMOLITION TO MAINTAIN EXISTING UTILITY SERVICES, PROPER DRAINAGE OR ACCESS TO THE SITE OR ADJOINING SITES. THE CONTRACTOR SHALL MINIMIZE THE DISRUPTION OF EXISTING ACTIVE UTILITIES AND TRAFFIC PATTERNS. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER'S REPRESENTATIVE AND PROVIDE A DEMOLITION PHASING SCHEDULE WHERE REQUESTED.
8. WHERE ACTIVE UTILITIES OR STORM SEWERS ARE PROPOSED FOR RELOCATION, THESE FEATURES SHOULD NOT BE DEMOLISHED UNTIL NEW OR RELOCATED LINES HAVE BEEN INSTALLED AND ARE OPERATIONAL.
9. THE CONTRACTOR SHALL INCLUDE IN THEIR COST ANY ISOLATION VALVES OR TEMPORARY MEASURES REQUIRED TO ACCOMPLISH RELOCATIONS AND DEMOLITION OF UTILITIES.
10. PAVEMENTS, SIDEWALKS, CURBS AND OTHER HARD SURFACES SHALL BE EVENLY SAW CUT AT THE LIMITS OF REMOVAL TO PROVIDE A CLEAN EDGE. COORDINATE LIMITS OF REMOVAL WITH PROPOSED CONSTRUCTION INCLUDING GRADING, UTILITY INSTALLATION, PROPOSED LAYOUT, ETC.
11. EXISTING SITE FEATURES NOTED AS BEING ABANDONED MAY BE ABANDONED IN PLACE IF THE ITEMS ARE LOCATED MORE THAN 24" BELOW FINAL SUBGRADES (TO TOP OF PIPE OR OTHER FEATURE) AND NOT LOCATED WITHIN PROPOSED BUILDING FOOTPRINTS. ENDS OF PIPES ABANDONED SHALL BE SEALED WITH CONCRETE.
12. ALL DEMOLISHED MATERIALS SHALL BE REMOVED FROM THE SITE AT THE CONTRACTOR'S COST UNLESS NOTED TO BE PROVIDED TO THE OWNER.
13. CAVITIES LEFT BY DEMOLITION SHALL BE PROPERLY BACKFILLED AND COMPACTED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS.
14. WHERE EXISTING IRRIGATION LINES ARE LOCATED WITHIN THE AREA OF CONSTRUCTION, THEY SHALL BE PROTECTED OR RE-ROUTED AND CONNECTED TO MAINTAIN OPERATION IN LANDSCAPE AREAS WHICH REMAIN DURING CONSTRUCTION. COORDINATE TEMPORARY MEASURES WITH DESIGN OF NEW SYSTEM AND REMOVE TEMPORARY MEASURES WHEN NO LONGER NEEDED.
15. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE MEANS AND METHODS FOR ALL ON-SITE AND OFF-SITE DEWATERING REQUIREMENTS AND OBTAIN PERMITS THROUGH THE NECESSARY LOCAL AND STATE AGENCIES AS NEEDED.
16. IF AN EXISTING WELL IS ENCOUNTERED DURING CONSTRUCTION ACTIVITIES, CONTRACTOR TO INFORM ENGINEER AND ABANDON/REMOVE ANY EXISTING WELLS PER LOCAL/STATE STANDARDS AND SPECIFICATIONS.

ADA ACCESSIBILITY NOTES

1. CURB RAMPS ALONG PUBLIC STREETS AND IN THE PUBLIC RIGHT-OF-WAY ARE TO BE CONSTRUCTED BASED ON LOCAL AUTHORITY'S STANDARD CONSTRUCTION DETAILS AND SPECIFICATIONS. WHERE THERE ARE NO LOCAL STANDARDS, THE CONTRACTOR SHALL CONSTRUCT CURB RAMPS ACCORDING TO THE CURRENT VERSION OF THE PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG), PUBLISHED BY THE UNITED STATES ACCESS BOARD.
2. PRIVATE CURB RAMPS ON THE SITE OUTSIDE OF THE PUBLIC RIGHT-OF-WAY SHALL CONFORM TO AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS AND/OR FAIR HOUSING ACT (FHA), WHERE APPLICABLE.
3. BEFORE PLACING PAVEMENT OR SIDEWALKS, CONTRACTOR SHALL VERIFY THAT SUITABLE ACCESSIBLE PEDESTRIAN ROUTES (PER ADA AND FHA) EXIST TO AND FROM ACCESSIBLE DOORS, ALONG SIDEWALKS, ACCESSIBLE PARKING SPACES, ACCESS AISLES, AND ACCESSIBLE ROUTES. MAXIMUM GRADES WITHIN ACCESSIBLE PARKING AND ACCESS AISLES SHALL BE 2% IN ANY DIRECTION. WITHIN ACCESSIBLE PATHS MAXIMUM SLOPES FOR SIDEWALKS SHALL BE LONGITUDINALLY MAXIMUM 5%, FOR RAMPS SHALL BE LONGITUDINALLY MAXIMUM 8.33% (1:12), AND CROSS SLOPES SHALL BE MAXIMUM 2%. TURNING MOVEMENTS SHALL BE 5'X5' MAXIMUM 2% IN ANY DIRECTION.
4. CURB RAMPS SHALL HAVE A LANDING AT THE TOP MATCHING THE WIDTH OF THE RAMP AND A MINIMUM DEPTH OF 48". RAMPS SHALL HAVE A 5' X 5' LANDING AT THE TOP AND BOTTOM OF THE RAMP. ALL CURB/ACCESSIBLE RAMP DESIGNS SHALL CONFORM TO ACCESSIBLE STANDARDS OR LOCAL BUILDING CODE STANDARDS, WHICHEVER IS MORE RESTRICTIVE.
5. CONTRACTOR TO FIELD VERIFY SLOPE MEASUREMENTS ON FINISHED GRADE, SUBGRADE, AND FORM BOARDS PRIOR TO PLACING PAVEMENT TO VERIFY CONFORMANCE TO ADA SLOPES. CONTRACTOR SHALL CONTACT ENGINEER PRIOR TO PAVING IF ANY EXCESSIVE SLOPES ARE ENCOUNTERED. NO CHANGE ORDERS WILL BE ACCEPTED FOR ADA SLOPE COMPLIANCE ISSUES. WHEN REQUESTED BY THE OWNER, THE ENGINEER WILL MEASURE FINISHED SLOPES IN ACCESSIBLE SPACES AND ALONG ACCESSIBLE ROUTES USING A 2' DIGITAL SLOPE LEVEL.
6. WHERE CONSTRUCTION IS TAKING PLACE WITHIN AN EXISTING DEVELOPMENT OR FACILITY, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN AN ACCESSIBLE PATH PER ADA STANDARD SPECIFICATIONS THROUGHOUT THE CONSTRUCTION PROCESS AS NEEDED.

TREE PROTECTION NOTES

1. INSTALL TREE PROTECTION PRIOR TO DEMOLITION OR EARTH MOVING OPERATIONS ON SITE IN ACCORDANCE WITH THE DETAILS AND NOTES PROVIDED IN THESE PLANS AND SPECIFICATIONS.
2. THE CONTRACTOR SHALL STAKE THE LIMITS OF CONSTRUCTION TO ENSURE THE TREE PROTECTION MEASURES ARE INSTALLED IN THE PROPER LOCATIONS.
3. THE TREE PROTECTION MEASURES SHALL CONSIST OF 48" TALL CHAIN LINK FENCE WITH STEEL TEE POSTS OR ORANGE CONSTRUCTION BARRICADE FENCE. PRIOR TO CONSTRUCTION OPERATIONS, TREE PROTECTION FENCE INSTALLATION SHALL BE INSPECTED BY THE OWNER'S REPRESENTATIVE AND GOVERNING AUTHORITY IF REQUIRED.
4. ANY GRADING OR EXCAVATION WITHIN THE PROTECTED ROOT ZONE SHALL BE ACCOMPLISHED BY HAND OR WITH SMALL EQUIPMENT TO MINIMIZE DAMAGE.
5. ROOTS EXPOSED DURING CONSTRUCTION OPERATIONS SHALL BE PRUNED FLUSH WITH THE GROUND AND COVERED WITH BACKFILL AS SOON AS POSSIBLE. IF CONSTRUCTION OPERATIONS WILL DELAY THE PLACEMENT OF BACKFILL THE ROOTS SHALL BE TEMPORARILY COVERED WITH MULCH AND WATERED UNTIL BACKFILL OPERATIONS CAN BE ACCOMPLISHED.
6. DO NOT STORE EQUIPMENT OR MATERIALS WITHIN THE DRIP LINE OF TREES TO BE PRESERVED.
7. WHEN GRADING OR TRENCHING OPERATIONS ARE DIRECTED WITHIN THE DRIP LINE OF A TREE TO BE PRESERVED, THE ROOTS SHALL FIRST BE CUT USING A "DITCH WITCH" OR SIMILAR EQUIPMENT TO PROVIDE A CLEAN CUT OF THE ROOTS AT THE LIMIT OF DISTURBANCE, PRIOR TO USE OF OTHER GRADING MACHINERY. ONCE THE ROOTS HAVE BEEN CUT AS NOTED ALL EQUIPMENT SHALL BE RESTRICTED FROM ENTERING THE AREA BETWEEN THE CUT LINE AND TREE TRUNK. TRENCHES SHALL BE BACKFILLED AND TAMPED TO MINIMIZE SETTLEMENT.
8. BARRICADES SHALL BE INSTALLED WITHIN THE LIMITS OF PROPOSED PAVEMENTS WHEN EXTENDING UNDER THE DRIP LINE OF TREES TO BE PRESERVED UNTIL OPERATIONS TO CONSTRUCT THE PAVED AREAS ARE INITIATED. THEN THE BARRICADES CAN BE RELOCATED TO PROVIDE THE MINIMUM AREA NECESSARY FOR CONSTRUCTION OF THE PROPOSED WORK AND SHALL REMAIN IN PLACE UNTIL ALL WORK IS COMPLETE.
9. PROVIDE WATERING OF SPECIMEN TREES DURING CONSTRUCTION DURING PERIODS OF DROUGHT EXCEEDING SEVEN DAYS. EVENLY DISTRIBUTE WATER OVER THE ENTIRE ROOT ZONE.
10. ROOT ZONE AREAS OF TREES THAT HAVE BEEN COMPACTED DUE TO CONSTRUCTION ACTIVITIES SHALL BE AERATED AT THE DIRECTION OF A QUALIFIED ARBORIST.
11. HOSE DOWN FOLIAGE OF SPECIMEN TREES SUBJECT TO HEAVY ACCUMULATION OF DUST FROM CONSTRUCTION ACTIVITIES.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE GRASS TO LESS THAN 12" IN HEIGHT WITHIN THE AREAS OF TREE PROTECTION DURING THE CONSTRUCTION PERIOD. DO NOT USE HERBICIDES TO CONTROL VEGETATION WITHIN THE TREE PROTECTION AREA.
13. REMOVAL OF TREE PROTECTION FENCING SHALL NOT OCCUR UNTIL APPROVED BY THE GOVERNING AUTHORITY WHERE REQUIRED, OR THE OWNER'S REPRESENTATIVE. ALL REMNANTS OF THE FENCING SHALL BE REMOVED AND RESTORATION OF THE AREAS SHALL BE COMPLETED.

EROSION CONTROL NOTES

1. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES SHALL BE INSTALLED PER LOCAL AND STATE REQUIREMENTS PRIOR TO ANY EARTH MOVING ACTIVITIES.
2. PROVIDE CONSTRUCTION ENTRANCE/EXIT AS DETAILED ON THE PLANS AND PER LOCAL REQUIREMENTS. MAINTAIN ENTRANCE/EXIT THROUGHOUT CONSTRUCTION AND MAINTAIN THE PUBLIC ROADWAY FREE OF TRACKED MUD AND DIRT.
3. EPSC MEASURES SHALL BE INSTALLED AND INSPECTED BY LOCAL OFFICIALS (IF REQUIRED) PRIOR TO BEGINNING EARTH MOVING OPERATIONS. EPSC MEASURES SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PROCESS.
4. LOCATION OF DIVERSION DITCHES, SILT FENCE, AND OTHER MEASURES MAY BE SLIGHTLY ADJUSTED IN THE FIELD TO AVOID TREES AND OTHER EXISTING FEATURES.
5. THE CONTRACTOR IS RESPONSIBLE FOR ADHERING TO THE REQUIREMENTS OUTLINED IN THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) DEVELOPED FOR THE SITE, AS WELL AS LOCAL AND STATE REQUIREMENTS. THE CONTRACTOR SHALL ALSO PROVIDE THE CERTIFIED EROSION CONTROL INSPECTOR AND CONTINUAL MAINTENANCE OF THE EPSC MEASURES. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, THEN ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.
6. AS THE WORK PROGRESSES THE LOCATION AND TYPE OF MEASURES MAY REQUIRE ADJUSTMENTS. TEMPORARY MEASURES MAY BE REQUIRED IN CERTAIN AREAS THAT CAN BE REMOVED DURING THE WORK DAY AND RE-ESTABLISHED WHEN WORK CEASES FOR THE DAY OR PRIOR TO A DAYTIME RAIN EVENT.
7. SEDIMENT SHALL BE REMOVED FROM EROSION PREVENTION AND SEDIMENT CONTROL MEASURES WHEN THE DESIGN CAPACITIES HAVE BEEN REDUCED BY 50% OR AS DIRECTED BY THE OWNER'S REPRESENTATIVE OR GOVERNING AGENCY. PROPERLY DISPOSE OF ACCUMULATED SEDIMENT.
8. THE CONTRACTOR SHALL PROVIDE A RAIN GAUGE AT THE SITE AND DOCUMENT RAINFALL EVENTS DURING THE CONSTRUCTION PERIOD.
9. THE CONTRACTOR SHALL MAINTAIN THE FOLLOWING RECORDS AT THE SITE: DATE WHEN MAJOR GRADING ACTIVITIES OCCUR, THE DATES WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON PORTIONS OF THE SITE, THE DATES WHEN STABILIZATION MEASURES ARE INITIATED, INSPECTION RECORDS, AND RAINFALL EVENTS.
10. EXISTING SITE VEGETATION SHALL REMAIN IN PLACE AS LONG AS POSSIBLE AND SHALL NOT BE REMOVED MORE THAN 10 DAYS PRIOR TO THE DATE AT WHICH EARTH MOVING OPERATIONS ARE TO BEGIN UNLESS TEMPORARY COVER IS INSTALLED. DO NOT REMOVE VEGETATION OR TREES UNLESS NECESSARY FOR GRADING OR OTHER PROJECT PURPOSES.
11. THE CONSTRUCTION SHALL BE SEQUENCED TO MINIMIZE THE LENGTH OF TIME THE SITE SOILS ARE EXPOSED TO EROSION. PROVIDE TEMPORARY COVER AS NECESSARY.
12. EPSC MEASURES SHALL BE REMOVED ONCE PERMANENT VEGETATION IS ESTABLISHED AND WHEN DEEMED NO LONGER NEEDED BY THE OWNER'S REPRESENTATIVE OR GOVERNING AGENCY.

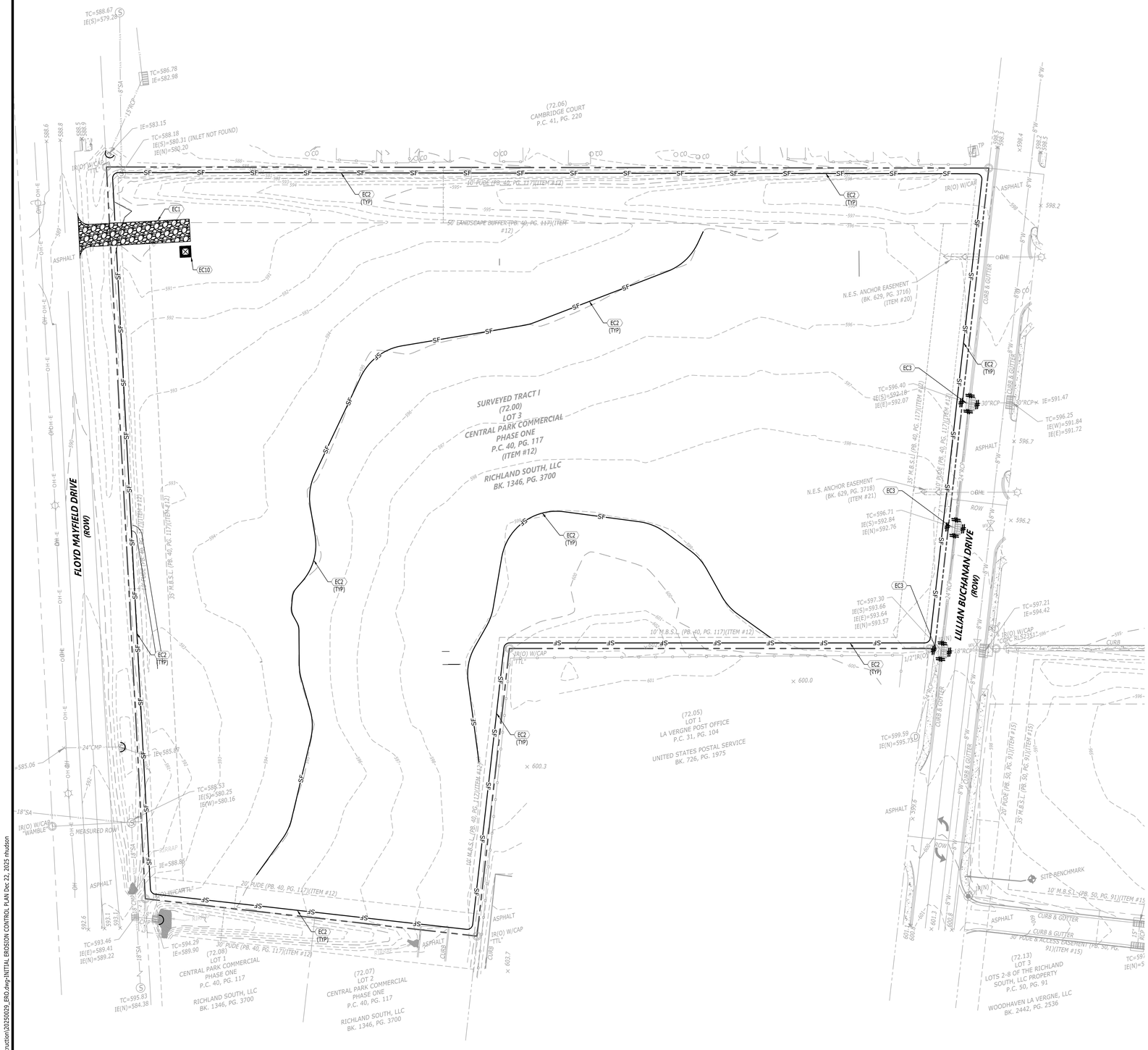
AS-BUILT REQUIREMENTS

1. THE CONTRACTOR SHALL RETAIN THE SERVICES OF A LICENSED SURVEYOR IN THE STATE OF TENNESSEE TO PROVIDE AS-BUILT SURVEY DATA FOR PUBLIC UTILITIES AND PUBLIC/PRIVATE STORMWATER MANAGEMENT INFRASTRUCTURE.
2. AS-BUILT SURVEYS SHOULD AT A MINIMUM PROVIDE THE FOLLOWING ITEMS:
   - 2.1. SPOT ELEVATIONS OF THE EXCAVATED BIORETENTION AND/OR PERMEABLE PAVER SUBGRADE PRIOR TO BACKFILLING WITH THE SPECIALTY SOIL AND GRAVEL LAYERS.
   - 2.2. SPOT ELEVATIONS OF SUBGRADE FOR UNDERGROUND DETENTION SYSTEMS.
   - 2.3. SPOT ELEVATIONS AND CONTOUR ELEVATIONS NOT TO EXCEED 1' MAX. INTERVAL FOR ALL PERMANENT STORMWATER QUALITY AREAS, DETENTION PONDS, AND ASSOCIATED EMBANKMENTS TO ENSURE PROPER SIZING OF THESE FEATURES.
   - 2.4. SIZE, MATERIAL, ELEVATION INFORMATION FOR ALL STORMWATER PIPES AND STRUCTURES WITHIN THE PUBLIC RIGHT OF WAY.
   - 2.5. SIZE, MATERIAL, ELEVATION INFORMATION FOR ALL PRIVATE STORMWATER QUALITY FEATURES, DETENTION STRUCTURES AND INFRASTRUCTURE DOWNSTREAM OF THESE FEATURES.
   - 2.6. DETAILED INFORMATION FOR ALL OUTLET CONTROL STRUCTURES WITHIN DETENTION PONDS, WATER QUALITY FEATURES, OR UNDERGROUND DETENTION SYSTEMS, INCLUDING ELEVATION AND SIZE INFORMATION FOR ORIFICES, PERFORATED RISERS, WEIRS, TOP OF CASTING, AND INVERTS ASSOCIATED WITH THE STRUCTURE.
   - 2.7. ALL OTHER AS-BUILT INFORMATION REQUIRED BY THE JURISDICTIONAL AUTHORITY OR NOTED ELSEWHERE IN THE PLANS.
3. THE CONTRACTOR SHALL REVIEW LOCAL AUTHORITY'S AS-BUILT REQUIREMENTS AND/OR CONTACT ENGINEER TO CONFIRM AS-BUILT INFORMATION. PHOTOGRAPHIC EVIDENCE OF PROPER INSTALLATION OF STORMWATER MANAGEMENT AND WATER QUALITY INFRASTRUCTURE AND/OR VIDEO INSPECTIONS OF STORMWATER PIPES MAY BE REQUIRED. THE CONTRACTOR SHALL CAPTURE AND RETAIN PHOTOGRAPHIC DOCUMENTATION OF KEY INSTALLATION MILESTONES AS NEEDED. FAILURE TO PROVIDE NECESSARY PHOTOGRAPHIC DOCUMENTATION PRIOR TO BACKFILLING MAY CAUSE DELAYS AND MAY REQUIRE SITE INVESTIGATION THAT COULD INCLUDE RE-EXCAVATION OF COMPLETED INFRASTRUCTURE AT THE CONTRACTOR'S EXPENSE.
4. CONTRACTOR TO RETAIN AND PROVIDE RECEIPTS FOR ANY FABRICATED STORMWATER MANAGEMENT INFRASTRUCTURE SUCH AS PROPRIETARY WATER QUALITY UNITS, UNDERGROUND DETENTION STRUCTURES, PERMEABLE PAVERS, OR SPECIALTY SOIL MEDIA (WITH APPLICABLE TESTING IF REQUIRED).

SITE GRADING NOTES

1. THE DISTURBED AREA FOR THIS PROJECT IS ESTIMATED TO BE ±9.33 ACRES.
2. THE SUBJECT PROPERTY DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD ZONE ACCORDING TO COMMUNITY PANEL NO. 47149C0015J OF THE FEMA FLOOD INSURANCE MAPS FOR RUTHERFORD COUNTY, TENNESSEE, DATED 5/29/2023.
3. FOLLOW THE DIRECTIVES OF THE EROSION CONTROL AND TREE PROTECTION NOTES INCLUDED ELSEWHERE IN THESE DOCUMENTS.
4. THE GEOTECHNICAL REPORT, PREPARED BY OTHERS, IS INCORPORATED BY REFERENCE AND MADE A PART OF THE CONTRACT DOCUMENTS. IT IS INTENDED THAT THE RECOMMENDATIONS IN THE GEOTECHNICAL REPORT BE FOLLOWED. IN THE EVENT OF CONFLICTS BETWEEN THE CONSTRUCTION DRAWINGS AND THE GEOTECHNICAL REPORT, MAKE NO ASSUMPTIONS. THE ENGINEER SHALL BE IMMEDIATELY BE NOTIFIED FOR CLARIFICATION.
5. THE CONTRACTOR SHALL REQUEST UTILITY LOCATIONS (811) AND VERIFY LOCATIONS OF ALL OTHER PRIVATE UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES FROM DAMAGE AND REPAIR IF DAMAGED PER PROVIDER REQUIREMENTS AT THE CONTRACTOR'S EXPENSE. COORDINATE ALL WORK AROUND EXISTING UTILITIES WITH CORRESPONDING PROVIDER.
6. THE CONTRACTOR SHALL CONFIRM EXISTING GRADES AND DIMENSIONS IN THE FIELD PRIOR TO CONSTRUCTION AND CONTACT THE ENGINEER WITH ANY DISCREPANCIES.
7. THE CONTRACTOR SHALL OBTAIN ALL APPROVALS AND PERMITS PRIOR TO INITIATING GRADING OPERATIONS.
8. POSITIVE DRAINAGE SHALL BE ESTABLISHED INITIALLY AND MAINTAINED THROUGHOUT CONSTRUCTION.
9. PROPOSED ELEVATIONS SHOWN ON THE PLANS ARE THE FINISH GRADE ELEVATIONS. CONTRACTOR SHALL REQUEST ADDITIONAL INFORMATION FROM THE ENGINEER WHERE INTENT IN THE PROPOSED GRADE IS UNCLEAR.
10. STRIP TOPSOIL FROM PROPOSED GRADING AREAS AND STOCKPILE FOR REUSE. PROVIDE TEMPORARY SEEDING FOR STOCKPILE AREAS DURING CONSTRUCTION. REDISTRIBUTE TOPSOIL AT A MINIMUM DEPTH OF 6" IN LAWN AREAS AND 18" IN LANDSCAPE BEDS. PROVIDE ADDITIONAL TOPSOIL WHEN ONSITE QUANTITIES ARE INSUFFICIENT.
11. CONTRACTOR WILL PROCURE THE SERVICES OF A QUALIFIED SOILS TESTING LABORATORY/ ENGINEER TO OBSERVE WORK AND MAKE TESTS AS REQUIRED.
12. CONTRACTOR SHOULD COMPLETE GRADING ACTIVITIES WITHIN 10 CALENDAR DAYS OF ACHIEVING OPTIMUM SUBGRADE COMPACTION.
13. FILL AREAS SHALL BE PROOF ROLLED WITH RUBBER-TIRED EQUIPMENT WITH A MINIMUM WEIGHT OF FIFTEEN TONS PRIOR TO BEGINNING FILL OPERATIONS OR AS DIRECTED BY THE GEOTECHNICAL ENGINEER. THE CONTRACTOR SHALL EXCAVATE SOFT SPOTS, UNSATISFACTORY SOILS, AND AREAS OF EXCESSIVE PUMPING OR RUTTING, AS DETERMINED BY GEOTECHNICAL ENGINEER, AND REPLACE WITH COMPACTED BACKFILL OR FILL AS DIRECTED. COMPACTION OF BACKFILL MATERIALS SHALL BE TO 98% MAXIMUM DRY DENSITY AS PER ASTM D698 (STANDARD PROCTOR), UNLESS OTHERWISE RECOMMENDED BY THE GEOTECHNICAL REPORT.
14. THE CONTRACTOR SHALL, AT THEIR COST, PROVIDE OFFSITE MATERIALS MEETING THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER'S REPORT WHERE ONSITE SOIL QUANTITIES ARE NOT SUFFICIENT. ALL FILL MATERIAL SHALL BE APPROVED BY THE GEOTECHNICAL REPRESENTATIVE PRIOR TO BEING HAULED TO THE SITE. MATERIAL SHALL BE PLACED AND COMPACTED IN LIFT DEPTHS AS NOTED IN THE SPECIFICATIONS AND INSPECTED BY THE GEOTECHNICAL REPRESENTATIVE. SUBGRADES SHALL BE PROOF ROLLED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT AND GEOTECHNICAL REPRESENTATIVE'S DIRECTIONS. UNSUITABLE MATERIALS SHALL BE REMOVED AND REPLACED AS DIRECTED.
15. CUT AREAS SHALL BE PROOF-ROLLED AFTER FINAL SUBGRADE IS ACHIEVED IN THE SAME MANNER AS FILLED AREAS. THE CONTRACTOR SHALL EXCAVATE SOFT SPOTS, UNSATISFACTORY SOILS, AND AREAS OF EXCESSIVE PUMPING OR RUTTING, AS DETERMINED BY GEOTECHNICAL ENGINEER, AND REPLACE WITH COMPACTED BACKFILL OR FILL AS DIRECTED. COMPACTION OF BACKFILL MATERIALS SHALL BE TO 98% MAXIMUM DRY DENSITY AS PER ASTM D698 (STANDARD PROCTOR), UNLESS OTHERWISE RECOMMENDED BY THE GEOTECHNICAL REPORT.
16. APPLICABLE SPECIFICATIONS FOR COMPACTED FILL: THE FOLLOWING CURRENT AMERICAN SOCIETY OF TESTING MATERIALS (ASTM) STANDARDS ARE HEREBY MADE PART OF THIS SPECIFICATION:
   - 16.1. C136/136M STANDARD TEST METHOD FOR SIEVE ANALYSIS OF FINE AND COARSE AGGREGATES
   - 16.2. D421-58 DRY PREPARATION OF SOIL SAMPLES FOR GRAIN-SIZE ANALYSIS AND DETERMINATION OF SOIL CONSTANTS.
   - 16.3. D422-63 STANDARD METHOD OF PARTICLE SIZE ANALYSIS OF SOILS.
   - 16.4. D1150-54 METHOD OF TEST FOR AMOUNT OF MATERIAL IN SOILS FINER THAN NO. 200 SIEVE.
   - 16.5. D698 METHOD FOR LABORATORY COMPACTION CHARACTERISTICS OF SOIL USING STANDARD EFFORT
   - 16.6. D1557-78 STANDARD TEST METHODS FOR MOISTURE-DENSITY RELATIONS OF SOILS AND SOIL AGGREGATE MIXTURES USING 10LB. (4.54-KG) RAMMER AND 18-INCH (457 MM) DROP.
   - 16.7. D2487 STANDARD PRACTICE FOR CLASSIFICATION OF SOILS FOR ENGINEERING PURPOSES
   - 16.8. D4318 STANDARD TEST METHODS FOR LIQUID LIMIT, PLASTIC LIMIT, AND PLASTICITY INDEX OF SOILS
   - 16.9. D6938 STANDARD TEST METHODS FOR IN-PLACE DENSITY AND WATER CONTENT OF SOIL AND SOIL-AGGREGATE BY NUCLEAR METHODS

   CONTRACTOR SHALL REVIEW THE SITE SPECIFIC GEOTECHNICAL REPORT PRIOR TO COMMENCING WITH GRADING OPERATIONS. WHERE CONFLICTS BETWEEN THE GRADING NOTES AND GEOTECHNICAL REPORT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR CLARIFICATION.
17. THE CONTRACTOR SHALL REVIEW THE PROPOSED GRADING PLAN AND SPOT ELEVATIONS AND REQUEST INFORMATION FROM THE ENGINEER FOR SPOTS OR CONTOURS THAT DO NOT APPEAR TO CORRESPOND WITH OTHER SURROUNDING GRADING. PROPOSED GRADES REFLECT AN INTENT FOR THE SLOPES AND DIRECTION OF DRAINAGE. THE CONTRACTOR SHALL REQUEST DIRECTION FOR AREAS WHERE THE INTENT IS NOT CLEAR.
18. THE CONTRACTOR SHALL CONFIRM EXISTING GRADES GENERALLY REFLECT THE SURVEY DATA USED IN PREPARING THESE PLANS AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO COMMENCING SITE WORK.
   - 18.1. WHERE BUILDINGS (EXISTING OR PROPOSED) OR OTHER SITE ELEMENTS CLOSELY ABUT THE RIGHT-OF-WAY OR ACCESSIBLE PATH, THE CONTRACTOR SHALL CONFIRM STREET, CURB, AND SIDEWALK GRADES IN THESE AREAS ARE CONSISTENT WITH THE EXPECTED ELEVATIONS & HORIZONTAL LOCATIONS WITHIN THE PLANS. NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
   - 18.2. WHERE PROPOSED NEW CURB AND SIDEWALK ARE ALONG EXISTING RIGHT-OF-WAY, THE CONTRACTOR SHALL CONFIRM CENTERLINE AND EDGE OF PAVEMENT ELEVATIONS, AND PLACE NEW CURB SUCH THAT PROPER CROSS SLOPES ARE ACHIEVED PER THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS. NOTIFY ENGINEER OF ANY DISCREPANCIES BETWEEN THE PROPOSED DESIGN ELEVATIONS AND FIELD CONDITIONS.
19. MAXIMUM CUT AND FILL SLOPES SHALL BE 3 HORIZONTAL TO 1 VERTICAL UNLESS DIRECTLY NOTED OTHERWISE ON THE PLAN. FILL SLOPES SHALL BE CONSTRUCTED BY FILLING BEYOND THE DESIRED GRADES TO OBTAIN COMPACTION AND THEN CUT BACK TO THE DESIRED GRADES. WHERE GRADES ARE 3:1 AND STEEPER CONTRACTOR TO PROVIDE SLOPE STABILIZATION UTILIZING NORTH AMERICAN GREEN, SC-250 OR APPROVED EQUAL. IN AREAS THAT ARE NOTED TO REQUIRE STABILIZATION WHERE SLOPES ARE LESS THAN 3:1 CONTRACTOR TO USE NORTH AMERICAN GREEN SC-150 OR APPROVED EQUAL.
20. MINIMUM GRADES SHALL BE 1% IN PAVEMENT AREAS, AND A MINIMUM OF 2% IN LAWN A



LEGEND	
LIMITS OF DISTURBANCE	LOD
SILT FENCE	SF
TREE PROTECTION	TP
INLET PROTECTION	
ROCK CHECK DAM	
EROSION CONTROL MATTING	

EROSION CONTROL KEYNOTES		
CODE	DESCRIPTION	DET #/SHT #
EC1	TEMPORARY CONSTRUCTION ENTRANCE	1 / C3.2
EC2	SILT FENCE (WITH J-HOOKS)	3 / C3.2
EC3	INLET PROTECTION	4 / C3.2
EC4	TREE PROTECTION	2 / C3.2
EC10	CONCRETE WASH-OUT	5 / C3.2

SITE DESCRIPTION AND NOTES:

THE SITE IS LOCATED ON TAX MAP MAP 14, PARCEL 72.00, PARCEL 014 07200 IN LA VERGNE, RUTHERFORD COUNTY, TENNESSEE. CONSTRUCTION ACTIVITY ON THIS SITE WILL CONSIST OF DISTURBING APPROXIMATELY 9.33± ACRES TO CONSTRUCT MULITFAMILY RESIDENTIAL DEVELOPMENT.

1. APPROXIMATE CONSTRUCTION TIME TABLE:
   BEGIN CONSTRUCTION - MAY 2026
   COMPLETE CONSTRUCTION - MAY 2027
2. CONSTRUCTION SEQUENCE:
   A. ATTEND WATER QUALITY DIVISION PRE-CONSTRUCTION MEETING.
   B. INSTALL CONSTRUCTION ENTRANCE AND SILT FENCE
   C. CONTACT WATER QUALITY DIVISION - EROSION CONTROL INSPECTOR FOR INSPECTION OF EROSION CONTROL DEVICES TO OBTAIN GRADING PERMIT.
   D. CLEAR AND GRUB THE REMAINING SITE.
   E. CONSTRUCT REMAINING SITE ACCORDING TO APPROVED PLANS, INCLUDING ALL ADDITIONAL EROSION CONTROL DEVICES.
   F. UPON PERMANENT SITE STABILIZATION SEED AND STRAW.
   G. REMOVE ALL OTHER EROSION TEMPORARY CONTROL DEVICES PRIOR TO AS-BUILT APPROVALS.
3. TOTAL PROJECT AREA = 406,241.02 SF (9.33± AC.)
   DISTURBED AREA = 406,241.02 S.F. (9.33± AC.)

EROSION CONTROL NOTES:

1. EROSION PREVENTION AND SEDIMENT CONTROL MEASURES MUST BE IN PLACE AND FUNCTIONAL BEFORE EARTH MOVING OPERATION BEGINS AND MUST BE CONSTRUCTED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. TEMPORARY MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY BUT MUST BE REPLACED AT THE END OF THE WORKDAY.
2. THE FOLLOWING RECORDS SHALL BE MAINTAINED ON OR NEAR SITE: THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR; THE DATES WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE; THE DATES WHEN STABILIZATION MEASURES ARE INITIATED; INSPECTION RECORDS AND RAINFALL RECORDS.
3. THE CONTRACTOR SHALL MAINTAIN A RAIN GAUGE AND DAILY RAINFALL RECORDS AT THE SITE OR USE A REFERENCE SITE FOR A RECORD OF DAILY AMOUNT OF PRECIPITATION.
4. PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED MORE THAN 10 DAYS PRIOR TO GRADING OR EARTH MOVING UNLESS THE AREA IS SEEDED AND/OR MULCHED OR OTHER TEMPORARY COVER IS INSTALLED.
5. CONSTRUCTION MUST BE SEQUENCED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED AREAS.
6. SEDIMENT SHOULD BE REMOVED FROM SEDIMENT TRAPS, SILT FENCES, SEDIMENTATION PONDS AND OTHER SEDIMENT CONTROLS AS NECESSARY AND MUST BE REMOVED WHEN DESIGN CAPACITY HAS BEEN REDUCED BY 50% OR AS DIRECTED BY OWNERS REPRESENTATIVE.
7. THE CONTRACTOR SHALL REMOVE SEDIMENT FROM ALL DRAINAGE STRUCTURES BEFORE ACCEPTANCE BY LOCAL GOVERNING AGENCY OR AS DIRECTED BY THE OWNER'S REPRESENTATIVE.
8. THE CONTRACTOR SHALL REMOVE THE TEMPORARY EROSION AND WATER POLLUTION CONTROL DEVICES ONLY AFTER A SOLID STAND OF GRASS HAS BEEN ESTABLISHED ON GRADED AREAS AND WHEN IN THE OPINION OF THE OWNER'S REPRESENTATIVE, THEY ARE NO LONGER NEEDED.
9. DISTURBED AREAS SHALL BE STABILIZED WITHIN 14 DAYS OF THE COMPLETION OF GRADING ACTIVITIES. SLOPES 3:1 OR STEEPER SHALL BE STABILIZED WITHIN 7 DAYS.

NOTES:

"THE PROJECT ASSOCIATED WITH THESE SUBMITTED PLANS IS COVERED UNDER THE TENNESSEE CONSTRUCTION GENERAL PERMIT TNR# XXXXXX. THE TOTAL DISTURBED AREA IS 9.33 ACRES."

THIS SITE DISCHARGES INTO WATERS IDENTIFIED BY TDEC AS (CIRCLE ALL THAT APPLY):

IMPAIRED FOR SILTATION *IMPAIRED FOR HABITAT ALTERATION* *EXCEPTIONAL*

DECEMBER 19, 2025

TN REGISTERED ENGINEER DATE

I, ANDREW WOLTHERS, A REGISTERED EROSION CONTROL SPECIALIST HAVE REVIEWED THE PLAN FOR SUFFICIENT ONSITE TEMPORARY EROSION AND SEDIMENT CONTROL PROVISIONS.

DECEMBER 19, 2025

EROSION CONTROL SPECIALIST DATE

0' 20' 40' 80' 120'

DRAWING SCALE (1"=40')

Catalyst DESIGN GROUP

ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

SITE PLAN SUBMITTAL

THE MAYFIELD BY BROADSTONE

31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

NO.	DATE	DESCRIPTION

DRAWING TITLE

INITIAL EROSION CONTROL PLAN

PROJECT NUMBER 20250029

DRAWING NUMBER

C3.0

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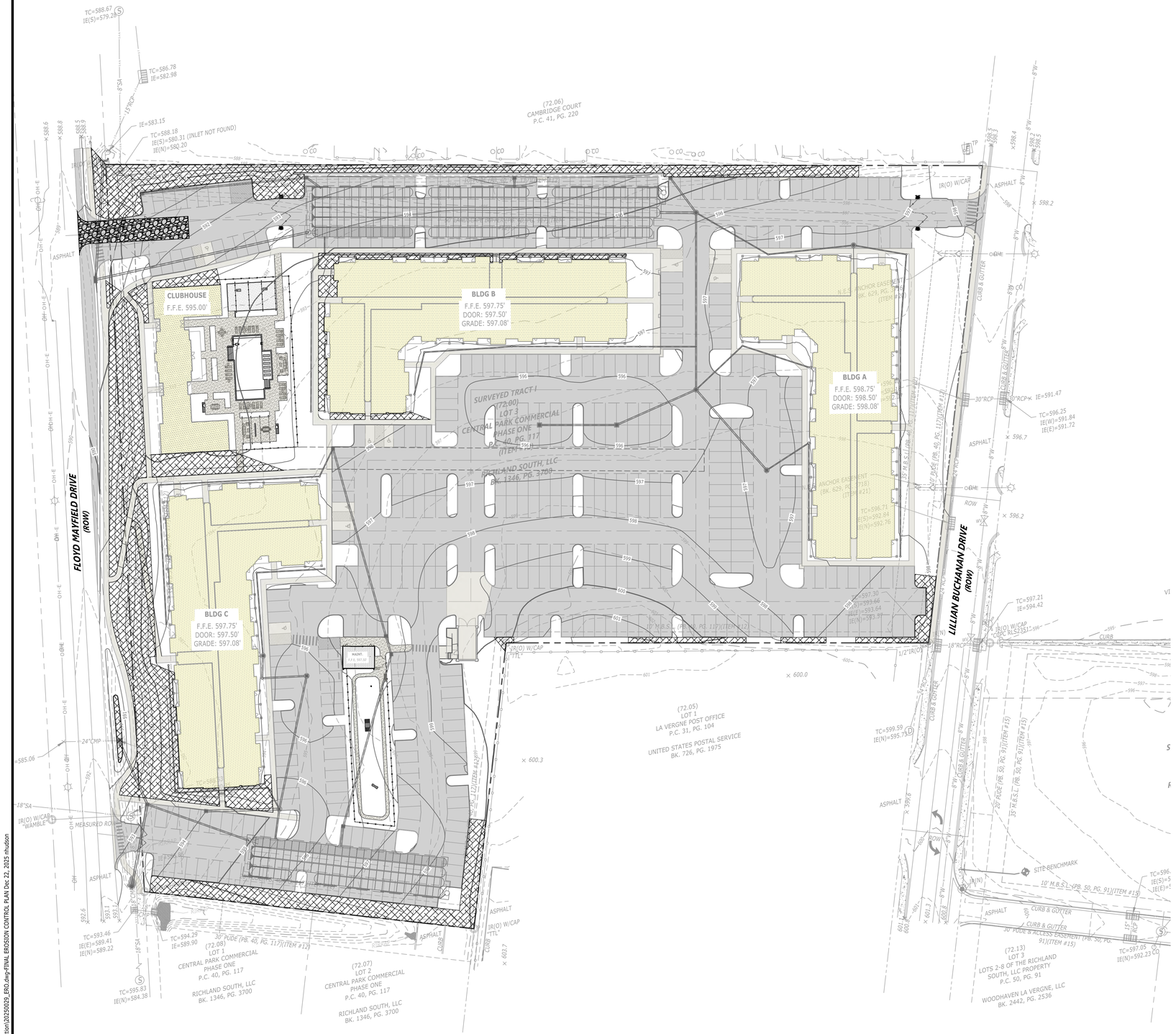

DRAWING SCALE (1"=40')

LEGEND	
LIMITS OF DISTURBANCE	LOD
SILT FENCE	SF
TREE PROTECTION	TP
INLET PROTECTION	
ROCK CHECK DAM	
EROSION CONTROL MATTING	

EROSION CONTROL KEYNOTES		
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   D. CLEAR AND GRUB THE REMAINING SITE.
   E. CONSTRUCT REMAINING SITE ACCORDING TO APPROVED PLANS, INCLUDING ALL ADDITIONAL EROSION CONTROL DEVICES.
   F. UPON PERMANENT SITE STABILIZATION SEED AND STRAW.
   G. REMOVE ALL OTHER EROSION TEMPORARY CONTROL DEVICES PRIOR TO AS-BUILT APPROVALS.
3. TOTAL PROJECT AREA = 406,241.02 SF (9.33± AC.)
   DISTURBED AREA = 406,241.02 S.F. (9.33± AC.)

EROSION CONTROL NOTES:

1. EROSION PREVENTION AND SEDIMENT CONTROL MEASURES MUST BE IN PLACE AND FUNCTIONAL BEFORE EARTH MOVING OPERATION BEGINS AND MUST BE CONSTRUCTED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. TEMPORARY MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY BUT MUST BE REPLACED AT THE END OF THE WORKDAY.
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NOTES:

"THE PROJECT ASSOCIATED WITH THESE SUBMITTED PLANS IS COVERED UNDER THE TENNESSEE CONSTRUCTION GENERAL PERMIT TNR# XXXXXX. THE TOTAL DISTURBED AREA IS 9.33 ACRES."

THIS SITE DISCHARGES INTO WATERS IDENTIFIED BY TDEC AS (CIRCLE ALL THAT APPLY):

IMPAIRED FOR SILTATION *IMPAIRED FOR HABITAT ALTERATION* *EXCEPTIONAL*

DECEMBER 19, 2025

TN REGISTERED ENGINEER DATE

I, ANDREW WOLTHERS, A REGISTERED EROSION CONTROL SPECIALIST HAVE REVIEWED THE PLAN FOR SUFFICIENT ONSITE TEMPORARY EROSION AND SEDIMENT CONTROL PROVISIONS.

DECEMBER 19, 2025

EROSION CONTROL SPECIALIST DATE

Catalyst DESIGN GROUP

ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

SITE PLAN SUBMITTAL

THE MAYFIELD BY BROADSTONE

31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

NO.	DATE	DESCRIPTION

DRAWING TITLE

FINAL EROSION CONTROL PLAN

PROJECT NUMBER
20250029

DRAWING NUMBER
C3.1

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SCHEDULE OF INSPECTIONS AND MAINTENANCE NOTES

1. INSPECTIONS DESCRIBED IN PARAGRAPHS 2, 3 AND 4 BELOW, SHALL BE PERFORMED AT LEAST TWICE EVERY CALENDAR WEEK. INSPECTIONS SHALL BE PERFORMED AT LEAST 72 HOURS APART. WHERE SITES OR PORTION(S) OF CONSTRUCTION SITES HAVE BEEN TEMPORARILY STABILIZED, OR RUNOFF IS UNLIKELY DUE TO WINTER CONDITIONS (E.G., SITE COVERED WITH SNOW OR ICE) OR DUE TO EXTREME DROUGHT, SUCH INSPECTION ONLY HAS TO BE CONDUCTED ONCE PER MONTH UNTIL THAWING OR PRECIPITATION RESULTS IN RUNOFF OR CONSTRUCTION ACTIVITY RESUMES. INSPECTION REQUIREMENTS DO NOT APPLY TO DEFINABLE AREAS THAT HAVE BEEN FINALLY STABILIZED. WHEN STIPULATED SPECIFICALLY IN THE CONTRACT DOCUMENTS OR SWPPP, WRITTEN NOTIFICATION OF THE INTENT TO CHANGE THE INSPECTION FREQUENCY AND THE JUSTIFICATION FOR SUCH REQUEST TO THE LOCAL ENVIRONMENTAL FIELD OFFICE MAY BE REQUIRED.
2. QUALIFIED PERSONNEL (PROVIDED BY THE PERMITTEE OR COOPERATIVELY BY MULTIPLE PERMITTEES) SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED, AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION, STRUCTURAL CONTROL MEASURES, LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE, AND EACH OUTFALL.
3. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE SITE'S DRAINAGE SYSTEM. EROSION PREVENTION AND SEDIMENT CONTROL MEASURES SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY.
4. OUTFALL POINTS (WHERE DISCHARGES LEAVE THE SITE AND/OR ENTER WATERS OF THE STATE) SHALL BE INSPECTED TO DETERMINE WHETHER EROSION PREVENTION AND SEDIMENT CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWNSTREAM LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE SEDIMENT TRACKING.
5. BASED ON THE RESULTS OF THE INSPECTION, ANY INADEQUATE CONTROL MEASURES OR CONTROL MEASURES IN DISREPAIR SHALL BE REPLACED OR MODIFIED, OR REPAIRED AS NECESSARY, BEFORE THE NEXT RAIN EVENT, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE NEED IS IDENTIFIED.
6. BASED ON THE RESULTS OF THE INSPECTION, THE SITE DESCRIPTION AND POLLUTION PREVENTION MEASURES IDENTIFIED IN THIS SWPPP SHALL BE REVISED AS APPROPRIATE, BUT IN NO CASE LATER THAN 7 DAYS FOLLOWING THE INSPECTION. SUCH MODIFICATIONS SHALL PROVIDE FOR TIMELY IMPLEMENTATION OF ANY CHANGES TO THE SWPPP, BUT IN NO CASE LATER THAN 14 DAYS FOLLOWING THE INSPECTION.
7. ALL INSPECTIONS SHALL BE DOCUMENTED ON THE CONSTRUCTION STORMWATER INSPECTION CERTIFICATION FORM PROVIDED IN THE SWPPP REPORT FOR ALL CONSTRUCTION SITES. INSPECTION DOCUMENTATION WILL BE MAINTAINED ON SITE AND MADE AVAILABLE TO STATE OR LOCAL NPDES STAFF UPON REQUEST. INSPECTION REPORTS MUST BE SUBMITTED TO THE STATE AND/OR LOCAL NPDES OFFICE WITHIN 10 DAYS OF THE REQUEST. IF STATE OR LOCAL NPDES STAFF REQUESTS THE CONSTRUCTION STORMWATER INSPECTION CERTIFICATION FORM TO BE SUBMITTED, THE SUBMITTED FORM MUST CONTAIN THE PRINTED NAME AND SIGNATURE OF THE TRAINED CERTIFIED INSPECTOR AND THE PERSON WHO MEETS THE SIGNATORY REQUIREMENTS OF STATE'S CONSTRUCTION GENERAL PERMIT (CGP).
8. TRAINED CERTIFIED INSPECTORS SHALL COMPLETE INSPECTION DOCUMENTATION TO THE BEST OF THEIR ABILITY. FALSIFYING INSPECTION RECORDS OR OTHER DOCUMENTATION OR FAILURE TO COMPLETE INSPECTION DOCUMENTATION SHALL RESULT IN A VIOLATION OF THIS PERMIT AND ANY OTHER APPLICABLE ACTS OR RULES.
9. SUBSEQUENT OPERATOR(S) (PRIMARY PERMITTEES) WHO HAVE OBTAINED COVERAGE UNDER THE STATE'S CONSTRUCTION GENERAL PERMIT SHOULD CONDUCT TWICE WEEKLY INSPECTIONS, UNLESS THEIR PORTION(S) OF THE SITE HAS BEEN TEMPORARILY STABILIZED, OR RUNOFF IS UNLIKELY DUE TO WINTER CONDITIONS OR DUE TO EXTREME DROUGHT AS STATED ABOVE. THE PRIMARY PERMITTEE (SUCH AS A DEVELOPER) IS NO LONGER REQUIRED TO CONDUCT INSPECTIONS OF PORTIONS OF THE SITE THAT ARE COVERED BY A SUBSEQUENT PRIMARY PERMITTEE (SUCH AS A HOME BUILDER).

SITE ASSESSMENT NOTES

1. THE SITE ASSESSMENT SHALL BE PERFORMED BY INDIVIDUALS WITH THE FOLLOWING QUALIFICATIONS:
   - A LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT
   - A CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC) OR
   - A PERSON THAT SUCCESSFULLY COMPLETED THE "LEVEL II DESIGN PRINCIPLES FOR EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES" COURSE, OR EQUIVALENT QUALIFYING TRAINING IN THE STATE OF THE PROJECT.
2. QUALITY ASSURANCE OF EROSION PREVENTION AND SEDIMENT CONTROLS SHALL BE DONE BY PERFORMING SITE ASSESSMENT AT A CONSTRUCTION SITE. THE SITE ASSESSMENT SHALL BE CONDUCTED AT EACH OUTFALL INVOLVING DRAINAGE TOTALING 10 OR MORE ACRES OR 5 OR MORE ACRES IF DRAINING TO AN IMPAIRED OR EXCEPTIONAL QUALITY WATERS, WITHIN A MONTH OF CONSTRUCTION COMMENCING AT EACH PORTION OF THE SITE THAT DRAINS THE QUALIFYING ACREAGE OF SUCH PORTION OF THE SITE.
3. AS A MINIMUM, SITE ASSESSMENT SHOULD BE PERFORMED TO VERIFY THE INSTALLATION, FUNCTIONALITY AND PERFORMANCE OF THE EPSC MEASURES DESCRIBED IN THE SWPPP REPORT. THE SITE ASSESSMENT SHOULD BE PERFORMED WITH THE INSPECTOR, AND SHOULD INCLUDE A REVIEW AND UPDATE (IF APPLICABLE) OF THE SWPPP REPORT. MODIFICATIONS OF PLANS AND SPECIFICATIONS FOR ANY BUILDING OR STRUCTURE, INCLUDING THE DESIGN OF SEDIMENT BASINS OR OTHER SEDIMENT CONTROLS INVOLVING STRUCTURAL, HYDRAULIC, HYDROLOGIC OR OTHER ENGINEERING CALCULATIONS SHALL BE PREPARED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF THE PROJECT.
4. THE SITE ASSESSMENT FINDINGS SHALL BE DOCUMENTED AND THE DOCUMENTATION KEPT WITH THE SWPPP REPORT AT THE SITE. AT A MINIMUM, THE DOCUMENTATION SHALL INCLUDE INFORMATION INCLUDED IN THE INSPECTION FORM PROVIDED IN THE SWPPP REPORT. THE DOCUMENTATION MUST CONTAIN THE PRINTED NAME AND SIGNATURE OF THE INDIVIDUAL PERFORMING THE SITE ASSESSMENT AND THE FOLLOWING CERTIFICATION:

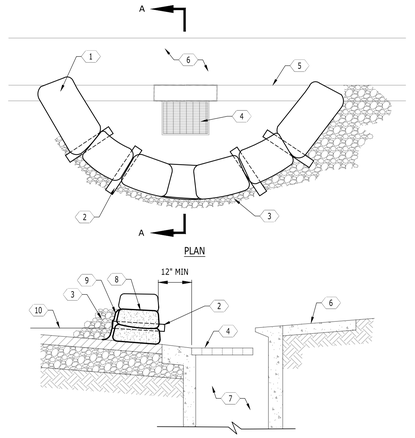
   "I CERTIFY UNDER PENALTY OF LAW THAT THIS REPORT AND ALL ATTACHMENTS ARE, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS."
5. THE SITE ASSESSMENT CAN TAKE THE PLACE OF ONE OF THE TWICE WEEKLY INSPECTIONS REQUIREMENT.
6. STATE OR LOCAL NPDES AUTHORITIES MAY REQUIRE ADDITIONAL SITE ASSESSMENT(S) TO BE PERFORMED IF SITE INSPECTION BY NPDES PERSONNEL REVEALS SITE CONDITIONS THAT HAVE POTENTIAL OF CAUSING POLLUTION TO THE WATERS OF THE STATE.

NOTE:

CONTRACTOR SHALL INSTALL A 4'X4' WEATHER PROOF SIGN (6' HEIGHT) AT THE MAIN CONSTRUCTION ENTRANCE. THE SIGN SHALL HAVE THE FOLLOWING INFORMATION:

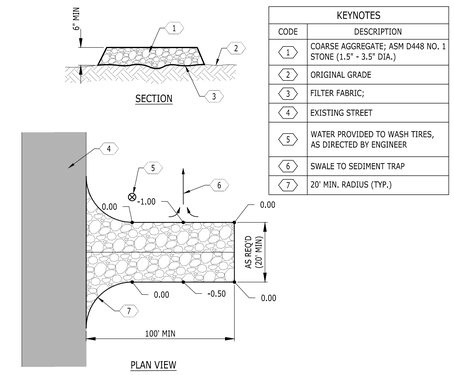
1. A COPY OF THE NOTICE OF COVERAGE WITH THE NPDES PERMIT NUMBER (FURNISHED BY ENGINEER).
2. THE NAME AND TELEPHONE NUMBER OF A LOCAL CONTACT PERSON (FURNISHED BY CONSTRUCTION MANAGER).
3. DESCRIPTION OF PROJECT (FURNISHED BY CONSTRUCTION MANAGER).

KEYNOTES	
CODE	DESCRIPTION
1	SAND BAGS; OVERLAP ONTO CURB
2	PVC PIPE; 2"-3" DIA.; PLACE BETWEEN FIRST AND SECON LAYERS OF SAND BAGS (TYP.)
3	CLEAN, WASHED, STONE FILTER (¾" DIA. NOMINAL SIZE GRAVEL OR APPROVED EQUAL); LINE ENTIRE OUTER PERIMETER OF THE SANDBAG BARRIER;
4	CURB INLET
5	BACK OF CURB
6	SIDEWALK
7	CATCH BASIN
8	SPILWAY
9	FILTER FABRIC
10	ALLOWABLE PONDING ELEV.
	NOTE: 1. NOT APPLICABLE IN AREAS OF HIGH SILTS AND CLAYS WITHOUT USE OF FILTER FABRIC LAYER. 2. PERIODICALLY REMOVE AND REPLACE GRAVEL. OLD GRAVEL MAY BE USED AS BACKFILL MATERIAL IF APPROVED BY THE ENGINEER.



4 SAND BAG CURB INLET PROTECTION

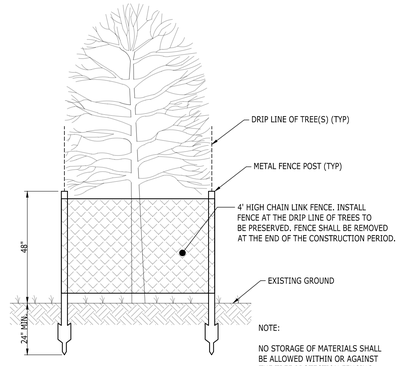
NOT TO SCALE



KEYNOTES	
CODE	DESCRIPTION
1	COARSE AGGREGATE; ASM D448 NO. 1 STONE (1.5" - 3.5" DIA.)
2	ORIGINAL GRADE
3	FILTER FABRIC;
4	EXISTING STREET
5	WATER PROVIDED TO WASH TIRES, AS DIRECTED BY ENGINEER
6	SWALE TO SEDIMENT TRAP
7	20' MIN. RADIUS (TYP.)

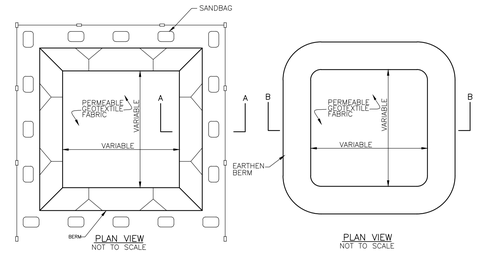
1 TEMPORARY CONSTRUCTION ENTRANCE

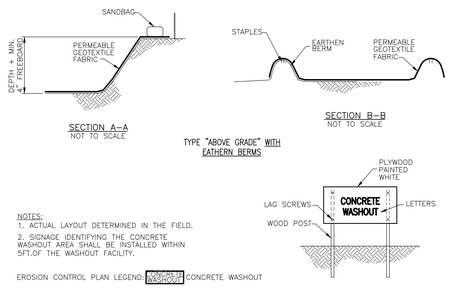
NOT TO SCALE



2 TREE PROTECTION

NOT TO SCALE

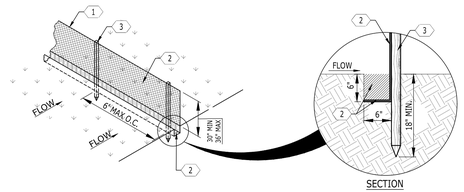




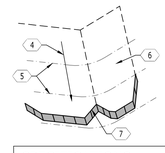
TYPE "BELOW GRADE"

5 CONCRETE WASHOUT (CP-10)

NOT TO SCALE



KEYNOTES	
CODE	DESCRIPTION
1	WOVEN WIRE FENCE BACKING FOR TYPE "B" SILT FENCE ONLY
2	ENGINEERING FILTER FABRIC*; BURY BOTTOM OF FABRIC IN 6"x6" TRENCH; BACKFILL TRENCH WITH SOIL AND COMPACT
3	POST; WOOD (2"x2" MIN.) OR STEEL T-POST (1.3 LB./FT. MIN.)
4	98' MAXIMUM RECOMMENDED SLOPE LENGTH
5	LEVEL CONTOUR; INSTALL SILT FENCE ALONG A LEVEL CONTOUR
6	MAX. TRIBUTARY AREA: 0.25 Ac. / 100 FT. OF FENCE
7	TURN LAST 6' OF FENCE UP SLOPE



SPECIFICATIONS		
Tensile Strength (Lbs. Min.) (1) (ASTM D-4632)	Warp-120 Fill -100	Warp-120 Fill -100
Elongation (%Max.) (ASTM D-4632)	40	40
AOS (Apparent Opening Size) (Max. Sieve Size) (ASTM D-4751)	#30	#30
Flow Rate (Gal/Min/Sq. Ft.) (GDT-87)	25	25
Ultraciolet Stability (2) (ASTM D-4632 after 300 hours weathering in accordance with ASTM D-4355)	80	80
Bursting Strength (PSI Min.) (ASTM D-3786 Diaphram Bursting Strength Tester)	175	175
Minimum Fabric Width (Inches)	36	22

3 SILT FENCE - TYPES A & B

NOT TO SCALE

Catalyst DESIGN GROUP
ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

THE MAYFIELD BY BROADSTONE

SITE PLAN SUBMITTAL

31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

NO.	DATE	DESCRIPTION

DRAWING TITLE

SEDIMENT AND EROSION CONTROL DETAILS

PROJECT NUMBER 20250029

DRAWING NUMBER C3.2

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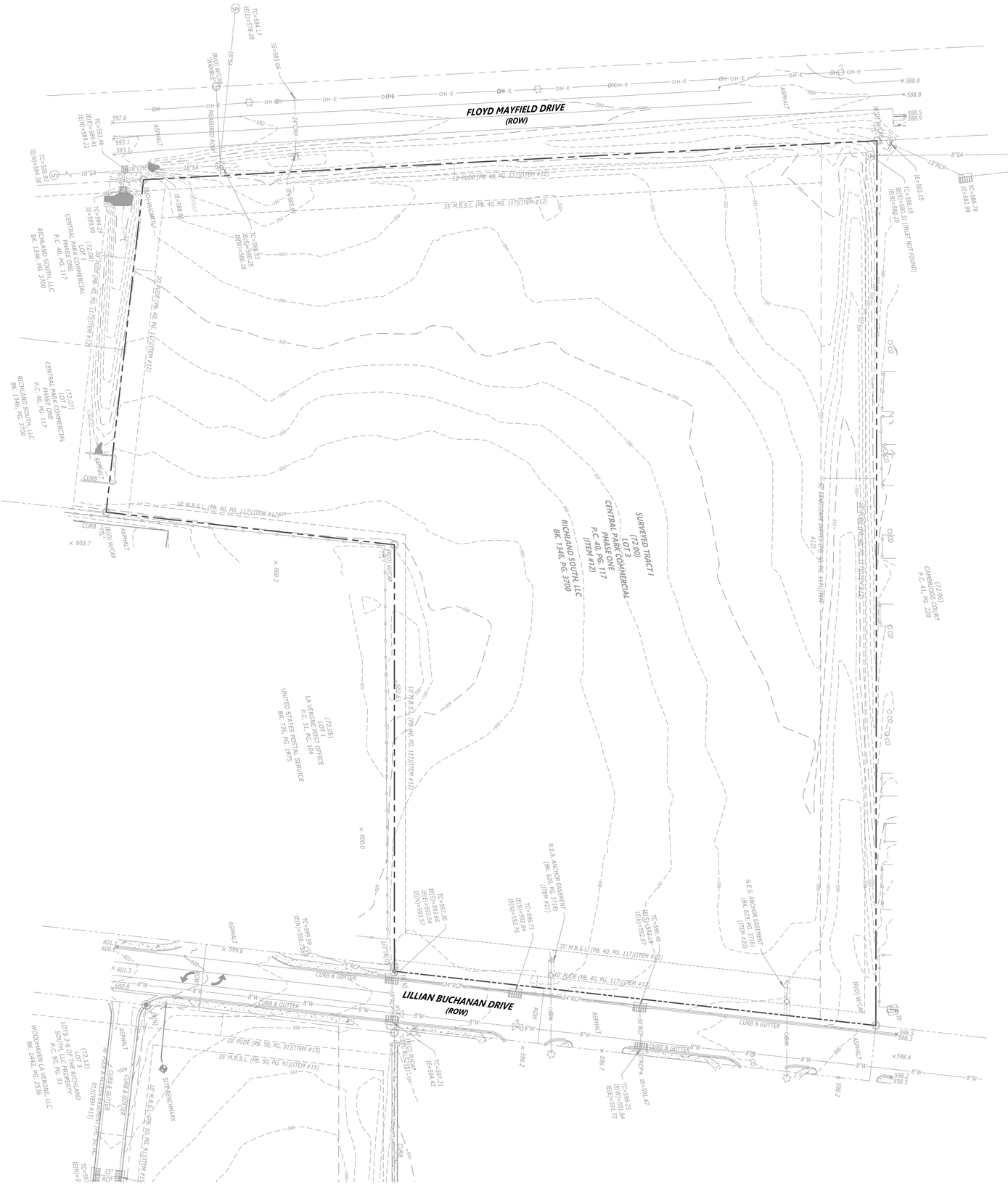


DEMOLITION KEYNOTES	
CODE	DESCRIPTION
D1	REMOVE EXISTING ASPHALT PAVEMENT
D2	REMOVE EXISTING CONCRETE PAVEMENT
D3	REMOVE EXISTING CONCRETE SIDEWALK
D4	REMOVE EXISTING CONCRETE CURB
D5	EVENLY SAWCUT
D6	REMOVE EXISTING BUILDING/STRUCTURE
D7	REMOVE EXISTING DRAINAGE STRUCTURE
D8	REMOVE EXISTING STORM LINE
D9	REMOVE EXISTING WATERLINE & APPURTENANCES
D10	REMOVE EXISTING SANITARY SEWER LINE
D11	REMOVE EXISTING UTILITY LINE & APPURTENANCES
D12	EXISTING UTILITY LINE TO BE ABANDONED IN PLACE
D13	EXISTING HYDRANT TO BE RELOCATED
D14	REMOVE EXISTING TREE

LEGEND	
	BUILDING TO BE REMOVED
	CONCRETE TO REMOVE
	ASPHALT PAVEMENT TO REMOVE
X	TREES TO BE REMOVED

N

0 20' 40' 80' 120'
DRAWING SCALE (1"=40')

SITE PLAN SUBMITTAL

THE MAYFIELD BY BROADSTONE

31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204
[redacted]

Catalyst DESIGN GROUP
[redacted]

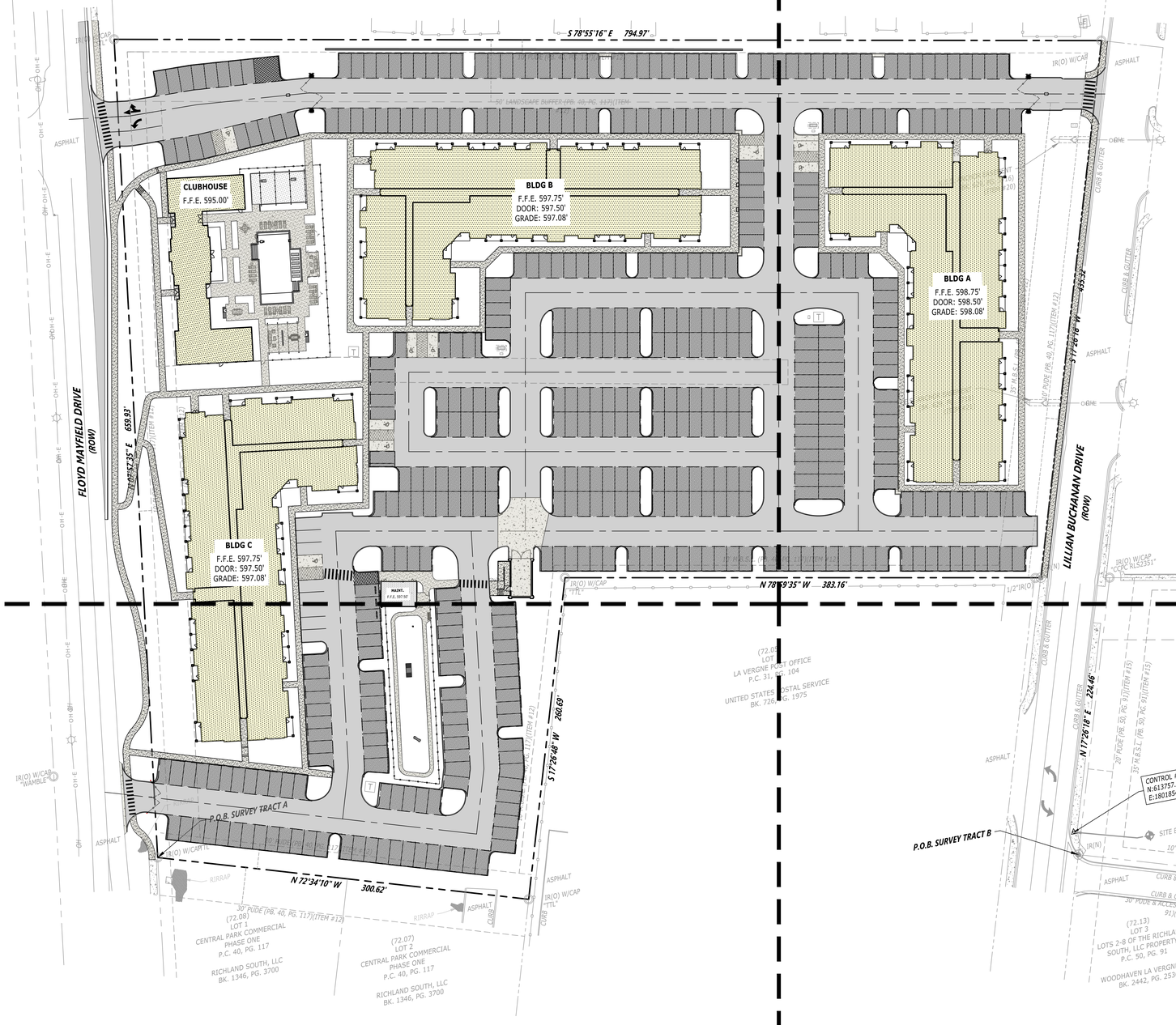
NO.	DATE	DESCRIPTION

DRAWING TITLE: DEMOLITION PLAN
PROJECT NUMBER: 20250029
DRAWING NUMBER: C4.0

C5.1

C5.2

C5.3



SITE DATA

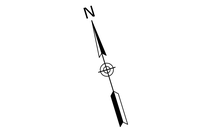
TAX MAP:	MAP 14, PARCEL 72.00
PARCEL ID.:	014 07200
SITE ADDRESS:	31 LILLIAN BUCHANAN DRIVE LA VERGNE, TENNESSEE 37086
SITE ACREAGE:	9.33 AC. (406,241.02 FT²)
DISTURBED AREA:	9.33 AC. (406,241.02 FT²)
EXISTING ZONING:	DOWNTOWN DISTRICT (DD)
PROPOSED USE:	MULTI-FAMILY
PROPOSED UNITS:	
ONE BEDROOM:	159
TWO BEDROOM:	93
TOTAL UNITS:	252
PROPOSED MAX. BUILDING HEIGHT:	4 STORIES
ALLOWED MAX. BUILDING HEIGHT:	4 STORIES
IMPERVIOUS SURFACE AREA	
BUILDINGS:	1.83 AC. (79,588.61 FT²)
DRIVES/SIDEWALKS:	4.69 AC. (204,459.19 FT²)
TOTAL PROPOSED IMPERVIOUS AREA:	6.52 AC. (284,047.80 FT²)
PROPOSED ISR:	XXX
ALLOWED ISR:	XXX
PARKING SUMMARY	
CODE REQUIRED	
1 BR (1.75 SP./BR. = 159 x 1.75)	278.25 SPACES
2 BR (2.2 SP./BR. = 93 x 2.2)	204.60 SPACES
PARKING REQUIRED:	482.85 SPACES REQUIRED
PARKING PROVIDED:	
STANDARD:	481 SPACES
ACCESSIBLE:	9 SPACES
TOTAL:	490 SPACES PROVIDED

OWNER:	ALLIANCE RESIDENTIAL COMPANY
ADDRESS:	[redacted] NASHVILLE, TN 37204
PHONE NO.:	[redacted]
CONTACT NAME:	STEPHEN KELLER
CONTACT E-MAIL ADDRESS:	[redacted]
PROJECT REPRESENTATIVE:	CATALYST DESIGN GROUP
ADDRESS:	[redacted] NASHVILLE, TN 37209
PHONE NO.:	[redacted]
CONTACT NAME:	ANDREW WOLTHERS
CONTACT E-MAIL ADDRESS:	a[redacted]

RECORDED DOCUMENTS: DEED BOOK 1346 PAGE 3700

FEMA PANEL:
THE SUBJECT PROPERTY DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD ZONE ACCORDING TO COMMUNITY PANEL NO. 47149C0015J, 5/29/2023, COMMUNITY NAME: CITY OF LA VERGNE.

LEGEND	
BUILDING	
CONCRETE PAVEMENT	
CONCRETE SIDEWALK	
HEAVY DUTY PAVEMENT	
LIGHT DUTY PAVEMENT	
CONCRETE CURB	
CENTERLINE	
ACCESSIBLE ROUTE	A P
ACCESSIBLE RAMP	UP DN
TACTILE WARNING	



Catalyst DESIGN GROUP

ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

SITE PLAN SUBMITTAL

THE MAYFIELD BY BROADSTONE

31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

NO.	DATE	DESCRIPTION

DRAWING TITLE
LAYOUT PLAN

PROJECT NUMBER
20250029

DRAWING NUMBER
C5.0

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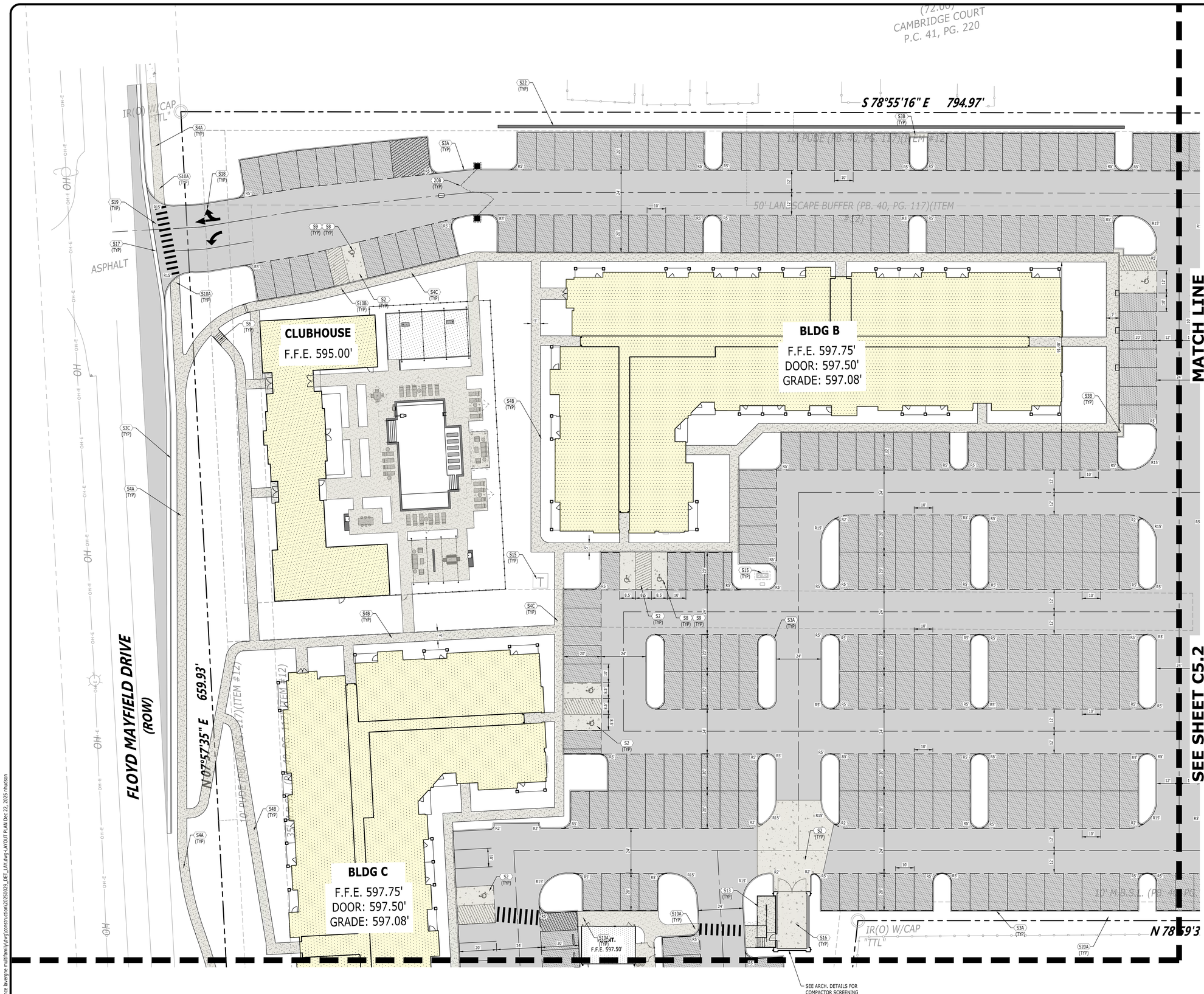

SITE LAYOUT KEYNOTES		
CODE	DESCRIPTION	DET #/SHT #
S1A	ASPHALT PAVEMENT - LIGHT DUTY	
S1B	ASPHALT PAVEMENT - HEAVY DUTY	
S1C	ASPHALT PAVEMENT - OVERLAY	
S2	CONCRETE PAVEMENT	5 / C8.0
S3A	CONCRETE POST CURB	7 / C8.0
S3B	CONCRETE CURB CUT	
S3C	CONCRETE CURB & GUTTER (PUBLIC)	3 / C8.0
S4A	CONCRETE SIDEWALK (PUBLIC)	4 / C8.0
S4B	CONCRETE SIDEWALK (PRIVATE)	11 / C8.0
S4C	CONCRETE SIDEWALK WITH TURN DOWN CURB	12 / C8.0
S5	SIDEWALK JOINTS	6 / C8.0
S6	CONCRETE STAIRS WITH HANDRAIL	13 / C8.0
S8	ACCESSIBLE SYMBOL	2 / C8.1
S9	ACCESSIBLE PARKING SPACE	1 / C8.1
S10A	ACCESSIBLE CURB RAMP	3 / C8.1
S10B	ACCESSIBLE RAMP - PARALLEL	4 / C8.1
S11	TACTILE WARNING SURFACE	7 / C8.1
S13	RAMP WITH HANDRAIL	5 / C8.1
S14	BOLLARD	
S15	UTILITY PAD	14 / C8.0
S16	CONCRETE COMPACTOR PAD	
S17	DRIVEWAY RAMP	2 / C8.0
S18	DIRECTIONAL ARROWS	10 / C8.0
S19	PEDESTRIAN CROSSWALK	9 / C8.0
S20A	DECORATIVE SECURITY FENCE (SEE LANDSCAPE PLANS)	
S20B	SECURITY TRAFFIC GATE (SEE LANDSCAPE PLANS)	
S22	SEGMENTAL RETAINING WALL	8 / C8.1
S23	PAINTED STOP BAR (SPECIFY WIDTH)	

LEGEND	
BUILDING	
CONCRETE PAVEMENT	
CONCRETE SIDEWALK	
HEAVY DUTY PAVEMENT	
LIGHT DUTY PAVEMENT	
CONCRETE CURB	
CENTERLINE	
ACCESSIBLE ROUTE	A P
ACCESSIBLE RAMP	UP DN
TACTILE WARNING	

0' 10' 20' 40' 60'
DRAWING SCALE (1"=20')

Catalyst DESIGN GROUP

ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

SITE PLAN SUBMITTAL

THE MAYFIELD BY BROADSTONE

31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

NO.	DESCRIPTION	DATE

DRAWING TITLE
DETAILED LAYOUT PLAN

PROJECT NUMBER
20250029

DRAWING NUMBER
C5.1

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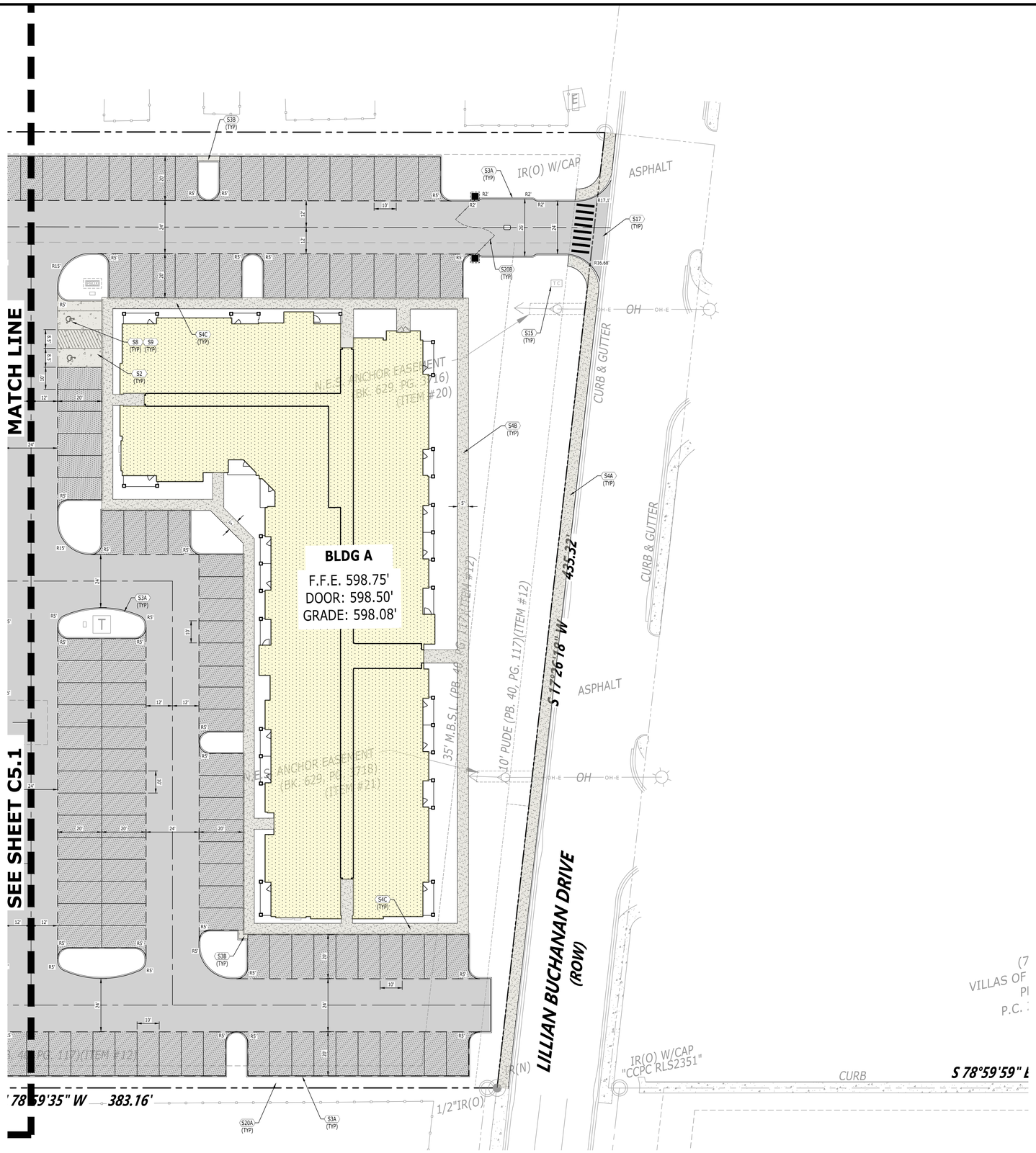

SITE LAYOUT KEYNOTES		
CODE	DESCRIPTION	DET #/SHT #
S1A	ASPHALT PAVEMENT - LIGHT DUTY	
S1B	ASPHALT PAVEMENT - HEAVY DUTY	
S1C	ASPHALT PAVEMENT - OVERLAY	
S2	CONCRETE PAVEMENT	5 / C8.0
S3A	CONCRETE POST CURB	7 / C8.0
S3B	CONCRETE CURB CUT	
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S4A	CONCRETE SIDEWALK (PUBLIC)	4 / C8.0
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S14	BOLLARD	
S15	UTILITY PAD	14 / C8.0
S16	CONCRETE COMPACTOR PAD	
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S18	DIRECTIONAL ARROWS	10 / C8.0
S19	PEDESTRIAN CROSSWALK	9 / C8.0
S20A	DECORATIVE SECURITY FENCE (SEE LANDSCAPE PLANS)	
S20B	SECURITY TRAFFIC GATE (SEE LANDSCAPE PLANS)	
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LEGEND	
BUILDING	
CONCRETE PAVEMENT	
CONCRETE SIDEWALK	
HEAVY DUTY PAVEMENT	
LIGHT DUTY PAVEMENT	
CONCRETE CURB	
CENTERLINE	
ACCESSIBLE ROUTE	A P
ACCESSIBLE RAMP	UP DN
TACTILE WARNING	

N

0' 10' 20' 40' 60'
DRAWING SCALE (1"=20')

Catalyst DESIGN GROUP
(615) 622-7200 | WWW.CATALYSTDOG.COM

ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

SITE PLAN SUBMITTAL
THE MAYFIELD BY BROADSTONE
31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

NO.	DATE	DESCRIPTION

DRAWING TITLE
DETAILED LAYOUT PLAN

PROJECT NUMBER
20250029

DRAWING NUMBER
C5.2

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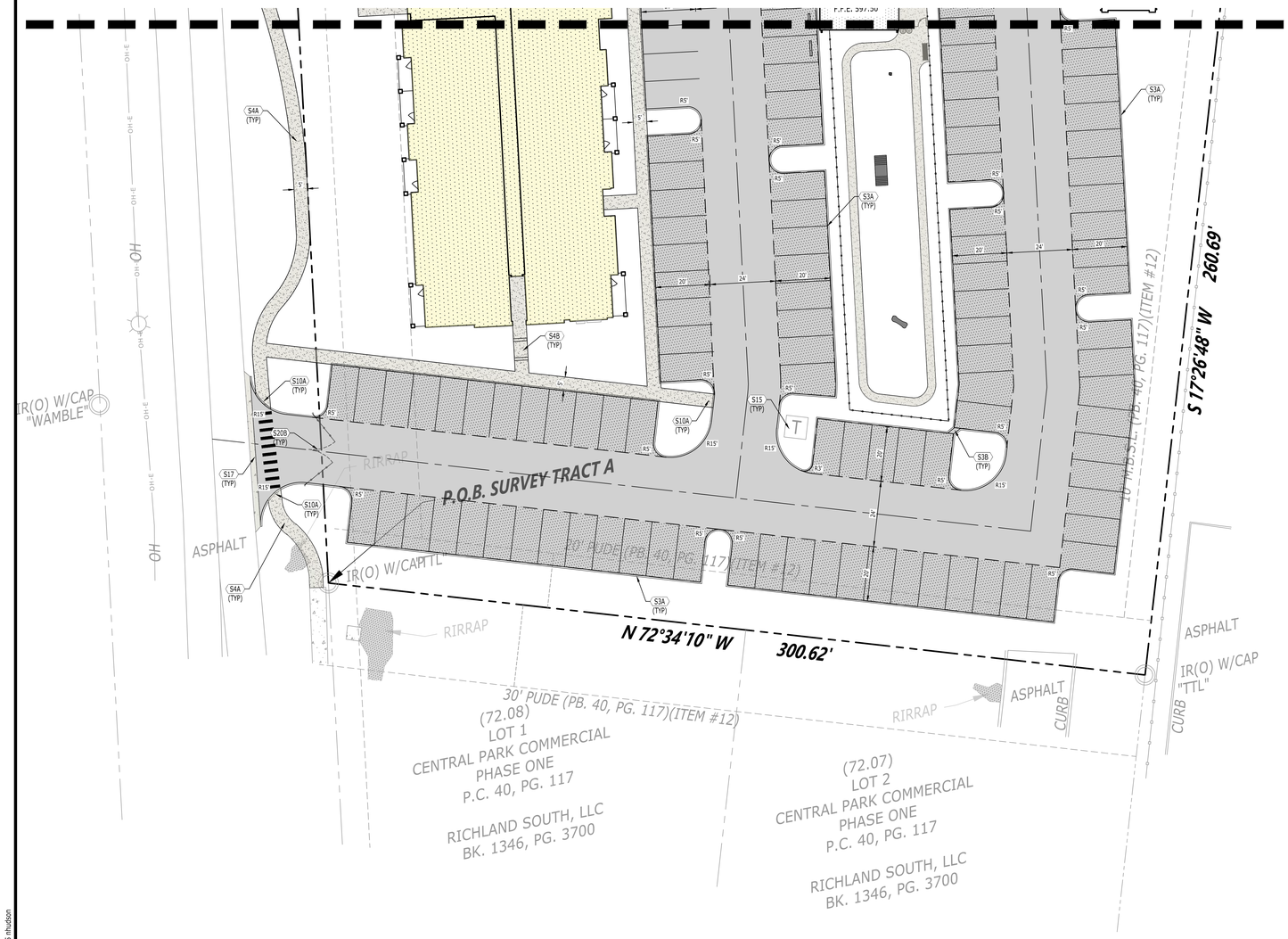
SEE SHEET C5.1 **MATCH LINE**



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S1A	ASPHALT PAVEMENT - LIGHT DUTY	
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S5	SIDEWALK JOINTS	6 / C8.0
S6	CONCRETE STAIRS WITH HANDRAIL	13 / C8.0
S8	ACCESSIBLE SYMBOL	2 / C8.1
S9	ACCESSIBLE PARKING SPACE	1 / C8.1
S10A	ACCESSIBLE CURB RAMP	3 / C8.1
S10B	ACCESSIBLE RAMP - PARALLEL	4 / C8.1
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S13	RAMP WITH HANDRAIL	5 / C8.1
S14	BOLLARD	
S15	UTILITY PAD	14 / C8.0
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S17	DRIVEWAY RAMP	2 / C8.0
S18	DIRECTIONAL ARROWS	10 / C8.0
S19	PEDESTRIAN CROSSWALK	9 / C8.0
S20A	DECORATIVE SECURITY FENCE (SEE LANDSCAPE PLANS)	
S20B	SECURITY TRAFFIC GATE (SEE LANDSCAPE PLANS)	
S22	SEGMENTAL RETAINING WALL	8 / C8.1
S23	PAINTED STOP BAR (SPECIFY WIDTH)	

LEGEND	
BUILDING	
CONCRETE PAVEMENT	
CONCRETE SIDEWALK	
HEAVY DUTY PAVEMENT	
LIGHT DUTY PAVEMENT	
CONCRETE CURB	
CENTERLINE	
ACCESSIBLE ROUTE	A P
ACCESSIBLE RAMP	UP DN
TACTILE WARNING	

N

0' 10' 20' 40' 60'

DRAWING SCALE (1"=20')

Catalyst DESIGN GROUP

ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

SITE PLAN SUBMITTAL

THE MAYFIELD BY BROADSTONE

31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

NO.	DATE	DESCRIPTION

DRAWING TITLE

DETAILED LAYOUT PLAN

PROJECT NUMBER
20250029

DRAWING NUMBER
C5.3

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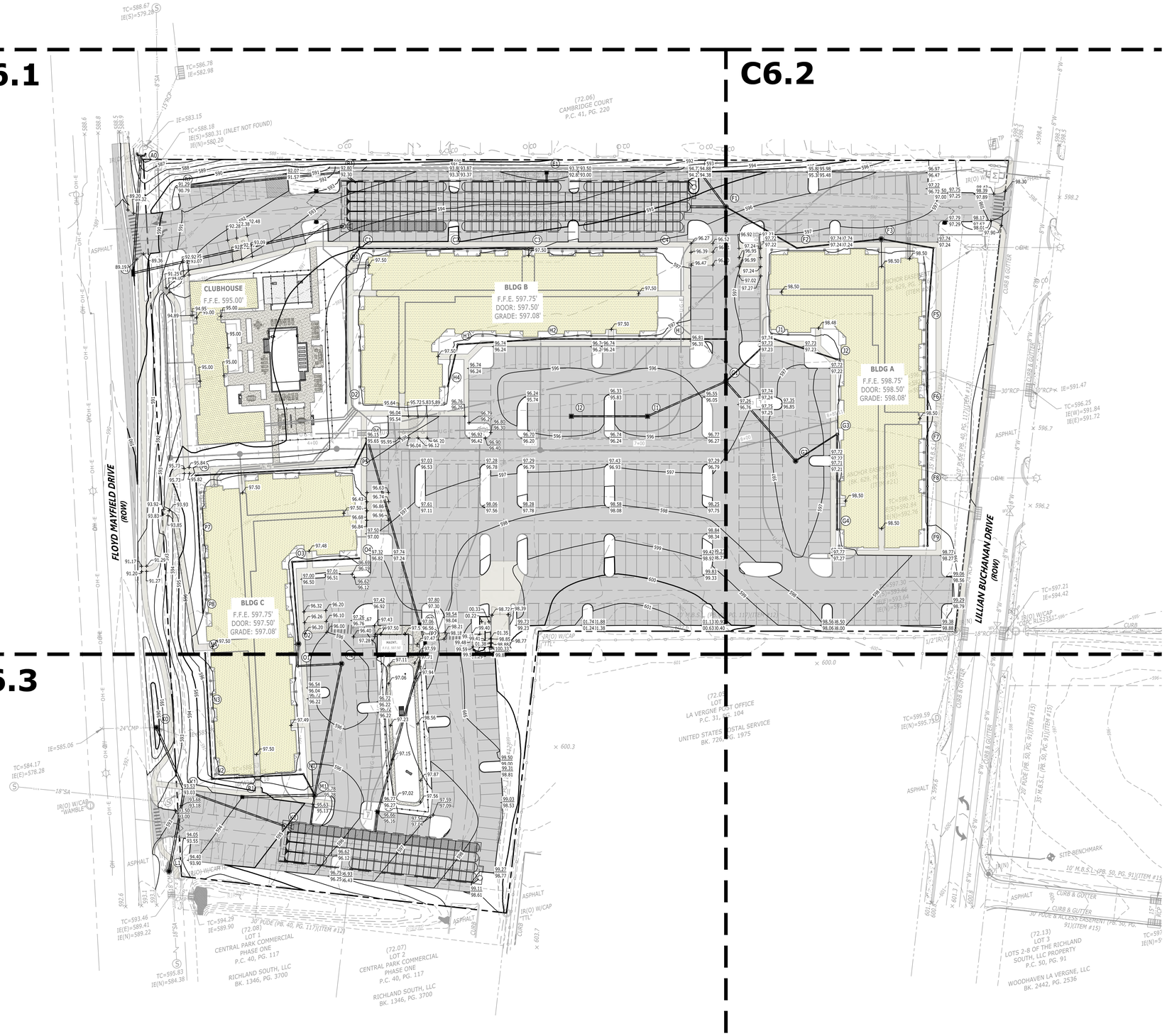
C6.1

C6.2

C6.3



LEGEND	
STORM PIPE & INLET	
SPOT ELEVATION	0.00
PROPOSED CONTOUR ELEV.	90
DRAINAGE STRUCTURE	C1

Know what's below. Call before you dig.

0' 20' 40' 80' 120'
DRAWING SCALE (1"=40')

Catalyst DESIGN GROUP

ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

SITE PLAN SUBMITTAL

THE MAYFIELD BY BROADSTONE

31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

NO.	DATE	DESCRIPTION

DRAWING TITLE
GRADING & DRAINAGE PLAN

PROJECT NUMBER
20250029

DRAWING NUMBER
C6.0

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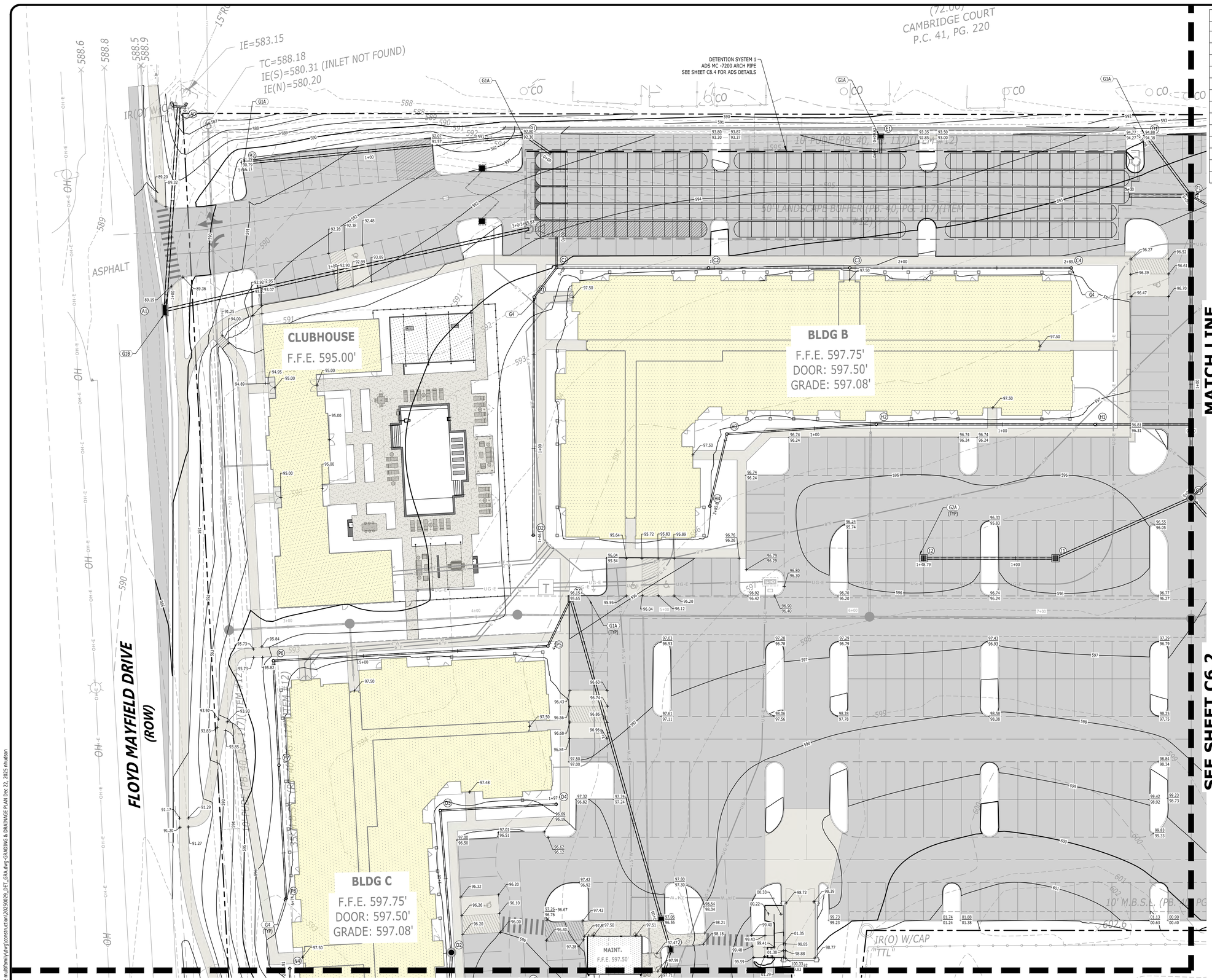

GRADING & DRAINAGE KEYNOTES		
CODE	DESCRIPTION	DET #/SHT #
G1A	CURB INLET	4 / C8.3
G1B	DOUBLE CURB INLET	7 / C8.3
G2A	CATCH BASIN	1 / C8.3
G3	JUNCTION MANHOLE	6 / C8.3
G4	NYLOPLAST BASIN	8 / C8.3
G5	CLEANOUT	
G6	DETENTION POND OUTLET STRUCTURE	
G8B	CONCRETE HEADWALL - WINGED	3 / C8.3
G11	BUILDING DOWNSPOUT CONNECTION	5 / C8.3
G13	CONCRETE FLUME	2 / C8.3
G16	SILT FENCE	
G18A	FILTER FABRIC INLET PROTECTION	
G18B	DANDY BAG INLET PROTECTION	

LEGEND	
STORM PIPE & INLET	
SPOT ELEVATION	0.00
PROPOSED CONTOUR ELEV.	90
DRAINAGE STRUCTURE	C1

BMP WATER QUALITY STRUCTURE NOTES:

BMP STRUCTURE DETENTION SYSTEM 1:
1YR - 24HR PEAK:
Q= 18.72 CFS
WQv= 18,078 FT^3

BMP STRUCTURE DETENTION SYSTEM 2:
1YR - 24HR PEAK:
Q= 7.17 CFS
WQv= 6,934 FT^3

SITE BM: PKNAIL IN CONCRETE SIDEWALK, EAST SIDE OF LILLIAN BUCHANAN DRIVE
ELEV: 600.32'

PROJECT BM:
NAVD 88 (GPS DERIVED)

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

N

0' 10' 20' 40' 60'
DRAWING SCALE (1"=20')

Catalyst DESIGN GROUP

ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

SITE PLAN SUBMITTAL
THE MAYFIELD BY BROADSTONE
31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

NO.	DATE	DESCRIPTION

DRAWING TITLE
DETAILED GRADING & DRAINAGE PLAN

PROJECT NUMBER
20250029

DRAWING NUMBER
C6.1

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GRADING & DRAINAGE KEYNOTES

CODE	DESCRIPTION	DET #/SHT #
G1A	CURB INLET	4 / C8.3
G1B	DOUBLE CURB INLET	7 / C8.3
G2A	CATCH BASIN	1 / C8.3
G3	JUNCTION MANHOLE	6 / C8.3
G4	NYLOPLAST BASIN	8 / C8.3
G5	CLEANOUT	
G6	DETENTION POND OUTLET STRUCTURE	
G8B	CONCRETE HEADWALL - WINGED	3 / C8.3
G11	BUILDING DOWNSPOUT CONNECTION	5 / C8.3
G13	CONCRETE FLUME	2 / C8.3
G16	SILT FENCE	
G18A	FILTER FABRIC INLET PROTECTION	
G18B	DANDY BAG INLET PROTECTION	

LEGEND

STORM PIPE & INLET	
SPOT ELEVATION	0.00
PROPOSED CONTOUR ELEV.	90
DRAINAGE STRUCTURE	C1

SITE BM: PKNAIL IN CONCRETE SIDEWALK, EAST SIDE OF LILLIAN BUCHANAN DRIVE
ELEV: 600.32'

PROJECT BM:
NAVD 88 (GPS DERIVED)

Know what's below. Call before you dig.

0' 10' 20' 40' 60'
DRAWING SCALE (1"=20')

Catalyst DESIGN GROUP

ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

SITE PLAN SUBMITTAL

THE MAYFIELD BY BROADSTONE

31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

NO.	DATE	DESCRIPTION

DRAWING TITLE
DETAILED GRADING & DRAINAGE PLAN

PROJECT NUMBER
20250029

DRAWING NUMBER
C6.2

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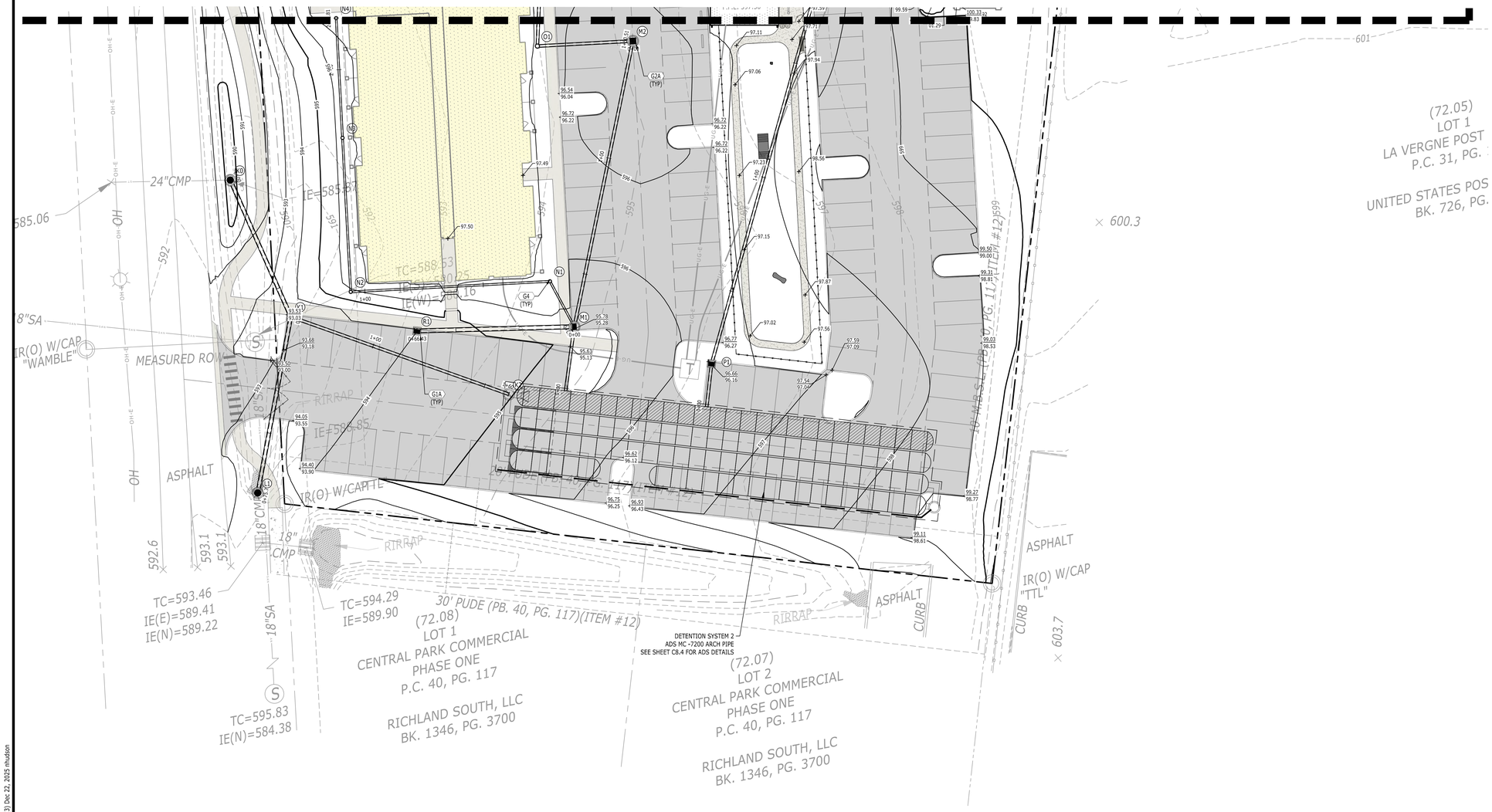

GRADING & DRAINAGE KEYNOTES		
CODE	DESCRIPTION	DET #/SHT #
G1A	CURB INLET	4 / C8.3
G1B	DOUBLE CURB INLET	7 / C8.3
G2A	CATCH BASIN	1 / C8.3
G3	JUNCTION MANHOLE	6 / C8.3
G4	NYLOPLAST BASIN	8 / C8.3
G5	CLEANOUT	
G6	DETENTION POND OUTLET STRUCTURE	
G8B	CONCRETE HEADWALL - WINGED	3 / C8.3
G11	BUILDING DOWNSPOUT CONNECTION	5 / C8.3
G13	CONCRETE FLUME	2 / C8.3
G16	SILT FENCE	
G18A	FILTER FABRIC INLET PROTECTION	
G18B	DANDY BAG INLET PROTECTION	

LEGEND	
STORM PIPE & INLET	
SPOT ELEVATION	0.00
PROPOSED CONTOUR ELEV.	90
DRAINAGE STRUCTURE	C1

BMP WATER QUALITY STRUCTURE NOTES:

BMP STRUCTURE DETENTION SYSTEM 1:
1YR - 24HR PEAK:
Q_P= 18.72 CFS
WQ_V= 18,078 FT^3

BMP STRUCTURE DETENTION SYSTEM 2:
1YR - 24HR PEAK:
Q_P= 7.17 CFS
WQ_V= 6,934 FT^3

SITE BM: PKNAIL IN CONCRETE SIDEWALK, EAST SIDE OF LILLIAN BUCHANAN DRIVE
ELEV: 600.32'

PROJECT BM:
NAVD 88 (GPS DERIVED)

Know what's below. Call before you dig.

0' 10' 20' 40' 60'
DRAWING SCALE (1"=20')

Catalyst DESIGN GROUP

ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

SITE PLAN SUBMITTAL

THE MAYFIELD BY BROADSTONE

31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

NO.	DATE	DESCRIPTION

DRAWING TITLE
DETAILED GRADING & DRAINAGE PLAN

PROJECT NUMBER
20250029

DRAWING NUMBER
C6.3

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STRUCTURE TABLE		
CODE	DESCRIPTION	TOP GRATE
A0	6' HEADWALL	586.75
A1	36"X72" DOUBLE CURB INLET	589.00
B1	36"X36" SINGLE CURB INLET	592.33
B2	36"X36" SINGLE CURB INLET	590.78
C1	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	595.19
C2	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	595.81
C3	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	596.47
C4	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	596.76
D1	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	595.57
D2	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	596.44
E1	36"X36" SINGLE CURB INLET	592.62
F1	48" SLAB TOP MANHOLE	595.70
F2	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	597.85
F4	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	597.82
F5	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	597.97
F6	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	598.10
F7	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	597.97
F8	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	597.97
F9	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	598.47
G1	48" SLAB TOP MANHOLE	596.55

STRUCTURE TABLE		
CODE	DESCRIPTION	TOP GRATE
G2	36" CATCH BASIN	596.05
G3	NYLOPLAST 24 INCH BASIN - 24 DIA FRAME	597.93
G4	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	597.87
H1	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	596.87
H2	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	596.93
H3	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	596.96
H4	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	597.01
I1	36" CATCH BASIN	595.30
I2	36" CATCH BASIN	595.31
J1	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	597.88
J2	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	597.87
K0	48" CONCENTRIC MANHOLE	590.00
K1	36"X36" SINGLE CURB INLET	593.06
L1	48" CONCENTRIC MANHOLE	593.26
M1	SINGLE CURB INLET - ROUND (4' DIAMETER)	595.32
M2	36" CATCH BASIN	595.25
N1	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	596.53
N2	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	595.73
N3	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	596.38
N4	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	597.36

STRUCTURE TABLE		
CODE	DESCRIPTION	TOP GRATE
O1	NYLOPLAST 24 INCH BASIN - 24 DIA FRAME	596.94
O3	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	596.95
O4	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	597.19
P1	36"X36" SINGLE CURB INLET	596.19
P2	36"X36" SINGLE CURB INLET	597.08
P4	36"X36" SINGLE CURB INLET	595.67
P5	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	596.70
P6	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	596.15
P7	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	596.46
P8	NYLOPLAST 18 INCH BASIN - 18 DIA FRAME	596.98
Q1	36"X36" SINGLE CURB INLET	594.42
R1	36"X36" SINGLE CURB INLET	594.00

PIPE TABLE							
FROM CODE	FROM INV	TO CODE	TO INV.	GRADE (%)	SIZE (INCHES)	LENGTH (L.F.)	TYPE
DET 2	586.67	K1	586.19	0.50%	12"	98	HDPE
DET 1	586.34	A1	585.35	0.50%	15"	198	RCP
A1	585.35	A0	584.81	0.50%	15"	108	RCP
B1	587.24	DET 1	587.16	0.50%	12"	16	HDPE
B2	587.99	B1	587.24	0.50%	12"	150	HDPE
C1	587.39	DET 1	587.23	1.00%	8"	16	HDPE
C2	588.20	C1	587.39	1.00%	8"	81	HDPE
C3	588.95	C2	588.20	1.00%	8"	75	HDPE
C4	590.12	C3	588.95	1.00%	8"	118	HDPE
D1	587.58	C1	587.39	0.96%	8"	20	HDPE
D2	588.84	D1	587.58	1.00%	8"	126	HDPE
E1	587.26	DET 1	587.17	1.00%	12"	9	HDPE
F1	587.27	DET 1	587.10	0.50%	18"	33	HDPE
F2	588.03	F1	587.27	1.00%	8"	76	HDPE
F4	589.28	F3	588.80	0.98%	8"	49	HDPE
F5	589.97	F4	589.28	1.00%	8"	69	HDPE
F6	590.72	F5	589.97	1.00%	8"	75	HDPE
F7	591.10	F6	590.72	1.00%	8"	37	HDPE
F8	591.47	F7	591.10	1.00%	8"	37	HDPE
F9	592.02	F8	591.47	1.00%	8"	55	HDPE

PIPE TABLE							
FROM CODE	FROM INV	TO CODE	TO INV.	GRADE (%)	SIZE (INCHES)	LENGTH (L.F.)	TYPE
G1	589.36	F1	587.27	1.30%	12"	160	HDPE
G2	591.14	G1	589.36	1.83%	12"	97	HDPE
G3	591.59	G2	591.14	1.00%	8"	45	HDPE
G4	592.47	G3	591.59	1.00%	8"	88	HDPE
H1	589.53	TEE	589.02	1.00%	8"	51	HDPE
H2	590.69	H1	589.53	1.00%	8"	116	HDPE
H3	591.49	H2	590.69	1.00%	8"	79	HDPE
H4	591.88	H3	591.49	1.00%	8"	39	HDPE
I1	590.15	G1	589.36	1.00%	12"	79	HDPE
I2	590.85	I1	590.15	1.00%	12"	70	HDPE
J1	589.94	G1	589.36	1.00%	8"	58	HDPE
J2	590.57	J1	589.94	1.00%	8"	63	HDPE
K1	586.19	K0	585.87	0.50%	15"	63	RCP
L1	588.85	K1	586.19	3.51%	15"	76	RCP
M1	587.57	DET 2	587.43	0.50%	12"	27	HDPE
M2	588.19	M1	587.57	0.50%	12"	123	HDPE
N1	587.79	M1	587.57	0.99%	8"	22	HDPE
N2	588.63	N1	587.79	1.00%	8"	84	HDPE
N3	589.28	N2	588.63	1.00%	8"	65	HDPE
N4	589.79	N3	589.28	1.00%	8"	51	HDPE

PIPE TABLE							
FROM CODE	FROM INV	TO CODE	TO INV.	GRADE (%)	SIZE (INCHES)	LENGTH (L.F.)	TYPE
O1	588.59	M2	588.19	1.00%	12"	40	HDPE
O3	589.55	O2	588.80	1.00%	8"	76	HDPE
O4	590.17	O3	589.55	1.00%	8"	62	HDPE
P1	587.63	DET 2	587.45	1.00%	12"	18	HDPE
P2	590.69	P1	587.63	1.89%	12"	162	HDPE
P4	591.66	P3	590.78	0.50%	12"	177	HDPE
P5	592.11	P4	591.83	1.00%	8"	28	HDPE
P6	593.57	P5	592.11	1.00%	8"	146	HDPE
P7	594.12	P6	593.57	1.00%	8"	56	HDPE
P8	594.83	P7	594.12	1.00%	8"	71	HDPE

Catalyst DESIGN GROUP

ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

SITE PLAN SUBMITTAL

THE MAYFIELD BY BROADSTONE

31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

NO.	DATE	DESCRIPTION

DRAWING TITLE
STORM PIPE & STRUCTURE TABLES

PROJECT NUMBER
20250029

DRAWING NUMBER
C6.4

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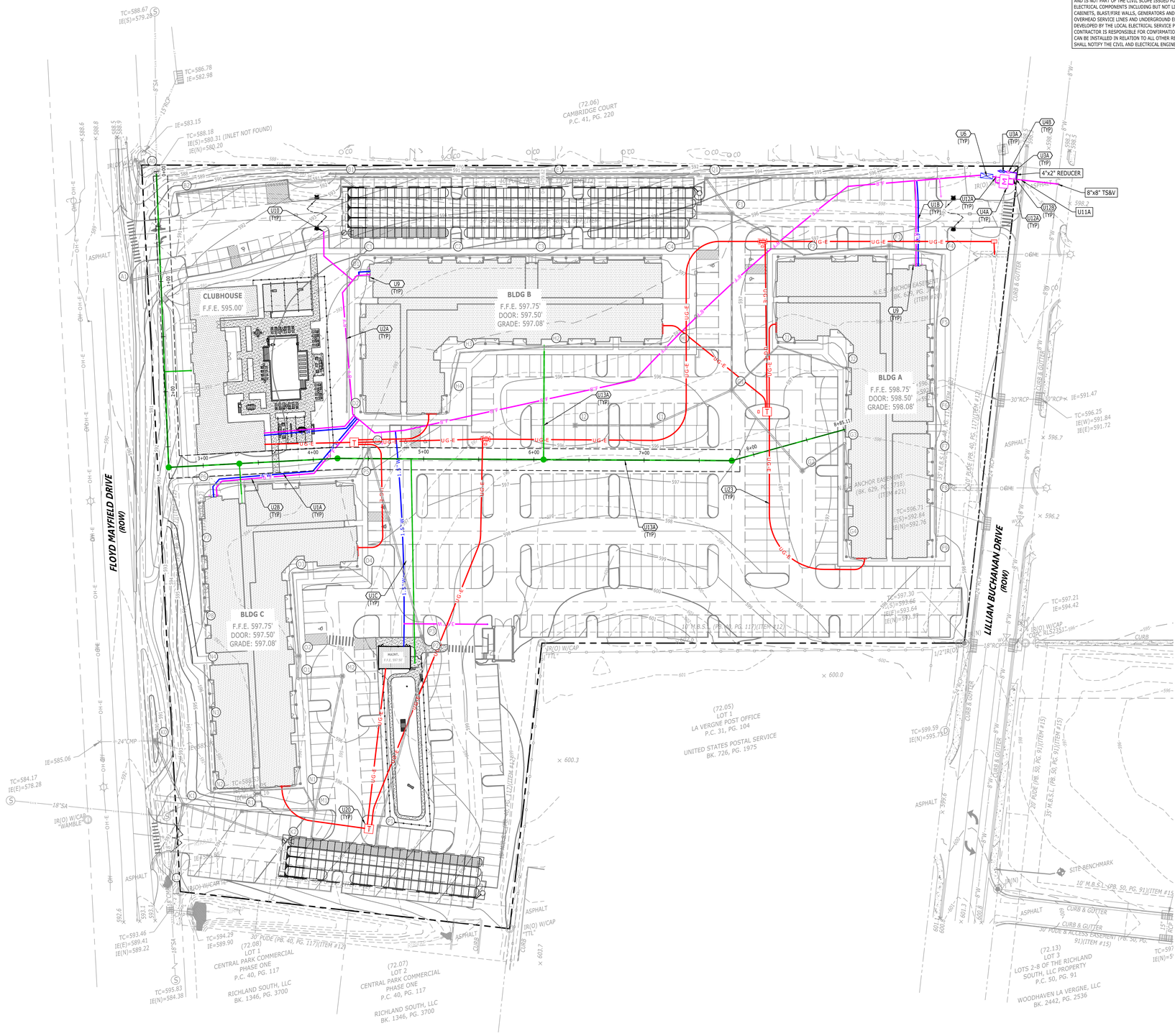

SITE ELECTRICAL COORDINATION

THE SITE ELECTRICAL INFORMATION SHOWN ON THE CIVIL DRAWINGS IS INCLUDED AS A REFERENCE ONLY, AND IS NOT PART OF THE CIVIL SCOPE ISSUED FOR CONSTRUCTION IN THESE DOCUMENTS. ALL SITE ELECTRICAL COMPONENTS INCLUDING BUT NOT LIMITED TO TRANSFORMERS, SWITCH GEARS, TERMINATING CABINETS, BLAST/FIRE WALLS, GENERATORS AND PADS, SERVICE RISER POLES, DOWN-GUY WIRES, OVERHEAD SERVICE LINES AND UNDERGROUND ELECTRICAL CONDUITS ARE TO BE CONSTRUCTED PER PLANS DEVELOPED BY THE LOCAL ELECTRICAL SERVICE PROVIDER AND THE PROJECT ELECTRICAL ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR CONFIRMATION THAT ALL NECESSARY SITE ELECTRICAL COMPONENTS CAN BE INSTALLED IN RELATION TO ALL OTHER REQUIRED SITE FEATURES DEPICTED ON THE PLANS, AND SHALL NOTIFY THE CIVIL AND ELECTRICAL ENGINEER SHOULD A CONFLICT ARISE.

UTILITY KEYNOTES

CODE	DESCRIPTION	DET #/SHT #
U1A	WATER LINE (6")	
U1B	WATER LINE (4")	
U1C	WATER LINE (1.5")	
U2A	FIRE LINE (8")	
U2B	FIRE LINE (6")	
U3A	IRRIGATION LINE (2")	
U4A	WATER METER (8")	3 / C8.2
U4B	WATER METER (2")	
U6	DOUBLE DETECTOR CHECK VALVE ASSEMBLY (8")	2 / C8.2
U7	WATER BLOCKING/KICKERS	7 / C8.2
U8	POST INDICATOR VALVE	
U9	FIRE DEPARTMENT CONNECTION	
U10	FIRE HYDRANT ASSEMBLY	4 / C8.2
U11A	WATER VALVE (8")	
U11B	WATER VALVE	
U12A	TEE 8"X6"	
U12B	TEE 8"X4"	
U13A	SANITARY SEWER LINE (8")	
U13B	SANITARY SEWER LINE (SPECIFY SIZE)	
U15	SANITARY SEWER MANHOLE	10/ C8.2
U16	SANITARY SEWER CLEANOUT	
U20	ELECTRIC TRANSFORMER	
U21	UNDERGROUND ELECTRIC LINE	
U22	OVERHEAD ELECTRIC LINE	
U23	UNDERGROUND COMMUNICATION LINE	
U24	OVERHEAD COMMUNICATION LINE	
U25	SITE LIGHTING	
U26	CONDUIT SLEEVES (SPECIFY NUMBER & SIZE)	

LEGEND

WATER LINE	W
FIRE LINE	F
GAS LINE	GAS
CLEANOUT ON SANITARY SEWER LINE	
PROPOSED FIRE HYDRANT	
UNDERGROUND ELECTRIC	U/G-E

FIRE HYDRANT FLOW TEST RESULTS

MONITORING HYDRANT (MWS ID: XXXXX):
STATIC PRESSURE: XX PSI
RESIDUAL PRESSURE: XX PSI
FLOW RATE: XXX GPM
FLOWING HYDRANT (MWS ID: XXXXX):
FLOW RATE: XXX GPM
PERFORMED BY: XXX
DATE: XXX
TIME: XXX

N

0' 20' 40' 80' 120'
DRAWING SCALE (1"=40')

Catalyst DESIGN GROUP

ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

SITE PLAN SUBMITTAL

THE MAYFIELD BY BROADSTONE

31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

NO.	DATE	DESCRIPTION

DRAWING TITLE
UTILITY PLAN

PROJECT NUMBER
20250029

DRAWING NUMBER
C7.0

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SITE ELECTRICAL COORDINATION

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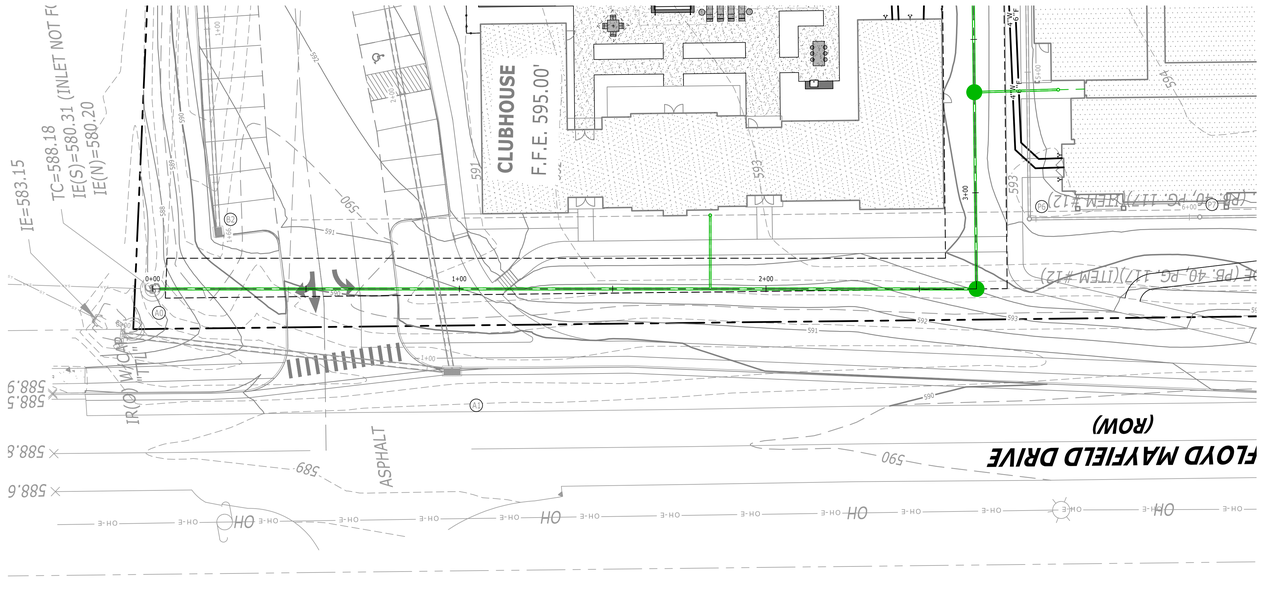
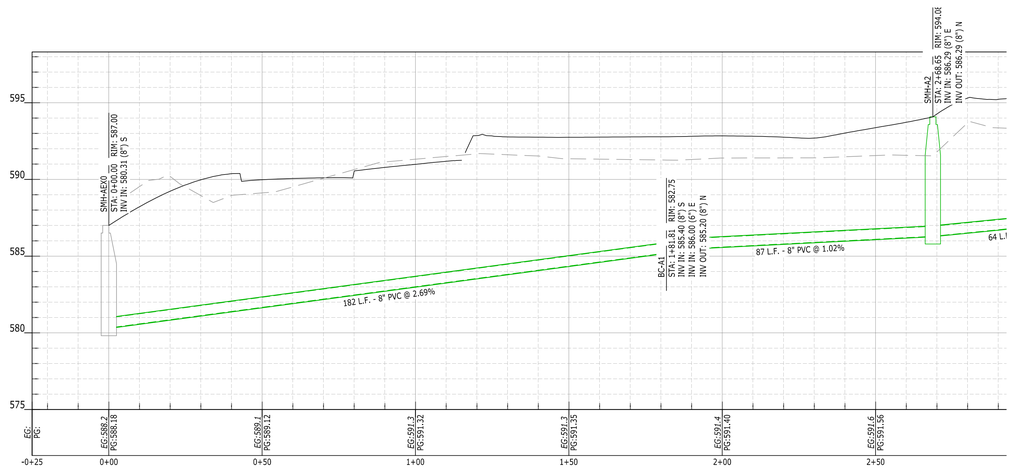
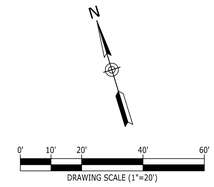


8" PUBLIC SANITARY - LINE A





Catalyst DESIGN GROUP

ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

SITE PLAN SUBMITTAL

THE MAYFIELD BY BROADSTONE

31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

NO.	DATE	DESCRIPTION

DRAWING TITLE

PUBLIC SANITARY SEWER PLAN & PROFILE

PROJECT NUMBER
20250029

DRAWING NUMBER
C7.1

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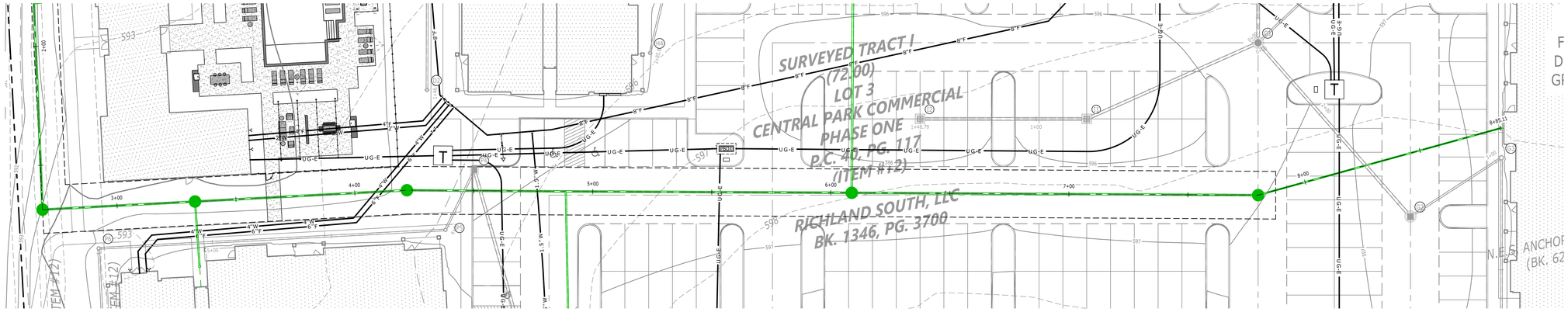
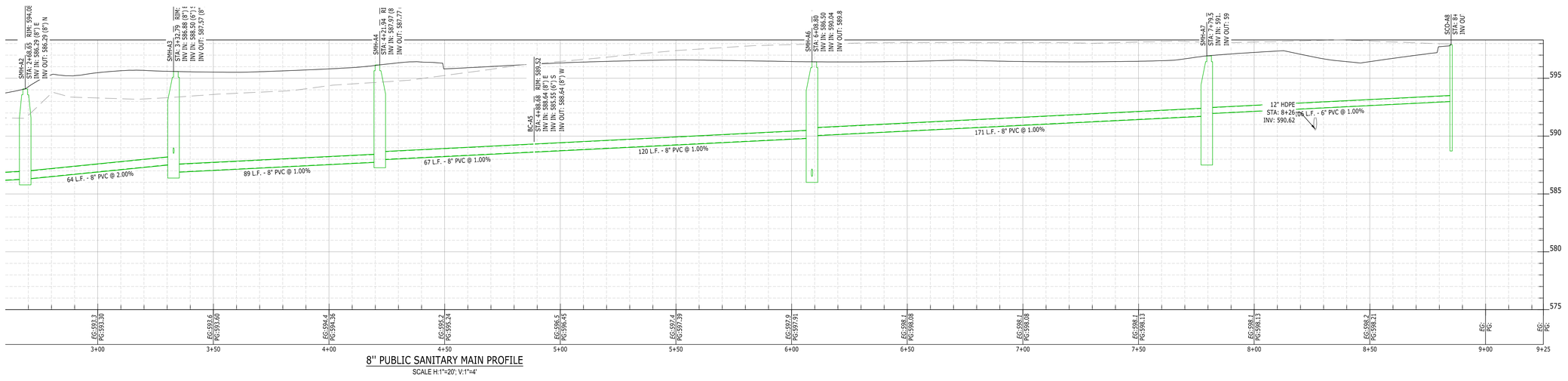
SITE ELECTRICAL COORDINATION

THE SITE ELECTRICAL INFORMATION SHOWN ON THE CIVIL DRAWINGS IS INCLUDED AS A REFERENCE ONLY, AND IS NOT PART OF THE CIVIL SCOPE ISSUED FOR CONSTRUCTION IN THESE DOCUMENTS. ALL SITE ELECTRICAL COMPONENTS INCLUDING BUT NOT LIMITED TO TRANSFORMERS, SWITCH GEARS, TERMINATING CABINETS, BLAST/FIRE WALLS, GENERATORS AND PADS, SERVICE RISER POLES, DOWN-GUY WIRES, OVERHEAD SERVICE LINES AND UNDERGROUND ELECTRICAL CONDUITS ARE TO BE CONSTRUCTED PER PLANS DEVELOPED BY THE LOCAL ELECTRICAL SERVICE PROVIDER AND THE PROJECT ELECTRICAL ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR CONFIRMATION THAT ALL NECESSARY SITE ELECTRICAL COMPONENTS CAN BE INSTALLED IN RELATION TO ALL OTHER REQUIRED SITE FEATURES DEPICTED ON THE PLANS, AND SHALL NOTIFY THE CIVIL AND ELECTRICAL ENGINEER SHOULD A CONFLICT ARISE.





8'' PUBLIC SANITARY MAIN PROFILE

SCALE H:1"=20', V:1"=4'

P:\2025\20250029_alliance\evergne multifamily\dwg\construction\20250029_SAN P & P.dwg-C7.1 PUBLIC SAN P AND P (2) Dec 22, 2025 rhudson

ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

THE MAYFIELD BY BROADSTONE

SITE PLAN SUBMITTAL

31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

NO.	DATE	DESCRIPTION

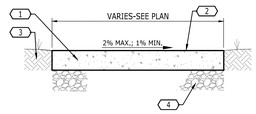
DRAWING TITLE

PUBLIC SANITARY SEWER PLAN & PROFILE

PROJECT NUMBER
20250029

DRAWING NUMBER
C7.2

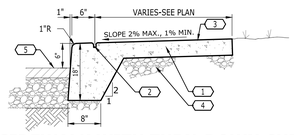
KEYNOTES	
CODE	DESCRIPTION
1	3500 PSI CONCRETE, 4" THICK WITH FIBERFORCE 350 FIBER REINFORCEMENT AT A DOSING RATE OF 1.0 LBS/CY., BROOM FINISH; CROSS SLOPE 2% MAX., 1% MIN.
2	PROVIDE CONTRACTION AND EXPANSION JOINTS AT SPECIFIED INTERVALS. SEE SIDEWALK JOINTING DETAILS AND PROJECT SPECIFICATIONS.
3	TOPSOIL; PLACE WITHIN ½" OF WALKWAY SURFACE
4	4" MINERAL AGGREGATE BASE



11 CONCRETE SIDEWALK

NOT TO SCALE

KEYNOTES	
CODE	DESCRIPTION
1	3500 PSI CONCRETE, 4" THICK WITH FIBERFORCE 350 FIBER REINFORCEMENT AT A DOSING RATE OF 1.0 LBS/CY.; USE 8" THICKNESS WHERE HS-20-44 LOADING IS REQUIRED (SEE PLANS); BROOM FINISH
2	SCORE JOINT; REFER TO DETAIL
3	PROVIDE CONTRACTION AND EXPANSION JOINTS AT SPECIFIED INTERVALS. SEE SIDEWALK JOINTING DETAILS AND PROJECT SPECIFICATIONS.
4	4" MINERAL AGGREGATE OR SAND BASE; USE 6" AGGREGATE BASE WHERE HS-20-44 LOADING IS REQUIRED (SEE PLANS)
5	PAVEMENT; REFER TO DETAIL

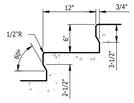


12 SIDEWALK WITH TURN-DOWN CURB

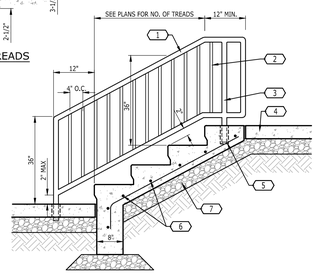
NOT TO SCALE

NOTES:
1. SLOPE STEPS 1/8" TO FRONT FOR DRAINAGE.
2. USE 3500 PSI CONCRETE AND ASTM GRADE 60 STEEL.

KEYNOTES	
CODE	DESCRIPTION
1	1-1/2" O.D. STEEL PIPE RAIL (TYP). GRIND WELDS SMOOTH, PRIME WITH 2 COATS OF RUST RESISTANT PRIMER AND PAINT WITH TWO COATS OF ENAMEL. COLOR TO BE SELECTED BY THE ARCHITECT.
2	1/2" SQ. 14 GA. TUBULAR STEEL PICKETS 4" O.C.
3	1-1/2" O.D. TUBULAR STEEL POST
4	CONCRETE SIDEWALK; REFER TO DETAIL
5	2" SQ. TUBULAR STEEL SLEEVE FOR POST. GROUT POST IN PLACE WITH NON-SHRINK GROUT. 4" DEEP, CAST IN PLACE.
6	No. 3 BARS 8" APART EACH WAY
7	4" MINERAL AGGREGATE BASE



TREADS

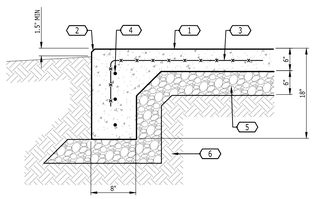


13 CONCRETE STAIRS WITH HANDRAIL

NOT TO SCALE

KEYNOTES	
CODE	DESCRIPTION
1	4000 P.S.I. CONCRETE PAD WITH SMOOTH TROWELLED FINISH
2	1" CHAMFER ALL AROUND
3	6X6 x W29 x W2.9 W.W.F.
4	3 No. 4 BARS, CONTINUOUS
5	CRUSHED AGGREGATE BASE
6	COMPACTED SUBGRADE

NOTES:
1. REFER TO PLANS FOR SLAB SIZE.
2. PROVIDE 1/2" EXPANSION JOINT WHERE ADJACENT TO RIGID MATERIAL.
3. SLOPE SLAB 1% MIN, 2% MAX.

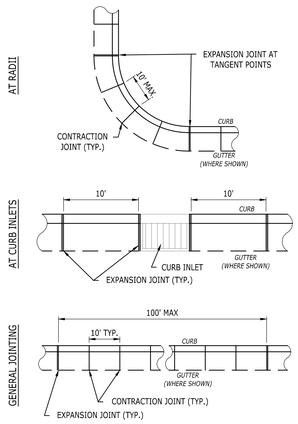


14 HEAVY DUTY UTILITY PAD

NOT TO SCALE

NOTES:

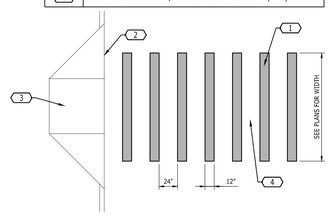
1. PROVIDE JOINTS MEETING THE FOLLOWING REQUIREMENTS:
   - 1.1. **CONTRACTION (CONTROL) JOINTS**: SAW CUT JOINTS TO ONE-QUARTER THE DEPTH OF THE CURB OR CURB/GUTTER SECTION.
   - 1.2. **EXPANSION JOINTS:** INSTALL ½" PREFORMED EXPANSION JOINT MATERIAL TO FULL DEPTH OF CURB OR CURB/GUTTER SECTION. CUT TO ½" INSET FROM TOP SURFACE OF CURB.
2. PROVIDE JOINTING AT INTERVALS AS NOTED HEREIN, ON THE PLANS, AND/OR IN THE SPECIFICATIONS. JOINTING INTERVALS MAY BE REDUCED BASED ON SITE GEOMETRY, LOCATION OF OBSTRUCTIONS, ALIGNMENT WITH CURB/SIDEWALK JOINTING, AND OTHER FACTORS.
3. ALL CURB JOINTS SHALL BE INSTALLED PERPENDICULAR TO THE FACE OF THE CURB.
4. REFER TO CURB RAMP DETAIL(S) FOR EXPANSION JOINT REQUIREMENTS AT ACCESSIBLE PATHS AND CURB RAMPS.
5. ALIGN CURB JOINTS WITH JOINTS OF CORRESPONDING TYPES (CONTRACTION OR EXPANSION) IN ADJOINING SIDEWALKS OR CONCRETE PAVEMENT. SEE DETAILS ELSEWHERE FOR SIDEWALK AND CONCRETE PAVEMENT JOINTING, WHERE APPLICABLE.
6. ADDITIONAL JOINTING REQUIREMENTS MAY APPLY BETWEEN SEPARATE CURB OR CURB/GUTTER AND CONCRETE PAVEMENT. SEE CONCRETE PAVEMENT JOINTING DETAILS ELSEWHERE, WHERE APPLICABLE.



8 CONCRETE CURB JOINTS

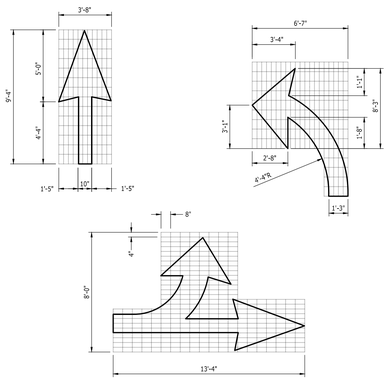
NOT TO SCALE

KEYNOTES	
CODE	DESCRIPTION
1	PEDESTRIAN CROSSWALK; MARKINGS SHALL BE SOLID WHITE PAINTED ON ASPHALT; PAINT 12" WIDE STRIPES AS INDICATED WITH PORTER "TRAFFIC WHITE" PAINT OR APPROVED EQUAL; CROSSWALK SHALL BE IN COMPLIANCE WITH ADAAG 403.3.
2	FACE OF CURB
3	ACCESSIBLE RAMP; SEE DETAIL
4	MAX. 2% CROSS SLOPE; MAX. 5% RUNNING SLOPE (TYP.)



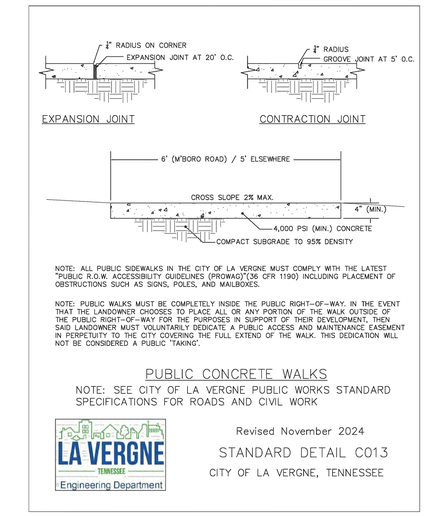
9 PEDESTRIAN CROSSWALK

NOT TO SCALE



10 PAINTED DIRECTIONAL ARROWS

NOT TO SCALE



NOTE: ALL PUBLIC SIDEWALKS IN THE CITY OF LA VERGNE MUST COMPLY WITH THE LATEST "PUBLIC R.O.W. ACCESSIBILITY GUIDELINES (PROWAG)"(36 CFR 1190) INCLUDING PLACEMENT OF OBSTRUCTIONS SUCH AS SIGNS, POLES, AND MAILBOXES.

NOTE: PUBLIC WALKS MUST BE COMPLETELY INSIDE THE PUBLIC RIGHT-OF-WAY. IN THE EVENT THAT THE LANDOWNER CHOOSES TO PLACE ALL OR ANY PORTION OF THE WALK OUTSIDE OF THE PUBLIC RIGHT-OF-WAY FOR THE PURPOSES IN SUPPORT OF THEIR DEVELOPMENT, THEN SAID LANDOWNER MUST VOLUNTARILY DEDICATE A PUBLIC ACCESS AND MAINTENANCE EASEMENT IN PERPETUITY TO THE CITY COVERING THE FULL EXTEND OF THE WALK. THIS DEDICATION WILL NOT BE CONSIDERED A PUBLIC 'TAKING'.

PUBLIC CONCRETE WALKS

NOTE: SEE CITY OF LA VERGNE PUBLIC WORKS STANDARD SPECIFICATIONS FOR ROADS AND CIVIL WORK

LA VERGNE TENNESSEE Engineering Department

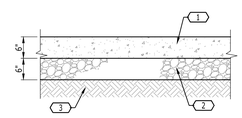
Revised November 2024

STANDARD DETAIL C013

CITY OF LA VERGNE, TENNESSEE

4 PUBLIC CONCRETE WALK (C013)

NOT TO SCALE

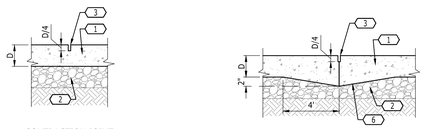


KEYNOTES	
CODE	DESCRIPTION
1	4000 PSI CONCRETE WITH FIBERFORCE 350 FIBER REINFORCEMENT AT A DOSING RATE OF 1.0 LBS/CY.
2	COMPACTED MINERAL AGGREGATE BASE
3	COMPACTED SUBGRADE

NOTE: REFER TO DETAILS ELSEWHERE FOR JOINTING OF CONCRETE PAVEMENT.

5 CONCRETE PAVEMENT

NOT TO SCALE



CONTRACTION JOINT

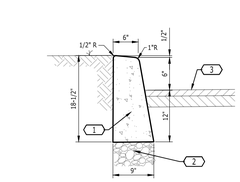
CONSTRUCTION JOINT

KEYNOTES	
CODE	DESCRIPTION
1	CONCRETE PAVEMENT; THICKNESS, STRENGTH & REINFORCEMENT PER DETAIL ELSEWHERE
2	CRUSHED STONE BASE PER DETAIL ELSEWHERE
3	SAW CUT JOINT; DEPTH AS SHOWN
4	EPOXY-COATED NO. 4 DEFORMED STEEL BARS @ 30" O.C.; 24" LENGTH; PLACE AT MID-DEPTH OF SLAB
5	½" EXPANSION JOINT MATERIAL WITH SEALANT POCKET. APPLY ½" MIN. DEPTH SIKAFLEX 2c-SL ELASTOMERIC SEALANT; RECESS SEALANT ½" MIN. BELOW CONCRETE SURFACE
6	THICKENED EDGE; DEPTH AS SHOWN

NOTES:

1. CONTRACTOR SHALL SUBMIT A SITE-SPECIFIC CONCRETE JOINTING DIAGRAM FOR REVIEW BY THE ENGINEER, AS WELL AS ALL JOINTING MATERIALS.
2. REFER TO PLANS AND/OR SPECIFICATIONS FOR ADDITIONAL CONCRETE JOINTING INSTRUCTIONS.
3. PROVIDE JOINTING AT INTERVALS AS NOTED HEREIN, ON THE PLANS, AND/OR IN THE SPECIFICATIONS. JOINTING INTERVALS MAY BE REDUCED BASED ON SITE GEOMETRY, LOCATION OF OBSTRUCTIONS, ALIGNMENT WITH CURB/SIDEWALK JOINTING, AND OTHER FACTORS. INDIVIDUAL PANELS SHALL NOT EXCEED A LENGTH-TO-WIDTH RATIO OF 1.5 TO 1.
4. WHEN A NEW CONCRETE SLAB ABUTS AN EXISTING OR PROPOSED CONCRETE SLAB OF GREATER THICKNESS, PROVIDE AN ISOLATION JOINT WITH A THICKENED EDGE EQUAL TO THE DEPTH OF THE ADJOINING SLAB.
5. SEALED JOINTS SHALL BE FREE FROM DUST AND DEBRIS PRIOR TO APPLYING SEALANT. IF NECESSARY, RE-SAW JOINTS TO ACHIEVE A CLEAN JOINT SURFACE FOR ADHESION.
6. SUBMIT ALTERNATE SEALANT PRODUCTS TO THE ENGINEER FOR REVIEW PRIOR TO APPLICATION. ISOLATION JOINT CAPS (PLASTIC OR OTHERWISE) SHALL NOT BE CONSIDERED A SUBSTITUTE FOR ELASTOMERIC SEALANT.
7. THICKENED EDGES ARE NOT REQUIRED AT ISOLATION JOINTS WHICH ABUT ONLY DRAINAGE CASTINGS.
8. WHEREVER POSSIBLE, PAVEMENT JOINTS SHOULD ALIGN WITH CORRESPONDING JOINTS IN ADJOINING SLABS, CURBS, AND SIDEWALKS. WHEN THIS IS NOT POSSIBLE, PROVIDE AN ISOLATION JOINT BETWEEN INCOMPATIBLE FEATURES (IF ONE IS NOT OTHERWISE REQUIRED). TO SCALE
9. WHERE SLAB JOINTS INTERSECT WITH ADJOINING CURBS AT AN ANGLE, THE JOINT SHALL EXTEND PERPENDICULAR THROUGH THE CURB.
10. PROVIDE TIE-BAR REINFORCED JOINTS AT THE FOLLOWING LOCATIONS, OR WHERE OTHERWISE NOTED IN THE PLANS AND SPECIFICATIONS:
    - 10.1. AT THE FIRST JOINT INSET FROM AN UNRESTRAINED EDGE OF THE SLAB;
    - 10.2. AT THE CENTERLINE JOINT OF DRIVEWAYS AND ACCESS ROADS;
    - 10.3. AT ADJOINING CONCRETE GUTTERS WHEN POURED SEPARATELY.

6 CONCRETE PAVEMENT JOINTS



KEYNOTES	
CODE	DESCRIPTION
1	3500 PSI CONCRETE REINFORCED WITH FIBERFORCE 350 FIBER REINFORCEMENT AT A DOSING RATE OF 1.0 LBS/CY.
2	4" MINERAL AGGREGATE BASE - EXTEND FROM PAVEMENT SECTION
3	FINISHED PAVEMENT GRADE

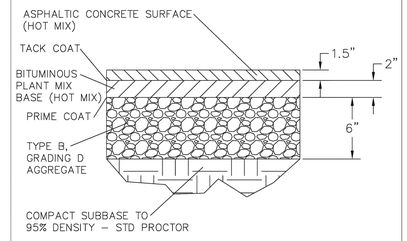
NOTE: REFER TO SEPARATE DETAIL & SPECIFICATIONS FOR JOINTING REQUIREMENTS.

7 CONCRETE POST CURB

NOT TO SCALE

THIS IS THE MINIMUM SECTION TO BE USED IN COMMERCIAL AND MULTI-FAMILY RESIDENTIAL PROJECTS. IT MUST ALSO BE USED IN INDUSTRIAL ZONES FOR CUSTOMER AND EMPLOYEE PARKING LOTS.

HEAVY-DUTY PAVING SECTIONS ARE TO BE DESIGNED BY THE DEVELOPER'S ENGINEER SPECIFIC TO THE LOADS AND TRAFFIC OF THE PROJECT.



STD. PAVEMENT SECTION - PRIVATE PARKING

NOTE: SEE CITY OF LA VERGNE PUBLIC WORKS STANDARD SPECIFICATIONS FOR ROADS AND CIVIL WORK

LA VERGNE TENNESSEE Engineering Department

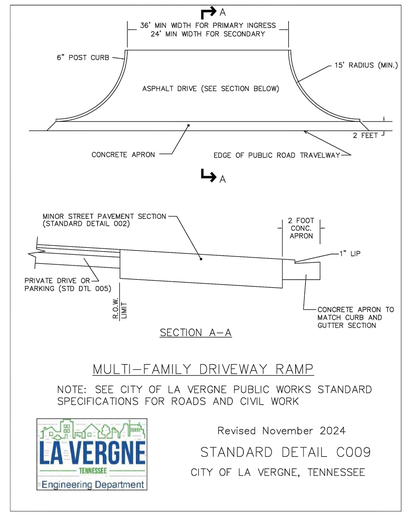
Revised November 2024

STANDARD DETAIL C005

CITY OF LA VERGNE, TENNESSEE

1 STANDARD PAVEMENT SECTION - PRIVATE PARKING(C005)

NOT TO SCALE



SECTION A-A

MULTI-FAMILY DRIVEWAY RAMP

NOTE: SEE CITY OF LA VERGNE PUBLIC WORKS STANDARD SPECIFICATIONS FOR ROADS AND CIVIL WORK

LA VERGNE TENNESSEE Engineering Department

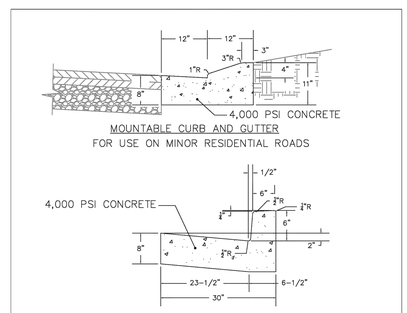
Revised November 2024

STANDARD DETAIL C009

CITY OF LA VERGNE, TENNESSEE

2 MULTI-FAMILY DRIVEWAY RAMP (C009)

NOT TO SCALE



MOUNTABLE CURB AND GUTTER FOR USE ON MINOR RESIDENTIAL ROADS

6" POST CURB AND GUTTER FOR ALL ROADS OTHER THAN MINOR RESIDENTIAL

CURB SECTIONS

NOTE: SEE CITY OF LA VERGNE PUBLIC WORKS STANDARD SPECIFICATIONS FOR ROADS AND CIVIL WORK

LA VERGNE TENNESSEE Engineering Department

Revised November 2024

STANDARD DETAIL C010

CITY OF LA VERGNE, TENNESSEE

3 CURB SECTIONS (C010)

NOT TO SCALE

Catalyst DESIGN GROUP

ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

THE MAYFIELD BY BROADSTONE

31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

SITE PLAN SUBMITTAL

NO.	DATE	DESCRIPTION

DRAWING TITLE

SITE DETAILS

PROJECT NUMBER
20250029

DRAWING NUMBER
C8.0

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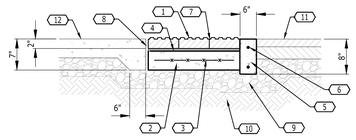
10 **RESERVED**
NOT TO SCALE

11 **RESERVED**
NOT TO SCALE

12 **RESERVED**
NOT TO SCALE

13 **RESERVED**
NOT TO SCALE

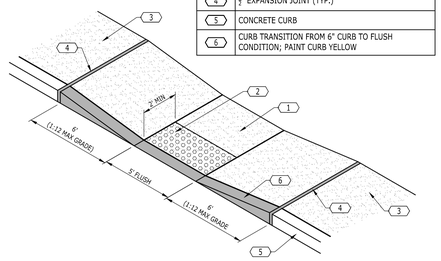
KEYNOTES	
CODE	DESCRIPTION
1	CONCRETE PAVERS; MANUFACTURED BY WAUSAU TILE CO.; ADA2 STYLE WITH FDX-5008 COLOR; OR APPROVED EQUAL
2	4" THICK CONCRETE PAD; PROVIDE WEEP HOLES AT LOW POINT OF PAD
3	6"x6"xW2.9xW2.9 W.W.F. CONCRETE REINFORCEMENT
4	1" MORTAR SETTING BED
5	TEXTURED CONCRETE BAND
6	NO. 4 BAR CONTINUOUS (2 TYP.)
7	MORTAR JOINT; ¼" MIN. WIDTH; (TYP.)
8	EXPANSION JOINT
9	6" MINERAL AGGREGATE BASE
10	COMPACTED SUBGRADE
11	VEHICULAR TRAVEL-WAY
12	PEDESTRIAN WALKWAY



SECTION "A - A"

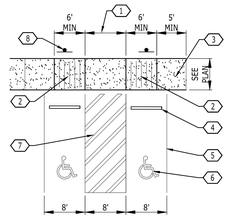
7 **TACTILE WARNING**
NOT TO SCALE

KEYNOTES	
CODE	DESCRIPTION
1	LANDING; MAX. 2% SLOPE IN ANY DIRECTION
2	TACTILE WARNING; OPTIONAL WHERE SIDEWALK ABUTS A PUBLIC STREET
3	5' LANDING; MAX. 2% SLOPE IN ANY DIRECTION (TYP.)
4	¼" EXPANSION JOINT (TYP.)
5	CONCRETE CURB
6	CURB TRANSITION FROM 6" CURB TO FLUSH CONDITION; PAINT CURB YELLOW



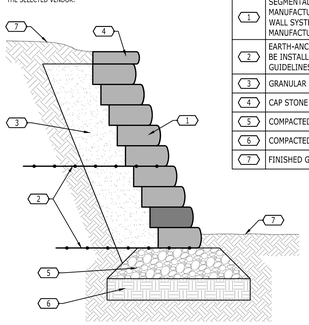
4 **ACCESSIBLE RAMP - PARALLEL**
NOT TO SCALE

KEYNOTES	
CODE	DESCRIPTION
1	LANDING; MAX. 2% SLOPE IN ANY DIRECTION; SIDEWALK FLUSH WITH PAVEMENT
2	RAMP; 1:12 MAX. SLOPE; TACTILE WARNING OPTIONAL
3	5' LANDING AREA WITH MAX. 2% SLOPE IN ANY DIRECTION; TYP. AT TOP OF ALL RAMPS
4	PRECAST CONCRETE WHEELSTOP; REFER TO DETAIL
5	PAINTED SPACE LINES TO BE SOLID WHITE LINES, 4" WIDE; MAX. 2% SLOPE IN ANY DIRECTION FOR PARKING SPACES AND ACCESS ISLES
6	PAINTED SCCESSIBLE SYMBOL; REFER TO DETAIL
7	8' WIDE VAN ACCESSIBLE ACCESS AISLE; REFER TO PLAN FOR LOCATIONS
8	ACCESSIBLE PARKING SIGN (TYP.); ADD VAN ACCESS SIGNS FOR SPACES EACH SIDE OF 8' ACCESS AISLES; REFER TO DETAIL



1 **ACCESSIBLE PARKING AREA**
NOT TO SCALE

NOTE:
THIS DIAGRAM IS SCHEMATIC AND BASED ON ASSUMED SITE CONDITIONS. THE CONTRACTOR SHALL SUBMIT DETAILED SHOP DRAWINGS PREPARED BY A QUALIFIED ENGINEER AND SHALL SPECIFY THE SELECTED VENDOR.

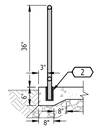


KEYNOTES	
CODE	DESCRIPTION
1	SEGMENTAL RETAINING WALL SYSTEM; MANUFACTURED BY KEYSTONE RETAINING WALL SYSTEMS OR OTHER APPROVED MANUFACTURER
2	EARTH-ANCHORED RESTRAINING GRID TO BE INSTALLED PER MANUFACTURER GUIDELINES
3	GRANULAR BACKFILL
4	CAP STONE FOR WALL SYSTEM
5	COMPACTED AGGREGATE BASE
6	COMPACTED SUBGRADE
7	FINISHED GRADE

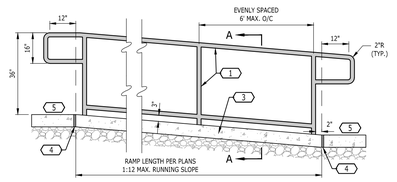
8 **SEGMENTAL RETAINING WALL**
NOT TO SCALE

KEYNOTES	
CODE	DESCRIPTION
1	1-1/2" O.D. STEEL PIPE, OR 1-1/2" SQUARE STEEL TUBE
2	2-1/2" I.D. PIPE SLEEVE CAST 4" DEEP; FILL WITH EPOXY GROUT; ROUND TOP OF GROUT TO PREVENT TRAPPING WATER
3	CONCRETE RAMP; MATCH SIDEWALK DETAIL ELSEWHERE; MAX. 2% CROSS-SLOPE
4	1/2" SEALED EXPANSION JOINT; SEE SIDEWALK JOINT DETAILS ELSEWHERE
5	LANDING; MAX. 2% SLOPE

NOTES:
1. ADJUSTMENTS TO HANDRAIL STYLE MAY BE MADE IN COORDINATION WITH THE PROJECT ARCHITECT, PROVIDED MINIMUM STANDARDS SHOWN HEREIN ARE MAINTAINED. SUBMIT SHOP DRAWINGS FOR ALL RAILINGS TO THE ENGINEER FOR REVIEW.
2. PROVIDE HANDRAIL ON BOTH SIDES OF RAMP.
3. VARIATIONS IN HANDRAIL HEIGHT ARE NOT ALLOWED.
4. RAMP SHALL HAVE A MINIMUM WIDTH OF 5' UNLESS OTHERWISE NOTED ON PLANS. CLEAR SPACE BETWEEN HANDRAILS SHALL BE NO LESS THAN 36".
5. LANDINGS AT CHANGES IN DIRECTION SHALL BE 5'x5' MIN. CLEAR DIMENSION.
6. HANDRAIL SHALL HAVE A SMOOTH FINISH AT ALL WELDED SURFACES AND BE PAINTED WITH TWO COATS RUST-RESISTANT PRIMER AND 2 COATS EXTERIOR ENAMEL; COLOR TO BE SELECTED BY THE ARCHITECT.
7. PROVIDE FALL PROTECTION RAIL WHERE RAMP ABUTS DROP OF 30" OR MORE.
8. PROVIDE CONTROL JOINTS AT INTERVALS MATCHING SIDEWALK DETAILS ELSEWHERE.

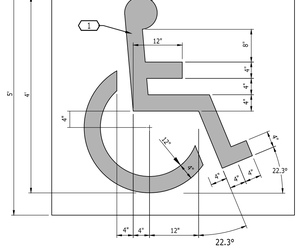


SECTION A-A



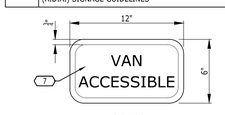
5 **RAMP WITH HANDRAIL**
NOT TO SCALE

KEYNOTES	
CODE	DESCRIPTION
1	ACCESSIBLE SYMBOL; PAINT ON ALL ACCESSIBLE SPACES; SYMBOL SHALL BE PAINTED WHITE ON A BLUE BACKGROUND



2 **HANDICAP SYMBOL**
NOT TO SCALE

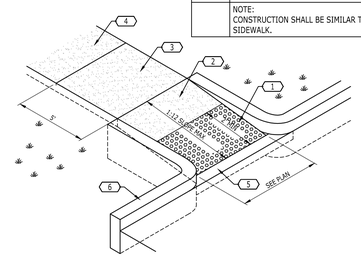
KEYNOTES	
CODE	DESCRIPTION
1	9 GA. SIGN BLANK WITH WITE BACKGROUND; ATTACH WITH THREE STAINLESS STEEL TAMPER-RESISTANT SCREWS
2	LEGEND (EXCEPT H.C. SYMBOL) AND BORDER SHALL BE GREEN
3	SILK-SCREENED INTERNATIONAL HANDICAP SYMBOL; WHITE ON BLUE BACKGROUND
4	ADDITIONAL SIGNAGE FOR "VAN ACCESSIBLE PARKING" SHALL BE PROVIDED WHERE ADJACENT TO 8' ACCESS AISLE
5	2"x2" STEEL TUBE; CLOSE TUBE END AND GRIND SMOOTH; PAINT BLACK
6	3000 PSI CONCRETE BASE; CENTERED ON THE ACCESSIBLE PARKING SPACE
7	WHITE BACKGROUND WITH GREEN LEGEND AND BORDER
	NOTE: SIGNAGE SHALL COMPLY WITH THE MOST CURRENT AMERICANS WITH DSABILITIES ACT (A.D.A.) SIGNAGE GUIDELINES



VAN ACCESS PLATE

6 **ACCESSIBLE PARKING SIGN**
NOT TO SCALE

KEYNOTES	
CODE	DESCRIPTION
1	TACTILE WARNING; INSTALL WHERE RAMP ABUTS PUBLIC STREET
2	CONCRETE RAMP
3	AREA OF MAX. 2% SLOPE IN ANY DIRECTION
4	CONCRETE SIDEWALK (5% MAX. GRADE, 2% MAX. CROSS-SLOPE)
5	MIN. 4" CONCRETE BAND
6	CONCRETE CURB
	NOTE: RAMP CONSTRUCTION SHALL BE SIMILAR TO 4" CONCRETE SIDEWALK.



3 **ACCESSIBLE RAMP**
NOT TO SCALE

9 **RESERVED**
NOT TO SCALE

Catalyst DESIGN GROUP

ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

SITE PLAN SUBMITTAL

THE MAYFIELD BY BROADSTONE

31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

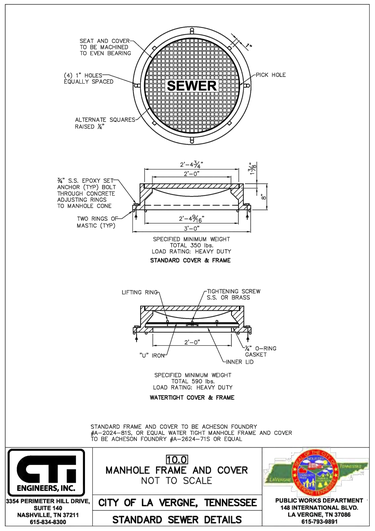
NO.	DATE	DESCRIPTION

DRAWING TITLE
SITE DETAILS

PROJECT NUMBER
20250029

DRAWING NUMBER
C8.1

P:\2025\20250029_alliance lavergne multifamily\dwg\construction\20250929_DET.dwg-C8.1 SITE DETAILS Dec 22, 2025 mudson



STANDARD FRAME AND COVER TO BE ACHESON FOUNDRY #A--2024--B1S, OR EQUAL WATER TIGHT MANHOLE FRAME AND COVER TO BE ACHESON FOUNDRY #A--2624--715 OR EQUAL

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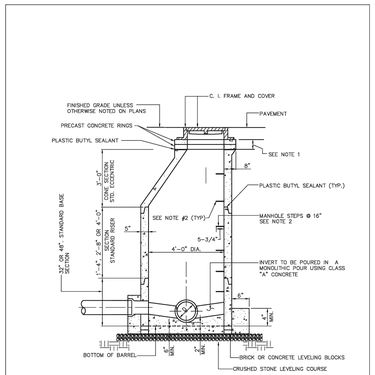
3354 PERIMETER HILL DRIVE, SUITE 140
NASHVILLE, TN 37211
615-834-8300

10.0
MANHOLE FRAME AND COVER
NOT TO SCALE
CITY OF LA VERGNE, TENNESSEE
STANDARD SEWER DETAILS

PUBLIC WORKS DEPARTMENT
148 INTERNATIONAL BLVD.
LA VERGNE, TN 37086
615-793-8891

9 MANHOLE FRAME AND COVER
NOT TO SCALE



NOTE:
1. FOR BRINGING MANHOLE FRAME AND COVER TO GRADE, USE PRECAST CONCRETE OR CAST IRON RINGS.
2. 3/8 STEEL REINFORCED ROD ENCAPSULATED IN POLYPROPYLENE PLASTIC OR ALUMINUM ALLOY SEE SPECIFICATIONS.
3. RESILIENT CONNECTORS REQUIRED FOR ALL PIPES, REFER TO DETAIL AND SPECIFICATIONS.

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615-834-8300

3.0
PRECAST CONCRETE MANHOLE
NOT TO SCALE
CITY OF LA VERGNE, TENNESSEE
STANDARD SEWER DETAILS

PUBLIC WORKS DEPARTMENT
148 INTERNATIONAL BLVD.
LA VERGNE, TN 37086
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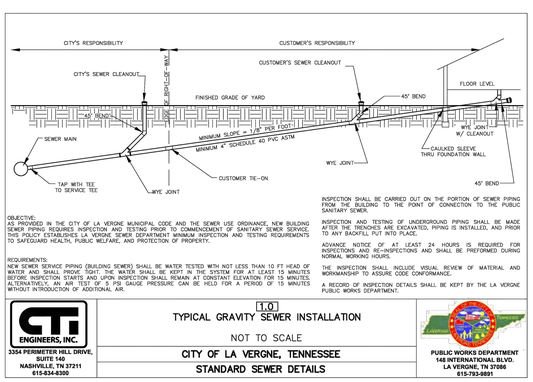
10 PRECAST CONCRETE MANHOLE
NOT TO SCALE



OBJECTIVE:
AS PROVIDED IN THE CITY OF LA VERGNE MUNICIPAL CODE AND THE SEWER USE ORDINANCE, NEW BUILDING SEWER PIPING REQUIRES INSPECTION, AND TESTING PRIOR TO COMMENCEMENT OF SANITARY SEWER SERVICE. THIS POLICY ESTABLISHES LA VERGNE SEWER DEPARTMENT MINIMUM INSPECTION AND TESTING REQUIREMENTS TO SAFEGUARD HEALTH, PUBLIC WELFARE, AND PROTECTION OF PROPERTY.

REQUIREMENTS:
NEW SEWER SERVICE PIPING (BUILDING SEWER) SHALL BE WATER TESTED WITH NOT LESS THAN 10 FT HEAD OF WATER (4.3 PSI) INSTALL PRIOR TO USE. THE WATER SHALL BE KEPT IN THE SYSTEM FOR 15 MINUTES BEFORE INSPECTION STARTS AND UPON INSPECTION SHALL REMAIN AT CONSTANT ELEVATION FOR 15 MINUTES. ALTERNATIVELY, AN AIR TEST OF 5 PSI GAUGE PRESSURE CAN BE HELD FOR A PERIOD OF 15 MINUTES WITHOUT INTRODUCTION OF ADDITIONAL AIR.

INSPECTION SHALL BE CARRIED OUT ON THE PORTION OF SEWER PIPING FROM THE BUILDING TO THE POINT OF CONNECTION TO THE PUBLIC SANITARY SEWER.

INSPECTION AND TESTING OF UNDERGROUND PIPING SHALL BE MADE AFTER THE TRENCHES ARE EXCAVATED, PIPING IS INSTALLED, AND PRIOR TO ANY BACKFILL PUT INTO PLACE.

ADVANCE NOTICE OF AT LEAST 24 HOURS IS REQUIRED FOR INSPECTIONS AND RE-INSPECTIONS AND SHALL BE PREFORMED DURING NORMAL WORKING HOURS.

THE INSPECTION SHALL INCLUDE VISUAL REVIEW OF MATERIAL AND WORKMANSHIP TO ASSURE CODE CONFORMANCE.

A RECORD OF INSPECTION DETAILS SHALL BE KEPT BY THE LA VERGNE PUBLIC WORKS DEPARTMENT.

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1.0
TYPICAL GRAVITY SEWER INSTALLATION
NOT TO SCALE
CITY OF LA VERGNE, TENNESSEE
STANDARD SEWER DETAILS

PUBLIC WORKS DEPARTMENT
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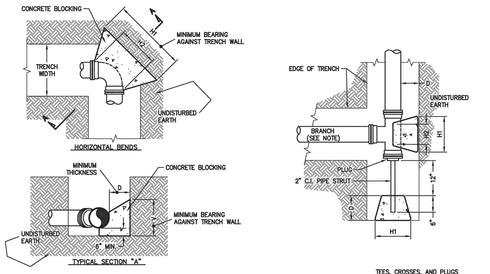
LA VERGNE, TN 37086
615-793-8891

11 TYPICAL GRAVITY SEWER INSTALLATION
NOT TO SCALE



TYPICAL CONCRETE KICKERS
N.T.S.

NOTE: SEE SHEET 2 FOR TABLE OF DIMENSIONS FOR CONCRETE BLOCKERS.

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FILE NAME: L: \Civilwerks\442--56\2015 Updates\Drawings\081 Typical Concrete Kickers.dwg

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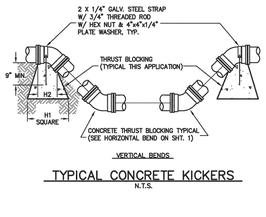
STANDARD DETAIL 081
CITY OF LAVERGNE, TENNESSEE
G & M File No. 442-56

Sheet 1 of 2

TABLE BASED ON 4,000 PSF SOIL CAPACITY AND 150 PSI WORKING PRESSURES + 50%. DESIGN ENGINEER SHALL SIZE FOR SPECIFIC SITE CONDITIONS AND PRESSURES.

TABLE OF DIMENSIONS FOR CONCRETE BLOCKERS

TEES, CROSSES, & PLUGS					90° BENDS					45° BENDS					22--1/2° BENDS					11--1/4° BENDS					PIPE SIZE
H1	H2	V	D	C.F.	H1	H2	V	D	C.F.	H1	H2	V	D	C.F.	H1	H2	V	D	C.F.	H1	H2	V	D	C.F.	
18"	12"	18"	18"	1.90	18"	41"	45°	18"	1.90	18"	6"	12"	18"	1.50	18"	6"	12"	18"	1.50	18"	6"	12"	18"	1.50	2"&2--1/4"
24"	12"	12"	18"	2.25	24"	12"	12"	18"	2.25	18"	8"	12"	18"	1.65	18"	8"	12"	18"	1.65	18"	8"	12"	18"	1.65	3" & 4"
24"	16"	18"	18"	3.50	30"	16"	18"	18"	4.05	24"	10"	16"	18"	3.20	24"	10"	16"	18"	3.20	24"	10"	16"	18"	3.20	6"
36"	18"	18"	18"	5.85	39"	18"	24"	18"	7.35	30"	11"	18"	18"	3.95	30"	11"	18"	18"	3.95	24"	11"	16"	18"	3.40	8"
48"	24"	18"	24"	7.15	54"	32"	24"	18"	10.25	24"	18"	21"	18"	4.60	24"	18"	21"	18"	4.60	24"	18"	21"	18"	4.60	10"
54"	30"	24"	24"	13.4	54"	32"	36"	24"	18.15	42"	18"	24"	24"	9.60	24"	18"	24"	24"	6.60	24"	18"	21"	24"	6.10	12"
60"	32"	30"	24"	17.9	60"	40"	42"	24"	25.0	44"	24"	30"	24"	13.2	30"	24"	24"	24"	9.20	27"	21"	24"	24"	7.90	14"
66"	34"	36"	24"	22.5	69"	48"	48"	24"	29.8	48"	30"	36"	24"	17.0	36"	30"	27"	24"	11.8	27"	24"	27"	24"	9.10	16"
66"	36"	40"	24"	27.5	69"	48"	48"	24"	33.8	48"	30"	36"	24"	17.0	36"	30"	29"	24"	13.0	27"	30"	29"	24"	11.0	18"
	39"		24"			48"		24"			42"		24"			36"		24"			36"		24"		20"
	42"		24"			60"		24"			48"		24"			42"		24"			42"		32"		24"
	58"		24"			96"		24"			72"		24"			72"		24"			48"		36"		36"



NOTES:
1. IF EXACT SIZE PIPE BLOCKING IS NOT SHOWN, USE NEXT LARGER SIZE.
2. THRUST BLOCKING TO BE POURED--IN--PLACE 3000 psi (MIN.) CONCRETE.

TYPICAL CONCRETE KICKERS
N.T.S.

Revised September, 2015
STANDARD DETAIL 081
CITY OF LAVERGNE, TENNESSEE
G & M File No. 442-56

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Sheet 2 of 2

7 TYPICAL CONCRETE KICKERS (081)
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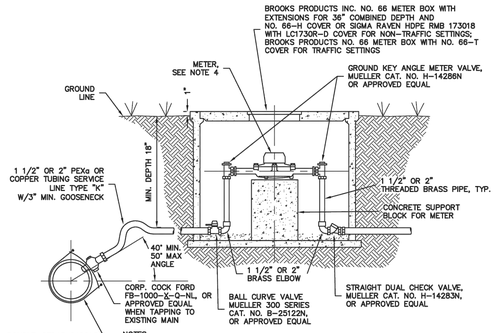

NOTES:
1. USE DOUBLE STRAP SADDLE FOR ALL PVC AND DUCTILE IRON PIPE INSTALLATION.
2. PLACE 3" DEEP OF CLEAN 1/2" TO 3/4" CRUSHED STONE IN BOTTOM OF METER BOX.
3. FITTINGS: TUBING--PEXa OR TYPE "K" COPPER SERVICE LINE.
4. METER:
   4.1. 1 1/2 INCH -- BADGER MODEL RCDL--120, LEAD FREE BRONZE ALLOY WITH REMOTE READ TRANSMITTER, OR APPROVED EQUAL.
   4.2. 2 INCH -- BADGER MODEL RCDL--170, LEAD FREE BRONZE ALLOY WITH REMOTE READ TRANSMITTER, OR APPROVED EQUAL.

1 1/2" OR 2" DISC METER WATER SERVICE ASSEMBLY
N.T.S.

Revised August 2017
STANDARD DETAIL 021
CITY OF LAVERGNE, TENNESSEE

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8 2" IRRIGATION METER (021)
NOT TO SCALE

NOTES:
1. FOR ROADWAYS 30' OR GREATER IN WIDTH OR DIVIDED HIGHWAYS WITH 2 OR MORE LANES USE 8" OF BINDER (2 LIFTS) AND 3" OF TOPPING.
2. BINDER SHALL BE INITIALLY INSTALLED FLUSH WITH EXISTING ASPHALT SURFACE AND SHALL BE IN PLACE FOR 2 WEEKS TO ALLOW FOR SETTLING AND COMPACTION. AFTER 2 WEEKS, MILL UP 3" OF THE NEW BINDER AND EXISTING ASPHALT TO THE DIMENSIONS SHOWN IN EACH DIRECTION AND INSTALL 3" OF NEW SURFACE MIX OVER MILLED AREA. REPAINT OR REPLACE, IF THERMOPLASTIC, ALL DELINEATION LINES AND PAVEMENT MARKINGS.
3. WHERE EXISTING SURFACE IS CONCRETE SUBSTITUTE 6" T.D.O.T. ITEM NO. 701--02.
4. FOR RESTORATION OF GRAVEL SURFACES, BACKFILL ENTIRE TRENCH WITH STONE.

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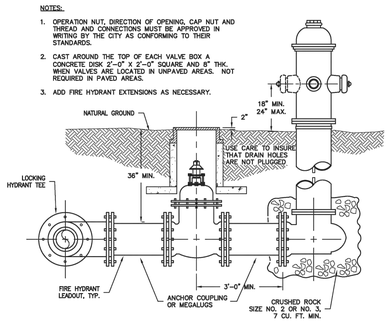
FILE NAME: L: \Engineering\442--56\2015 Updates\Drawings\010 Water Line Bedding and Backfilling Detail.dwg

STANDARD WATERLINE BEDDING & BACKFILLING
N.T.S.

Revised September, 2015
STANDARD DETAIL 010
CITY OF LAVERGNE, TENNESSEE
G & M File No. 442-56

1 WATERLINE BEDDING & BACKFILLING (010)
NOT TO SCALE



NOTES:
1. OPERATION NUT, DIRECTION OF OPENING, CAP NUT AND THREAD AND CONNECTIONS MUST BE APPROVED IN WRITING BY THE CITY AS CONFORMING TO THEIR STANDARDS.
2. CAST AROUND THE TOP OF EACH VALVE BOX A CONCRETE DISK 2'--0" X 2'--0" SQUARE AND 8" THK. WHEN VALVES ARE LOCATED IN UNPAVED AREAS. NOT REQUIRED IN PAVED AREAS.
3. ADD FIRE HYDRANT EXTENSIONS AS NECESSARY.

TYPICAL FIRE HYDRANT SETTING
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Revised September, 2015
STANDARD DETAIL 040
CITY OF LAVERGNE, TENNESSEE
G & M File No. 442-56

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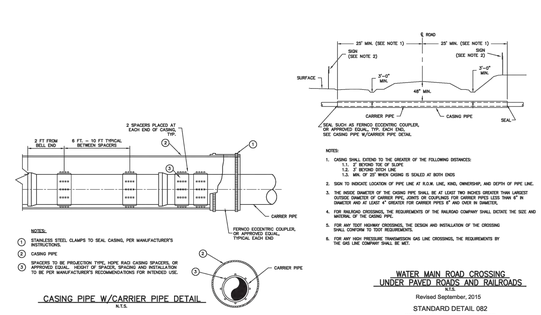
4 TYPICAL FIRE HYDRANT (040)
NOT TO SCALE



CASING PIPE W/CARRIER PIPE DETAIL
N.T.S.

NOTES:
1. CASING SHALL EXTEND TO THE GREATER OF THE FOLLOWING DISTANCES:
   1.1. 3' BEYOND TOE OF SLOPE
   1.2. 3' BEYOND DITCH LINE
   1.3. MIN. OF 25' WHEN CASING IS SEALED AT BOTH ENDS
2. SIGN TO INDICATE LOCATION OF PIPE LINE AT R.O.W. LINE, KIND, OWNERSHIP, AND DEPTH OF PIPE LINE.
3. THE INSIDE DIAMETER OF THE CASING PIPE SHALL BE AT LEAST TWO INCHES GREATER THAN LARGEST OUTSIDE DIAMETER OF CARRIER PIPE. JOINTS OR COUPLINGS FOR CARRIER PIPES LESS THAN 6" IN DIAMETER AND AT LEAST 4" GREATER FOR CARRIER PIPES 8" AND OVER IN DIAMETER.
4. FOR RAILROAD CROSSINGS, THE REQUIREMENTS OF THE RAILROAD COMPANY SHALL DICTATE THE SIZE AND MATERIAL OF THE CASING PIPE.
5. FOR ANY TDOT HIGHWAY CROSSINGS, THE DESIGN AND INSTALLATION OF THE CROSSING SHALL CONFORM TO TDOT REQUIREMENTS.
6. FOR ANY HIGH PRESSURE TRANSMISSION GAS LINE CROSSINGS, THE REQUIREMENTS BY THE GAS LINE COMPANY SHALL BE MET.

WATER MAIN ROAD CROSSING UNDER PAVED ROADS AND RAILROADS
N.T.S.

Revised September, 2015
STANDARD DETAIL 082
CITY OF LAVERGNE, TENNESSEE
G & M File No. 442-56

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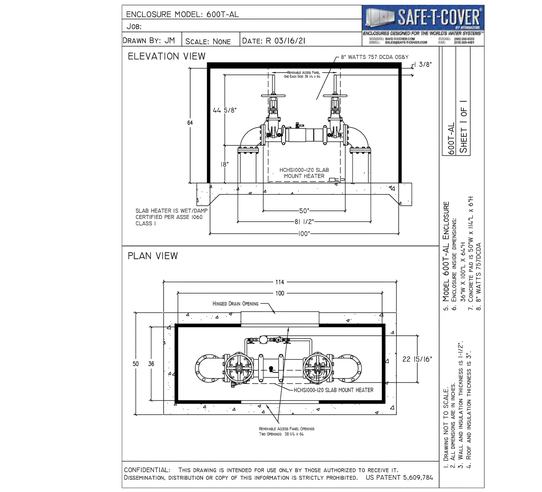
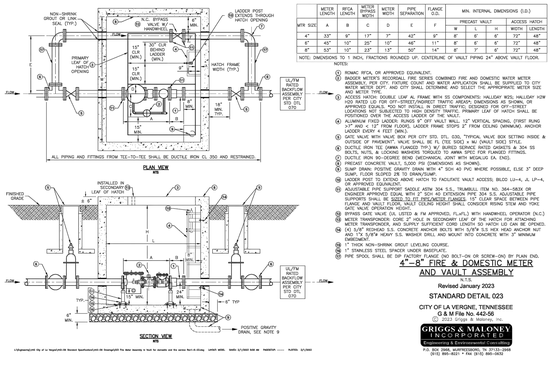
5 WATER MAIN ROAD CROSSING (082)
NOT TO SCALE



2 8" BACKFLOW PREVENTER
NOT TO SCALE



WTR SIZE	METER LENGTH	RPDA LENGTH	METER WIDTH	METER WIDTH	PIPE SEPARATION	FLANGE O.D.	MIN. INTERNAL DIMENSIONS (I.D.)				
							PRECAST VAULT			ACCESS HATCH	
	A	B	C	D	E	F	W	L	H	WIDTH	LENGTH
4"	33"	9"	17"	7"	42"	9"	8'	6'	6'	72"	48"
6"	42"	10"	20"	10"	48"	11"	8'	6'	6'	72"	48"
8"	53"	10"	23"	13"	50"	14"	8'	7'	6'	72"	48"

NOTE: DIMENSIONS TO 1 INCH, FRACTIONS ROUNDED UP; CENTERLINE OF VAULT PIPING 24" ABOVE VAULT FLOOR.

NOTES:
1. RONAC RFCA, OR APPROVED EQUIVALENT.
2. BADGER METER'S RECODALL FIRE SERIES COMBINED FIRE AND DOMESTIC WATER METER ASSEMBLY SHALL BE USED FOR ALL FIRE AND DOMESTIC SERVICES. CONTACT CITY WATER METER DEPT. AND CITY SHALL DETERMINE AND SELECT THE APPROPRIATE METER SIZE AND METER TYPE.
3. ACCESS HATCH OR DOUBLE LEAF AL FRAME WITH SS COMPONENTS; HALLIDAY MFG. HALLIGAN HOW AND ACCESS DOOR STOP FOR NON--CONVENTIONAL TRAFFIC (HEAVY), DIMENSIONS AS SHOWN, OR APPROVED EQUALS. YOU NOT INSTALL IN DIRECT TRAFFIC, DESIGNED FOR OFF--STREET, LANDSCAPING AREAS ONLY. ACCESS HATCH SHALL HAVE PRIMARY LEAF OF HATCH SHALL BE LOCATED UNDER OPENING OF THE VALVE.
4. ALUMINUM FIXED LADDER: RUNGS 9" OFF VAULT WALL, 12" VERTICAL SPACING, (FIRST RUNG 1'--7" AND + 12" FROM FLOOR), LADDER FRAME STOPS 2" FROM CEILING (MINIMUM), ANCHOR LADDER EVERY 4 FEET (MIN.).
5. SUMP DRAIN: 4" PVC SCH 40 PER CITY STD. DTL. D30, "TYPICAL VALVE BOX SETTING INSIDE & OUTSIDE OF PAVEMENT", VALVE SHALL BE FL CTS. 5002 x NL CAVALT 5002 STYLE.
6. DUCTILE IRON TEE (MMA FLANGED TYP.) W/ BURIED SERVICE RATED GASKETS & 304 SS MECHANICAL JOINT WITH MEGALUG EA. END. PRECAST CONCRETE VAULT, SLOPED TO DRAIN/SUMP.
7. DUCTILE IRON 90--DEGREE BEND (MECHANICAL JOINT WITH MEGALUG EA. END).
8. PRECAST CONCRETE VAULT, SLOPED TO DRAIN/SUMP.
9. SUMP DRAIN: POSITIVE GRAVITY DRAIN WITH 4" SCH 40 PVC WHERE POSSIBLE, ELSE 3' DEEP SUMP, FLOOR SLOPED 2% TO DRAIN/SUMP.
10. ACCESS HATCH OR DOUBLE LEAF ALUMINUM HATCH TO FACILITATE VAULT ACCESS; BILCO LU--4, JL LP--4, OR APPROVED EQUIVALENT.
11. ADJUSTABLE PIPE SUPPORT SADDLE ASTM 304 S.S., TRUMBULL ITEM NO. 384--5839 OR APPROVED EQUALS. PIPE SUPPORTS SHALL BE SPACED AT 10' MAX. FOR 4" PIPE AND 8' MAX. FOR 6" PIPE. SUPPORTS SHALL BE SIZED TO FIT ENCLOSED FLANGES, 1/2" CLEAR SPACE BETWEEN PIPE FLANGE AND VAULT FLOOR, VAULT CEILING HEIGHT SHALL CONSIDER RISING STEM AND TOKE FOR VALVE OPERATION.
12. BYPASS GATE VALVE (UL LISTED & FM APPROVED, FLANGED WITH HANDWHEEL OPERATOR (N.C.) METER TRANSPONDER: CORE 2" HOLE IN SECONDARY LEAF OF THE HATCH FOR ATTACHING METER TRANSPONDER, AND SUPPLY SUFFICIENT CORD LENGTH SO HATCH LID CAN BE OPENED.
13. (4) 5/8" RICHMAX S.S. CONCRETE ANCHOR BOLTS WITH 5/8"W S.S HEX HEAD ANCHOR NUT AND 5/8"W X 1/8"W HEAVY S.S. WASHER. INSTALL AND MOUNT VAULT DIRECTLY WITH 3" MINIMUM EMBEDMENT.
14. 1" THICK NON--SHRINK GROUT LEVELING COURSE.
15. 1" STAINLESS STEEL SPACER UNDER BASEPLATE.
16. PIPE SPOOL SHALL BE CUT TO FIT AND SHALL BE FACTORY--LINED WITH POLYURETHANE.

4"--8" FIRE & DOMESTIC METER AND VAULT ASSEMBLY
Revised January 2023
STANDARD DETAIL 023
CITY OF LA VERGNE, TENNESSEE
G & M File No. 442-56

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GRIGGS & MALONEY INCORPORATED
Engineering & Environmental Consulting
P.O. BOX 2968, MURFREESBORO, TN 37133--2968
(615) 895--8221 * FAX (615) 895--0632

3 4" TO 8" FIRE & DOMESTIC METER & VAULT ASSEMBLY (023)
NOT TO SCALE

ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

CATALYST DESIGN GROUP

THE MAYFIELD BY BROADSTONE
SITE PLAN SUBMITTAL
31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

NO.	DATE	DESCRIPTION

DRAWING TITLE
SITE DETAILS

PROJECT NUMBER
20250029

DRAWING NUMBER
C8.2

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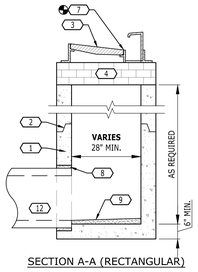
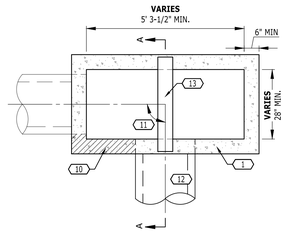


SECTION A-A (RECTANGULAR)



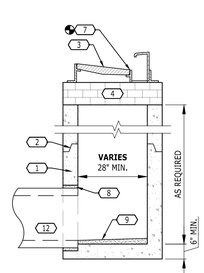
PLAN (RECTANGULAR)

KEYNOTES	
CODE	DESCRIPTION
1	PRECAST CONCRETE STRUCTURE WITH REINFORCEMENT PER ASTM C913 (RECTANGULAR) OR ASTM C478 (ROUND)
2	PRECAST RISER SECTIONS AS REQUIRED; PROVIDE JOINT SEALANT PER ASTM C990
3	FRAME AND GRATE MODEL PER DRAINAGE TABLES (CASTING FOR CURB/GUTTER SHOWN); PROVIDE REDUCER RINGS AS REQUIRED
4	BRICK ADJUSTMENT COURSES AS REQUIRED (MINIMUM OF 3 COURSES WHERE USED)
5	PRECAST GRADE RINGS AS REQUIRED
6	PRECAST CONCRETE LID; REINFORCE PER PRECASTER REQUIREMENTS FOR H20 LOADING
7	REFERENCE POINT FOR RIM ELEVATION (REFER TO DRAINAGE TABLES)
8	SEAL PIPE CONNECTIONS WITH NON-SHRINK GROUT PER ASTM C1107
9	GROUTED INVERT; MIN. SLOPE 1:24 TO OUTLET
10	MAINTAIN MINIMUM 6" STRUCTURAL LEG
11	ALLOWABLE INCOMING/OUTGOING PIPE ANGLES PER NPCA STANDARDS OR PRECASTER REQUIREMENTS
12	PIPE CONNECTIONS (TYP.); REFER TO DRAINAGE TABLES FOR SIZES AND ELEVATIONS
13	CAST IRON LINTEL BAR (1"x6"x38"); FOR RECTANGULAR STRUCTURES, PROVIDE WHEN TOP SLAB OPENING(S) INCLUDE NO CENTRAL SUPPORT

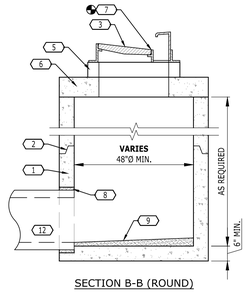
NOTES

1. STRUCTURE SIZES WILL VARY BASED ON SELECTED VENDOR AND SIZE/ANGLE/ELEVATION OF CONNECTING PIPE(S). CONTRACTOR SHALL CONFIRM ACTUAL STRUCTURES CAN BE INSTALLED PRIOR TO ORDERING MATERIALS, AND INFORM THE ENGINEER OF ANY POTENTIAL CONFLICTS WITH PROPOSED OR EXISTING SITE FEATURES.
2. CONTRACTOR SHALL PROVIDE SHOP DRAWINGS OF ALL CONCRETE DRAINAGE STRUCTURES TO THE ENGINEER FOR REVIEW PRIOR TO ORDERING MATERIALS.
3. WHERE WATERTIGHT PIPE CONNECTIONS ARE REQUIRED PER THE DRAWINGS OR SPECIFICATIONS, PROVIDE RESILIENT BOOTED CONNECTIONS COMPLYING WITH ASTM C923.

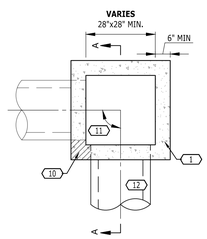
7 DOUBLE CURB INLET (PRECAST)
NOT TO SCALE



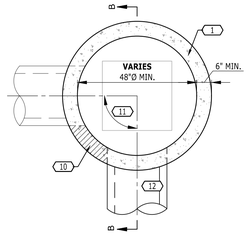
SECTION A-A (RECTANGULAR)



SECTION B-B (ROUND)



PLAN (RECTANGULAR)



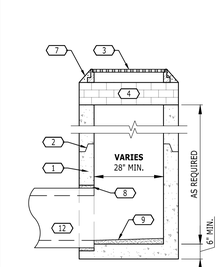
PLAN (ROUND)

KEYNOTES	
CODE	DESCRIPTION
1	PRECAST CONCRETE STRUCTURE WITH REINFORCEMENT PER ASTM C913 (RECTANGULAR) OR ASTM C478 (ROUND)
2	PRECAST RISER SECTIONS AS REQUIRED; PROVIDE JOINT SEALANT PER ASTM C990
3	FRAME AND GRATE MODEL PER DRAINAGE TABLES (CASTING FOR CURB/GUTTER SHOWN); PROVIDE REDUCER RINGS AS REQUIRED
4	BRICK ADJUSTMENT COURSES AS REQUIRED (MINIMUM OF 3 COURSES WHERE USED)
5	PRECAST GRADE RINGS AS REQUIRED
6	PRECAST CONCRETE LID; REINFORCE PER PRECASTER REQUIREMENTS FOR H20 LOADING
7	REFERENCE POINT FOR RIM ELEVATION (REFER TO DRAINAGE TABLES)
8	SEAL PIPE CONNECTIONS WITH NON-SHRINK GROUT PER ASTM C1107
9	GROUTED INVERT; MIN. SLOPE 1:24 TO OUTLET
10	MAINTAIN MINIMUM 6" STRUCTURAL LEG
11	ALLOWABLE INCOMING/OUTGOING PIPE ANGLES PER NPCA STANDARDS OR PRECASTER REQUIREMENTS
12	PIPE CONNECTIONS (TYP.); REFER TO DRAINAGE TABLES FOR SIZES AND ELEVATIONS

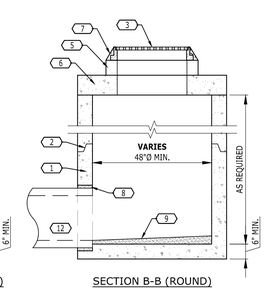
NOTES

1. STRUCTURE SIZES WILL VARY BASED ON SELECTED VENDOR AND SIZE/ANGLE/ELEVATION OF CONNECTING PIPE(S). CONTRACTOR SHALL CONFIRM ACTUAL STRUCTURES CAN BE INSTALLED PRIOR TO ORDERING MATERIALS, AND INFORM THE ENGINEER OF ANY POTENTIAL CONFLICTS WITH PROPOSED OR EXISTING SITE FEATURES.
2. CONTRACTOR SHALL PROVIDE SHOP DRAWINGS OF ALL CONCRETE DRAINAGE STRUCTURES TO THE ENGINEER FOR REVIEW PRIOR TO ORDERING MATERIALS.
3. WHERE WATERTIGHT PIPE CONNECTIONS ARE REQUIRED PER THE DRAWINGS OR SPECIFICATIONS, PROVIDE RESILIENT BOOTED CONNECTIONS COMPLYING WITH ASTM C923.

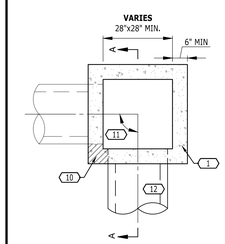
4 SINGLE CURB INLET (PRECAST)
NOT TO SCALE



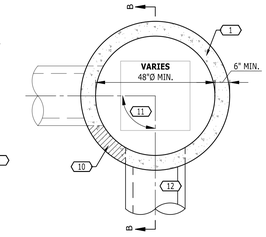
SECTION A-A (RECTANGULAR)



SECTION B-B (ROUND)



PLAN (RECTANGULAR)



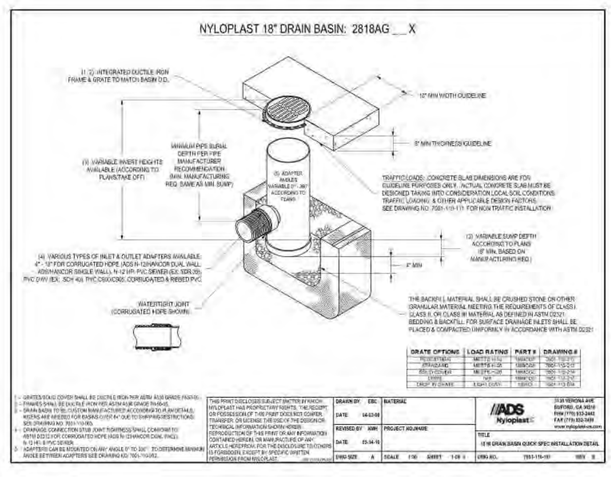
PLAN (ROUND)

KEYNOTES	
CODE	DESCRIPTION
1	PRECAST CONCRETE STRUCTURE WITH REINFORCEMENT PER ASTM C913 (RECTANGULAR) OR ASTM C478 (ROUND)
2	PRECAST RISER SECTIONS AS REQUIRED; PROVIDE JOINT SEALANT PER ASTM C990
3	FRAME AND GRATE MODEL PER DRAINAGE TABLES; PROVIDE REDUCER RINGS AS REQUIRED
4	BRICK ADJUSTMENT COURSES AS REQUIRED (MINIMUM OF 3 COURSES WHERE USED)
5	PRECAST GRADE RINGS AS REQUIRED
6	PRECAST CONCRETE LID; REINFORCE PER PRECASTER REQUIREMENTS FOR H20 LOADING
7	GROUT AROUND EDGE OF FRAME
8	SEAL PIPE CONNECTIONS WITH NON-SHRINK GROUT PER ASTM C1107
9	GROUTED INVERT; MIN. SLOPE 1:24 TO OUTLET
10	MAINTAIN MINIMUM 6" STRUCTURAL LEG
11	ALLOWABLE INCOMING/OUTGOING PIPE ANGLES PER NPCA STANDARDS OR PRECASTER REQUIREMENTS
12	PIPE CONNECTIONS (TYP.); REFER TO DRAINAGE TABLES FOR SIZES AND ELEVATIONS

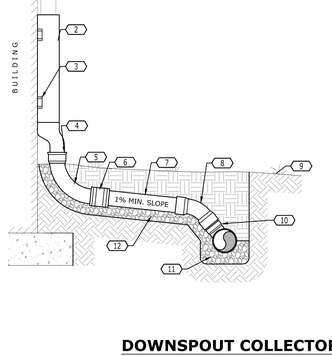
NOTES

1. STRUCTURE SIZES WILL VARY BASED ON SELECTED VENDOR AND SIZE/ANGLE/ELEVATION OF CONNECTING PIPE(S). CONTRACTOR SHALL CONFIRM ACTUAL STRUCTURES CAN BE INSTALLED PRIOR TO ORDERING MATERIALS, AND INFORM THE ENGINEER OF ANY POTENTIAL CONFLICTS WITH PROPOSED OR EXISTING SITE FEATURES.
2. CONTRACTOR SHALL PROVIDE SHOP DRAWINGS OF ALL CONCRETE DRAINAGE STRUCTURES TO THE ENGINEER FOR REVIEW PRIOR TO ORDERING MATERIALS.
3. WHERE WATERTIGHT PIPE CONNECTIONS ARE REQUIRED PER THE DRAWINGS OR SPECIFICATIONS, PROVIDE RESILIENT BOOTED CONNECTIONS COMPLYING WITH ASTM C923.

1 CATCH BASIN (PRECAST)
NOT TO SCALE

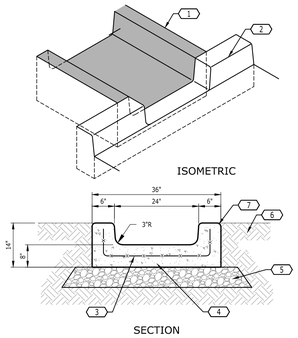


8 18" NYLOPLAST DRAIN BASIN
NOT TO SCALE



KEYNOTES	
CODE	DESCRIPTION
1	DOWNSPOUT
2	CAST IRON DOWNSPOUT SHOE NEENAH R-4929-012 OR APPROVED EQUAL, WITH ADAPTER IF REQUIRED.
3	BOLT DOWNSPOUT SHOE TO BUILDING
4	MAKE JOINT WITH OAKUM AND HOT LEAD. CONCRETE WILL NOT BE ALLOWED.
5	6" CAST IRON BEND
6	6" NEOPRENE COMPRESSION CONNECTOR
7	6" PVC ROOF LEADER
8	6" PVC 1/8 BEND
9	FINISH GRADE
10	SANITARY WYE IN EXIST. STORM LINE
11	CAREFULLY AND THOROUGHLY COMPACT PIPE BEDDING UNDER FITTING
12	PIPE BEDDING

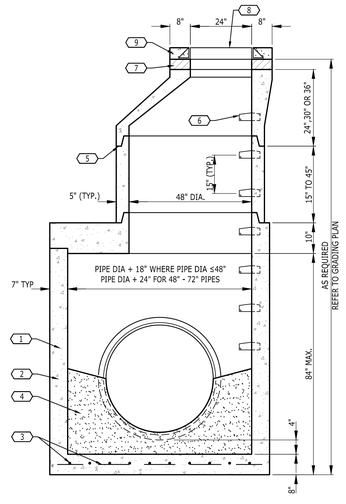
5 DOWNSPOUT COLLECTOR
NOT TO SCALE



KEYNOTES	
CODE	DESCRIPTION
1	FLUME
2	CURB
3	6"X6" W2.9 X W2.9 W.W.F.
4	3500 PSI CONCRETE
5	4" MINERAL AGGREGATE BASE
6	BACKFILL
7	3/4" RADIUS, TYP

2 CONCRETE FLUME
NOT TO SCALE

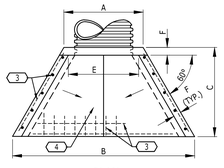
9 RESERVED
NOT TO SCALE



KEYNOTES	
CODE	DESCRIPTION
1	CONCRETE MANHOLE; CONCRETE SHALL DEVELOP A COMPRESSIVE STRENGTH OF 4500 PSI AT 28 DAYS CURE
2	REINFORCING STEEL; SHALL CONFORM TO THE SPECIFICATIONS CONTAINED IN ASTM C478
3	REINFORCING STEEL; NO. 4 BARS, 8" O.C. EACH WAY
4	GROUT INVERT TO PIPE MID-LINE
5	SEALANT; PROVIDE IN ALL JOINTS
6	STEPS; 12" WIDE; CAST IRON OR POLYPROPYLENE (TYP.)
7	GRADE RINGS; AS REQUIRED
8	MANHOLE FRAME AND COVER; _____ NO. ____
9	GROUT FRAME IN PLACE

6 STORM JUNCTION MANHOLE
NOT TO SCALE

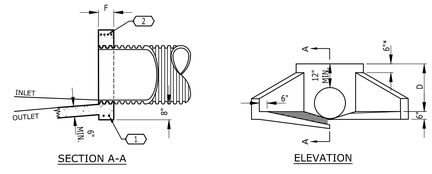
KEYNOTES	
CODE	DESCRIPTION
1	CONCRETE REINFORCEMENT; TWO, NO. 2 BARS
2	CONCRETE REINFORCEMENT; FOUR, NO. 4 BARS
3	CONCRETE REINFORCEMENT; NO. 4 BARS AT 12" O.C. EACH WAY IN FLOOR AND WALLS
4	SLOPE APRON TO DRAIN
	NOTE: CHAMFER ON ALL EXPOSED EDGES 1"



PLAN

TABLE OF DIMENSIONS				
SIZE	4'	6'	8'	10'
A	32"	48"	72"	96"
B	48"	72"	96"	120"
C	30"	44"	50"	56"
D	25"	36"	52"	66"
E	24"	36"	59"	83"
F	N/A	8"	8"	8"
MAX. OPG.	18"	26"	40"	
WT. (LB)	1090	3130	5625	8575

* 0" ON 4' WINGED HEADWALL



3 WINGED HEADWALL
NOT TO SCALE

Catalyst DESIGN GROUP
ALLIANCE RESIDENTIAL COMPANY
NASHVILLE, TN 37204

SITE PLAN SUBMITTAL

THE MAYFIELD BY BROADSTONE

31 LILLIAN BUCHANAN DRIVE
LA VERGNE, RUTHERFORD COUNTY, TENNESSEE

NO.	DESCRIPTION	DATE

DRAWING TITLE
SITE DETAILS

PROJECT NUMBER
20250029

DRAWING NUMBER
C8.3

P:\2025\20250029_alliance lavergne multifamily\dwg\construction\20250929_DET.dwg-C8.3 SITE DETAILS Dec 22, 2025 rhudson

PROJECT INFORMATION	
ENGINEERED PRODUCT MANAGER	
ADS SALES REP	
PROJECT NO.	

Advanced Drainage Systems, Inc.

SiteAssist® FOR STORMTECH INSTALLATION INSTRUCTIONS VISIT OUR APP

MAYFILED MULTIFAMILY

LAVERGNE, TN, USA

MC-7200 STORMTECH CHAMBER SPECIFICATIONS

1. CHAMBERS SHALL BE STORMTECH MC-7200.
2. CHAMBERS SHALL BE ARCH-SHAPED AND SHALL BE MANUFACTURED FROM VIRGIN, IMPACT-MODIFIED POLYPROPYLENE COPOLYMERS.
3. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 60x101.
4. CHAMBER ROWS SHALL PROVIDE CONTINUOUS, UNOBSTRUCTED INTERNAL SPACE WITH NO INTERNAL SUPPORTS THAT WOULD IMPEDE FLOW OR LIMIT ACCESS FOR INSPECTION.
5. THE STRUCTURAL DESIGN OF THE CHAMBERS, THE STRUCTURAL BACKFILL AND THE INSTALLATION REQUIREMENTS SHALL ENSURE THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12, ARE MET FOR: 1) LONG-DURATION DEAD LOADS AND 2) SHORT-DURATION LIVE LOADS, BASED ON THE AASHTO DESIGN TRUCK WITH CONSIDERATION FOR IMPACT AND MULTIPLE VEHICLE PRESENCES.
6. CHAMBERS SHALL BE DESIGNED, TESTED AND ALLOWABLE LOAD CONFIGURATIONS DETERMINED IN ACCORDANCE WITH ASTM F2787, "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS". LOAD CONFIGURATIONS SHALL INCLUDE: 1) INSTANTANEOUS (+1 MIN.) AASHTO DESIGN TRUCK LIVE LOAD ON MINIMUM COVER 2) MAXIMUM PERMANENT (75-YR) COVER LOAD AND 3) ALLOWABLE COVER WITH PARKED (1-WEEK) AASHTO DESIGN TRUCK.
7. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 500 LBS/FT/%. THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.
8. ONLY CHAMBERS THAT ARE APPROVED BY THE SITE DESIGN ENGINEER WILL BE ALLOWED. UPON REQUEST BY THE SITE DESIGN ENGINEER OR OWNER, THE CHAMBER MANUFACTURER SHALL SUBMIT A STRUCTURAL EVALUATION FOR APPROVAL BEFORE DELIVERING CHAMBERS TO THE PROJECT SITE AS FOLLOWS:
   - THE STRUCTURAL EVALUATION SHALL BE SEALED BY A REGISTERED PROFESSIONAL ENGINEER.
   - THE STRUCTURAL EVALUATION SHALL DEMONSTRATE THAT THE SAFETY FACTORS ARE GREATER THAN OR EQUAL TO 1.95 FOR DEAD LOAD AND 1.75 FOR LIVE LOAD, THE MINIMUM REQUIRED BY ASTM F2787 AND BY SECTION 3 AND 12.12 OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR THERMOPLASTIC PIPE.
   - THE TEST DERIVED CREEP MODULUS AS SPECIFIED IN ASTM F2418 SHALL BE USED FOR PERMANENT DEAD LOAD DESIGN EXCEPT THAT IT SHALL BE THE 75-YEAR MODULUS USED FOR DESIGN.
9. CHAMBERS AND END CAPS SHALL BE PRODUCED AT AN ISO 9001 CERTIFIED MANUFACTURING FACILITY.
10. MANIFOLD SIZE TO BE DETERMINED BY SITE DESIGN ENGINEER. SEE TECH NOTE #6.33 FOR MANIFOLD SIZING GUIDANCE. DUE TO THE ADAPTATION OF THIS CHAMBER SYSTEM TO SPECIFIC SITE AND DESIGN CONSTRAINTS, IT MAY BE NECESSARY TO CUT AND COUPLE ADDITIONAL PIPE TO STANDARD MANIFOLD COMPONENTS IN THE FIELD.
11. ADS DOES NOT DESIGN OR PROVIDE MEMBRANE LINER SYSTEMS. TO MINIMIZE THE LEAKAGE POTENTIAL OF LINER SYSTEMS, THE MEMBRANE LINER SYSTEM SHOULD BE DESIGNED BY A KNOWLEDGEABLE GEOTEXTILE PROFESSIONAL AND INSTALLED BY A QUALIFIED CONTRACTOR.

IMPORTANT - NOTES FOR THE BIDDING AND INSTALLATION OF MC-7200 CHAMBER SYSTEM

1. STORMTECH MC-7200 CHAMBERS SHALL NOT BE INSTALLED UNTIL THE MANUFACTURER'S REPRESENTATIVE HAS COMPLETED A PRE-CONSTRUCTION MEETING WITH THE INSTALLERS.
2. STORMTECH MC-7200 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "MC-7200 STORMTECH CHAMBER INSTALLATION GUIDE".
3. CHAMBERS ARE NOT TO BE BACKFILLED WITH A DOZER OR EXCAVATOR SITUATED OVER THE CHAMBERS. STORMTECH RECOMMENDS 3 BACKFILL METHODS:
   - STONESHOOTER LOCATED OFF THE CHAMBER BED.
   - BACKFILL AS ROWS ARE BUILT USING AN EXCAVATOR ON THE FOUNDATION STONE OR SUBGRADE.
   - BACKFILL FROM OUTSIDE THE EXCAVATION USING A LONG BOOM HOE OR EXCAVATOR.
4. THE FOUNDATION STONE SHALL BE LEVELED AND COMPACTED PRIOR TO PLACING CHAMBERS.
5. JOINTS BETWEEN CHAMBERS SHALL BE PROPERLY SEATED PRIOR TO PLACING STONE.
6. MAINTAIN MINIMUM - 9" (230 mm) SPACING BETWEEN THE CHAMBER ROWS.
7. INLET AND OUTLET MANIFOLDS MUST BE INSERTED A MINIMUM OF 12" (300 mm) INTO CHAMBER END CAPS.
8. EMBEDMENT STONE SURROUNDING CHAMBERS MUST BE A CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE, AASHTO MA3 #3, 357, 4, 467, 5, 56, OR 57.
9. STONE SHALL BE BROUGHT UP EVENLY AROUND CHAMBERS SO AS NOT TO DISTORT THE CHAMBER SHAPE. STONE DEPTHS SHOULD NEVER DIFFER BY MORE THAN 12" (300 mm) BETWEEN ADJACENT CHAMBER ROWS.
10. STONE MUST BE PLACED ON THE TOP CENTER OF THE CHAMBER TO ANCHOR THE CHAMBERS IN PLACE AND PRESERVE ROW SPACING.
11. THE CONTRACTOR MUST REPORT ANY DISCREPANCIES WITH CHAMBER FOUNDATION MATERIAL BEARING CAPACITIES TO THE SITE DESIGN ENGINEER.
12. ADS RECOMMENDS THE USE OF "FLEXSTORM CATCH IT" INSERTS DURING CONSTRUCTION FOR ALL INLETS TO PROTECT THE SUBSURFACE STORMWATER MANAGEMENT SYSTEM FROM CONSTRUCTION SITE RUNOFF.

NOTES FOR CONSTRUCTION EQUIPMENT

1. STORMTECH MC-7200 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "MC-7200 STORMTECH CHAMBER INSTALLATION GUIDE".
2. THE USE OF EQUIPMENT OVER MC-7200 CHAMBERS IS LIMITED:
   - NO EQUIPMENT IS ALLOWED ON BARE CHAMBERS.
   - NO RUBBER TIRED LOADER, DUMP TRUCK, OR EXCAVATOR(S) ARE ALLOWED UNTIL PROPER FILL DEPTHS ARE REACHED IN ACCORDANCE WITH THE "MC-7200 STORMTECH CHAMBER INSTALLATION GUIDE".
   - WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT CAN BE FOUND IN THE "MC-7200 STORMTECH CHAMBER INSTALLATION GUIDE".
3. FULL 36" (900 mm) OF STABILIZED COVER MATERIALS OVER THE CHAMBERS IS REQUIRED FOR DUMP TRUCK TRAVEL OR DUMPING.

USE OF A DOZER TO PUSH EMBEDMENT STONE BETWEEN THE ROWS OF CHAMBERS MAY CAUSE DAMAGE TO CHAMBERS AND IS NOT AN ACCEPTABLE BACKFILL METHOD. ANY CHAMBERS DAMAGED BY USING THE "DUMP AND PUSH" METHOD ARE NOT COVERED UNDER THE STORMTECH STANDARD WARRANTY.

CONTACT STORMTECH AT 1-800-821-6710 WITH ANY QUESTIONS ON INSTALLATION REQUIREMENTS OR WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT.

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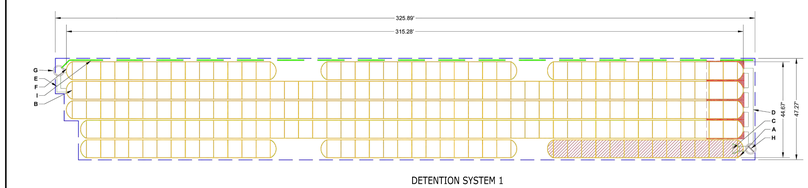
PROPOSED LAYOUT		PROPOSED ELEVATIONS	
219	STORMTECH MC-7200 CHAMBERS:	MAXIMUM ALLOWABLE GRADE (TOP OF PAVEMENT/UNPAVED):	599.75
18	STORMTECH MC-7200 END CAPS:	MINIMUM ALLOWABLE GRADE (UNPAVED WITH TRAFFIC):	599.25
12	STONE ABOVE (in):	MINIMUM ALLOWABLE GRADE (UNPAVED NO TRAFFIC):	594.75
9	STONE BELOW (in):	MINIMUM ALLOWABLE GRADE (TOP OF RIGID CONCRETE PAVEMENT):	594.75
40	STONE VOID:	MINIMUM ALLOWABLE GRADE (BASE OF FLEXIBLE PAVEMENT):	594.75
64464	INSTALLED SYSTEM VOLUME (CF) (INSTALLED STONE INCLUDED) (COVER STONE INCLUDED) (BASE STONE INCLUDED)	TOP OF STONE:	593.75
		TOP OF MC-7200 CHAMBER:	593.25
		24" BOTTOM MANIFOLD INVERT:	592.75
		24" ISOLATOR ROW PLUS INVERT:	592.67
15157	SYSTEM AREA (SF):	18" x 18" BOTTOM MANIFOLD INVERT:	587.91
740.3	SYSTEM PERIMETER (ft):	18" BOTTOM CONNECTION INVERT:	587.91
		BOTTOM OF MC-7200 CHAMBER:	587.75
		UNDERDRAIN INVERT:	587.00
		BOTTOM OF STONE:	587.00

*INVERT ABOVE BASE OF CHAMBER

PART TYPE	ITEM ON LAYOUT	DESCRIPTION	INVERT*	MAX FLOW
PREFABRICATED END CAP	A	24" BOTTOM PARTIAL CUT END CAP, PART#: MC4500EPP24B / TYP OF ALL 24" BOTTOM CONNECTIONS AND ISOLATOR PLUS ROWS	2.26"	
PREFABRICATED END CAP	B	INSTALL FLAMP ON 24" ACCESS PIPE / PART#: MCFLAMP	1.97"	
FLAMP	C	INSTALL FLAMP ON 24" ACCESS PIPE / PART#: MCFLAMP		
MANIFOLD	D	24" x 24" BOTTOM MANIFOLD, ADS N-12	2.26"	
MANIFOLD	E	18" x 18" BOTTOM MANIFOLD, ADS N-12	1.97"	
PIPE CONNECTION	F	18" BOTTOM CONNECTION	1.97"	
CONCRETE STRUCTURE	G	OCS (DESIGN BY ENGINEER / PROVIDED BY OTHERS)		8.0 CFS OUT
CONCRETE STRUCTURE	H	(DESIGN BY ENGINEER / PROVIDED BY OTHERS)		38.0 CFS IN
INVERT	I	6" ADS N-12 DUAL WALL PERFORATED HDPE UNDERDRAIN		



DETENTION SYSTEM 1

ISOLATOR ROW PLUS (SEE DETAIL)

PLACE MINIMUM 17.50' OF ADSPLUS125 WOVEN GEOTEXTILE OVER BEDDING STONE AND UNDERNEATH CHAMBER FEET FOR SCOUR PROTECTION AT ALL CHAMBER INLET ROWS

BED LIMITS

NOTES
- THE SITE DESIGN ENGINEER MUST REVIEW ELEVATIONS AND IF NECESSARY ADJUST GRADING TO ENSURE THE CHAMBER COVER REQUIREMENTS ARE MET.
- **NOT FOR CONSTRUCTION** THIS LAYOUT IS FOR DIMENSIONAL PURPOSES ONLY TO PROVE CONCEPT & THE REQUIRED STORAGE VOLUME CAN BE ACHIEVED ON SITE.

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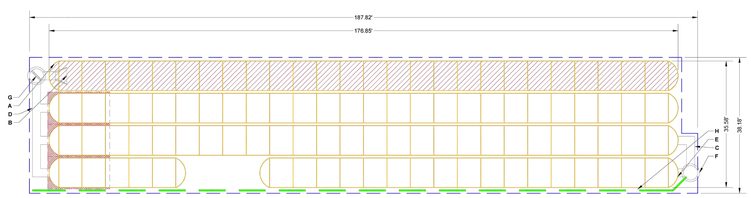
SHEET 2 OF 6

PROPOSED LAYOUT		PROPOSED ELEVATIONS	
100	STORMTECH MC-7200 CHAMBERS	MAXIMUM ALLOWABLE GRADE (TOP OF PAVEMENT/UNPAVED):	599.25
10	STORMTECH MC-7200 END CAPS	MINIMUM ALLOWABLE GRADE (UNPAVED WITH TRAFFIC):	598.75
12	STONE ABOVE (in)	MINIMUM ALLOWABLE GRADE (UNPAVED NO TRAFFIC):	594.25
9	STONE BELOW (in)	MINIMUM ALLOWABLE GRADE (TOP OF RIGID CONCRETE PAVEMENT):	594.25
40	STONE VOID	MINIMUM ALLOWABLE GRADE (BASE OF FLEXIBLE PAVEMENT):	594.25
29896	INSTALLED SYSTEM VOLUME (CF) (PERIMETER STONE INCLUDED) (COVER STONE INCLUDED) (BASE STONE INCLUDED)	TOP OF STONE:	593.25
		TOP OF MC-7200 CHAMBER:	592.75
		24" x 24" BOTTOM MANIFOLD INVERT:	592.25
		24" ISOLATOR ROW PLUS INVERT:	592.17
7076	SYSTEM AREA (SF):	24" BOTTOM CONNECTION INVERT:	587.41
462.9	SYSTEM PERIMETER (ft)	BOTTOM OF MC-7200 CHAMBER:	587.25
		UNDERDRAIN INVERT:	586.92
		BOTTOM OF STONE:	586.67

*INVERT ABOVE BASE OF CHAMBER

PART TYPE	ITEM ON LAYOUT	DESCRIPTION	INVERT*	MAX FLOW
PREFABRICATED END CAP	A	24" BOTTOM PARTIAL CUT END CAP, PART#: MC4500EPP24B / TYP OF ALL 24" BOTTOM CONNECTIONS AND ISOLATOR PLUS ROWS	2.26"	
FLAMP	B	INSTALL FLAMP ON 24" ACCESS PIPE / PART#: MCFLAMP	2.26"	
MANIFOLD	C	24" x 24" BOTTOM MANIFOLD, ADS N-12	2.26"	
MANIFOLD	D	24" x 24" BOTTOM MANIFOLD, ADS N-12	2.26"	
PIPE CONNECTION	E	24" BOTTOM CONNECTION	2.26"	
CONCRETE STRUCTURE	F	OCS (DESIGN BY ENGINEER / PROVIDED BY OTHERS)		14.0 CFS OUT
CONCRETE STRUCTURE	G	(DESIGN BY ENGINEER / PROVIDED BY OTHERS)		28.5 CFS IN
UNDERDRAIN	H	6" ADS N-12 DUAL WALL PERFORATED HDPE UNDERDRAIN		



DETENTION SYSTEM 2

ISOLATOR ROW PLUS (SEE DETAIL)

PLACE MINIMUM 17.50' OF ADSPLUS125 WOVEN GEOTEXTILE OVER BEDDING STONE AND UNDERNEATH CHAMBER FEET FOR SCOUR PROTECTION AT ALL CHAMBER INLET ROWS

BED LIMITS

NOTES
- THE SITE DESIGN ENGINEER MUST REVIEW ELEVATIONS AND IF NECESSARY ADJUST GRADING TO ENSURE THE CHAMBER COVER REQUIREMENTS ARE MET.
- **NOT FOR CONSTRUCTION** THIS LAYOUT IS FOR DIMENSIONAL PURPOSES ONLY TO PROVE CONCEPT & THE REQUIRED STORAGE VOLUME CAN BE ACHIEVED ON SITE.

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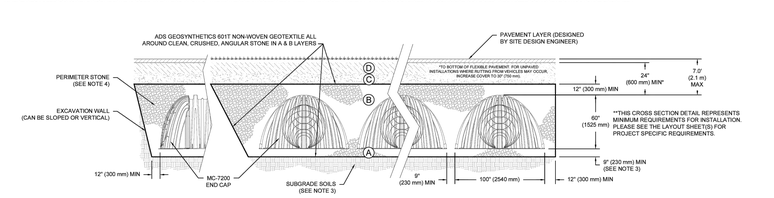
ACCEPTABLE FILL MATERIALS: STORMTECH MC-7200 CHAMBER SYSTEMS

	MATERIAL LOCATION	DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	**FINAL FILL:** FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	**INITIAL FILL:** FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 24" (600 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145[1] A-1, A-2-4, A-3 OR AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 24" (600 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 12" (300 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS.
B	**EMBEDMENT STONE:** FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE[2]	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	NO COMPACTION REQUIRED.
A	**FOUNDATION STONE:** FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE[2]	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE.[2,3]

PLEASE NOTE:
1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR **#4** STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 9" (230 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.
4. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.
5. WHERE RECYCLED CONCRETE AGGREGATE IS USED IN LAYERS 'A' OR 'B' THE MATERIAL SHOULD ALSO MEET THE ACCEPTABILITY CRITERIA OUTLINED IN TECHNICAL NOTE 6.20 "RECYCLED CONCRETE STRUCTURAL BACKFILL".



NOTES:
1. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 60x101
2. MC-7200 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS. REFERENCE STORMTECH DESIGN MANUAL FOR BEARING CAPACITY GUIDANCE.
4. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
5. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 500 LBS/FT/%. THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

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UNDERDRAIN DETAIL
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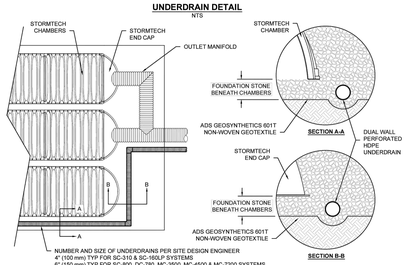
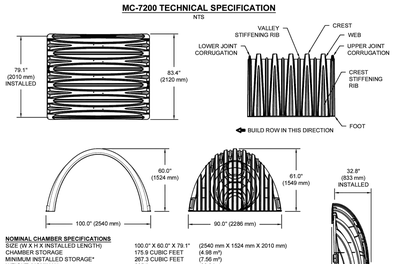


MC-7200 TECHNICAL SPECIFICATION
NTS



NOMINAL CHAMBER SPECIFICATIONS

SIZE (W X H X INSTALLED LENGTH)	100.0" X 60.0" X 79.1"	(2540 mm X 1524 mm X 2010 mm)
CHAMBER STORAGE	175.9 CUBIC FEET	(4.98 m³)
MINIMUM INSTALLED STORAGE*	267.3 CUBIC FEET	(7.56 m³)
WEIGHT (NOMINAL)	205 lbs.	(92.9 kg)

NOMINAL END CAP SPECIFICATIONS

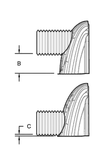
SIZE (W X H X INSTALLED LENGTH)	90.0" X 61.0" X 32.8"	(2286 mm X 1549 mm X 833 mm)
END CAP STORAGE	39.5 CUBIC FEET	(1.12 m³)
MINIMUM INSTALLED STORAGE*	115.3 CUBIC FEET	(3.26 m³)
WEIGHT (NOMINAL)	90 lbs.	(40.8 kg)

*ASSUMES 12" (305 mm) STONE ABOVE, 9" (229 mm) STONE FOUNDATION AND BETWEEN CHAMBERS, 12" (305 mm) STONE PERIMETER IN FRONT OF END CAPS AND 40% STONE POROSITY.

PARTIAL CUT HOLES AT BOTTOM OF END CAP FOR PART NUMBERS ENDING WITH "B"
PARTIAL CUT HOLES AT TOP OF END CAP FOR PART NUMBERS ENDING WITH "T"
END CAPS WITH A PREFABRICATED WELDED STUB END WITH "W"

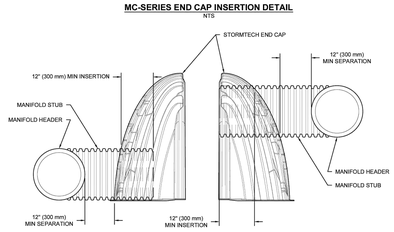
PART #	STUB	B	C
MC4500EPP06T	6" (150 mm)	42.54" (1081 mm)	---
MC4500EPP06B		---	0.66" (22 mm)
MC4500EPP08T	8" (200 mm)	40.50" (1029 mm)	---
MC4500EPP08B		---	1.01" (26 mm)
MC4500EPP10T	10" (250 mm)	38.37" (975 mm)	---
MC4500EPP10B		---	1.33" (34 mm)
MC4500EPP12T	12" (300 mm)	35.69" (907 mm)	---
MC4500EPP12B		---	1.57" (39 mm)
MC4500EPP15T	15" (375 mm)	32.72" (831 mm)	---
MC4500EPP15B		---	1.70" (43 mm)
MC4500EPP18T	18" (450 mm)	29.36" (746 mm)	---
MC4500EPP18TW		---	---
MC4500EPP18B		---	1.97" (50 mm)
MC4500EPP18BW			
MC4500EPP24T	24" (600 mm)	23.05" (585 mm)	---
MC4500EPP24TW		---	---
MC4500EPP24B		---	2.26" (57 mm)
MC4500EPP24BW			
MC4500EPP30BW	30" (750 mm)	---	2.95" (75 mm)
MC4500EPP36BW	36" (900 mm)	---	3.25" (83 mm)
MC4500EPP42BW	42" (1050 mm)	---	3.55" (90 mm)

NOTE: ALL DIMENSIONS ARE NOMINAL



CUSTOM PREFABRICATED INVERTS ARE AVAILABLE UPON REQUEST INVENTORIED MANIFOLDS INCLUDE 12-24" (300-600 mm) SIZE ON SIZE AND 15-48" (375-1200 mm) ECCENTRIC MANIFOLDS. CUSTOM INVERT LOCATIONS ON THE MC-7200 END CAP CUT IN THE FIELD ARE NOT RECOMMENDED FOR PIPE SIZES GREATER THAN 10" (250 mm). THE INVERT LOCATION IN COLUMN 'B' ARE THE HIGHEST POSSIBLE FOR THE PIPE SIZE.

MC-SERIES END CAP INSERTION DETAIL
NTS



NOTE: MANIFOLD STUB MUST BE LAID HORIZONTAL FOR A PROPER FIT IN END CAP OPENING.

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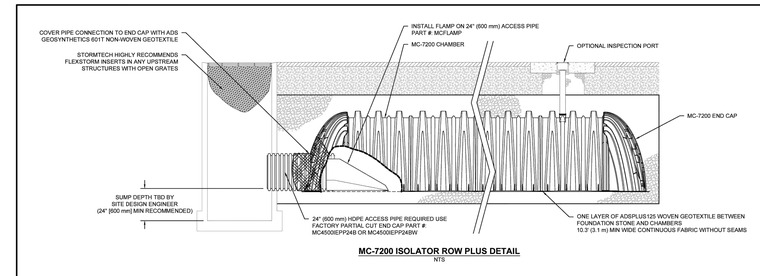
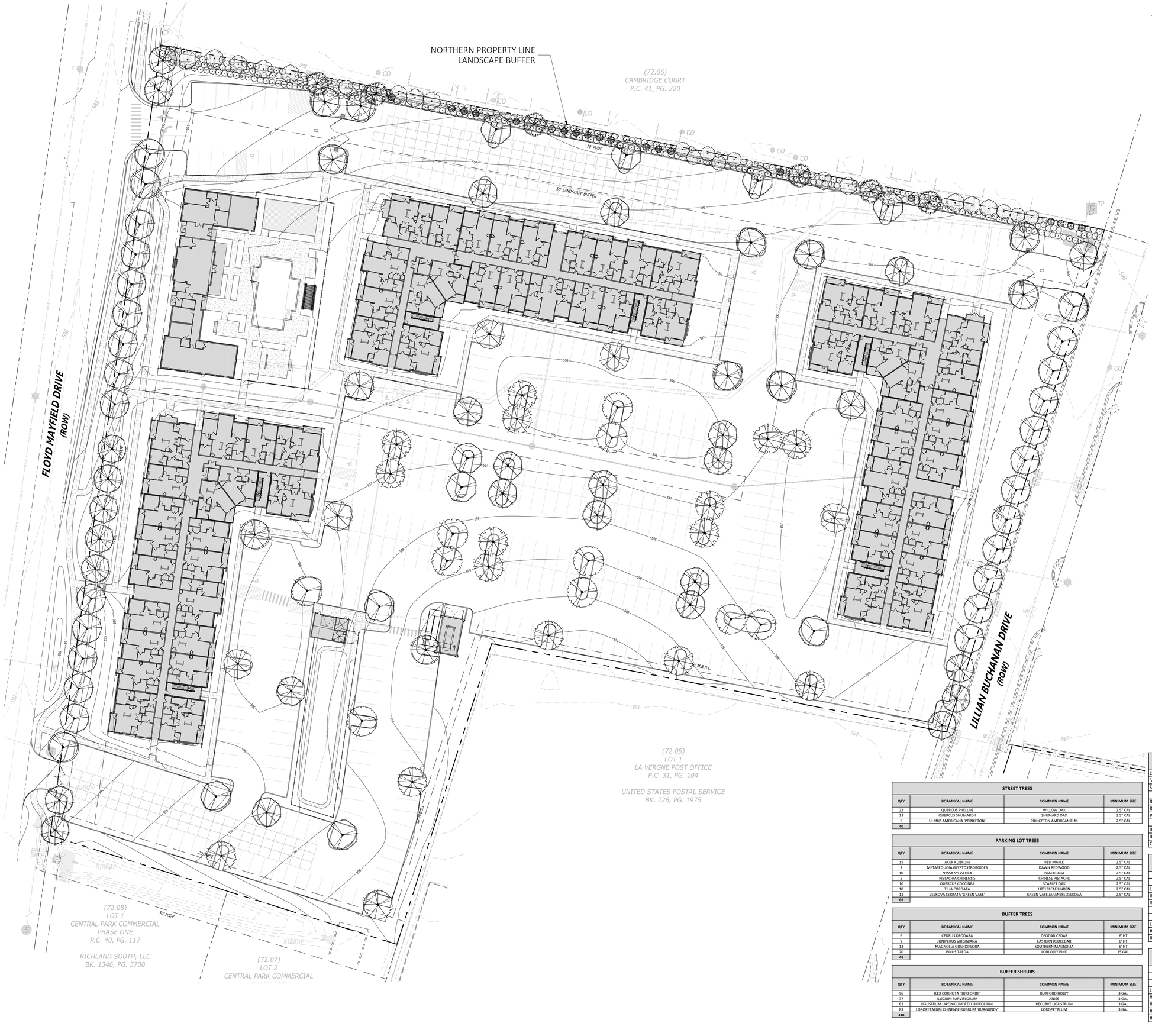


MC-7200 ISOLATOR ROW PLUS DETAIL
NTS

INSPECTION & MAINTENANCE

STEP 1) INSPECT ISOLATOR ROW PLUS FOR SEDIMENT
- A. INSPECTION PORTS (IF PRESENT)
  - A.1 REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
  - A.2 REMOVE AND CLEAN FLEXSTORM FILTER IF INSTALLED
  - A.3 USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
  - A.4 LOWER A CAMERA INTO ISOLATOR ROW PLUS FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
  - A.5 IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- B. ALL ISOLATOR PLUS ROWS
  - B.1. REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW PLUS
  - B.2. USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW PLUS THROUGH OUTLET PIPE
    - i) MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
    - ii) FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
  - B.3. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.

STEP 2) CLEAN OUT ISOLATOR ROW PLUS USING THE JETVAC PROCESS
- A. A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45° (1.1 m) OR MORE IS PREFERRED
- B. APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER



PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME
BUFFER TREES	
	CEDRUS DEODARA / DEODAR CEDAR
	JUNIPERUS VIRGINIANA / EASTERN REDCEDAR
	MAGNOLIA GRANDIFLORA / SOUTHERN MAGNOLIA
	PINUS TAEDA / LOBLOLLY PINE
PARKING LOT TREES	
	ACER RUBRUM / RED MAPLE
	METASEQUOIA GLYPTOSTROBOIDES / DAWN REDWOOD
	NYSSA SYLVATICA / BLACKGUM
	PISTACIA CHINENSIS / CHINESE PISTACHE
	QUERCUS COCCINEA / SCARLET OAK
	TILIA CORDATA / LITTLELEAF LINDEN
	ZELKOVA SERRATA 'GREEN VASE' / GREEN VASE JAPANESE ZELKOVA
STREET TREES	
	QUERCUS PHELLOS / WILLOW OAK
	QUERCUS SHUMARDII / SHUMARD OAK
	ULMUS AMERICANA 'PRINCETON' / PRINCETON AMERICAN ELM
BUFFER SHRUBS	
	ILEX CORNUTA 'BURFORDII' / BURFORD HOLLY
	ILLICIUM PARVIFLORUM / ANISE
	LIGUSTRUM JAPONICUM 'RECURVIFOLIUM' / RECURVE LIGUSTRUM
	LOROPETALUM CHINENSE RUBRUM 'BURGUNDY' / LOROPETALUM

STREET TREES

QTY	BOTANICAL NAME	COMMON NAME	MINIMUM SIZE
22	QUERCUS PHELLOS	WILLOW OAK	2.5" CAL
13	QUERCUS SHUMARDII	SHUMARD OAK	2.5" CAL
5	ULMUS AMERICANA 'PRINCETON'	PRINCETON AMERICAN ELM	2.5" CAL
40			

PARKING LOT TREES

QTY	BOTANICAL NAME	COMMON NAME	MINIMUM SIZE
15	ACER RUBRUM	RED MAPLE	2.5" CAL
7	METASEQUOIA GLYPTOSTROBOIDES	DAWN REDWOOD	2.5" CAL
10	NYSSA SYLVATICA	BLACKGUM	2.5" CAL
5	PISTACHIA CHINENSIS	CHINESE PISTACHE	2.5" CAL
10	QUERCUS COCCINEA	SCARLET OAK	2.5" CAL
10	TILIA CORDATA	LITTLELEAF LINDEN	2.5" CAL
11	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE JAPANESE ZELKOVA	2.5" CAL
68			

BUFFER TREES

QTY	BOTANICAL NAME	COMMON NAME	MINIMUM SIZE
6	CEDRUS DEODARA	DEODAR CEDAR	6' HT
9	JUNIPERUS VIRGINIANA	EASTERN REDCEDAR	6' HT
13	MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	6' HT
20	PINUS TAEDA	LOBLOLLY PINE	15 GAL
48			

BUFFER SHRUBS

QTY	BOTANICAL NAME	COMMON NAME	MINIMUM SIZE
96	ILEX CORNUTA 'BURFORDII'	BURFORD HOLLY	3 GAL
77	ILLICIUM PARVIFLORUM	ANISE	3 GAL
62	LIGUSTRUM JAPONICUM 'RECURVIFOLIUM'	RECURVE LIGUSTRUM	3 GAL
83	LOROPETALUM CHINENSE RUBRUM 'BURGUNDY'	LOROPETALUM	3 GAL
318			

SITE PLAN DATA TABLE

DISTRICT	DOWNTOWN DISTRICT (DD)
SITE AREA (ACRES)	9.33
SITE AREA (SF)	406,415
REQUIRED MINIMUM LANDSCAPE SURFACE AREA (LSA)	20%
REQUIRED MINIMUM LSA (SF)	81,283
PRPOSED LSA (SF)	102,500
IMPERVIOUS SURFACE AREA (SF)	301,329
ILA EXISTING (LANDSCAPE ISLANDS)	
OPEN SPACE PROVIDED (SF)	53,947.0

STREET YARD REQUIREMENTS

1 TREE PER 25' OF ROAD FRONTAGE	
FLOYD MAYFIELD DR	
LF OF ROAD FRONTAGE	598
# OF TREES REQUIRED	24
# OF TREES PROVIDED	24
LILLIAN BUCHANAN DR	
LF OF ROAD FRONTAGE	406
# OF TREES REQUIRED	16
# OF TREES PROVIDED	16

BUFFER REQUIREMENTS

6 TREES PER 100' OF BUFFER	
40 SHRUBS PER 100' OF BUFFER	
NORTHERN PROPERTY LINE BUFFER	
LF OF BUFFER	795
# OF TREES REQUIRED	48
# OF SHRUBS REQUIRED	318
# OF TREES PROVIDED	48
# OF SHRUBS PROVIDED	318

MSD
LANDSCAPE ARCHITECTURE

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MICHAEL SCOTT DESIGN
REGISTERED LANDSCAPE ARCHITECT
TENNESSEE
LANDSCAPE ARCHITECT

CLIENT

ALLIANCE RESIDENTIAL COMPANY

PROJECT

THE MAYFIELD BY BROADSTONE

LA VERGNE, TN

DATE	RELEASE	NO.
12.19.25	1ST LDP SUBMITTAL	

NORTH

SCALE

0' 20' 40' 80'

SCALE: 1" = 40'

SHEET TITLE

LANDSCAPE SITE PLAN

SHEET NUMBER

LSP1.0

NOT ISSUED FOR CONSTRUCTION

ALLIANCE RESIDENTIAL COMPANY

THE MAYFIELD BY BROADSTONE

LAVERGNE , TN

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MULTIFAMILY BLDG - SIDE ELEVATION

SCALE : 1" = 10'-0"

MULTIFAMILY BLDG - FRONT ELEVATION

SCALE : 1" = 10'-0"

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WALL AREA W/O OPENINGS: 4,669 SF
BRICK AREA W/O OPENINGS: 1,482 SF
PERCENTAGE OF BRICK: 31.7%
OVERALL BUILDING BRICK AREA: 10,205 SF

MULTIFAMILY BLDG - SIDE ELEVATION

SCALE : 1" = 10'-0"

WALL AREA W/O OPENINGS: 8,964 SF
BRICK AREA W/O OPENINGS: 2,651 SF
PERCENTAGE OF BRICK: 29.5%
OVERALL BUILDING BRICK AREA: 10,205 SF

MULTIFAMILY BLDG - REAR ELEVATION

SCALE : 1" = 10'-0"

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STANDING SEAM METAL ROOF

BROWN BRICK

WALL AREA W/O OPENINGS: 530 SF
BRICK AREA W/O OPENINGS: 504 SF
PERCENTAGE OF BRICK: 95.1%
OVERALL BUILDING BRICK AREA: 4,725 SF

CLUB T.B. 03
15' - 11 1/8"

CLUB T.B. 02
13' - 11 1/8"

15' - 0"

15' - 1 1/8"

15' - 1 1/8"

LEVEL 01

CLUBHOUSE - SIDE ELEVATION

SCALE : 1/8" = 1'-0"

BROWN BRICK

STANDING SEAM METAL ROOF

DARK GRAY CEMENTITIOUS PANEL

BEIGE BRICK

DARK GRAY CEMENTITIOUS PANEL

OFF-WHITE CEMENTITIOUS PANEL

WALL AREA W/O OPENINGS: 1,869 SF
BRICK AREA W/O OPENINGS: 1,522 SF
PERCENTAGE OF BRICK: 81.4%
OVERALL BUILDING BRICK AREA: 4,725 SF

CLUB T.B. 03
15' - 1 1/8"

CLUB T.B. 02
13' - 1 1/8"

0' - 2"

15' - 1 1/8"

15' - 1 1/8"

LEVEL 01

CLUBHOUSE - FRONT ELEVATION

SCALE : 1/8" = 1'-0"

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THE MAYFIELD BY BROADSTONE

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WALL AREA W/O OPENINGS: 538 SF
BRICK AREA W/O OPENINGS: 505 SF
PERCENTAGE OF BRICK: 93.9%
OVERALL BUILDING BRICK AREA: 4,725 SF

CLUBHOUSE - SIDE ELEVATION

SCALE : 1/8" = 1'-0"

WALL AREA W/O OPENINGS: 1,788 SF
BRICK AREA W/O OPENINGS: 1,515 SF
PERCENTAGE OF BRICK: 84.7%
OVERALL BUILDING BRICK AREA: 4,725 SF

CLUBHOUSE - REAR ELEVATION

SCALE : 1/8" = 1'-0"

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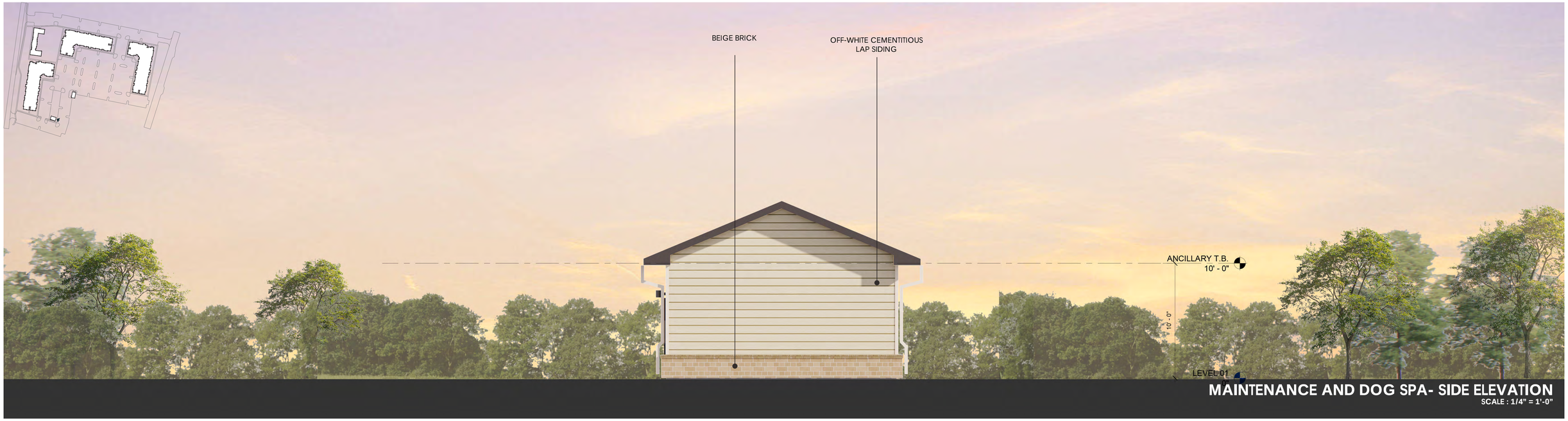

MAINTENANCE AND DOG SPA- SIDE ELEVATION
SCALE : 1/4" = 1'-0"

MAINTENANCE AND DOG SPA- FRONT ELEVATION
SCALE : 1/4" = 1'-0"

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MAINTENANCE AND DOG SPA- SIDE ELEVATION
SCALE : 1/4" = 1'-0"

MAINTENANCE AND DOG SPA- REAR ELEVATION
SCALE : 1/4" = 1'-0"

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THE MAYFIELD BY BROADSTONE

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TRASH ENCLOSURE - SIDE ELEVATION

SCALE : 1/4" = 1'-0"

TRASH ENCLOSURE - FRONT ELEVATION

SCALE : 1/4" = 1'-0"

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TRASH ENCLOSURE - SIDE ELEVATION

SCALE : 1/4" = 1'-0"

TRASH ENCLOSURE - REAR ELEVATION

SCALE : 1/4" = 1'-0"

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TRAFFIC IMPACT STUDY

101 Floyd Mayfield Drive
Alliance Residential Company
December 2025

KCI TECHNOLOGIES, INC.

[redacted]

KCI

TRAFFIC IMPACT STUDY
101 FLOYD MAYFIELD DRIVE
LA VERGNE, TENNESSEE

PREPARED FOR:

ALLIANCE RESIDENTIAL COMPANY

PREPARED BY:

KCI TECHNOLOGIES, INC

[redacted]

Nashville, TN 37203

[redacted]

www.kci.com

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EXECUTIVE SUMMARY

Project Description

The proposed 101 Floyd Mayfield Drive development is located along the east side of Floyd Mayfield Drive in La Vergne, Tennessee. According to the developer, the proposed development includes approximately 252 multi-family units and is expected to be completed by 2027. Access to the development is planned to be provided by three driveways, two driveways on Floyd Mayfield Drive and one on Lillian Buchanan Drive. The purpose of this study is to analyze the access plan and the traffic impacts associated with this proposed development.

Traffic Review

The following intersections were analyzed to evaluate the traffic impacts associated with this proposed development:

1. Murfreesboro Road and Floyd Mayfield Drive (signalized)
2. Murfreesboro Road and Lillian Buchanan Drive (unsignalized)

Manual traffic counts were conducted at each of the study intersections in order to establish existing peak hour traffic volumes. The existing traffic volumes were grown to the design year, 2027, using a growth rate of 2.0% per year to account for traffic growth prior to the completion of the proposed development. A traffic generation process was used to estimate the number of trips expected to be generated by the proposed development. The estimated project-generated trips were added to the design year traffic volumes in order to obtain the total projected peak hour traffic volumes at the completion of the development.

Multimodal Review

In addition to the study intersections listed above, the roadway segments within the study area were evaluated to identify the multimodal impacts associated with this proposed development. The pedestrian infrastructure, bicycle facilities, and transit services and facilities were evaluated for each study segment and intersection to identify potential improvements.

Safety Review

The site driveways were evaluated to determine any sight distance constraints. The site driveways indicate that the existing sight distance available at the proposed study intersections will be adequate for left-turns and right-turns.

Historic crash data within the study area was obtained in order to determine the need to provide crash mitigation measures. Since 2020, there have been 46 crashes: including 0 fatalities and 2 serious injury crashes. Additionally, of the total crashes, 0 crashes included pedestrians and 1 crash included a bicycle.

Recommended Improvements

The analyses presented in this study indicate that the impacts of the proposed project on the existing street network will be manageable by providing the recommendations below. These specific recommendations will provide safe and efficient traffic operations within the study area following the completion of the proposed project. The recommendations are as follows:

Floyd Mayfield Drive and Driveway A

- The westbound approach of Driveway A should be stop-controlled, and a stop bar and R1-1 'Stop' sign should be installed on the egress approach.
- Driveway A should be designed to include sufficient width for one entering lane and two exiting lanes.
- Driveway A will operate as the primary access.

Lillian Buchanan Drive and Driveway B

- The eastbound approach of Driveway B should be stop-controlled, and a stop bar and R1-1 'Stop' sign should be installed on the egress approach.
- Driveway B should be designed to include sufficient width for one entering lane and a minimum of one exiting lane.

Floyd Mayfield Drive and Driveway C

- The westbound approach of Driveway C should be gated and used for emergency access use only.
- Driveway C should be designed to include sufficient width for one entering lane and one exiting lane.

Additional Recommendations

- Parking should be provided per code.

- It is recommended to provide sidewalks along the property frontages of both Floyd Mayfield Drive and Lillian Buchanan Drive as well as internal to the project site.
- As part of the construction of the project, all internal and external driveway connections should be designed such that the departure sight triangles, as specified by AASHTO, will be clear of all sight obstructions, including landscaping, existing vegetation, monument signs/walls, fences, etc.
- Final design of internal roadways and parking should meet all City of La Vergne standards and the latest version of "A Policy of Geometric Design of Highways and Streets" published by AASHTO. Any parking lots and streets associated with the development should ensure that passenger cars and emergency vehicles are capable of making all turning movements. Internal intersections should be two-way stop-controlled unless all-way stop control warrants are met.

In summary, based on the analyses conducted, no further recommendations are presented for the proposed 101 Floyd Mayfield Drive development.

1.0 INTRODUCTION AND PROJECT DESCRIPTION

The purpose of this study is to analyze the traffic impacts and access plan associated with the proposed 101 Floyd Mayfield Drive development in La Vergne, Tennessee. According to the developer, the proposed development will include 252 multi-family units and is expected to be completed by 2027.

As shown by Figure 1, the property is located along the east side of Floyd Mayfield Drive between Murfreesboro Road and Rutherford Point Circle. The property is currently zoned DD (Downtown District). The proposed development is within an area that is characterized by medium-density land uses. The property is generally bounded on the north by residential, on the east by Lillian Buchanan Drive, on the south by commercial, and on the west by Floyd Mayfield Drive.

The current site plan for the 101 Floyd Mayfield Drive development is shown in Appendix A. Based on this site plan, proposed vehicular access for the development is planned to be provided by three driveways, on Floyd Mayfield Drive and one on Lillian Buchanan Drive.

- Driveway A will be located on Floyd Mayfield Drive and will become the east leg of the intersection of Floyd Mayfield Drive and Rutherford Point Circle.
- Driveway B will be located on Lillian Buchanan Drive approximately 170 feet south of the Lillian Buchanan Drive and George Buchanan.
- Driveway C will be located on Floyd Mayfield Drive approximately 330 feet north of Murfreesboro Road and Floyd Mayfield Drive. This access will be gated for emergency use only.

Surface parking is planned to accommodate the proposed development.

In this study, the current operating characteristics of the adjacent roadways and intersections in the vicinity of the project site are evaluated. The expected trips generated by the proposed development are determined and distributed to the roadway network. The adjacent roadways and intersections are then reevaluated to determine the anticipated traffic impacts of the project. Finally, recommendations are presented, including roadway improvements and/or traffic control improvements that are needed to accommodate the expected traffic.

The scope of work for this study, as described above, was determined via a scoping meeting between the developer, KCI Technologies, and City of La Vergne on December 1, 2025. The scoping notes are included in Appendix B.

Study Area

(Not to Scale)

Figure 1.

2.0 TRAFFIC REVIEW

This chapter presents the traffic assessment of the intersections within the vicinity of the project site that are expected to be impacted by proposed development. The following intersections were evaluated:

1. Murfreesboro Road and Floyd Mayfield Drive (signalized)
2. Murfreesboro Road and Lillian Buchanan Drive (unsignalized)

To determine the effects of the proposed development on the study area, the following scenarios were assessed:

1. Existing 2025 Conditions
2. Future 2027 No-Build Conditions
3. Future 2027 Build Conditions

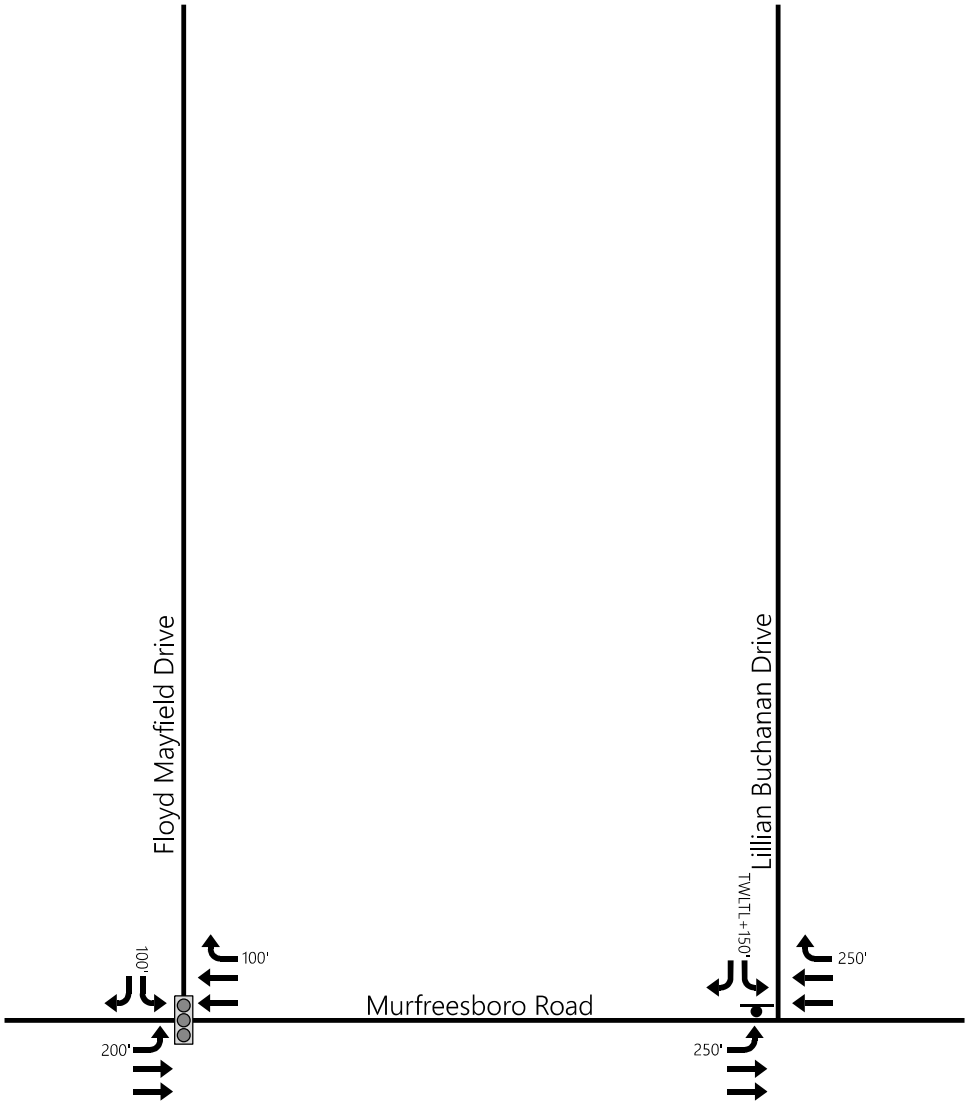
2.1 Existing Roadway Network

A field inventory of the existing roadway network within the study area was conducted. The direction, number of lanes, roadway classification, and posted speed limit associated with each of the roadways included within the study area is presented in Table 1. The roadway classifications were obtained from Tennessee Department of Transportation (TDOT)'s current *Functional Classification Maps*. Per City of La Vergne's current *Code of Ordinance*, in the absence of a posted speed limit the maximum speed limit for a road is set at 30 mph.

TABLE 1. DESCRIPTION OF STUDY ROADWAYS

ROADWAY NAME	DIRECTION	NUMBER OF LANES			TDOT CLASSIFICATION	POSTED SPEED LIMIT (mph)
		EB/NB	WB/SB	TWLTL		
Floyd Mayfield Drive	North-South	1	1	0	Local	25
Murfreesboro Road	East-West	2	2	0	Principial Arterial	45
Lillian Buchanan Drive	North-South	1	1	1	Local	25

The existing lane configurations and traffic control for each of the study intersections is illustrated in Figure 2.



- Stop Sign
- Traffic Signal
XX' - Storage Length
TWLTL - Two-Way Left Turn Lane

N

Existing Road Network
(Not to Scale)

Figure 2.

2.2 Existing Traffic Volumes

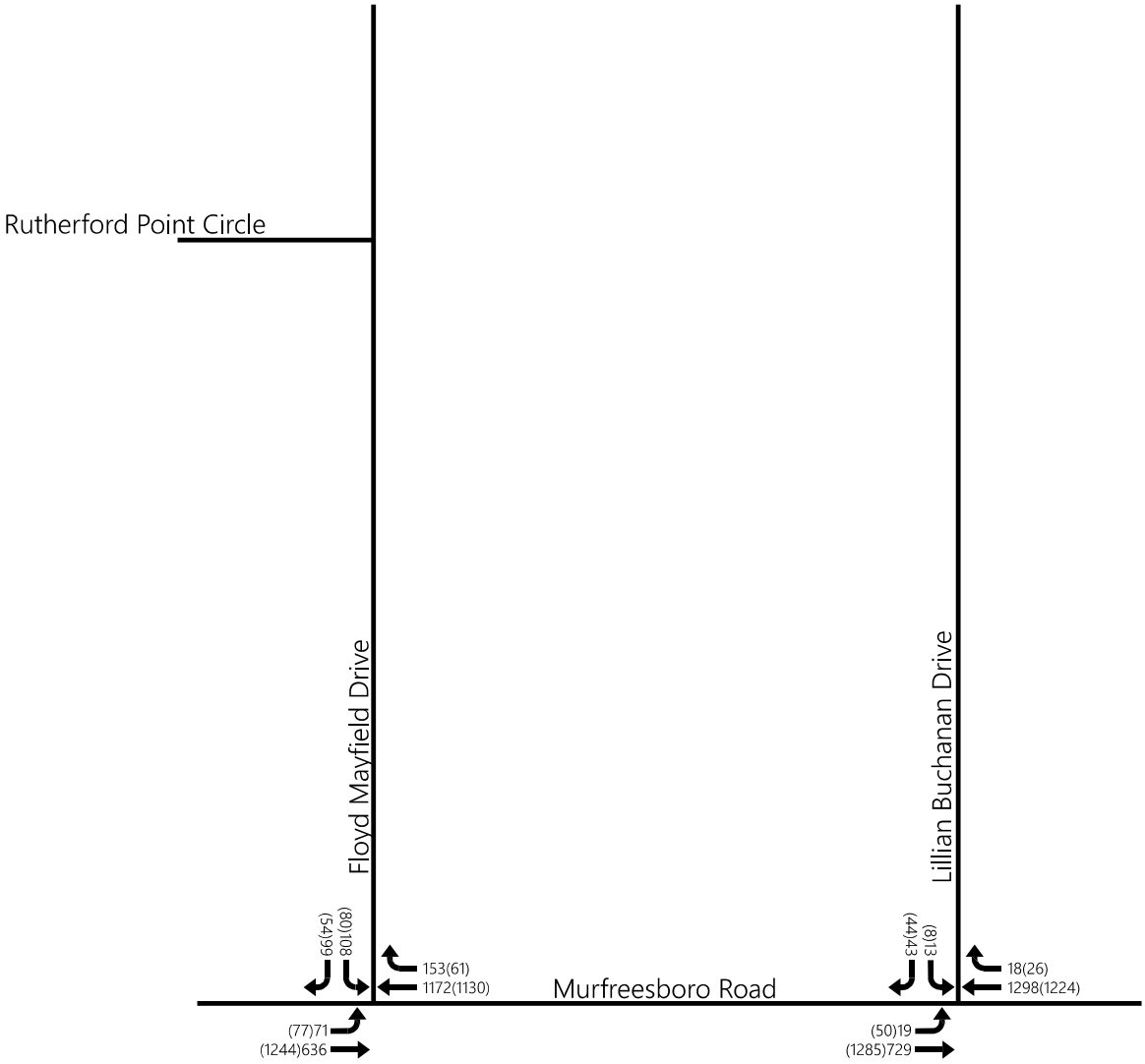
In order to provide data for the traffic impact analysis, manual traffic counts were conducted at each of the study intersections. Specifically, KCI Technologies, Inc. conducted the traffic counts from 7:00 – 9:00 AM and 4:00 – 6:00 PM on a typical weekday in December 2025 while local schools were in session. From the counts, it was determined that the peak hours of traffic flow for the majority of the study intersections occurred from 7:00 – 8:00 AM and 4:30 – 5:30 PM.

The existing peak hour turning movement volumes are presented in Figure 3. A detailed summary of the traffic counts is included in Appendix C.

In addition to the above information, average daily traffic volumes were obtained from TDOT. There are two TDOT count stations located in the vicinity of the project site. The count station locations and annual average daily traffic (AADT) in 2024 are shown in Table 2. Additional TDOT Count Station data is included in Appendix D.

TABLE 2. TDOT COUNT STATION DATA

ROADWAY	LOCATION	STATION NO.	2024 AADT (vpd)
Murfreesboro Road	South of Project Site Between Veterans Memorial Parkway and East Street	75000004	24,750
Sand Hill Road	North of Project Site Between Ritter Road and Bobby Drive	75000266	3,140



XXX - AM Peak Hour Traffic Volumes
(XXX) - PM Peak Hour Traffic Volumes

Existing Peak Hour Traffic Volumes
(Not to Scale)

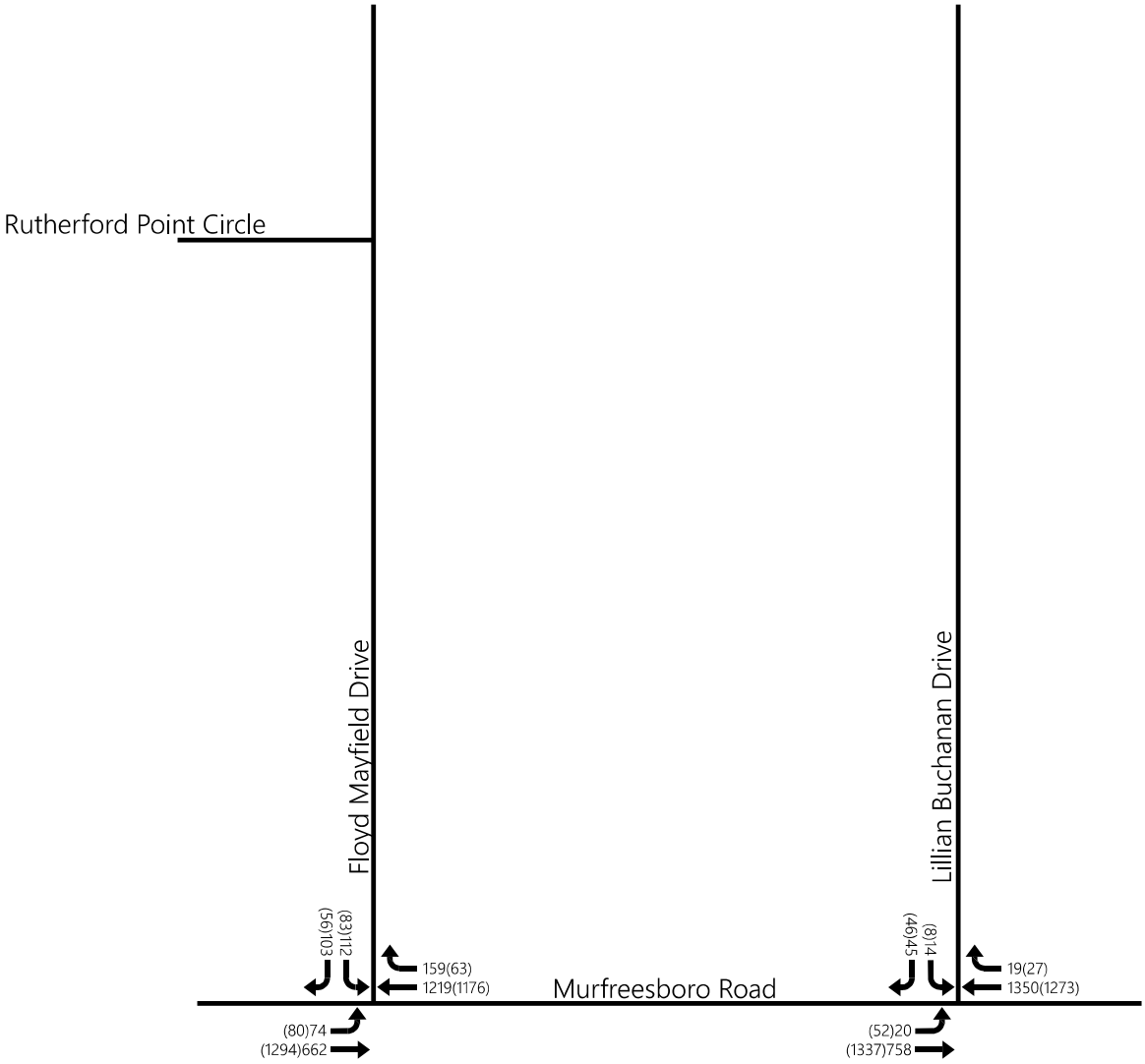
Figure 3.

2.3 Future No-Build Traffic Volumes

In order to account for the traffic growth prior to the completion of the proposed project, future traffic volumes were established. For the purposes of this traffic study, the proposed development was assumed to be completed by the year 2027, which is a 2-year horizon. Historical daily traffic volumes were obtained from the two TDOT count stations located in the vicinity of the project site. Since 2027, the combined traffic at these two TDOT count stations has decreased. The TDOT count station data is included in Appendix D.

A growth factor was applied to the existing peak hour traffic volumes to account for background growth for the future conditions. The existing peak hour traffic volumes at the study intersections were increased by 2.0% per year for two years to account for anticipated background traffic growth within the study area.

The future no-build peak hour traffic volumes for horizon year 2027 are presented in Figure 4. These volumes represent the peak hour traffic that is expected to be on the roadway in 2027 even if the proposed 101 Floyd Mayfield Drive development is not completed.



XXX - AM Peak Hour Traffic Volumes
(XXX) - PM Peak Hour Traffic Volumes

Future No-Build Peak Hour Traffic Volumes
(Not to Scale)

Figure 4.

2.4 Trip Generation

A traffic generation process was used to estimate the amount of traffic expected to be generated by the proposed 101 Floyd Mayfield Drive development. Factors for the trip generation were taken from ITE's *Trip Generation*, 11th Edition. According to the developer, the proposed development includes approximately 252 multi-family units.

No reductions were applied to the base trip generation to account for internal capture, alternative modes of transportation, or pass-by trips.

Table 3 presents the daily, AM and PM peak hour trip generation for the proposed development. As shown in Table 3, the proposed development can be expected to generate approximately 1,156 new trips per day. The AM and PM peak hour trip generations will equal approximately 99 and 99 new trips, respectively. These trips represent the new traffic that will be generated by the proposed 101 Floyd Mayfield Drive development. The calculations for trip generation are included in Appendix E.

TABLE 3. DEVELOPMENT TRIP GENERATION

ITE CODE	LAND USE	SIZE	GENERATED TRAFFIC				
			DAILY TRAFFIC	AM PEAK		PM PEAK	
				Enter	Exit	Enter	Exit
221	Multi-Family Housing (Mid-Rise)	252 units	1,156	23	76	60	39
NEW TRIPS			**1,156**	**23**	**76**	**60**	**39**
				99		**99**	

Source: *Trip Generation*, 11th Edition

2.5 Future Build Traffic Volumes

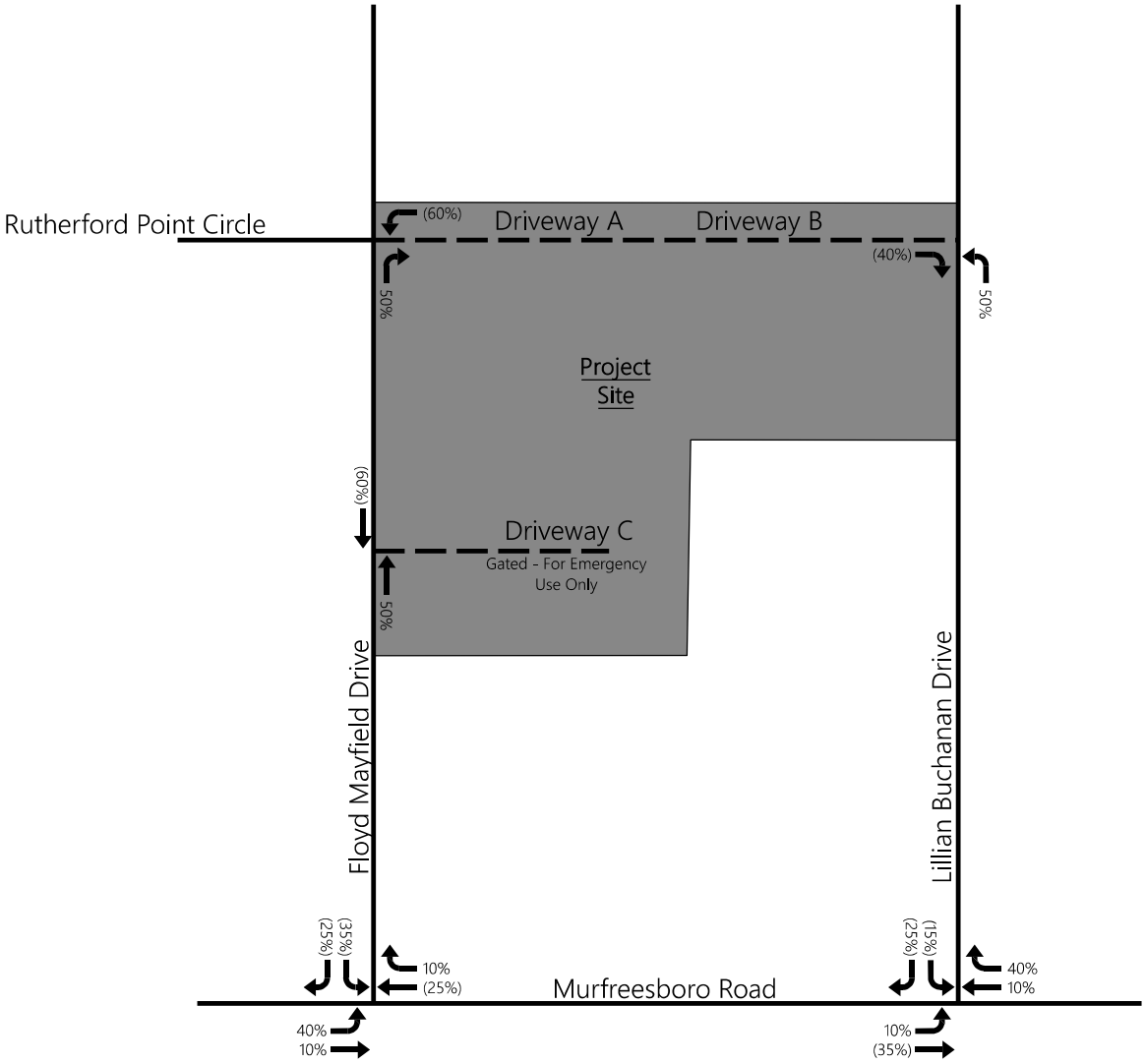
A directional distribution of traffic generated by the proposed project was established based on the proposed access, the existing roadway network, and the existing travel patterns developed from the existing peak hour traffic counts. As previously discussed, access to the development is planned to be provided by three driveways, two driveways on Floyd Mayfield Drive and one on Lillian Buchanan Drive.

The overall directional distribution for the proposed development is shown in Figure 5. As shown in the figure,

- approximately 50% of the traffic generated by the development will be oriented to the east on Murfreesboro Road, and
- 50% to the west on Murfreesboro Road.

Based on the directional distribution, the project-generated traffic for the AM and PM peak hour was assigned to the roadway network. The traffic assignment for the proposed development is shown in Figure 6.

The total site-generated traffic volumes were added to the future no-build peak hour traffic volumes in order to obtain the future build traffic volumes for the study intersections. Figure 7 presents the future build AM and PM peak hour traffic volumes expected at the completion of the proposed development.

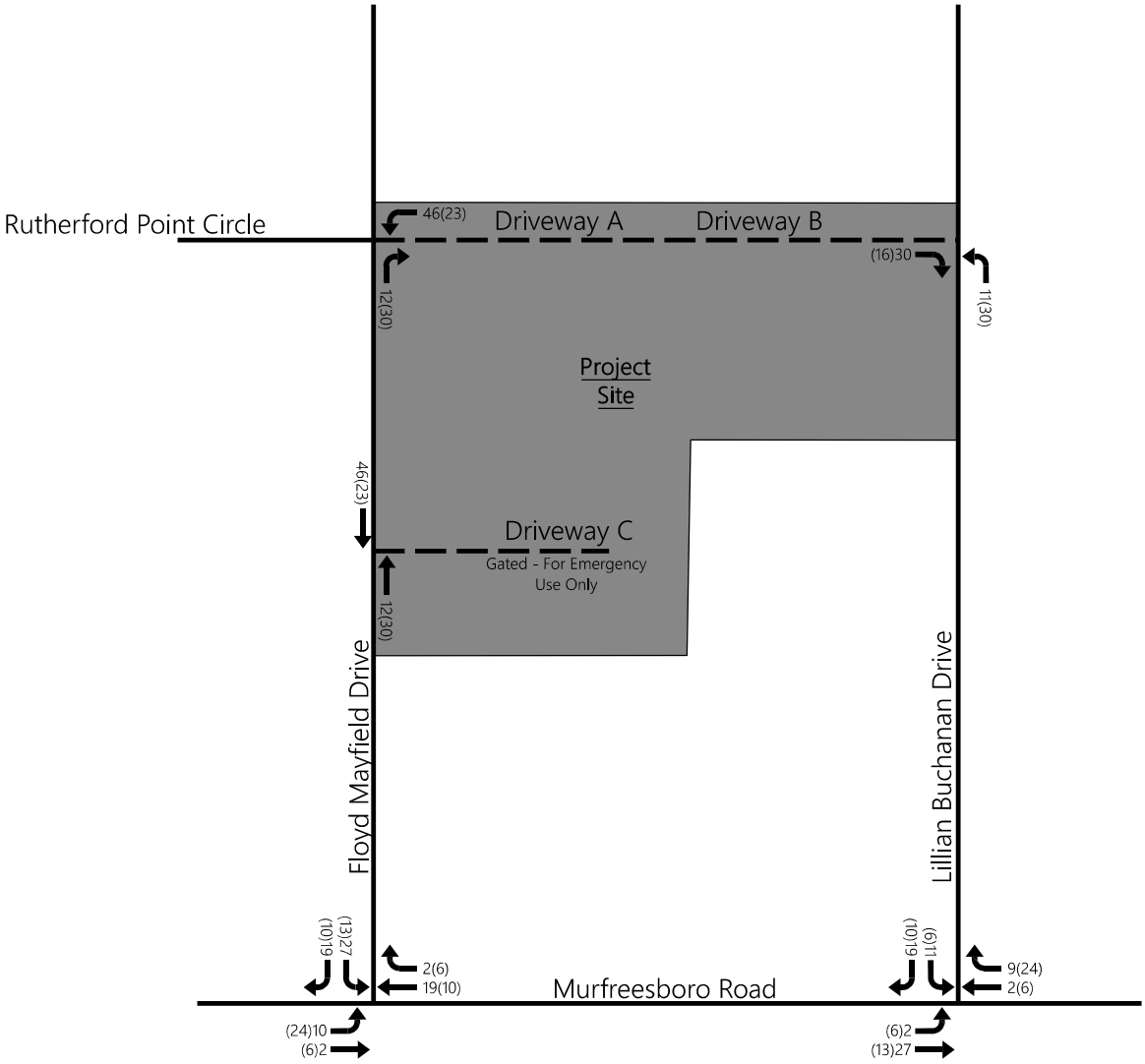


XX% - Enter
(XX%) - Exit

N

Distribution of Traffic Generated by the Project Site
(Not to Scale)

Figure 5.

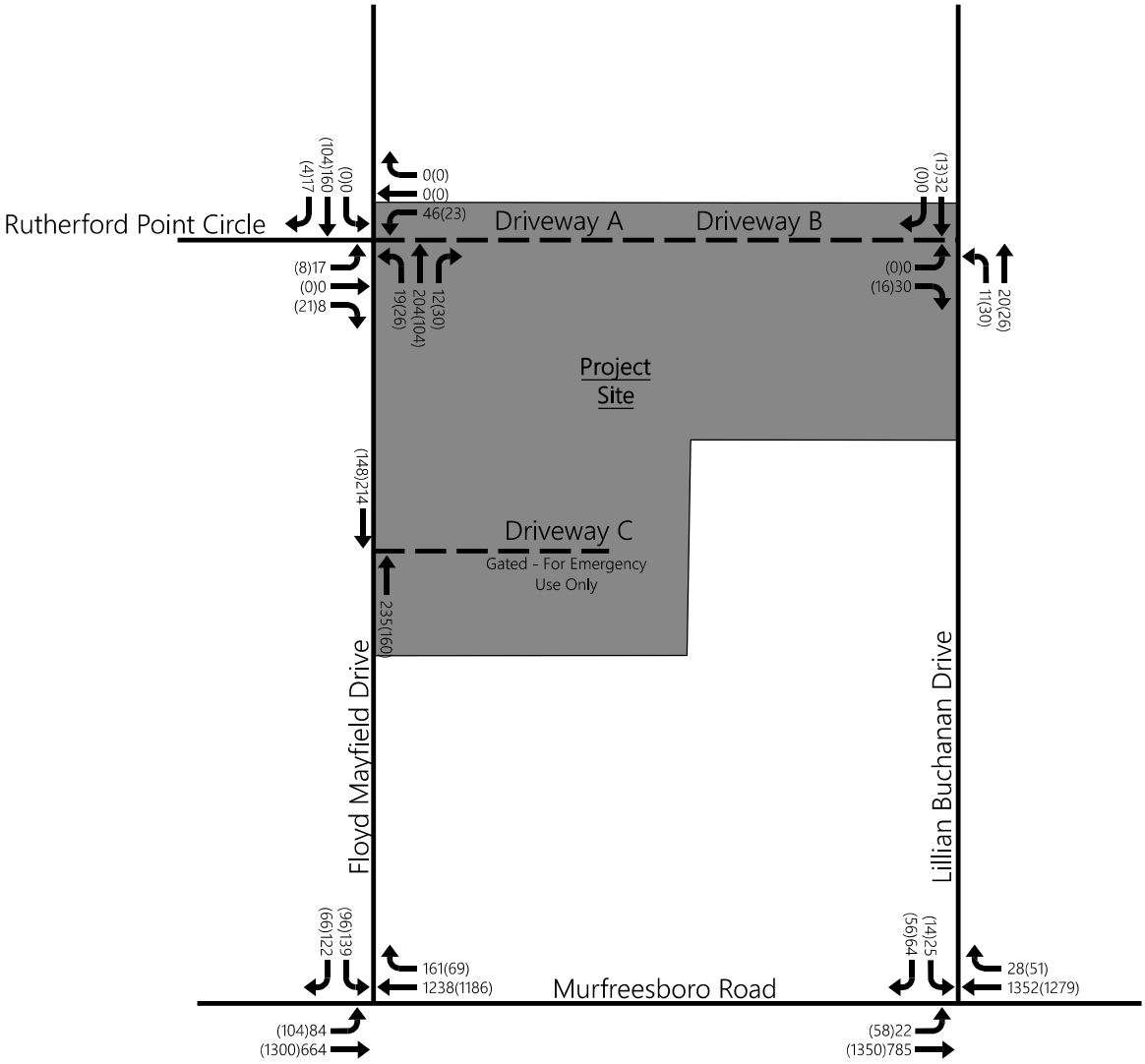


XXX - AM Peak Hour Traffic Volumes
(XXX) - PM Peak Hour Traffic Volumes

N

Assignment of Traffic Generated by the Project Site
(Not to Scale)

Figure 6.



XXX - AM Peak Hour Traffic Volumes
(XXX) - PM Peak Hour Traffic Volumes

Future Build Peak Hour Traffic Volumes
(Not to Scale)

Figure 7.

2.6 Lane Warrant Analysis

The site driveways were evaluated for the need to provide a right-turn lane based on the future build traffic volumes. This analysis was based on the procedures outlined in *Evaluating Intersection Improvements* (NCHRP 457). The result of this analysis is presented in Table 4.

TABLE 4. RIGHT-TURN LANE ANALYSIS

INTERSECTION	APPROACH	EXISTING		FUTURE NO BUILD		FUTURE BUILD	
		AM	PM	AM	PM	AM	PM
Floyd Mayfield Drive and Rutherford Point Circle/Driveway A	Northbound	--	--	--	--	No	No
Lillian Buchanan Drive and Driveway B	Southbound	--	--	--	--	No	No

The site driveways were evaluated for the need to provide a left-turn lane based on the future build traffic volumes. This analysis was based on the procedures outlined in American Association of State Highway and Transportation Official's (AASHTO), *A Policy on Geometric Design of Highways and Streets*. The result of this analysis is presented in Table 5.

TABLE 5. LEFT-TURN LANE ANALYSIS

INTERSECTION	APPROACH	EXISTING		FUTURE NO BUILD		FUTURE BUILD	
		AM	PM	AM	PM	AM	PM
Lillian Buchanan Drive and Driveway B	Northbound	--	--	--	--	No	No

The site driveways were evaluated for the need to provide a two-lane approach based on the future build traffic volumes. This analysis was based on the procedures outlined in *Evaluating Intersection Improvements: An Engineering Study Guide* (NCHRP 457). The result of this analysis is presented in Table 6.

TABLE 6. TWO-LANE MINOR APPROACH ANALYSIS

INTERSECTION	APPROACH	EXISTING		FUTURE NO BUILD		FUTURE BUILD	
		AM	PM	AM	PM	AM	PM
Floyd Mayfield Drive and Rutherford Point Circle/Driveway A	Eastbound	--	--	--	--	No	No
Lillian Buchanan Drive and Driveway B	Westbound	--	--	--	--	No	No

All warrant analyses are included in Appendix F.

2.7 Traffic Level of Service

Capacity analyses were performed in order to determine the impact of the project on the study intersections. These capacity analyses were also used to evaluate the need for roadway and traffic control improvements at the intersections studied. Capacity analyses were performed utilizing the latest version of Vistro traffic modeling software. The capacity calculations were performed according to the methods outlined in the *Highway Capacity Manual*, 7th Edition.

The capacity analyses result in the determination of a Level of Service (LOS) for an intersection. The LOS is a concept used to describe how well an intersection or roadway operates. LOS A is the best, while LOS F is the worst. LOS D is typically considered as the minimum acceptable LOS for an intersection in an urbanized area. For stop-controlled intersections, a LOS is presented for each critical turning movement. For signalized intersections, a LOS is presented for the overall intersection. Table 7 presents the descriptions of LOS for signalized and unsignalized intersections.

TABLE 7. DESCRIPTIONS OF LEVEL OF SERVICE

LEVEL OF SERVICE	DESCRIPTION	UNSIGNALIZED CONTROL DELAY (sec/veh)	SIGNALIZED CONTROL DELAY (sec/veh)
A	Little or no delay	≤ 10.0	≤ 10.0
B	Short traffic delay	>10 and ≤ 15	>10 and ≤ 20
C	Average traffic delay	>15 and ≤ 25	>20 and ≤ 35
D	Long traffic delay	>25 and ≤ 35	>35 and ≤ 55
E	Very long traffic	>35 and ≤ 50	>55 and ≤ 80
F	Extreme traffic delay	> 50.0	> 80.0

Source: *Highway Capacity Manual*, 7th Edition

The signal timing and phasing plan for the signalized intersections in the study area were obtained from the City of La Vergne and were utilized for the capacity analysis. The signal timing data is included in Appendix G.

The analyses of the future no-build conditions and future build conditions were based on the same lane configurations and signal timings as the existing conditions.

Based on the preliminary lane warrant analysis presented in the previous section of this report, the proposed site driveways are expected to operate as follows:

- Driveway A
  - Driveway A will operate as stop-controlled with one entering lane and two exiting lanes. Driveway A will operate as the primary access.

- Driveway B
  - Driveway B will operate as stop-controlled with one entering lane and one exiting lane.
- Driveway C
  - Driveway C will operate as stop-controlled with one entering lane and one exiting lane. The exiting approach will be gated and used for emergency use only.

The results of the capacity analyses at the study area intersections are presented in Tables 8A and 8B. As shown in Tables 8A and 8B, under existing conditions, the capacity analyses indicate that operational performances of the critical movements at the following study intersections operate at LOS D or better under current conditions in the AM and PM peak hours with the following exceptions:

- Murfreesboro Road and Lillian Buchanan Drive
  - The southbound left-turn movement operates at LOS F in both the AM and PM peak hours.

Under future build conditions, the capacity analyses indicate that the operational performances of the critical movements at the study intersections are generally expected to continue to operate at the same level of service as under future no-build conditions or continue to operate at LOS D or better in the AM and PM peak hours.

Per request of City of LaVergne staff, additional analyses were conducted under a "Future Build Alternative" scenario to evaluate the following alternative distribution:

- Murfreesboro Road and Floyd Mayfield Drive
  - Of the generated trips, 100% of the southbound lefts were distributed to the signalized intersection of Murfreesboro Road and Floyd Mayfield Drive instead of split between Lillian Buchanan Drive. The distribution, assignment, and future build volume figures for this scenario are included in Appendix H.

As shown in Table 8A and 8B, under future build alternative conditions, the operational performances of the critical movements at the study intersections are expected to operate at the same level of service as under future build conditions.

Capacity analyses worksheets are included in Appendix I.

TABLE 8A. AM PEAK HOUR LEVELS OF SERVICE

INTERSECTION	TURNING MOVEMENT	LEVEL OF SERVICE (Average Delay in sec/veh)			
		EXISTING	FUTURE		
			NO-BUILD	BUILD	ALT
Murfreesboro Road and Floyd Mayfield Drive	Overall Intersection	B (11.8)	B (12.2)	B (14.4)	B (15.0)
Murfreesboro Road and Lillian Buchanan Drive	Southbound Left-Turn	F (77.8)	F (91.6)	F (126.4)	F (97.3)
	Southbound Right-Turn	C (15.9)	C (16.5)	C (17.3)	C (17.3)
	Eastbound Left-Turn	B (13.0)	B (13.5)	B (13.6)	B (13.6)
Floyd Mayfield Drive and Rutherford Point Circle/Driveway A	Northbound Left-Turn	--	--	A (7.6)	A (7.6)
	Southbound Left-Turn	--	--	A (7.7)	A (7.7)
	Eastbound Approach	--	--	B (11.4)	B (11.4)
	Westbound Left-Turn	--	--	B (13.0)	B (13.2)
Lillian Buchanan Drive and Driveway B	Northbound Left-Turn	--	--	A (7.3)	A (7.3)
	Eastbound Approach	--	--	A (8.6)	A (8.6)

TABLE 8B. PM PEAK HOUR LEVELS OF SERVICE

INTERSECTION	TURNING MOVEMENT	LEVEL OF SERVICE (Average Delay in sec/veh)			
		EXISTING	FUTURE		
			NO-BUILD	BUILD	ALT
Murfreesboro Road and Floyd Mayfield Drive	Overall Intersection	A (7.8)	A (8.0)	A (8.6)	A (8.9)
Murfreesboro Road and Lillian Buchanan Drive	Southbound Left-Turn	F (128.8)	F (155.1)	F (207.1)	F (168.1)
	Southbound Right-Turn	C (15.2)	C (15.7)	C (16.1)	C (16.1)
	Eastbound Left-Turn	B (13.0)	B (13.5)	B (14.0)	B (14.0)
Floyd Mayfield Drive and Rutherford Point Circle/Driveway A	Northbound Left-Turn	--	--	A (7.5)	A (7.5)
	Southbound Left-Turn	--	--	A (7.5)	A (7.5)
	Eastbound Approach	--	--	A (9.5)	A (9.5)
	Westbound Left-Turn	--	--	B (11.1)	B (11.2)
Lillian Buchanan Drive and Driveway B	Northbound Left-Turn	--	--	A (7.3)	A (7.3)
	Eastbound Approach	--	--	A (8.4)	A (8.4)

2.8 Queue Length Analysis

In addition to the capacity analyses, the 95th percentile queue lengths for the critical movements of the study intersections that are expected to be impacted by the proposed development were also analyzed and evaluated under the existing, future no-build, and future build conditions. Tables 9A and 9B present the results of the queue length analyses for the study intersections.

TABLE 9A. AM PEAK HOUR 95TH PERCENTILE QUEUE LENGTH

INTERSECTION	TURNING MOVEMENT	AVAILABLE STORAGE (Feet)	95TH PERCENTILE QUEUE LENGTH (Feet)			
			EXISTING	FUTURE		
				NO BUILD	BUILD	ALT
Murfreesboro Road and Floyd Mayfield Drive	Southbound Left-Turn	100	192	199	235	253
	Eastbound Left-Turn	200	18	19	25	26
	Westbound Right-Turn	100	26	28	32	32
Murfreesboro Road and Lillian Buchanan Drive	Southbound Left-Turn	150 + TWLTL	20	23	48	24
	Eastbound Left-Turn	250	11	4	4	4
	Westbound Right-Turn	250	4	0	0	0
Floyd Mayfield Drive and Rutherford Point Circle/Driveway A	Northbound Left-Turn	--	--	--	1	1
	Southbound Left-Turn	--	--	--	0	0
	Eastbound Approach	--	--	--	4	4
	Westbound Left-Turn	100	--	--	8	11
Lillian Buchanan Drive and Driveway B	Northbound Left-Turn	--	--	--	1	1
	Eastbound Approach	--	--	--	3	2

TABLE 9B. PM PEAK HOUR 95TH PERCENTILE QUEUE LENGTH

INTERSECTION	TURNING MOVEMENT	AVAILABLE STORAGE (Feet)	95TH PERCENTILE QUEUE LENGTH (Feet)			
			EXISTING	FUTURE		
				NO BUILD	BUILD	ALT
Murfreesboro Road and Floyd Mayfield Drive	Southbound Left-Turn	100	121	126	148	160
	Eastbound Left-Turn	200	14	15	22	23
	Westbound Right-Turn	100	7	7	8	8
Murfreesboro Road and Lillian Buchanan Drive	Southbound Left-Turn	150 + TWLTL	19	22	40	24
	Eastbound Left-Turn	250	9	10	12	12
	Westbound Right-Turn	250	0	0	0	0
Floyd Mayfield Drive and Rutherford Point Circle/Driveway A	Northbound Left-Turn	--	--	--	1	1
	Southbound Left-Turn	--	--	--	0	0
	Eastbound Approach	--	--	--	3	3
	Westbound Left-Turn	100	--	--	3	4
Lillian Buchanan Drive and Driveway B	Northbound Left-Turn	--	--	--	1	1
	Eastbound Approach	--	--	--	1	1

2.9 Signal Warrant Analysis

The intersection of Murfreesboro Road and Lillian Buchanan Drive operates at LOS F in the AM and PM peak hours under existing conditions and is expected to continue to operate at poor LOS under future conditions.

A traffic signal should normally be installed at an intersection only when specific warrants are satisfied. Therefore, traffic signal warrant analyses were performed with available data for the intersections based on the anticipated traffic conditions at completion of the development.

The *Manual on Uniform Traffic Control Devices* (MUTCD) sets forth nine different warrants that have been developed by the traffic engineering profession to facilitate the determination of whether a signal is warranted. These warrants include minimum conditions that normally indicate when a traffic signal is justified at a particular location. The MUTCD states "traffic control signals should not be installed unless one or more of the signal warrants in the manual are met."

Although the MUTCD provides nine different warrants, only the eight-hour vehicle volume warrant and the crash experience warrant were considered. These warrants, presented in the MUTCD, are as follows:

WARRANT 1, EIGHT-HOUR VEHICLE VOLUME

Warrant 1 is considered satisfied if any of the following three conditions are met for any eight hours of an average day:

1. Warrant 1A, Minimum Vehicle Volumes
2. Warrant 1B, Continuous Traffic
3. Warrant 1C, Combination

When only peak hour data is collected, preliminary traffic signal warrant analyses can be based on estimates of the eighth highest hour. The method for this estimation is described in the *Manual of Traffic Signal Design*, by Iris Fullerton and James H. Kell as the assumption that the eighth highest hour will exceed 6.25% of the ADT and that the peak hour traffic volume is approximately 10% of the ADT.

It should be noted that when the 85th percentile speed of the major street traffic exceeds 40 mph, or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the conditions presented in

Warrant 1 can be evaluated at 70 percent of the requirements. The speed limit on Murfreesboro Road is 45 mph; therefore, the intersection of Murfreesboro Road and Lillian Buchanan Drive does qualify for this reduction.

WARRANT 1A, MINIMUM VEHICULAR VOLUME

The Minimum Vehicular Volume warrant is intended for application where the volume of intersecting traffic is the principal reason for consideration of signal installation. The warrant is satisfied when, for each of any eight hours of an average day, the traffic volumes given below in Table 10 exist on the major street and on the higher volume minor street approach to the intersection.

TABLE 10. MINIMUM VEHICULAR VOLUMES FOR WARRANT 1A

NUMBER OF LANES FOR MOVING TRAFFIC ON EACH APPROACH		VEHICLES PER HOUR ON MAJOR STREET (Total of Both Approaches)				VEHICLES PER HOUR ON HIGHER VOLUME MINOR APPROACH (One Direction Only)			
Major Street	Minor Street	100%	80%	70%	56%	100%	80%	70%	56%
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

WARRANT 1B, INTERRUPTION OF CONTINUOUS TRAFFIC

The Interruption of Continuous Traffic warrant applies to operating conditions where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or hazard when entering or crossing the major street. The warrant is satisfied when, for each of any eight hours of an average day, the traffic volumes given below in Table 11 exist on the major street and on the higher volume minor street approach to an intersection. In addition, the signal installation shall not seriously disrupt progressive traffic flow.

TABLE 11. MINIMUM VEHICULAR VOLUMES FOR WARRANT 1B

NUMBER OF LANES FOR MOVING TRAFFIC ON EACH APPROACH		VEHICLES PER HOUR ON MAJOR STREET (Total of Both Approaches)				VEHICLES PER HOUR ON HIGHER VOLUME MINOR APPROACH (One Direction Only)			
Major Street	Minor Street	100%	80%	70%	56%	100%	80%	70%	56%
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

WARRANT 1C, COMBINATION WARRANT

In exceptional cases, traffic signals occasionally may be justified where no single warrant is satisfied but where Warrants 1A and 1B are satisfied to the extent of 80 percent or more of the stated values. This warrant is referred to as Warrant 1C (Combination Warrant).

TRAFFIC SIGNAL WARRANT ANALYSIS RESULTS

Based on the geometry of the intersection, the analyses were performed based on three lanes on the major street (Murfreesboro Road) and two lanes on the minor street (Lillian Buchanan Drive). The results of the warrant analyses indicated that at the completion of the development, the future build traffic volumes at the intersection of Murfreesboro Road and Lillian Buchanan Drive will not warrant a traffic signal. Results of the warrant analyses are shown in Table 12.

TABLE 12. TRAFFIC SIGNAL WARRANT ANALYSIS

Hour	Main Street Both Directions	Minor Street Highest Approach	1A	1B	1C
8th Highest Hour	1,711	44	**No**	**No**	**No**
AM Peak Hour	2,187	89	--	--	--
PM Peak Hour	2,738	70	--	--	--

WARRANT 7, CRASH EXPERIENCE

The Crash Experience warrant is intended for application when the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal. The Crash Experience warrant is satisfied when the when all of the following criteria are met:

A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
B. At least one of the following conditions applies to the reported crash history:
    1. The number of reported angle crashes and pedestrian crashes within a 1-year period equals of exceeds the threshold number denoted as B1 in Table 13 for total angle crashes and pedestrian crashes (all severities); or
    2. The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number denoted as B1 in Table 13 for total fatal-and-injury angle crashes and pedestrians; or

3. The number of reported angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number denoted as B1 in Table 14 for total angle crashes and pedestrian crashes (all severities); or
4. The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number denoted as B1 in Table 14 for total fatal-and-injury angle crashes and pedestrian crashes; and

C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80% columns of Condition A in Table 1, or the vph in both of the 80% columns of Condition B in Table 2 exists on the minor street and the more critical minor-street approach, respectively to the intersection, or the volume of the pedestrian traffic is not less than 80% of the requirements specified in the Pedestrian Volume warrant.

When the 85th percentile speed of the major street traffic exceeds 40 mph in either an urban or a rural area, or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000, then the following applies:

A. The threshold numbers denoted as B2 and Table 13 and Table 14 may be used.
B. The traffic volumes in the 56% columns in Table 1 and Table 2 may be used in place of the 80% columns.

The speed limit on Murfreesboro Road is 45 mph; therefore, the intersection of Murfreesboro Road and Lillian Buchanan Drive does qualify for this reduction.

TABLE 13. MINIMUM NUMBER OF REPORTED CRASHES IN A ONE-YEAR PERIOD

NUMBER OF LANES FOR MOVING TRAFFIC ON EACH APPROACH		TOTAL OF ANGLE AND PEDESTRIAN CRASHES (All Severities)				TOTAL OF FATAL-AND-INJURY ANGLE AND PEDESTRIAN CRASHES			
Major Street	Minor Street	FOUR LEGS		THREE LEGS		FOUR LEGS		THREE LEGS	
		B1	B2	B1	B2	B1	B2	B1	B2
1	1	5	4	4	3	3	3	3	3
2 or more	1	5	10	4	9	3	6	3	6
2 or more	2 or more	5	10	4	9	3	6	3	6
1	2 or more	5	4	4	3	3	3	3	3

TABLE 14. MINIMUM NUMBER OF REPORTED CRASHES IN A THREE-YEAR PERIOD

NUMBER OF LANES FOR MOVING TRAFFIC ON EACH APPROACH		TOTAL OF ANGLE AND PEDESTRIAN CRASHES (All Severities)				TOTAL OF FATAL-AND-INJURY ANGLE AND PEDESTRIAN CRASHES			
Major Street	Minor Street	FOUR LEGS		THREE LEGS		FOUR LEGS		THREE LEGS	
		B1	B2	B1	B2	B1	B2	B1	B2
1	1	6	6	5	5	4	4	4	4
2 or more	1	6	16	5	13	4	9	4	9
2 or more	2 or more	6	16	5	13	4	9	4	9
1	2 or more	6	6	5	5	4	4	4	4

According to the AASHTOWare Safety Data Warehouse and TDOT, there has been 3 crashes at this location within the last three years. Table 15 details the crash information by year. Based on the results presented in Table 15, this intersection does not warrant a signal under Warrant 7.

TABLE 15. CRASH LOCATION AND TYPE SUMMARY

YEAR	TOTAL CRASHES	TYPE OF CRASH			CRASH TYPE							
					TWO VEHICLE CRASH				ONE VEHICLE CRASH			
		PROPERTY DAMAGE ONLY	INJURY	FATAL	HEAD ON	REAR-END	ANGLE	SIDESWIPE	PEDESTRIAN	OTHER NON-MOTORIST	PROPERTY	OTHER / UNKNOWN
2024	0	0	0	0	0	0	0	0	0	0	0	0
2023	2	1	1	0	0	0	1	1	0	0	0	0
2022	1	1	0	0	0	0	1	0	0	0	0	0
TOTAL	**3**	**2**	**1**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**

3.0 MULTIMODAL REVIEW

This chapter presents the multimodal assessment of the study intersections within the vicinity of the project site that are expected to be affected by the proposed development. The following intersections were included in the assessment:

1. Murfreesboro Road and Floyd Mayfield Drive (signalized)
2. Murfreesboro Road and Lillian Buchanan Drive (unsignalized)

For each study intersection and segment, the following multimodal networks were evaluated for the need to provide improvements:

1. Pedestrian Infrastructure
2. Bicycle Facilities
3. Greenway Facilities
4. Transit Services and Stops

3.1 Pedestrian Infrastructure

Figure 8 depicts the existing sidewalk network and locations where crosswalks and pedestrian signals are currently.

Existing and Planned Pedestrian Network

(Not to Scale)

Figure 8.

A detailed inventory of the existing and planned pedestrian infrastructure within the study area was conducted to identify potential improvements. Table 16 details where curb ramps and detectable warning mats are currently provided for each of the study intersections.

TABLE 16. PEDESTRIAN INFRASTRUCTURE INVENTORY - CORNER

INTERSECTION	INFRASTRUCTURE	North Leg East Side	North Leg West Side	South Leg East Side	South Leg West Side	East Leg North Side	East Leg South Side	West Leg North Side	West Leg South Side
Murfreesboro Road and Floyd Mayfield Drive	Detectable Warning Mat	✓		--	--	✓			
	Curb Ramp	✓		--	--	✓			
Murfreesboro Road and Lillian Buchanan Drive	Detectable Warning Mat			--	--				
	Curb Ramp			--	--				

✓ – Pedestrian Infrastructure Currently Available
-- – Not Applicable

3.2 Recommended Pedestrian Improvements

It is recommended that this development provide sidewalks along the property frontages of both Floyd Mayfield Drive and Lillian Buchanan Drive as well as internal to the project site.

3.3 Bicycle Facilities

There are currently no bicycle facilities within the vicinity of the study area.

3.4 Greenways Facilities

The Veterans Memorial Park is located within 575 feet of the project site. This park is approximately 55 acres. The park includes two pavilions, eight baseball fields, basketball court, exercise area, football field, playground, open space with soccer goals, skate park, tennis/pickleball courts, and walking trails.

The existing park facilities are included in the pedestrian infrastructure figure.

3.5 Transit Services and Facilities

The project site has access to WeGo Route #86 (Smyrna – La Vergne) within a half mile. This is route provides commuter bus service to downtown Nashville. A summary of the bus routes is included in Table 17.

TABLE 17. WEGO BUS ROUTE SUMMARY

TRANSIT ROUTE		SERVICE DESIGNATION	START TERMINAL	END TERMINAL	WEEKDAY INTERVAL	WEEKEND INTERVAL
#	Name					
86	Smyrna – La Vergne	Express	Smyrna Stars & Strikes Park and Ride	Central	3 AM Routes To Downtown 4 PM Routes From Downtown	n/a

Figure 9 details the existing WeGo routes and associated transit stop locations within the study area.

Table 18 presented the average daily boardings for each of the transit stops that were evaluated.

TABLE 18. TRANSIT STOP BOARDINGS

TRANSIT STOP		AVERAGE DAILY ON-BOARDING	AVERAGE DAILY OFF-BOARDING
1	Murfreesboro Pike and Rebecca Way WB	3.10	1.82
2	Murfreesboro Pike and Sunset Street EB	0.00	1.99
3	Murfreesboro Pike and Veterans Memorial Parkway WB	0.80	0.40
4	Murfreesboro Pike and Veterans Memorial Parkway WB	0.00	0.00

Existing WeGo Route and Stop Locations Figure 9.

(Not to Scale)

4.0 SAFETY REVIEW

This chapter presents the safety review that evaluates the vehicular movements at the site driveways for potential sight distance constraints and inventories the crash history at the study intersections in order to determine areas where improvements may be needed to increase safety within the study area.

4.1 Site Access Evaluation

According to the information provided by the developer, access to the development is planned to be provided via three driveways, on Floyd Mayfield Drive and one on Lillian Buchanan Drive.

- Driveway A will be located on Floyd Mayfield Drive and will become the east leg of the intersection of Floyd Mayfield Drive and Rutherford Point Circle.
- Driveway B will be located on Lillian Buchanan Drive approximately 170 feet south of the Lillian Buchanan Drive and George Buchanan.
- Driveway C will be located on Floyd Mayfield Drive approximately 330 feet north of Murfreesboro Road and Floyd Mayfield Drive. This access will be gated for emergency use only.

The site driveways were evaluated in order to identify any potential sight distance constraints.

Field investigation and sight distance measurements were conducted to determine if adequate sight distance is available for accessing the project site. For the 25 mph on Floyd Mayfield Drive and Lillian Buchanan Drive, the guidelines from *A Policy on Geometric Design of Highways and Streets*, by the American Association of State Highway and Transportation Officials (AASHTO), call for a minimum stopping sight distance of 155 feet. These are the distances required for motorist to detect an object in the roadway necessitating a stop and be able to stop before reaching the object.

AASHTO also provides minimum design values for intersection sight distance, which allows enough time gap for a motorist to turn from Driveway A onto Floyd Mayfield Drive and from Driveway B onto Lillian Buchanan Drive without requiring motorists on Floyd Mayfield Drive and Lillian Buchanan Drive to significantly reduce speed. For a speed of 25 mph, the design value for intersection sight distance for a motorist turning from a stop is 280 feet for left-turns and 240 feet for right-turns. The intersection sight distance results are presented in Table 19.

TABLE 19. INTERSECTION SIGHT DISTANCE ANALYSIS

INTERSECTION	LEFT-TURNS FROM STOP (Feet)		RIGHT-TURNS FROM STOP (Feet)	
	DESIGN	AVAILABLE	DESIGN	AVAILABLE
Floyd Mayfield Drive and Ruther Point Circle/Driveway A	280	>500	240	>500
Lillian Buchanan Drive and Driveway B	280	>500	240	170

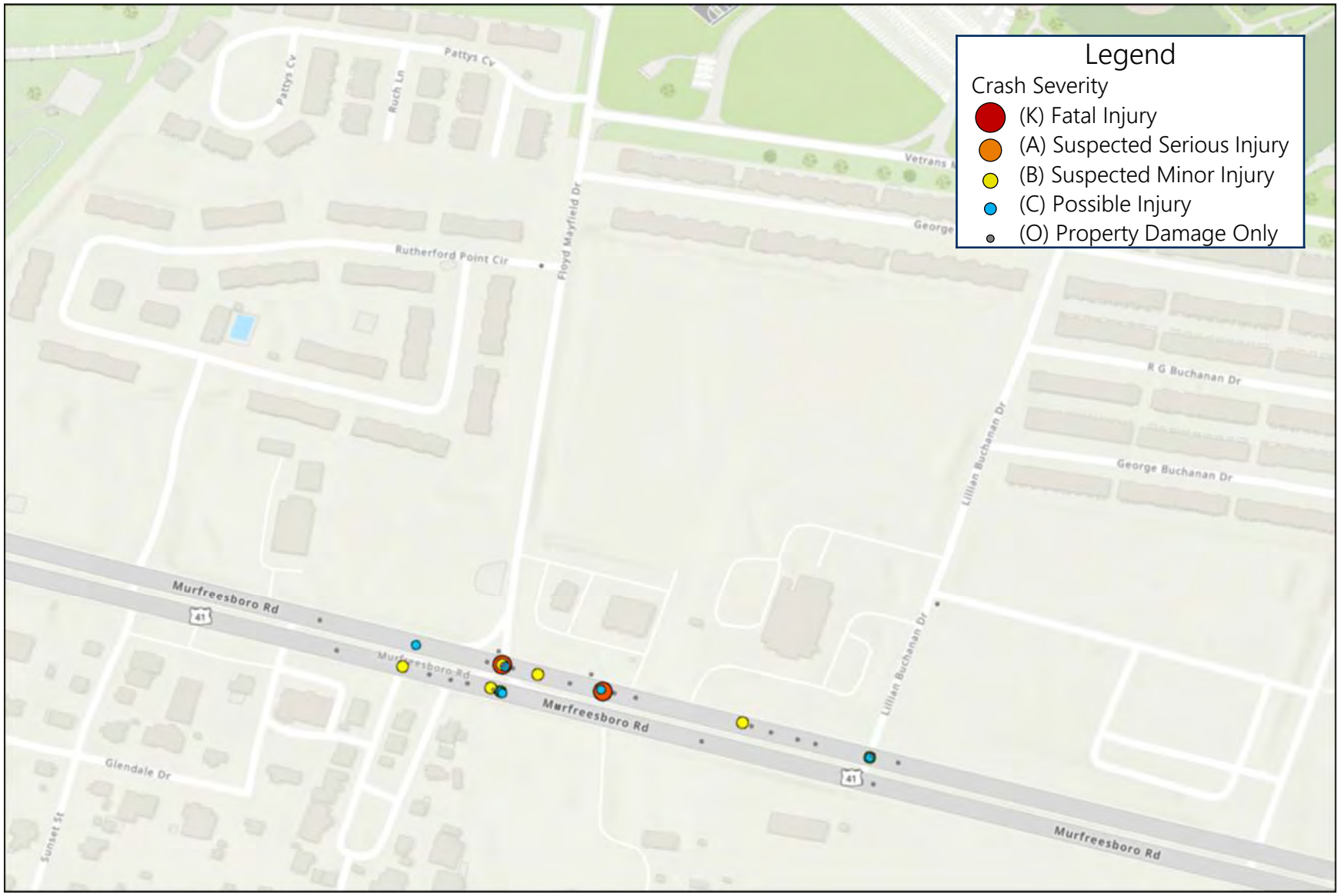
The field investigations indicate that the existing sight distance available at the proposed intersection of Floyd Mayfield Drive and Rutherford Point Circle/Driveway A will be adequate for left-turns and right-turns onto Floyd Mayfield Drive. The field investigations indicate that the existing sight distance available at the proposed intersection of Lillian Buchanan Drive and Driveway B will be adequate for left-turns onto Lillian Buchanan Drive and will fall short of the design value for right-turns due to the termination of Lillian Buchanan Drive at George Bucahanan. Sight distance triangles for each of the site driveways are included in Appendix J.

4.2 Historical Crash Evaluation

Historic crash data for the last five years, January 1, 2020 to December 31, 2025, was obtained from the AASHTOWare Safety Data Warehouse and TDOT in order to evaluate the study area for the need to provide crash mitigation measures. Since 2020, 46 crashes have occurred within the study area. Figure 10 presents the crash locations by crash severity, and Table 20 presents the crash severity by type and year. Detailed crash information is included in Appendix K.

TABLE 20. CRASH SEVERITY SUMMARY

YEAR	TOTAL CRASHES	CRASH SEVERITY				
		FATAL	SERIOUS INJURY	MINOR INJURY	POSSIBLE INJURY	PROPERTY-DAMAGE ONLY
2024	7	0	0	2	0	5
2023	8	0	0	0	1	7
2022	11	0	0	1	4	6
2021	4	0	1	1	0	2
2020	16	0	2	4	1	10
TOTAL	**46**	**0**	**2**	**8**	**6**	**30**



Study Area Crash History by Severity

Figure 10.

(Not to Scale)

Crash analysis was conducted for each of the study intersections using AASHTOWare, TDOT, and peak hour count data in order to identify any crash patterns and determine locations where safety improvements can be provided. Table 21 presents the crash rates for each of the study intersections. As shown in Table 21, none of the study intersections had crash rates higher than the state average.

TABLE 21. INTERSECTION CRASH RATE SUMMARY

INTERSECTION		TOTAL CRASHES	PEAK HOUR ENTERING VOLUME[1]	K FACTOR	DAILY VOLUME	TOTAL ENTERING VOLUME[2]	CRASHES PER MILLION ENTERING VEHICLES	TDOT STATEWIDE CRASH RATES 2021-2023
1	Murfreesboro Road and Floyd Mayfield Drive	31	2,646	8%	33,075	60,361,875	0.514	0.620
2	Murfreesboro Road and Lillian Buchanan Drive	6	2,637	8%	32,963	60,156,563	0.100	0.108

Notes: 1 – Greater of the AM or PM peak hour entering volumes.
2 – Estimated number of vehicles entering the intersection during the crash evaluation period (January 1, 2020 – December 31, 2024).

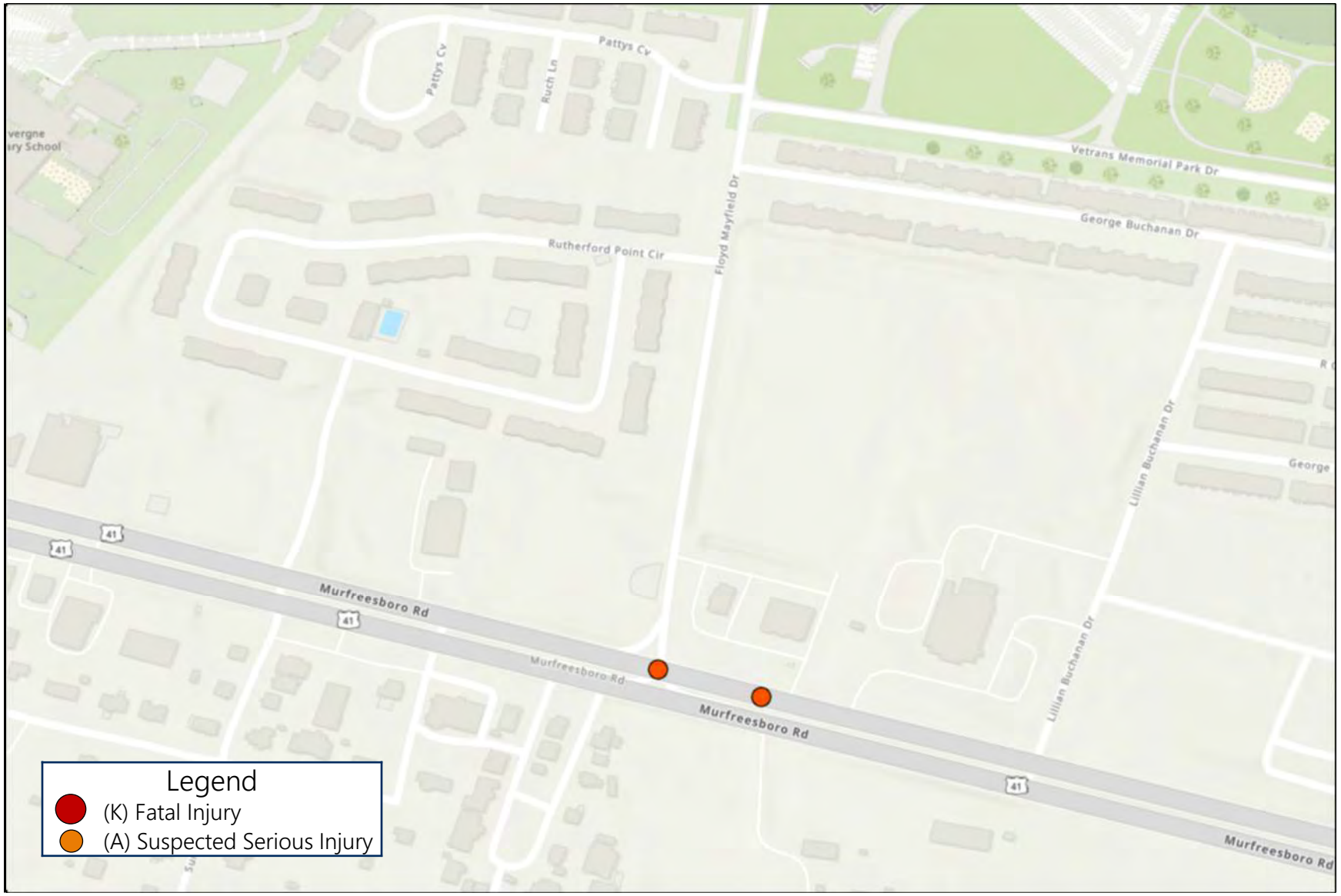
Review of the crashes within the study area indicate that there are no recognizable patterns to the observed crashes. Of the 31 crashes at Murfreesboro Road and Floyd Mayfield Drive, 22 of the crashes were rear-end with most of the driver's actions being no contributing actions.

Of the 46 total crashes, there were 0 crashes resulting in fatalities and 2 crashes involving serious injuries within the study area. Additionally, there was 1 crash involving pedestrians or non-motorists (bicycles, scooters, etc.) within the study area. These crashes were also evaluated to identify potential patterns and determine locations where improvements can be made to increase safety within the study area. The location of each fatal and serious injury crash is shown in Figure 11, and the location of each pedestrian or non-motorist crash is shown in Figure 12.

Review of the crashes indicates that there are no recognizable patterns. One of the serious injury crashes involved alcohol and failure to yield right-of-way. The other serious injury crash involved a high-speed chase from police that resulted in rear ending another vehicle. The pedal cycle crash occurred during the day with a vehicle making a westbound right-turn movement from Murfreesboro Road onto Lillian

Buchanan Drive. There are currently no bike lanes on Murfreesboro Road but a 13' wide shoulder that is currently being constructed to be an exclusive right-turn lane.

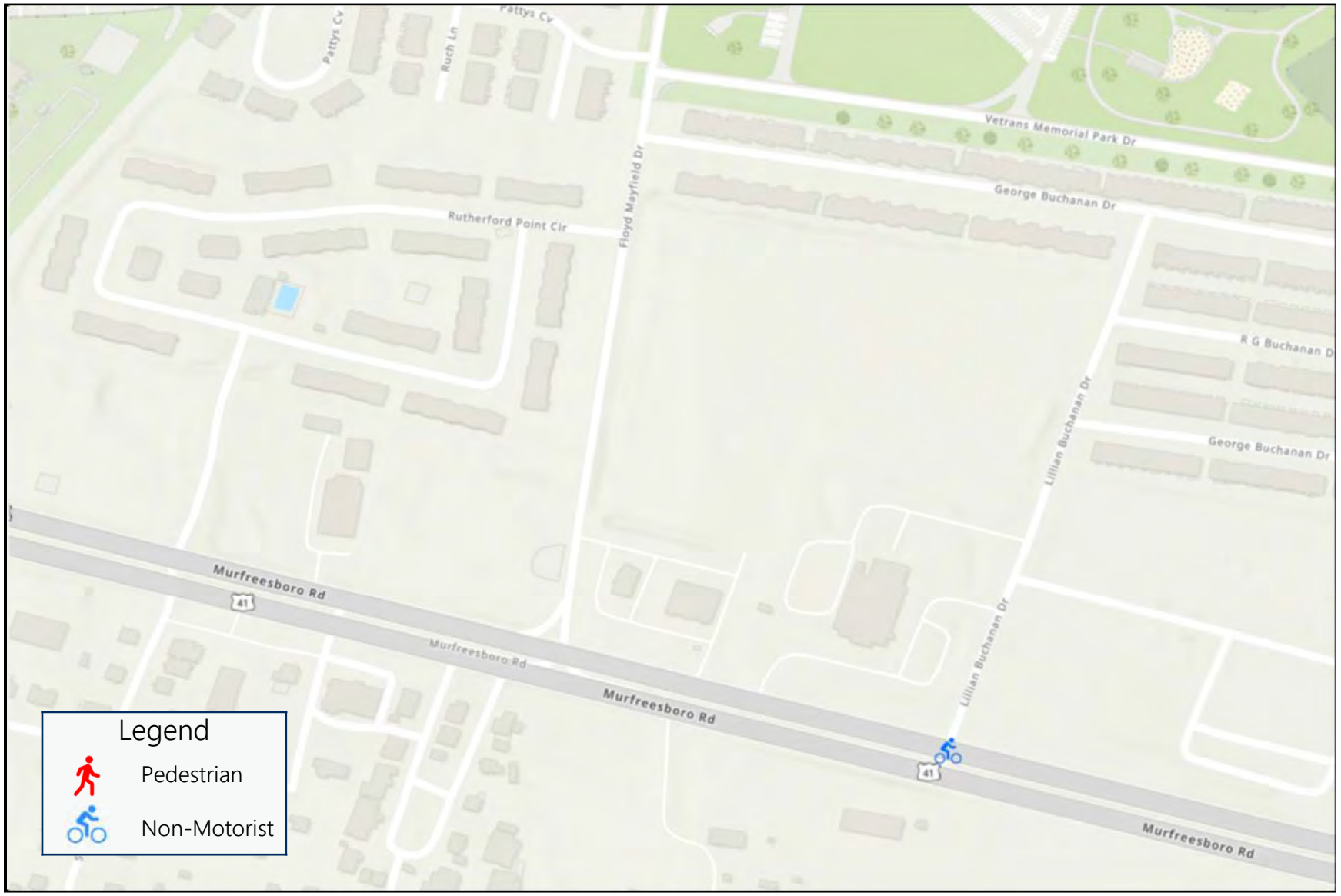
Review of the crashes within the study area indicate that there are no recognizable patterns to the observed crashes; therefore, no safety-focused improvements are recommended at this time.



Fatal and Serious Injury Crashes

(Not to Scale)

Figure 11.



Pedestrian and Non-Motorist Crashes

Figure 12.

(Not to Scale)

5.0 CONCLUSION AND RECOMMENDATIONS

The purpose of this study was to analyze the access plan and the traffic impacts associated with this proposed development. This chapter details the study conclusions and presents the mitigation measures needed to mitigate the impacts of the proposed development on the existing network.

5.1 Recommended Improvements

The analyses presented in this study indicate that the impacts of the proposed project on the existing street network will be manageable by providing the recommendations below. The recommendations are as follows:

Floyd Mayfield Drive and Driveway A

- The westbound approach of Driveway A should be stop-controlled, and a stop bar and R1-1 'Stop' sign should be installed on the egress approach.
- Driveway A should be designed to include sufficient width for one entering lane and two exiting lanes.
- Driveway A will operate as the primary access.

Lillian Buchanan Drive and Driveway B

- The eastbound approach of Driveway B should be stop-controlled, and a stop bar and R1-1 'Stop' sign should be installed on the egress approach.
- Driveway B should be designed to include sufficient width for one entering lane and a minimum of one exiting lane.

Floyd Mayfield Drive and Driveway C

- The westbound approach of Driveway C should be gated and used for emergency access use only.
- Driveway C should be designed to include sufficient width for one entering lane and one exiting lane.

Additional Recommendations

- Parking should be provided per code.
- It is recommended to provide sidewalks along the property frontages of both Floyd Mayfield Drive and Lillian Buchanan Drive as well as internal to the project site.
- As part of the construction of the project, all internal and external driveway connections should be designed such that the departure sight triangles, as

specified by AASHTO, will be clear of all sight obstructions, including landscaping, existing vegetation, monument signs/walls, fences, etc.

- Final design of internal roadways and parking should meet all City of La Vergne standards and the latest version of "A Policy of Geometric Design of Highways and Streets" published by AASHTO. Any parking lots and streets associated with the development should ensure that passenger cars and emergency vehicles are capable of making all turning movements. Internal intersections should be two-way stop-controlled unless all-way stop control warrants are met.

In summary, based on the analyses and evaluations conducted, no further recommendations are presented for the proposed 101 Floyd Mayfield Drive development.

APPENDICES

APPENDIX A
PRELIMINARY SITE PLAN
APPENDIX B
SCOPING MEETING MINUTES
APPENDIX C
DETAILED TURNING MOVEMENT COUNTS
APPENDIX D
TDOT COUNT DATA
APPENDIX E
TRIP GENERATION CALCULATIONS
APPENDIX F
WARRANT ANALYSIS
APPENDIX G
SIGNAL TIMING SHEETS
APPENDIX H
CAPACITY ANALYSES
APPENDIX I
SIGHT DISTANCE
APPENDIX J
CRASH ANALYSIS

APPENDIX A
PRELIMINARY SITE PLAN

SITE DATA

TOTAL DEVELOPMENT AREA	9.33 AC
ZONING	DOWNTOWN DISTRICT (DD)
ALLOWABLE DENSITY	NA
PROPOSED DENSITY	252 UNITS (27.00 DU/AC)
	159 - 1BR UNITS
	93 - 2BR UNITS
ALLOWABLE HEIGHT	2-STORY MIN. / 4-STORY MAX.
PROPOSED HEIGHT	(3) 4-STORY BUILDINGS
REQUIRED OPEN SPACE	20% MIN.
PROVIDED OPEN SPACE	+/- 30% OVERALL DEVELOPMENT
REQUIRED PARKING	1.75 SP. PER 1BR UNIT = 278 SP.
	2.2 SP. PER 2BR UNIT = 205 SP.
TOTAL REQUIRED PARKING	484 SPACES
PROVIDED PARKING	490 SPACES

THE MAYFIELD BY BROADSTONE | conceptual site plan

LAVERGNE, TN | DECEMBER 2025

APPENDIX B
SCOPING MEETING MINUTES

SCOPING MINUTES

Date: December 1, 2025

Attendees:

Gary Lide, City of La Vergne
Meghan Sigler, KCI Technologies, Inc.
Samantha Bowie, KCI Technologies, Inc.

- Study Intersections
  - Nashville Highway and Floyd Mayfield Drive (signalized)
    - Signal apart of TDOT Smart Corridor
    - TDOT has concerns about right turn lane
  - Nashville Highway and Lillian Buchanan Drive (unsignalized)

- Data Collection
  - 7-9 AM
  - 4-6 PM

- Growth Rate: Negative trend - 2%

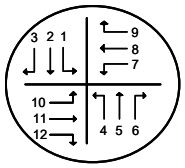
- Build out year: 2027

- Trip Generation: 252 multi-family units no trip reductions

- Access points: 3 driveways – southern access will be gate for emergency use only

- Will check lane warrants

APPENDIX C
DETAILED TURNING MOVEMENT COUNTS



North

INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: Floyd Mayfield & Rutherford Point Cr
DATE: 12/2/2025
RECORDER: Darryl Glascock
NOTES:

	Southbound			Northbound			Westbound			Eastbound			
LOCATION	**Floyd Mayfield**			**Floyd Mayfield**			**na**			**Rutherford Pnt Cr**			
TIME	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
6:00-6:15 AM													
6:15-6:30													**101**
6:30-6:45													**155**
6:45-7:00													**283**
7:00-7:15		39	2	4	53					1		2	**408**
7:15-7:30		10	1	1	40					2			**394**
7:30-7:45		53	7	5	52					10		1	**394**
7:45-8:00		52	6	8	51					3		5	**306**
8:00-8:15		50	2	1	27					3		4	**217**
8:15-8:30		29		2	20					2		1	**130**
8:30-8:45		15	2	3	16					1		3	**76**
8:45-9:00		15		2	18					1			**36**
9:00-9:15													
9:15-9:30													
9:30-9:45													
9:45-10:00													
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2:30-2:45													
2:45-3:00													
3:00-3:15													
3:15-3:30													**73**
3:30-3:45													**149**
3:45-4:00													**214**
4:00-4:15		31	2	4	30					3		3	**270**
4:15-4:30		37	2	2	29					1		5	**260**
4:30-4:45		26	2	4	25					2		6	**257**
4:45-5:00		15		7	30					1		3	**243**
5:00-5:15		38	1	3	15					3		3	**238**
5:15-5:30		21	1	11	30					2		8	**175**
5:30-5:45		21	1	2	23					1		3	**102**
5:45-6:00		13	2	3	29					1		3	**51**
6:00-6:15													
6:15-6:30													
6:30-6:45													
6:45-7:00													
7:00-7:15													
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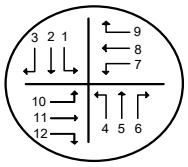
8:45-9:00													
9:00-9:15													
9:15-9:30													
9:30-9:45													
9:45-10:00 PM													
TOTAL		465	31	62	488					37		50	
AM PK HR		154	16	18	196					16		8	7:00 AM - 8:00 AM
MID PK HR													
PM PK HR		109	6	17	114					7		17	4:00 PM - 5:00 PM



North

INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: 2-Floy Mayfield & Nashville Hwy
DATE: 12/2/2025
RECORDER: Darryl Glascock
NOTES:

	Southbound			Northbound			Westbound			Eastbound			
LOCATION	**Floyd Mayfield**			**na**			**Nashville Hwy**			**Nashville Hwy**			
TIME	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
6:00-6:15 AM													
6:15-6:30													**545**
6:30-6:45													**1,135**
6:45-7:00													**1,711**
7:00-7:15	25		17					273	51	23	156		**2,239**
7:15-7:30	28		28					341	41	19	133		**2,127**
7:30-7:45	35		20					324	46	13	138		**1,944**
7:45-8:00	20		34					234	15	16	209		**1,769**
8:00-8:15	20		16					207	10	13	167		**1,634**
8:15-8:30	14		13					215	5	15	145		**1,201**
8:30-8:45	13		11					193	9	12	163		**794**
8:45-9:00	15		13					186	2	12	165		**393**
9:00-9:15													
9:15-9:30													
9:30-9:45													
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2:30-2:45													
2:45-3:00													
3:00-3:15													
3:15-3:30													**658**
3:30-3:45													**1,272**
3:45-4:00													**1,963**
4:00-4:15	20		18					242	13	29	336		**2,633**
4:15-4:30	29		20					228	17	14	306		**2,670**
4:30-4:45	17		16					281	17	11	349		**2,646**
4:45-5:00	17		7					293	11	33	309		**2,514**
5:00-5:15	30		16					292	10	13	334		**2,404**
5:15-5:30	16		15					264	23	20	252		**1,709**
5:30-5:45	13		12					238	8	18	270		**1,119**
5:45-6:00	9		15					220	13	20	283		**560**
6:00-6:15													
6:15-6:30													
6:30-6:45													
6:45-7:00													
7:00-7:15													
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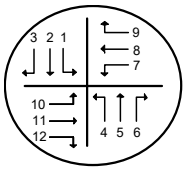
8:45-9:00													
9:00-9:15													
9:15-9:30													
9:30-9:45													
9:45-10:00 PM													
TOTAL	321		271					4,031	291	281	3,715		
AM PK HR	108		99					1,172	153	71	636		7:00 AM - 8:00 AM
MID PK HR													
PM PK HR	93		59					1,094	55	71	1,298		4:15 PM - 5:15 PM



North

INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: 3-Nashville Hwy & Lillian Buchanan Dr
DATE: 12/2/2025
RECORDER: Darryl Glascock
NOTES:

	Southbound			Northbound			Westbound			Eastbound			
LOCATION	**Buchanan**						**Nashville Hwy**			**Nashville Hwy**			
TIME	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
6:00-6:15 AM													
6:15-6:30													**486**
6:30-6:45													**1,058**
6:45-7:00													**1,583**
7:00-7:15	3		16					280	2	2	183		**2,120**
7:15-7:30	6		7					389	3	4	163		**2,096**
7:30-7:45	3		14					349	7	5	147		**1,931**
7:45-8:00	1		6					280	6	8	236		**1,800**
8:00-8:15	2		3					265	10	2	180		**1,634**
8:15-8:30	4		4					232	2	7	158		**1,172**
8:30-8:45	2		4					206	3	3	176		**765**
8:45-9:00	1		7					179		3	181		**371**
9:00-9:15													
9:15-9:30													
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2:45-3:00													
3:00-3:15													
3:15-3:30													**627**
3:30-3:45													**1,227**
3:45-4:00													**1,882**
4:00-4:15	4		12					254	7	8	342		**2,562**
4:15-4:30	4		4					262	5	14	311		**2,609**
4:30-4:45	2		10					265	7	17	354		**2,637**
4:45-5:00			13					336	4	16	311		**2,514**
5:00-5:15			12					292	7	9	354		**2,397**
5:15-5:30	6		9					331	8	8	266		**1,723**
5:30-5:45	3		5					233	4	15	272		**1,095**
5:45-6:00	4		4					262	3	14	276		**563**
6:00-6:15													
6:15-6:30													
6:30-6:45													
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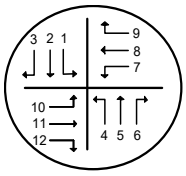
8:45-9:00													
9:00-9:15													
9:15-9:30													
9:30-9:45													
9:45-10:00 PM													
TOTAL	45		130					4,415	78	135	3,910		
AM PK HR	13		43					1,298	18	19	729		7:00 AM - 8:00 AM
MID PK HR													
PM PK HR	8		44					1,224	26	50	1,285		4:30 PM - 5:30 PM



North

INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: 4-Lillian Buchanan Dr & RG Buchanan Dr
DATE: 12/2/2025
RECORDER: Darryl Glascock
NOTES:

	Southbound			Northbound			Westbound			Eastbound			
LOCATION	Lillian Buchanan			Lillian Buchanan			RG Buchanan DR						
TIME	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
6:00-6:15 AM													
6:15-6:30													**17**
6:30-6:45													**34**
6:45-7:00													**57**
7:00-7:15	1	9			5		2						**70**
7:15-7:30	1	6			5	1	3		1				**65**
7:30-7:45	1	9			5	5	2		1				**53**
7:45-8:00	1	3			2	3	4						**34**
8:00-8:15	1	7				3	1						**29**
8:15-8:30		2			2		1						**17**
8:30-8:45		1			1	1	1						**12**
8:45-9:00	1	1			1	2	3						**8**
9:00-9:15													
9:15-9:30													
9:30-9:45													
9:45-10:00													
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2:45-3:00													
3:00-3:15													
3:15-3:30													**13**
3:30-3:45													**24**
3:45-4:00													**41**
4:00-4:15		2			2	4	4		1				**67**
4:15-4:30		1			4	5			1				**71**
4:30-4:45		2			4	7	4						**74**
4:45-5:00	1	4			10	5	5		1				**71**
5:00-5:15		3			2	5	4		3				**59**
5:15-5:30		3			5	3	3						**42**
5:30-5:45	1	2			5	3	2		1				**28**
5:45-6:00	2	3			4	3	2						**14**
6:00-6:15													
6:15-6:30													
6:30-6:45													
6:45-7:00													
7:00-7:15													
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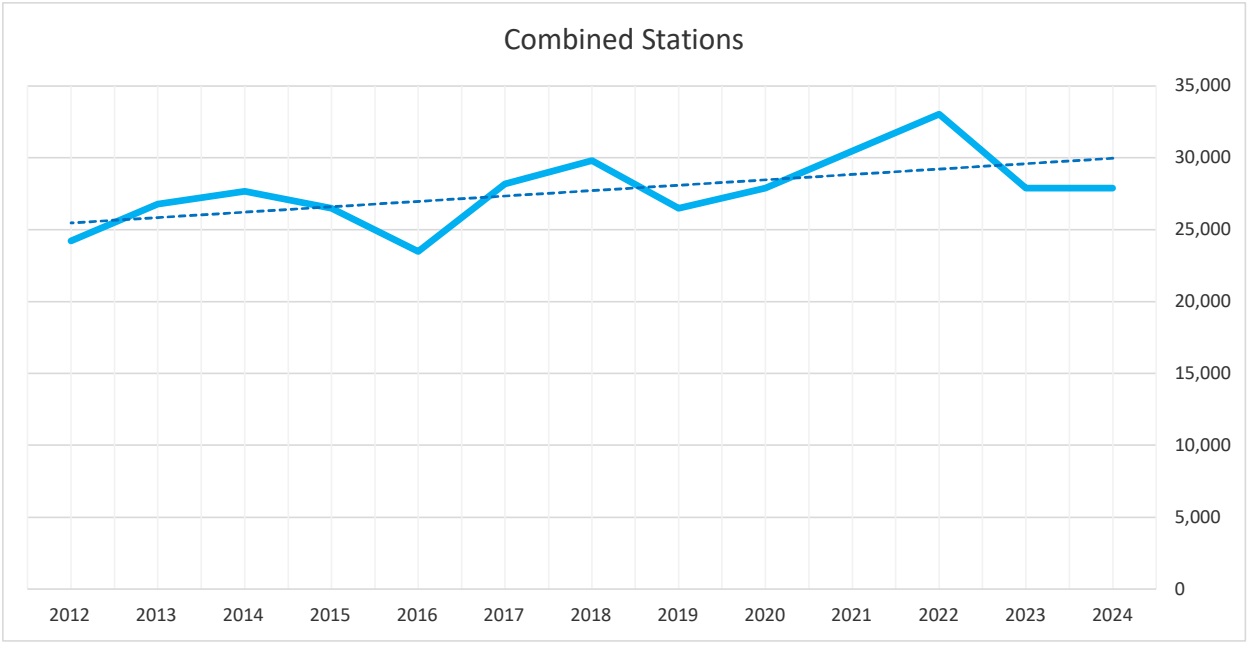
8:45-9:00													
9:00-9:15													
9:15-9:30													
9:30-9:45													
9:45-10:00 PM													
TOTAL	10	58			57	50	41		9				
AM PK HR	4	27			17	9	11		2				7:00 AM - 8:00 AM
MID PK HR													
PM PK HR	1	12			21	20	16		4				4:30 PM - 5:30 PM

APPENDIX D
TDOT COUNT DATA

TDOT AADT DATA		
Station	75000004 - Nashville Highway	75000266 - Sand Hill Road
Location	South of Project Site; B/W Veterans Memoral Parkway and East Street	North of Project Site; B/W Ritter Road and Bobby Drive
County	Rutherford	Rutherford
2024	24,750	3,140
2023	24,676	3,216
2022	30,234	2,803
2021	27,437	3,030
2020	25,288	2,610
2019	23,720	2,788
2018	27,199	2,615
2017	25,023	3,164
2016	20,490	2,987
2015	23,135	3,339
2014	24,495	3,171
2013	23,796	2,985
2012	21,534	2,686

TDOT AADT Background Growth Trend Analysis

Year	South of Project Site; B/W Veterans		North of Project Site; B/W Ritter Road		TOTAL	
	0004 - Nashville Hig	% Difference	00266 - Sand Hill R	% Difference		% Difference
2024	24,750	0.3%	3,140	-2.4%	27,890	0.0%
2023	24,676	-18.4%	3,216	14.7%	27,892	-15.6%
2022	30,234	10.2%	2,803	-7.5%	33,037	8.4%
2021	27,437	8.5%	3,030	16.1%	30,467	9.2%
2020	25,288	6.6%	2,610	-6.4%	27,898	5.2%
2019	23,720	-12.8%	2,788	6.6%	26,508	-11.1%
2018	27,199	8.7%	2,615	-17.4%	29,814	5.8%
2017	25,023	22.1%	3,164	5.9%	28,187	20.1%
2016	20,490	-11.4%	2,987	-10.5%	23,477	-11.3%
2015	23,135	-5.6%	3,339	5.3%	26,474	-4.3%
2014	24,495	2.9%	3,171	6.2%	27,666	3.3%
2013	23,796	10.5%	2,985	11.1%	26,781	10.6%
2012	21,534	--	2,686	--	24,220	--
Exponential Rate	Since 2023 Annual	0.30%		-2.36%		-0.01%
	Since 2022 Annual	-9.52%		5.84%		-8.12%
	Since 2021 Annual	-3.38%		1.20%		-2.90%
	Since 2020 Annual	-0.54%		4.73%		-0.01%
	Since 2019 Annual	0.85%		2.41%		1.02%
	Since 2018 Annual	-1.56%		3.10%		-1.11%
	Since 2017 Annual	-0.16%		-0.11%		-0.15%
	Since 2016 Annual	2.39%		0.63%		2.18%
	Since 2015 Annual	0.75%		-0.68%		0.58%
	Since 2014 Annual	0.10%		-0.10%		0.08%



APPENDIX E
TRIP GENERATION CALCULATIONS

TRIP GENERATION

Multifamily Housing (Mid-Rise) - Not Close to Rail Transit

221.1 ITE Land Code

252 Dwelling Units

Average Daily Traffic:

T = 4.77 * (X) - 46.46

T = 4.77 * (252) - 46.46

T = 1156

A.M. Peak Hour:

T = 0.44 * (X) - 11.61

T = 0.44 * (252) - 11.61

T = 99

Enter =	23	23%
Exit =	76	77%

P.M. Peak Hour:

T = 0.39 * (X) + 0.34

T = 0.39 * (252) + 0.34

T = 99

Enter =	60	61%
Exit =	39	39%

APPENDIX F
WARRANT ANALYSIS

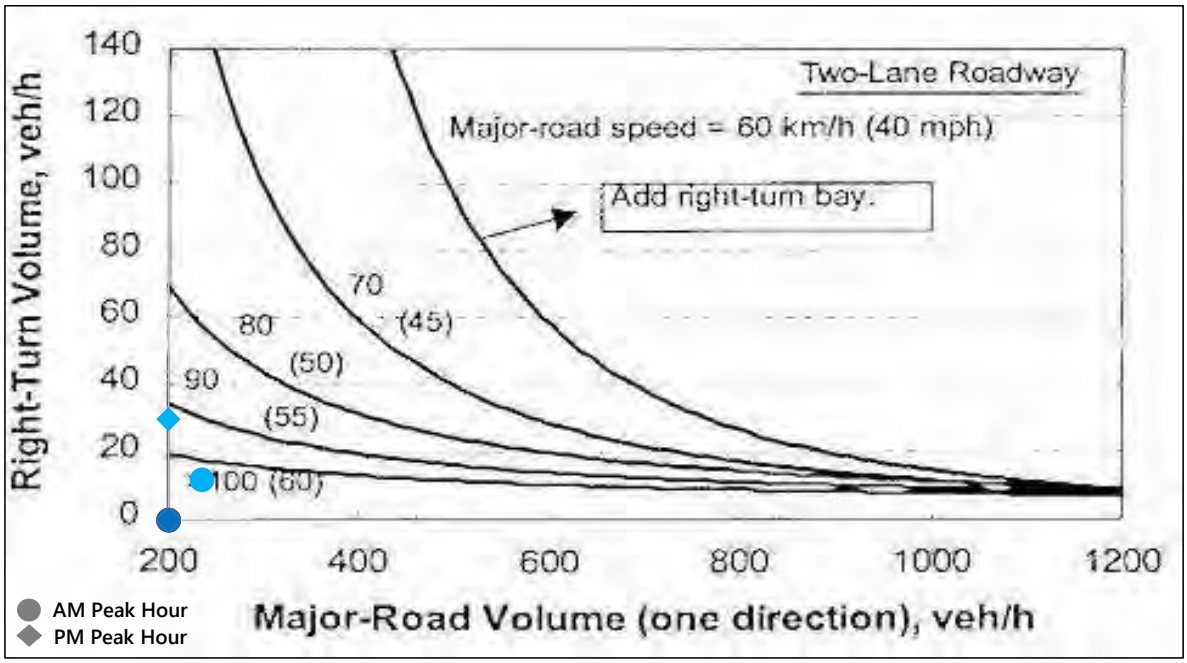
Future Build Conditions (Peak Hours)

RIGHT-TURN LANE WARRANT ANALYSIS

(Based on NCHRP 457: Evaluating Intersection Improvements)

INTERSECTION	APPROACH	ID	SPEED LIMIT	AM PEAK			PM PEAK		
				V_R*	V_A*	WARRANT MET?	V_R*	V_A*	WARRANT MET?
Floyd Mayfield and Rutherford Point	Northbound		25	12	235	No	30	160	No
Lilllian Buchanan Drive and Driveway B	Southbound		25	0	32	No	0	13	No

V_R = Right Turn Volumes, V_A = Advancing Volumes

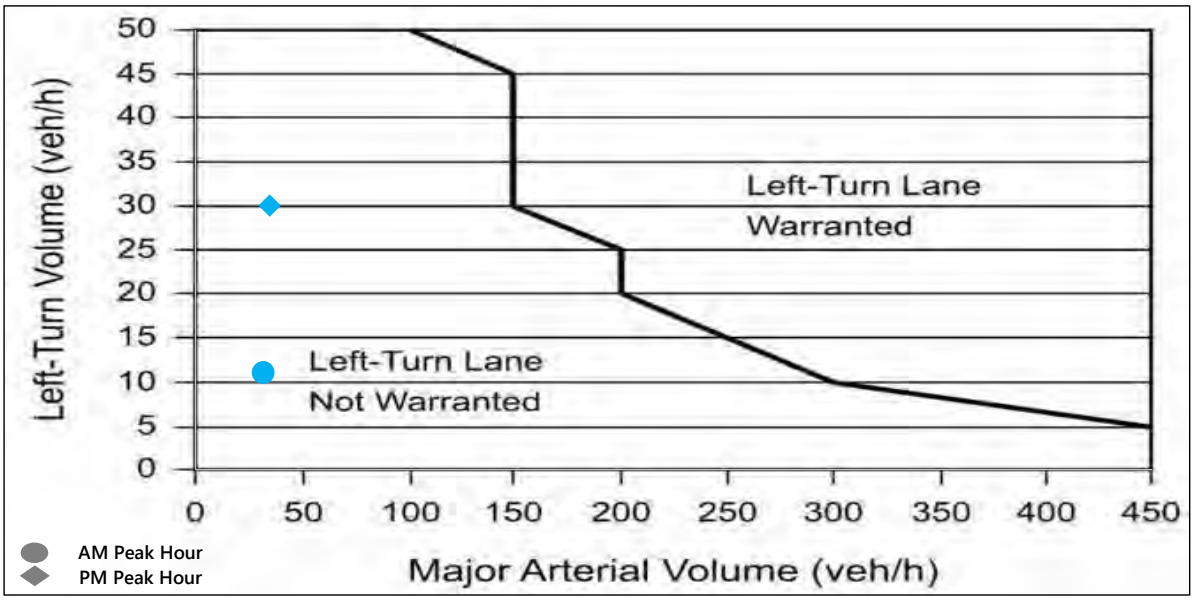


Future Build Conditions (Peak Hours)

LEFT-TURN LANE ANALYSES - THREE-LEG INTERSECTION IN URBAN AREAS

(Based on AASHTO Green Book 2018)

INTERSECTION	APPROACH	ID	AM PEAK			PM PEAK		
			LEFT TURN VOLUME	MAJOR ROAD VOLUME	WARRANT MET?	LEFT TURN VOLUME	MAJOR ROAD VOLUME	WARRANT MET?
Lillian Buchanan Drive and Driveway B - Future Build	Northbound		11	32	No	30	35	No

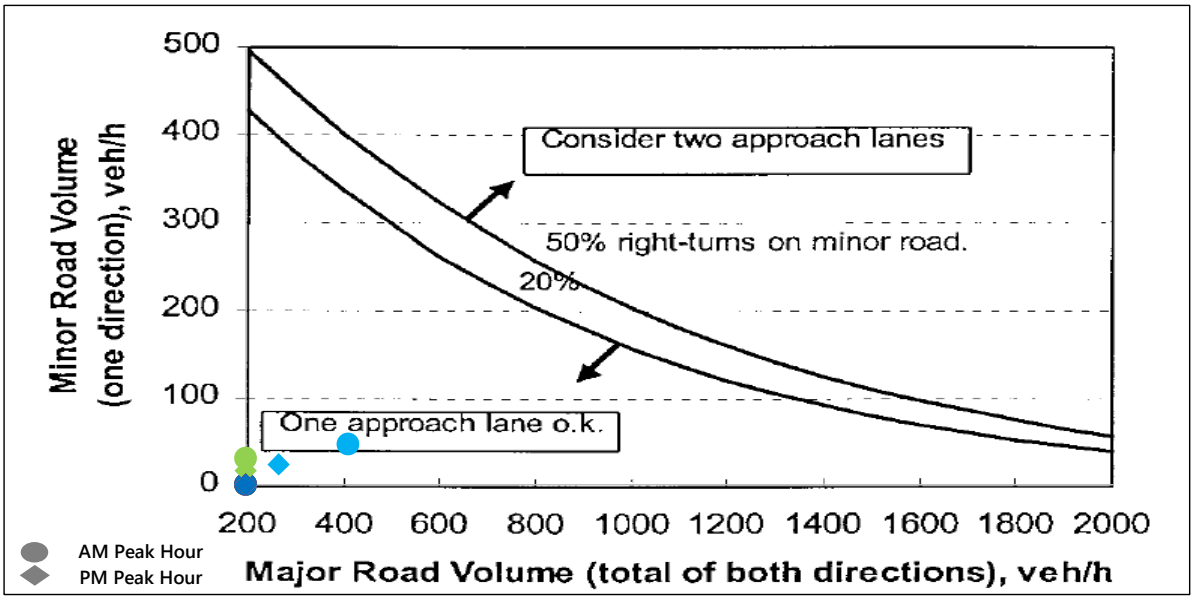


Future Build Conditions (Peak Hours)

MINOR APPROACH ANALYSES

(Based on NCHRP 457: Evaluating Intersection Improvements)

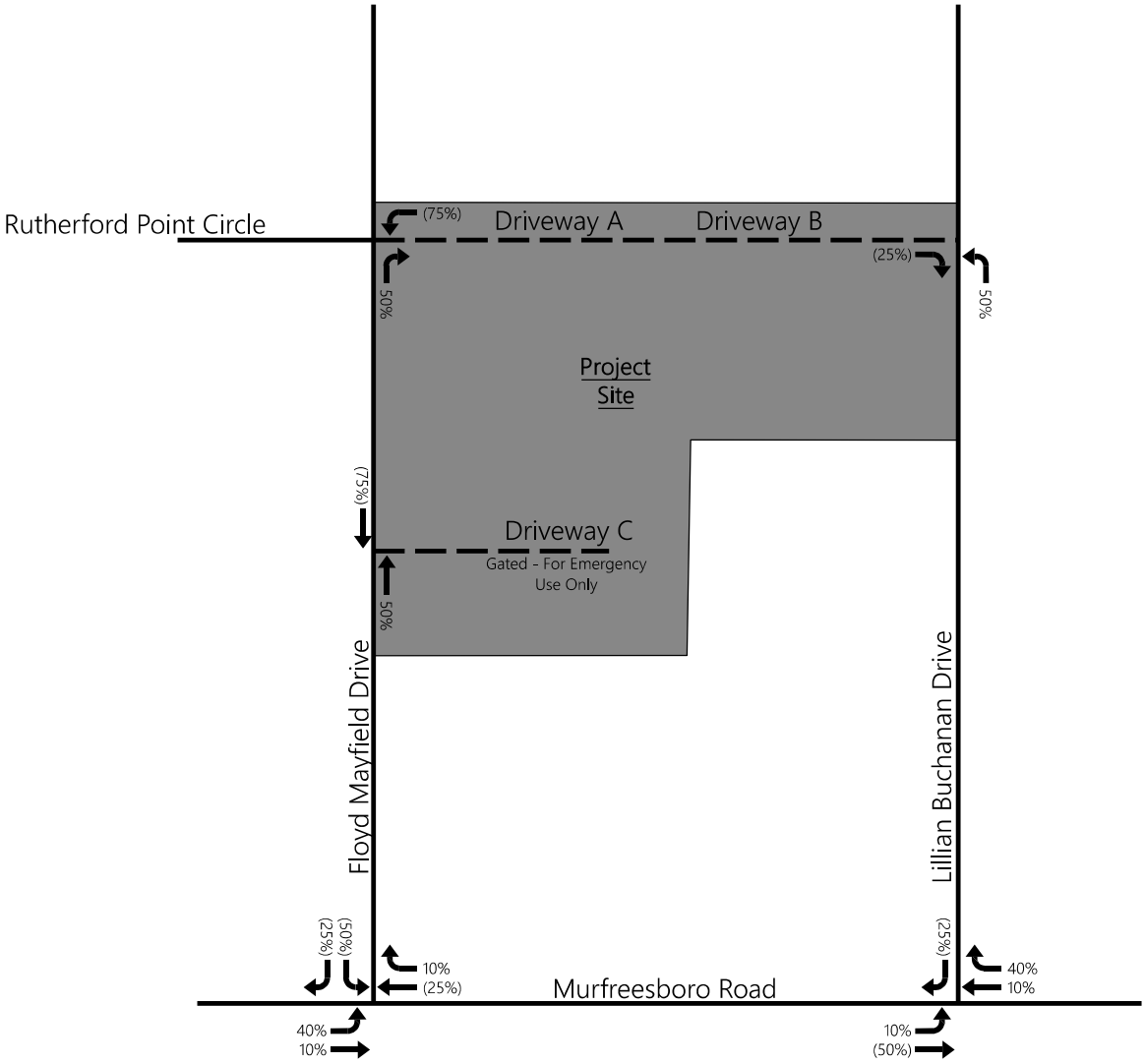
INTERSECTION	APPROACH	ID	AM PEAK			PM PEAK		
			MINOR ROAD VOLUME	MAJOR ROAD VOLUME	WARRANT MET?	MINOR ROAD VOLUME	MAJOR ROAD VOLUME	WARRANT MET?
Floyd Mayfield Drive and Rutherford Point	Eastbound		46	412	No	23	268	No
Lillian Buchanan Drive and Driveway B	Westbound		30	63	No	16	69	No



APPENDIX G
SIGNAL TIMING SHEETS

Signal Timing	Obtained from Signal Cabinet 12/10/2025			
Intersection	Nashville Highway and Floyd Mayfield Drive			
Phases in Use	1	2	4	6
Movement	Westbound Left-Turn	Eastbound	Southbound	Westbound
Additional Phasing	Protective-Permissive	Right-Turn Overlap		Right-Turn Overlap
Min Green	8	15	10	15
Passage Time	3	6	3	6
Max 1	25	35	35	35
Max 2	30	50	50	50
Yellow	4	4.5	3	4.5
Red	2.5	2.5	2	2.5
Recall		Veh		Veh
Pattern 1	6:00 - 9:00 - AM Peak			
	Cycle Length	140	Offset	63
	15	95	30	110
Coordinated		x		x
Pattern 4	14:30 - 18:00 - PM Peak			
	Cycle Length	120	Offset	12
	17	78	25	95
Coordinated		x		x

APPENDIX H
ALTERNATIVE BUILD SCENARIO

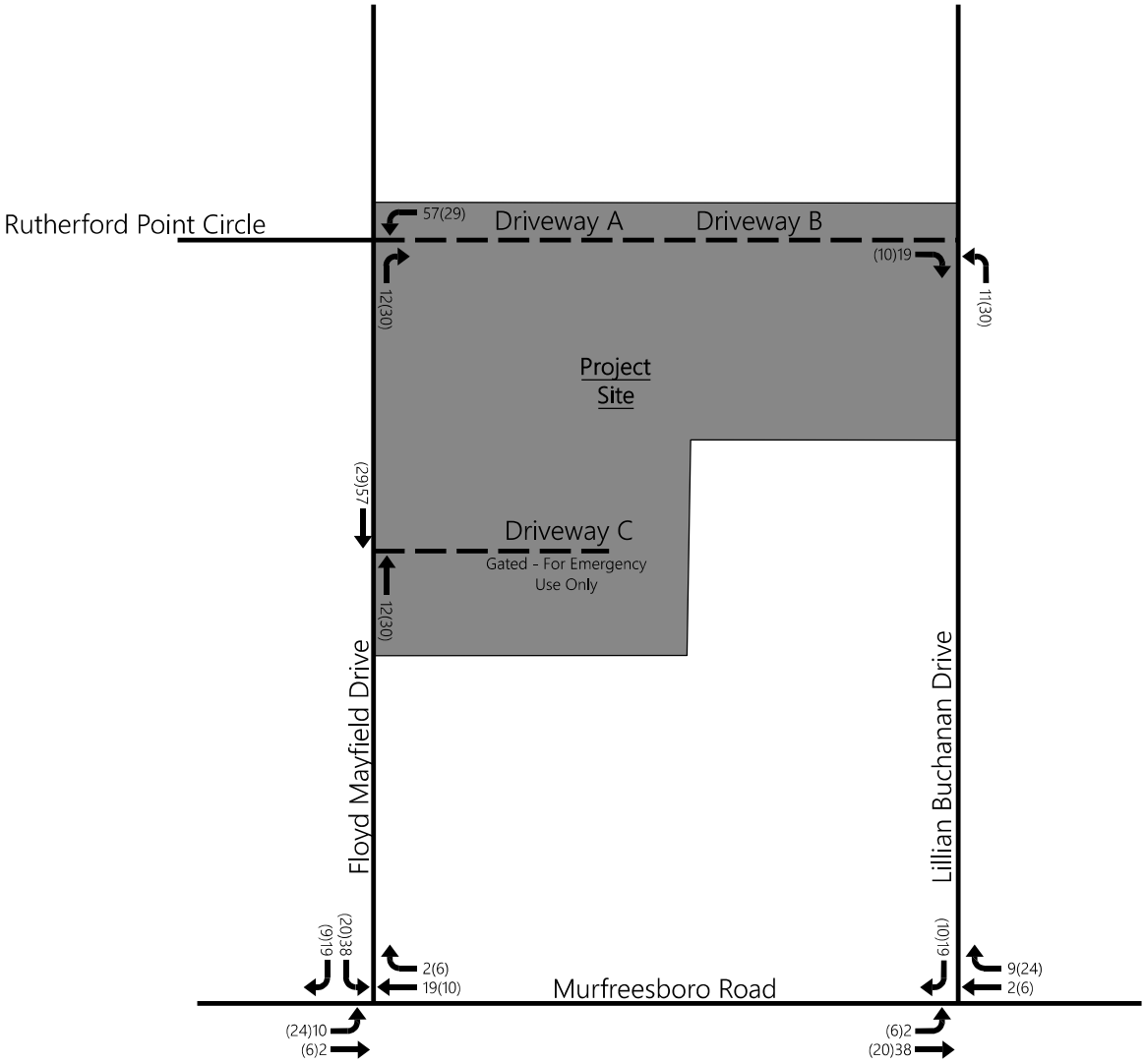


XX% - Enter
(XX%) - Exit

N

Distribution of Traffic Generated by the Project Site
(Not to Scale)

Figure H1.

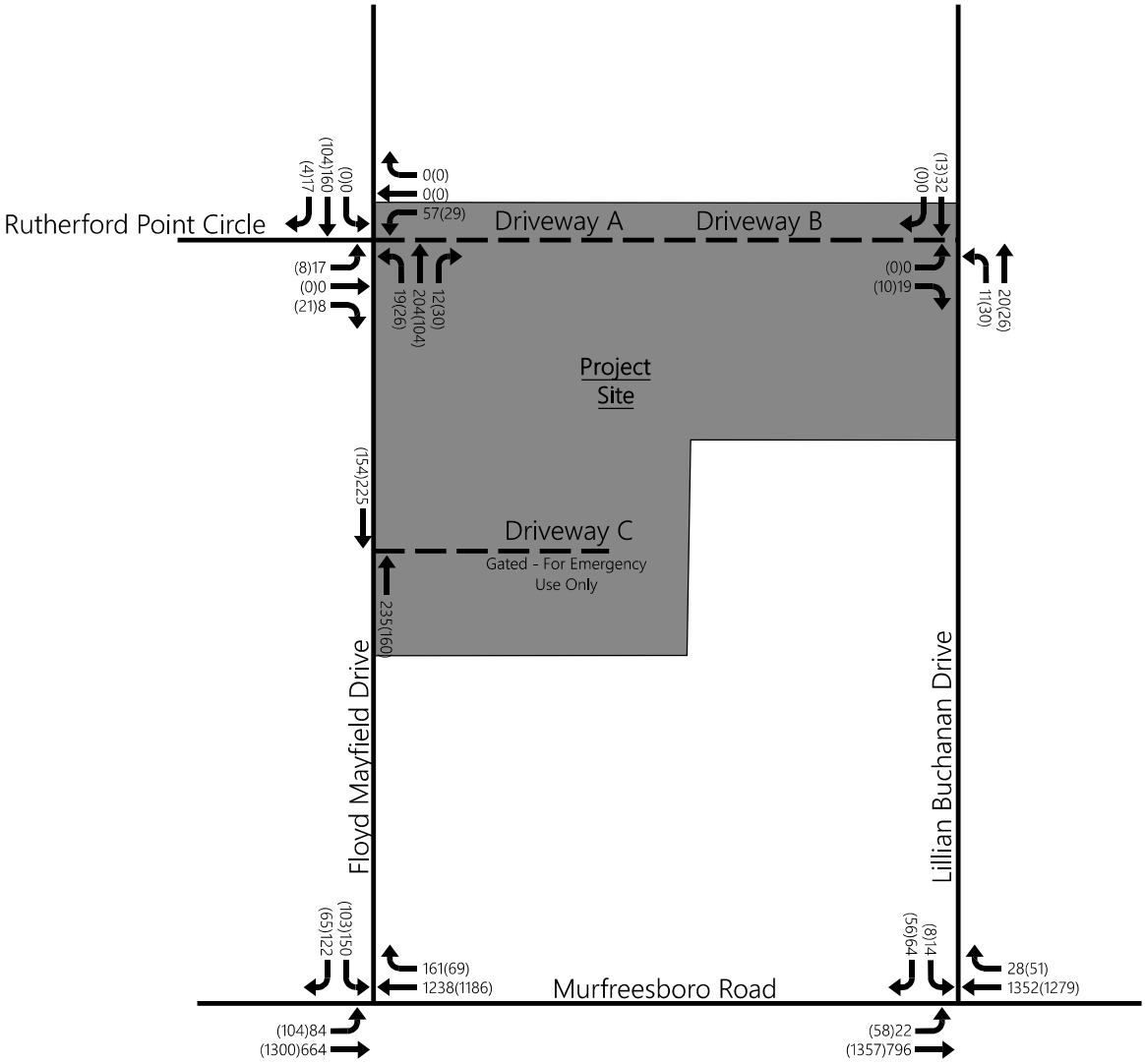


XXX - AM Peak Hour Traffic Volumes
(XXX) - PM Peak Hour Traffic Volumes

N

Assignment of Traffic Generated by the Project Site
(Not to Scale)

Figure H2.



XXX - AM Peak Hour Traffic Volumes
(XXX) - PM Peak Hour Traffic Volumes

Future Build Peak Hour Traffic Volumes
(Not to Scale)

Figure H3.

APPENDIX I
CAPACITY ANALYSES

EXISTING CONDITIONS CAPACITY ANALYSES

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101 Floyd Mayfield Drive

Vistro File: \...\101 Mayfield Drive TIS.vistro
Report File: \...\1_Existing AM.pdf

Scenario 1 Existing AM
12/10/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Nashville Highway and Floyd Mayfield Drive	Signalized	HCM 7th Edition	SB Left	0.485	11.8	B
2	Nashville Highway and Lillian Buchanan Drive	Two-way stop	HCM 7th Edition	SB Left	0.222	77.8	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Nashville Highway and Floyd Mayfield Drive

Control Type:	Signalized	Delay (sec / veh):	11.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.485

Intersection Setup

Name	Floyd Mayfield Drive		Nashville Highway		Nashville Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	200.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Floyd Mayfield Drive		Nashville Highway		Nashville Highway	
Base Volume Input [veh/h]	108	99	71	636	1172	153
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	99	71	636	1172	153
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	27	19	173	318	42
Total Analysis Volume [veh/h]	117	108	77	691	1274	166
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	63.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Overlap	ProtPerm	Permissive	Permissive	Overlap
Flashing Yellow Arrow			No			
Signal Group	4	1	1	6	2	4
Auxiliary Signal Groups		1,4				2,4
Maximum Green [s]	35	25	25	35	35	35
Amber [s]	3.0	4.0	4.0	4.5	4.5	3.0
All red [s]	2.0	2.5	2.5	2.5	2.5	2.0
Walk [s]	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance [s]	0.0	0.0	0.0	0.0	0.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
l2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	30.0	15.0	15.0	110.0	95.0	30.0
Lead / Lag	Lag	-	Lead	-	-	-
Minimum Green [s]	10	8	8	15	15	10
Vehicle Extension [s]	3.0	3.0	3.0	6.0	6.0	3.0
Minimum Recall	No	No	No	Yes	Yes	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	14.5	31.7	117.5	117.5	100.3	118.8
g / C, Green / Cycle	0.10	0.23	0.84	0.84	0.72	0.85
(v / s)_i Volume / Saturation Flow Rate	0.07	0.08	0.15	0.22	0.40	0.12
s, saturation flow rate [veh/h]	1603	1431	497	3204	3204	1431
c, Capacity [veh/h]	167	299	427	2688	2295	1204
d1, Uniform Delay [s]	60.61	47.41	5.80	2.32	9.35	1.98
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.26	0.74	0.92	0.23	0.97	0.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.36	0.18	0.26	0.56	0.14
d, Delay for Lane Group [s/veh]	65.87	48.14	6.72	2.55	10.33	2.22
Lane Group LOS	E	D	A	A	B	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.31	3.35	0.39	1.27	8.21	0.57
50th-Percentile Queue Length [ft/ln]	107.70	83.64	9.84	31.77	205.13	14.21
95th-Percentile Queue Length [veh/ln]	7.71	6.02	0.71	2.29	12.90	1.02
95th-Percentile Queue Length [ft/ln]	192.80	150.55	17.71	57.18	322.57	25.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.87	48.14	6.72	2.55	10.33	2.22
Movement LOS	E	D	A	A	B	A
d_A, Approach Delay [s/veh]	57.36		2.97		9.39	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	11.80					
Intersection LOS	B					
Intersection V/C	0.485					

Emissions

Vehicle Miles Traveled [mph]	20.37	18.80	5.22	46.85	167.41	21.81
Stops [stops/h]	110.78	86.03	10.12	65.35	421.98	14.62
Fuel consumption [US gal/h]	2.91	2.23	0.41	2.78	13.66	1.00
CO [g/h]	203.35	156.13	28.66	194.12	955.04	70.21
NOx [g/h]	39.56	30.38	5.58	37.77	185.82	13.66
VOC [g/h]	47.13	36.18	6.64	44.99	221.34	16.27

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	357	1471	1257
d_b, Bicycle Delay [s]	47.23	4.89	9.66
l_b,int, Bicycle LOS Score for Intersection	1.560	2.193	2.748
Bicycle LOS	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Nashville Highway and Lillian Buchanan Drive

Control Type:	Two-way stop	Delay (sec / veh):	77.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.222

Intersection Setup

Name	Lillian Buchanan Drive		Nashville Highway		Nashville Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	150.00	100.00	250.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lillian Buchanan Drive		Nashville Highway		Nashville Highway	
Base Volume Input [veh/h]	13	43	19	729	1298	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	43	19	729	1298	18
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	12	5	198	353	5
Total Analysis Volume [veh/h]	14	47	21	792	1411	20
Pedestrian Volume [ped/h]	0		0		0	

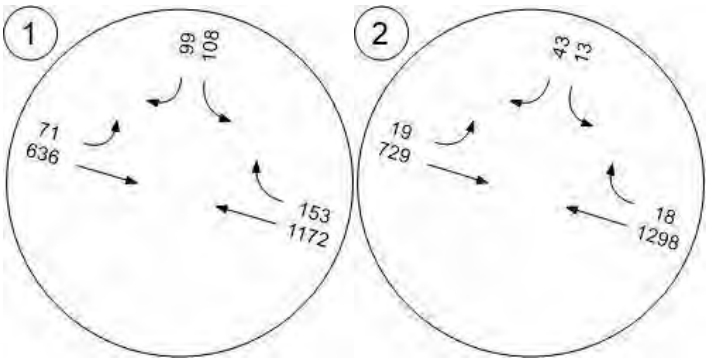
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.12	0.04	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	77.80	15.85	13.00	0.00	0.00	0.00
Movement LOS	F	C	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.76	0.42	0.14	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	19.06	10.52	3.49	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	30.07		0.34		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.91					
Intersection LOS	F					

Traffic Volume - Future Total Volume



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101 Floyd Mayfield Drive

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Report File: \...\2_Existing PM.pdf

Scenario 2 Existing PM
12/10/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Nashville Highway and Floyd Mayfield Drive	Signalized	HCM 7th Edition	SB Left	0.476	7.8	A
2	Nashville Highway and Lillian Buchanan Drive	Two-way stop	HCM 7th Edition	SB Left	0.240	128.8	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Nashville Highway and Floyd Mayfield Drive

Control Type:	Signalized	Delay (sec / veh):	7.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.476

Intersection Setup

Name	Floyd Mayfield Drive		Nashville Highway		Nashville Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	200.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Floyd Mayfield Drive		Nashville Highway		Nashville Highway	
Base Volume Input [veh/h]	80	54	77	1244	1130	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	54	77	1244	1130	61
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	15	21	338	307	17
Total Analysis Volume [veh/h]	87	59	84	1352	1228	66
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 4
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	12.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Overlap	ProtPerm	Permissive	Permissive	Overlap
Flashing Yellow Arrow			No			
Signal Group	4	1	1	6	2	4
Auxiliary Signal Groups		1,4				2,4
Maximum Green [s]	35	25	25	35	35	35
Amber [s]	3.0	4.0	4.0	4.5	4.5	3.0
All red [s]	2.0	2.5	2.5	2.5	2.5	2.0
Walk [s]	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance [s]	0.0	0.0	0.0	0.0	0.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 4

Split [s]	25.0	17.0	17.0	95.0	78.0	25.0
Lead / Lag	Lag	-	Lead	-	-	-
Minimum Green [s]	10	8	8	15	15	10
Vehicle Extension [s]	3.0	3.0	3.0	6.0	6.0	3.0
Minimum Recall	No	No	No	Yes	Yes	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	11.0	25.1	101.0	101.0	86.9	102.0
g / C, Green / Cycle	0.09	0.21	0.84	0.84	0.72	0.85
(v / s)_i Volume / Saturation Flow Rate	0.05	0.04	0.16	0.42	0.38	0.05
s, saturation flow rate [veh/h]	1603	1431	529	3204	3204	1431
c, Capacity [veh/h]	148	269	463	2695	2320	1204
d1, Uniform Delay [s]	52.28	41.22	4.58	2.62	7.40	1.58
k, delay calibration	0.11	0.11	0.38	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.69	0.40	0.66	0.67	0.87	0.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.22	0.18	0.50	0.53	0.05
d, Delay for Lane Group [s/veh]	55.97	41.63	5.24	3.29	8.27	1.67
Lane Group LOS	E	D	A	A	A	A
Critical Lane Group	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.69	1.53	0.31	2.26	5.87	0.15
50th-Percentile Queue Length [ft/ln]	67.29	38.31	7.79	56.59	146.79	3.70
95th-Percentile Queue Length [veh/ln]	4.84	2.76	0.56	4.07	9.85	0.27
95th-Percentile Queue Length [ft/ln]	121.12	68.96	14.01	101.86	246.14	6.66

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.97	41.63	5.24	3.29	8.27	1.67
Movement LOS	E	D	A	A	A	A
d_A, Approach Delay [s/veh]	50.17		3.41		7.94	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	7.82					
Intersection LOS	A					
Intersection V/C	0.476					

Emissions

Vehicle Miles Traveled [mph]	15.15	10.27	5.69	91.66	161.37	8.67
Stops [stops/h]	80.74	45.97	9.34	135.82	352.30	4.44
Fuel consumption [US gal/h]	1.98	1.14	0.40	5.74	11.98	0.37
CO [g/h]	138.52	79.55	28.02	400.95	837.34	26.21
NOx [g/h]	26.95	15.48	5.45	78.01	162.92	5.10
VOC [g/h]	32.10	18.44	6.49	92.92	194.06	6.07

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	1467	1183
d_b, Bicycle Delay [s]	41.67	4.27	10.00
l_b,int, Bicycle LOS Score for Intersection	1.560	2.744	2.627
Bicycle LOS	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Nashville Highway and Lillian Buchanan Drive

Control Type:	Two-way stop	Delay (sec / veh):	128.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.240

Intersection Setup

Name	Lillian Buchanan Drive		Nashville Highway		Nashville Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	150.00	100.00	250.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lillian Buchanan Drive		Nashville Highway		Nashville Highway	
Base Volume Input [veh/h]	8	44	50	1285	1224	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	44	50	1285	1224	26
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	12	14	349	333	7
Total Analysis Volume [veh/h]	9	48	54	1397	1330	28
Pedestrian Volume [ped/h]	0		0		0	

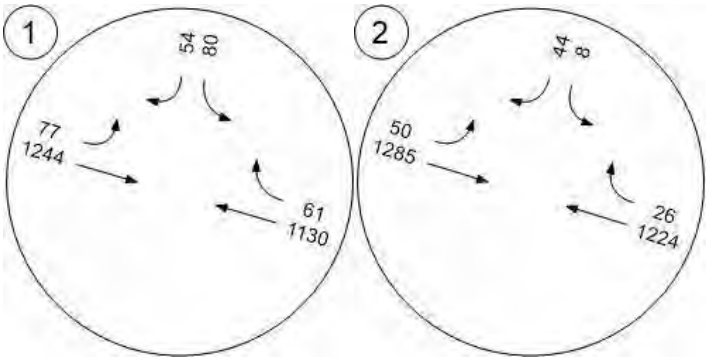
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.12	0.11	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	128.76	15.15	13.03	0.00	0.00	0.00
Movement LOS	F	C	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.78	0.40	0.36	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	19.41	10.06	8.98	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	33.09		0.48		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.90					
Intersection LOS	F					

Traffic Volume - Future Total Volume



FUTURE NO-BUILD CONDITIONS CAPACITY ANALYSES

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101 Floyd Mayfield Drive

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Report File: \...\3_Future No-Build AM.pdf

Scenario 3 Future No-Build AM
12/10/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Nashville Highway and Floyd Mayfield Drive	Signalized	HCM 7th Edition	SB Left	0.504	12.2	B
2	Nashville Highway and Lillian Buchanan Drive	Two-way stop	HCM 7th Edition	SB Left	0.268	91.6	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Nashville Highway and Floyd Mayfield Drive

Control Type:	Signalized	Delay (sec / veh):	12.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.504

Intersection Setup

Name	Floyd Mayfield Drive		Nashville Highway		Nashville Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	200.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Floyd Mayfield Drive		Nashville Highway		Nashville Highway	
Base Volume Input [veh/h]	112	103	74	662	1219	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	103	74	662	1219	159
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	28	20	180	331	43
Total Analysis Volume [veh/h]	122	112	80	720	1325	173
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	63.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Overlap	ProtPerm	Permissive	Permissive	Overlap
Flashing Yellow Arrow			No			
Signal Group	4	1	1	6	2	4
Auxiliary Signal Groups		1,4				2,4
Maximum Green [s]	35	25	25	35	35	35
Amber [s]	3.0	4.0	4.0	4.5	4.5	3.0
All red [s]	2.0	2.5	2.5	2.5	2.5	2.0
Walk [s]	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance [s]	0.0	0.0	0.0	0.0	0.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	30.0	15.0	15.0	110.0	95.0	30.0
Lead / Lag	Lag	-	Lead	-	-	-
Minimum Green [s]	10	8	8	15	15	10
Vehicle Extension [s]	3.0	3.0	3.0	6.0	6.0	3.0
Minimum Recall	No	No	No	Yes	Yes	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	15.0	32.5	117.0	117.0	99.5	118.5
g / C, Green / Cycle	0.11	0.23	0.84	0.84	0.71	0.85
(v / s)_i Volume / Saturation Flow Rate	0.08	0.08	0.16	0.22	0.41	0.12
s, saturation flow rate [veh/h]	1603	1431	486	3204	3204	1431
c, Capacity [veh/h]	172	307	415	2677	2277	1201
d1, Uniform Delay [s]	60.37	46.87	6.60	2.44	10.00	2.05
k, delay calibration	0.11	0.12	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.28	0.80	1.03	0.25	1.09	0.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.71	0.37	0.19	0.27	0.58	0.14
d, Delay for Lane Group [s/veh]	65.65	47.67	7.64	2.69	11.09	2.31
Lane Group LOS	E	D	A	A	B	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.49	3.46	0.43	1.40	9.03	0.61
50th-Percentile Queue Length [ft/ln]	112.19	86.43	10.67	35.01	225.82	15.37
95th-Percentile Queue Length [veh/ln]	7.96	6.22	0.77	2.52	13.96	1.11
95th-Percentile Queue Length [ft/ln]	199.04	155.58	19.20	63.02	349.04	27.66

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.65	47.67	7.64	2.69	11.09	2.31
Movement LOS	E	D	A	A	B	A
d_A, Approach Delay [s/veh]	57.04		3.19		10.08	
Approach LOS	E		A		B	
d_I, Intersection Delay [s/veh]	12.24					
Intersection LOS	B					
Intersection V/C	0.504					

Emissions

Vehicle Miles Traveled [mph]	21.24	19.50	5.42	48.81	174.11	22.73
Stops [stops/h]	115.39	88.90	10.97	72.02	464.54	15.81
Fuel consumption [US gal/h]	3.03	2.30	0.45	2.96	14.74	1.06
CO [g/h]	211.62	161.06	31.22	207.12	1029.99	73.88
NOx [g/h]	41.17	31.34	6.07	40.30	200.40	14.37
VOC [g/h]	49.04	37.33	7.24	48.00	238.71	17.12

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	357	1471	1257
d_b, Bicycle Delay [s]	47.23	4.89	9.66
l_b,int, Bicycle LOS Score for Intersection	1.560	2.220	2.795
Bicycle LOS	A	B	C

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Nashville Highway and Lillian Buchanan Drive

Control Type:	Two-way stop	Delay (sec / veh):	91.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.268

Intersection Setup

Name	Lillian Buchanan Drive		Nashville Highway		Nashville Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	150.00	100.00	250.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lillian Buchanan Drive		Nashville Highway		Nashville Highway	
Base Volume Input [veh/h]	14	45	20	758	1350	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	45	20	758	1350	19
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	12	5	206	367	5
Total Analysis Volume [veh/h]	15	49	22	824	1467	21
Pedestrian Volume [ped/h]	0		0		0	

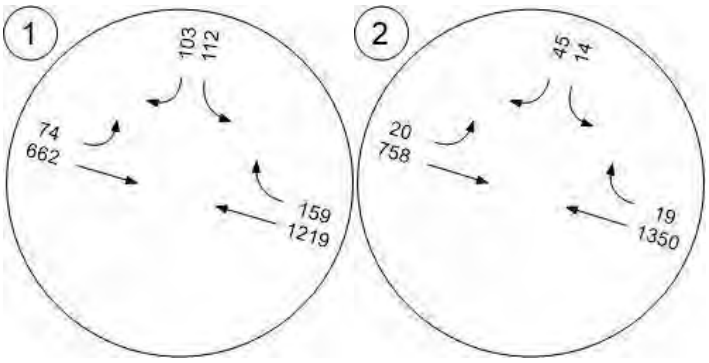
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.14	0.05	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	91.59	16.47	13.46	0.00	0.00	0.00
Movement LOS	F	C	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.93	0.46	0.15	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	23.28	11.57	3.87	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	34.07		0.35		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	1.03					
Intersection LOS	F					

Traffic Volume - Future Total Volume



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101 Floyd Mayfield Drive

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Scenario 4 Future No-Build PM
12/10/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Nashville Highway and Floyd Mayfield Drive	Signalized	HCM 7th Edition	SB Left	0.495	8.0	A
2	Nashville Highway and Lillian Buchanan Drive	Two-way stop	HCM 7th Edition	SB Left	0.279	155.1	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Nashville Highway and Floyd Mayfield Drive

Control Type:	Signalized	Delay (sec / veh):	8.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.495

Intersection Setup

Name	Floyd Mayfield Drive		Nashville Highway		Nashville Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	200.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Floyd Mayfield Drive		Nashville Highway		Nashville Highway	
Base Volume Input [veh/h]	83	56	80	1294	1176	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	56	80	1294	1176	63
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	15	22	352	320	17
Total Analysis Volume [veh/h]	90	61	87	1407	1278	68
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 4
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	12.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Overlap	ProtPerm	Permissive	Permissive	Overlap
Flashing Yellow Arrow			No			
Signal Group	4	1	1	6	2	4
Auxiliary Signal Groups		1,4				2,4
Maximum Green [s]	35	25	25	35	35	35
Amber [s]	3.0	4.0	4.0	4.5	4.5	3.0
All red [s]	2.0	2.5	2.5	2.5	2.5	2.0
Walk [s]	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance [s]	0.0	0.0	0.0	0.0	0.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 4

Split [s]	25.0	17.0	17.0	95.0	78.0	25.0
Lead / Lag	Lag	-	Lead	-	-	-
Minimum Green [s]	10	8	8	15	15	10
Vehicle Extension [s]	3.0	3.0	3.0	6.0	6.0	3.0
Minimum Recall	No	No	No	Yes	Yes	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	11.0	25.1	101.0	101.0	86.9	101.9
g / C, Green / Cycle	0.09	0.21	0.84	0.84	0.72	0.85
(v / s)_i Volume / Saturation Flow Rate	0.06	0.04	0.17	0.44	0.40	0.05
s, saturation flow rate [veh/h]	1603	1431	513	3204	3204	1431
c, Capacity [veh/h]	148	270	449	2695	2319	1203
d1, Uniform Delay [s]	52.38	41.24	4.99	2.70	7.62	1.59
k, delay calibration	0.11	0.11	0.43	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.00	0.42	0.83	0.73	0.95	0.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.23	0.19	0.52	0.55	0.06
d, Delay for Lane Group [s/veh]	56.38	41.66	5.82	3.43	8.57	1.68
Lane Group LOS	E	D	A	A	A	A
Critical Lane Group	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.80	1.59	0.34	2.43	6.29	0.15
50th-Percentile Queue Length [ft/ln]	69.93	39.65	8.45	60.79	157.25	3.84
95th-Percentile Queue Length [veh/ln]	5.03	2.85	0.61	4.38	10.40	0.28
95th-Percentile Queue Length [ft/ln]	125.87	71.37	15.21	109.42	260.08	6.91

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.38	41.66	5.82	3.43	8.57	1.68
Movement LOS	E	D	A	A	A	A
d_A, Approach Delay [s/veh]	50.43		3.57		8.22	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	8.03					
Intersection LOS	A					
Intersection V/C	0.495					

Emissions

Vehicle Miles Traveled [mph]	15.67	10.62	5.90	95.39	167.94	8.94
Stops [stops/h]	83.91	47.58	10.14	145.89	377.41	4.61
Fuel consumption [US gal/h]	2.06	1.18	0.43	6.07	12.68	0.39
CO [g/h]	143.92	82.29	30.15	423.97	886.13	27.04
NOx [g/h]	28.00	16.01	5.87	82.49	172.41	5.26
VOC [g/h]	33.36	19.07	6.99	98.26	205.37	6.27

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	1467	1183
d_b, Bicycle Delay [s]	41.67	4.27	10.00
l_b,int, Bicycle LOS Score for Intersection	1.560	2.792	2.670
Bicycle LOS	A	C	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Nashville Highway and Lillian Buchanan Drive

Control Type:	Two-way stop	Delay (sec / veh):	155.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.279

Intersection Setup

Name	Lillian Buchanan Drive		Nashville Highway		Nashville Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	150.00	100.00	250.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lillian Buchanan Drive		Nashville Highway		Nashville Highway	
Base Volume Input [veh/h]	8	46	52	1337	1273	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	46	52	1337	1273	27
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	13	14	363	346	7
Total Analysis Volume [veh/h]	9	50	57	1453	1384	29
Pedestrian Volume [ped/h]	0		0		0	

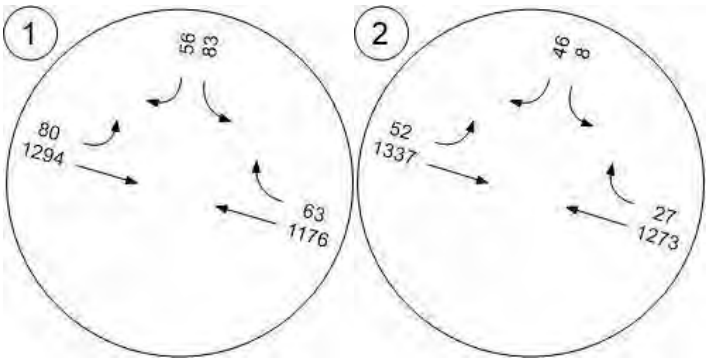
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.13	0.12	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	155.06	15.70	13.54	0.00	0.00	0.00
Movement LOS	F	C	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.89	0.44	0.40	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	22.21	11.03	10.07	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	36.96		0.51		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	0.99					
Intersection LOS	F					

Traffic Volume - Future Total Volume



FUTURE BUILD CONDITIONS CAPACITY ANALYSES

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101 Floyd Mayfield Drive

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Scenario 5 Future Build AM
12/23/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Nashville Highway and Floyd Mayfield Drive	Signalized	HCM 7th Edition	SB Left	0.533	14.4	B
2	Nashville Highway and Lillian Buchanan Drive	Two-way stop	HCM 7th Edition	SB Left	0.502	126.4	F
3	Floyd Mayfield Drive and Rutherford Point Circle/Driveway A	Two-way stop	HCM 7th Edition	WB Left	0.100	13.0	B
4	Lillian Buchanan Drive and Driveway B	Two-way stop	HCM 7th Edition	EB Right	0.032	8.6	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Nashville Highway and Floyd Mayfield Drive

Control Type:	Signalized	Delay (sec / veh):	14.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.533

Intersection Setup

Name	Floyd Mayfield Drive		Nashville Highway		Nashville Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	200.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Floyd Mayfield Drive		Nashville Highway		Nashville Highway	
Base Volume Input [veh/h]	139	122	84	664	1238	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	122	84	664	1238	161
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	33	23	180	336	44
Total Analysis Volume [veh/h]	151	133	91	722	1346	175
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	63.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Overlap	ProtPerm	Permissive	Permissive	Overlap
Flashing Yellow Arrow			No			
Signal Group	4	1	1	6	2	4
Auxiliary Signal Groups		1,4				2,4
Maximum Green [s]	35	25	25	35	35	35
Amber [s]	3.0	4.0	4.0	4.5	4.5	3.0
All red [s]	2.0	2.5	2.5	2.5	2.5	2.0
Walk [s]	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance [s]	0.0	0.0	0.0	0.0	0.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	30.0	15.0	15.0	110.0	95.0	30.0
Lead / Lag	Lag	-	Lead	-	-	-
Minimum Green [s]	10	8	8	15	15	10
Vehicle Extension [s]	3.0	3.0	3.0	6.0	6.0	3.0
Minimum Recall	No	No	No	Yes	Yes	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	17.4	36.5	114.6	114.6	95.5	116.9
g / C, Green / Cycle	0.12	0.26	0.82	0.82	0.68	0.83
(v / s)_i Volume / Saturation Flow Rate	0.09	0.09	0.18	0.23	0.42	0.12
s, saturation flow rate [veh/h]	1603	1431	501	3204	3204	1431
c, Capacity [veh/h]	199	347	414	2623	2186	1185
d1, Uniform Delay [s]	59.25	44.26	8.32	2.98	12.18	2.36
k, delay calibration	0.11	0.25	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.77	1.62	1.22	0.26	1.31	0.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.38	0.22	0.28	0.62	0.15
d, Delay for Lane Group [s/veh]	65.02	45.88	9.54	3.24	13.49	2.62
Lane Group LOS	E	D	A	A	B	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.55	4.08	0.56	1.72	10.61	0.71
50th-Percentile Queue Length [ft/ln]	138.87	102.10	13.93	42.97	265.17	17.80
95th-Percentile Queue Length [veh/ln]	9.42	7.35	1.00	3.09	15.95	1.28
95th-Percentile Queue Length [ft/ln]	235.51	183.77	25.07	77.34	398.70	32.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.02	45.88	9.54	3.24	13.49	2.62
Movement LOS	E	D	A	A	B	A
d_A, Approach Delay [s/veh]	56.06		3.94		12.24	
Approach LOS	E		A		B	
d_I, Intersection Delay [s/veh]	14.42					
Intersection LOS	B					
Intersection V/C	0.533					

Emissions

Vehicle Miles Traveled [mph]	26.29	23.16	6.17	48.95	176.87	23.00
Stops [stops/h]	142.84	105.01	14.33	88.39	545.50	18.31
Fuel consumption [US gal/h]	3.73	2.69	0.57	3.25	16.54	1.11
CO [g/h]	260.58	187.74	39.58	227.37	1156.21	77.53
NOx [g/h]	50.70	36.53	7.70	44.24	224.96	15.08
VOC [g/h]	60.39	43.51	9.17	52.70	267.96	17.97

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	357	1471	1257
d_b, Bicycle Delay [s]	47.23	4.89	9.66
l_b,int, Bicycle LOS Score for Intersection	1.560	2.230	2.814
Bicycle LOS	A	B	C

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Nashville Highway and Lillian Buchanan Drive

Control Type:	Two-way stop	Delay (sec / veh):	126.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.502

Intersection Setup

Name	Lillian Buchanan Drive		Nashville Highway		Nashville Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	150.00	100.00	250.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lillian Buchanan Drive		Nashville Highway		Nashville Highway	
Base Volume Input [veh/h]	25	64	22	785	1352	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	64	22	785	1352	28
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	17	6	213	367	8
Total Analysis Volume [veh/h]	27	70	24	853	1470	30
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.50	0.19	0.05	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	126.38	17.31	13.59	0.00	0.00	0.00
Movement LOS	F	C	B	A	A	A
95th-Percentile Queue Length [veh/ln]	1.92	0.71	0.17	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	48.07	17.64	4.28	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	47.67		0.37		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	2.00					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 3: Floyd Mayfield Drive and Rutherford Point Circle/Driveway A

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.100

Intersection Setup

Name	Floyd Mayfield Drive			Floyd Mayfield Drive			Rutherford Point Circle			Driveway A		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Floyd Mayfield Drive			Floyd Mayfield Drive			Rutherford Point Circle			Driveway A		
Base Volume Input [veh/h]	19	204	12	0	160	17	17	0	8	46	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	204	12	0	160	17	17	0	8	46	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	55	3	0	43	5	5	0	2	13	0	0
Total Analysis Volume [veh/h]	21	222	13	0	174	18	18	0	9	50	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.01	0.10	0.00	0.00
d_M, Delay for Movement [s/veh]	7.63	0.00	0.00	7.70	0.00	0.00	12.39	12.65	9.48	13.02	12.38	9.44
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	0.00	0.00	0.00	0.14	0.14	0.14	0.33	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.90	0.90	0.90	0.00	0.00	0.00	3.60	3.60	3.60	8.31	0.00	0.00
d_A, Approach Delay [s/veh]	0.63			0.00			11.42			13.02		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.13											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 4: Lillian Buchanan Drive and Driveway B

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name	Lillian Buchanan Drive		Lillian Buchanan Drive		Driveway B	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lillian Buchanan Drive		Lillian Buchanan Drive		Driveway B	
Base Volume Input [veh/h]	11	20	32	0	0	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	20	32	0	0	30
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	5	9	0	0	8
Total Analysis Volume [veh/h]	12	22	35	0	0	33
Pedestrian Volume [ped/h]	0		0		0	

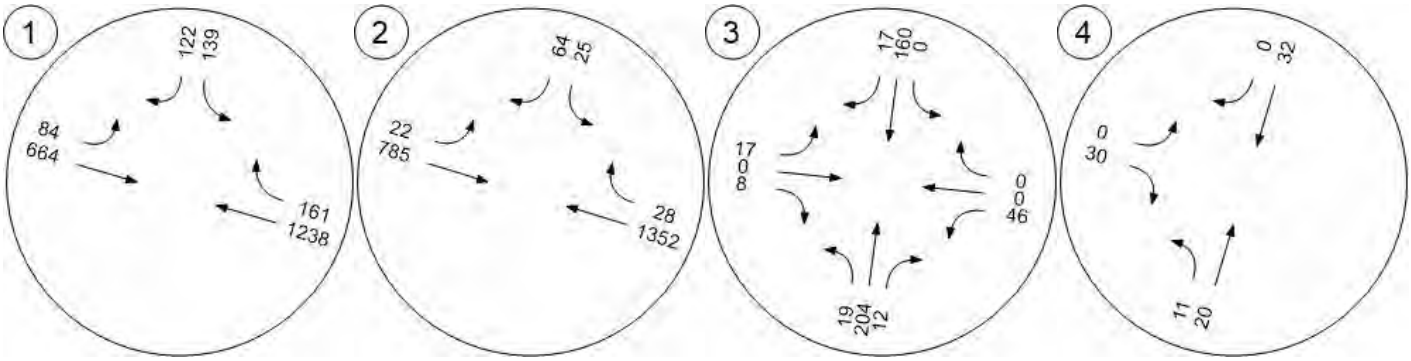
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	7.30	0.00	0.00	0.00	9.05	8.58
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft/ln]	0.50	0.50	0.00	0.00	2.46	2.46
d_A, Approach Delay [s/veh]	2.58		0.00		8.58	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.64					
Intersection LOS	A					

Traffic Volume - Future Total Volume



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101 Floyd Mayfield Drive

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Report File: \...\6_Future Build PM.pdf

Scenario 6 Future Build PM
12/23/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Nashville Highway and Floyd Mayfield Drive	Signalized	HCM 7th Edition	SB Left	0.506	8.6	A
2	Nashville Highway and Lillian Buchanan Drive	Two-way stop	HCM 7th Edition	SB Left	0.492	207.1	F
3	Floyd Mayfield Drive and Rutherford Point Circle/Driveway A	Two-way stop	HCM 7th Edition	WB Left	0.041	11.1	B
4	Lillian Buchanan Drive and Driveway B	Two-way stop	HCM 7th Edition	EB Right	0.016	8.4	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Nashville Highway and Floyd Mayfield Drive

Control Type:	Signalized	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.506

Intersection Setup

Name	Floyd Mayfield Drive		Nashville Highway		Nashville Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	200.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Floyd Mayfield Drive		Nashville Highway		Nashville Highway	
Base Volume Input [veh/h]	96	66	104	1300	1186	69
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	66	104	1300	1186	69
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	18	28	353	322	19
Total Analysis Volume [veh/h]	104	72	113	1413	1289	75
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 4
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	12.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Overlap	ProtPerm	Permissive	Permissive	Overlap
Flashing Yellow Arrow			No			
Signal Group	4	1	1	6	2	4
Auxiliary Signal Groups		1,4				2,4
Maximum Green [s]	35	25	25	35	35	35
Amber [s]	3.0	4.0	4.0	4.5	4.5	3.0
All red [s]	2.0	2.5	2.5	2.5	2.5	2.0
Walk [s]	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance [s]	0.0	0.0	0.0	0.0	0.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 4

Split [s]	25.0	17.0	17.0	95.0	78.0	25.0
Lead / Lag	Lag	-	Lead	-	-	-
Minimum Green [s]	10	8	8	15	15	10
Vehicle Extension [s]	3.0	3.0	3.0	6.0	6.0	3.0
Minimum Recall	No	No	No	Yes	Yes	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	11.3	25.6	100.7	100.7	86.4	101.7
g / C, Green / Cycle	0.09	0.21	0.84	0.84	0.72	0.85
(v / s)_i Volume / Saturation Flow Rate	0.06	0.05	0.22	0.44	0.40	0.05
s, saturation flow rate [veh/h]	1603	1431	511	3204	3204	1431
c, Capacity [veh/h]	152	277	444	2688	2304	1200
d1, Uniform Delay [s]	52.60	41.11	5.73	2.79	7.92	1.65
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.41	0.49	1.38	0.74	0.99	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.26	0.25	0.53	0.56	0.06
d, Delay for Lane Group [s/veh]	58.01	41.60	7.11	3.53	8.90	1.75
Lane Group LOS	E	D	A	A	A	A
Critical Lane Group	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.29	1.88	0.49	2.54	6.54	0.18
50th-Percentile Queue Length [ft/ln]	82.26	46.92	12.23	63.55	163.57	4.41
95th-Percentile Queue Length [veh/ln]	5.92	3.38	0.88	4.58	10.74	0.32
95th-Percentile Queue Length [ft/ln]	148.07	84.45	22.02	114.39	268.44	7.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.01	41.60	7.11	3.53	8.90	1.75
Movement LOS	E	D	A	A	A	A
d_A, Approach Delay [s/veh]	51.30		3.79		8.51	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	8.62					
Intersection LOS	A					
Intersection V/C	0.506					

Emissions

Vehicle Miles Traveled [mph]	18.11	12.54	7.66	95.79	169.38	9.86
Stops [stops/h]	98.71	56.30	14.68	152.52	392.56	5.29
Fuel consumption [US gal/h]	2.42	1.39	0.61	6.19	13.02	0.43
CO [g/h]	169.19	97.11	42.54	433.02	910.31	30.07
NOx [g/h]	32.92	18.89	8.28	84.25	177.11	5.85
VOC [g/h]	39.21	22.51	9.86	100.36	210.97	6.97

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	1467	1183
d_b, Bicycle Delay [s]	41.67	4.27	10.00
l_b,int, Bicycle LOS Score for Intersection	1.560	2.819	2.685
Bicycle LOS	A	C	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Nashville Highway and Lillian Buchanan Drive

Control Type:	Two-way stop	Delay (sec / veh):	207.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.492

Intersection Setup

Name	Lillian Buchanan Drive		Nashville Highway		Nashville Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	150.00	100.00	250.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lillian Buchanan Drive		Nashville Highway		Nashville Highway	
Base Volume Input [veh/h]	14	56	58	1350	1279	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	56	58	1350	1279	51
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	15	16	367	348	14
Total Analysis Volume [veh/h]	15	61	63	1467	1390	55
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.49	0.16	0.14	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	207.08	16.12	13.95	0.00	0.00	0.00
Movement LOS	F	C	B	A	A	A
95th-Percentile Queue Length [veh/ln]	1.59	0.56	0.47	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	39.87	13.94	11.64	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	53.81		0.57		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	1.63					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 3: Floyd Mayfield Drive and Rutherford Point Circle/Driveway A

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name	Floyd Mayfield Drive			Floyd Mayfield Drive			Rutherford Point Circle			Driveway A		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Floyd Mayfield Drive			Floyd Mayfield Drive			Rutherford Point Circle			Driveway A		
Base Volume Input [veh/h]	26	104	30	0	104	4	8	0	21	23	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	104	30	0	104	4	8	0	21	23	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	28	8	0	28	1	2	0	6	6	0	0
Total Analysis Volume [veh/h]	28	113	33	0	113	4	9	0	23	25	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.02	0.04	0.00	0.00
d_M, Delay for Movement [s/veh]	7.48	0.00	0.00	7.51	0.00	0.00	10.82	11.31	9.01	11.13	11.02	8.91
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.05	0.00	0.00	0.00	0.12	0.12	0.12	0.13	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.24	1.24	1.24	0.00	0.00	0.00	3.01	3.01	3.01	3.19	0.00	0.00
d_A, Approach Delay [s/veh]	1.20			0.00			9.52			11.13		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	2.28											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 4: Lillian Buchanan Drive and Driveway B

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Lillian Buchanan Drive		Lillian Buchanan Drive		Driveway B	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lillian Buchanan Drive		Lillian Buchanan Drive		Driveway B	
Base Volume Input [veh/h]	30	26	13	0	0	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	26	13	0	0	16
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	7	4	0	0	4
Total Analysis Volume [veh/h]	33	28	14	0	0	17
Pedestrian Volume [ped/h]	0		0		0	

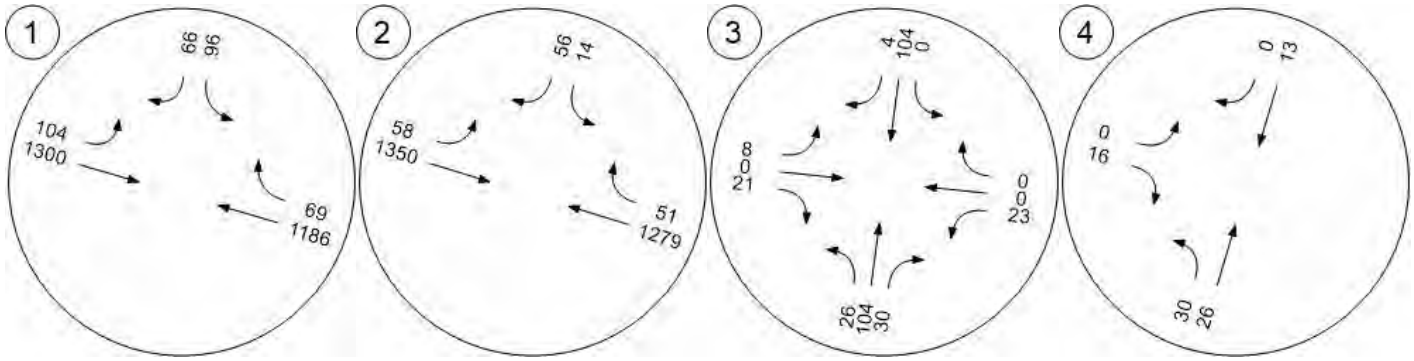
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	7.28	0.00	0.00	0.00	9.19	8.43
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	1.40	1.40	0.00	0.00	1.22	1.22
d_A, Approach Delay [s/veh]	3.94		0.00		8.43	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.17					
Intersection LOS	A					

Traffic Volume - Future Total Volume



FUTURE BUILD ALTERNATIVE CAPACITY ANALYSES

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101 Floyd Mayfield Drive

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Report File: \...\7_Future Alternative Build AM.pdf

Scenario 7 Future Alternative Build AM
12/23/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Nashville Highway and Floyd Mayfield Drive	Signalized	HCM 7th Edition	SB Left	0.541	15.0	B
2	Nashville Highway and Lillian Buchanan Drive	Two-way stop	HCM 7th Edition	SB Left	0.282	97.2	F
3	Floyd Mayfield Drive and Rutherford Point Circle/Driveway A	Two-way stop	HCM 7th Edition	WB Left	0.124	13.2	B
4	Lillian Buchanan Drive and Driveway B	Two-way stop	HCM 7th Edition	EB Right	0.020	8.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Nashville Highway and Floyd Mayfield Drive

Control Type:	Signalized	Delay (sec / veh):	15.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

Intersection Setup

Name	Floyd Mayfield Drive		Nashville Highway		Nashville Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	200.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Floyd Mayfield Drive		Nashville Highway		Nashville Highway	
Base Volume Input [veh/h]	150	122	84	664	1238	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	122	84	664	1238	161
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	33	23	180	336	44
Total Analysis Volume [veh/h]	163	133	91	722	1346	175
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	63.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Overlap	ProtPerm	Permissive	Permissive	Overlap
Flashing Yellow Arrow			No			
Signal Group	4	1	1	6	2	4
Auxiliary Signal Groups		1,4				2,4
Maximum Green [s]	35	25	25	35	35	35
Amber [s]	3.0	4.0	4.0	4.5	4.5	3.0
All red [s]	2.0	2.5	2.5	2.5	2.5	2.0
Walk [s]	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance [s]	0.0	0.0	0.0	0.0	0.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	30.0	15.0	15.0	110.0	95.0	30.0
Lead / Lag	Lag	-	Lead	-	-	-
Minimum Green [s]	10	8	8	15	15	10
Vehicle Extension [s]	3.0	3.0	3.0	6.0	6.0	3.0
Minimum Recall	No	No	No	Yes	Yes	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	18.3	37.3	113.7	113.7	94.7	117.0
g / C, Green / Cycle	0.13	0.27	0.81	0.81	0.68	0.84
(v / s)_i Volume / Saturation Flow Rate	0.10	0.09	0.18	0.23	0.42	0.12
s, saturation flow rate [veh/h]	1603	1431	502	3204	3204	1431
c, Capacity [veh/h]	210	356	409	2601	2167	1186
d1, Uniform Delay [s]	58.82	43.56	8.70	3.20	12.65	2.33
k, delay calibration	0.13	0.28	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.14	1.69	1.25	0.27	1.35	0.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.37	0.22	0.28	0.62	0.15
d, Delay for Lane Group [s/veh]	65.96	45.25	9.95	3.47	14.00	2.60
Lane Group LOS	E	D	A	A	B	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.07	4.06	0.58	1.84	10.89	0.71
50th-Percentile Queue Length [ft/ln]	151.68	101.50	14.61	46.07	272.15	17.64
95th-Percentile Queue Length [veh/ln]	10.11	7.31	1.05	3.32	16.30	1.27
95th-Percentile Queue Length [ft/ln]	252.67	182.71	26.30	82.93	407.43	31.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.96	45.25	9.95	3.47	14.00	2.60
Movement LOS	E	D	A	A	B	A
d_A, Approach Delay [s/veh]	56.66		4.20		12.68	
Approach LOS	E		A		B	
d_I, Intersection Delay [s/veh]	15.01					
Intersection LOS	B					
Intersection V/C	0.541					

Emissions

Vehicle Miles Traveled [mph]	28.38	23.16	6.17	48.95	176.87	23.00
Stops [stops/h]	156.01	104.40	15.03	94.78	559.86	18.15
Fuel consumption [US gal/h]	4.06	2.67	0.58	3.37	16.86	1.11
CO [g/h]	283.96	186.39	40.73	235.30	1178.34	77.34
NOx [g/h]	55.25	36.26	7.92	45.78	229.26	15.05
VOC [g/h]	65.81	43.20	9.44	54.53	273.09	17.92

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	357	1471	1257
d_b, Bicycle Delay [s]	47.23	4.89	9.66
l_b,int, Bicycle LOS Score for Intersection	1.560	2.230	2.814
Bicycle LOS	A	B	C

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Nashville Highway and Lillian Buchanan Drive

Control Type:	Two-way stop	Delay (sec / veh):	97.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.282

Intersection Setup

Name	Lillian Buchanan Drive		Nashville Highway		Nashville Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	150.00	100.00	250.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lillian Buchanan Drive		Nashville Highway		Nashville Highway	
Base Volume Input [veh/h]	14	64	22	796	1352	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	64	22	796	1352	28
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	17	6	216	367	8
Total Analysis Volume [veh/h]	15	70	24	865	1470	30
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.19	0.05	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	97.25	17.31	13.59	0.00	0.00	0.00
Movement LOS	F	C	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.98	0.71	0.17	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	24.42	17.64	4.28	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	31.42		0.37		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	1.21					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 3: Floyd Mayfield Drive and Rutherford Point Circle/Driveway A

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.124

Intersection Setup

Name	Floyd Mayfield Drive			Floyd Mayfield Drive			Rutherford Point Circle			Driveway A		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Floyd Mayfield Drive			Floyd Mayfield Drive			Rutherford Point Circle			Driveway A		
Base Volume Input [veh/h]	19	204	12	0	160	17	17	0	8	57	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	204	12	0	160	17	17	0	8	57	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	55	3	0	43	5	5	0	2	15	0	0
Total Analysis Volume [veh/h]	21	222	13	0	174	18	18	0	9	62	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.01	0.12	0.00	0.00
d_M, Delay for Movement [s/veh]	7.63	0.00	0.00	7.70	0.00	0.00	12.39	12.65	9.48	13.24	12.38	9.44
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	0.00	0.00	0.00	0.14	0.14	0.14	0.42	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.90	0.90	0.90	0.00	0.00	0.00	3.60	3.60	3.60	10.56	0.00	0.00
d_A, Approach Delay [s/veh]	0.63			0.00			11.42			13.24		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.40											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 4: Lillian Buchanan Drive and Driveway B

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Lillian Buchanan Drive		Lillian Buchanan Drive		Driveway B	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lillian Buchanan Drive		Lillian Buchanan Drive		Driveway B	
Base Volume Input [veh/h]	11	20	32	0	0	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	20	32	0	0	19
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	5	9	0	0	5
Total Analysis Volume [veh/h]	12	22	35	0	0	21
Pedestrian Volume [ped/h]	0		0		0	

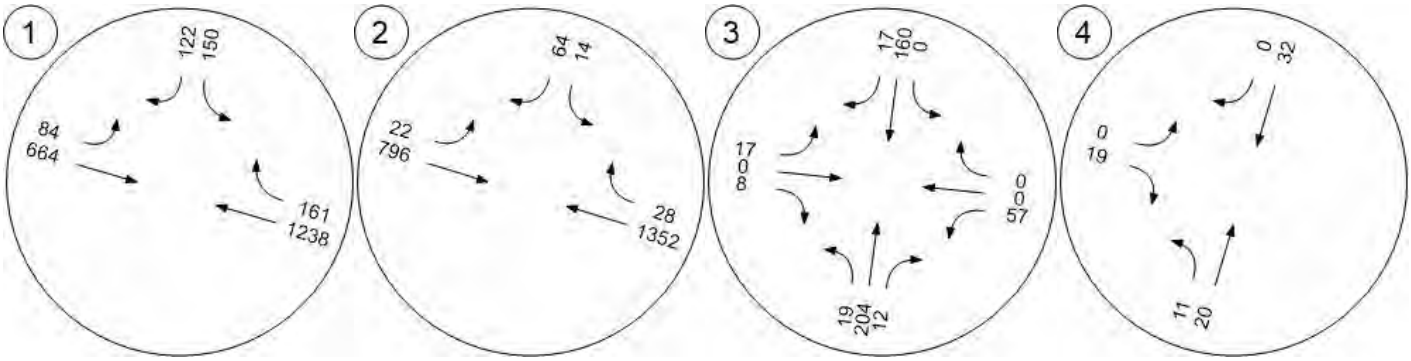
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	7.30	0.00	0.00	0.00	9.01	8.54
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	0.50	0.50	0.00	0.00	1.55	1.55
d_A, Approach Delay [s/veh]	2.58		0.00		8.54	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.97					
Intersection LOS	A					

Traffic Volume - Future Total Volume



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101 Floyd Mayfield Drive

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Report File: \...\8_Future Alternative Build PM.pdf

Scenario 8 Future Alternative Build PM
12/23/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Nashville Highway and Floyd Mayfield Drive	Signalized	HCM 7th Edition	SB Left	0.511	8.9	A
2	Nashville Highway and Lillian Buchanan Drive	Two-way stop	HCM 7th Edition	SB Left	0.297	168.1	F
3	Floyd Mayfield Drive and Rutherford Point Circle/Driveway A	Two-way stop	HCM 7th Edition	WB Left	0.052	11.2	B
4	Lillian Buchanan Drive and Driveway B	Two-way stop	HCM 7th Edition	EB Right	0.010	8.4	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Nashville Highway and Floyd Mayfield Drive

Control Type:	Signalized	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

Intersection Setup

Name	Floyd Mayfield Drive		Nashville Highway		Nashville Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	200.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Floyd Mayfield Drive		Nashville Highway		Nashville Highway	
Base Volume Input [veh/h]	103	65	104	1300	1186	69
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	65	104	1300	1186	69
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	18	28	353	322	19
Total Analysis Volume [veh/h]	112	71	113	1413	1289	75
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 4
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	12.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Overlap	ProtPerm	Permissive	Permissive	Overlap
Flashing Yellow Arrow			No			
Signal Group	4	1	1	6	2	4
Auxiliary Signal Groups		1,4				2,4
Maximum Green [s]	35	25	25	35	35	35
Amber [s]	3.0	4.0	4.0	4.5	4.5	3.0
All red [s]	2.0	2.5	2.5	2.5	2.5	2.0
Walk [s]	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance [s]	0.0	0.0	0.0	0.0	0.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 4

Split [s]	25.0	17.0	17.0	95.0	78.0	25.0
Lead / Lag	Lag	-	Lead	-	-	-
Minimum Green [s]	10	8	8	15	15	10
Vehicle Extension [s]	3.0	3.0	3.0	6.0	6.0	3.0
Minimum Recall	No	No	No	Yes	Yes	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	0.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	11.9	26.2	100.1	100.1	85.8	101.7
g / C, Green / Cycle	0.10	0.22	0.83	0.83	0.72	0.85
(v / s)_i Volume / Saturation Flow Rate	0.07	0.05	0.22	0.44	0.40	0.05
s, saturation flow rate [veh/h]	1603	1431	512	3204	3204	1431
c, Capacity [veh/h]	159	283	442	2673	2289	1200
d1, Uniform Delay [s]	52.34	40.61	5.93	2.95	8.18	1.65
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.59	0.46	1.40	0.75	1.01	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.25	0.26	0.53	0.56	0.06
d, Delay for Lane Group [s/veh]	57.94	41.06	7.32	3.71	9.19	1.75
Lane Group LOS	E	D	A	A	A	A
Critical Lane Group	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.54	1.84	0.51	2.74	6.72	0.18
50th-Percentile Queue Length [ft/ln]	88.60	45.90	12.74	68.60	167.93	4.41
95th-Percentile Queue Length [veh/ln]	6.38	3.30	0.92	4.94	10.97	0.32
95th-Percentile Queue Length [ft/ln]	159.49	82.62	22.93	123.49	274.19	7.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.94	41.06	7.32	3.71	9.19	1.75
Movement LOS	E	D	A	A	A	A
d_A, Approach Delay [s/veh]	51.39		3.97		8.78	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	8.93					
Intersection LOS	A					
Intersection V/C	0.511					

Emissions

Vehicle Miles Traveled [mph]	19.50	12.36	7.66	95.79	169.38	9.86
Stops [stops/h]	106.32	55.08	15.29	164.65	403.03	5.29
Fuel consumption [US gal/h]	2.61	1.36	0.62	6.40	13.23	0.43
CO [g/h]	182.09	95.10	43.41	447.10	924.64	30.07
NOx [g/h]	35.43	18.50	8.45	86.99	179.90	5.85
VOC [g/h]	42.20	22.04	10.06	103.62	214.29	6.97

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	1467	1183
d_b, Bicycle Delay [s]	41.67	4.27	10.00
l_b,int, Bicycle LOS Score for Intersection	1.560	2.819	2.685
Bicycle LOS	A	C	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Nashville Highway and Lillian Buchanan Drive

Control Type:	Two-way stop	Delay (sec / veh):	168.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.297

Intersection Setup

Name	Lillian Buchanan Drive		Nashville Highway		Nashville Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	150.00	100.00	250.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lillian Buchanan Drive		Nashville Highway		Nashville Highway	
Base Volume Input [veh/h]	8	56	58	1357	1279	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	56	58	1357	1279	51
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	15	16	369	348	14
Total Analysis Volume [veh/h]	9	61	63	1475	1390	55
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.30	0.16	0.14	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	168.11	16.12	13.95	0.00	0.00	0.00
Movement LOS	F	C	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.94	0.56	0.47	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	23.46	13.94	11.64	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	35.66		0.57		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	1.11					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 3: Floyd Mayfield Drive and Rutherford Point Circle/Driveway A

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.052

Intersection Setup

Name	Floyd Mayfield Drive			Floyd Mayfield Drive			Rutherford Point Circle			Driveway A		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Floyd Mayfield Drive			Floyd Mayfield Drive			Rutherford Point Circle			Driveway A		
Base Volume Input [veh/h]	26	104	30	0	104	4	8	0	21	29	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	104	30	0	104	4	8	0	21	29	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	28	8	0	28	1	2	0	6	8	0	0
Total Analysis Volume [veh/h]	28	113	33	0	113	4	9	0	23	32	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.02	0.05	0.00	0.00
d_M, Delay for Movement [s/veh]	7.48	0.00	0.00	7.51	0.00	0.00	10.82	11.31	9.01	11.21	11.02	8.91
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.05	0.00	0.00	0.00	0.12	0.12	0.12	0.17	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.24	1.24	1.24	0.00	0.00	0.00	3.01	3.01	3.01	4.13	0.00	0.00
d_A, Approach Delay [s/veh]	1.20			0.00			9.52			11.21		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	2.46											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 4: Lillian Buchanan Drive and Driveway B

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Lillian Buchanan Drive		Lillian Buchanan Drive		Driveway B	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lillian Buchanan Drive		Lillian Buchanan Drive		Driveway B	
Base Volume Input [veh/h]	30	26	13	0	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	26	13	0	0	10
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	7	4	0	0	3
Total Analysis Volume [veh/h]	33	28	14	0	0	11
Pedestrian Volume [ped/h]	0		0		0	

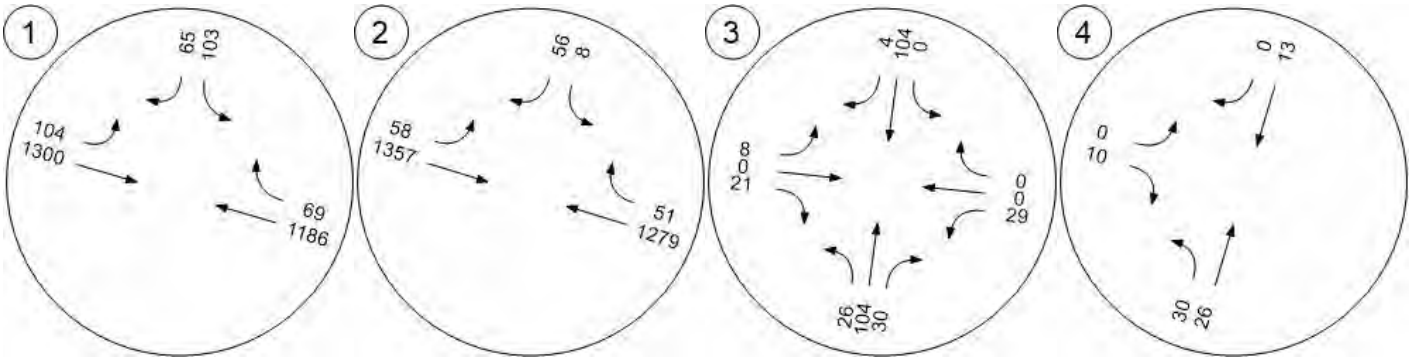
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.28	0.00	0.00	0.00	9.17	8.41
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	1.40	1.40	0.00	0.00	0.78	0.78
d_A, Approach Delay [s/veh]	3.94		0.00		8.41	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.87					
Intersection LOS	A					

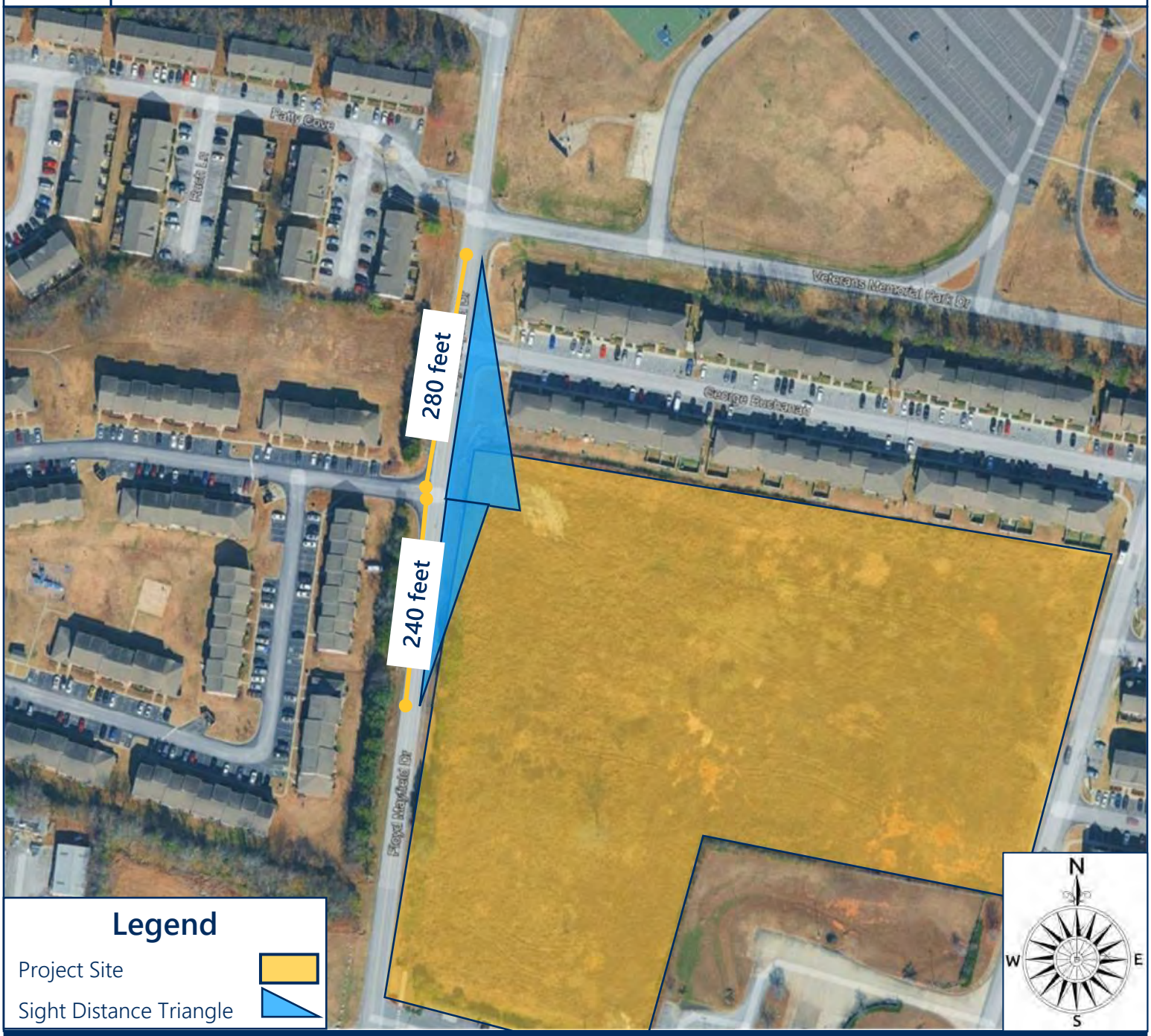
Traffic Volume - Future Total Volume



APPENDIX J
SIGHT DISTANCE

SIGHT DISTANCE

1 Floyd Mayfield and Rutherford Point Circle/Driveway A

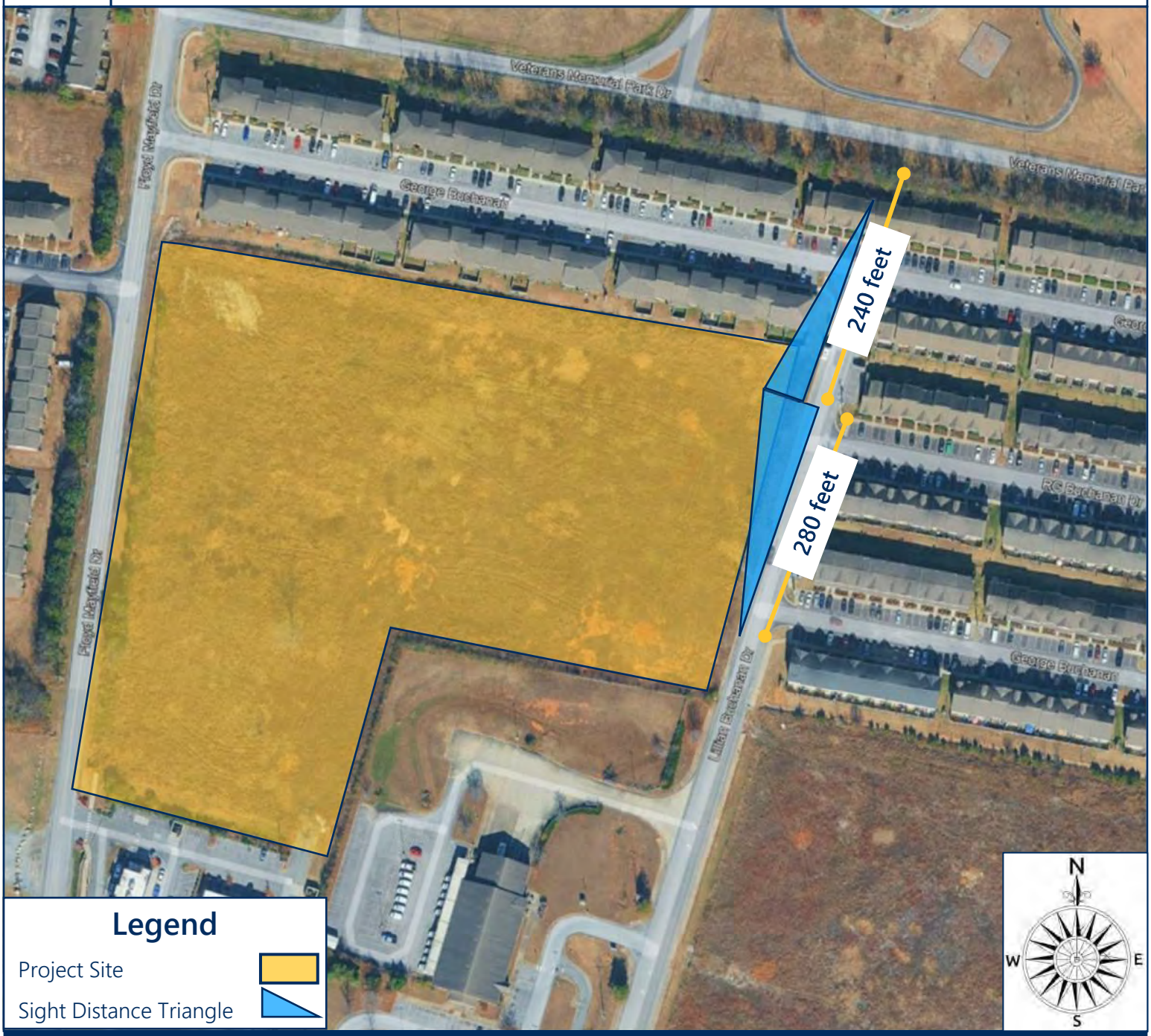


LEFT-TURNS FROM STOP (Feet)		RIGHT-TURNS FROM STOP (Feet)	
DESIGN	AVAILABLE	DESIGN	AVAILABLE
280	>500	240	>500

Notes:

SIGHT DISTANCE

2 Lillian Buchanan Drive and Driveway B



LEFT-TURNS FROM STOP (Feet)		RIGHT-TURNS FROM STOP (Feet)	
DESIGN	AVAILABLE	DESIGN	AVAILABLE
280	>500	240	170

Notes:

- Right-turns fall short due to road termination

APPENDIX K
CRASH ANALYSIS

ID Number	County	Route	Special Case	County Sequence	Log Mile	Date of Crash	Crash Location	Type of Crash	Total Fatalities	Total Suspected Serious Injuries	Total Other Injuries	Total Vehicles	Vehicle Number	Vehicle Most Harmful Event	Manner of First Collision	Driver Actions	Vehicle Going on Direction	Relation to First Roadway	Weather Conditions	Light Conditions	Case Number	Gps Coordinate Latitude	Gps Coordinate Longitude
750A703001	Rutherford	0A703	0-None	1	0.175	8/20/2024 15:46	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Angle	["No Contributing Actions","Unknown Action"]	["South","East"]		Clear	Daylight	400134939	36.02006	-86.56598
750A811001	Rutherford	0A811	0-None	1	0.009	3/17/2022 16:50	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Angle	["Improper Passing","No Contributing Actions"]	["West","North"]	Shoulder	Clear	Daylight	103248052	36.01709	-86.56398
750A811001	Rutherford	0A811	0-None	1	0.076	11/9/2020 19:33	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Parked Motor Vehicle","Vehicle in Transport"]	Rear-End	No Contributing Actions	["North","North"]		Clear	Dark-Not Lighted	102828265	36.01801	-86.56358
75SR001001	Rutherford	SR001	0-None	1	1.337	5/31/2020 15:25	Along Roadway	(B) Suspected Minor Injury	0	0	1	3		["Vehicle in Transport","Vehicle in Transport","Vehicle in Transport"]	Rear-End	["No Contributing Actions","No Contributing Actions","No Contributing Actions"]	["East","East","East"]	On Roadway		Daylight	102717586	36.01748	-86.56623
75SR001001	Rutherford	SR001	0-None	1	1.305	12/20/2020 8:40	Along Roadway	(C) Possible Injury	0	0	1	2		["Vehicle in Transport","Vehicle in Transport"]	Other	["No Contributing Actions","Failure to Yield Right of Way"]	["West","South"]	On Roadway	Clear	Daylight	102861965	36.01776	-86.56674
75SR001001	Rutherford	SR001	0-None	1	1.319	3/2/2022 16:51	At an Intersection	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	["No Contributing Actions","No Contributing Actions"]	["East","East"]		Clear	Daylight	103231991	36.01755	-86.56653
75SR001001	Rutherford	SR001	0-None	1	1.469	2/19/2020 20:26	Along Roadway	(O) Property-Damage Only	0	0	0	1		Highway Traffic Sign Post	No Collision W/ Vehicle	Reckless Negligent Driving	South	Shoulder	Clear	Dark-Lighted	102657343	36.01692	-86.56397
75SR001001	Rutherford	SR001	0-None	1	1.326	3/7/2022 8:02	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	["No Contributing Actions","No Contributing Actions"]	["East","East"]	On Roadway	Rain	Daylight	103236831	36.01753	-86.56643
75SR001001	Rutherford	SR001	0-None	1	1.37	1/28/2020 21:09	Along Roadway	(A) Suspected Serious Injury	0	1	1	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	No Contributing Actions	["West","West"]	On Roadway	Clear	Dark-Not Lighted	102660349	36.01748	-86.56581
75SR001001	Rutherford	SR001	0-None	1	1.464	6/8/2020 15:45	At an Intersection	(B) Suspected Minor Injury	0	0	1	1		Pedalcycle	No Collision W/ Vehicle	Unknown Action	West	On Roadway	Cloudy	Daylight	102722554	36.01708	-86.56399
75SR001001	Rutherford	SR001	0-None	1	1.304	6/24/2020 17:09	At an Intersection	(B) Suspected Minor Injury	0	0	2	3		["Vehicle in Transport","Vehicle in Transport","Vehicle in Transport"]	Rear-End	["No Contributing Actions","No Contributing Actions","No Contributing Actions"]	["East","East","East"]	On Roadway	Clear	Daylight	102732354	36.01763	-86.56682
75SR001001	Rutherford	SR001	0-None	1	1.337	2/7/2022 7:10	Along Roadway	(C) Possible Injury	0	0	1	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	["No Contributing Actions","No Contributing Actions"]	["East","East"]	On Roadway	Clear	Daylight	103210649	36.01748	-86.56623
75SR001001	Rutherford	SR001	0-None	1	1.329	1/2/2023 9:05	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	["No Contributing Actions","No Contributing Actions"]	["East","East"]		Clear	Daylight	103528279	36.01766	-86.56631
75SR001001	Rutherford	SR001	0-None	1	1.319	4/6/2020 15:40	At an Intersection	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	["No Contributing Actions","Inattentive (Eating, Reading, Talking, Etc..)"]	["East","East"]	On Roadway	Clear	Daylight	102690525	36.01755	-86.56653
75SR001001	Rutherford	SR001	0-None	1	1.335	10/15/2022 13:56	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	["Swerved or Avoided","No Contributing Actions"]	["East","East"]		Rain	Daylight	103456390	36.01764	-86.56622
75SR001001	Rutherford	SR001	0-None	1	1.339	1/13/2022 15:31	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	["No Contributing Actions","No Contributing Actions"]	["West","West"]		Clear	Daylight	103191951	36.01762	-86.56615
75SR001001	Rutherford	SR001	0-None	1	1.319	10/28/2020 15:28	At an Intersection	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	["Unknown Action","No Contributing Actions"]	["East","East"]		Rain	Daylight	102818597	36.01755	-86.56653
75SR001001	Rutherford	SR001	0-None	1	1.464	4/9/2021 20:52	At an Intersection	(B) Suspected Minor Injury	0	0	1	2		["Vehicle in Transport","Vehicle in Transport"]	Angle	["No Contributing Actions","No Contributing Actions"]	["West","South"]	On Roadway	Clear	Dark-Not Lighted	102950448	36.01708	-86.56399
75SR001001	Rutherford	SR001	0-None	1	1.334	11/4/2021 20:56	At an Intersection	(A) Suspected Serious Injury	0	2	0	3		["Vehicle in Transport","Vehicle in Transport","Vehicle in Transport in other Roadway"]	Angle	["Failure to Yield Right of Way","No Contributing Actions","No Contributing Actions"]	["East","West","South"]	On Roadway	Clear	Dark-Lighted	103132210	36.01764	-86.56622
75SR001001	Rutherford	SR001	0-None	1	1.334	2/22/2020 18:06	At an Intersection	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Angle	["No Contributing Actions","No Contributing Actions"]	["South","North"]		Clear	Dark-Lighted	102666594	36.01764	-86.56622
75SR001001	Rutherford	SR001	0-None	1	1.334	4/24/2021 18:20	At an Intersection	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Sideswipe, Opp Dir	["No Contributing Actions","Unknown Action"]	["South","West"]	On Roadway	Clear	Daylight	102965875	36.01763	-86.5662
75SR001001	Rutherford	SR001	0-None	1	1.334	4/5/2020 19:40	At an Intersection	(B) Suspected Minor Injury	0	0	2	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	["Unknown Action","No Contributing Actions"]	["West","West"]	On Roadway	Clear	Dark-Lighted	102690466	36.01764	-86.56622
75SR001001	Rutherford	SR001	0-None	1	1.358	8/5/2021 17:05	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	["No Contributing Actions","No Contributing Actions"]	["East","East"]	On Roadway	Clear	Daylight	103052683	36.01739	-86.56588
75SR001001	Rutherford	SR001	0-None	1	1.334	1/5/2023 14:19	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Sideswipe, Same Dir	["Unknown Action","No Contributing Actions"]	["West","West"]	On Roadway	Clear	Daylight	103531768	36.01758	-86.56568
75SR001001	Rutherford	SR001	0-None	1	1.334	10/25/2022 14:58	At an Intersection	(C) Possible Injury	0	0	2	2		["Vehicle in Transport","Vehicle in Transport"]	Angle	["No Contributing Actions","No Contributing Actions"]	["West","South"]	On Roadway	Cloudy	Daylight	103459149	36.01763	-86.5662
75SR001001	Rutherford	SR001	0-None	1	1.43	5/27/2020 14:54	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	["No Contributing Actions","No Contributing Actions"]	["West","West"]	On Roadway	Cloudy	Daylight	102715357	36.01723	-86.56459
75SR001001	Rutherford	SR001	0-None	1	1.359	5/18/2020 12:14	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Sideswipe, Same Dir	["No Contributing Actions","Swerved or Avoided"]	["West","West"]		Cloudy	Daylight	102707498	36.01753	-86.56581
75SR001001	Rutherford	SR001	0-None	1	1.446	5/3/2020 6:24	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	["No Contributing Actions","No Contributing Actions"]	["West","West"]	On Roadway	Clear	Daylight	103656476	36.01716	-86.5632
75SR001001	Rutherford	SR001	0-None	1	1.374	5/16/2022 16:09	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	["No Contributing Actions","Unknown Action"]	["West","West"]	On Roadway	Clear	Daylight	103303926	36.01747	-86.56554
75SR001001	Rutherford	SR001	0-None	1	1.37	2/2/2022 15:22	Along Roadway	(C) Possible Injury	0	0	1	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	["No Contributing Actions","No Contributing Actions"]	["West","West"]	On Roadway	Rain	Daylight	103207388	36.01749	-86.56562
75SR001001	Rutherford	SR001	0-None	1	1.334	1/29/2020 19:21	At an Intersection	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	["No Contributing Actions","No Contributing Actions"]	["West","West"]	On Roadway	Clear	Dark-Lighted	102638812	36.01764	-86.56622
75SR001001	Rutherford	SR001	0-None	1	1.44	9/16/2020 11:46	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Angle	["No Contributing Actions","No Contributing Actions"]	["West","West"]		Clear	Daylight	102786638	36.01719	-86.56443
75SR001001	Rutherford	SR001	0-None	1	1.348	8/26/2022 17:17	Along Roadway	(B) Suspected Minor Injury	0	0	1	2		["Vehicle in Transport","Parked Motor Vehicle"]	Rear-End	["Driver Distracted","No Contributing Actions"]	["East","East"]	On Roadway	Clear	Daylight	103398993	36.01758	-86.566
75SR001001	Rutherford	SR001	0-None	1	1.338	3/26/2022 12:53	Along Roadway	(C) Possible Injury	0	0	2	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	["No Contributing Actions","Driver Distracted"]	["East","East"]	On Roadway	Clear	Daylight	103257108	36.01747	-86.56622
75SR001001	Rutherford	SR001	0-None	1	1.474	11/27/2023 19:57	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Sideswipe, Same Dir	No Contributing Actions	["West","West"]		Clear	Dark-Lighted	400029255	36.01705	-86.56382
75SR001001	Rutherford	SR001	0-None	1	1.464	4/13/2023 17:51	At an Intersection	(C) Possible Injury	0	0	1	2		["Vehicle in Transport","Vehicle in Transport"]	Angle	["Failure to Yield Right of Way","No Contributing Actions"]	["East","West"]	On Roadway	Clear	Daylight	103624998	36.01708	-86.56399
75SR001001	Rutherford	SR001	0-None	1	1.42	12/8/2024 16:55	Along Roadway	(B) Suspected Minor Injury	0	0	1	2		["Overturn","Vehicle in Transport"]	Sideswipe, Same Dir	No Contributing Actions	["West","West"]		Rain		400191432	36.01729	-86.56476
75SR001001	Rutherford	SR001	0-None	1	1.28	12/27/2024 16:04	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	["Following Improperly","No Contributing Actions"]	["East","East"]		Cloudy	Daylight	400200901	36.01773	-86.56722
75SR001001	Rutherford	SR001	0-None	1	1.423	12/8/2024 18:10	Along Roadway	(O) Property-Damage Only	0	0	0	2									400191397	36.01727	-86.56471
75SR001001	Rutherford	SR001	0-None	1	1.334	7/25/2024 7:30	At an Intersection	(B) Suspected Minor Injury	0	0	2	3		["Vehicle in Transport","Vehicle in Transport","Vehicle in Transport"]	Rear-End	["No Contributing Actions","No Contributing Actions","No Contributing Actions"]	["East","East","East"]	On Roadway	Clear	Daylight	400122280	36.0175	-86.56629
75SR001001	Rutherford	SR001	0-None	1	1.313	7/5/2024 14:54	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	["No Contributing Actions","No Contributing Actions"]	["East","East"]		Clear	Daylight	400130859	36.01758	-86.56686
75SR001001	Rutherford	SR001	0-None	1	1.335	7/13/2020 13:55	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Rear-End	["Unknown Action","Unknown Action"]	["East","East"]	On Roadway	Clear	Daylight	102741694	36.01749	-86.56627
75SR001001	Rutherford	SR001	0-None	1	1.408	8/20/2023 15:52	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Vehicle in Transport","Vehicle in Transport"]	Sideswipe, Same Dir	["Improper Lane Changing","No Contributing Actions"]	["East","East"]		Clear	Daylight	103752336	36.01718	-86.56501
75SR001001	Rutherford	SR001	0-None	1	1.332	10/22/2023 0:46	Along Roadway	(O) Property-Damage Only	0	0	0	2		["Impact Attenuator","Impact Attenuator"]	Angle	["No Contributing Actions","No Contributing Actions"]	["North","North"]		Clear	Dark-Lighted	400017212	36.01772	-86.56624
75SR001001	Rutherford	SR001	0-None	1	1.382	3/21/2024 16:15	Along Roadway	(O) Property-Damage Only	0	0	0	2									400067572	36.01744	-86.56541
75SR001001	Rutherford	SR001	0-None	1	1.271	10/21/2023 19:27	Along Roadway	(O) Property-Damage Only	0	0	0	1		Ditch	No Collision W/ Vehicle	No Contributing Actions	North	Outside Trafficway	Clear	Dark-Lighted	400016927	36.01791	-86.56732

Planning Commission Report
Meeting: February 10, 2026

City of La Vergne

Item #: 7. **Site Plan - 272 Old Nashville Highway - Existing Home Totaling 2,350 Square Feet on 0.62 Acres. Property located at 272 Old Nashville Highway (Tax Map 17D, Group B, Parcel 11). NCD (Neighborhood Commercial) Zoning District. Property owned by Janet Ibrahim. Requested by Huddleston Steele, Inc.**

Reviewed By:
Bo Logan, City Planner
Gary Lide, City Engineer

Summary:
On behalf of their client, Huddleston-Steele is requesting site plan approval for a proposed addition and change of use on Old Nashville Hwy. There is one, one-story building indicated on the plan that is 1200 square ft. The addition will be about 1150 sq. feet. The total lot size is 0.62 acres.

The space is slated to become retail/office area for a new business. The space in the rear (to the northeast) and along the road is existing concrete and paving that is proposed to be removed.

A total of 10 parking spaces are being provided where 10 are required. That includes 1 ADA parking space. The main ingress/egress is shown as 28 feet wide on the site plan. The mouth is wider than 28 feet.

This parcel is contained within a new Overlay Streetscape District.

Staff Comments / Technical Items:

Planning (**Bo Logan** - blogan@lavergnetn.gov; and **Jake Blair** - jblair@lavergnetn.gov)

1. The applicant must submit color architectural elevations;
2. The applicant must submit a materials board;
3. Dumpster enclosure is required to match building;
4. Dumpster elevations are also missing.

Engineering (**Gary Lide** - glide@lavergnetn.gov)
All Engineering comments addressed.

Utilities (**Scott Tatalovich** - statalovich@lavergnetn.gov)
Revised plan addressed comments.

Codes (**Joe White** - jwhite@lavergnetn.gov)
No comments.

Fire (**Curtis Brinkley** - cbrinkley@lavergnetn.gov)

No comments.

Police
No comments.

***Note:** The above technical items may not be the only corrections and/or issues needing to be resolved to get approval from the planning commission. New items can be brought up at the workshop and staff can add items at any time that might have been overlooked. It is the applicant's responsibility to make sure that all technical items are addressed and that no new issues exist before the planning commission meeting. Addressing all technical items does not constitute approval. It is the planning commission's decision whether an item passes or fails. Revised plans are due to staff by the following Monday at close of business unless other arrangements are made and documented.

272 Old Nashville Hwy
ES RIVER RD
OLD NASHVILLE HWY
N

272 Old Nashville Hwy
BUCHANAN ST
FERGUS DR
STONES RIVER CT
GAMBILL LN
OLD NASHVILLE HWY
KELSEY CT
OAKMONT DR
WOODY THOMAS DR
N

NOTES

1. Underground utilities shown were located using available above-ground evidence, as well as information obtained from the respective utility companies. The existence or non-existence of the utilities shown and any other utilities which may be present on this site or adjacent sites should be confirmed with the utility owner prior to communicating any work.
2. Parcels may be subject to additional easements, and/or restrictions, by record or prescription, that a complete title search may reveal.
3. Public utility and drainage easements where shown hereon are intended to indicate an easement for construction, operation, and maintenance of public utilities and drainageways, including, but not limited to: sanitary sewers, forcemains, water lines, telephone signal conduits, electric conductors, drainage pipes, and natural gas lines.
4. In Tennessee, it is a requirement per "The Underground Utility Damage Prevention Act" that anyone who engages in excavation must notify all known underground utility owners, no less than three nor more than ten working days of their intent to excavate. A list of these utilities may be obtained from the County Register of Deeds. Those utilities that participate in the Tennessee One Call system can be notified by calling toll free 1-800-351-1111.

GLOBAL POSITION SYSTEM SURVEY NOTES

1. For boundary and topographic aspects of this survey, RTK positioning system (GPS) survey equipment: SOKKIA GRX2 (#1001138-06) (Dual frequency). The GPS portion of this survey was performed using RTK (Real-Time Kinematic) surveying methods. Topographic features shown were obtained by using the TDOT CORS station TN3A for horizontal and for vertical control.
2. The relative positional accuracy is stated in the Category "IV" survey certification located above the surveyor's seal on this drawing.
3. The dates that fieldwork was performed for this survey were: 07/10/2025, 08/18/2025, AND 12/02/2025
   The datum(s) for the TDOT CORS Network Station 3A that was used:
   HORIZ.: NAD83(2011) EPOCH 2010
   VERT.: NAVD 1988
4. Fixed Control Station designation with positional data:
   TDOT CORS STATION-TN3A
   STATE PLANE (TN 4100-US SURVEY FT.)- NORTHING: 553,312.4528
   EASTING: 1,860,677.584
   ELEVATION: 650.209 FT.
5. Geoid model used- GEOID03
6. Combined grid factors for TDOT CORS Station TN3A:
   0.999921865 (STATE PLANE-TN 4100-US SURVEY FT.)

LEGEND

- IPS ○ *IRON PIN SET (1/2" REBAR WITH STAMPED H-S ENGR)*
- IPF ○ *IRON PIN FND.*
- —X—X— *EXISTING FENCE LINE*
- —E—E— *EXISTING ELECTRIC LINE*
- —T—T— *EXISTING TELEPHONE LINE*
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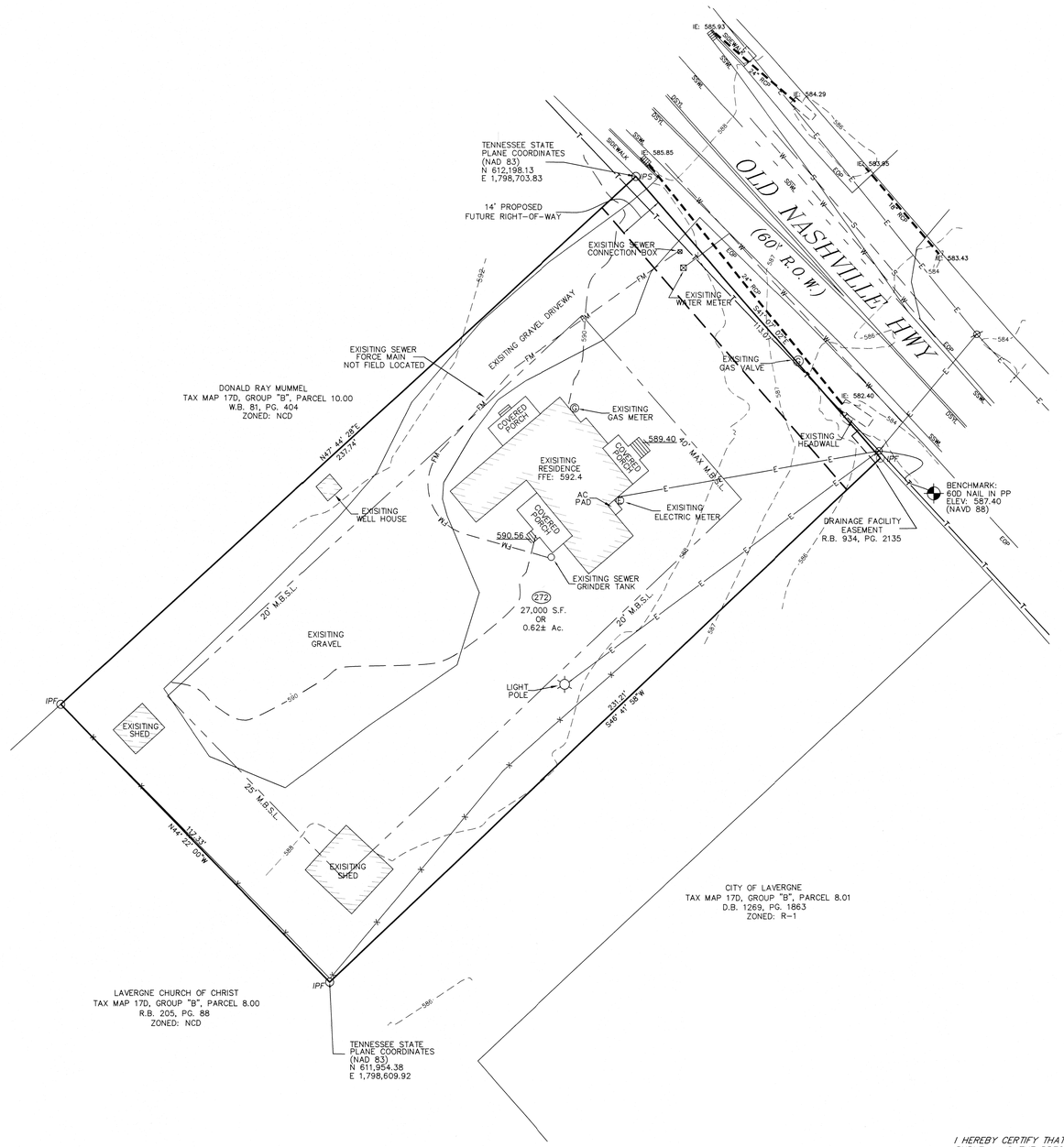
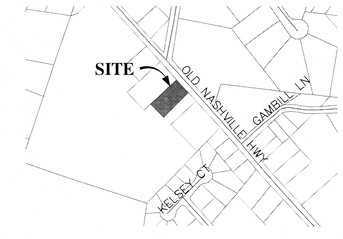




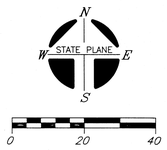
LOCATION MAP

N.T.S.

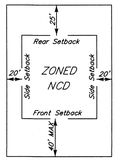
LEGEND

- ⌀ *Power Pole*
- *Sign*
- *Existing Fire Hydrant*
- *Proposed Fire Hydrant*
- *Reducer*
- ⊗ *Proposed Gate Valve & Box*
- ▲ *Concrete Thrust Block*
- —W— *Existing Water Line*
- —W— *Proposed Water Line*
- —S— *Existing Sanitary Sewer Line*
- —S— *Proposed Sanitary Sewer Line*
- ○ *Existing Manhole*
- ● *Proposed Manhole*
- CD *Sewer Line Check Dam*
- —00— *Existing Contours*
- —00— *Proposed Contours*
- 00.0 *Existing Spot Elevations*
- 00.0 *Proposed Spot Elevations*
- —SF— *Siltation Fence or Straw Bale Barrier (to be installed before grading and left in place until a good stand of grass is established over all disturbed areas.)*
- *Rip-Rap (6" min. dia., 1' thick per TDOT Specifications) Item No. 709-05*

BEARINGS BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD 83).



ZONED: NCD
COMMERCIAL
FRONT SETBACK: 40' MAX
SIDE SETBACK: 20'
REAR SETBACK: 25'



TYPICAL BUILDING SETBACK DETAIL
N.T.S.

I HEREBY CERTIFY THAT THIS IS A CATEGORY "IV" SURVEY AND THE PRECISION OF THE GPS PORTION OF THIS SURVEY (IN RELATIVE POSITIONING ACCURACY GIVEN AT THE 95% CONFIDENCE LEVEL) IS 1:10,000 AS SHOWN HEREON AND THAT THIS SURVEY WAS DONE IN COMPLIANCE WITH CURRENT TENNESSEE MINIMUM STANDARDS OF PRACTICE FOR LAND SURVEYORS.

WILLIAM H. HUDDLESTON, IV
REGISTERED LAND SURVEYOR
TENNESSEE No. 1630

HUDDLESTON-STEELE ENGINEERING, INC.

OWNER: JANET IBRAHIM
PROPERTY ADDRESS: [redacted]

TAX MAP: 17D, GROUP "B", PARCEL 11.00
DEED BOOK: 1669, PAGE: 3495
FLOOD MAP PANEL: 47049C0015J
DATED: MAY 9, 2023 ZONE: X

NOTE: THIS PARCEL IS SUBJECT TO ALL EASEMENTS AS SHOW AND ANY OTHER EASEMENTS AND/OR RESTRICTIONS EITHER RECORDED OR BY PRESCRIPTION THAT A COMPLETE TITLE SEARCH MAY REVEAL.

EXISTING CONDITIONS

JANET IBRAHIM

272 OLD NASHVILLE HWY

3th CIVIL DISTRICT - RUTHERFORD COUNTY - TN.

DATE: January, 2026	*SCALE: 1"=20'*	*SH. 1 OF 7*

S:\ACAD\36\Civil 3D Projects\272 OLD NASHVILLE HWY\272 OLD NASHVILLE HWY - SITE PLAN REVISED.dwg, 1/15/2026 11:36:33 AM, KIP 3970X No. 2

NOTES

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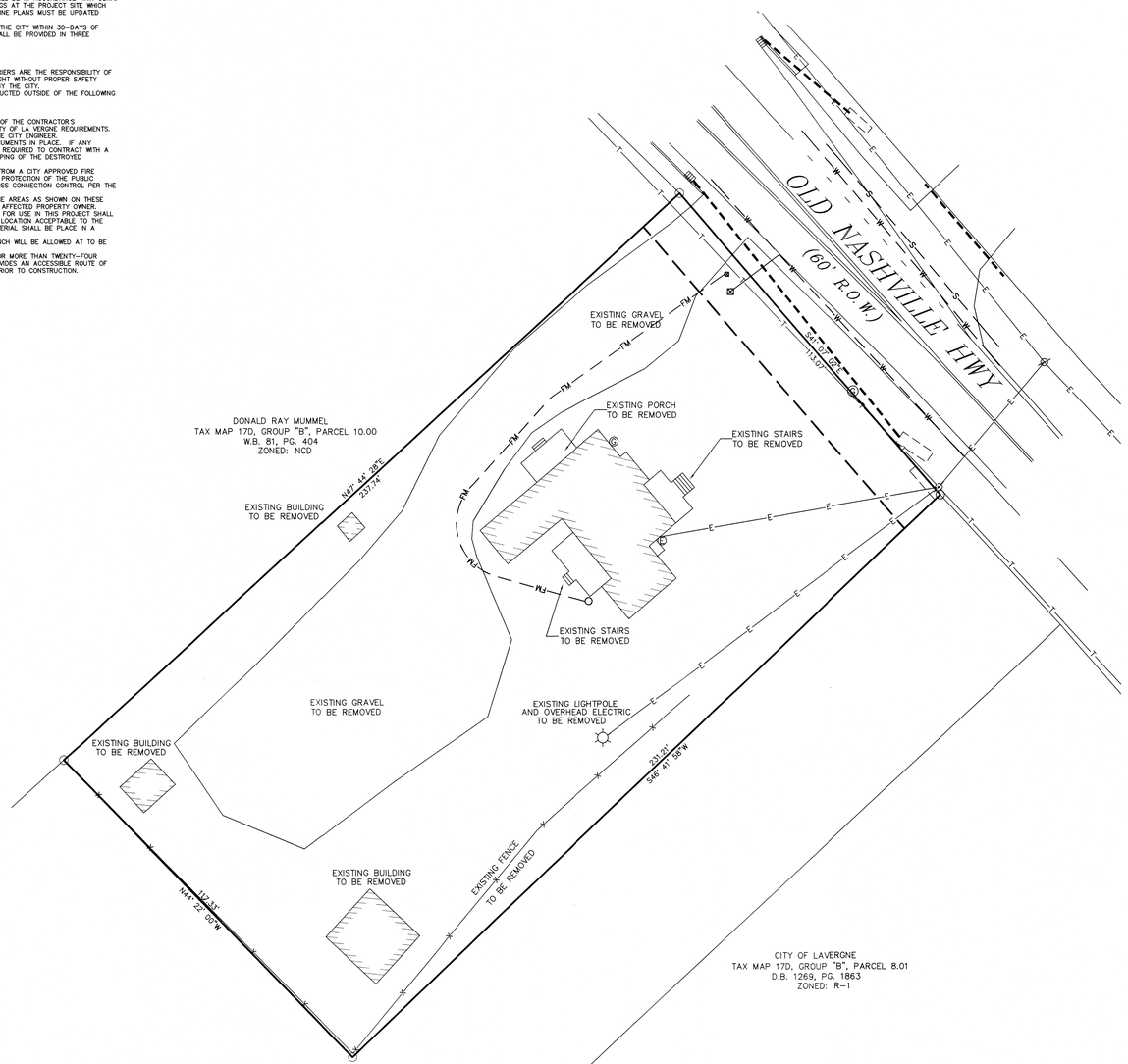
   VERT.: NAVD 1988
4. Fixed Control Station designation with positional data:
   TDOT CORS STATION-TN3A
   STATE PLANE (TN 4100-US SURVEY FT.)- NORTHING: 553,312.4528
   EASTING: 1,860,677.584
   ELEVATION: 650.209 FT.
5. Geoid model used- GEOID03
6. Combined grid factors for TDOT CORS Station TN3A:
   0.999921865 (STATE PLANE-TN 4100-US SURVEY FT.)

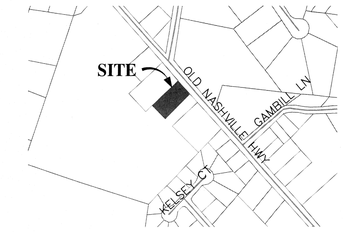
LEGEND

- IPS ○ *IRON PIN SET (1/2" REBAR WITH STAMPED H-S ENGR)*
- IPF ○ *IRON PIN FND.*
- —X—X— *EXISTING FENCE LINE*
- —E—E— *EXISTING ELECTRIC LINE*
- —T—T— *EXISTING TELEPHONE LINE*
- —G—G— *EXISTING GAS LINE*

GENERAL NOTES:

1. A PRE-CONSTRUCTION CONFERENCE AND LAND DISTURBANCE PERMIT IS REQUIRED PRIOR TO COMMENCING WORK.
2. THE CONTRACTOR SHALL NOTIFY THE CITY INSPECTOR AT LEAST 48 HOURS PRIOR TO ANY REQUIRED OR REQUESTED INSPECTIONS.
3. CITY INSPECTORS ARE NOT QUALITY CONTROL. THE CONTRACTOR'S QUALITY CONTROL REPRESENTATIVE MUST BE ONSITE DURING ALL REQUIRED INSPECTIONS. CONTRACTOR'S QUALITY CONTROL MUST SIGN-OFF OR APPROVE EACH INSPECTION. CITY INSPECTORS WILL CONFIRM THAT THIS IS DONE BUT WILL NOT PROVIDE APPROVALS.
4. DEPTH AND LOCATION OF EXISTING UNDERGROUND FACILITIES SHALL BE DETERMINED BY THE CONTRACTOR PRIOR TO EXCAVATION OR TRENCHING. CONTACT THE TENNESSEE UTILITY LOCATION SERVICE AT 811 OR 800-351-1111, 3-10 DAYS BEFORE YOU DIG, NO EXCEPTIONS.
5. ALL CONSTRUCTION AND OPERATIONS BY THE CONTRACTOR SHALL BE IN ACCORDANCE WITH OSHA.
6. THE CONTRACTORS SHALL MAINTAIN A SET OF REDLINE DRAWINGS AT THE PROJECT SITE WHICH SHALL BE AVAILABLE FOR REVIEW BY CITY INSPECTORS. THESE REDLINE PLANS MUST BE UPDATED WEEKLY.
7. AS-BUILT PLANS (RECORD DRAWINGS) SHALL BE PROVIDED TO THE CITY WITHIN 30-DAYS OF SUBSTANTIAL COMPLETION OF THE PROJECT. RECORD DRAWINGS SHALL BE PROVIDED IN THREE FORMATS:
   a. PAPER (ONE SET)
   b. PDF (THUMB DRIVE OR E-MAIL)
   c. GIS-COMPATIBLE (ONE FILE)
8. TRAFFIC CONTROL, SIGNAGE, AND CONSTRUCTION RELATED BARRIERS ARE THE RESPONSIBILITY OF THE CONTRACTOR, AND NO TRENCHES SHALL BE LEFT OPEN OVERNIGHT WITHOUT PROPER SAFETY MEASURES SUCH AS BARRICADES, PLATING, OR OTHER AS AGREED BY THE CITY.
9. IN RESIDENTIAL AREAS, NO CONSTRUCTION WORK CAN BE CONDUCTED OUTSIDE OF THE FOLLOWING HOURS WITHOUT A SPECIAL PERMIT:
   a. MONDAY-FRIDAY, 7:00 AM TO 6:00 PM
   b. SATURDAY-SUNDAY, 8:00 AM TO 6:00 PM
10. SURFACE IMPROVEMENTS DAMAGED OR REMOVED AS A RESULT OF THE CONTRACTORS OPERATIONS SHALL BE RECONSTRUCTED BY THE CONTRACTOR TO CITY OF LA VERGNE REQUIREMENTS.
11. ALL REVISIONS TO THESE DRAWINGS MUST BE APPROVED BY THE CITY ENGINEER.
12. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROTECT ANY MONUMENTS IN PLACE. IF ANY MONUMENT IS DISTURBED OR DESTROYED, THE CONTRACTOR WILL BE REQUIRED TO CONTRACT WITH A REGISTERED LAND SURVEYOR FOR THE RE-ESTABLISHMENT AND MAPPING OF THE DESTROYED MONUMENT.
13. ALL CONSTRUCTION WATER TAKEN FROM A CITY FH SHALL BE FROM A CITY APPROVED FIRE HYDRANT METER ASSEMBLY, AND CONTRACTOR IS RESPONSIBLE FOR PROTECTION OF THE PUBLIC DOMESTIC WATER SYSTEM AT ALL TIMES BY MAINTINING PROPER CROSS CONNECTION CONTROL PER THE GOVERNING AUTHORITY.
14. THE CONTRACTOR SHALL CONFINE ALL OF HIS ACTIVITIES TO THE AREAS AS SHOWN ON THESE PLANS UNLESS WRITTEN CONSENT IS PROVIDED IN ADVANCE BY THE AFFECTED PROPERTY OWNER.
15. SURPLUS AND ALL MATERIAL REMOVED WHICH IS NOT SUITABLE FOR USE IN THIS PROJECT SHALL BE DISPOSED OF AWAY FROM THE JOB SITE IN A MANNER OR AT A LOCATION ACCEPTABLE TO THE CITY OF LA VERGNE AND THE STATE OF TENNESSEE. NO WASTE MATERIAL SHALL BE PLACE IN A SINKHOLE WITHIN THE CITY LIMITS OF LA VERGNE.
16. NO MORE THAN 500 FEET OF UTILITY AND DRAINAGE PIPE TRENCH WILL BE ALLOWED AT TO BE OPEN AT ONE TIME.
17. IF PUBLIC SIDEWALKS ARE TO BE CLOSED BY CONSTRUCTION FOR MORE THAN TWENTY-FOUR HOURS, THEN A PEDESTRIAN TRAFFIC RE-ROUTING PLAN WHICH PROVIDES AN ACCESSIBLE ROUTE OF TRAVEL FOR PEDESTRIANS MUST BE APPROVED AND IMPLEMENTED PRIOR TO CONSTRUCTION.





LOCATION MAP

N.T.S.

LEGEND

- ⌀ *Power Pole*
- ⫟ *Sign*
- *Existing Fire Hydrant*
- *Proposed Fire Hydrant*
- △ *Reducer*
- ⊗ *Proposed Gate Valve & Box*
- ▲ *Concrete Thrust Block*
- —W— *Existing Water Line*
- —W— *Proposed Water Line*
- —S— *Existing Sanitary Sewer Line*
- —S— *Proposed Sanitary Sewer Line*
- ○ *Existing Manhole*
- ● *Proposed Manhole*
- *Sewer Line Check Dam*
- —00— *Existing Contours*
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- 00.0 *Existing Spot Elevations*
- 00.0 *Proposed Spot Elevations*
- —sf— *Siltation Fence or Straw Bale Barrier (to be installed before grading and left in place until a good stand of grass is established over all disturbed areas.)*
- *Rip-Rap (6" min. dia., 1' thick per TDOT Specifications) Item No. 709-05*

BEARINGS BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD 83).

N
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0 20 40

I HEREBY CERTIFY THAT THIS IS A CATEGORY "IV" SURVEY AND THE PRECISION OF THE GPS PORTION OF THIS SURVEY (IN RELATIVE POSITIONING ACCURACY GIVEN AT THE 95% CONFIDENCE LEVEL) IS 1:10,000 AS SHOWN HEREON AND THAT THIS SURVEY WAS DONE IN COMPLIANCE WITH CURRENT TENNESSEE MINIMUM STANDARDS OF PRACTICE FOR LAND SURVEYORS.

OWNER: JANET IBRAHIM
PROPERTY ADDRESS: [redacted]

TAX MAP: 17D, GROUP "B", PARCEL 11.00
DEED BOOK: 1669, PAGE: 3495
FLOOD MAP PANEL: 470149C0015J
DATED: MAY 9, 2023 ZONE: X

NOTE: THIS PARCEL IS SUBJECT TO ALL EASEMENTS AS SHOW AND ANY OTHER EASEMENTS AND/OR RESTRICTIONS EITHER RECORDED OR BY PRESCRIPTION THAT A COMPLETE TITLE SEARCH MAY REVEAL.

WILLIAM H. HUDDLESTON IV REGISTERED LAND SURVEYOR TENNESSEE No. 1630 STATE OF TENNESSEE

HUDDLESTON-STEELE ENGINEERING, INC.

DEMOLITION PLAN

JANET IBRAHIM

272 OLD NASHVILLE HWY

3th CIVIL DISTRICT - RUTHERFORD COUNTY - TN.

DATE: January, 2026	*SCALE: 1"=20'*	*SH. 2 OF 7*

C:\ACAD2018\Civil 3D Projects\272 OLD NASHVILLE HWY\272 OLD NASHVILLE HWY - SITE PLAN REVISED.dwg, 1/14/2026 3:09:36 PM, KIP 7970X No. 2

NOTES

1. Underground utilities shown were located using available above-ground evidence, as well as information obtained from the respective utility companies. The existence or non-existence of the utilities shown and any other utilities which may be present on this site or adjacent sites should be confirmed with the utility owner prior to communicating any work.
2. Parcels may be subject to additional easements, and/or restrictions, by record or prescription, that a complete title search may reveal.
3. Public utility and drainage easements where shown hereon are intended to indicate an easement for construction, operation, and maintenance of public utilities and drainageways, including, but not limited to: sanitary sewers, forcemains, water lines, telephone signal conduits, electric conductors, drainage pipes, and natural gas lines.
4. In Tennessee, it is a requirement per "The Underground Utility Damage Prevention Act" that anyone who engages in excavation must notify all known underground utility owners, no less than three nor more than ten working days of their intent to excavate. A list of these utilities may be obtained from the County Register of Deeds. Those utilities that participate in the Tennessee One Call system can be notified by calling toll free 1-800-351-1111.

GLOBAL POSITION SYSTEM SURVEY NOTES

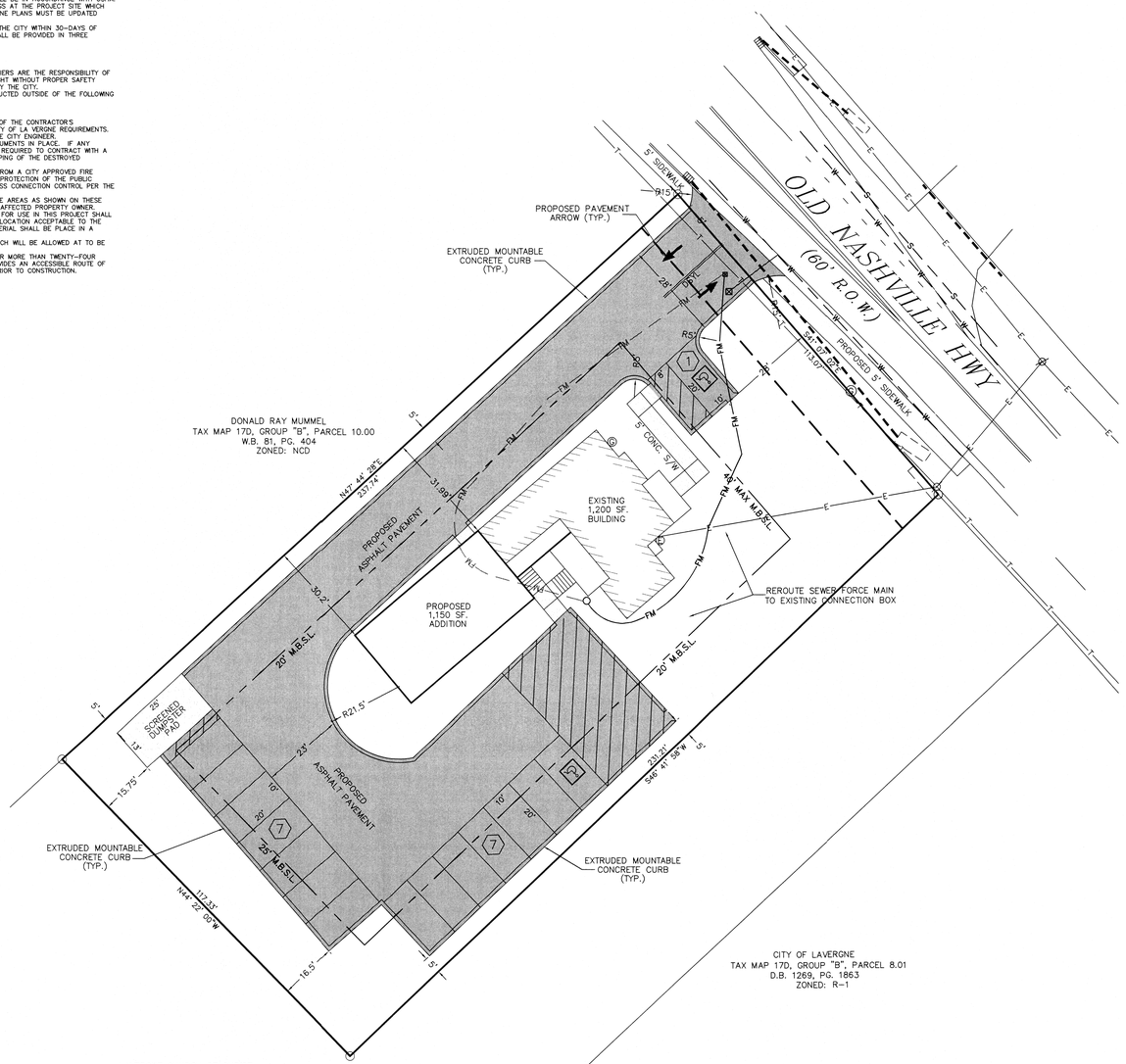
1. For boundary and topographic aspects of this survey, RTK positioning system (GPS) survey equipment: SOKKIA GRX2 (#1001136-06) (Dual frequency). The GPS portion of this survey was performed using RTK (Real-Time Kinematic) surveying methods. Topographic features shown were obtained by using the TDOT CORS station TN3A for horizontal and for vertical control.
2. The relative positional accuracy is stated in the Category "IV" survey certification located above the surveyor's seal on this drawing.
3. The dates that fieldwork was performed for this survey were: 07/10/2025, 08/18/2025, AND 12/02/2025
   The datum(s) for the TDOT CORS Network Station 3A that was used:
   HORIZ.: NAD83(2011) EPOCH 2010
   VERT.: NAVD 1988
4. Fixed Control Station designation with positional data:
   TDOT CORS STATION-TN3A
   STATE PLANE (TN 4100-US SURVEY FT.)- NORTHING: 553,312.4528
   EASTING: 1,860,677.584
   ELEVATION: 650.209 FT.
5. Geoid model used- GEOID03
6. Combined grid factors for TDOT CORS Station TN3A:
   0.999921865 (STATE PLANE-TN 4100-US SURVEY FT.)

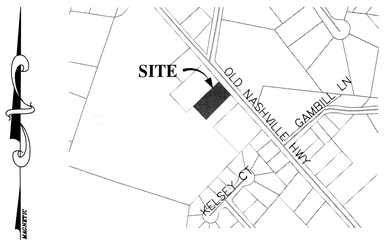
LEGEND

- *IPS ○ IRON PIN SET (1/2" REBAR WITH STAMPED H-S ENGR)*
- *IPF ○ IRON PIN FND.*
- *—X—X— EXISTING FENCE LINE*
- *—E—E— EXISTING ELECTRIC LINE*
- *—T—T— EXISTING TELEPHONE LINE*
- *—G—G— EXISTING GAS LINE*

GENERAL NOTES:

1. A PRE-CONSTRUCTION CONFERENCE AND LAND DISTURBANCE PERMIT IS REQUIRED PRIOR TO COMMENCING WORK.
2. THE CONTRACTOR SHALL NOTIFY THE CITY INSPECTOR AT LEAST 48 HOURS PRIOR TO ANY REQUIRED OR REQUESTED INSPECTIONS.
3. CITY INSPECTORS ARE NOT QUALITY CONTROL. THE CONTRACTOR'S QUALITY CONTROL REPRESENTATIVE MUST BE ONSITE DURING ALL REQUIRED INSPECTIONS. CONTRACTOR'S QUALITY CONTROL MUST SIGN-OFF OR APPROVE EACH INSPECTION. CITY INSPECTORS WILL CONFIRM THAT THIS IS DONE BUT WILL NOT PROVIDE APPROVALS.
4. DEPTH AND LOCATION OF EXISTING UNDERGROUND FACILITIES SHALL BE DETERMINED BY THE CONTRACTOR PRIOR TO EXCAVATION OR TRENCHING. CONTACT THE TENNESSEE UTILITY LOCATION SERVICE AT 811 OR 800-351-1111, 3-10 DAYS BEFORE YOU DIG, NO EXCEPTIONS.
5. ALL CONSTRUCTION AND OPERATIONS BY THE CONTRACTOR SHALL BE IN ACCORDANCE WITH OSHA.
6. THE CONTRACTORS SHALL MAINTAIN A SET OF REDLINE DRAWINGS AT THE PROJECT SITE WHICH SHALL BE AVAILABLE FOR REVIEW BY CITY INSPECTORS. THESE REDLINE PLANS MUST BE UPDATED WEEKLY.
7. AS-BUILT PLANS (RECORD DRAWINGS) SHALL BE PROVIDED TO THE CITY WITHIN 30-DAYS OF SUBSTANTIAL COMPLETION OF THE PROJECT. RECORD DRAWINGS SHALL BE PROVIDED IN THREE FORMATS:
   a. PAPER (ONE SET)
   b. PDF (THUMB DRIVE OR E-MAIL)
   c. GIS-COMPATIBLE (ONE FILE)
8. TRAFFIC CONTROL, SIGNAGE, AND CONSTRUCTION RELATED BARRIERS ARE THE RESPONSIBILITY OF THE CONTRACTOR, AND NO TRENCHES SHALL BE LEFT OPEN OVERNIGHT WITHOUT PROPER SAFETY MEASURES SUCH AS BARRICADES, PLATING, OR OTHER AS AGREED BY THE CITY.
9. IN RESIDENTIAL AREAS, NO CONSTRUCTION WORK CAN BE CONDUCTED OUTSIDE OF THE FOLLOWING HOURS WITHOUT A SPECIAL PERMIT:
   a. MONDAY-FRIDAY, 7:00 AM TO 6:00 PM
   b. SATURDAY-SUNDAY, 8:00 AM TO 6:00 PM
10. SURFACE IMPROVEMENTS DAMAGED OR REMOVED AS A RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE RECONSTRUCTED BY THE CONTRACTOR TO CITY OF LA VERGNE REQUIREMENTS.
11. ALL REVISIONS TO THESE DRAWINGS MUST BE APPROVED BY THE CITY ENGINEER.
12. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROTECT ANY MONUMENTS IN PLACE. IF ANY MONUMENT IS DISTURBED OR DESTROYED, THE CONTRACTOR WILL BE REQUIRED TO CONTRACT WITH A REGISTERED LAND SURVEYOR FOR THE RE-ESTABLISHMENT AND MAPPING OF THE DESTROYED MONUMENT.
13. ALL CONSTRUCTION WATER TAKEN FROM A CITY FH SHALL BE FROM A CITY APPROVED FIRE HYDRANT METER ASSEMBLY, AND CONTRACTOR IS RESPONSIBLE FOR PROTECTION OF THE PUBLIC DOMESTIC WATER SYSTEM AT ALL TIMES BY MAINTAINING PROPER CROSS CONNECTION CONTROL PER THE GOVERNING AUTHORITY.
14. THE CONTRACTOR SHALL CONFINE ALL OF HIS ACTIVITIES TO THE AREAS AS SHOWN ON THESE PLANS UNLESS WRITTEN CONSENT IS PROVIDED IN ADVANCE BY THE AFFECTED PROPERTY OWNER.
15. SURPLUS AND ALL MATERIAL REMOVED WHICH IS NOT SUITABLE FOR USE IN THIS PROJECT SHALL BE DISPOSED OF AWAY FROM THE JOB SITE IN A MANNER OR AT A LOCATION ACCEPTABLE TO THE CITY OF LA VERGNE AND THE STATE OF TENNESSEE. NO WASTE MATERIAL SHALL BE PLACE IN A SINKHOLE WITHIN THE CITY LIMITS OF LA VERGNE.
16. NO MORE THAN 500 FEET OF UTILITY AND DRAINAGE PIPE TRENCH WILL BE ALLOWED AT TO BE OPEN AT ONE TIME.
17. IF PUBLIC SIDEWALKS ARE TO BE CLOSED BY CONSTRUCTION FOR MORE THAN TWENTY-FOUR HOURS, THEN A PEDESTRIAN TRAFFIC RE-ROUTING PLAN WHICH PROVIDES AN ACCESSIBLE ROUTE OF TRAVEL FOR PEDESTRIANS MUST BE APPROVED AND IMPLEMENTED PRIOR TO CONSTRUCTION.





LOCATION MAP
N.T.S.

HATCH LEGEND

- *ASPHALT PAVEMENT*
- *CONCRETE*

LEGEND

- *Ø Power Pole*
- *Sign*
- *Existing Fire Hydrant*
- *Proposed Fire Hydrant*
- *Reducer*
- *Proposed Gate Valve & Box*
- *Concrete Thrust Block*
- *—W— Existing Water Line*
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- *—S— Proposed Sanitary Sewer Line*
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- *Proposed Manhole*
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- *Existing Contours*
- *Proposed Contours*
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- *00.0 Proposed Spot Elevations*
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- *Rip-Rap (6" min. dia., 1' thick per TDOT Specifications) Item No. 709-05*

Site Data Chart

Zoning District: Neighborhood Commercial
Existing Use: Residence
Proposed Use: Office (Including Medical Office)
Personal Services (Hair/Nail Salon)
Sit-Down Restaurant
Existing Building: 1,200 SF.
Proposed Addition: 1,150 SF.
Acreage/square footage of lot: 0.62± Ac./27,000± SF.

Parking:

Parking Required: 1 Space/250 SF.
2,350 SF. = 9.4 Required
Parking Provided: 13 Spaces
Handicap Provided: 2 Space
Total Provided: 15 Spaces

Landscaping & Buffering:
Impervious surface area: 15,736 SF.
Pervious surface area: 11,264 SF.
Landscaping area: 5,927 SF.

Existing Impervious Surface Area: 9,831 SF.
Proposed Impervious Surface Area: 13,884 SF.
Net Impervious Surface
Area Being Removed: 1,456 SF.

BEARINGS BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD 83).

N
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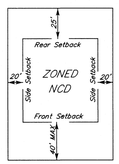
ZONED: NCD
COMMERCIAL
FRONT SETBACK: 40' MAX
SIDE SETBACK: 20'
REAR SETBACK: 25'



TYPICAL BUILDING SETBACK DETAIL
N.T.S.

OWNER: JANET IBRAHIM
PROPERTY ADDRESS: [redacted]

TAX MAP: 17D, GROUP "B", PARCEL 11.00
DEED BOOK: 1669, PAGE: 3495
FLOOD MAP PANEL: 47019C0015J
DATED: MAY 9, 2023 ZONE: X

NOTE: THIS PARCEL IS SUBJECT TO ALL EASEMENTS AS SHOW AND ANY OTHER EASEMENTS AND/OR RESTRICTIONS EITHER RECORDED OR BY PRESCRIPTION THAT A COMPLETE TITLE SEARCH MAY REVEAL.

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WILLIAM H. HUDDLESTON IV — REGISTERED LAND SURVEYOR — AGRICULTURAL — TENNESSEE No. 1630 — STATE OF TENNESSEE — Nov 26

HUDDLESTON-STEELE ENGINEERING, INC.

SITE PLAN

JANET IBRAHIM

272 OLD NASHVILLE HWY

3th CIVIL DISTRICT - RUTHERFORD COUNTY - TN.

DATE: January, 2026	SCALE: 1"=20'	SH. 3 OF 7

S:\ACAD336\Civil 3D Projects\272 OLD NASHVILLE HWY\272 OLD NASHVILLE HWY - JAN2026.dwg, 1/20/2026 9:15:44 AM, HP 7910K No. 2

NOTES

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   VERT.: NAVD 1988
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   EASTING: 1,860,677.584
   ELEVATION: 650.209 FT.
5. Geoid model used- GEOID03
6. Combined grid factors for TDOT CORS Station TN3A:
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LEGEND

- IPS ○ *IRON PIN SET (1/2" REBAR WITH STAMPED H-S ENGR)*
- IPF ○ *IRON PIN FND.*
- —X— —X— *EXISTING FENCE LINE*
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Site Data Chart

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Existing Use: Residence
Proposed Use: Office (Including Medical Office)
Personal Services (Hair/Nail Salon)
Sit-Down Restaurant
Existing Building: 1,200 SF.
Proposed Addition: 1,150 SF.
Acreage/square footage of lot: 0.62± Ac./27,000± SF.

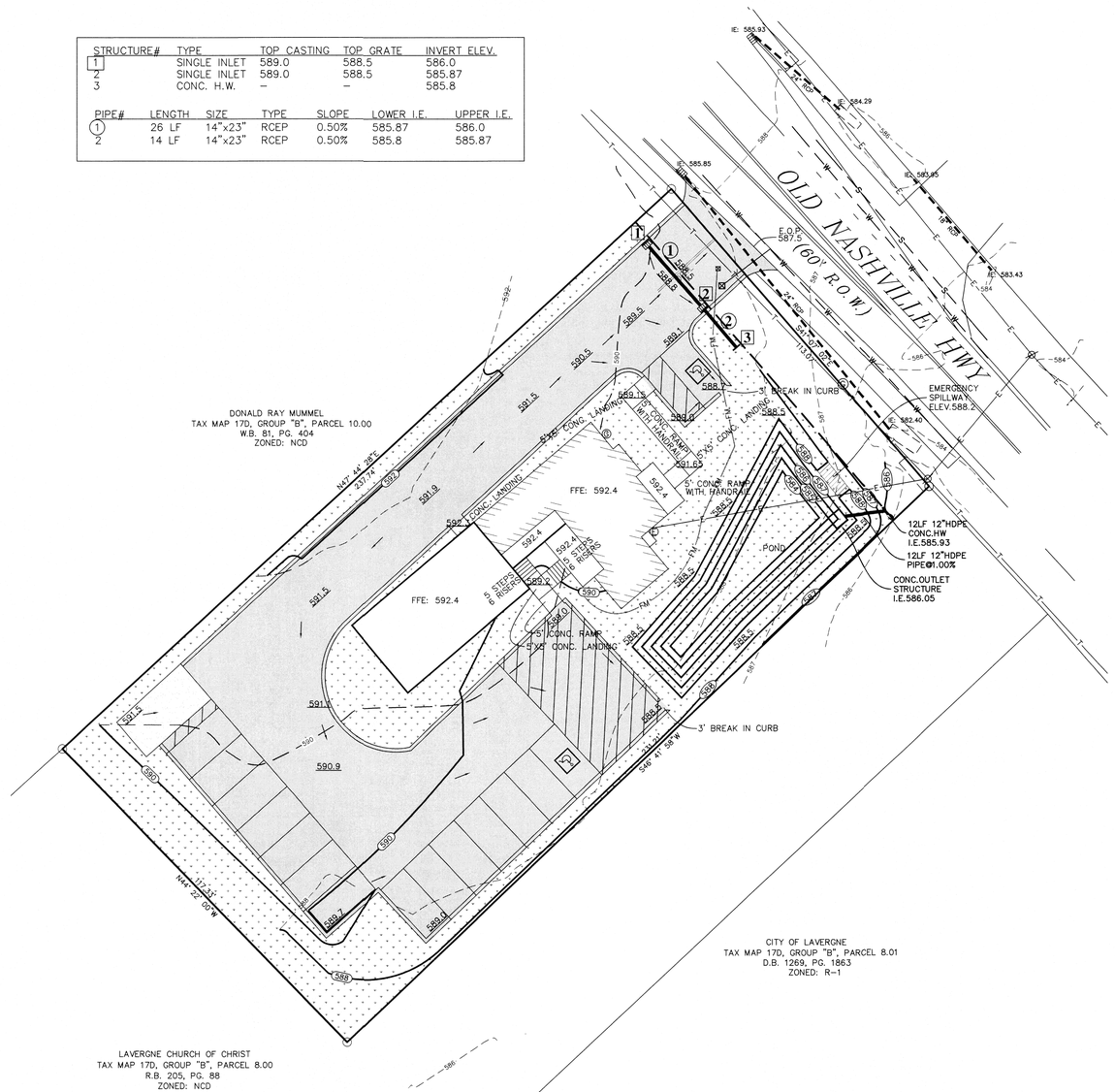
Parking:

Parking Required: 1 Space/250 SF.
2,350 SF. = 9.4 Required
Parking Provided: 13 Spaces
Handicap Provided: 2 Space
Total Provided: 15 Spaces

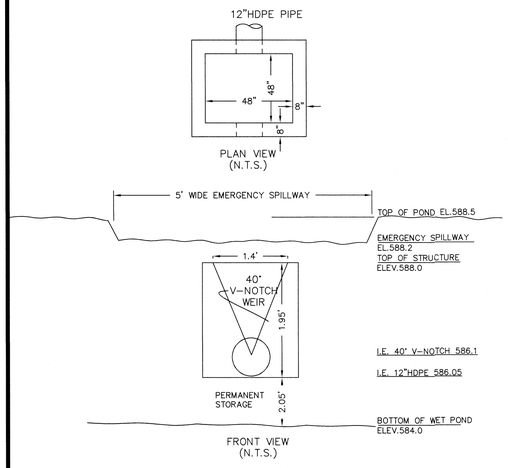
Landscaping & Buffering:
Impervious surface area: 15,736 SF.
Pervious surface area: 11,264 SF.
Landscaping area: 5,927 SF.

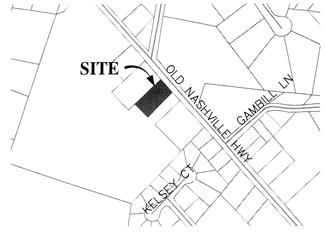
STRUCTURE#	TYPE	TOP CASTING	TOP GRATE	INVERT ELEV.
1	SINGLE INLET	589.0	588.5	586.0
2	SINGLE INLET	589.0	588.5	585.87
3	CONC. H.W.	–	–	585.8

PIPE#	LENGTH	SIZE	TYPE	SLOPE	LOWER I.E.	UPPER I.E.
1	26 LF	14"x23"	RCEP	0.50%	585.87	586.0
2	14 LF	14"x23"	RCEP	0.50%	585.8	585.87



OUTLET STRUCTURE DETAIL





LOCATION MAP

N.T.S.

HATCH LEGEND

- *ASPHALT PAVEMENT*
- *LANDSCAPE AREA*
- *CONCRETE*

LEGEND

- Ø *Power Pole*
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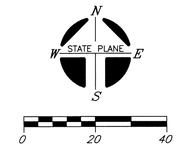

OWNER: JANET IBRAHIM
PROPERTY ADDRESS: [redacted]

TAX MAP: 17D, GROUP "B", PARCEL 11.00
DEED BOOK: 1669, PAGE: 3495
FLOOD MAP PANEL: 47014gC0015J
DATED: MAY 9, 2023 ZONE: X

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WILLIAM H. HUDDLESTON IV REGISTERED LAND SURVEYOR AGRICULTURAL No. 2030 TENNESSEE No. 2030 STATE OF TENNESSEE

WILLIAM H. HUDDLESTON IV REGISTERED ENGINEER AGRICULTURAL No. 120076 STATE OF TENNESSEE

HUDDLESTON-STEELE ENGINEERING, INC.

DRAINAGE PLAN

JANET IBRAHIM

272 OLD NASHVILLE HWY

3th CIVIL DISTRICT – RUTHERFORD COUNTY – TN.

DATE: January, 2026	SCALE: 1"=20'	SH. 4 OF 7

S:\ACAD339\Civil 3D Projects\272 OLD NASHVILLE HWY - JAN2026.dwg, 1/20/2026 9:11:36 AM, KIP 7970K No. 2

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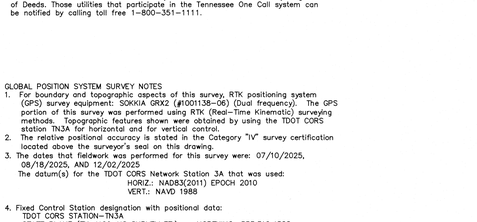
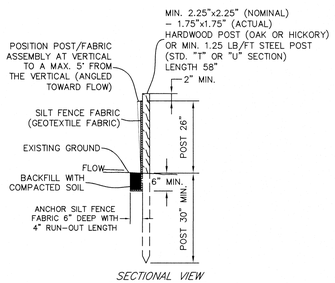
Landscaping area: 5,927 SF.



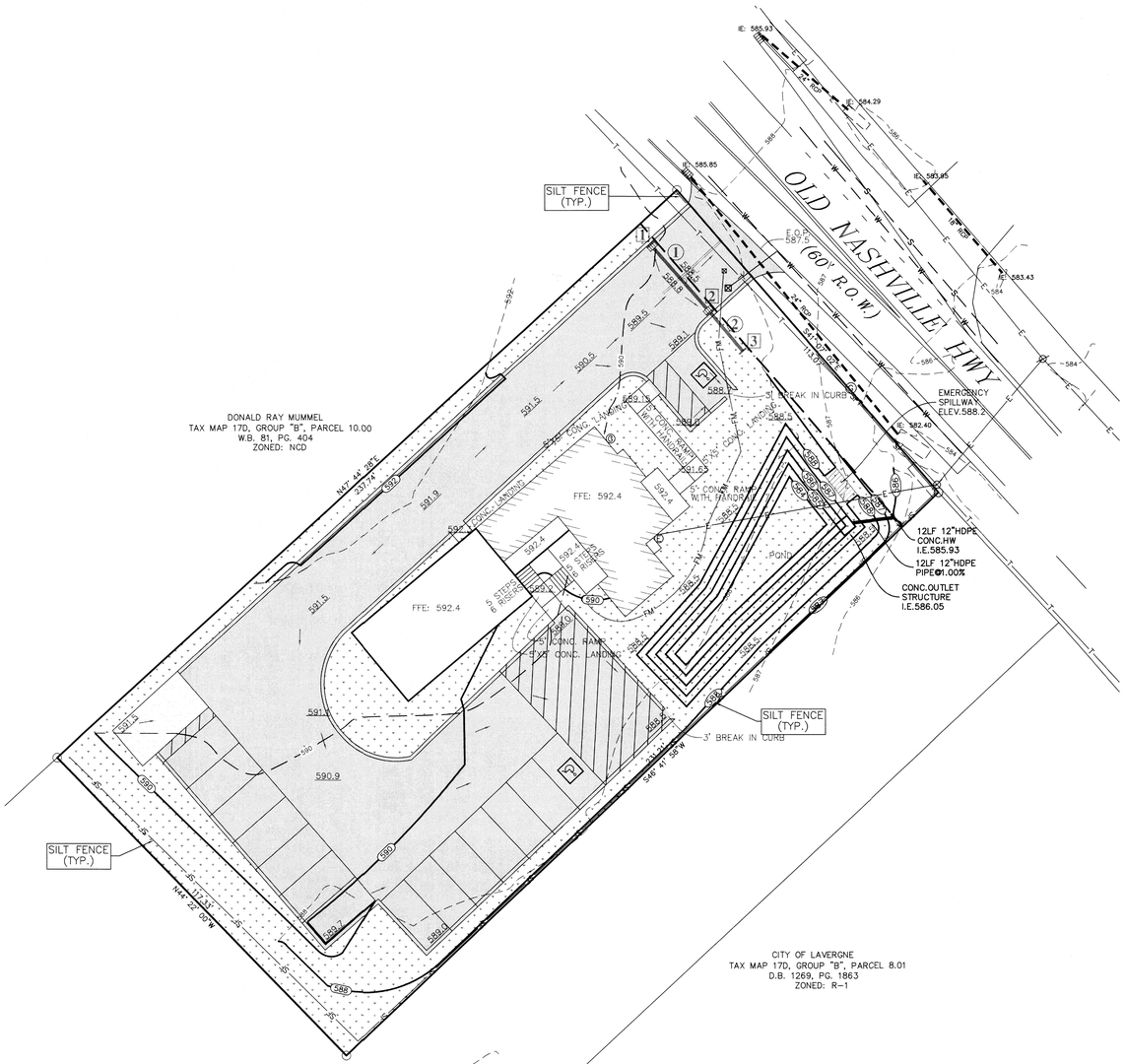
ELEVATION VIEW

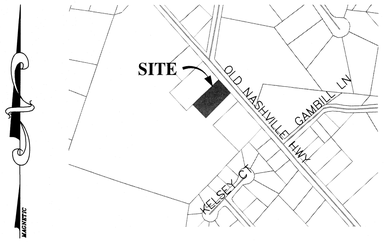


SECTIONAL VIEW

TEMPORARY SILT FENCE DETAIL

N.T.S.





LOCATION MAP

N.T.S.

HATCH LEGEND

- *ASPHALT PAVEMENT*
- *LANDSCAPE AREA*
- *CONCRETE*

LEGEND

- Ø *Power Pole*
- *Sign*
- *Existing Fire Hydrant*
- *Proposed Fire Hydrant*
- *Reducer*
- *Proposed Gate Valve & Box*
- *Concrete Thrust Block*
- —W— —W— *Existing Water Line*
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- —S— —S— *Existing Sanitary Sewer Line*
- —S— —S— *Proposed Sanitary Sewer Line*
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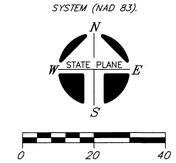
- *Rip-Rap (6" min. dia., 1' thick per TDOT Specifications) Item No. 709-05*

BEARINGS BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD 83).



OWNER: JANET IBRAHIM
PROPERTY ADDRESS: [redacted]

TAX MAP: 17D, GROUP "B", PARCEL 11.00
DEED BOOK: 1669, PAGE: 3495
FLOOD MAP PANEL: 470149C0015J
DATED: MAY 9, 2023 ZONE: X

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WILLIAM H. HUDDLESTON IV — REGISTERED LAND SURVEYOR — TENNESSEE No. 1630

WILLIAM H. HUDDLESTON IV — REGISTERED ENGINEER — STATE OF TENNESSEE

HUDDLESTON-STEELE ENGINEERING, INC.

EROSION PREVENTION/SEDIMENT CONTROL
INITIAL MEASURES

JANET IBRAHIM

272 OLD NASHVILLE HWY

3th CIVIL DISTRICT - RUTHERFORD COUNTY - TN.

DATE: January, 2026	*SCALE: 1"=20'*	*SH. 5A OF 7*

S:\ACAD336\Civil 3D Projects\272 OLD NASHVILLE HWY\272 OLD NASHVILLE HWY - JAN2026.dwg, 1/20/2026 9:15:28 AM, KIP 7970K No. 2

NOTES

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GLOBAL POSITION SYSTEM SURVEY NOTES

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   The datum(s) for the TDOT CORS Network Station 3A that was used:
   HORIZ.: NAD83(2011) EPOCH 2010
   VERT.: NAVD 1988
4. Fixed Control Station designation with positional data:
   TDOT CORS STATION-TN3A
   STATE PLANE (TN 4100-US SURVEY FT.)- NORTHING: 553,312.4528
   EASTING: 1,860,677.584
   ELEVATION: 650.209 FT.
5. Geoid model used- GEOID03
6. Combined grid factors for TDOT CORS Station TN3A:
   0.999921865 (STATE PLANE-TN 4100-US SURVEY FT.)

LEGEND

- *IPS ○ IRON PIN SET (1/2" REBAR WITH STAMPED H-S ENGR)*
- *IPF ○ IRON PIN FND.*
- *—X———X— EXISTING FENCE LINE*
- *—E———E— EXISTING ELECTRIC LINE*
- *—T———T— EXISTING TELEPHONE LINE*
- *—G———G— EXISTING GAS LINE*

Site Data Chart

Zoning District: Neighborhood Commercial
Existing Use: Residence
Proposed Use: Office (including Medical Office)
Personal Services (Hair/Nail Salon)
Sit-Down Restaurant
Existing Building: 1,200 SF.
Proposed Addition: 1,150 SF.
Acreage/square footage of lot: 0.62± Ac./27,000± SF.

Parking:

Parking Required: 1 Space/250 SF.
2,350 SF. = 9.4 Required
Parking Provided: 13 Spaces
Handicap Provided: 2 Space
Total Provided: 15 Spaces

Landscaping & Buffering:
Impervious surface area: 15,736 SF.
Pervious surface area: 11,264 SF.
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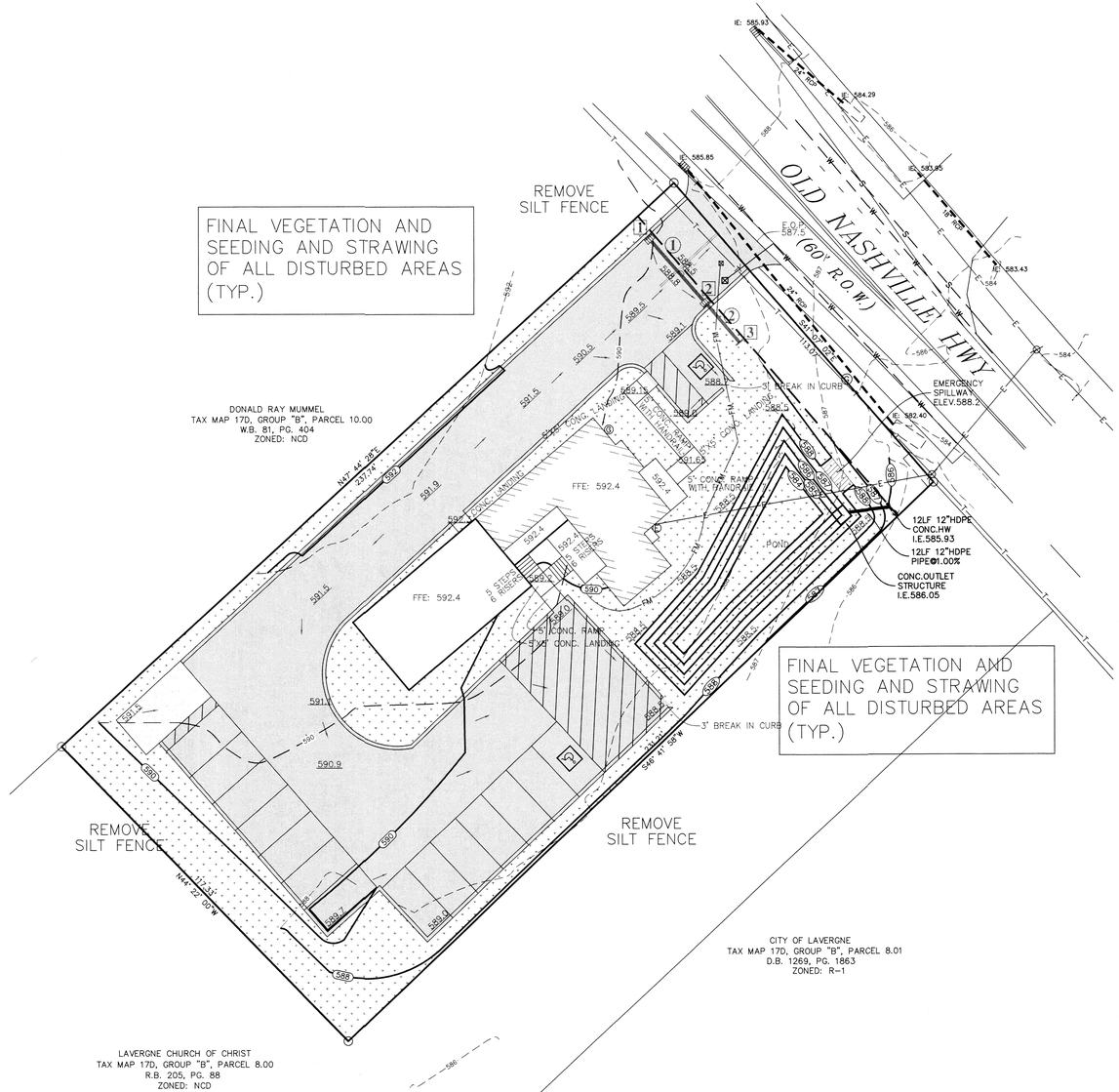

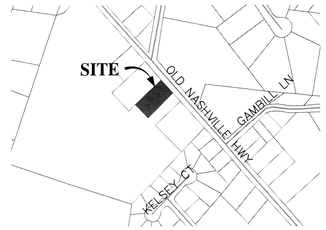

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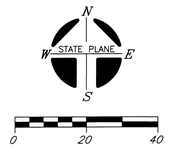

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HUDDLESTON-STEELE ENGINEERING, INC.

EROSION PREVENTION/SEDIMENT CONTROL
FINAL MEASURES

JANET IBRAHIM

272 OLD NASHVILLE HWY

3th CIVIL DISTRICT - RUTHERFORD COUNTY - TN.

DATE: January, 2026	*SCALE: 1"=20'*	*SH. 5B OF 7*

S:\ACAD336\Civil 3D Projects\272 OLD NASHVILLE HWY\272 OLD NASHVILLE HWY - JAN2026.dwg, 1/20/2026 9:15:17 AM, KIP 7970K No. 2

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6. Combined grid factors for TDOT CORS Station TN3A:
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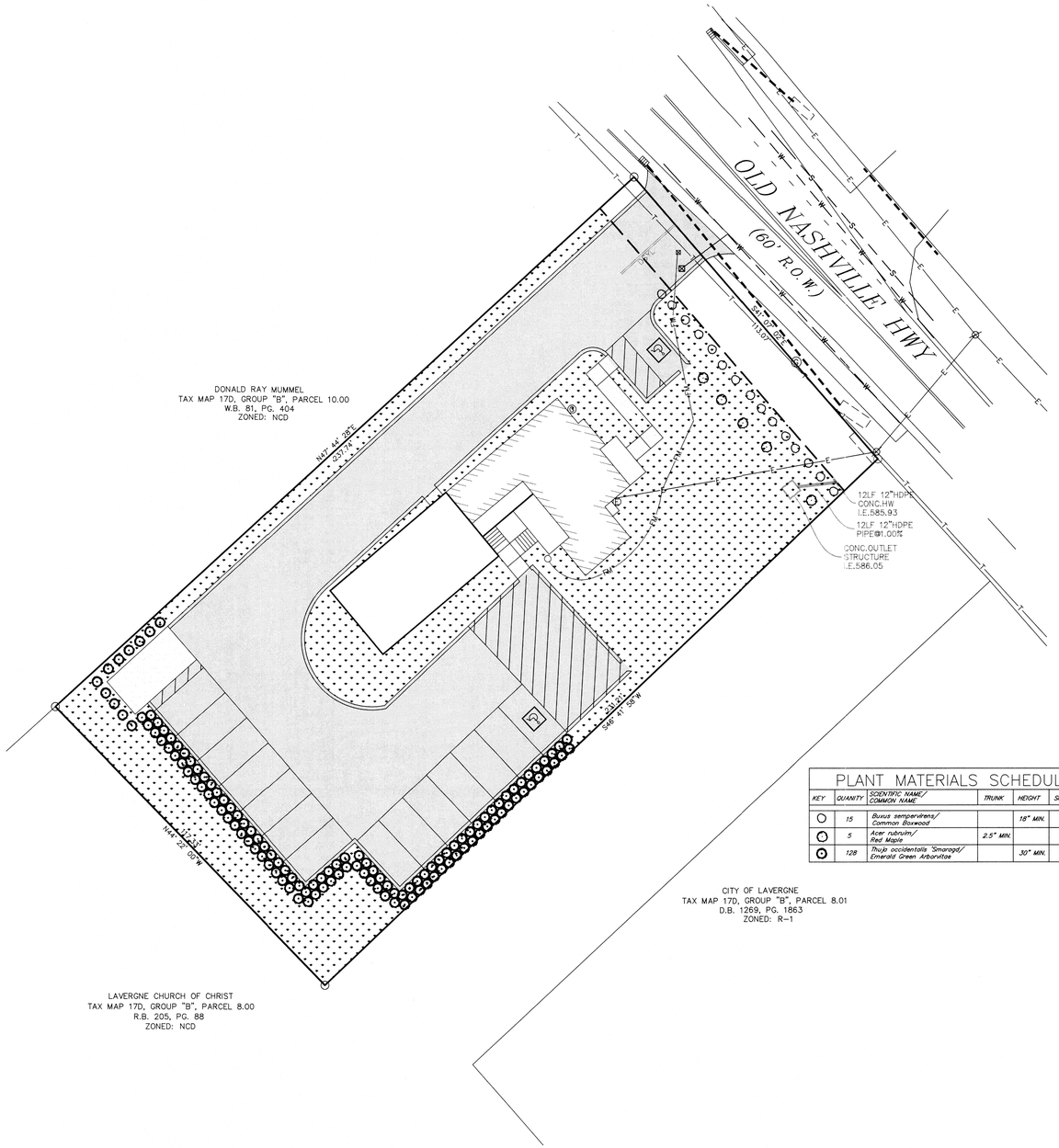
- —E—E— *EXISTING ELECTRIC LINE*
- —T—T— *EXISTING TELEPHONE LINE*
- —G—G— *EXISTING GAS LINE*

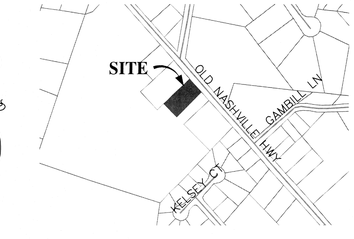
GENERAL NOTES

1. THE LOCATION OF EXISTING AND PROPOSED UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE ONLY. THE CONTRACTOR IS TO VERIFY THE EXACT LOCATION OF ALL UTILITIES, GEOTHERMAL LINES AND IRRIGATION LINES PRIOR TO COMMENCING ANY WORK. SAFEGUARD EXISTING UTILITIES THAT ARE TO REMAIN, REPOAIR ANY DAMAGE ACCORDING TO LOCAL STANDARDS AND AT NO ADDITIONAL EXPENSE TO THE OWNER. COORDINATE ALL CONSTRUCTION WITH THE APPROPRIATE UTILITY COMPANIES FOR THIS DISTRICT. NOTIFY TENNESSEE ONE-CALL 72 HOURS PRIOR TO PRECEDING WITH ANY EXCAVATION. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT AT NO ADDITIONAL COST TO THE OWNER.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, LICENSES, ETC. AND SHALL GIVE ALL NOTICES AND COMPLY WITH ALL APPLICABLE LAWS, ORDINANCES, CODES, RULES AND REGULATIONS DURING THE COURSE OF THE INSTALLATION OF THIS PROJECT.
3. THE CONTRACTOR SHALL COMPLY WITH ALL PERTINENT PROVISIONS OF THE "MANUAL OF ACCIDENT PREVENTION IN CONSTRUCTION" ISSUED BY AGC OF AMERICA, INC. AND THE "SAFETY AND HEALTH REGULATIONS FOR CONSTRUCTION" ISSUED BY THE U.S. DEPARTMENT OF PUBLIC WORKS.
4. THE CONTRACTOR IS TO VERIFY THE TREE PLANTING REQUIREMENTS OF THE UTILITY AGENCIES FOR THIS DISTRICT PRIOR TO INSTALLATION OF ANY PLANT MATERIAL.
5. THE CONTRACTOR ACKNOWLEDGES & AGREES THAT THE WORK IS ENTIRELY AT HIS RISK UNTIL THE WORK IS ACCEPTED, AND HE WILL BE HELD RESPONSIBLE FOR ITS SAFETY BY THE OWNER. THE CONTRACTOR WILL INDEMNIFY THE OWNER, LANDSCAPE ARCHITECT AND ENGINEER FROM LIABILITY AT THE SITE THROUGHOUT THE INSTALLATION PROCESS.
6. THE CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN ALL NECESSARY TEMPORARY WORKS FOR THE PROTECTION OF THE WORK AND THE PUBLIC, INCLUDING BARRICADES, WARNING SIGNS AND LIGHTS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO THE PREMISES OR ADJACENT PREMISES, OR INJURIES TO THE PUBLIC DURING THE INSTALLATION OF THE WORK. WHETHER CAUSED BY HIMSELF, HIS SUBCONTRACTORS OR THE CARELESSNESS OF ANY OF HIS EMPLOYEES.
8. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE SAFETY STATUTES AND RULES REQUIRING CERTAIN PROTECTIVE PERSONAL APPAREL SUCH AS HARD HATS, PROTECTIVE SHOES, ETC. THE OWNER AND LANDSCAPE ARCHITECT ASSUME NO RESPONSIBILITY OR LIABILITY FOR ACTIONS TAKEN BY THE CONTRACTOR WHICH ENDANGER LIFE OR PROPERTY.
9. ANY FOREIGN ITEM FOUND DURING CONSTRUCTION IS THE PROPERTY OF THE OWNER. THIS INCLUDES BUT IS NOT LIMITED AND ANTIQUITIES.
10. MAINTAIN THE SITE IN A NEAT AND ORDERLY CONDITION AT ALL TIMES, DAILY, AND MORE OFTEN IF NECESSARY, INSPECT AND PICK UP ALL SCRAP, DEBRIS, AND WASTE MATERIAL.
11. PROVIDE PROTECTION TO ALL FINISHED WORK, MAINTAIN SURFACES CLEAN, UNMARRED, AND SUITABLY PROTECTED UNTIL ACCEPTANCE BY OWNER.

PLANTING NOTES

1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THAT EACH EXCAVATED TREE OR SHRUB PIT WILL PERCOLATE (DRAIN) PRIOR TO ADDING TOPSOIL AND INSTALLING TREES OR SHRUBS. THE CONTRACTOR SHALL FILL THE BOTTOM OF SELECTED HOLES WITH SIX INCHES OF WATER. THIS WATER SHOULD PERCOLATE OUT WITHIN A 24-HOUR PERIOD. IF THE SOIL AT A GIVEN AREA DOES NOT DRAIN PROPERLY, A P V C DRAIN OR GRAVEL SUMP SHALL BE INSTALLED OR THE OWNER'S REPRESENTATIVE WILL SELECT ALTERNATE PLANTING LOCATIONS.
2. SHOULD THE CONTRACTOR ENCOUNTER UNSATISFACTORY SURFACE OR OTHER SUBSURFACE DRAINAGE CONDITIONS, SOIL DEPTH, LATENT SOILS, HARD PAN, STEAM OF OTHER UTILITY LINES OR OTHER CONDITIONS THAT WILL JEOPARDIZE THE HEALTH AND VIGOR OF THE PLANTS, HE MUST ADVISE THE OWNER'S REPRESENTATIVE IN WRITING OF THE CONDITIONS PRIOR TO INSTALLING THE PLANTS, OTHERWISE THE CONTRACTOR WARRANTS THAT THE PLANTING AREAS ARE SUITABLE FOR PROPER GROWTH AND DEVELOPMENT OF THE PLANT MATERIALS TO BE INSTALLED, CONTRACTOR SHALL TAKE RESPONSIBILITY FOR THE COST OF ANY REVISION. OWNER'S REPRESENTATIVE WILL SELECT ALTERNATE PLANTING LOCATIONS.
3. NO MATERIAL SHALL BE PLANTED BEFORE FINISH GRADING HAS BEEN COMPLETED.
4. CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE WHEN THE PLANT MATERIALS ARE AVAILABLE AT THE JOB SITE FOR REVIEW PRIOR TO INSTALLATION.
5. PRIOR TO INSTALLATION OF PLANT MATERIALS, THE WIDTH AND LENGTH OF ALL PARKING LOT LANDSCAPE ISLAND AND MEDIAN AREAS ARE TO BE EXCAVATED TO A DEPTH OF 24 INCHES BELOW THE PROPOSED TOP OF ASPHALT PAVEMENT ELEVATION. EXCAVATED MATERIAL IS TO BE REMOVED FROM THE LANDSCAPE AREAS AND DISPOSED OF OFFSITE OR IN AN AREA APPROVED BY THE PROJECT ENGINEER. NO ASPHALTIC CONSTRUCTION TRASH AND/OR MATERIALS ARE TO BE LEFT IN THE TOPSOIL AND PLANTING MIX BACKFILL AND /OR SUBGRADE OF ANY PROPOSED PARKING AREA ISLANDS AND/OR PLANTING MEDIANS AND STRIPS. PARKING LOT ISLANDS AND MEDIANS ARE TO BE BACKFILLED WITH TOPSOIL AND COMPACTED PER THE DETAILS AND PROJECT SPECIFICATIONS AND TO THE ELEVATION INDICATED ON THE GRADING PLANS. FINISHED GRADE CONDITIONS OF SODDED AND SEEDED LAWN AREAS BEHIND CURBS SHALL BE FLUSH WITH OR ONE INCH HIGHER THAN THE TOP OF CURB ELEVATION AFTER SETTLEMENT AND INSTALLATION OF SOD OR SEED.
6. IN AREAS OF INORGANIC FILL OR WHERE SUBGRADE IS UNACCEPTABLE FOR PLANTING, THE WIDTH OF THE PLANT PIT SHALL BE EXCAVATED TO THREE TIMES THE DIAMETER OF THE ROOT BALL . INSTALL BACKFILL PLANTING MIX AND PLANT MATERIALS AS SPECIFIED IN THE DETAILS.
7. EXISTING TREES TO BE PRESERVED ARE TO BE BARRICADED BEFORE BEGINNING CONSTRUCTION IN ACCORDANCE WITH THE TREE PRESERVATION NOTES AND DETAILS AND AS INDICATED ON THE LANDSCAPE PLANS.
8. THE CONTRACTOR IS RESPONSIBLE FOR FULLY MAINTAINING ALL PLANTING (INCLUDING BUT NOT LIMITED TO: WATERING, SPRAYING, MULCHING, FERTILIZING, ETC.) OF THE PLANTING AREAS AND LAWNS UNTIL THE WORK IS ACCEPTED IN TOTAL BY THE OWNER.
9. THE CONTRACTOR SHALL COMPLETELY GUARANTEE ALL PLANT MATERIALS FOR THE PERIOD SPECIFIED IN THE PROJECT MANUAL. THE CONTRACTOR SHALL PROMPTLY MAKE ALL REPLACEMENTS BEFORE OR AT THE END OF THE GUARANTEE PERIOD.
10. ALL PLANT MATERIAL WHICH DIES, TURNS BROWN OR DEFOLIATED (PRIOR TOTAL ACCEPTANCE OF THE WORK) SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY AND SIZE AND MEETING ALL PLANT LIST SPECIFICATIONS. 11.MATCHED GROWTH HABIT IS DEFINED AS GROWN TO BE LOOK ALIKE IN TERMS OF STRUCTURE AND CHARACTER. MATCHED TREES SHOULD BE CONTAINER GROWN AND FROM THE SAME STOCK.
12. ALL PROPOSED PLANT MATERIALS ARE TO MEET THE REQUIREMENTS OF THE "AMERICAN STANDARD FOR NURSERY STOCK" ESTABLISHED BY THE AMERICAN NATIONAL STANDARD INSTITUTE, INC. (ANSI), ISSUED IN ITS MOST RECENTLY PUBLISHED VERSION.





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PLANT MATERIALS SCHEDULE

KEY	QUANITY	SCIENTIFIC NAME/ COMMON NAME	TRUNK	HEIGHT	SPREAD	REMARKS
○	15	*Buxus sempervirens/ Common Boxwood*		18" MIN.		
⊙	5	*Acer rubrum/ Red Maple*	2.5" MIN.			
⊙	128	*Thuja occidentalis 'Smaragd'/ Emerald Green Arborvitae*		30" MIN.		

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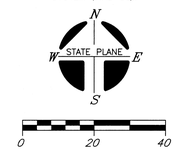

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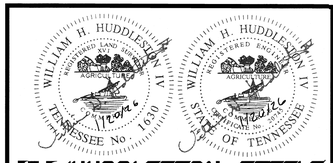

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LANDSCAPING PLAN

JANET IBRAHIM

272 OLD NASHVILLE HWY

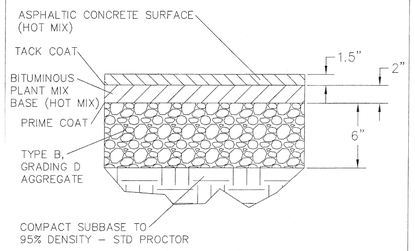
3th CIVIL DISTRICT - RUTHERFORD COUNTY - TN.

DATE: January, 2026	SCALE: 1"=20'	SH. 6 OF 7

S:\ACAD338\Civil 3D Projects\272 OLD NASHVILLE HWY\272 OLD NASHVILLE HWY - JAN2026.dwg, 1/20/2026 9:14:54 AM, KIP 7970N, No. 2

THIS IS THE MINIMUM SECTION TO BE USED IN COMMERCIAL AND MULTI-FAMILY RESIDENTIAL PROJECTS. IT MUST ALSO BE USED IN INDUSTRIAL ZONES FOR CUSTOMER AND EMPLOYEE PARKING LOTS.

HEAVY-DUTY PAVING SECTIONS ARE TO BE DESIGNED BY THE DEVELOPER'S ENGINEER SPECIFIC TO THE LOADS AND TRAFFIC OF THE PROJECT.



STD. PAVEMENT SECTION – PRIVATE PARKING

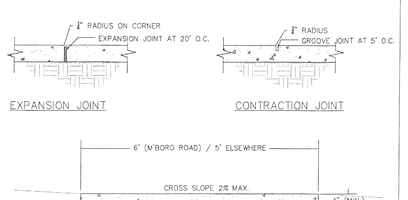
NOTE: SEE CITY OF LA VERGNE PUBLIC WORKS STANDARD SPECIFICATIONS FOR ROADS AND CIVIL WORK

LA VERGNE TENNESSEE Engineering Department

Revised November 2024

STANDARD DETAIL C005

CITY OF LA VERGNE, TENNESSEE



NOTE: ALL PUBLIC SIDEWALKS IN THE CITY OF LA VERGNE MUST COMPLY WITH THE LATEST "PUBLIC R.O.W. ACCESSIBILITY GUIDELINES (PROWAG)"(36 CFR 1190) INCLUDING PLACEMENT OF OBSTRUCTIONS SUCH AS SIGNS, POLES, AND MAILBOXES.

NOTE: PUBLIC WALKS MUST BE COMPLETELY INSIDE THE PUBLIC RIGHT-OF-WAY. IN THE EVENT THAT THE LANDOWNER CHOOSES TO PLACE ALL OR ANY PORTION OF THE WALK OUTSIDE OF THE PUBLIC RIGHT-OF-WAY FOR THE PURPOSES IN SUPPORT OF THEIR DEVELOPMENT, THEN SAID LANDOWNER MUST VOLUNTARILY DEDICATE A PUBLIC ACCESS AND MAINTENANCE EASEMENT IN PERPETUITY TO THE CITY COVERING THE FULL EXTEND OF THE WALK. THIS DEDICATION WILL NOT BE CONSIDERED A PUBLIC "TAKING".

PUBLIC CONCRETE WALKS

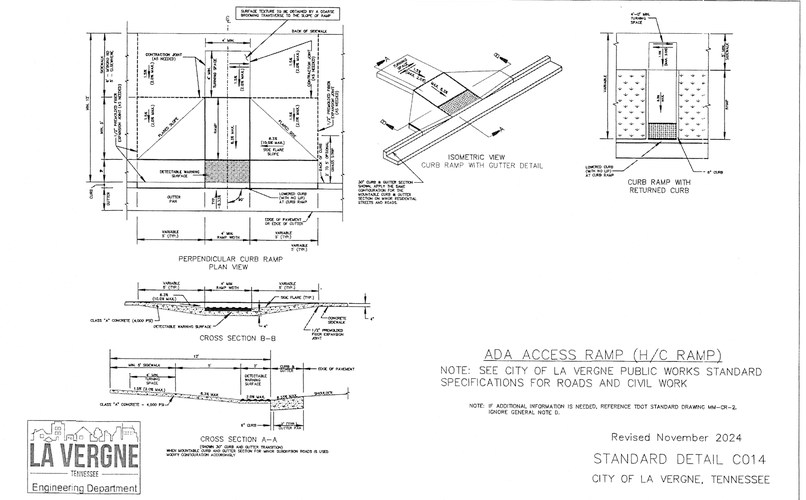
NOTE: SEE CITY OF LA VERGNE PUBLIC WORKS STANDARD SPECIFICATIONS FOR ROADS AND CIVIL WORK

LA VERGNE TENNESSEE Engineering Department

Revised November 2024

STANDARD DETAIL C013

CITY OF LA VERGNE, TENNESSEE



LA VERGNE TENNESSEE Engineering Department

ADA ACCESS RAMP (H/C RAMP)

NOTE: SEE CITY OF LA VERGNE PUBLIC WORKS STANDARD SPECIFICATIONS FOR ROADS AND CIVIL WORK

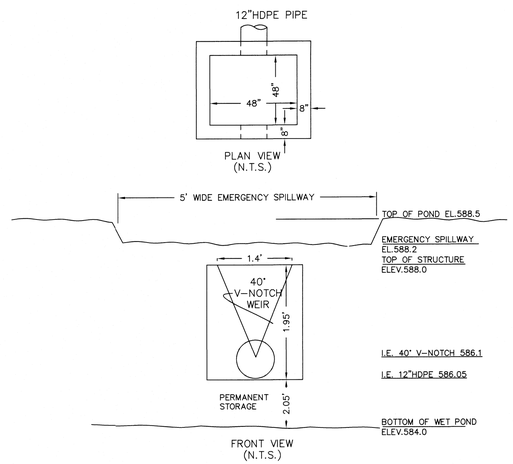
NOTE: IF ADDITIONAL INFORMATION IS NEEDED, REFERENCE TDOT STANDARD DRAWING MM-DR-2, IGNORE GENERAL NOTE 8.

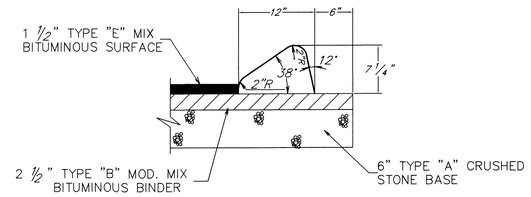
Revised November 2024

STANDARD DETAIL C014

CITY OF LA VERGNE, TENNESSEE

OUTLET STRUCTURE DETAIL

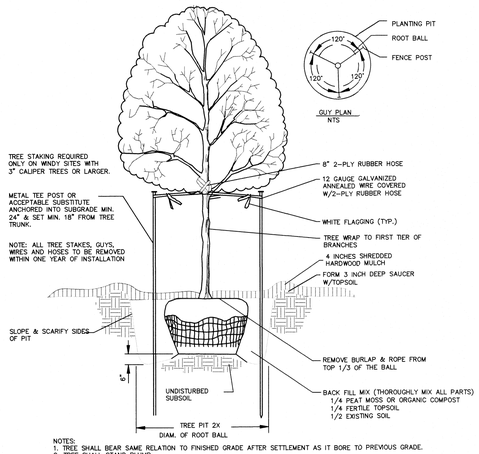




EXTRUDED MOUNTABLE CONCRETE CURB

N.T.S.

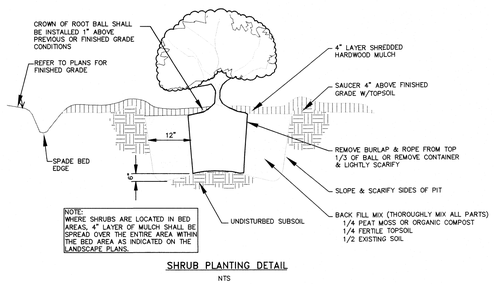
NOTE: CONTRACTOR TO DOWNLOAD CITY OF LAVERGNE'S STANDARD SPECIFICATIONS AND DETAILS.



NOTES:
1. TREE SHALL BEAR SAME RELATION TO FINISHED GRADE AFTER SETTLEMENT AS IT BORE TO PREVOUS GRADE.
2. TREE SHALL STAND PLUMB.
3. DO NOT DAMAGE ROOTS OR DESTROY ROOT BALL WHEN INSTALLING TREE STAKE
4. STAKING/ GUY WIRE TO BE REMOVED AT THE END OF THE GUARANTEE PERIOD.

TREE PLANTING DETAIL

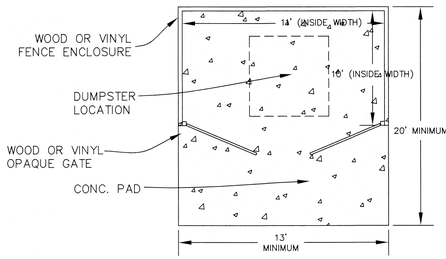
NTS



NOTE:
WHERE SHRUBS ARE LOCATED IN BED AREAS, 4" LAYER OF MULCH SHALL BE SPREAD OVER THE ENTIRE AREA WITHIN THE BED AREA AS INDICATED ON THE LANDSCAPE PLANS.

SHRUB PLANTING DETAIL

NTS



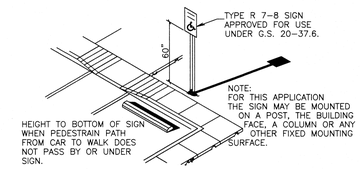
DUMPSTER ENCLOSURE DETAIL

N.T.S.

WALL HEIGHT: 7 FEET

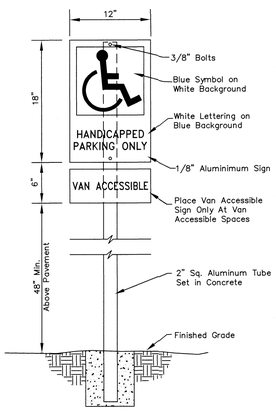
HANDICAP PAVEMENT MARKING DETAIL

SCALE: NOT TO SCALE



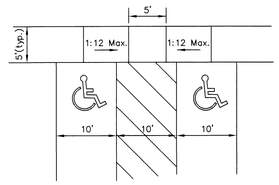
H.C. SIGN AND RAMP DETAILS

N.T.S.



HANDICAP PARKING SIGN DETAIL

SCALE: NOT TO SCALE



HANDICAP PARKING DETAIL

SCALE: NOT TO SCALE

OWNER: JANET IBRAHIM
PROPERTY ADDRESS: [redacted]

TAX MAP: 17D, GROUP "B", PARCEL 11.00
DEED BOOK: 1669, PAGE: 3495
FLOOD MAP PANEL: 47014900015J
DATED: MAY 9, 2023 ZONE: X

NOTE: THIS PARCEL IS SUBJECT TO ALL EASEMENTS AS SHOW AND ANY OTHER EASEMENTS AND/OR RESTRICTIONS EITHER RECORDED OR BY PRESCRIPTION THAT A COMPLETE TITLE SEARCH MAY REVEAL.

WILLIAM H. HUDDLESTON III REGISTERED ENGINEER AGRICULTURE & ENVIRONMENTAL No. 109202 STATE OF TENNESSEE

HUDDLESTON-STEELE ENGINEERING, INC.

DETAILS SHEET

JANET IBRAHIM

272 OLD NASHVILLE HWY

3th CIVIL DISTRICT – RUTHERFORD COUNTY – TN.

DATE: January, 2026	*SCALE: NONE*	*SH. 7 OF 7*

C:\Users\jhuddleston\Documents\ACAD316\Civil 3D Projects\272 OLD NASHVILLE HWY\272 OLD NASHVILLE HWY - JAN2026.dwg, 1/20/2026 9:14:04 AM, HP 7910K No. 2

Planning Commission Report
Meeting: February 10, 2026

City of La Vergne

Item #: 8. **Recommendation to the Board of Mayor and Aldermen: Rezoning of Property - South Waldron Road Mixed Use Development. 101 Acres. Property located on and near Waldron and Blair Roads (Tax Map 32, Parcels 3, 3.03, 3.04 and 3.05 and Tax Map 29, Parcels 36, 37, 41.01 and 41.02). Current Zoning District: R-1 (Low Density Residential) Zoning District; Proposed Zoning District: PDR R-3 (Planned Density Residential) Zoning District with a Base Zone of R-3 (High Density Residential). Property owned by the Industrial Development Board of the City of La Vergne, B & F Ventures, Michaels Homes, LLC, Randall W. Thomas Etux Amanda H. Requested by Equitable Property Company, LLC.**

Reviewed By:
Bo Logan, City Planner
Gary Lide, City Engineer

Summary:

Equitable Property Company is requesting approval of a concept plan and rezoning for South Waldron Road Mixed Use, a mixed use PDR to consist of 100.95 acres. The accompanying rezoning request would change the 100.95 acres from R-1 to R-3 PDR, Planned Density Residential Zoning District (High Density Residential).

The property is located along the west side of Waldron Road and south of Blair Road in the southern part of LaVergne. Furthermore, this site lies east of The Ridge subdivision. Arbor Ridge, under construction, is across Waldron Rd. A future connection point is shown to Blair Road West when it is completed.

Directly across the street to the east (Arbor Ridge) of this site is zoned R-1 PDR. All the property to the south of this site is zoned R-1. Nextdoor to this site The Ridge is zoned R-1 and later phases R-2.

The purpose of the plan is to develop the property for construction of 877 dwelling units, up from the 614 that were approved last year in April with the first concept plan. The proposed dwelling units are to include single-family homes and multi-family units as well as 55+ living.

Staff Comments / Technical Items:

Planning (**Bo Logan** - blogan@lavergnetn.gov; and **Jake Blair** - jblair@lavergnetn.gov)

1. Page 26 of the old submittal (1st Design Book approved April 2025) should be added to this new design book. Page 26 contains a large number of development standards for both residential and commercial.
2. The Design Book needs to be updated to state the exact percentage of brick and stone that will be applied to the front of every home and/or dwelling - The Planning Commisison needs to be in agreement with the last 6 bullets on page 26 (under single-family and multi-fam);
3. The upward of 90% of the total number of dwelling units will be allowed to be multi-family as long as the development is a private community with a Homeowners Association and a property management policy.

4. The Design Book indicates a possible 54,954 SF grocery store & this store will be allowed to exceed Section 4.2.14 (M)(2) (allows a maximum commercial footprint of 10,000 SF per establishment) because this Design Book has offered sufficient design considerations and presented those to the Planning Commission. These designs include building footprint placement and the use of buffers.

Engineering (**Gary Lide** - glide@lavergnetn.gov)

1. (For information) They are requesting a variance from the Zoning Ordinance which states "No restriction on max height of retaining walls." The Zoning Ordinance requires that retaining walls be a max height of 3' feet in front of the building line and 6' behind the building line. If more height is needed, parallel retaining walls are required to gain the necessary height. For example, under the Zoning Ordinance, to have a vertical height of 20' would require four parallel retaining walls which would require a width of about 40'. This variance would allow a single 20'high wall with a width of about two feet.
2. (For information) They have made the following declaration: "Twinning Station acknowledges and agrees to work with the city if future utility easements are required to cross undeveloped areas of the development." The purpose of this is to allow the city to run utility lines through this development in the future to serve the remaining large tracts and possibly existing neighborhoods along Waldron Road. This is a benefit to the city.

Utilities (**Scott Tatalovich** - statalovich@lavergnetn.gov)
Utility Engineer to revise previous water and sewer availability letter based on Jan 5, 2026 PDR. System capacity available.

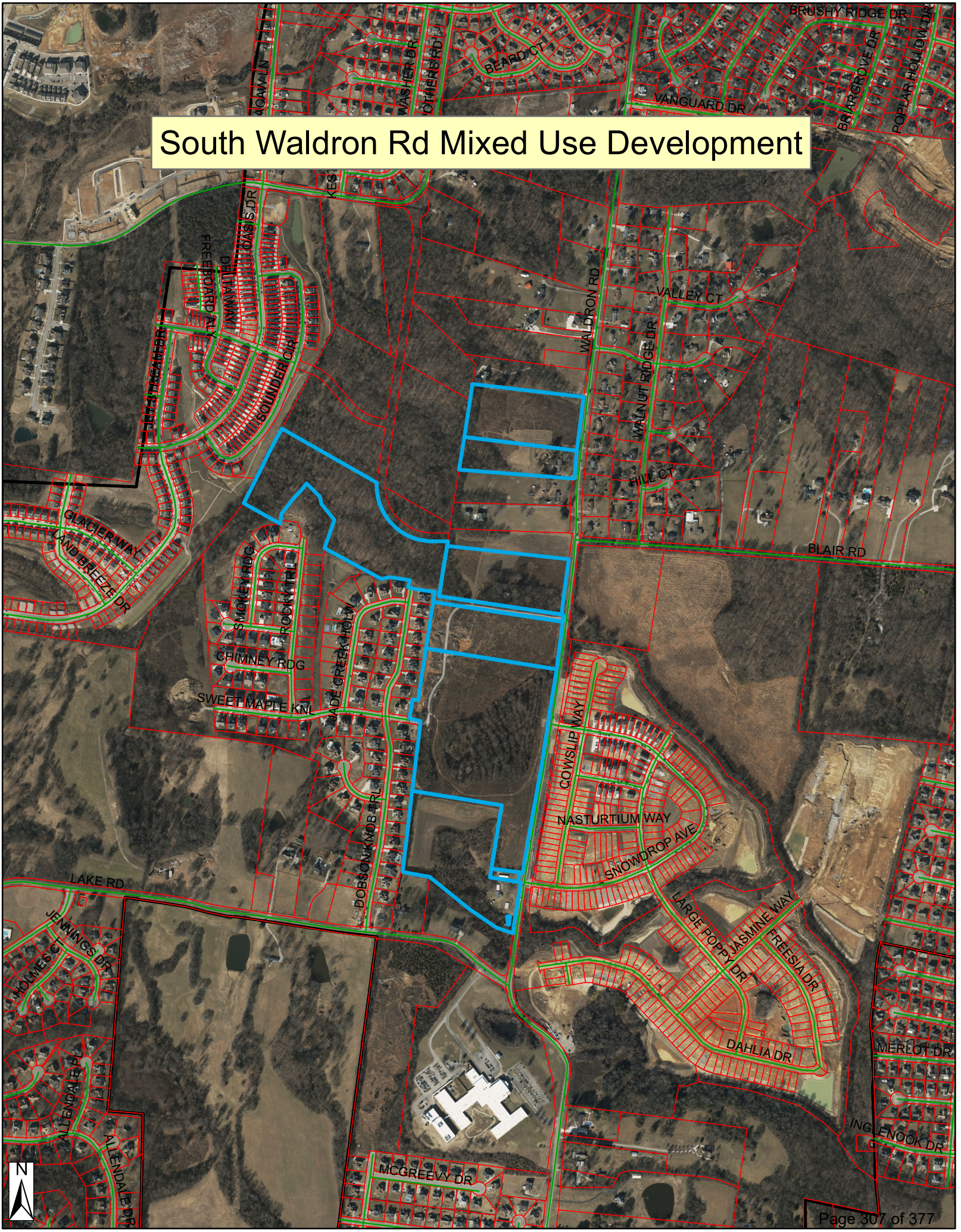
Codes (**Joe White** - jwhite@lavergnetn.gov)
No comments.

Fire (**Curtis Brinkley** - cbrinkley@lavergnetn.gov)
No comments.

Police
No comments.

***Note:** The above technical items may not be the only corrections and/or issues needing to be resolved to get approval from the planning commission. New items can be brought up at the workshop and staff can add items at any time that might have been overlooked. It is the applicant's responsibility to make sure that all technical items are addressed and that no new issues exist before the planning commission meeting. Addressing all technical items does not constitute approval. It is the planning commission's decision whether an item passes or fails. Revised plans are due to staff by the following Monday at close of business unless other arrangements are made and documented.

South Waldron Rd Mixed Use Development
FREEBOARD AV
DELTA WAY
OASIS DR
SEA BREEZE LN
SOUNDER DR
VALLEY CT
WALDRON
WALNUT RIDGE DR
COUNTRY CT
HILL CT
BLAIR RD
SMOKEY RDG
ROCKY TRL
CHIMNEY RDG
JADE CREEK HOLW
SWEET MAPLE KNL
ROCK BLUFF CT
DOBSON KNOB TRL
COWSLIP WAY
WILD DAISY WAY
NASTURTIUM WAY
SNOWDROP AVE
LAKE RD
DAHLIA DR
LARGE POPPY DR
N

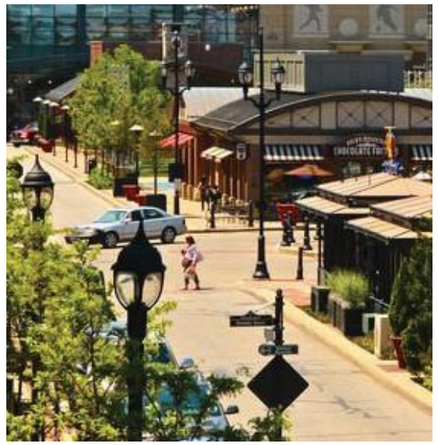

South Waldron Rd Mixed Use Development
BRUSHY RIDGE DR
VANGUARD DR
BEARD CT
WASHER DR
OTHERS RD
AGAWAM LN
BRIARGROVE DR
POPLAR HOLLOW DR
WALDRON RD
VALLEY CT
WALNUT RIDGE DR
HILL CT
BLAIR RD
FREEBOARD ALY
DELTAWAY
SOUNDER CIR
GLACIER WAY
LAND BREEZE DR
SMOKEY RDG
ROCKY TR
CHIMNEY RDG
SWEET MAPLE KNL
JADE CREEK HOLW
DOBSON KNOB TRL
COWSLIP WAY
NASTURTIUM WAY
SNOWDROP AVE
LARGE POPPY DR
JASMINE WAY
FREESIA DR
DAHLIA DR
LAKE RD
JENNINGS DR
HOLMES CT
ALLENDALE DR
MCGREEVY DR
MERLOT DR
INGLENOOK DR
N

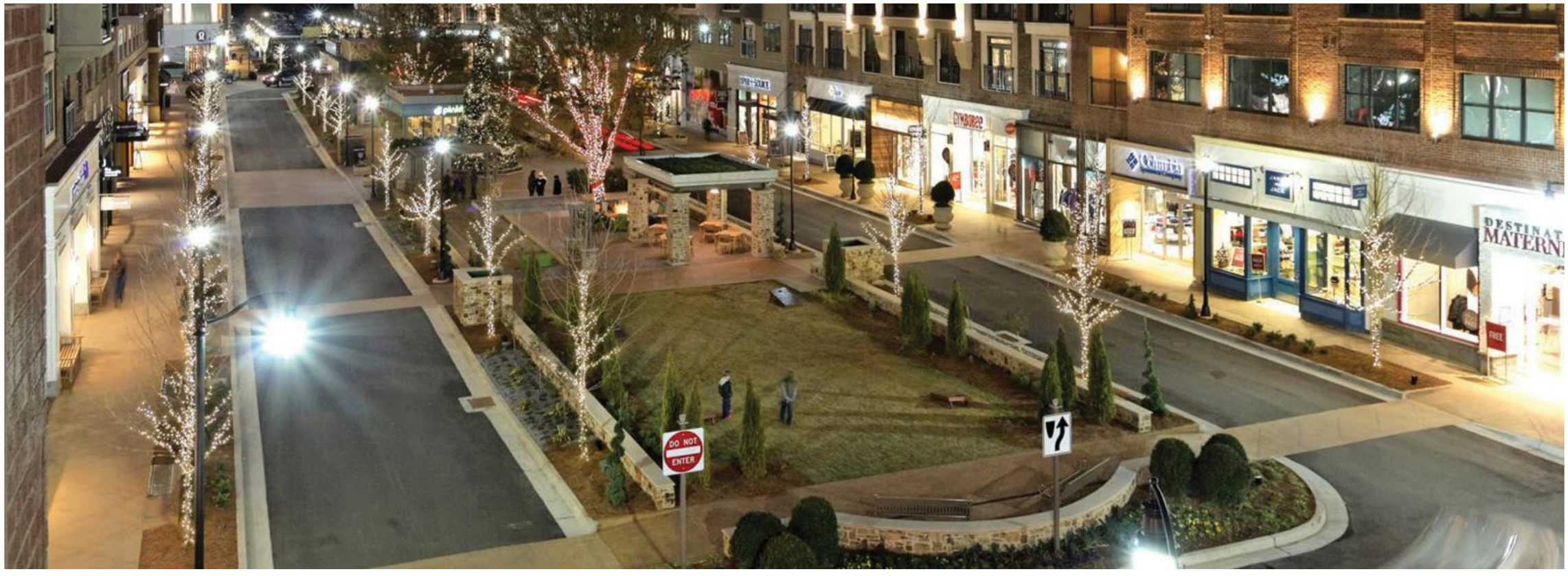
FOR SALE

PROPERTY
OF
SEAY OIL CO.
FUEL SERVICES

SOUTH WALDRON ROAD MIXED USE DEVELOPMENT CITY OF LA VERGNE, TN

A REQUEST TO UPDATE THE PREVIOUSLY APPROVED PDR TO INCLUDE ADDITIONAL PARCLES AND RESULTING SITE PLAN UPDATE





PROJECT VISION

The proposed South Waldron Mixed-Use Development encompasses approximately 101 acres and is designed to establish a vibrant, integrated community that harmonizes residential, commercial, and recreational elements. The master-planned development will feature a balanced mix of housing, retail, and open spaces, fostering pedestrian connectivity and long-term growth potential. This project is positioned to become a key destination for living, working, shopping, and leisure, attracting both local and national interest. The development team proposes to amend the original PDR by adding parcels B (12.55 acres) & C (11.85 acres) as further defined below.

Rezoning Request & Site Plan

The subject property is strategically located along Waldron Road, with direct integration into the planned Blair Road Extension. To accommodate the proposed development, we seek rezoning from Low-Density Residential (R-1) to a PDR to support a diverse range of residential and commercial uses. Approximately 4 acres of the original IDB property has been allocated for road infrastructure improvements, ensuring enhanced connectivity with the city's broader transportation network. In addition, the PDR includes ±2 acres graded and donated to the City of LaVergne for a fire hall.

Residential Components

This private development shall include a mix of single family, multi-family, townhomes, and 55+ residential with open, gated and access control communities. All connected by both trail and road access through the full development.

Active Adult (Parcel C) – A cohesive for-rent community offering continuum of care with 8 Townhomes, 28 Villas, and 140 active adult units. The community will feature extensive common facilities including dining, gathering spaces, clubhouse, indoor pool, and fitness center. (A deeded restriction for residents 55 and older)

Residential – A mix of gated and controlled access single family townhome, and multi family buildings.

- 16 single family lots featuring 50% percent masonry exteriors and options for front-entry or alley loaded garages ensuring architectural consistency.

- **Multifamily Residences (Parcels A)** – The residential and pedestrian- friendly section will feature 330 units within three- to four-story buildings, offering a mix of on-street, surface, garage, and carport parking for resident convenience. Additionally, the commercial and mixed-use portion of the development will include 258 units, integrating residential living with retail and office spaces for a dynamic, walkable community.

- **Townhomes** – 42 units with 50% percent masonry exteriors and options for front-entry or alley loaded garages ensuring architectural consistency.

55+ Single Family and Townhomes– The Southern end of the development connected by trail and road is exclusively 55+ for sale residences. The section will include 27 Single-story single-family homes and 28 accessible townhomes all with garage and off-street parking. The community will be pedestrian friendly and anchored by an amenity center and outdoor communal space.

All residential units will feature 50 % masonry exteriors, foundation landscaping, and sod in the primary and secondary front yards.

Town Center & Retail Spaces

At the heart of the development, the Town Center will serve as a pedestrian-friendly hub, integrating retail, dining, and community gathering spaces.

- **Retail / Office** – 160.741 square feet of scale retail space, strategically positioned on out parcels and along the central median to maximize visibility and accessibility. Pursuant to Section 5.052.6, we are requesting an exception to the 3,000-square-foot limit on individual retail spaces. Based on current market demand, projected tenant needs, and leasing interest, retail tenant spaces will exceed 3,000 square feet. Granting this exception will ensure alignment with market conditions and support the economic viability and long-term success of the development.
- **Grocery Store** – A ±54,954 square-foot grocery store to serve both residents and the surrounding community.
- **Sidewalk & Trail Connectivity** – Pedestrian access will be prioritized through an interconnected network of walkways and mulched walking trails, seamlessly linking retail, dining, and residential areas.
- **Vibrant Streetscape** – Designed to promote foot traffic, featuring dining terraces and retail frontages, fostering an active and engaging environment for both residents and visitors.
- **Amenities & Open Spaces** - Approximately 25% of the total site is dedicated to open space, ensuring a high quality of life for residents and visitors. These areas will include Pocket Parks & Village Greens – Strategically distributed throughout the development to provide accessible green spaces.

Amenity Center – A central clubhouse with a pool, sun deck, playgrounds, and fire pits, fostering a sense of community.

Trail System – Designed to complement natural tributaries, providing scenic walking and biking opportunities while ensuring connectivity across the development.

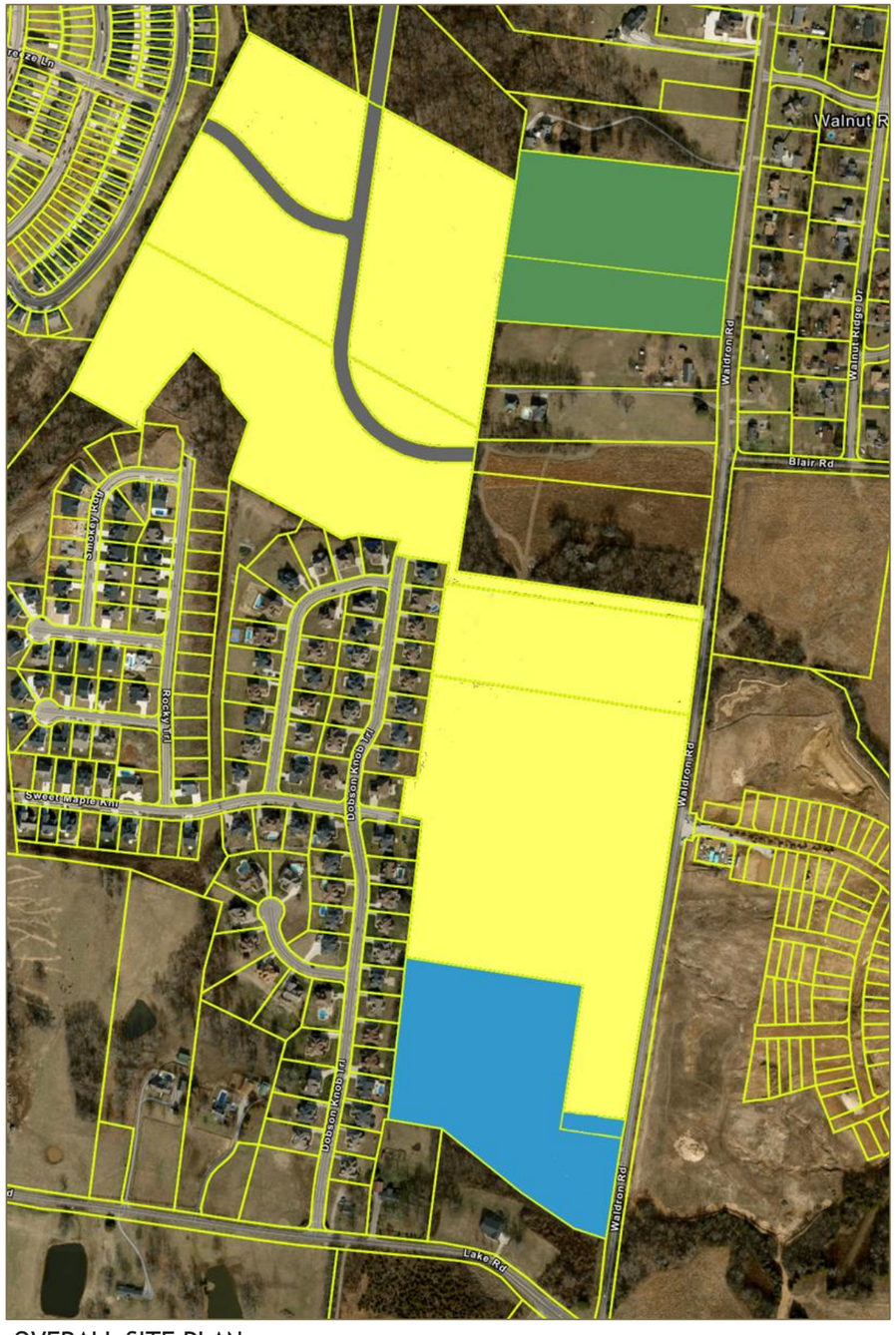
Creeks - Restoration of the creeks creating natural buffer areas throughout the site.

Community Oversight & Maintenance

In this private community , Residential and Commercial Homeowners Association (HOA) will be established to oversee the following:

- Common area maintenance
- Primary entrance aesthetics and upkeep
- Signage regulations to maintain cohesive branding and architectural consistency
- Bylaws and Restrictive Covenants have been submitted for review to the City of La Vergne (April 30, 2026).

This rezoning request is critical to achieving the envisioned mixed-use development, which will increase housing diversity, enhance economic vitality, and strengthen the community's overall infrastructure.



OVERALL SITE PLAN

Original IDB Parcels
76.55 Acres

New Parcel B
12.55 Acres

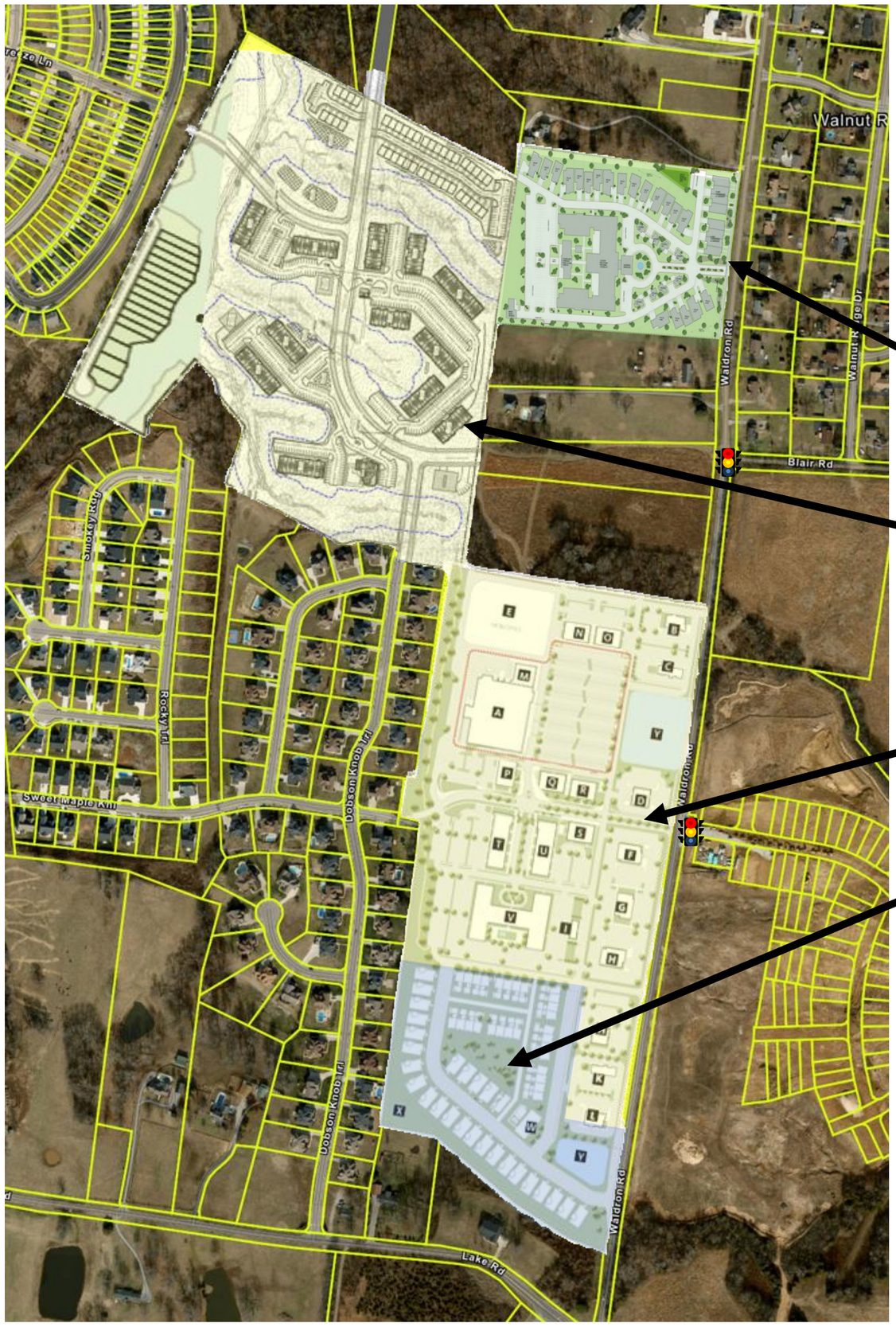
New Parcel C
±11.85 Acres

DEVELOPMENT VISION

South Waldron Site represents versatile commercial properties designed to serve a wide range of business needs and community services providing convenience and connectivity. With thoughtfully planned infrastructure, ample parking, and enhanced landscaping, the site is ideal for businesses seeking
a dynamic location with easy access and sustainable design with the goal to provide a well-integrated and sustainable environment for businesses to thrive.

- Diverse Business Potential: Approved uses include retail, food and beverage, professional services, animal care, daycare, medical services, and more.
- Strategic Accessibility: Located along Waldron and Blair Roads, featuring pedestrian and vehicular connections for easy access.
- Sustainable & Aesthetic Design: Includes foundation planting, architectural details, and landscaping that enhance property value and appeal.
- Functional & Safe Spaces: Compliance with safety standards, solid waste management, and the latest in stormwater systems.
- Modern Signage and Lighting: Exterior illumination aligned with La Vergne’s zoning standards and lighting ordinance.
- Building Design: Up to 4 stories with architectural enhancements such as base differentiation and main entry articulation.
- Landscaping & Screening: Landscape screening for parking, perimeter edge screening, and foundation planting around buildings.
- Parking & Accessibility: Setbacks of 10 feet from rights-of-way, shared parking options, and connectivity with nearby roads.
- Waste & Utilities Management: Private solid waste collection, screened equipment, and shared drainage and parking maintenance by an owners’ association where applicable.
- Community Safety: Donation of land for a new fire department, an essential resource for La Vergne. The new fire station will serve the growing community’s needs. Located within close proximity to both residential and commercial zones, this new facility will bolster emergency response capabilities, benefiting residents, businesses, and surrounding neighborhoods alike.

DEVELOPMENT COMPONENTS



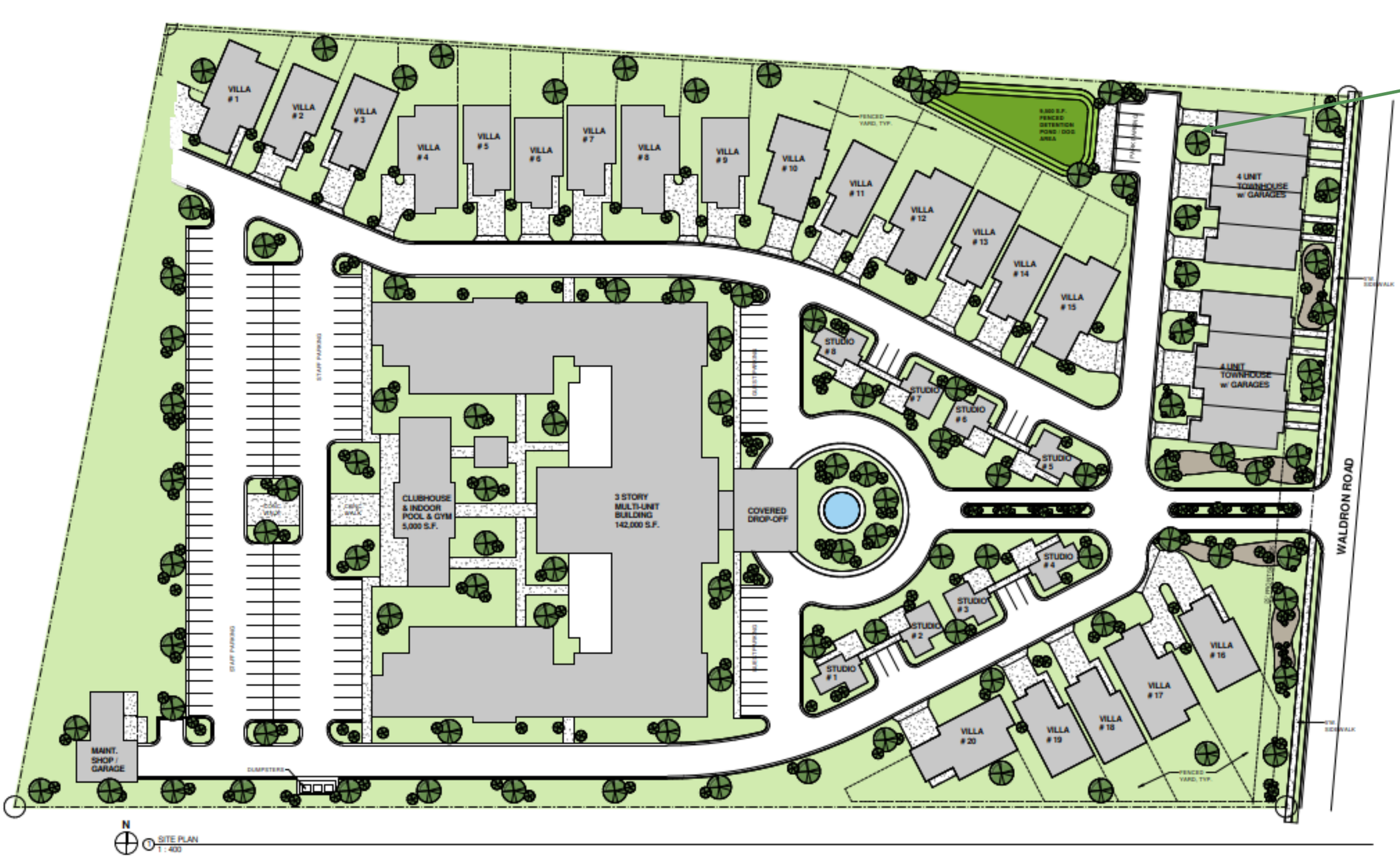
ACTIVE ADULT

RESIDENTIAL

MIXED USE

55+

ACTIVE ADULT | UNIT LAYOUT



ACTIVE ADULT | UNIT COUNT

Multi Family Active Adult					
Unit Type	**% Mix**	**Unit Count**	**Net Rentable**	**Total Net Rentable**	**% of Total SF**
Studio	20.00%	28	622	17,416	13.47%
One Bedroom	45.00%	63	726	45,738	35.37%
Two Bedroom	25.00%	35	1,350	47,250	36.54%
XL - Large 2 BR / 3 BR	10.00%	14	1,350	18,900	14.62%
	100.00%	**140**		**129,304**	

Gross SF Factor	**1.25**
Project Gross SF	**161,630**
Parking Total	**162**

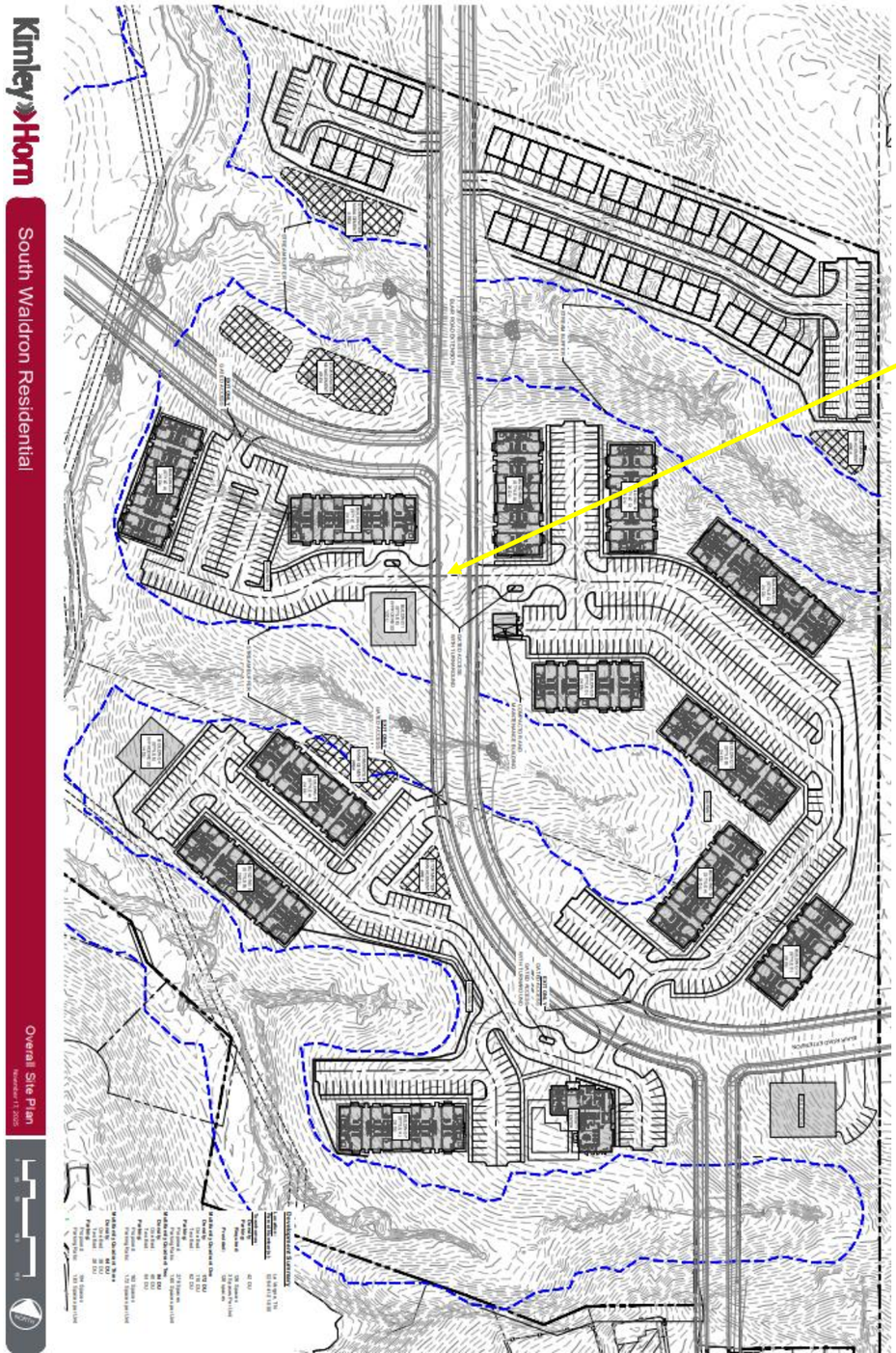
Villa Active Adult						
Unit Type	**% Mix**	**Unit Count**	**Net Rentable**	**Total Net Rentable**	**% of Total SF**	**Parking**
Studio: 1 BR / 1.5 BA	28.57%	8	1,100	8,800	22.68%	12
Cottage Unts: 2 BR / 2 BA	71.43%	20	1,500	30,000	77.32%	2 car garage + driveway
	100.00%	**28**		**38,800**		**12**

Townhome Active Adult						
Unit Type	**% Mix**	**Unit Count**	**Net Rentable**	**Total Net Rentable**	**% of Total SF**	**Estimated Parking**
Townhome: 2 BR / 2 BA	100.00%	8	1,300	10,400	100.00%	1-2 car garage + driveway
	100.00%	**8**		**10,400**		

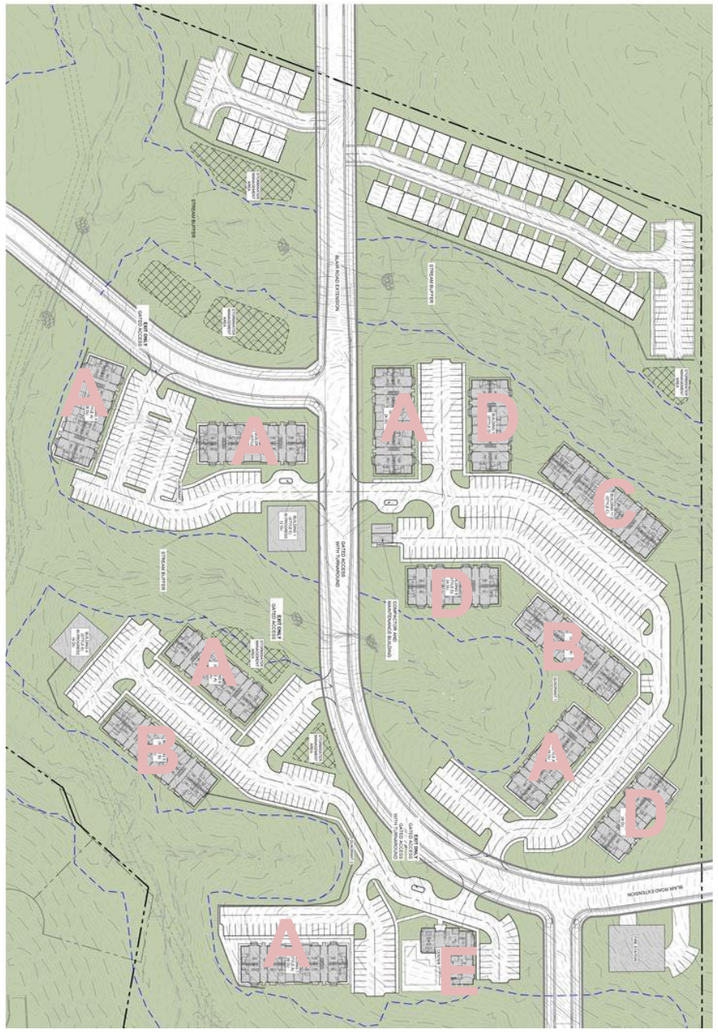
Amenities	SF
Indoor Pool / Fitness Center	5,000
Maintenance Building	2,000
	7,000

Total Phases		One Bedroom	Two Bedroom	Three Bedroom	Total	
Multifamily	Units	99	63	14	**176**	
	Unit Mix	56.25%	35.80%	7.95%	**100.00%**	**Average Unit SF**
	Total Gross SF	87,743	99,463	23,625	**217,830**	**1014.23**
	Total Net SF	71,954	87,650	18,900	**178,504**	
Parking					**174**	

RESIDENTIAL - LAYOUT



RESIDENTIAL



CENTRAL AMENITY CENTER - E

BUILDING STYLE - A

BUILDING STYLE - B

BUILDING STYLE - C

BUILDING STYLE - D

NORTHERN PARCEL | ENLARGED SITE PLAN

RESIDENTIAL - COUNT

Single Family									
Unit Type	**% Mix**	**Unit Count**	**Net Rentable**	**Total Net Rentable**	**Gross (Net+Garage)**	**Gross SF**	**% of Total SF**	**Parking Ratio**	**Estimated Parking**
Single Family	38.10%	16	2,920	46,720	3,400	54,400	41.85%	2.00	32.00
	38.10%	**16**		**46,720**		**54,400**			**32**

Townhomes									
Unit Type	**% Mix**	**Unit Count**	**Net Rentable**	**Total Net Rentable**	**Gross (Net+Garage)**	**Gross SF**	**% of Total SF**	**Parking Ratio**	**Estimated Parking**
Townhome	100.00%	42	2,658	111,636	3,138	131,796	100.00%	3.00	126.00
	100.00%	**42**		**111,636**		**131,796**			**126**

Multifamily Quadrant 1									
Unit Type	**% Mix**	**Unit Count**	**Net Rentable**	**Total Net Rentable**	**Gross**	**Gross SF**	**% of Total SF**	**Parking Ratio**	**Estimated Parking**
One Bedroom	63.95%	110	738	81,180	820	90,200	55.73%	1.62	178.20
Two Bedroom	36.05%	62	1,040	64,480	1,135	70,370	44.27%	1.62	100.44
	100.00%	**172**		**145,660**		**160,570**			**279**

Multifamily Quadrant 2									
Unit Type	**% Mix**	**Unit Count**	**Net Rentable**	**Total Net Rentable**	**Gross**	**Gross SF**	**% of Total SF**	**Parking Ratio**	**Estimated Parking**
One Bedroom	23.26%	40	738	29,520	820	32,800	20.27%	1.72	68.80
Two Bedroom	31.40%	54	1,040	56,160	1,135	61,290	38.56%	1.72	92.88
	54.65%	**94**		**85,680**		**94,090**			**162**

Multifamily Quadrant 3									
Unit Type	**% Mix**	**Unit Count**	**Net Rentable**	**Total Net Rentable**	**Gross**	**Gross SF**	**% of Total SF**	**Parking Ratio**	**Estimated Parking**
One Bedroom	22.09%	38	738	28,044	820	31,160	19.25%	1.63	61.94
Two Bedroom	15.12%	26	1,040	27,040	1,135	29,510	18.56%	1.63	42.38
	37.21%	**64**		**55,084**		**60,670**			**104**

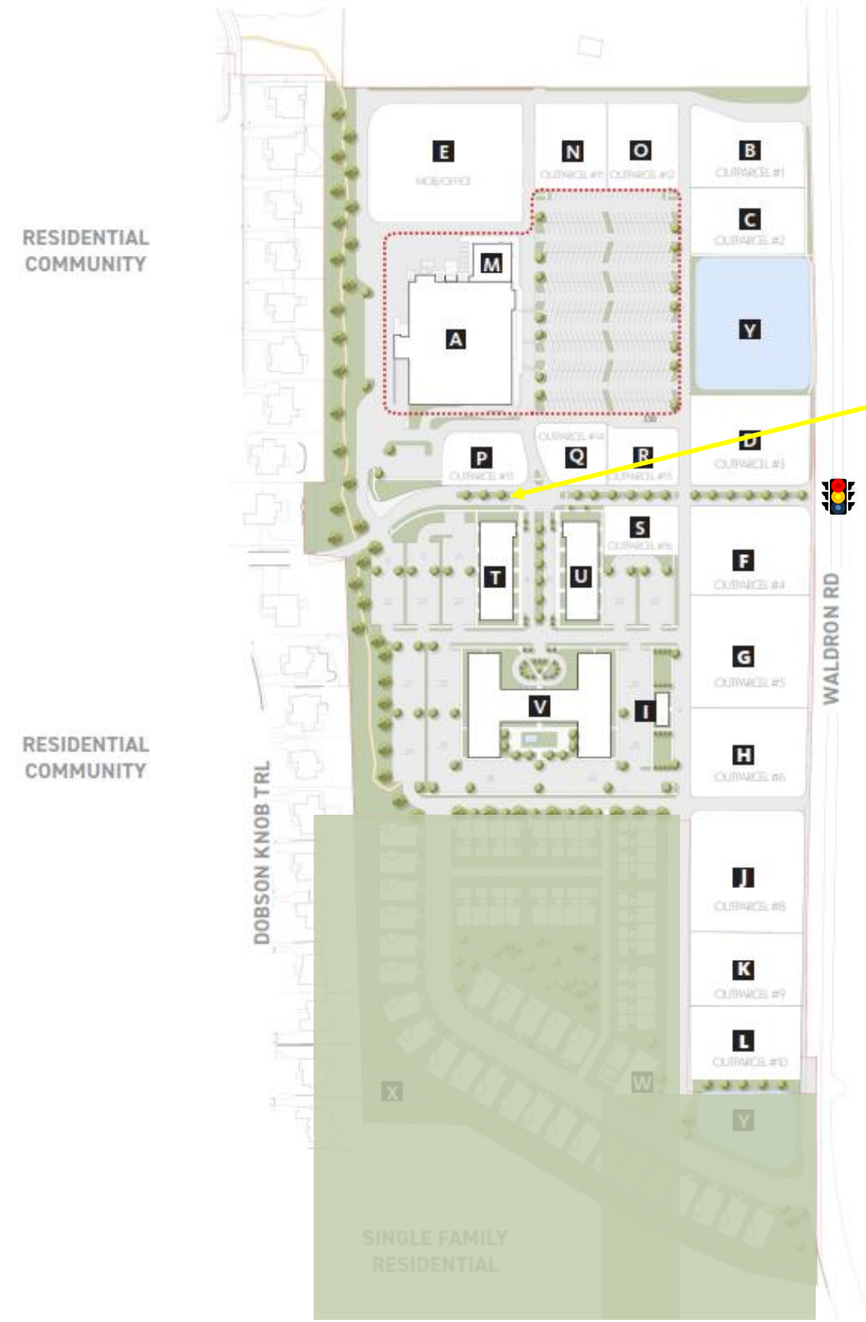
Amenities	SF
Fire Station	6,000
Amenity Center	5,416
	11,416

Total Phases		Townhome	Single Family	One Bedroom	Two Bedroom	Total	
Multifamily	Units	42.00	16.00	188.00	142.00	**388.00**	
	Unit Mix	10.82%	4.12%	48.45%	36.60%	**100.00%**	**Average Unit SF**
	Total Gross SF	131,796	54,400	154,160	161,170	**512,942**	**1322.02**
	Total Net SF	111,636	46,720	138,744	147,680	**444,780**	
Parking		126.00	32	308.94	235.70	**702.64**	

MIXED USE – LAYOUT

PROGRAM

- **A. PROPOSED GROCER** 54,954 gsf
- **B. OUTPARCEL #1** 0.71 acres
- **C. OUTPARCEL #2** 0.68 acres
- **D. OUTPARCEL #3** 0.96 acres
- **E. MOB/OFFICE** 1.63 acres
- **F. OUTPARCEL #4** 0.95acres
- **G. OUTPARCEL #5** 1.19 acres
- **H. OUTPARCEL #6** 0.92 acres
- **I. JEWEL BOX #7** 1,625 gsf
- **J. OUTPARCEL #8** 1.22 acres
- **K. OUTPARCEL #9** 0.73 acres
- **L. OUTPARCEL #10** 0.72 acres
- **M. RETAIL** 5,600 gsf
- **N. OUTPARCEL #11** 0.55 acres
- **O. OUTPARCEL #12** 0.55 acres
- **P. OUTPARCEL #13** 0.39 acres
- **Q. OUTPARCEL #14** 0.36 acres
- **R. OUTPARCEL #15** 0.36 acres
- **S. OUTPARCEL #16** 0.33 acres
- **T. RETAIL & MULTIFAMILY** 4 levels 12,596 gsf retail 37,788 gsf multifamily
- **U. RETAIL & MULTIFAMILY** 4 levels 12,596 gsf retail 37,788 gsf multifamily
- **V. MULTIFAMILY** 4 levels 143,480 gsf multifamily
- **W. CLUBHOUSE AMENITY**
- **X. RESIDENTIAL (55+)**
- **Y. STORMWATER RETENTION**



MIXED USE - COUNTS

Multi Family Unit Mix							
Unit Type	**% Mix**	**Unit Count**	**Net Rentable**	**Total Net Rentable**	**% of Total SF**	**Parking Ratio**	**Estimated Parking**
Studio	10.00%	21	610	12,772	7.29%	1.00	20.94
One Bedroom	35.00%	73	720	52,762	30.11%	1.00	73.28
Two Bedroom	45.00%	94	920	86,680	49.46%	1.50	141.33
Three Bedroom	10.00%	21	1,100	23,031	13.14%	2.00	41.87
	100.00%	**209**		**175,245**			**277.42**

Gross SF Factor	**1.25**
Project Gross SF	**219,056.00**
Projected Unit Count	**209**

Mixed Use Summary						
Level	**Building 2**	**Building 4**	**Building 5**	**Building 6**	**Building 7**	**Total SF**
1st Floor	-	-	0	0	29,870	29,870
2nd Floor	-	-	12,596	12,596	35,870	61,062
3rd Floor	-	-	12,596	12,596	35,870	61,062
4th Floor	-	-	12,596	12,596	35,870	61,062
Amenities	-	-	0	0	6,000	6,000
Total Multi Family	**-**	**-**	**37,788**	**37,788**	**143,480**	**219,056**

Level	**Building 2**	**Building 4**	**Building 5**	**Building 6**	**Building 7**	**Building 7a**	**Building 7b**	**Total SF**
1st Floor Retail	12,596	12,596	-	-	-	-	-	25,192
2nd Floor Office	15,360	15,360	-	-	-	-	-	30,720
Total	**27,956**	**27,956**	**-**	**-**	**-**	**-**	**-**	**55,912**

Retail	**Grocer**	**M**	**N**	**O**	**P**	**Q**	**R**	**S**	**Total SF**
Gross SF	**54,954**	**5,600**	**6,000**	**6,000**	**6,000**	**6,000**	**6,000**	**6,000**	**96,554**

Outparcel	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**Total SF**
Planned Use	Full-Service	FF | Coffee	Retail	Retail	Retail	Retail	Jewel Box	Retail	Retail	Retail	
Gross SF	**3,575**	**2,905**	**4,000**	**5,470**	**5,470**	**5,470**	**1,625**	**4,000**	**2,905**	**3,575**	**38,995**

Retail Total	**160,741**				
1st Floor Retail	25,192				
Retail	96,554				
Outparcel	38,995				
Office Total	**30,720**				
Multifamily Total	**219,056**	**Unit Count**	**Gross SF/Unit**	**Efficiency Factor**	**Avg. Net Rentable**
Multifamily	Info	**209**	**1046**	**0.82**	**858**
Parking Total	**1,512**	**SF Base**	**Spaces per 1,000 SF**		
Parking	Info	**410,517.00**	**3.7**		

55+ | LAYOUT

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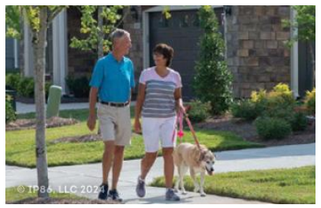
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WALDRON RD
DOBSON KNOB TRL
SINGLE FAMILY
RESIDENTIAL

55+ | UNIT COUNT

Multi Family Active Adult					
Unit Type	**% Mix**	**Unit Count**	**Net Rentable**	**Total Net Rentable**	**% of Total SF**
Studio	0.00%	0	622.00	0	0.00%
One Bedroom	0.00%	0	726.00	0	0.00%
Two Bedroom	0.00%	0	1,350.00	0	0.00%
XL - Large 2 BR / 3 BR	0.00%	0	1,350.00	0	0.00%
	0.00%	**0**		**0**	

Gross SF Factor	**1.25**
Project Gross SF	**0**
Parking Total	**0**

Single Family 55+						
Unit Type	**% Mix**	**Unit Count**	**Net Rentable**	**Total Net Rentable**	**% of Total SF**	**Parking**
Single Family	100.00%	27	3,200.00	86,400	100.00%	Garage and driveway
	100.00%	**27**		**86,400**		

Townhome 55+						
Unit Type	**% Mix**	**Unit Count**	**Net Rentable**	**Total Net Rentable**	**% of Total SF**	**Estimated Parking**
Townhome	100.00%	28	2,100.00	58,800	100.00%	Garage and driveway
	100.00%	**28**		**58,800**		

Amenities	SF
Amenities	5,000.00
	5,000.00

Total Phases		Single Family	Townhome	Total	
Multifamily	Units	27	28	**55**	
	Unit Mix	49.09%	50.91%	**100.00%**	**Average Unit SF**
	Total Gross SF	86,400	58,800	**150,200**	**2640.00**
	Total Net SF	86,400	58,800	**145,200**	
Parking				**0.00**	

COMBINED DEVELOPMENT SUMMARY

Northern 55+ Parcel: For Rent

Unit Type	% Mix	Unit Count	Average Unit SF	Total Net SF	% of Total Net SF	Total Gross SF	Parking
Multifamily Active Adult	79.55%	140	924	129,304	72.44%	161,630	162
Villa Active Adult	15.91%	28	1,386	38,800	21.74%	38,800	12
Townhome Active Adult	4.55%	8	1,300	10,400	5.83%	10,400	0
Amenities	0.00%	0	0	0	0.00%	7,000	0
	100.00%	**176**		**178,504**		**217,830**	**174**

Northern Residential

Unit Type	% Mix	Unit Count	Average Unit SF	Total Net SF	% of Total Net SF	Total Gross SF	Parking
Single Family	4.12%	16	2,920	46,720	10.50%	54,400	32
Townhome	10.82%	42	2,658	111,636	25.10%	131,796	126
Multifamily Quadrant 1	44.33%	172	847	145,660	32.75%	160,570	279
Multifamily Quadrant 2	24.23%	94	911	85,680	19.26%	94,090	162
Multifamily Quadrant 3	16.49%	64	861	55,084	12.38%	60,670	104
Amenities	0.00%	0	0	0	0.00%	11,416	0
	100.00%	**388**		**444,780**		**512,942**	**703**

Southern Multi Family

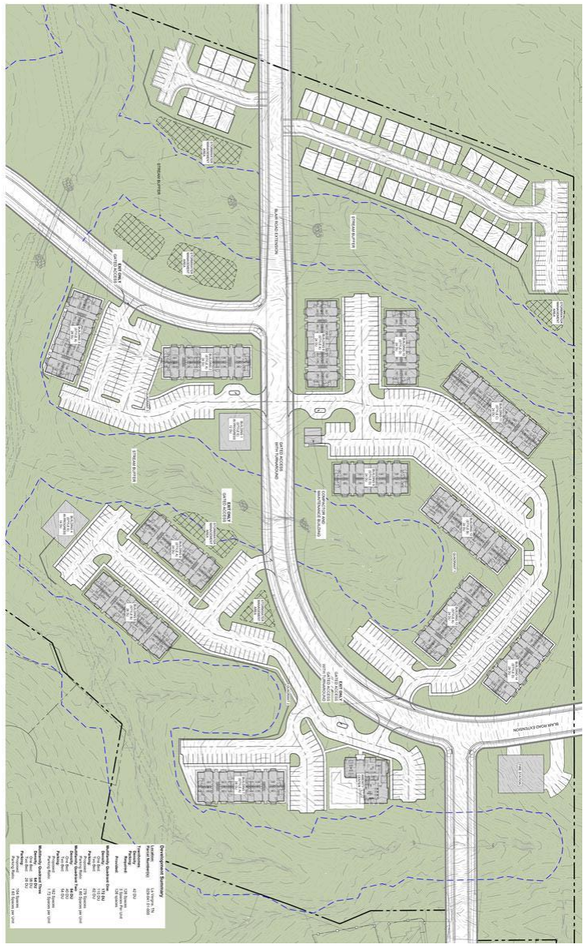
Unit Type	% Mix	Unit Count	Average Unit SF	Total Net SF	% of Total Net SF	Total Gross SF	Parking
Studio	10.00%	26	610	15,738	7.29%	19,673	26
One Bedroom	35.00%	90	720	65,016	30.11%	81,270	90
Two Bedroom	45.00%	116	920	106,812	49.46%	133,515	174
Three Bedroom	10.00%	26	1,100	28,380	13.14%	35,475	52
	100.00%	**258**		**215,946**		**269,933**	**342**

Southern 55+ Parcel: For Sale

Unit Type	% Mix	Unit Count	Average Unit SF	Total Net SF	% of Total Net SF	Total Gross SF	Parking
Single Family	49.09%	27	3,200	86,400	59.50%	86,400	Garage and driveway
Townhome	50.91%	28	2,100	58,800	40.50%	58,800	Garage and driveway
Amenities	0.00%	0	0	0	0.00%	5,000	0
	100.00%	**55**		**145200**		**150,200**	**0**

		N 55+ (Rent)	N Residential	S Mixed Use	S 55+ (Sale)	Total	
Residential	Units	176.00	388.00	258.00	55.00	**877.00**	
	Total Gross SF	217,830	512,942	269,933	150,200	**1,150,905**	**Average Unit SF**
	Total Net SF	178,504	444,780	215,946	145,200	**984,430**	**1312.32**
Office	Total Gross SF	0	0	30,720	0	**30,720**	
Retail	Total Gross SF	0	0	105,787	0	**105,787**	
Grocery	Total Gross SF	0	0	54,954	0	**54,954**	
Parking		174	702.64	1,716.38	0.00	**2,593.02**	

OPEN SPACE - NORTH



REQUIRED OPEN SPACE:
20% Open Space

PROVIDED OPEN SPACE:
+/- 25% Open Space

The South Waldron Mixed Use Site will transform over 25% of its area into thoughtfully designed open space, fostering a welcoming environment for residents and visitors alike. This extensive open space will include a mix of pocket parks, communal green areas, village greens, and natural buffers around existing tributaries. Recreational trails will wind through these green spaces, connecting the community with preserved natural stream buffers and enhancing accessibility to outdoor areas.

Central to the development, the Amenity Center will serve as a community hub, providing a variety of recreational and social amenities. Residents will enjoy a community clubhouse and cabana, a large pool with a sun deck, playgrounds, outdoor fire pits, and convenient access to a comprehensive walking trail network that spans the community. This center will offer ample outdoor seating areas, providing spaces for relaxation and community gatherings, as well as a dedicated playground for children.

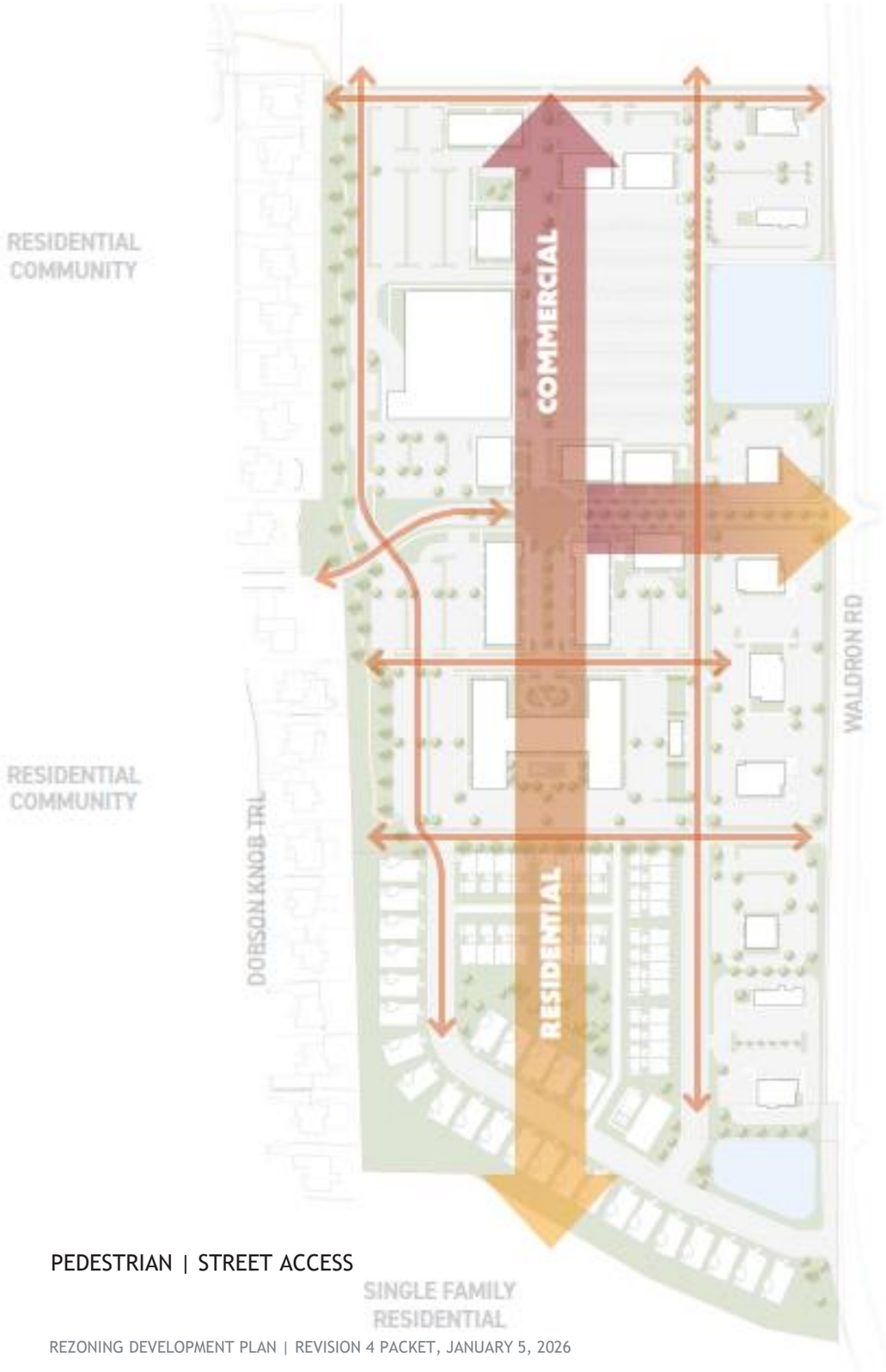
In the heart of the mixed-use town center, a pedestrian-friendly network of sidewalks and trails will link the central village green with other community features. Retail jewel boxes, positioned along a central median, will create a dynamic retail experience, while pedestrian zones and robust streetscapes dotted with retail outlets and dining terraces will enrich the community's social scene. This interconnected design will encourage foot traffic, promoting a vibrant, accessible town center where residents can shop, dine, and enjoy outdoor areas in a cohesive, lively environment.

OPEN SPACE EXHIBIT

CONNECTED - FOCUSED VISION

PEDESTRIAN | STREET ACCESS

CONNECTED MIXED USE VISION



PEDESTRIAN | STREET ACCESS

SECONDARY CIRCULATION PATH

COMMERCIAL + RESIDENTIAL GRADIENT

VEHICULAR STREET ACCESS

The South Waldron Mixed Use Site has been strategically designed to integrate seamlessly with existing and planned infrastructure, promoting strong vehicular connectivity and accommodating anticipated traffic demands on key thoroughfares. The site will benefit from access to both the current and proposed improvements on Waldron Road and the future Blair Road Extension. To support traffic flow, the design incorporates primary, secondary, and tertiary street patterns within the development.

With the increased traffic expected from the South Waldron development, both Waldron Road and Blair Road are poised for enhancements by the City of La Vergne. Waldron Road is set to become a 3-lane roadway through realignment, with potential expansion to 5 lanes in the future, ensuring capacity for projected vehicular demands. Blair Road improvements include widening to 3 lanes, along with the installation of a traffic signal at the Waldron Road intersection. Additionally, Lake Road will be realigned to intersect with Waldron Road, facilitating smoother transitions and access points.

The South Waldron Mixed Use Site will feature four residential access points and include five commercial entrances onto Waldron and Blair Roads, equipped with designated travel lanes for efficient ingress and egress. An internal street network will promote connectivity within the development, as well as link to the surrounding roadways, providing accessible routes throughout.

All infrastructure will meet City of La Vergne Standards, with any deviations requiring approval from the City Engineer, ensuring that the development aligns with local regulations and supports community growth effectively.

OPEN SPACE EXHIBIT

REQUIRED OPEN SPACE:
20% Open Space

PROVIDED OPEN SPACE:
+/- 25% Open Space

OPEN SPACE - SOUTH

The South Waldron Mixed Use Site will transform over 25% of its area into thoughtfully designed open space, fostering a welcoming environment for residents and visitors alike. This extensive open space will include a mix of pocket parks, communal green areas, village greens, and natural buffers around existing tributaries. Recreational trails will wind through these green spaces, connecting the community with preserved natural stream buffers and enhancing accessibility to outdoor areas.

Central to the development, the Amenity Center will serve as a community hub, providing a variety of recreational and social amenities. Residents will enjoy a community clubhouse and cabana, a large pool with a sun deck, playgrounds, outdoor fire pits, and convenient access to a comprehensive walking trail network that spans the community. This center will offer ample outdoor seating areas, providing spaces for relaxation and community gatherings, as well as a dedicated playground for children.

In the heart of the mixed-use town center, a pedestrian-friendly network of sidewalks and trails will link the central village green with other community features. Retail jewel boxes, positioned along a central median, will create a dynamic retail experience, while pedestrian zones and robust streetscapes dotted with retail outlets and dining terraces will enrich the community's social scene. This interconnected design will encourage foot traffic, promoting a vibrant, accessible town center where residents can shop, dine, and enjoy outdoor areas in a cohesive, lively environment.

SUMMARY OF PDR VARIANCES & DECLARATIONS

General

Building Height

- 4 Story Buildings (exceeding 35’ in height)

Retaining Walls

- No Restriction on max height of retaining walls.

Residential

Parking (Gated & Un-Gated)

- Townhomes 3 spaces per unit
- Multifamily 1.6 Spaces per unit across unit mix
- Parking spaces will be a minimum of 9x18
- Option of on street parking where appropriate
- Landscape Islands placed at ends of parking rows with standard canopy trees

Building Materials

- Façades to exceed minimum 50% combination of Brick, Stone, Fiber Cement, or Concrete product excluding windows, trim, and doors

Parking

- Parking spaces will be a minimum of 9x18

Zoning

- Change underlying from R-1 to R-3

Commercial

Parking

- Parking spaces will be a minimum of 9x18
- Option of on street parking where appropriate
- Landscape Islands placed at ends of parking rows with standard canopy trees

Building Materials

- Commercial façades visible from a public street to have a minimum 50% use primary materials: brick, stone, decorative concrete or glass.

Declarations:

Access

- Twinning Station will, at its own expense, install light at main intersection across from Snowdrop Ave on Waldron Rd.

Future Easements

- Twinning Station acknowledges and agrees to work with city if future utility easements are required to cross undeveloped or open areas of the development

DEVELOPMENT STANDARDS

RESIDENTIAL

Uses Permitted:

- Single family detached homes shall be on its own lot of record and sold fee simple.
- Townhomes shall be its own land record as fee simple or horizontal property regime.
- Multifamily dwelling units shall be for rent.

Residential Development Standards:

- Entrances off Waldron Road and Blair Road shall have new entrance signage constructed of masonry materials and anchored by landscaping.
- Building heights shall not exceed 4 stories in height.
- Builders shall install sod and landscaping along foundations of all primary and secondary front yards along R.O.W.s of all buildings. Seed/Straw will be installed on the side and rear foundations of all buildings.
- All townhome buildings shall be comprised of fifty percent masonry and brick.
- All mechanical equipment (i.e. HVAC and transformers) to be screened and located in the rear/side of all units.
- All on-site utilities shall be underground.
- All unit types will be serviced by a 3rd party trash company.
- Prior to construction plan review, a complete and thorough design of the stormwater management system and facilities will be completed.
- Parking for the residential units will comply with the City of La Vergne requirements.
- Residential units shall have a mix of concrete and asphalt driveways.
- All streets will be classified as a mix of public rights-of-way or private drives.
- All streets have been designed to comply with City of La Vergne Streets Standards.
- Public sidewalks will be provided on both sides of all public streets throughout the development to create a pedestrian friendly community. There will also be pedestrian connections between the residential portion of the development to the mixed uses town center.
- Mail service will be provided via CBU.
- Decorative streetlights will be coordinated with MTEMC.
- All homeowners shall be required to be a member of the H.O.A.
- As a member of the H.O.A., the residents shall be subject to restrictive covenants, and be required to pay membership dues as determined by a 3rd party management company.
- HOA will be managed by independent 3rd party management company.
- The common areas will be owned and maintained by an H.O.A.
- All infrastructure shall comply with City of La Vergne Standards. Any exceptions must be approved by the City Engineer.
- Fencing shall be constructed of durable materials. Wooded and chain-link fences are prohibited.
- All parking shall be located at least 10-feet from the public R.O.W. along Waldron and Blair Road.
- All parking areas to be screened from public rights-of-way by landscaping or in combination with berms.
- A mix of Type 1 & Type 2 Transitional Screening applications shall be provided at the perimeter edges of the proposed development and as identified/labeled.
- Monument signage shall be placed no closer than 5-ft to the R.O.W. along Waldron and Blair Roads.
- Monument signage shall have materials consistent with the building architecture and be accented with landscaping. Signage lighting will be exterior or push-thru style illumination. Signage shall comply with applicable zoning ordinance at the time of request.
- All mechanical equipment located on the ground (i.e., hvac and transformers) to be screened with landscape or fencing. If mechanical equipment is located on the roof, then they shall be screened from view.
- Any solid waste enclosures shall be constructed of materials consistent with building architecture, be at least 8-feet tall, with opaque gates, and shall be screened with landscaping. Solid waste collection service shall be provided by a private hauler.
- All on-site utilities will be underground.
- On-site lighting will comply with the LZ-2 standards outlined in the Model Lighting Ordinance by the International Dark-Sky Association to prevent light pollution and provide safety for patrons and employees.
- Parking will comply with the City of La Vergne Zoning Ordinance for the allowable uses outlined to the right. Shared parking shall be implemented as needed/requested.
- All parking will have curbing.
- Fencing shall be constructed of durable materials. Wooded and chain-link fences are prohibited.

- Multi-Family: 26% Brick/Stone, 55% Fiber Cement, and 19% Glazing/Door's material, with natural wood accents for exterior materials. Building elevations exampled provided in slide. Note, the long faces carry most of the masonry, so the buildings look to have more masonry than as calculated.
- Townhomes: 60% Fiber Cement Board and 40% masonry/stone with natural wood accents for the exterior materials.
- Single Family Homes: 20% Fiber Cement Board and 80% masonry/stone, with natural wood accents for the exterior materials.
- Masonary shall include traditional brick as available in a variety of sizes such as modular, standard, queen, utility, and monarch.
- Stone shall include the following: natural stone products, stone veneer, and panelized stone.
- Cemntitious products shall include the following: Allura, LP Smartside, GAF Weatherside, James Hardie, Nichiha, and Certain Teed. Each of these products have offer lap siding, panel siding, plank siding, shingle/shak siding, trim boards, and soft boards.

- 55+ Single Family: Home facades shall be constructed of 100% Masonry. Masonry shall include Fiber Cement Siding, Brick, Stone, or Concrete product. Stucco and exterior insulation and finish systems (EIFS) are not considered masonry. This design standard will allow for farmhouse style homes with a broader color palette in addition to more traditional masonry style homes.

COMMERCIAL

While the exact uses for the commercial properties are unknown at this time, the allowable uses for this development are listed below. The list of allowable uses is based on the allowable uses listed under (C-2) Highway Service District and (C-3) Neighborhood Service Business District in the current zoning ordinance. Therefore, additional standards for those anticipated uses have been outlined below. The proposed sites will provide for adequate parking (including shared parking), vehicular and pedestrian circulation, solid waste management, stormwater management and landscaping.

Uses Permitted:

- Convenience retail sales and services
- Consumer Repair Services
- Financial, insurance, real estate and consulting services
- Food and beverage services
- Food Service (take out and drive-thru)
- Animal Care & Veterinarian (provided no outside housing of animals)
- General business services
- General personal services
- General retail trade
- Medical Services
- Professional Services (not otherwise listed)
- Religious facilities
- Daycare
- Grocery Stores
- Gasoline Station (including beer and tobacco sales)
- Beauty Parlor
- Barbershops
- Hardware Store
- Drug Store & Pharmacy
- Liquor Store
- Hotel
- Professional Office

Uses Prohibited:

- Bus transit station
- Bus or truck vehcile repair, meaintenance or storage facility
- Building materials and farm equipment sales
- Concrete or asphalt plant
- Rock quarry
- Residential homes leased on a short-term basis of less than 30 days, such as VRBO and Air B&B, but hotels and motels are expressly permitted
- Automobile sales, rental (other than as part of a hote's services) and delivery, aircraft dealers, boat dealers, recretaional and utility trailer dealers
- Wholesale sales
- Plant and forest nurseries
- Mortuaries, crematoriums and funeral homes
- Self-Storage, Mini Storage and Mini-Warehousing
- Outside kennels/Stables
- Manufacturing, Industrial and Warehousing
- Sporting and recreational vehcile campgrounds and tracks
- Automotive Repairs & Service
- Cellular Towers over 25' tall
- Automotive wrecking & recycling
- Junk or salvage yards
- Vehicle Storage Areas
- Truck Terminals
- Automotive, marine craft, aircraft and accessories
- Self-Service Laundries
- Marijuana Dispensoary and/or Marijuana Paraphernalia
- Beer & Tobacco Store (but specifically excluding convenience retail sales, grocery, and services)
- Vape/CBD Tattoo or Check Cashing Store
- Hookah Lounge *
- Extended Stay Hotel **

Commercial Development Standards:

- Building heights shall not exceed 4 stories in height.
- All parking shall be located at least 10-feet from the public R.O.W. along Waldron and Blair Road.
- All parking areas to be screened from public rights-of-way by landscaping or in combination with berms.
- A mix of Type 1 & Type 2 Transitional Screening applications shall be provided at the perimeter edges of the proposed development and as identified/labeled.
- Drive-thru windows shall be permitted for uses such as restaurants, financial institutions, dry cleaners, etc.
- Commercial buildings shall have a well-defined architectural base by use of different materials, colors or change in pattern or a combination of these techniques.
- Building elevations will have articulation or multiple building planes to promote quality architecture, and main entrances that are well defined and easily recognizable.
- Buildings shall have a minimum of 3' of foundation planting, except where access for drive-through windows are needed.
- The commercial lots shall have a pedestrian network that connects to Waldron Road and Blair Road. There will also be pedestrian connections between the residential portion of the development from the commercial property.
- Monument signage shall be placed no closer than 5-ft to the R.O.W. along Waldron and Blair Roads.
- Monument signage shall have materials consistent with the building architecture and be accented with landscaping. Signage lighting will be exterior or push-thru style illumination. Signage shall comply with applicable zoning ordinance at the time of request.
- Building signage shall follow standards outlined in the City of La Vergne sign ordinance.
- All mechanical equipment located on the ground (i.e. hvac and transformers) to be screened with landscape or fencing. If mechanical equipment is located on the roof, then they shall be screened from view.
- Any solid waste enclosures shall be constructed of materials consistent with building architecture, be at least 8-feet tall, with opaque gates, and shall be screened with landscaping. Solid waste collection service shall be provided by a private hauler.
- All on-site utilities will be underground.
- On-site lighting will comply with the LZ-2 standards outlined in the Model Lighting Ordinance by the International Dark-Sky Association to prevent light pollution and provide safety for patrons and employees.
- Parking will comply with the City of La Vergne Zoning Ordinance for the allowable uses outlined to the right. Shared parking shall be implemented as needed/requested.
- All parking will have curbing.
- Commercial lots will not be a part of the residential H.O.A.
- Commercial lots that utilize communal facilities shall be part of an owner's organization responsible for the care and upkeep of shared drainage, parking, etc.
- Fencing shall be constructed of durable materials. Wooded and chain-link fences are prohibited.
- Commercial will be 35% Brick/stone and 65% Fiber Cement Board with natural wood accents.

* Hookah Lounge shall be further defined as any establishment, business, or premises, whether operated for profit or not, where customers, patrons, members, or other persons are permitted or allowed to smoke, inhale, vaporize, or otherwise consume tobacco, shisha, herbal substances, synthetic substances, or any similar product or material through a hookah, waterpipe, or any similar device, whether provided by the establishment or brought in by the patron. The term “hookah lounge" includes, but is not limited to, establishments where such activity occurs as the primary or ancillary use, regardless of whether food, beverages, or entertainment are also offered. For purposes of this definition, it shall be irrelevant whether the products consumed contain nicotine or other controlled substances, and whether the devices used are personal or communal.

** Extended Stay Hotels shall be further defined as any building, group of buildings, or portion thereof, designed, used, maintained, advertised, or offered for occupancy by guests or tenants for temporary lodging or residence, where individual units are equipped with kitchen facilities, kitchenettes, or any type of cooking appliance or equipment, and where accommodations are rented, offered, or intended to be rented for periods of more than seven (7) consecutive days, or where the business model, pricing structure, or operational policies are designed to encourage or accommodate occupancy for more than seven (7) consecutive days. This definition applies regardless of the actual duration of any individual guest's stay, and includes any facility that offers weekly rates, discounts for extended stays, or marketing directed toward business travelers, temporary workers, relocating residents, or others seeking accommodations for more than seven (7) days. The presence of housekeeping, concierge, hotel licensing, or transient occupancy tax status does not exempt a facility from classification as an extended stay hotel.

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ARCHITECTURAL CHARACTERISTICS - TOWNHOMES AND MULTIFAMILY

ROOFING MATERIALS

PERMITTED	DIMENSIONAL ASPHALT SHINGLES LAMINATED SHINGLES COPPER FINISHES STANDING SEAM METAL ROOFS
NOT PERMITTED	ROLLED ASPHALT ASBESTOS CEMENT SHINGLES BRIGHTLY COLORED METAL ROOFING

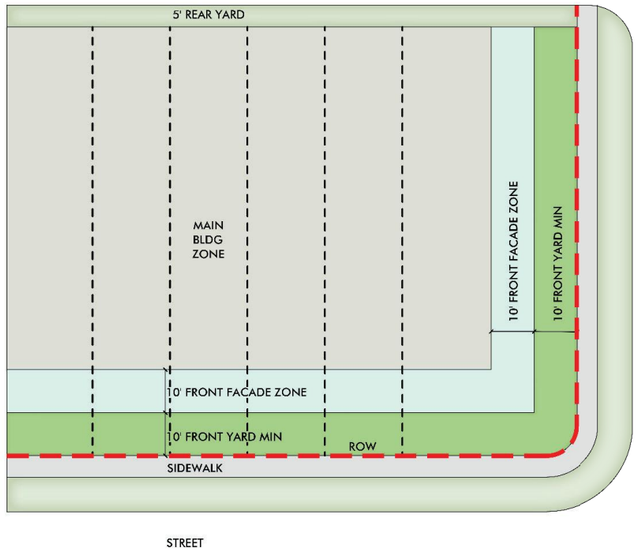
EXTERIOR SIDING MATERIALS

PERMITTED	BRICK STONE STUCCO NATURAL WOOD ACCENTS CEMENTITIOUS PANELS + LAP/PLANK SIDING
NOT PERMITTED	ALL PLASTICS/VINYL SIDING PLYWOOD CONCRETE BLOCK

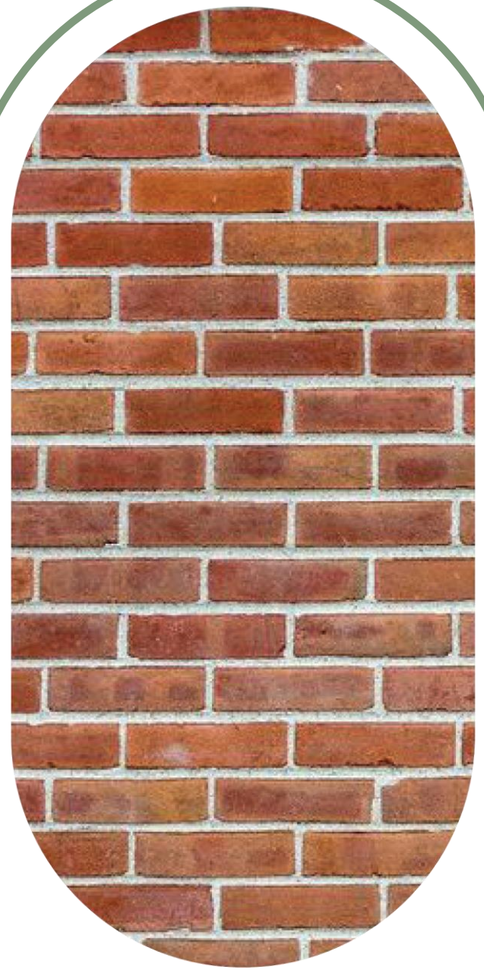
EXTERIOR COLORS

PERMITTED	MUTED NATURAL EARTH TONES
NOT PERMITTED	BRIGHT PRIMARY COLORS

TOWNHOMES



Width: Ranges from 16-20 feet
Depth: Range from 70 - 120 feet
Front Yard Setback: 10 feet
Front Facade Zone: 10 feet
Side Street Setback (Corner Lots): 10 feet.
Side Street Facade Zone (Corner Lots): 10 feet
Side Yard Setback: Townhomes must be at least 10 feet apart.
Rear Loaded Garages: May be placed at either 5 feet or 22 feet from the edge of the alley, and within the side facade zones.
Porches, Bay Windows, and Stoops: May extend into the Front Yard Setback, but no closer than 5 feet to sidewalk
Front loading townhomes shall provide either surface parking spaces along the front facade with a sidewalk and a minimum 5 foot landscape to front facade, or front loading garages set back 5 feet from the main entrance and provide a minimum 22' driveway parking space from back of sidewalk to face of garage.
Townhomes shall be its own land record as fee simple or horizontal property regime.



ARCHITECTURAL CHARACTERISTICS - SINGLE FAMILY DETACHED HOMES

ROOFING MATERIALS

PERMITTED	DIMENSIONAL ASPHALT SHINGLES LAMINATED SHINGLES COPPER FINISHES STANDING SEAM METAL ROOFS
NOT PERMITTED	ROLLED ASPHALT ASBESTOS CEMENT SHINGLES BRIGHTLY COLORED METAL ROOFING

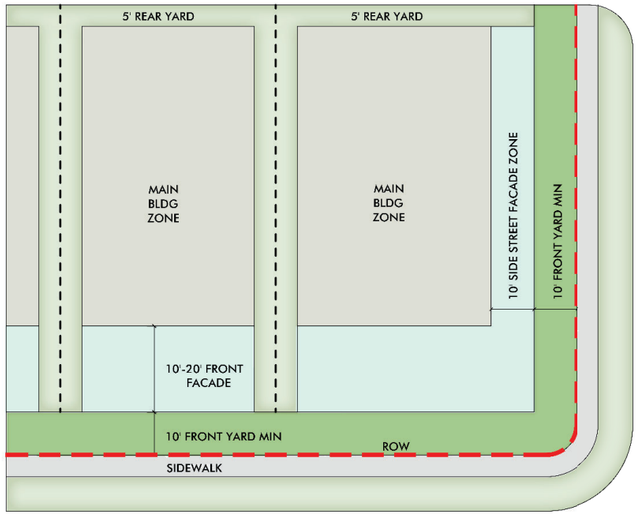
EXTERIOR SIDING MATERIALS

PERMITTED	BRICK STONE STUCCO NATURAL WOOD ACCENTS CEMENTITIOUS PANELS + LAP/PLANK SIDING
NOT PERMITTED	ALL PLASTICS/VINYL SIDING PLYWOOD CONCRETE BLOCK

EXTERIOR COLORS

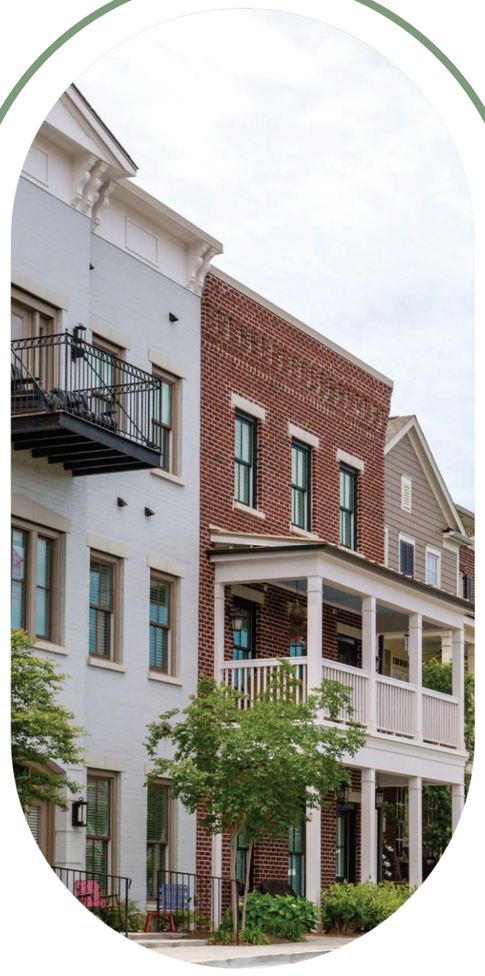
PERMITTED	MUTED NATURAL EARTH TONES
NOT PERMITTED	BRIGHT PRIMARY COLORS

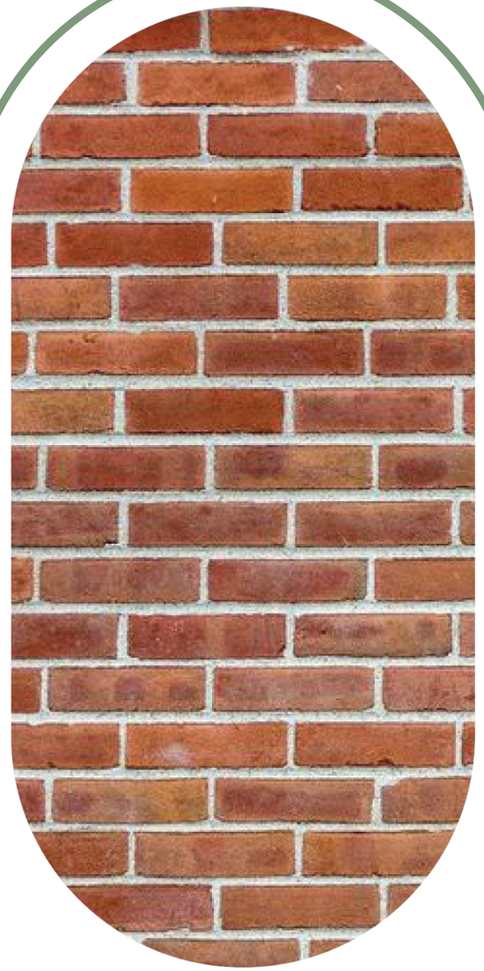
SINGLE FAMILY



Width: Ranges from 50 - 75 feet
Depth: Range from 110 - 130 feet
Front Yard Setback: 10 feet
Front Facade Zone: Generally, 10 - 20 feet deep.
Side Street Setback (Corner Lots): 10 feet.
Side Street Facade Zone (Corner Lots): 10 feet.
Side Yard Setback: Minimum setbacks for all structures are 5 feet. Houses must be at least 10 feet apart
Garages: Lots with driveway access from the street shall have garages placed min. 3 feet behind the front facade of the Main Body of the house.

Porches, Bay Windows, and Stoops: May extend into the Front Yard Setback, but no closer than 5' to sidewalk.





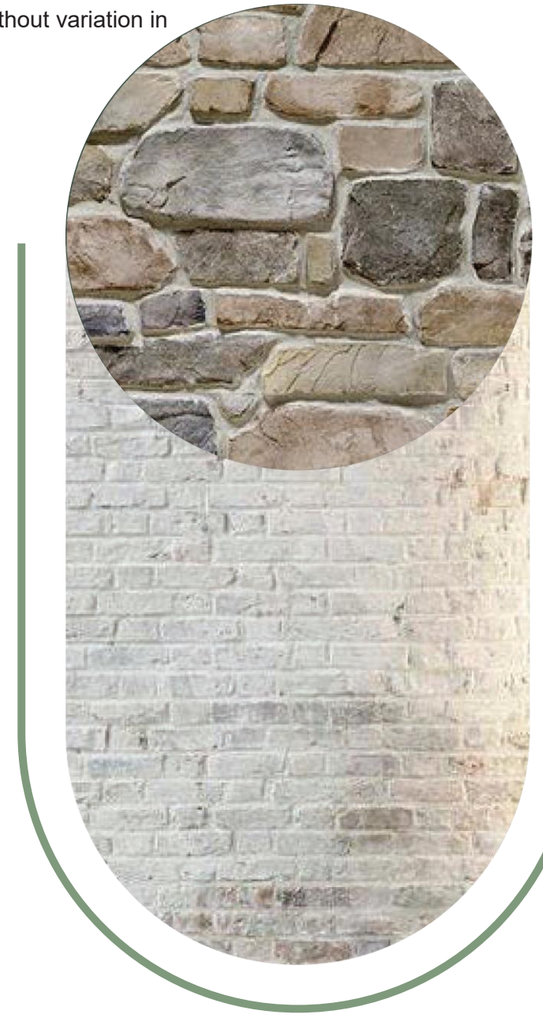
ARCHITECTURAL CHARACTERISTICS - COMMERCIAL

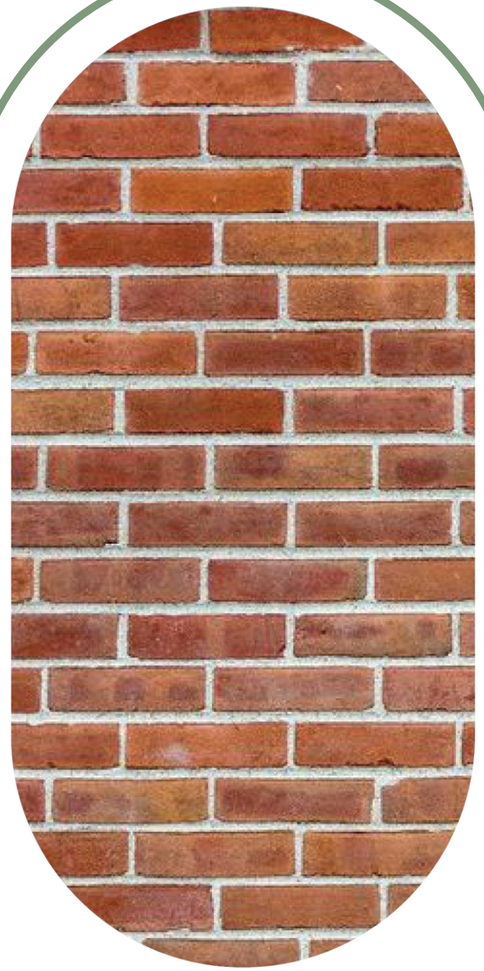
ARCHITECTURAL CHARACTER STANDARDS:

- Elevated Architectural Detail
- Cohesive Design Aesthetic for All Buildings
- Similar Themes between adjacent Structures
- Rooffines and Cornices to vary to create interest
- Mechanical Screening from Pedestrian View
- Color Scheme to be consistent within General Design
- One and Two-Level Structures to be comparable in heights with roof lines and features
- Glazing at the main retail spaces on the main level is beneficial for pedestrian interest
- Building and Dumpster enclosure elevations sown with materials notes and colored to accurately represent built appearance
- Prototype designs, indicate how they have been adapted to La Vergne setting and guidelines
- Location of building service areas noted, with screening provided
- Location of exterior mechanical equipment noted, plans for screening

BUILDING HEIGHT AND SETBACKS:

- All architectural building design shall follow the La Vergne City Zoning and Design Ordinance
- Roof cornices shall create shadow lines
- Clock tower and Roof features such as Gables and Tower Features shall be provided at main corner elements
- Symmetrical building heights and roof features may be required at gateway elements between buildings
- One story and two story shall be designed not to create drastic building height changes
- Setbacks with entrances and differentiating setbacks within buildings is encouraged for shadowing etc.
- Mechanical roof screening with parapets, roof structures or placed where not visible from grade
- No long Roof line designs will be appropriate without variation in parapets and cornices





MASSING, PROPORTION AND SCALE:

- Create appropriate massing and scale per adjacent structures and context
- Awnings, canopies and Main level retail window openings
- Vertical masonry columns between glazing
- Common design elements with masonry
- Utilize nominal masonry and not utility sized brick
- Main level window height to be 10'-0" with clear glazing
- Building entries to be visible and defined
- Facades shall not be ffat and shall have stepping and breaks

BUILDING COMPOSITION AND PATTERNING:

- Repetition is good for patterning
- Mix of masonry and metal panels and sim. limestone
- Create pedestrian visual connections between structures
- Symmetry should be used in mirrored building structures for “gateway" effect
- Roof line should be designed to vary and provide rhythm
- No large wall areas without varying depths and breaks in elevation
- Windows, Columns and vertical elements to break up facades
- Lighting sconces and other lighting features to be used
- Base, Body and Cap for architectural standards
- Main Level Retail windows areas to be 40% min.

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ARCHITECTURAL CHARACTERISTICS - COMMERCIAL

MATERIAL SELECTIONS AND STANDARDS AND PERCENTAGES:

All visible Sides of buildings shall be consistent for material use.
All materials to be durable and of high quality for longevity and maintenance purposes

PRIMARY MATERIALS – 70%:	Nominal Full brick or thin brick Natural or Simulated/Synthetic Stone Smooth Cast Stone
SECONDARY MATERIALS – 20%:	Exterior Insulation Finish System or EIFS (Cornices etc.) Authentic Stucco ACM Reynobond Smooth Metal Panels Composite or Cementuous Panels
ACCENT MATERIALS – 10%:	[NOTE: No More that 10% of Accent Material is Allowed] Architectural Metal Wall Panels Simulated Prefinished Wood Smooth-Faced Concrete Masonry Simulated stone (Lick and Stick) CMU or Split-Faced CMU Corrugated R-Panels (Prefab Structures)
DISCOURAGED MATERIAL USE:	Large areas of EIFS/Dryvit Simulated stone (Lick and Stick) CMU or Split-Faced CMU Corrugated R-Panels (Prefab Structures)

WINDOWS:	1" Insulated Aluminum Storefront Marvin Elevate or Equal Iron Lion Metal Frame or Equal False Windows and Spandrel Glass may be used as accent
ROOFING:	Standing Seam Metal Roofing Pre- Finished Metal Coping TPO for typical non-visible roofing
AWNINGS AND CANOPIES:	Standing Seam Metal Awnings Smooth ACM Metal for Canopies etc. Fabric Awnings
LIGHTING:	Consistent Pole Type Lighting, Black in Color Sconce Lighting, should have varying standards Uplighting recessed in walkway or building mounted accent

GENERAL PALETTE:

Retail/Mixed use, along center entry drive or “Avenues" architectural aesthetic may have a similar aesthetic to create a more cohesive well-organized shopping environment.

Commercial outparcels and other structures would follow the primary and secondary material options.

Prototype retail parcels would follow the primary and secondary material options but allow the prototypical design and their material concepts to remain.

- “Avenue" or retail/Mixed use section may be lighter stucco and brick with main level glazing
- Colors for accents may be placed for interest or signage
- Number of varying colors may be limited depending on tone changes
- Lighting and window type frames to be considered

HARDSCAPES:

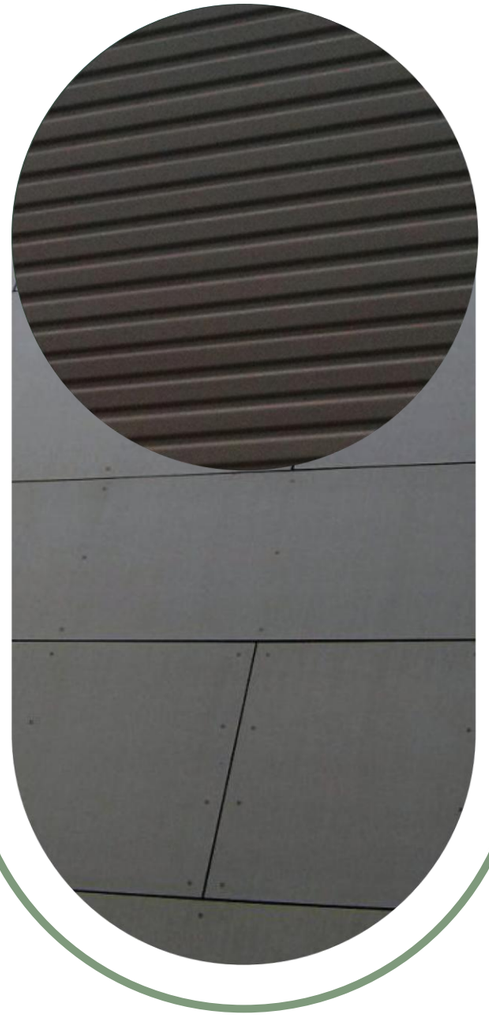
- Masonry site landscape and seat walls, planter walls and landscape features to create pedestrian gathering spaces with benches and light poles along walkways.
- Pathways to be added from parking to retail spaces

ROOF AND PARAPET:

- Long facades should have vertical features and varying roof lines
- Cornice lines with masonry detail shadow lines
- Gable roof and Corner Tower Features with varying roof lines
- Parapets and cornices shall create detail and provide shadowing
- Metal Roofing features and coping detail shall be consistent
- Stepping facades in plan and roof line
- Varying heights
- Rear roof side parapets visible form grade shall have finished material all sides
- Roof pitch in all areas shall be the same pitch for consistency

SIGNAGE:

- All building signage shall follow the La Vergne City Zoning and Design Ordinance
- Signage should be contextual in height and scale with neighboring or adjacent structures
- Way finding signage will be designed to be throughout the development with a consistent aesthetic
- Neon Signage is not encouraged outside of “OPEN" type at retail storefronts



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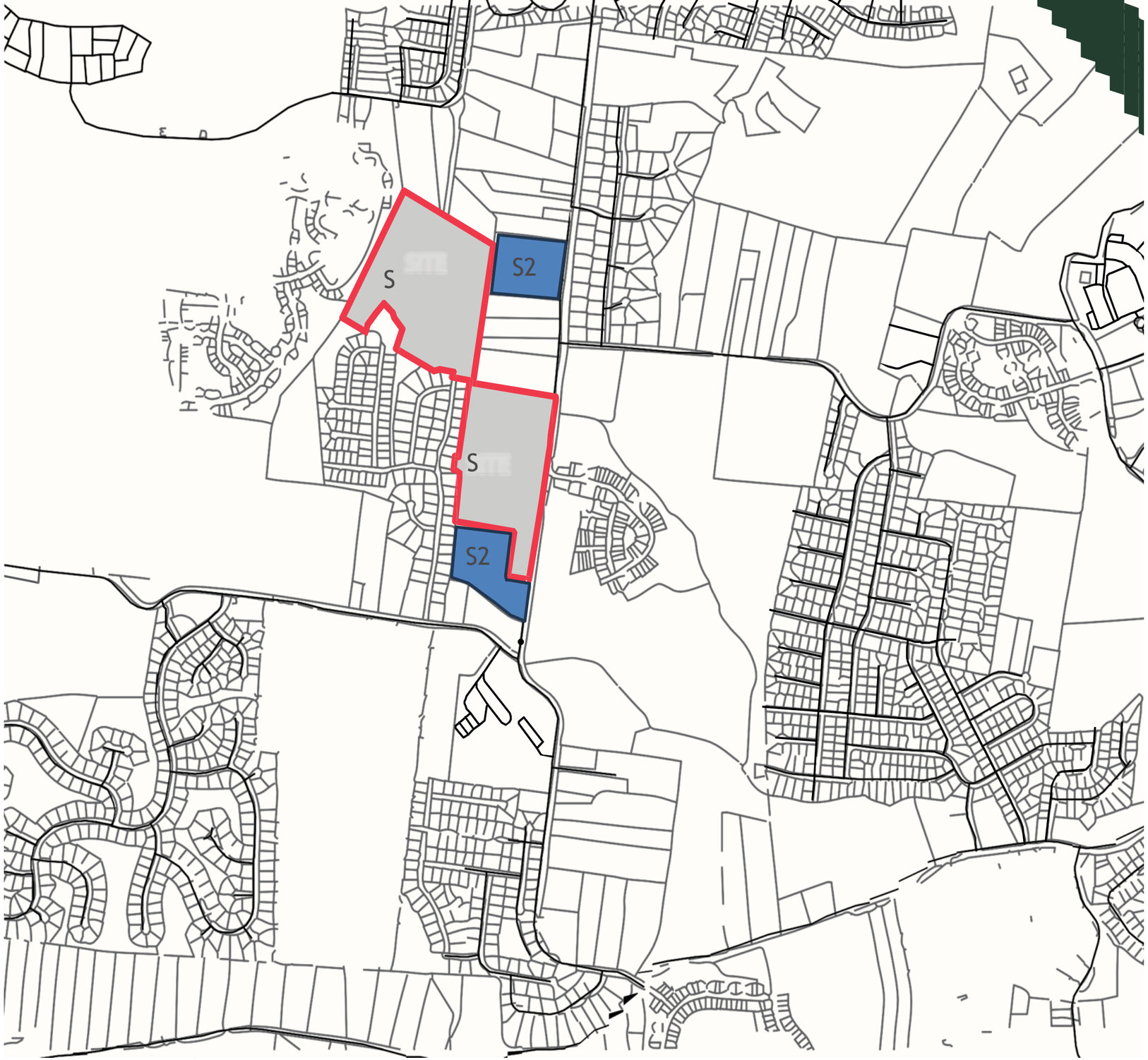

EXISTING CONDITIONS - VICINITY MAP

SUBDIVISION DEVELOPMENTS

Subdivision Name	TYPE	Existing 2024	Proposed Build-out	Exiting Plus Permitted
Cedar Ridge Apt	Apartment	150	150	150
Farmingdale	Single Family	267	267	267
Dove Creek	Single Family	133	133	133
Carother's Crossing (Metro)	Mixed Use	414	2300	414
Carother's Crossing (La Vergne)	Mixed Use	166	343	210
Brookside	Single Family	189	198	189
Summit View	Single Family	117	117	117
Woodland Hills	Single Family	366	451	366
Walnut Ridge	Single Family	68	68	68
The Ridge	Single Family	112	145	117
Arbor Ridge	Mixed Use	0	571	0
Portico Place	Single Family	71	163	87
Woodsong	Single Family	208	208	208
Vineyards	Single Family	353	353	353
McFarlin Point	Single Family	350	350	350
Pinnacle Point	Single Family	120	143	120
Woods at Martins Bend	Single Family	32	32	32
Gwynne Farms (Smyrna)	Mixed Use	135	540	135
Mission Hills	Mixed Use	0	599	0
Blair Ridge	Townhome	0	141	0
	Total:	3251	7272	3316

AREA DEMOGRAPHICS

Population Summary	
2010 Total Population	32,888
2020 Total Population	38,719
2023 Total Population	40,760
2028 Total Population	43,518
2023-2028 Annual Rate	1.32%
2023-2028 Total Growth	6.60%
2020 Group Quarters	61
2023 Group Quarters	61
2023 Total Daytime Population	37,307
Workers	17,469
Residents	19,838

Housing Unit Summary	
2023 Housing Units	13,653
Owner Occupied Housing Units	68.8%
Renter Occupied Housing Units	27.6%
Vacant Housing Units	3.5%
2028 Housing Units	14,597
Owner Occupied Housing Units	71.0%
Renter Occupied Housing Units	25.6%
Vacant Housing Units	3.4%

Household Summary	
2010 Households	11,049
2010 Average Household Size	2.98
2020 Total Households	12,472
2020 Average Household Size	3.10
2023 Households	13,170
2023 Average Household Size	3.09
2028 Households	14,095
2028 Average Household Size	3.08
2023-2028 Annual Rate	1.37%
2010 Families	8,523
2010 Average Family Size	3.34
2023 Families	9,668
2023 Average Family Size	3.55
2028 Families	10,296
2028 Average Family Size	3.54
2023-2028 Annual Rate	1.27%

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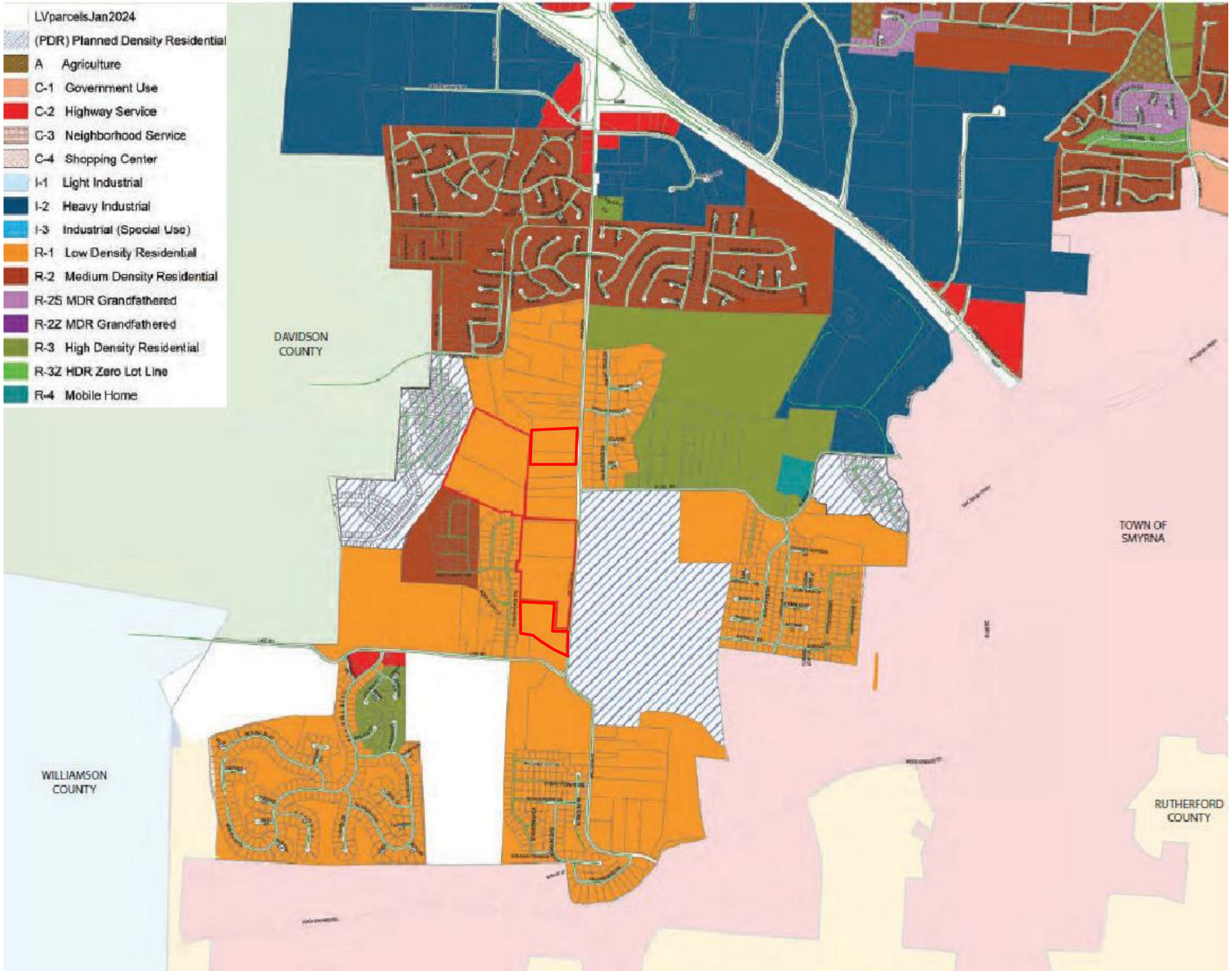
SUBDIVISION MAP

EXISTING SUBDIVISIONS

The South Waldron Mixed Use Site is centrally located amidst a diverse array of residential subdivisions, each contributing to the area's established character and appeal.

- East: Arbor Ridge PDR along Waldron Road offers a mix of residential types, commercial spaces, and trails. Further east, Ivy Pointe consists of two-story, single-family homes with garages and brick facades.
- North: Walnut Ridge Estates on Walnut Ridge Drive features single-family homes, primarily one and two stories, with vinyl and brick exteriors.
- West: The Ridge includes two-story single-family homes with garages and brick facades.
- Northwest: Carothers Crossing offers two-story homes with front and rear garages, featuring brick and stone exteriors.
- South: Pinnacle Point Subdivision, located behind Rock Springs Elementary, consists of two-story single-family homes.

This mix of established subdivisions enhances the South Waldron Mixed Use Site's potential for seamless integration of commercial and retail development as part of the local residential fabric, provides a well- rounded, community-oriented environment. With architectural consistency, and frequent use of brick and stone, combined with accessible amenities, positions the development as a complementary addition to the surrounding neighborhoods.



EXISTING ZONING MAP - CITY OF LA VERGNE

EXISTING ZONING

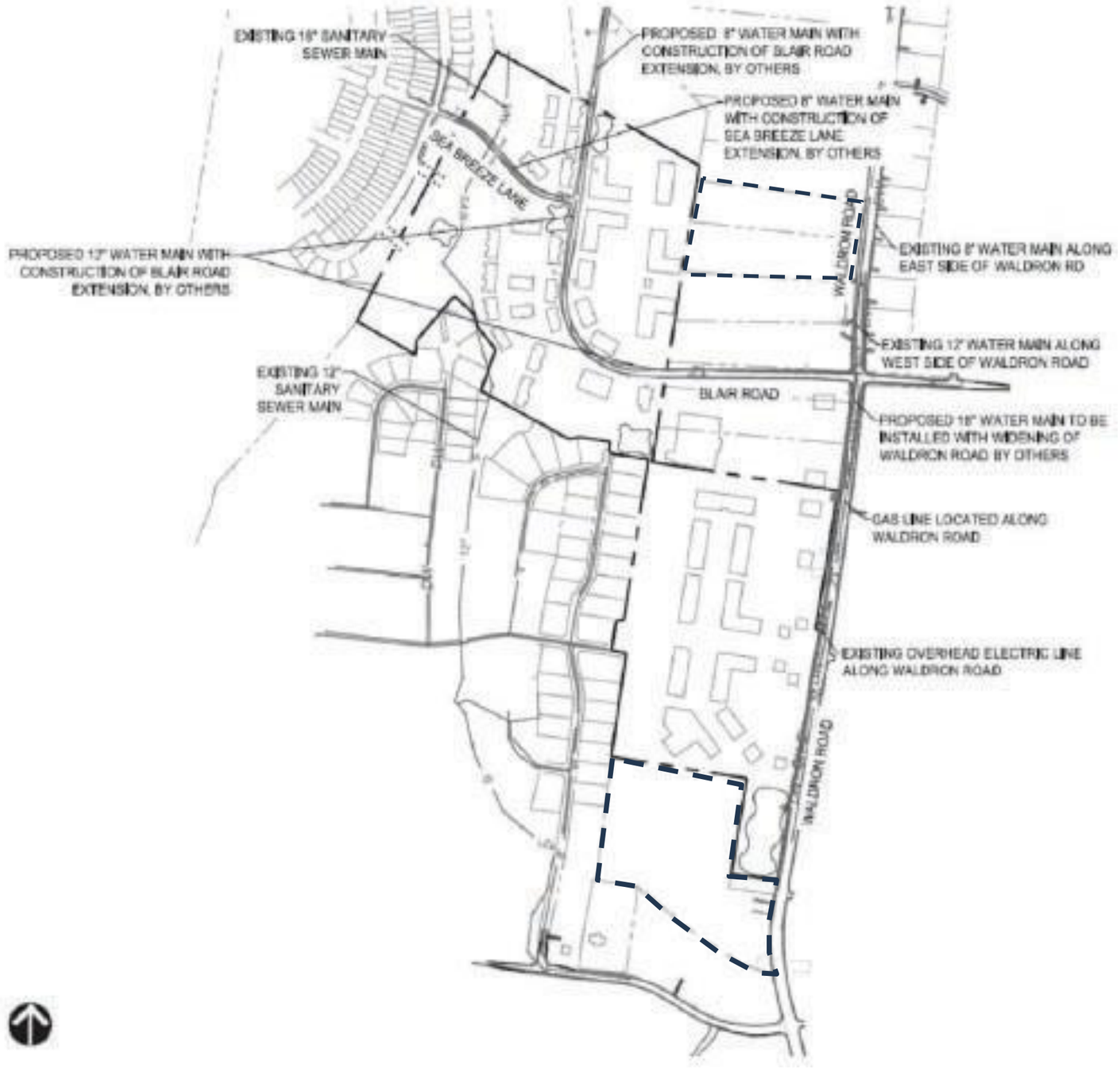
The South Waldron Mixed Use Site is located in a diverse zoning area within La Vergne, the site brings together residential and commercial opportunities to create a thriving community-oriented environment. The surrounding area is largely zoned Low Density Residential (R-1), preserving the peaceful and residential character of the neighborhood while offering a seamless integration for commercial development.

Proximity to Planned Development Residential (PDR) Areas:

- Carothers Crossing (Northwest of the site): This PDR-zoned area provides a unique community feel with a blend of housing types, creating a versatile neighborhood that fosters interaction and accessibility. The mixed residential styles within Carothers Crossing attract a dynamic community that would benefit from nearby commercial conveniences.

- Arbor Ridge (East, along Waldron Road): Another PDR-zoned area, Arbor Ridge combines diverse residential options with amenities like trails and open spaces, supporting an active, walkable environment. This development emphasizes community connectivity, making it a natural fit for businesses that value foot traffic and neighborhood engagement.

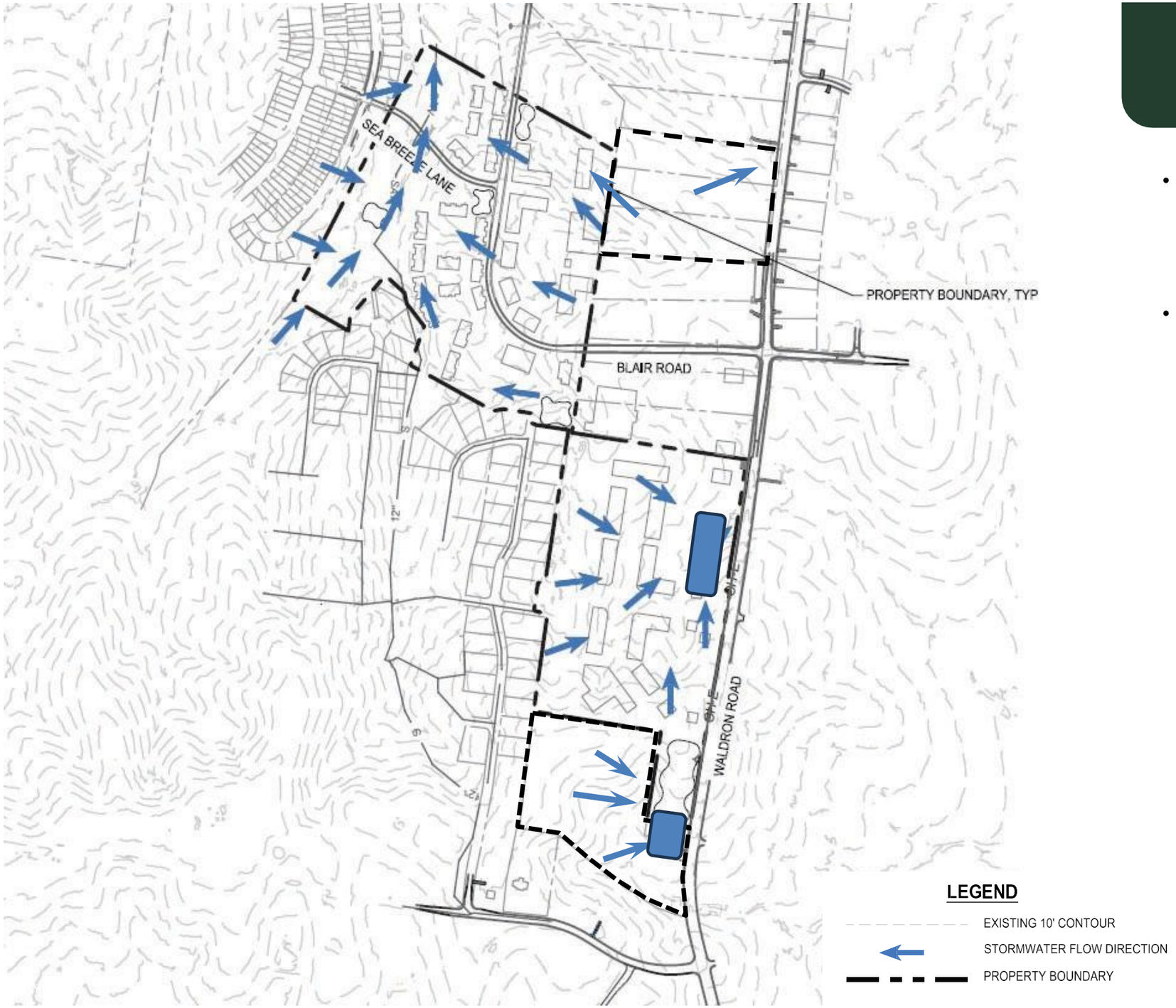
This mix of R-1 and PDR zoning around the South Waldron site offers a balanced array of land use options, promoting a harmonious blend of residential density and commercial accessibility. The integration of these zoning types encourages connectivity, providing residents with easy access to essential services, retail options, and amenities. The site's proximity to these mixed-use and residential areas makes it an ideal location for businesses aiming to serve a well-established and growing community, ultimately enhancing the neighborhood's appeal and functionality.



SITE UTILITIES

- Water Service will be provided by the City of La Vergne Public Utilities Department.
- As part of the Blair Road extension project, a 12” and 8” water main will be extended through the northern half of the property. As a part of the Waldron Road widening project, the existing 12” and 8” water mains will eventually be replaced by a single 18” water main.
- Sanitary sewer exists in the northern half of the project boundary along side Hurricane Creek, a 12” gravity main for a portion of the limits before upsizing to an 18” gravity sewer main. The southern half of the project is currently served by a lift station, gravity connections are currently being explored.
- Electric Service will be provided by Middle Tennessee Electric Membership Corporation, MTEMC. Service will be extended from Waldron Road into all areas of the site.

SITE UTILITY EXHIBIT



SITE TOPOGRAPHY

- The northern portion of the site drains east to west towards Hurricaine Creek, which runs south to north. The southern portion of the porject drains west to east and south to north.

- This property does not lie wtihin any floodplain areas and is fully within Zone “X” as shown on panel 47149C0105J, EFF. 5/9/2023.

HYDROLOGY AND TOPOGRAPHY

SITE TOPOGRAPHY

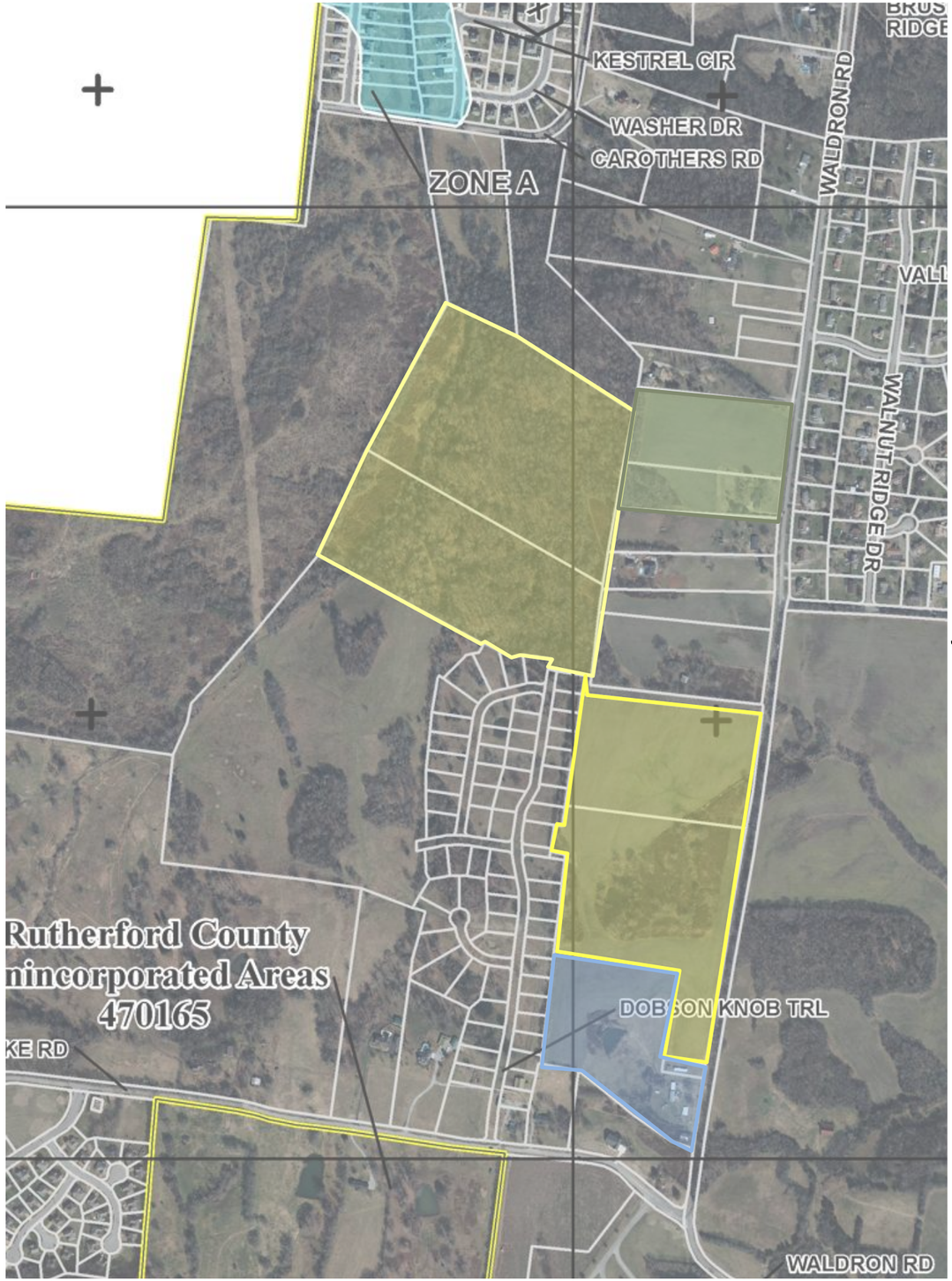
PER SECTION 3-101.2.4 OF THE SUBDIVISION REGULATIONS

SITE TOPOGRAPHY | 5 FOOT CONTOUR LINES

ATTACHED

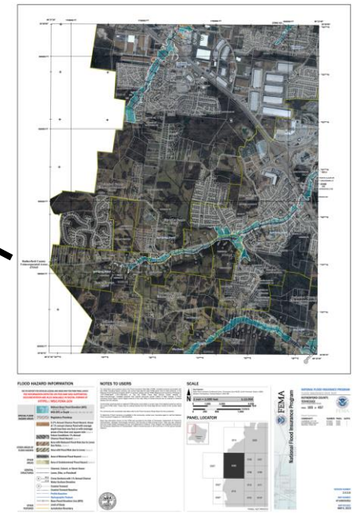
PENDING

PER ORDINANCE SECTION 14-603(5)(C)(I) STORM DETENTION CALCULATIONS



100 YEAR FLOOD PLAIN

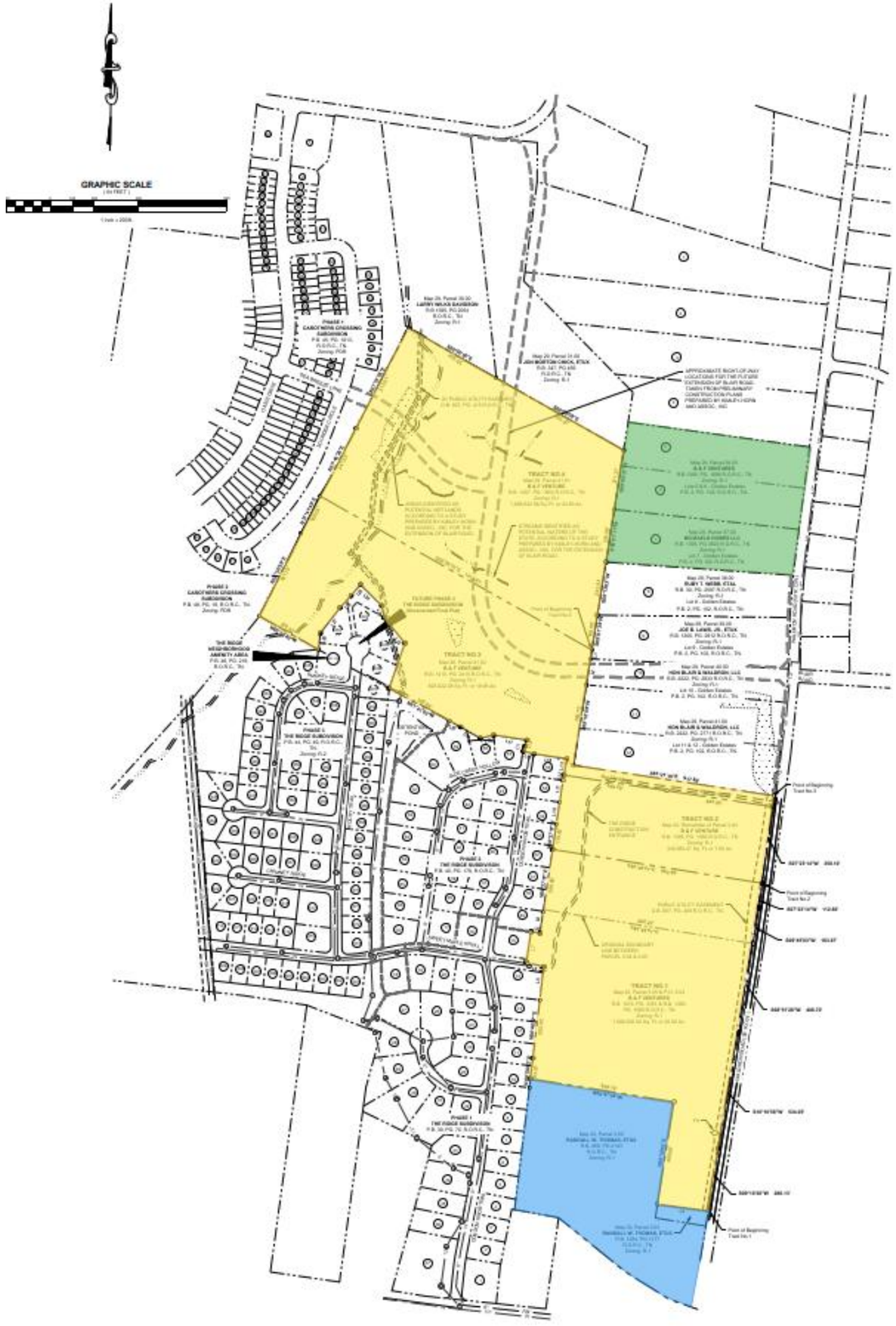
The project site is included in the area which has yet to be mapped by FEMA. Prior to any site plan application a HEC RAS Study shall be provided to establish the varying floodplain elevations across the site. All buildings shall be constructed per local and FEMA regulations. The floodplain area shown has been interpolated from the mapped areas immediately downstream along Hurricane Creek.



100 YEAR FLOOD PLAIN CALCULATION

Development Traffic Study

Update to original attached



SITE SURVEY

The South Waldron Mixed Use Site is meticulously planned to harmonize with its surrounding environment while providing a high-quality aesthetic that supports retail, commercial, and community engagement. The design incorporates key architectural elements to create a welcoming and cohesive space that aligns with nearby structures, enhancing the area's overall character and appeal.

Proposed Site Work Elements:

- Massing and Scale: The building forms will be thoughtfully scaled and massed to match the context of adjacent structures, ensuring compatibility with the surrounding neighborhood.
- Awnings, Canopies, and Retail Window Openings: Ground-level retail spaces will feature awnings and canopies to add depth to the façade while providing shelter for patrons. Large retail windows will foster visibility and a welcoming ambiance, inviting pedestrian engagement and street activity.
- Vertical Masonry Columns: Vertical masonry columns between window glazing provide a rhythm and solidity to the structure, enhancing its architectural integrity and visual appeal.
- Masonry Design Consistency: Common design elements will include high-quality masonry detailing, incorporating nominal-sized bricks (not utility-sized) to ensure refined, cohesive design. This masonry approach strengthens the building's presence while promoting durability and timeless appeal.
- Main Level Windows with Clear Glazing: Large 10-foot high clear-glazed windows on the main level will increase natural light, support visual connections to the interior, and create an open and transparent atmosphere for retail spaces.
- Defined Building Entries: The entrances will be highly visible and thoughtfully defined, creating an inviting and accessible entry experience for customers and visitors.
- Dynamic Facade Design: To avoid flat facades, the buildings will feature architectural stepping and breaks that add depth and interest, promoting a varied and visually engaging streetscape. This articulation creates a human scale and ensures that the development complements the surrounding area's architectural diversity.

These design and site work elements come together to create a visually appealing, functional, and community-oriented development that enhances the local architectural landscape while supporting businesses and community interaction.

Line Table		
Line #	Direction	Length
L1	S08° 58' 31"W	41.20'
L2	S08° 21' 17"W	118.97'
L3	S08° 00' 17"W	49.68'
L4	N82° 23' 01"W	231.77'
L5	N06° 41' 29"E	152.28'
L6	N76° 05' 41"W	80.86'
L7	N08° 39' 15"E	140.13'
L8	S81° 19' 11"E	40.45'
L9	N08° 37' 55"E	97.36'
L10	N08° 40' 09"E	100.00'

Line Table		
Line #	Direction	Length
L11	N08° 40' 47"E	100.02'
L12	N10° 34' 07"E	24.56'
L13	N10° 34' 07"E	75.13'
L14	N81° 21' 20"W	152.03'
L15	N75° 21' 15"W	50.00'
L16	N19° 38' 48"E	30.73'
L17	N81° 21' 20"W	152.82'
L18	S75° 52' 06"W	62.10'
L19	N60° 00' 51"W	103.94'
L20	N61° 35' 37"W	57.19'

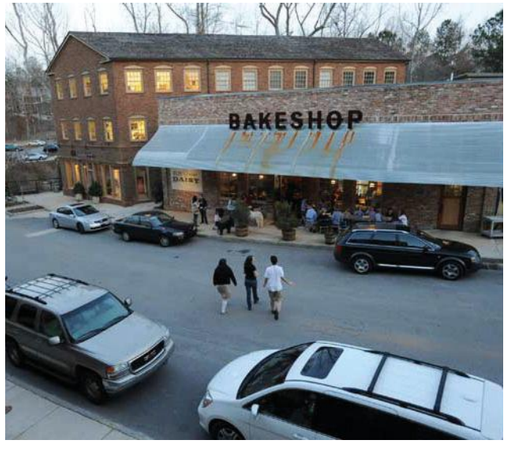
Line Table		
Line #	Direction	Length
L21	N19° 12' 06"E	217.46'
L22	N38° 56' 35"W	148.60'
L23	N11° 21' 07"W	54.97'
L24	N45° 31' 30"W	137.19'
L25	S40° 12' 09"W	65.87'
L26	S42° 34' 30"W	72.93'
L27	S37° 43' 40"W	146.97'
L28	S06° 41' 10"W	74.83'

Curve Table				
Curve #	Radius	Length	Chord Direction	Chord Length
C1	250.00'	21.82'	N17° 08' 47"E	21.81'

EPco

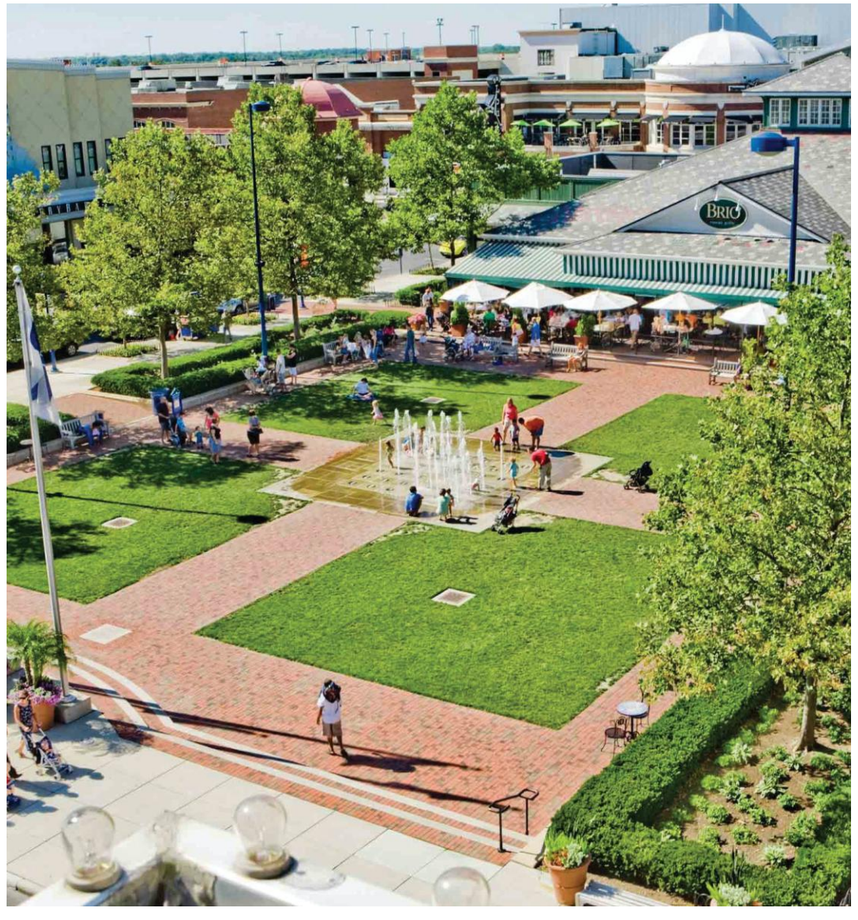
BUILDING TYPOLOGY

COMMERCIAL / MIXED USE DISTRICT



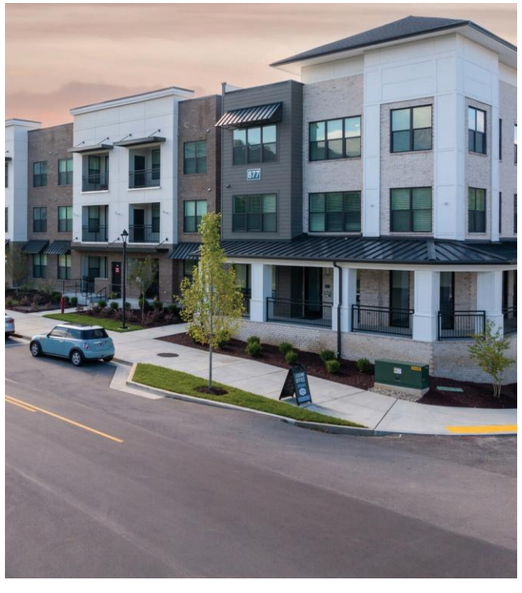
BUILDING TYPOLOGY

AMENITY AREAS VISION IMAGERY



BUILDING TYPOLOGY

RESIDENTIAL VISION IMAGERY



BUILDING TYPOLOGY

MEDICAL, OFFICE, AND FIRE HALL VISION IMAGERY

Planning Commission Report
Meeting: February 10, 2026

City of La Vergne

Item #: 9. **Preliminary Plat - The Villages at Woodland Hills, Phases 1 through 4 - 85 Lots on Approximately 48 Acres. Requested by SEC, Inc. Property located off Woodland Hills Drive (Tax Map 29, Parcel 23 & 23.01). R-2 (Medium Density Residential) Zoning District. Property owned by M/I Homes of Nashville, LLC.**

Reviewed By:
Gary Lide, City Engineer
Bo Logan, City Planner

Summary:
On behalf of their client, SEC, Inc. is requesting approval of the preliminary plat for Woodland Hills, Section 1 - 4 located on 48 ± acres. The purpose of the plan is to create new single-family residential development. The property is currently zoned R-2.

The property is located off Waldron Road. The proposed layout shows 85 new lots with common areas. The common area (incl the detention ponds) is 1.92 acres and the residential lots comprise the remaining acreage. Also shown is the layout of several new streets.

All streets show sidewalks a minimum of 5 feet wide.

Staff Comments / Technical Items:

Planning (**Bo Logan** - blogan@lavergnetn.gov; and **Jake Blair** - jblair@lavergnetn.gov)
No comments

Engineering (**Gary Lide** - glide@lavergnetn.gov)

1. Revise line between Phase 3 and Phase 4 to include detention basin serving Phase 4 with that phase.
2. (Sheet C1.2) A POND 3 label is provided but does not indicate the location of Pond 3
3. (All sheets) Add a note that any detention facilities that serve more than one phase must be complete and accepted before any served phase is accepted.
4. (Sheet C0.1) Add a note describing how existing roads in the existing phases of the Woodland Hills Subdivision will be protected and repaired from impacts of construction traffic.

Utilities (**Scott Tatalovich** - statalovich@lavergnetn.gov)

1. Future 12-inch waterline parallel to existing 12-inch public waterline through development is shown bold like all other utilities within the subdivision. Is developer planning to design and build this line with the development?

Codes (**Joe White** - jwhite@lavergnetn.gov)
No comments.

Fire (**Curtis Brinkley** - cbrinkley@lavergnetn.gov)
No comments.

Police
No comments.

***Note:** The above technical items may not be the only corrections and/or issues needing to be resolved to get approval from the planning commission. New items can be brought up at the workshop and staff can add items at any time that might have been overlooked. It is the applicant's responsibility to make sure that all technical items are addressed and that no new issues exist before the planning commission meeting. Addressing all technical items does not constitute approval. It is the planning commission's decision whether an item passes or fails. Revised plans are due to staff by the following Monday at close of business unless other arrangements are made and documented.

The Villages of Woodland Hills, Phases 1 - 4
693517900.906106
I-24 064C WB OFF RAMP
I-24 064B EB ON RAMP
I-24 FWY
INDUSTRIAL BLVD
CHARTER PL
TECHPARK DR
MASON RD
GRAYSON CT
POLIAN CT
WOODLAND HILLS DR
KNOLLWOOD DR
HIGHLAND HILLS DR
LAUREL LEDGE DR
BRIAR HILL CT
BRUSHY RIDGE DR
BRIARGROVE DR
POPLAR HOLLOW DR
NEW SANFORD RD
SANFORD RD
WATER TOWER TRL
SALYERS DR
SHELF LN
CAVE LN
DRY CYN
MOUND RD
BLAIR RD
LITTLE MEADOW WAY
ARBORBEND DR
QUIETGROVE RD
N

The Villages of Woodland Hills, Phases 1 - 4
I-24 FWY
TECHPAR
MASON RD
I-24 FWY
WOODLAND HILLS DR
WHISPERING WINDS CT
POPLAR HOLLOW DR
GLEN SUMMER CV
HIGHLAND HILLS DR
EMORY OAK CV
TWIN LEDGE CT
BRIAR HILL CT
LAUREL LEDGE DR
ASPEN CV
SALYERS DR
N

M·I HOMES
SWPPP & SAFETY GUIDELINES
CAUTION
AUTHORIZED PERSONNEL ONLY
CONSTRUCTION AREA
NO TRESPASSING
VOLVO
FX4

Site Clearing & Demolition Notes:

1. Before starting demolition operations, refer to sheet 6 Existing Conditions & Initial EPSC.

2. Demolition includes the following within the property lines:
   1) Transfer benchmark control to new locations outside the disturbed area prior to commencing demolition operations (when applicable)
   2) Provide temporary barricades and other forms of protection as required to protect owner's personnel property and general public from injury due to demolition work.
   3) Demolition and removal of site improvements.
   4) Disconnecting, capping or sealing, and abandoning/removing site utilities in place (whichever is applicable)

3. Promptly remove waste materials, unsuitable and excess topsoil and other clearing debris from Owner's property and dispose of off site.

4. Remove and legally dispose of items except those indicated to be reinstalled, salvaged, or to remain.

5. Existing foundations and utilities may be encountered across the site. If encountered, these items will require removal. Resulting excavations should be backfilled with properly compacted select fill.

6. Removal includes digging out stumps and roots. Remove all stumps, roots over 4–inches in diameter and matted roots within the limits of grubbing to depths as follows:
   1) Footings: 18 inches
   2) Walks: 12 inches
   3) Roads: 18 inches
   4) Parking Areas: 12 inches
   5) Lawn Areas: 18 inches
   6) Fills: 12 inches

7. Remove reinstall, and relocate: items indicated; clean, service, and otherwise prepare them for reuse; store and protect against damage reinstall items in locations indicated.

8. Provide protection necessary to prevent damage to existing improvements indicated to remain in place. Protect benchmarks, existing structures, roads, sidewalks, paving and curbs against damage from vehicular or foot traffic.
   1) Protect improvements on adjoining properties and on the Owner's property.
   2) Restore damaged improvements to their original condition, as acceptable to parties having jurisdiction.

9. Contractor shall schedule demolition activities with the construction project manager.

10. Comply with applicable requirements of federal, state and local laws, regulations and codes of the authorities having jurisdiction for the disposal of trees, shrubs and other cleared material.

11. Conduct site clearing operations to ensure minimum interference with roads, streets, walks and other adjacent occupied or used facilities. Do NOT close or obstruct streets, walks or other occupied or used facilities without permission from authorities having jurisdiction.

12. Obtain approved borrow soil materials off–site when sufficient satisfactory soil materials are not available on–site.

13. Maintain existing utilities indicated to remain in service and protect them against damage throughout construction operations.
   1) Do not interrupt exist utilities serving occupied or operating facilities, except when authorized in writing by engineer and authorities having jurisdiction. Provide temporary services during interruptions to existing utilities, as acceptable to owner and to governing authorities.
   2) Contractor shall coordinate with appropriate utility owner when disconnecting, removing, or relocating existing utility services.

14. Conduct demolition operations to prevent injury to people and damage to adjacent buildings and facilities to remain. Ensure safe passage of people around demolition area.
   1) Erect temporary protection, barricades as per local governing authorities.
   2) Protect existing site improvements and appurtenances to remain.

15. Protect existing trees and other vegetation indicated to remain in place, against unnecessary cutting, breaking or skinning of roots, skinning and bruising of bark, smothering of trees by stockpiling construction materials or excavated materials within drip line, excess foot or vehicular traffic or parking of vehicles within drip line. Provide temporary guards to protect trees and vegetation to remain in place.
   1) Protect tree root systems from damage due to deleterious materials caused by run–off or spillage during mixing, use or discarding of construction materials or drainage from stored materials. Protect root systems from compaction, flooding, erosion or excessive wetting.
   2) Engage a qualified tree surgeon to remove branches from trees, if required, to clear for new construction. Where cutting is required, tree surgeon shall cut branches and roots with sharp pruning instruments; do not break or chop.

16. Explosives: use of explosives will not be permitted for site clearing and demolition.

17. Remove and transport debris in a manner that will prevent spillage on adjacent surfaces and areas.

18. Clean adjacent buildings and improvements of dust, dirt, and debris caused by demolition operations. Return adjacent areas to condition existing before start of demolition.

19. Damages: Promptly repair damages to adjacent facilities caused by demolition operations at the contractors cost.

20. Remove existing above–grade and below–grade improvements necessary to permit construction and other work as indicated.

21. General: Promptly dispose of demolished materials. Do not allow demolished materials to accumulate on–site.

22. Do NOT Burn or bury materials on site.

23. Contractor to sawcut existing pavement to remain prior to curb, gutter, pavement, etc. removal.

24. In Tennessee it is a requirement per "The Underground Utility Damage Prevention Act" that anyone who engages in excavation must notify all known utility owners, no less than three nor more than ten working days, prior to their intended excavation. A list of these utility owners may be obtained from the county register of deeds. Those utility owners who participate in the Tennessee One Call System can be notified toll free at 1–800–351–1111.

25. Utilities shown are based on visual observations and utility markings. Contractor shall call TN One Call and confirm locations prior to starting work.

General Plan Notes:

1. Prior to starting construction the contractor shall be responsible for making sure that all required permits and approvals have been obtained. No construction or fabrication shall begin until the contractor has received and thoroughly reviewed all plans and other documents approved by all of the permitting authorities.

2. All work shall be performed in accordance with these plans, specifications, and the requirements and standards of the local governing authority. The soils report and recommendations set forth therein are a part of the required construction documents and take precedence unless specifically noted otherwise on the plans. The contractor shall notify the construction/project manager of any discrepancy between soils report and plans, etc.

3. The locations of underground facilities shown on the plan are based on field surveys and city records. It shall be the contractor's full responsibility to contact the various utility companies to locate their facilities prior to the starting construction. No additional compensation shall be paid to the contractor for work having to be redone due to information shown incorrectly on these plans if such notification has not been given.

4. All work within the rights of way shall be in accordance with the governing jurisdiction and specifications.

5. Contractor shall coordinate any maintenance of traffic with the owner's representative and the local jurisdiction prior to construction.

6. Contractor shall at all times ensure that SWPPP measures protecting existing drainage facilities be in place prior to the commencement of any phase of the site construction or land alteration.

7. Upon completion of project, contractor shall clean the paved areas prior to removal of temporary sediment controls, as directed by the city and/or construction/project manager. If power washing is used, no sediment laden water shall be washed into the storm system. All sediment laden material on pavement or within the storm system shall be collected and removed from the site at contractor's expense.

8. Rock may be present at shallow depths requiring some rock excavation for utility installation. No extra compensation shall be given for rock excavation.

9. These project construction documents shall not constitute a contractual relationship between the engineer and the contractor.

10. The engineer shall not be responsible for construction of safety means, methods, techniques, sequence's, or procedures utilized by the contractor or subcontractors.

Site Plan Notes:

1. Contractor shall immediately notify the engineer of any discrepancies found between these plans and/or field conditions prior to construction.

2. Apparent errors, discrepancies, or omissions on the drawing shall be brought to the attention of the owner prior to bid submittal. The contractor may not use apparent errors, discrepancies, or omissions present on the drawings presented for bidding for additional charges after bids have been submitted. The architect shall be permitted to make corrections and interpretations as may be deemed necessary for the fulfillment of the intent of the contract documents.

3. The contractor shall stake all improvements using the geometric data provided in the drawings. It is the sole responsibility of the contractor to completely stake and check all improvements to ensure adequate positioning, both horizontal and vertical, prior to the installation of any improvements. No digital file will be provided.

4. The notes and plans shown call attention to certain required features of the construction but do not claim to cover all details of design and construction. The contractor shall furnish and install the work complete and ready for operation.

5. After completion of construction, the contractor shall perform site cleanup to remove all trash, debris, excess materials, equipment, and other deleterious materials associated with construction. The contractor is expressly responsible for ensuring the site is clean and in operable condition at the time of final acceptance.

6. The contractor is responsible for the protection and replacement of all property pins on this site.

7. These drawings are intended for use on this site only and as an integrated set for this specific project. These drawings may not be used in whole or in part on any other project under the professional engineer's seal. The owner shall hold harmless and indemnify the architect and engineer from and against any and all claims of any nature whatsoever arising from such use.

8. All dimensions and radii are given to face of curb unless otherwise noted.

9. Asphalt paving: do not apply prime and tack coats when temperature is below 50° F, or when base is wet. Apply asphalt paving only when temperature is above 40° F and when base is dry.

10. Materials:
   10A) Subgrade: Cohesive subgrade shall be compacted to 95% compaction. Cohesion less subgrade shall be compacted to 100% compaction.
   10B) Subbase: Unless otherwise noted on these plans, base shall consist of water bonded limestone, crushed rock or DGA.
   10C) Asphalt: Bituminous concrete hot plant mix binder course and asphalt topping plant mix shall be applied over base, minimum temperature time of placement shall be 225° F.

11. Cast in place concrete: All concrete work shall conform to all requirements of American Concrete Institute ACI 301 and applicable sections of ASTM C–94 (latest ed.) for ready mixed concrete.

12. All concrete shall be in–transit mixed concrete, 3% to 5% air–entrained and shall attain a minimum compression strength of 4,000 p.s.i. in twenty–eight (28) days.

13. Slump: Maximum allowable slump will be five (5) inches.

14. Concrete Materials:
   14A) Portland cement: Gray portland cement, ASTM C–150 (latest ed.) type 1. All concrete shall contain not less than five bags of cement per cubic yard.
   14B) Aggregates: ASTM C–33 (latest ed.).
   14C) Sand: Hard, durable, clean, sharp, natural sand free from clay, loam, dust or organic matter.
   14D) Water: Clean, potable, free from oil, acids, alkali, organic matter and other deleterious substances.
   14E) Admixture: Air type to meet ASTM C–260 (latest ed.)

15. Reinforcing materials shall be uncoated and free from excessive rust, mill scale, oil, grease and other deleterious matter.

16. All above grade exterior concrete surfaces shall be cured with curing compound sprayed on in strict compliance with manufacturer's directions.

17. Weather Requirements:
   17A) Hot Weather Placing: No concrete shall be placed when the air temperature is greater than 90° F unless the following special procedures have been included in the contract and reviewed by the engineer: temperature of the concrete when placed shall not be greater than 90° F. Procedures for cooling, retarding and protecting in–place concrete during hot weather shall be in accordance with ACI 305. Provide special procedures required to control concrete temperature and to protect surfaces from drying out, mixing water may be chilled or chopped ice may be used to control temperature provided water equivalent of ice is calculated to total amount of mixing water, use of liquid nitrogen to cool concrete is the contractor's option.
   17B) Cold Weather Placing: Do not mix or place when atmospheric temperature will fall below 40° F, or when conditions indicate temperature will fall below 40° F within 72 hours. Concrete deposited shall have temperature not less than 60° F. Reinforcement, forms and ground which concrete will contact shall be completely free of frost. Keep concrete and form work at a temperature not less than 50° F for not less than 72 hours after pouring. Comply with requirements of ACI 305 (latest ed.) for cold weather protection.

18. Concrete tests shall be authorized by the owner on an as needed basis.

19. All exterior curb shall have expansion joints at 100'–0" O.C., and construction joints at 10'–0" O.C. (unless otherwise specified on the detail sheets).

20. All concrete shall have a medium transverse finish.

21. Subgrade shall be free of extraneous materials. Proof–roll soil subgrade with heavy, pneumatic tired equipment immediately prior to placing stone base. Any soft or unstable zones detected thereby shall be undercut to firm soil and backfilled with engineered earth fill compacted as specified. The subgrade for all pavements shall be uniformly stable before any stone base is installed. No base materials shall be placed if the subgrade indicates pumping.

22. Surface preparation, spreading and laying, compacting and rolling operations shall conform with asphalt institute recommended specifications.

23. Inspect areas to be paved and insure that all subgrade conditions are sufficiently carried out to insure a good paving job. A finished surface shall not vary more than 1/8" in 10 feet when tested with a straight edge applied parallel with, or at right angle, to centerline of asphalt surface. Humps or depressions which exceed specified tolerances or which retain water shall be immediately corrected by removing the defective work and replacing it with new material at the contractor's expense.

Grading And Drainage Plan Notes:

1. The site work contractor shall coordinate the installation of all underground utilities with his work. All underground utilities (water, sanitary sewer, storm sewer, electrical conduit, irrigation sleeves, and any other miscellaneous underground utilities, devices, or structures), shall be in–place prior to the placement of base course material.

2. The contractor shall cut existing pavement as necessary to assure a smooth fit and continuous grade.

3. The contractor shall verify horizontal and vertical location of all existing storm sewer structures, pipes and all utilities prior to construction.

4. Clearing and grubbing limits shall include all areas disturbed by grading operation.

5. The soil materials shown hereon may be disturbed by cutting or filling operations performed during or before development. Therefore, the builder of any proposed structure shall investigate the current conditions and consult with a geotechnical expert or other qualified person as he deems appropriate to assure himself that the design of the proposed foundation is adequate.

6. No portion of this site lies within Zone AE, per FEMA FIRM maps #47037C0105J, Dated May. 9, 2023.

7. Before starting grading operations, see sheets 8–14 for Construction SWPPP plan notes and details.

8. Prior to site construction activity, the contractor shall install all SWPPP measures to protect existing drainage facilities. Contractor shall prevent siltation from leaving the site at all times.

9. Strip building and pavement areas of all organic topsoils. Stockpile suitable topsoils for respreading onto landscape areas. All excess excavated materials shall be removed from the site at the contractor's expense.

10. Site grading shall be performed in accordance with these plans and specifications and the recommendations set forth in this plan set. The contractor shall be responsible for removing all soft, yielding or unsuitable materials and replacing with suitable materials.

11. Contractor shall submit a compaction report prepared by a Licensed Geotechnical Engineer, verifying that all filled areas and subgrade areas within the building pad area and areas to be paved have been compacted in accordance with these plans and specifications and the recommendations. Notify project engineer if any unsuitable soils are found.

12. It is the earthwork contractor's responsibility to maintain the site soils and engineered fills with a workable moisture content range to obtain the required in–place density. Scarifying and drying operation should be included in the contractor's price and should not be considered and extra for the contract. The contractor shall review and be aware of all moisture concerns and soil remediations requirements.

13. Following grading of subsoil to subgrade elevations the contractor shall place topsoil to a 6" depth in all disturbed areas which are not to be paved. Smoothly finish grade to meet surrounding lawn areas and ensure positive drainage. Stockpiled topsoil shall be screened prior to respreading. Topsoils shall be free of subsoil, debris, brush and stones larger than 1" in any dimension. Rock hounding in place will not be permitted. All excess topsoil shall be legally disposed of off site.

14. After fine grading topsoil, contractor shall seed, mulch, fertilize and water until a healthy stand of grass is obtained. The restoration shall closely follow construction.

15. Elevations given are at bottom face of curb and/or finished pavement grade unless otherwise specified on grading plan. All pavement shall be laid on a straight, eve, and uniform grade with a minimum of 1% slope toward the collection points unless otherwise specified on the grading plan. DO not allow negative grades or ponding of water.

16. Contractor shall provide butt end joint to meet existing pavement in elevation at drive returns and ensure positive drainage.

Waterline Notes:

1. Restraints such as kickers and rods shall be installed at changes in direction where fittings are required and dead ends at the discretion of the City of LaVergne Utilities Department.
2. Thrust blocks shall be provided at all horizontal bends, tees, and fire hydrants.
3. The minimum cover on water mains shall be 30".
4. All water mains shall be hydrostatically tested and disinfected before acceptance.
5. All trenches, pipe laying, and backfilling shall be in accordance with federal O.S.H.A. regulations.
6. Utility contractor shall have approval of all governing agencies having jurisdiction over this system prior to installation.
7. Contractor shall comply with the most current requirements of the "Waterline Specifications" of the City of LaVergne.
8. Contractor shall coordinate installation of waterline with the installation of the storm drainage system. Field adjustment of the waterline may be necessary to avoid conflicts.

General Utility Notes:

1. Contractor shall contact all utility companies immediately after bid is awarded and ensure the utility companies have the essentials required for complete service installation. Contractor shall notify construction manager and engineer of any time frames established by utility companies which will not meet opening date.

2. Existing utility lines shown are approximate locations only. Contractor shall verify the size, location, invert elevation, and condition of existing utilities which are intended to be utilized as a connection point for all proposed utilities (see sheet), prior to any construction. Contractor to ensure existing utilities are in good condition and free flowing (if applicable). If elevations, size, or location differ from what is shown on sheet, contractor shall notify engineer immediately.

3. The contractor will provide all necessary protective measures to safeguard existing utilities from damage during construction of this project. In the event that special equipment is required to work over and around the utilities, the contractor will be required to furnish such equipment. The cost of protecting utilities from damage and furnishing special equipment will be included in the price bid for other items of construction.

4. The contractor shall notify each individual utility owner of his plan of operation in the area of the utilities, prior to commencing work, the contractor shall contact the utility owners and request them to properly locate their respective utility on the ground. This notification shall be given at least three (3) business days prior to commencement of operations around the utility.

5. The contractor shall coordinate installation of utilities in such a manner as to avoid conflicts and assure proper depths are achieved as well as coordinating with the regulatory agency as to location and scheduling of tie–ins/connections to their facilities.

6. All underground utilities (water sewer, storm sewer, electrical conduit, irrigation sleeves, and any other miscellaneous), shall be in–place prior to the placement of base course material.

7. Utility contractor will be responsible for all tap and tie on fees required, as well as cost of underground service connections.

8. No more than 25 percent of the dollar amount of the contract may be awarded to subcontractors.

9. The contractor shall provide a suitable office near the site for his use and at which copies of the specifications and drawings shall be kept. The contractor shall also designate to the owner a person to be notified in Murfreesboro in case of emergencies other than during working hours and on holidays and weekends.

10. Streets shall be graded to subgrade before water lines and sanitary sewers are installed.

11. All waterline taps are to be made by City of LaVergne Utilities Department.

12. Contractor shall comply with all requirements of the latest edition of City of LaVergne Utilities Department specifications for water main construction.

13. Contractor shall comply with all requirements of the latest edition of City of LaVergne specifications.

14. In Tennessee it is a requirement per "the Underground Utility Damage Prevention Act" that anyone who engages in excavation must notify all known utility owners, no less than three nor more than ten working days, prior to their intended excavation. A list of these utility owners may be obtained from the county register of deeds those utility owners who participate in the Tennessee one call system can be notified toll free at (800) 351–1111.

Sanitary Sewer Notes:

1. The contractor must notify City of LaVergne for sewer inspection prior to starting work.

2. The owner/developer for budget purposes, should check with the City of LaVergne for connection fees which may be substantial

3. Contractors for sewer work must be approved by the City of LaVergne Water and Sewer Department.

4. Coordinates or dimensions shown are to centerline of pipe or fitting or to centerline of manhole.

5. The top elevation of all manholes in paved areas shall match finish grade. The top elevation of all manholes in grassed areas shall be 6" above finished grade.

6. The minimum horizontal separation between the closest two points of the water and sewer line is ten (10) feet. The minimum vertical separation between the closest two points of the water and sewer line shall be 18 inches.

7. Contractor shall comply with all requirements of the latest edition of the "Standard Technical Specifications and Detail Drawings for the Installation of Sanitary Sewer Mains and Appurtenances" of the City of LaVergne.

8. Sanitary sewer wyes and 45° bends are to be the same material and class/wall thickness as the mainline pipe.

9. Sewer construction must be in accordance with all City of LaVergne Public Works specifications and drawings.

10. Contractor must have a State of Tennessee license, Municipal Utility (MU) classification, to perform work.

11. The existing sewer main and/or manholes utilized or altered by this project must be tested before and after construction. Should the sewer not be tested prior to construction and defects found after construction will be the responsibility of the contractor to repair at his or her expense.

12. A maximum of 2–6" (6 in.) adjustment rings will be allowed per any existing or proposed manholes associated with this installation. If any manhole requires adjustment beyond the 2–6" adjustment rings allowed then the contractor must remove, adjust, or add barrel sections to the manhole to get it to grade at his or her own expense.

13. All newly constructed sanitary sewer mains, rehabilitated sanitary sewer laterals and mains, existing sanitary sewer mains that intersect under or over a newly constructed or removed utility, or any sewer main that has been physically altered in any way must be fully televised via in–line Closed Circuit Television (CCTV) post construction survey fully compliant with the guidelines set forth by the North American Sanitary Sewer Company's (NASSCO) Pipeline Assessment Certification Program (PACP) at the expense of the contractor.

City Of LaVergne Standard Plat Notes:

1. Datum Notation:
   This survey based on the North American Vertical Datum 88 (NAVD 88) and North American Datum 83 (NAD83)
2. This site lies within Zone X, areas determined to be outside the 0.2% annul chance floodplain per FEMA FIRM maps #47149C0105H, Dated 1/5/07.
3. Call 811 before you dig.
4. Contact the City of La Verge public utilities department at 615–793–9891 prior to installing, modifying, tapping, or otherwise interacting with any existing or future public water or sewer service.
5. All public improvements (roadway, water, and sewer) shall be designed and constructed to the applicable City of La Vergne standards and specifications.
6. List provided utilities on site with contact number, e.g.
   On Site Utilities:
   Natural Gas– Smyrna Gas 615–355–5740
   Electric– Nashville Electric Service 615–736–6900
   Water– City of La Vergne 615–793–9891
   Sewer– City of La Vergne 615–793–9891
7. All commercial/industrial buildings over 5000 square feet shall have integral fire suppression systems.
8. All facilities will be designed and constructed in accordance with the applicable Americans with Disabilities Act standards and specifications.
9. Contact City of La Vergne fire marshal at 615–287–5832 for fire code information and compliance.

SEC, Inc.
SITE ENGINEERING CONSULTANTS
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LANDSCAPE ARCHITECTURE
MURFREESBORO, TENNESSEE 37129
PHONE: (615) 890-7901 FAX: (615) 895-2567

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Villages At Woodland Hills

La Vergne, Tennessee

REVISED:
3–18–24: PC Comments
1–19–2026
DRAWN: SJA
DATE: 1–30–2023
CHECKED: MAT
FILE NAME: 86398ConceptSub
SCALE: None
JOB NO. 86398
SHEET: C0.1

Notes

Legend:

EXIST. CONCRETE MONUMENT		INLET PROTECTION FILTER	
IRON PIN SET (I.P.S.)		HANDICAP PARKING SYMBOL	
IRON PIN FOUND (I.P.F.)		HC SIGN	
EXIST. SIGN POST		HEADWALL	
EXIST. SEWER CLEANOUT		WINGED HEADWALL	
EXIST. MANHOLE (SEWER & PHONE)		MANHOLE	
EXIST. CATCH BASIN (STORM SEWER)	63.25 ×	PROPOSED SPOT ELEVATION	
EXIST. WATER/GAS VALVE	(63.25) ×	EXIST. SPOT ELEVATION	
EXIST. TELEPHONE RISER		POST INDICATOR VALVE	
EXIST. GAS RISER		REDUCER	
ELECTRICAL ENCLOSURE		REMOTE FIRE DEPT. CONNECTION	
EXIST. WATER METER		REVISION NUMBER	
EXIST. UTILITY POLE		RIP RAP	
EXIST. FIRE HYDRANT		RUNOFF FLOW ARROW	
BENCHMARK		SEWER/STORM FLOW DIRECTION	
BLOW OFF VALVE		TRAFFIC ARROW	
CONCRETE BOLLARD		TURN LANE ARROWS	
CATCH BASIN	V.A.	VAN ACCESSIBLE HANDICAP DESIGNATION	
CURB INLET	W	WATER METER	
AREA DRAIN		WHEEL STOP	
CONCRETE THRUST BLOCK		GREASE TRAP	
DOUBLE DETECTOR CHECK VALVE	#1	DRAINAGE STRUCTURE DESIGNATION	
FIRE DEPT. CONNECTION	A	DRAINAGE PIPE DESIGNATION	
FIRE HYDRANT		CONCRETE SIDEWALK	
GAS METER	G	EXTRUDED CURB	
GATE VALVE & BOX		CURB & GUTTER	
EXTERIOR CLEANOUT		CONCRETE SWALE	
CHECK VALVE			

EXISTING PHONE	PH
EXISTING ELECTRIC	OH
PROPERTY LINE	
EASEMENTS	
RIGHT OF WAY	ROW
EROSION CONTROL SILT FENCE	SF SF
EXISTING TREELINE	
EXISTING FENCELINE	X X X X
MINIMUM BUILDING SETBACK LINE	MBSL
PHASE BOUNDARY	
EXISTING GAS LINE	GAS
PROPOSED GAS LINE	GAS
EXISTING STORM	STM
PROPOSED STORM	STM
EXISTING CONTOUR LINES	601
PROPOSED CONTOUR LINES	601
EXISTING SANITARY SEWER	SS
PROPOSED SANITARY SEWER	8"SS
EXISTING WATER	W W
PROPOSED WATER	W W

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JAMES A. TAYLOR — REGISTERED ENGINEER — STATE OF TENNESSEE

Villages At Woodland Hills

La Vergne, Tennessee

Owner/Developer:
Connor Kelly
MI Homes of Nashville, LLC
Franklin, TN 37067

Floodplain Note:
This site lies within Zone X, areas determined to be outside the 0.2% annual chance flood plain. FEMA FIRM map #47149C0105J, Dated May. 9, 2023.

Deed Reference:
Tax Map 29, Parcel 23.00 & 23.01 R.Bk. 2030, Pg. 2197
Zoning: R2
Phase 1: 48 Lots on 20.90± Acres
Phase 2: 29 Lots on 15.40± Acres
Phase 3: 3 Lots on 8.74± Acres
Phase 4: 5 Lots on 3.01± Acres
Total Lots: 85
Total Land Area: 48.05± Acres
Min. Lot Size = 10,000 Sq. Ft.

Lot Width at Building Setback Line
Single Detached 75 ft.

Minimum Yard Requirements:
Front Setback
Single Detached 35 ft.

Side Setback
Single Detached 10 ft.

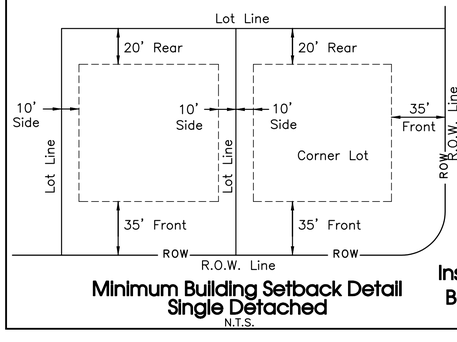
Rear Setback
Single Detached 20 ft.

Approved by the La Vergne Planning Commission, with such exceptions or conditions as are indicated in the minutes of the Commission on _____.
Date

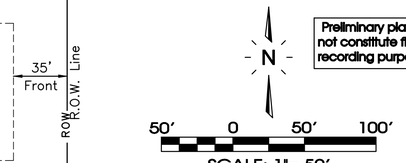
Preliminary plat approval shall not constitute final approval for recording purposes.

REVISED:	
3-18-24: PC Comments	
1-19-2026	
DRAWN: SJA	
DATE: 1-30-2023	
CHECKED: MAT	
FILE NAME:	86398ConceptSub
SCALE:	1"=50'
JOB NO.	86398
SHEET:	C1.0

Preliminary Plat



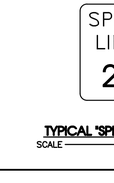
Minimum Building Setback Detail Single Detached
N.T.S.



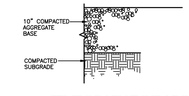
Preliminary plat approval shall not constitute final approval for recording purposes.

Note: Developer Is Responsible For The Installation Of Street Lights. Street Lights Shall Be Located No More Than 300 Feet Apart.

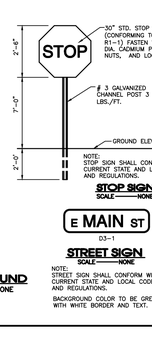
The proposed electrical, gas, water and telecommunications information shown hereon is not an actual design to be used for construction, and is for reference and illustrative purposes only. The contractor shall refer to the actual final design for each proper discipline (electrical, civil, mechanical, etc.) with the Tennessee professional engineer's seal, for precise design information



TYPICAL "SPEED LIMIT" SIGN
SCALE NONE



TEMPORARY TUNRAROUND
SCALE NONE



NOTE:
STOP SIGN SHALL CONFORM WITH CURRENT STATE AND LOCAL CODES AND REGULATIONS.

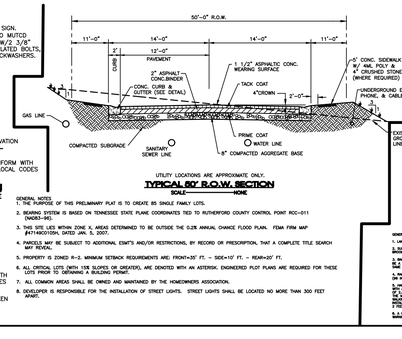
STOP SIGN
SCALE NONE

E MAIN ST
D3-1

STREET SIGN
SCALE NONE

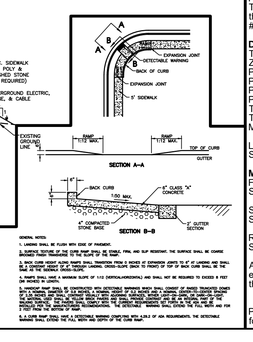
NOTE:
STREET SIGN SHALL CONFORM WITH CURRENT STATE AND LOCAL CODES AND REGULATIONS.

BACKGROUND COLOR TO BE GREEN WITH WHITE BORDER AND TEXT.



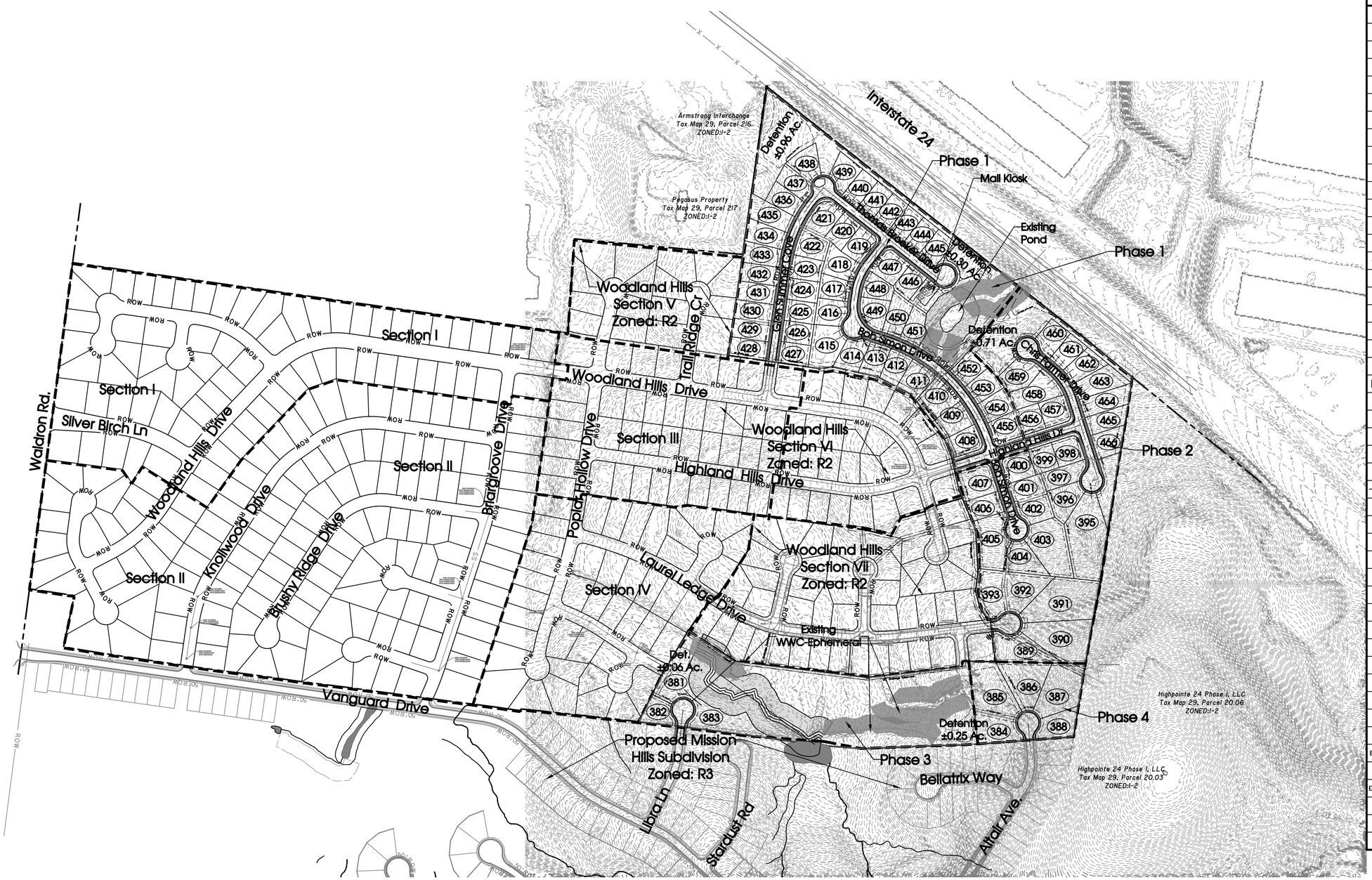
UTILITY LOCATIONS ARE APPROXIMATE ONLY.

TYPICAL 50' R.O.W. SECTION
SCALE NONE



GENERAL NOTES:
1. LANDING SHALL BE FLUSH WITH EDGE OF PAVEMENT.
2. SURFACE SLOPES OF THE CURB RAMP SHALL BE FINISH, FIRM, AND SLIP RESISTANT. THE SURFACE SHALL BE CONFIG-URATED TO PREVENT WATER FROM STANDING ON THE RAMP.
3. A FLUSH JOINT MUST BE PROVIDED WHERE THE RAMP, LANDING OR GUTTER MEETS THE ROADWAY. ANY GAP OR CHANGE IN LEVEL BETWEEN THE RAMP AND THE ROADWAY SHALL NOT EXCEED 1/4 INCH. GAPS OR CHANGES IN LEVEL GREATER THAN 1/4 INCH SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 1:2.
4. RAMPS SHALL HAVE A MAXIMUM SLOPE OF 1:12 (VERTICAL:HORIZONTAL) AND SHALL NOT BE REQUIRED TO EXCEED A FIFTY FOOT RUN IN LENGTH.
5. A PROTECTIVE BARRIER SHALL BE CONSTRUCTED BETWEEN PEDESTRIAN AREAS AND ANY CONCRETE OR ASPHALT TRAVELED WAY WHERE A DROP-OFF OF MORE THAN 6 INCHES OCCURS WITHIN 10 FEET OF THE TRAVELED WAY. THE PROTECTIVE BARRIER SHALL BE CONSTRUCTED OF CONCRETE OR ASPHALT AND SHALL BE AT LEAST 6 INCHES HIGH. THE BARRIER SHALL BE PLACED ALONG THE EDGE OF THE TRAVELED WAY AND SHALL BE CONSTRUCTED SO THAT THE FACE NEXT TO THE TRAVELED WAY IS PERPENDICULAR TO THE ROADWAY SURFACE. THE BARRIER SHALL BE CONSTRUCTED SO THAT WATER WILL NOT POND ON THE ROADWAY SURFACE.
6. A CURB RAMP SHALL BE PROVIDED WHERE A SIDEWALK CROSSES A CURB. THE CURB RAMP SHALL EXTEND THE FULL WIDTH AND FOR THE FULL SLOPE OF THE SIDEWALK.
7. A CURB RAMP SHALL COMPLY WITH ALL OTHER ASPECTS OF THE ADA REQUIREMENTS, THE EFFECTIVE DATE OF WHICH IS JULY 26, 1992.

TYPICAL CURB RAMP DETAIL
SCALE NONE



Legend:

☐	EXIST. CONCRETE MONUMENT		INLET PROTECTION FILTER
●	IRON PIN SET (I.P.S.)	♿	HANDICAP PARKING SYMBOL
○	IRON PIN FOUND (I.P.F.)	⇦	HC SIGN
⊸	EXIST. SIGN POST	—	HEADWALL
○	EXIST. SEWER CLEANOUT	⌒	WINGED HEADWALL
○	EXIST. MANHOLE (SEWER & PHONE)	○	MANHOLE
⊖	EXIST. CATCH BASIN (STORM SEWER)	63.25 ×	PROPOSED SPOT ELEVATION
⊗	EXIST. WATER/GAS VALVE	(63.25) ×	EXIST. SPOT ELEVATION
T	EXIST. TELEPHONE RISER	◐	POST INDICATOR VALVE
G	EXIST. GAS RISER	▭	REDUCER
E	ELECTRICAL ENCLOSURE		REMOTE FIRE DEPT. CONNECTION
W	EXIST. WATER METER	1	REVISION NUMBER
○	EXIST. UTILITY POLE		RIP RAP
◇	EXIST. FIRE HYDRANT		RUNOFF FLOW ARROW
	BENCHMARK	>	SEWER/STORM FLOW DIRECTION
	BLOW OFF VALVE		TRAFFIC ARROW
•	CONCRETE BOLLARD		TURN LANE ARROWS
	CATCH BASIN	V.A.	VAN ACCESSIBLE HANDICAP DESIGNATION
	CURB INLET	W	WATER METER
	AREA DRAIN		WHEEL STOP
	CONCRETE THRUST BLOCK		GREASE TRAP
	DOUBLE DETECTOR CHECK VALVE	#1	DRAINAGE STRUCTURE DESIGNATION
	FIRE DEPT. CONNECTION	Ⓐ	DRAINAGE PIPE DESIGNATION
	FIRE HYDRANT		CONCRETE SIDEWALK
G	GAS METER		EXTRUDED CURB
⊗	GATE VALVE & BOX		CURB & GUTTER
○	EXTERIOR CLEANOUT		CONCRETE SWALE
	CHECK VALVE		

EXISTING PHONE	PH
EXISTING ELECTRIC	OH
PROPERTY LINE	
EASEMENTS	
RIGHT OF WAY	ROW
EROSION CONTROL SILT FENCE	SF SF
EXISTING TREELINE	
EXISTING FENCELINE	X X X X
MINIMUM BUILDING SETBACK LINE	MBSL
PHASE BOUNDARY	
EXISTING GAS LINE	GAS
PROPOSED GAS LINE	GAS
EXISTING STORM	STM
PROPOSED STORM	STM
EXISTING CONTOUR LINES	601
PROPOSED CONTOUR LINES	601
EXISTING SANITARY SEWER	SS
PROPOSED SANITARY SEWER	8"SS
EXISTING WATER	W W
PROPOSED WATER	W W

Construction traffic will use Silver Birch Lane and Woodland Hills Drive. Property to the south (Proposed Mission Hills subdivision) may be utilized for portions, but is dependent upon construction timing of adjacent development. Periodic street cleaning shall be done within existing development.

Stream Buffer

N

200′ 0 200′ 400′

SCALE: 1"= 200′

SITE ENGINEERING CONSULTANTS
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MURFREESBORO, TENNESSEE 37129
(615) 890-7901 FAX (615) 895-2567
SEC, Inc.

PHANTOM DRAWING
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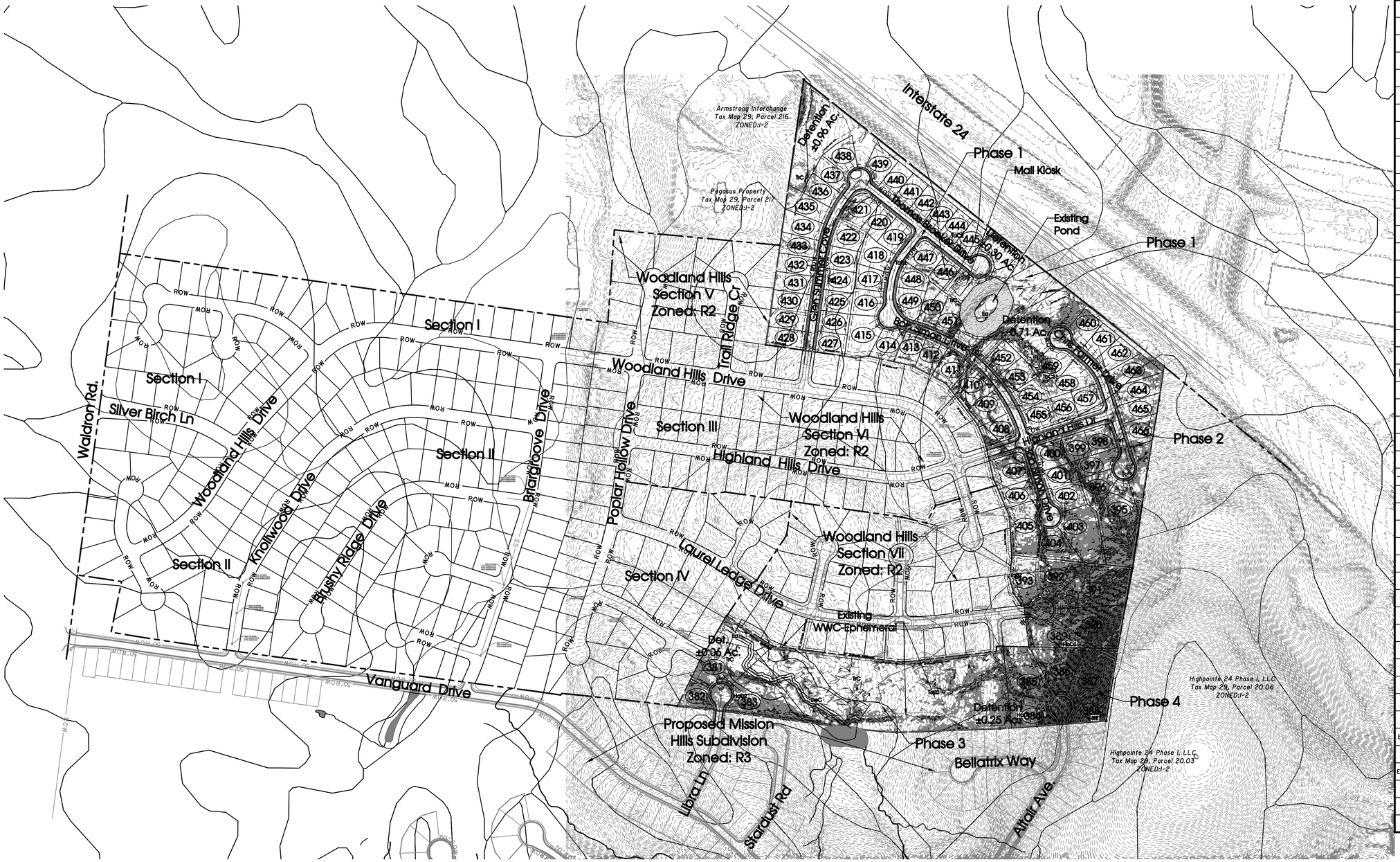
MATTHEW A. TAYLOR — 115 — REGISTERED PROFESSIONAL ENGINEER — STATE OF TENNESSEE

Villages At Woodland Hills

La Vergne, Tennessee

Master Plan

REVISED:	3-18-24: PC Comments 1-19-2026
DRAWN:	SJA
DATE:	1-30-2023
CHECKED:	MAT
FILE NAME:	86398ConceptSub
SCALE:	1"=200'
JOB NO.	86398
SHEET:	C0.2



Construction traffic will use Silver Birch Lane and Woodland Hills Drive. Property to the south (Proposed Mission Hills subdivision) may be utilized for portions, but is dependent upon construction timing of adjacent development. Periodic street cleaning shall be done within existing development.

12% to 20% Slope

20%+ Slope

N

200′ 0 200′ 400′

SCALE: 1"= 200′

Legend:

EXIST. CONCRETE MONUMENT		INLET PROTECTION FILTER	
IRON PIN SET (I.P.S.)		HANDICAP PARKING SYMBOL	
IRON PIN FOUND (I.P.F.)		HC SIGN	
EXIST. SIGN POST		HEADWALL	
EXIST. SEWER CLEANOUT		WINGED HEADWALL	
EXIST. MANHOLE (SEWER & PHONE)		MANHOLE	
EXIST. CATCH BASIN (STORM SEWER)		PROPOSED SPOT ELEVATION	63.25 ×
EXIST. WATER/GAS VALVE		EXIST. SPOT ELEVATION	(63.25) ×
EXIST. TELEPHONE RISER		POST INDICATOR VALVE	
EXIST. GAS RISER		REDUCER	
ELECTRICAL ENCLOSURE		REMOTE FIRE DEPT. CONNECTION	
EXIST. WATER METER		REVISION NUMBER	1
EXIST. UTILITY POLE		RIP RAP	
EXIST. FIRE HYDRANT		RUNOFF FLOW ARROW	
BENCHMARK		SEWER/STORM FLOW DIRECTION	
BLOW OFF VALVE		TRAFFIC ARROW	
CONCRETE BOLLARD		TURN LANE ARROWS	
CATCH BASIN		VAN ACCESSIBLE HANDICAP DESIGNATION	V.A.
CURB INLET		WATER METER	W
AREA DRAIN		WHEEL STOP	
CONCRETE THRUST BLOCK		GREASE TRAP	
DOUBLE DETECTOR CHECK VALVE		DRAINAGE STRUCTURE DESIGNATION	#1
FIRE DEPT. CONNECTION		DRAINAGE PIPE DESIGNATION	A
FIRE HYDRANT		CONCRETE SIDEWALK	
GAS METER		EXTRUDED CURB	
GATE VALVE & BOX		CURB & GUTTER	
EXTERIOR CLEANOUT		CONCRETE SWALE	
CHECK VALVE			

EXISTING PHONE	PH
EXISTING ELECTRIC	OH
PROPERTY LINE	
EASEMENTS	
RIGHT OF WAY	ROW
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EXISTING TREELINE	
EXISTING FENCELINE	X X X X
MINIMUM BUILDING SETBACK LINE	MBSL
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PLANNERS ENGINEERS

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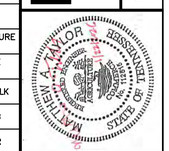

Villages At Woodland Hills

La Vergne, Tennessee

Slope Analysis

REVISED: 3-18-24: PC Comments 1-19-2026
DRAWN: SJA
DATE: 1-30-2023
CHECKED: MAT
FILE NAME: 86398ConceptSub
SCALE: 1"=200'
JOB NO. 86398
SHEET: C0.3

Legend:

EXIST. CONCRETE MONUMENT		INLET PROTECTION FILTER	
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BLOW OFF VALVE		TRAFFIC ARROW	
CONCRETE BOLLARD		TURN LANE ARROWS	
CATCH BASIN		VAN ACCESSIBLE HANDICAP DESIGNATION	V.A.
CURB INLET		WATER METER	W
AREA DRAIN		WHEEL STOP	
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DOUBLE DETECTOR CHECK VALVE		DRAINAGE STRUCTURE DESIGNATION	#1
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GAS METER		EXTRUDED CURB	
GATE VALVE & BOX		CURB & GUTTER	
EXTERIOR CLEANOUT		CONCRETE SWALE	
CHECK VALVE			

EXISTING PHONE	PH
EXISTING ELECTRIC	OH
PROPERTY LINE	
EASEMENTS	
RIGHT OF WAY	ROW
EROSION CONTROL SILT FENCE	SF SF
EXISTING TREELINE	
EXISTING FENCELINE	X X X X
MINIMUM BUILDING SETBACK LINE	MBSL
PHASE BOUNDARY	
EXISTING GAS LINE	GAS
PROPOSED GAS LINE	GAS
EXISTING STORM	STM
PROPOSED STORM	STM
EXISTING CONTOUR LINES	601
PROPOSED CONTOUR LINES	601
EXISTING SANITARY SEWER	SS
PROPOSED SANITARY SEWER	8"SS
EXISTING WATER	W W
PROPOSED WATER	W W

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SEC, Inc.
PHONE: (615) 904-7001

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Villages At Woodland Hills

La Vergne, Tennessee

Owner/Developer:
Connor Kelly
Mil Homes of Nashville LLC
[redacted]
Franklin, TN 37067

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Phase 3: 3 Lots on 8.74± Acres
Phase 4: 5 Lots on 3.01± Acres
Total Lots: 85
Total Land Area: 48.05± Acres
Min. Lot Size = 10,000 Sq. Ft.

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Single Detached 75 ft.

Minimum Yard Requirements:
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Single Detached 35 ft.

Side Setback
Single Detached 10 ft.

Rear Setback
Single Detached 20 ft.

Approved by the La Vergne Planning Commission, with such exceptions or conditions as are indicated in the minutes of the Commission on _____.
Date

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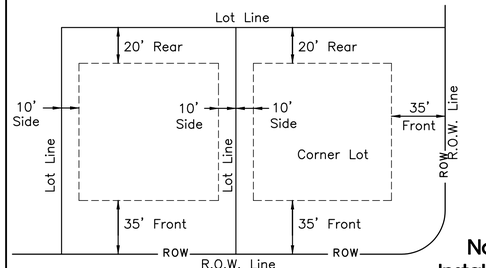
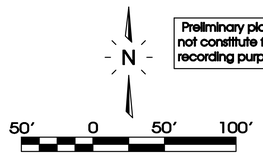
SCALE: 1"=50'
JOB NO. 86398
SHEET: C1.1

Preliminary Plat



Minimum Building Setback Detail
Single Detached
N.T.S.



SCALE: 1"= 50'

Note: Developer Is Responsible For The Installation Of Street Lights. Street Lights Shall Be Located No More Than 300 Feet Apart.

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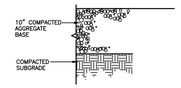
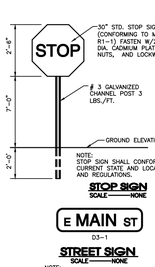
The proposed electrical, gas, water and telecommunications information shown hereon is not an actual design to be used for construction, and is for reference and illustrative purposes only. The contractor shall refer to the actual final design for each proper discipline (electrical, civil, mechanical, etc.) with the Tennessee professional engineer's seal, for precise design information

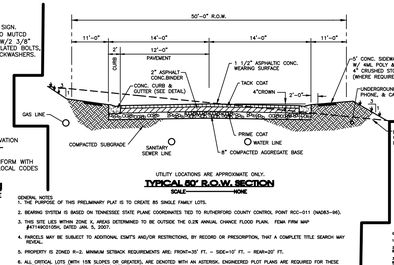
TYPICAL "SPEED LIMIT" SIGN
SCALE NONE



TEMPORARY TUNRAROUND
SCALE NONE



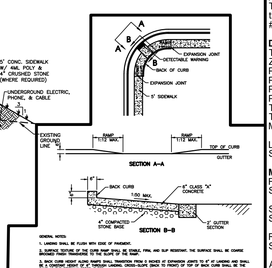
STOP SIGN
SCALE NONE



STREET SIGN
SCALE NONE

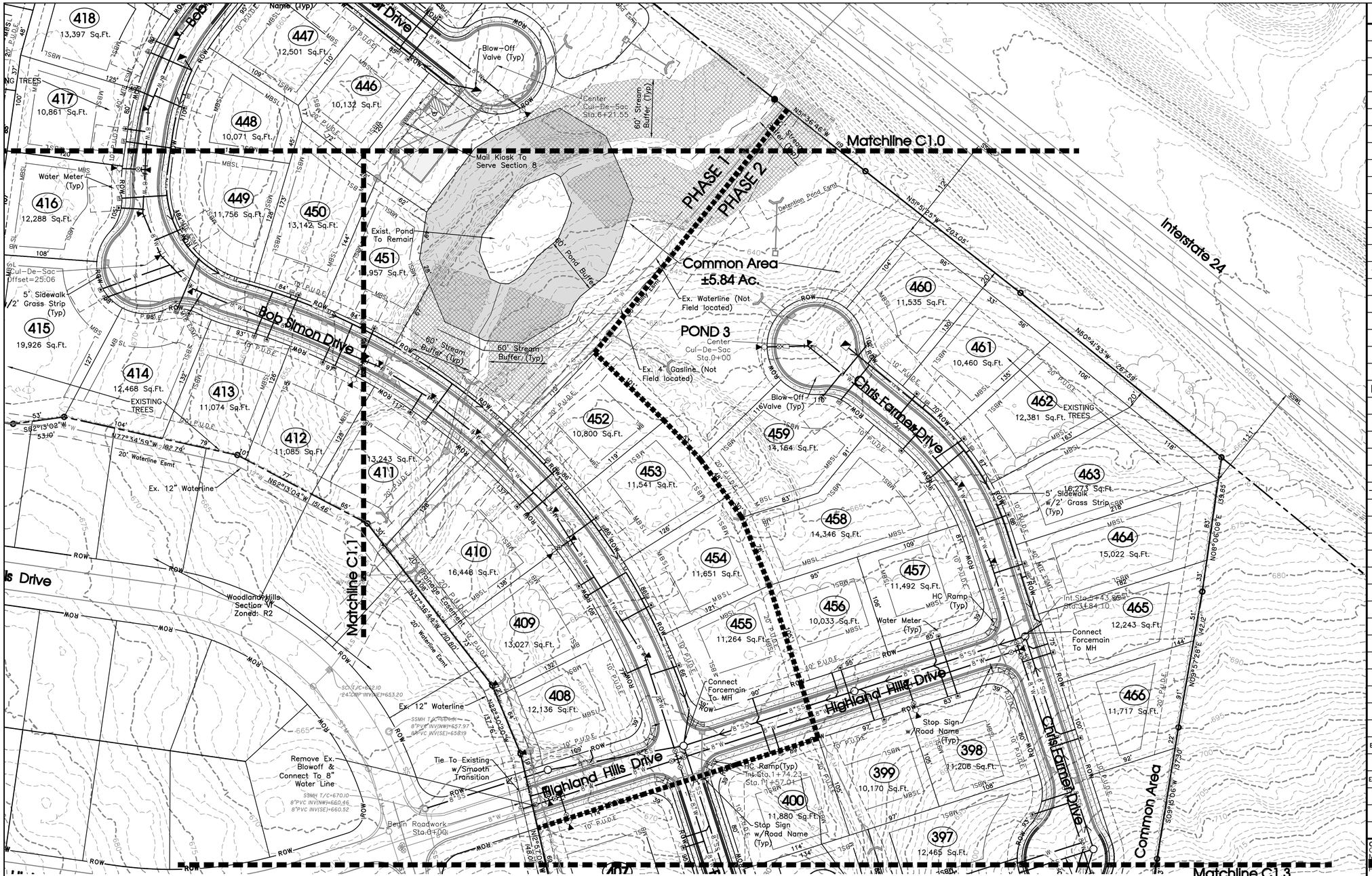
NOTE: STREET SIGN SHALL CONFORM WITH CURRENT STATE AND LOCAL CODES AND REGULATIONS.

BACKGROUND COLOR TO BE GREEN WITH WHITE BORDER AND TEXT.



TYPICAL 50' R.O.W. SECTION
SCALE NONE

GENERAL NOTES:
1. LANDING SHALL BE FLUSH WITH EDGE OF PAVEMENT.
2. RAMPS TO BOTTOM OF THE CURB RAMP WITH NO SINGLE TYPE AND SLOP REQUIRED. THE SURFACE SHALL BE COARSE TEXTURED CONCRETE OR BRICK PAVERS WITH A SLIP RESISTANT SURFACE.
3. RAISED CURBS SHOULD ALIGN RAMPS SHALL TRANSITION FROM A RAISED AT EXPANSION JOINTS TO 4" AT LANDING AND SHALL BE A CONTRASTING COLOR TO THE TERRAZZO LANDING. CROSS-SLOPE SHALL BE PERMITTED UP TO 2% AT BACK CURB SHALL BE THE SAME AS THE ADJACENT CURB.
4. RAMPS SHALL HAVE A MAXIMUM SLOPE OF 1/12 (VERTICAL/HORIZONTAL) AND SHALL NOT BE REQUIRED TO EXCEED 8 FEET OR RAISED 30 LINCHES.
5. HANDICAP RAMP SHALL BE CONSTRUCTED WITH DETECTABLE WARNING WHICH SHALL CONSIST OF RAISED TRUNCATED DOMES WITH A BASE DIAMETER OF 0.9 INCHES, A TOP DIAMETER OF 0.5 INCHES AND A HEIGHT OF 0.2 INCHES AND SPACED AT 2.35 INCHES, CENTER TO CENTER IN A SQUARE GRID PATTERN. THE DETECTABLE WARNING SHALL CONTRAST VISUALLY WITH THE ADJACENT SURFACE EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. THE DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH AND DEPTH OF THE CURB RAMP.
6. A CURB RAMP SHALL HAVE A DETECTABLE WARNING COMPLYING WITH A.D.A.G. OF ADA REQUIREMENTS. THE DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH AND DEPTH OF THE CURB RAMP.



Legend:

☐	EXIST. CONCRETE MONUMENT	⊏⊐	INLET PROTECTION FILTER
●	IRON PIN SET (I.P.S.)	♿	HANDICAP PARKING SYMBOL
○	IRON PIN FOUND (I.P.F.)	⇦	HC SIGN
⊸	EXIST. SIGN POST	—	HEADWALL
○	EXIST. SEWER CLEANOUT	⌒	WINGED HEADWALL
○	EXIST. MANHOLE (SEWER & PHONE)	◯	MANHOLE
⊖	EXIST. CATCH BASIN (STORM SEWER)	63.25 ×	PROPOSED SPOT ELEVATION
⊗	EXIST. WATER/GAS VALVE	(63.25) ×	EXIST. SPOT ELEVATION
T	EXIST. TELEPHONE RISER	◐	POST INDICATOR VALVE
G	EXIST. GAS RISER	▭	REDUCER
E	ELECTRICAL ENCLOSURE	⊂	REMOTE FIRE DEPT. CONNECTION
W	EXIST. WATER METER	1	REVISION NUMBER
○	EXIST. UTILITY POLE	⊙⊙⊙	RIP RAP
◇	EXIST. FIRE HYDRANT	➡	RUNOFF FLOW ARROW
◈	BENCHMARK	>	SEWER/STORM FLOW DIRECTION
◩	BLOW OFF VALVE	➡	TRAFFIC ARROW
•	CONCRETE BOLLARD	➡	TURN LANE ARROWS
▩	CATCH BASIN	V.A.	VAN ACCESSIBLE HANDICAP DESIGNATION
▩	CURB INLET	W	WATER METER
◯	AREA DRAIN	▭	WHEEL STOP
◣	CONCRETE THRUST BLOCK	⊠	GREASE TRAP
▬	DOUBLE DETECTOR CHECK VALVE	#1	DRAINAGE STRUCTURE DESIGNATION
⊀	FIRE DEPT. CONNECTION	Ⓐ	DRAINAGE PIPE DESIGNATION
▶◇	FIRE HYDRANT	▭	CONCRETE SIDEWALK
G	GAS METER	═	EXTRUDED CURB
⊗	GATE VALVE & BOX	═	CURB & GUTTER
○	EXTERIOR CLEANOUT	▭	CONCRETE SWALE
⊣/⊢	CHECK VALVE		

EXISTING PHONE	PH
EXISTING ELECTRIC	OH
PROPERTY LINE	
EASEMENTS	
RIGHT OF WAY	ROW
EROSION CONTROL SILT FENCE	SF SF
EXISTING TREELINE	
EXISTING FENCELINE	X X X X
MINIMUM BUILDING SETBACK LINE	MBSL
PHASE BOUNDARY	
EXISTING GAS LINE	GAS
PROPOSED GAS LINE	GAS
EXISTING STORM	STM
PROPOSED STORM	STM
EXISTING CONTOUR LINES	601
PROPOSED CONTOUR LINES	601
EXISTING SANITARY SEWER	SS
PROPOSED SANITARY SEWER	8"SS
EXISTING WATER	W W
PROPOSED WATER	W W

SITE ENGINEERING CONSULTANTS
ENGINEERING • SURVEYING • LAND PLANNING
LANDSCAPE ARCHITECTURE
MURFREESBORO, TENNESSEE 37129
PHONE: (615) 890-7901 FAX: (615) 895-2567

SEC, Inc.

THE SITE AS SHOWN ON THESE CONSTRUCTION DRAWINGS IS INTENDED TO ACHIEVE SPECIFIC ENGINEERING DESIGN CRITERIA AND OBJECTIVES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONSTRUCT THE SITE IN ACCORDANCE WITH THESE PLANS. THE CONTRACTOR'S FAILURE TO DO SO IN TOTAL ACCORDANCE WITH THE DESIGN AS NOTED, DESCRIBED, AND ILLUSTRATED. THE ENGINEER ASSUMES NO ADMINISTRATIVE LIABILITY OR RESPONSIBILITY IN THE ASSURANCE THAT THE SITE IS CONSTRUCTED IN ACCORDANCE WITH THE CONSTRUCTION PLANS.

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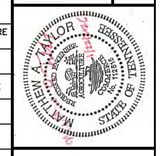


Villages At Woodland Hills

La Vergne, Tennessee

Owner/Developer:
Connor Kelly
MJ Homes of Nashville, LLC
[redacted]
Franklin, TN 37067

Floodplain **Note:**
This site lies within Zone X, areas determined to be outside the 0.2% annual chance flood plain. FEMA FIRM map #47149C0105J, Dated May. 9, 2023.

Deed Reference:
Tax Map 29, Parcel 23.00 & 23.01 R.Bk. 2030, Pg. 2197
Zoning: R2
Phase 1: 48 Lots on 20.90± Acres
Phase 2: 29 Lots on 15.40± Acres
Phase 3: 3 Lots on 8.74± Acres
Phase 4: 5 Lots on 3.01± Acres
Total Lots: 85
Total Land Area: 48.05± Acres
Min. Lot Size = 10,000 Sq. Ft.

Lot Width at Building Setback Line
Single Detached 75 ft.

Minimum Yard Requirements:
Front Setback
Single Detached 35 ft.

Side Setback
Single Detached 10 ft.

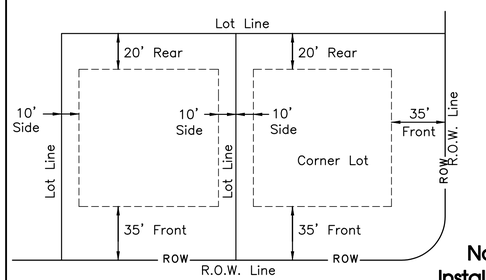
Rear Setback
Single Detached 20 ft.

Approved by the La Vergne Planning Commission, with such exceptions or conditions as are indicated in the minutes of the Commission on _____.
Date

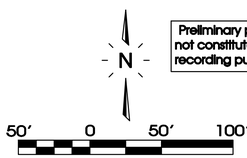
Preliminary plat approval shall not constitute final approval for recording purposes.

REVISED:	3-18-24: PC Comments 1-19-2026
DRAWN:	SJA
DATE:	1-30-2023
CHECKED:	MAT
FILE NAME:	B6398ConceptSub
SCALE:	1"=50'
JOB NO.	86398
SHEET:	C1.2

Preliminary Plat



Minimum Building Setback Detail Single Detached
N.T.S.



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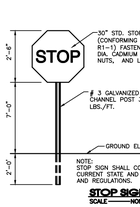
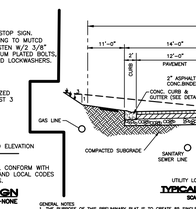
TYPICAL "SPEED LIMIT" SIGN
SCALE NONE

TEMPORARY TUNRAROUND
SCALE NONE



STOP SIGN
SCALE NONE



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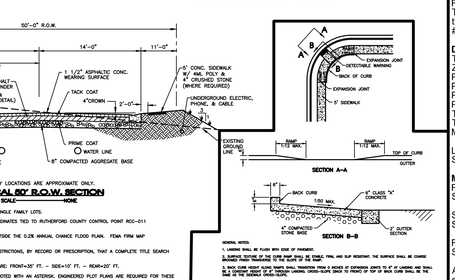
NOTE: STREET SIGN SHALL CONFORM WITH CURRENT STATE AND LOCAL CODES AND REGULATIONS.

BACKGROUND COLOR TO BE GREEN WITH WHITE BORDER AND TEXT.

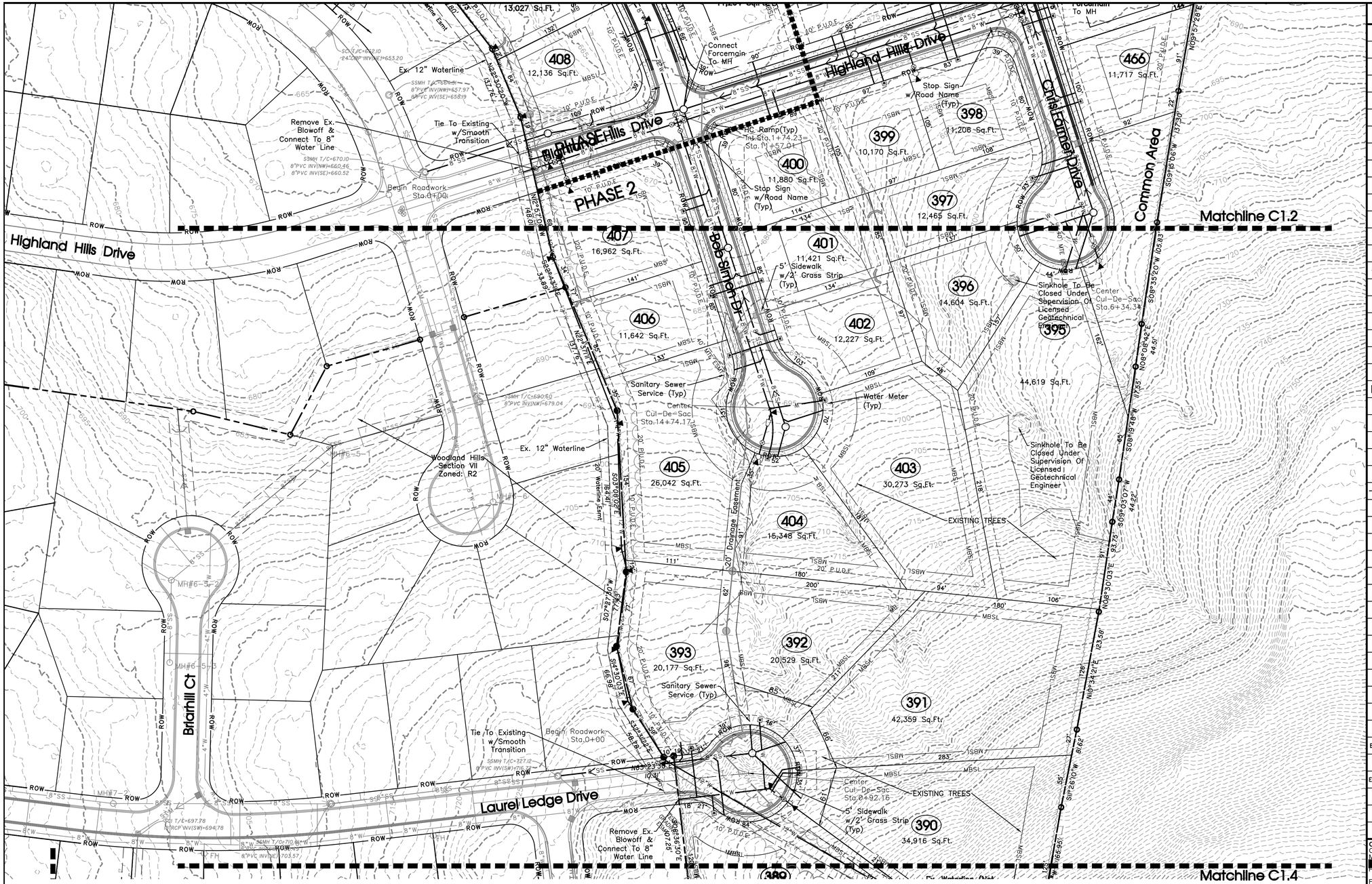


TYPICAL 60' R.O.W. SECTION
SCALE NONE

UTILITY LOCATIONS ARE APPROXIMATE ONLY.

GENERAL NOTES:
1. THE PURPOSE OF THIS PRELIMINARY PLAT IS TO CREATE 85 SINGLE FAMILY LOTS.
2. BEARING SYSTEM IS BASED ON TENNESSEE STATE PLANE COORDINATES TIED TO RUTHERFORD COUNTY CONTROL POINT RCC-011 (NAD83-NSRS).
3. THIS SITE LIES WITHIN ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PLAIN. FEMA FIRM MAP #47149C0105J, DATED JAN. 5, 2007.
4. PARCELS MAY BE SUBJECT TO ADDITIONAL ESMT'S AND/OR RESTRICTIONS, BY RECORD OR PRESCRIPTION, THAT A COMPLETE TITLE SEARCH MAY REVEAL.
5. PROPERTY IS ZONED R-2. MINIMUM SETBACK REQUIREMENTS ARE: FRONT=35' FT. – SIDE=10' FT. – REAR=20' FT.
6. ALL CRITICAL LOTS (WITH 15% SLOPES OR GREATER), ARE DENOTED WITH AN ASTERISK. ENGINEERED PLOT PLANS ARE REQUIRED FOR THESE LOTS PRIOR TO OBTAINING A BUILDING PERMIT.
7. ALL COMMON AREAS SHALL BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
8. DEVELOPER IS RESPONSIBLE FOR THE INSTALLATION OF STREET LIGHTS. STREET LIGHTS SHALL BE LOCATED NO MORE THAN 300 FEET APART.

GENERAL NOTES:
1. LANDING SHALL BE FLUSH WITH EDGE OF PAVEMENT.
2. SURFACE TEXTURE OF THE CURB RAMP SHALL BE STABLE, FIRM, AND SLIP RESISTANT. THE SURFACE SHALL NOT COMPLY WITH ANSI A117.1 SECTION 302.1 EXCEPTION 1.
3. WHERE CURB RAMPS FLARE, RAMPS SHALL TERMINATE FINAL 2 INCHES OF EXTERIOR SIDES TO BE AT LANDING AND SHALL BE A MAXIMUM SLOPE OF 10 PERCENT OR LESS.
4. RAMPS SHALL HAVE A MINIMUM SLOPE OF 1:12 (EXCEPTIONS/VARIANCES ARE SHALL NOT BE REQUIRED TO EXCEED A 1:10 OR REDUCE TO LESS).
5. APPROVAL MAY BE SOUGHT FOR EXCEPTIONS/VARIANCES WHERE SHALL ACCEPTANCE OF RAMPS TRANSITIONS UNDER SPECIAL CIRCUMSTANCES WHERE ADJACENT STRUCTURES PREVENT THE CONSTRUCTION OF RAMPS WITH THE SLOPE AND LENGTH OF THE RAMP AS SPECIFIED IN THESE STANDARDS AND ADDITIONAL DIFFICULTIES EXISTS WHICH MAKE IT IMPRACTICAL TO MEET THE SPECIFICATIONS. IN SUCH CASES, THE RAMP SHALL BE CONSTRUCTED AS NEAR AS PRACTICABLE TO THE SPECIFICATIONS AND SHALL BE THE BEST POSSIBLE SOLUTION TO OVERCOMING THE EXISTING OBSTACLES. THE RAMP SHALL NOT BE STEEPER THAN A 1:8 SLOPE AND FOR A MAXIMUM RISE OF 6 INCHES.
6. ALL RAMPS SHALL HAVE A DETECTABLE WARNING CONSISTING OF RAISED TRUNCATED DOMES WITH A DIA. OF 0.9" DIA. REQUIREMENTS, THE DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH AND DEPTH OF THE CURB RAMP.



Legend:

□	EXIST. CONCRETE MONUMENT	[ ]	INLET PROTECTION FILTER
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○	IRON PIN FOUND (I.P.F.)	⇦	HC SIGN
⊸	EXIST. SIGN POST	—	HEADWALL
○	EXIST. SEWER CLEANOUT	⌒	WINGED HEADWALL
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⊖	EXIST. CATCH BASIN (STORM SEWER)	63.25 ×	PROPOSED SPOT ELEVATION
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T	EXIST. TELEPHONE RISER	◐	POST INDICATOR VALVE
G	EXIST. GAS RISER	▭	REDUCER
E	ELECTRICAL ENCLOSURE	⟋	REMOTE FIRE DEPT. CONNECTION
W	EXIST. WATER METER	1	REVISION NUMBER
○	EXIST. UTILITY POLE		RIP RAP
◇	EXIST. FIRE HYDRANT		RUNOFF FLOW ARROW
◆	BENCHMARK	>	SEWER/STORM FLOW DIRECTION
◩	BLOW OFF VALVE		TRAFFIC ARROW
•	CONCRETE BOLLARD		TURN LANE ARROWS
	CATCH BASIN	V.A.	VAN ACCESSIBLE HANDICAP DESIGNATION
	CURB INLET	W	WATER METER
	AREA DRAIN		WHEEL STOP
	CONCRETE THRUST BLOCK		GREASE TRAP
	DOUBLE DETECTOR CHECK VALVE	#1	DRAINAGE STRUCTURE DESIGNATION
	FIRE DEPT. CONNECTION	A	DRAINAGE PIPE DESIGNATION
	FIRE HYDRANT		CONCRETE SIDEWALK
G	GAS METER		EXTRUDED CURB
⊗	GATE VALVE & BOX		CURB & GUTTER
○	EXTERIOR CLEANOUT		CONCRETE SWALE
	CHECK VALVE		

EXISTING PHONE	PH
EXISTING ELECTRIC	OH
PROPERTY LINE	
EASEMENTS	
RIGHT OF WAY	ROW
EROSION CONTROL SILT FENCE	SF SF
EXISTING TREELINE	
EXISTING FENCELINE	X X X X
MINIMUM BUILDING SETBACK LINE	MBSL
PHASE BOUNDARY	
EXISTING GAS LINE	GAS
PROPOSED GAS LINE	GAS
EXISTING STORM	STM
PROPOSED STORM	STM
EXISTING CONTOUR LINES	601
PROPOSED CONTOUR LINES	601
EXISTING SANITARY SEWER	SS
PROPOSED SANITARY SEWER	8"SS
EXISTING WATER	W W
PROPOSED WATER	W W

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PHONE: (615) 890-7901

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COPYRIGHT S.E.C. INC., 2022
The site as shown on these construction drawings is intended to achieve specific engineering design criteria and objectives. It is the responsibility of the contractor to construct the site in accordance with the plans and specifications. Failure to do so relieves the engineer in total accordance with the design as noted, described, and illustrated. The engineer assumes no administrative liability or responsibility in the assurance that the site is constructed in accordance with the construction plans.

Villages At Woodland Hills

La Vergne, Tennessee

Owner/Developer:
Connor Kelly
M
[redacted]
Franklin, TN 37067

Floodplain **Note:**
This site lies within Zone X, areas determined to be outside the 0.2% annual chance flood plain. FEMA FIRM map #47149C0105J, Dated May. 9, 2023.

Deed Reference:
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Phase 4: 5 Lots on 3.01± Acres
Total Lots: 85
Total Land Area: 48.05± Acres
Min. Lot Size = 10,000 Sq. Ft.

Lot Width at Building Setback Line
Single Detached 75 ft.

Minimum Yard Requirements:
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Single Detached 35 ft.

Side Setback
Single Detached 10 ft.

Rear Setback
Single Detached 20 ft.

Approved by the La Vergne Planning Commission, with such exceptions or conditions as are indicated in the minutes of the Commission on _____.
Date

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REVISED:	3-18-24: PC Comments 1-19-2026
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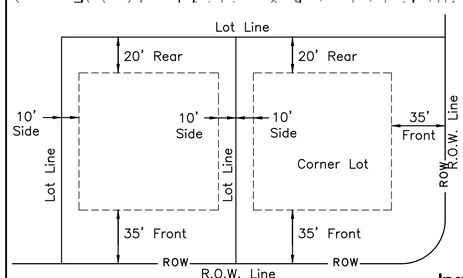
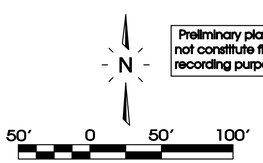
DATE:	1-30-2023
CHECKED:	MAT
FILE NAME:	B6398ConceptSub
SCALE:	1"=50'
JOB NO.	86398
SHEET:	C1.3

Preliminary Plat



Minimum Building Setback Detail Single Detached
N.T.S.



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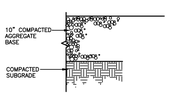
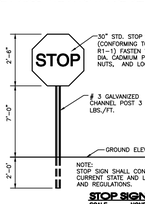
TYPICAL "SPEED LIMIT" SIGN
SCALE NONE



TEMPORARY TUNRAROUND
SCALE NONE



NOTE:
STOP SIGN SHALL CONFORM WITH CURRENT STATE AND LOCAL CODES AND REGULATIONS.

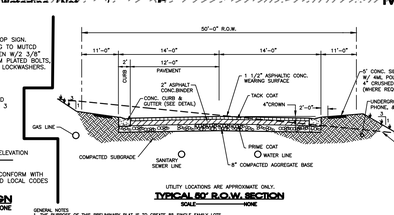
STOP SIGN
SCALE NONE

E MAIN ST
D3-1

STREET SIGN
SCALE NONE

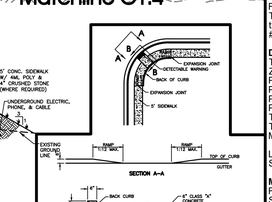
NOTE:
STREET SIGN SHALL CONFORM WITH CURRENT STATE AND LOCAL CODES AND REGULATIONS.

BACKGROUND COLOR TO BE GREEN WITH WHITE BORDER AND TEXT.



UTILITY LOCATIONS ARE APPROXIMATE ONLY.

TYPICAL 80' R.O.W. SECTION
SCALE NONE

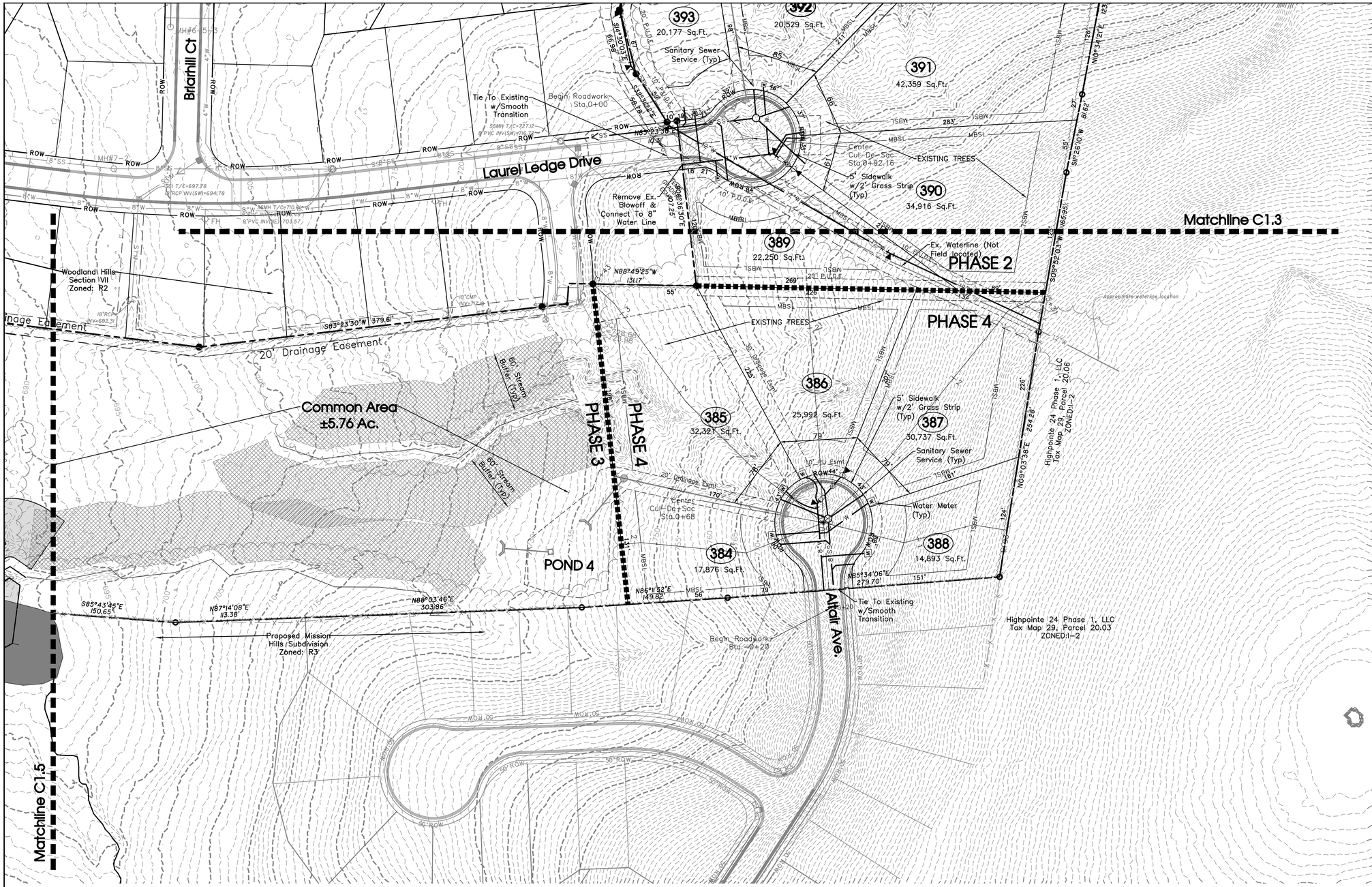


GENERAL NOTES

1. THE PURPOSE OF THIS PRELIMINARY PLAT IS TO CREATE 85 SINGLE FAMILY LOTS.
2. BEARING SYSTEM IS BASED ON TENNESSEE STATE PLANE COORDINATES TIED TO RUTHERFORD COUNTY CONTROL POINT ROC-011 (NAD83-11EC).
3. THIS SITE LIES WITHIN ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PLAIN. FEMA FIRM MAP #47149C0105J, DATED JAN. 5, 2007.
4. PARCELS MAY BE SUBJECT TO ADDITIONAL ESMT'S AND/OR RESTRICTIONS, BY RECORD OR PRESCRIPTION, THAT A COMPLETE TITLE SEARCH MAY REVEAL.
5. PROPERTY IS ZONED R-2. MINIMUM SETBACK REQUIREMENTS ARE: FRONT=30' FT. – SIDE=10' FT. – REAR=20' FT.
6. ALL CRITICAL LOTS (WITH 15% SLOPES OR GREATER), ARE DENOTED WITH AN ASTERISK. ENGINEERED PLOT PLANS ARE REQUIRED FOR THESE LOTS PRIOR TO OBTAINING A BUILDING PERMIT.
7. ALL COMMON AREAS SHALL BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
8. DEVELOPER IS RESPONSIBLE FOR THE INSTALLATION OF STREET LIGHTS. STREET LIGHTS SHALL BE LOCATED NO MORE THAN 300 FEET APART.

GENERAL NOTES

1. LANDING SHALL BE FLUSH WITH EDGE OF PAVEMENT.
2. SURFACE SLOPES OF THE CURB RAMP SHALL BE RAMPS, FINAL AND SLIP RESISTANT. THE SURFACE SHALL BE CHANGE IN LEVEL GREATER THAN 1/4" (6.35 MM).
3. RAMP SIDE FLARE SLOPES SHALL BE 10% MAXIMUM. WHERE A FLARE IS NOT PROVIDED, THE CURB SHALL BE AT LEAST 36" (915 MM) WIDE TO PROVIDE A CLEAR PASSAGE.
4. RAMPS SHALL HAVE A MINIMUM SLOPE OF 1:12 (8.33%) AND A MAXIMUM SLOPE OF 1:10 (10%) AND SHALL NOT BE REQUIRED TO EXCEED 6 FEET (1830 MM) IN LENGTH.
5. CURB RAMP SHALL BE CONSTRUCTED WITH DETECTABLE WARNINGS WHICH SHALL CONSIST OF RAISED TRUNCATED DOMES WITH A NOMINAL DIAMETER OF 0.9 INCHES (23 MM), A NOMINAL HEIGHT OF 0.2 INCHES (5 MM) AND A NOMINAL CENTER-TO-CENTER SPACING OF 2.35 INCHES (60 MM) AND SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT ON DARK, OR DARK ON LIGHT. THE DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH AND FOR THE DEPTH OF THE DEPRESSED TRANSITIONAL RAMP.
6. CURB RAMP SHALL BE CONSTRUCTED WITH DETECTABLE WARNINGS WHICH SHALL CONSIST OF RAISED TRUNCATED DOMES WITH A NOMINAL DIAMETER OF 0.9 INCHES (23 MM), A NOMINAL HEIGHT OF 0.2 INCHES (5 MM) AND A NOMINAL CENTER-TO-CENTER SPACING OF 2.35 INCHES (60 MM) AND SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT ON DARK, OR DARK ON LIGHT. THE DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH AND FOR THE DEPTH OF THE CURB RAMP.



Legend:

☐	EXIST. CONCRETE MONUMENT	⊡	INLET PROTECTION FILTER
●	IRON PIN SET (I.P.S.)	♿	HANDICAP PARKING SYMBOL
○	IRON PIN FOUND (I.P.F.)	⇦	HC SIGN
⊸	EXIST. SIGN POST	▬	HEADWALL
○	EXIST. SEWER CLEANOUT	⌓	WINGED HEADWALL
◯	EXIST. MANHOLE (SEWER & PHONE)	◯	MANHOLE
⊖	EXIST. CATCH BASIN (STORM SEWER)	63.25 ×	PROPOSED SPOT ELEVATION
⊗	EXIST. WATER/GAS VALVE	(63.25) ×	EXIST. SPOT ELEVATION
T	EXIST. TELEPHONE RISER	◐	POST INDICATOR VALVE
G	EXIST. GAS RISER	▭	REDUCER
E	ELECTRICAL ENCLOSURE	☇	REMOTE FIRE DEPT. CONNECTION
W	EXIST. WATER METER	1	REVISION NUMBER
○	EXIST. UTILITY POLE	⊛	RIP RAP
◇	EXIST. FIRE HYDRANT	➡	RUNOFF FLOW ARROW
◈	BENCHMARK	>	SEWER/STORM FLOW DIRECTION
◩	BLOW OFF VALVE	➡	TRAFFIC ARROW
•	CONCRETE BOLLARD	➡	TURN LANE ARROWS
▩	CATCH BASIN	V.A.	VAN ACCESSIBLE HANDICAP DESIGNATION
▩	CURB INLET	W	WATER METER
◉	AREA DRAIN	▭	WHEEL STOP
◤	CONCRETE THRUST BLOCK	⊠	GREASE TRAP
▬	DOUBLE DETECTOR CHECK VALVE	#1	DRAINAGE STRUCTURE DESIGNATION
⋌	FIRE DEPT. CONNECTION	Ⓐ	DRAINAGE PIPE DESIGNATION
▶◇	FIRE HYDRANT	▭	CONCRETE SIDEWALK
G	GAS METER	═	EXTRUDED CURB
⊗	GATE VALVE & BOX	═	CURB & GUTTER
○	EXTERIOR CLEANOUT	⋰⋰	CONCRETE SWALE
⋌⋋	CHECK VALVE		

EXISTING PHONE	PH
EXISTING ELECTRIC	OH
PROPERTY LINE	
EASEMENTS	
RIGHT OF WAY	ROW
EROSION CONTROL SILT FENCE	SF SF
EXISTING TREELINE	
EXISTING FENCELINE	X X X X
MINIMUM BUILDING SETBACK LINE	MBSL
PHASE BOUNDARY	
EXISTING GAS LINE	GAS
PROPOSED GAS LINE	GAS
EXISTING STORM	STM
PROPOSED STORM	STM
EXISTING CONTOUR LINES	601
PROPOSED CONTOUR LINES	601
EXISTING SANITARY SEWER	SS
PROPOSED SANITARY SEWER	8"SS
EXISTING WATER	W W
PROPOSED WATER	W W

SITE ENGINEERING CONSULTANTS
ENGINEERING • SURVEYING • LAND PLANNING
LANDSCAPE ARCHITECTURE
MURFREESBORO, TENNESSEE 37129
(615) 890-7901 FAX (615) 895-2567
SEC, Inc.
PHONE: (615) 890-7901

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COPYRIGHT S.E.C. INC., 2022
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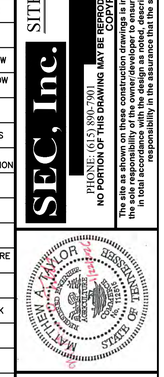


Villages At Woodland Hills

La Vergne, Tennessee

Owner/Developer:
Connor Kelly
MJ Homes of Nashville, LLC
[redacted]
Franklin, TN 37067

Floodplain N**o**te:
This site lies within Zone X, areas determined to be outside the 0.2% annual chance flood plain. FEMA FIRM map #47149C0105J, Dated May. 9, 2023.

Deed Reference:
Tax Map 29, Parcel 23.00 & 23.01 R.Bk. 2030, Pg. 2197
Zoning: R2
Phase 1: 48 Lots on 20.90± Acres
Phase 2: 29 Lots on 15.40± Acres
Phase 3: 3 Lots on 8.74± Acres
Phase 4: 5 Lots on 3.01± Acres
Total Lots: 85
Total Land Area: 48.05± Acres
Min. Lot Size = 10,000 Sq. Ft.

Lot Width at Building Setback Line
Single Detached 75 ft.

Minimum Yard Requirements:
Front Setback
Single Detached 35 ft.

Side Setback
Single Detached 10 ft.

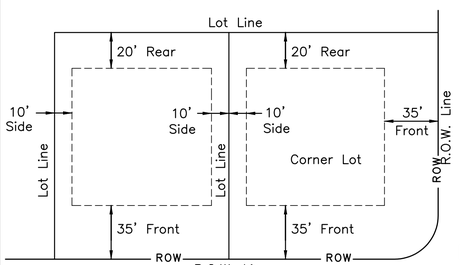
Rear Setback
Single Detached 20 ft.

Approved by the La Vergne Planning Commission, with such exceptions or conditions as are indicated in the minutes of the Commission on _____.
Date

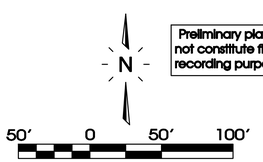
Preliminary plat approval shall not constitute final approval for recording purposes.

REVISED: 3-18-24: PC Comments
DRAWN: SJA
DATE: 1-30-2023
CHECKED: MAT
FILE NAME: 86398ConceptSub
SCALE: 1"=50'
JOB NO. 86398
SHEET: C1.4

Preliminary Plat



Minimum Building Setback Detail Single Detached
N.T.S.



Note: Developer Is Responsible For The Installation Of Street Lights. Street Lights Shall Be Located No More Than 300 Feet Apart.

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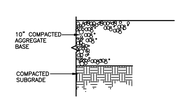
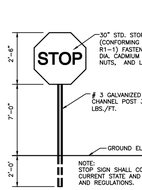
TYPICAL "SPEED LIMIT" SIGN
SCALE NONE



TEMPORARY TUNRAROUND
SCALE NONE

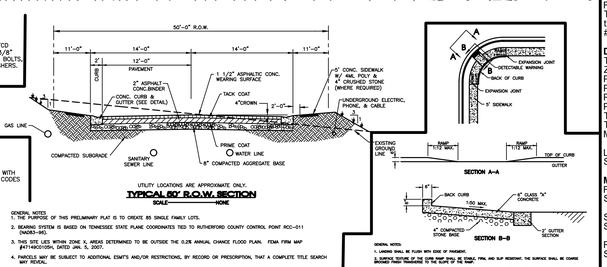


STOP SIGN
SCALE NONE

STREET SIGN
SCALE NONE

NOTE:
STREET SIGN SHALL CONFORM WITH CURRENT STATE AND LOCAL CODES AND REGULATIONS.

BACKGROUND COLOR TO BE GREEN WITH WHITE BORDER AND TEXT.



UTILITY LOCATIONS ARE APPROXIMATE ONLY.

TYPICAL 50' R.O.W. SECTION
SCALE NONE

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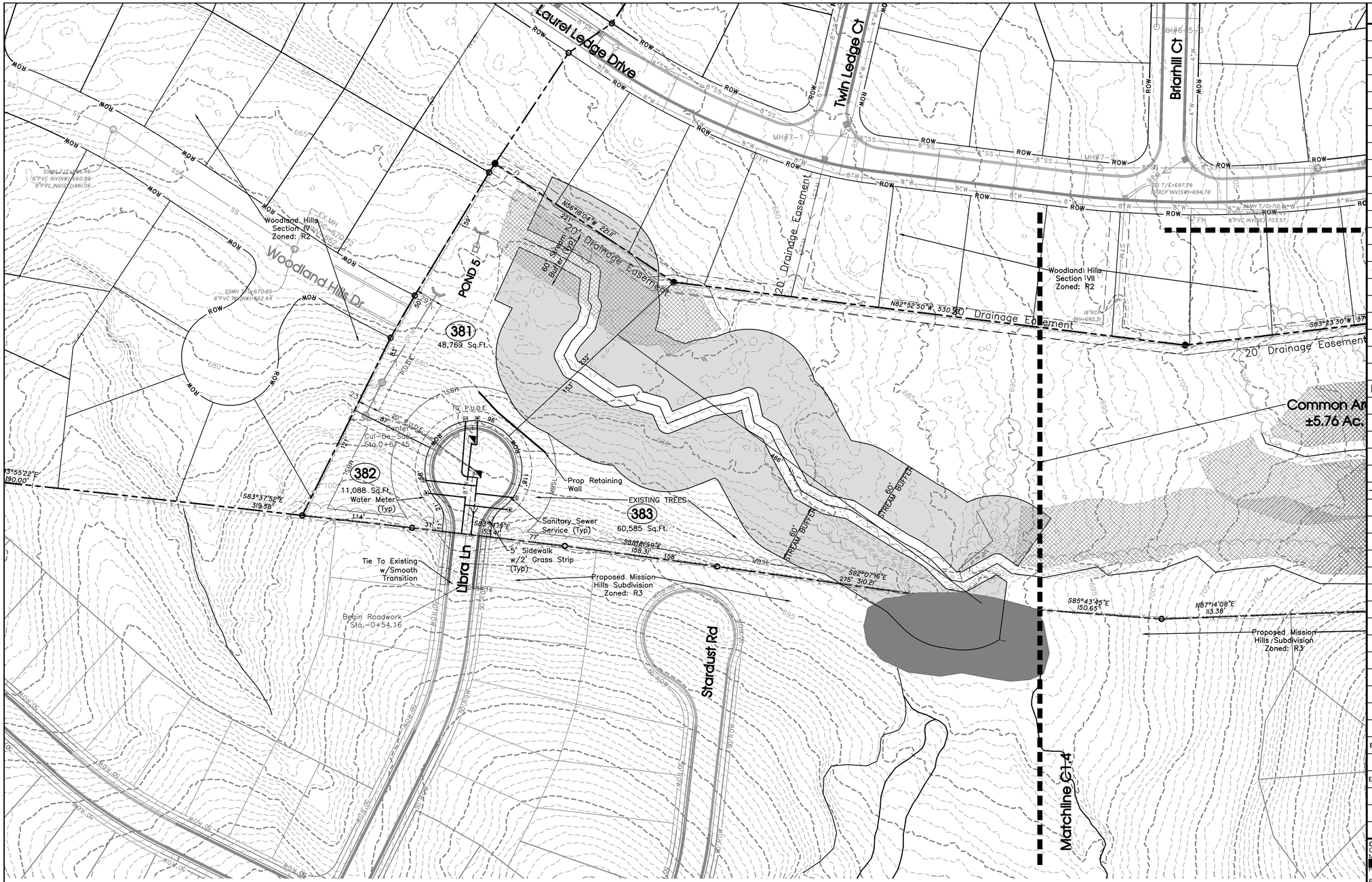
3. RAISED CURB RAMPS SHALL HAVE RAISED TRUNCATED DOMES FROM A RADIUS OF CONVEXITY (DEPTH) OF 0.2" CLEARING AND SHALL BE ALIGNED IN A GRID PATTERN. THE TRUNCATED DOMES SHALL HAVE A BASE DIAMETER OF 0.9" AT BACK CURB TYPE, OR TOP OF THE BASE OF THE SIDEWALK CURB TYPE.
4. RAMPS SHALL HAVE A MAXIMUM SLOPE OF 1:12 (VERTICAL/HORIZONTAL) AND SHALL NOT BE REQUIRED TO EXCEED A FIVE FOOT RUN.
5. CROSSWALK RAMP SHALL BE CONSTRUCTED WITH DETECTABLE WARNING PANELS WHICH SHALL CONSIST OF RAISED TRUNCATED DOMES WITH A NOMINAL DIAMETER OF 0.9" AT BASE, A NOMINAL HEIGHT OF 0.2" AND NOMINAL CENTER-TO-CENTER SPACING OF 2.35" AND SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT ON DARK, OR DARK ON LIGHT. THE DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH AND DEPTH OF THE CURB RAMP, EXCLUDING FLARES AND SHALL BE LOCATED SO THAT IT IS NOT LOCATED ON ANY SLOPE EXCEEDING 1:20 (5%) IN ANY DIRECTION. THE DETECTABLE WARNING SHALL BE 24" WIDE AND FOR CURB RAMPS WITH FLARES, THE DETECTABLE WARNING SHALL BE 24" WIDE MINIMUM.
6. A CURB RAMP SHALL HAVE A DETECTABLE WARNING COMPLYING WITH A.D.A.S. OF ADA REQUIREMENTS. THE DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH AND DEPTH OF THE CURB RAMP.



Legend:

□	EXIST. CONCRETE MONUMENT	[ ]	INLET PROTECTION FILTER
●	IRON PIN SET (I.P.S.)	♿	HANDICAP PARKING SYMBOL
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E	ELECTRICAL ENCLOSURE	⟋	REMOTE FIRE DEPT. CONNECTION
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⊗	GATE VALVE & BOX	═	CURB & GUTTER
○	EXTERIOR CLEANOUT	▭	CONCRETE SWALE
⊣/⊢	CHECK VALVE		

EXISTING PHONE	PH
EXISTING ELECTRIC	OH
PROPERTY LINE	
EASEMENTS	
RIGHT OF WAY	ROW
EROSION CONTROL SILT FENCE	SF SF
EXISTING TREELINE	
EXISTING FENCELINE	X X X X
MINIMUM BUILDING SETBACK LINE	MBSL
PHASE BOUNDARY	
EXISTING GAS LINE	GAS
PROPOSED GAS LINE	GAS
EXISTING STORM	STM
PROPOSED STORM	STM
EXISTING CONTOUR LINES	601
PROPOSED CONTOUR LINES	601
EXISTING SANITARY SEWER	SS
PROPOSED SANITARY SEWER	8"SS
EXISTING WATER	W W
PROPOSED WATER	W W

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La Vergne, Tennessee

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Franklin, TN 37067

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Phase 2: 29 Lots on 15.40± Acres
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Phase 4: 5 Lots on 3.01± Acres
Total Lots: 85
Total Land Area: 48.05± Acres
Min. Lot Size = 10,000 Sq. Ft.

Lot Width at Building Setback Line
Single Detached 75 ft.

Minimum Yard Requirements:
Front Setback
Single Detached 35 ft.

Side Setback
Single Detached 10 ft.

Rear Setback
Single Detached 20 ft.

Approved by the La Vergne Planning Commission, with such exceptions or conditions as are indicated in the minutes of the Commission on _____.
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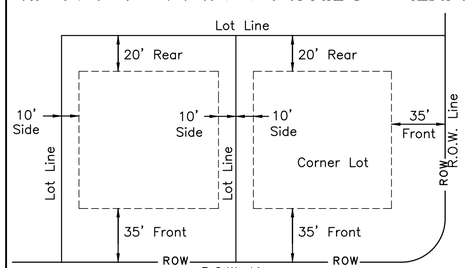
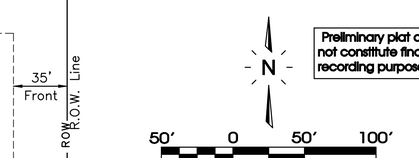
REVISED:	3-18-24: PC Comments 1-19-2026
DRAWN:	SJA
DATE:	1-30-2023
CHECKED:	MAT
FILE NAME:	86398ConceptSub
SCALE:	1"=50'
JOB NO.	86398
SHEET:	C1.5

Preliminary Plat



Minimum Building Setback Detail Single Detached
N.T.S.



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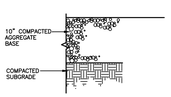
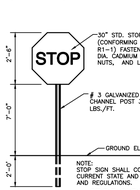
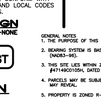
TYPICAL "SPEED LIMIT" SIGN
SCALE NONE



TEMPORARY TUNRAROUND
SCALE NONE



STOP SIGN
SCALE NONE



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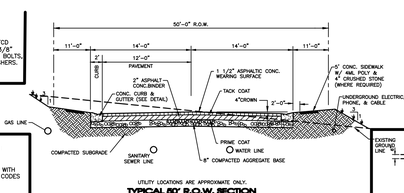

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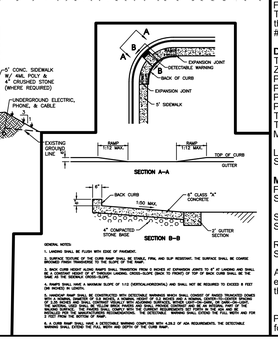

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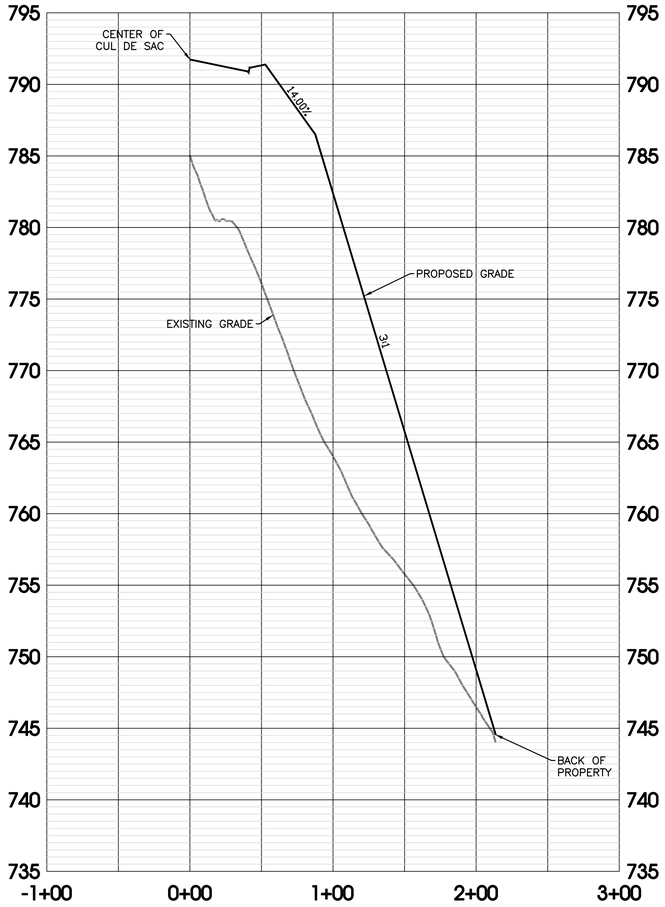
3. RAISED CURB RAMPS SHALL HAVE RAMPS WITH SLOPES FROM A POINT 4 INCHES AT EXPANSION JOINTS TO 0" AT GUTTERS AND SHALL BE CONSTRUCTED SO THAT THE TOP OF THE CURB RAMP WILL BE FLUSH WITH THE TOP OF THE BACK CURB WHEN THE TOP OF THE BACK OF THE SIDEWALK CURB REACHES 4".
4. RAMPS SHALL HAVE A MAXIMUM SLOPE OF 1:12 (VERTICAL:HORIZONTAL) AND SHALL NOT BE REQUIRED TO EXCEED A FIVE FOOT RUN.
5. A MINIMUM RUN SHALL BE CONSTRUCTED WITH DETECTABLE WARNINGS WHICH SHALL CONSIST OF RAISED TRUNCATED DOMES WITH A NOMINAL DIAMETER OF 0.9 INCHES, A NOMINAL HEIGHT OF 0.2 INCHES AND A NOMINAL CENTER-TO-CENTER SPACING OF 2.35 INCHES. DETECTABLE WARNINGS SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. THE DETECTABLE WARNING SHALL EXTEND AT LEAST 24 INCHES IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP.
6. A CURB RAMP SHALL HAVE A DETECTABLE WARNING COMPLYING WITH A.D.A.S OF ADA REQUIREMENTS. THE DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH AND DEPTH OF THE CURB RAMP.

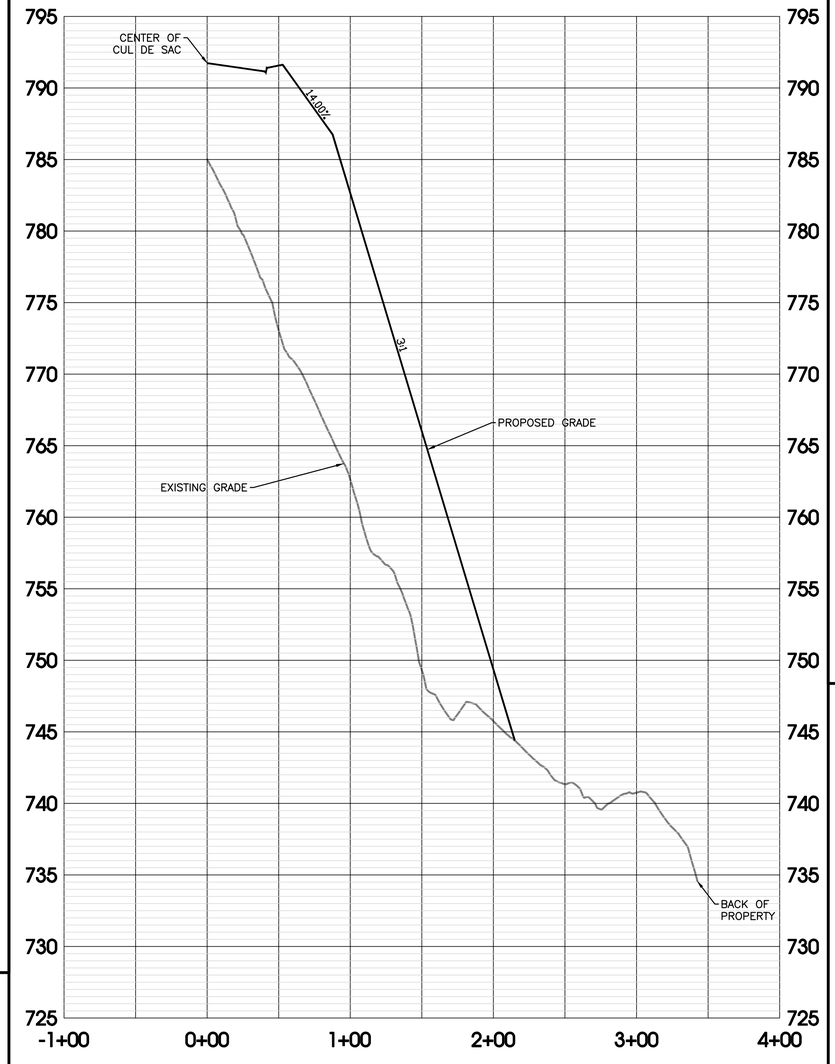
TYPICAL "SPEED LIMIT" SIGN
SCALE NONE

TEMPORARY TUNRAROUND
SCALE NONE

384



385



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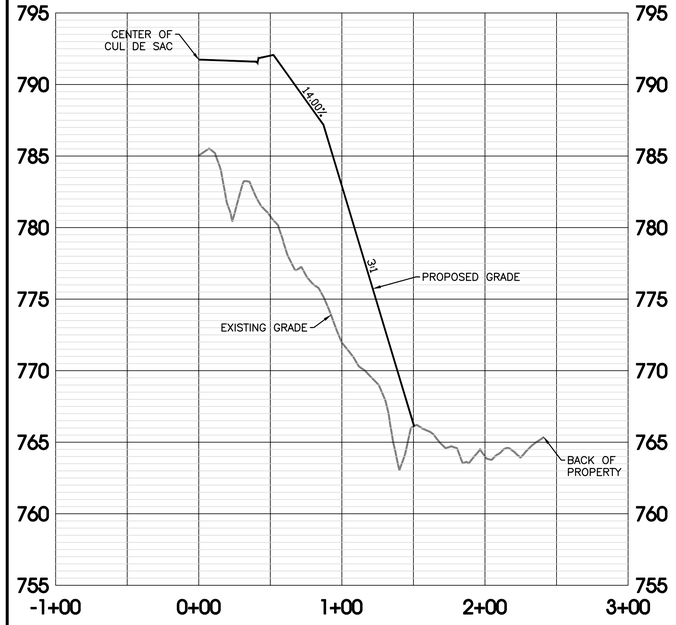

Note: All Lots Are Buildable. Walkout Basement/Garage Or Alternative Will Be Used.

SITE ENGINEERING CONSULTANTS
ENGINEERING • SURVEYING • LAND PLANNING
LANDSCAPE ARCHITECTURE
MURFREESBORO, TENNESSEE 37129
PHONE: (615) 890-7901 FAX: (615) 895-2567
SEC, Inc.

NO PORTION OF THIS DRAWING MAY BE REPRODUCED WITHOUT THE EXPRESSED WRITTEN CONSENT OF S.E.C. INC.
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The site as shown on these construction drawings is intended to achieve specific engineering design criteria and objectives. It is the contractor's responsibility to provide adequate means and methods during construction to protect the site and adjacent property as is in total accordance with the design as noted, described, and illustrated. The engineer assumes no administrative liability or responsibility in the assurance that the site is constructed in accordance with the construction plans.

MATTHEW A. TAYLOR — 2/4/26 — REGISTERED ENGINEER — STATE OF TENNESSEE

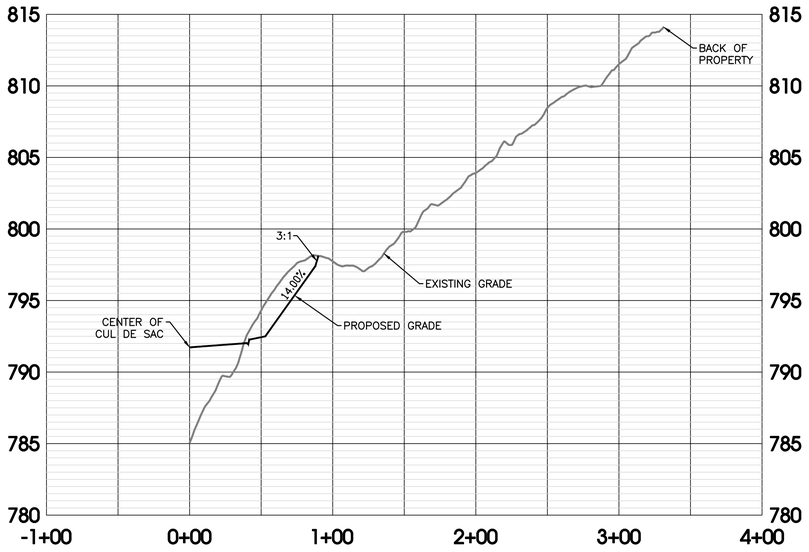
Villages At Woodland Hills

La Vergne, Tennessee

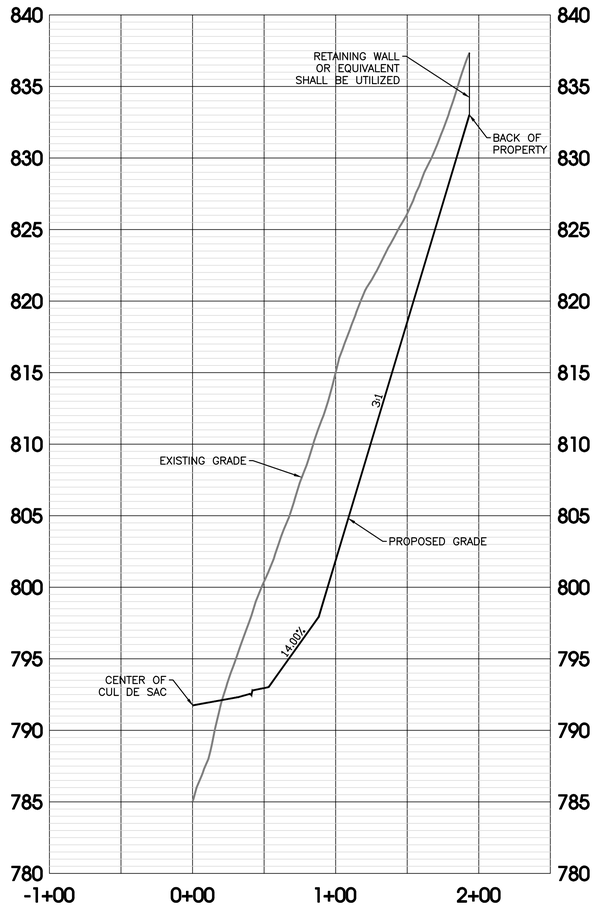
REVISED:	3-18-24: PC Comments 1-19-2026
DRAWN: SJA	
DATE: 1-30-2023	
CHECKED: MAT	
FILE NAME:	86398ConceptSub
SCALE:	1"=50' Horiz 1"=5' Vert
JOB NO.	86398
SHEET:	C1.6

Cross Sections

387



388



Note: All Lots Are Buildable. Walkout Basement/Garage Or Alternative Will Be Used.

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MATTHEW A. TAYLOR — 2024.03.18 — STATE OF TENNESSEE — REGISTERED LANDSCAPE ARCHITECT

Villages At Woodland Hills

La Vergne, Tennessee

REVISED: 3-18-24: PC Comments 1-19-2026	Cross Sections
DRAWN: SJA	
DATE: 1-30-2023	
CHECKED: MAT	
FILE NAME: 86398ConceptSub	
SCALE: 1"=50' Horiz 1"=5' Vert	
JOB NO. 86398	
SHEET: C1.7	

Planning Commission Report
Meeting: February 10, 2026

City of La Vergne

Item #: 10. **Final Plat - Arbor Ridge, Section 4 - 47 Lots on 9.10 Acres. Requested by SEC, Inc. Property located at 927 Waldron Road (Tax Map 32, P/O Parcel 4.04). PDR (Planned Density Residential) Zoning District. Property owned by Starlight Homes, LLC.**

Reviewed By:
Bo Logan, City Planner
Gary Lide, City Engineer

Summary:
On behalf of their client, SEC, Inc. is requesting approval of the final plat for AR-Secton 4 located on 9.10 ± acres. The purpose of the plan is to create new single-family residential development. The property is currently zoned PDR which allows varying densities.

The property is located off of Waldron Road. The proposed layout shows 46 or 47 new lots with two (2) common areas. The common areas are 0.81 acres and the residential lots comprise the remaining acreage. Also shown is the layout of a new street, Large Poppy Drive.

All streets show sidewalks a minimum of 5 feet wide.

Staff Comments / Technical Items:

Planning (**Bo Logan** - blogan@lavergnetn.gov; and **Jake Blair** - jblair@lavergnetn.gov)

1. Note #1 says 44 single-fam lots and 2 common areas. This seems to not match;
2. Common Area C is listed but never appears.

Engineering (**Gary Lide** - glide@lavergnetn.gov)

1. Show 12' wide permanent slope easement next to Blair Road ROW dedication.
2. Show 10' temporary construction easement next to slope easement and/or provide note stating that this easement will be in place for the duration of the Blair Road construction and Waldron Road widening construction.
3. Provide draft Longterm Maintenance Agreement including Longterm Maintenance plan. If this section will be using a detention basin that already has a recorded LTMA, then provide a copy.
4. Provide the required performance bond package.
5. Show stream buffer for Rock Spring Branch.
6. Correct spelling of Property Owner name.

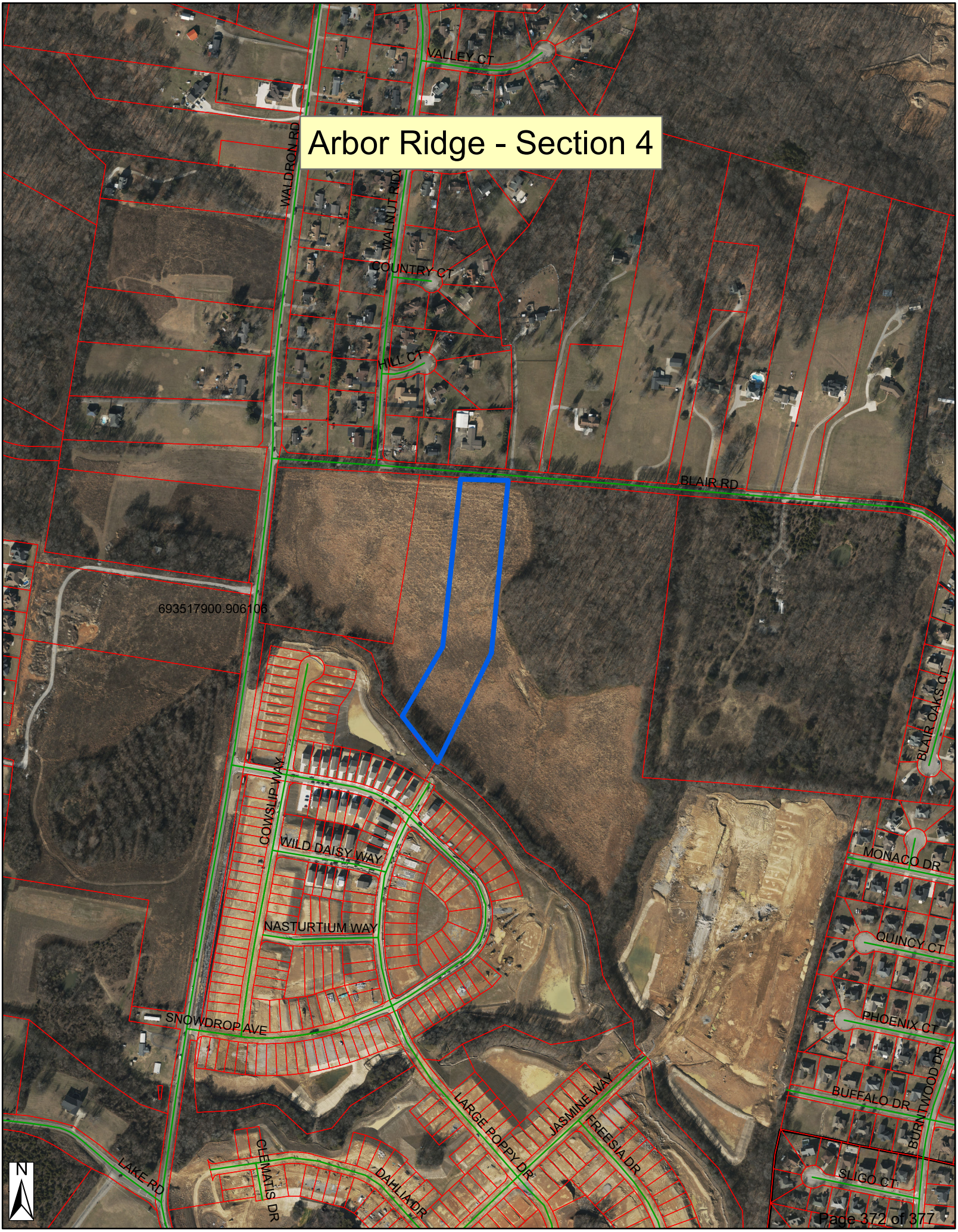
Utilities (**Scott Tatalovich** - statalovich@lavergnetn.gov)
No comments

Codes (**Joe White** - jwhite@lavergnetn.gov)
No comments

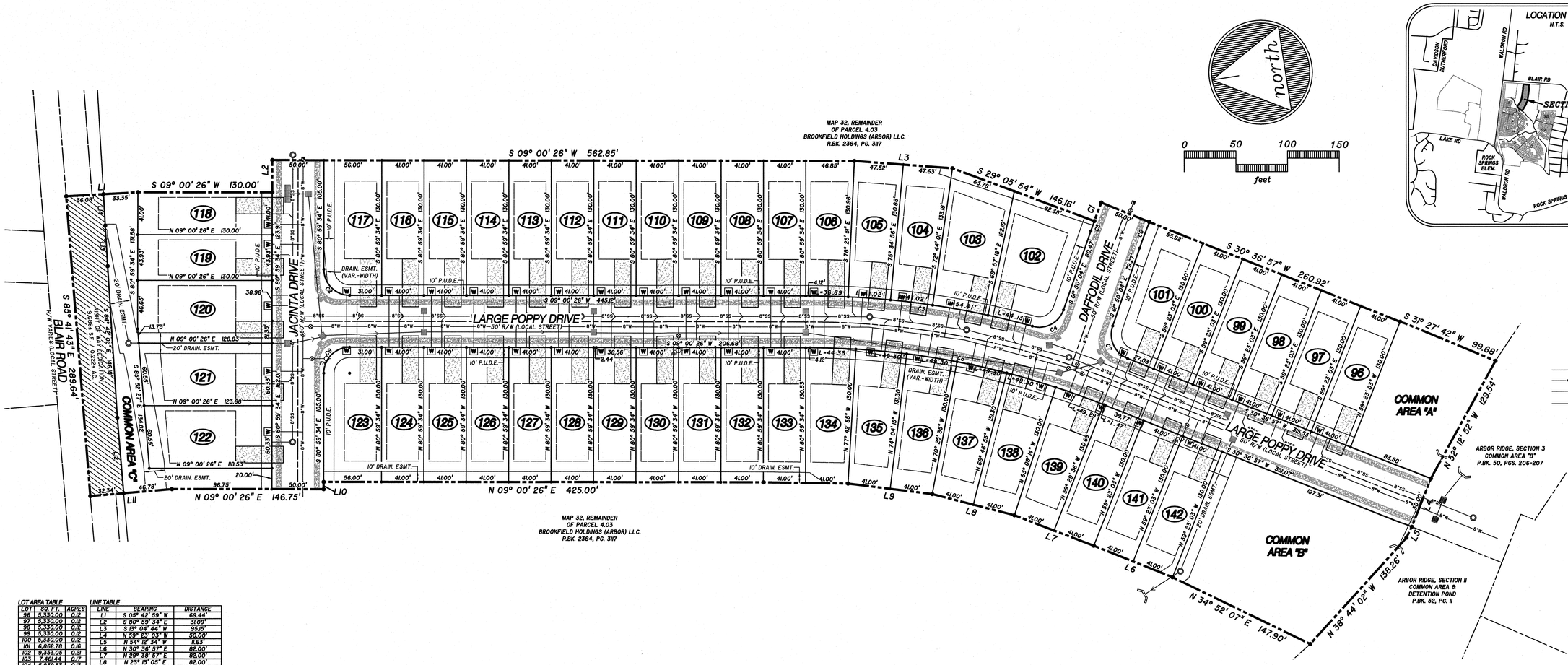
Fire (**Curtis Brinkley** - cbrinkley@lavergnetn.gov)
No comments

Police
No comments

***Note:** The above technical items may not be the only corrections and/or issues needing to be resolved to get approval from the planning commission. New items can be brought up at the workshop and staff can add items at any time that might have been overlooked. It is the applicant's responsibility to make sure that all technical items are addressed and that no new issues exist before the planning commission meeting. Addressing all technical items does not constitute approval. It is the planning commission's decision whether an item passes or fails. Revised plans are due to staff by the following Monday at close of business unless other arrangements are made and documented.


Arbor Ridge - Section 4
VALLEY CT
WALDRON RD
WALNUT RD
COUNTRY CT
HILL CT
BLAIR RD
693517900.906106
BLAIR OAKS CT
COWSLIP WAY
WILD DAISY WAY
NASTURTIUM WAY
SNOWDROP AVE
MONACO DR
QUINCY CT
PHOENIX CT
BUFFALO DR
BURNTWOOD DR
SLIGO CT
LARGE POPPY DR
JASMINE WAY
FREESIA DR
DAHLIA DR
CLEMATIS DR
LAKE RD
N

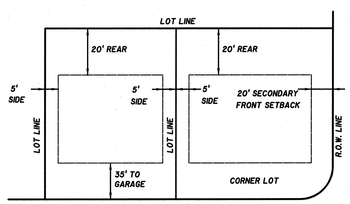
Arbor Ridge - Section 4
HILL CT
WALDRON RD
WALNUT RIDGE DR
BLAIR RD
693517900.906106
COWSLIP WAY
SNOWDROP AVE
LARGE POPPY DR
WILD DAISY WAY
N



LOT AREA TABLE			
LOT	SQ. FT.	ACRES
96	5,330.00	0.12
97	5,330.00	0.12
98	5,330.00	0.12
99	5,330.00	0.12
100	5,330.00	0.12
101	6,862.78	0.16
102	9,353.05	0.21
103	7,461.44	0.17
104	5,839.53	0.13
105	5,786.66	0.13
106	5,722.49	0.13
107	5,330.00	0.12
108	5,330.00	0.12
109	5,330.00	0.12
110	5,330.00	0.12
111	5,330.00	0.12
112	5,330.00	0.12
113	5,330.00	0.12
114	5,330.00	0.12
115	5,330.00	0.12
116	5,330.00	0.12
117	7,145.87	0.16
118	5,330.00	0.12
119	5,770.91	0.13
120	7,834.81	0.18
121	7,666.92	0.17
122	7,306.03	0.17
123	7,145.87	0.16
124	5,330.00	0.12
125	5,330.00	0.12
126	5,330.00	0.12
127	5,330.00	0.12
128	5,330.00	0.12
129	5,330.00	0.12
130	5,330.00	0.12
131	5,330.00	0.12
132	5,330.00	0.12
133	5,340.81	0.12
134	5,834.54	0.13
135	5,906.75	0.14
136	5,906.75	0.14
137	5,906.75	0.14
138	5,906.75	0.14
139	5,893.50	0.14
140	5,359.68	0.12
141	5,330.00	0.12
142	5,330.00	0.12
CA-A	8,844.10	0.27
CA-B	23,708.63	0.54
CA-C	10,363.23	0.24
ROW	77,481.72	1.78
Total	397,149.81	9.12

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 05° 42' 59" W	69.44'
L2	S 80° 59' 34" E	31.09'
L3	S 13° 04' 44" W	55.15'
L4	N 59° 23' 03" W	50.00'
L5	N 54° 12' 34" W	1.63'
L6	N 30° 36' 57" E	82.00'
L7	N 29° 36' 57" E	82.00'
L8	N 23° 13' 05" E	82.00'
L9	N 15° 25' 45" E	82.00'
L10	N 80° 59' 34" W	7.01'
L11	N 04° 07' 33" E	79.18'
L12	S 85° 53' 28" E	73.05'
L13	S 84° 36' 25" E	39.03'
L14	S 84° 17' 01" E	30.42'

CURVE TABLE					
CURVE	RADIUS	DELTA ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	625.00'	001°44'43"	19.04'	S 60° 01' 45" E	19.04'
C2	25.00'	090°00'00"	39.27'	S 54° 00' 26" W	35.36'
C3	825.00'	015°06'08"	217.46'	S 16° 33' 30" W	216.83'
C4	25.00'	085°56'38"	37.50'	S 16° 31' 45" E	34.08'
C5	625.00'	000°55'57"	10.17'	S 61° 22' 05" E	10.17'
C6	575.00'	002°40'40"	26.87'	N 60° 29' 43" W	26.87'
C7	25.00'	097°33'00"	38.20'	S 74° 23' 57" W	34.59'
C8	775.00'	021°36'30"	292.28'	N 19° 48' 41" E	290.55'
C9	25.00'	090°00'00"	39.27'	N 35° 59' 34" W	35.36'



MINIMUM BUILDING SETBACK DETAIL
N.T.S.

CERTIFICATE OF OWNERSHIP AND DEDICATION

I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AS EVIDENCED IN BOOK NUMBER 2384, PAGE 3126, RUTHERFORD COUNTY REGISTERS OFFICE, AND THAT I (WE) HEREBY ADOPT THIS PLAN OF SUBDIVISION WITH MY (OUR) FREE CONSENT ESTABLISH THE MINIMUM BUILDING RESTRICTION LINES AND THAT OFFERS OR IRREVOCABLE DEDICATION FOR ALL PUBLIC WAYS, UTILITIES, AND OTHER FACILITIES HAVE BEEN FILED.

DATE _____ NAME _____

DEED REFERENCE:
TAX MAP 32, P/O PARCEL 4.03
RECORD BOOK 2384, PAGE 3126

MATTHEW CALDWELL, SENIOR ASSOCIATE
BROOKFIELD HOLDINGS (ARBOR) LLC

CERTIFICATE OF ACCURACY

I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THIS IS A TRUE AND ACCURATE SURVEY OF THE PROPERTY SHOWN HEREON; THAT THIS SURVEY MEETS OR EXCEEDS THE MINIMUM REQUIREMENTS OF AN URBAN LAND SURVEY, CATEGORY "I", AS PER STANDARDS OF PRACTICE ADOPTED BY THE BOARD OF EXAMINERS FOR LAND SURVEYORS FOR THE STATE OF TENNESSEE, AND THAT THE RATIO OF PRECISION IS GREATER THAN 1:10,000.

DATE 01-23-26 David A. Parker
REGISTERED LAND SURVEYOR

TENN. R.L.S. NO. 2381

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I HEREBY CERTIFY THAT THE WATER SYSTEM(S) OUTLINED OR INDICATED ON THE FINAL SUBDIVISION PLAT ENTITLED "ARBOR RIDGE, SECTION 4" HAS\HAVE BEEN INSTALLED IN ACCORDANCE WITH CURRENT LOCAL AND STATE GOVERNMENT REQUIREMENTS, OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

DATE _____ NAME _____
AUTHORIZED APPROVING AGENT

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

I HEREBY CERTIFY THAT THE SEWER SYSTEMS OUTLINED OR INDICATED ON THE SUBDIVISION FINAL PLAT ENTITLED "ARBOR RIDGE, SECTION 4" HAVE BEEN INSTALLED IN ACCORDANCE WITH CURRENT LOCAL AND STATE GOVERNMENT REQUIREMENTS, OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

DATE _____ NAME _____
AUTHORIZED APPROVING AGENT

CERTIFICATE OF APPROVAL OF STREETS AND UTILITIES

I HEREBY CERTIFY: (1) STREETS, UTILITIES, POWER, AND TELEPHONE HAVE BEEN INSTALLED IN A ACCEPTABLE MANNER AND ACCORDING TO CURRENT LOCAL SPECIFICATIONS OR, (2) THAT A PERFORMANCE BOND IN THE AMOUNT OF $_____ HAS BEEN POSTED WITH THE PLANNING COMMISSION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS IN CASE OF DEFAULT.

DATE _____ NAME _____
AUTHORIZED APPROVING AGENT

CERTIFICATE OF APPROVAL FOR RECORDING

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE LAVERGNE SUBDIVISION REGULATIONS, WITH THE EXCEPTION OF SUCH VARIANCES, IF ANY, AS ARE NOTED IN THE MINUTES OF THE PLANNING COMMISSION, AND THAT IT HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE COUNTY REGISTER.

DATE _____ NAME _____
SECRETARY, PLANNING COMMISSION

GENERAL NOTES

1. THE PURPOSE OF THIS FINAL PLAT IS TO CREATE 44 SINGLE FAMILY LOTS, 2 COMMON AREAS AND SANITARY SEWER AND WATER EASEMENTS AS SHOWN.
2. BEARING SYSTEM IS BASED ON TENNESSEE STATE PLANE COORDINATES TIED TO RUTHERFORD COUNTY CONTROL POINT RCC-0II (NAD 83-96).
3. THIS PROPERTY LIES WITHIN ZONE X, PER FEMA FIRM MAPS FOR RUTHERFORD COUNTY, MAP NO. 47149C0I05J, EFFECTIVE DATE: MAY 9, 2023.
4. PARCELS MAY BE SUBJECT TO ADDITIONAL ESMT'S AND/OR RESTRICTIONS, BY RECORD OR PRESCRIPTION, THAT A COMPLETE TITLE SEARCH MAY REVEAL.
5. PROPERTY IS ZONED PDR (PLANNED DENSITY RESIDENTIAL).
   MINIMUM SETBACK REQUIREMENTS ARE:
   FRONT = 35' FT.
   SIDE = 5' FT.
   REAR = 20' FT.
6. ALL CRITICAL LOTS (WITH I5% SLOPES OR GREATER), ARE DENOTED WITH AN ASTERISK (*). ENGINEERED PLOT PLANS ARE REQUIRED FOR THESE LOTS PRIOR TO OBTAINING A BUILDING PERMIT.
7. ALL COMMON AREAS SHALL BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
8. DEVELOPER IS RESPONSIBLE FOR THE INSTALLATION OF STREET LIGHTS. STREET LIGHTS SHALL BE LOCATED NO MORE THAN 300 FEET APART.
9. A STORMWATER MAINTENANCE AGREEMENT IS RECORDED IN R.BK. ____, PG. ____, R.O.R.C., TN.
10. THIS IS A CATEGORY IV SURVEY DONE IN ACCORDANCE WITH THE CURRENT TENNESSEE MINIMUM STANDARDS OF PRACTICE SET FORTH IN CHAPTER 0820-03-.07.

PLAT BOOK _____, PAGE _____
TIME OF RECORDING: _____
DATE OF RECORDING: _____

OWNER/DEVELOPER:
STARTLIGHT HOMES TENNESSEE, LLC
[redacted]
FRANKLIN, TN 37064
CONTACT: MICHAEL STROBEL

FLOODPLAIN NOTE:
THIS SITE LIES WITHIN ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PLAIN. FEMA FIRM MAP #47149C0I05J, DATED MAY 8, 2023.

DEED REFERENCE:
TAX MAP 32, PORTION OF PARCEL 4.04
R.BK. 2384, PG. 3126 R.O.R.C., TN

ZONING: PDR (PLANNED DENSITY RESIDENTIAL)
SECTION 4: 47 LOTS ON 9.10± ACRES
MIN. LOT SIZE = 4I' WIDE; 5,740 SQ.FT. MINIMUM

FINAL PLAT

SECTION 4
ARBOR RIDGE SUBDIVISION

CITY OF LAVERGNE, TENNESSEE
3rd CIVIL DISTRICT, RUTHERFORD COUNTY

SEC, Inc.
SITE ENGINEERING CONSULTANTS
ENGINEERING • SURVEYING • LAND PLANNING
[redacted]

PROJ. # 18314.34	DATE: 1/26/26 REV:	FILE: 18314 Arbor Ridge S4	DRAWN BY: WCC	SCALE: 1" = 50'	SHEET 1 OF 1