



## EAGLEVILLE PLANNING COMMISSION

Eagleville City Hall

108 South Main Street

January 5, 2026

6:30 p.m.

*Prior to meeting, please silence all electronic devices.*

- 1) **CALL TO ORDER** – Chairman, Derrick Lynch
- 2) **ROLL CALL / DETERMINATION OF QUORUM**
- 3) **CITIZEN COMMENTS** – Each Citizen will be given up to 3 minutes to speak
- 4) **MINUTES/OTHER BUSINESS**
  - a) Approve or Deny Minutes of Planning Commission Meeting of November 10, 2025
- 5) **DESIGN REVIEW RECOMMENDATIONS**

No Recommendations
- 6) **OLD BUSINESS**
- 7) **NEW BUSINESS**
  - a) Review and Discussion of Change of Use at 161 N. Main Street, Creation of Bar
  - b) Review and Recommendation to Council of Traffic Study for New 99 and Highway 41A South
- 8) **City Manager/City Planner Report**
- 9) **ADJOURNMENT**

**ITEM 4a**

Approve or Deny Minutes of Planning Commission Meeting  
of November 10, 2025

**Minutes of the  
Eagleville Planning Commission  
Eagleville City Hall, Eagleville, TN  
Monday, November 10, 2025 – 6:30pm**

**1. CALL TO ORDER**

Chairman Derrick Lynch called the meeting to order at 6:33 p.m.

**2. ROLL CALL / DETERMINATION OF QUORUM**

City Manager Hellyn Riggins called the roll.

**PLANNING COMMISSION**

**PRESENT:**

Chairman Derrick Lynch  
Secretary Justin Bryant  
Councilman Chris Hendrix

**ABSENT:**

Commissioner Erik Hurter  
Commissioner Darren Shanks

**STAFF:**

Hellyn Riggins, City Manager/Planner

**3. CITIZEN COMMENTS**

John Lewis of Stonegate Enterprises gave an update on the nursery. As the previous partner did not work out, he is moving forward with another partner. He will make sure the site is built to the previously approved plan. Landscaping & retention pond will be addressed for full compliance including trees being planted. He will keep the hoop houses as the goal is to own and rent them to a partner to run one landscaping business. Mr. Lewis stated that it is important to him the business is done right. He anticipates to open the nursery in Spring 2026 or will come back in April to the Commission and give an update.

**4. MINUTES/OTHER BUSINESS**

**a. Approve or Deny Minutes of Planning Commission Meeting of October 13, 2025**

Councilman Chris Hendrix moved to approve the minutes.

Secretary Justin Bryant seconded the motion.

The **MOTION** passed 3-0.

**5. DESIGN REVIEW RECOMMENDATIONS**

**No Recommendations**

**6. OLD BUSINESS**

**7. NEW BUSINESS**

**a. Recommendation of Approval or Denial of Zoning Amendment to Council. Ordinance 2025-009, An Ordinance Amending The Zoning Ordinance, More Specifically Sections Pertaining To Industrial One Zone**

Ms. Riggins went over the changes addressing the commission concerns from the October 23, 2025 meeting, particularly the height exemption, signage and compatibility with the other building.

Brian Hercules spoke on behalf of Smyrna Ready Mix (SMR) addressing how SRM generally runs its operation such as water controls, dust and trucks being washed after each use. The entire site will be concreted and all water used on site will be filtered and reused.

Secretary Justin Bryant moved to approve recommendation to send the Zoning Amendment, Ordinance 2025-009 to council.

Councilman Chris Hendrix seconded the motion.

The **MOTION** passed 3-0.

**8. CITY MANAGER/CITY PLANNER REPORT**

There was no report.

**9. ADJOURNMENT**

Chairman Lynch adjourned the meeting at 7:00 p.m.

Approved by:

\_\_\_\_\_  
Chairman Derrick Lynch

Submitted by:

\_\_\_\_\_  
City Clerk, Katy Sanderson

\_\_\_\_\_  
Date minutes were approved:

**ITEM 7a**

Review and Discussion of Change of Use at 161 N. Main Street,  
Creation of Bar

P.O. Box 68  
108 South Main Street  
Eagleville, TN 37060



(615) 274-2992  
Fax (615) 274-2977

### MINOR SITE PLAN APPLICATION

Applicant's Name: Ryan Richards (Sorelco LLC)

Address: 101 N Main St Eagleville Phone No. [REDACTED]

Email: [REDACTED]

Name in Title Block: \_\_\_\_\_

Location/Address: Same

Tax Map: \_\_\_\_\_ Parcel No: \_\_\_\_\_ Acreage/Size of Tract: \_\_\_\_\_

FEMA Flood Map \_\_\_\_\_ Panel Number \_\_\_\_\_

Non-Residential Use: \_\_\_\_\_ Religious Use: \_\_\_\_\_

Project Engineer/Surveyor \_\_\_\_\_ Fax: \_\_\_\_\_

Address: \_\_\_\_\_ Phone: \_\_\_\_\_

Zoning: \_\_\_\_\_

Conditional Use Permit (if required): \_\_\_\_\_

Date Approved: \_\_\_\_\_

Copy of Conditional Use Permit submitted: \_\_\_\_\_

Copy of owner's deed submitted with the plat: \_\_\_\_\_

Deed Book \_\_\_\_\_ Page Number \_\_\_\_\_

FEE: \$200.00 Paid \_\_\_\_\_ Receipt No. \_\_\_\_\_ Date Submitted: \_\_\_\_\_

Signature of Applicant

EA CO 2016-018



Re: Sorells "SpeakEasy"

---

From Hellyn Riggins

Date Mon 12/29/2025 5:39 PM

To Kyah Richards

Cc Fire Chief Armstrong <[redacted]>; Katy Sanderson <[redacted]>; Hellyn Riggins <[redacted]>

I'm sorry if this was not clear : I will need the structural engineer's report and a drawing of the layout of the upstairs. I will also need what improvements you made to the area, and I will need to inspect it **before we appear before Planning**, to make sure I don't think it should also need a building inspection.

I do not know if I can go tomorrow. And I'm out the rest of the week. I will see how tomorrow or Monday goes.

Thank you for writing.

hellyn

---

From: Kyah Richards <[redacted]>

Sent: Monday, December 29, 2025 5:33 PM

To: Hellyn Riggins

Cc: Fire Chief Armstrong <[redacted]>; Katy Sanderson <[redacted]>; Hellyn Riggins <[redacted]>

Subject: Re: Sorells "SpeakEasy"

**[EXTERNAL EMAIL]** CAUTION: This is an external email that originated from outside our email system. Do not click links or open attachments unless you recognize and trust the sender. If in doubt, call sender at a number you already know before clicking links or attachments.

I am sorry Hellyn. I didn't know you were in need of the documents prior to the meeting on 1/6. I plan on being there with all necessary documentation. If you have time to meet me there tomorrow, I will be more than happy to. You tell me a good time.

Regards,

Kyah

Sent from my iPhone

On Dec 29, 2025, at 2:59 PM, Hellyn Riggins <[redacted]> wrote:

Hi Kyah,

---

Re: Sorells "SpeakEasy"

---

From Hellyn Riggins < >  
Date Mon 12/29/2025 2:59 PM  
To Kyah Richards < >  
Cc Fire Chief Armstrong < > Katy Sanderson < > Hellyn Riggins < >

Hi Kyah,

I have not heard back from you and the meeting is next week. I'll only be in today and tomorrow. At this late date, I do not have time to review and offer any recommendation for the Planning Commission. I will have you on the agenda but I'm not sure what planning will do when you have not made any attempt to work with me on finding a solution to the zoning violation. None of the information I requested below has been submitted to me.

I'm waiting on a final report from the Fire Chief, but I think the finding will be that another ingress/egress is needed.

If you have anything you would like to submit between now and Monday's meeting, Katy will be here to take it, and we will get it in the Planning Commission's packet.

I really do want to work with you, but your silence has made it a very hard accomodation.

Hellyn R. Riggins, AICP  
City Manager

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From: Hellyn Riggins < >  
Sent: Monday, December 1, 2025 4:07 PM  
To: Kyah Richards < >  
Cc: Hellyn Riggins < > ; Fire Chief Armstrong < >  
Subject: Re: Sorells "SpeakEasy"

Kyah,

I will need the structural engineer's report and a drawing of the layout of the upstairs. I will also need what improvements you made to the area, and I will need to inspect it before we appear before Planning, to make sure I don't think it should also need a building inspection.

If approved, then you will need to appear before the Beer Board, but we'll take it one step at a time.

I'm still trying to arrange a time for the State Fire Marshal's Office to assist us with the inspection.

I've attached your Facebook post where your social media stated it was fine to hang out there all night, and did not clarify if was for waiting only. It may or may not have been in jest, but it very easily gave the impression it was not just for waiting on a table.

If everything safety-wise checks out, I think your hurdle is convincing the Planning Commission that this will not turn into a bar.

hellyn

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From: Kyah Richards < >  
Sent: Tuesday, November 25, 2025 3:32 PM  
To: Hellyn Riggins < >  
Subject: Fwd: Sorells "SpeakEasy"

**[EXTERNAL EMAIL]** CAUTION: This is an external email that originated from outside our email system. Do not click links or open attachments unless you recognize and trust the sender. If in doubt, call sender at a number you already know before clicking links or attachments.

Good morning Hellyn,

I understand your concern. I have filled out the minor site plan application the best I could and have attached it. I had Crosslin send over their structural engineer to sign off on load capacity upstairs. I wanted to make sure it was safe. We are using the same address as the restaurant. The only occupants Upstairs are ones that are waiting on tables in our restaurant as we are not putting up a sign of any sort. Like I said, John is welcome anytime in order to tell me if he would like any sort of additional safety measures put in place. If you need me to pay for an additional Beer license, I shall do that too. I will make it to the meeting on January 6.

over your plans (at that time it was only mentioned to me to be a waiting area) before you opened it so that we could look for any issues or concerns, and address them before you brought the public in.

Thank you. I hope you have a nice Thanksgiving.

Hellyn R. Riggins, AICP  
City Manager

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**From:** Kyah Richards  
**Sent:** Friday, November 14, 2025 4:04 PM  
**To:** Hellyn Riggins  
**Cc:** Fire Chief Armstrong < >; Hellyn Riggins  
**Subject:** Re: Sorells "SpeakEasy"

Hi Hellyn,

First let me say I do apologize for not getting with you after your text as I just simply forgot. As for setting up a "Speakeasy" that is NOT THE CASE. It does have a speakeasy vibe if you will but it is not a "bar" or "saloon". Guests will occasionally come in and sit at the back bar without any intention of dining and the waiting area is also the same thing. We have received all required licenses from the state for upstairs since we simply "relocated" our waiting bar upstairs. We have also had all state inspections completed. Both license and inspection are posted. I spoke with the state who explained that because it is under the same LLC and roof area, I do not need to do anything further through them.

The reasoning for this so called "expansion" was due to limited standing room in a temperature controlled area while our guests wait for their table. To get the word out, we do post about having a bar area upstairs so our patrons know they don't have to wait out in the cold or in their cars.

We are only opening the waiting room 3 of our 5 days we are open (our busy days) and no other days since it is only a "waiting room". The hours are 4-8.

If you would like the Fire Chief to come over and inspect, he is more than welcome. I only want to ensure our patrons safety. Let me know if there is anything else I need to do.

Regards,  
Kyah  
Sent from my iPhone

On Nov 14, 2025, at 2:56 PM, Hellyn Riggins < > wrote:

Kyah,

I brought to your attention before you converted additional space to your restaurant to work with me, and let me review, and that we would have to, at the very least, go to the Planning Commission.

Then you converted without any approvals the additional space that not only adds to your restaurant but adds to the areas where you are serving alcohol. I do not know what you have done in the area as it has not been inspected. But your on-line ads refer to it as a speakeasy, which the definition of that by the way is "a saloon or nightclub selling alcoholic beverages illegally, especially during Prohibition", which is exactly what you are doing because the approval for beer from the City was for the restaurant area only. The two areas are not connected.

It is my understanding that this new area operates on its own, allows for guests to enter a separate entrance, purchase alcohol, with no guarantee that they will be dining with you. Your permit from us was for specifically the area of your restaurant. Our approval from the State is for restaurant only. With the setup that you have now, this new area operates solely as a bar.

I do not know if any permits should have been pulled as no inspection has been done. When I know more of what you have created, I will know if we need to go back to the Beer Board to amend your license. And finally, the fire chief will need to do an inspection to ensure compliance with occupancy, and to determine if you have exceeded occupancy, or the occupancy you can have while serving alcohol without a sprinkler system.

I kindly wrote you when I found out that you added this space without approval and asked that you get in touch with me immediately. That has been nearly three weeks ago, which lends the appearance that you have no urgent desire to stay in compliance with City and Building Codes.

I am once again writing to ask that you work with me so we can see if the new area can be brought into compliance. If I do not hear back from you by early next week, Nov 24th, I will have no choice but to issue a Cease and Desist for safety reasons.

Thank you.

Hellyn R. Riggins, AICP  
City Planner

hellyn

Hellyn R. Riggins  
City Manager  
615 274 2922 Ext 3

## Sorelles Italian Restaurant & Pizzeria's Post



 Sorelles Italian Restaurant & Pizzeria  
October 24 · 🌐



While you wait for your table, join us upstairs for a cocktail in the cutest speakeasy in Eagleville! Signature cocktails and delicious wine! 🍸🍷  
#nolensvilletn #eaglevilletn #franklintn #chapelhilltn #speakeasy #sorelles

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ENJOY YOUR WAIT!

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# THE WAITING ROOM

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**Above Sorelles! Open 4-9! A great  
place to wait for your table and enjoy  
a cocktail!**

We kindly ask 21 and up only!

---



Comment as HR Riggins



# THE WAITING ROOM

**Above Sorelles! Open 4-9! A great place to wait for your table and enjoy a cocktail!**

We kindly ask 21 and up only!

Stephen Carlton, Angela Cheryl Mathisen and 227 others

32 comments 6 shares

Like

Comment

Share

Most relevant



Top fan

Jim Bicknell

Can we just hang out up there all night???

5w Like Reply



Author

Sorelles Italian Restaurant & Pizzeria

Jim Bicknell Yea!!!!

5w Like Reply



Nicole Sirote



Comment as HR Riggins



**ITEM 7b**

Review and Recommendation to Council of Traffic Study for  
New 99 and Highway 41A South

**DRAFT**  
**12/2/2025**



**BURCH**  
TRANSPORTATION

City of Eagleville, Tennessee

# SPEED LIMIT STUDY

S Main Street and  
New Highway 99

*December 2025*



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- 1.2 Speed Setting Factors

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- 2.3 Geographic Context
- 2.4 Crash Experience
- 2.5 Speed Distribution
- 2.6 Speed Trends

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- 3.2 Summary – New Highway 99

# INTRODUCTION

The City of Eagleville is organized around the crossroads intersection of Main Street (US 41A, State Route 16) and State Route 269/99. Both of these routes are classified by TDOT as rural minor arterials, meaning that they are designed and intended to carry higher volumes of traffic and usually at faster speeds. However, the strict mobility-focused role of these roads changes when drivers approach the commercial center where access and slower speeds become more important.

Like all cities, Eagleville desires safe streets and has indicated concerns with speeding on these primary roads. Specifically, this study was commissioned to address speeds and the speed limits on two road segments, S Main St south of Eagleville and New Hwy 99 east of Eagleville.

As an incorporated city, Eagleville has the authority to set the speed limits on these state routes and is conducting this engineering study in accordance with state law (see TCA § 55-8-153-c-1-A, B).

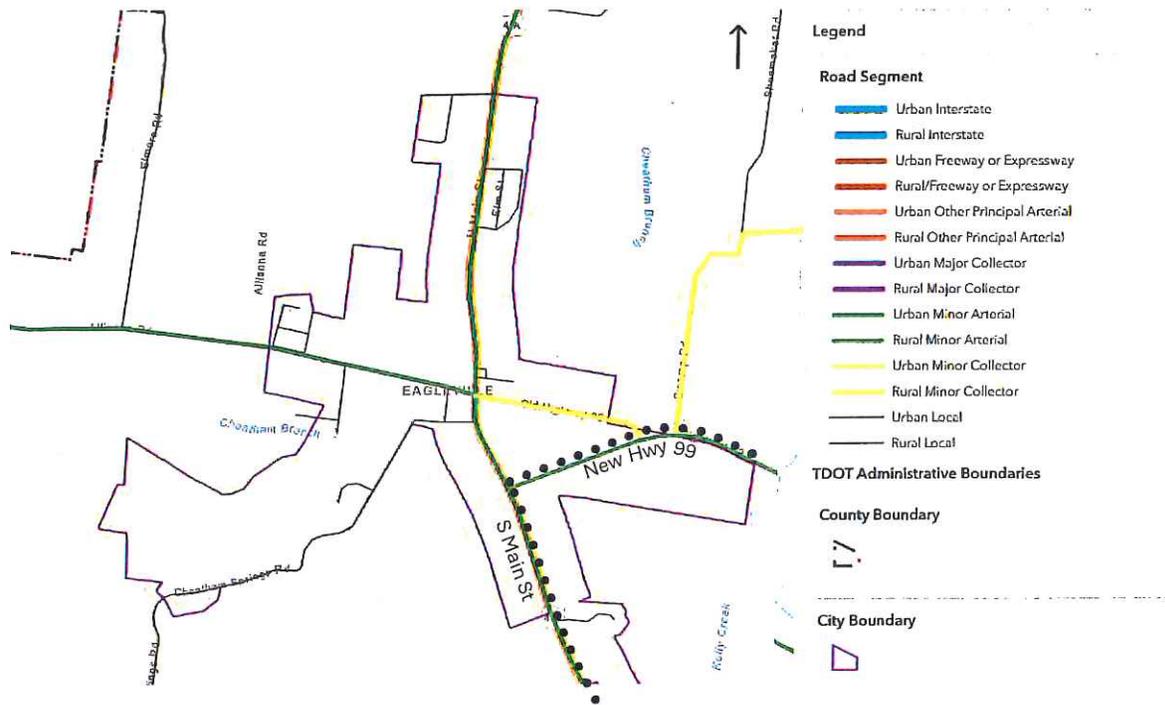


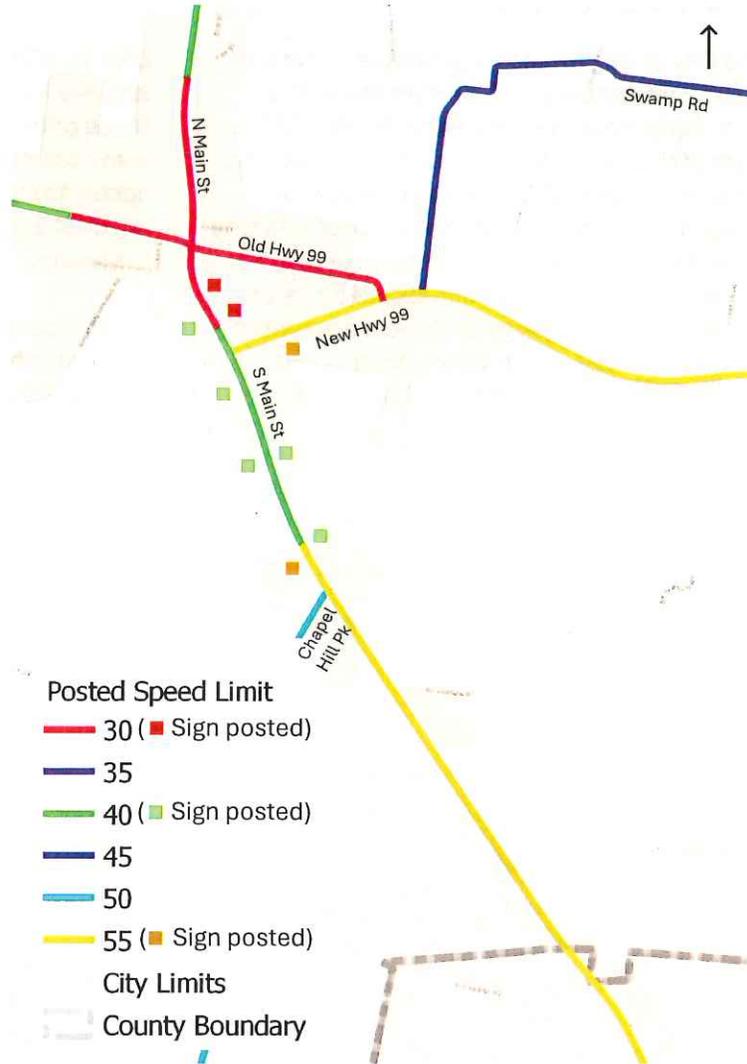
Figure 1. The city limits and functional classifications of roads in Eagleville, TN. Source: TDOT. The approximate study segments are dotted.

### 1.1 EXISTING SPEED LIMITS

The purpose of a speed limit is to communicate to drivers the maximum safe speed for driving under normal conditions. It is incumbent on drivers to slow down further under unusual conditions (weather, low visibility, adverse road conditions, the presence of traffic or other road users – pedestrians, bicyclists – etc.).

Normal conditions are defined as portions of the corridor and times of the day when congestion or traffic control does not have a major impact on the driver’s selection of a speed. Thus, the speed limit is to be set for these “free-flow” conditions so that the regulation is more consistent with the roadway context and geometry.

An appropriate speed limit is one that both contributes to safety for every road user and establishes speeds that are seen as reasonable, therefore achieving compliance.



**Figure 2.** Existing speed limits by segment and locations of posted speed limit signs. Source: TDOT TRIMS and field observations.

## 1.2 SPEED SETTING FACTORS

The *Manual on Uniform Traffic Control Devices* (MUTCD) sets forth six factors which are to be considered when setting speed limits. These are:

### 1. ROADWAY ENVIRONMENT

Describes the nature of the road and its users.



### 2. ROADWAY CHARACTERISTICS

Design features that influence speed.

### 3. GEOGRAPHIC CONTEXT

Contributing factors of the surrounding land area.



### 4. REPORTED CRASH EXPERIENCE

Considers how safety has been influenced by speed.

### 5. SPEED DISTRIBUTION

Quantifies drivers' comfort with speed.

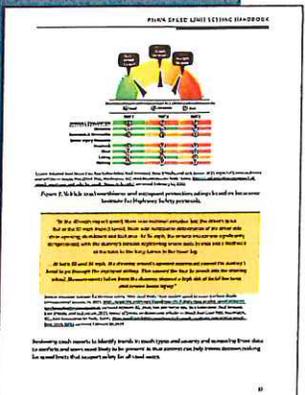
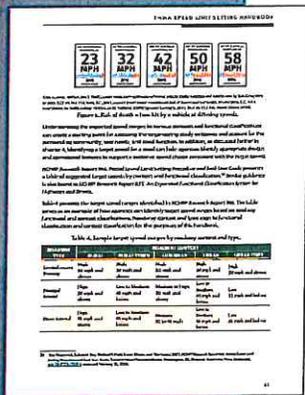
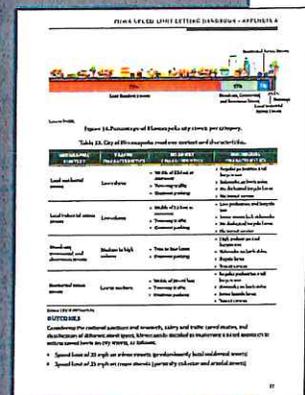
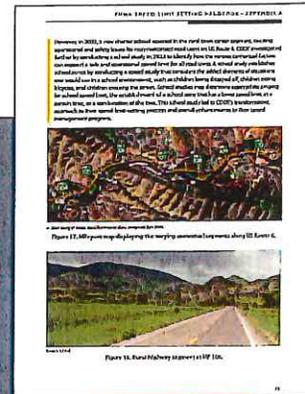


### 6. PAST SPEED TRENDS

Looks at trends which predict where speeds are headed.

A subsequent document published by the Federal Highway Administration, the *Speed Limit Setting Handbook* (Report #FHWA-SA-24-063) was published in January 2025 and further defines each of these six factors. This investigation into Eagleville's speed limit condition follows the guidance of FHWA's *Handbook*.

The *Speed Limit Setting Handbook* also contains background information like definitions, basic study principles, and regulatory considerations that should be reviewed as a precursor to this report.



# 2.0

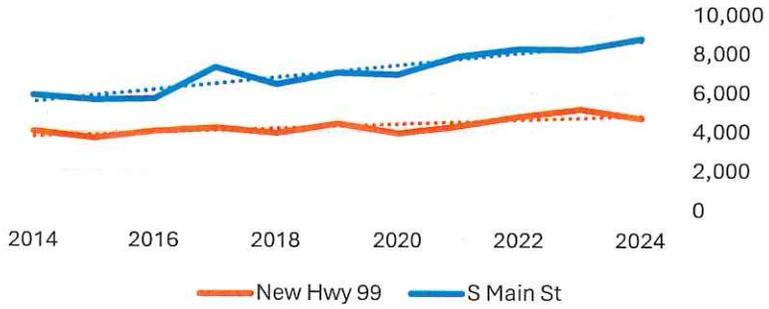
## SPEED FACTORS

### 2.1 Roadway Environment

The roadway environment factors are similar for both roads:

- Both are rural minor arterials
- Driveway access density is low, reflecting the large-lot rural condition
- No transit service and low pedestrian and bicycle activity
- No curbside activity
- Both roads under capacity, but S Main St traffic is higher and growing faster.

**Figure 3. 10-year traffic trends** (average annual daily traffic). S Main St traffic (blue) is growing at 4.6% annually, more than double the 2.0% rate on New Hwy 99. Traffic volumes are still not high enough to really impact travel speeds.  
Data source: TDOT



**Figure 4. Locations and select volume data** from special counts made on Thursday, October 2, 2025.

Free-flow <sup>4</sup> speed data	New Hwy 99	S Main St
	1	2
AM Peak Hour Volume	286	824
PM Peak Hour Volume	444	872
24-Hour Volume	4,625	10,154
Truck %	4%	4%



## 2.2 Roadway Characteristics

The roads have many similarities in roadway characteristics as well:

- Two-lane highways with 12' lanes and wide (10-12') paved shoulders
- Left turn lanes only at a few key intersections
- Generally, no passing allowed
- Few warning and no advisory speed conditions
- No traffic signals or mainline stop conditions
- Large roadside setbacks
- Some street lighting
- No significant sight distance obstructions or horizontal or vertical curvature

*Above. Wide pavement, open roadsides, and sparse land use results in the rural context still prevalent on these roads in the outer areas of the city limits. (On S Main St)*

*Below. New development, a center turn lane, and lighting all contribute to a less rural (and slower) context. (On New Hwy 99)*



## 2.3 Geographic Context

Both roads have the same rural context, but here are a few differences which might impact speeds:

- New Hwy 99 has a few more new residential developments directly along the corridor.
- The Eagleville school complex is served more directly from New Hwy 99.
- S Main St has more commercial property including the Eagleville Market and several rural-oriented businesses.

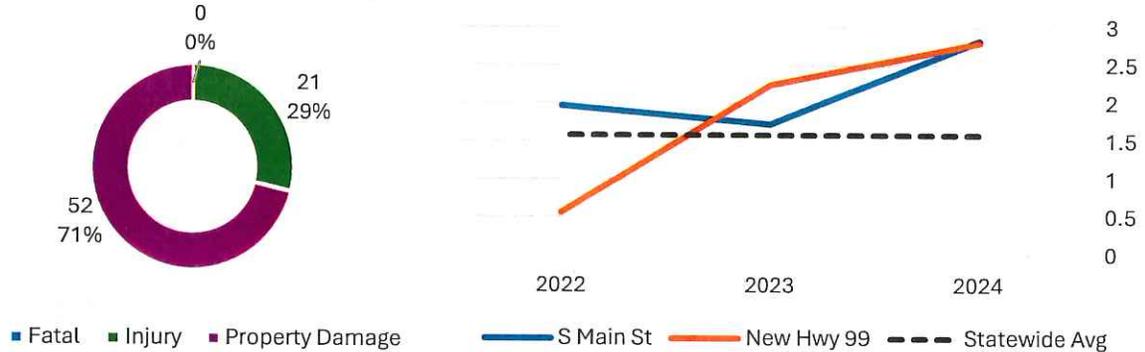
- City Park is located off of S Main Street. However, there are no land uses on either road which produce any notable amount of pedestrian or biking trips.



*New Hwy 99 has seen a few developments like this one, but with limited impact to the rural context.*

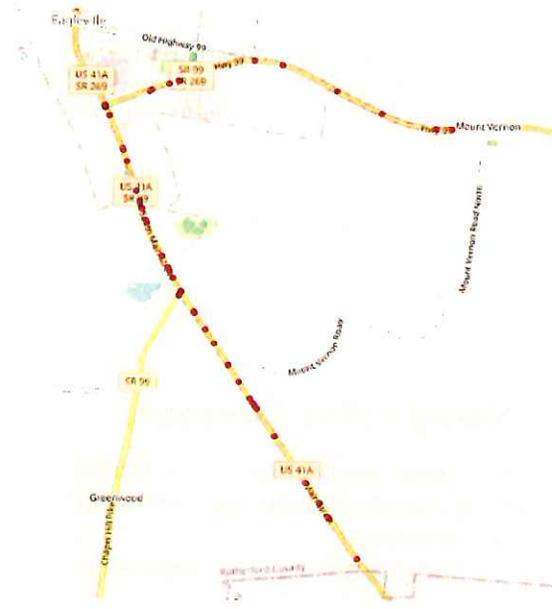
## 2.4 Crash Experience

Speed is often at least a partial factor in crashes, and safety is an important part of the speed limit recommendations.



**Figure 5 (Above).** Crash severity: Combined routes, 2022-2024. *Data Source: TDOT.* With 71% of crashes being property damage only, these routes are exactly at the statewide average for severity. No fatalities were documented during these years.

**Figure 6 (Above right).** Crash rates by route, 2022-2024. *Data Source: TDOT.* Crash rates are growing, and significantly exceeded the statewide average rate for similar roads in 2024.



**Figure 7 (Right).** Crash locations, 2022-2024. *Data Source: TDOT.* Crashes are fairly evenly distributed, though hotspots existed on S Main St at the New Hwy 99 intersection (25 crashes), the Chapel Hill Pike intersection (17 crashes), and the Eagleville Market driveways (5 crashes).

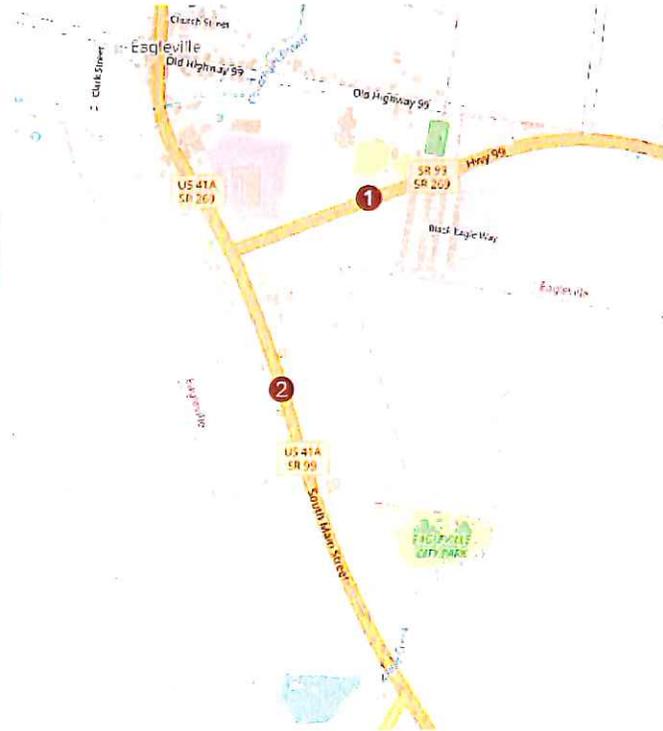
The northbound approach to Chapel Hill Pike on S Main Street. The speed limit is currently 55 mph here and the intersection is the second most frequent crash location.



## 2.5 Speed Distribution

Traditionally considered the best way to determine prudent and reasonable speed limits, the free-flow speed of traffic is still an important factor in setting speed limits.

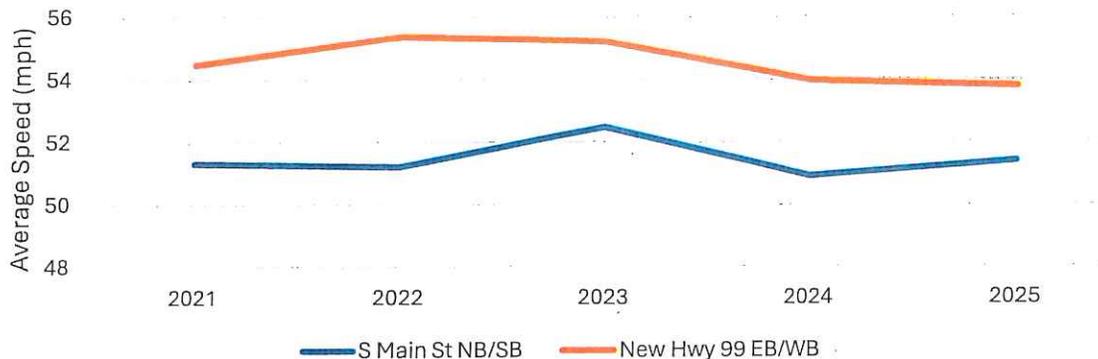
Free-flow <sup>4</sup> speed data	New Hwy 99	S Main St
	1	2
Average speed	49.5	43.0
50 <sup>th</sup> % speed	49.6	42.7
85 <sup>th</sup> % speed	55.2	47.8
Pace speed	41-50	38-47
USLIMITS <sup>5</sup>	55	45



**Figure 8.** Locations of speed data collected by tube counts on Thursday, October 2, 2025.

## 2.6 Speed Trends

Cell phone data gives us a picture of the history of overall speeds on these roads.



**Figure 9.** Average Speed Trend, 2021-2025.

These are the average speeds during the period 12:00 AM – 5:00 AM during every day of the year from 2021-October 2025 over the whole length of the study segments. A very slight decreasing speed trend shows that land use and other conditions affecting speeds have not changed much over the past five years. *Data source: RITIS*

<sup>4</sup>Free-flow speed conditions estimated to be all hours except 7:00-10:00 AM and 2:00-7:00 PM.

<sup>5</sup>USLIMITS is FHWA's expert-system tool to suggest reasonable, safe, and consistent speed limits.

# 3.0

## RECOMMENDATIONS

### 3.1 Summary – S Main Street

Generally, this segment of US 41A stretching across the Rutherford-Bedford County line is a typical rural two-lane highway, designed for speeds of at least 55 mph. The statutory speed limit of 55 mph is appropriate for much of this segment. However, this road also serves as Eagleville’s main street, and as such, the speed limit slows to 30 mph through the core business district area, also appropriate.

In between the 55 mph and 30 mph zones, a transition is advisable as drivers naturally slow down upon entering the more developed area of Eagleville. Based on the six factors presented here, it is recommended that the existing 40 mph speed limit be extended approximately 0.3 mile south with signage located approximately even with the Eagleville signage south of Chapel Hill Pike. South of this location, the speed limit should remain at 55 mph to the Bedford County line.

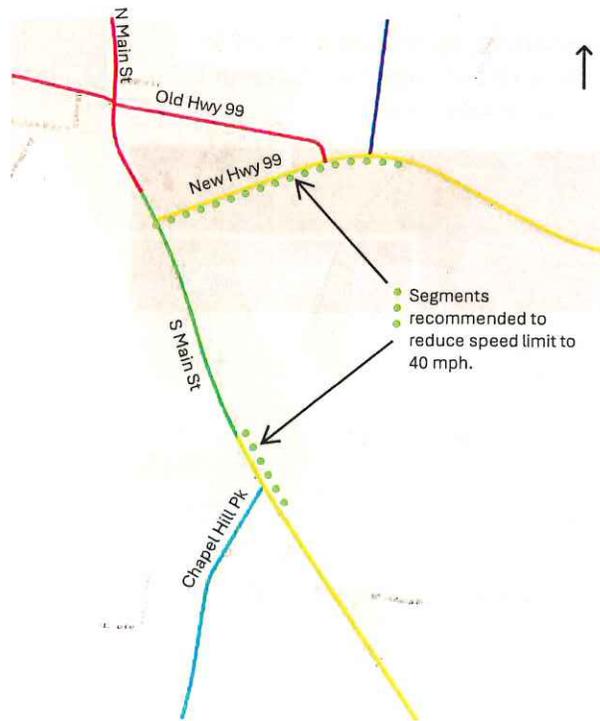
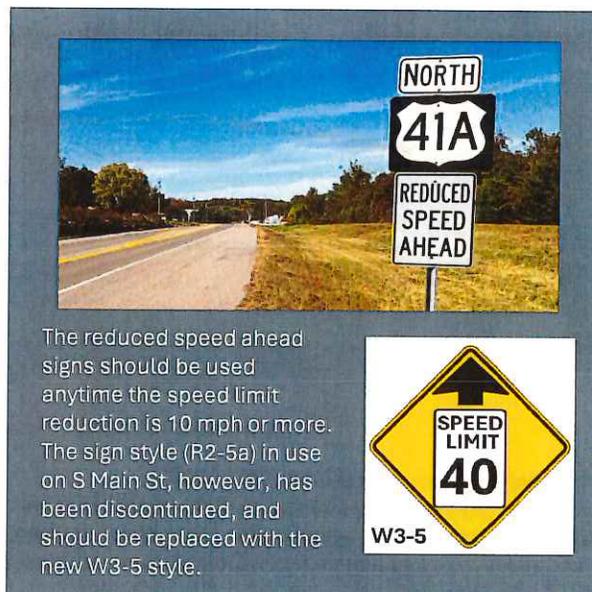


Figure 10. Recommended speed limit changes.

### 3.2 Summary – New Highway 99

This highway between Rockvale and Eagleville remains rural and should mostly retain its 55 mph speed limit. However, just west of Kelley Creek, development patterns change, and drivers begin entering a more suburban area. Eagleville School is located here (with a 25 mph school speed zone) as well as the stop condition at S Main Street. For these reasons, it is recommended that New Highway 99, from approximately Kelley Creek to S Main Street have a reduced posted speed limit of 40 mph. The existing 25 mph school speed zone should remain in effect.



---

**RE: Traffic Study**

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**From** Amy Burch <AmyBurch@burchtransportation.com>

**Date** Fri 12/12/2025 4:36 PM

**To** Hellyn Riggins <hriggins@eaglevilletn.gov>

**Cc** Mike Walker <walkerhood@gmail.com>; Jeff Hammond <JeffHammond@burchtransportation.com>

**[EXTERNAL EMAIL]** CAUTION: This is an external email that originated from outside our email system. Do not click links or open attachments unless you recognize and trust the sender. If in doubt, call sender at a number you already know before clicking links or attachments.

Hi Hellyn,

Thanks for your review and feedback.

Yes, we are recommending to lower the speed limit on 99 from 55 to 40 mph from east of Swamp Road to 41A (S Main Street). Keep the school zone speed limit at 25 mph.

And we are recommending to extend the 40 mph on 41A to the south of 99 (Chapel Hill Pike). We've taken a look at the locations you've asked about and would still recommend that the speed limit remain at 55 south of Chapel Hill Pike.

My concern is that setting a speed limit too low for the roadway conditions can create new, unintended safety issues. Many (most) will continue driving at the speed that "feels right", while some will slow down to meet a lower posted speed limit. We also took another look at the crash records specifically in this area and found it to be pretty good and below the state average.

Best practice research suggests that individual driveways like the new plant are best dealt with by making improvements specific to the development instead of lowering the speed limit on the approaches to the development. So, some countermeasures which could be considered and maybe required to be completed by the plant to address its traffic and impacts could include:

- Driveway/truck warning signage (this can also have a yellow speed advisory plaque)
- Active warning signage which flashes when a truck approaches the highway
- Ensuring proper sight distance is available (based on the speed limit)
- Deceleration turning lanes on 41A
- Acceleration lanes for truck movements turning onto 41A
- Evaluation of the passing zone (pavement marking) that exists in this area

The speed limit in front of the Park is already 40 mph. It changes to 55 mph just south of the Park approximately 0.2 miles north of 99 (Chapel Hill Pike).

Let me know if you have any other questions or would like to discuss further.

Amy

O: (615) 258-8551 | M: (917) 420-0696  
[amyburch@burchtransportation.com](mailto:amyburch@burchtransportation.com)

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**From:** Hellyn Riggins <[higgins@eaglevilletn.gov](mailto:higgins@eaglevilletn.gov)>  
**Sent:** Thursday, December 11, 2025 4:40 PM  
**To:** Amy Burch <[AmyBurch@burchtransportation.com](mailto:AmyBurch@burchtransportation.com)>  
**Cc:** Mike Walker <[walkerhood@gmail.com](mailto:walkerhood@gmail.com)>; Jeff Hammond <[JeffHammond@burchtransportation.com](mailto:JeffHammond@burchtransportation.com)>  
**Subject:** Re: Traffic Study

Hi,

Thanks so much!

hellyn

On Dec 11, 2025, at 4:09 PM, Amy Burch <[AmyBurch@burchtransportation.com](mailto:AmyBurch@burchtransportation.com)> wrote:

**[EXTERNAL EMAIL]** CAUTION: This is an external email that originated from outside our email system. Do not click links or open attachments unless you recognize and trust the sender. If in doubt, call sender at a number you already know before clicking links or attachments.

Hi Hellyn,  
I received your comments and questions. We will look over them and get back to you tomorrow.

Amy

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Amy Burch, P.E.  
Burch Transportation, LLC  
O: (615) 258-8551 | M: (917) 420-0696  
[amyburch@burchtransportation.com](mailto:amyburch@burchtransportation.com)

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**From:** Hellyn Riggins <[higgins@eaglevilletn.gov](mailto:higgins@eaglevilletn.gov)>  
**Sent:** Thursday, December 11, 2025 2:48 PM  
**To:** Mike Walker <[walkerhood@gmail.com](mailto:walkerhood@gmail.com)>; Amy Burch <[AmyBurch@burchtransportation.com](mailto:AmyBurch@burchtransportation.com)>  
**Cc:** Hellyn Riggins <[higgins@eaglevilletn.gov](mailto:higgins@eaglevilletn.gov)>  
**Subject:** Re: Traffic Study

Amy,

If I'm reading this correctly:

On 99, you are proposing to lower the speed limit from just east of Swamp Road to the intersection with 41A from 55 to 40. Also keeping the school zone at 25 when in effect. I concur with that recommendation.

On 41A, you are proposing to lower the 55 speed limit to 40 at just south of Chapel Hill Pike. That brings the speed limit down to 40 in front of the entrance to the park. I think that works as well. I neglected to tell you that in the summer, that Park is overflowing with people and to be able to make the left turn onto the Park's street, 40 mph is a must.

But...the 40 mph zone does not extend down to Mt Vernon Road (and just south of that). We have one construction business already located at the intersection of Mt. Vernon and 41A. We are about to have Smyrna Ready Mix locate just south of the intersection (abutting the other construction company) with concrete trucks pulling in and out all day, six days a week. Does that make a difference to you and how you view leaving that area at 55 mph?

The Smyrna Ready Mix plant is .9 miles north of the Bedford County line. We may want to consider reducing the speed about  $\frac{3}{4}$  a mile from the Bedford line to slow traffic before reaching the plant. We would properly sign the area with speed reductions signs as per your other recommendations.

For your reference, here is the parcel number of where Smyrna Ready Mix will locate:

Owner 1:HOLLINGSHEAD MATERIALS LLC

Mailing Address 1: 1000 HOLLINGSHEAD CIR

Mailing Address 2:

Mailing City: MURFREESBORO

Mailing State: TN

Mailing Zip Code: 37129

**Parcel ID: 163-032.02-000**

Thank you for your review. I look forward to hearing back from you.

hellyn

Hellyn R. Riggins  
City Manager  
615 274 2922 Ext 3