



NEW KENT COUNTY BOARD OF SUPERVISORS

Monday, July 13, 2026 6:00 PM

Boardroom, County Administration Building, 12007 Courthouse Circle, New Kent, VA 23124
Regular Meeting

A G E N D A

- 1. CALL TO ORDER**
- 2. INVOCATION and PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**

CONSENT AGENDA

(Matters included here under may be the subject of one motion to approve provided no Board member requests an item to be separated.)

- 4. CONSENT AGENDA - APPROVAL OF MINUTES**
 - a. February 24, 2026 Work Session Minutes
- 5. CONSENT AGENDA - MISCELLANEOUS**
 - a. FY27 Children's Services Act MOU with Charles City County for Professional Coordination Services
 - b. Approval of Monthly Financial Reports - March FY26
 - c. Approval of Monthly Financial Reports - April FY26
- 6. CONSENT AGENDA - REFUNDS**
 - a. REFUND - Business License Statutory Assessment Overpayment - \$5,770.49
 - b. REFUND - Business License Statutory Assessment Overpayment - \$15,849.10
- 7. CONSENT AGENDA - SUPPLEMENTAL APPROPRIATIONS**
 - a. FY 26 Supplemental Appropriations
- 8. CONSENT AGENDA - INTERDEPARTMENTAL BUDGET TRANSFERS**
 - a. FY26 Interdepartmental Budget Transfer
- 9. CONSENT AGENDA - TREASURER'S REPORT**
 - a. Treasurer's Report - May 2026
- 10. CITIZENS COMMENT PERIOD**
- 11. RESIDENCY ADMINISTRATOR'S REPORT**
- 12. PRESENTATIONS**
 - a. **Continuation of Public Hearing on Ordinance O-09-26 - Application ZM-01-26, Pine Fork Ridge Rezoning** - *This item will be continued until the August 12, 2026 meeting.*
County Administrator Rodney Hathaway

- b. Change Order to add Brickshire Logo to the Elevated Water Tank**
Public Utilities Director Mike Lang
- c. Resolution R-30-26 to Amend the Fiscal Year 2026-2027 Budget by Approving Committed Fund Balance Appropriations in the amount of \$1,300,000**
Financial Services Director Richard E. Lawrence, III
- d. Resolution R-31-26 to Amend the Fiscal Year 2026-2027 Budget by Approving Committed Fund Balance Appropriations in the Amount of \$1,600,000**
Financial Services Director Richard E. Lawrence, III
- e. Budget Appropriation of \$130,000 to YMCA of Greater Richmond**
County Administrator Rodney Hathaway
- f. Resolution R-29-26 - Circuit Court Request to Order a Referendum on the Imposition of an Additional One Percent Local Sales and Use Tax for School Capital Construction Projects**
County Administrator Rodney Hathaway

13. PUBLIC HEARINGS

Public Hearings to be held at 6:30 p.m. or as soon thereafter as possible. Speakers are limited to three minutes each, should come to the podium and state their name and address.

- a. PUBLIC HEARING - Ordinance O-10-26 - Application ZM-02-26: Rezoning from IND/Industrial, EO/Economic Opportunity, and A-1/Agricultural to Entirely EO/Economic Opportunity - Jared B. Anderson, on behalf of The Curtis Group, Inc.**
Principal Planner Patrick Silva
- b. PUBLIC HEARING - Ordinance O-11-26 - One-Time Bonus for Certain Eligible County Employees**
Financial Services Director Richard E. Lawrence, III

14. ELECTED OFFICIALS REPORTS

15. STAFF REPORTS

16. OTHER BUSINESS

17. APPOINTMENTS

- a.** Appointments - Delegated by District
- b.** Appointments - Not Delegated by District
- c.** Appointments - Regional Boards and Commissions

ADJOURNMENT

MEETING SCHEDULE: The next regularly scheduled meeting of the Board of Supervisors will be held at 6:00 p.m. on Wednesday, August 12, 2026, and the next work session will be held at 9:00 a.m. on Tuesday, July 28, 2026, both in the Boardroom of the County Administration Building.

If a meeting cannot be held because of the closing of State and/or County offices, the meeting will be held on the next business day that the County offices are open.

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Approval of Minutes

Motion: "Mr. Chairman,
I move to (not required
for Consent agenda
items)"

Mr. Chairman, I move to approve the Consent Agenda as
presented and that it be made a part of the record.

or

I move to approve the Consent Agenda as presented and that it
be made a part of the record, with the following changes:

Subject

February 24, 2026 Work Session Minutes

Time Needed:

Person Appearing:

Request prepared
by:

Wanda Watkins,
Deputy Board
Clerk

Telephone:

Copy provided to:

ATTACHMENT(S):

[022426 Work Session Minutes.pdf](#)

A WORK SESSION WAS HELD BY THE NEW KENT COUNTY BOARD OF SUPERVISORS ON THE 24TH DAY OF FEBRUARY IN THE YEAR TWO THOUSAND TWENTY-SIX IN THE BOARDROOM OF THE COUNTY ADMINISTRATION BUILDING IN NEW KENT, VIRGINIA, AT 9:00 A.M.

IN RE: CALL TO ORDER

Chairman Ronald P. Stiers called the meeting to order.

IN RE: ROLL CALL

Thomas W. Evelyn	Present
John P. Moyer	Absent
Amy M. Pearson	Present
Ronald P. Stiers	Present
Jordan T. Stewart	Present

All members with the exception of Mr. Moyer were present.

IN RE: ARTS ALIVE ANNUAL UPDATE AND FY27 BUDGET REQUEST

Arts Alive President Patricia Hilton and Past President Ellen Davis provided the Board with an update on Arts Alive activities as well as their FY27 budget request. Ms. Davis thanked the Board for the opportunity to speak and noted a handout providing information on summer camps, live stage performances, workshops and scholarships had been provided. Arts Alive was requesting \$10,000 again in the FY27 budget and she noted that if funded, the money could receive a Virginia Commission of the Arts matching grant. They were very excited about reaching further into their service area and had been negotiating an agreement with Providence Forge Presbyterian Church to offer visual arts sessions at the church, the first of which would be on Friday, February 27th. She reported Arts Alive had received a \$1,000 Dominion Energy grant earmarked specifically for scholarships to assist children in King and Queen with attending summer camp programs. They had not been able to get similar grants for King William, West Point or New Kent because the median household income in those localities had been too high to qualify. Four King and Queen children had been able to attend camp in 2025 thanks to this Dominion grant. Ms. Davis said Arts Alive would love to offer a summer camp at a New Kent school, but the cost was stopping them. West Point was not charging Arts Alive for the use of the Robinson/Olsson Auditorium and Fine Arts Center, but they were paying for all other costs such as security, custodial services, instructors and supplies. When Arts Alive had approached New Kent in the past, they had been told they would have to rent the facility. She noted that with their budget and enabling documents stating their mission was to offer opportunities as inexpensively and at as high a quality as possible, they could not pay rent for the facility. She suggested Board members may have some influence with School Superintendent Dr. Brian Nichols and the School Board and noted Arts Alive would be going back in late summer or early fall to see if something could be worked out for next year. She would love to see Arts Alive offer a summer camp or perhaps host a live performance in New Kent and noted many West Point summer camp participants were coming from New Kent. She stated that New Kent was well represented in various Arts Alive programs but noted they would like to see Arts Alive represented more in New Kent. She added that they would be approaching the School Board and would be calling on Board members to put in a good word for them. She also noted that given the financial support New Kent had been providing to Arts Alive, it would be wonderful if they were able to expand their services more into the County. Arts Alive

offered two scholarships annually and the recipients were very often New Kent residents. They worked to keep the cost of camps and performances low, and they had dipped into other funding sources to keep quality and expert camp instructors. Arts Alive had received a \$15,000 annual grant from the Robinson Trust for twenty years but that grant had not been renewed two years ago. She reported no members of the Robinson family currently lived in the area, so it had become necessary for them to be more strategic with their funding. Arts Alive had always been very frugal but it was becoming more difficult to offer high quality programs and performances. She thanked the Board for their past support and stated they were hopeful that support would continue. She entertained questions.

Mr. Stiers opened the floor to comments and questions.

Ms. Stewart asked if Arts Alive kept data on the number of New Kent students being served who were home schooled vs. attending public schools. Ms. Davis did not have that information but indicated Arts Alive Executive Director Laura Richards could provide it and that she would have her send it. Ms. Hilton stated participants were asked where they attended school so they did have the information, but she also did not know the numbers. Ms. Davis again indicated she would have Ms. Richards send the information to Ms. Stewart.

Ms. Pearson indicated she did not have any questions but wished to thank Arts Alive for all they were doing. She added that it was such an important program for the region and she hoped to attend a performance soon. She asked for the cost of a season subscription. Ms. Hilton reported an annual season subscription was \$110 and included five Arts Alive shows in West Point as well as five shows through Concerts by the Bay in Mathews County.

Ms. Davis reported the Missoula Children's Theatre Camp was another program offered by Arts Alive. This was an amazing program with participants coming in on a Monday with no idea what they would be doing and by Friday and Saturday, being prepared to put on a high-quality performance. She reported the two actors from Missoula who were leading the camp had stayed at Gracefield Hall Bed and Breakfast in New Kent for the past few years. Owners Larry and Patricia Reynolds were providing these accommodations at a discounted rate and Arts Alive was covering this cost. Ms. Hilton also reported this camp was not just a week of fun for participants, but they also learned to stand on the stage in front of an audience, follow instructions, build confidence and better their public speaking. These were skills they hoped participants would find useful in other parts of their lives.

Mr. Stiers reported he had attended several performances and had never been disappointed. He stated that it was always a first-class show. He was hopeful New Kent could continue providing financial support to Arts Alive and he was also hopeful that they could use New Kent High School. Ms. Davis thanked him. She also reported that other than instructors, Ms. Richards was the only paid Arts Alive employee and there were many volunteer supporters. Ms. Hilton noted three shows remained in this year's schedule so there was still time to catch one.

Mr. Stiers expressed appreciation to Ms. Hilton and Ms. Davis and noted the Board appreciated Arts Alive and all they were doing.

IN RE: APPROVAL OF AGREEMENTS FOR BRICKSHIRE ELEVATED STORAGE TANK
AND ASSOCIATED BRICKSHIRE WATERLINE

Public Utilities Director Mike Lang thanked the Board for their time and noted there were two agenda items before the Board representing a total of three contracts. The Brickshire

Tank and Associated Waterline projects would both have to be approved to move forward and a third contract for the Route 249 Waterline Extension would be considered separately. He reported time was of the essence and that Public Utilities was facing expiration of the contractors' bid pricing as well as environmental permits secured for these projects. The total project cost for construction, engineering support and inspections for all three projects was \$14.85 million. All projects were shovel-ready, permitted, designed and ready to go to construction with the Board's approval. He had previously discussed the importance of the projects and would not dwell on that again other than to emphasize that these projects were needed to provide a robust and resilient water supply for citizens and customers as well as to realize the economic opportunities the County had set forth in the Comprehensive Plan. He would be happy to answer any questions but wished to provide a few updates since the last meeting first. He had received a report from Timmons Engineers on behalf of Colonial Downs indicating they were investigating low water pressure on the upper floors of the grandstand during certain periods. He stated the Brickshire Tank project would alleviate this issue. County Administrator Rodney Hathaway and he had had a recent conversation with DEQ (Department of Environmental Quality) regarding New Kent's requested increases at the Route 33 (Eltham) area due to economic development interest in that area. DEQ representatives had specifically stated their ability to give an increase would be based on the County's ability to reduce groundwater withdrawals elsewhere, specifically Bottoms Bridge. He said the Route 249 Waterline Extension would eliminate Bottoms Bridge groundwater withdrawal and the groundwater withdrawal permit and free up groundwater elsewhere in the County for projects they wished to pursue.

Mr. Evelyn noted the water was all from the same aquifer and asked why Bottoms Bridge would make a difference. Mr. Lang noted the impact was different because Bottoms Bridge was against the fall line which impacted groundwater levels. Route 33 was at the eastern end of New Kent where groundwater was more plentiful. Bottoms Bridge had already been factored into the Farms of New Kent central water system permit and the Bottoms Bridge permit would no longer be needed. County Administrator Rodney Hathaway stated it was his understanding that areas closer to the fall line were the most shallow and the level became deeper moving to the east. Mr. Lang confirmed and noted it would lessen impacts to critical groundwater cells near the fall line. Mr. Evelyn stated it was a big difference in the groundwater level from Bottoms Bridge to Eltham. Mr. Lang agreed.

Mr. Stiers agreed that the groundwater was coming from the same aquifer. Mr. Lang confirmed and noted he was a Geologist who had been working with groundwater all his life. He said withdrawing water from the eastern part of New Kent or the eastern part of the state would be a different impact compared to withdrawing from up against the fall line. He noted this wasn't new information, but the DEQ was pushing New Kent to show progress toward an alternative supply while adhering to groundwater withdrawal regulations. He noted it was a new administration with different people which meant they were dealing with different levels of flexibility from what had previously existed.

Mr. Lang reported Davenport and Associates had been asked to update the Public Utility Pro Forma and all carryforward CIP (Capital Improvement Program) projects had been removed. The borrowing amount had been reduced to \$18.5 million which was the minimum level necessary. All FY27 CIP requests except a sewer repair project had either been removed or deferred. He stated this was the best they could do and noted they had also reduced the rate increases needed to accomplish all three projects to between 6% and 8.5%. Recent conversations with the VRA (Virginia Resources Authority) had indicated they were willing to give New Kent a twenty-five-year loan which could bring rate increases down to 5.91% for the next three years and then 1.96% thereafter for two years. He felt this was within the

achievable range of reasonable increases executed in the past. He emphasized that this was the best pricing and timing for these projects and recommended the Board move forward with all three projects and borrow the \$18.5 million. He entertained questions.

Mr. Stiers opened the floor to comments and questions.

Ms. Pearson said it had been reported that an 8% rate increase would be needed when the Board had discussed doing all three projects. Mr. Lang confirmed. Ms. Pearson stated the increase was now down to 5.91%. Mr. Lang confirmed the increase would be 5.91% for three years. Ms. Pearson asked for the cost of an average New Kent utility bill. Mr. Lang reported the average varied depending on services received such as water only, water and sewer or water and sewer with irrigation. Water only customers would pay approximately \$70 every two months. Water and sewer would be approximately \$150. Ms. Pearson asked what the average annual impact would be after the rate increase. Mr. Lang again noted it would depend on services received and stated a customer currently paying \$100 every two months or \$600 a year would be paying \$636 after the increase. He added that irrigation was the "X" factor and varied significantly. Ms. Pearson asked what would happen if the Route 249 Waterline Extension project was deferred. Mr. Lang said the project would be pushed to the following year and would need to be re-permitted with the Army Corps of Engineers which would carry some additional costs. The project would also have to be put back out for bid. He said it had been phenomenal to receive eleven bids, but he did not believe they would receive that many the next time. Construction cost increases would be approximately 10% and deferring would increase the cost by about \$1 million. Ms. Pearson asked what the rate increase would be if this project was deferred. Mr. Lang indicated he did not have that number and reported they had run several scenarios but that had not been one of them. He added that they would not know the bid price for the following year.

Mr. Evelyn stated he believed what the Board was asking was what the rate increase would be if only the Brickshire Tank project was approved. Mr. Lang apologized that he had not understood that question and noted the increase would be 4%. He did not know the rate increase next year if the Route 249 contract was deferred. Mr. Evelyn asked if the 4% increase would take care of the Brickshire Storage Tank projects. Mr. Lang confirmed.

Mr. Stiers stated he believed it had been discussed to possibly have the Brickshire Golf Club logo on the tank. Mr. Lang stated the project specified the County logo but noted that could be changed if the Board wished. Mr. Stiers stated he would rather have the Brickshire Golf Course logo on the tank. It would serve as advertising when there was horseracing and fans would be able to see the logo from the stadium. Mr. Lang stated that could be a simple change in the contract and they would need to look into whether there would be any additional cost. Mr. Stiers asked him to do that. Mr. Hathaway reported the bids did include painting of the tower. Mr. Lang confirmed bids had included painting of the tower with the County logo. Mr. Hathaway stated he would hope the change would not be a cost increase. Mr. Lang noted the County logo was a simple five color logo. Mr. Stiers stated the Brickshire logo was not complicated described it as a huge "B" with "Golf Course" written under it. Mr. Lang indicated he could look into this. For reference, he noted the estimate to put the County logo on the Bottoms Bridge tank had been \$50,000.

Mr. Lang reported Davenport and Company (Financial Consultant) Senior Vice President Ted Cole was also present to answer any questions regarding the revised Pro Forma.

Mr. Stiers asked if there were any additional questions or comments.

Ms. Pearson asked for the total cost of Item b (this agenda item) and Item C (the next agenda item). Mr. Lang reported the total for both projects in Item b was \$10.5 million and Item c was \$4.35 million. He said all projects had come in within the estimated budget.

Mr. Evelyn asked if all easements for the Route 249 project had been acquired or were several still in litigation. Mr. Lang reported all easements had been acquired but they were still in the condemnation process for the eight Gibrall parcels. The condemnation process made it possible for the filer to go to construction one hundred days after filing. New Kent had filed in January so there should be no delay in construction.

Ms. Pearson asked if the increase would be \$9 every other month. Mr. Lang confirmed \$9 would be correct for the average water and sewer bill. Ms. Pearson thanked him for getting the numbers down. Mr. Lang stated he could not emphasize the importance of these projects enough and noted they were not just important for reliability but also the County's future goals and DEQ requirements. He stated they had done everything they could to make these projects financial priorities of the department.

Mr. Evelyn noted most water and sewer users were in Mr. Stiers', Ms. Pearson's and Mr. Moyer's districts. He said he had always felt it was important for the people using these services to be paying for them. He reported he was hearing complaints in the community about water bills and stated he would lean on his three fellow Board members for what they felt their constituents could handle. He suggested if the increase was as much as 7% to 8%, it may become necessary to put the burden on all New Kent citizens, but he hoped he was wrong in this regard. Ms. Pearson was also concerned about the increasing prices and asked how New Kent's rates would compare to surrounding localities with a 6% increase. Mr. Lang reported the statewide average annual increase was about 4%. Ms. Pearson asked how New Kent's rates compared to surrounding localities. Mr. Lang reported New Kent was higher than most, but our system was small and was trying to support large projects. He stated they didn't have the connection fee revenue generated by new connections and when they did have connection fee revenue, it was water only. He also noted no connection fee revenue was coming in from the Farms of New Kent (connection fees were prepaid). Ms. Pearson stated water was such a vital commodity for residents. Mr. Evelyn noted water would control development. Mr. Lang agreed. Mr. Evelyn stated if rates kept going up they would be forced to find ways to generate additional connection fees which would mean development. He could support the Brickshire Tank and waterline projects but had some concerns about moving forward with the Route 249 waterline.

Mr. Stiers stated they were discussing two projects in this agenda item and one motion would be for the Brickshire water tank and another for the associated waterline. Mr. Lang noted two contracts were included in this agenda item and one motion would address action on both contracts. Mr. Stiers stated the Route 249 waterline was not included. Mr. Lang confirmed the Route 249 waterline would be a separate motion.

Ms. Pearson moved to authorize the County Administrator to sign the agreement with Landmark Structures I, for \$7,965,000 for construction of the Brickshire Elevated Storage Tank, and to sign the agreement with Walter C. Via Enterprises for \$1,594,649 for construction of the Brickshire Tank Waterline.

Mr. Stiers asked Ms. Pearson to add the Brickshire logo to her motion. Ms. Pearson asked how much extra it would cost. Mr. Stiers stated he did not know but suggested in comparison to the total cost of the project, it would not be that much. Ms. Pearson amended her motion to include, "and to add the Brickshire logo." Mr. Stiers called for a

vote. Mr. Evelyn asked to comment and asked if they could change the amendment to "consider the Brickshire logo." Ms. Pearson amended her motion to include "to consider the Brickshire logo." The members were polled:

Thomas W. Evelyn	Aye
John P. Moyer	Absent
Amy M. Pearson	Aye
Jordan T. Stewart	Aye
Ronald P. Stiers	Aye

The motion carried.

IN RE: APPROVAL OF AGREEMENT FOR RT. 249 WATERLINE CONSTRUCTION

Please see the previous agenda item for additional information related to this agenda item.

Ms. Pearson asked Mr. Lang if he would share the downfalls of not moving forward with this project now. Mr. Lang reported they had previously discussed the adequacy of the backup well at Bottoms Bridge and based on approved development already on the books including Robbins Creek and the Hearth Apartments, the Cary Road well would not be able to supply the water system. If there was an issue with the Bottoms Bridge well, they would not have adequate supply for the system which could mean a water outage, low pressure and/or a boil water notification. He said this was the worst-case scenario but was the kind of thing that kept him up at night. Ms. Pearson noted Mr. Lang had mentioned the Hearth Apartments and stated they had not been built yet. Mr. Stiers asked for details on the Hearth Apartments. Mr. Lang reported the Hearth Apartments would include 186 units in Patriots Landing. Mr. Stiers asked if this had been approved. Mr. Lang confirmed 216 units had been approved. Mr. Evelyn noted these apartments had been approved with the Patriots Landing PUD (Planned Unit Development). Mr. Lang agreed and noted that approval had been approximately twenty years ago. Ms. Pearson said she understood they had been approved and asked if there was any indication they were moving forward. County Administrator Rodney Hathaway reported they were moving forward and he believed they had obtained all local permits. Mr. Lang agreed and reported he had been told they would be ready to start construction in the spring. He also reported they were getting inquiries regarding Robbins Creek. Ms. Pearson stated the project could still be deferred until next year. Mr. Lang agreed it could be deferred. Ms. Pearson stated she did not see the apartments being built in a year. Mr. Lang stated some of the apartments could be built within a year and said he had been told it would take six months to build a unit. The project would not be phased and plans were to move forward with all units at one time.

Mr. Stiers called for any additional discussion. There being none, he entertained a motion.

Ms. Stewart noted she had not commented because it did not primarily affect District 5. She asked if the Board did not approve this and decided to defer, the current increase would be 4% to users. Mr. Lang confirmed. Ms. Stewart asked if the increase would be 4% year after year or just for one year. Mr. Lang reported 4% was included for this year and after this year, the absolute necessary increase would be closer to 2%. He noted 4% was consistent with the CPI (Consumer Price Index). Ms. Stewart stated if this project was approved, the increase would go to almost 6% for three years and then 2% for two years. Mr. Lang confirmed and noted these were the minimums and did not consider any additional capital projects. Ms. Stewart stated that if the Board deferred, the cost would go up. Mr. Lang agreed and stated he would expect the cost to increase 8% to 10% if the Route 249

project was delayed for one year unless there was some additional funding coming in such as connection fees which he did not foresee. Ms. Stewart thanked him for the clarification.

County Attorney Bill Hefty stated that if there was no motion, the topic would go away until next year. He further stated that they did not need to vote to defer.

Mr. Stiers asked Mr. Cole if he wished to comment.

Mr. Cole reported the increase would be 4% per year for three years with the scenario including only the Brickshire Tank. The scenario including the Brickshire Tank and Route 249 projects would require a 6% increase per year for three years. Mr. Evelyn noted these projected increases were not taking into consideration anything else that could come up. Mr. Lang confirmed. Mr. Cole reported borrowing for all three projects and approximately \$2 million in carryforward projects would total approximately \$18.5 million.

Ms. Pearson asked what additional projects did Mr. Lang foresee that would affect the increases more. Mr. Lang reported any work at the Pamunkey River site was not included. They had retained approximately \$250,000 for that project but any additional work such as preliminary engineering, routing studies, etc. was not included. Ms. Pearson stated her concern was that if they did not do this, she did not want to see citizens without water. Mr. Lang stated he didn't either. Ms. Pearson asked what the possibility of that would be. Mr. Lang stated they were relying on machines and technology and noted a pump failure could happen at any time. Ms. Pearson asked if this project would prevent that from happening. Mr. Lang stated it would not prevent a pump failure but it would provide a backup water supply. Mr. Lang stated a technology failure such as had happened in Richmond when the programming had gone down was a possibility and noted the programming controlled the pump. He said that in some cases a technology failure was more manageable than in others and they analyzed the risk by considering consequences and probability. Ms. Pearson stated the difference would be \$18 a year. She noted there would be costs down the road because this project would eventually have to be done. Mr. Lang agreed and stated that this project had to be done to have an alternate water supply for most customers. This would include customers at Bottoms Bridge, the Farms of New Kent, Brickshire, the Courthouse, Woods Edge, Minitree Glen and Quinton Park. The Route 249 project would connect Bottoms Bridge with the Farms of New Kent and there would be other interconnectivity projects in the future. When they had started the interconnectivity projects in 2016, they had gone for the most economical projects first including connecting Greenwood, Kenwood, Quinton Estates and the Farms of New Kent. The savings for those projects had offset the cost but that opportunity no longer existed and while there would be savings with future projects, they would not offset the cost.

Ms. Stewart took raising the cost of living for residents very seriously and noted she did not pay for water so this would not affect her. She said \$18 a year was probably doable rather than not having water. Having lived through the Richmond water crisis, she thought if something similar happened for half a day or a full day in New Kent, they would be paying deeper consequences than \$18 a year. She did not want to see that for any resident and imagined a resident would prefer to pay \$18 rather than have no water.

Ms. Stewart moved to authorize the County Administrator to sign the agreement with Walter C. Via Enterprises for construction of the Rt. 249 Waterline Extension. The members were polled:

John P. Moyer

Absent

Amy M. Pearson	Aye
Jordan T. Stewart	Aye
Thomas W. Evelyn	Nay
Ronald P. Stiers	Nay

The motion failed.

Mr. Lang thanked the Board.

IN RE: GIVING HOPE LAWN MANAGEMENT, INC. LEASE

Before the Board for review was a proposed lease with Giving Hope Lawn Management, Inc. for property owned by New Kent County located at 5430 New Kent Highway. County Administrator Rodney Hathaway reported this item was for information only and no action was requested. This proposed lease was for property acquired by New Kent County in 2025 for the location of a new Fire Station #2. The previous owner had requested at the time of purchase that the business currently leasing the property be allowed to continue operating at the location until December 31, 2025. The business, Giving Hope Lawn Management, Inc. was in the process of looking for another location and was currently negotiating with the owner of a potential property. He reported Giving Hope was a great business and he would like to keep them in the County. They had asked for additional time and a month-to-month lease had been proposed. Mr. Hathaway had suggested they could accommodate them through June 30, 2026 as July 1, 2026 would be the start of the new budget and funds were in the proposed FY27 Budget to move forward with the construction of Fire Station #2. The draft lease included a thirty-day notice for termination. The tenant had reviewed the lease and appreciated the County's flexibility. If the Board wished to move forward, State Code required that a public hearing be conducted. That public hearing could be scheduled for the March 9, 2026 meeting and the Board would be able to take action at that time. He again noted this agenda item was only for information purposes and to give the Board an opportunity to review the draft lease. He entertained questions.

Mr. Stiers opened the floor to comments and questions.

Mr. Evelyn stated the monthly lease amount would be \$1,000. Mr. Hathaway confirmed and reported that was what the tenant had been paying the previous owner. Mr. Evelyn asked if he was reading the lease correctly and questioned if the tenant could sublease the property without the Board's approval. County Attorney Bill Hefty stated that was correct but that provision could be changed. Mr. Evelyn stated he felt it should be removed or amended to require Board approval. Mr. Hathaway agreed and noted the lease would be amended to state that any sublease would have to come to the Board for approval.

Mr. Stiers called for any additional questions or comments. There being none, he thanked Mr. Hathaway.

IN RE: PROPOSED SALE OF A .34 ACRE COUNTY OWNED PARCEL LOCATED AT
3402 RIDGE ROAD, QUINTON, VA

Before the Board for review was a request received from Mr. and Mrs. Alcy Cave III to purchase a .34 acre former well lot owned by the County and located at 3402 Ridge Road, in the Five Lakes community. This property was adjacent to the rear of the Cave property and was the location of a former well that had been abandoned. Public Utilities had indicated they had no further use for the property and Mr. and Mrs. Cave had offered

\$2,500 for the purchase. This was being brought to the Board for information purposes only as this transaction would also require a public hearing. He entertained questions.

Mr. Stiers opened the floor to comments and questions.

Mr. Evelyn asked if the Caves would be required to do a boundary line adjustment to incorporate the lot into the existing property. Mr. Hathaway reported that was Mr. and Mrs. Cave's intention and that a boundary line adjustment could be made a condition of the sale. He pointed out there would be some tax advantages to a boundary line adjustment to make the property one parcel. He drew attention to a map and noted it appeared the well lot had been carved out of the Cave lot as adjacent parcels were the same size as the Cave property would be with the well lot addition. He had not proposed a boundary line adjustment as a condition but the Caves had said that was their intention. The agreement could be amended to include a boundary line adjustment as a condition and he believed this had been done with some previous abandoned well lot sales. Mr. Evelyn asked County Attorney Bill Hefty if he saw any issues with this. Mr. Hefty indicated he did not.

This item would be scheduled for a public hearing at the Board's March 9, 2026 meeting.

IN RE: DRAFT TECHNOLOGY OVERLAY DISTRICT (TOD) REGULATIONS

Community Development Director Joshua Airaghi provided an overview of proposed draft Technology Overlay District (TOD) regulations. He stressed that the information to be provided was in draft form and encouraged feedback from elected officials and Planning Commissioners as well as New Kent citizens. A contact email would be provided at the end of the presentation for anyone wishing to submit written comments. Staff's intent was to combine input into a feedback matrix for distribution at future meetings and public hearings. Today's presentation would be a status update on drafting the regulations and nothing shared would be final. Staff would answer questions about the TOD and its structure, processes and standards in the regulations and any questions more data center specific may require additional research. He pointed out that Principal Planner Patrick Silva was present and would be taking notes on feedback received during the presentation. Economic Development Director Lindsay Hurt was also present and would be assisting with the presentation. He turned the floor over to Ms. Hurt.

Ms. Hurt reported a consultant had been hired in spring 2025 to consider the County's existing infrastructure and zoning to identify areas where data center growth would make the most sense. They had focused on areas within a two-mile radius of a 230 kV power line, available natural gas and available water sources. New Kent currently did not have an existing land use definition for this industry. She said staff felt the growth would make sense for several reasons including that data center development had already been proposed or was occurring in adjacent localities. The TOD would be a proactive approach to identifying New Kent specific locations and standards. Stakeholder input would be gathered with the aim being to address common concerns such as siting, visual buffering, noise, water usage and architectural appearances. This would allow New Kent to be strategic in its use of developable land in an existing industrial corridor. The aim would be to diversify the County's tax base and expand commercial tax revenue by ensuring the highest and best use of prime economic development land while supporting services for existing and future residents. She reported jobs in the data center industry paid higher than average wages and focused on smaller numbers of total employment with strong technology skill sets. Smaller long-term traffic impacts would be expected once a facility was in full operation. The data center industry would also be an opportunity to develop additional industry sectors

such as construction and component manufacturing/assembly. She turned the floor back over to Mr. Airaghi for an overview of the process used to identify the proposed district.

Mr. Airaghi reviewed the process timeline thus far. A site suitability study had been authorized by the Board at the April 2025 work session. Staff meetings had been held over the summer to review study results and discuss ideas on the development of a TOD. Maps and supporting information received from the consultant (Dewberry Engineering) had been reviewed. Staff had focused on investigation and research through the fall and winter and had started the process of drafting the TOD. Draft regulations had been distributed to Economic Development, Public Utilities and Planning and Zoning for a first round of review in January 2026. Staff had also visited sites in Louisa and Culpeper Counties. The site suitability study had been initiated to categorize parcels to better understand the location of suitable data center sites with the results being used to guide TOD boundaries. The results had ranked 11 sites as ideal, 42 sites as high and numerous sites as mid, low and unranked. The data set had then been imported into the County's GIS system with any low, mid or unranked parcels being removed. The ideal and high ranked properties had then been compared to current zoning and the Future Land Use Map in the County's Comprehensive Plan adopted in June 2025. Properties were removed based on current zoning, future land use designation and location (primarily based on adjacent land uses). Staff had looked for the highest density of suitable properties to create the proposed TOD boundaries and those findings had been returned to Dewberry for map finalization. Mr. Airaghi drew attention to several maps depicting the process of identifying and eliminating properties. He reported a swath of suitable land (ranked ideal and high) extending from Bottoms Bridge along the Route 60 corridor and back up to and along the Route 33 corridor had had been identified. The highest density of suitable sites had been along the Route 33 corridor. Gross acreage of the highest density sites had been approximately 1,800 acres (1.3% of total County acreage) with approximately 1,260 acres (0.9% of total County acreage) being considered net acreage after eliminating Resource Protection Areas (RPA), wetlands and Special Flood Hazard Areas (SFHA). Required TOD buffers would reduce the net acreage figure even further. All parcels in the proposed TOD were zoned EO (Economic Opportunity) or IND (Industrial) in the Comprehensive Plan and the Future Land Use Map 2045.

Mr. Airaghi provided an overview of conditions along the Route 33 corridor which gave the identified parcels either ideal or high rankings. Route 33 was an existing industrial corridor served by a four-lane divided highway. Zoning and future land use designations supported TOD uses and the population density was limited. Existing utility infrastructure included electric transmission lines, natural gas lines and water (potable and reclaimed) and sanitary sewer. Because the identified parcels were large acreage, they could accommodate proposed increased setbacks and buffers. He reported several zoning amendments would be necessary in addition to the creation of a TOD. Those amendments included:

- Section 98-2 Definitions for data center and energy generation.
- Section 98-62 Adding data center to the Land Use Table.
- Section 98-903 Adding parking/loading space requirements for data centers.
- Section 98-1068 Clarifying that the TOD would govern data centers and that the CCOR (Commerce Corridor Overlay Regulations) would not apply.

He provided an overview of the relationship of TOD establishment to other zoning. The TOD would be structured as an overlay and would not supplant any underlying zoning. If a property was included within the TOD, the property owner/developer could still utilize the property based on the by-right uses outlined in the County's existing Land Use Table. The TOD would only apply to data centers. The TOD would not limit an applicant's ability to apply for a rezoning but there would be no mechanism allowing a property owner to add

property to the TOD. The addition of any future properties could only be initiated by the Board of Supervisors. The study had been conducted and properties believed to be suitable had been identified so that intention was to not expand the TOD without the Board initiating the process. The TOD boundaries and standards would have to be adopted by ordinance and would include a zoning text change requiring public hearings at the Planning Commission and Board of Supervisors levels. Permitted used in the TOD would be data centers and principal and/or accessory uses allowed in the underlying zoning. Accessory uses could include water treatment plants, water storage tanks, a guardhouse/security building, electrical infrastructure, energy generation facilities with CUP (Conditional Use Permit), a central heating/cooling facility, a storage/maintenance facility and other uses customarily associated/incidental to the principal use.

Proposed Standards

Design standards would be in place to address common concerns relating to visual impacts, noise, water usage, siting and architecture.

- Size and Location – A data center campus would consist of three or more data center buildings and would require a minimum of 100 contiguous acres. A standalone data center could include up to two data center buildings and would require a minimum of 25 acres. Subdivisions internal to a data center campus would not have to meet minimum acreage requirements and the parcel would not be exempt from any other applicable standards or discretionary conditions applied to the overall campus approval.
- Setbacks and Buffers – Proposed recommendations included:
 - 100' setback/100' buffer from principal and minor arterial roads
 - 150' setback/150' buffer from all other road classifications
 - 200' setback/200' buffer from residential and agricultural zoning
 - 300' setback/300' buffer from conservation zoning
 - 100' setback/100' buffer from Business, EO and IND zoning

Setbacks for internal parcel lines in the case of an internal subdivision of a campus would be governed by existing zoning, building and fire codes. Buffers would only apply to exterior property lines and at intersections of interior and exterior property lines. Proposed screening buffers would be addressed specifically by the TOD and aesthetic landscaping would follow existing zoning code. Natural preservation of vegetation would be the preferred approach and supplemental planting would be required where needed to ensure the intended effect of the visual screening. Planting ratios for each buffer would be included in the TOD. Minimum plant size requirements would follow existing zoning code and spacing would be based on linear footage across the buffer.

- Fencing – Fencing would be placed on the interior side of required buffers. As an example, a boundary requiring a 200' buffer or setback would have fencing placed along the inside of the 200' requirement to reduce visibility. Exceptions would be made for easements, utilities and ingress/egress routes. They were also proposing that chain link fencing within required buffer areas be prohibited. Mr. Airaghi reported the question of electrified fencing had been raised and while it was not currently mentioned in the proposed draft, he believed they would most likely move forward with prohibiting electrified fencing. He noted that while this may eliminate some possible tenants because of their own internal security requirement, staff wanted to do what would be best for New Kent and not cater specifically to the industry.

- Architectural and Building Height – Variations in heights and rooflines as well as building recesses would be required to avoid monotonous appearances. A minimum of 16% of the exterior would be windows, doors and skylights. Other requirements would include changes in material, pattern, texture or accent materials. He suggested that color would probably also be added. They were also proposing limiting building height to 75' from average finished grade to the roof deck. This building height requirement was the same as existing allowances in EO and IND zoning districts. In addition, the total height including rooftop equipment and screening could not exceed 85'. Staff had discussed these proposed height restrictions with Fire Chief Rick Opett to understand the capabilities of existing ladder trucks. He reported existing trucks had a vertical reach of 100' which would allow them to get above the roof line to spray down on the building.
- Accessory Equipment Screening – Both ground level and rooftop accessory equipment would be screened from view. Screening options could include vegetation, a solid fence or walls, panels and parapets.
- Lighting – Recommendations for lighting would match existing zoning code. Those requirements included not exceeding 0.5 foot-candles within 2' of property line, fixtures would be mounted at a maximum of 25' above finished grade, fixtures would be fully shielded/recessed to prevent upward light scatter and to protect the night sky.
- Signage – Free-standing signage would be monument-style. In the case of a data center campus, one sign limited to a maximum of 8' in height and 50 sq. ft. in area would be allowed along the property frontage. One sign per building with the same size limitations would also be allowed interior of the campus. Standalone data centers would be limited to one sign along the property frontage with previously stated size limitations. Façade or building-mounted signs would be governed by existing zoning code.
- Noise – Mr. Airaghi reported a common concern with data centers was noise and noted this was especially a concern during times when emergency generators would be in operation. A noise impact assessment would be required with the application. Pre-construction and anticipated operational noise levels including generator maintenance/readiness testing would be evaluated. An additional noise impact assessment would be required within three months of beginning operations at each building. This was a requirement for each building to ensure that as more buildings and generators came online, they would still comply with overall noise requirements. A noise impact assessment would also be required if there were any alterations or modifications to operations or equipment. Noise levels would be limited to 65 dBA from 7:00 a.m. to 8:00 p.m. and 60 dBA from 8:00 p.m. to 7:00 a.m. These limits were lower than noise levels in existing code. Noting that Route 33 was an industrial corridor and that the noise of traffic could not be controlled, exceptions would be allowed for pre-construction noise greater than these limits. These limits would also not include construction noise or generators running during an emergency. Generator maintenance testing would only be allowed between 9:00 a.m. and 5:00 p.m., Monday through Friday. The duration and frequency of testing would be addressed through the Department of Environmental Quality's air permitting process. The air permitting application process would require submission of a maintenance and readiness testing schedule. He noted frequency and duration of testing would depend on the generator model, engine manufacturer, etc.
- Cooling and Water Usage – Cooling systems would be either closed-loop or air-cooled. Closed-loop systems would be a sealed self-contained circuit that would continuously recirculate cooling fluid. The cooling fluid could be water or a water/glycol mix to

prevent freezing. A closed-loop system would require an initial fill with periodic topping off and reclaimed water would be the preferred water source. An air-cooled system would require minimal water usage but would carry a larger power demand. This water recommendation would follow the County's groundwater withdrawal permit hierarchy requiring the use of reclaimed water for industrial uses. The reclaimed water would be wastewater from toilets, showers, washing machines, dishwashers, etc. which was treated and then reused for uses such as this. Reclaimed water was currently being provided to the Smurfit-Westrock wet log storage yard on Route 33 as well as to several golf courses for irrigation. A water use analysis outlining maximum annual, daily and peak hour usage would be required. Compliance with O-35-21, Pretreatment Standards and Local Limits for Wastewater Discharge would also be required.

- State and Federal Permits – The applicant would be responsible for all state and federal permits and copies of those approved permits must be provided for County records. Staff recognized some state and federal permits may not be available at the point of application and site plan review. As an example, he noted they may still be determining what generators would be used based on availability at that time. He also noted the air permit would come later after a campus or site plan was approved.

Application and Procedure

- General Information - Staff was proposing that within the overlay district, the process would be an Administrative Conditional Use Permit (ACUP). This would mean the public would have the ability to comment on the overlay district at public hearings but if approved, projects within the TOD boundaries meeting adopted standards would not have project-specific public hearings. Mr. Airaghi noted this was a streamlined process with the thought being that this would be a proactive approach to entice data centers to locate within the TOD boundaries. This being an ACUP would also preserve staff's ability to apply additional conditions beyond adopted standards and to account for inherent differences across properties. While the properties were all located on Route 33, the topography changed significantly from site to site. He stated that it was also important to note that if a data center application came in for a location outside of the TOD, a traditional Conditional Use Permit (CUP) would be required with project-specific public hearings. He noted that exception requests were available for other requirements of County Code and were generally addressed through a presentation-type process without public hearings. With the TOD, any exception request to one of the standards would require a CUP and public hearings for that exception specifically. He said if the TOD was adopted, they wanted to set boundaries where they believed data centers could exist and standards to which data centers would be designed. He stressed that they did not want requesting an exception to adopted standards to be an easy process.
- Procedure - The process would begin with a Development Review Committee (DRC) meeting in which relevant reviewing agencies would participate. These preapplication meetings gave staff the ability to review and provide feedback on conceptual/schematic plans. Applicants would be informed of the standards and processes and staff would provide answers to any questions. Once through the DRC meeting, they could move on to the submission of applications and site plans. Formal submissions would be uploaded to the Land Development Viewer on the County's website soon after receipt. The ACUP application and site plan would be reviewed as a package with both requiring approval. The process would also require a signed acknowledgement stating the applicant understood the conditions by which they would be bound with the approval.

- Submittal Requirements – Staff was proposing that an ACUP application must include a conceptual master plan for data center campuses, architectural elevation package for building facades and signage, noise impact assessment and water use analysis. The site plans, supporting documents and calculations would be governed by existing code.
- Term of Validity – A term of validity was proposed with the intent being to ensure forward progress. It would be necessary for construction to commence within 48 months of approval. He noted draft text included in the meeting materials had stated construction would be defined as having local land disturbance permits issued and earthworks starting. A 12-month extension with a justification explaining the need for the extension was also proposed. He noted the 48-month initial approval and the possible 12-month extension would track with a term of validity of five years. Staff would reserve the ability to revoke or suspend the ACUP based on verified non-compliance that has not been mitigated. They would also reserve the right to terminate the use if operation ceased for a period of two years. He noted this generally tracked with the County’s nonconforming use language in existing zoning code.
- Amendments - In the event of a change in ownership, the new owner would be made aware of the conditions and would be required to provide updated acknowledgement forms. A change in ownership would only be allowed if there were no outstanding violations from the original conditions. A minor amendment pathway for small layout changes and slight increases in gross floor area was proposed. He noted the draft text included up to a 20% increase in gross floor area but said conversations had suggested that may be too generous. He believed this would be changed but did not know if it would remain as a percentage or be set at a flat square footage. Minor changes would have to comply with TOD standards and conditions, would also require updated acknowledgement forms and have no unmitigated outstanding violations. Major amendments would necessitate a new application and full review and approval process.
- Appeals – Applicants affected by an administrative decision such as staff denying a permit or a discretionary condition could appeal to the Planning Commission by notifying the Community Development Office within thirty days of the original decision. The appeal would require a public hearing where the Planning Commission could affirm, reverse or amend the decision. They could also vacate the decision and send it back to staff. An applicant affected by a Planning Commission decision would be able to appeal to the Board of Supervisors by filing notice with the Clerk of the Board within five days of the decision. This would also initiate a public hearing where the Board could affirm reverse or amend the decision. They could also vacate the decision and send it back to either the Planning Commission or staff.

Current Key Takeaways

- No applications have been received to date. The proposed TOD was a proactive approach to manage a known industry that was reasonable to believe could come to New Kent based on what was occurring in surrounding localities, available land, utility infrastructure, etc.
- Mr. Airaghi stressed that this was a draft document that would go through the public hearing process with the Planning Commission and the Board of Supervisors prior to adoption. He also stated that revisions based on feedback may occur prior to public hearings. Staff welcomed feedback and an email address for receiving input would be shown on the last slide of the presentation.

- If adopted, projects within the TOD and meeting those standards would not require project specific public hearings. If the applicant was requesting an exception to a TOD standard, a public hearing would be necessary.
- Projects outside of the TOD would require project specific public hearings.
- Community meetings were anticipated to be scheduled in March. No dates, times or locations had been set but they would be advertised through County platforms. The intent would be to hold at least two meetings with one scheduled during the evening and another during the day. Digital feedback and comments were also welcomed. The Planning Commission had also requested that residents in the proposed TOD area receive direct mailings. Mr. Airaghi stated this would be the time for public input and staff wanted to make sure everyone was given an opportunity. Properties considered for inclusion within the TOD were in District 3 and District 5 and he was not sure if all residents in the two districts would receive direct mailings or if they would target specific zip codes. Staff would get the word out as dates and locations were finalized.

Tentative Future Outlook

- February 2026 – Planning Commission and Board of Supervisors Presentations
 - March 2026 – Community Meetings – Mr. Airaghi stated staff would need time to address feedback and make revisions and they did not want to rush the process.
 - May/June 2026 – Planning Commission Public Hearing(s)
 - June/July 2026 – Board of Supervisors Public Hearing(s) and Potential Adoption
- Dates were flexible and the Planning Commission and Board of Supervisors meetings would be noticed as required. Questions or feedback could be sent to planning@newkent-va.us or to the Planning Division at P.O. Box 150, New Kent, VA 23124. Staff would track feedback and provide a feedback matrix compiling received input. He entertained questions.

Mr. Stiers thanked Ms. Hurt and Mr. Airaghi for the presentation and expressed appreciation for the time put into this. He stated he was not sure everyone would want this but noted it was a starting point. He opened the floor to Board member questions and comments.

Ms. Stewart thanked Ms. Hurt and Mr. Airaghi for the presentation and for the thought and time that had gone into this. She noted that when they had first started talking about this the previous spring, she had thought this would be a very intentional approach and she still thought they were on the right path. She had received a great deal of feedback from a gamut of individuals and had done some research in preparation for today's meeting. She had reviewed the Comprehensive Plan and how the TOD would fit into it and had considered the ongoing conversation surrounding water use. She reported that residents in District 5 were primarily concerned about maintaining the rural character of the district and that this was particularly alarming to residents. Referring to the water conversation, she stated that it felt like the County was operating on two separate tracks and she was not sure how they could rectify that. She noted that water as a whole in the County was an issue and while specific prescriptions for data centers to use certain types of water was important, she did not know if they could justify or balance this with the overall water opportunities available in the County. She also noted the presence of statewide legislation that could potentially change the ways the County could impact data center decisions and said she kept the fact that they may have less say over what could come into the County in the back of her mind. She stated she liked the approach of being thoughtful about where the County was going now. She reported every conversation she had had with a resident to date had been, "please don't bring it here, we don't like it, they are ugly, they are loud, they take water, they take power." She noted she was hearing these comments but also noted that every

time she had one of these conversations, she was also asking “what are we doing to lessen the tax burden on the individual taxpayer?” She suggested that given current electricity rates, what residents may potentially save on property taxes would be spent on energy bills. These were the main areas of feedback she had received in her district and she was certain many of these people would speak at public hearings on this issue. She said Transportation Development Director Amy Inman had experienced an issue when sending postcards regarding the Eltham Streetscape meetings to the West Point zip code. Postcards mailed to the West Point zip code were also received by residents within the Town and not specifically to the Eltham and Plum Point areas receiving mail service in New Kent through the West Point Post Office. She also suggested District 3 and District 5 would like it if a location within the corridor could be found to host the meetings. Referring to the 48-month requirement to commence construction or the five-year site plan validity, she asked if this was industry standard. Mr. Airaghi reported the five-year site plan validity was in the State Zoning Code which had also been adopted in the New Kent County Zoning Code. They had tried to match the term of validity with the length of time a site plan would be valid. He suggested this would be easier for tracking expiration dates and noted staff had not wanted to change the term of validity specifically for the TOD. Ms. Hurt also reported there had been many conversations about the term of validity and said they had learned from Dominion Energy and other localities that there was a seven to ten year wait for many of the projects because they had to order substations that were not currently available in abundance. This had also been a factor in determining the term of validity. Ms. Stewart noted the minor amendments section of the presentation indicated the applicant could have no violations and asked if the County would keep track of state violations they may have. Mr. Airaghi indicated the County would not track state violations unless they were notified by the state agency. The “no violations” language was more specific to the conditions in the ACUP and the requirements of the site plan which were areas for which the County would have legal enforcement authority. Any violations of state or air permits would be handled by the state. Ms. Stewart asked if state agencies routinely shared information on violations. Mr. Airaghi indicated it depended on which state agency. Ms. Stewart asked about the DEQ (Department of Environmental Quality) specifically. Mr. Airaghi reported New Kent had not seen a lot of air permits so he would be speaking to DEQ on the stormwater and wetlands side but noted they had been good about sharing when there was a violation. Ms. Stewart stated she understood the County would only have control over what was happening within the locality, but she wanted to be sure they would be made aware if there was something egregious happening at the site. Mr. Airaghi stated if an application was received for an amendment, staff would do its due diligence to check with the agencies governing other permits to be sure they were complying with those conditions. While the County may not have enforcement ability, they could double check as a part of the process.

Ms. Pearson stated she had nothing to add. She was glad that public meetings were planned and she echoed Ms. Stewart's comments regarding finding a location within the District 3 and District 5 area. She had also received a great deal of feedback and hoped to receive more. She stressed the importance of listening to the citizens and addressing their concerns. She suggested the timeline had been aggressive and stated they needed to get the word out to residents. She welcomed any citizen feedback.

Mr. Evelyn asked Public Utilities Director Mike Lang how much reclaimed water was available. He understood Smurfit-Westrock in West Point had a contract for reclaimed water that should be considered. Mr. Lang reported the contract with Smurfit-Westrock was for 100,000 gallons per day which would leave 400,000 gallons per day available. Mr. Evelyn asked if he was reading correctly that a minimum of two buildings would be included on a campus on 25 acres. Mr. Airaghi reported a “standalone” data center would contain two or

less buildings on 25 acres or more and a campus would contain three or more buildings on 100 acres or more.

Mr. Stiers read a statement from the Agenda Item Request form stating, "Data center development is proposed or occurring in many adjacent localities, some successful and some unsuccessful." He asked what we could do to make a data center unsuccessful. Mr. Airaghi stated it wasn't specifically what New Kent could do to make it unsuccessful but was recognizing that data center development was occurring in localities around us. He specifically mentioned the White Oak Technology Park in Henrico County which was successful. He reported the term "successful" was based on its existence and not that there were perfect conditions. He mentioned a recent public hearing in Hanover County where the Hunting Hawk Data Center had been denied making it "unsuccessful." Data center development was a reality going on around us and in which we were all living and staff had taken the last five months to draft, research and investigate to take a proactive approach on how New Kent would manage data center development. He said data centers were not a listed land use in the County's Land Use Table and as the County's Code was structured, any land use not listed in the table could come in for a CUP. They were not prohibited from applying and they would require a public hearing but he noted this could run into the potential of cherry-picking properties throughout the County. This practice could also result in data centers requesting to locate within areas where adjacent property uses would not be compatible. He reported a big complaint with data centers in Northern Virginia was their proximity to neighborhoods, parks and schools. Staff had done their best to provide a proactive approach and propose standards that would be specific to New Kent and in an area that could support this type of development. The Route 33 corridor was a known longstanding industrial corridor and the Future Land Use Map and Comprehensive Plan supported EO and IND development along this corridor. He reported a plethora of by-right uses that could go into these zoning districts were listed in the County's Land Use Table. He mentioned a few including logistics and distribution facilities, restaurants, manufacturing, concrete plants, etc. He added that staff had tried to find an area with a dense combination of suitable properties to establish the proposed boundaries of the TOD. Mr. Stiers asked if the Board was to authorize the TOD, would any data center wanting to build within the TOD have to come before the Board for a CUP. Mr. Airaghi stated this was currently structured so that if the TOD was adopted and a project wanted to go within those boundaries and abide by the proposed standards, they would not need to come to the Board for a CUP. They would apply for an ACUP. Mr. Stiers stated he felt that was what a lot of people were upset about. Mr. Airaghi stated he understood and noted it would ultimately be the Board's decision. He added that the TOD was proposed to select an area of the County that, based on suitability and several other factors, could support a data center and would also entice developers to go to that area because of the slightly easier development process. He suggested the Board could adopt the standards and require a CUP without the overlay boundaries but again noted that could run into the possibility of cherry-picking properties. He stated he would have to confirm this with the County Attorney but suggested the Board could adopt the boundaries with a CUP public hearing process and then prohibit data centers elsewhere outside of those boundaries. He noted there could be different variations depending on what the Board wanted to do and there would be pros and cons to each of them. He felt having the overlay district boundaries would give the County a very good legal footing in denying projects outside of the boundaries. He noted this was staff's proposal and they welcomed feedback on which direction the Board wished to go.

Mr. Stiers stated that it seemed to him that the prime location was District 5 and that this was pristine farmland where crops were planted and produced in the County. He stated, "I don't know why we are always picking on District 5." He stated that there had been a

target shooting range that had wanted to establish several years ago and the citizens in the area had fought it and won. He also noted the citizens in that area had been against a men's rehab center that had wanted to relocate at Makemie Woods and that had been defeated. He again stated he did not know why it was always District 5. Mr. Airaghi reported that staff was hearing this from citizens and they were monitoring social media. He stated that the properties proposed to be included in the TOD did not encroach into Barhamsville and Farmers Drive but were adjacent to those areas on the Route 33 corridor. He again noted that based on the Future Land Use Map which was a long-term vision for the County, the parcels were shown as EO and IND and that all but one were either currently zoned EO or IND. He suggested a reason this area had been highlighted by the consultant had been the usable acreage and noted the proposed TOD included large setbacks and buffers beyond requirements of any other development type in the County. Mr. Stiers suggested it would take a substantial buffer to hide an 85' building. Mr. Airaghi indicated he would not disagree but noted the proposed buffers could change depending on the direction of the Board and feedback received. He said this had been staff's first attempt at proposing standards to manage an industry he felt had the potential to look at New Kent. Ms. Hurt echoed Mr. Airaghi's comments and noted the focus had been on areas where the Comprehensive Plan showed EO or IND. She also noted many of the sites along the Route 33 corridor were currently being marketed for EO or IND and could see projects that could be manufacturing or industrial in nature. Staff had felt this aligned with what had been approved through the Comprehensive Plan process.

Ms. Stewart asked if there had been conversations with any of the landowners that would be included in the TOD. Ms. Hurt reported the landowners had been contacted and that she had spoken with each of them personally to get their feedback. None had given any specific negative or positive feedback and in general had appreciated the notification and were looking forward to seeing the outcome. Ms. Stewart asked how many landowners would be involved. Mr. Airaghi reported only four landowners would be involved and a large portion of the property was owned by Jonathan Kinney. Kubas LLC was the owner of the property at the corners of Route 30 and Route 33 and Patrick Renalds owned the property adjacent to the Kubas LLC property that extended on both sides of Route 33. The proposed TOD would only include the southern portion of the Renalds property because the weaving boundary lines on the northern side of Route 33 would not accommodate potential setbacks and buffers and the backside of the property was bounded by a private road. The fourth owner was the Curtis Group Inc. who owned the two parcels closest to I64.

Mr. Stiers called for any additional comments or questions. There being none, he expressed appreciation to Ms. Hurt and Mr. Airaghi for the presentation and all their work.

IN RE: NOMINATION – BOARD OF EQUALIZATION

There was no nomination for the Board of Equalization.

IN RE: OTHER BUSINESS – BOARD OF SUPERVISORS ANNOUNCEMENTS

Ms. Pearson reminded everyone that a community meeting on the proposed Pine Fork Ridge development would be held from 6:00 p.m. to 7:30p.m. on March 5, 2026 at Fire Station #5. She urged residents to come and provide input.

IN RE: ANNOUNCEMENT OF UPCOMING MEETINGS/ADJOURNMENT

The next regularly scheduled meeting of the Board of Supervisors would be held at 6:00 p.m. on Monday, March 9, 2026 and the next work session would be held at 9:00 a.m. on Wednesday, March 25, 2026, both in the Boardroom of the County Administration Building. The Board would also meet for a Budget Retreat at 9:00 a.m. on Friday, March 13, 2026 at the Providence Forge Recreation Center, 1100 Carriage Road, Providence Forge.

Mr. Stiers entertained a motion for adjournment.

Mr. Evelyn moved to adjourn. The members were polled:

Amy M. Pearson	Aye
Jordan T. Stewart	Aye
Thomas W. Evelyn	Aye
John P. Moyer	Absent
Ronald P. Stiers	Aye

The motion carried.

The meeting was adjourned at 10:51 a.m.

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Miscellaneous (contracts, easements, resolutions for
street acceptance, proclamations, etc.)

Motion: "Mr. Chairman,
I move to (not required
for Consent agenda
items)"

Mr. Chairman, I move to approve the Consent Agenda as
presented and that it be made a part of the record.

or

I move to approve the Consent Agenda as presented and that it
be made a part of the record, with the following changes:

Subject

FY27 Children's Services Act MOU with Charles City County for
Professional Coordination Services

Issue

This is the annual renewal of the agreement with Charles City
County for the New Kent Children's Services Act to provide
technical and professional services in the administration of the
Charles City Children's Services Act program.

Fiscal Implications

The cost of administering the Charles City Children's Services Act
program will be funded by Charles City County as described in
the attached agreement.

Legislative History

This is the annual renewal of the agreement with Charles City
County for the New Kent Children's Services Act to provide
technical and professional services in the administration of the
Charles City Children's Services Act program.

Time Needed:

Person Appearing:

Request prepared
by:

Wanda Watkins,
Deputy Board
Clerk

Telephone:

Copy provided to:

ATTACHMENT(S):

[Charles City - Professional Coordination Services for CSA FY27.pdf](#)

**AGREEMENT BETWEEN THE COUNTY OF NEW KENT, VIRGINIA
AND THE COUNTY OF CHARLES CITY, VIRGINIA FOR
PROFESSIONAL COORDINATION SERVICES**

THIS AGREEMENT, made and entered into this, the 1st day of July, 2026, by and between the County of NEW KENT, Virginia, a political subdivision of the Commonwealth of Virginia, whose principal office is located at 12001 Courthouse Circle, NEW KENT, Virginia ("NEW KENT"), and the County of CHARLES CITY, Virginia, a political subdivision of the Commonwealth of Virginia, whose principal office is located at 10900 Courthouse Road, Charles City, VA 23030 ("CHARLES CITY" and together with New Kent, collectively the "Parties").

WITNESSETH, the Parties agree to provide professional services stipulated in this AGREEMENT and the enclosed "SCOPE OF SERVICES", Attachment A, which is incorporated by reference, for the NEW KENT and CHARLES CITY Community Policy and Management Teams ("CPMT").

ARTICLE I. BASIC DESCRIPTION OF PROFESSIONAL SERVICES

The NEW KENT Children's Services Act ("CSA") Staff, on behalf of the NEW KENT/CHARLES CITY CPMT, will provide technical and professional services in the administration of the CHARLES CITY Family Assessment and Planning Teams ("FAPT") and will act as a liaison and spokesperson for both NEW KENT and the CHARLES CITY FAPT and CPMT.

NEW KENT and CHARLES CITY will each have their own identified fiscal agent separate from one another and separate operating budgets. Vendor service agreements may be combined or administered by NEW KENT and include both counties for service provisions; provided, however, that CHARLES CITY shall remain solely responsible for all costs, obligations, approvals, local share, claims, vendor charges, service obligations, and other liabilities attributable to CHARLES CITY cases, clients, services, referrals, placements, authorizations, or programs, whether incurred under a separate vendor agreement or under any combined or New Kent-administered vendor service agreement.

ARTICLE II. COMPENSATION AND MANNER OF PAYMENT

For professional services rendered on behalf of CHARLES CITY's CPMT, CHARLES CITY agrees to pay NEW KENT \$42,391.00 as the annual amount, as shown in Attachment B. An explanation of the annual cost is contained in Attachment B. NEW KENT may invoice, true up, or recover from CHARLES CITY any applicable personnel-cost increases, employer taxes, benefits, mileage, software, administrative overhead, vendor charges, pass-through charges, non-cancellable commitments, or other costs incurred or paid by NEW KENT for the benefit of CHARLES CITY cases, services, or obligations under this AGREEMENT.

Payment and invoicing procedures shall be as follows:

- A. Payments shall be made to NEW KENT twice per year and shall be due within thirty (30) days after the date of each invoice, unless a shorter period is required by applicable law.

- B. Invoices will be sent twice per year, no later than the 31st day of the month in January and July. If CHARLES CITY fails to pay any undisputed amount when due, NEW KENT may, to the extent permitted by law and after written notice and a reasonable opportunity to cure, suspend performance of discretionary services, decline to incur additional vendor or service obligations on behalf of CHARLES CITY, terminate this AGREEMENT, and recover interest on past-due amounts at the maximum rate permitted for Virginia local-government obligations, together with reasonable collection costs, attorneys' fees, and costs of enforcing payment to the extent permitted by law.

ARTICLE III. SPECIFIC TERMS OF THE AGREEMENT

A. DURATION

The initial term of this AGREEMENT shall be from July 1, 2026 until June 30, 2027. This Agreement will continue in force for the initial one-year term plus up to two additional one-year renewal terms, absent further written agreement signed by the Parties. Said renewal terms shall expire no later than June 30, 2029, unless terminated earlier in accordance with this AGREEMENT. Either party may elect not to renew this AGREEMENT at the end of the initial year or at the end of any renewal term by giving the remaining party thirty (30) days written notice. Should this AGREEMENT continue in force, the fee may be adjusted yearly, as agreed upon by the parties in writing, if required based on the annual budget of NEW KENT or costs incurred or expected to be incurred by NEW KENT in performing this AGREEMENT. The amount of the proposed annual fee will be presented to CHARLES CITY at least thirty (30) days prior to the first day of such subsequent fiscal period or within five (5) days of the approval of the final budget for such fiscal year, whichever occurs later. If the Parties do not agree in writing to the adjusted fee before the beginning of the applicable fiscal period, NEW KENT may elect not to renew this AGREEMENT or may terminate this AGREEMENT upon thirty (30) days' written notice. The NEW KENT and CHARLES CITY Administrative teams will meet in January of 2027, or at another mutually agreed FY27 review date, to assess the program.

B. TERMINATION

Either of the parties may terminate this AGREEMENT with or without cause, by giving thirty (30) days' notice in writing to the other party. NEW KENT shall be entitled to receive all unpaid fees, prorated compensation, expenses accrued until the date of termination, non-cancellable commitments, vendor charges, pass-through charges, administrative costs, and any other costs incurred, paid, allocated, or obligated by NEW KENT before the effective date of termination for or on account of CHARLES CITY cases, clients, services, approvals, programs, or obligations. Termination shall not relieve CHARLES CITY of responsibility for payment or reimbursement obligations accrued, incurred, or obligated before termination.

C. ASSIGNMENT

Neither NEW KENT nor CHARLES CITY shall assign or transfer their rights or obligations under this AGREEMENT.

D. AMENDMENT OF THE CONTRACT

No modifications or amendments of the terms hereof shall be effective unless written and signed by the authorized representative of all parties to this AGREEMENT.

E. SEVERABILITY

If any part, term, or provision of this AGREEMENT shall be found by the Court to be legally invalid or unenforceable, then such provisions or portion thereof shall be performed in accordance with applicable laws. The invalidity or unenforceability of any provision or portion of this AGREEMENT shall not affect the validity of any other provision or portion of this AGREEMENT.

F. SPACE and ITEMS NEEDED TO RUN PROGRAM

CHARLES CITY will provide appropriate office space to CSA Director while in CHARLES CITY County conducting CHARLES CITY business as well as appropriate office supplies and mileage reimbursement at the state rate while conducting CHARLES CITY business. CHARLES CITY will also provide appropriate access to CHARLES CITY County's network.

G. NOTICE

Any notice, demand, or request by or made pursuant to this AGREEMENT shall be deemed properly made if personally delivered in writing or deposited in the United States mail, postage prepaid, or by e-mail, to the representative specified below or as otherwise designated in writing and mutually agreed.

NEW KENT's Representative:

Rodney Hathaway
County Administrator
12007 Courthouse Circle
NEW KENT, VA 23124
rahathaway@newkent-va.us

CHARLES CITY's Representative:

Elizabeth Holt
Director, Department of Social Services
10910 Courthouse Rd, Charles City, VA
23030
e.holt@dss.virginia.gov

NEW KENT's primary representative will be Rodney Hathaway, County Administrator, (804) 966-9683, or as otherwise designated in writing.

CHARLES CITY's primary representative will be Elizabeth Holt, Director of Charles City County's Department of Social Services, (804) 652-1708, or as otherwise designated in writing.

Nothing contained in this Section shall be construed to restrict the transmission of routine communication between representatives of NEW KENT or CHARLES CITY.

H. CONTROLLING LAW: VENUE PENDING/DURING LITIGATION

This AGREEMENT is made, entered into, and will be performed in the Commonwealth of Virginia, and will be governed by the applicable laws of the Commonwealth of Virginia without regard to its conflict of law rules. In the event of litigation concerning this AGREEMENT, the parties agree to the exclusive jurisdiction and venue of the Circuit Court for the County of NEW KENT, Virginia, however, in the event that the federal court has jurisdiction over the matter, then the parties agree to the exclusive jurisdiction and venue of the U.S. District Court for the Eastern District of Virginia, Richmond Division.

I. CONFIDENTIALITY; RECORDS; FOIA; DATA SECURITY

Each Party shall comply with all applicable federal, state, and local laws, regulations, policies, court orders, and funding requirements governing confidentiality, privacy, records retention, records access, and security of CSA, social services, education, health, juvenile, family, child, client, and vendor information. Without limiting the foregoing, each Party shall protect confidential and personally identifiable information against unauthorized access, use, disclosure, loss, or destruction; shall use such information only as necessary to perform this AGREEMENT or as otherwise authorized by law; and shall promptly notify the other Party of any actual or suspected unauthorized access, use, disclosure, or security incident involving information obtained or maintained under this AGREEMENT. Public-records requests, subpoenas, court orders, audits, and records-retention obligations shall be handled in accordance with the Virginia Freedom of Information Act, applicable confidentiality laws, and applicable records-retention schedules, and the Parties shall reasonably coordinate before disclosing records that may contain the other Party's confidential, privileged, protected, or exempt information. Nothing in this AGREEMENT requires NEW KENT to disclose information prohibited from disclosure by law or to create, maintain, or retain records for CHARLES CITY beyond the requirements applicable to NEW KENT.

J. RESPONSIBILITY; LIABILITY; SOVEREIGN IMMUNITY

Each Party is responsible for its own acts and omissions and those of its officers, officials, employees, agents, contractors, vendors, and representatives, and for all claims, losses, costs, damages, liabilities, approvals, funding obligations, local share, service authorizations, vendor obligations, and legal compliance attributable to that Party's cases, clients, services, programs, decisions, or obligations. CHARLES CITY shall remain responsible for all claims, costs, approvals, local share, vendor charges,

service obligations, and liabilities attributable to CHARLES CITY cases, clients, referrals, placements, authorizations, or services, including where an agreement with a vendor is combined, issued, or administered by NEW KENT. Nothing in this AGREEMENT shall be deemed an indemnification, waiver of sovereign immunity, waiver of any defense, waiver of any limitation on liability, waiver of any statutory or common-law immunity, creation of any third-party beneficiary right, or obligation to expend funds not lawfully appropriated or available for the purpose.

K. ENTIRE AGREEMENT

This AGREEMENT comprises the entire understanding between the parties and cannot be modified, altered or amended, except in writing and signed by all parties.

L. WAIVER

The failure by one party to require performance of any provision of this AGREEMENT shall not affect that party's right to require performance at any time thereafter, nor shall a waiver of any breach or default of the AGREEMENT constitute a waiver of any subsequent breach or default or a waiver of the provision itself.

SIGNATURE PAGES FOLLOW

IN WITNESS WHEREOF, the parties hereto have executed and sealed this AGREEMENT as of the day and year first above written.

County of NEW KENT, Virginia

Rodney A. Hathaway
County Administrator

APPROVED AS TO FORM:

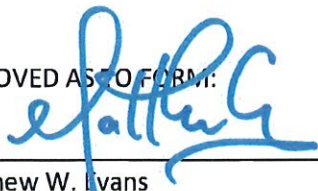
Benming Zhang
NEW KENT County Attorney

ATTEST:

County Clerk

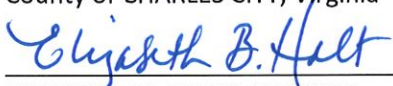
IN WITNESS WHEREOF, the parties hereto have executed and sealed this AGREEMENT as of the day and year first above written.

APPROVED AS TO FORM:



Matthew W. Evans
CHARLES CITY Social Services Attorney

County of CHARLES CITY, Virginia



DIRECTOR OF SOCIAL SERVICES

Attachment A

SCOPE OF SERVICES

General Statement of Services

CHILDREN'S SERVICES ACT (CSA) STAFF NEW KENT DEPARTMENT OF CHILDREN SERVICES

Performs administrative duties in overseeing the CSA program for NEW KENT County and CHARLES CITY County. Work involves assessing client needs, facilitating, attending and providing staff support, negotiating service contracts with private and public vendors to provide services under the Act, and for preparing various fiscal and statistical reports.

Specific Duties and Responsibilities of CSA Staff:

1. Oversees the administration of the CSA program in multiple jurisdictions; develops policies and procedures.
2. Screens referrals for required information, agency staffing, eligibility criteria and timeliness; assesses needs of clients referred, utilizing clinical information.
3. Monitors implementation of service plans and results for on-going cases to determine suitability of services, utilizing clinical information.
4. Communicates with FAPT and CPMT members, service providers, case managers and family members.
5. Facilitates and provides staff support to the teams, assists the case managers in funding request cases.
6. Documents all CSA actions pertaining to each child in care; maintains official records for each case.
7. Recommends CSA program services, service providers and changes in service; negotiates service contracts with private and public vendors; investigates and audits questionable fees or services, and generates contracts.
8. Determines the effectiveness of programs to ensure cost effectiveness; administers interagency contracts.
9. Manages CSA program expenditures to comply with budget requirements and State guidelines. Assists County Administration with budget and applying for budget allocation request.
10. Collects and disseminates information on available services; compiles and submits fiscal and statistical reports.
11. Conducts joint CPMT and FAPT meetings for both localities.
12. Receives and processes invoices.
13. Pays invoices and tracks budget expenditures.
14. Completes monthly CSA expenditure and reimbursement reports w/ local fiscal agents.
15. Manages both CPMT and FAPT in both localities.

Attachment B

EXPLANATION OF CHARLES CITY'S ANNUAL FEE

Salary:

CSA Director

Salary	\$ 35,251.00
Employment Taxes	\$ 2,697.00
VRS PLAN 1	\$ 4,026.00
VRS LIFE	\$ 374.00
VRS Health Ins. Credit	\$ 25.00
Workers' Comp	\$ 18.00
Total Salary Cost	\$ 42,391.00

Total Annual Cost	\$42,391.00
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Figures are estimates and based on NEW KENT County annual fiscal budget for Fiscal Year 2026-2027. Funding request amounts for local share contributions will be invoiced annually based on current personnel costs which may reflect annual raise increases or other changes in personnel costs. NEW KENT may invoice, true up, and recover from CHARLES CITY any applicable personnel-cost increases, employer taxes, benefits, mileage, software, administrative overhead, vendor charges, pass-through charges, non-cancellable commitments, and other costs incurred, paid, allocated, or obligated by NEW KENT for or on account of CHARLES CITY cases, services, or obligations under the AGREEMENT.

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Miscellaneous (contracts, easements, resolutions for
street acceptance, proclamations, etc.)

Motion: "Mr. Chairman,
I move to (not required
for Consent agenda
items)"

Mr. Chairman, I move to approve the Consent Agenda as
presented and that it be made a part of the record. or I move
to approve the Consent Agenda as presented and that it be made
a part of the record, with the following changes:

Subject

Approval of Monthly Financial Reports - March FY26

Time Needed:

Person Appearing:

Request prepared
by:

Richard Lawrence,
Financial Services
Director

Telephone:

Copy provided to:

ATTACHMENT(S):

[Exp GF - March FY26.pdf](#)

[Rev GF - March FY26.pdf](#)

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
11110100 BRD SUP		156,091.00	0.00	156,091.00	92,729.89	198.45	63,162.66	59.53 %
		156,091.00	0.00	156,091.00	92,729.89	198.45	63,162.66	59.53 %
		156,091.00	0.00	156,091.00	92,729.89	198.45	63,162.66	59.53 %
11110200 CLERK BD		736,067.00	177,841.08	913,908.08	631,537.65	47,098.45	235,271.98	74.26 %
		736,067.00	177,841.08	913,908.08	631,537.65	47,098.45	235,271.98	74.26 %
		736,067.00	177,841.08	913,908.08	631,537.65	47,098.45	235,271.98	74.26 %
11121700 PROCURMT		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
11122100 COUNTY AT		380,368.00	0.00	380,368.00	216,875.49	114,748.60	48,743.91	87.19 %
		380,368.00	0.00	380,368.00	216,875.49	114,748.60	48,743.91	87.19 %
		380,368.00	0.00	380,368.00	216,875.49	114,748.60	48,743.91	87.19 %
11122200 HR		523,293.00	14,258.15	537,551.15	342,322.06	11,205.00	184,024.09	65.77 %
		523,293.00	14,258.15	537,551.15	342,322.06	11,205.00	184,024.09	65.77 %
		523,293.00	14,258.15	537,551.15	342,322.06	11,205.00	184,024.09	65.77 %
11123100 COR		1,144,101.00	0.00	1,144,101.00	817,381.81	0.00	326,719.19	71.44 %
		1,144,101.00	0.00	1,144,101.00	817,381.81	0.00	326,719.19	71.44 %
		1,144,101.00	0.00	1,144,101.00	817,381.81	0.00	326,719.19	71.44 %
11123300 EQ BOARD		4,904.00	0.00	4,904.00	4.66	0.00	4,899.34	0.10 %
		4,904.00	0.00	4,904.00	4.66	0.00	4,899.34	0.10 %
		4,904.00	0.00	4,904.00	4.66	0.00	4,899.34	0.10 %
11124100 TREASURER		544,337.00	0.00	544,337.00	412,903.89	405.00	131,028.11	75.93 %
		544,337.00	0.00	544,337.00	412,903.89	405.00	131,028.11	75.93 %
		544,337.00	0.00	544,337.00	412,903.89	405.00	131,028.11	75.93 %
11124200 FINANCE		848,983.00	3,650.00	852,633.00	642,442.87	3,425.00	206,765.13	75.75 %
		848,983.00	3,650.00	852,633.00	642,442.87	3,425.00	206,765.13	75.75 %
		848,983.00	3,650.00	852,633.00	642,442.87	3,425.00	206,765.13	75.75 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
11125100 IT		1,146,140.00	38,911.75	1,185,051.75	752,955.32	16,929.06	415,167.37	64.97 %
		1,146,140.00	38,911.75	1,185,051.75	752,955.32	16,929.06	415,167.37	64.97 %
		1,146,140.00	38,911.75	1,185,051.75	752,955.32	16,929.06	415,167.37	64.97 %
11125300 CNT PURCH		611,978.00	0.00	611,978.00	404,798.58	7,822.47	199,356.95	67.42 %
		611,978.00	0.00	611,978.00	404,798.58	7,822.47	199,356.95	67.42 %
		611,978.00	0.00	611,978.00	404,798.58	7,822.47	199,356.95	67.42 %
11131000 ELECT BRD		11,313.00	0.00	11,313.00	8,600.85	0.00	2,712.15	76.03 %
		11,313.00	0.00	11,313.00	8,600.85	0.00	2,712.15	76.03 %
		11,313.00	0.00	11,313.00	8,600.85	0.00	2,712.15	76.03 %
11132000 REGISTRAR		494,322.00	1,000.00	495,322.00	255,031.09	5,255.98	235,034.93	52.55 %
		494,322.00	1,000.00	495,322.00	255,031.09	5,255.98	235,034.93	52.55 %
		494,322.00	1,000.00	495,322.00	255,031.09	5,255.98	235,034.93	52.55 %
11211000 CC JUDGE		104,359.00	0.00	104,359.00	73,906.86	0.00	30,452.14	70.82 %
		104,359.00	0.00	104,359.00	73,906.86	0.00	30,452.14	70.82 %
		104,359.00	0.00	104,359.00	73,906.86	0.00	30,452.14	70.82 %
11212000 GEN DST CT		29,400.00	0.00	29,400.00	23,097.68	108.00	6,194.32	78.93 %
		29,400.00	0.00	29,400.00	23,097.68	108.00	6,194.32	78.93 %
		29,400.00	0.00	29,400.00	23,097.68	108.00	6,194.32	78.93 %
11213000 MAGISTRATE		2,500.00	0.00	2,500.00	0.00	0.00	2,500.00	0.00 %
		2,500.00	0.00	2,500.00	0.00	0.00	2,500.00	0.00 %
		2,500.00	0.00	2,500.00	0.00	0.00	2,500.00	0.00 %
11215000 JDR COURT		9,670.00	0.00	9,670.00	3,262.69	170.10	6,237.21	35.50 %
		9,670.00	0.00	9,670.00	3,262.69	170.10	6,237.21	35.50 %
		9,670.00	0.00	9,670.00	3,262.69	170.10	6,237.21	35.50 %
11216000 CLERK CC		645,486.00	0.00	645,486.00	424,873.67	75.00	220,537.33	65.83 %
		645,486.00	0.00	645,486.00	424,873.67	75.00	220,537.33	65.83 %
		645,486.00	0.00	645,486.00	424,873.67	75.00	220,537.33	65.83 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
11217000 SH COURTS		1,326,363.00	831.94	1,327,194.94	941,214.44	364.50	385,616.00	70.95 %
		1,326,363.00	831.94	1,327,194.94	941,214.44	364.50	385,616.00	70.95 %
		1,326,363.00	831.94	1,327,194.94	941,214.44	364.50	385,616.00	70.95 %
11219000 VCTM ASST		125,873.00	0.00	125,873.00	83,819.32	0.00	42,053.68	66.59 %
		125,873.00	0.00	125,873.00	83,819.32	0.00	42,053.68	66.59 %
		125,873.00	0.00	125,873.00	83,819.32	0.00	42,053.68	66.59 %
11221000 COMM ATTN		664,066.00	0.00	664,066.00	489,479.32	413.10	174,173.58	73.77 %
		664,066.00	0.00	664,066.00	489,479.32	413.10	174,173.58	73.77 %
		664,066.00	0.00	664,066.00	489,479.32	413.10	174,173.58	73.77 %
11312000 *SHERIFF*		6,113,117.00	344,997.09	6,458,114.09	4,753,609.33	19,065.80	1,685,438.96	73.90 %
		6,113,117.00	344,997.09	6,458,114.09	4,753,609.33	19,065.80	1,685,438.96	73.90 %
		6,113,117.00	344,997.09	6,458,114.09	4,753,609.33	19,065.80	1,685,438.96	73.90 %
11314000 E911 SYS		1,570,862.00	0.00	1,570,862.00	958,340.56	405.00	612,116.44	61.03 %
		1,570,862.00	0.00	1,570,862.00	958,340.56	405.00	612,116.44	61.03 %
		1,570,862.00	0.00	1,570,862.00	958,340.56	405.00	612,116.44	61.03 %
11317000 PRIS CONF		1,619,430.00	0.00	1,619,430.00	847,523.83	0.00	771,906.17	52.33 %
		1,619,430.00	0.00	1,619,430.00	847,523.83	0.00	771,906.17	52.33 %
		1,619,430.00	0.00	1,619,430.00	847,523.83	0.00	771,906.17	52.33 %
11318000 SH COMM SY		652,660.00	8,780.00	661,440.00	499,392.04	30,816.46	131,231.50	80.16 %
		652,660.00	8,780.00	661,440.00	499,392.04	30,816.46	131,231.50	80.16 %
		652,660.00	8,780.00	661,440.00	499,392.04	30,816.46	131,231.50	80.16 %
11321000 FR EMER MN		8,900,364.00	281,041.41	9,181,405.41	7,231,398.03	95,451.42	1,854,555.96	79.80 %
		8,900,364.00	281,041.41	9,181,405.41	7,231,398.03	95,451.42	1,854,555.96	79.80 %
		8,900,364.00	281,041.41	9,181,405.41	7,231,398.03	95,451.42	1,854,555.96	79.80 %
11321500 FREM PREP		66,554.00	21,500.00	88,054.00	56,735.50	0.00	31,318.50	64.43 %
		66,554.00	21,500.00	88,054.00	56,735.50	0.00	31,318.50	64.43 %
		66,554.00	21,500.00	88,054.00	56,735.50	0.00	31,318.50	64.43 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
11323000 FIRE AM RE		0.00	29,664.18	29,664.18	19,054.85	0.00	10,609.33	64.24 %
		0.00	29,664.18	29,664.18	19,054.85	0.00	10,609.33	64.24 %
		0.00	29,664.18	29,664.18	19,054.85	0.00	10,609.33	64.24 %
11324000 STATE FORS		6,954.00	0.00	6,954.00	6,954.00	0.00	0.00	100.00 %
		6,954.00	0.00	6,954.00	6,954.00	0.00	0.00	100.00 %
		6,954.00	0.00	6,954.00	6,954.00	0.00	0.00	100.00 %
11333000 CT SRV UNT		156,417.00	0.00	156,417.00	136,512.26	0.00	19,904.74	87.27 %
		156,417.00	0.00	156,417.00	136,512.26	0.00	19,904.74	87.27 %
		156,417.00	0.00	156,417.00	136,512.26	0.00	19,904.74	87.27 %
11334000 CORCTN DET		54,708.00	0.00	54,708.00	54,708.00	0.00	0.00	100.00 %
		54,708.00	0.00	54,708.00	54,708.00	0.00	0.00	100.00 %
		54,708.00	0.00	54,708.00	54,708.00	0.00	0.00	100.00 %
11341000 BLD INSP		648,554.00	0.00	648,554.00	463,964.18	0.00	184,589.82	71.54 %
		648,554.00	0.00	648,554.00	463,964.18	0.00	184,589.82	71.54 %
		648,554.00	0.00	648,554.00	463,964.18	0.00	184,589.82	71.54 %
11351000 SH-ANML PR		611,575.00	113,820.72	725,395.72	454,171.70	1,215.00	270,009.02	62.78 %
		611,575.00	113,820.72	725,395.72	454,171.70	1,215.00	270,009.02	62.78 %
		611,575.00	113,820.72	725,395.72	454,171.70	1,215.00	270,009.02	62.78 %
11423000 REFUSE CLC		1,348,595.00	0.00	1,348,595.00	960,820.24	0.00	387,774.76	71.25 %
		1,348,595.00	0.00	1,348,595.00	960,820.24	0.00	387,774.76	71.25 %
		1,348,595.00	0.00	1,348,595.00	960,820.24	0.00	387,774.76	71.25 %
11432000 BLDG & GRN		1,599,845.00	4,334.71	1,604,179.71	1,111,595.64	24,703.95	467,880.12	70.83 %
		1,599,845.00	4,334.71	1,604,179.71	1,111,595.64	24,703.95	467,880.12	70.83 %
		1,599,845.00	4,334.71	1,604,179.71	1,111,595.64	24,703.95	467,880.12	70.83 %
11512000 SPL HLTH D		418,814.00	0.00	418,814.00	405,683.59	0.00	13,130.41	96.86 %
		418,814.00	0.00	418,814.00	405,683.59	0.00	13,130.41	96.86 %
		418,814.00	0.00	418,814.00	405,683.59	0.00	13,130.41	96.86 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
11525000 CH 10 BRD		160,000.00	0.00	160,000.00	160,000.00	0.00	0.00	100.00 %
		160,000.00	0.00	160,000.00	160,000.00	0.00	0.00	100.00 %
		160,000.00	0.00	160,000.00	160,000.00	0.00	0.00	100.00 %
11532300 AR AG AGNG		5,000.00	0.00	5,000.00	5,000.00	0.00	0.00	100.00 %
		5,000.00	0.00	5,000.00	5,000.00	0.00	0.00	100.00 %
		5,000.00	0.00	5,000.00	5,000.00	0.00	0.00	100.00 %
11536000 AGENCY DON		71,000.00	0.00	71,000.00	71,000.00	0.00	0.00	100.00 %
		71,000.00	0.00	71,000.00	71,000.00	0.00	0.00	100.00 %
		71,000.00	0.00	71,000.00	71,000.00	0.00	0.00	100.00 %
11681000 COMM COLL		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
11711000 P&R ADMIN		464,323.00	0.00	464,323.00	324,775.49	6,405.00	133,142.51	71.33 %
		464,323.00	0.00	464,323.00	324,775.49	6,405.00	133,142.51	71.33 %
		464,323.00	0.00	464,323.00	324,775.49	6,405.00	133,142.51	71.33 %
11715000 REC PRGM		575,681.00	47,391.54	623,072.54	293,161.26	0.00	329,911.28	47.05 %
		575,681.00	47,391.54	623,072.54	293,161.26	0.00	329,911.28	47.05 %
		575,681.00	47,391.54	623,072.54	293,161.26	0.00	329,911.28	47.05 %
11715052 PRE SCH		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
11715053 YOUTH		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
11715054 ADULT		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
11715055 SEN ADULT		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
11726200 CLTRL ENR		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
11726300 FINE ARTS		10,000.00	0.00	10,000.00	10,000.00	0.00	0.00	100.00 %
		10,000.00	0.00	10,000.00	10,000.00	0.00	0.00	100.00 %
		10,000.00	0.00	10,000.00	10,000.00	0.00	0.00	100.00 %
11732200 LIBRARY		230,000.00	0.00	230,000.00	230,000.00	0.00	0.00	100.00 %
		230,000.00	0.00	230,000.00	230,000.00	0.00	0.00	100.00 %
		230,000.00	0.00	230,000.00	230,000.00	0.00	0.00	100.00 %
11811000 PLN & ZNNG		446,786.00	445.00	447,231.00	321,082.35	7,211.10	118,937.55	73.41 %
		446,786.00	445.00	447,231.00	321,082.35	7,211.10	118,937.55	73.41 %
		446,786.00	445.00	447,231.00	321,082.35	7,211.10	118,937.55	73.41 %
11811100 PLN COMM		35,978.00	0.00	35,978.00	23,643.15	0.00	12,334.85	65.72 %
		35,978.00	0.00	35,978.00	23,643.15	0.00	12,334.85	65.72 %
		35,978.00	0.00	35,978.00	23,643.15	0.00	12,334.85	65.72 %
11811200 HIST COMM		300.00	0.00	300.00	0.00	0.00	300.00	0.00 %
		300.00	0.00	300.00	0.00	0.00	300.00	0.00 %
		300.00	0.00	300.00	0.00	0.00	300.00	0.00 %
11812000 COM DEV AD		288,760.00	0.00	288,760.00	213,716.16	0.00	75,043.84	74.01 %
		288,760.00	0.00	288,760.00	213,716.16	0.00	75,043.84	74.01 %
		288,760.00	0.00	288,760.00	213,716.16	0.00	75,043.84	74.01 %
11814000 BRD ZN AP		20,100.00	0.00	20,100.00	8,148.72	0.00	11,951.28	40.54 %
		20,100.00	0.00	20,100.00	8,148.72	0.00	11,951.28	40.54 %
		20,100.00	0.00	20,100.00	8,148.72	0.00	11,951.28	40.54 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
11815000 ECON DEV		614,135.00	0.00	614,135.00	387,470.76	364.50	226,299.74	63.15 %
		614,135.00	0.00	614,135.00	387,470.76	364.50	226,299.74	63.15 %
		614,135.00	0.00	614,135.00	387,470.76	364.50	226,299.74	63.15 %
11816500 PLUMPOINT		0.00	0.00	0.00	30.75	0.00	(30.75)	100.00 %
		0.00	0.00	0.00	30.75	0.00	(30.75)	100.00 %
		0.00	0.00	0.00	30.75	0.00	(30.75)	100.00 %
11817000 WTLND BRD		2,175.00	0.00	2,175.00	776.54	0.00	1,398.46	35.72 %
		2,175.00	0.00	2,175.00	776.54	0.00	1,398.46	35.72 %
		2,175.00	0.00	2,175.00	776.54	0.00	1,398.46	35.72 %
11818000 AFD		5,200.00	0.00	5,200.00	0.00	0.00	5,200.00	0.00 %
		5,200.00	0.00	5,200.00	0.00	0.00	5,200.00	0.00 %
		5,200.00	0.00	5,200.00	0.00	0.00	5,200.00	0.00 %
11823500 ENV COM DE		400,512.00	0.00	400,512.00	293,162.19	519.00	106,830.81	73.33 %
		400,512.00	0.00	400,512.00	293,162.19	519.00	106,830.81	73.33 %
		400,512.00	0.00	400,512.00	293,162.19	519.00	106,830.81	73.33 %
11824000 SOIL WTR		22,500.00	0.00	22,500.00	22,500.00	0.00	0.00	100.00 %
		22,500.00	0.00	22,500.00	22,500.00	0.00	0.00	100.00 %
		22,500.00	0.00	22,500.00	22,500.00	0.00	0.00	100.00 %
11830500 COOP EXT		72,470.00	0.00	72,470.00	22,569.78	0.00	49,900.22	31.14 %
		72,470.00	0.00	72,470.00	22,569.78	0.00	49,900.22	31.14 %
		72,470.00	0.00	72,470.00	22,569.78	0.00	49,900.22	31.14 %
11914000 RSVRD CONT		300,000.00	(38,306.85)	261,693.15	0.00	0.00	261,693.15	0.00 %
		300,000.00	(38,306.85)	261,693.15	0.00	0.00	261,693.15	0.00 %
		300,000.00	(38,306.85)	261,693.15	0.00	0.00	261,693.15	0.00 %
11915000 EMPLOEXP		3,350.00	0.00	3,350.00	6,499.81	0.00	(3,149.81)	194.03 %
		3,350.00	0.00	3,350.00	6,499.81	0.00	(3,149.81)	194.03 %
		3,350.00	0.00	3,350.00	6,499.81	0.00	(3,149.81)	194.03 %

YTD Available Budget Report



Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
11918000 DISRECOVERY		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
11931000 TRNS OTHR		30,817,013.00	230,434.61	31,047,447.61	16,432,571.39	0.00	14,614,876.22	52.93 %
		30,817,013.00	230,434.61	31,047,447.61	16,432,571.39	0.00	14,614,876.22	52.93 %
		30,817,013.00	230,434.61	31,047,447.61	16,432,571.39	0.00	14,614,876.22	52.93 %
Grand Total:		67,823,346.00	1,280,595.33	69,103,941.33	43,403,810.24	394,375.94	25,305,755.15	63.38 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
110101 PROP TX		(33,030,501.00)	0.00	(33,030,501.00)	(32,983,431.74)	0.00	(47,069.26)	99.86 %
		(33,030,501.00)	0.00	(33,030,501.00)	(32,983,431.74)	0.00	(47,069.26)	99.86 %
		(33,030,501.00)	0.00	(33,030,501.00)	(32,983,431.74)	0.00	(47,069.26)	99.86 %
110102 PS CORP TX		(1,470,590.00)	0.00	(1,470,590.00)	(1,875,588.64)	0.00	404,998.64	127.54 %
		(1,470,590.00)	0.00	(1,470,590.00)	(1,875,588.64)	0.00	404,998.64	127.54 %
		(1,470,590.00)	0.00	(1,470,590.00)	(1,875,588.64)	0.00	404,998.64	127.54 %
110103 PP TX		(11,012,262.00)	0.00	(11,012,262.00)	(11,515,832.93)	0.00	503,570.93	104.57 %
		(11,012,262.00)	0.00	(11,012,262.00)	(11,515,832.93)	0.00	503,570.93	104.57 %
		(11,012,262.00)	0.00	(11,012,262.00)	(11,515,832.93)	0.00	503,570.93	104.57 %
110104 M & T TX		(78,788.00)	0.00	(78,788.00)	(11,695.78)	0.00	(67,092.22)	14.84 %
		(78,788.00)	0.00	(78,788.00)	(11,695.78)	0.00	(67,092.22)	14.84 %
		(78,788.00)	0.00	(78,788.00)	(11,695.78)	0.00	(67,092.22)	14.84 %
110106 PEN & INT		(535,000.00)	0.00	(535,000.00)	(491,901.22)	0.00	(43,098.78)	91.94 %
		(535,000.00)	0.00	(535,000.00)	(491,901.22)	0.00	(43,098.78)	91.94 %
		(535,000.00)	0.00	(535,000.00)	(491,901.22)	0.00	(43,098.78)	91.94 %
110201 SALES USE		(3,945,013.00)	0.00	(3,945,013.00)	(2,433,770.87)	0.00	(1,511,242.13)	61.69 %
		(3,945,013.00)	0.00	(3,945,013.00)	(2,433,770.87)	0.00	(1,511,242.13)	61.69 %
		(3,945,013.00)	0.00	(3,945,013.00)	(2,433,770.87)	0.00	(1,511,242.13)	61.69 %
110202 C UTIL TX		(300,542.00)	0.00	(300,542.00)	(214,558.65)	0.00	(85,983.35)	71.39 %
		(300,542.00)	0.00	(300,542.00)	(214,558.65)	0.00	(85,983.35)	71.39 %
		(300,542.00)	0.00	(300,542.00)	(214,558.65)	0.00	(85,983.35)	71.39 %
110203 BUS LIC TX		(1,720,900.00)	0.00	(1,720,900.00)	(562,060.03)	0.00	(1,158,839.97)	32.66 %
		(1,720,900.00)	0.00	(1,720,900.00)	(562,060.03)	0.00	(1,158,839.97)	32.66 %
		(1,720,900.00)	0.00	(1,720,900.00)	(562,060.03)	0.00	(1,158,839.97)	32.66 %
110204 FRN LIC TX		(6,000.00)	0.00	(6,000.00)	(5,707.80)	0.00	(292.20)	95.13 %
		(6,000.00)	0.00	(6,000.00)	(5,707.80)	0.00	(292.20)	95.13 %
		(6,000.00)	0.00	(6,000.00)	(5,707.80)	0.00	(292.20)	95.13 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
110205 MTR VEH TX		(710,000.00)	0.00	(710,000.00)	(696,194.02)	0.00	(13,805.98)	98.06 %
		(710,000.00)	0.00	(710,000.00)	(696,194.02)	0.00	(13,805.98)	98.06 %
		(710,000.00)	0.00	(710,000.00)	(696,194.02)	0.00	(13,805.98)	98.06 %
110206 BNK STK TX		(120,000.00)	0.00	(120,000.00)	0.00	0.00	(120,000.00)	0.00 %
		(120,000.00)	0.00	(120,000.00)	0.00	0.00	(120,000.00)	0.00 %
		(120,000.00)	0.00	(120,000.00)	0.00	0.00	(120,000.00)	0.00 %
110207 RC & WL TX		(800,000.00)	0.00	(800,000.00)	(498,043.65)	0.00	(301,956.35)	62.26 %
		(800,000.00)	0.00	(800,000.00)	(498,043.65)	0.00	(301,956.35)	62.26 %
		(800,000.00)	0.00	(800,000.00)	(498,043.65)	0.00	(301,956.35)	62.26 %
110209 ADMISS TX		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
110210 ROOM TX		(56,026.00)	0.00	(56,026.00)	(33,313.76)	0.00	(22,712.24)	59.46 %
		(56,026.00)	0.00	(56,026.00)	(33,313.76)	0.00	(22,712.24)	59.46 %
		(56,026.00)	0.00	(56,026.00)	(33,313.76)	0.00	(22,712.24)	59.46 %
110211 FOOD TX		(2,577,500.00)	0.00	(2,577,500.00)	(1,713,932.73)	0.00	(863,567.27)	66.50 %
		(2,577,500.00)	0.00	(2,577,500.00)	(1,713,932.73)	0.00	(863,567.27)	66.50 %
		(2,577,500.00)	0.00	(2,577,500.00)	(1,713,932.73)	0.00	(863,567.27)	66.50 %
110218 OTHER LOC		0.00	0.00	0.00	(4,181.24)	0.00	4,181.24	100.00 %
		0.00	0.00	0.00	(4,181.24)	0.00	4,181.24	100.00 %
		0.00	0.00	0.00	(4,181.24)	0.00	4,181.24	100.00 %
110301 ANML LIC		(11,000.00)	0.00	(11,000.00)	(3,820.46)	0.00	(7,179.54)	34.73 %
		(11,000.00)	0.00	(11,000.00)	(3,820.46)	0.00	(7,179.54)	34.73 %
		(11,000.00)	0.00	(11,000.00)	(3,820.46)	0.00	(7,179.54)	34.73 %
110303 PRMTS&OTHR		(1,213,488.00)	0.00	(1,213,488.00)	(655,062.96)	0.00	(558,425.04)	53.98 %
		(1,213,488.00)	0.00	(1,213,488.00)	(655,062.96)	0.00	(558,425.04)	53.98 %
		(1,213,488.00)	0.00	(1,213,488.00)	(655,062.96)	0.00	(558,425.04)	53.98 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
110401 FINES&FOR		(227,000.00)	(31,373.62)	(258,373.62)	(6,813,650.82)	0.00	6,555,277.20	2637.13 %
		(227,000.00)	(31,373.62)	(258,373.62)	(6,813,650.82)	0.00	6,555,277.20	2637.13 %
		(227,000.00)	(31,373.62)	(258,373.62)	(6,813,650.82)	0.00	6,555,277.20	2637.13 %
110501 REV FR MNY		(1,500,000.00)	0.00	(1,500,000.00)	(2,747,425.33)	0.00	1,247,425.33	183.16 %
		(1,500,000.00)	0.00	(1,500,000.00)	(2,747,425.33)	0.00	1,247,425.33	183.16 %
		(1,500,000.00)	0.00	(1,500,000.00)	(2,747,425.33)	0.00	1,247,425.33	183.16 %
110502 REV FR PRP		(287,000.00)	0.00	(287,000.00)	(208,225.47)	0.00	(78,774.53)	72.55 %
		(287,000.00)	0.00	(287,000.00)	(208,225.47)	0.00	(78,774.53)	72.55 %
		(287,000.00)	0.00	(287,000.00)	(208,225.47)	0.00	(78,774.53)	72.55 %
110601 CRT COSTS		(236,150.00)	0.00	(236,150.00)	(194,664.01)	0.00	(41,485.99)	82.43 %
		(236,150.00)	0.00	(236,150.00)	(194,664.01)	0.00	(41,485.99)	82.43 %
		(236,150.00)	0.00	(236,150.00)	(194,664.01)	0.00	(41,485.99)	82.43 %
110602 CW ATY FEE		(2,000.00)	0.00	(2,000.00)	(1,959.61)	0.00	(40.39)	98.00 %
		(2,000.00)	0.00	(2,000.00)	(1,959.61)	0.00	(40.39)	98.00 %
		(2,000.00)	0.00	(2,000.00)	(1,959.61)	0.00	(40.39)	98.00 %
110606 OTHR PROT		(6,100.00)	0.00	(6,100.00)	(5,322.05)	0.00	(777.95)	87.25 %
		(6,100.00)	0.00	(6,100.00)	(5,322.05)	0.00	(777.95)	87.25 %
		(6,100.00)	0.00	(6,100.00)	(5,322.05)	0.00	(777.95)	87.25 %
110608 WASTE RMVL		(45,600.00)	0.00	(45,600.00)	(25,463.92)	0.00	(20,136.08)	55.84 %
		(45,600.00)	0.00	(45,600.00)	(25,463.92)	0.00	(20,136.08)	55.84 %
		(45,600.00)	0.00	(45,600.00)	(25,463.92)	0.00	(20,136.08)	55.84 %
110612 P & R CHGS		(300,000.00)	(8,276.00)	(308,276.00)	(215,927.93)	0.00	(92,348.07)	70.04 %
		(300,000.00)	(8,276.00)	(308,276.00)	(215,927.93)	0.00	(92,348.07)	70.04 %
		(300,000.00)	(8,276.00)	(308,276.00)	(215,927.93)	0.00	(92,348.07)	70.04 %
110615 PLNG CM DV		0.00	0.00	0.00	(40.00)	0.00	40.00	100.00 %
		0.00	0.00	0.00	(40.00)	0.00	40.00	100.00 %
		0.00	0.00	0.00	(40.00)	0.00	40.00	100.00 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
110918 MISC INC		(32,500.00)	(153,460.42)	(185,960.42)	(243,730.89)	0.00	57,770.47	131.07 %
		(32,500.00)	(153,460.42)	(185,960.42)	(243,730.89)	0.00	57,770.47	131.07 %
		(32,500.00)	(153,460.42)	(185,960.42)	(243,730.89)	0.00	57,770.47	131.07 %
110919 RCVRD CSTS		(751,377.00)	(130,140.02)	(881,517.02)	(717,296.10)	0.00	(164,220.92)	81.37 %
		(751,377.00)	(130,140.02)	(881,517.02)	(717,296.10)	0.00	(164,220.92)	81.37 %
		(751,377.00)	(130,140.02)	(881,517.02)	(717,296.10)	0.00	(164,220.92)	81.37 %
110922 S NON CATG		(2,667,283.00)	0.00	(2,667,283.00)	(2,426,817.95)	0.00	(240,465.05)	90.98 %
		(2,667,283.00)	0.00	(2,667,283.00)	(2,426,817.95)	0.00	(240,465.05)	90.98 %
		(2,667,283.00)	0.00	(2,667,283.00)	(2,426,817.95)	0.00	(240,465.05)	90.98 %
110923 SHRD EXPNS		(2,370,502.00)	0.00	(2,370,502.00)	(1,555,297.64)	0.00	(815,204.36)	65.61 %
		(2,370,502.00)	0.00	(2,370,502.00)	(1,555,297.64)	0.00	(815,204.36)	65.61 %
		(2,370,502.00)	0.00	(2,370,502.00)	(1,555,297.64)	0.00	(815,204.36)	65.61 %
110924 S CATG AID		(241,881.00)	(11,830.00)	(253,711.00)	(230,606.26)	0.00	(23,104.74)	90.89 %
		(241,881.00)	(11,830.00)	(253,711.00)	(230,606.26)	0.00	(23,104.74)	90.89 %
		(241,881.00)	(11,830.00)	(253,711.00)	(230,606.26)	0.00	(23,104.74)	90.89 %
110933 F CATG AID		(68,343.00)	0.00	(68,343.00)	(62,015.67)	0.00	(6,327.33)	90.74 %
		(68,343.00)	0.00	(68,343.00)	(62,015.67)	0.00	(6,327.33)	90.74 %
		(68,343.00)	0.00	(68,343.00)	(62,015.67)	0.00	(6,327.33)	90.74 %
110934 SURP PROP		0.00	0.00	0.00	(5,665.00)	0.00	5,665.00	100.00 %
		0.00	0.00	0.00	(5,665.00)	0.00	5,665.00	100.00 %
		0.00	0.00	0.00	(5,665.00)	0.00	5,665.00	100.00 %
110948 FND BAL		0.00	(873,515.27)	(873,515.27)	0.00	0.00	(873,515.27)	0.00 %
		0.00	(873,515.27)	(873,515.27)	0.00	0.00	(873,515.27)	0.00 %
		0.00	(873,515.27)	(873,515.27)	0.00	0.00	(873,515.27)	0.00 %
110949 TRANSFERS		(1,500,000.00)	(72,000.00)	(1,572,000.00)	(30,100.00)	0.00	(1,541,900.00)	1.91 %
		(1,500,000.00)	(72,000.00)	(1,572,000.00)	(30,100.00)	0.00	(1,541,900.00)	1.91 %
		(1,500,000.00)	(72,000.00)	(1,572,000.00)	(30,100.00)	0.00	(1,541,900.00)	1.91 %
Grand Total:		(67,823,346.00)	(1,280,595.33)	(69,103,941.33)	(69,183,305.13)	0.00	79,363.80	100.11 %

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Miscellaneous (contracts, easements, resolutions for
street acceptance, proclamations, etc.)

Motion: "Mr. Chairman,
I move to (not required
for Consent agenda
items)"

Mr. Chairman, I move to approve the Consent Agenda as presented and that it
be made a part of the record. or I move to approve the Consent Agenda as
presented and that it be made a part of the record, with the following changes:

Subject

Approval of Monthly Financial Reports - April FY26

Time Needed:

Person Appearing:

Request prepared
by:

Richard Lawrence,
Financial Services
Director

Telephone:

Copy provided to:

ATTACHMENT(S):

[Exp GF - April FY26.pdf](#)

[Rev GF - April FY26.pdf](#)

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
11110100 BRD SUP		156,091.00	0.00	156,091.00	100,498.90	137.70	55,454.40	64.47 %
		156,091.00	0.00	156,091.00	100,498.90	137.70	55,454.40	64.47 %
		156,091.00	0.00	156,091.00	100,498.90	137.70	55,454.40	64.47 %
11110200 CLERK BD		736,067.00	177,916.08	913,983.08	707,739.98	39,787.70	166,455.40	81.79 %
		736,067.00	177,916.08	913,983.08	707,739.98	39,787.70	166,455.40	81.79 %
		736,067.00	177,916.08	913,983.08	707,739.98	39,787.70	166,455.40	81.79 %
11121700 PROCURMT		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
11122100 COUNTY AT		380,368.00	0.00	380,368.00	242,021.49	65,771.60	72,574.91	80.92 %
		380,368.00	0.00	380,368.00	242,021.49	65,771.60	72,574.91	80.92 %
		380,368.00	0.00	380,368.00	242,021.49	65,771.60	72,574.91	80.92 %
11122200 HR		523,293.00	14,306.83	537,599.83	379,089.58	7,935.00	150,575.25	71.99 %
		523,293.00	14,306.83	537,599.83	379,089.58	7,935.00	150,575.25	71.99 %
		523,293.00	14,306.83	537,599.83	379,089.58	7,935.00	150,575.25	71.99 %
11123100 COR		1,144,101.00	0.00	1,144,101.00	907,503.34	0.00	236,597.66	79.32 %
		1,144,101.00	0.00	1,144,101.00	907,503.34	0.00	236,597.66	79.32 %
		1,144,101.00	0.00	1,144,101.00	907,503.34	0.00	236,597.66	79.32 %
11123300 EQ BOARD		4,904.00	0.00	4,904.00	12.80	0.00	4,891.20	0.27 %
		4,904.00	0.00	4,904.00	12.80	0.00	4,891.20	0.27 %
		4,904.00	0.00	4,904.00	12.80	0.00	4,891.20	0.27 %
11124100 TREASURER		544,337.00	0.00	544,337.00	454,740.47	0.00	89,596.53	83.54 %
		544,337.00	0.00	544,337.00	454,740.47	0.00	89,596.53	83.54 %
		544,337.00	0.00	544,337.00	454,740.47	0.00	89,596.53	83.54 %
11124200 FINANCE		848,983.00	3,650.00	852,633.00	700,943.67	3,260.00	148,429.33	82.59 %
		848,983.00	3,650.00	852,633.00	700,943.67	3,260.00	148,429.33	82.59 %
		848,983.00	3,650.00	852,633.00	700,943.67	3,260.00	148,429.33	82.59 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
11125100 IT		1,146,140.00	38,911.75	1,185,051.75	818,942.86	14,456.93	351,651.96	70.33 %
		1,146,140.00	38,911.75	1,185,051.75	818,942.86	14,456.93	351,651.96	70.33 %
		1,146,140.00	38,911.75	1,185,051.75	818,942.86	14,456.93	351,651.96	70.33 %
11125300 CNT PURCH		611,978.00	0.00	611,978.00	415,232.36	7,500.72	189,244.92	69.08 %
		611,978.00	0.00	611,978.00	415,232.36	7,500.72	189,244.92	69.08 %
		611,978.00	0.00	611,978.00	415,232.36	7,500.72	189,244.92	69.08 %
11131000 ELECT BRD		11,313.00	0.00	11,313.00	8,600.85	0.00	2,712.15	76.03 %
		11,313.00	0.00	11,313.00	8,600.85	0.00	2,712.15	76.03 %
		11,313.00	0.00	11,313.00	8,600.85	0.00	2,712.15	76.03 %
11132000 REGISTRAR		494,322.00	1,000.00	495,322.00	316,026.89	5,179.48	174,115.63	64.85 %
		494,322.00	1,000.00	495,322.00	316,026.89	5,179.48	174,115.63	64.85 %
		494,322.00	1,000.00	495,322.00	316,026.89	5,179.48	174,115.63	64.85 %
11211000 CC JUDGE		104,359.00	0.00	104,359.00	81,899.60	0.00	22,459.40	78.48 %
		104,359.00	0.00	104,359.00	81,899.60	0.00	22,459.40	78.48 %
		104,359.00	0.00	104,359.00	81,899.60	0.00	22,459.40	78.48 %
11212000 GEN DST CT		29,400.00	0.00	29,400.00	24,672.93	36.00	4,691.07	84.04 %
		29,400.00	0.00	29,400.00	24,672.93	36.00	4,691.07	84.04 %
		29,400.00	0.00	29,400.00	24,672.93	36.00	4,691.07	84.04 %
11213000 MAGISTRATE		2,500.00	0.00	2,500.00	0.00	0.00	2,500.00	0.00 %
		2,500.00	0.00	2,500.00	0.00	0.00	2,500.00	0.00 %
		2,500.00	0.00	2,500.00	0.00	0.00	2,500.00	0.00 %
11215000 JDR COURT		9,670.00	0.00	9,670.00	3,576.16	36.00	6,057.84	37.35 %
		9,670.00	0.00	9,670.00	3,576.16	36.00	6,057.84	37.35 %
		9,670.00	0.00	9,670.00	3,576.16	36.00	6,057.84	37.35 %
11216000 CLERK CC		645,486.00	0.00	645,486.00	473,517.78	25.00	171,943.22	73.36 %
		645,486.00	0.00	645,486.00	473,517.78	25.00	171,943.22	73.36 %
		645,486.00	0.00	645,486.00	473,517.78	25.00	171,943.22	73.36 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
11217000 SH COURTS		1,326,363.00	831.94	1,327,194.94	1,039,602.96	0.00	287,591.98	78.33 %
		1,326,363.00	831.94	1,327,194.94	1,039,602.96	0.00	287,591.98	78.33 %
		1,326,363.00	831.94	1,327,194.94	1,039,602.96	0.00	287,591.98	78.33 %
11219000 VCTM ASST		125,873.00	0.00	125,873.00	94,117.32	0.00	31,755.68	74.77 %
		125,873.00	0.00	125,873.00	94,117.32	0.00	31,755.68	74.77 %
		125,873.00	0.00	125,873.00	94,117.32	0.00	31,755.68	74.77 %
11221000 COMM ATTNY		664,066.00	0.00	664,066.00	542,940.42	280.91	120,844.67	81.80 %
		664,066.00	0.00	664,066.00	542,940.42	280.91	120,844.67	81.80 %
		664,066.00	0.00	664,066.00	542,940.42	280.91	120,844.67	81.80 %
11312000 *SHERIFF*		6,113,117.00	369,245.86	6,482,362.86	5,239,893.34	39,163.80	1,203,305.72	81.44 %
		6,113,117.00	369,245.86	6,482,362.86	5,239,893.34	39,163.80	1,203,305.72	81.44 %
		6,113,117.00	369,245.86	6,482,362.86	5,239,893.34	39,163.80	1,203,305.72	81.44 %
11314000 E911 SYS		1,570,862.00	0.00	1,570,862.00	1,066,554.38	0.00	504,307.62	67.90 %
		1,570,862.00	0.00	1,570,862.00	1,066,554.38	0.00	504,307.62	67.90 %
		1,570,862.00	0.00	1,570,862.00	1,066,554.38	0.00	504,307.62	67.90 %
11317000 PRIS CONF		1,619,430.00	0.00	1,619,430.00	941,617.16	0.00	677,812.84	58.14 %
		1,619,430.00	0.00	1,619,430.00	941,617.16	0.00	677,812.84	58.14 %
		1,619,430.00	0.00	1,619,430.00	941,617.16	0.00	677,812.84	58.14 %
11318000 SH COMM SY		652,660.00	8,780.00	661,440.00	512,364.83	66,861.11	82,214.06	87.57 %
		652,660.00	8,780.00	661,440.00	512,364.83	66,861.11	82,214.06	87.57 %
		652,660.00	8,780.00	661,440.00	512,364.83	66,861.11	82,214.06	87.57 %
11321000 FR EMER MN		8,900,364.00	283,195.81	9,183,559.81	7,914,054.40	104,870.54	1,164,634.87	87.32 %
		8,900,364.00	283,195.81	9,183,559.81	7,914,054.40	104,870.54	1,164,634.87	87.32 %
		8,900,364.00	283,195.81	9,183,559.81	7,914,054.40	104,870.54	1,164,634.87	87.32 %
11321500 FREM PREP		66,554.00	21,500.00	88,054.00	60,906.02	0.00	27,147.98	69.17 %
		66,554.00	21,500.00	88,054.00	60,906.02	0.00	27,147.98	69.17 %
		66,554.00	21,500.00	88,054.00	60,906.02	0.00	27,147.98	69.17 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
11323000 FIRE AM RE		0.00	29,664.18	29,664.18	19,909.92	0.00	9,754.26	67.12 %
		0.00	29,664.18	29,664.18	19,909.92	0.00	9,754.26	67.12 %
		0.00	29,664.18	29,664.18	19,909.92	0.00	9,754.26	67.12 %
11324000 STATE FORS		6,954.00	0.00	6,954.00	6,954.00	0.00	0.00	100.00 %
		6,954.00	0.00	6,954.00	6,954.00	0.00	0.00	100.00 %
		6,954.00	0.00	6,954.00	6,954.00	0.00	0.00	100.00 %
11333000 CT SRV UNT		156,417.00	0.00	156,417.00	138,486.07	0.00	17,930.93	88.54 %
		156,417.00	0.00	156,417.00	138,486.07	0.00	17,930.93	88.54 %
		156,417.00	0.00	156,417.00	138,486.07	0.00	17,930.93	88.54 %
11334000 CORCTN DET		54,708.00	0.00	54,708.00	54,708.00	0.00	0.00	100.00 %
		54,708.00	0.00	54,708.00	54,708.00	0.00	0.00	100.00 %
		54,708.00	0.00	54,708.00	54,708.00	0.00	0.00	100.00 %
11341000 BLD INSP		648,554.00	0.00	648,554.00	517,126.63	0.00	131,427.37	79.74 %
		648,554.00	0.00	648,554.00	517,126.63	0.00	131,427.37	79.74 %
		648,554.00	0.00	648,554.00	517,126.63	0.00	131,427.37	79.74 %
11351000 SH-ANML PR		611,575.00	115,496.16	727,071.16	514,221.65	810.00	212,039.51	70.84 %
		611,575.00	115,496.16	727,071.16	514,221.65	810.00	212,039.51	70.84 %
		611,575.00	115,496.16	727,071.16	514,221.65	810.00	212,039.51	70.84 %
11423000 REFUSE CLC		1,348,595.00	0.00	1,348,595.00	1,087,583.82	0.00	261,011.18	80.65 %
		1,348,595.00	0.00	1,348,595.00	1,087,583.82	0.00	261,011.18	80.65 %
		1,348,595.00	0.00	1,348,595.00	1,087,583.82	0.00	261,011.18	80.65 %
11432000 BLDG & GRN		1,599,845.00	25,445.59	1,625,290.59	1,242,261.53	45,074.11	337,954.95	79.21 %
		1,599,845.00	25,445.59	1,625,290.59	1,242,261.53	45,074.11	337,954.95	79.21 %
		1,599,845.00	25,445.59	1,625,290.59	1,242,261.53	45,074.11	337,954.95	79.21 %
11512000 SPL HLTH D		418,814.00	0.00	418,814.00	405,683.59	0.00	13,130.41	96.86 %
		418,814.00	0.00	418,814.00	405,683.59	0.00	13,130.41	96.86 %
		418,814.00	0.00	418,814.00	405,683.59	0.00	13,130.41	96.86 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
11525000 CH 10 BRD		160,000.00	0.00	160,000.00	160,000.00	0.00	0.00	100.00 %
		160,000.00	0.00	160,000.00	160,000.00	0.00	0.00	100.00 %
		160,000.00	0.00	160,000.00	160,000.00	0.00	0.00	100.00 %
11532300 AR AG AGNG		5,000.00	0.00	5,000.00	5,000.00	0.00	0.00	100.00 %
		5,000.00	0.00	5,000.00	5,000.00	0.00	0.00	100.00 %
		5,000.00	0.00	5,000.00	5,000.00	0.00	0.00	100.00 %
11536000 AGENCY DON		71,000.00	0.00	71,000.00	71,000.00	0.00	0.00	100.00 %
		71,000.00	0.00	71,000.00	71,000.00	0.00	0.00	100.00 %
		71,000.00	0.00	71,000.00	71,000.00	0.00	0.00	100.00 %
11681000 COMM COLL		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
11711000 P&R ADMIN		464,323.00	666.00	464,989.00	359,962.75	6,270.00	98,756.25	78.76 %
		464,323.00	666.00	464,989.00	359,962.75	6,270.00	98,756.25	78.76 %
		464,323.00	666.00	464,989.00	359,962.75	6,270.00	98,756.25	78.76 %
11715000 REC PRGM		575,681.00	47,791.54	623,472.54	330,829.81	0.00	292,642.73	53.06 %
		575,681.00	47,791.54	623,472.54	330,829.81	0.00	292,642.73	53.06 %
		575,681.00	47,791.54	623,472.54	330,829.81	0.00	292,642.73	53.06 %
11715052 PRE SCH		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
11715053 YOUTH		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
11715054 ADULT		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
11715055 SEN ADULT		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
11726200 CLTRL ENR		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
11726300 FINE ARTS		10,000.00	0.00	10,000.00	10,000.00	0.00	0.00	100.00 %
		10,000.00	0.00	10,000.00	10,000.00	0.00	0.00	100.00 %
		10,000.00	0.00	10,000.00	10,000.00	0.00	0.00	100.00 %
11732200 LIBRARY		230,000.00	0.00	230,000.00	230,000.00	0.00	0.00	100.00 %
		230,000.00	0.00	230,000.00	230,000.00	0.00	0.00	100.00 %
		230,000.00	0.00	230,000.00	230,000.00	0.00	0.00	100.00 %
11811000 PLN & ZNNG		446,786.00	445.00	447,231.00	356,932.35	5,885.00	84,413.65	81.13 %
		446,786.00	445.00	447,231.00	356,932.35	5,885.00	84,413.65	81.13 %
		446,786.00	445.00	447,231.00	356,932.35	5,885.00	84,413.65	81.13 %
11811100 PLN COMM		35,978.00	0.00	35,978.00	23,699.92	0.00	12,278.08	65.87 %
		35,978.00	0.00	35,978.00	23,699.92	0.00	12,278.08	65.87 %
		35,978.00	0.00	35,978.00	23,699.92	0.00	12,278.08	65.87 %
11811200 HIST COMM		300.00	0.00	300.00	0.00	0.00	300.00	0.00 %
		300.00	0.00	300.00	0.00	0.00	300.00	0.00 %
		300.00	0.00	300.00	0.00	0.00	300.00	0.00 %
11812000 COM DEV AD		288,760.00	0.00	288,760.00	237,307.95	0.00	51,452.05	82.18 %
		288,760.00	0.00	288,760.00	237,307.95	0.00	51,452.05	82.18 %
		288,760.00	0.00	288,760.00	237,307.95	0.00	51,452.05	82.18 %
11814000 BRD ZN AP		20,100.00	0.00	20,100.00	8,405.61	0.00	11,694.39	41.82 %
		20,100.00	0.00	20,100.00	8,405.61	0.00	11,694.39	41.82 %
		20,100.00	0.00	20,100.00	8,405.61	0.00	11,694.39	41.82 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
11815000 ECON DEV		614,135.00	0.00	614,135.00	417,190.25	141.75	196,803.00	67.95 %
		614,135.00	0.00	614,135.00	417,190.25	141.75	196,803.00	67.95 %
		614,135.00	0.00	614,135.00	417,190.25	141.75	196,803.00	67.95 %
11816500 PLUMPOINT		0.00	0.00	0.00	30.75	0.00	(30.75)	100.00 %
		0.00	0.00	0.00	30.75	0.00	(30.75)	100.00 %
		0.00	0.00	0.00	30.75	0.00	(30.75)	100.00 %
11817000 WTLND BRD		2,175.00	0.00	2,175.00	776.54	0.00	1,398.46	35.72 %
		2,175.00	0.00	2,175.00	776.54	0.00	1,398.46	35.72 %
		2,175.00	0.00	2,175.00	776.54	0.00	1,398.46	35.72 %
11818000 AFD		5,200.00	0.00	5,200.00	0.00	0.00	5,200.00	0.00 %
		5,200.00	0.00	5,200.00	0.00	0.00	5,200.00	0.00 %
		5,200.00	0.00	5,200.00	0.00	0.00	5,200.00	0.00 %
11823500 ENV COM DE		400,512.00	0.00	400,512.00	325,468.83	0.00	75,043.17	81.26 %
		400,512.00	0.00	400,512.00	325,468.83	0.00	75,043.17	81.26 %
		400,512.00	0.00	400,512.00	325,468.83	0.00	75,043.17	81.26 %
11824000 SOIL WTR		22,500.00	0.00	22,500.00	22,500.00	0.00	0.00	100.00 %
		22,500.00	0.00	22,500.00	22,500.00	0.00	0.00	100.00 %
		22,500.00	0.00	22,500.00	22,500.00	0.00	0.00	100.00 %
11830500 COOP EXT		72,470.00	0.00	72,470.00	24,047.30	0.00	48,422.70	33.18 %
		72,470.00	0.00	72,470.00	24,047.30	0.00	48,422.70	33.18 %
		72,470.00	0.00	72,470.00	24,047.30	0.00	48,422.70	33.18 %
11914000 RSVRD CONT		300,000.00	(48,514.85)	251,485.15	0.00	0.00	251,485.15	0.00 %
		300,000.00	(48,514.85)	251,485.15	0.00	0.00	251,485.15	0.00 %
		300,000.00	(48,514.85)	251,485.15	0.00	0.00	251,485.15	0.00 %
11915000 EMPLOEXP		3,350.00	0.00	3,350.00	6,527.87	0.00	(3,177.87)	194.87 %
		3,350.00	0.00	3,350.00	6,527.87	0.00	(3,177.87)	194.87 %
		3,350.00	0.00	3,350.00	6,527.87	0.00	(3,177.87)	194.87 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
11918000 DISRECOVERY		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
11931000 TRNS OTHR		30,817,013.00	240,642.61	31,057,655.61	17,730,856.18	0.00	13,326,799.43	57.09 %
		30,817,013.00	240,642.61	31,057,655.61	17,730,856.18	0.00	13,326,799.43	57.09 %
		30,817,013.00	240,642.61	31,057,655.61	17,730,856.18	0.00	13,326,799.43	57.09 %
Grand Total:		67,823,346.00	1,330,974.50	69,154,320.50	47,354,541.81	413,483.35	21,386,295.34	69.07 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
110101 PROP TX		(33,030,501.00)	0.00	(33,030,501.00)	(33,126,627.50)	0.00	96,126.50	100.29 %
		(33,030,501.00)	0.00	(33,030,501.00)	(33,126,627.50)	0.00	96,126.50	100.29 %
		(33,030,501.00)	0.00	(33,030,501.00)	(33,126,627.50)	0.00	96,126.50	100.29 %
110102 PS CORP TX		(1,470,590.00)	0.00	(1,470,590.00)	(1,875,588.64)	0.00	404,998.64	127.54 %
		(1,470,590.00)	0.00	(1,470,590.00)	(1,875,588.64)	0.00	404,998.64	127.54 %
		(1,470,590.00)	0.00	(1,470,590.00)	(1,875,588.64)	0.00	404,998.64	127.54 %
110103 PP TX		(11,012,262.00)	0.00	(11,012,262.00)	(11,749,863.44)	0.00	737,601.44	106.70 %
		(11,012,262.00)	0.00	(11,012,262.00)	(11,749,863.44)	0.00	737,601.44	106.70 %
		(11,012,262.00)	0.00	(11,012,262.00)	(11,749,863.44)	0.00	737,601.44	106.70 %
110104 M & T TX		(78,788.00)	0.00	(78,788.00)	(11,695.78)	0.00	(67,092.22)	14.84 %
		(78,788.00)	0.00	(78,788.00)	(11,695.78)	0.00	(67,092.22)	14.84 %
		(78,788.00)	0.00	(78,788.00)	(11,695.78)	0.00	(67,092.22)	14.84 %
110106 PEN & INT		(535,000.00)	0.00	(535,000.00)	(583,124.62)	0.00	48,124.62	109.00 %
		(535,000.00)	0.00	(535,000.00)	(583,124.62)	0.00	48,124.62	109.00 %
		(535,000.00)	0.00	(535,000.00)	(583,124.62)	0.00	48,124.62	109.00 %
110201 SALES USE		(3,945,013.00)	0.00	(3,945,013.00)	(2,694,473.25)	0.00	(1,250,539.75)	68.30 %
		(3,945,013.00)	0.00	(3,945,013.00)	(2,694,473.25)	0.00	(1,250,539.75)	68.30 %
		(3,945,013.00)	0.00	(3,945,013.00)	(2,694,473.25)	0.00	(1,250,539.75)	68.30 %
110202 C UTIL TX		(300,542.00)	0.00	(300,542.00)	(241,198.50)	0.00	(59,343.50)	80.25 %
		(300,542.00)	0.00	(300,542.00)	(241,198.50)	0.00	(59,343.50)	80.25 %
		(300,542.00)	0.00	(300,542.00)	(241,198.50)	0.00	(59,343.50)	80.25 %
110203 BUS LIC TX		(1,720,900.00)	0.00	(1,720,900.00)	(830,297.32)	0.00	(890,602.68)	48.25 %
		(1,720,900.00)	0.00	(1,720,900.00)	(830,297.32)	0.00	(890,602.68)	48.25 %
		(1,720,900.00)	0.00	(1,720,900.00)	(830,297.32)	0.00	(890,602.68)	48.25 %
110204 FRN LIC TX		(6,000.00)	0.00	(6,000.00)	(5,707.80)	0.00	(292.20)	95.13 %
		(6,000.00)	0.00	(6,000.00)	(5,707.80)	0.00	(292.20)	95.13 %
		(6,000.00)	0.00	(6,000.00)	(5,707.80)	0.00	(292.20)	95.13 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
110205 MTR VEH TX		(710,000.00)	0.00	(710,000.00)	(715,395.82)	0.00	5,395.82	100.76 %
		(710,000.00)	0.00	(710,000.00)	(715,395.82)	0.00	5,395.82	100.76 %
		(710,000.00)	0.00	(710,000.00)	(715,395.82)	0.00	5,395.82	100.76 %
110206 BNK STK TX		(120,000.00)	0.00	(120,000.00)	0.00	0.00	(120,000.00)	0.00 %
		(120,000.00)	0.00	(120,000.00)	0.00	0.00	(120,000.00)	0.00 %
		(120,000.00)	0.00	(120,000.00)	0.00	0.00	(120,000.00)	0.00 %
110207 RC & WL TX		(800,000.00)	0.00	(800,000.00)	(617,851.07)	0.00	(182,148.93)	77.23 %
		(800,000.00)	0.00	(800,000.00)	(617,851.07)	0.00	(182,148.93)	77.23 %
		(800,000.00)	0.00	(800,000.00)	(617,851.07)	0.00	(182,148.93)	77.23 %
110209 ADMISS TX		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
		0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
110210 ROOM TX		(56,026.00)	0.00	(56,026.00)	(38,664.85)	0.00	(17,361.15)	69.01 %
		(56,026.00)	0.00	(56,026.00)	(38,664.85)	0.00	(17,361.15)	69.01 %
		(56,026.00)	0.00	(56,026.00)	(38,664.85)	0.00	(17,361.15)	69.01 %
110211 FOOD TX		(2,577,500.00)	0.00	(2,577,500.00)	(1,960,584.47)	0.00	(616,915.53)	76.07 %
		(2,577,500.00)	0.00	(2,577,500.00)	(1,960,584.47)	0.00	(616,915.53)	76.07 %
		(2,577,500.00)	0.00	(2,577,500.00)	(1,960,584.47)	0.00	(616,915.53)	76.07 %
110218 OTHER LOC		0.00	0.00	0.00	(4,181.24)	0.00	4,181.24	100.00 %
		0.00	0.00	0.00	(4,181.24)	0.00	4,181.24	100.00 %
		0.00	0.00	0.00	(4,181.24)	0.00	4,181.24	100.00 %
110301 ANML LIC		(11,000.00)	0.00	(11,000.00)	(4,150.46)	0.00	(6,849.54)	37.73 %
		(11,000.00)	0.00	(11,000.00)	(4,150.46)	0.00	(6,849.54)	37.73 %
		(11,000.00)	0.00	(11,000.00)	(4,150.46)	0.00	(6,849.54)	37.73 %
110303 PRMTS&OTHR		(1,213,488.00)	0.00	(1,213,488.00)	(786,985.33)	0.00	(426,502.67)	64.85 %
		(1,213,488.00)	0.00	(1,213,488.00)	(786,985.33)	0.00	(426,502.67)	64.85 %
		(1,213,488.00)	0.00	(1,213,488.00)	(786,985.33)	0.00	(426,502.67)	64.85 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
110401 FINES&FOR		(227,000.00)	(35,572.09)	(262,572.09)	(7,113,467.06)	0.00	6,850,894.97	2709.15 %
		(227,000.00)	(35,572.09)	(262,572.09)	(7,113,467.06)	0.00	6,850,894.97	2709.15 %
		(227,000.00)	(35,572.09)	(262,572.09)	(7,113,467.06)	0.00	6,850,894.97	2709.15 %
110501 REV FR MNY		(1,500,000.00)	0.00	(1,500,000.00)	(3,036,356.80)	0.00	1,536,356.80	202.42 %
		(1,500,000.00)	0.00	(1,500,000.00)	(3,036,356.80)	0.00	1,536,356.80	202.42 %
		(1,500,000.00)	0.00	(1,500,000.00)	(3,036,356.80)	0.00	1,536,356.80	202.42 %
110502 REV FR PRP		(287,000.00)	0.00	(287,000.00)	(233,578.37)	0.00	(53,421.63)	81.39 %
		(287,000.00)	0.00	(287,000.00)	(233,578.37)	0.00	(53,421.63)	81.39 %
		(287,000.00)	0.00	(287,000.00)	(233,578.37)	0.00	(53,421.63)	81.39 %
110601 CRT COSTS		(236,150.00)	0.00	(236,150.00)	(210,984.81)	0.00	(25,165.19)	89.34 %
		(236,150.00)	0.00	(236,150.00)	(210,984.81)	0.00	(25,165.19)	89.34 %
		(236,150.00)	0.00	(236,150.00)	(210,984.81)	0.00	(25,165.19)	89.34 %
110602 CW ATY FEE		(2,000.00)	0.00	(2,000.00)	(1,959.61)	0.00	(40.39)	98.00 %
		(2,000.00)	0.00	(2,000.00)	(1,959.61)	0.00	(40.39)	98.00 %
		(2,000.00)	0.00	(2,000.00)	(1,959.61)	0.00	(40.39)	98.00 %
110606 OTHR PROT		(6,100.00)	0.00	(6,100.00)	(6,102.32)	0.00	2.32	100.03 %
		(6,100.00)	0.00	(6,100.00)	(6,102.32)	0.00	2.32	100.03 %
		(6,100.00)	0.00	(6,100.00)	(6,102.32)	0.00	2.32	100.03 %
110608 WASTE RMVL		(45,600.00)	0.00	(45,600.00)	(25,463.92)	0.00	(20,136.08)	55.84 %
		(45,600.00)	0.00	(45,600.00)	(25,463.92)	0.00	(20,136.08)	55.84 %
		(45,600.00)	0.00	(45,600.00)	(25,463.92)	0.00	(20,136.08)	55.84 %
110612 P & R CHGS		(300,000.00)	(9,342.00)	(309,342.00)	(235,650.43)	0.00	(73,691.57)	76.18 %
		(300,000.00)	(9,342.00)	(309,342.00)	(235,650.43)	0.00	(73,691.57)	76.18 %
		(300,000.00)	(9,342.00)	(309,342.00)	(235,650.43)	0.00	(73,691.57)	76.18 %
110615 PLNG CM DV		0.00	0.00	0.00	(40.00)	0.00	40.00	100.00 %
		0.00	0.00	0.00	(40.00)	0.00	40.00	100.00 %
		0.00	0.00	0.00	(40.00)	0.00	40.00	100.00 %

YTD Available Budget Report

Account Number	Account Desc	Original Budget	Transfers	Revised Budget	YTD Actuals	Encumbrances	Available Budget	% Used
110918 MISC INC		(32,500.00)	(179,169.84)	(211,669.84)	(284,854.40)	0.00	73,184.56	134.57 %
		(32,500.00)	(179,169.84)	(211,669.84)	(284,854.40)	0.00	73,184.56	134.57 %
		(32,500.00)	(179,169.84)	(211,669.84)	(284,854.40)	0.00	73,184.56	134.57 %
110919 RCVRD CSTS		(751,377.00)	(149,545.30)	(900,922.30)	(838,394.05)	0.00	(62,528.25)	93.06 %
		(751,377.00)	(149,545.30)	(900,922.30)	(838,394.05)	0.00	(62,528.25)	93.06 %
		(751,377.00)	(149,545.30)	(900,922.30)	(838,394.05)	0.00	(62,528.25)	93.06 %
110922 S NON CATG		(2,667,283.00)	0.00	(2,667,283.00)	(2,459,634.03)	0.00	(207,648.97)	92.21 %
		(2,667,283.00)	0.00	(2,667,283.00)	(2,459,634.03)	0.00	(207,648.97)	92.21 %
		(2,667,283.00)	0.00	(2,667,283.00)	(2,459,634.03)	0.00	(207,648.97)	92.21 %
110923 SHRD EXPNS		(2,370,502.00)	0.00	(2,370,502.00)	(1,750,463.35)	0.00	(620,038.65)	73.84 %
		(2,370,502.00)	0.00	(2,370,502.00)	(1,750,463.35)	0.00	(620,038.65)	73.84 %
		(2,370,502.00)	0.00	(2,370,502.00)	(1,750,463.35)	0.00	(620,038.65)	73.84 %
110924 S CATG AID		(241,881.00)	(11,830.00)	(253,711.00)	(280,855.45)	0.00	27,144.45	110.70 %
		(241,881.00)	(11,830.00)	(253,711.00)	(280,855.45)	0.00	27,144.45	110.70 %
		(241,881.00)	(11,830.00)	(253,711.00)	(280,855.45)	0.00	27,144.45	110.70 %
110933 F CATG AID		(68,343.00)	0.00	(68,343.00)	(30,660.67)	0.00	(37,682.33)	44.86 %
		(68,343.00)	0.00	(68,343.00)	(30,660.67)	0.00	(37,682.33)	44.86 %
		(68,343.00)	0.00	(68,343.00)	(30,660.67)	0.00	(37,682.33)	44.86 %
110934 SURP PROP		0.00	0.00	0.00	(7,741.00)	0.00	7,741.00	100.00 %
		0.00	0.00	0.00	(7,741.00)	0.00	7,741.00	100.00 %
		0.00	0.00	0.00	(7,741.00)	0.00	7,741.00	100.00 %
110948 FND BAL		0.00	(873,515.27)	(873,515.27)	0.00	0.00	(873,515.27)	0.00 %
		0.00	(873,515.27)	(873,515.27)	0.00	0.00	(873,515.27)	0.00 %
		0.00	(873,515.27)	(873,515.27)	0.00	0.00	(873,515.27)	0.00 %
110949 TRANSFERS		(1,500,000.00)	(72,000.00)	(1,572,000.00)	(30,100.00)	0.00	(1,541,900.00)	1.91 %
		(1,500,000.00)	(72,000.00)	(1,572,000.00)	(30,100.00)	0.00	(1,541,900.00)	1.91 %
		(1,500,000.00)	(72,000.00)	(1,572,000.00)	(30,100.00)	0.00	(1,541,900.00)	1.91 %
Grand Total:		(67,823,346.00)	(1,330,974.50)	(69,154,320.50)	(71,792,696.36)	0.00	2,638,375.86	103.82 %

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Refunds

Motion: "Mr. Chairman,
I move to (not required
for Consent agenda
items)"

Mr. Chairman, I move to approve the Consent Agenda as
presented and that it be made a part of the record.

or

I move to approve the Consent Agenda as presented and that it
be made a part of the record, with the following changes:

Subject

REFUND - Business License Statutory Assessment Overpayment -
\$5,770.49

Issue

Overpayment of Business License Statutory Assessments for
2026.

Fiscal Implications

Total Refund - \$5,770.49

Policy Implications

This business has overpaid the business license tax for 2026
totaling \$5,770.49.

Due to business privacy, the name of the business is being
withheld from public view.

Time Needed:

Person Appearing:

Request prepared
by:

Wanda Watkins,
Deputy Board
Clerk

Telephone:

Copy provided to:

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Refunds

Motion: "Mr. Chairman,
I move to (not required
for Consent agenda
items)"

Mr. Chairman, I move to approve the Consent Agenda as
presented and that it be made a part of the record.

or

I move to approve the Consent Agenda as presented and that it
be made a part of the record, with the following changes:

Subject

REFUND - Business License Statutory Assessment Overpayment -
\$15,849.10

Issue

Overpayment of Business License Statutory Assessment for 2026.

Fiscal Implications

Total Refund - \$15,849.10

Policy Implications

This business has overpaid the business license tax for 2026
totaling \$15,849.10.

Due to business privacy, the name of the business is being
withheld from public view.

Time Needed:

Person Appearing:

Request prepared
by:

Wanda Watkins,
Deputy Board
Clerk

Telephone:

Copy provided to:

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Supplemental Appropriations

Motion: "Mr. Chairman, I move to (not required for Consent agenda items)"

Mr. Chairman, I move to approve the Consent Agenda as presented and that it be made a part of the record. or I move to approve the Consent Agenda as presented and that it be made a part of the record, with the following changes:

Subject

FY 26 Supplemental Appropriations

Fiscal Implications

1 -To Appropriate Animal Shelter Donations totaling \$668.69 received by the Sheriff's Department.
2- To Appropriate Gifts & Donations Fire-Rescue: Patterson (\$25.00), Britt (\$100.00), Barret (\$25.00), Martin (\$50.00), Williams (\$50.00), Konier (\$500.00); Sheriff: New Kent County Sherrif's Dept. Child Safety Seat Fund (\$1,532.63), The Blackbaud Giving Fund (\$175.00), Jackson (\$30.00), Wallace (\$60.00), Nicholson (\$100.00), Sprouse (\$60.00), Farmer (\$30.00), Christian (\$30.00), Butler (\$60.00), Ammoms (\$30.00), Bretz (\$30.00), Vallett (\$30.00), Lopez (\$30.00), Ott (\$30.00), Jackson (\$30.00), Baugh (\$60.00), Farrell (\$30.00), Carr (\$30.00), Carr (\$30.00), Ogden (\$60.00), Bowles (\$60.00), King (\$60.00), Solberg (\$30.00), Ballard (\$30.00), McCray (\$30.00), Rew (\$30.00), Volk (\$30.00), Taylor (\$30.00), Rygielski (\$60.00), Yeaman (\$30.00), Cantrell (\$30.00), Grimes (\$30.00), The Blackbaud Giving Fund (\$175.00)
3 -To Appropriate Funds for Farmers Market Registration Fees: Tidewater Mushrooms (\$50.00), Paperback Parlor (\$50.00), Bouquets of Blessing (\$75.00), Mustard Seed Magnets (\$50.00), God Answers Prayers Photography (\$50.00)
4 -To Appropriate Restitution Funds Sheriff: Ahmed (\$295.00), Williams (\$39.56), Seo (\$150.00)
5 - To Appropriate Funds for Sheriff Extra Duty – BLS Blue Line Solutions, LLC: April 2026 (\$12,836.69), May 2026 (\$7,974.32)
6 - To Appropriate Funds for Sheriff Extra Duty – Private Colonial Downs Group, LLC: 4/17/2026 - 5/10/2026 (\$4,173.47)
7 - To Appropriate Photo Speed Enforcement Revenue Sheriff: Pre-Approved Purchases (\$433,245.49)
8 - To Appropriate Funds from the Virginia Department of Criminal Justice Services Sheriff: May 2026 Temporary Detention Order (TDO) / Emergency Custody Order (ECO) Reimbursement (\$108.00), Edward Byrne Memorial Justice Assistance Grant (\$20,024.00)
9 - To Appropriate Funds from the Virginia Department of Motor Vehicles (DMV) Sheriff: Selective Enforcement - Alcohol Grant & Selective Enforcement – Police Traffic Services Grant
10 -To Appropriate Opioid Abatement Program Funds Sheriff: Wilmington Trust (\$1,280.89)
11 - To Appropriate Funds Received for a Freedom of Information Act (FOIA) Request Sheriff: Elizabeth Morehead (\$275.85)
12 - To Appropriate Funds Received from VRSA Insurance Fire-Rescue: Claim # 02-25-70293-2-PR, DOL 11/22/2025 - 6/10/2026 (\$9,250.00); Sheriff: Claim # 02-25-72661-4-AP, DOL

5/21/2026 (\$1,100.00), Claim # 02-25-73343-1-AP, DOL
5/26/2026 (\$1,083.45), Claim # 02-25-73513-1-AP, DOL
6/5/2026 (\$4,181.98), Claim # 02-25-72661-2-AP, DOL
6/11/2026 (\$42,789.84)
13 - To Appropriate Funds for DSS Extra Duty Hanover County:
January 2026 (\$2,960.95), March 2026 (\$1,545.91)
14 - To Appropriate DSS PERP Funds United Way of the Virginia
Peninsula (\$2,000.00)
15 - To Appropriate Extension Program Sponsorship Revenue
Charles City, James City, New Kent, York Farm Bureau Inc.:
Sponsorship for Steel Sheep Stand - Shaiah Lerner (\$450.00)
16 - To Appropriate Vending Machine Sales Funds May 2026:
Administration/HR (\$39.52)
17 - To Appropriate Cintas Corporation Settlement Funds General
Services: City of Laurel v Cintas Settlement Fund (\$251.54)
18 - To Appropriate Funds from the Virginia Department of
Elections Registrar/Electoral Board: State Authorized Salary
Reimbursement for General Registrars and Electoral Board
Members (\$3,148.77)
19 - To Appropriate the Textbook Fund Balance for FY26 School
Board (\$250,000)
20 - To Appropriate Interest Income from 2022 W&S Bond Public
Utilities: May 2026 (\$13,288.78), June 2026 (\$13,116.27)
21 - To Appropriate Interest Income from VRA Series 2026A W&S
Bond Public Utilities: May 2026 (\$27,858.83)
22 - To Appropriate Interest Income for EDA Series 2022 Lease
Revenue Bond May 2026 (\$11,431.60), June 2026 (\$12,639.23)

Time Needed:

Person Appearing:

Request prepared
by:

Richard Lawrence,
Financial Services
Director

Telephone:

Copy provided to:

ATTACHMENT(S):

[13 - July BOS for FY26 \(Memo\).pdf](#)

**Interoffice
MEMORANDUM**

To: Rodney A. Hathaway, County Administrator
From: Richard E. Lawrence, Director of Financial Services
Subject: FY26 Supplemental Appropriations for Munis (July 13, 2026 BOS Meeting)
Date: July 2, 2026

FY26 (July 2025 - June 2026)

This memo is to request the following supplemental appropriations:

	Revenue	Expenditure
<u>To Appropriate Animal Shelter Donations</u>		
<i>Donations totaling \$668.69 received by the Sheriff's Department</i>		
REVENUE:		
110918-318402 Animal Shelter Donations	\$ (668.69)	
EXPENDITURE:		
11351000-403190 Veterinarian Services		\$ 668.69
<u>To Appropriate Gifts & Donations</u>		
<i>Fire-Rescue: Patterson (\$25.00), Britt (\$100.00), Barret (\$25.00), Martin (\$50.00), Williams (\$50.00), Konier (\$500.00); Sheriff: New Kent County Sherri's Dept. Child Safety Seat Fund (\$1,532.63), The Blackburn Giving Fund (\$175.00), Jackson (\$30.00), Wallace (\$60.00), Nicholson (\$100.00), Sprouse (\$60.00), Farmer (\$30.00), Christian (\$30.00), Butler (\$60.00), Ammons (\$30.00), Bretz (\$30.00), Vallett (\$30.00), Lopez (\$30.00), Ott (\$30.00), Jackson (\$30.00), Baugh (\$60.00), Farrell (\$30.00), Carr (\$30.00), Carr (\$30.00), Ogden (\$60.00), Bowles (\$60.00), King (\$60.00), Solberg (\$30.00), Ballard (\$30.00), McCray (\$30.00), Rew (\$30.00), Volk (\$30.00), Taylor (\$30.00), Rygielski (\$60.00), Yeaman (\$30.00), Cantrell (\$30.00), Grimes (\$30.00), The Blackburn Giving Fund (\$175.00)</i>		
REVENUE:		
110918-318401 Gifts & Donations	\$ (3,842.63)	
EXPENDITURE:		
11321000-405894 Public Education Donations - Fire		\$ 750.00
11312000-406015 K9 Supplies and Other		\$ 1,882.63
11312000-406048 Honor Guard Supplies		\$ 1,210.00
<u>To Appropriate Funds for Farmers Market</u>		
<i>Registration Fees: Tidewater Mushrooms (\$50.00), Paperback Parlor (\$50.00), Bouquets of Blessing (\$75.00), Mustard Seed Magnets (\$50.00), God Answers Prayers Photography (\$50.00)</i>		
REVENUE:		
110918-318305 Farmers Market Registration Fee	\$ (275.00)	
EXPENDITURE:		
11110200-405843 Special Events		\$ 275.00

**Interoffice
MEMORANDUM**

To: Rodney A. Hathaway, County Administrator
From: Richard E. Lawrence, Director of Financial Services
Subject: FY26 Supplemental Appropriations for Munis (July 13, 2026 BOS Meeting)
Date: July 2, 2026

FY26 (July 2025 - June 2026)

This memo is to request the following supplemental appropriations:

	Revenue	Expenditure
<u>To Appropriate Restitution Funds</u>		
<i>Sheriff: Ahmed (\$295.00), Williams (\$39.56), Seo (\$150.00)</i>		
REVENUE:		
110918-318501	\$ (484.56)	
Restitution - Sheriff		
EXPENDITURE:		
11351000-403190		\$ 484.56
Veterinarian Services		
<u>To Appropriate Funds for Sheriff Extra Duty - BLS</u>		
<i>Blue Line Solutions, LLC: April 2026 (\$12,836.69), May 2026 (\$7,974.32)</i>		
REVENUE:		
110919-319210	\$ (20,811.01)	
Recovered Cost - BLS		
EXPENDITURE:		
11312000-401321		\$ 20,811.01
Extra Duty - BLS		
<u>To Appropriate Funds for Sheriff Extra Duty - Private</u>		
<i>Colonial Downs Group, LLC: 4/17/2026 - 5/10/2026 (\$4,173.47)</i>		
REVENUE:		
110919-319204	\$ (4,173.47)	
Recovered Cost Misc.		
EXPENDITURE:		
11312000-401304		\$ 4,173.47
Salaries-Supp Activities		

**Interoffice
MEMORANDUM**

To: Rodney A. Hathaway, County Administrator
From: Richard E. Lawrence, Director of Financial Services
Subject: FY26 Supplemental Appropriations for Munis (July 13, 2026 BOS Meeting)
Date: July 2, 2026

FY26 (July 2025 - June 2026)

This memo is to request the following supplemental appropriations:

	Revenue	Expenditure
<u>To Appropriate Photo Speed Enforcement Revenue</u>		
<i>Sheriff: Pre-Approved Purchases (\$433,245.49)</i>		
REVENUE:		
110401-314105	\$ (433,245.49)	
Photo Speed Enforcement		
310949-349201	\$ (375,423.22)	
Transfer from General		
150949-349201	\$ (13,719.06)	
Transfer from General		
EXPENDITURE:		
11318000-405232		\$ 55.08
Telecommunications - Equipment		
31380000-438090		\$ 375,423.22
Vehicle Acquisition - Sheriff		
11931000-409211		\$ 375,423.22
Transfer to Capital Fund 1302		
15125112-408007		\$ 13,719.06
ADP Equipment - Sheriff MDT		
11931000-409203		\$ 13,719.06
Transfer to Computer Fund 1108		
11217000-406010		\$ 16,054.06
Police Supplies		
11312000-406010		\$ 12,482.16
Police Supplies		
11312000-406011		\$ 1,828.53
Uniforms & Wearing Apparel		
11312000-406018		\$ 13,683.38
Firearms & Ammunition		

To Appropriate Funds from the Virginia Department of Criminal Justice Services

*Sheriff: May 2026 Temporary Detention Order (TDO) / Emergency Custody
Order (ECO) Reimbursement (\$108.00), Edward Byrne Memorial Justice
Assistance Grant (\$20,024.00)*

REVENUE:		
110919-319204	\$ (108.00)	
Recovered Cost Misc.		
130933-333300-30125	\$ (20,024.00)	
DCJS Byrne Justice Assistance		
EXPENDITURE:		
11312000-401200		\$ 108.00
Wages-Overtime Regular		
13312000-408001-30125		\$ 20,024.00
Machinery & Equipment		

**Interoffice
MEMORANDUM**

To: Rodney A. Hathaway, County Administrator
 From: Richard E. Lawrence, Director of Financial Services
 Subject: FY26 Supplemental Appropriations for Munis (July 13, 2026 BOS Meeting)
 Date: July 2, 2026

FY26 (July 2025 - June 2026)

This memo is to request the following supplemental appropriations:

	Revenue	Expenditure
<u>To Appropriate Funds from the Virginia Department of Motor Vehicles (DMV)</u>		
<i>Sheriff: Selective Enforcement - Alcohol Grant & Selective Enforcement - Police Traffic Services Grant</i>		
REVENUE:		
130933-333300-30132	\$ (9,729.16)	
DMV Selective Enforcement - Police Traffic		
130933-333300-30120	\$ (4,798.82)	
DMV Selective Enforcement - Alcohol		
130949-349201	\$ (4,017.00)	
Transfer from General		
130948-348102	\$ (31,958.70)	
Estimated Fund Balance Used		
110948-348102	\$ (4,017.00)	
Estimated Fund Balance Used		
EXPENDITURE:		
13312000-401300-12007		\$ 15,714.34
Selective Enforcement - Alcohol		
13312000-402100-12007		\$ 1,202.64
Selective Enforcement - Alcohol		
13312000-405540-12007		\$ 1,063.48
Selective Enforcement - Alcohol		
13312000-401300-12015		\$ 20,419.22
Selective Enforcement - Police Traffic		
13312000-402100-12015		\$ 2,104.00
Selective Enforcement - Police Traffic		
13312000-408001-12015		\$ 10,000.00
Selective Enforcement - Police Traffic		
11931000-409202		\$ 4,017.00
Transfer to Grant Fund 1106		
<u>To Appropriate Opioid Abatement Program Funds</u>		
<i>Sheriff: Wilmington Trust (\$1,280.89)</i>		
REVENUE:		
130924-324200-12012	\$ (1,280.89)	
Opioid Abatement Program		
EXPENDITURE:		
13312000-405899-12012		\$ 1,280.89
Opioid Abatement Program		
<u>To Appropriate Funds Received for a Freedom of Information Act (FOIA) Request</u>		
<i>Sheriff: Elizabeth Morehead (\$275.85)</i>		
REVENUE:		
110918-318301	\$ (275.85)	
Administration Fees & Other		
EXPENDITURE:		
11312000-401200		\$ 275.85
Wages - Overtime Regular		

Interoffice
MEMORANDUM

To: Rodney A. Hathaway, County Administrator
From: Richard E. Lawrence, Director of Financial Services
Subject: FY26 Supplemental Appropriations for Munis (July 13, 2026 BOS Meeting)
Date: July 2, 2026

FY26 (July 2025 - June 2026)

This memo is to request the following supplemental appropriations:

	Revenue	Expenditure
<u>To Appropriate Funds Received from VRSA Insurance</u>		
<i>Fire-Rescue: Claim # 02-25-70293-2-PR, DOL 11/22/2025 - 6/10/2026 (\$9,250.00);</i>		
<i>Sheriff: Claim # 02-25-72661-4-AP, DOL 5/21/2026 (\$1,100.00),</i>		
<i>Claim # 02-25-73343-1-AP, DOL 5/26/2026 (\$1,083.45),</i>		
<i>Claim # 02-25-73513-1-AP, DOL 6/5/2026 (\$4,181.98),</i>		
<i>Claim # 02-25-72661-2-AP, DOL 6/11/2026 (\$42,789.84)</i>		
REVENUE:		
110918-318203	\$	(58,405.27)
Insurance Recoveries		
EXPENDITURE:		
11321000-405840		\$ 9,250.00
Insurance Damages/Recoveries		
11312000-405840		\$ 49,155.27
Insurance Damages/Recoveries		
<u>To Appropriate Funds for DSS Extra Duty</u>		
<i>Hanover County: January 2026 (\$2,960.95), March 2026 (\$1,545.91)</i>		
REVENUE:		
250919-319204	\$	(4,506.86)
Recovered Cost Misc.		
EXPENDITURE:		
25531000-401100		\$ 4,506.86
Salaries & Wages - Regular		
<u>To Appropriate DSS PERP Funds</u>		
<i>United Way of the Virginia Peninsula (\$2,000.00)</i>		
REVENUE:		
250919-319204	\$	(2,000.00)
Recovered Cost Misc.		
EXPENDITURE:		
25532100-400703		\$ 2,000.00
Local Only PERP		
<u>To Appropriate Extension Program Sponsorship Revenue</u>		
<i>Charles City, James City, New Kent, York Farm Bureau Inc.: Sponsorship for Steel Sheep Stand - Shaiah Lerner (\$450.00)</i>		
REVENUE:		
110919-319203	\$	(450.00)
Extension Program Sponsorship		
EXPENDITURE:		
11830500-403100		\$ 450.00
Programs		

**Interoffice
MEMORANDUM**

To: Rodney A. Hathaway, County Administrator
 From: Richard E. Lawrence, Director of Financial Services
 Subject: FY26 Supplemental Appropriations for Munis (July 13, 2026 BOS Meeting)
 Date: July 2, 2026

FY26 (July 2025 - June 2026)

This memo is to request the following supplemental appropriations:

	Revenue	Expenditure
<u>To Appropriate Vending Machine Sales Funds</u>		
<i>May 2026: Administration/HR (\$39.52)</i>		
REVENUE:		
110918-318204	\$ (39.52)	
Vending Machine Sales		
EXPENDITURE:		
11122200-406038		\$ 39.52
Food & Serving Supplies - Employee Functions		
<u>To Appropriate Cintas Corporation Settlement Funds</u>		
<i>General Services: City of Laurel v Cintas Settlement Fund (\$251.54)</i>		
REVENUE:		
110918-318201	\$ (251.54)	
Refunds & Reimbursements		
EXPENDITURE:		
11432000-406011		\$ 251.54
Uniforms & Wearing Apparel		
<u>To Appropriate Funds from the Virginia Department of Elections</u>		
<i>Registrar/Electoral Board: State Authorized Salary Reimbursement for General Registrars and Electoral Board Members (\$3,148.77)</i>		
REVENUE:		
110923-323600	\$ (3,148.77)	
Registrar/Electoral Boards		
EXPENDITURE:		
11131000-401300		\$ 2,925.34
Wages - Part Time Regular		
11131000-402100		\$ 223.43
FICA/Medicare		
<u>To Appropriate the Textbook Fund Balance for FY26</u>		
<i>School Board (\$250,000)</i>		
REVENUE:		
600000-510090	\$ (250,000.00)	
Estimated Fund Balance Used		
EXPENDITURE:		
65211103-606020		\$ 250,000.00
Textbooks New Instr HS		
<u>To Appropriate Interest Income from 2022 W&S Bond</u>		
<i>Public Utilities: May 2026 (\$13,288.78), June 2026 (\$13,116.27)</i>		
REVENUE:		
370961-361101	\$ (26,405.05)	
Interest on Investments		
EXPENDITURE:		
37940000-408642		\$ 26,405.05
Solids Stabiliation Dewatering		

**Interoffice
MEMORANDUM**

To: Rodney A. Hathaway, County Administrator
 From: Richard E. Lawrence, Director of Financial Services
 Subject: FY26 Supplemental Appropriations for Munis (July 13, 2026 BOS Meeting)
 Date: July 2, 2026

FY26 (July 2025 - June 2026)

This memo is to request the following supplemental appropriations:

	Revenue	Expenditure
<u>To Appropriate Interest Income from VRA Series 2026A W&S Bond</u>		
<i>Public Utilities: May 2026 (\$27,858.83)</i>		
REVENUE:		
370961-361101	\$ (27,858.83)	
Interest on Investments		
EXPENDITURE:		
37940000-408653		\$ 27,858.83
Elevated Storage Tank Brickshire		
<u>To Appropriate Interest Income for EDA Series 2022 Lease Revenue Bond</u>		
<i>May 2026 (\$11,431.60), June 2026 (\$12,639.23)</i>		
REVENUE:		
310501-315107	\$ (24,070.83)	
Interest on Bond Proceeds		
EXPENDITURE:		
31180000-418160		\$ 22,145.16
New Courthouse		
31380000-438160		\$ 1,925.67
Fire Station Construction		
	\$ (1,325,989.22)	\$ 1,325,989.22

\$ (526,179.80)	Total In/Out - General Fund (1101)
\$ (39,849.87)	Total In/Out - Grants (1106)
\$ (13,719.06)	Total In/Out - Computer (1108)
\$ (6,506.86)	Total In/Out - Social Services (1201)
\$ (399,494.05)	Total In/Out - Capital (1302)
\$ (54,263.88)	Total In/Out - Public Utilities (1514)
\$ (4,017.00)	From Fund Balance - General Fund (1101)
\$ (31,958.70)	From Fund Balance - Grants (1106)
\$ (250,000.00)	From Fund Balance - School Textbook (2206)
-	<i>Check</i>
\$ 1,325,989.22	Total

**Interoffice
MEMORANDUM**

To: Rodney A. Hathaway, County Administrator
From: Richard E. Lawrence, Director of Financial Services
Subject: FY26 Supplemental Appropriations for Munis (July 13, 2026 BOS Meeting)
Date: July 2, 2026

FY26 (July 2025 - June 2026)

This memo is to request the following supplemental appropriations:

	Revenue	Expenditure
--	----------------	--------------------

cc: The Honorable Lee Bailey, Sheriff
Joey McLaughlin III, Chief Deputy
Nancy Lindsey, Finance Manager
April Davidson, Secretary to the Sheriff
Richard Opett, Fire Chief
Lisa Baber, Deputy Fire Chief
Ellen Browne, Administrative Assistant
Mike Lang, Public Utilities Director
Harold Jones, Assistant Public Utilities Director
Jennifer Ronk, Billing Specialist
Becky Wells, Public Utilities Administrative Assistant
Marci A. Siebert, Virginia Cooperative Extension
Rodney Hathaway, County Administrator
Wanda Watkins, Deputy Clerk of the Board
Krista Eutsey, Public Relations Specialist
Amanda Stanger, Executive Assistant to the County Administrator
Suzanne Grable, Social Services Director
Dana Boothe, Administrative Services Manager
Brian Nichols, Superintendent of Schools
Haynie Morgheim, Chief Administrative Officer
Shannon Walton, Business Manager
P. Simone Thornton, General Registrar
Korita Jones, Director of Human Resources
Carrie Weber, General Services Office Manager
Gary Martin, Director of General Services

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Interdepartmental Budget Transfers

Motion: "Mr. Chairman,
I move to (not required
for Consent agenda
items)"

Mr. Chairman, I move to approve the Consent Agenda as presented and that it be made a part of the record.
or
I move to approve the Consent Agenda as presented and that it be made a part of the record, with the following changes:

Subject

FY26 Interdepartmental Budget Transfer

Fiscal Implications

1 - Capital Fund- From Appropriations of Funds from Prior Years (\$97,790.00) to Facility Assessment Study \$97,790.00
2 - Capital Fund- From Appropriations of Funds from Prior Years (\$200,488.19) to Capital Outlay Additions/Furniture \$200,488.19
3 - Capital Fund- From Colonial Downs Reserve for Future Appropriations (\$91,685.00) to High School Athletic Facility \$91,685.00
4 - Capital Fund- From Colonial Downs Reserve for Future Appropriations (\$77,616.06) to Mobile Message Boards \$48,860.00, Sheriff Equipment \$28,756.06

Time Needed:

Person Appearing:

Request prepared
by:

Richard Lawrence,
Financial Services
Director

Telephone:

Copy provided to:

ATTACHMENT(S):

[July BoS Transfers.pdf](#)

ACCOUNTING PERIOD:	BATCH #
June	REF #
FY26	

June FY26

BATCH # _____
REF # _____

Amount

\$ 97,790.00

[illegible]

Transfer Requested for a facility assessment study with Moseley Architects. Final study document will include facility information for George Watkins Elementary, New Kent Middle School, New Kent High School, and previously documented information on New Kent Elementary School.

DATE _____

DEPARTMENT:

DEPT HEAD SIGNATURE:

DATE:

COUNTY ADMINISTRATOR APPROVAL:

830
Dunsmuir
Vol 91 p 20
6-23-2026

BATCH#

REF#

Jun-26

BATCH#
REF#

Amount

\$ 91,685.00

16-23-20210

Richard E. Lawrence

From: Rodney A. Hathaway
Sent: Tuesday, June 23, 2026 9:07 AM
To: Richard E. Lawrence
Subject: RE: Athletic Complex - Next Phase (Storage Focus)

Thanks Tripp, Let's transfer funds from the Colonial Downs Future Appropriations line.

Rodney Hathaway, County Administrator
New Kent County, Virginia
(804) 966-9683

From: Richard E. Lawrence <relawrence@newkent-va.us>
Sent: Monday, June 22, 2026 4:29 PM
To: Rodney A. Hathaway <rahathaway@newkent-va.us>
Subject: RE: Athletic Complex - Next Phase (Storage Focus)

We currently have \$29,709,40 remaining in the High School Athletic Facility line from the initial \$2.3 million. I believe Haynie mentioned potentially needing some utility work done as well for the plan so I think we would want to see the full plan. However, we should have just north of \$1.0 million available in the Colonial Downs Future Appropriations line if you feel that would be the most appropriate funding source. Thank you.

Richard E. Lawrence III
Director of Financial Services
12007 Courthouse Circle / PO Box 150
New Kent, VA 23124
(804) 966-9694 – Office
(804) 401-9493 – Cell



Website: co.new-kent.va.us

From: Rodney A. Hathaway <rahathaway@newkent-va.us>
Sent: Monday, June 22, 2026 12:41 PM
To: Richard E. Lawrence <relawrence@newkent-va.us>
Subject: FW: Athletic Complex - Next Phase (Storage Focus)

Tripp,

Do you think we can use FY26 capital funds for the requested expenditures?

Rodney Hathaway, County Administrator
New Kent County, Virginia
(804) 966-9683

From: Brian Nichols <bnichols@nkcps.k12.va.us>
Sent: Thursday, June 18, 2026 8:43 AM
To: Rodney A. Hathaway <rahathaway@newkent-va.us>
Subject: Athletic Complex - Next Phase (Storage Focus)

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good morning Rodney,
Our focus for the next small phase of the athletic complex is on storage. Currently, storage consists of several old sheds that are no longer functional and a shipping container. The quote below would allow us to address the storage needs for track, football, field hockey, soccer, tennis, and other miscellaneous athletic storage needs. The metal storage building would be painted in our New Kent colors and branded to fit in with the overall stadium. It will also allow us the ability to clean up the entryway into the stadium to be more inviting.

We are also working on a more detailed plan for new concession, entryway, bathroom expansion, and multi-purpose field house locker room. I will update you on those plans but it will like fall into future capital plan requests.

If there is a way to move forward on the storage sooner, please let me know. I really appreciate your support!

Thanks,
Brian

Structure/Item	Unit Cost and Quantity	Total Cost
10' x 10' Storage	\$7,350.00 x (3)	\$22,050.00
10' x 30' Storage	\$14,225.00 (1)	\$14,225.00
10' x 40' Storage	\$16,050.00 (1)	\$16,050.00
Freight	Flat Rate	\$11,520.00
Concrete Pads	\$1,728 (3) + \$5,608 + \$7,048	\$17,840.00
Crane	Heavy Lifting - per 8 hour day	\$10,000.00
Total		\$91,685.00

Richard E. Lawrence

From: Nancy C. Lindsey
Sent: Thursday, July 2, 2026 8:19 AM
To: Richard E. Lawrence
Cc: Lee S. Bailey
Subject: Items From May Ready for Purchase
Attachments: PTZ Camera Portable Video Platform.pdf; Message Boards.pdf; Power/Utility Pole Investigative Camera (Law Enforcement Sensitive)

Importance: High

2 Message Boards \$48,860 to 31380000-438095 Mobile Message Boards)
1 PTZ Camera/Portable Video Platform \$28,756.06 to NEED AN EXPENSE LINE (Law Enforcement Sensitive
information) see attached email.

These are the items that the Sheriff and I discussed with you yesterday. I am going to start the Sole Source on both of them so we can order as soon as you give me the go-ahead. I do need an expense line for the Camera/Portable Video Platform.

Nancy C. Lindsey *"Be strong and take heart, all you who hope in the Lord." Psalms 31:24*
Finance Manager

Phone (804) 966-9503 Fax (804) 966-5050
ncilindsey@newkent-va.us
New Kent Sheriff's Office
11995 Courthouse Circle
P.O. Box 186
New Kent VA 23124

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AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Treasurer's Report

Motion: "Mr. Chairman,
I move to (not required
for Consent agenda
items)"

Mr. Chairman, I move to approve the Consent Agenda as presented and that it be made a part of the record. or I move to approve the Consent Agenda as presented and that it be made a part of the record, with the following changes:

Subject

Treasurer's Report - May 2026

Discussion

Total cash as of May 31, 2026 - \$118,777,189.08

Time Needed:

Person Appearing:

Request prepared
by:

Charles Evelyn,
Treasurer

Telephone:

Copy provided to:

ATTACHMENT(S):

[2026-5 May Cash Report.pdf](#)

Cash Report

 As of May 31, 2026

Cash Account Balance (total per statements)	42,160,311.16
--	----------------------

Investments (per statements)

C&F - Certificates of Deposit	8,775,677.03
Local Government Investment Pool	4,989.71
Virginia Investment Pool	67,836,211.18
Total Investments	76,616,877.92

Total Cash and Investments	118,777,189.08
-----------------------------------	-----------------------

Escrow Accounts (Soil and Erosion)	345,643.07
------------------------------------	------------

Total Cash in Bank	119,122,832.15 <i>including escrow funds</i>
---------------------------	---

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Presentations

Motion: "Mr. Chairman,
I move to (not required
for Consent agenda
items)"

I move to continue the public hearing on Ordinance O-09-26, Application ZM-01-26, Pine Fork Ridge until 6:30 p.m. or as soon thereafter as possible on August 12, 2026 in the Boardroom of the County Administration Building.

Subject

Continuation of Public Hearing on Ordinance O-09-26 - Application ZM-01-26, Pine Fork Ridge Rezoning - *This item will be continued until the August 12, 2026 meeting.*

Issue

The applicant has requested that this case be deferred until the August 12, 2026 meeting.

Legislative History

The Board previously took action on June 8, 2026 to continue the public hearing on this case until 6:30 p.m. or as soon thereafter as possible on July 13, 2026 in the Boardroom of the County Administration Building.

Time Needed:

Person Appearing:

County
Administrator
Rodney Hathaway

Request prepared
by:

Wanda Watkins,
Deputy Board
Clerk

Telephone:

Copy provided to:

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Miscellaneous (contracts, easements, resolutions for street acceptance, proclamations, etc.)

Motion: "Mr. Chairman, I move to (not required for Consent agenda items)"

N/A

Subject

Change Order to add Brickshire Logo to the Elevated Water Tank

Issue

An additional logo has been requested for the Brickshire Tank. The cost is \$17,514.

Recommendation

Board authorization is not required for a change order of this value. DPU is requesting some additional direction regarding funding for the logo.

Fiscal Implications

The change order amount to add the Brickshire logo would be \$17,514. Increases to future repainting costs are unknown, but should be considered to be at least that much. Does not increase the functionality or life cycle of the tank, therefore there is no return on investment for DPU.

Policy Implications

May set a precedent for private logos on other County-owned tanks or structures. Other departmental needs have been postponed or eliminated to maintain the lowest rates possible, this sends a mixed message regarding DPU's budgeting priorities.

Legislative History

N/A

Discussion

As requested, a change order to add the Brickshire Golf Club logo to the Brickshire elevated tank, currently under construction, is being presented. While the cost is relatively small and within the project budget, DPU has concerns over the future maintenance costs, the precedent that would be set and budget priorities.

Time Needed:

15 minutes

Person Appearing:

Public Utilities
Director Mike Lang

Request prepared by:

Mike Lang, Public
Utilities Director

Telephone:

804 966 9625

Copy provided to:

County Administrator

ATTACHMENT(S):

[1908 - New Kent VA - PCCO #001 - Additional Tank Logo.pdf](#)

Landmark Structures
 3120 Sabre Dr., Ste. 350
 Southlake, Texas 76092
 Phone: 817 439 8888

Project: 1908 - 1908 New Kent Co VA - 1.0 MG CET
 10600 Horsemens Road
 New Kent, Virginia 23124

Prime Contract Change Order #001: Additional Tank Logo

TO:	New Kent County Department of Public Utilities 7051 Poindexter Road New Kent, Virginia 23124	FROM:	Landmark Structures 3120 Sabre Dr. Suite 350 Southlake, Texas 76092
DATE CREATED:	6/02/2026	CREATED BY:	Abdallah ElFarra (Landmark Structures)
CONTRACT STATUS:	Pending - In Review	REVISION:	0
REQUEST RECEIVED FROM:		LOCATION:	
INVOICED DATE:		PAID DATE:	
REFERENCE:		CHANGE REASON:	Client Request
PAID IN FULL:	No	EXECUTED:	No
ACCOUNTING METHOD:	Unit/Quantity Based	SCHEDULE IMPACT:	15 days
SIGNED CHANGE ORDER RECEIVED DATE:			
FIELD CHANGE:	No	CONTRACT FOR:	1:1908 New Kent Co VA - 1.0 MG CET Prime Contract
		TOTAL AMOUNT:	\$17,514.00

DESCRIPTION:

PCCO #001 - Additional Tank Logo

Change Order is for an additional tank logo for the Brickshire Golf Club logo, this change order includes cost for:

- Additional Pounce Patterns
- Additional Tank Renderings
- Additional Logo

This Change Order will result in an additional (15) calendar days to the project schedule, resulting in a substantial completion date of September 29th, 2027 & a final completion date of October 29th, 2027.

ATTACHMENTS:

1908 New Kent, VA - Logo Rendering & Cost

CHANGE ORDER LINE ITEMS:

#	Budget Code	Description	Qty	Units	Unit Cost	Subtotal
1		Additional Tank Logo	1.0		\$17,514.00	\$17,514.00
Grand Total:						\$17,514.00

The original (Contract Sum)	\$7,965,000.00
Net change by previously authorized Change Orders	\$0.00
The contract sum prior to this Change Order was	\$7,965,000.00
The contract sum would be changed by this Change Order in the amount of	\$17,514.00
The new contract sum including this Change Order will be	\$7,982,514.00
The contract time will be increased by this Change Order by 15 days.	

Stacey Le (Dewberry Engineers Inc.)

4805 Lake Brook Drive, Ste 200
Glen Allen, Virginia 23060

**New Kent County Department of Public
Utilities**

7051 Poindexter Road
New Kent, Virginia 23124

Landmark Structures

3120 Sabre Dr. Suite 350
Southlake, Texas 76092

SIGNATURE **DATE**

SIGNATURE **DATE**

SIGNATURE **DATE**

Tank Reservoir Elevation

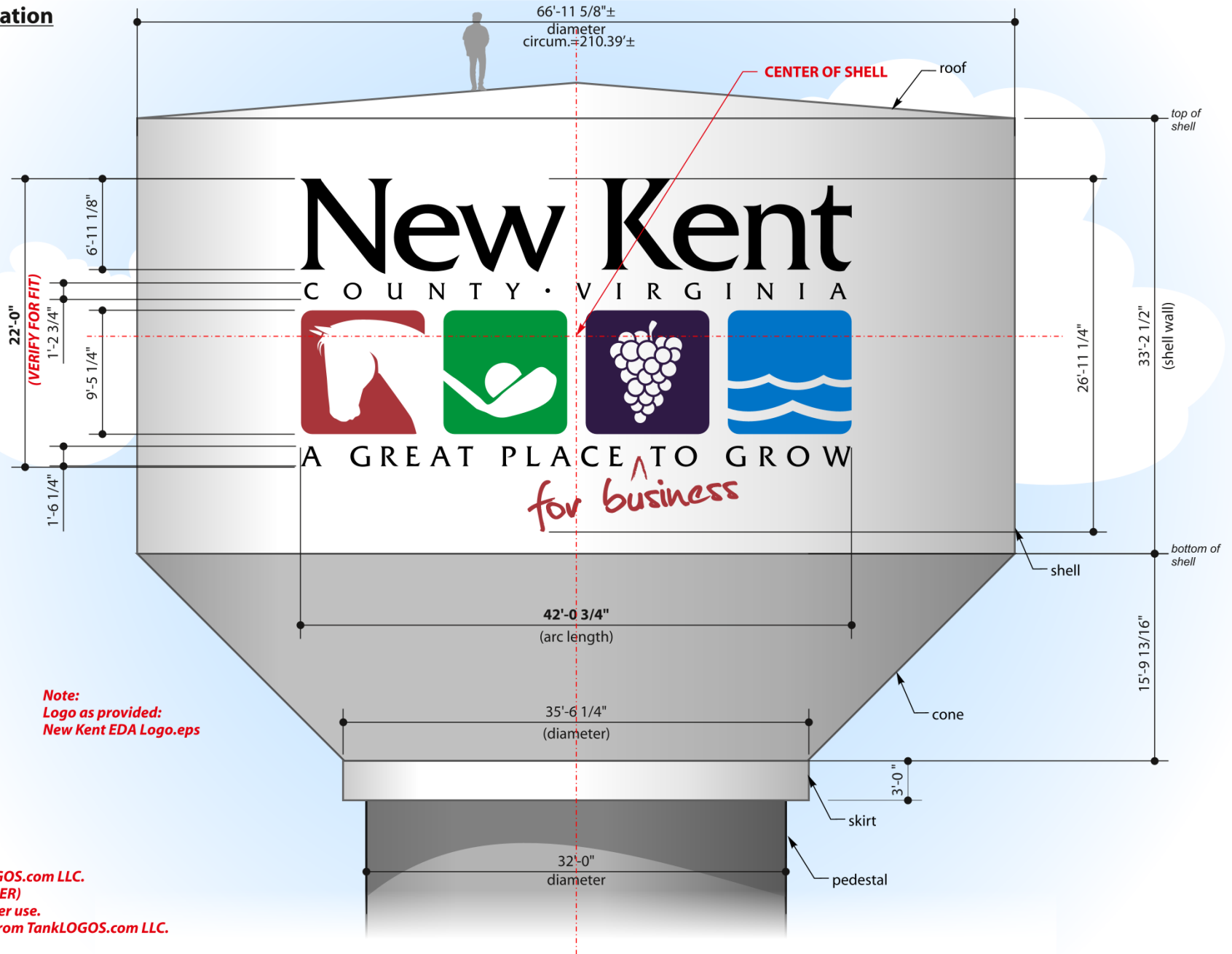
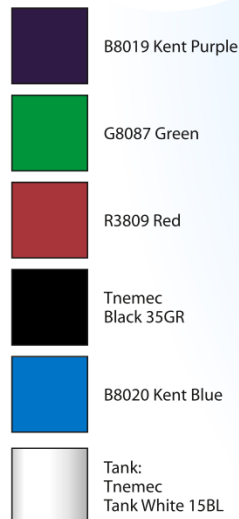
LOGO 1

Planar measurements of graphics.

Tank measurements shown are based on 1M gallon Landmark composite elevated tank dimensions.

Engineer / Owner / Contractor should verify all measurements prior to final approvals and production.

Quantity: (1) side.
Exact orientation to be located / verified in the field by Owner.



Note:
Logo as provided:
New Kent EDA Logo.eps

Note:
Designs copyright of TankLOGOS.com LLC.
(LOGO(S) PROPERTY OF OWNER)
Not for competitor or any other use.
Patterns must be purchased from TankLOGOS.com LLC.



Tim Donovan | Owner
5050 Carothers Pkwy
STE 104 PMB 137
Franklin, TN 37067
615.473.0272 tel
Tim@TankLOGOS.com

Client: Landmark
Design: New Kent VA LM1908 1MG CET A0
Revision Date:
First Print Date: 04-20-26
Scale: 3/32"=1'-0"±

Please sign copy(s) of this drawing and accompanying estimate if approved and return or fax to begin work.

Signature _____
APPROVED ☐ DATE _____
APPROVED AS NOTED ☐ DATE _____
REVISE + RESUBMIT ☐ DATE _____

Colors shown are close approximations due to uncontrollable variations in output devices, lighting conditions and media viewed on. Refer to color callouts when specified. All renderings shown are approximate and are provided as a visualization aid. This design is copyright of TankLOGOS.com. Any unauthorized use of this drawing without exclusive permission from TankLOGOS.com is prohibited.

Tank Reservoir Elevation

LOGO 2

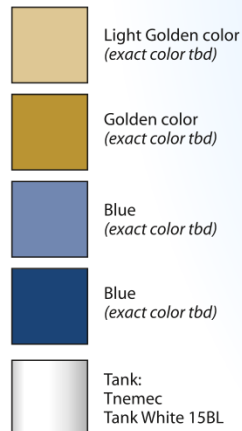
Planar measurements of graphics.

Tank measurements shown are based on 1M gallon Landmark composite elevated tank dimensions.

Engineer / Owner / Contractor should verify all measurements prior to final approvals and production.

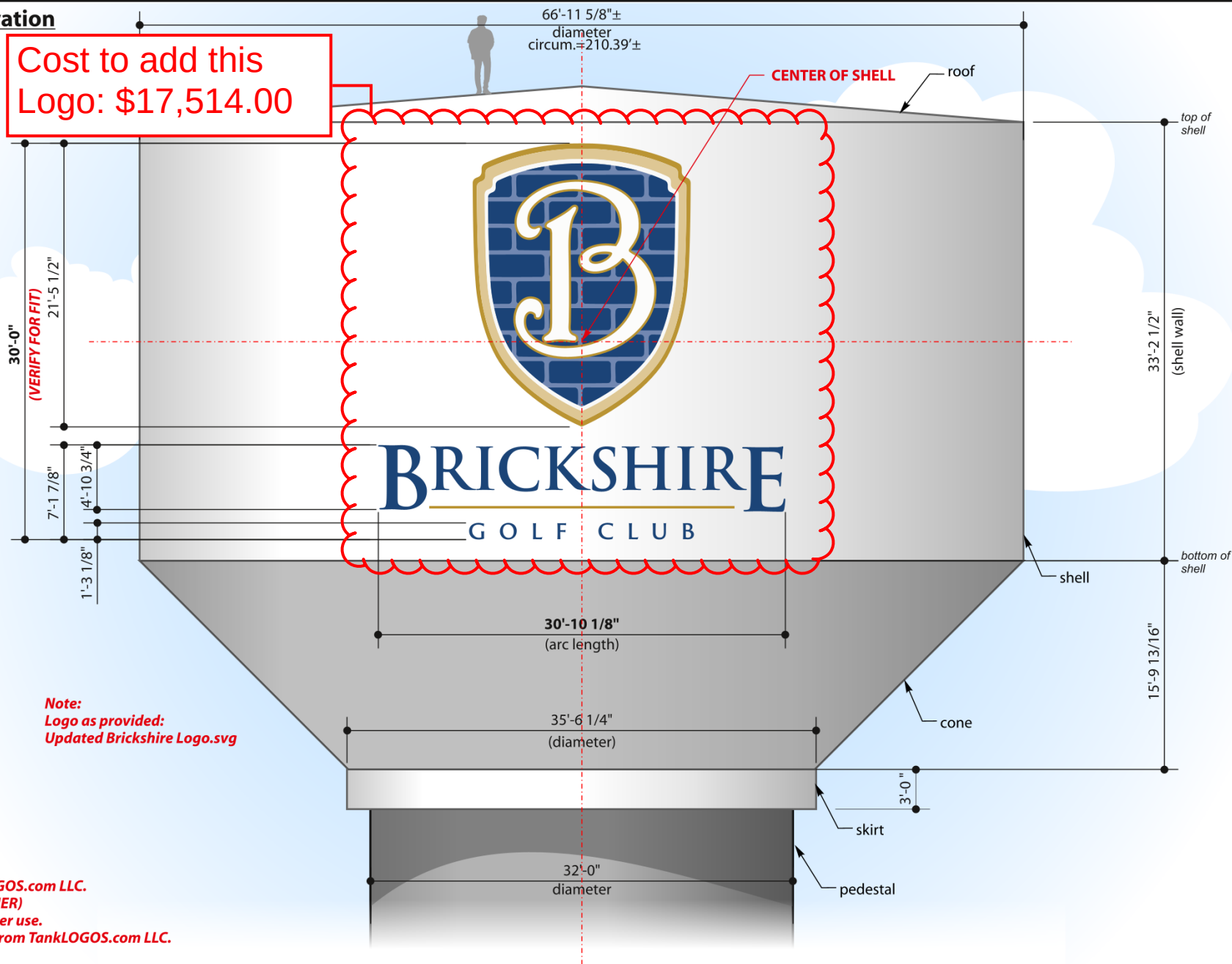
Quantity: (1) side.

Exact orientation to be located / verified in the field by Owner.



Note:
 Designs copyright of TankLOGOS.com LLC.
 (LOGO(S) PROPERTY OF OWNER)
 Not for competitor or any other use.
 Patterns must be purchased from TankLOGOS.com LLC.

Cost to add this
Logo: \$17,514.00



Note:
 Logo as provided:
 Updated Brickshire Logo.svg



Tim Donovan | Owner
 5050 Carothers Pkwy
 STE 104 PMB 137
 Franklin, TN 37067
 615.473.0272 tel
 Tim@TankLOGOS.com

Client: Landmark
Design: New Kent VA LM1908 1MG CET A0
Revision Date:
First Print Date: 04-20-26
Scale: 3/32"=1'-0"±

Please sign copy(s) of this drawing and accompanying estimate if approved and return or fax to begin work.

Signature _____

APPROVED ☐ DATE _____

APPROVED AS NOTED ☐ DATE _____

REVISE + RESUBMIT ☐ DATE _____

Colors shown are close approximations due to uncontrollable variations in output devices, lighting conditions and media viewed on. Refer to color call-outs when specified. All renderings shown are approximate and are provided as a visualization aid. This design is copyright of TankLOGOS.com. Any unauthorized use of this drawing without exclusive permission from TankLOGOS.com is prohibited.

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Presentations

Motion: "Mr. Chairman,
I move to (not required
for Consent agenda
items)"

Mr. Chairman, I move to adopt Resolution R-30-26 Appropriating \$1,300,000 in committed fund balance for the purchase of a new fire apparatus.

Subject

**Resolution R-30-26 to Amend the Fiscal Year 2026-2027
Budget by Approving Committed Fund Balance
Appropriations in the amount of \$1,300,000**

Recommendation

Approval

Fiscal Implications

These funds have been committed by the Board on June 29, 2026 but are yet to be appropriated.

Time Needed:

Person Appearing:

Financial Services
Director Richard E.
Lawrence, III

Request prepared
by:

Richard Lawrence,
Financial Services
Director

Telephone:

Copy provided to:

ATTACHMENT(S):

[R-30-26 Appropriation Fund Balance - Fire Apparatus.pdf](#)

**BOARD OF SUPERVISORS
COUNTY OF NEW KENT
VIRGINIA**

R-30-26

At the regular meeting of the Board of Supervisors of the County of New Kent, in the Boardroom of the Administration Building in New Kent, Virginia, on the 13th day of July, 2026:

Present:

Vote:

John P. Moyer
Amy M. Pearson
Ronald P. Stiers
Jordan T. Stewart
Thomas W. Evelyn

Motion was made by _____, which carried ____:____ to adopt the following resolution:

**A RESOLUTION TO AMEND THE FISCAL YEAR
2026-2027 BUDGET BY APPROVING COMMITTED FUND
BALANCE APPROPRIATIONS IN THE
AMOUNT OF \$1,300,000**

WHEREAS, on May 26, 2026, the New Kent County Board of Supervisors voted 5:0 to adopt resolution R-22-26 approving the fiscal year 2026-2027 budget in the amount of \$271,427,179 and

WHEREAS, on June 29, 2026, the New Kent County Board of Supervisors voted 3:2 to adopt resolution R-25-26(R1) committing \$4,800,000 of Photo Enforcement Revenues for future use including \$1,300,000 for the purchase of a fire apparatus, and

WHEREAS, the New Kent County Administrator is requesting to appropriate \$1,300,000 to fund the purchase of a new fire apparatus;

NOW THEREFORE BE IT RESOLVED, by the New Kent County Board of Supervisors pursuant to the authority granted in the Code of Virginia, that the New Kent County 2026-2027 Budget be amended by the appropriation of \$1,300,000 in committed fund balance for the purchase of a new fire apparatus

Adopted and enacted this 13th day of July, 2026.

Rodney A. Hathaway
County Administrator

Ronald P. Stiers
Board Chair

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Presentations

Motion: "Mr. Chairman,
I move to (not required
for Consent agenda
items)"

Mr. Chairman, I move to adopt Resolution R-31-26 Appropriating \$1,645,050 in committed fund balance for the following projects:

Subject

**Resolution R-31-26 to Amend the Fiscal Year 2026-2027
Budget by Approving Committed Fund Balance
Appropriations in the Amount of \$1,600,000**

Recommendation

Approval

Fiscal Implications

These funds have been committed by the Board on June 29, 2026 but are yet to be appropriated.

Time Needed:

Person Appearing:

Financial Services
Director Richard E.
Lawrence, III

Request prepared
by:

Richard Lawrence,
Financial Services
Director

Telephone:

Copy provided to:

ATTACHMENT(S):

[R-31-26 Appropriation Fund Balance - Sheriff.pdf](#)

**BOARD OF SUPERVISORS
COUNTY OF NEW KENT
VIRGINIA**

R-31-26

At the regular meeting of the Board of Supervisors of the County of New Kent, in the Boardroom of the Administration Building in New Kent, Virginia, on the 13th day of July, 2026:

Present:

Vote:

John P. Moyer
Amy M. Pearson
Ronald P. Stiers
Jordan T. Stewart
Thomas W. Evelyn

Motion was made by _____, which carried ____:____ to adopt the following resolution:

**A RESOLUTION TO AMEND THE FISCAL YEAR
2026-2027 BUDGET BY APPROVING COMMITTED FUND
BALANCE APPROPRIATIONS IN THE AMOUNT OF
\$1,645,050**

WHEREAS, on May 26, 2026, the New Kent County Board of Supervisors voted 5:0 to adopt resolution R-22-26 approving the fiscal year 2026-2027 budget in the amount of \$271,427,179 and

WHEREAS, on June 29, 2026, the New Kent County Board of Supervisors voted 3:2 to adopt resolution R-25-26(R1) committing \$4,800,000 of Photo Enforcement Revenues for future use including \$1,600,000 for New Kent Sheriff's Office Capital Expenditures , and

WHEREAS, the Board of Supervisors has previously appropriated Photo Speed Enforcement revenues received in fiscal year 2025-2026 for various purposes, and

WHEREAS, the New Kent County Administrator is requesting to appropriate \$1,645,050 to fund various Sheriff's Office Capital Expenditures;

NOW THEREFORE BE IT RESOLVED, by the New Kent County Board of Supervisors pursuant to the authority granted in the Code of Virginia, that the New Kent County

2026-2027 Budget be amended by the appropriation of \$1,645,050 in committed fund balance for the following purposes:

1. Mobile Command Drone Vehicle	274,550
2. Upgraded Drone Fleet	118,380
3. Personnel Carrier	411,550
4. Search and Rescue Boat	500,000
5. All Terrain Vehicle	52,220
6. Crisis Negotiation Vehicle	288,350

Adopted and enacted this 13th day of July, 2026.

Rodney A. Hathaway
County Administrator

Ronald P. Stiers
Board Chair

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Presentations

Motion: "Mr. Chairman,
I move to (not required
for Consent agenda
items)"

Mr. Chairman, I move to appropriate \$130,000.00 from capital fund balance to the YMCA of Greater Richmond, VA for Architecture and Design Services involving the planning of a new YMCA facility in New Kent County.

Subject

Budget Appropriation of \$130,000 to YMCA of Greater Richmond

Issue

Appropriation of \$130,000 from capital fund balance to the YMCA of Greater Richmond, VA for architecture and design services involving the planning of a new YMCA facility in New Kent County.

Recommendation

Staff recommends adoption of the proposed motion.

Fiscal Implications

The YMCA of Greater Richmond, VA has provided a proposal for \$130,000.

Policy Implications

New Kent County would be in compliance with its financial and procurement policies and regulations.

Legislative History

This proposal was presented to the Board of Supervisors at their annual Fall 2025 retreat. The Board decided to consider the request after the adoption of the FY27 budget.

Discussion

Please see the attached proposal for conceptual and schematic design services, cost modeling, and fund raising support for a new YMCA facility in New Kent County. The proposed location is currently land surrounding the New Kent Visitors and Commerce center. The proposed scope of work will determine if the proposed site is adequate, or if another site will need to be identified.

Time Needed:

15 minutes

Person Appearing:

County
Administrator
Rodney Hathaway

Request prepared
by:

Rodney Hathaway

Telephone:

(804) 966-9683

Copy provided to:

ATTACHMENT(S):

[New Kent Proposal.pdf](#)



FROM

Tracy Wynn
CFO

Gro Dev
459 W. 18th St., Ste #3
New York, NY 10011
www.gro-dev.com

PHONE

336-577-0256

FOR

YMCA of Greater Richmond

TO

Nick Maiolo

EMAIL

maiolon@ymcarichmond.org

PROPOSAL NUMBER

752

DATE

September 30, 2025

EXPIRY DATE

January 22, 2026

[Download PDF](#)

Pre-funding Design: NEW CONSTRUCTION YMCA of Greater Richmond (VA): New Kent YMCA

Proposal for Architecture & Experience Design Services (AxD)



SECTION 1: PROJECT UNDERSTANDING & INTRODUCTION

Delivering Your Vision for the New YMCA in New Kent, VA

Highly performing YMCA centers and facilities are those that host, productively and catalytically, the delivery of impactful, community-centered programs and services for youth, families and communities. These YMCA facilities stimulate reach and growth in community engagement, increase functionality in program delivery, leveraging strategic capital investment for bearing on social impact, and are less burdensome in their costs to occupy.

YMCA facilities serve their communities as beacons of good hosting personal and shared experiences that stimulate body, mind, and spirit. Like the team involved in development of the New Kent YMCA (VA), key leaders throughout North America periodically identify, and act upon, the need and opportunity to position such facilities in service to emerging and newly conceived communities.

With the shared interest, as expressed by the YMCA of Greater Richmond, we are grateful for the opportunity to present a proposal for professional services in facility development and design with the intent of offering deliverables and consultation for the creation of magnetic and sustainable facilities.

The proposed first series of (Pre-Funding) services typically occur before project funding has been secured and consists of the following:

PART ONE: SCOPE DETERMINATION

- Pre-Design
- Conceptual Design - Preliminary (50% Complete)

PART TWO:

- Conceptual Design - Refined (100% Complete)
- Schematic Design
- Cost Modeling & Funding Support

Note: If desired, there can be a pause in the advancement of the project at the end of "Scope Determination" which includes Pre-Design and (preliminary) 50% completion of Conceptual Design as outlined below. Part 2 of Pre-funding services (starting with refinement and completion of the Conceptual Design) will begin only upon approval and authorization by the Owner.

Output from these services will position the YMCA of Greater Richmond, in the short term for:

- Key leadership approval
- Fundraising or funding activity
- Initial engagement with municipal agencies, as required
- The subsequent work of detailed architecture and engineering by a local A/E team-of-record

Gro and the Built Environment for Social Impact

At Gro (Gro-Dev), our value is rooted in our belief in the power of place. We are a thought leading, collaborative, multi-disciplinary professional services firm bent on impact.

Since 2014, our work has delivered on both the local and enterprise-wide initiatives of cause driven, for-purpose non-profits. Gro advances the portfolios of its clients, creating sustainable, well located, highly performing, operationally efficient and inclusive places for community - places rooted in youth development, community health, and individual wellbeing.

Gro's portfolio of services in real estate and facility design includes:

- Real Estate Development & Asset Assessment and Optimization Studies
- Real Estate & Development Advisory
- New Opportunity Assessments
- Capital Formation and Capital Planning Advisory Services
- Architecture & Experiential Design
- Camp and Conference Center Development & Planning
- Procurement
- Interior Design and Branding
- Facility Management Consulting

SECTION 2: PROJECT DELIVERABLES & TIMELINE

Through the preparation of the deliverables and general consultation outlined below, Gro will provide facility development and design services to the YMCA of Greater Richmond (Owner) for development of the New Kent YMCA facility in New Kent, VA. Relative to tasks and deliverables, activity across all segments of the project scope will likely run concurrently. We anticipate a 5 month timeline, with the pace of work advancing as directed by the Owner.

Pre-Design Phase

For the Pre-Design Phase, Gro will assist the YMCA ("Owner") in analyzing the existing conditions, design constraints and operational efficiency of the facility as well as assisting in the formulation of the project drivers, technical requirements, and overall vision to assist in determining the project scope prior to the creation of conceptual design.

Tasks:

- a) Review and analyze any client-provided background documentation, including such items as market research studies, community needs assessments, financial and membership performance reports, financial pro formas, and similar documents all as completed on behalf of the Owner by others,
- b) Review any preliminary site and zoning analysis of the subject project location,
- c) Review any assessment(s) of existing subject structures,
- d) Import for use and production applicable existing conditions documentation of any subject site and/or structures, including existing conditions floor plans, as required,
- e) Facilitate definition of, or review with the Owner, the objectives for the Project,
- f) Develop or refine any earlier completed facility program including up to three (3) scaled scenarios of project scope,
- g) On behalf of the Owner, prepare a preliminary budget for the Project, reflective of all scaled scenarios, as appropriate,
- h) Prepare an analysis of demand for such project commodities as parking and venue/amenity capacity, and
- i) Develop a venue/space adjacency diagram(s), and a proof-of-concept massing study, to illustrate initial approaches, possibilities, and challenges in project development.

Meetings:

- a) One (1) onsite project meeting for the purposes of general project coordination and interface, to inform the above enumerated Tasks, and including any initial tour/observations of subject site(s) and existing structures, and
- b) Up to two (2) virtual meetings for the purposes of general project coordination and interface, to inform the above enumerated Tasks.

Deliverables:

At the completion of the Pre-Design Phase Gro will provide, in digital format, a deliverable comprised of the following:

- a) Recommended project timeline
- b) Initial observations regarding the subject location/site and any existing structures
- c) Summary of project objectives
- d) Project Program
- e) Initial Project Budget
- f) Peak load/demand study
- g) Initial capital stack/funding blend
- h) Pre-Design Phase illustrations, graphic studies, and reference imagery,

Conceptual Design Phase *Preliminary (50%) and Refined (100%)

For the Conceptual Design Phase, Gro will prepare design concepts and model development options in line with the Owners' objectives and program requirements as determined in the Pre-Design Phase of the Project. The design concepts and modeled development options will illustrate and diagram such aspects as venue adjacencies, phased development scenarios, and future expansion of the building form(s) and massing.

Tasks:

- a) Applying the program and scope as established in the Pre-Design Phase of the Project, define, and illustrate the overall building design and development concepts, and site concept as applicable, featuring such key aspects as adjacencies, circulation, general building composition and form, primary design features, building/site interface, and general aesthetic
- b) Identify specific design traits or aspects that address the project objectives while incorporating in the design adaptable YMCA design standards
- c) Prepare the above reflective of any phased development requirements as required by the Owner's budget and/or funding parameters
- d) Refine the preliminary budget as drafted in the Pre-Design Phase of the Project.

Meetings:

- a) Up to one (1) onsite Conceptual Design Meeting to present and process conceptual design progress and refine/inform the general concept design direction
- b) Up to two (2) virtual meetings to further review and inform the general conceptual design

Deliverables:

At completion of the Conceptual Design Phase, Gro will provide, in a digital format, a deliverable comprised of the following:

PRELIMINARY (50% Complete)

- a) Existing conditions analysis diagrams
- b) Facility repositioning and design concept illustrations
- c) Conceptual illustrated site diagrams
- d) Conceptual building/mapping diagrams illustrating room adjacencies and layout
- e) Building massing studies
- f) Precedent and related imagery of project venues

REFINED (100% Complete)

- a) Conceptual illustrated site plans
- b) Conceptual floor plans
- c) Conceptual elevations and 3D imagery
- d) Refined project program and project budget

Schematic Design Phase - Prefunding (4-6 weeks)

For the Schematic Design Phase, Gro will develop a schematic design for the Project based on the Owners' objectives and program requirements as determined in the Pre-Design Phase, and as conceptualized and further defined in the Conceptual Design Phase of the Project. Gro will advance the design to a detailed schematic design, validating the design intent, and preparing the Project for review by stakeholders, general promotion, any initial jurisdictional approvals, cost estimating, and for the purposes of general project advancement by the Owner and others.

Tasks:

- a) Advance the Project to the schematic design level, preparing various drawing and illustration types, and modeling the project three dimensionally
- b) Prepare detailed venue design data sheets illustrating their intended functionality, and reflective of intended finishes
- c) Prepare a technical Architectural schematic design package including building floor plans, roof plans, interior and exterior elevations, building sections, wall type diagrams and details, three-dimensional imagery, and a preliminary finish schedule

Meetings:

- a) Up to three (3) virtual meetings to further review and inform the design and deliverables

Deliverables:

At the completion of the Schematic Design Phase, Gro will provide, in a digital format, a deliverable comprised of the following:

- a) Illustrated site plan
- b) Schematic floor plans, elevations, and building sections
- c) Three-dimension interior imagery and design models
- d) A related technical schematic design pricing document, including a basis of design narrative, for use in cost estimating pricing
- e) All applicable design software models and output for use by others, including the Owner's Architect-of-Record and Construction Manager, in the further advancement of the project

Cost Modeling & Funding Support Phase - Prefunding

For the Cost Modeling & Funding Support Phase of the Project, Gro will assist the Owner in facilitating the preparation of a project cost estimate by a third party, and interface with the party in concert with the Owner, as estimates for the project are prepared and reviewed.

Tasks:

- a) If needed, assist the Owner in identifying and onboarding a party to prepare a cost estimate(s),
- b) Transfer materials to the cost estimator, providing any necessary review of the materials in doing so, and throughout the phase interface with the estimator and Owner as requested
- c) With the Owner, review the estimate(s) when delivered, analyzing and leveling said estimates as they are refined to inform the scope and budget for the project
- d) Apply the output of the Cost Modeling Phase of the project to the overall project budget, making any adjustments to the project scope documents as requested
- e) Provide up to one (1) photorealistic rendering and two (2) non-photorealistic images for general promotional purposes

Meetings:

- a) Up to two (2) virtual meetings to prepare the appropriate parties for subsequent cost estimating activity, and to review cost estimating output

Deliverables:

- a) Construction Cost Analysis
- b) Updated draft total project budget inclusive of all anticipated costs
- c) One (1) exterior rendering and two (2) interior non-photorealistic renderings. Additional renderings can be provided for an additional fee.
- d) Final schematic design package inclusive of all illustrated drawings, project imagery, and program

SECTION 3: PROJECT TEAM

Brian Rigby, COO & Director of Capital Projects

As the Director of Capital Projects, Brian draws from a wide range of project experience, both in type and scale, to bring a unique and creative perspective to the design process. A licensed Architect with over fifteen years of experience, Brian has been able to draw from these experiences to help create highly performing facilities that respond to the variety of locations and environments where they are constructed. Prior to his role with Gro, Brian led the design efforts at Daxko T2 Consulting and was a Project Manager and Designer for a large, national firm in North Carolina and Washington DC.

Jay Nelson, Senior Design Director

Jay joined Gro Development as a Senior Design Director with the goal of enhancing the capacity of Gro's internal design team and expanding Gro's presence as a national thought leader for innovative design solutions serving mission-based community organizations. Prior to joining Gro, Jay worked for Little Diversified Architects out of their Washington D.C. office where he focused on community-based clients such as colleges and universities, student housing, schools, and athletic facilities. He also gained valuable experience in other market sectors including healthcare, corporate workplace, interiors, retail, banking, and masterplanning.

Gene Jones II, Design Director

Gene officially joined the Gro team after finishing his graduate studies in architecture at the University of Virginia. His intern experiences include Gro and other offices, with portfolios centered on youth programs and community-oriented spaces. Gene works closely with the team's senior architects in the late conceptual and early schematic stages of projects working from early design concepts to more complete, technical drawing sets. Gene is engaged on phases of the construction process and design to enhance the YMCA mission of increasing accessibility and highlighting community venues as a priority within the movement.

SECTION 4: SERVICES COMPENSATION

For the professional services proposed herein, Gro proposes a flat fee as outlined below. The fees are calculated based upon the scope of proposed services and the resulting projected time allocation for Gro staff.

In consideration for the delivery of services as outlined above, the Owner shall pay Gro in monthly installments upon completion of work as projected below. Changes may occur due to unanticipated impacts to the project schedule.

1. Projected Schedule of Fee Payments

Retainer Fee	10,000.00
A retainer fee shall be paid by the Owner at the time of signing this Agreement.	

Pre-Design Upon completion of the Pre-Design Phase	16,000.00
Conceptual Design (Preliminary) Upon 50% completion of the Conceptual Design Phase	25,000.00
Conceptual Design (Refined) Upon 100% completion of the Conceptual Design Phase	25,000.00
Schematic Design Upon completion of the Schematic Design Phase	48,000.00
Cost Modeling & Funding Support Upon completion of the Cost Modeling & Funding Support Phase	16,000.00
Retainer - Credit applied Retainer is credited on final invoice for payment	-10,000.00
Total	\$130,000.00

2. Reimbursable Expenses

The Owner shall reimburse Gro, at cost, for any travel related expenses incurred in performing the services of this Agreement, understanding that such costs will be incurred only upon the approval of the Owner. Additional expenses to be reimbursed, at cost, shall be those expenses incurred by Gro for any Project- related, large volume printing required in development and preparation of deliverables for the Project.

3. Late Payments

It is agreed that the payments for services rendered shall be paid within fifteen (15) days from the date of receipt. It is further agreed that all work will be suspended on the Project should payments for services be more than sixty (60) days past due.

4. Taxes

Owner shall pay any and all applicable international, federal, state, and local sales, use, value-added, excise, duty, and any other taxes, fees or duties not based on Gro's net income that are assessed on or as a result of the services rendered to Owner by Gro. Any such taxes, fees and duties collected by Gro from Owner on behalf of a governmental agency shall not be considered a part of, a deduction from, or an offset against, payments due to Gro for the services hereunder

5. Termination

a) Either Gro or the Owner may, at any time, with or without cause, and at the discretion of either party, postpone or cancel this Agreement through means of written notification to the other party at the addresses listed above, providing seven (7) days' notice of such intent to postpone or cancel this Agreement.

b) Upon such termination or postponement, Gro shall deliver to the Owner all work product completed up to the date of said notice and Owner shall compensate Gro a prorated amount, as mutually agreed upon by both parties, for work performed up to the date of said notice, and for all reimbursable expenses directly incurred in association with performance of the services of this Agreement.

6. General

Notwithstanding any other provision of the Agreement, the following provisions shall govern:

- a) The Owner and Gro agree to act in good faith and in a reasonable manner in all dealings with each other in connection with the Project. Whenever action, consent, or approval of a party is required, said party shall act timely and reasonably and shall not unreasonably delay any action, decision to give or withhold consent, or decision to grant or withhold approval.
- b) Nothing herein shall be construed as creating any personal liability on the part of any officer, director, trustee, employee, committee member or agent of either party hereto. In no event shall either party be liable to the other party or any third party for any incidental or consequential damages arising out of this Agreement, or for any claim by any other party, even if the party has been advised of the possibility of such damages. The total liability of either party to the other party for all damages, losses, and causes of action (whether in contract, tort (including negligence), or otherwise) shall not exceed the aggregate fees paid hereunder. The limitations provided in this section shall apply even if any other remedies fail of their essential purpose.
- c) All adjustments, amendments or modifications made to this Agreement and exhibits hereto shall be set forth in a writing signed by a duly authorized representative of each party to become effective and binding.
- d) This Agreement shall constitute the only agreement between the parties relative to the subject matter contained herein and no oral statements or prior written matter not specifically incorporated within the Agreement shall be of any force or effect either in the interpretation or enforcement of the Agreement.
- e) This Agreement shall be governed by and construed in accordance with the laws of the State of Florida (where Gro is domiciled) excluding the conflicts of law's provisions thereof. The parties agree that any disputes among them arising from or related to this Agreement shall be resolved under binding arbitration conducted by following the rules of the American Arbitration Association employing a process that is mutually agreed upon by Gro and the Owner. The parties shall each be responsible for initial payment of one-half of any arbitration fees, but upon final resolution the prevailing party shall be entitled to recover its reasonable attorneys' fees and costs.

Gro Development LLC

Respectfully submitted by:
Rodney G. Grozier
CEO



Copyright

Gro provides services in Architecture & Experience Design, Real Estate & Development Advisory, Interiors & Branded Environments, Facility Management, and Procurement Services.

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Questions & Answers

Pre-funding Design: NEW CONSTRUCTION
YMCA of Greater Richmond (VA): New Kent YMCA

Proposal for Architecture & Experience Design Services (AxD)

Total \$130,000.00

Additional comments

Optional

Signature

Draw

Type

Sign from a touch device 

Draw here

☐ Yes, I **Nick Maiolo** agree to and accept this proposal, on October 2, 2025 at 7:47 AM.

Accept Proposal

[Decline this proposal...](#)

Powered by **Quotient**

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Presentations

Motion: "Mr. Chairman,
I move to (not required
for Consent agenda
items)"

Mr. Chairman, I move to adopt resolution R-29-26 to request the New Kent Circuit Court to order a referendum on the imposition of an additional one percent local sales and use tax for school capital construction projects.

Subject

Resolution R-29-26 - Circuit Court Request to Order a Referendum on the Imposition of an Additional One Percent Local Sales and Use Tax for School Capital Construction Projects

Issue

Resolution requesting the New Kent Circuit Court to order a referendum for the November 2026 general election on the imposition of an additional one percent local sales and use tax that would be dedicated to fund school capital construction projects.

Recommendation

Staff recommends adoption of the proposed resolution.

Fiscal Implications

A one percent local sales and use tax is projected to generate approximately \$4 million in revenue.

Policy Implications

During the 2026 session of the Virginia General Assembly, the adopted State budget included provisions for localities to impose an additional one percent local sales and use tax for school capital construction projects, pending the adoption of a local referendum.

Legislative History

Historically various funding sources have been used for school construction projects such as real estate tax revenues, Capital revenues generated from Colonial Downs, and State grants.

Discussion

Please see resolution R-29-26.

Time Needed:

20 minutes

Person Appearing:

County
Administrator
Rodney Hathaway

Request prepared
by:

Rodney Hathaway

Telephone:

(804) 966-9683

Copy provided to:

Richard Lawrence, Financial Services Director

ATTACHMENT(S):

[Resolution R-29-26](#)

**BOARD OF SUPERVISORS
COUNTY OF NEW KENT
VIRGINIA**

R-29-26

At the regular meeting of the Board of Supervisors of the County of New Kent, in the Boardroom of the Administration Building in New Kent, Virginia, on the 13th day of July, 2026:

Present:

Vote:

John P. Moyer
Amy M. Pearson
Ronald P. Stiers
Jordan T. Stewart
Thomas W. Evelyn

Motion was made by _____, which carried ____:____ to adopt the following resolution:

**RESOLUTION OF THE BOARD OF SUPERVISORS OF THE
COUNTY OF NEW KENT, VIRGINIA REQUESTING A
REFERENDUM ON A LOCAL GENERAL RETAIL SALES TAX
FOR SCHOOL CAPITAL PROJECTS**

WHEREAS, effective July 1, 2026, the Virginia General Assembly has enacted its biennial budget and appropriation legislation (**“Budget Bill”**) for the biennium commencing July 1, 2026 and ending June 30, 2028; and

WHEREAS, the Budget Bill enacts amendments to Sections 58.1-605.1 and 58.1-606.1 of the Code of Virginia of 1950, as amended, (**the “Code”**), authorizing the governing body of any county or city to levy a general retail sales and use tax at a rate not to exceed one percent (1%), provided that such tax is approved by referendum and the revenues are used solely for capital projects for the new construction or major renovation of schools serving the county or city, including related bond and loan financing costs; and

WHEREAS, such general retail sales and use tax, if approved by the qualified voters and imposed by ordinance of the Board of Supervisors (**the “Board of Supervisors”**) of the County of New Kent, Virginia (**the “County”**), shall be added to the rates of the state and local sales and use taxes, shall be administered and collected by the County’s Tax Commissioner as provided by law, and shall not be levied on food purchased for human consumption or essential personal hygiene products as defined in Section 58.1-611.1 of the Code; and

WHEREAS, Section 58.1-605.1 of the Code, as amended by the Budget Bill, requires that the referendum be initiated by resolution of the local governing body, that such resolution state the date by which any bonds or loans financing the school capital projects shall be repaid or, if bonds or loans are not used, the date on which the sales tax shall expire, and that the expiration date shall not be more than twenty years after the date of the initiating resolution; and

WHEREAS, Section 24.2-684 of the Code provides that no referendum shall be placed on the ballot unless specifically authorized by statute or charter and that any referendum question submitted to the voters of a county shall be held pursuant to a court order stating the question to appear on the ballot in plain English; and

WHEREAS, the Board of Supervisors has determined that it is in the best interests of the County to request the Circuit Court of New Kent County, Virginia enter an order calling a referendum to be held on November 3, 2026, on whether the County may levy a general retail sales tax at a rate not to exceed one percent (1%) for school capital projects; and

WHEREAS, revenues from such general retail sales tax shall be used solely for capital projects for new construction or major renovation of schools serving the County, including bond and loan financing costs related to such construction or renovation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of New Kent as follows:

1. The Board of Supervisors hereby initiates, pursuant to Sections 58.1-605.1 of the Code, as amended by the Budget Bill, and 24.2-684 of the Code, a referendum to be submitted to the qualified voters of the County on whether the County may levy a general retail sales tax at a rate not to exceed one percent (1%) to provide revenue solely for capital projects for the new construction or major renovation of schools in the County.
2. The general retail sales tax, if approved by referendum and thereafter imposed by ordinance of the Board of Supervisors, shall be used solely for capital projects for new construction or major renovation of schools serving the County, including bond and loan financing costs related to such construction or renovation. If approved by referendum, the County expects to authorize by ordinance a corresponding use tax as provided under Section 58.1-606.1 of the Code.
3. The Board of Supervisors states that the school capital projects to be funded with revenues from the general retail sales tax are expected to be financed by bonds or loans, and such general retail sales tax shall expire on the date by which such bonds or loans are repaid, such bonds or loans expected to mature annually for a period of twenty years or longer; provided that such expiration date shall not be later than June 30, 2046.
4. For any such capital projects for the construction or major renovation of schools in the County not financed by bonds or loans, the tax levied pursuant to this Resolution, if approved by referendum, shall expire on June 30, 2046.
5. The Board of Supervisors hereby requests that the Circuit Court of New Kent County, Virginia enter an order requiring County election officials to conduct a special election for

the qualified voters of the County to be held on November 3, 2026, the day of the general election, and that the referendum question be placed on the ballot in substantially the following form:

Shall New Kent County, Virginia be authorized to levy a general retail sales tax at a rate not to exceed one percent (1%), with the revenues to be used solely for capital projects for new construction or major renovation of schools serving New Kent County, Virginia including related bond and loan financing costs, for a period of not more than twenty years?

(___) Yes

(___) No

6. The County Attorney is authorized and directed to prepare and file any and all documents necessary to effectuate this request before to the Circuit Court of New Kent County, Virginia.
7. The Clerk or any Deputy Clerk of the Board of Supervisors or other agent or employee of the County, is hereby authorized and directed to cause a certified copy of this Resolution to be filed with the Circuit Court of New Kent County, Virginia.
8. This Resolution and the provisions contained herein shall become effective immediately upon adoption.

CERTIFICATION OF ADOPTION OF RESOLUTION

The undersigned Clerk of the Board of Supervisors of the County hereby certifies that the Resolution set forth above was adopted during an open meeting on July __, 2026, by the Board of Supervisors with the following votes:

Aye:

Absent:

Nay:

Abstentions:

Signed this 13th day of July, 2026.

Rodney A. Hathaway
County Administrator

Ronald P. Stiers
Board Chair

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Public Hearings

Motion: "Mr. Chairman,
I move to (not required
for Consent agenda
items)"

Adopt Ordinance O-10-26, Application ZM-02-26, to rezone approximately 342.85 acres of properties collectively identified on the New Kent County digital map as Tax Map Parcel #36-37A (GPIN I25-3786-3007), Tax Map Parcel #36-38 (GPIN I26-3256-5212), and Tax Map Parcel #26-83B (GPIN J26-2605-0546) from their existing zoning designations of A-1/Agricultural, EO/Economic Opportunity, and IND/Industrial to entirely EO/Economic Opportunity.

OR

I move to deny application ZM-02-26 in whole or in part for the following reason(s)

Subject

PUBLIC HEARING - Ordinance O-10-26 - Application ZM-02-26: Rezoning from IND/Industrial, EO/Economic Opportunity, and A-1/Agricultural to Entirely EO/Economic Opportunity - Jared B. Anderson, on behalf of The Curtis Group, Inc.

Issue

Jared B. Anderson, on behalf of The Curtis Group, Inc., has requested a rezoning from A-1/Agricultural, EO/Economic Opportunity, and IND/Industrial to entirely EO/Economic Opportunity for three parcels which together total approximately 342.85 acres of land. The subject properties in the rezoning request are identified as Tax Map Parcels #36-37A, #36-38, and #26-83B (GPINs I25-3786-3007, I26-3256-5212, and J26-2605-0546).

Recommendation

The New Kent County Planning Commission voted 7:2:2 to forward a favorable recommendation of approval to the Board of Supervisors, subject to the proffers outlined in the proffer statement dated June 11, 2026.

Discussion

Jared B. Anderson, on behalf of The Curtis Group, Inc., has requested a rezoning from A-1/Agricultural, EO/Economic Opportunity, and IND/Industrial to entirely EO/Economic Opportunity for three parcels which together total approximately 342.85 acres of land. The subject properties in the rezoning request are identified as Tax Map Parcels #36-37A, #36-38, and #26-83B (GPINs I25-3786-3007, I26-3256-5212, and J26-2605-0546). The intent of this rezoning is to establish a total of 342.85 acres EO/Economic Opportunity zoned property in order to allow

for the subsequent development of the site with a mix of commercial and light industrial uses. The vast majority of the subject sites' future land use designation under the County's adopted Comprehensive Plan is "*Economic Opportunity*" with a small portion being designated "*Rural Lands*".

Pursuant to the concept plan provided, the applicant is proposing two separate north and south land bays of the envisioned development without internal connection between them, each with their own means of ingress/egress. The north land bay of the site is proposed to be developed with four commercial outparcels fronting Route 33 as well as two large light industrial style buildings, measuring 625,000 sq. ft. and 660,000 sq. ft. respectively while the south land bay of the site is proposed to be developed with two additional commercial out parcels fronting Route 33 as well as six smaller light industrial style buildings, all of which measure between 35,000 sq. ft. and 175,000 sq. ft

Voluntary proffers have been offered by the applicant in tandem with their rezoning request. These proffers include, but are not limited to, enhanced design and architectural standards for future development of the site, a 100' vegetated landscape buffer surrounding the site, limited hours of construction, and transportation/roadway improvements.

Time Needed:

45 minutes

Person Appearing:

Principal Planner
Patrick Silva

Request prepared
by:

Patrick Silva,
Principal Planner

Telephone:

804.966/8563

Copy provided to:

ATTACHMENT(S):

[BOS Memo](#)

[Attachment #1: Application Materials & Narrative Statement](#)

[Attachment #2: Rezoning Plans](#)

[Attachment #3: Traffic Impact Analysis Report](#)

[Attachment #4: Proffer Statement & Proffered Conditions](#)

[Attachment #5: Affidavit of Public Notice Mailing](#)

[Attachment #6: Public Comments](#)

[Attachment #7: Signed Resolution PC-07-26](#)

[Attachment #8: Ordinance O-10-26](#)



MEMORANDUM

DATE: July 13, 2026

TO: New Kent County Board of Supervisors

SUBJECT: Application ZM-02-26: The Curtis Group, Inc. - Commercial Rezoning

REQUEST

Jared B. Anderson, on behalf of The Curtis Group, Inc., has requested a rezoning from A-1/Agricultural, EO/Economic Opportunity, and IND/Industrial to entirely EO/Economic Opportunity for three parcels which together total approximately 342.85 acres of land. The subject properties in the rezoning request are identified as Tax Map Parcels #36-37A, #36-38, and #26-83B (GPINs I25-3786-3007, I26-3256-5212, and J26-2605-0546). A voluntary proffer statement has also been submitted with the application.

PUBLIC HEARINGS

Planning Commission: June 15, 2026, 6:00 p.m., County Boardroom
Board of Supervisors: July 13, 2026, 6:00 p.m., County Boardroom

GENERAL INFORMATION

Applicant: Jared B. Anderson, on behalf of The Curtis Group, Inc.

Property Owner: The Curtis Group, Inc.

Location: The subject site is located in Lanexa bounded on the north by Route 249 (New Kent Highway) and on the south by Route 33 (Eltham Road). Tax Map Parcels #36-37A and #36-38 primarily front upon Route 33 while Tax Map Parcel #26-83B fronts upon Pamunkey Church Road.

Subject Properties: Tax Map Parcels #36-37A (GPIN I25-3786-3007), #36-38 (GPIN I26-3256-5212), and #26-83B (J26-2605-0546).

Size: Tax Map #36-38: 186.77 acres
Tax Map #26-83B: 2.08 acres
Tax Map #36-37A: 154 acres

Total: 342.85 acres

Current Zoning: EO/Economic Opportunity, IND/Industrial, and A-1/Agricultural

Requested Zoning: EO/Economic Opportunity

Surrounding Land Uses:

The subject sites are bordered on the north and west by A-1/Agricultural zoned properties primarily used residentially and to the south and east by currently undeveloped EO/ Economic Opportunity zoned properties.

Future Land Use Designation: *Economic Opportunity* (Tax Map #36-37A, majority of Tax Map #36-38, and small area in southern portion of Tax Map #26-83B) and *Rural Lands* (small area in northern portion of Tax Map #36-38 and majority of Tax Map #26-83B)

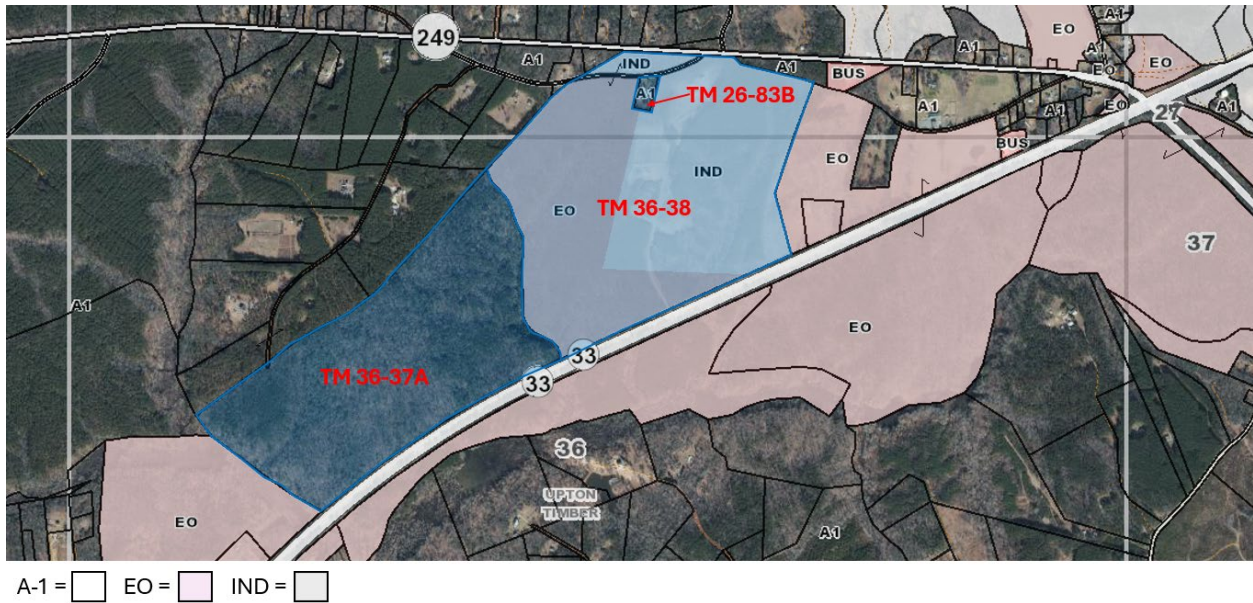


Figure 1: Existing Zoning of Subject Parcels

CONSIDERATIONS

- The applicant has requested a rezoning from A-1/Agricultural, EO/Economic Opportunity, and IND/Industrial (see Figure 1) to entirely EO/Economic Opportunity for three parcels which together total approximately 342.85 acres of land, in order to

enable the subsequent development of the site with a mix of commercial and light industrial uses (see Figure 2).

- Voluntary proffers have been offered by the applicant in tandem with their rezoning request.
- A concept plan (see Figure 2) showing the proposed development of the site was provided with the application. Under the voluntary proffers submitted by the applicant, Proffer #1 requires general conformance with this plan, provided that the exact locations, footprints, configurations, size and details of lots, drives, roads, buildings, stormwater management facilities and other improvements shown are subject to change as may be required for final engineering design and compliance with governmental regulations.
- The applicant held a community meeting on May 5, 2026 in the Boardroom of the County Administration building to present and discuss the rezoning request with neighboring property owners and New Kent residents. Residents in attendance inquired about and expressed concerns relating to topic areas including impacts to Pamunkey Church Road, possible building heights, power load needs, landscape buffers around the site, and implications of possible future data center development at the site.



Figure 2: Concept Plan

- Approval of this rezoning would not authorize or provide approval for any data center development at the subject sites, as additional application submission, public hearings, and Board of Supervisor approval would be required for any such uses.

PROFFER STATEMENT

The applicant has offered the following voluntary proffers as part of their proposed rezoning:

1. Design and Concept Plan. Development on the property shall be in general conformance with the concept plan entitled "WAREHOUSE LAYOUT EXHIBIT, NEW KENT, VIRGINIA", prepared by Townes Site Engineering, and dated June 11, 2026 (the "Concept Plan"). The exact locations, footprints, configurations, size and details of lots, drives, roads, buildings, stormwater management facilities and other improvements shown in the Concept Plan are illustrative and are subject to change and may be updated from time to time as required for final engineering design, compliance with governmental regulations or as otherwise approved at the time of site plan review of the Property
2. Elevations. Principal building facades will meet the following standards:
 - a. For the purposes of this subsection, the term “principal building facades” will include all building facades substantially visible to abutting public and private roads.
 - b. Principal building facades will avoid the use of undifferentiated surfaces by including at least four (4) of the following design elements:
 - i. change in building or parapet height
 - ii. building step-backs, projections or recesses
 - iii. fenestration
 - iv. changes in, pattern, texture, color
 - v. use of accent material
 - vi. overhangs
 - vii. canopies, sunshades, or porticos
 - viii. arcades
 - ix. variations in the roof line
 - c. Principal building facades will use one or more neutral colors (such as taupe, tan, brown, beige, ivory, cream, white, black, grey) with accent colors to complement the dominant building color.
 - d. When a building has more than one principal facade, such facades will be consistent in their design, materials, details, and treatments.

3. Building Materials. Exposed exterior wall surfaces (above finished grade) of all individual buildings (excluding rooftop screening materials for mechanical equipment) must be constructed with one or more of the following siding materials: decorative concrete block (including, without limitation, split face block, smooth face block, fluted block, and ground face block), tilt-up or pre-cast concrete, brick, brick veneer, glass, metal (other than corrugated metal), stone, cast stone, stone veneer, stucco, synthetic stucco, glass block, cementitious siding, insulated panels, concrete tile, or ceramic tile, unless other material is approved at time of site plan review. In no case will unpainted concrete block, unfinished corrugated metal, or unfinished sheet metal be permitted. For purposes of these proffered conditions, "wall surfaces" will not be deemed to include columns, pilasters, trim, gutters, accent materials, architectural features, windows, doors, bay doors, piers, wall sections and headers near roll up doors and loading doors.
4. Protective Covenants. Prior to or concurrent with the final approval of the initial Site Plan for any portion of the Property, a document setting forth covenants and restrictions (the "Covenants") will be recorded in the Clerk's Office of the Circuit Court of the County, which will include Covenants relating to the development and maintenance of that portion of the Property, and by which that portion of the Property will become subject to the Declaration of Covenants, Restrictions, and Easements. This document will be approved as to content and form by the County Attorney.
5. Buffer. A vegetated buffer of not less than one hundred (100) feet in width with a vegetation density equal to or greater than a Type C buffer will be installed or maintained between any building located on the Property and adjoining residential areas.
6. Screening Exterior Mechanical Equipment. Exterior mechanical equipment, including but not limited to HVAC equipment, permanent electrical generators, refrigeration equipment and ductwork, backflow prevention devices, and similar features, must be screened as follows:
 - a. Roof-mounted mechanical equipment. Mechanical equipment mounted on the roof of a building must be screened by a parapet wall, roof screen, or similar device that is integrated into the building's building form and of a height equal to or greater than the height of the mechanical equipment being screened.
 - b. Ground-mounted and wall-mounted mechanical equipment. Mechanical equipment mounted on or near ground-level, or otherwise mounted on the building wall, must be screened by any combination of sight-obscuring dense evergreen vegetation or decorative walls or fences that incorporates at least one of the primary materials or colors of the nearest wall of the closest primary

structure on the lot. The height of the vegetation, wall, or fence shall equal or exceed that of the mechanical equipment being screened.

7. Hours of Construction. The hours of any construction activities, including operation of bulldozers and other earthmoving equipment, will be limited to between 7:00 a.m. and 7:00 p.m. (or dusk, whichever is earlier) on Monday through Saturday, and no construction on Sunday except in emergencies or where unusual circumstances require extending the specific hours in order to complete work, such as concrete pours or utility connections. Signs, in both English and Spanish, stating the above referenced provisions will be posted and maintained at all construction entrances to the Property prior to any land disturbances activities thereon.
8. BMPs/Retention Ponds. Any retention pond or BMP facilities on the Property will be maintained in accordance with all applicable laws, rules, and regulations and any wet pond will be aerated.
9. Impervious Surface. No more than seventy percent (70%) of the Property, in aggregate, will contain impervious surface consisting of buildings, structures, parking areas and drive aisles.
10. Utility Lines. Except for junction and access boxes, meters, utility lines in wetlands areas, existing overhead utility lines, existing electric power lines, and except as otherwise required by applicable laws, rules and regulations; all site-specific utility lines, including private electric, telephone, CATV or other similar lines, will be installed underground, unless otherwise approved at the time of Site Plan review.
11. Transportation Improvements and Right-of-Way. The final site plan for the Property must include and implement all transportation improvements and mitigation measures identified in the Traffic Impact Analysis for the Project, dated May 2026, as amended, and approved by the Virginia Department of Transportation ("VDOT"). All improvements are subject to modification as approved by VDOT. Such improvements shall include, without limitation, all roadway, access, intersection, turn lane, signalization, striping, signage, pedestrian, and other transportation improvements necessary to implement the recommendations and mitigation measures set forth in the Traffic Impact Analysis. All improvements will be designed in accordance with County and VDOT standards and timelines established during site plan review.
12. Signage. All freestanding signs on the Property will be monument type, and may be internally lit, subject to compliance with applicable sign regulations of the New Kent County Code.
13. Site Lighting. Lighting fixtures will not exceed twenty-five (25) feet in height. House side shields will be installed on all parking lot lighting fixtures on the Property.

14. Severance. The unenforceability, elimination, revision, modification, or amendment of any proffer set forth herein, in whole or in part, shall not affect the validity or enforceability of the other proffers or the unaffected part of any such proffer.

OVERALL ANALYSIS

The intent of this rezoning is to establish a total of 342.85 acres EO/Economic Opportunity zoned property in order to allow for the subsequent development of the site with a mix of commercial and light industrial uses. Pursuant to the concept plan provided, the applicant is proposing two separate north and south land bays of the envisioned development without internal connection between them, each with their own means of ingress/egress.

The north land bay of the site is proposed to be developed with four commercial outparcels fronting Route 33 as well as two large light industrial style buildings, measuring 625,000 sq. ft. and 660,000 sq. ft. respectively. This portion of the site is proposed to be served by one full movement driveway and one right in / right out means of ingress/egress to Route 33.

The south land bay of the site is proposed to be developed with two additional commercial out parcels fronting Route 33 as well as six smaller light industrial style buildings, all of which measure between 35,000 sq. ft. and 175,000 sq. ft. This portion of the site would be proposed to be served by a signalized continuous green T-intersection to Route 33.

The rezoning request has been reviewed by the County's interdepartmental review team, as well as by VDOT staff, and synopsis of pertinent comments relating to reviews conducted by this review team are summarized below.

Department of Public Utilities

In their review of the rezoning request the Department of Public Utilities commented that they are in general agreement with the calculations and conclusions of the speculative utility analysis provided with the application, the projections of which are summarized in the graphic below (see Figure #3)

	BLDG	SF	WM Size	Employees	Factories	Sewer Flow (gpd)	Monthly Charge	Availability and Installation Fees
	1	625,000	2"	80	35 gpd/employee	2,800	874.72	103,305
	2	660,000	2"	100		3,500	874.72	103,305
	3	120,000	2"	40		1,400	874.72	103,305
	4	75,000	2"	20		700	874.72	103,305
	5	175,000	2"	40		1,400	874.72	103,305
	6	130,000	2"	40		1,400	874.72	103,305
	7	35,000	1"	20		700	264.80	29,910
	8	40,000	1"	20		700	264.80	29,910
	Total					12,600	5,777.92	679,650
	OP	SF	WM Size	Employees	Shopping Centers	Sewer Flow (gpd)	Monthly Charge	Availability and Installation Fees
	1	5,130	1"	N/A	300 gpd/1,000 sf	1,539	264.80	29,910
	2	3,500	1"	N/A		1,050	264.80	29,910
	3	5,450	1"	N/A		1,635	264.80	29,910
	4	3,500	1"	N/A		1,050	264.80	29,910
	5	2,510	1"	N/A		753	264.80	29,910
	6	6,610	1"	N/A		1,983	264.80	29,910
	Total					8,010	1,588.80	179,460
	Site Total					20,610	7,366.72	859,110

	Utility Rates	New Account Fees						
Meter Size	0-6000 gal (minimum)	Admin Fee	Water Connection Fee	Water Connection Availability Fee	Sewer Connection Fee	Sewer Connection Availability Fee	Water Meter Installation Fee	Total New Account Fees
2"	874.72	35	26,650	13,360	47,800	13,360	2,100	103,305
1"	264.80	35	7,700	3,900	13,875	3,900	500	29,910

Figure 3: Speculative Utility Projections

They also noted that the utility layout plan provided should be considered as conceptual at this time, a second connection to the water/sewer main along Route 33 will be required for the buildings served in Tax Map Parcel #36-37A, and other layout changes may be requested during the site plan review phase. Finally, they commented as a point of note that while utility operating costs were not specifically called out in the analysis provided, annual sewer pumping station operating costs and depreciation are estimated at approximately \$60,000 annually with the highest costs experienced near the end of a pump station's useful life (i.e. approximately 15-25 years).

Traffic & Transportation

Regarding traffic impacts, the traffic impact analysis (TIA) provided by the applicant with their application estimates the following traffic generation volumes for each respective land bay and trip distributions overall at full build out of the site (see Figures #4-6).

Land Use	ITE Code	Size Units	Average Weekday Daily Traffic (vpd)		AM Peak Hour (vph)		PM Peak Hour (vph)	
			Enter	Exit	Enter	Exit	Enter	Exit
Warehousing	150	1,300 kSF	1,112	1,112	170	51	66	168
High-Turnover Sit-Down Restaurants (x2)	932	15 kSF	804	804	79	65	83	53
Fast-Food Restaurant with Drive-Through Windows (x2)	934	8 kSF	1,870	1,870	182	175	137	127
Subtotal			3,786	3,786	431	291	286	348
<i>Internal Capture - 15% AM / 15% PM</i>			<i>-568</i>	<i>-568</i>	<i>-54</i>	<i>-54</i>	<i>-48</i>	<i>-48</i>
Driveway Volumes			3,218	3,218	377	237	238	300
<i>Pass-By Trip Reduction:</i>								
<i>ITE Code 932 - 43% AM / 43% PM</i>			<i>-294</i>	<i>-294</i>	<i>-26</i>	<i>-26</i>	<i>-25</i>	<i>-25</i>
<i>ITE Code 934 - 50% AM / 55% PM</i>			<i>-834</i>	<i>-834</i>	<i>-76</i>	<i>-76</i>	<i>-62</i>	<i>-62</i>
Total Pass-By Trip Reduction			-1,128	-1,128	-102	-102	-87	-87
Total Primary Trips			2,090	2,090	275	135	151	213

Figure #4: North Land Bay Trip Generation

Land Use	ITE Code	Size Units	Average Weekday Daily Traffic (vpd)		AM Peak Hour (vph)		PM Peak Hour (vph)	
			Enter	Exit	Enter	Exit	Enter	Exit
Warehousing	150	500 kSF	428	428	65	20	25	65
Speciality Trade Contractor	180	75 kSF	369	369	92	33	46	99
Fast-Food Restaurant with Drive-Through Window	934	4 kSF	935	935	91	87	69	63
Convenience Store / Gas Station (5.5-10kSF)	945	16 f.p.	2,766	2,766	253	253	215	215
Subtotal			4,498	4,498	501	393	355	442
<i>Internal Capture - 15% AM / 15% PM</i>			<i>-675</i>	<i>-675</i>	<i>-67</i>	<i>-67</i>	<i>-60</i>	<i>-60</i>
Driveway Volumes			3,823	3,823	434	326	295	382
<i>Pass-By Trip Reduction:</i>								
<i>ITE Code 934 - 50% AM / 55% PM</i>			<i>-417</i>	<i>-417</i>	<i>-38</i>	<i>-38</i>	<i>-31</i>	<i>-31</i>
<i>ITE Code 945 - 76% AM / 75% PM</i>			<i>-1,775</i>	<i>-1,775</i>	<i>-163</i>	<i>-163</i>	<i>-137</i>	<i>-137</i>
Total Pass-By Trip Reduction			-2,192	-2,192	-201	-201	-168	-168
Total Primary Trips			1,631	1,631	233	125	127	214

Figure #5: South Land Bay Trip Generation

Site Trip Distribution The site trip distribution was determined based on discussion with the County and VDOT, a review of existing traffic patterns, surrounding land uses, and engineering judgement: 40% to / from the east on I-64 30% to / from the west on I-64 20% to / from the east on Eltham Road 5% to / from the south on Route 249 5% to / from the north on Route 249
--

Figure #6: Site Trip Distributions

In addition, the following graphic highlights the recommended transportation improvements made based on the warrant analysis, roadway capacity analysis, and

projected trip generations conducted as part of the TIA (see Figure #7). The applicant has proposed to provide these improvements as part of Proffer #11.

<u>Eltham Road at North Land Bay Full-Movement Driveway (Intersection 2):</u> ▪ Construct site driveway with one ingress lane and two egress lanes
<u>Eltham Road at North Land Bay Right-In / Right-Out Driveway (Intersection 3):</u> ▪ Construct site driveway with one ingress lane and one egress lane ▪ Construct an westbound right turn taper on Eltham Road
<u>Eltham Road at South Land Bay Full-Movement Driveway (Intersection 4):</u> ▪ Install a Green-T traffic signal or other approved VDOT alternative ▪ Construct site driveway with one ingress lane and two egress lanes ▪ Extend the eastbound left turn lane on Eltham Road to 475 feet of effective storage (375 feet of storage with 200 feet of taper) ▪ Construct an westbound right-turn lane on Eltham Road with 300 feet of effective storage (200 feet of storage with 200 feet of taper)

Figure 7: Recommended Transportation Improvements

In their review of the TIA report provided by the applicant, VDOT staff indicated that they are in general agreement with the methodology and findings articulated within the report. However, VDOT staff has requested a number of minor revisions to the analysis including clarifications regarding how internal capture trips were calculated, revising all references to turn lane “effective storage” to instead refer to “actual storage”, and additional clarifying information relating to the signal warrant analysis performed. A revised TIA is pending submission.

Environmental Division

A wetlands and Resource Protection Area (RPA) delineation was provided to Environmental Staff for review and was confirmed as accurate with respect to boundaries of the features depicted therein.

In relation to the concept plan provided, Environmental staff noted that several building sites appear to be within close limits of wetlands, requiring a 100’ RPA buffer which extends landward from the edge of the wetlands. As such, the applicant was reminded that clearing of vegetation and land disturbance within that buffer is significantly limited and additional permitting and public hearings may be required dependent upon the type of encroachment that may be proposed in the RPA buffer.

In addition, they noted that several wetland impacts appear to be proposed based on the concept plan provided. As such, copies of wetland impact authorizations from the applicable State and Federal Agencies must be provided to the Environmental Division prior to issuance of any local permits that propose said impacts.

Finally, it was confirmed by Environmental Division staff that the locations of proposed wet pond BMPs appear appropriate upon a cursory review of the concept plan provided but Water Quality and Quantity criteria must be met upon the design and review of future site plan submissions.

Planning Division

In their review of the rezoning request, Planning staff found that the proposed rezoning from A-1/Agricultural, EO/Economic Opportunity, and IND/Industrial to entirely EO/Economic Opportunity would largely work to bring the zoning of the subject properties into alignment with their envisioned future land use under the County's adopted Comprehensive Plan (see Figure #8). The County's Comprehensive Plan defines the "Economic Opportunity" future land use designation as being *"Mixed-use centers designed to capitalize on commercial opportunities, including retail, warehousing, and light industrial uses, with moderate to high density."* and the proposed scope of future development for the site as outlined in the concept plan provided by the applicant appears to be consistent with this definition. Additionally, the smaller light industrial/specialty contractor spaces would provide an opportunity for additional growth in the County's commercial tax base, as similar types of development products do not currently exist in the County and are in high demand.

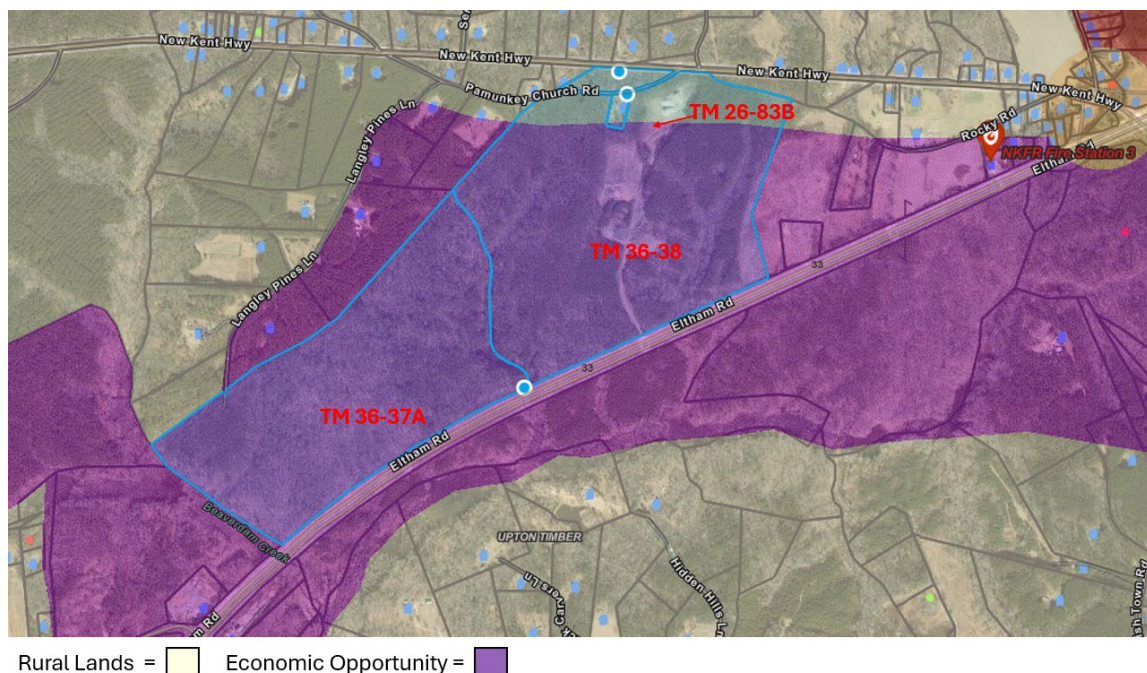


Figure 8: Future Land Use Designations

In addition, staff has noted that a number of the voluntary proffers provided by the applicant are intended to offset the impacts of the proposed rezoning and subsequent development of the site. Given that portions of the subject sites are located within the boundaries of the Commerce Corridor Overlay District (CCOD) which extends 500' outwards from both Route 33 and Route 249, proffers #2 and #3 work to establish aesthetically pleasing design and material requirements applying to all buildings proposed as part of the subsequent development of the site regardless if they are located within the CCOD boundaries or not.

Furthermore, proffer #5 works to establish a requirement where a vegetative buffer of not less than 100' in width, with a vegetation density equal to or greater than a Type C buffer as outlined in the County Code, will be maintained and, where necessary, supplemented between any future building located at the site and adjoining properties used residentially. The width of this buffer would be approximately 33.4% wider than any transitional buffer currently required by the County Code and would work screen from view and generally buffer future development of the site from adjacent properties.

Additionally, to mitigate any impacts of future construction and development of the site on neighboring properties, proffer #7 would work to limit all construction activities at the site to between the hours of 7:00 a.m. and 7:00 p.m. (or dusk, whichever is earlier) Monday through Saturday with no construction permitted on Sundays. Staff has noted that this proffer does, however, provide exceptions in emergencies or where unusual circumstances require extending the specific permitted hours to complete work, such as concrete pours or utility connections.

Finally, in response to concerns voiced by residents in relation to the applicant's original proposal to terminate Pamunkey Church Road in a cul-de-sac at the property line of Tax Map Parcel #36-38, the applicant has revised their proposed approach to instead realign Pamunkey Church Road to follow the northern property line. This works to address concerns regarding potential traffic impacts of the original cul-de sac proposal as voiced by residents, while also allowing the applicant to avoid the additional building setback constraints currently in place as a result of Pamunkey Church Road's bisecting of Tax Map Parcel #36-38 and better maintain a consistent 100' vegetative buffer around the site.

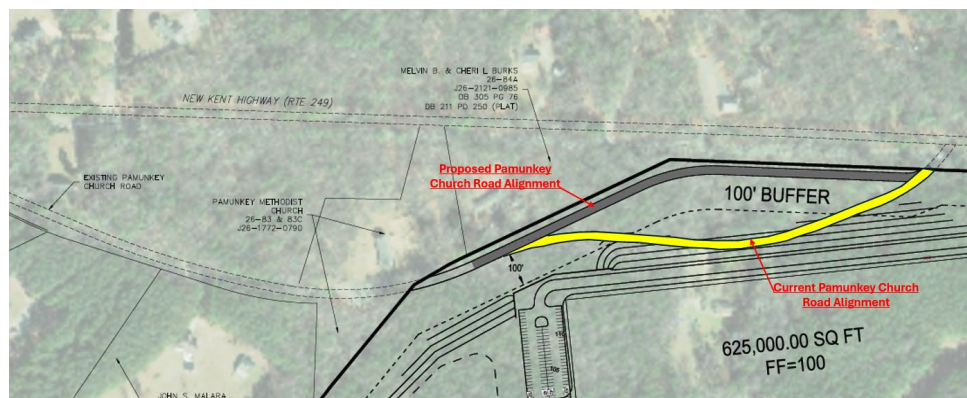


Figure 9: Proposed Pamunkey Church Road Realignment

RECOMMENDATION

With the analysis above in mind, staff is recommending approval of the rezoning request, subject to the proffers outlined in the proffer statement dated June 11, 2026. In addition, at their June 15, 2026 meeting, the New Kent County Planning Commission voted 7:2:2 to forward a favorable recommendation of approval to the Board of Supervisors, subject to the proffers outlined in the proffer statement dated June 11, 2026. Ordinance O-10-26 is attached for consideration.

Attachments:

1. Application & Narrative Statement
2. Rezoning Plans
 - a. Concept Plan
 - b. Utility Plan
 - c. Pamunkey Church Road Modification Exhibit
 - d. Plat and Legal Description
3. Traffic Impact Analysis Report
4. Proffer Statement and Proffered Conditions
5. Affidavit of Public Notice Mailing
6. Public Comments
7. Signed Resolution PC-07-26
8. Ordinance O-10-26



REZONING APPLICATION
County of New Kent, Virginia
Planning Department

Web site: www.co.new-kent.va.us/209/planning

New Kent County ♦ Planning Department ♦ PO Box 150 ♦ New Kent, VA 23124 ♦ Phone 804-966-9690 ♦ Fax 804-966-8531

****Use PO Box for all mail. Street address: 12007 Courthouse Circle, New Kent, VA 23124 FOR DELIVERIES ONLY****

DESCRIPTION OF PROPERTY

Tax Map Parcel Number(s): _____ Total Lot Area (Acres): 342.85
GPINs Please see the attached property schedule.
Property street address: Pamunkey Church Road and Eltham Road
Current Zoning: A-1, IND & EO Proposed Zoning: EO
Current Use: Vacant Land Proposed Use: Business Park
Does proposed zoning/use include entire property? ☒ YES ☐ NO
If no, how much will be used for proposed use? Entire parcels

OFFICE USE ONLY
DO NOT WRITE IN THIS BOX

Application No: -
AFD Status: _____
Date Received: _____
Tax Receipts: Yes No
Fee Amount: \$
Staff Initials: _____

PROPERTY OWNERS INFORMATION

Name: The Curtis Group, Inc.
Address: P.O. Box 769
City: West Point State: Virginia Zip: 23181
Telephone: Cellular: 804-843-4633 Home: _____
E-mail Address: a.curtis@curtiscontracting.net

APPLICANT'S INFORMATION

Name: The Curtis Group, Inc.
Address: P.O. Box 769
City: West Point State: Virginia Zip: 23181
Telephone: Cellular: 804-843-4633 Home: _____
E-mail Address: a.curtis@curtiscontracting.net

AGENT/ SURVEYOR INFORMATION

Name: Andrew M. Condlin/Jared B. Anderson - Roth Jackson Gibbons Condlin, PLC
Address: 1519 Summit Avenue, Suite 102
City: Richmond State: Virginia Zip: 23230
Telephone: Cellular: 804-426-5297 & 703-727-7438 Work: 804-977-3373 and 804-658-2201
E-mail Address: acondlin@rothjackson.com and janderson@rothjackson.com

WATER/SEWER SUPPLY

- ☒ Public Water
 ☒ Public Sewer
 ☐ Well
 ☐ Septic
☐ Other: _____

NEW KENT COUNTY COMPREHENSIVE PLAN – FUTURE LAND USE DESIGNATION OF PROPERTY

- ☐ Agriculture/Forest
 ☐ Conservation
 ☒ Rural Lands
 ☐ Suburban Housing
 ☐ Hamlet
☐ Village
 ☒ Economic Opportunity
 ☐ Commercial
 ☐ Industrial

As part of the application, the following questions must be answered in detail in narrative form. Answers of "Yes" or "No" are NOT ACCEPTABLE and the application is not complete until 25 copies of this narrative have been submitted.

Section 98-781 of the New Kent County Code states "It is the general policy of the county in accordance with the provisions of Code of Virginia, Section 15.2-2283 to provide for the orderly development of land, for all purposes, through zoning and other land development legislation. Frequently when competing and incompatible uses conflict, traditional zoning methods and procedures are inadequate. In these cases, more flexible and adaptable zoning methods are needed to permit differing land uses and at the same time to recognize effects of change. It is the purpose of this article to provide a more flexible and adaptable zoning method to cope with situations found in such zones through conditional zoning, whereby a zoning reclassification may be allowed subject to certain conditions proffered by the zoning applicant for the protection of the community that are not generally applicable to land similarly zoned."

Keeping the above Section in mind, please address the following questions:

1. Describe, in detail, why the proposed rezoning is necessary and why it will not be detrimental to surrounding properties. Please relate your response to the existing zoning of the area, existing land uses, neighborhoods, and the New Kent County Comprehensive Plan.
2. Describe, in detail, the proposed use(s) of the property.
3. Describe the proposed water and wastewater utility infrastructure, including sources, discharges, permits, construction, ownership, and maintenance responsibilities.
4. Describe the environmental impacts of the proposed development and the efforts to be undertaken to abate air, water, soil, noise, storm water, and other environmental impacts during and after construction.
5. Describe what techniques will be used to control traffic flow and what impacts the proposed use will have on existing roadways.
6. If the proposed project meets any of the following criteria, please be aware that Chapter 527 VDOT Regulations will apply, and a professionally-prepared traffic impact study must be submitted:
 - a. When the anticipated traffic generation based on permitted uses under the proposed zoning for the developable portion of the entire property equals or exceeds the lesser of 100 vehicle trips in any peak hour or the thresholds established in 24 VAC 30-155, as amended, and requires the amendment of the zoning map.
 - b. Any residential, commercial, industrial use, or combination thereof, where the anticipated traffic generation equals or exceeds the lesser of 100 vehicle trips in any peak hour or the thresholds established in 24 VAC 30-155, as amended.
 - c. Any development or subdivision of a portion of property where the potential traffic generation for the developable portion of the entire property based on permitted uses under existing zoning equals or exceeds the lesser of 100 vehicle trips in any peak hour or the thresholds established in 24 VAC 30-155, as amended.

- d. Any non-residential development which proposes to access a street which is residential in character and classified as a minor collector or lower order street.
7. Describe the impact of the proposed use on New Kent County's Schools.
 8. Describe the impact of the proposed use on New Kent County public services (i.e. water service, wastewater disposal, solid waste disposal, fire, rescue, and police protection).
 9. Describe the impact the proposed use(s) will have on any historic sites or structures on the property or in the vicinity.
 10. Describe the impact the proposed use(s) will have on any rare, endangered, or irreplaceable species or natural areas.
 11. Describe the impact the proposed use(s) will have on the scenic or natural beauty of the County.

In addition to 25 copies of the narrative, please submit 25 copies of a sketch or site plan and any additional information, to be provided to the Planning Commission. Please provide also an electronic copy of all application documents, if possible.

I/We as the property owner/applicant/agent give permission for County personnel to enter subject properties in relation to the administration of this application, and to any applicable New Kent County, State of Virginia or U.S. Federal Government regulations. Additionally, if the County Planning Department deems it necessary for an outside agency or organizations to review any technical part of this application, I/we agree to reimburse the County for all costs associated with such outside reviews and consultation within 15 business days of being billed by the County.

Property Owner Signature:	<u>Jared B. Anderson</u>	Date:	<u>1/14/26</u>
Property Owner Signature:	<u>Jared B. Anderson by Power of Attorney for The Curtis Group, Inc.</u>	Date:	_____
Property Owner Signature:	_____	Date:	_____
Property Owner Signature:	_____	Date:	_____
Property Owner Signature:	_____	Date:	_____
Property Owner Signature:	_____	Date:	_____
Applicant/Agent Signature:	_____	Date:	_____
Applicant/Agent Signature:	_____	Date:	_____
Applicant/Agent Signature:	_____	Date:	_____
Applicant/Agent Signature:	_____	Date:	_____

All property owners must sign the application

FEES

The fees for this application consist of an application fee and a Map Maintenance fee (*see below for calculations*).

The fee for this application is **\$1,600.00 plus \$40.00 per acre/fraction.**

Make checks payable to *Treasurer of New Kent County.*

Fees must be submitted at time of application.

Fee:	\$	1,600.00
+ \$40.00 per acre(fraction),		
Number of acres(fraction): 342.85 x \$40=	\$	13,720.00
Map Maintenance Fee:	\$	35.00
+ \$10.00 per acre(fraction),		
Number of acres(fraction): 342.85 x \$10=	\$	3,430.00
Total Due:	\$	18,785.00

The Curtis Group, Inc.
Property Schedule

GPIN/Property Address	Owner	Existing Zoning	Proposed Zoning	Deed Book Page	Acreage
I26-3256-5212 Eltham Road	The Curtis Group, Inc	EO/IND	EO	342/42	186.77
I25-3786-3007 Eltham Road	The Curtis Group, Inc.	A-1	EO	410/242	154
J26-2605-0546 15821 Pamunkey Church Rd	The Curtis Group, Inc.	A-1	EO	208/694	2.08
				TOTAL	342.85

The Curtis Group, Inc.
New Kent County Virginia
Project Narrative – Rezoning Application
January 14, 2026

Section 98-781 of the New Kent County Code states “It is the general policy of the county in accordance with the provisions of Code of Virginia, Section 15.2-2283 to provide for the orderly development of land, for all purposes, through zoning and other land development legislation. Frequently when competing and incompatible uses conflict, traditional zoning methods and procedures are inadequate. In these cases, more flexible and adaptable zoning methods are needed to permit differing land uses and at the same time to recognize effects of change. It is the purpose of this article to provide a more flexible and adaptable zoning method to cope with situations found in such zones through conditional zoning, whereby a zoning reclassification may be allowed subject to certain conditions proffered by the zoning applicant for the protection of the community that are not generally applicable to land similarly zoned.” Keeping the above Section in mind, please address the following questions:

1. Describe, in detail, why the proposed rezoning is necessary and why it will not be detrimental to surrounding properties. Please relate your response to the existing zoning of the area, existing land uses, neighborhoods, and the New Kent County Comprehensive Plan.

RESPONSE: This rezoning is necessary as there is a need for additional commercial and industrial sites in New Kent County, particularly sites that are well built with buffers and open space. The Property will include industrial and commercial uses, including, without limitation, multiple warehousing and specialty contractor sites on the interior of the Property. Outparcel sites on the Property will be focused on restaurants, service and retail uses, convenience stores, and a gas station. Which all conform to the Comprehensive Plan. Adding the commercial space on the road frontage will offer conveniences currently not available in the area. The industrial warehousing portion of the project will not be visible from Eltham Road and will provide much-needed warehousing and industrial space in the area.

2. Describe, in detail, the proposed use(s) of the property.

RESPONSE: Please see the information provided in response #1.

3. Describe the proposed water and wastewater utility infrastructure, including sources, discharges, permits, construction, ownership, and maintenance responsibilities.

RESPONSE: The project will be developed with public water and sewer. The sewer will include construction of a new public pump station at an acceptable location as determined by the New Kent County Department of Public Utilities and tie into the existing 24” sewer force main located along Route 33. The water will be served by a proposed 16” waterline New Kent County Department of Public Utilities is planning along the Northern edge of Route 33 in front of the project area.

The Curtis Group, Inc.
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January 14, 2026

4. Describe the environmental impacts of the proposed development and the efforts to be undertaken to abate air, water, soil, noise, storm water, and other environmental impacts during and after construction.

RESPONSE: A wetland delineation is under process to be submitted and confirmed by the USACOE. The project layout has been designed to minimize impacts to existing wetlands and respect the natural environment with development occurring on upland areas thus limiting impacts to wetlands to roadway crossings. Natural buffers are being maintained to the maximum extent practical to help abate noise and visual impacts. Stormwater management ponds are planned as shown on the concept plan to provide for attenuation of runoff that will meet state stormwater runoff and water quality treatment criteria.

5. Describe what techniques will be used to control traffic flow and what impact the proposed use will have on existing roadways.

RESPONSE: Please see the TIA that is part of this application. The TIA recommends a combination of conventional traffic signals and turn lanes at each proposed site driveway.

6. If the proposed project meets any of the following criteria, please be aware that Chapter 527 VDOT Regulations will apply, and a professionally-prepared traffic impact study must be submitted:

RESPONSE: Noted – Please see the Chapter 527- TIA Report that is part of this application submission.

- a. When the anticipated traffic generation based on permitted uses under the proposed zoning for the developable portion of the entire property equals or exceeds the lesser of 100 vehicle trips in any peak hour or the thresholds established in 24 VAC 30-155, as amended, and requires the amendment of the zoning map.
- b. Any residential, commercial, industrial use, or combination thereof, where the anticipated traffic generation equals or exceeds the lesser of 100 vehicle trips in any peak hour or the thresholds established in 24 VAC 30-155, as amended.
- c. Any development or subdivision of a portion of property where the potential traffic generation for the developable portion of the entire property based on permitted uses under existing zoning equals or exceeds the lesser of 100 vehicle trips in any peak hour or the thresholds established in 24 VAC 30-155, as amended.
- d. Any non-residential development which proposes to access a street which is residential in character and classified as a minor collector or lower order street.

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7. Describe the impact of the proposed use on New Kent County's Schools. **RESPONSE:**
The tax revenue from this project will enable New Kent County to expand or increase the school capacities. Additionally, there is no residential development contemplated as part of this project, greatly limiting the impact on school enrollment due to this development.
8. Describe the impact of the proposed use on New Kent County public services (i.e. water service, wastewater disposal, solid waste disposal, fire, rescue, and police protection).
RESPONSE: The development will be comprised of various industrial uses that will be designed to meet flow requirements of the proposed uses. For example, industrial buildings are typically designed for 15-35 gallons per day per person on an 8-hour shift. The property owner will be subject to commercial customer meter sizing capital cost recovery charges and the rates and fees required for the usage proposed, thereby minimizing the impact for use of county water and sewer. In addition, the applicant proposes to construct a public sewer pump station to accommodate the proposed development and extend the public waterline from Route 33 into the development.
9. Describe the impact the proposed use(s) will have on any historic sites or structures on the property or in the vicinity.
RESPONSE: Based on our research there appear to be no historical sites on or near the property. The closest historical sites/structures appear to be the John Wilson Crump site and Calvin Coolidge Green site which appear to be several miles away from the project properties.
10. Describe the impact the proposed use(s) will have on any rare, endangered, or irreplaceable species or natural areas.
RESPONSE: Significant open space and buffers will be provided to mitigate any impacts to endangered, or irreplaceable species or natural areas.
11. Describe the impact the proposed use(s) will have on the scenic or natural beauty of the County.
RESPONSE: Significant buffers surrounding the property will be provided as shown on the Concept Plan to preserve the scenic or natural beauty of the County. Additionally, portions of the Property are subject to the Commerce Commercial Overlay District which is "intended to protect the aesthetic and visual character of land...."

**SPECIAL LIMITED POWER OF ATTORNEY
LAND USE APPLICATIONS**

KNOW ALL MEN BY THESE PRESENTS, that Andrew R. Curtis, Jr.

authorized on behalf of **THE CURTIS GROUP, INC.** has made, constituted and appointed, and by these presents do hereby make, constitute and appoint **ANDREW M. CONDLIN** or **JARED B. ANDERSON**, either of whom may act, our true and lawful attorney-in-fact ("the Attorney"), to act as our true and lawful attorney-in-fact in our name, place and stead with such full power and authority we would have, if acting personally, to file all such applications required by New Kent County, Virginia (the "County"), with respect to such real estate being located in the County, situated along New Kent Highway, Pamunkey Church Road, and Eltham Road, containing approximately +/- 342.85 acres, and designated in the Real Estate Assessment Records of the County as GPINs: J26-2605-0546, I25-3786-3007, and I26-3256-5212 (the "Property"), including, but not limited to, an application to rezone the Property and to submit and amend proffers. Our said Attorney is also authorized and directed to sign, seal, acknowledge and deliver all such documentation and consents as required for the Rezoning Application, and to do, execute and perform all and every other act or acts, thing or things in law needful and necessary to be done as required for the Rezoning Application and related to the Property, as fully as we might or could do if acting personally.

The undersigned hereby confirm all lawful acts done by the Attorney pursuant to this Special Limited Power of Attorney. We further declare that as against ourselves or persons claiming under us, everything which the Attorney shall do pursuant to this Special Limited Power of Attorney shall be valid and binding in favor of any person or entity claiming the benefit hereof who has not received actual written notice that this Special Limited Power of Attorney has been revoked.

This authorization shall continue until it is otherwise rescinded or modified.

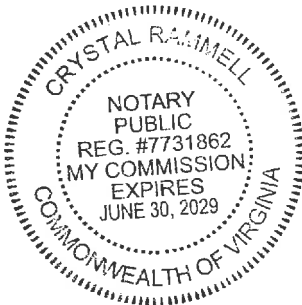
WITNESS the following signatures and seals this 5th day of January, 20 26.

THE CURTIS GROUP, INC.

 (SEAL)
By: Andrew R. Curtis Jr
Its: President

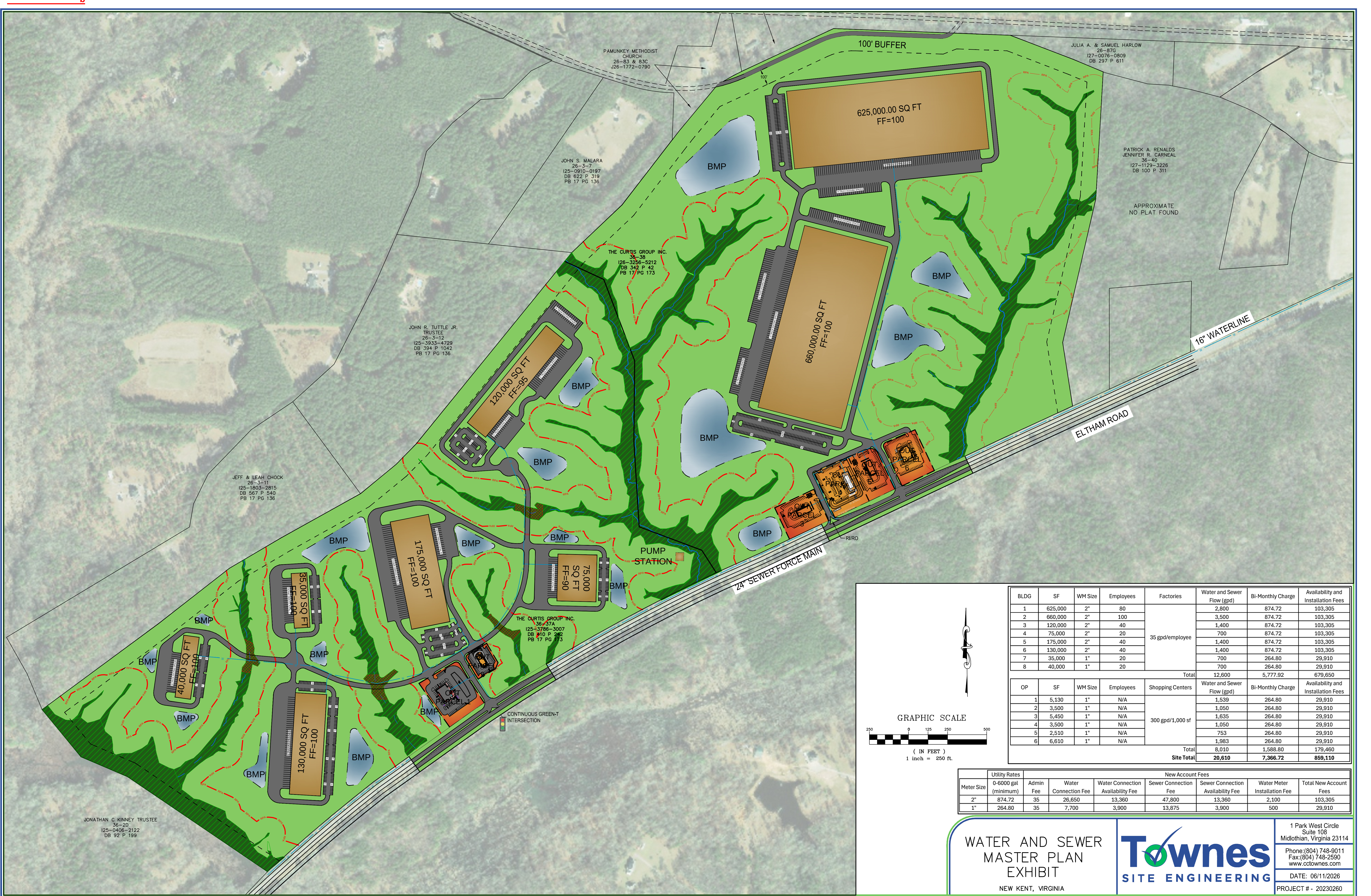
COMMONWEALTH OF VIRGINIA
CITY/COUNTY OF New Kent, to-wit:

The foregoing instrument was acknowledged before me in my jurisdiction aforesaid by
Andrew R. Curtis Jr, as President of The Curtis Group, Inc., on behalf
of the company, on this 5 day of January, 20 26.



Crystal Rammell
Notary Public
My Commission expires: June 30, 2029
My Registration No.: 7731862

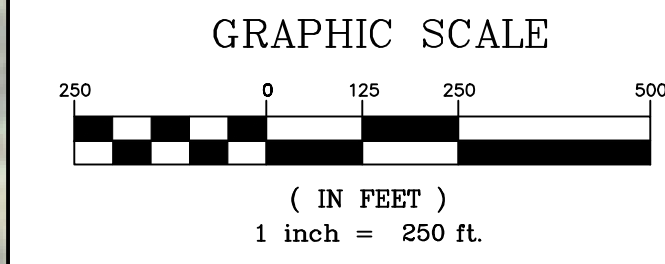




GRAPHIC SCALE

(IN FEET)
1 inch = 250 ft.

BLDG	SF	WM Size	Employees	Factories	Water and Sewer Flow (gpd)	Bi-Monthly Charge	Availability and Installation Fees
1	625,000	2"	80	35 gpd/employee	2,800	874.72	103,305
2	660,000	2"	100		3,500	874.72	103,305
3	120,000	2"	40		1,400	874.72	103,305
4	75,000	2"	20		700	874.72	103,305
5	175,000	2"	40		1,400	874.72	103,305
6	130,000	2"	40		1,400	874.72	103,305
7	35,000	1"	20		700	264.80	29,910
8	40,000	1"	20		700	264.80	29,910
Total					12,600	5,777.92	679,650
OP	SF	WM Size	Employees	Shopping Centers	Water and Sewer Flow (gpd)	Bi-Monthly Charge	Availability and Installation Fees
1	5,130	1"	N/A	300 gpd/1,000 sf	1,539	264.80	29,910
2	3,500	1"	N/A		1,050	264.80	29,910
3	5,450	1"	N/A		1,635	264.80	29,910
4	3,500	1"	N/A		1,050	264.80	29,910
5	2,510	1"	N/A		753	264.80	29,910
6	6,610	1"	N/A		1,983	264.80	29,910
Total					8,010	1,588.80	179,460
Site Total					20,610	7,366.72	859,110



Meter Size	Utility Rates	Admin Fee	Water Connection Fee	Water Connection Availability Fee	New Account Fees			Total New Account Fees
	0-6000 gal (minimum)				Sewer Connection Fee	Sewer Connection Availability Fee	Water Meter Installation Fee	
2"	874.72	35	26,650	13,360	47,800	13,360	2,100	103,305
1"	264.80	35	7,700	3,900	13,875	3,900	500	29,910

WATER AND SEWER MASTER PLAN EXHIBIT

NEW KENT, VIRGINIA

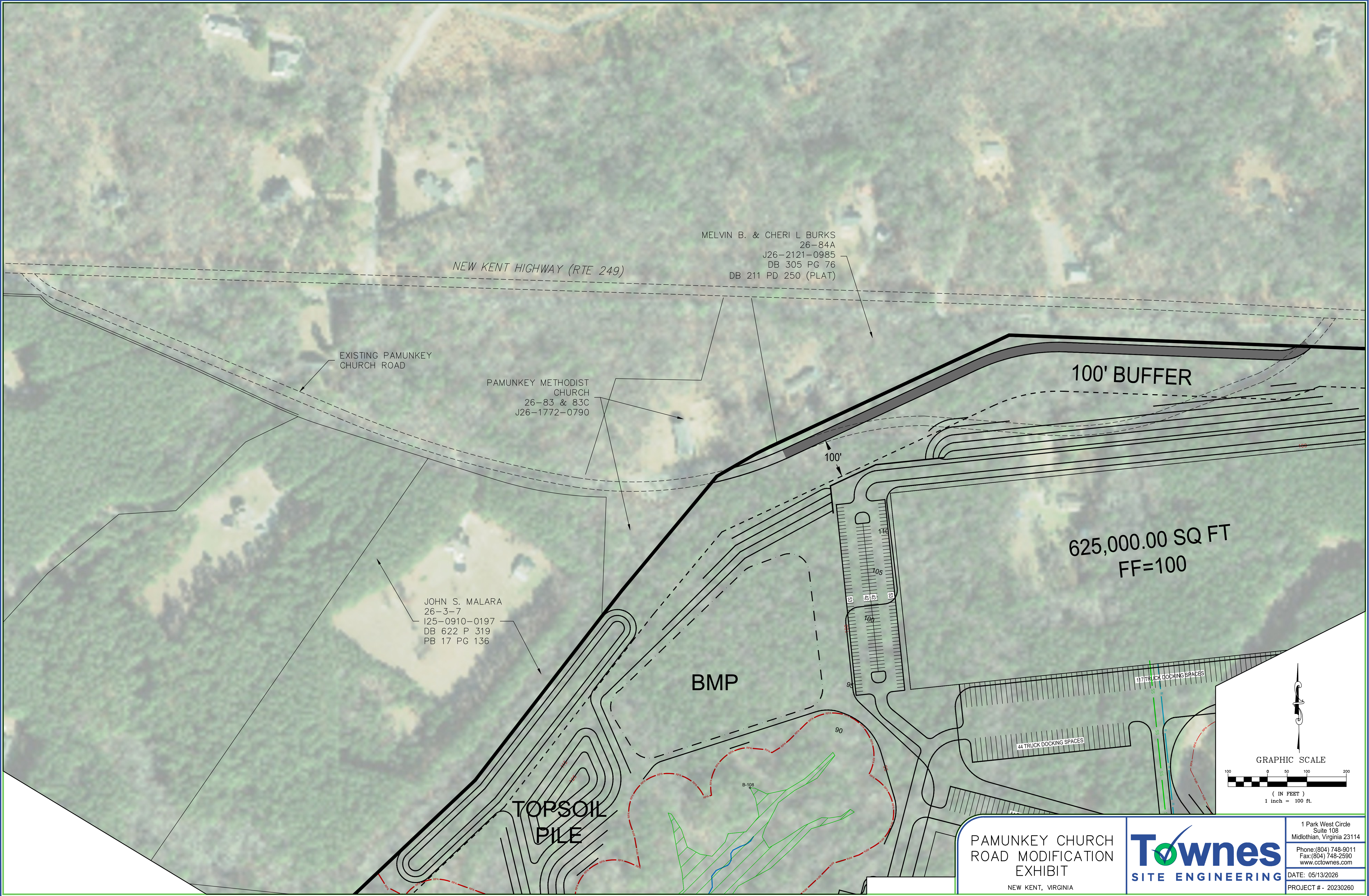


1 Park West Circle
Suite 108
Midlothian, Virginia 23114

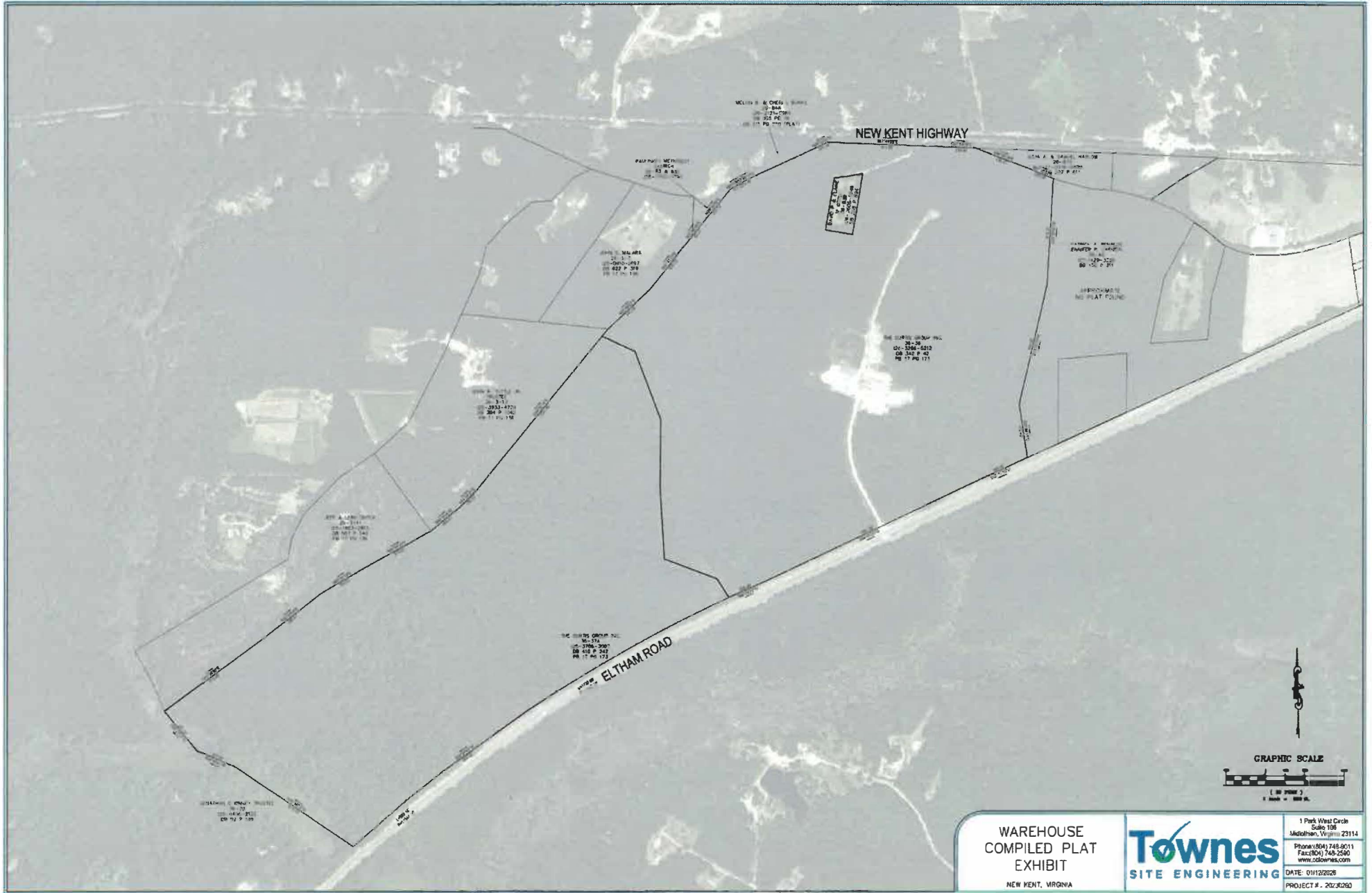
Phone: (804) 748-9011
Fax: (804) 748-2590
www.cctownes.com

DATE: 06/11/2026

PROJECT # - 20230260



d



LEGAL DESCRIPTION OF TAX MAP # 36-37A, 36-38 & 26-83B

BEGINNING AT A POINT SITUATED ON THE NORTHERN LINE OF ELTHAM ROAD, STATE ROUTE 33, A VARIABLE WIDTH PUBLIC RIGHT OF WAY, BEING $\pm 1119'$ EAST OF STAGE ROAD, STATE ROUTE 632; THENCE LEAVE THE NORTHERN LINE OF ELTHAM ROAD ALONG THE CENTER OF A CREEK WITH A SURVEY TIE LINE N55°48'22"W, 1079.07' TO A POINT; THENCE N66°48'41"W, 327.09' TO A POINT; THENCE N39°22'05"W, 391.13' TO A POINT; THENCE LEAVE THE CENTER OF CREEK N53°35'00"E, 915.46' TO A POINT; THENCE N52°04'03"E, 586.91' TO A POINT; THENCE N59°33'19"E, 389.05' TO A POINT; THENCE N60°54'20"E, 573.50' TO A POINT; THENCE N50°35'42"E, 293.61' TO A POINT; THENCE N44°34'20"E, 180.53' TO A POINT; THENCE N39°06'14"E, 1581.46' TO A POINT; THENCE N46°34'52"E, 442.04' TO A POINT; THENCE N37°41'23"E, 525.53' TO A POINT; THENCE N37°56'45"E, 85.01' TO A POINT; THENCE N39°45'55"E, 374.74' TO A POINT; THENCE N60°06'11"E, 117.52' TO A POINT; THENCE N63°48'15"E, 74.44' TO A POINT; THENCE N65°02'57"E, 631.34' TO A POINT SITUATED ON THE SOUTHERN LINE OF NEW KENT HIGHWAY, STATE ROUTE 249, A 66' PUBLIC RIGHT OF WAY; THENCE WITH THE SAID SOUTHERN LINE S87°49'09"E, 911.88' TO A POINT; THENCE S87°49'09"E, 218.96' TO A POINT; THENCE LEAVE THE SOUTHERN LINE OF NEW KENT HIGHWAY S68°58'39"E, 438.37' TO A POINT; THENCE S67°19'23"E, 200.06' TO A POINT; THENCE S03°20'53"W, 815.31' TO A POINT; THENCE S13°01'23"W, 940.00' TO A POINT; THENCE S08°49'11"E, 412.49' TO A POINT SITUATED ON THE NORTHERN LINE OF ELTHAM ROAD; THENCE WITH THE SAID NORTHERN LINE S65°17'59"W, 468.40' TO A POINT; THENCE S64°40'26"W, 1751.35' TO A POINT; THENCE S66°05'22"W, 295.95' TO A POINT; THENCE WITH A CURVE TO THE LEFT HAVING A RADIUS OF 11542.16', AN ARC LENGTH OF 1763.89', AND A CHORD BEARING S60°29'07"W, 1762.17' TO A POINT; THENCE S54°27'45"W, 805.82' TO A POINT; THENCE WITH A CURVE TO THE LEFT HAVING A RADIUS OF 11547.16', AN ARC LENGTH OF 892.16', AND A CHORD BEARING S49°44'06"W, 891.94' TO THE POINT OF BEGINNING, SAID PARCEL CONTAINING 342.81 ACRES, INCLUSIVE OF TAX MAP 36-37A, 36-38, AND 26-38B.

Traffic Impact Analysis

Curtis Property

New Kent, Virginia

June 2026

Prepared for:

Curtis Contracting, Inc.
7481 Theron Road
West Point, VA 23181



GOROVE SLADE
Transportation Planners and Engineers

Prepared by:



Richmond, VA

Fairfax, VA

Norfolk, VA

Washington, DC

Bethesda, MD

www.goroveslade.com

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Appendix G – Turn Lane Warrant Analysis

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Executive Summary

Curtis Contracting, Inc. is proposing to develop the property on the northwest side of Route 33 (Eltham Road) between I-64 and Route 249, and the development plan includes two land bays. The North Land Bay consists of approximately 1,300,000 square feet (s.f.) of warehouse space and four commercial outparcels with one full-movement driveway and one right-in / right-out driveway on U.S. The South Land Bay consists of 575,000 s.f. of warehouse and specialty contractor space and two commercial outparcels with one full-movement and right-out only driveway on Route 33. If approved, the neighborhood is expected to be built and occupied in 2030. This Traffic Impact Analysis (TIA) was performed in accordance with New Kent County and Virginia Department of Transportation (VDOT) requirements.

Site Location and Study Area

The property is located on the northwest side of Route 33 (Eltham Road) between I-64 and Route 249, and the development plan includes two land bays. Based on the TIA scope meeting with the County and VDOT on July 16, 2025 the following scenarios were analyzed:

- Existing 2025 traffic conditions
- No-build 2030 traffic conditions
- Build 2030 traffic conditions
- Build+6 2036 traffic conditions

The weekday AM and PM peak hour were studied for the following intersections:

- Eltham Road at New Kent Highway
- Eltham Road at North Land Bay Full-Movement Driveway
- Eltham Road at North Right-In / Right-Out (RIRO) Driveway
- Eltham Road at South Land Bay Full- Movement Driveway
- Eltham Road at Stage Road
- I-64 at Eltham Road Interchange

Recommendations

Based on the capacity analysis, the following roadway improvements are recommended to mitigate the proposed site trips:

Eltham Road at North Land Bay Full-Movement Driveway (Intersection 2):

- Construct site driveway with one ingress lane and two egress lanes

Eltham Road at North Land Bay Right-In / Right-Out Driveway (Intersection 3):

- Construct site driveway with one ingress lane and one egress lane
- Construct a westbound right turn taper on Eltham Road

Eltham Road at South Land Bay Full-Movement Driveway (Intersection 4):

- Install a Green-T traffic signal or other approved VDOT alternative
- Construct site driveway with one ingress lane and two egress lanes
- Extend the eastbound left turn lane on Eltham Road to 475 feet of effective storage (375 feet of storage with 200 feet of taper)
- Construct a westbound right-turn lane on Eltham Road with 300 feet of effective storage (200 feet of storage with 200 feet of taper)

Introduction

Curtis Contracting, Inc. is proposing to develop the property on the northwest side of Route 33 (Eltham Road) between I-64 and Route 249, and the development plan includes two land bays. The North Land Bay consists of approximately 1,300,000 square feet (s.f.) of warehouse space and four commercial outparcels with one full-movement driveway and one right-in / right-out driveway on Eltham Road. The South Land Bay consists of 575,000 s.f. of warehouse and specialty contractor space and two commercial outparcels with one full-movement and right-out only driveway on Eltham Road.

If approved, the warehouse and outparcels are expected to be built and occupied in 2030.

This Traffic Impact Analysis (TIA) was performed in accordance with New Kent County and Virginia Department of Transportation (VDOT) requirements.

Scope of the Traffic Analysis

Based on the TIA scope meeting with the County and VDOT on July 16, 2025, the following scenarios were analyzed:

- Existing 2025 traffic conditions
- No-build 2030 traffic conditions
- Build 2030 traffic conditions
- Build+6 2036 traffic conditions

The weekday AM and PM peak hour were studied for the following intersections:

- Eltham Road at New Kent Highway
- Eltham Road at North Land Bay Full-Movement Driveway
- Eltham Road at North Right-In / Right-Out (RIRO) Driveway
- Eltham Road at South Land Bay Full- Movement Driveway
- Eltham Road at Stage Road
- I-64 at Eltham Road Interchange Ramps

Figure 1 shows the site location and study intersections, and Figure 2 shows the preliminary site plan.

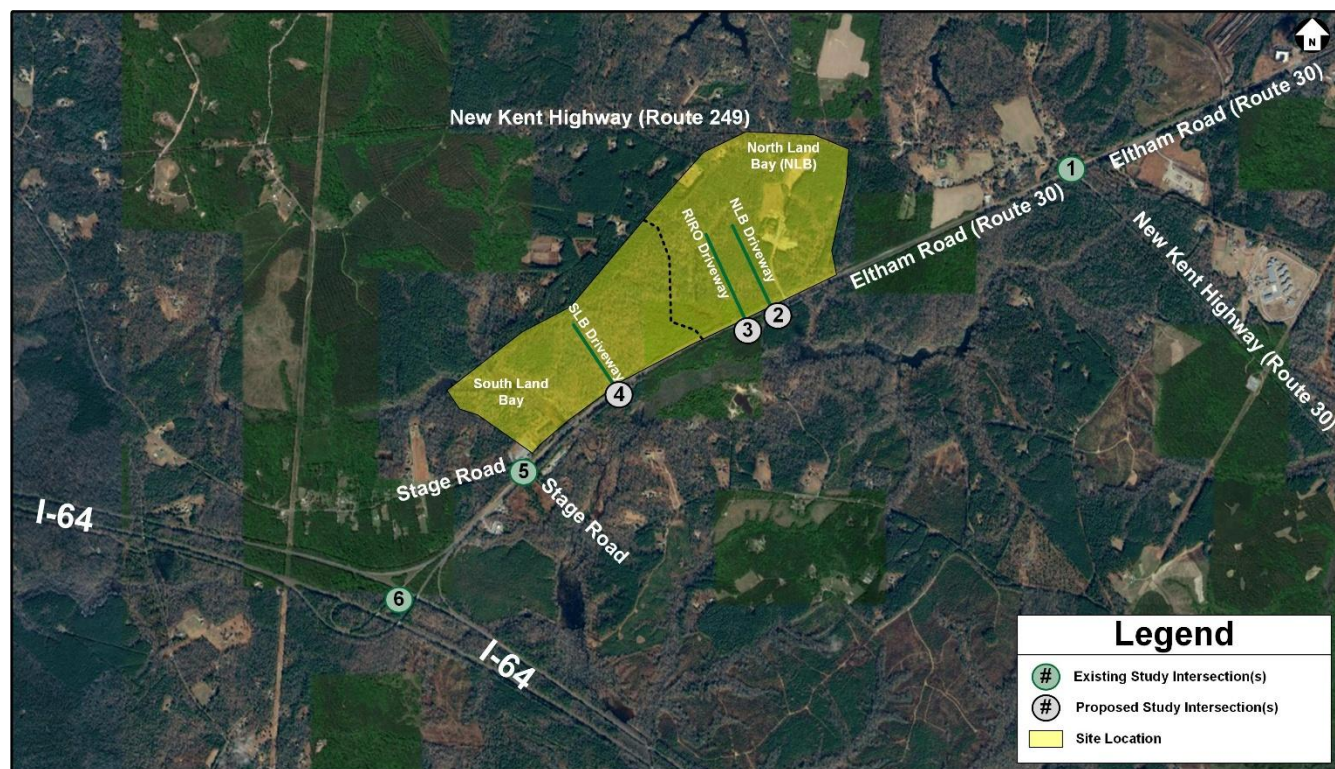


Figure 1: Site Location and Study Intersections



Figure 2: Preliminary Site Plan (For Information Purpose Only)

Existing Conditions

Existing Roadway Network

Existing lane configurations and turn lane storage lengths were collected in the field by Gorove Slade. A description of the major roadways within the study area is presented below in Table 1. The existing lane configurations at the study intersections are illustrated on Figure 3.

Table 1: Existing Roadway Network

Roadway	RTE #	VDOT Classification	Posted Speed Limit (mph)	2024 AADT (vpd)
I-64	I-64	Interstate	70	66,000
Eltham Road	VA-33E	Principal Arterial	55	11,000
New Kent Highway	VA-249E	Minor Arterial	55	2,200
Stage Road	SC-632E	Minor Collector	45	190

Existing Traffic Volumes

The AM peak hour (7:00 to 9:00 AM) and PM peak hour (4:00 to 6:00 PM) turning movement counts were conducted at the following intersections by Burns Services Inc. on July 30, 2025:

- Eltham Road at Route 249
- Eltham Road at Stage Road
- I-64 at Eltham Road Interchange Ramps

The existing 2025 peak hour traffic volumes for the study intersections are shown in Figure 4. The turning movement count data is included in the Appendix.

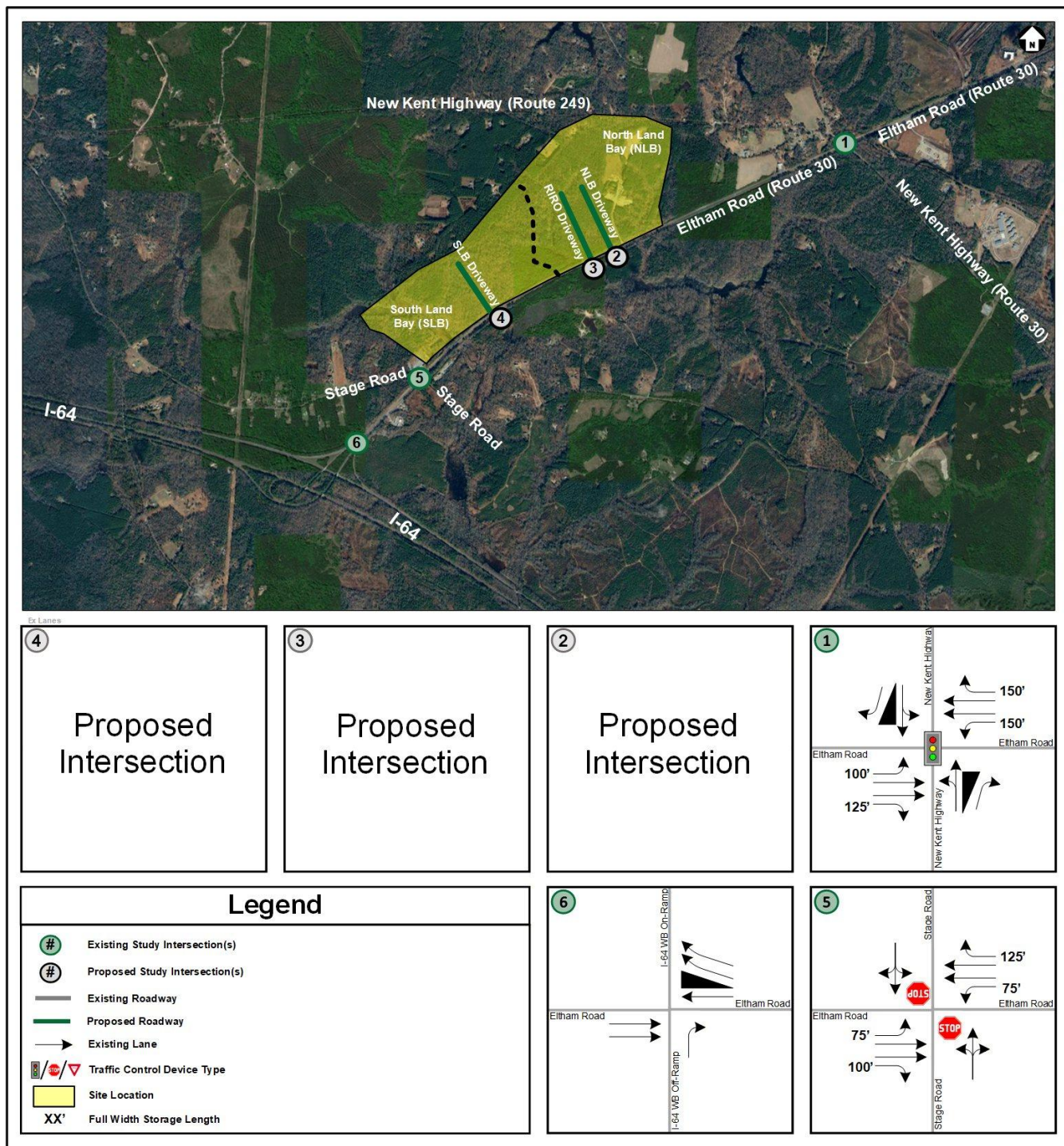


Figure 3: Existing Lane Configuration

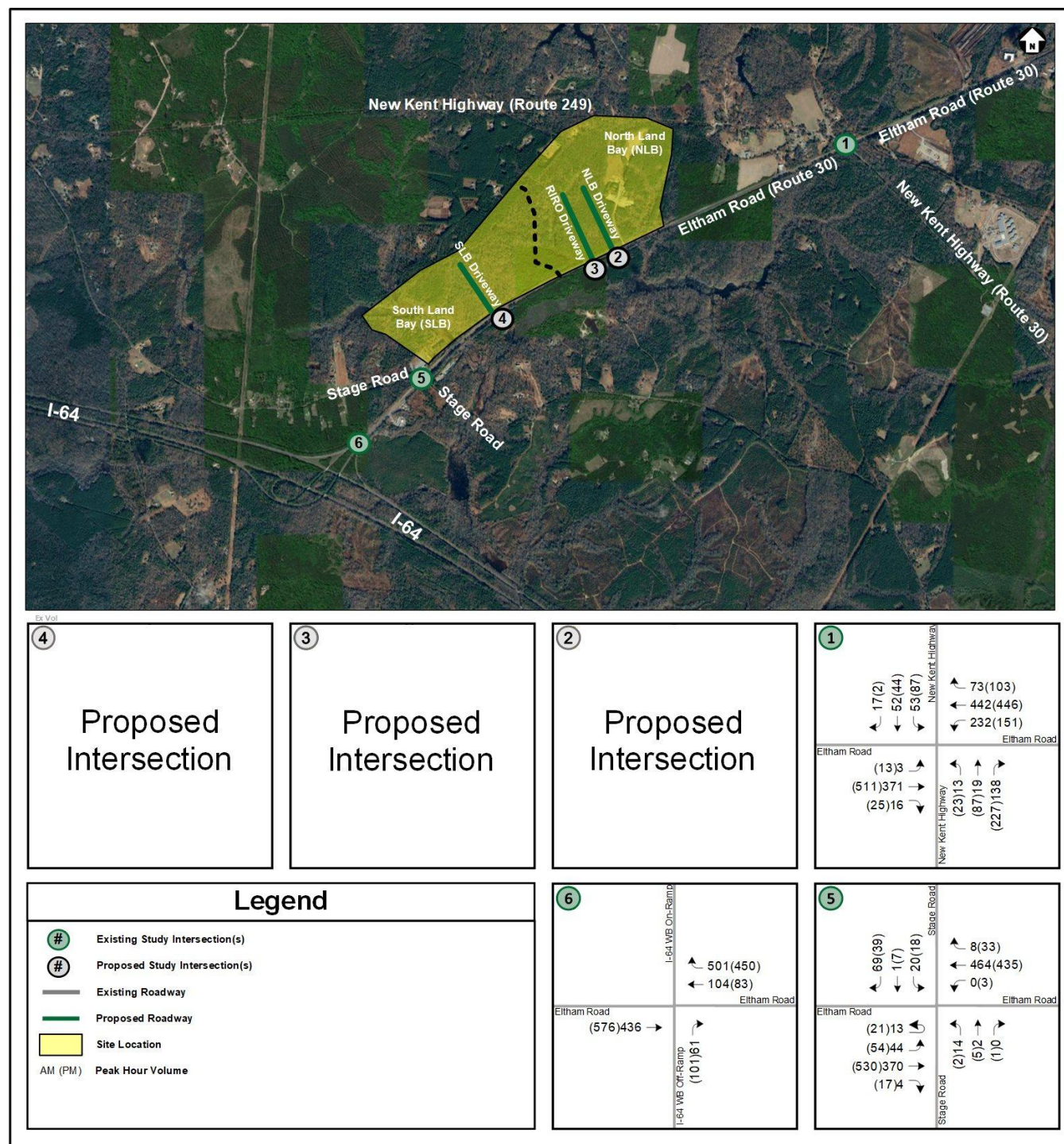


Figure 4: Existing 2025 Peak Hour Traffic Volumes

No-Build Conditions

In order to determine the traffic impact of the proposed development, a comparison of the future conditions of the study intersections must be made. This is achieved by analyzing the horizon year (2030) with and without the traffic generated by the proposed development. The future year condition without the development is called the no-build condition, and it is determined by projecting the existing traffic to the build-out year using an annualized growth rate and adding the traffic from approved (but not yet built) developments in the study area.

Approved Development Traffic – CarMax Weir Creek

Based on discussions with the County and VDOT, one approved development is located at the vicinity of this project. CarMax Weir Creek is a vehicle repair and auction center on the south side of Eltham Road (Route 33) in New Kent County, VA. The development plan includes a vehicle repair shop and auction center with an anticipated build-out year of 2025. The proposed access plan includes multiple driveways along the existing Weir Creek Commerce Park access. The TIA was performed by Gorove Slade and dated March 2023, in which only the mid-day peak hour was analyzed to match the shift change of employee work schedule. Since the CarMax Weir Creek trips will occur outside of the AM and PM peak hours, this development is not included in the Curtis property analysis. Additionally, the trip potential of this development was excluded in the traffic signal warrant analysis to be conservative.

Background Traffic Growth

Based on the TIA scope meeting with the County and VDOT, an annual traffic growth rate of 2.0% was applied to the existing traffic volumes. The existing 2025 counts were increased by the annual growth rate for five years to estimate the no-build 2030 traffic volumes, which are shown in Figure 5. The existing 2025 counts were increased by the annual growth rate for eleven years to estimate the no-build 2036 traffic volumes, which are shown in Figure 6.

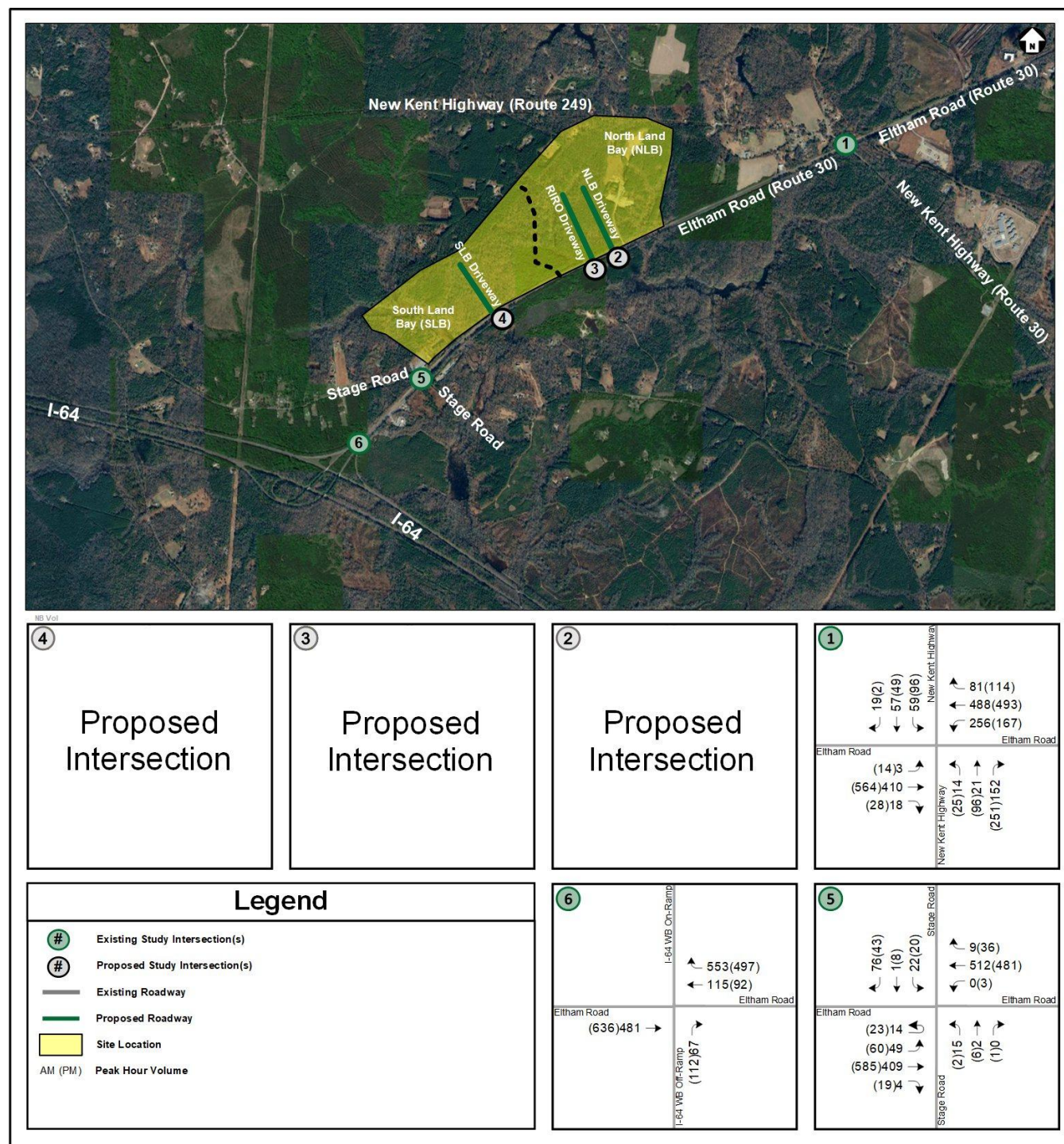


Figure 5: No-Build (2030) Peak Hour Traffic Volumes

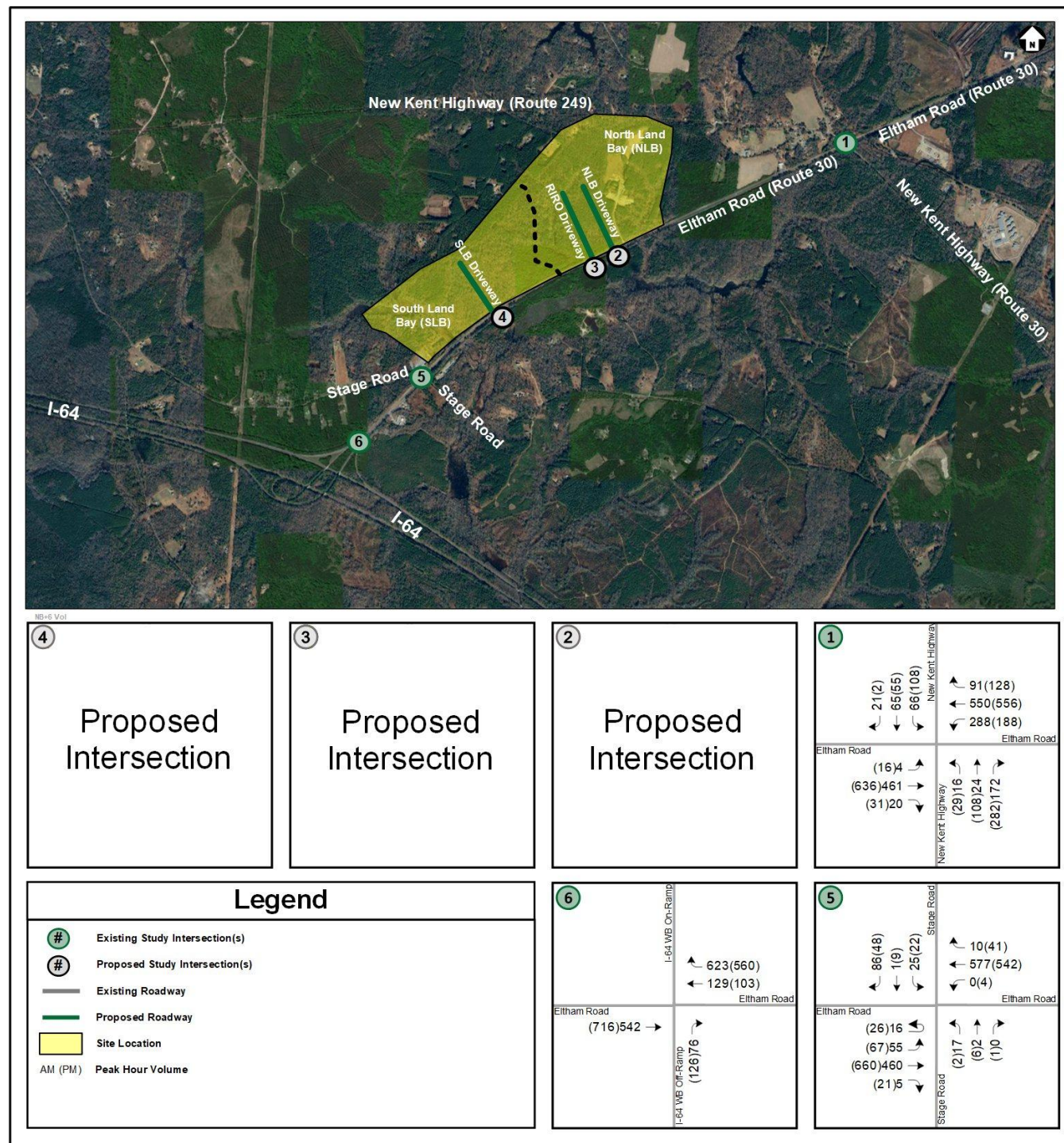


Figure 6: No-Build (2036) Peak Hour Traffic Volumes

Build Conditions

Site Trip Generation

The Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition* was used to estimate the trip potential of the project during the weekday AM and PM peak hours. Table 2 shows the trip generation potential of the each land bay.

Table 2: ITE Trip Generation – Typical Weekday – 11th edition – North Land Bay

Land Use	ITE Code	Size Units	Average Weekday Daily Traffic (vpd)		AM Peak Hour (vph)		PM Peak Hour (vph)	
			Enter	Exit	Enter	Exit	Enter	Exit
Warehousing	150	1,300 kSF	1,112	1,112	170	51	66	168
High-Turnover Sit-Down Restaurants (x2)	932	15 kSF	804	804	79	65	83	53
Fast-Food Restaurant with Drive-Through Windows (x2)	934	8 kSF	1,870	1,870	182	175	137	127
Subtotal			3,786	3,786	431	291	286	348
<i>Internal Capture - 15% AM / 15% PM</i>			-568	-568	-54	-54	-48	-48
Driveway Volumes			3,218	3,218	377	237	238	300
<i>Pass-By Trip Reduction:</i>								
<i>ITE Code 932 - 43% AM / 43% PM</i>			-294	-294	-26	-26	-25	-25
<i>ITE Code 934 - 50% AM / 55% PM</i>			-834	-834	-76	-76	-62	-62
<i>Total Pass-By Trip Reduction</i>			-1,128	-1,128	-102	-102	-87	-87
Total Primary Trips			2,090	2,090	275	135	151	213

Table 3: ITE Trip Generation – Typical Weekday – 11th edition – South Land Bay

Land Use	ITE Code	Size Units	Average Weekday Daily Traffic (vpd)		AM Peak Hour (vph)		PM Peak Hour (vph)	
			Enter	Exit	Enter	Exit	Enter	Exit
Warehousing	150	500 kSF	428	428	65	20	25	65
Speciality Trade Contractor	180	75 kSF	369	369	92	33	46	99
Fast-Food Restaurant with Drive-Through Window	934	4 kSF	935	935	91	87	69	63
Convenience Store / Gas Station (5.5-10kSF)	945	16 f.p.	2,766	2,766	253	253	215	215
Subtotal			4,498	4,498	501	393	355	442
<i>Internal Capture - 15% AM / 15% PM</i>			-675	-675	-67	-67	-60	-60
Driveway Volumes			3,823	3,823	434	326	295	382
<i>Pass-By Trip Reduction:</i>								
<i>ITE Code 934 - 50% AM / 55% PM</i>			-417	-417	-38	-38	-31	-31
<i>ITE Code 945 - 76% AM / 75% PM</i>			-1,775	-1,775	-163	-163	-137	-137
<i>Total Pass-By Trip Reduction</i>			-2,192	-2,192	-201	-201	-168	-168
Total Primary Trips			1,631	1,631	233	125	127	214

Site Trip Distribution

The site trip distribution was determined based on discussion with the County and VDOT, a review of existing traffic patterns, surrounding land uses, and engineering judgement:

- 40% to / from the east on I-64
- 30% to / from the west on I-64
- 20% to / from the east on Eltham Road
- 5% to / from the south on Route 249
- 5% to / from the north on Route 249

Pass-By Trip Distribution

As per the discussion during scope meeting, it is assumed that 75% of the pass-by trips will be originate from I-64 and 25% of the total pass-by trips will originate from Eltham Road. Based upon the directional traffic patterns on existing count on Eltham Road, the following pass-by distribution is applied from Eltham Road.

- AM Peak Hour – 10% eastbound / 15% westbound
- PM Peak Hour – 12% westbound / 13% eastbound

And the following pass-by distribution is applied from the I-64:

- AM Peak Hour – 65% eastbound / 10% westbound
- PM Peak Hour – 65% eastbound / 10% westbound

The primary site trip distribution and pass-by trip distributions for the north land bay are shown in Figure 7 and Figure 8 respectively. The primary and pass-by distributions for the south land bay are shown in Figure 9 and Figure 10 respectively. The primary trip assignment and pass-by trip assignments for the north land bay are shown in Figure 11 and Figure 12 respectively, and Figure 13 and Figure 14 show the primary and pass-by trips for the south land bay. The primary and pass-by site trips of north and south land bay were added together to calculate the total site trips, as shown in Figure 15.

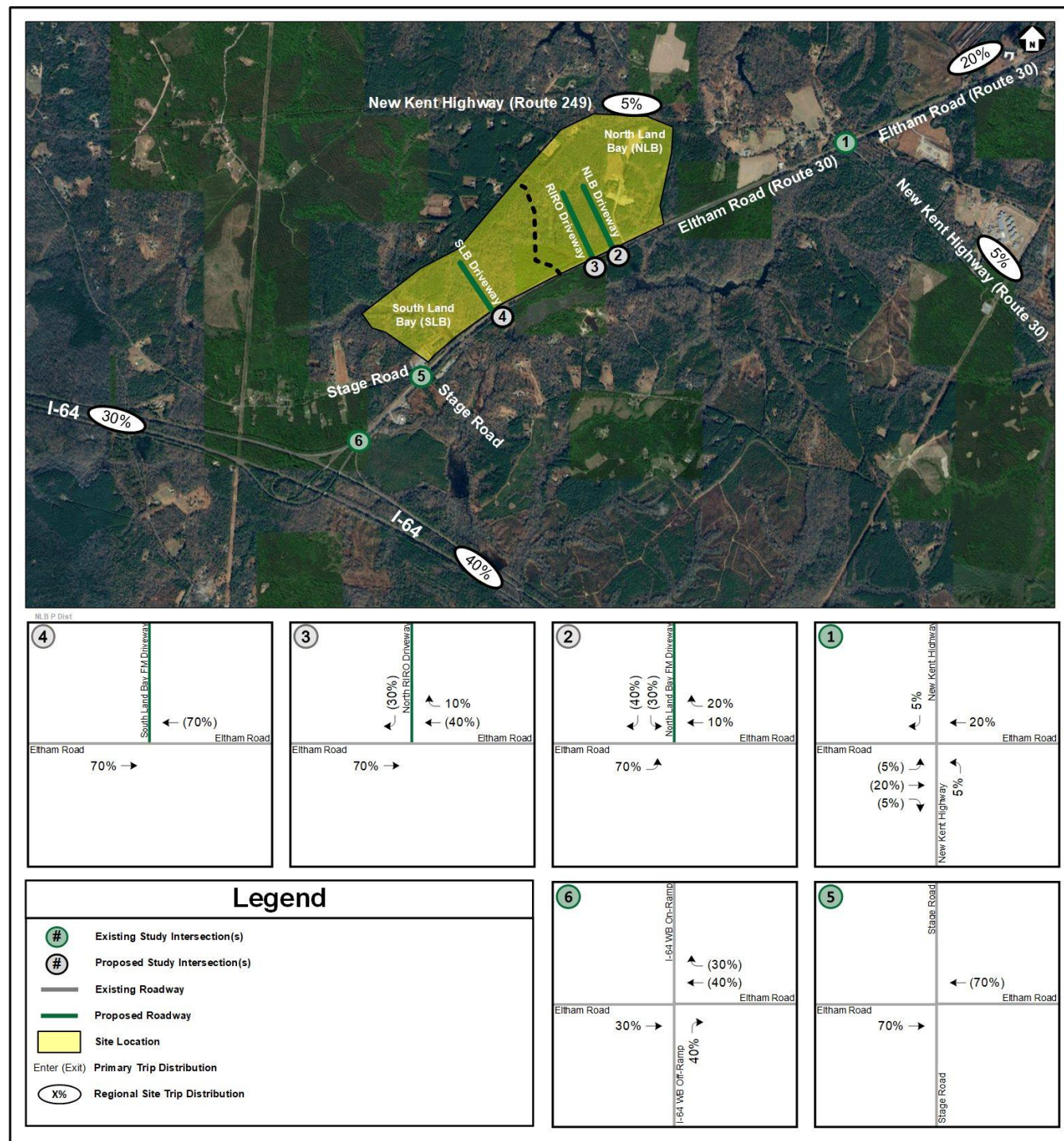


Figure 7: Primary Trip Distribution (North Land Bay)

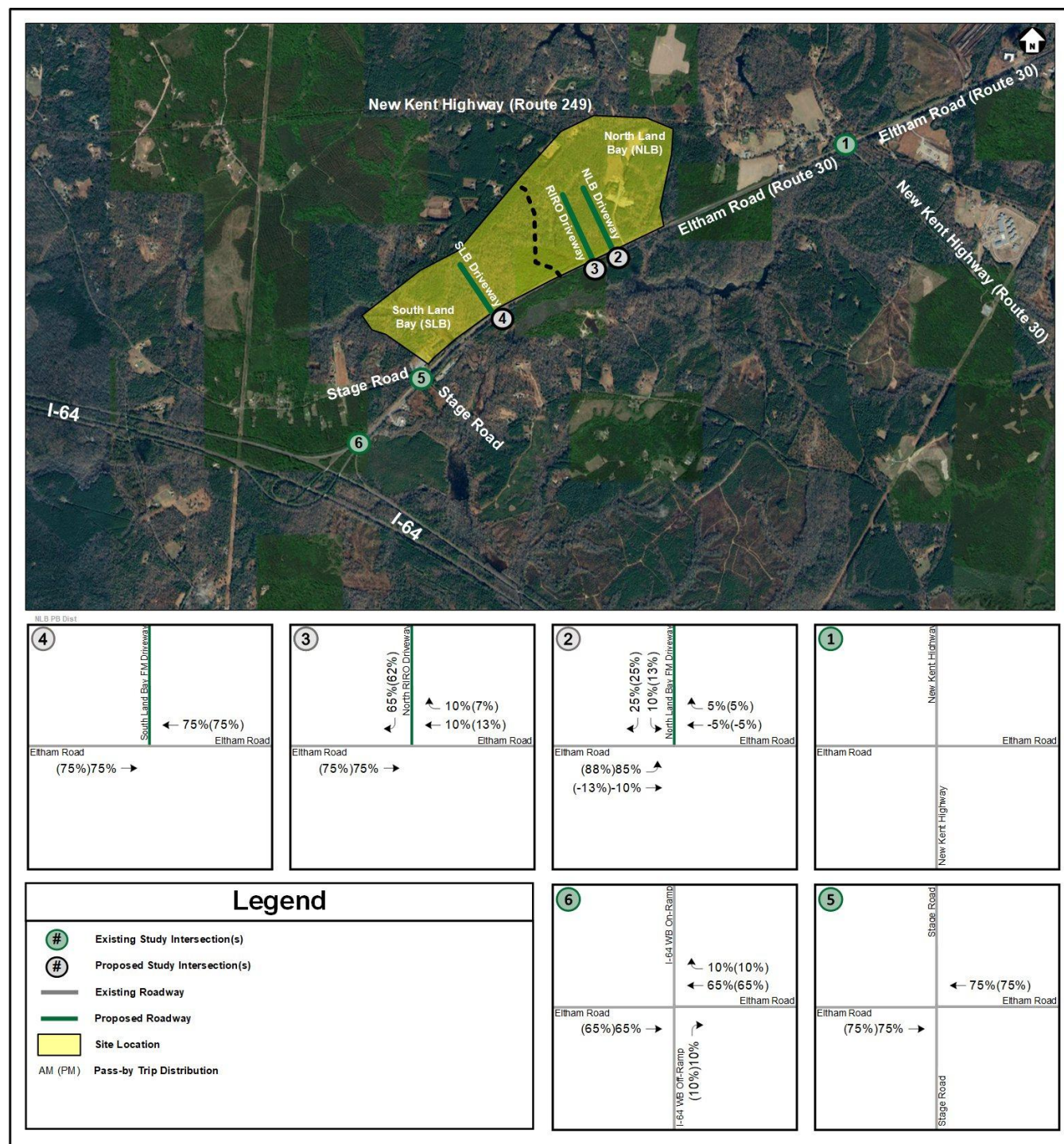


Figure 8: Pass-by Trip Distribution (North Land Bay)

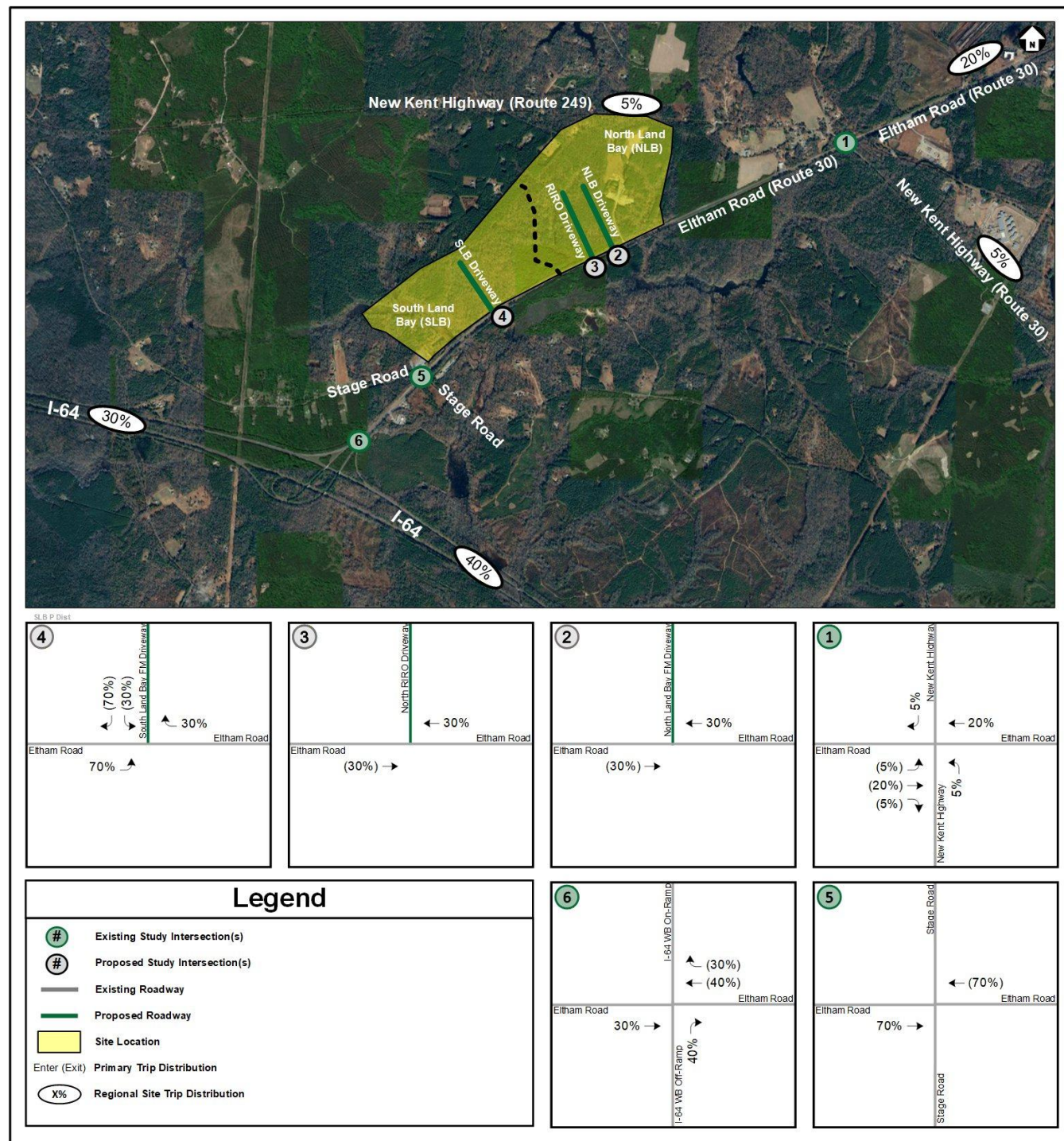


Figure 9: Primary Trip Distribution (South Land Bay)

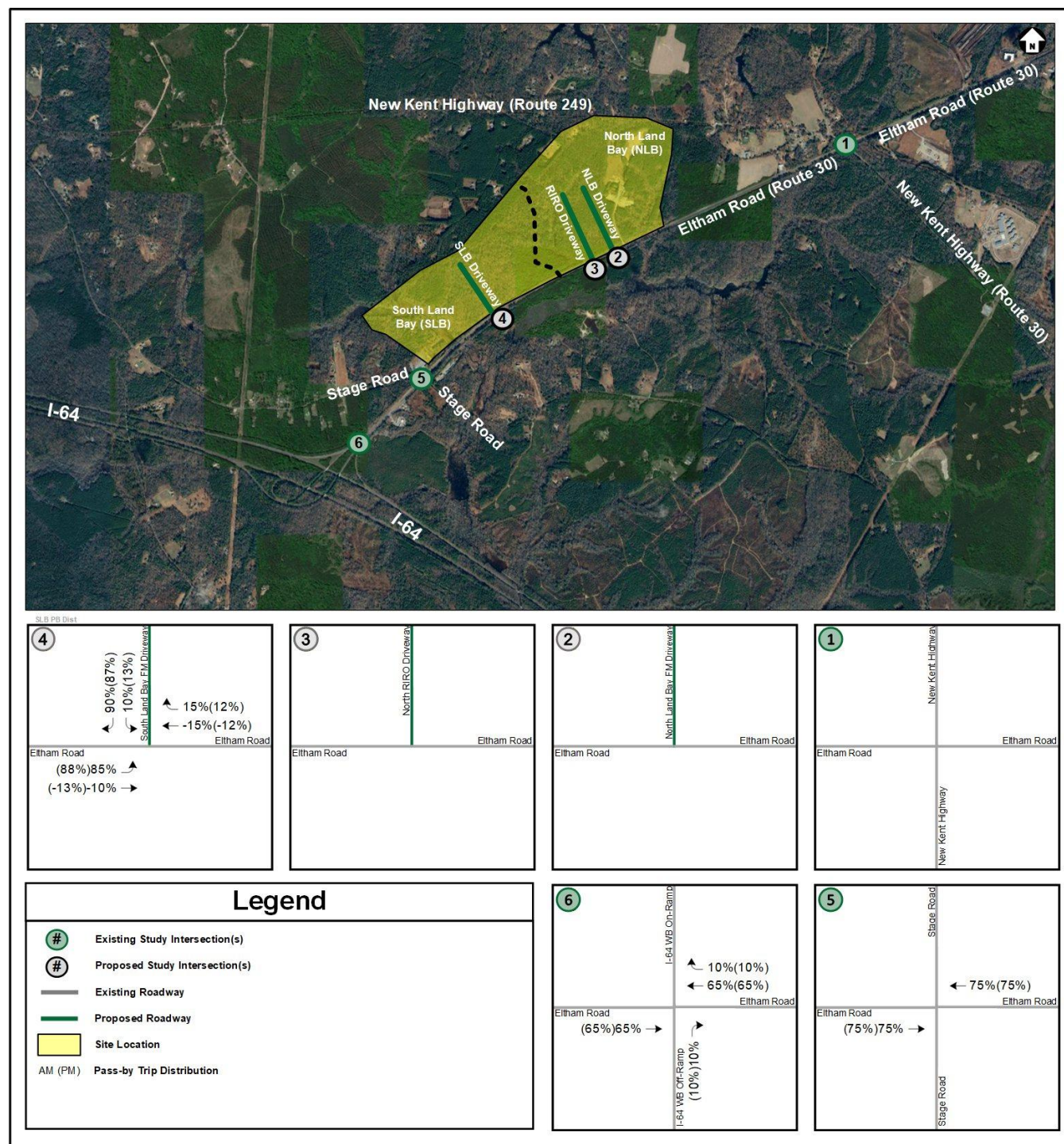


Figure 10: Pass-by Trip Distribution (South Land Bay)

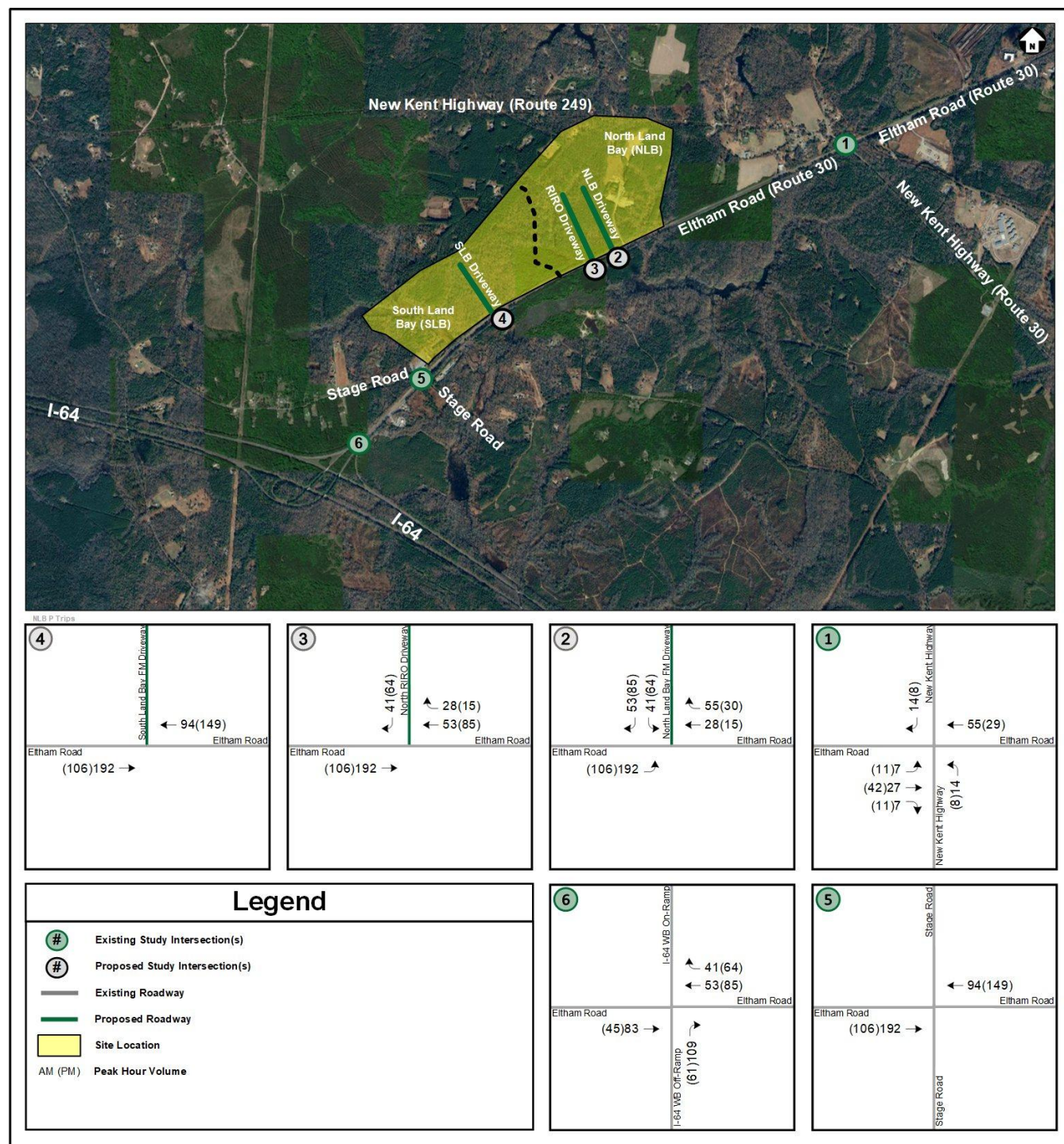


Figure 11: Primary Trip Assignment (North Land Bay)

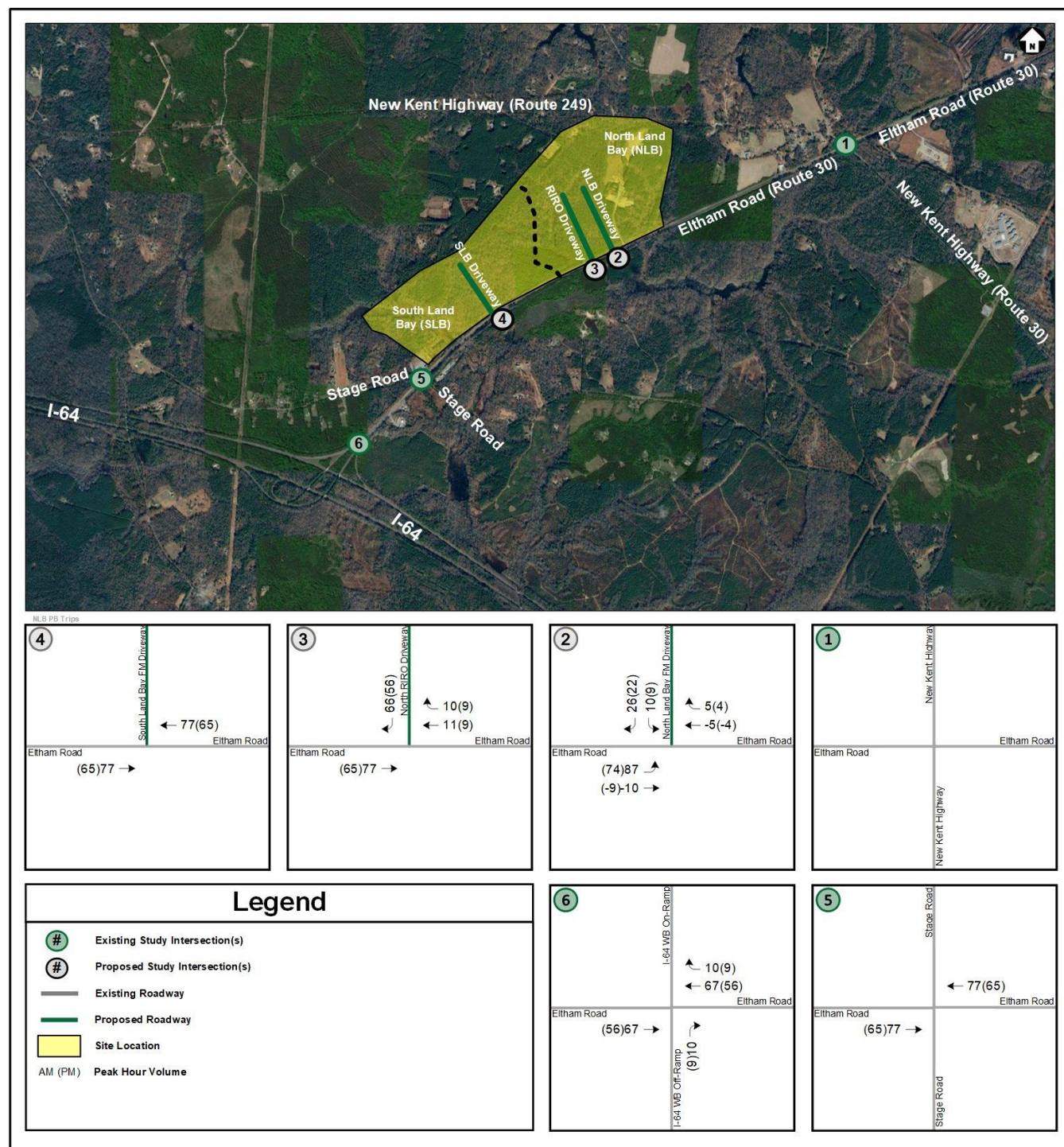


Figure 12: Pass-by Trip Assignment (North Land Bay)

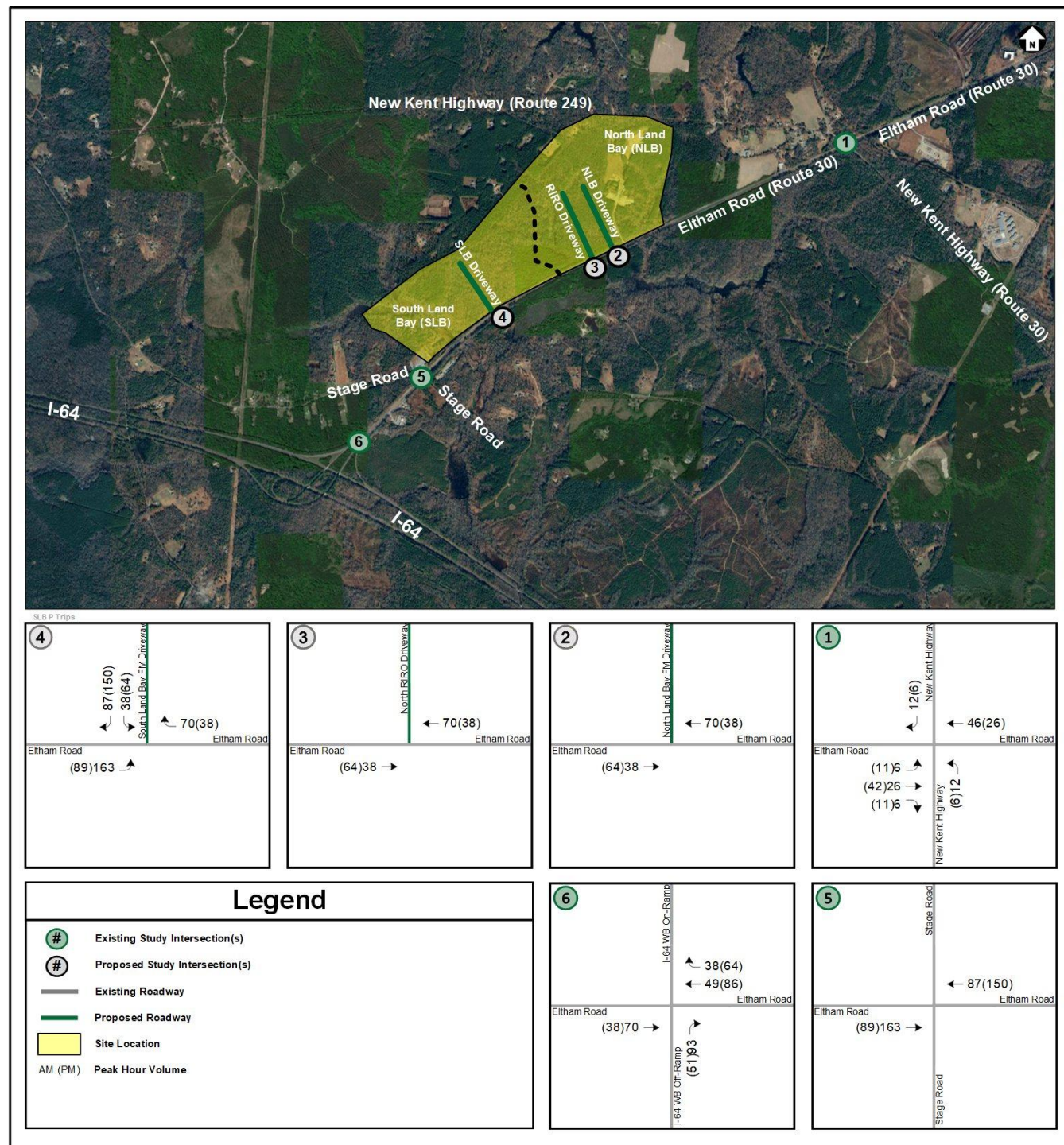


Figure 13: Primary Trip Assignment (South Land Bay)

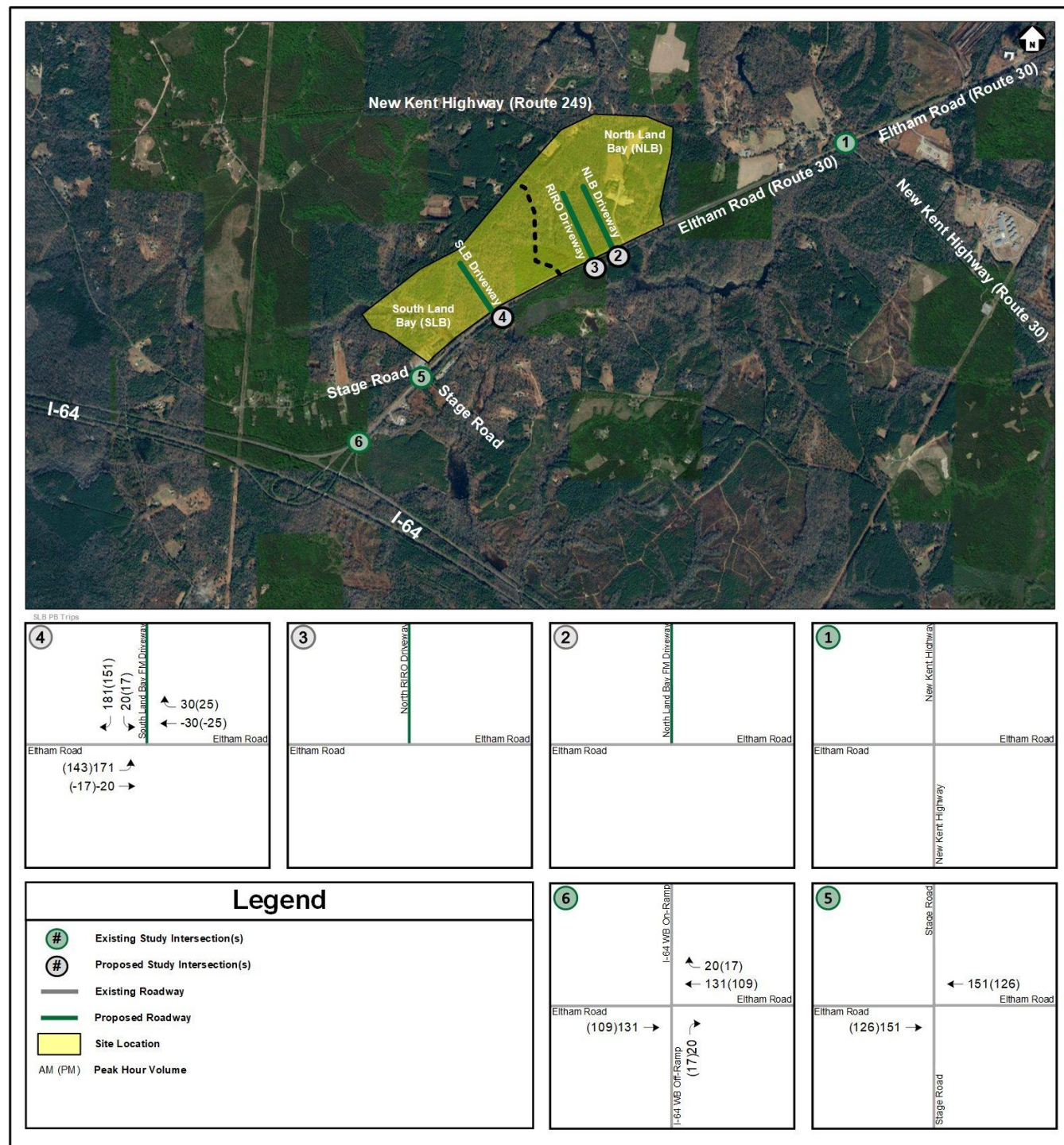


Figure 14: Pass-by Trip Assignment (South Land Bay)

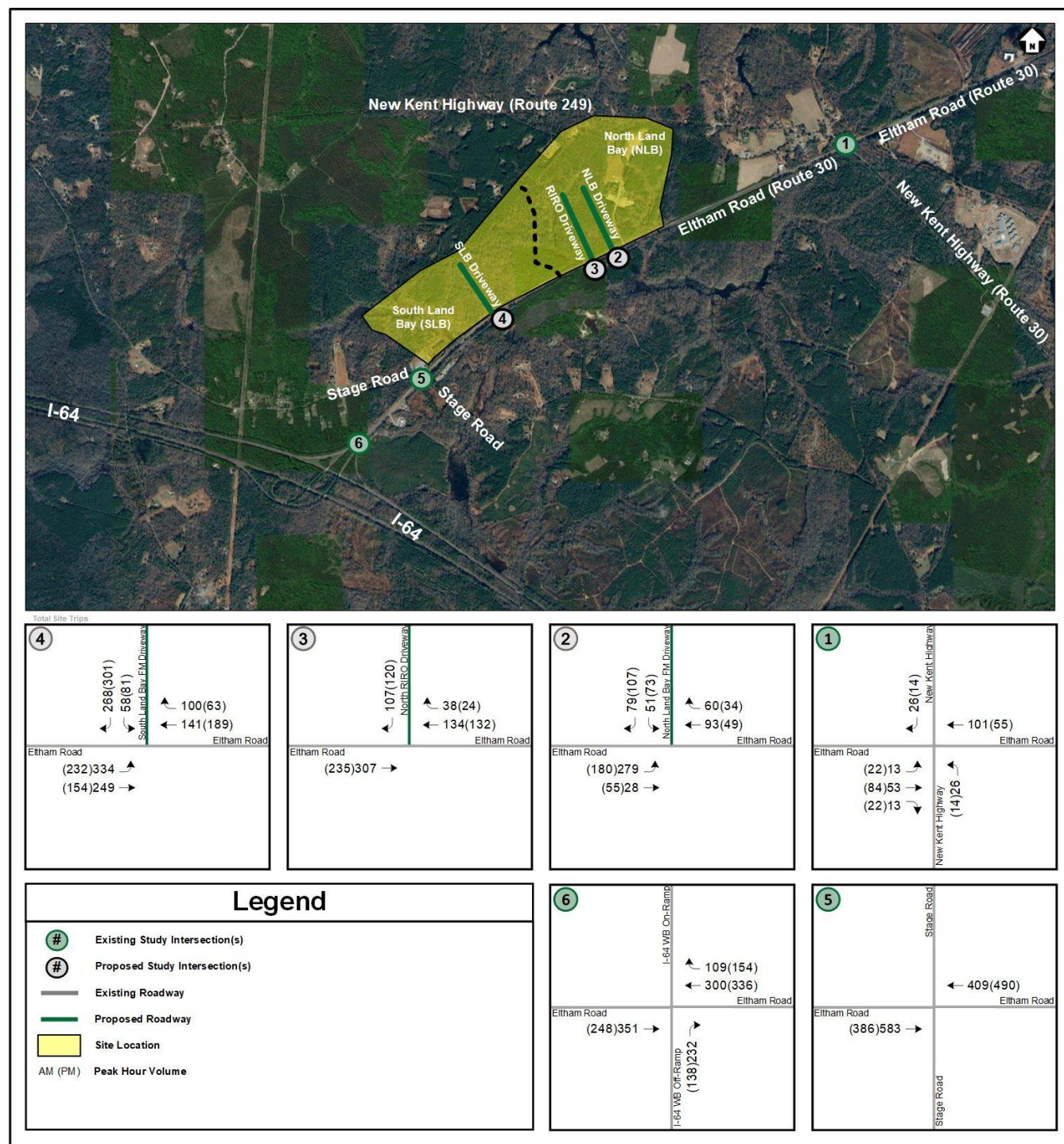


Figure 15: Total Site Trips (North and South Land Bay Combined)

Build Traffic Volumes

The no-build 2030 (Figure 5) were added to the total site trips (Figure 15) to compute the Build (2030) conditions, which is shown in Figure 16. The no-build 2036 (Figure 6) were added to total site trips (Figure 15) to compute the Build (2036) traffic conditions, which is shown in Figure 17.

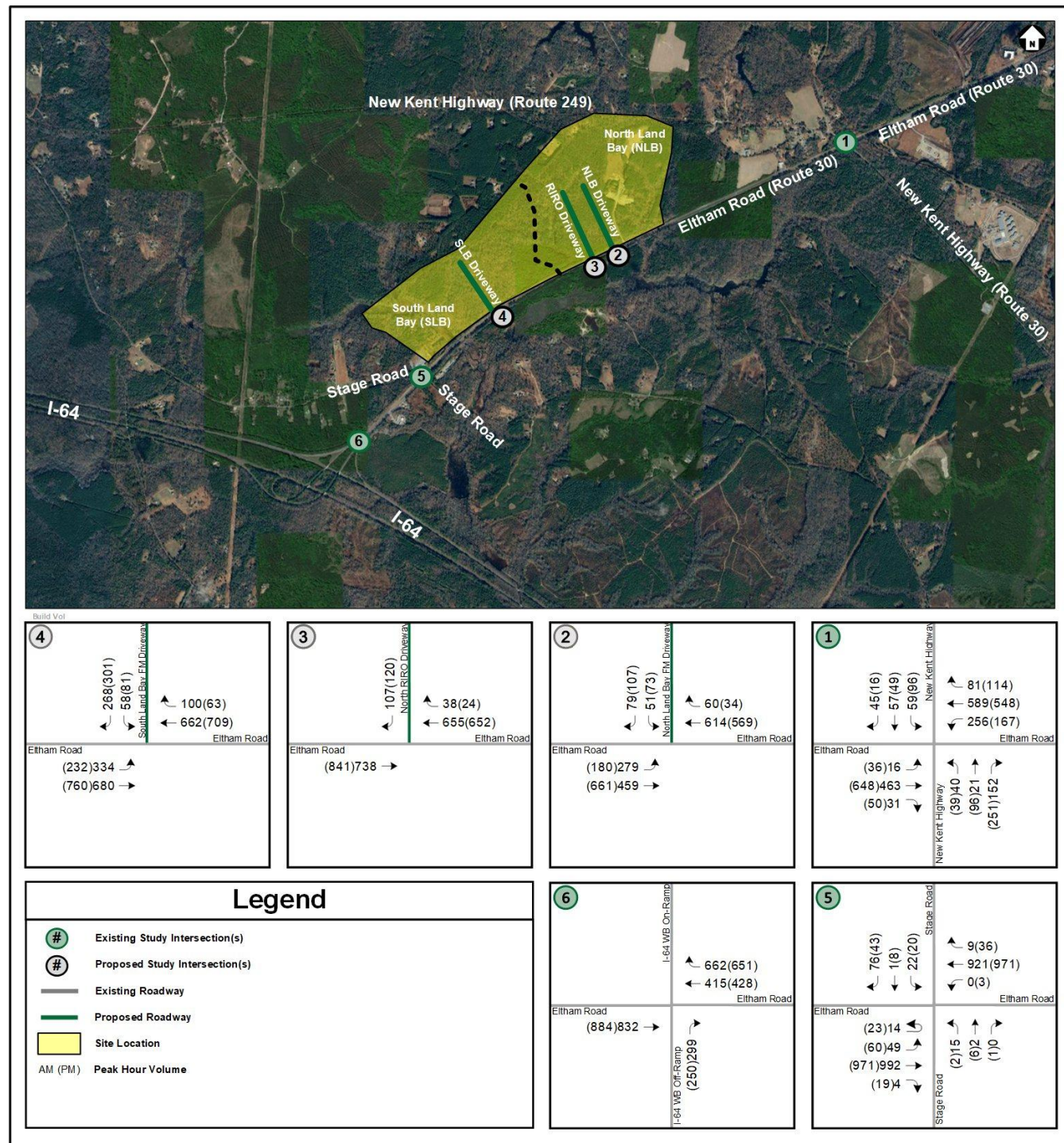


Figure 16: Build (2030) Peak Hour Traffic Volumes

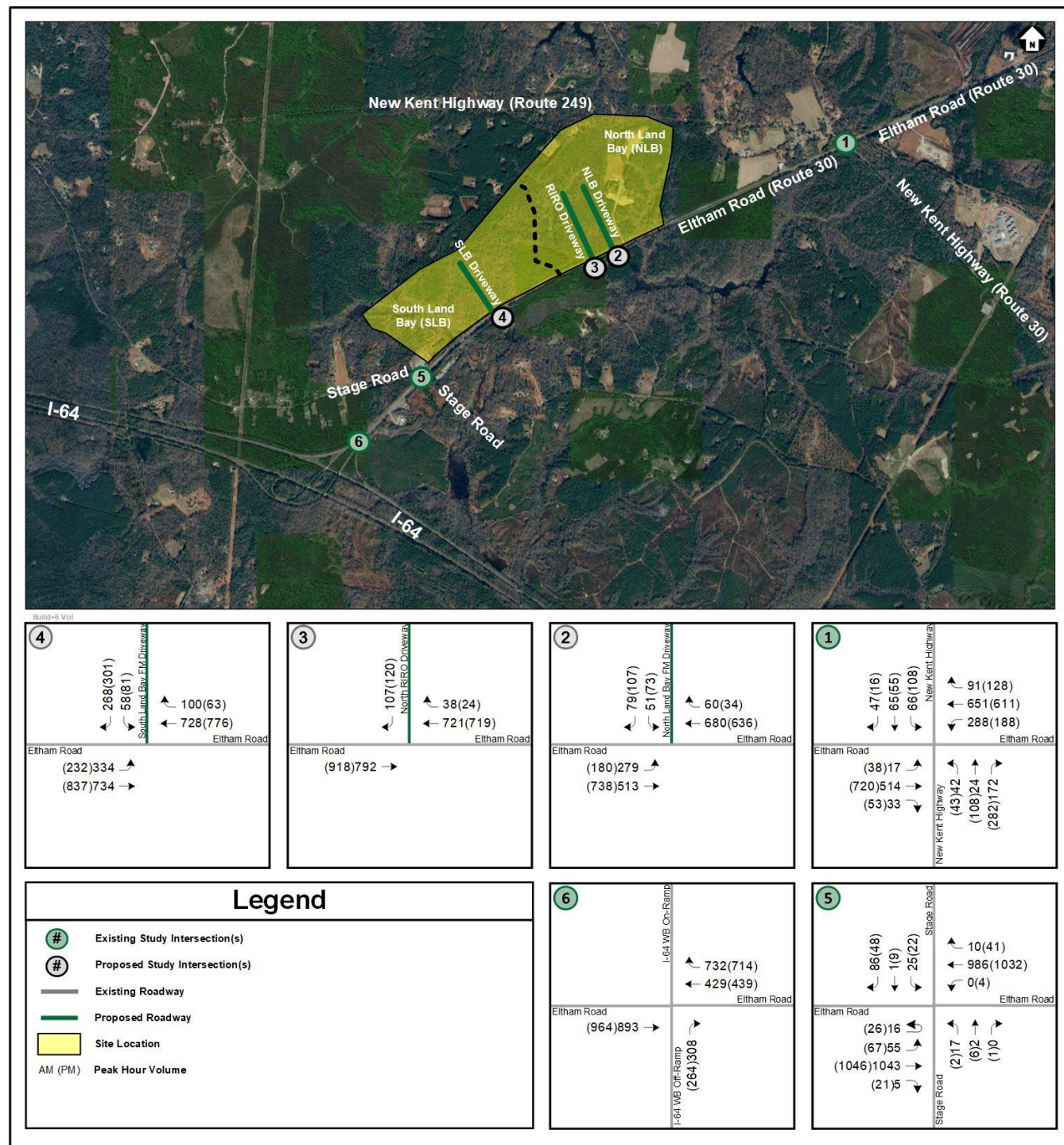


Figure 17: Build+6 (2036) Peak Hour Traffic Volume

Turn Lane Warrant Analysis

Turn lanes were evaluated at the proposed site driveways on Route 33 (Eltham Road) on VDOT's Access Management Standards Appendix F under Build conditions. Table 4 is a summary of the results, and the turn lane warrant graphs are included in the Appendix.

Table 4: Turn Lane Warrant Analysis Summary

Analysis Scenario	Turning Movement	Treatment
Eltham Road at North Land-Bay Full Movement Driveway (Intersection 2)		
Build 2030	EBL	Full-Width Turn Lane and Taper Warranted (AM & PM)
Build 2030	WBR	Turn Lane Taper Warranted (AM & PM)
Eltham Road at North Land-Bay RIRO Driveway (Intersection 3)		
Build 2030	WBR	Turn Lane Taper Warranted (AM & PM)
Eltham Road at South Land-Bay Full Movement Driveway (Intersection 4)		
Build 2030	EBL	Full-Width Turn Lane and Taper Warranted (AM & PM)
Build 2030	WBR	Full-Width Turn Lane and Taper Warranted (AM)
Build 2030	WBR	Turn Lane Taper Warranted (PM)

Traffic Signal Warrant Analysis

Traffic signal warrants were evaluated for the intersection of Route 33 at Proposed North Land Bay Driveway and Route 33 at Proposed South Land Bay Driveway. Traffic signal warrants are published by the Federal Highway Administration (FHWA) in the Manual on Uniform Traffic Control Devices (MUTCD), which includes the following five traffic signal warrants based on traffic volume:

- Warrant 1A – Eight-Hour Vehicular Volume – Minimum Vehicular Volume
- Warrant 1B – Eight-Hour Vehicular Volume – Interruption of Continuous Traffic
- Warrant 1C – Eight-Hour Vehicular Volume – Combination Warrant
- Warrant 2 – Four-Hour Vehicular Volume
- Warrant 3 – Peak-Hour Vehicular Volume

The projected hourly traffic volumes were compared to the MUTCD traffic signal warrant thresholds to determine if any warrants are met. The hourly site traffic assignment was combined with background no-build traffic volumes to determine the hourly build traffic volumes. Note that the approved development trips were excluded from the analysis to be conservative. Route 33 is posted 55 mph, which is considered a high-speed roadway (greater than 40 mph). However, signal warrants were evaluated under both high speed and low speed criteria. The right-turn volume was reduced based on Pagone's Theorem. The signal warrant evaluation for the Build 2030 condition is shown in Table 5 through Table 8.

Table 5: Eltham Road at Proposed North Land Bay Driveway – Low Speed Signal Warrants

Start Time	Traffic Volume		Warrants					
	Major Street	Minor Street	1A	1B	Combination		2	3
	(vph)		600 Major 200 Minor	900 Major 100 Minor	480 Major 160 Minor	720 Major 80 Minor		
6:00 AM	1,079	29	No	No	No	No	No	No
7:00 AM	1,188	44	No	No	No	No	No	No
8:00 AM	1,098	52	No	No	No	No	No	No
9:00 AM	1,015	55	No	No	No	No	No	No
10:00 AM	953	62	No	No	No	No	No	No
11:00 AM	1,131	103	No	Yes	No	Yes	No	No
12:00 PM	1,257	141	No	Yes	No	Yes	Yes	No
1:00 PM	1,000	106	No	Yes	No	Yes	No	No
2:00 PM	1,065	81	No	No	No	Yes	No	No
3:00 PM	1,147	100	No	Yes	No	Yes	No	No
4:00 PM	1,337	94	No	No	No	Yes	No	No
5:00 PM	1,367	103	No	Yes	No	Yes	No	No
6:00 PM	958	96	No	No	No	Yes	No	No
7:00 PM	621	71	No	No	No	No	No	No
Hours Needed to Meet Warrant			8	8	8	8	4	1
Total Hours Met			0	5	0	8	1	0
Warranted?			NOT SATISFIED	NOT SATISFIED	NOT SATISFIED	NOT SATISFIED	NOT SATISFIED	NOT SATISFIED

Based on the MUTCD thresholds, none of MUTCD signal warrant is expected to be met under Build 2030 conditions for low-speed warrants.

Table 6: Eltham Road at Proposed North Land Bay Driveway – High Speed Signal Warrants

Start Time	Traffic Volume		Warrants					
	Major Street	Minor Street	1A	1B	Combination		2	3
	(vph)		420 Major 140 Minor	630 Major 70 Minor	336 Major 112 Minor	504 Major 56 Minor		
6:00 AM	1,079	29	No	No	No	No	No	No
7:00 AM	1,188	44	No	No	No	No	No	No
8:00 AM	1,098	52	No	No	No	No	No	No
9:00 AM	1,015	55	No	No	No	No	No	No
10:00 AM	953	62	No	No	No	Yes	No	No
11:00 AM	1,131	103	No	Yes	No	Yes	Yes	No
12:00 PM	1,257	141	Yes	Yes	Yes	Yes	Yes	Yes
1:00 PM	1,000	106	No	Yes	No	Yes	Yes	No
2:00 PM	1,065	81	No	Yes	No	Yes	Yes	No
3:00 PM	1,147	100	No	Yes	No	Yes	Yes	No
4:00 PM	1,337	94	No	Yes	No	Yes	Yes	No
5:00 PM	1,367	103	No	Yes	No	Yes	Yes	Yes
6:00 PM	958	96	No	Yes	No	Yes	Yes	No
7:00 PM	621	71	No	No	No	Yes	No	No
Hours Needed to Meet Warrant			8	8	8	8	4	1
Total Hours Met			1	8	1	10	8	2
Warranted?			NOT SATISFIED	SATISFIED	NOT SATISFIED	SATISFIED	SATISFIED	SATISFIED

Based on the MUTCD thresholds, three MUTCD signal warrants are expected to be met under Build 2030 conditions for high-speed warrants.

Table 7: Eltham Road at Proposed South Land Bay Driveway – Low Speed Signal Warrants

Start Time	Traffic Volume		Warrants					
	Major Street	Minor Street	1A	1B	Combination		2	3
	(vph)		600 Major 200 Minor	900 Major 100 Minor	480 Major 160 Minor	720 Major 80 Minor		
6:00 AM	1,213	66	No	No	No	No	No	No
7:00 AM	1,391	93	No	No	No	Yes	No	No
8:00 AM	1,304	106	No	Yes	No	Yes	No	No
9:00 AM	1,186	95	No	No	No	Yes	No	No
10:00 AM	1,133	94	No	No	No	Yes	No	No
11:00 AM	1,371	122	No	Yes	No	Yes	Yes	No
12:00 PM	1,580	148	No	Yes	No	Yes	Yes	No
1:00 PM	1,274	127	No	Yes	No	Yes	Yes	No
2:00 PM	1,292	114	No	Yes	No	Yes	No	No
3:00 PM	1,403	134	No	Yes	No	Yes	Yes	No
4:00 PM	1,574	143	No	Yes	No	Yes	Yes	No
5:00 PM	1,611	156	No	Yes	No	Yes	Yes	No
6:00 PM	1,188	100	No	Yes	No	Yes	No	No
7:00 PM	802	71	No	No	No	No	No	No
Hours Needed to Meet Warrant			8	8	8	8	4	1
Total Hours Met			0	9	0	12	6	0
Warranted?			NOT SATISFIED	SATISFIED	NOT SATISFIED	SATISFIED	SATISFIED	NOT SATISFIED

Based on the MUTCD thresholds, two MUTCD signal warrants are expected to be met under Build 2030 conditions for low-speed warrants.

Table 8: Eltham Road at Proposed South Land Bay Driveway – High Speed Signal Warrants

Start Time	Traffic Volume		Warrants					
	Major Street	Minor Street	1A	1B	Combination		2	3
	(vph)		420 Major 140 Minor	630 Major 70 Minor	336 Major 112 Minor	504 Major 56 Minor		
6:00 AM	1,213	66	No	No	No	Yes	No	No
7:00 AM	1,391	93	No	Yes	No	Yes	Yes	No
8:00 AM	1,304	106	No	Yes	No	Yes	Yes	Yes
9:00 AM	1,186	95	No	Yes	No	Yes	Yes	No
10:00 AM	1,133	94	No	Yes	No	Yes	Yes	No
11:00 AM	1,371	122	No	Yes	Yes	Yes	Yes	Yes
12:00 PM	1,580	148	Yes	Yes	Yes	Yes	Yes	Yes
1:00 PM	1,274	127	No	Yes	Yes	Yes	Yes	Yes
2:00 PM	1,292	114	No	Yes	Yes	Yes	Yes	Yes
3:00 PM	1,403	134	No	Yes	Yes	Yes	Yes	Yes
4:00 PM	1,574	143	Yes	Yes	Yes	Yes	Yes	Yes
5:00 PM	1,611	156	Yes	Yes	Yes	Yes	Yes	Yes
6:00 PM	1,188	100	No	Yes	No	Yes	Yes	Yes
7:00 PM	802	71	No	Yes	No	Yes	No	No
Hours Needed to Meet Warrant			8	8	8	8	4	1
Total Hours Met			3	13	7	14	12	9
Warranted?			NOT SATISFIED	SATISFIED	NOT SATISFIED	SATISFIED	SATISFIED	SATISFIED

Based on the MUTCD thresholds, three MUTCD signal warrants are expected to be met under Build 2030 conditions for high-speed warrants.

Traffic Capacity Analysis

Capacity Analysis Procedure

Capacity analyses were performed at the study intersections during the weekday AM and PM peak hours. Synchro Version 11 was used to analyze the study intersections based on the Highway Capacity Manual (HCM) methodology and include level of service, delay, and queue length comparisons for the turning movements analyzed. For the purpose of this analysis, a peak hour factor of 0.92 was used for each of the study intersections only if existing PHF was less than 0.92. Otherwise, existing PHF was used. The Synchro and SimTraffic outputs are included in the Appendix.

Capacity Analysis Results

For unsignalized intersections, the average delays for the minor street left-turn movements are described as short delays (less than 25 seconds), moderate delays (between 25 and 50 seconds), and long delays (greater than 50 seconds). It is common for side street movements and left turns to experience long delays during the peak hours at intersections with major thoroughfares. Capacity analysis results are summarized in Table 9 through Table 13.

Table 9 shows the LOS, average delay, and queue lengths for the signalized intersection of Route 33 (Eltham Road) at Route 249.

Table 9: Level of Service Summary – Route 33 (Eltham Road) at Route 249 (Intersection 1)

Analysis Scenario	Lane Group	Full Width Storage Length (ft.)	AM Peak Hour					PM Peak Hour				
			LOS	Delay (sec/veh)	95th % Queue (ft.)	Avg. Max Queue (ft.)	Overall LOS	LOS	Delay (sec/veh)	95th % Queue (ft.)	Avg. Max Queue (ft.)	Overall LOS
			Synchro			SimTraffic	(sec/veh)	Synchro			SimTraffic	(sec/veh)
Existing 2025 Traffic Condition	EBL	100	D	54.4	12	41	D 54.4	E	60.0	31	64	D 47.5
	EBT	-	C	29.2	163	145		D	37.5	235	185	
	EBR	125	C	25.1	0	5		C	30.8	0	54	
	WBL	150	F	185.0	#375	174		F	101.5	#258	169	
	WBT	-	C	21.2	183	371		C	29.0	200	236	
	WBR	150	B	18.3	0	30		C	25.2	0	35	
	NBL/T/R	-	D	42.8	87	72		E	66.3	#381	212	
	SBL/T/R	-	D	44.5	141	157		E	58.4	169	171	
No Build 2030 Traffic Condition	EBL	100	E	56.6	11	22	E 65.9	E	62.8	33	65	E 57.2
	EBT	-	C	30.3	184	144		D	38.2	261	214	
	EBR	125	C	25.5	0	12		C	30.8	0	48	
	WBL	150	F	249.2	#431	175		F	148.6	#300	174	
	WBT	-	C	22.0	207	528		C	29.7	221	320	
	WBR	150	B	18.8	0	57		C	25.5	0	64	
	NBL/T/R	-	D	44.5	102	82		F	89.7	#464	209	
	SBL/T/R	-	D	47.4	157	155		E	65.4	#208	195	
Build 2030 Traffic Conditions (Optimized)	EBL	100	F	99.7	40	78	D 44.0	F	85.1	67	137	D 53.6
	EBT	-	D	42.2	258	215		D	47.9	347	280	
	EBR	125	C	34.3	0	96		D	35.7	0	149	
	WBL	150	E	63.6	311	174		E	74.3	#247	173	
	WBT	-	C	24.9	256	308		C	32.6	257	262	
	WBR	150	C	20.5	0	89		C	27.4	0	133	
	NBL/T/R	-	E	66.8	#234	106		E	79.8	#460	275	
	SBL/T/R	-	E	65.8	#228	176		F	80.6	#249	218	
Build 2036 Traffic Conditions (Optimized)	EBL	100	F	110.9	42	114	D 49.7	E	69.2	70	149	E 62.9
	EBT	-	D	45.6	288	221		E	56.6	#417	342	
	EBR	125	D	35.8	0	122		D	37.5	0	175	
	WBL	150	E	74.5	#386	174		F	86.1	#289	174	
	WBT	-	C	25.9	286	342		D	36.4	290	332	
	WBR	150	C	20.9	0	92		C	29.6	0	160	
	NBL/T/R	-	F	80.4	#282	146		F	100.5	#549	386	
	SBL/T/R	-	E	78.1	#270	201		F	93.2	#288	265	

Capacity analysis indicates that this intersection currently operates at LOS D during the AM and PM peak hours. Under no-build conditions, the intersection is expected to operate at LOS E during the AM and PM peak hours.

Under build 2030 conditions with optimized timings, the intersection is expected to operate at LOS D during the AM and PM peak hours. No improvements are warranted or recommended at this intersection at the build out of the proposed development.

Under build+6 2036 conditions with optimized timings, the intersection is expected to operate at LOS D during AM peak hour and at LOS E during the PM peak hour.

Table 10 shows the LOS, average delay, and queue lengths for the intersection of Route 33 (Eltham Road) at North Land Bay Full Movement Driveway.

Table 10: Level of Service Summary – Route 33 (Eltham Road) at North Land Bay Driveway (Intersection 2)

Analysis Scenario	Lane Group	Full Width Storage Length (ft.)	AM Peak Hour					PM Peak Hour				
			LOS	Delay (sec/veh)	95th % Queue (ft.)	Avg. Max Queue (ft.)	Overall LOS	LOS	Delay (sec/veh)	95th % Queue (ft.)	Avg. Max Queue (ft.)	Overall LOS
			Synchro			SimTraffic	(sec/veh)	Synchro			SimTraffic	(sec/veh)
Build 2030 Traffic Conditions (Two stage left turn & two egress lane)	EBL	200	B	11.4	40	188	N/A	A	9.9	20	115	N/A
	EBT	-	-	-	-	-		-	-	-	-	
	WBT	-	-	-	-	-		-	-	-	-	
	WBR	200	-	-	-	-		-	-	-	-	
	SBL	-	D	32.4	30	131		D	27.6	35	104	
	SBR	-	B	11.2	10	58		B	11.3	15	66	
Build 2030 Traffic Conditions (Two Lane Roundabout)	EBL/T	-	A	5.6	42	-	A 6.9	A	6.4	52	-	A 6.6
	EBT	-	A	6.1	43	-		A	6.3	50	-	
	WBT	-	A	8.2	47	-		A	6.7	38	-	
	WBT/R	-	A	7.8	46	-		A	6.4	37	-	
	SBL/R	-	A	7.0	18	-		A	7.6	25	-	
Build 2036 Traffic Conditions (Two stage left turn & two egress lane)	EBL	200	B	12	43	207	N/A	B	10.3	23	150	N/A
	EBT	-	-	-	-	-		-	-	-	-	
	WBT	-	-	-	-	-		-	-	-	-	
	WBR	200	-	-	-	-		-	-	-	-	
	SBL	-	E	36.6	33	196		D	31.4	40	158	
	SBR	-	B	11.7	13	61		B	11.7	15	95	

Based on the capacity analysis, under 2030 and 2036 conditions with two stage left turn lane and two egress lanes, the minor street left turn movement is expected to operate with moderate delays during the AM and PM peak hours.

Roundabout:

Under build 2030 conditions, with a two-lane roundabout, the intersection is expected to operate at LOS A during AM and PM peak hours with all the movements operating at LOS A. However, roundabout is not recommended here as Eltham Road is a high-speed roadway and would likely require multiple circulating lanes, which decreases the safety over a single lane roundabout. Two lane roundabouts require more right-of-way (ROW) acquisition.

Table 11 shows the LOS, average delay, and queue lengths for the unsignalized intersection of Route 33 (Eltham Road) at North Land Bay RIRO Driveway.

Table 11: Level of Service Summary – Route 33 (Eltham Road) at North Land Bay RIRO Driveway (Intersection 3)

Analysis Scenario	Lane Group	Full Width Storage Length (ft.)	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	95th % Queue (ft.)	Avg. Max Queue (ft.)	LOS	Delay (sec/veh)	95th % Queue (ft.)	Avg. Max Queue (ft.)
			Synchro			SimTraffic	Synchro			SimTraffic
Build 2030 Traffic Conditions	EBT	-	-	-	-	-	-	-	-	-
	WBT/R	-	-	-	-	-	-	-	-	-
	SBR	-	B	12.1	18	83	B	12.2	20	83
Build 2036 Traffic Conditions	EBT	-	-	-	-	-	-	-	-	-
	WBT/R	-	-	-	-	-	-	-	-	-
	SBR	-	B	12.6	18	81	B	12.7	20	105

Based on the capacity analysis, under build 2030 conditions, the minor street right turn movement is expected to operate with short delays with following improvements:

- Construct a westbound right turn taper
- Construct a site driveway with one ingress lane and one egress lane

Note that a westbound right turn taper is warranted and recommended. However, due to software limitations and to be conservative, the right turn taper was not modeled.

Under build 2036 conditions, the minor street right turn movement is expected to operate with short delays.

Table 12 shows the LOS, average delay, and queue lengths for the intersection of Route 33 (Eltham Road) at South Land Bay Driveway.

Table 12: Level of Service Summary – Route 33 (Eltham Road) at South Land Bay Driveway (Intersection 4)

Analysis Scenario	Lane Group	Full Width Storage Length (ft.)	AM Peak Hour					PM Peak Hour				
			LOS	Delay (sec/veh)	95th % Queue (ft.)	Avg. Max Queue (ft.)	Overall LOS	LOS	Delay (sec/veh)	95th % Queue (ft.)	Avg. Max Queue (ft.)	Overall LOS
			Synchro			SimTraffic	(sec/veh)	Synchro			SimTraffic	(sec/veh)
Build 2030 Traffic Conditions (Two stage left turn & two egress lane)	EBL	200	B	13.2	60	280	N/A	B	11.7	35	189	N/A
	EBT	-	-	-	-	-		-	-	-	-	
	WBT	-	-	-	-	-		-	-	-	-	
	WBR	200	-	-	-	-		-	-	-	-	
	SBL	-	F	52.5	53	754		E	47.4	65	791	
	SBR	-	C	15.3	60	356		C	17.4	80	486	
Build 2030 Traffic Conditions (Conventional Signal)	EBL	200	C	33.6	316	270	C 21.4	D	35.1	216	218	B 19.5
	EBT	-	A	6.9	98	176		A	8.0	113	161	
	WBT	-	C	23.5	277	232		C	21.3	261	251	
	WBR	200	B	19.4	36	118		B	16.7	26	103	
	SBL	-	C	24.7	82	91		C	22.5	97	107	
	SBR	-	D	37.7	79	152		C	32.3	78	178	
Build 2030 Traffic Conditions (Two Lane Roundabout)	EBL/T	-	A	7.1	71	-	A 9.0	A	7.4	68	-	A 9.5
	EBT	-	A	7.7	72	-		A	7.2	66	-	
	WBT	-	A	10.0	72	-		A	8.6	56	-	
	WBT/R	-	A	9.4	69	-		A	8.2	55	-	
	SBL/R	-	B	12.8	73	-		C	17.4	110	-	
Build 2030 Traffic Conditions (Green T)	EBL	375	C	26.7	316	295	B 16.8	C	25.8	216	229	B 14.7
	EBT	-	A	0.2	0	32		A	0.2	0	63	
	WBT	-	C	22.2	277	252		B	19.9	261	245	
	WBR	200	B	16.9	36	126		B	14.6	26	106	
	SBL	-	C	30.7	82	93		C	28.0	97	126	
	SBR	-	C	30.0	79	185		C	27.1	78	188	
Build 2036 Traffic Conditions (Green T)	EBL	375	C	28.8	333	277	B 17.2	C	27.7	228	226	B 15.0
	EBT	-	A	0.2	0	26		A	0.2	0	32	
	WBT	-	C	22.5	309	270		C	20.2	293	278	
	WBR	200	B	16.6	36	104		B	14.4	26	64	
	SBL	-	C	32.8	84	98		C	29.9	101	117	
	SBR	-	C	32.0	81	153		C	28.8	81	188	

Based on the capacity analysis, under build 2030 conditions with stop control, a two-stage left turn lane, and two egress lanes, the minor street left turn movement is expected to operate with long delays during the AM peak hour and moderate delay during the PM peak hour.

As discussed in a previous section, a traffic signal is warranted at this intersection, and the following alternatives were evaluated.

Conventional signal:

Under build 2030 conditions with a conventional signal, the intersection is expected to operate at LOS C during AM peak hour and LOS B during PM peak hour with all the movements operating at LOS D or better.

Roundabout:

Under build 2030 conditions, with a two-lane roundabout, the intersection is expected to operate at LOS A during AM and PM peak hours with all the movements operating at LOS C or better. However, roundabout is not recommended here as Eltham Road is a high-speed roadway and would likely require multiple circulating lanes, which decreases the safety over a single lane roundabout. Two lane roundabouts require more right-of-way (ROW) acquisition.

Green-T:

Under build 2030 conditions, with a Green-T intersection, the intersection is expected to operate at LOS B during AM and PM peak hours with all the movements operating at LOS C or better. Therefore, the Green-T traffic signal or other approved VDOT alternative is recommended.

The following improvements are recommended at this intersection at the full buildout of the proposed development:

- Install a Green-T traffic signal or other approved VDOT alternative
- Construct site driveway with one ingress lane and two egress lanes
- Extend the eastbound left turn lane on Eltham Road to 475 feet of effective storage (375 feet of storage with 200 feet of taper)
- Construct a westbound right-turn lane on Eltham Road with 300 feet of effective storage (200 feet of storage with 200 feet of taper)

Under build 2036 conditions with the Green-T intersection, the intersection is expected to operate at LOS B during AM and PM peak hours.

Table 13 shows the LOS, average delay, and queue lengths for the unsignalized intersection of I-64 at Route 33 (Eltham Road) Interchange.

Table 13: Level of Service Summary –Route 33 (Eltham Road) at Stage Road (Intersection 5)

Analysis Scenario	Lane Group	Full Width Storage Length (ft.)	AM Peak Hour				PM Peak Hour				
			LOS	Delay (sec/veh)	95th % Queue (ft.)	Avg. Max Queue (ft.)	LOS	Delay (sec/veh)	95th % Queue (ft.)	Avg. Max Queue (ft.)	Overall LOS (sec/veh)
Existing 2025 Traffic Conditions	EBL	75	A	9.4	5	52	A	9.3	8	64	N/A N/A
	EBT	-	-	-	-	-	-	-	-		
	EBR	100	-	-	-	-	-	-	-		
	WBL	75	A	0	0	0	A	8.6	0	0	
	WBT	-	-	-	-	-	-	-	-		
	WBR	125	-	-	-	-	-	-	-		
	NBL/T/R	-	C	16.7	5	46	C	17.9	3	30	
SBL/T/R	-	B	12.3	15	83	B	13.7	13	79		
No-Build 2030 Traffic Conditions	EBL	75	A	9.7	8	49	A	9.7	8	60	N/A N/A
	EBT	-	-	-	-	-	-	-	-		
	EBR	100	-	-	-	-	-	-	-		
	WBL	75	A	0	0	0	A	8.8	0	15	
	WBT	-	-	-	-	-	-	-	-		
	WBR	125	-	-	-	-	-	-	-		
	NBL/T/R	-	C	18.1	5	54	C	19.8	3	30	
SBL/T/R	-	B	13	18	102	B	14.9	15	93		
Build 2030 Traffic Conditions	EBL	75	B	13.3	13	69	B	14.5	18	88	N/A N/A
	EBT	-	-	-	-	-	-	-	-		
	EBR	100	-	-	-	-	-	-	-		
	WBL	75	A	0	0	0	B	10.5	0	21	
	WBT	-	-	-	-	-	-	-	-		
	WBR	125	-	-	-	-	-	-	-		
	NBL/T/R	-	E	43.4	15	73	E	38.6	8	36	
SBL/T/R	-	C	21.2	35	186	D	28.5	35	227		
Build 2036 Traffic Conditions	EBL	75	B	14.6	15	87	C	16	23	89	N/A N/A
	EBT	-	-	-	-	-	-	-	-		
	EBR	100	-	-	-	-	-	-	-		
	WBL	75	A	0	0	0	B	10.9	0	0	
	WBT	-	-	-	-	-	-	-	-		
	WBR	125	-	-	-	-	-	-	-		
	NBL/T/R	-	F	53.8	20	69	E	46.2	8	39	
SBL/T/R	-	D	25.3	48	360	E	35.6	50	364		

Based on the capacity analysis, the minor street left-turn movement currently operates with short delays during the AM and PM peak hours. Under no-build conditions, the minor street left-turn movement is expected to operate with short delays during the AM and PM peak hours.

Under build conditions, the minor street left-turn movement is expected to operate with short to moderate delays during the AM and PM peak hours. Moderate to long delays are common for left-turn movements at intersections with major thoroughfares, but the projected traffic volumes are not expected to meet any Manual on Uniform Traffic Control Devices (MUTCD) traffic signal warrants.

Under build+6 2036 conditions, the minor street movements are expected to operate with moderate to long delays during the AM peak hour and moderate delays during PM peak hour.

At the request of VDOT, the impact to the I-64 at Eltham Road Interchange ramps and loops was analyzed. The results of the interchange analysis are shown in Table 14.

Table 14: Impact to I-64 Ramps at Eltham Road Interchange

Scenario	Eltham Road WB to I-64 WB		Eltham Road WB to I-64 EB		I-64 WB to Eltham Road EB		I-64 EB to Eltham Road EB		Average Total Site Trip Impacts
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
Existing 2025 Traffic Volume	501	450	104	83	61	101	436	576	42%
Background Developments	0	0	0	0	0	0	0	0	
No-Build 2030 Traffic Volume	553	497	115	92	67	112	481	636	
Build 2030 Site Trips	110	154	299	336	233	138	350	248	
Build 2030 Traffic Volume	663	651	414	428	300	250	831	884	
% Impact:	20%		75%		67%		35%		
Background Developments	0	0	0	0	0	0	0	0	39%
No-Build 2036 Traffic Volume	623	560	129	103	76	126	542	716	
Build 2036 Site Trips	110	154	299	336	233	138	350	248	
Build 2036 Traffic Volume	733	714	428	439	309	264	892	964	
% Impact:	18%		73%		65%		32%		

At full build-out, the proposed warehouse trips are projected to increase the total volume on the four affected ramps and loops by an overall average of 42% in 2030.

According to the Highway Capacity Manual (HCM), 6th edition, the capacity of a free-flow interchange ramp is approximately 1,800 to 2,200 vehicles per hour (Volume 2 – Exhibit 14-12). Even at full build-out of the proposed development in 2030, the highest ramp volume is projected to be 650 vehicles per hour, which is well below the ramp capacity.

Access Management Evaluation

Eltham Road is a Principal Arterial posted 55 mph, so VDOT requires at least 750 feet between a signalized intersection and a three-leg unsignalized intersection, 495 feet for partial access driveways, and 1,320 feet between a signalized intersection and a four-leg unsignalized intersection. The North Land Bay Driveway is located 5950 feet from the existing signalized intersection, the Right-In / Right-Out driveway is located 500 feet from the North Land Bay Driveway, and the proposed South Land Bay Driveway signal is located 2,400 feet from the Right-In / Right-Out driveway and 2,670 feet from the adjacent four-leg intersection at Stage Road. Therefore, an Access Management Exception (AME) is not required for intersection spacing.

Figure 18 depicts the driveway spacings.

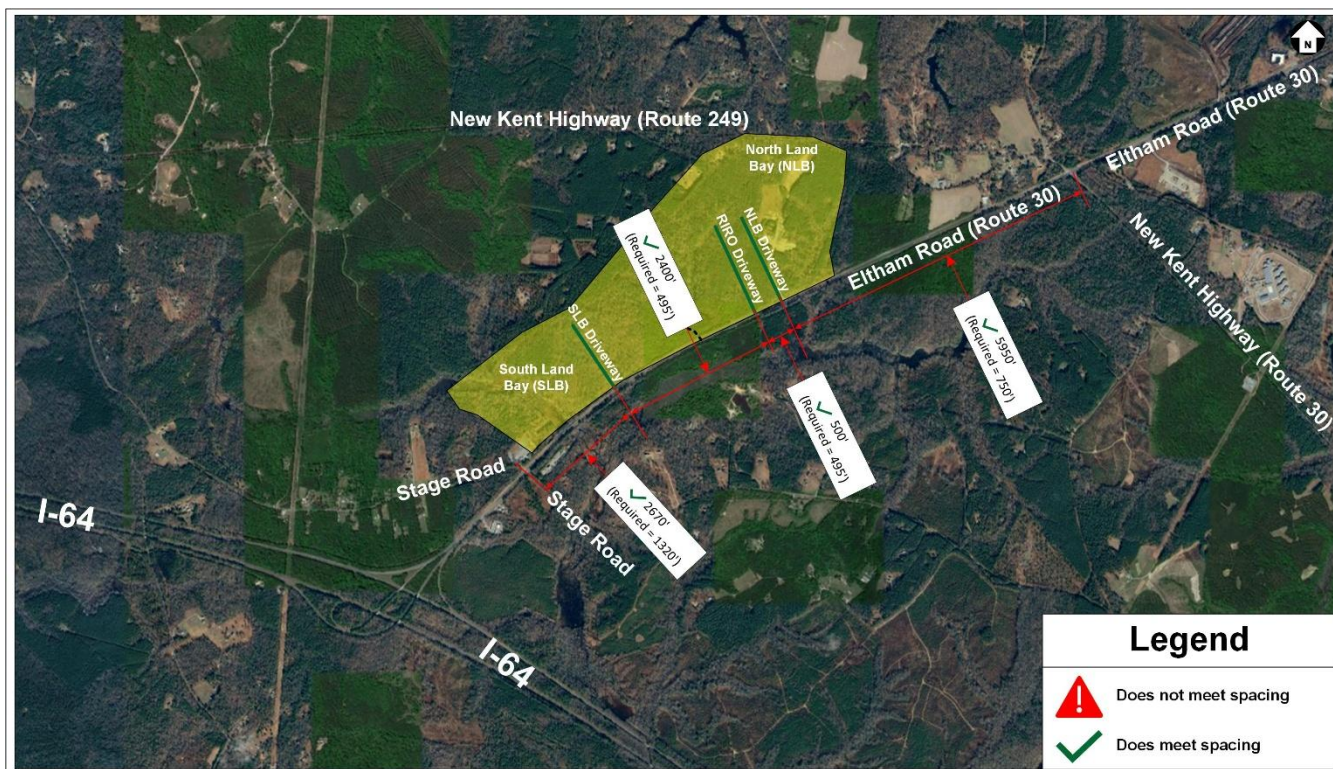


Figure 18: Access Spacing diagram

Recommendations

Based on the capacity analysis, the following roadway improvements are recommended to mitigate the proposed site trips:

Eltham Road at North Land Bay Full-Movement Driveway (Intersection 2):

- Construct site driveway with one ingress lane and two egress lanes

Eltham Road at North Land Bay Right-In / Right-Out Driveway (Intersection 3):

- Construct site driveway with one ingress lane and one egress lane
- Construct an westbound right turn taper on Eltham Road

Eltham Road at South Land Bay Full-Movement Driveway (Intersection 4):

- Install a Green-T traffic signal or other approved VDOT alternative
- Construct site driveway with one ingress lane and two egress lanes
- Extend the eastbound left turn lane on Eltham Road to 475 feet of effective storage (375 feet of storage with 200 feet of taper)
- Construct an westbound right-turn lane on Eltham Road with 300 feet of effective storage (200 feet of storage with 200 feet of taper)

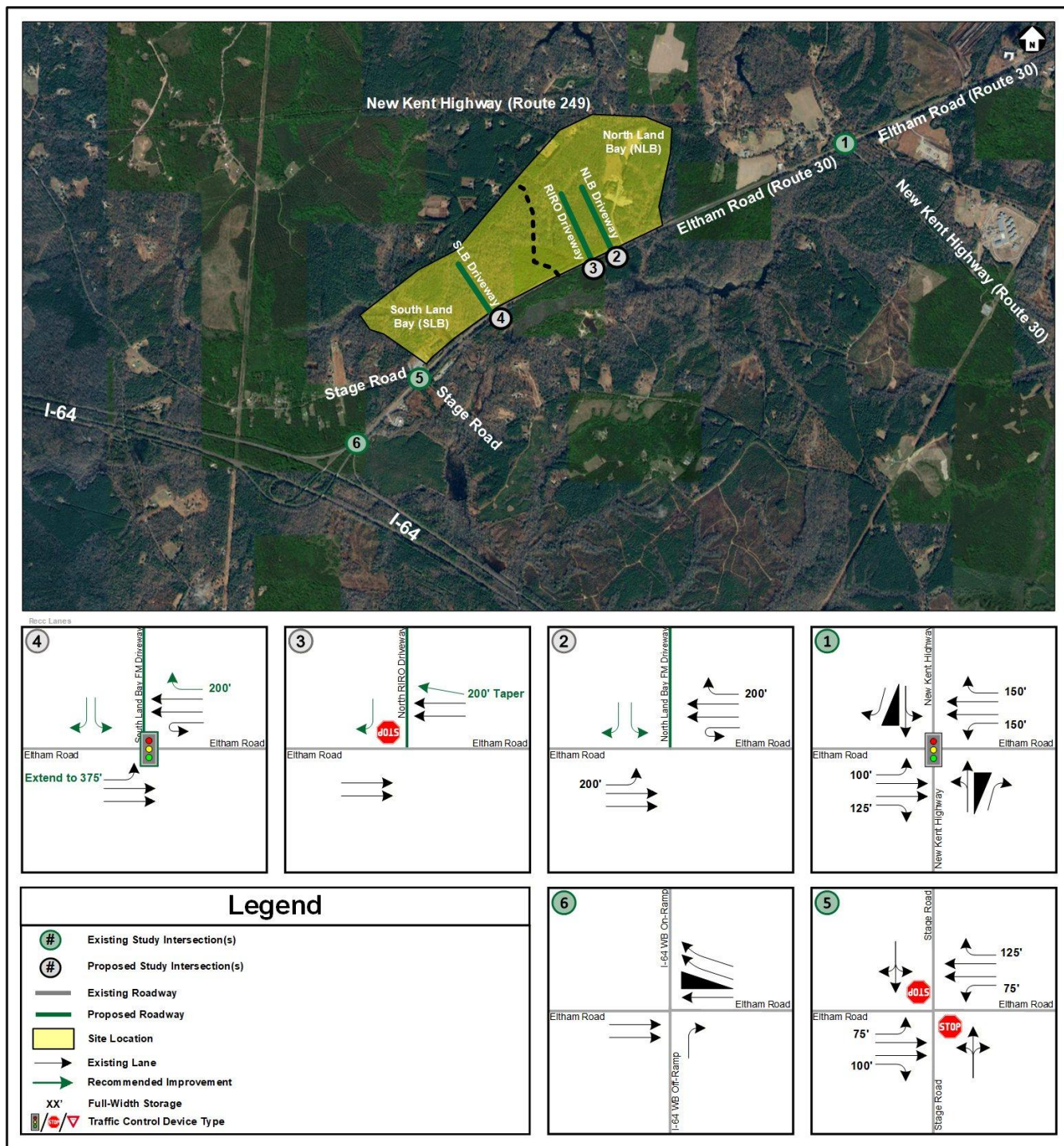


Figure 19: Recommended Lane Configuration

APPENDIX

APPENDIX A: VDOT TIA Scope Form

APPENDIX B: Traffic Count Data And Signal Timings

APPENDIX C: Synchro Output – Existing (2025) Conditions

APPENDIX D: Synchro Output – No-Build (2030) Conditions

APPENDIX E: Synchro Output – Build (2030) Conditions

APPENDIX F: Synchro Output – Build+6 (2036) Conditions

APPENDIX G: Turn Lane Warrant Analysis

APPENDIX H: Signal Warrant Analysis

APPENDIX A: VDOT TIA SCOPE FORM



PRE-SCOPE OF WORK MEETING FORM

Information on the Project Traffic Impact Analysis Base Assumptions

The applicant is responsible for entering the relevant information and submitting the form to VDOT and the locality no less than three (3) business days prior to the meeting. If a form is not received by this deadline, the scope of the work meeting may be postponed.

Contact Information

Consultant Name:	Mike Bailey, P.E., PTOE – Gorove Slade
Tele:	(804) 362-0578
E-mail:	mb@goroveslade.com
Developer/Owner Name:	Andy Curtis – Curtis Contracting, Inc.
Tele:	(804) 514-0358
E-mail:	a.curtis@curtiscontracting.net

Project Information

Project Name:	Curtis Property	Locality/County:	New Kent County, VA
Project Location: (Attach regional and site specific location map)	Refer to Figure 1		
Submission Type	Comp Plan ☐	REZ/SUP ☒	Site Plan ☐ Subd Plat ☐
Project Description: (Including details on the land use, acreage, phasing, access location, etc. Attach additional sheet if necessary)	The property is on the northwest side of U.S. 33 (Eltham Road) between I-64 and Route 249, and the development plan includes two land bays. The North Land Bay consists of 1,200,000 s.f. of warehouse space and four commercial outparcels with one full-movement driveway and one right-in / right-out driveway on U.S. 33 (Eltham Road). The South Land Bay includes up to 625,000 s.f. of warehouse and specialty contractor space and two commercial outparcels with one full-movement driveway and one right-out only driveway on U.S. 33 (Eltham Road).		
Proposed Use(s): (Check all that apply; attach additional pages as necessary)	Residential ☐	Commercial ☒	Mixed Use ☐ Other
	Residential Uses(s) N/A		Commercial Use(s) See Trip Table
Total Peak Hour Trip Projection:	Less than 100 ☐	100 – 499 ☐	500 – 999 ☐ 1,000 or more ☒

Traffic Impact Analysis Assumptions				
Study Period	Existing Year: 2025		Build-out Year: 2030	
Study Area Boundaries (Attach map)	North: Refer to Figure 1		South:	
	West:		East:	
External Factors That Could Affect Project (Planned road improvements, other nearby developments)	To be discussed at TIA scope meeting			
Consistency With Comprehensive Plan (Land use, transportation plan)	Existing zoning is A-1, EO (Economic Opportunity), and IND (Industrial) Proposed zoning is Economic Opportunity District			
Available Traffic Data (Historical, forecasts)	I-64 – 59,000 vpd in 2018 / 61,000 vpd in 2023 Eltham Road (Route 33) – 11,000 vpd in 2018 / 11,000 vpd in 2023 New Kent Highway (Route 249) – 2,000 vpd in 2018 / 2,100 vpd in 2023			
Trip Distribution	Road Name: See Figure 1		Road Name:	
	Road Name:		Road Name:	
Annual Vehicle Trip Growth Rate: (See Note 3.)	1.0%	Peak Period for Study (Check all that apply)	☒ AM ☒ PM ☐ SAT	
		Peak Hour of Generator		
Study Intersections and/or Road Segments (Attach additional sheets as necessary) (Please refer to attached Figure 1.)	1.	Route 33 (Eltham Road) at Route 249		7.
	2.	Route 33 (Eltham Road) at North Land Bay Driveway		8.
	3.	Route 33 (Eltham Road) at North Land Bay RIRO Driveway		9.
	4.	Route 33 (Eltham Road) at South Land Bay Driveway		10.
	5.	Route 33 (Eltham Road) at South Land Bay Right-out Driveway		11.
	6.	I-64 at Route 33 (Eltham Road) Interchange		12.
Trip Adjustment Factors	Internal allowance ☒ Yes ☐ No Reduction: 15% within each land bay		Pass-by allowance ☒ Yes ☐ No Reduction: ITE	
	☒ Synchro ☐ HCS (v.2000/+) ☐ SIDRA ☐ CORSIM ☒ Other <u>SimTraffic</u>			
Traffic Signal Proposed or Affected (Analysis software to be used, progression speed, cycle length)	Analysis Software: Synchro / SimTraffic 11			

Improvement(s) Assumed or to be Considered	The need for turn lanes and other off-site improvements will be determined based on the results of the TIA
Background Traffic Studies Considered	To be discussed at TIA scope meeting
Plan Submission	☐ Master Development Plan (MDP) ☒ Generalized Development Plan (GDP) ☐ Preliminary/Sketch Plan ☐ Other Plan type (Final Site, Subd. Plan)
Additional Issues to be Addressed	☒ Queuing analysis ☒ Actuation/Coordination ☐ Weaving analysis ☐ Merge analysis ☐ Bike/Ped Accommodations ☒ Intersection(s) ☐ TDM Measures ☒ Other (<u>Traffic signal warrant analysis</u>)

NOTES on ASSUMPTIONS:

1. The TIA will include four analysis scenarios:
 - Existing 2025 Conditions
 - No-Build 2030 Conditions
 - Build 2030 Conditions
 - Build +6 years 2036 Conditions
2. The analysis will be based on current turning movement counts.
3. Existing peak hour factors will be based on the traffic counts and utilized on a by-intersection basis. Peak hour factors of 0.92 will be used for all future scenarios if the existing peak hour factor by intersection is less than 0.92.
4. Heavy vehicle percentages (HV%) will be based on count data.
5. HCM 6 methodology will be utilized where applicable; HCM 2000 methodology will be utilized if HCM 6 methodology is not applicable.
6. Turn lane warrants will be evaluated at the proposed site driveways.
7. The capacity analysis will adhere to the guidelines set forth in TOSAM, Version 2.0.
8. We will assume that 75% of the pass-by trips will originate from I-64 and 25% will originate from U.S. 33 (Eltham Road).

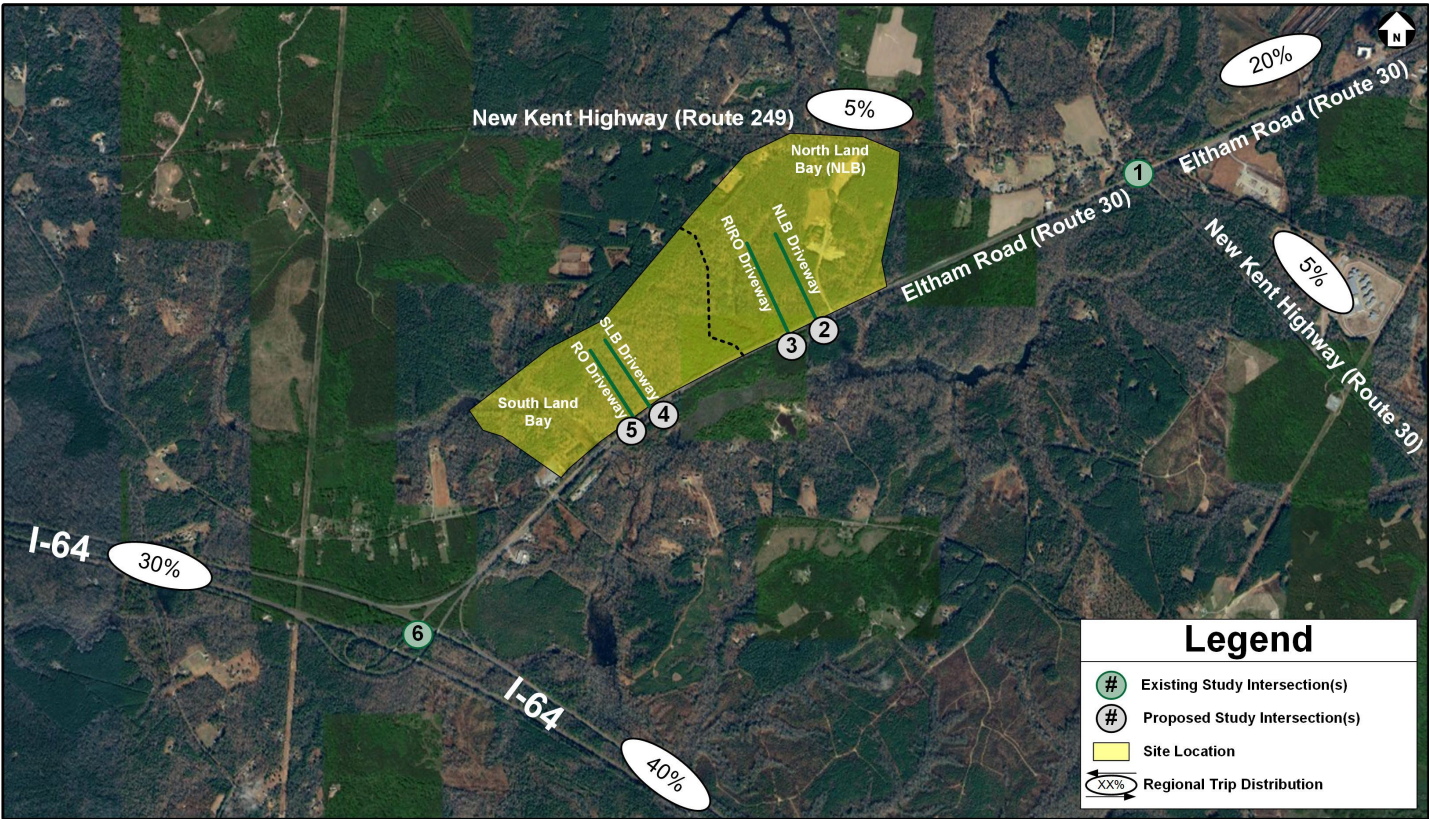


Figure 1: Site Location, Study Intersections, and Primary Trip Distribution



Table 1: North Land Bay – ITE Trip Generation – Typical Weekday – 11th Edition

Land Use	ITE Code	Size Units	Average Weekday Daily Traffic (vpd)		AM Peak Hour (vph)		PM Peak Hour (vph)	
			Enter	Exit	Enter	Exit	Enter	Exit
Warehousing	150	1,200 kSF	1,026	1,026	157	47	60	156
High-Turnover Sit-Down Restaurants	932	15 kSF	804	804	79	65	83	53
Fast-Food Restaurant with Drive-Through Windows	934	8 kSF	1,870	1,870	182	175	137	127
Subtotal			3,700	3,700	418	287	280	336
<i>Internal Capture - 15% AM / 15% PM</i>			-555	-555	-53	-53	-46	-46
Driveway Volumes			3,145	3,145	365	234	234	290
<i>Pass-By Trip Reduction:</i>								
<i>ITE Code 932 - 43% AM / 43% PM</i>			-294	-294	-26	-26	-25	-25
<i>ITE Code 934 - 50% AM / 55% PM</i>			-834	-834	-76	-76	-62	-62
<i>Total Pass-By Trip Reduction</i>			-1,128	-1,128	-102	-102	-87	-87
Total Primary Trips			2,017	2,017	263	132	147	203

Table 2: South Land Bay – ITE Trip Generation – Typical Weekday – 11th Edition

Land Use	ITE Code	Size Units	Average Weekday Daily Traffic (vpd)		AM Peak Hour (vph)		PM Peak Hour (vph)	
			Enter	Exit	Enter	Exit	Enter	Exit
Warehousing	150	550 kSF	471	471	72	22	28	71
Speciality Trade Contractor	180	75 kSF	369	369	92	33	46	99
Fast-Food Restaurant with Drive-Through Window	934	4 kSF	935	935	91	87	69	63
Convenience Store / Gas Station (5.5-10kSF)	945	16 f.p.	2,766	2,766	253	253	215	215
Subtotal			4,541	4,541	508	395	358	448
<i>Internal Capture - 15% AM / 15% PM</i>			-681	-681	-68	-68	-60	-60
Driveway Volumes			3,860	3,860	440	327	298	388
<i>Pass-By Trip Reduction:</i>								
<i>ITE Code 934 - 50% AM / 55% PM</i>			-417	-417	-38	-38	-31	-31
<i>ITE Code 945 - 76% AM / 75% PM</i>			-1,775	-1,775	-163	-163	-137	-137
<i>Total Pass-By Trip Reduction</i>			-2,192	-2,192	-201	-201	-168	-168
Total Primary Trips			1,668	1,668	239	126	130	220

Assumptions:

- It is assumed that there will be an internal capture rate of 15% within each land bay
- For LUC 932, ITE does not publish a pass-by trip rate for the AM peak hour, so the PM peak hour pass-by trip rate was applied

APPENDIX B: TRAFFIC COUNT DATA AND SIGNAL TIMINGS



TRAFFIC DATA COLLECTION

File Name : NewKent (Eltham and New Kent)
 Site Code :
 Start Date : 7/30/2025
 Page No : 1

Groups Printed- Cars + - Trucks

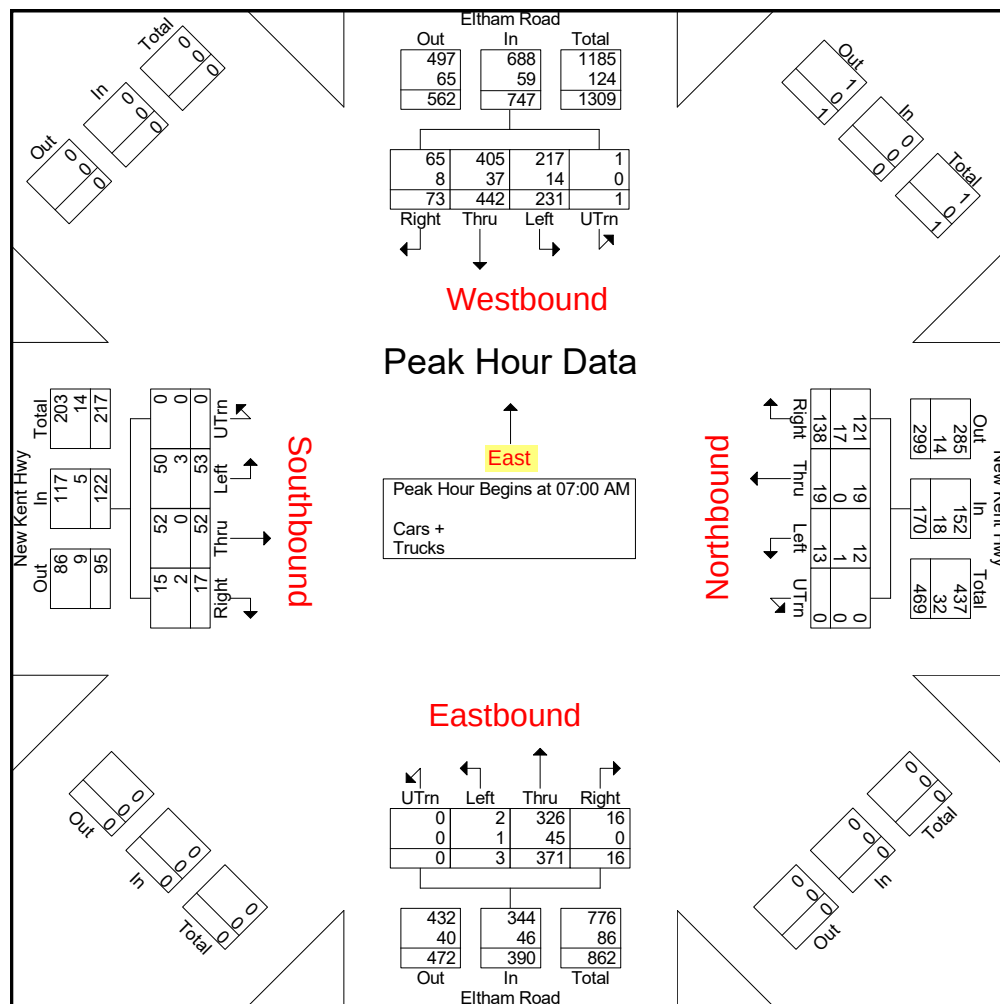
	Eltham Road Westbound					New Kent Hwy Northbound					Eltham Road Eastbound					New Kent Hwy Southbound					
Start Time	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	59	105	13	178	0	2	4	24	30	0	1	104	2	107	0	9	12	1	22	337
07:15 AM	0	62	120	26	208	0	5	2	35	42	0	1	80	0	81	0	15	20	5	40	371
07:30 AM	0	67	116	11	194	0	4	6	30	40	0	1	78	5	84	0	13	12	5	30	348
07:45 AM	0	43	101	23	167	0	2	7	49	58	0	0	109	9	118	0	16	8	6	30	373
Total	1	231	442	73	747	0	13	19	138	170	0	3	371	16	390	0	53	52	17	122	1429
08:00 AM	0	21	109	11	141	0	7	3	21	31	0	1	102	2	105	0	15	14	2	31	308
08:15 AM	1	38	96	18	153	0	4	5	16	25	0	0	75	7	82	0	14	9	2	25	285
08:30 AM	0	44	97	12	153	0	1	4	23	28	0	3	85	6	94	0	13	6	1	20	295
08:45 AM	0	33	88	19	140	0	4	9	18	31	0	1	80	2	83	0	15	7	0	22	276
Total	1	136	390	60	587	0	16	21	78	115	0	5	342	17	364	0	57	36	5	98	1164
Grand Total	2	367	832	133	1334	0	29	40	216	285	0	8	713	33	754	0	110	88	22	220	2593
Apprch %	0.1	27.5	62.4	10		0	10.2	14	75.8		0	1.1	94.6	4.4		0	50	40	10		
Total %	0.1	14.2	32.1	5.1	51.4	0	1.1	1.5	8.3	11	0	0.3	27.5	1.3	29.1	0	4.2	3.4	0.8	8.5	
Cars +	2	334	735	118	1189	0	28	40	184	252	0	7	605	31	643	0	101	88	19	208	2292
% Cars +	100	91	88.3	88.7	89.1	0	96.6	100	85.2	88.4	0	87.5	84.9	93.9	85.3	0	91.8	100	86.4	94.5	88.4
Trucks	0	33	97	15	145	0	1	0	32	33	0	1	108	2	111	0	9	0	3	12	301
% Trucks	0	9	11.7	11.3	10.9	0	3.4	0	14.8	11.6	0	12.5	15.1	6.1	14.7	0	8.2	0	13.6	5.5	11.6



TRAFFIC DATA COLLECTION

File Name : NewKent (Eltham and New Kent)
 Site Code :
 Start Date : 7/30/2025
 Page No : 2

	Eltham Road Westbound					New Kent Hwy Northbound					Eltham Road Eastbound					New Kent Hwy Southbound					
Start Time	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	59	105	13	178	0	2	4	24	30	0	1	104	2	107	0	9	12	1	22	337
07:15 AM	0	62	120	26	208	0	5	2	35	42	0	1	80	0	81	0	15	20	5	40	371
07:30 AM	0	67	116	11	194	0	4	6	30	40	0	1	78	5	84	0	13	12	5	30	348
07:45 AM	0	43	101	23	167	0	2	7	49	58	0	0	109	9	118	0	16	8	6	30	373
Total Volume	1	231	442	73	747	0	13	19	138	170	0	3	371	16	390	0	53	52	17	122	1429
% App. Total	0.1	30.9	59.2	9.8		0	7.6	11.2	81.2		0	0.8	95.1	4.1		0	43.4	42.6	13.9		
PHF	.250	.862	.921	.702	.898	.000	.650	.679	.704	.733	.000	.750	.851	.444	.826	.000	.828	.650	.708	.763	.958
Cars +	1	217	405	65	688	0	12	19	121	152	0	2	326	16	344	0	50	52	15	117	1301
% Cars +	100	93.9	91.6	89.0	92.1	0	92.3	100	87.7	89.4	0	66.7	87.9	100	88.2	0	94.3	100	88.2	95.9	91.0
Trucks	0	14	37	8	59	0	1	0	17	18	0	1	45	0	46	0	3	0	2	5	128
% Trucks	0	6.1	8.4	11.0	7.9	0	7.7	0	12.3	10.6	0	33.3	12.1	0	11.8	0	5.7	0	11.8	4.1	9.0





TRAFFIC DATA COLLECTION

File Name : NewKent (Eltham and New Kent)
 Site Code :
 Start Date : 7/30/2025
 Page No : 1

Groups Printed- Cars + - Trucks

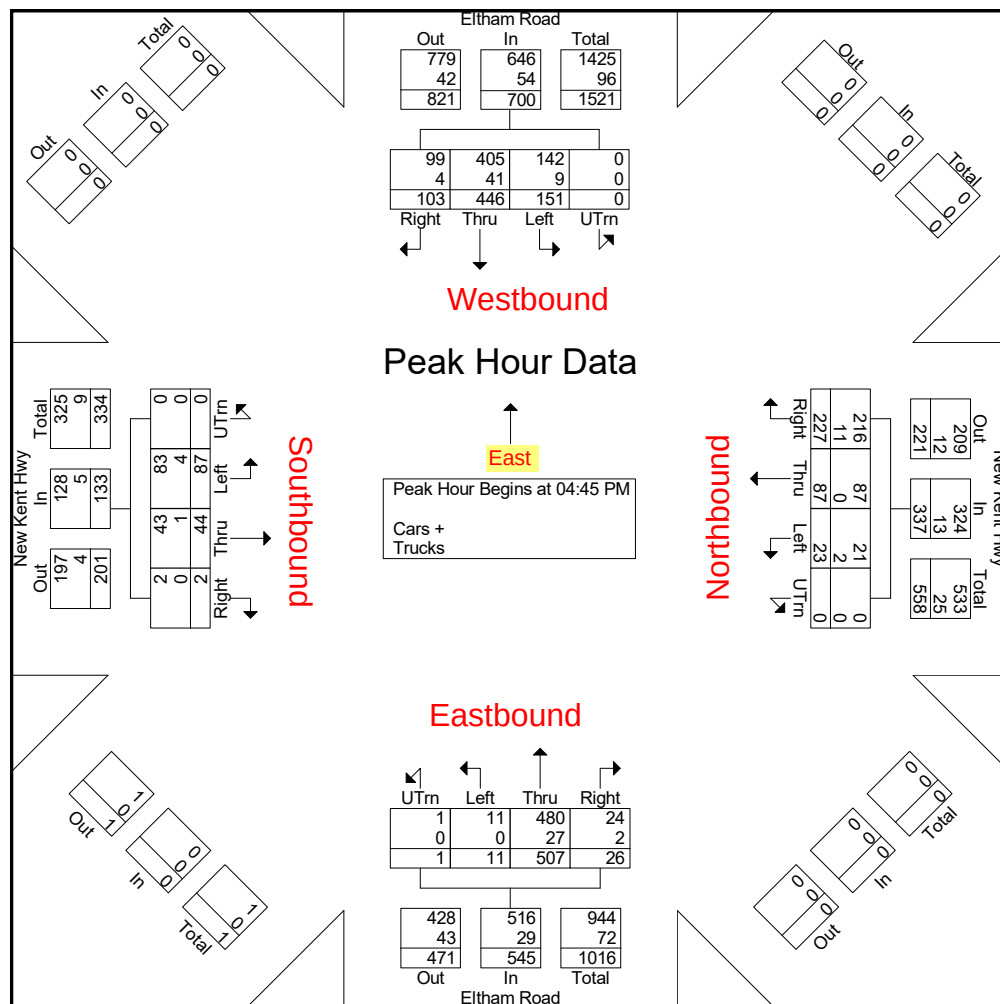
	Eltham Road Westbound					New Kent Hwy Northbound					Eltham Road Eastbound					New Kent Hwy Southbound					
Start Time	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	32	98	27	157	0	10	13	48	71	0	2	113	4	119	0	22	9	0	31	378
04:15 PM	0	21	81	20	122	0	2	14	64	80	0	5	105	5	115	0	25	17	8	50	367
04:30 PM	0	45	93	19	157	0	8	19	61	88	0	5	120	2	127	0	18	10	3	31	403
04:45 PM	0	51	106	31	188	0	4	14	51	69	0	3	145	5	153	0	17	6	1	24	434
Total	0	149	378	97	624	0	24	60	224	308	0	15	483	16	514	0	82	42	12	136	1582
05:00 PM	0	8	127	24	159	0	6	28	62	96	1	4	113	11	129	0	23	19	1	43	427
05:15 PM	0	44	101	22	167	0	5	16	66	87	0	2	135	7	144	0	21	6	0	27	425
05:30 PM	0	48	112	26	186	0	8	29	48	85	0	2	114	3	119	0	26	13	0	39	429
05:45 PM	0	36	89	15	140	0	4	15	48	67	0	3	106	0	109	0	14	8	0	22	338
Total	0	136	429	87	652	0	23	88	224	335	1	11	468	21	501	0	84	46	1	131	1619
Grand Total	0	285	807	184	1276	0	47	148	448	643	1	26	951	37	1015	0	166	88	13	267	3201
Apprch %	0	22.3	63.2	14.4		0	7.3	23	69.7		0.1	2.6	93.7	3.6		0	62.2	33	4.9		
Total %	0	8.9	25.2	5.7	39.9	0	1.5	4.6	14	20.1	0	0.8	29.7	1.2	31.7	0	5.2	2.7	0.4	8.3	
Cars +	0	258	732	179	1169	0	44	148	418	610	1	26	897	33	957	0	157	87	13	257	2993
% Cars +	0	90.5	90.7	97.3	91.6	0	93.6	100	93.3	94.9	100	100	94.3	89.2	94.3	0	94.6	98.9	100	96.3	93.5
Trucks	0	27	75	5	107	0	3	0	30	33	0	0	54	4	58	0	9	1	0	10	208
% Trucks	0	9.5	9.3	2.7	8.4	0	6.4	0	6.7	5.1	0	0	5.7	10.8	5.7	0	5.4	1.1	0	3.7	6.5



TRAFFIC DATA COLLECTION

File Name : NewKent (Eltham and New Kent)
 Site Code :
 Start Date : 7/30/2025
 Page No : 2

	Eltham Road Westbound					New Kent Hwy Northbound					Eltham Road Eastbound					New Kent Hwy Southbound					
Start Time	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	51	106	31	188	0	4	14	51	69	0	3	145	5	153	0	17	6	1	24	434
05:00 PM	0	8	127	24	159	0	6	28	62	96	1	4	113	11	129	0	23	19	1	43	427
05:15 PM	0	44	101	22	167	0	5	16	66	87	0	2	135	7	144	0	21	6	0	27	425
05:30 PM	0	48	112	26	186	0	8	29	48	85	0	2	114	3	119	0	26	13	0	39	429
Total Volume	0	151	446	103	700	0	23	87	227	337	1	11	507	26	545	0	87	44	2	133	1715
% App. Total	0	21.6	63.7	14.7		0	6.8	25.8	67.4		0.2	2	93	4.8		0	65.4	33.1	1.5		
PHF	.000	.740	.878	.831	.931	.000	.719	.750	.860	.878	.250	.688	.874	.591	.891	.000	.837	.579	.500	.773	.988
Cars +	0	142	405	99	646	0	21	87	216	324	1	11	480	24	516	0	83	43	2	128	1614
% Cars +	0	94.0	90.8	96.1	92.3	0	91.3	100	95.2	96.1	100	100	94.7	92.3	94.7	0	95.4	97.7	100	96.2	94.1
Trucks	0	9	41	4	54	0	2	0	11	13	0	0	27	2	29	0	4	1	0	5	101
% Trucks	0	6.0	9.2	3.9	7.7	0	8.7	0	4.8	3.9	0	0	5.3	7.7	5.3	0	4.6	2.3	0	3.8	5.9





TRAFFIC DATA COLLECTION

File Name : NewKent (Eltham and Stage)

Site Code :

Start Date : 7/30/2025

Page No : 1

Groups Printed- Cars + - Trucks

	Eltham Road Westbound					Stage Road Northbound					Eltham Road Eastbound					Stage Road Southbound					
Start Time	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	77	7	84	0	3	0	0	3	2	5	76	2	85	0	6	0	12	18	190
06:15 AM	0	0	127	1	128	0	6	0	1	7	0	5	73	0	78	0	7	1	19	27	240
06:30 AM	0	0	111	1	112	0	2	1	0	3	1	5	77	1	84	0	6	0	14	20	219
06:45 AM	0	0	116	3	119	0	8	0	0	8	4	7	96	0	107	0	3	0	19	22	256
Total	0	0	431	12	443	0	19	1	1	21	7	22	322	3	354	0	22	1	64	87	905
07:00 AM	0	0	103	2	105	0	6	1	0	7	2	4	100	1	107	0	5	1	16	22	241
07:15 AM	0	0	121	1	122	0	3	0	0	3	2	8	67	0	77	0	4	0	21	25	227
07:30 AM	0	0	126	2	128	0	1	1	0	2	5	11	86	3	105	0	2	0	20	22	257
07:45 AM	0	0	111	3	114	0	4	0	0	4	4	21	107	0	132	0	8	0	12	20	270
Total	0	0	461	8	469	0	14	2	0	16	13	44	360	4	421	0	19	1	69	89	995
08:00 AM	0	0	102	2	104	0	1	1	1	3	3	4	93	1	101	0	9	0	7	16	224
08:15 AM	0	0	117	7	124	0	3	0	0	3	3	5	88	0	96	0	2	1	17	20	243
08:30 AM	0	0	91	2	93	0	0	2	0	2	5	4	81	1	91	0	3	0	8	11	197
08:45 AM	0	0	86	3	89	0	2	0	3	5	1	9	79	1	90	0	4	0	5	9	193
Total	0	0	396	14	410	0	6	3	4	13	12	22	341	3	378	0	18	1	37	56	857
09:00 AM	0	1	77	2	80	0	1	1	1	3	1	5	88	0	94	0	6	0	9	15	192
09:15 AM	0	2	105	2	109	0	1	0	0	1	3	7	79	0	89	0	5	0	4	9	208
09:30 AM	0	0	79	7	86	0	1	0	1	2	2	7	70	1	80	0	3	0	7	10	178
09:45 AM	0	0	78	4	82	0	2	0	0	2	4	7	75	3	89	0	4	3	13	20	193
Total	0	3	339	15	357	0	5	1	2	8	10	26	312	4	352	0	18	3	33	54	771
10:00 AM	0	0	76	5	81	0	1	1	1	3	5	5	81	1	92	0	3	1	7	11	187
10:15 AM	0	0	94	2	96	0	0	1	0	1	11	4	62	0	77	0	3	0	9	12	186
10:30 AM	0	0	72	3	75	0	0	1	0	1	4	7	74	0	85	0	3	0	3	6	167
10:45 AM	0	0	88	3	91	0	0	1	0	1	6	4	76	0	86	0	0	1	1	2	180
Total	0	0	330	13	343	0	1	4	1	6	26	20	293	1	340	0	9	2	20	31	720
11:00 AM	0	0	84	1	85	0	0	1	0	1	8	4	75	0	87	1	1	0	7	9	182
11:15 AM	0	0	88	2	90	0	3	0	0	3	6	2	71	3	82	0	7	0	5	12	187
11:30 AM	0	0	96	3	99	0	3	0	0	3	1	9	62	0	72	0	7	1	9	17	191
11:45 AM	0	1	85	4	90	0	1	2	0	3	4	11	71	1	87	0	3	0	6	9	189
Total	0	1	353	10	364	0	7	3	0	10	19	26	279	4	328	1	18	1	27	47	749
12:00 PM	0	0	101	1	102	0	0	0	0	0	7	11	78	0	96	0	1	0	11	12	210
12:15 PM	0	1	77	0	78	0	0	0	0	0	6	6	87	0	99	0	5	1	10	16	193
12:30 PM	0	0	79	5	84	0	0	1	0	1	9	6	78	4	97	0	3	1	10	14	196
12:45 PM	0	0	77	2	79	0	3	0	0	3	10	6	76	0	92	0	3	0	6	9	183
Total	0	1	334	8	343	0	3	1	0	4	32	29	319	4	384	0	12	2	37	51	782
01:00 PM	0	0	71	4	75	0	0	0	0	0	5	5	77	0	87	0	0	0	9	9	171
01:15 PM	0	0	80	3	83	0	2	1	0	3	6	11	62	3	82	0	0	0	2	2	170
01:30 PM	0	0	76	4	80	0	2	0	0	2	5	7	57	3	72	0	2	0	7	9	163
01:45 PM	0	0	60	2	62	0	0	1	0	1	8	7	84	2	101	0	4	0	7	11	175
Total	0	0	287	13	300	0	4	2	0	6	24	30	280	8	342	0	6	0	25	31	679



TRAFFIC DATA COLLECTION

File Name : NewKent (Eltham and Stage)

Site Code :

Start Date : 7/30/2025

Page No : 2

Groups Printed- Cars + - Trucks

	Eltham Road Westbound					Stage Road Northbound					Eltham Road Eastbound					Stage Road Southbound					
Start Time	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	Int. Total
02:00 PM	1	0	74	5	80	0	0	0	1	1	2	9	80	3	94	0	0	0	11	11	186
02:15 PM	0	0	67	1	68	0	2	0	0	2	4	10	94	0	108	0	3	0	2	5	183
02:30 PM	0	0	80	3	83	0	0	0	0	0	4	5	87	1	97	0	0	1	7	8	188
02:45 PM	0	0	74	3	77	0	0	0	1	1	5	12	109	1	127	0	8	1	9	18	223
Total	1	0	295	12	308	0	2	0	2	4	15	36	370	5	426	0	11	2	29	42	780
03:00 PM	0	0	63	1	64	0	2	1	0	3	8	6	89	0	103	0	4	0	6	10	180
03:15 PM	0	1	105	6	112	0	1	0	0	1	3	11	99	1	114	0	0	0	5	5	232
03:30 PM	0	0	92	5	97	0	0	1	0	1	8	17	115	0	140	0	7	0	14	21	259
03:45 PM	1	1	80	10	92	0	1	1	0	2	1	11	107	2	121	0	1	0	8	9	224
Total	1	2	340	22	365	0	4	3	0	7	20	45	410	3	478	0	12	0	33	45	895
04:00 PM	0	2	116	9	127	0	3	0	0	3	2	15	108	3	128	0	8	1	9	18	276
04:15 PM	0	0	83	8	91	0	1	0	1	2	6	15	122	5	148	0	5	2	9	16	257
04:30 PM	0	0	92	7	99	0	1	0	0	1	4	11	121	4	140	0	2	0	10	12	252
04:45 PM	0	1	95	10	106	0	0	0	0	0	10	18	154	5	187	0	8	3	12	23	316
Total	0	3	386	34	423	0	5	0	1	6	22	59	505	17	603	0	23	6	40	69	1101
05:00 PM	0	2	117	7	126	0	1	2	0	3	4	11	126	4	145	0	4	3	10	17	291
05:15 PM	0	0	107	5	112	0	1	3	1	5	5	12	133	6	156	0	3	1	12	16	289
05:30 PM	0	0	108	10	118	0	0	0	0	0	2	13	117	2	134	0	3	0	5	8	260
05:45 PM	0	0	93	8	101	0	2	1	0	3	4	14	93	3	114	0	4	2	10	16	234
Total	0	2	425	30	457	0	4	6	1	11	15	50	469	15	549	0	14	6	37	57	1074
06:00 PM	0	0	69	6	75	0	4	0	0	4	3	7	95	4	109	0	3	0	4	7	195
06:15 PM	0	0	52	3	55	0	0	1	0	1	4	7	99	1	111	0	1	0	9	10	177
06:30 PM	0	0	70	5	75	0	2	0	0	2	4	12	79	3	98	0	2	1	9	12	187
06:45 PM	0	0	57	3	60	0	1	0	1	2	2	9	72	2	85	0	2	1	4	7	154
Total	0	0	248	17	265	0	7	1	1	9	13	35	345	10	403	0	8	2	26	36	713
07:00 PM	0	0	40	0	40	0	0	1	0	1	0	8	52	0	60	0	1	0	9	10	111
07:15 PM	0	0	27	3	30	0	1	1	0	2	3	10	52	3	68	0	1	0	6	7	107
07:30 PM	0	0	39	2	41	0	0	2	1	3	4	5	42	4	55	0	0	0	1	1	100
07:45 PM	0	1	39	1	41	0	2	0	0	2	1	9	64	1	75	0	3	0	1	4	122
Total	0	1	145	6	152	0	3	4	1	8	8	32	210	8	258	0	5	0	17	22	440
Grand Total	2	13	4770	214	4999	0	84	31	14	129	236	476	4815	89	5616	1	195	27	494	717	11461
Apprch %	0	0.3	95.4	4.3		0	65.1	24	10.9		4.2	8.5	85.7	1.6		0.1	27.2	3.8	68.9		
Total %	0	0.1	41.6	1.9	43.6	0	0.7	0.3	0.1	1.1	2.1	4.2	42	0.8	49	0	1.7	0.2	4.3	6.3	
Cars +	2	13	4150	207	4372	0	81	31	14	126	222	468	4229	87	5006	1	189	27	489	706	10210
% Cars +	100	100	87	96.7	87.5	0	96.4	100	100	97.7	94.1	98.3	87.8	97.8	89.1	100	96.9	100	99	98.5	89.1
Trucks	0	0	620	7	627	0	3	0	0	3	14	8	586	2	610	0	6	0	5	11	1251
% Trucks	0	0	13	3.3	12.5	0	3.6	0	0	2.3	5.9	1.7	12.2	2.2	10.9	0	3.1	0	1	1.5	10.9



TRAFFIC DATA COLLECTION

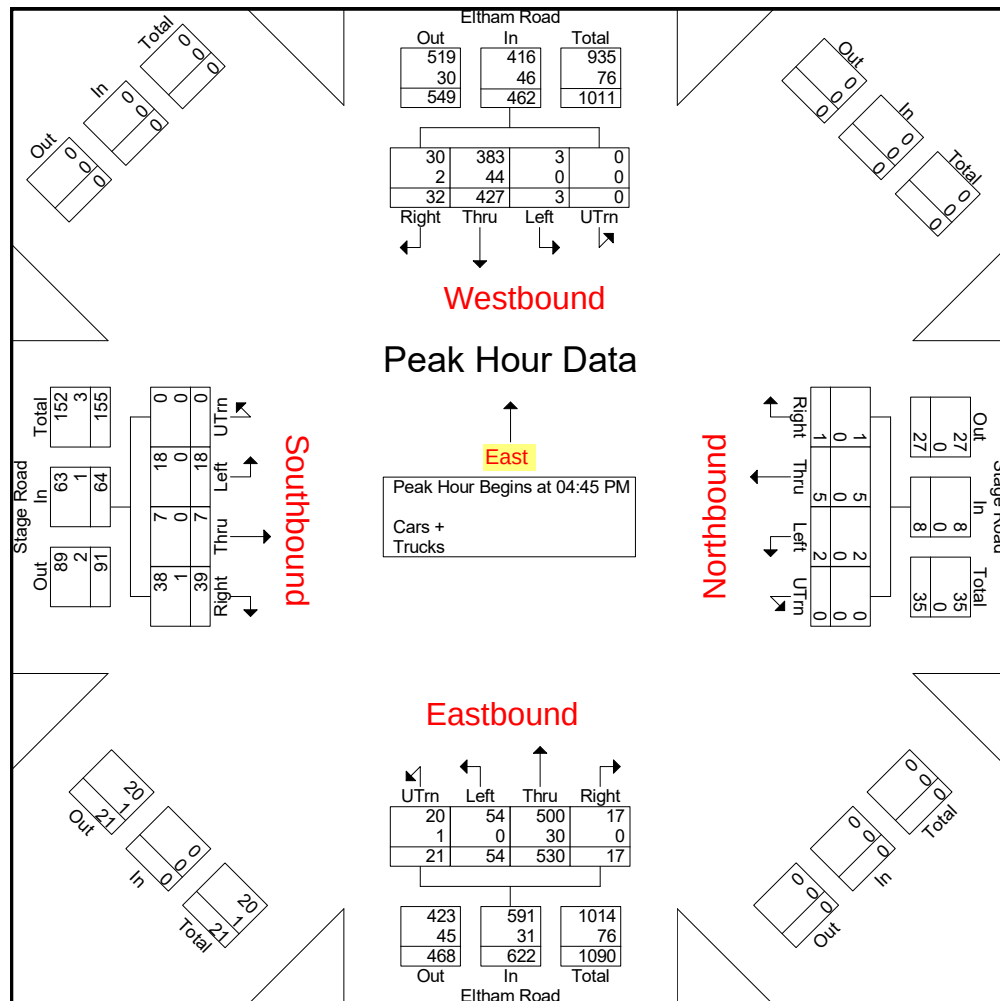
File Name : NewKent (Eltham and Stage)

Site Code :

Start Date : 7/30/2025

Page No : 4

	Eltham Road Westbound					Stage Road Northbound					Eltham Road Eastbound					Stage Road Southbound					
Start Time	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 07:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	1	95	10	106	0	0	0	0	0	10	18	154	5	187	0	8	3	12	23	316
05:00 PM	0	2	117	7	126	0	1	2	0	3	4	11	126	4	145	0	4	3	10	17	291
05:15 PM	0	0	107	5	112	0	1	3	1	5	5	12	133	6	156	0	3	1	12	16	289
05:30 PM	0	0	108	10	118	0	0	0	0	0	2	13	117	2	134	0	3	0	5	8	260
Total Volume	0	3	427	32	462	0	2	5	1	8	21	54	530	17	622	0	18	7	39	64	1156
% App. Total	0	0.6	92.4	6.9		0	25	62.5	12.5		3.4	8.7	85.2	2.7		0	28.1	10.9	60.9		
PHF	.000	.375	.912	.800	.917	.000	.500	.417	.250	.400	.525	.750	.860	.708	.832	.000	.563	.583	.813	.696	.915
Cars +	0	3	383	30	416	0	2	5	1	8	20	54	500	17	591	0	18	7	38	63	1078
% Cars +	0	100	89.7	93.8	90.0	0	100	100	100	100	95.2	100	94.3	100	95.0	0	100	100	97.4	98.4	93.3
Trucks	0	0	44	2	46	0	0	0	0	0	1	0	30	0	31	0	0	0	1	1	78
% Trucks	0	0	10.3	6.3	10.0	0	0	0	0	0	4.8	0	5.7	0	5.0	0	0	0	2.6	1.6	6.7



Daily Vehicle Volume Report

Study Date: Wednesday, 07/30/2025
Unit ID: I 64 On Ramps
Location: I 64 On Ramps

	Eastbound Volume	Westbound Volume
06:00 - 06:59	83	444
07:00 - 07:59	85	496
08:00 - 08:59	93	405
09:00 - 09:59	71	364
10:00 - 10:59	56	339
11:00 - 11:59	64	373
12:00 - 12:59	57	349
13:00 - 13:59	41	330
14:00 - 14:59	63	322
15:00 - 15:59	48	396
16:00 - 16:59	66	397
17:00 - 17:59	62	448
18:00 - 18:59	40	274
19:00 - 19:59	24	170
Totals	853	5107
AM Peak Time	07:36 - 08:35	06:47 - 07:46
AM Peak Volume	104	501
PM Peak Time	16:22 - 17:21	16:59 - 17:58
PM Peak Volume	83	450

Daily Vehicle Volume Report

Study Date: Wednesday, 07/30/2025
Unit ID: I 64 Off Ramps
Location: I 64 Off Ramps

	Eastbound Volume	Westbound Volume
06:00 - 06:59	372	39
07:00 - 07:59	402	53
08:00 - 08:59	387	43
09:00 - 09:59	342	59
10:00 - 10:59	334	43
11:00 - 11:59	315	44
12:00 - 12:59	332	67
13:00 - 13:59	310	69
14:00 - 14:59	404	72
15:00 - 15:59	420	90
16:00 - 16:59	541	80
17:00 - 17:59	503	62
18:00 - 18:59	365	55
19:00 - 19:59	238	42
Totals	5265	818
AM Peak Time	07:37 - 08:36	07:34 - 08:33
AM Peak Volume	436	61
PM Peak Time	16:31 - 17:30	14:50 - 15:49
PM Peak Volume	576	101

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

Phase Timing

3/15/2023 1:58:44 PM

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	7	15	7	7	7	15	0	0	0	0	0	0	0	0	0	0
Veh Ext	4.0	6.0	4.0	4.0	4.5	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Green 1	20	50	35	25	20	50	0	0	0	0	0	0	0	0	0	0
Max Green 2	20	50	35	25	20	50	0	0	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.9	5.9	6.4	6.0	4.9	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clr	3.9	1.0	4.6	4.1	3.9	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adv Flash	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bike MG	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Early Wlk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Wlk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added	0.0	1.5	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	24	0	0	0	24	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	4.5	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce After	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0
TTReduce	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Neg Ped	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AP Disc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Return Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

Phase Options

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Phases	1-8								9-16							
Min Recalls	2				6											
Max Recalls																
Ped Recalls																
Soft Recall																
Dual Entry																
Red Rest																
Walk Rest																
Walk Expand																
Ped Recycle																
Sim Ped Term																
PC Thru Clr																
Guar Passage																
No Simult Gap																
Yel Lock																
Red Lock																
PhaseNext Lock	1	2	3	4	5	6	7	8								
No Term Call	1	2	3	4	5	6	7	8								
Cond Serv																
CS Enable																
Cond Reserve																
Reserve																
Veh Omit																
Ped Omit																
Perm Phase																
Protect Calls																
Protect Calls 2																
Flash Entry																
Flash Exit																
Flash Exit Yel																
Flash Exit Red																
Ped Scramble																
No Min Yel																
No Min Red Rev																
Max Scramble Walk																
Flash Yellow																
Flash FYA																
CNA 1																
CNA 2																

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

Phase Startup Options

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Startup Flash	0	Mode	Yel->Red
Startup All Red	0	Yellow	0.0

Phases	1-8								9-16							
Startup Phases	2				6											
Startup Yellow																
Startup Red																
Startup No Walk																
Startup Next																
Startup Yel Fls																
Startup FYA																
No Veh Call																
No Ped Call																

Phase Startup Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Start Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Unit

Red Revert	4.0	Ped Protect	No	AdvFls in Flash	No
------------	----------------------------------	-------------	---------------------------------	-----------------	---------------------------------

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

Ring Sequence / Conflicting Phases

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Ringgroup 1

Ring 1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0
Ring 2	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0

Ringgroup 2

Custom Sequences

Seq 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Conflicting Phases

1-8

9-16

Phase 1															
Phase 2															
Phase 3															
Phase 4															
Phase 5															
Phase 6															
Phase 7															
Phase 8															
Phase 9															
Phase 10															
Phase 11															
Phase 12															
Phase 13															
Phase 14															
Phase 15															
Phase 16															

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

MCE Options

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Phases	1-8								9-16							
MCE Ped Protect	1	2	3	4	5	6	7	8								
MCE Veh Call	1	2	3	4	5	6	7	8								
MCE Ped Call	1	2	3	4	5	6	7	8								
MCE Veh Omit																
MCE Ped Omit																
MCE Veh Sync	1	2	3	4	5	6	7	8								
MCE Ped Sync		2		4		6		8								
MCE Halt Don't Walk																

LRV Phases	1-8							
MCE LRV Term Early								

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

FYA/FRA

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FYA	1	2	3	4	5	6	7	8
Prot Phs	0	0	0	0	0	0	0	0
Opp Thru	0	0	0	0	0	0	0	0
Start Phs	0	0	0	0	0	0	0	0
Opp Ped	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Skip Prot Red	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Head Mode	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1

Ped Hawk 1

Veh Phase

Ped Phase

Flash Yel Dark Signal

Flash Delay Flash Carryover

Green Mode

Ped Hawk 2

Veh Phase

Ped Phase

Flash Yel Dark Signal

Flash Delay Flash Carryover

Green Mode

Ped Hawk 3

Veh Phase

Ped Phase

Flash Yel Dark Signal

Flash Delay Flash Carryover

Green Mode

Ped Hawk 4

Veh Phase

Ped Phase

Flash Yel Dark Signal

Flash Delay Flash Carryover

Green Mode

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

Overlap Startup Options

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Overlaps	1-8								9-16							
Startup Overlap Green	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Startup Overlap Yellow	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Overlap Startup Timing

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Start Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Min Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Unit Options

Overlaps	1-8								9-16							
Overlap Ped Recalls	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
MCE Olap Ped Protect	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
MCE Olap Ped Calls	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
MCE Olap Ped Expand	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
No Min Yellow	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
No Min Red Rev	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Flash Yellow	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
No Conflict	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Pre Signal	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Perm Red	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Perm FYA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Perm FRA	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

Coordination Options

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Sync Time

RTC Set Time

Transition Mode

Ped Adjust

Trans Short %

Trans Long %

Offset Reference

Short Cycles

Dual Entry

Overlap F/O

Master Sync Mode

Master Sync Length

Adapt Thresh

Adapt Step

External Plan Max

Hardwire No Match

Hardwire Sync Fail

Override Omit/Recall

Phases 1-8

9-16

No Trans Recall

Trans Ped Recall

Trans Phases

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

Hardwire Plans

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Hardwire	Plan Select							Pattern	Offset	Mode
Plan 1								0	0	Hardwire
Plan 2								0	0	Hardwire
Plan 3								0	0	Hardwire
Plan 4								0	0	Hardwire
Plan 5								0	0	Hardwire
Plan 6								0	0	Hardwire
Plan 7								0	0	Hardwire
Plan 8								0	0	Hardwire
Plan 9								0	0	Hardwire
Plan 10								0	0	Hardwire
Plan 11								0	0	Hardwire
Plan 12								0	0	Hardwire
Plan 13								0	0	Hardwire
Plan 14								0	0	Hardwire
Plan 15								0	0	Hardwire
Plan 16								0	0	Hardwire
Plan 17								0	0	Hardwire
Plan 18								0	0	Hardwire
Plan 19								0	0	Hardwire
Plan 20								0	0	Hardwire
Plan 21								0	0	Hardwire
Plan 22								0	0	Hardwire
Plan 23								0	0	Hardwire
Plan 24								0	0	Hardwire
Plan 25								0	0	Hardwire
Plan 26								0	0	Hardwire
Plan 27								0	0	Hardwire
Plan 28								0	0	Hardwire
Plan 29								0	0	Hardwire
Plan 30								0	0	Hardwire
Plan 31								0	0	Hardwire
Plan 32								0	0	Hardwire

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

Soft Interconnect

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Mode Remote Int Number

Yield Delay

Yield Duration

Permissive

Local Hold Limit

Phases 1-8 9-16

Local Control Phases	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Local Hold Phases	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Local Perm Phases	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Local Call Phases	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Remote Perm Phases	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Remote Hold Phases	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

Preempt Inputs

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Preempt Input	1	2	3	4	5	6	7	8	9	10
Delay	0	0	0	0	0	0	0	0	0	0
Checkout Limit	0	0	0	0	0	0	0	0	0	0
Locked	No	No	No	No	No	No	No	No	No	No
Interlock	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Input Number	0	0	0	0	0	0	0	0	0	0
Input Priority	All	Low	Low	Low	Low	Low	Low	Low	All	All
Delay Mode	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp

Preempt Priority

Preempt Priority	1	2	3	4	5	6	7	8	9	10
	0	0	0	0	0	0	0	0	0	0

Remote Preemption

Remote Preempt	RM 1	RM 2	RM 3	RM 4	RM 5	RM 6	RM 7	RM 8
Int Number	0	0	0	0	0	0	0	0
PE Number	0	0	0	0	0	0	0	0
Mode	Dis	Dis	Dis	Dis	Dis	Dis	Dis	Dis
Slack	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0
Alt TT 1	0	0	0	0	0	0	0	0
Alt TT 2	0	0	0	0	0	0	0	0
Alt TT 3	0	0	0	0	0	0	0	0
Alt TT 4	0	0	0	0	0	0	0	0
Alt TT 5	0	0	0	0	0	0	0	0
Alt TT 6	0	0	0	0	0	0	0	0
Alt TT 7	0	0	0	0	0	0	0	0

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

Preempt 2 (Configuration)

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Enabled	Yes	Dwell Mode	Normal	Output Mode	All
Output2 Mode	All	Fail Action	Preempt Off	Exit Mode	Normal
Override Flash	No	Change Phasenext	Yes		

	1-8	9-16		1-8	
Enable Phases			LRV Disable		Max 0
Preempt Inputs	2		LRV Dwell Flash		
			LRV Omit		Delay 0
			LRV No Yel		

Preempt 2 (Timing/Phases/Overlaps)

Phases/Overlaps	1-8	9-16	Start Green	0	Start Walk	0
Omit Olap Grn Clr					Start Ped Clr	0
Phs EWlk to Grn			Track Clear 1	0	Track Clear 2	0
TC1r 1 Veh Phases			TC1 Extend	0	TC1 Max	0
TC1r 1 Ped Phases			Exit Ped Clr	0	Exit Yellow	0.0
TC1r 1 Olap			Exit Red	0.0		
TC1r 1 Olap Ped			Min Dwell	12	Min Duration	0
TC1r 2 Veh Phases			Dwell Extend	2		
TC1r 2 Ped Phases			Max Dwell	80	Max Call	0
TC1r 2 Olap			Reserve Inh Same	0		
TC1r 2 Olap Ped			Reserve Inh All	0		
Init Dwell Phases			Delay	0		
Dwell Veh Phases	2	5	Phases/Overlaps	1-8	9-16	
Dwell Ped Phases			TC1r 1 FR Olap			
Dwell Olap			TC1r 2 FR Olap			
Dwell Olap Ped			Dwell FR Olap			
Exit Veh Phases			TC1r 1 FYA			
Exit Ped Phases			TC1r 2 FYA			
Exit Olap			Dwell FYA			
Exit Olap Ped						
Zero Phase Walk						
Zero Phase Ped Clr						
Zero Phase Green						
Zero Olap Walk						
Zero Olap Ped Clr						
Zero Olap Green						
Dwell-Phase Red						
Dwell-Phase Red Flash						
Dwell-Phase Yel Flash						
Dwell-Olap Red Flash						
Dwell-Olap Yel Flash						
Dwell-Ped Dark						
Dwell-Olap Ped Dark						

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

Preempt 3 (Configuration)

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Enabled	Yes	Dwell Mode	Normal	Output Mode	All
Output2 Mode	All	Fail Action	Preempt Off	Exit Mode	Normal
Override Flash	No	Change Phasenext	Yes		

	1-8	9-16		1-8	
Enable Phases			LRV Disable		Max 0
Preempt Inputs	3		LRV Dwell Flash		
			LRV Omit		Delay 0
			LRV No Yel		

Preempt 3 (Timing/Phases/Overlaps)

Phases/Overlaps	1-8	9-16	Start Green	0	Start Walk	0
Omit Olap Grn Clr					Start Ped Clr	0
Phs EWlk to Grn			Track Clear 1	0	Track Clear 2	0
TC1r 1 Veh Phases			TC1 Extend	0	TC1 Max	0
TC1r 1 Ped Phases			Exit Ped Clr	0	Exit Yellow	0.0
TC1r 1 Olap			Exit Red	0.0		
TC1r 1 Olap Ped			Min Dwell	12	Min Duration	0
TC1r 2 Veh Phases			Dwell Extend	2		
TC1r 2 Ped Phases			Max Dwell	80	Max Call	0
TC1r 2 Olap			Reserve Inh Same	0		
TC1r 2 Olap Ped			Reserve Inh All	0		
Init Dwell Phases			Delay	0		
Dwell Veh Phases	3	8	Phases/Overlaps	1-8	9-16	
Dwell Ped Phases			TC1r 1 FR Olap			
Dwell Olap			TC1r 2 FR Olap			
Dwell Olap Ped			Dwell FR Olap			
Exit Veh Phases			TC1r 1 FYA			
Exit Ped Phases			TC1r 2 FYA			
Exit Olap			Dwell FYA			
Exit Olap Ped						
Zero Phase Walk						
Zero Phase Ped Clr						
Zero Phase Green						
Zero Olap Walk						
Zero Olap Ped Clr						
Zero Olap Green						
Dwell-Phase Red						
Dwell-Phase Red Flash						
Dwell-Phase Yel Flash						
Dwell-Olap Red Flash						
Dwell-Olap Yel Flash						
Dwell-Ped Dark						
Dwell-Olap Ped Dark						

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

Preempt 4 (Configuration)

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Enabled	Yes	Dwell Mode	Normal	Output Mode	All
Output2 Mode	All	Fail Action	Preempt Off	Exit Mode	Normal
Override Flash	No	Change Phasenext	Yes		

	1-8	9-16		1-8	
Enable Phases			LRV Disable		Max 0
Preempt Inputs	4		LRV Dwell Flash		
			LRV Omit		Delay 0
			LRV No Yel		

Preempt 4 (Timing/Phases/Overlaps)

Phases/Overlaps	1-8	9-16	Start Green	0	Start Walk	0
Omit Olap Grn Clr					Start Ped Clr	0
Phs EWlk to Grn			Track Clear 1	0	Track Clear 2	0
TClr 1 Veh Phases			TC1 Extend	0	TC1 Max	0
TClr 1 Ped Phases			Exit Ped Clr	0	Exit Yellow	0.0
TClr 1 Olap			Exit Red	0.0		
TClr 1 Olap Ped			Min Dwell	12	Min Duration	0
TClr 2 Veh Phases			Dwell Extend	2		
TClr 2 Ped Phases			Max Dwell	80	Max Call	0
TClr 2 Olap			Reserve Inh Same	0		
TClr 2 Olap Ped			Reserve Inh All	0		
Init Dwell Phases			Delay	0		
Dwell Veh Phases	4	7	Phases/Overlaps	1-8	9-16	
Dwell Ped Phases			TClr 1 FR Olap			
Dwell Olap			TClr 2 FR Olap			
Dwell Olap Ped			Dwell FR Olap			
Exit Veh Phases			TClr 1 FYA			
Exit Ped Phases			TClr 2 FYA			
Exit Olap			Dwell FYA			
Exit Olap Ped						
Zero Phase Walk						
Zero Phase Ped Clr						
Zero Phase Green						
Zero Olap Walk						
Zero Olap Ped Clr						
Zero Olap Green						
Dwell-Phase Red						
Dwell-Phase Red Flash						
Dwell-Phase Yel Flash						
Dwell-Olap Red Flash						
Dwell-Olap Yel Flash						
Dwell-Ped Dark						
Dwell-Olap Ped Dark						

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

Preempt 6 (Configuration)

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Enabled	Yes	Dwell Mode	Normal	Output Mode	All
Output2 Mode	All	Fail Action	Preempt Off	Exit Mode	Normal
Override Flash	No	Change Phasenext	Yes		

	1-8	9-16		1-8	
Enable Phases			LRV Disable		Max 0
Preempt Inputs	6		LRV Dwell Flash		
			LRV Omit		Delay 0
			LRV No Yel		

Preempt 6 (Timing/Phases/Overlaps)

Phases/Overlaps	1-8	9-16	Start Green	0	Start Walk	0
Omit Olap Grn Clr					Start Ped Clr	0
Phs EWlk to Grn			Track Clear 1	0	Track Clear 2	0
TC1r 1 Veh Phases			TC1 Extend	0	TC1 Max	0
TC1r 1 Ped Phases			Exit Ped Clr	0	Exit Yellow	0.0
TC1r 1 Olap			Exit Red	0.0		
TC1r 1 Olap Ped			Min Dwell	12	Min Duration	0
TC1r 2 Veh Phases			Dwell Extend	2		
TC1r 2 Ped Phases			Max Dwell	80	Max Call	0
TC1r 2 Olap			Reserve Inh Same	0		
TC1r 2 Olap Ped			Reserve Inh All	0		
Init Dwell Phases			Delay	0		
Dwell Veh Phases	1	6	Phases/Overlaps	1-8	9-16	
Dwell Ped Phases			TC1r 1 FR Olap			
Dwell Olap			TC1r 2 FR Olap			
Dwell Olap Ped			Dwell FR Olap			
Exit Veh Phases			TC1r 1 FYA			
Exit Ped Phases			TC1r 2 FYA			
Exit Olap			Dwell FYA			
Exit Olap Ped						
Zero Phase Walk						
Zero Phase Ped Clr						
Zero Phase Green						
Zero Olap Walk						
Zero Olap Ped Clr						
Zero Olap Green						
Dwell-Phase Red						
Dwell-Phase Red Flash						
Dwell-Phase Yel Flash						
Dwell-Olap Red Flash						
Dwell-Olap Yel Flash						
Dwell-Ped Dark						
Dwell-Olap Ped Dark						

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

TOD Pattern Events

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	Time	DOW							Holidays							Mode	Pattern	Offset
Event 1	00:00															Sched	0	0
Event 2	00:00															Sched	0	0
Event 3	00:00															Sched	0	0
Event 4	00:00															Sched	0	0
Event 5	00:00															Sched	0	0
Event 6	00:00															Sched	0	0
Event 7	00:00															Sched	0	0
Event 8	00:00															Sched	0	0
Event 9	00:00															Sched	0	0
Event 10	00:00															Sched	0	0
Event 11	00:00															Sched	0	0
Event 12	00:00															Sched	0	0
Event 13	00:00															Sched	0	0
Event 14	00:00															Sched	0	0
Event 15	00:00															Sched	0	0
Event 16	00:00															Sched	0	0
Event 17	00:00															Sched	0	0
Event 18	00:00															Sched	0	0
Event 19	00:00															Sched	0	0
Event 20	00:00															Sched	0	0
Event 21	00:00															Sched	0	0
Event 22	00:00															Sched	0	0
Event 23	00:00															Sched	0	0
Event 24	00:00															Sched	0	0
Event 25	00:00															Sched	0	0
Event 26	00:00															Sched	0	0
Event 27	00:00															Sched	0	0
Event 28	00:00															Sched	0	0
Event 29	00:00															Sched	0	0
Event 30	00:00															Sched	0	0
Event 31	00:00															Sched	0	0
Event 32	00:00															Sched	0	0

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

TS1 Outputs (Connector A)

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	Pin D	Pin E	Pin F	Pin G	Pin H	Pin J	Pin X	Pin Y
Output	VehRed	VehRed	VehRed	DntWlk	PedClr	Walk	VehRed	VehRed
Index	1	0	2	2	2	2	0	0
	Pin Z	Pin a	Pin b	Pin c	Pin d	Pin e	Pin r	Pin s
Output	VehYel	VehRed	VehYel	VehGrn	PhsChk	PhsOn	VehRed	VehGrn
Index	1	0	2	2	2	2	0	1
	Pin t	Pin u	Pin CC	Pin DD				
Output	VehRed	PhsChk	VehRed	PhsOn				
Index	0	1	0	1				

TS1 Outputs (Connector B)

	Pin A	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H	Pin J
Output	PhsNxt	PhsNxt	VehGrn	VehYel	VehRed	VehRed	PedClr	DntWlk
Index	1	2	3	3	3	4	4	4
	Pin K	Pin Y	Pin Z	Pin a	Pin b	Pin c	Pin d	Pin e
Output	PhsChk	VehRed	VehRed	VehRed	VehGrn	VehYel	Walk	PhsOn
Index	4	0	0	0	4	4	4	4
	Pin f	Pin p	Pin q	Pin r	Pin s	Pin t	Pin u	Pin w
Output	PhsNxt	OlpYel	OlpRed	PhsChk	PhsOn	PhsNxt	OlpRed	OlpGrn
Index	4	9	9	3	3	3	12	12
	Pin AA	Pin BB	Pin CC	Pin DD	Pin EE	Pin FF	Pin GG	Pin HH
Output	OlpGrn	OlpYel	OlpRed	OlpRed	OlpYel	OlpGrn	OlpGrn	OlpYel
Index	9	10	10	11	12	11	10	11

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

TS1 Outputs (Connector C)

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	Pin A	Pin B	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H
Output	VehRed	VehRed	DntWlk	VehRed	VehYel	VehRed	VehRed	VehRed
Index	0	0	8	8	7	7	6	5
	Pin J	Pin K	Pin L	Pin M	Pin N	Pin c	Pin d	Pin e
Output	VehYel	VehRed	VehRed	PhsNxt	PhsOn	VehRed	Walk	VehYel
Index	5	0	0	5	5	0	8	8
	Pin f	Pin g	Pin h	Pin i	Pin j	Pin k	Pin w	Pin x
Output	VehGrn	VehGrn	VehYel	VehGrn	VehRed	PhsChk	PedClr	VehGrn
Index	7	6	6	5	0	5	8	8
	Pin y	Pin z	Pin AA	Pin BB	Pin CC	Pin DD	Pin FF	Pin GG
Output	VehRed	DntWlk	PedClr	PhsChk	PhsOn	PhsNxt	PhsChk	PhsOn
Index	0	6	6	6	6	6	8	8
	Pin HH	Pin JJ	Pin KK	Pin LL	Pin MM	Pin NN	Pin PP	
Output	PhsNxt	VehRed	VehRed	Walk	PhsChk	PhsOn	PhsNxt	
Index	8	0	0	6	7	7	7	

TS1 Outputs (Connector D)

	Pin z	Pin AA	Pin BB	Pin CC	Pin DD	Pin EE	Pin FF	Pin GG
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	Pin HH	Pin JJ	Pin LL					
Output	VehRed	VehRed	VehRed					
Index	0	0	0					

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

TS1 Inputs (Connector A)

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	Pin K	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S	Pin T
Input	VehDet	PedDet	VehDet	StopTm	MaxInh	ExtStr	IntAdv	None
Index	2	2	10	5	1	1	1	0
	Pin f	Pin g	Pin h	Pin i	Pin j	Pin k	Pin m	Pin n
Input	VehDet	PedDet	VehDet	Force	MinRec	ManCtrl	CNA	None
Index	1	1	9	1	1	1	1	0
	Pin q	Pin v	Pin w	Pin x	Pin y	Pin z	Pin AA	Pin BB
Input	None	VehDet	OmtRed	RedRst	None	CNA	None	None
Index	0	26	1	1	0	2	0	0
	Pin EE	Pin FF	Pin GG	Pin HH				
Input	VehDet	PedRcy	MaxII	None				
Index	25	1	1	0				

TS1 Inputs (Connector B)

	Pin B	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S	Pin T
Input	None	VehDet	PedDet	VehDet	PedDet	VehDet	VehDet	VehDet
Index	0	4	4	3	3	19	18	29
	Pin U	Pin V	Pin W	Pin X	Pin g	Pin h	Pin i	Pin j
Input	VehDet	PedRcy	None	None	VehDet	VehDet	VehDet	VehDet
Index	17	2	0	0	20	12	11	27
	Pin k	Pin m	Pin n	Pin v	Pin x	Pin z		
Input	VehDet	VehDet	VehDet	None	VehDet	MaxII		
Index	30	31	32	0	28	2		

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

TS1 Inputs (Connector C)

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	Pin P	Pin R	Pin S	Pin T	Pin U	Pin V	Pin W	Pin X
Input	VehDet	PedDet	VehDet	PedDet	PedDet	VehDet	PedDet	VehDet
Index	5	5	6	6	7	7	8	16
	Pin Y	Pin Z	Pin a	Pin b	Pin m	Pin n	Pin p	Pin q
Input	Force	StopTm	MaxInh	None	VehDet	VehDet	VehDet	VehDet
Index	2	5	2	0	13	21	14	22
	Pin r	Pin s	Pin t	Pin u	Pin v	Pin EE		
Input	VehDet	VehDet	VehDet	RedRst	OmtRed	VehDet		
Index	23	24	8	2	2	15		

TS1 Inputs (Connector D)

	Pin A	Pin B	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	56	62	63	60	61	57	58	59
	Pin J	Pin K	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S
Input	None	Preempt	Preempt	Preempt	Preempt	MMUFlash	LocFlash	Alarm
Index	0	1	2	3	4	1	1	1
	Pin T	Pin U	Pin V	Pin W	Pin X	Pin Y	Pin Z	Pin a
Input	Alarm	Alarm	Alarm	Preempt	Preempt	None	None	None
Index	2	3	4	5	6	0	0	0
	Pin b	Pin c	Pin d	Pin e	Pin f	Pin g	Pin h	Pin i
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin j	Pin k	Pin m	Pin n	Pin p	Pin q	Pin r	Pin s
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin t	Pin u	Pin v	Pin w	Pin x	Pin y		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

ITS Outputs (14 Pack-1)

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	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Output	ManCtrl	IntAdv	StopTm	None
Index	0	0	0	0

	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehYel	VehYel	VehRed	VehYel	VehGrn	VehRed	VehYel
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehGrn	VehRed	VehYel	VehGrn	VehRed	VehYel	VehYel	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehYel	VehGrn	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	OlpGrn	OlpRed	OlpYel	OlpGrn	DntWlk	VehGrn	Walk	DntWlk
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehGrn	Walk	DntWlk	VehGrn	Walk	VehGrn	PedClr	Walk
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Output	VehYel	VehGrn	VehRed	VehRed	VehRed	VehRed		
Index	0	0	0	0	0	0		

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

ITS Outputs (14 Pack-3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	VehRed	VehYel
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehGrn	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehYel	VehGrn	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	VehRed	VehYel
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehGrn	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehYel	VehGrn	VehRed	VehYel	VehGrn	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Output	VehYel	VehGrn	VehRed	VehRed	VehRed	VehRed		
Index	0	0	0	0	0	0		

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

ITS Outputs (6 Pack-1)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed		
Index	0	0	0	0	0	0		

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

ITS Outputs (6 Pack-2)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed		
Index	0	0	0	0	0	0		

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

ITS Outputs (6 Pack-3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed		
Index	0	0	0	0	0	0		

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

ITS Outputs (6 Pack-4)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed		
Index	0	0	0	0	0	0		

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

ITS Inputs (Input Asm 1)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

ITS Inputs (Input Asm 2)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

ITS Inputs (Input Asm 3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

ITS Inputs (Input Asm 4)

3/15/2023 1:58:44 PM

	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

ITS Inputs (Input Asm 5)

3/15/2023 1:58:44 PM

	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

Vehicle Detector 1

3/15/2023 1:58:44 PM

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases 1-8 9-16

Call Phases	1																
Yellow Lock Phases																	
Red Lock Phases																	
Extend Phases	1																
XSwitch Phases																	
Bike Call Phases																	

Vehicle Detector 2

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases 1-8 9-16

Call Phases		2															
Yellow Lock Phases																	
Red Lock Phases																	
Extend Phases		2															
XSwitch Phases																	
Bike Call Phases																	

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

Vehicle Detector 3

3/15/2023 1:58:44 PM

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases

1-8

9-16

Call Phases		3													
Yellow Lock Phases															
Red Lock Phases															
Extend Phases		3													
XSwitch Phases															
Bike Call Phases															

Vehicle Detector 4

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases

1-8

9-16

Call Phases		4													
Yellow Lock Phases															
Red Lock Phases															
Extend Phases		4													
XSwitch Phases															
Bike Call Phases															

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

Vehicle Detector 5

3/15/2023 1:58:44 PM

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases

1-8

9-16

Call Phases				5													
Yellow Lock Phases																	
Red Lock Phases																	
Extend Phases				5													
XSwitch Phases																	
Bike Call Phases																	

Vehicle Detector 6

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases

1-8

9-16

Call Phases					6												
Yellow Lock Phases																	
Red Lock Phases																	
Extend Phases					6												
XSwitch Phases																	
Bike Call Phases																	

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

Vehicle Detector 7

3/15/2023 1:58:44 PM

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases

1-8

9-16

Call Phases						7									
Yellow Lock Phases															
Red Lock Phases															
Extend Phases						7									
XSwitch Phases															
Bike Call Phases															

Vehicle Detector 8

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases

1-8

9-16

Call Phases							8								
Yellow Lock Phases															
Red Lock Phases															
Extend Phases							8								
XSwitch Phases															
Bike Call Phases															

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

Pedestrian Detector 2

3/15/2023 1:58:44 PM

No Act Max Pres Erratic Fail Mode

Phases/Overlaps	1-8								9-16							
Call Ped Phases	2															
Call Ped Olaps																
Call Phases																
Locked Call Phases																
Ped Entry Phases																
Olap Ped Entry Phases																
Ped Cascade Phases																
Call Walk2																

Pedestrian Detector 4

No Act Max Pres Erratic Fail Mode

Phases/Overlaps	1-8								9-16							
Call Ped Phases			4													
Call Ped Olaps																
Call Phases																
Locked Call Phases																
Ped Entry Phases																
Olap Ped Entry Phases																
Ped Cascade Phases																
Call Walk2																

Pedestrian Detector 6

No Act Max Pres Erratic Fail Mode

Phases/Overlaps	1-8								9-16							
Call Ped Phases					6											
Call Ped Olaps																
Call Phases																
Locked Call Phases																
Ped Entry Phases																
Olap Ped Entry Phases																
Ped Cascade Phases																
Call Walk2																

Pedestrian Detector 8

No Act Max Pres Erratic Fail Mode

Phases/Overlaps	1-8								9-16							
Call Ped Phases							8									
Call Ped Olaps																
Call Phases																
Locked Call Phases																
Ped Entry Phases																
Olap Ped Entry Phases																
Ped Cascade Phases																
Call Walk2																

Rte. 30 (Eltham) & Rte. 249 New Kent Hwy

Control / Config

3/15/2023 1:58:44 PM

Pattern Mode

Manual Pattern Manual Offset

Stop Time Input

Aux Switch

DLS Mode Time Zone

GPS Thresh

Password Timeout

Maint Phs Recalls

Maint Ped Recalls

Serial 1 Port Configuration

Broadcast Plan/Sync

Broadcast Time

Serial Rebroadcast

Response

Serial 2 Port Configuration

Broadcast Plan/Sync

Broadcast Time

Ethernet Port Configuration

Broadcast Plan/Sync

Broadcast Time

Serial Rebroadcast

Peer Configuration

Peer 1

Peer 2

Peer 3

Peer 4

Peer 5

Peer 6

Peer 7

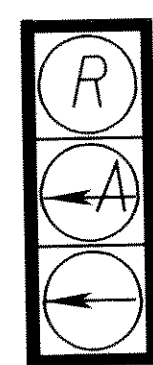
Peer 8

SURVEYED BY _____
SUPERVISED BY _____
DESIGNED BY Keith A. Carter

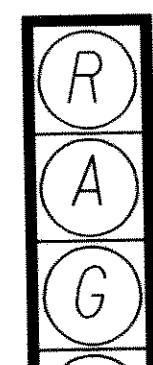
COLOR SEQUENCE CHART

PHASE	Ø1-5	Ø1-6	Ø2-5	Ø2-6	Ø3	Ø4	FLASH
SIGNAL	R/W	R/W	R/W	R/W	R/W	R/W	
Ø1	←	←	R	R	R	R	R
Ø2	R	R	G	G	R	R	A
Ø3	R	R	R	R	G	R	R
Ø3A	R	R	R	R	G	R	R
Ø4	R	R	R	R	R	G	R
Ø4A	R	R	R	R	R	G	R
Ø5	←	R	←	R	R	R	R
Ø6	R	G	R	G	R	R	A

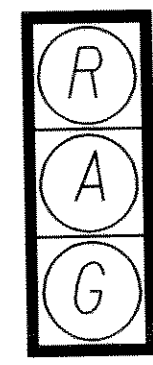
SIGNALS



1,5



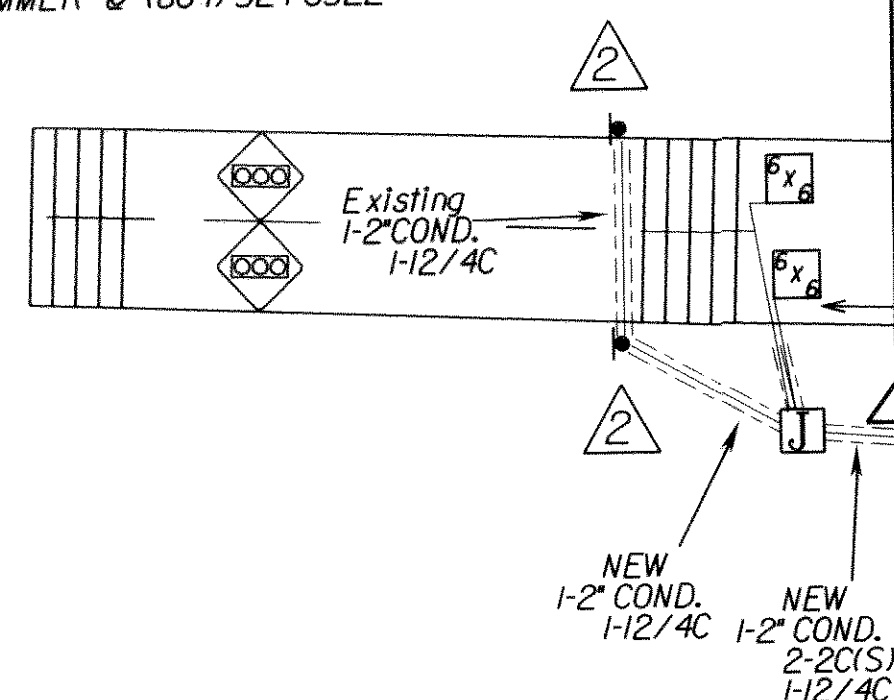
3A, 4A



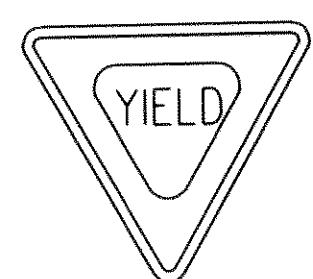
2,3,4,6

All signal heads are 12" and shall include backplates and tunnel visors.

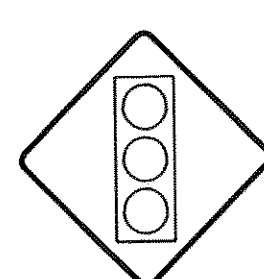
- EXISTING SIGNAL TIMINGS SHALL BE RETAINED.
- INSTALLATION / PLACEMENT OF VIDEO DETECTION EQUIPMENT SHALL BE COORDINATED W/ VDOT. ADVANCE (2)WK NOTICE IS REQUIRED. CALL WAYNE RIMMER @ (804) 524-6522



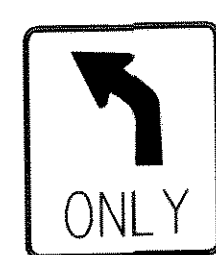
SIGNS



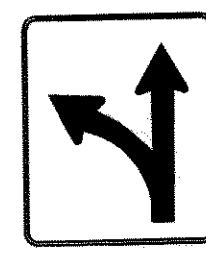
(NEW)



(NEW)

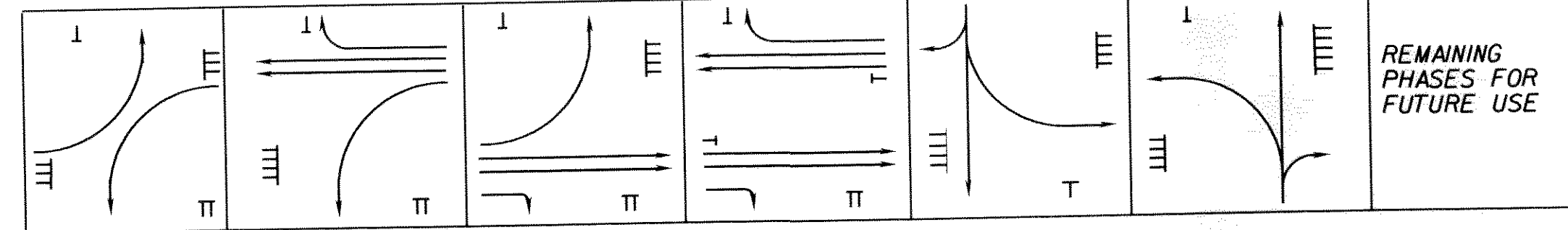


(NEW)



(NEW)

ALL OVERHEAD SIGNS SHALL BE FURNISHED BY V.D.O.T. AND INSTALLED BY THE CONTRACTOR.
ALL GROUND MOUNTED SIGNS SHALL BE FURNISHED INSTALLED BY V.D.O.T.



REMAINING PHASES FOR FUTURE USE

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA				1 of 2

PLAN NOTES

1. Controller cabinet foundation shall conform to S'd.CF-1.
2. Signal pole foundations shall conform to S'd.PF-5, foundation depths to be 12'
3. EPW denotes "emergency preemption wire". ■ denotes emergency preemption equipment and ◀ denotes camera equipment.
4. Electrical service shall conform to S'd SE-3, overhead & metered.
5. All junction boxes shall conform to S'd JB-3A,B, or C, unless otherwise noted on plans.
6. Underground conduit & conductor cable shall conform to S'd ECI-1 unless otherwise noted on plans.
7. All wire shall be brought into control cabinet and tagged as to its location.
8. Conduits shall extend into junction boxes 2' (Min.) to 4' (Max.) & shall be fitted with bell-ends or bushings.
9. Overhead sign installation shall conform to S'd SMD-2.
10. Spare 2" conduits in mast arm pole foundations are to be run continuous to nearest junction box or control cabinet as indicated on plans.

LEGEND

- EX. STRAIN POLE W/ SPAN WIRE (TO BE REMOVED)
- - - DITCH LINES

SIGNAL POLE LEGEND

- 1 One 20' MP-1 Signal Pole with 70' Mast Arm.
- 2 One 20' MP-1 Signal Pole with 50' Mast Arm.
- 3 One 20' MP-1 Signal Pole with 50' Mast Arm.
- 4 One 20' MP-1 Signal Pole with 75' Mast Arm.

NOTE: CONTRACTOR SHALL VERIFY MAST ARM LENGTH FOR ADEQUATE LANE COVERAGE AND ANY UNDERGROUND / OVERHEAD UTILITIES PRIOR TO INSTALLATION OF FOUNDATION.

TRAFFIC SIGNAL MODIFICATION

RTE. 33, 30 & 249
(ANGEL VIEW)
NEW KENT CO.

SCALE
0 25' 50'

DATE: 2-02-05

PLAN NO.	PROJECT	FILE NO.	SHEET NO.
			1 of 2

APPENDIX C: SYNCHRO OUTPUT – EXISTING (2025) CONDITIONS

								
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	3	386	17	242	460	76	178	127
v/c Ratio	0.03	0.53	0.03	1.14	0.32	0.10	0.61	0.54
Control Delay	44.3	34.3	0.1	145.0	20.3	0.3	20.8	45.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	34.3	0.1	145.0	20.3	0.3	20.8	45.9
Queue Length 50th (ft)	2	101	0	~162	82	0	18	65
Queue Length 95th (ft)	12	163	0	#375	183	0	87	141
Internal Link Dist (ft)		5862			2258		1030	1047
Turn Bay Length (ft)	150		175	175		175		
Base Capacity (vph)	169	1544	891	212	1634	826	513	293
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.25	0.02	1.14	0.28	0.09	0.35	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

1: New Kent Hwy & Eltham Rd

HCM Signalized Intersection Capacity Analysis

Existing 2025 Conditions AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	3	371	16	232	442	73	13	19	138	53	52	17
Future Volume (vph)	3	371	16	232	442	73	13	19	138	53	52	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.8	6.9	6.9	8.8	6.0	6.0		11.0			10.1	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.89			0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		1.00			0.98	
Satd. Flow (prot)	1357	3223	1615	1703	3343	1455		1528			1749	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		1.00			0.98	
Satd. Flow (perm)	1357	3223	1615	1703	3343	1455		1528			1749	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	386	17	242	460	76	14	20	144	55	54	18
RTOR Reduction (vph)	0	0	12	0	0	46	0	130	0	0	4	0
Lane Group Flow (vph)	3	386	5	242	460	30	0	48	0	0	123	0
Heavy Vehicles (%)	33%	12%	0%	6%	8%	11%	8%	0%	12%	6%	0%	12%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						
Actuated Green, G (s)	1.4	28.1	28.1	11.3	38.9	38.9		9.7			12.2	
Effective Green, g (s)	1.4	28.1	28.1	11.3	38.9	38.9		9.7			12.2	
Actuated g/C Ratio	0.01	0.29	0.29	0.12	0.40	0.40		0.10			0.12	
Clearance Time (s)	8.8	6.9	6.9	8.8	6.0	6.0		11.0			10.1	
Vehicle Extension (s)	4.5	6.0	6.0	4.0	6.0	6.0		4.0			4.0	
Lane Grp Cap (vph)	19	923	462	196	1325	576		151			217	
v/s Ratio Prot	0.00	c0.12		c0.14	0.14			c0.03			c0.07	
v/s Ratio Perm			0.00			0.02						
v/c Ratio	0.16	0.42	0.01	1.23	0.35	0.05		0.32			0.57	
Uniform Delay, d1	47.8	28.4	25.1	43.4	20.7	18.2		41.1			40.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	6.6	0.9	0.0	141.6	0.4	0.1		1.7			4.1	
Delay (s)	54.4	29.2	25.1	185.0	21.2	18.3		42.8			44.5	
Level of Service	D	C	C	F	C	B		D			D	
Approach Delay (s)		29.3			71.9			42.8			44.5	
Approach LOS		C			E			D			D	
Intersection Summary												
HCM 2000 Control Delay			54.4									
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			98.1									
Intersection Capacity Utilization			66.8%									
Analysis Period (min)			15									
c Critical Lane Group												

5: Stage Road & Eltham Rd
HCM 6th TWSC

Existing 2025 Conditions AM

Intersection													
Int Delay, s/veh	1.9												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	13	44	370	4	0	464	8	14	2	0	20	1	69
Future Vol, veh/h	13	44	370	4	0	464	8	14	2	0	20	1	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	100	-	125	75	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	8	5	12	0	0	9	0	14	0	0	0	0	4
Mvmt Flow	14	48	402	4	0	504	9	15	2	0	22	1	75

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	504	513	0	0	406	0	0	779	1039	201	830	1034	252
Stage 1	-	-	-	-	-	-	-	526	526	-	504	504	-
Stage 2	-	-	-	-	-	-	-	253	513	-	326	530	-
Critical Hdwy	6.56	4.2	-	-	4.1	-	-	7.78	6.5	6.9	7.5	6.5	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.78	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.78	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.58	2.25	-	-	2.2	-	-	3.64	4	3.3	3.5	4	3.34
Pot Cap-1 Maneuver	664	1028	-	-	1164	-	-	265	232	813	266	234	742
Stage 1	-	-	-	-	-	-	-	474	532	-	524	544	-
Stage 2	-	-	-	-	-	-	-	696	539	-	666	530	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	885	885	-	-	1164	-	-	225	216	813	251	218	742
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	326	320	-	360	335	-
Stage 1	-	-	-	-	-	-	-	441	495	-	487	544	-
Stage 2	-	-	-	-	-	-	-	624	539	-	617	493	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0	16.7	12.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	325	885	-	-	1164	-	-	594
HCM Lane V/C Ratio	0.054	0.07	-	-	-	-	-	0.165
HCM Control Delay (s)	16.7	9.4	-	-	0	-	-	12.3
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.6

Intersection: 1: New Kent Hwy & Eltham Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	LTR	LTR
Maximum Queue (ft)	41	145	135	5	174	371	330	30	72	157
Average Queue (ft)	2	59	55	0	132	130	94	2	25	62
95th Queue (ft)	21	119	113	4	207	387	326	16	57	120
Link Distance (ft)		5871	5871			2289	2289		1037	1054
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			175	175			175		
Storage Blk Time (%)	0	0	0		15	6	0			
Queuing Penalty (veh)	0	0	0		34	15	0			

Intersection: 5: Stage Road & Eltham Rd

Movement	EB	NB	SB
Directions Served	UL	LTR	LTR
Maximum Queue (ft)	52	46	83
Average Queue (ft)	17	11	28
95th Queue (ft)	40	34	57
Link Distance (ft)		1974	3771
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 49

1: New Kent Hwy & Eltham Rd

Queues

Existing 2025 Conditions PM

								
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	13	516	25	153	451	104	340	134
v/c Ratio	0.10	0.63	0.05	0.89	0.37	0.15	0.85	0.64
Control Delay	53.1	41.8	0.2	96.6	28.9	0.4	55.2	62.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	41.8	0.2	96.6	28.9	0.4	55.2	62.2
Queue Length 50th (ft)	9	179	0	113	114	0	195	94
Queue Length 95th (ft)	31	235	0	#258	200	0	#381	169
Internal Link Dist (ft)		5862			2258		1030	1047
Turn Bay Length (ft)	150		175	175		175		
Base Capacity (vph)	182	1338	720	172	1345	765	413	237
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.39	0.03	0.89	0.34	0.14	0.82	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

1: New Kent Hwy & Eltham Rd

HCM Signalized Intersection Capacity Analysis

Existing 2025 Conditions PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	13	511	25	151	446	103	23	87	227	87	44	2
Future Volume (vph)	13	511	25	151	446	103	23	87	227	87	44	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.8	6.9	6.9	8.8	6.0	6.0		11.0			10.1	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.91			1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		1.00			0.97	
Satd. Flow (prot)	1805	3438	1495	1703	3312	1553		1656			1766	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		1.00			0.97	
Satd. Flow (perm)	1805	3438	1495	1703	3312	1553		1656			1766	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	13	516	25	153	451	104	23	88	229	88	44	2
RTOR Reduction (vph)	0	0	18	0	0	67	0	56	0	0	0	0
Lane Group Flow (vph)	13	516	7	153	451	37	0	284	0	0	134	0
Heavy Vehicles (%)	0%	5%	8%	6%	9%	4%	9%	0%	5%	5%	2%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						
Actuated Green, G (s)	3.3	32.1	32.1	11.3	41.0	41.0		23.1			13.3	
Effective Green, g (s)	3.3	32.1	32.1	11.3	41.0	41.0		23.1			13.3	
Actuated g/C Ratio	0.03	0.28	0.28	0.10	0.35	0.35		0.20			0.11	
Clearance Time (s)	8.8	6.9	6.9	8.8	6.0	6.0		11.0			10.1	
Vehicle Extension (s)	4.5	6.0	6.0	4.0	6.0	6.0		4.0			4.0	
Lane Grp Cap (vph)	51	946	411	165	1164	546		328			201	
v/s Ratio Prot	0.01	c0.15		c0.09	c0.14			c0.17			c0.08	
v/s Ratio Perm			0.00			0.02						
v/c Ratio	0.25	0.55	0.02	0.93	0.39	0.07		0.87			0.67	
Uniform Delay, d1	55.4	36.0	30.8	52.2	28.4	25.1		45.2			49.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	4.5	1.5	0.0	49.3	0.6	0.1		21.1			8.9	
Delay (s)	60.0	37.5	30.8	101.5	29.0	25.2		66.3			58.4	
Level of Service	E	D	C	F	C	C		E			E	
Approach Delay (s)		37.7			44.1			66.3			58.4	
Approach LOS		D			D			E			E	
Intersection Summary												
HCM 2000 Control Delay			47.5				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			116.6				Sum of lost time (s)			36.8		
Intersection Capacity Utilization			80.2%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

5: Stage Road & Eltham Rd
HCM 6th TWSC

Existing 2025 Conditions PM

Intersection													
Int Delay, s/veh	1.5												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	21	54	530	17	3	435	33	2	5	1	18	7	39
Future Vol, veh/h	21	54	530	17	3	435	33	2	5	1	18	7	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	100	-	125	75	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	0	6	0	0	10	6	0	0	0	0	0	3
Mvmt Flow	23	59	576	18	3	473	36	2	5	1	20	8	42

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	473	509	0	0	594	0	0	987	1255	288	934	1237	237
Stage 1	-	-	-	-	-	-	-	740	740	-	479	479	-
Stage 2	-	-	-	-	-	-	-	247	515	-	455	758	-
Critical Hdwy	6.5	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.55	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.33
Pot Cap-1 Maneuver	707	1066	-	-	992	-	-	205	173	715	224	177	761
Stage 1	-	-	-	-	-	-	-	379	426	-	542	558	-
Stage 2	-	-	-	-	-	-	-	741	538	-	560	418	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	915	915	-	-	992	-	-	176	157	715	205	161	761
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	271	262	-	320	274	-
Stage 1	-	-	-	-	-	-	-	345	388	-	493	556	-
Stage 2	-	-	-	-	-	-	-	688	536	-	502	380	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.1	17.9	13.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	287	915	-	-	992	-	-	481
HCM Lane V/C Ratio	0.03	0.089	-	-	0.003	-	-	0.145
HCM Control Delay (s)	17.9	9.3	-	-	8.6	-	-	13.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	0.5

Intersection: 1: New Kent Hwy & Eltham Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	LTR	LTR
Maximum Queue (ft)	64	182	185	54	169	236	187	35	212	171
Average Queue (ft)	7	90	87	3	94	75	55	4	77	82
95th Queue (ft)	38	157	154	28	168	171	138	20	157	148
Link Distance (ft)		5871	5871			2289	2289		1037	1054
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			175	175			175		
Storage Blk Time (%)	0	1	0	0	2	0	0			
Queuing Penalty (veh)	0	0	0	0	4	0	0			

Intersection: 5: Stage Road & Eltham Rd

Movement	EB	WB	WB	WB	NB	SB
Directions Served	UL	L	T	R	LTR	LTR
Maximum Queue (ft)	64	15	3	15	30	79
Average Queue (ft)	21	1	0	1	5	25
95th Queue (ft)	50	7	3	10	22	57
Link Distance (ft)			2937		1974	3771
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100	75		150		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Zone Summary

Zone wide Queuing Penalty: 5

APPENDIX D: SYNCHRO OUTPUT – NO-BUILD (2030) CONDITIONS

1: New Kent Hwy & Eltham Rd

Queues

No Build 2030 Conditions AM

								
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	3	427	19	267	508	84	195	140
v/c Ratio	0.03	0.57	0.03	1.30	0.36	0.11	0.65	0.58
Control Delay	46.0	35.5	0.1	202.6	21.2	0.3	23.6	48.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	35.5	0.1	202.6	21.2	0.3	23.6	48.7
Queue Length 50th (ft)	2	118	0	~206	97	0	28	75
Queue Length 95th (ft)	11	184	0	#431	207	0	102	157
Internal Link Dist (ft)		5862			2258		1030	1047
Turn Bay Length (ft)	150		175	175		175		
Base Capacity (vph)	164	1498	871	205	1602	815	502	285
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.29	0.02	1.30	0.32	0.10	0.39	0.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

1: New Kent Hwy & Eltham Rd

HCM Signalized Intersection Capacity Analysis

No Build 2030 Conditions AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	3	410	18	256	488	81	14	21	152	59	57	19
Future Volume (vph)	3	410	18	256	488	81	14	21	152	59	57	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.8	6.9	6.9	8.8	6.0	6.0		11.0			10.1	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.89			0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		1.00			0.98	
Satd. Flow (prot)	1357	3223	1615	1703	3343	1455		1528			1748	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		1.00			0.98	
Satd. Flow (perm)	1357	3223	1615	1703	3343	1455		1528			1748	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	427	19	267	508	84	15	22	158	61	59	20
RTOR Reduction (vph)	0	0	13	0	0	51	0	130	0	0	4	0
Lane Group Flow (vph)	3	427	6	267	508	33	0	65	0	0	136	0
Heavy Vehicles (%)	33%	12%	0%	6%	8%	11%	8%	0%	12%	6%	0%	12%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						
Actuated Green, G (s)	1.4	29.3	29.3	11.4	40.2	40.2		10.6			12.8	
Effective Green, g (s)	1.4	29.3	29.3	11.4	40.2	40.2		10.6			12.8	
Actuated g/C Ratio	0.01	0.29	0.29	0.11	0.40	0.40		0.11			0.13	
Clearance Time (s)	8.8	6.9	6.9	8.8	6.0	6.0		11.0			10.1	
Vehicle Extension (s)	4.5	6.0	6.0	4.0	6.0	6.0		4.0			4.0	
Lane Grp Cap (vph)	18	935	468	192	1331	579		160			221	
v/s Ratio Prot	0.00	c0.13		c0.16	0.15			c0.04			c0.08	
v/s Ratio Perm			0.00			0.02						
v/c Ratio	0.17	0.46	0.01	1.39	0.38	0.06		0.41			0.61	
Uniform Delay, d1	49.2	29.3	25.5	44.8	21.5	18.7		42.2			41.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	7.5	1.0	0.0	204.5	0.5	0.1		2.3			5.7	
Delay (s)	56.6	30.3	25.5	249.2	22.0	18.8		44.5			47.4	
Level of Service	E	C	C	F	C	B		D			D	
Approach Delay (s)		30.3			92.3			44.5			47.4	
Approach LOS		C			F			D			D	
Intersection Summary												
HCM 2000 Control Delay			65.9			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			100.9			Sum of lost time (s)			36.8			
Intersection Capacity Utilization			71.0%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

5: Stage Road & Eltham Rd
HCM 6th TWSC

No Build 2030 Conditions AM

Intersection													
Int Delay, s/veh	2												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	14	49	409	4	0	512	9	15	2	0	22	1	76
Future Vol, veh/h	14	49	409	4	0	512	9	15	2	0	22	1	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	100	-	125	75	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	8	5	12	0	0	9	0	14	0	0	0	0	4
Mvmt Flow	15	53	445	4	0	557	10	16	2	0	24	1	83

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	557	567	0	0	449	0	0	860	1148	223	917	1142	279
Stage 1	-	-	-	-	-	-	-	581	581	-	557	557	-
Stage 2	-	-	-	-	-	-	-	279	567	-	360	585	-
Critical Hdwy	6.56	4.2	-	-	4.1	-	-	7.78	6.5	6.9	7.5	6.5	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.78	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.78	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.58	2.25	-	-	2.2	-	-	3.64	4	3.3	3.5	4	3.34
Pot Cap-1 Maneuver	613	981	-	-	1122	-	-	231	200	787	230	202	712
Stage 1	-	-	-	-	-	-	-	438	503	-	487	515	-
Stage 2	-	-	-	-	-	-	-	671	510	-	636	501	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	834	834	-	-	1122	-	-	191	184	787	214	186	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	293	290	-	326	306	-
Stage 1	-	-	-	-	-	-	-	403	462	-	448	515	-
Stage 2	-	-	-	-	-	-	-	592	510	-	581	460	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0	18.1	13
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	293	834	-	-	1122	-	-	558
HCM Lane V/C Ratio	0.063	0.082	-	-	-	-	-	0.193
HCM Control Delay (s)	18.1	9.7	-	-	0	-	-	13
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0	-	-	0.7

Intersection: 1: New Kent Hwy & Eltham Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	LTR	LTR
Maximum Queue (ft)	22	144	137	12	175	528	484	57	82	155
Average Queue (ft)	2	61	54	1	148	218	170	5	28	70
95th Queue (ft)	11	121	110	6	208	599	532	31	65	127
Link Distance (ft)		5871	5871			2289	2289		1037	1054
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			175	175			175		
Storage Blk Time (%)		0	0		26	14	0	0		
Queuing Penalty (veh)		0	0		64	35	0	0		

Intersection: 5: Stage Road & Eltham Rd

Movement	EB	WB	WB	NB	SB
Directions Served	UL	T	R	LTR	LTR
Maximum Queue (ft)	49	4	2	54	102
Average Queue (ft)	17	0	0	13	32
95th Queue (ft)	41	3	2	41	69
Link Distance (ft)		2937		1974	3771
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100		150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 99

1: New Kent Hwy & Eltham Rd

Queues

No Build 2030 Conditions PM

								
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	14	570	28	169	498	115	376	148
v/c Ratio	0.11	0.65	0.05	1.02	0.40	0.16	0.94	0.70
Control Delay	54.8	42.2	0.2	128.7	29.2	0.5	69.7	68.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.8	42.2	0.2	128.7	29.2	0.5	69.7	68.1
Queue Length 50th (ft)	10	202	0	~135	128	0	232	107
Queue Length 95th (ft)	33	261	0	#300	221	0	#464	#208
Internal Link Dist (ft)		5862			2258		1030	1047
Turn Bay Length (ft)	150		175	175		175		
Base Capacity (vph)	175	1286	700	165	1321	755	401	228
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.44	0.04	1.02	0.38	0.15	0.94	0.65

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

1: New Kent Hwy & Eltham Rd

HCM Signalized Intersection Capacity Analysis

No Build 2030 Conditions PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	564	28	167	493	114	25	96	251	96	49	2
Future Volume (vph)	14	564	28	167	493	114	25	96	251	96	49	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.8	6.9	6.9	8.8	6.0	6.0		11.0			10.1	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.91			1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		1.00			0.97	
Satd. Flow (prot)	1805	3438	1495	1703	3312	1553		1655			1767	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		1.00			0.97	
Satd. Flow (perm)	1805	3438	1495	1703	3312	1553		1655			1767	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	14	570	28	169	498	115	25	97	254	97	49	2
RTOR Reduction (vph)	0	0	20	0	0	73	0	57	0	0	0	0
Lane Group Flow (vph)	14	570	8	169	498	42	0	319	0	0	148	0
Heavy Vehicles (%)	0%	5%	8%	6%	9%	4%	9%	0%	5%	5%	2%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						
Actuated Green, G (s)	3.4	35.0	35.0	11.2	43.7	43.7		24.1			13.9	
Effective Green, g (s)	3.4	35.0	35.0	11.2	43.7	43.7		24.1			13.9	
Actuated g/C Ratio	0.03	0.29	0.29	0.09	0.36	0.36		0.20			0.11	
Clearance Time (s)	8.8	6.9	6.9	8.8	6.0	6.0		11.0			10.1	
Vehicle Extension (s)	4.5	6.0	6.0	4.0	6.0	6.0		4.0			4.0	
Lane Grp Cap (vph)	50	994	432	157	1196	560		329			202	
v/s Ratio Prot	0.01	c0.17		c0.10	c0.15			c0.19			c0.08	
v/s Ratio Perm			0.01			0.03						
v/c Ratio	0.28	0.57	0.02	1.08	0.42	0.07		0.97			0.73	
Uniform Delay, d1	57.6	36.6	30.7	54.9	29.1	25.4		48.1			51.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	5.2	1.6	0.0	93.7	0.7	0.2		41.6			13.6	
Delay (s)	62.8	38.2	30.8	148.6	29.7	25.5		89.7			65.4	
Level of Service	E	D	C	F	C	C		F			E	
Approach Delay (s)		38.5			54.8			89.7			65.4	
Approach LOS		D			D			F			E	
Intersection Summary												
HCM 2000 Control Delay			57.2				HCM 2000 Level of Service			E		
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			121.0				Sum of lost time (s)			36.8		
Intersection Capacity Utilization			85.4%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

5: Stage Road & Eltham Rd
HCM 6th TWSC

No Build 2030 Conditions PM

Intersection													
Int Delay, s/veh	1.6												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	23	60	585	19	3	481	36	2	6	1	20	8	43
Future Vol, veh/h	23	60	585	19	3	481	36	2	6	1	20	8	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	100	-	125	75	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	0	6	0	0	10	6	0	0	0	0	0	3
Mvmt Flow	25	65	636	21	3	523	39	2	7	1	22	9	47

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	523	562	0	0	657	0	0	1088	1384	318	1031	1366	262
Stage 1	-	-	-	-	-	-	-	816	816	-	529	529	-
Stage 2	-	-	-	-	-	-	-	272	568	-	502	837	-
Critical Hdwy	6.5	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.55	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.33
Pot Cap-1 Maneuver	657	1019	-	-	940	-	-	173	145	684	190	149	734
Stage 1	-	-	-	-	-	-	-	341	393	-	506	530	-
Stage 2	-	-	-	-	-	-	-	716	510	-	525	385	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	864	864	-	-	940	-	-	145	129	684	170	133	734
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	239	233	-	285	246	-
Stage 1	-	-	-	-	-	-	-	306	352	-	453	528	-
Stage 2	-	-	-	-	-	-	-	657	508	-	461	345	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.1	19.8	14.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	253	864	-	-	940	-	-	440
HCM Lane V/C Ratio	0.039	0.104	-	-	0.003	-	-	0.175
HCM Control Delay (s)	19.8	9.7	-	-	8.8	-	-	14.9
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	0.6

Intersection: 1: New Kent Hwy & Eltham Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	LTR	LTR
Maximum Queue (ft)	65	214	209	48	174	320	292	64	209	195
Average Queue (ft)	7	107	104	4	118	111	85	6	87	100
95th Queue (ft)	29	184	178	39	195	275	229	35	164	178
Link Distance (ft)		5871	5871			2289	2289		1037	1054
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			175	175			175		
Storage Blk Time (%)	0	2	1	0	8	4	0	0		
Queuing Penalty (veh)	0	0	0	0	20	6	0	0		

Intersection: 5: Stage Road & Eltham Rd

Movement	EB	WB	WB	NB	SB
Directions Served	UL	L	R	LTR	LTR
Maximum Queue (ft)	60	15	12	30	93
Average Queue (ft)	25	1	0	6	34
95th Queue (ft)	51	8	7	24	74
Link Distance (ft)				1974	3771
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	75	150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 27

APPENDIX E: SYNCHRO OUTPUT – BUILD (2030) CONDITIONS

4: Eltham Rd & South FM Driveway HCM 6th TWSC

Build-Unsig 2030 Conditions AM

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	334	680	662	100	58	268
Future Vol, veh/h	334	680	662	100	58	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	300	-	-	300	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	12	8	2	2	2
Mvmt Flow	363	739	720	109	63	291
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	829	0	-	0	1816	360
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	1096	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	798	-	-	-	69	637
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	282	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	798	-	-	-	~ 38	637
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	282	-
Approach	EB	WB		SB		
HCM Control Delay, s	4.4	0		21.9		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	798	-	-	-	136	637
HCM Lane V/C Ratio	0.455	-	-	-	0.464	0.457
HCM Control Delay (s)	13.2	-	-	-	52.5	15.3
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	2.4	-	-	-	2.1	2.4
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection: 4: Eltham Rd & South FM Driveway

Movement	EB	EB	EB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	280	331	118	41	754	356
Average Queue (ft)	141	41	18	6	360	75
95th Queue (ft)	271	273	177	25	754	254
Link Distance (ft)		2925	2925		1370	1370
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	300			300		
Storage Blk Time (%)	3	2				
Queuing Penalty (veh)	12	7				

Zone Summary

Zone wide Queuing Penalty: 19

4: Eltham Rd & South FM Driveway HCM 6th TWSC

Build-Unsig 2030 Conditions PM

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	232	760	709	63	81	301
Future Vol, veh/h	232	760	709	63	81	301
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	300	-	-	300	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	6	9	2	2	2
Mvmt Flow	252	826	771	68	88	327
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	839	0	-	0	1688	386
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	917	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	791	-	-	-	~ 85	612
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	350	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	791	-	-	-	~ 58	612
Mov Cap-2 Maneuver	-	-	-	-	169	-
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	350	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.7	0		23.8		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	791	-	-	-	169	612
HCM Lane V/C Ratio	0.319	-	-	-	0.521	0.535
HCM Control Delay (s)	11.7	-	-	-	47.4	17.4
HCM Lane LOS	B	-	-	-	E	C
HCM 95th %tile Q(veh)	1.4	-	-	-	2.6	3.2
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection: 4: Eltham Rd & South FM Driveway

Movement	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	R	L	R
Maximum Queue (ft)	189	8	2	2	35	791	486
Average Queue (ft)	79	0	0	0	2	398	145
95th Queue (ft)	152	8	2	0	17	868	536
Link Distance (ft)		2925	2377	2377		1370	1370
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	300				300		
Storage Blk Time (%)							
Queuing Penalty (veh)							

Zone Summary

Zone wide Queuing Penalty: 0

4: Eltham Rd & South FM Driveway

Queues

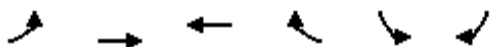
Build 2030 Conditions AM

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	363	739	720	109	63	291
v/c Ratio	0.70	0.32	0.65	0.18	0.29	0.65
Control Delay	33.1	4.4	25.6	5.5	39.3	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	4.4	25.6	5.5	39.3	12.7
Queue Length 50th (ft)	143	51	141	0	26	0
Queue Length 95th (ft)	316	98	277	36	82	79
Internal Link Dist (ft)		2927	2357		1363	
Turn Bay Length (ft)	300			300		
Base Capacity (vph)	1063	3125	2056	1015	618	742
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.24	0.35	0.11	0.10	0.39
Intersection Summary						

4: Eltham Rd & South FM Driveway

HCM Signalized Intersection Capacity Analysis

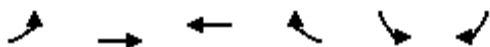
Build 2030 Conditions AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	334	680	662	100	58	268
Future Volume (vph)	334	680	662	100	58	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3223	3343	1583	1770	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3223	3343	1583	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	363	739	720	109	63	291
RTOR Reduction (vph)	0	0	0	72	0	255
Lane Group Flow (vph)	363	739	720	37	63	36
Heavy Vehicles (%)	2%	12%	8%	2%	2%	2%
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	22.5	54.2	25.7	25.7	9.2	9.2
Effective Green, g (s)	22.5	54.2	25.7	25.7	9.2	9.2
Actuated g/C Ratio	0.30	0.72	0.34	0.34	0.12	0.12
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	528	2316	1139	539	215	193
v/s Ratio Prot	c0.21	0.23	c0.22		c0.04	
v/s Ratio Perm				0.02		0.02
v/c Ratio	0.69	0.32	0.63	0.07	0.29	0.18
Uniform Delay, d1	23.3	3.9	20.9	16.8	30.1	29.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.7	0.1	1.2	0.1	0.8	0.5
Delay (s)	27.1	3.9	22.0	16.8	30.9	30.2
Level of Service	C	A	C	B	C	C
Approach Delay (s)		11.6	21.3		30.3	
Approach LOS		B	C		C	
Intersection Summary						
HCM 2000 Control Delay			18.0		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.60			
Actuated Cycle Length (s)			75.4		Sum of lost time (s)	18.0
Intersection Capacity Utilization			56.0%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

4: Eltham Rd & South FM Driveway HCM 6th Signalized Intersection Summary

Build 2030 Conditions AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	334	680	662	100	58	268
Future Volume (veh/h)	334	680	662	100	58	268
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1722	1781	1870	1870	1870
Adj Flow Rate, veh/h	363	739	720	109	63	291
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	12	8	2	2	2
Cap, veh/h	419	2058	1067	500	381	339
Arrive On Green	0.24	0.63	0.32	0.32	0.21	0.21
Sat Flow, veh/h	1781	3358	3474	1585	1781	1585
Grp Volume(v), veh/h	363	739	720	109	63	291
Grp Sat Flow(s),veh/h/ln	1781	1636	1692	1585	1781	1585
Q Serve(g_s), s	15.0	8.3	14.1	3.9	2.2	13.5
Cycle Q Clear(g_c), s	15.0	8.3	14.1	3.9	2.2	13.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	419	2058	1067	500	381	339
V/C Ratio(X)	0.87	0.36	0.67	0.22	0.17	0.86
Avail Cap(c_a), veh/h	1003	3984	1950	913	583	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	6.8	22.7	19.2	24.5	28.9
Incr Delay (d2), s/veh	5.5	0.1	0.8	0.2	0.2	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	3.4	8.5	2.3	1.7	17.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.6	6.9	23.5	19.4	24.7	37.7
LnGrp LOS	C	A	C	B	C	D
Approach Vol, veh/h		1102	829		354	
Approach Delay, s/veh		15.7	23.0		35.4	
Approach LOS		B	C		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		54.0		22.3	24.0	30.1
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		93.0		25.0	43.0	44.0
Max Q Clear Time (g_c+I1), s		10.3		15.5	17.0	16.1
Green Ext Time (p_c), s		9.4		0.8	1.0	8.0
Intersection Summary						
HCM 6th Ctrl Delay			21.4			
HCM 6th LOS			C			

Intersection: 4: Eltham Rd & South FM Driveway

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	270	176	143	232	231	118	91	152
Average Queue (ft)	153	44	47	110	111	31	34	64
95th Queue (ft)	241	122	106	191	187	75	72	116
Link Distance (ft)		2925	2925	2377	2377		1370	1370
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	300					300		
Storage Blk Time (%)	0	0						
Queuing Penalty (veh)	0	0						

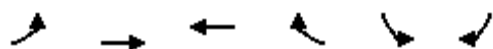
Zone Summary

Zone wide Queuing Penalty: 0

4: Eltham Rd & South FM Driveway

Queues

Build 2030 Conditions PM

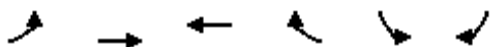


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	252	826	771	68	88	327
v/c Ratio	0.60	0.36	0.66	0.11	0.35	0.65
Control Delay	32.8	5.2	22.8	5.4	35.9	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	5.2	22.8	5.4	35.9	11.1
Queue Length 50th (ft)	94	61	138	0	34	0
Queue Length 95th (ft)	216	113	261	26	97	78
Internal Link Dist (ft)		2927	2357		1363	
Turn Bay Length (ft)	300			300		
Base Capacity (vph)	867	3321	2360	1147	814	905
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.25	0.33	0.06	0.11	0.36
Intersection Summary						

4: Eltham Rd & South FM Driveway

HCM Signalized Intersection Capacity Analysis

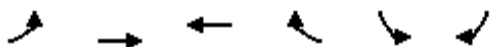
Build 2030 Conditions PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	232	760	709	63	81	301
Future Volume (vph)	232	760	709	63	81	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3406	3312	1583	1770	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3406	3312	1583	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	252	826	771	68	88	327
RTOR Reduction (vph)	0	0	0	43	0	281
Lane Group Flow (vph)	252	826	771	25	88	46
Heavy Vehicles (%)	2%	6%	9%	2%	2%	2%
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	16.9	48.5	25.6	25.6	10.0	10.0
Effective Green, g (s)	16.9	48.5	25.6	25.6	10.0	10.0
Actuated g/C Ratio	0.24	0.69	0.36	0.36	0.14	0.14
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	424	2343	1202	574	251	224
v/s Ratio Prot	c0.14	0.24	c0.23		c0.05	
v/s Ratio Perm				0.02		0.03
v/c Ratio	0.59	0.35	0.64	0.04	0.35	0.21
Uniform Delay, d1	23.8	4.5	18.6	14.5	27.3	26.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2	0.1	1.2	0.0	0.8	0.5
Delay (s)	26.0	4.6	19.8	14.6	28.2	27.2
Level of Service	C	A	B	B	C	C
Approach Delay (s)		9.6	19.4		27.4	
Approach LOS		A	B		C	
Intersection Summary						
HCM 2000 Control Delay			16.3		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.57			
Actuated Cycle Length (s)			70.5		Sum of lost time (s)	18.0
Intersection Capacity Utilization			51.9%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

4: Eltham Rd & South FM Driveway HCM 6th Signalized Intersection Summary

Build 2030 Conditions PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	232	760	709	63	81	301
Future Volume (veh/h)	232	760	709	63	81	301
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1811	1767	1870	1870	1870
Adj Flow Rate, veh/h	252	826	771	68	88	327
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	6	9	2	2	2
Cap, veh/h	305	2051	1152	544	429	382
Arrive On Green	0.17	0.60	0.34	0.34	0.24	0.24
Sat Flow, veh/h	1781	3532	3445	1585	1781	1585
Grp Volume(v), veh/h	252	826	771	68	88	327
Grp Sat Flow(s),veh/h/ln	1781	1721	1678	1585	1781	1585
Q Serve(g_s), s	10.1	9.4	14.4	2.2	2.9	14.5
Cycle Q Clear(g_c), s	10.1	9.4	14.4	2.2	2.9	14.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	305	2051	1152	544	429	382
V/C Ratio(X)	0.83	0.40	0.67	0.13	0.20	0.86
Avail Cap(c_a), veh/h	798	4066	2188	1033	750	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	7.9	20.6	16.6	22.3	26.7
Incr Delay (d2), s/veh	5.6	0.1	0.7	0.1	0.2	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.7	4.2	8.4	1.2	2.2	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.1	8.0	21.3	16.7	22.5	32.3
LnGrp LOS	D	A	C	B	C	C
Approach Vol, veh/h		1078	839		415	
Approach Delay, s/veh		14.4	20.9		30.2	
Approach LOS		B	C		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		49.9		23.8	18.6	31.3
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		87.0		31.0	33.0	48.0
Max Q Clear Time (g_c+I1), s		11.4		16.5	12.1	16.4
Green Ext Time (p_c), s		10.9		1.2	0.6	8.8
Intersection Summary						
HCM 6th Ctrl Delay			19.5			
HCM 6th LOS			B			

Intersection: 4: Eltham Rd & South FM Driveway

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	218	161	152	239	251	103	107	178
Average Queue (ft)	118	52	64	113	117	21	47	85
95th Queue (ft)	195	118	121	204	208	69	92	149
Link Distance (ft)		2925	2925	2377	2377		1370	1370
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	300					300		
Storage Blk Time (%)	0	0			0	0		
Queuing Penalty (veh)	0	0			0	0		

Zone Summary

Zone wide Queuing Penalty: 0

1: New Kent Hwy & Eltham Rd

Queues

Build 2030 Conditions AM (GREEN T)

								
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	17	482	32	267	614	84	222	167
v/c Ratio	0.20	0.70	0.05	0.79	0.41	0.11	0.79	0.73
Control Delay	63.8	49.6	0.2	63.3	24.6	0.3	53.0	66.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	49.6	0.2	63.3	24.6	0.3	53.0	66.5
Queue Length 50th (ft)	13	191	0	206	156	0	112	122
Queue Length 95th (ft)	40	258	0	311	256	0	#234	#228
Internal Link Dist (ft)		5862			2258		1030	1047
Turn Bay Length (ft)	150		175	175		175		
Base Capacity (vph)	85	817	633	418	1565	801	323	260
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.59	0.05	0.64	0.39	0.10	0.69	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

1: New Kent Hwy & Eltham Rd

HCM Signalized Intersection Capacity Analysis

Build 2030 Conditions AM (GREEN T)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	463	31	256	589	81	40	21	152	59	57	45
Future Volume (vph)	16	463	31	256	589	81	40	21	152	59	57	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.8	6.9	6.9	8.8	6.0	6.0		11.0			10.1	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.90			0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.98	
Satd. Flow (prot)	1357	3223	1615	1703	3343	1455		1546			1700	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.98	
Satd. Flow (perm)	1357	3223	1615	1703	3343	1455		1546			1700	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	17	482	32	267	614	84	42	22	158	61	59	47
RTOR Reduction (vph)	0	0	24	0	0	48	0	70	0	0	11	0
Lane Group Flow (vph)	17	482	8	267	614	36	0	152	0	0	156	0
Heavy Vehicles (%)	33%	12%	0%	6%	8%	11%	8%	0%	12%	6%	0%	12%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						
Actuated Green, G (s)	2.6	30.9	30.9	23.3	52.5	52.5		16.0			15.1	
Effective Green, g (s)	2.6	30.9	30.9	23.3	52.5	52.5		16.0			15.1	
Actuated g/C Ratio	0.02	0.25	0.25	0.19	0.43	0.43		0.13			0.12	
Clearance Time (s)	8.8	6.9	6.9	8.8	6.0	6.0		11.0			10.1	
Vehicle Extension (s)	4.5	6.0	6.0	4.0	6.0	6.0		4.0			4.0	
Lane Grp Cap (vph)	28	815	408	324	1437	625		202			210	
v/s Ratio Prot	0.01	c0.15		c0.16	0.18			c0.10			c0.09	
v/s Ratio Perm			0.01			0.02						
v/c Ratio	0.61	0.59	0.02	0.82	0.43	0.06		0.75			0.75	
Uniform Delay, d1	59.2	40.1	34.2	47.4	24.3	20.3		51.2			51.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	40.4	2.1	0.1	16.2	0.6	0.1		15.6			14.2	
Delay (s)	99.7	42.2	34.3	63.6	24.9	20.5		66.8			65.8	
Level of Service	F	D	C	E	C	C		E			E	
Approach Delay (s)		43.5			35.2			66.8			65.8	
Approach LOS		D			D			E			E	
Intersection Summary												
HCM 2000 Control Delay			44.0				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			122.1				Sum of lost time (s)			36.8		
Intersection Capacity Utilization			64.6%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

2: Eltham Rd & North FM Driveway HCM 6th TWSC

Build 2030 Conditions AM (GREEN T)

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	279	459	614	60	51	79
Future Vol, veh/h	279	459	614	60	51	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	300	-	-	300	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	12	8	2	2	2
Mvmt Flow	303	499	667	65	55	86
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	732	0	-	0	1523	334
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	856	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	868	-	-	-	109	662
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	377	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	868	-	-	-	71	662
Mov Cap-2 Maneuver	-	-	-	-	186	-
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	377	-
Approach	EB	WB		SB		
HCM Control Delay, s	4.3	0		19.5		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	868	-	-	-	186	662
HCM Lane V/C Ratio	0.349	-	-	-	0.298	0.13
HCM Control Delay (s)	11.4	-	-	-	32.4	11.2
HCM Lane LOS	B	-	-	-	D	B
HCM 95th %tile Q(veh)	1.6	-	-	-	1.2	0.4

3: Eltham Rd & North RIRO Driveway HCM 6th TWSC

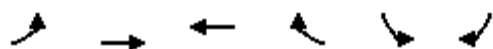
Build 2030 Conditions AM (GREEN T)

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Vol, veh/h	0	738	655	38	0	107
Future Vol, veh/h	0	738	655	38	0	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	12	8	2	2	2
Mvmt Flow	0	802	712	41	0	116
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	-	377
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	621
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	621
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		12.1		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	621		
HCM Lane V/C Ratio	-	-	-	0.187		
HCM Control Delay (s)	-	-	-	12.1		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.7		

4: Eltham Rd & South FM Driveway

Queues

Build 2030 Conditions AM (GREEN T)

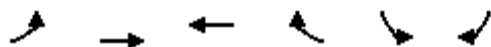


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	363	739	720	109	63	291
v/c Ratio	0.70	0.23	0.65	0.18	0.29	0.65
Control Delay	33.1	0.2	25.6	5.5	39.3	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	0.2	25.6	5.5	39.3	12.7
Queue Length 50th (ft)	143	0	141	0	26	0
Queue Length 95th (ft)	316	0	277	36	82	79
Internal Link Dist (ft)		2927	624		1363	
Turn Bay Length (ft)	475			300		
Base Capacity (vph)	1063	3223	2056	1015	618	742
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.23	0.35	0.11	0.10	0.39
Intersection Summary						

4: Eltham Rd & South FM Driveway

HCM Signalized Intersection Capacity Analysis

Build 2030 Conditions AM (GREEN T)



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	334	680	662	100	58	268
Future Volume (vph)	334	680	662	100	58	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3223	3343	1583	1770	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3223	3343	1583	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	363	739	720	109	63	291
RTOR Reduction (vph)	0	0	0	72	0	255
Lane Group Flow (vph)	363	739	720	37	63	36
Heavy Vehicles (%)	2%	12%	8%	2%	2%	2%
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	Free!	6		4!	
Permitted Phases				6		4
Actuated Green, G (s)	22.5	75.0	25.3	25.3	9.2	9.2
Effective Green, g (s)	22.5	75.0	25.3	25.3	9.2	9.2
Actuated g/C Ratio	0.30	1.00	0.34	0.34	0.12	0.12
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	531	3223	1127	533	217	194
v/s Ratio Prot	c0.21	0.23	c0.22		0.04	
v/s Ratio Perm				0.02		0.02
v/c Ratio	0.68	0.23	0.64	0.07	0.29	0.18
Uniform Delay, d1	23.1	0.0	21.0	16.9	29.9	29.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.6	0.2	1.2	0.1	0.7	0.5
Delay (s)	26.7	0.2	22.2	16.9	30.7	30.0
Level of Service	C	A	C	B	C	C
Approach Delay (s)		8.9	21.5		30.1	
Approach LOS		A	C		C	

Intersection Summary

HCM 2000 Control Delay	16.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

5: Stage Road & Eltham Rd
HCM 6th TWSC

Build 2030 Conditions AM (GREEN T)

Intersection													
Int Delay, s/veh	1.8												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	14	49	992	4	0	921	9	15	2	0	22	1	76
Future Vol, veh/h	14	49	992	4	0	921	9	15	2	0	22	1	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	100	-	125	75	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	8	5	12	0	0	9	0	14	0	0	0	0	4
Mvmt Flow	15	53	1078	4	0	1001	10	16	2	0	24	1	83

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1001	1011	0	0	1082	0	0	1715	2225	539	1677	2219	501
Stage 1	-	-	-	-	-	-	-	1214	1214	-	1001	1001	-
Stage 2	-	-	-	-	-	-	-	501	1011	-	676	1218	-
Critical Hdwy	6.56	4.2	-	-	4.1	-	-	7.78	6.5	6.9	7.5	6.5	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.78	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.78	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.58	2.25	-	-	2.2	-	-	3.64	4	3.3	3.5	4	3.34
Pot Cap-1 Maneuver	316	664	-	-	652	-	-	51	44	492	63	44	510
Stage 1	-	-	-	-	-	-	-	175	257	-	264	323	-
Stage 2	-	-	-	-	-	-	-	491	320	-	414	255	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	501	501	-	-	652	-	-	38	38	492	56	38	510
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	110	125	-	151	136	-
Stage 1	-	-	-	-	-	-	-	151	222	-	228	323	-
Stage 2	-	-	-	-	-	-	-	410	320	-	354	220	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	43.4	21.2
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	112	501	-	-	652	-	-	328
HCM Lane V/C Ratio	0.165	0.137	-	-	-	-	-	0.328
HCM Control Delay (s)	43.4	13.3	-	-	0	-	-	21.2
HCM Lane LOS	E	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0.5	-	-	0	-	-	1.4

Build 2030 Conditions AM (GREEN T)
Queuing and Blocking Report

Curtis Property
AM PEAK HOUR (GREEN T)

Intersection: 1: New Kent Hwy & Eltham Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	LTR	LTR
Maximum Queue (ft)	78	198	215	96	174	308	241	89	106	176
Average Queue (ft)	11	92	100	6	127	94	76	7	45	82
95th Queue (ft)	46	168	182	54	194	224	162	42	91	156
Link Distance (ft)		5859	5859			2289	2289		1037	1054
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			175	175			175		
Storage Blk Time (%)		2	1	0	3	1	0	0		
Queuing Penalty (veh)		0	0	0	9	2	0	0		

Intersection: 2: Eltham Rd & North FM Driveway

Movement	EB	EB	WB	SB	SB
Directions Served	L	T	R	L	R
Maximum Queue (ft)	188	62	34	131	58
Average Queue (ft)	78	4	2	44	13
95th Queue (ft)	144	33	16	112	37
Link Distance (ft)		438		1307	1307
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300		300		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Eltham Rd & North RIRO Driveway

Movement	SB
Directions Served	R
Maximum Queue (ft)	83
Average Queue (ft)	41
95th Queue (ft)	69
Link Distance (ft)	1437
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Build 2030 Conditions AM (GREEN T)
Queuing and Blocking Report

Curtis Property
AM PEAK HOUR (GREEN T)

Intersection: 4: Eltham Rd & South FM Driveway

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	295	32	23	250	252	126	93	185
Average Queue (ft)	151	2	1	112	119	34	33	69
95th Queue (ft)	247	26	17	200	203	77	75	127
Link Distance (ft)		2925	2925	649	649		1371	1371
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	475					300		
Storage Blk Time (%)					0	0		
Queuing Penalty (veh)					0	0		

Intersection: 5: Stage Road & Eltham Rd

Movement	EB	EB	WB	NB	SB
Directions Served	UL	T	R	LTR	LTR
Maximum Queue (ft)	69	13	7	73	186
Average Queue (ft)	24	0	0	19	60
95th Queue (ft)	56	13	5	52	149
Link Distance (ft)		1798		1974	3771
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100		150		
Storage Blk Time (%)	0	0			
Queuing Penalty (veh)	1	0			

Network Summary

Network wide Queuing Penalty: 13

1: New Kent Hwy & Eltham Rd

Queues

Build 2030 Conditions PM (GREEN T)

								
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	36	655	51	169	554	115	390	162
v/c Ratio	0.35	0.80	0.09	0.78	0.45	0.16	0.92	0.80
Control Delay	69.0	54.1	0.3	77.7	33.3	0.5	67.2	82.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.0	54.1	0.3	77.7	33.3	0.5	67.2	82.0
Queue Length 50th (ft)	30	274	0	139	199	0	272	133
Queue Length 95th (ft)	67	347	0	#247	257	0	#460	#249
Internal Link Dist (ft)		5862			2258		1030	1047
Turn Bay Length (ft)	150		175	175		175		
Base Capacity (vph)	103	856	597	234	1224	716	448	212
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.77	0.09	0.72	0.45	0.16	0.87	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

1: New Kent Hwy & Eltham Rd

HCM Signalized Intersection Capacity Analysis

Build 2030 Conditions PM (GREEN T)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	648	50	167	548	114	39	96	251	96	49	16
Future Volume (vph)	36	648	50	167	548	114	39	96	251	96	49	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.8	6.9	6.9	8.8	6.0	6.0		11.0			10.1	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.91			0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		1.00			0.97	
Satd. Flow (prot)	1805	3438	1495	1703	3312	1553		1656			1757	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		1.00			0.97	
Satd. Flow (perm)	1805	3438	1495	1703	3312	1553		1656			1757	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	36	655	51	169	554	115	39	97	254	97	49	16
RTOR Reduction (vph)	0	0	38	0	0	74	0	52	0	0	3	0
Lane Group Flow (vph)	36	655	13	169	554	41	0	338	0	0	159	0
Heavy Vehicles (%)	0%	5%	8%	6%	9%	4%	9%	0%	5%	5%	2%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						
Actuated Green, G (s)	4.2	33.6	33.6	16.1	46.4	46.4		28.3			14.3	
Effective Green, g (s)	4.2	33.6	33.6	16.1	46.4	46.4		28.3			14.3	
Actuated g/C Ratio	0.03	0.26	0.26	0.12	0.36	0.36		0.22			0.11	
Clearance Time (s)	8.8	6.9	6.9	8.8	6.0	6.0		11.0			10.1	
Vehicle Extension (s)	4.5	6.0	6.0	4.0	6.0	6.0		4.0			4.0	
Lane Grp Cap (vph)	58	894	389	212	1190	558		363			194	
v/s Ratio Prot	0.02	c0.19		c0.10	0.17			c0.20			c0.09	
v/s Ratio Perm			0.01			0.03						
v/c Ratio	0.62	0.73	0.03	0.80	0.47	0.07		0.93			0.82	
Uniform Delay, d1	61.7	43.6	35.6	54.9	31.8	27.2		49.4			56.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	23.4	4.3	0.1	19.4	0.8	0.2		30.3			24.5	
Delay (s)	85.1	47.9	35.7	74.3	32.6	27.4		79.8			80.6	
Level of Service	F	D	D	E	C	C		E			F	
Approach Delay (s)		48.9			40.3			79.8			80.6	
Approach LOS		D			D			E			F	
Intersection Summary												
HCM 2000 Control Delay			53.6				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			129.1				Sum of lost time (s)		36.8			
Intersection Capacity Utilization			82.1%				ICU Level of Service		E			
Analysis Period (min)			15									
c Critical Lane Group												

2: Eltham Rd & North FM Driveway HCM 6th TWSC

Build 2030 Conditions PM (GREEN T)

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	180	661	569	34	73	107
Future Vol, veh/h	180	661	569	34	73	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	300	-	-	300	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	6	9	2	2	2
Mvmt Flow	196	718	618	37	79	116
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	655	0	-	0	1369	309
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	751	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	928	-	-	-	138	687
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	427	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	928	-	-	-	109	687
Mov Cap-2 Maneuver	-	-	-	-	237	-
Stage 1	-	-	-	-	395	-
Stage 2	-	-	-	-	427	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.1	0		17.9		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	928	-	-	-	237	687
HCM Lane V/C Ratio	0.211	-	-	-	0.335	0.169
HCM Control Delay (s)	9.9	-	-	-	27.6	11.3
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.8	-	-	-	1.4	0.6

3: Eltham Rd & North RIRO Driveway HCM 6th TWSC

Build 2030 Conditions PM (GREEN T)

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	841	652	24	0	120
Future Vol, veh/h	0	841	652	24	0	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	6	9	2	2	2
Mvmt Flow	0	914	709	26	0	130

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 368
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.32
Pot Cap-1 Maneuver	0	-	- 0 629
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 629
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

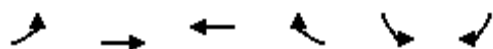
Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	629
HCM Lane V/C Ratio	-	-	-	0.207
HCM Control Delay (s)	-	-	-	12.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.8

4: Eltham Rd & South FM Driveway

Queues

Build 2030 Conditions PM (GREEN T)

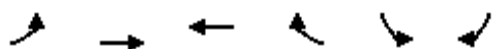


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	252	826	771	68	88	327
v/c Ratio	0.60	0.24	0.66	0.11	0.35	0.65
Control Delay	32.8	0.2	22.8	5.4	35.9	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	0.2	22.8	5.4	35.9	11.1
Queue Length 50th (ft)	94	0	138	0	34	0
Queue Length 95th (ft)	216	0	261	26	97	78
Internal Link Dist (ft)		2927	624		1363	
Turn Bay Length (ft)	475			300		
Base Capacity (vph)	867	3406	2360	1147	814	905
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.24	0.33	0.06	0.11	0.36
Intersection Summary						

4: Eltham Rd & South FM Driveway

HCM Signalized Intersection Capacity Analysis

Build 2030 Conditions PM (GREEN T)



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	232	760	709	63	81	301
Future Volume (vph)	232	760	709	63	81	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3406	3312	1583	1770	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3406	3312	1583	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	252	826	771	68	88	327
RTOR Reduction (vph)	0	0	0	43	0	280
Lane Group Flow (vph)	252	826	771	25	88	47
Heavy Vehicles (%)	2%	6%	9%	2%	2%	2%
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	Free!	6		4!	
Permitted Phases				6		4
Actuated Green, G (s)	16.9	70.2	25.3	25.3	10.0	10.0
Effective Green, g (s)	16.9	70.2	25.3	25.3	10.0	10.0
Actuated g/C Ratio	0.24	1.00	0.36	0.36	0.14	0.14
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	426	3406	1193	570	252	225
v/s Ratio Prot	c0.14	0.24	c0.23		0.05	
v/s Ratio Perm				0.02		0.03
v/c Ratio	0.59	0.24	0.65	0.04	0.35	0.21
Uniform Delay, d1	23.6	0.0	18.7	14.6	27.2	26.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2	0.2	1.2	0.0	0.8	0.5
Delay (s)	25.8	0.2	19.9	14.6	28.0	27.1
Level of Service	C	A	B	B	C	C
Approach Delay (s)		6.2	19.5		27.3	
Approach LOS		A	B		C	

Intersection Summary

HCM 2000 Control Delay	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	70.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

5: Stage Road & Eltham Rd
HCM 6th TWSC

Build 2030 Conditions PM (GREEN T)

Intersection													
Int Delay, s/veh	1.6												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	23	60	971	19	3	971	36	2	6	1	20	8	43
Future Vol, veh/h	23	60	971	19	3	971	36	2	6	1	20	8	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	100	-	125	75	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	0	6	0	0	10	6	0	0	0	0	0	3
Mvmt Flow	25	65	1055	21	3	1055	39	2	7	1	22	9	47

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1055	1094	0	0	1076	0	0	1773	2335	528	1772	2317	528
Stage 1	-	-	-	-	-	-	-	1235	1235	-	1061	1061	-
Stage 2	-	-	-	-	-	-	-	538	1100	-	711	1256	-
Critical Hdwy	6.5	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.55	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.33
Pot Cap-1 Maneuver	298	645	-	-	656	-	-	54	37	500	54	38	492
Stage 1	-	-	-	-	-	-	-	190	251	-	243	303	-
Stage 2	-	-	-	-	-	-	-	500	290	-	395	245	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	467	467	-	-	656	-	-	39	30	500	44	31	492
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	112	105	-	128	121	-
Stage 1	-	-	-	-	-	-	-	153	203	-	196	301	-
Stage 2	-	-	-	-	-	-	-	437	289	-	308	198	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0	38.6	28.5
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	117	467	-	-	656	-	-	229
HCM Lane V/C Ratio	0.084	0.193	-	-	0.005	-	-	0.337
HCM Control Delay (s)	38.6	14.5	-	-	10.5	-	-	28.5
HCM Lane LOS	E	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.3	0.7	-	-	0	-	-	1.4

Build 2030 Conditions PM (GREEN T)
Queuing and Blocking Report

Curtis Property
PM PEAK HOUR (GREEN T)

Intersection: 1: New Kent Hwy & Eltham Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	LTR	LTR
Maximum Queue (ft)	137	280	271	149	173	262	244	133	275	218
Average Queue (ft)	25	144	146	20	107	108	96	13	110	107
95th Queue (ft)	88	237	238	106	181	210	187	72	222	188
Link Distance (ft)		5859	5859			2289	2289		1037	1054
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			175	175			175		
Storage Blk Time (%)	0	7	5	0	2	1	1	0		
Queuing Penalty (veh)	0	3	2	0	4	2	1	0		

Intersection: 2: Eltham Rd & North FM Driveway

Movement	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	115	57	3	19	104	66
Average Queue (ft)	49	5	0	1	38	17
95th Queue (ft)	95	30	0	9	83	44
Link Distance (ft)		438	5859		1307	1307
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	300			300		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Eltham Rd & North RIRO Driveway

Movement	SB
Directions Served	R
Maximum Queue (ft)	83
Average Queue (ft)	41
95th Queue (ft)	69
Link Distance (ft)	1437
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Build 2030 Conditions PM (GREEN T)
Queuing and Blocking Report

Curtis Property
PM PEAK HOUR (GREEN T)

Intersection: 4: Eltham Rd & South FM Driveway

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	229	63	16	237	245	106	126	188
Average Queue (ft)	121	3	1	107	108	19	45	85
95th Queue (ft)	199	30	12	192	191	58	93	154
Link Distance (ft)		2925	2925	649	649		1371	1371
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	475					300		
Storage Blk Time (%)					0	0		
Queuing Penalty (veh)					0	0		

Intersection: 5: Stage Road & Eltham Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	UL	T	L	R	LTR	LTR
Maximum Queue (ft)	88	46	21	13	36	227
Average Queue (ft)	34	2	2	1	7	71
95th Queue (ft)	71	28	11	8	27	194
Link Distance (ft)		1798			1974	3771
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		75	150		
Storage Blk Time (%)	0	0				
Queuing Penalty (veh)	1	0				

Network Summary

Network wide Queuing Penalty: 14

SITE LAYOUT

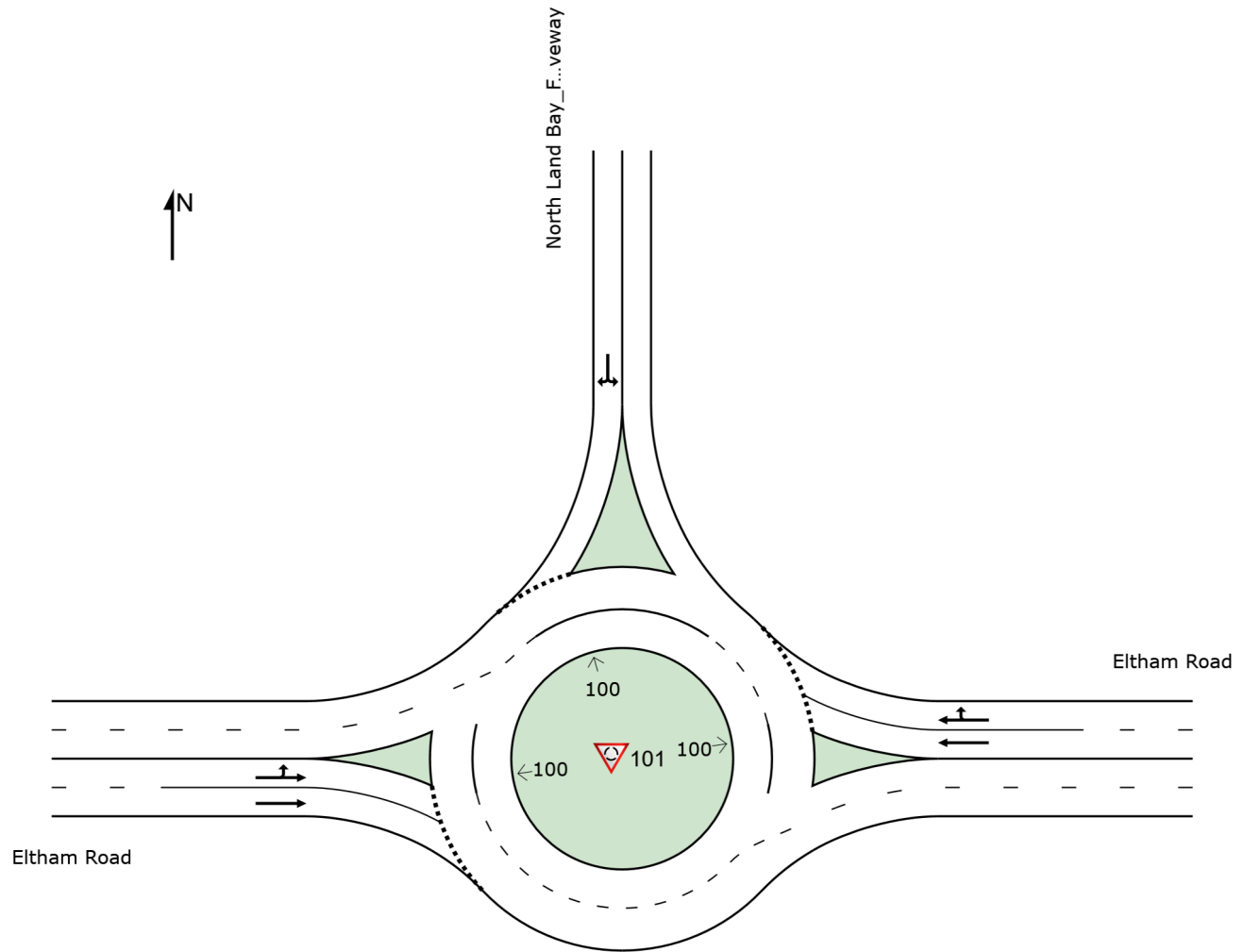
 **Site: 101 [Curtis Property (Site Folder: General)]**

Build 2030

Site Category: (None)

Roundabout

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Project: U:\3611\001. Curtis Property\Analysis\SJR- Roundabout\Eltham Road at NLB FM Driveway.sip9

LANE SUMMARY

 Site: 101 [Eltham Rd at NLB DW_AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

Build 2030

Site Category: (None)

Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	veh/h	v/c	%	sec		[Veh]	[Dist] ft		ft	%	%
East: Eltham Road															
Lane 1	353	8.5	353	8.5	917	0.385	100	8.2	LOS A	1.8	46.9	Full	1600	0.0	0.0
Lane 2 ^d	380	7.4	380	7.4	987	0.385	100	7.8	LOS A	1.7	45.9	Full	1600	0.0	0.0
Approach	733	7.9	733	7.9		0.385		8.0	LOS A	1.8	46.9				
North: North Land Bay_FM Driveway															
Lane 1 ^d	141	2.0	141	2.0	735	0.192	100	7.0	LOS A	0.7	17.6	Full	1600	0.0	0.0
Approach	141	2.0	141	2.0		0.192		7.0	LOS A	0.7	17.6				
West: Eltham Road															
Lane 1 ^d	424	4.8	424	4.8	1290	0.329	100	5.6	LOS A	1.6	42.4	Full	1600	0.0	0.0
Lane 2	378	12.0	378	12.0	1152	0.329	100	6.1	LOS A	1.6	43.3	Full	1600	0.0	0.0
Approach	802	8.2	802	8.2		0.329		5.8	LOS A	1.6	43.3				
All Vehicles	1676	7.6	1676	7.6		0.385		6.9	LOS A	1.8	46.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

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

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

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)										
East: Eltham Road										
Mov.	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane No.
From E To Exit:	W	N			Cap. veh/h	v/c	%	%		
Lane 1	353	-	353	8.5	917	0.385	100	NA	NA	
Lane 2	315	65	380	7.4	987	0.385	100	NA	NA	
Approach	667	65	733	7.9		0.385				
North: North Land Bay_FM Driveway										
Mov.	L2	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane No.
From N To Exit:	E	W			Cap. veh/h	v/c	%	%		
Lane 1	55	86	141	2.0	735	0.192	100	NA	NA	
Approach	55	86	141	2.0		0.192				
West: Eltham Road										

Mov. From W To Exit:	L2 N	T1 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	303	121	424	4.8	1290	0.329	100	NA	NA
Lane 2	-	378	378	12.0	1152	0.329	100	NA	NA
Approach	303	499	802	8.2		0.329			
Total %HV Deg.Satn (v/c)									
All Vehicles	1676	7.6		0.385					

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
East: Eltham Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: North Land Bay_FM Driveway				
Lane 1	0.0	0.0	0.0	0.0
West: Eltham Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

LANE SUMMARY

 Site: 101 [Eltham Rd at NLB DW_PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

Build 2030

Site Category: (None)

Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	veh/h	v/c	%	sec		[Veh]	[Dist] ft		ft	%	%
East: Eltham Road															
Lane 1	318	10.3	318	10.3	1008	0.315	100	6.7	LOS A	1.4	37.7	Full	1600	0.0	0.0
Lane 2 ^d	338	9.4	338	9.4	1072	0.315	100	6.4	LOS A	1.4	36.6	Full	1600	0.0	0.0
Approach	655	9.8	655	9.8		0.315		6.6	LOS A	1.4	37.7				
North: North Land Bay_FM Driveway															
Lane 1 ^d	196	2.0	196	2.0	763	0.257	100	7.6	LOS A	1.0	24.7	Full	1600	0.0	0.0
Approach	196	2.0	196	2.0		0.257		7.6	LOS A	1.0	24.7				
West: Eltham Road															
Lane 1	449	4.1	449	4.1	1205	0.373	100	6.4	LOS A	2.0	52.0	Full	1600	0.0	0.0
Lane 2 ^d	465	5.7	465	5.7	1248	0.373	100	6.3	LOS A	1.9	50.3	Full	1600	0.0	0.0
Approach	914	4.9	914	4.9		0.373		6.3	LOS A	2.0	52.0				
All Vehicles	1765	6.4	1765	6.4		0.373		6.6	LOS A	2.0	52.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

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

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

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)										
East: Eltham Road										
Mov.	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane No.
From E To Exit:	W	N			Cap. veh/h	v/c	%	%		
Lane 1	318	-	318	10.3	1008	0.315	100	NA	NA	
Lane 2	301	37	338	9.4	1072	0.315	100	NA	NA	
Approach	618	37	655	9.8		0.315				
North: North Land Bay_FM Driveway										
Mov.	L2	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane No.
From N To Exit:	E	W			Cap. veh/h	v/c	%	%		
Lane 1	79	116	196	2.0	763	0.257	100	NA	NA	
Approach	79	116	196	2.0		0.257				
West: Eltham Road										

Mov. From W To Exit:	L2 N	T1 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	196	253	449	4.1	1205	0.373	100	NA	NA
Lane 2	-	465	465	5.7	1248	0.373	100	NA	NA
Approach	196	718	914	4.9		0.373			
Total %HV Deg.Satn (v/c)									
All Vehicles	1765	6.4		0.373					

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
East: Eltham Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: North Land Bay_FM Driveway				
Lane 1	0.0	0.0	0.0	0.0
West: Eltham Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

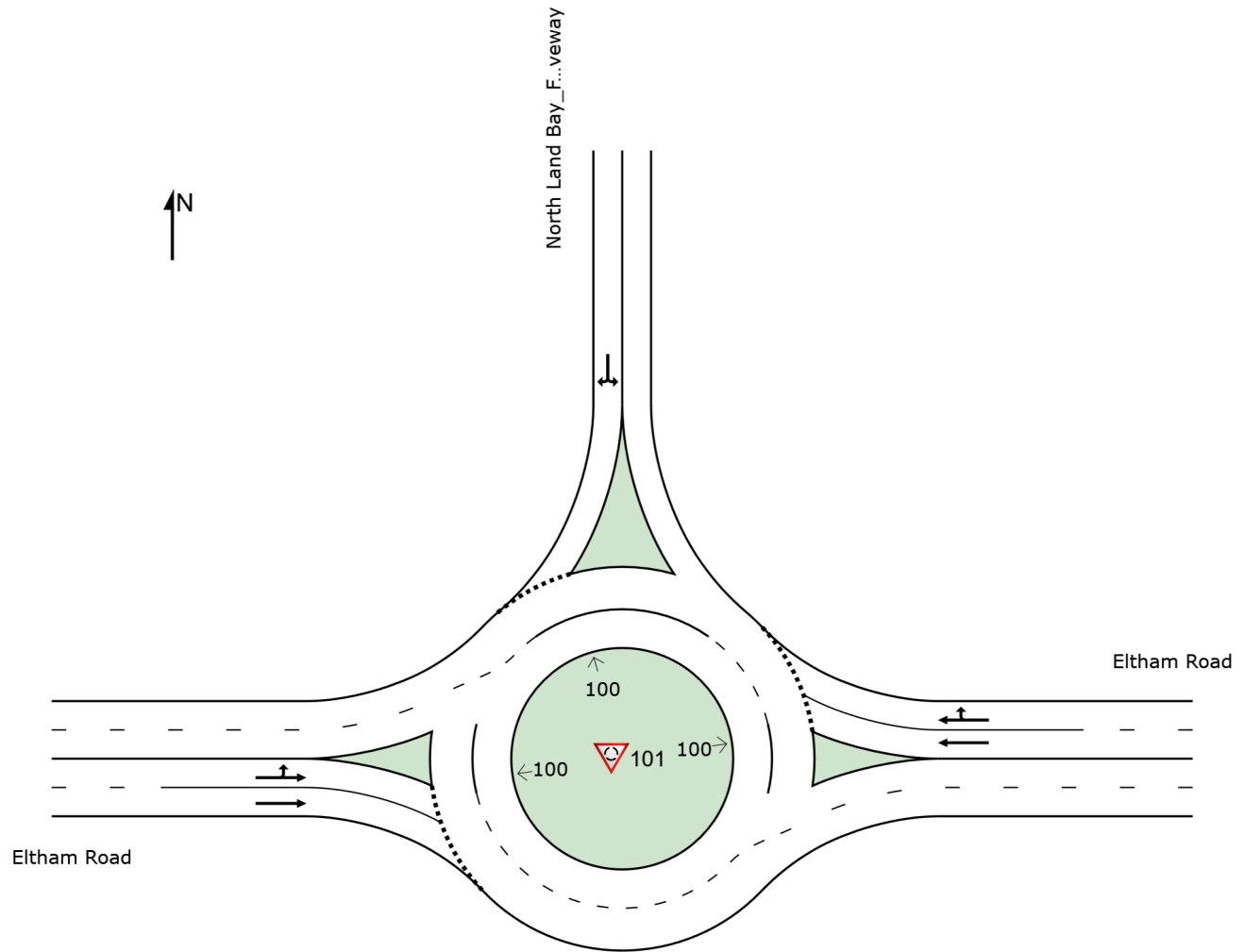
 Site: 101 [Eltham Rd at SLB DW_AM (Site Folder: General)]

Build 2030

Site Category: (None)

Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: U:\3611\001. Curtis Property\Analysis\SJR- Roundabout\Eltham Road at SLB FM Driveway.sip9

LANE SUMMARY

 Site: 101 [Eltham Rd at SLB DW_AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

Build 2030

Site Category: (None)

Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	veh/h	v/c	%	sec		[Veh]	[Dist] ft		ft	%	%
East: Eltham Road															
Lane 1	397	8.5	397	8.5	858	0.463	100	10.0	LOS A	2.7	71.7	Full	1600	0.0	0.0
Lane 2 ^d	432	6.8	432	6.8	934	0.463	100	9.4	LOS A	2.6	69.4	Full	1600	0.0	0.0
Approach	829	7.6	829	7.6		0.463		9.7	LOS A	2.7	71.7				
North: North Land Bay_FM Driveway															
Lane 1 ^d	354	2.0	354	2.0	699	0.507	100	12.8	LOS B	2.9	73.1	Full	1600	0.0	0.0
Approach	354	2.0	354	2.0		0.507		12.8	LOS B	2.9	73.1				
West: Eltham Road															
Lane 1 ^d	578	5.6	578	5.6	1270	0.455	100	7.1	LOS A	2.7	70.7	Full	1600	0.0	0.0
Lane 2	520	12.0	520	12.0	1142	0.455	100	7.7	LOS A	2.6	72.2	Full	1600	0.0	0.0
Approach	1098	8.7	1098	8.7		0.455		7.4	LOS A	2.7	72.2				
All Vehicles	2282	7.2	2282	7.2		0.507		9.0	LOS A	2.9	73.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

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

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

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)										
East: Eltham Road										
Mov.	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane No.
From E					Cap. veh/h	v/c	%	%		
To Exit:	W	N								
Lane 1	397	-	397	8.5	858	0.463	100	NA	NA	
Lane 2	322	111	432	6.8	934	0.463	100	NA	NA	
Approach	718	111	829	7.6		0.463				
North: North Land Bay_FM Driveway										
Mov.	L2	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane No.
From N					Cap. veh/h	v/c	%	%		
To Exit:	E	W								
Lane 1	63	291	354	2.0	699	0.507	100	NA	NA	
Approach	63	291	354	2.0		0.507				
West: Eltham Road										

Mov. From W To Exit:	L2 N	T1 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	367	211	578	5.6	1270	0.455	100	NA	NA
Lane 2	-	520	520	12.0	1142	0.455	100	NA	NA
Approach	367	730	1098	8.7		0.455			
Total %HV Deg.Satn (v/c)									
All Vehicles	2282	7.2		0.507					

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
East: Eltham Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: North Land Bay_FM Driveway				
Lane 1	0.0	0.0	0.0	0.0
West: Eltham Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

LANE SUMMARY

 Site: 101 [Eltham Rd at SLB DW_PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

Build 2030

Site Category: (None)

Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Prob.	
	[Total veh/h]	HV %	[Total veh/h]	HV %						[Veh ft]	[Dist ft]			Adj. Block.	
East: Eltham Road															
Lane 1	405	10.3	405	10.3	949	0.427	100	8.6	LOS A	2.1	56.0	Full	1600	0.0	0.0
Lane 2 ^d	434	9.0	434	9.0	1018	0.427	100	8.2	LOS A	2.0	54.7	Full	1600	0.0	0.0
Approach	839	9.6	839	9.6		0.427		8.4	LOS A	2.1	56.0				
North: North Land Bay_FM Driveway															
Lane 1 ^d	415	2.0	415	2.0	657	0.632	100	17.4	LOS C	4.3	109.7	Full	1600	0.0	0.0
Approach	415	2.0	415	2.0		0.632		17.4	LOS C	4.3	109.7				
West: Eltham Road															
Lane 1	530	3.9	530	3.9	1197	0.443	100	7.4	LOS A	2.6	68.2	Full	1600	0.0	0.0
Lane 2 ^d	548	5.7	548	5.7	1238	0.443	100	7.2	LOS A	2.5	66.1	Full	1600	0.0	0.0
Approach	1078	4.8	1078	4.8		0.443		7.3	LOS A	2.6	68.2				
All Vehicles	2333	6.1	2333	6.1		0.632		9.5	LOS A	4.3	109.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

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

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

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)										
East: Eltham Road										
Mov.	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From E To Exit:	W	N								
Lane 1	405	-	405	10.3	949	0.427	100	NA	NA	
Lane 2	366	68	434	9.0	1018	0.427	100	NA	NA	
Approach	771	68	839	9.6		0.427				
North: North Land Bay_FM Driveway										
Mov.	L2	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From N To Exit:	E	W								
Lane 1	88	327	415	2.0	657	0.632	100	NA	NA	
Approach	88	327	415	2.0		0.632				
West: Eltham Road										

Mov. From W To Exit:	L2 N	T1 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	252	278	530	3.9	1197	0.443	100	NA	NA
Lane 2	-	548	548	5.7	1238	0.443	100	NA	NA
Approach	252	826	1078	4.8		0.443			
Total %HV Deg.Satn (v/c)									
All Vehicles	2333	6.1		0.632					

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
East: Eltham Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: North Land Bay_FM Driveway				
Lane 1	0.0	0.0	0.0	0.0
West: Eltham Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

APPENDIX F: SYNCHRO OUTPUT – BUILD+6 (2036) CONDITIONS

1: New Kent Hwy & Eltham Rd

Queues

Build 2036 Conditions AM (GREEN T)

								
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	18	535	34	300	678	95	248	186
v/c Ratio	0.23	0.75	0.06	0.85	0.44	0.12	0.86	0.81
Control Delay	65.9	53.2	0.2	70.3	25.4	0.3	62.0	75.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	53.2	0.2	70.3	25.4	0.3	62.0	75.9
Queue Length 50th (ft)	15	222	0	242	177	0	138	146
Queue Length 95th (ft)	42	288	0	#386	286	0	#282	#270
Internal Link Dist (ft)		5862			2258		1030	1047
Turn Bay Length (ft)	150		175	175		175		
Base Capacity (vph)	80	770	614	394	1545	794	312	246
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.69	0.06	0.76	0.44	0.12	0.79	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

1: New Kent Hwy & Eltham Rd

HCM Signalized Intersection Capacity Analysis

Build 2036 Conditions AM (GREEN T)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	17	514	33	288	651	91	42	24	172	66	65	47
Future Volume (vph)	17	514	33	288	651	91	42	24	172	66	65	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.8	6.9	6.9	8.8	6.0	6.0		11.0			10.1	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.90			0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.98	
Satd. Flow (prot)	1357	3223	1615	1703	3343	1455		1544			1707	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.98	
Satd. Flow (perm)	1357	3223	1615	1703	3343	1455		1544			1707	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	18	535	34	300	678	95	44	25	179	69	68	49
RTOR Reduction (vph)	0	0	25	0	0	53	0	73	0	0	10	0
Lane Group Flow (vph)	18	535	9	300	678	42	0	175	0	0	176	0
Heavy Vehicles (%)	33%	12%	0%	6%	8%	11%	8%	0%	12%	6%	0%	12%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						
Actuated Green, G (s)	2.7	32.7	32.7	25.4	56.3	56.3		17.3			16.0	
Effective Green, g (s)	2.7	32.7	32.7	25.4	56.3	56.3		17.3			16.0	
Actuated g/C Ratio	0.02	0.26	0.26	0.20	0.44	0.44		0.13			0.12	
Clearance Time (s)	8.8	6.9	6.9	8.8	6.0	6.0		11.0			10.1	
Vehicle Extension (s)	4.5	6.0	6.0	4.0	6.0	6.0		4.0			4.0	
Lane Grp Cap (vph)	28	822	411	337	1468	638		208			213	
v/s Ratio Prot	0.01	c0.17		c0.18	0.20			c0.11			c0.10	
v/s Ratio Perm			0.01			0.03						
v/c Ratio	0.64	0.65	0.02	0.89	0.46	0.07		0.84			0.83	
Uniform Delay, d1	62.3	42.7	35.8	50.0	25.3	20.8		54.1			54.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	48.7	3.0	0.1	24.5	0.7	0.1		26.3			23.4	
Delay (s)	110.9	45.6	35.8	74.5	25.9	20.9		80.4			78.1	
Level of Service	F	D	D	E	C	C		F			E	
Approach Delay (s)		47.1			39.1			80.4			78.1	
Approach LOS		D			D			F			E	
Intersection Summary												
HCM 2000 Control Delay			49.7				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			128.2				Sum of lost time (s)			36.8		
Intersection Capacity Utilization			70.2%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

2: Eltham Rd & North FM Driveway HCM 6th TWSC

Build 2036 Conditions AM (GREEN T)

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	279	513	680	60	51	79
Future Vol, veh/h	279	513	680	60	51	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	300	-	-	300	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	12	8	2	2	2
Mvmt Flow	303	558	739	65	55	86
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	804	0	-	0	1624	370
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	885	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	816	-	-	-	93	627
Stage 1	-	-	-	-	433	-
Stage 2	-	-	-	-	364	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	816	-	-	-	58	627
Mov Cap-2 Maneuver	-	-	-	-	168	-
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	364	-
Approach	EB	WB		SB		
HCM Control Delay, s	4.2	0		21.5		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	816	-	-	-	168	627
HCM Lane V/C Ratio	0.372	-	-	-	0.33	0.137
HCM Control Delay (s)	12	-	-	-	36.6	11.7
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	1.7	-	-	-	1.3	0.5

3: Eltham Rd & North RIRO Driveway HCM 6th TWSC

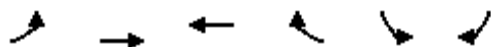
Build 2036 Conditions AM (GREEN T)

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Vol, veh/h	0	792	721	38	0	107
Future Vol, veh/h	0	792	721	38	0	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	12	8	2	2	2
Mvmt Flow	0	861	784	41	0	116
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	413
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	588
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	588
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		12.6		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	588		
HCM Lane V/C Ratio	-	-	-	0.198		
HCM Control Delay (s)	-	-	-	12.6		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.7		

4: Eltham Rd & South FM Driveway

Queues

Build 2036 Conditions AM (GREEN T)

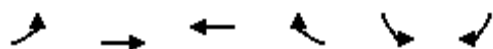


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	363	798	791	109	63	291
v/c Ratio	0.71	0.25	0.67	0.17	0.31	0.66
Control Delay	35.4	0.2	25.8	5.2	41.9	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.4	0.2	25.8	5.2	41.9	13.2
Queue Length 50th (ft)	153	0	164	0	28	0
Queue Length 95th (ft)	333	0	309	36	84	81
Internal Link Dist (ft)		2927	624		1363	
Turn Bay Length (ft)	475			300		
Base Capacity (vph)	1009	3223	1950	968	586	719
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.25	0.41	0.11	0.11	0.40
Intersection Summary						

4: Eltham Rd & South FM Driveway

HCM Signalized Intersection Capacity Analysis

Build 2036 Conditions AM (GREEN T)



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	334	734	728	100	58	268
Future Volume (vph)	334	734	728	100	58	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3223	3343	1583	1770	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3223	3343	1583	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	363	798	791	109	63	291
RTOR Reduction (vph)	0	0	0	70	0	257
Lane Group Flow (vph)	363	798	791	39	63	34
Heavy Vehicles (%)	2%	12%	8%	2%	2%	2%
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	Free!	6		4!	
Permitted Phases				6		4
Actuated Green, G (s)	23.3	79.1	28.5	28.5	9.3	9.3
Effective Green, g (s)	23.3	79.1	28.5	28.5	9.3	9.3
Actuated g/C Ratio	0.29	1.00	0.36	0.36	0.12	0.12
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	521	3223	1204	570	208	186
v/s Ratio Prot	c0.21	0.25	c0.24		0.04	
v/s Ratio Perm				0.02		0.02
v/c Ratio	0.70	0.25	0.66	0.07	0.30	0.18
Uniform Delay, d1	24.8	0.0	21.2	16.6	31.9	31.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.0	0.2	1.3	0.1	0.8	0.5
Delay (s)	28.8	0.2	22.5	16.6	32.8	32.0
Level of Service	C	A	C	B	C	C
Approach Delay (s)		9.1	21.8		32.1	
Approach LOS		A	C		C	

Intersection Summary

HCM 2000 Control Delay	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	79.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	57.8%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

5: Stage Road & Eltham Rd
HCM 6th TWSC

Build 2036 Conditions AM (GREEN T)

Intersection													
Int Delay, s/veh	2.2												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	16	55	1043	5	0	986	10	17	2	0	25	1	86
Future Vol, veh/h	16	55	1043	5	0	986	10	17	2	0	25	1	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	100	-	125	75	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	8	5	12	0	0	9	0	14	0	0	0	0	4
Mvmt Flow	17	60	1134	5	0	1072	11	18	2	0	27	1	93

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1072	1083	0	0	1139	0	0	1825	2371	567	1794	2365	536
Stage 1	-	-	-	-	-	-	-	1288	1288	-	1072	1072	-
Stage 2	-	-	-	-	-	-	-	537	1083	-	722	1293	-
Critical Hdwy	6.56	4.2	-	-	4.1	-	-	7.78	6.5	6.9	7.5	6.5	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.78	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.78	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.58	2.25	-	-	2.2	-	-	3.64	4	3.3	3.5	4	3.34
Pot Cap-1 Maneuver	283	622	-	-	621	-	-	42	35	472	52	36	484
Stage 1	-	-	-	-	-	-	-	156	237	-	239	299	-
Stage 2	-	-	-	-	-	-	-	466	296	-	389	235	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	452	452	-	-	621	-	-	29	29	472	45	30	484
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	93	108	-	131	121	-
Stage 1	-	-	-	-	-	-	-	129	197	-	198	299	-
Stage 2	-	-	-	-	-	-	-	375	296	-	319	195	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	53.8	25.3
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	94	452	-	-	621	-	-	297
HCM Lane V/C Ratio	0.22	0.171	-	-	-	-	-	0.41
HCM Control Delay (s)	53.8	14.6	-	-	0	-	-	25.3
HCM Lane LOS	F	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.8	0.6	-	-	0	-	-	1.9

Build 2036 Conditions AM (GREEN T)
Queuing and Blocking Report

Curtis Property
AM PEAK HOUR (GREEN T)

Intersection: 1: New Kent Hwy & Eltham Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	LTR	LTR
Maximum Queue (ft)	114	219	221	122	174	342	296	92	146	201
Average Queue (ft)	14	110	112	5	138	130	103	8	54	93
95th Queue (ft)	57	191	191	53	199	285	220	49	120	170
Link Distance (ft)		5859	5859			2289	2289		1037	1054
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			175	175			175		
Storage Blk Time (%)	0	3	2	0	6	2	1	0		
Queuing Penalty (veh)	0	1	1	0	18	5	1	0		

Intersection: 2: Eltham Rd & North FM Driveway

Movement	EB	EB	EB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	207	107	8	34	196	61
Average Queue (ft)	86	11	1	3	69	15
95th Queue (ft)	160	59	12	17	183	41
Link Distance (ft)		438	438		1307	1307
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	300			300		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Eltham Rd & North RIRO Driveway

Movement	WB	SB
Directions Served	T	R
Maximum Queue (ft)	9	81
Average Queue (ft)	0	41
95th Queue (ft)	9	69
Link Distance (ft)	438	1437
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Eltham Rd & South FM Driveway

Movement	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	R	L	R
Maximum Queue (ft)	277	26	254	270	104	98	153
Average Queue (ft)	153	1	135	138	33	34	73
95th Queue (ft)	241	17	231	237	78	73	126
Link Distance (ft)		2925	649	649		1371	1371
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	475				300		
Storage Blk Time (%)				0	0		
Queuing Penalty (veh)				0	0		

Intersection: 5: Stage Road & Eltham Rd

Movement	EB	EB	EB	WB	WB	NB	SB
Directions Served	UL	T	T	T	R	LTR	LTR
Maximum Queue (ft)	87	72	42	7	2	69	360
Average Queue (ft)	31	3	1	0	0	20	150
95th Queue (ft)	67	39	31	5	2	54	376
Link Distance (ft)		1798	1798	2925		1974	3771
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100				150		
Storage Blk Time (%)	0	0	0				
Queuing Penalty (veh)	1	0	0				

Network Summary

Network wide Queuing Penalty: 26

1: New Kent Hwy & Eltham Rd

Queues

Build 2036 Conditions PM (GREEN T)

								
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	38	727	54	190	617	129	437	181
v/c Ratio	0.38	0.89	0.09	0.86	0.54	0.19	1.00	0.88
Control Delay	70.8	61.8	0.3	88.5	37.2	0.6	85.3	94.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.8	61.8	0.3	88.5	37.2	0.6	85.3	94.2
Queue Length 50th (ft)	32	313	0	159	227	0	~327	150
Queue Length 95th (ft)	70	#417	0	#289	290	0	#549	#288
Internal Link Dist (ft)		5862			2258		1030	1047
Turn Bay Length (ft)	150		175	175		175		
Base Capacity (vph)	100	828	587	227	1140	682	437	205
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.88	0.09	0.84	0.54	0.19	1.00	0.88

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

1: New Kent Hwy & Eltham Rd

HCM Signalized Intersection Capacity Analysis

Build 2036 Conditions PM (GREEN T)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	38	720	53	188	611	128	43	108	282	108	55	16
Future Volume (vph)	38	720	53	188	611	128	43	108	282	108	55	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.8	6.9	6.9	8.8	6.0	6.0		11.0			10.1	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.91			0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		1.00			0.97	
Satd. Flow (prot)	1805	3438	1495	1703	3312	1553		1656			1759	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		1.00			0.97	
Satd. Flow (perm)	1805	3438	1495	1703	3312	1553		1656			1759	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	38	727	54	190	617	129	43	109	285	109	56	16
RTOR Reduction (vph)	0	0	41	0	0	85	0	52	0	0	3	0
Lane Group Flow (vph)	38	727	13	190	617	44	0	385	0	0	178	0
Heavy Vehicles (%)	0%	5%	8%	6%	9%	4%	9%	0%	5%	5%	2%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						
Actuated Green, G (s)	5.7	32.4	32.4	16.8	44.4	44.4		30.0			14.9	
Effective Green, g (s)	5.7	32.4	32.4	16.8	44.4	44.4		30.0			14.9	
Actuated g/C Ratio	0.04	0.25	0.25	0.13	0.34	0.34		0.23			0.11	
Clearance Time (s)	8.8	6.9	6.9	8.8	6.0	6.0		11.0			10.1	
Vehicle Extension (s)	4.5	6.0	6.0	4.0	6.0	6.0		4.0			4.0	
Lane Grp Cap (vph)	78	850	370	218	1123	526		379			200	
v/s Ratio Prot	0.02	c0.21		c0.11	c0.19			c0.23			c0.10	
v/s Ratio Perm			0.01			0.03						
v/c Ratio	0.49	0.86	0.04	0.87	0.55	0.08		1.01			0.89	
Uniform Delay, d1	61.2	47.0	37.4	56.0	35.1	29.4		50.5			57.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	8.0	9.6	0.1	30.1	1.3	0.2		50.0			36.0	
Delay (s)	69.2	56.6	37.5	86.1	36.4	29.6		100.5			93.2	
Level of Service	E	E	D	F	D	C		F			F	
Approach Delay (s)		55.9			45.5			100.5			93.2	
Approach LOS		E			D			F			F	
Intersection Summary												
HCM 2000 Control Delay			62.9				HCM 2000 Level of Service			E		
HCM 2000 Volume to Capacity ratio			0.92									
Actuated Cycle Length (s)			130.9				Sum of lost time (s)			36.8		
Intersection Capacity Utilization			89.7%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

2: Eltham Rd & North FM Driveway HCM 6th TWSC

Build 2036 Conditions PM (GREEN T)

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	180	738	636	34	73	107
Future Vol, veh/h	180	738	636	34	73	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	300	-	-	300	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	6	9	2	2	2
Mvmt Flow	196	802	691	37	79	116
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	728	0	-	0	1484	346
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	793	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	871	-	-	-	116	650
Stage 1	-	-	-	-	459	-
Stage 2	-	-	-	-	406	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	871	-	-	-	90	650
Mov Cap-2 Maneuver	-	-	-	-	214	-
Stage 1	-	-	-	-	356	-
Stage 2	-	-	-	-	406	-
Approach	EB	WB		SB		
HCM Control Delay, s	2	0		19.7		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	871	-	-	-	214	650
HCM Lane V/C Ratio	0.225	-	-	-	0.371	0.179
HCM Control Delay (s)	10.3	-	-	-	31.4	11.7
HCM Lane LOS	B	-	-	-	D	B
HCM 95th %tile Q(veh)	0.9	-	-	-	1.6	0.6

3: Eltham Rd & North RIRO Driveway HCM 6th TWSC

Build 2036 Conditions PM (GREEN T)

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	918	719	24	0	120
Future Vol, veh/h	0	918	719	24	0	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	6	9	2	2	2
Mvmt Flow	0	998	782	26	0	130

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 404
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.32
Pot Cap-1 Maneuver	0	-	- 0 596
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 596
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

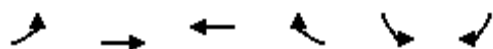
Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	596
HCM Lane V/C Ratio	-	-	-	0.219
HCM Control Delay (s)	-	-	-	12.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.8

4: Eltham Rd & South FM Driveway

Queues

Build 2036 Conditions PM (GREEN T)

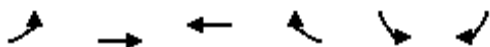


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	252	910	843	68	88	327
v/c Ratio	0.61	0.27	0.67	0.11	0.37	0.66
Control Delay	34.9	0.2	23.0	5.2	38.5	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.9	0.2	23.0	5.2	38.5	11.6
Queue Length 50th (ft)	101	0	160	0	36	0
Queue Length 95th (ft)	228	0	293	26	101	81
Internal Link Dist (ft)		2927	624		1363	
Turn Bay Length (ft)	475			300		
Base Capacity (vph)	822	3406	2238	1092	772	875
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.27	0.38	0.06	0.11	0.37
Intersection Summary						

4: Eltham Rd & South FM Driveway

HCM Signalized Intersection Capacity Analysis

Build 2036 Conditions PM (GREEN T)



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	232	837	776	63	81	301
Future Volume (vph)	232	837	776	63	81	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3406	3312	1583	1770	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3406	3312	1583	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	252	910	843	68	88	327
RTOR Reduction (vph)	0	0	0	42	0	282
Lane Group Flow (vph)	252	910	843	26	88	45
Heavy Vehicles (%)	2%	6%	9%	2%	2%	2%
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	Free!	6		4!	
Permitted Phases				6		4
Actuated Green, G (s)	17.5	74.1	28.4	28.4	10.2	10.2
Effective Green, g (s)	17.5	74.1	28.4	28.4	10.2	10.2
Actuated g/C Ratio	0.24	1.00	0.38	0.38	0.14	0.14
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	418	3406	1269	606	243	217
v/s Ratio Prot	c0.14	0.27	c0.25		0.05	
v/s Ratio Perm				0.02		0.03
v/c Ratio	0.60	0.27	0.66	0.04	0.36	0.21
Uniform Delay, d1	25.2	0.0	18.9	14.3	29.0	28.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.5	0.2	1.3	0.0	0.9	0.5
Delay (s)	27.7	0.2	20.2	14.4	29.9	28.8
Level of Service	C	A	C	B	C	C
Approach Delay (s)		6.1	19.8		29.1	
Approach LOS		A	B		C	

Intersection Summary

HCM 2000 Control Delay	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	74.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

5: Stage Road & Eltham Rd
HCM 6th TWSC

Build 2036 Conditions PM (GREEN T)

Intersection													
Int Delay, s/veh	2												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	26	67	1046	21	4	1032	41	2	6	1	22	9	48
Future Vol, veh/h	26	67	1046	21	4	1032	41	2	6	1	22	9	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	100	-	125	75	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	0	6	0	0	10	6	0	0	0	0	0	3
Mvmt Flow	28	73	1137	23	4	1122	45	2	7	1	24	10	52

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1122	1167	0	0	1160	0	0	1913	2514	569	1904	2492	561
Stage 1	-	-	-	-	-	-	-	1339	1339	-	1130	1130	-
Stage 2	-	-	-	-	-	-	-	574	1175	-	774	1362	-
Critical Hdwy	6.5	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.55	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.33
Pot Cap-1 Maneuver	270	606	-	-	610	-	-	42	29	470	43	30	468
Stage 1	-	-	-	-	-	-	-	164	224	-	220	281	-
Stage 2	-	-	-	-	-	-	-	476	268	-	362	218	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	427	427	-	-	610	-	-	28	22	470	33	23	468
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	91	87	-	108	103	-
Stage 1	-	-	-	-	-	-	-	125	171	-	168	279	-
Stage 2	-	-	-	-	-	-	-	405	266	-	265	166	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0	46.2	35.6
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	97	427	-	-	610	-	-	201
HCM Lane V/C Ratio	0.101	0.237	-	-	0.007	-	-	0.427
HCM Control Delay (s)	46.2	16	-	-	10.9	-	-	35.6
HCM Lane LOS	E	C	-	-	B	-	-	E
HCM 95th %tile Q(veh)	0.3	0.9	-	-	0	-	-	2

Build 2036 Conditions PM (GREEN T)
Queuing and Blocking Report

Curtis Property
PM PEAK HOUR (GREEN T)

Intersection: 1: New Kent Hwy & Eltham Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	LTR	LTR
Maximum Queue (ft)	149	328	342	175	174	332	301	160	386	265
Average Queue (ft)	34	182	179	34	119	147	125	21	143	128
95th Queue (ft)	109	301	300	141	195	283	249	100	302	221
Link Distance (ft)		5859	5859			2289	2289		1037	1054
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			175	175			175		
Storage Blk Time (%)	0	14	10	0	5	2	2	0		
Queuing Penalty (veh)	0	5	5	1	14	4	2	0		

Intersection: 2: Eltham Rd & North FM Driveway

Movement	EB	EB	WB	SB	SB
Directions Served	L	T	R	L	R
Maximum Queue (ft)	150	58	24	158	95
Average Queue (ft)	58	5	1	49	18
95th Queue (ft)	116	30	13	122	59
Link Distance (ft)		438		1307	1307
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300		300		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Eltham Rd & North RIRO Driveway

Movement	WB	SB
Directions Served	TR	R
Maximum Queue (ft)	4	105
Average Queue (ft)	0	43
95th Queue (ft)	4	79
Link Distance (ft)	438	1437
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Eltham Rd & South FM Driveway

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	226	32	14	278	266	64	117	188
Average Queue (ft)	118	2	1	128	132	21	49	85
95th Queue (ft)	195	25	15	229	233	53	98	151
Link Distance (ft)		2925	2925	649	649		1371	1371
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	475					300		
Storage Blk Time (%)					0			
Queuing Penalty (veh)					0			

Intersection: 5: Stage Road & Eltham Rd

Movement	EB	EB	EB	WB	WB	NB	SB
Directions Served	UL	T	T	L	R	LTR	LTR
Maximum Queue (ft)	89	56	45	22	18	39	364
Average Queue (ft)	36	3	2	2	1	8	140
95th Queue (ft)	74	50	40	12	10	29	353
Link Distance (ft)		1798	1798			1974	3771
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100			75	150		
Storage Blk Time (%)	0	0		0			
Queuing Penalty (veh)	1	0		0			

Network Summary

Network wide Queuing Penalty: 33

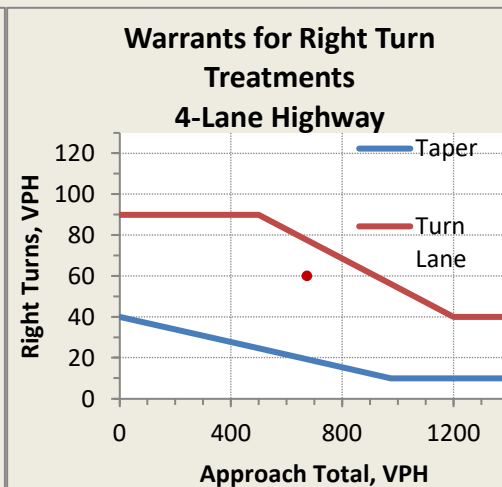
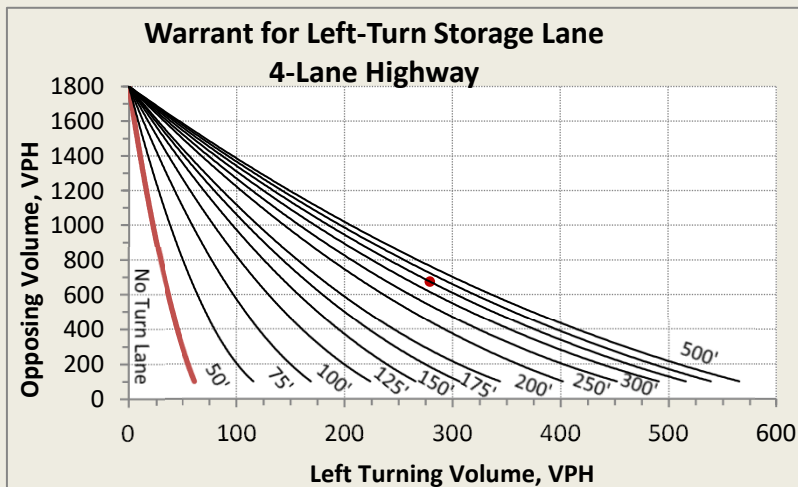
APPENDIX G: TURN LANE WARRANT ANALYSIS

General Project Information		Enter a value for all input cells	
Project Name:	Curtis Property - North LB FM Driveway		
County:	New Kent		
Reviewer:	Build 2030 AM	Date:	4/29/2026

Adjacent Roadway Data			
Adjacent Road Name:	Eltham Road	Type:	4 Lane Divided w/ 18' Median
Posted Speed:	55 mph *	Classification:	Principal Rural Arterial
AADT:	11000 VPD	D:	k: enter N/A if factors are unknown
*Use Design Speed if available			

Trip Generation			
Generated Trips:	6290 VPD	% Trucks in Entrance:	2 %
Right In:	60 VPH	Advancing Volume:	738 VPH
Left In:	279 VPH	38%	Opposing Volume: 674 VPH**
**Also used as Approaching Volume for Rt. Turns			

Entrance Criteria		Entrance is a Standard Commercial Entrance	
Entrance Type:	Full Access Entrance		
Minimum Spacing:	750 ft	SDL:	650 ft
		SDR:	750 ft
Left Turn Lane Warrant: Left Turn in Volume $\geq$	33 VPH	Left Turn Lane Required w/200' Taper	
Right Turn Taper Warrant: Rt. Turn Volume $\geq$	19 VPH	200' Right Turn Taper Required	
Right Turn Lane Warrant: Rt. Turn Volume $\geq$	78 VPH	No Right Turn Lane Required	



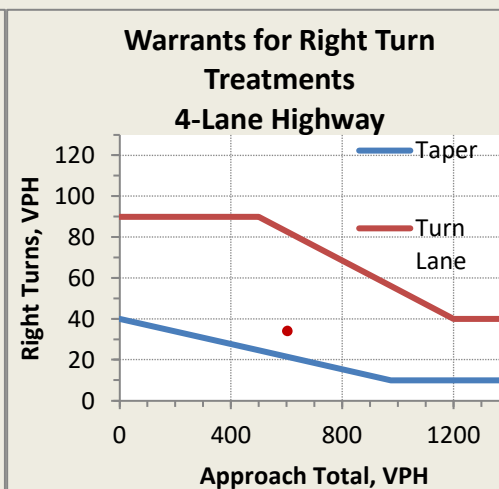
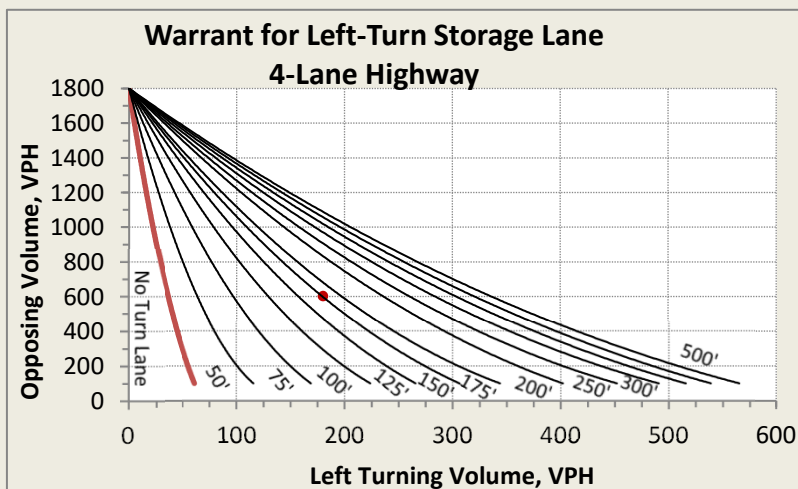
1. The Minimum Warranted Left Turn Stacking Length 50' unless more required as plotted above.

General Project Information		Enter a value for all input cells	
Project Name:	Curtis Property - North LB FM Driveway		
County:	New Kent		
Reviewer:	Build 2030 PM	Date:	4/29/2026

Adjacent Roadway Data			
Adjacent Road Name:	Eltham Road	Type:	4 Lane Divided w/ 18' Median
Posted Speed:	55 mph *	Classification:	Principal Rural Arterial
AADT:	11000 VPD	D:	
		k:	enter N/A if factors are unknown
*Use Design Speed if available			

Trip Generation			
Generated Trips:	6290 VPD	% Trucks in Entrance:	2 %
Right In:	34 VPH	Advancing Volume:	841 VPH
Left In:	180 VPH	Opposing Volume:	603 VPH**
**Also used as Approaching Volume for Rt. Turns			

Entrance Criteria		Entrance is a Standard Commercial Entrance	
Entrance Type:	Full Access Entrance		
Minimum Spacing:	750 ft	SDL:	650 ft
		SDR:	750 ft
Left Turn Lane Warrant: Left Turn in Volume $\geq$	36 VPH	Left Turn Lane Required w/200' Taper	
Right Turn Taper Warrant: Rt. Turn Volume $\geq$	21 VPH	200' Right Turn Taper Required	
Right Turn Lane Warrant: Rt. Turn Volume $\geq$	83 VPH	No Right Turn Lane Required	



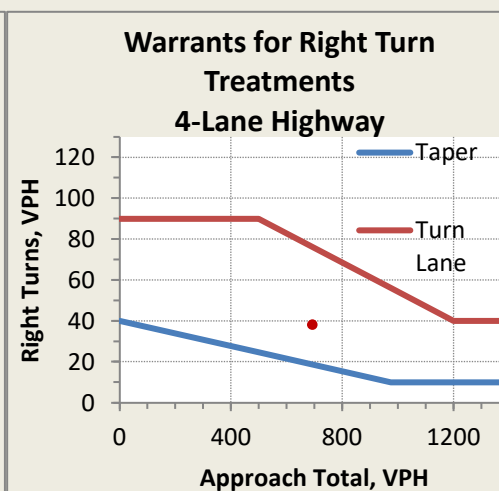
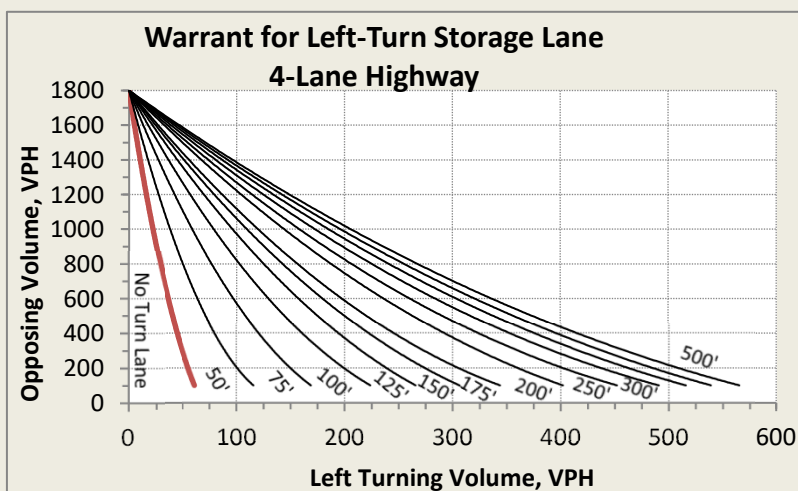
1. The Minimum Warranted Left Turn Stacking Length 50' unless more required as plotted above.

General Project Information		Enter a value for all input cells	
Project Name:	Curtis Property - North LB RIRO Driveway		
County:	New Kent		
Reviewer:	Build 2030 AM	Date:	4/29/2026

Adjacent Roadway Data			
Adjacent Road Name:	Eltham Road	Type:	4 Lane Divided w/ 18' Median
Posted Speed:	55 mph *	Classification:	Principal Rural Arterial
AADT:	11000 VPD	D:	
		k:	<i>enter N/A if factors are unknown</i>
*Use Design Speed if available			

Trip Generation			
Generated Trips:	6290 VPD	% Trucks in Entrance:	2 %
Right In:	38 VPH	Advancing Volume:	VPH
Left In:	VPH	#DIV/0!	Opposing Volume:
			693 VPH**
**Also used as Approaching Volume for Rt. Turns			

Entrance Criteria		Entrance is a Standard Commercial Entrance	
Entrance Type:	Partial Access Right-in/Right-out only		
Minimum Spacing:	495 ft	SDL:	560 ft
		SDR:	0 ft
Left Turn Lane Warrant: Left Turn in Volume $\geq$	32 VPH	Left Turn Lane Not Required	
Right Turn Taper Warrant: Rt. Turn Volume $\geq$	19 VPH	200' Right Turn Taper Required	
Right Turn Lane Warrant: Rt. Turn Volume $\geq$	76 VPH	No Right Turn Lane Required	



1. The Minimum Warranted Left Turn Stacking Length 50' unless more required as plotted above.

General Project Information		Enter a value for all input cells
Project Name:	Curtis Property - North LB RIRO Driveway	
County:	New Kent	
Reviewer:	Build 2030 PM	Date: 4/29/2026

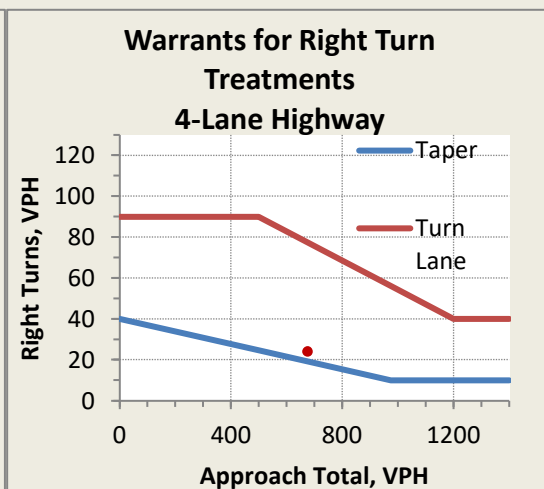
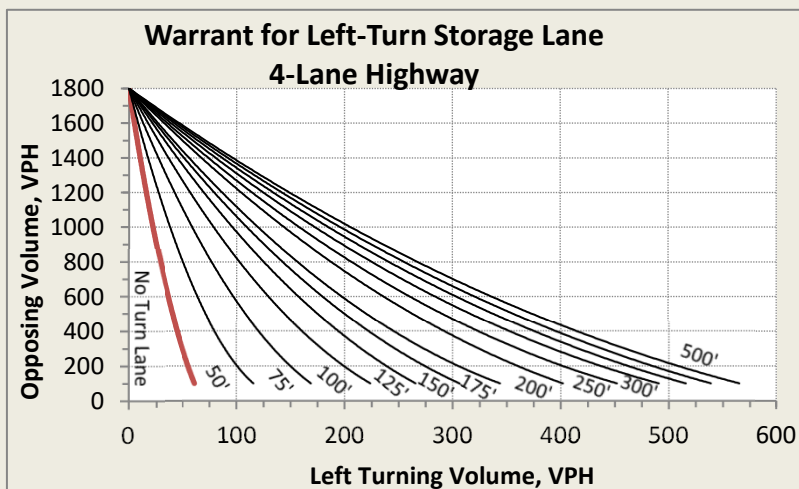
Adjacent Roadway Data	
Adjacent Road Name:	Eltham Road Type: 4 Lane Divided w/ 18' Median
Posted Speed:	55 mph * Classification: Principal Rural Arterial
AADT:	11000 VPD D: k: enter N/A if factors are unknown

*Use Design Speed if available

Trip Generation	
Generated Trips:	6290 VPD % Trucks in Entrance: 2 %
Right In:	24 VPH Advancing Volume:
Left In:	VPH #DIV/0! Opposing Volume: 676 VPH**

**Also used as Approaching Volume for Rt. Turns

Entrance Criteria		Entrance is a Standard Commercial Entrance
Entrance Type:	Partial Access Right-in/Right-out only	
Minimum Spacing:	495 ft	SDL: 560 ft SDR: 0 ft
Left Turn Lane Warrant: Left Turn in Volume $\geq$	33 VPH	Left Turn Lane Not Required
Right Turn Taper Warrant: Rt. Turn Volume $\geq$	19 VPH	200' Right Turn Taper Required
Right Turn Lane Warrant: Rt. Turn Volume $\geq$	77 VPH	No Right Turn Lane Required



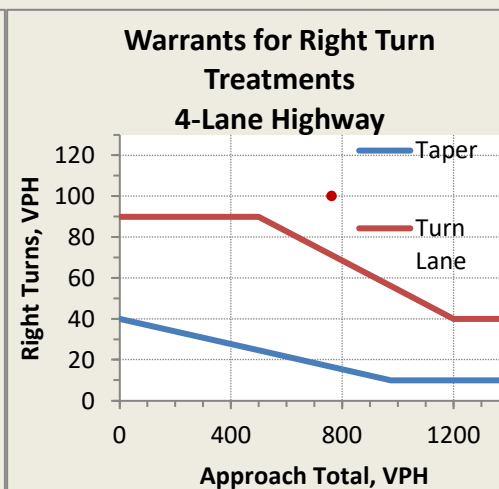
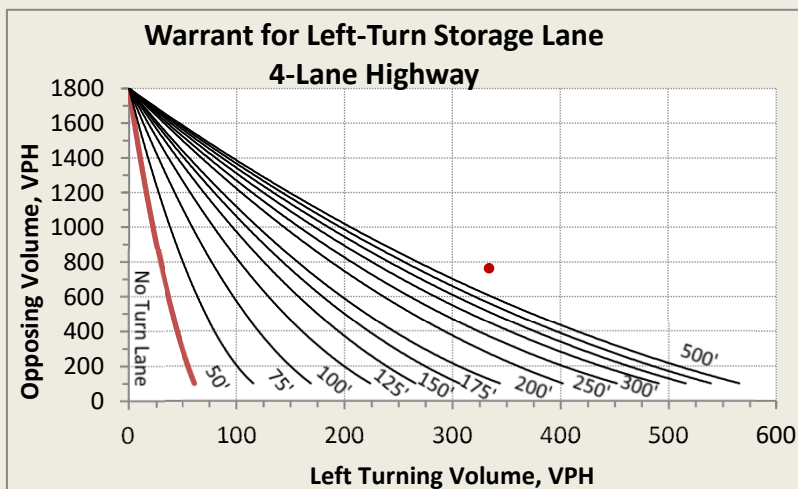
1. The Minimum Warranted Left Turn Stacking Length 50' unless more required as plotted above.

General Project Information		Enter a value for all input cells	
Project Name:	Curtis Property - South LB FM Driveway		
County:	New Kent		
Reviewer:	Build 2030 AM	Date:	4/29/2026

Adjacent Roadway Data			
Adjacent Road Name:	Eltham Road	Type:	4 Lane Divided w/ 18' Median
Posted Speed:	55 mph *	Classification:	Principal Rural Arterial
AADT:	11000 VPD	D:	k: <i>enter N/A if factors are unknown</i>
*Use Design Speed if available			

Trip Generation			
Generated Trips:	7720 VPD	% Trucks in Entrance:	2 %
Right In:	100 VPH	Advancing Volume:	1014 VPH
Left In:	334 VPH	33%	Opposing Volume: 762 VPH**
**Also used as Approaching Volume for Rt. Turns			

Entrance Criteria		Entrance is a Standard Commercial Entrance	
Entrance Type:	Full Access Entrance		
Minimum Spacing:	750 ft	SDL:	650 ft
		SDR:	750 ft
Left Turn Lane Warrant: Left Turn in Volume $\geq$	30 VPH	Left Turn Lane Required w/200' Taper	
Right Turn Taper Warrant: Rt. Turn Volume $\geq$	17 VPH	200' Right Turn Taper Required	
Right Turn Lane Warrant: Rt. Turn Volume $\geq$	71 VPH	Full Right Turn/Taper Required	



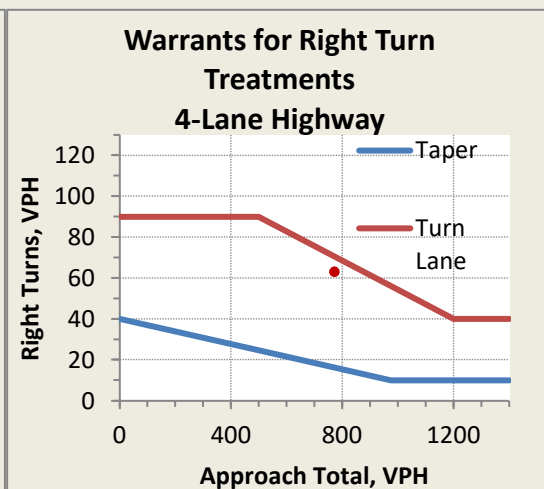
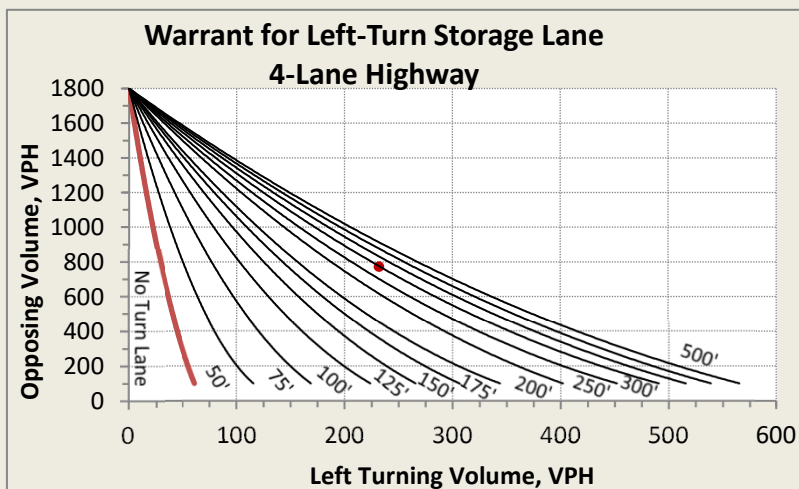
1. The Minimum Warranted Left Turn Stacking Length 50' unless more required as plotted above.

General Project Information		Enter a value for all input cells	
Project Name:	Curtis Property - South LB FM Driveway		
County:	New Kent		
Reviewer:	Build 2030 PM	Date:	4/29/2026

Adjacent Roadway Data			
Adjacent Road Name:	Eltham Road	Type:	4 Lane Divided w/ 18' Median
Posted Speed:	55 mph *	Classification:	Principal Rural Arterial
AADT:	11000 VPD	D:	k: enter N/A if factors are unknown
*Use Design Speed if available			

Trip Generation			
Generated Trips:	7720 VPD	% Trucks in Entrance:	2 %
Right In:	63 VPH	Advancing Volume:	992 VPH
Left In:	232 VPH	Opposing Volume:	772 VPH**
**Also used as Approaching Volume for Rt. Turns			

Entrance Criteria		Entrance is a Standard Commercial Entrance	
Entrance Type:	Full Access Entrance		
Minimum Spacing:	750 ft	SDL:	650 ft
		SDR:	750 ft
Left Turn Lane Warrant: Left Turn in Volume $\geq$	29 VPH	Left Turn Lane Required w/200' Taper	
Right Turn Taper Warrant: Rt. Turn Volume $\geq$	16 VPH	200' Right Turn Taper Required	
Right Turn Lane Warrant: Rt. Turn Volume $\geq$	71 VPH	No Right Turn Lane Required	



1. The Minimum Warranted Left Turn Stacking Length 50' unless more required as plotted above.

APPENDIX H: SIGNAL WARRANT ANALYSIS

Existing (2025) Counts																
	Northbound (NLB FM Driveway)				Southbound (NLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM											345				443	
7:00 AM											379				469	
8:00 AM											363				410	
9:00 AM											332				357	
10:00 AM											303				343	
11:00 AM											297				364	
12:00 PM											331				343	
1:00 PM											286				300	
2:00 PM											384				308	
3:00 PM											423				365	
4:00 PM											529				423	
5:00 PM											484				457	
6:00 PM											354				265	
7:00 PM											216				152	
Total	0	0	0	0	0	0	0	0	0	0	5026	0	0	0	4999	0

Additional Redirection Volumes (as needed, hide if not used)																
	Northbound (NLB FM Driveway)				Southbound (NLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM																
7:00 AM																
8:00 AM																
9:00 AM																
10:00 AM																
11:00 AM																
12:00 PM																
1:00 PM																
2:00 PM																
3:00 PM																
4:00 PM																
5:00 PM																
6:00 PM																
7:00 PM																
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Approved Development - Total Primary Trips																
	U-Turn				U-Turn				U-Turn				U-Turn			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	32	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	24	0	0	0	41	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	28	0	0	0	35	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	25	0	0	0	29	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	26	0	0	0	27	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	42	0	0	0	45	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	31	0	0	0	33	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	39	0	0	0	32	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	45	0	0	0	31	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	48	0	0	0	29	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	25	0	0	0	20	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	15	0
Total	0	0	0	0	0	0	0	0	0	0	435	0	0	0	439	0

Approved Development - Pass-By Trip Distribution																
	U-Turn				U-Turn				U-Turn				U-Turn			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM																
7:00 AM																
8:00 AM																
9:00 AM																
10:00 AM																
11:00 AM																
12:00 PM																
1:00 PM																
2:00 PM																
3:00 PM																
4:00 PM																
5:00 PM																
6:00 PM																
7:00 PM																

Pass-By ADT (Enter/Exit)					2192	Pass-By ADT (Total)				4384						
Approved Development - Pass-By Trip Assignment																
	U-Turn				U-Turn				U-Turn				U-Turn			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Percent Build-Out Adjustment					Enter % adjustment (+/-) from 100% build-out for phased analysis, as needed.											
Adjustment Factor					% Build-Out Analyzed								100%			
Total Approved Development Site Trips (Primary + Pass-By)																
	U-Turn				U-Turn				U-Turn				U-Turn			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	32	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	24	0	0	0	41	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	28	0	0	0	35	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	25	0	0	0	29	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	26	0	0	0	27	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	42	0	0	0	45	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	31	0	0	0	33	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	39	0	0	0	32	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	45	0	0	0	31	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	48	0	0	0	29	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	25	0	0	0	20	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	15	0
Total	0	0	0	0	0	0	0	0	0	0	435	0	0	0	439	0

Growth Factor:	1.104080803
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No-Build (2030) Volumes																
	Northbound (NLB FM Driveway)				Southbound (NLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	397	0	0	0	521	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	442	0	0	0	559	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	429	0	0	0	488	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	392	0	0	0	423	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	361	0	0	0	406	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	363	0	0	0	437	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	407	0	0	0	424	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	351	0	0	0	366	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	455	0	0	0	373	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	506	0	0	0	435	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	629	0	0	0	498	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	582	0	0	0	534	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	416	0	0	0	313	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	254	0	0	0	183	0
Total	0	0	0	0	0	0	0	0	0	0	5984	0	0	0	5960	0

Additional Redirection Volumes (as needed, hide if not used)																
	Northbound (NLB FM Driveway)				Southbound (NLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM																
7:00 AM																
8:00 AM																
9:00 AM																
10:00 AM																
11:00 AM																
12:00 PM																
1:00 PM																
2:00 PM																
3:00 PM																
4:00 PM																
5:00 PM																
6:00 PM																
7:00 PM																
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Primary Trips																
	Northbound (NLB FM Driveway)				Southbound (NLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	18	0	23	0	99	0	0	0	0	14	29
7:00 AM	0	0	0	0	0	29	0	39	0	108	0	0	0	0	16	31
8:00 AM	0	0	0	0	0	33	0	44	0	101	0	0	0	0	14	29
9:00 AM	0	0	0	0	0	35	0	47	0	114	0	0	0	0	17	33
10:00 AM	0	0	0	0	0	39	0	52	0	99	0	0	0	0	14	29
11:00 AM	0	0	0	0	0	61	0	81	0	168	0	0	0	0	23	48
12:00 PM	0	0	0	0	0	83	0	111	0	208	0	0	0	0	30	60
1:00 PM	0	0	0	0	0	64	0	85	0	135	0	0	0	0	20	39
2:00 PM	0	0	0	0	0	49	0	66	0	124	0	0	0	0	18	35
3:00 PM	0	0	0	0	0	65	0	86	0	105	0	0	0	0	16	30
4:00 PM	0	0	0	0	0	59	0	78	0	105	0	0	0	0	16	30
5:00 PM	0	0	0	0	0	62	0	83	0	124	0	0	0	0	18	35
6:00 PM	0	0	0	0	0	56	0	74	0	103	0	0	0	0	14	30
7:00 PM	0	0	0	0	0	39	0	52	0	78	0	0	0	0	12	22
Total	0	0	0	0	0	692	0	920	0	1671	0	0	0	0	242	478

Pass-By Trip Distribution																
	Northbound (NLB FM Driveway)				Southbound (NLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM						10%		25%		85%	-10%				-5%	5%
7:00 AM						10%		25%		85%	-10%				-5%	5%
8:00 AM						10%		25%		85%	-10%				-5%	5%
9:00 AM						11%		25%		86%	-11%				-5%	5%
10:00 AM						11%		25%		86%	-11%				-5%	5%
11:00 AM						11%		25%		86%	-11%				-5%	5%
12:00 PM						12%		25%		87%	-12%				-5%	5%
1:00 PM						12%		25%		87%	-12%				-5%	5%
2:00 PM						12%		25%		87%	-12%				-5%	5%
3:00 PM						12%		25%		87%	-12%				-5%	5%
4:00 PM						13%		25%		88%	-13%				-5%	5%
5:00 PM						13%		25%		88%	-13%				-5%	5%
6:00 PM						13%		25%		88%	-13%				-5%	5%
7:00 PM						12%		25%		87%	-13%				-5%	5%

Pass-By ADT (Enter/Exit)					1128	Pass-By ADT (Total)				2256			adjustment to TIA				1.25	
Pass-By Trip Assignment																		
	Northbound (NLB FM Driveway)				Southbound (NLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))					
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
6:00 AM	0	0	0	0	0	3	0	6	0	23	-3	0	0	0	-1	1		
7:00 AM	0	0	0	0	0	4	0	10	0	36	-4	0	0	0	-3	3		
8:00 AM	0	0	0	0	0	5	0	13	0	41	-5	0	0	0	-3	3		
9:00 AM	0	0	0	0	0	5	0	13	0	41	-5	0	0	0	-3	3		
10:00 AM	0	0	0	0	0	6	0	15	0	50	-6	0	0	0	-3	3		
11:00 AM	0	0	0	0	0	14	0	31	0	106	-14	0	0	0	-6	6		
12:00 PM	0	0	0	0	0	20	0	43	0	148	-20	0	0	0	-9	9		
1:00 PM	0	0	0	0	0	14	0	30	0	104	-14	0	0	0	-6	6		
2:00 PM	0	0	0	0	0	10	0	20	0	70	-10	0	0	0	-4	4		
3:00 PM	0	0	0	0	0	9	0	19	0	64	-9	0	0	0	-4	4		
4:00 PM	0	0	0	0	0	10	0	20	0	69	-10	0	0	0	-4	4		
5:00 PM	0	0	0	0	0	14	0	25	0	89	-14	0	0	0	-5	5		
6:00 PM	0	0	0	0	0	14	0	28	0	98	-15	0	0	0	-5	5		
7:00 PM	0	0	0	0	0	13	0	25	0	85	-13	0	0	0	-5	5		
Total	0	0	0	0	0	139	0	296	0	1023	-140	0	0	0	-59	59		

Percent Build-Out Adjustment					Enter % adjustment (+/-) from 100% build-out for phased analysis, as needed.												
Adjustment Factor					% Build-Out Analyzed								100%				
Total Site Trips (Primary + Pass-By)																	
	Northbound (NLB FM Driveway)				Southbound (NLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
6:00 AM	0	0	0	0	0	21	0	30	0	121	-3	0	0	0	13	30	
7:00 AM	0	0	0	0	0	32	0	49	0	144	-4	0	0	0	13	34	
8:00 AM	0	0	0	0	0	38	0	57	0	143	-5	0	0	0	12	31	
9:00 AM	0	0	0	0	0	40	0	59	0	156	-5	0	0	0	14	35	
10:00 AM	0	0	0	0	0	45	0	67	0	149	-6	0	0	0	12	31	
11:00 AM	0	0	0	0	0	75	0	112	0	274	-14	0	0	0	17	54	
12:00 PM	0	0	0	0	0	103	0	153	0	356	-20	0	0	0	21	69	
1:00 PM	0	0	0	0	0	77	0	115	0	239	-14	0	0	0	13	45	
2:00 PM	0	0	0	0	0	59	0	86	0	194	-10	0	0	0	14	39	
3:00 PM	0	0	0	0	0	74	0	105	0	169	-9	0	0	0	12	34	
4:00 PM	0	0	0	0	0	69	0	98	0	174	-10	0	0	0	12	34	
5:00 PM	0	0	0	0	0	76	0	108	0	212	-14	0	0	0	13	40	
6:00 PM	0	0	0	0	0	70	0	102	0	200	-15	0	0	0	9	35	
7:00 PM	0	0	0	0	0	52	0	77	0	163	-13	0	0	0	7	27	
Total	0	0	0	0	0	831	0	1218	0	2694	-142	0	0	0	182	538	

Build (2030) Volumes																	
	Northbound (NLB FM Driveway)				Southbound (NLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
6:00 AM	0	0	0	0	0	21	0	30	0	121	394	0	0	0	534	30	
7:00 AM	0	0	0	0	0	32	0	49	0	144	438	0	0	0	572	34	
8:00 AM	0	0	0	0	0	38	0	57	0	143	424	0	0	0	500	31	
9:00 AM	0	0	0	0	0	40	0	59	0	156	387	0	0	0	437	35	
10:00 AM	0	0	0	0	0	45	0	67	0	149	355	0	0	0	418	31	
11:00 AM	0	0	0	0	0	75	0	112	0	274	349	0	0	0	454	54	
12:00 PM	0	0	0	0	0	103	0	153	0	356	387	0	0	0	445	69	
1:00 PM	0	0	0	0	0	77	0	115	0	239	337	0	0	0	379	45	
2:00 PM	0	0	0	0	0	59	0	86	0	194	445	0	0	0	387	39	
3:00 PM	0	0	0	0	0	74	0	105	0	169	497	0	0	0	447	34	
4:00 PM	0	0	0	0	0	69	0	98	0	174	619	0	0	0	510	34	
5:00 PM	0	0	0	0	0	76	0	108	0	212	568	0	0	0	547	40	
6:00 PM	0	0	0	0	0	70	0	102	0	200	401	0	0	0	322	35	
7:00 PM	0	0	0	0	0	52	0	77	0	163	241	0	0	0	190	27	
Total	0	0	0	0	0	831	0	1218	0	2694	5842	0	0	0	6142	538	

Peak Hour Volume Adjustments					Enter % adjustment (+/-) needed to match TIA peak hour volumes, if applicable.									
AM														
PM														

Right-Turn Volume Adjustments					Enter % adjustment (+/-) for right-turn volumes, per Pagone's Theorem or other method, if applicable.									
Northbound					Southbound		-75%		Eastbound			Westbound		

Build (2030) Volumes with Adjustments																
	Northbound (NLB FM Driveway)				Southbound (NLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	21	0	8	0	121	394	0	0	0	534	30
7:00 AM	0	0	0	0	0	32	0	12	0	144	438	0	0	0	572	34
8:00 AM	0	0	0	0	0	38	0	14	0	143	424	0	0	0	500	31
9:00 AM	0	0	0	0	0	40	0	15	0	156	387	0	0	0	437	35
10:00 AM	0	0	0	0	0	45	0	17	0	149	355	0	0	0	418	31
11:00 AM	0	0	0	0	0	75	0	28	0	274	349	0	0	0	454	54
12:00 PM	0	0	0	0	0	103	0	38	0	356	387	0	0	0	445	69
1:00 PM	0	0	0	0	0	77	0	29	0	239	337	0	0	0	379	45
2:00 PM	0	0	0	0	0	59	0	22	0	194	445	0	0	0	387	39
3:00 PM	0	0	0	0	0	74	0	26	0	169	497	0	0	0	447	34
4:00 PM	0	0	0	0	0	69	0	25	0	174	619	0	0	0	510	34
5:00 PM	0	0	0	0	0	76	0	27	0	212	568	0	0	0	547	40
6:00 PM	0	0	0	0	0	70	0	26	0	200	401	0	0	0	322	35
7:00 PM	0	0	0	0	0	52	0	19	0	163	241	0	0	0	190	27
Total	0	0	0	0	0	831	0	306	0	2694	5842	0	0	0	6142	538

Major / Minor Volumes for Warrant										
	NB	SB	EB	WB		Major Street Totals		Highest Minor Street		
Start Time	Total	Total	Total	Total		East/West		North/South		
6:00 AM	0	29	515	564		1079		29		
7:00 AM	0	44	582	606		1188		44		
8:00 AM	0	52	567	531		1098		52		
9:00 AM	0	55	543	472		1015		55		
10:00 AM	0	62	504	449		953		62		
11:00 AM	0	103	623	508		1131		103		
12:00 PM	0	141	743	514		1257		141		
1:00 PM	0	106	576	424		1000		106		
2:00 PM	0	81	639	426		1065		81		
3:00 PM	0	100	666	481		1147		100		
4:00 PM	0	94	793	544		1337		94		
5:00 PM	0	103	780	587		1367		103		
6:00 PM	0	96	601	357		958		96		
7:00 PM	0	71	404	217	621	71				
Total	0	1137	8536	6680	15216	1137				

Existing (2025) Counts																
	Northbound (SLB FM Driveway)				Southbound (SLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM											345				443	
7:00 AM											379				469	
8:00 AM											363				410	
9:00 AM											332				357	
10:00 AM											303				343	
11:00 AM											297				364	
12:00 PM											331				343	
1:00 PM											286				300	
2:00 PM											384				308	
3:00 PM											423				365	
4:00 PM											529				423	
5:00 PM											484				457	
6:00 PM											354				265	
7:00 PM											216				152	
Total	0	0	0	0	0	0	0	0	0	0	5026	0	0	0	4999	0

Additional Redirection Volumes (as needed, hide if not used)																
	Northbound (SLB FM Driveway)				Southbound (SLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM																
7:00 AM																
8:00 AM																
9:00 AM																
10:00 AM																
11:00 AM																
12:00 PM																
1:00 PM																
2:00 PM																
3:00 PM																
4:00 PM																
5:00 PM																
6:00 PM																
7:00 PM																
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Approved Development - Total Primary Trips																
	Northbound (SLB FM Driveway)				Southbound (SLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	72	0	0	0	30	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	78	0	0	0	50	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	74	0	0	0	57	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	83	0	0	0	61	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	73	0	0	0	68	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	125	0	0	0	104	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	155	0	0	0	145	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	101	0	0	0	111	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	90	0	0	0	86	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	78	0	0	0	111	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	78	0	0	0	99	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	93	0	0	0	107	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	78	0	0	0	97	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	60	0	0	0	69	0
Total	0	0	0	0	0	0	0	0	0	0	1238	0	0	0	1195	0

Approved Development - Pass-By Trip Distribution																
	Northbound (SLB FM Driveway)				Southbound (SLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM											75%				75%	
7:00 AM											75%				75%	
8:00 AM											75%				75%	
9:00 AM											75%				75%	
10:00 AM											75%				75%	
11:00 AM											75%				75%	
12:00 PM											75%				75%	
1:00 PM											75%				75%	
2:00 PM											75%				75%	
3:00 PM											75%				75%	
4:00 PM											75%				75%	
5:00 PM											75%				75%	
6:00 PM											75%				75%	
7:00 PM											75%				75%	

Pass-By ADT (Enter/Exit)					1128		Pass-By ADT (Total)				2256					
Approved Development - Pass-By Trip Assignment																
	Northbound (SLB FM Driveway)				Southbound (SLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	25	0	0	0	25	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	29	0	0	0	29	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	29	0	0	0	29	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	74	0	0	0	74	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	102	0	0	0	102	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	71	0	0	0	71	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	49	0	0	0	49	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	44	0	0	0	44	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	47	0	0	0	47	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	61	0	0	0	61	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	67	0	0	0	67	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	59	0	0	0	59	0
Total	0	0	0	0	0	0	0	0	0	0	708	0	0	0	708	0

Percent Build-Out Adjustment					Enter % adjustment (+/-) from 100% build-out for phased analysis, as needed.											
Adjustment Factor					% Build-Out Analyzed								100%			
Total Approved Development Site Trips (Primary + Pass-By)																
	Northbound (SLB FM Driveway)				Southbound (SLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	88	0	0	0	46	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	103	0	0	0	75	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	103	0	0	0	86	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	112	0	0	0	90	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	108	0	0	0	103	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	199	0	0	0	178	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	257	0	0	0	247	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	172	0	0	0	182	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	139	0	0	0	135	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	122	0	0	0	155	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	125	0	0	0	146	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	154	0	0	0	168	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	145	0	0	0	164	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	119	0	0	0	128	0
Total	0	0	0	0	0	0	0	0	0	0	1946	0	0	0	1903	0

Growth Factor:		1.104080803															
No-Build (2030) Volumes																	
	Northbound (SLB FM Driveway)				Southbound (SLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	469	0	0	0	535	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	521	0	0	0	593	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	504	0	0	0	539	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	479	0	0	0	484	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	443	0	0	0	482	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	527	0	0	0	580	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	622	0	0	0	626	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	488	0	0	0	513	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	563	0	0	0	475	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	589	0	0	0	558	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	709	0	0	0	613	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	688	0	0	0	673	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	536	0	0	0	457	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	357	0	0	0	296	0	
Total	0	0	0	0	0	0	0	0	0	0	7495	0	0	0	7424	0	

Additional Redirection Volumes (as needed, hide if not used)																	
	Northbound (SLB FM Driveway)				Southbound (SLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
6:00 AM																	
7:00 AM																	
8:00 AM																	
9:00 AM																	
10:00 AM																	
11:00 AM																	
12:00 PM																	
1:00 PM																	
2:00 PM																	
3:00 PM																	
4:00 PM																	
5:00 PM																	
6:00 PM																	
7:00 PM																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Primary Trips																
	Northbound (SLB FM Driveway)				Southbound (SLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	19	0	45	0	90	0	0	0	0	0	39
7:00 AM	0	0	0	0	0	30	0	69	0	119	0	0	0	0	0	51
8:00 AM	0	0	0	0	0	35	0	80	0	101	0	0	0	0	0	44
9:00 AM	0	0	0	0	0	31	0	71	0	84	0	0	0	0	0	36
10:00 AM	0	0	0	0	0	31	0	74	0	76	0	0	0	0	0	33
11:00 AM	0	0	0	0	0	43	0	99	0	98	0	0	0	0	0	43
12:00 PM	0	0	0	0	0	51	0	119	0	128	0	0	0	0	0	55
1:00 PM	0	0	0	0	0	44	0	101	0	101	0	0	0	0	0	44
2:00 PM	0	0	0	0	0	38	0	88	0	93	0	0	0	0	0	40
3:00 PM	0	0	0	0	0	48	0	110	0	89	0	0	0	0	0	39
4:00 PM	0	0	0	0	0	55	0	128	0	89	0	0	0	0	0	38
5:00 PM	0	0	0	0	0	59	0	139	0	81	0	0	0	0	0	35
6:00 PM	0	0	0	0	0	30	0	71	0	58	0	0	0	0	0	25
7:00 PM	0	0	0	0	0	20	0	48	0	45	0	0	0	0	0	19
Total	0	0	0	0	0	533	0	1240	0	1250	0	0	0	0	0	539

Pass-By Trip Distribution																
	Northbound (SLB FM Driveway)				Southbound (SLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM						10%		90%		85%	-10%				-15%	15%
7:00 AM						10%		90%		85%	-10%				-15%	15%
8:00 AM						10%		90%		85%	-10%				-15%	15%
9:00 AM						11%		89%		86%	-11%				-14%	14%
10:00 AM						11%		89%		86%	-11%				-14%	14%
11:00 AM						11%		89%		86%	-11%				-14%	14%
12:00 PM						12%		89%		87%	-12%				-14%	14%
1:00 PM						12%		88%		87%	-12%				-13%	13%
2:00 PM						12%		88%		87%	-12%				-13%	13%
3:00 PM						12%		88%		87%	-12%				-13%	13%
4:00 PM						13%		87%		88%	-13%				-12%	12%
5:00 PM						13%		87%		88%	-13%				-12%	12%
6:00 PM						13%		87%		88%	-13%				-12%	12%
7:00 PM						12%		86%		87%	-14%				-13%	11%

Pass-By ADT (Enter/Exit)					2192	Pass-By ADT (Total)				4384			adjustment to TIA				1.2
Pass-By Trip Assignment																	
	Northbound (SLB FM Driveway)				Southbound (SLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
6:00 AM	0	0	0	0	0	11	0	97	0	92	-11	0	0	0	-16	16	
7:00 AM	0	0	0	0	0	14	0	128	0	121	-14	0	0	0	-22	22	
8:00 AM	0	0	0	0	0	16	0	139	0	132	-16	0	0	0	-23	23	
9:00 AM	0	0	0	0	0	14	0	122	0	118	-14	0	0	0	-19	19	
10:00 AM	0	0	0	0	0	14	0	118	0	113	-14	0	0	0	-19	19	
11:00 AM	0	0	0	0	0	18	0	146	0	143	-18	0	0	0	-23	23	
12:00 PM	0	0	0	0	0	23	0	178	0	173	-23	0	0	0	-28	28	
1:00 PM	0	0	0	0	0	20	0	150	0	148	-20	0	0	0	-23	23	
2:00 PM	0	0	0	0	0	19	0	142	0	140	-19	0	0	0	-20	20	
3:00 PM	0	0	0	0	0	22	0	151	0	151	-22	0	0	0	-22	22	
4:00 PM	0	0	0	0	0	20	0	144	0	145	-20	0	0	0	-20	20	
5:00 PM	0	0	0	0	0	23	0	156	0	157	-23	0	0	0	-22	22	
6:00 PM	0	0	0	0	0	19	0	131	0	132	-20	0	0	0	-18	18	
7:00 PM	0	0	0	0	0	14	0	101	0	102	-16	0	0	0	-14	13	
Total	0	0	0	0	0	248	0	1903	0	1867	-251	0	0	0	-288	287	

Percent Build-Out Adjustment					Enter % adjustment (+/-) from 100% build-out for phased analysis, as needed.											
Adjustment Factor					% Build-Out Analyzed								100%			
Total Site Trips (Primary + Pass-By)																
	Northbound (SLB FM Driveway)				Southbound (SLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	30	0	142	0	182	-11	0	0	0	-16	54
7:00 AM	0	0	0	0	0	44	0	197	0	240	-14	0	0	0	-22	73
8:00 AM	0	0	0	0	0	51	0	219	0	233	-16	0	0	0	-23	67
9:00 AM	0	0	0	0	0	46	0	194	0	201	-14	0	0	0	-19	55
10:00 AM	0	0	0	0	0	46	0	191	0	189	-14	0	0	0	-19	52
11:00 AM	0	0	0	0	0	61	0	245	0	240	-18	0	0	0	-23	65
12:00 PM	0	0	0	0	0	74	0	296	0	300	-23	0	0	0	-28	83
1:00 PM	0	0	0	0	0	64	0	251	0	249	-20	0	0	0	-23	67
2:00 PM	0	0	0	0	0	57	0	229	0	233	-19	0	0	0	-20	60
3:00 PM	0	0	0	0	0	69	0	261	0	240	-22	0	0	0	-22	60
4:00 PM	0	0	0	0	0	75	0	272	0	234	-20	0	0	0	-20	58
5:00 PM	0	0	0	0	0	82	0	295	0	238	-23	0	0	0	-22	57
6:00 PM	0	0	0	0	0	49	0	202	0	190	-20	0	0	0	-18	43
7:00 PM	0	0	0	0	0	34	0	148	0	147	-16	0	0	0	-14	32
Total	0	0	0	0	0	782	0	3142	0	3116	-250	0	0	0	-289	826

Build (2030) Volumes																
	Northbound (SLB FM Driveway)				Southbound (SLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	30	0	142	0	182	458	0	0	0	519	54
7:00 AM	0	0	0	0	0	44	0	197	0	240	507	0	0	0	571	73
8:00 AM	0	0	0	0	0	51	0	219	0	233	488	0	0	0	516	67
9:00 AM	0	0	0	0	0	46	0	194	0	201	465	0	0	0	465	55
10:00 AM	0	0	0	0	0	46	0	191	0	189	429	0	0	0	463	52
11:00 AM	0	0	0	0	0	61	0	245	0	240	509	0	0	0	557	65
12:00 PM	0	0	0	0	0	74	0	296	0	300	599	0	0	0	598	83
1:00 PM	0	0	0	0	0	64	0	251	0	249	468	0	0	0	490	67
2:00 PM	0	0	0	0	0	57	0	229	0	233	544	0	0	0	455	60
3:00 PM	0	0	0	0	0	69	0	261	0	240	567	0	0	0	536	60
4:00 PM	0	0	0	0	0	75	0	272	0	234	689	0	0	0	593	58
5:00 PM	0	0	0	0	0	82	0	295	0	238	665	0	0	0	651	57
6:00 PM	0	0	0	0	0	49	0	202	0	190	516	0	0	0	439	43
7:00 PM	0	0	0	0	0	34	0	148	0	147	341	0	0	0	282	32
Total	0	0	0	0	0	782	0	3142	0	3116	7245	0	0	0	7135	826

Peak Hour Volume Adjustments					Enter % adjustment (+/-) needed to match TIA peak hour volumes, if applicable.									
AM														
PM														

Right-Turn Volume Adjustments					Enter % adjustment (+/-) for right-turn volumes, per Pagone's Theorem or other method, if applicable.									
Northbound					Southbound					Eastbound				

Build (2030) Volumes with Adjustments																
	Northbound (SLB FM Driveway)				Southbound (SLB FM Driveway)				Eastbound (Eltham Road (Route 30))				Westbound (Eltham Road (Route 30))			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	30	0	36	0	182	458	0	0	0	519	54
7:00 AM	0	0	0	0	0	44	0	49	0	240	507	0	0	0	571	73
8:00 AM	0	0	0	0	0	51	0	55	0	233	488	0	0	0	516	67
9:00 AM	0	0	0	0	0	46	0	49	0	201	465	0	0	0	465	55
10:00 AM	0	0	0	0	0	46	0	48	0	189	429	0	0	0	463	52
11:00 AM	0	0	0	0	0	61	0	61	0	240	509	0	0	0	557	65
12:00 PM	0	0	0	0	0	74	0	74	0	300	599	0	0	0	598	83
1:00 PM	0	0	0	0	0	64	0	63	0	249	468	0	0	0	490	67
2:00 PM	0	0	0	0	0	57	0	57	0	233	544	0	0	0	455	60
3:00 PM	0	0	0	0	0	69	0	65	0	240	567	0	0	0	536	60
4:00 PM	0	0	0	0	0	75	0	68	0	234	689	0	0	0	593	58
5:00 PM	0	0	0	0	0	82	0	74	0	238	665	0	0	0	651	57
6:00 PM	0	0	0	0	0	49	0	51	0	190	516	0	0	0	439	43
7:00 PM	0	0	0	0	0	34	0	37	0	147	341	0	0	0	282	32
Total	0	0	0	0	0	782	0	787	0	3116	7245	0	0	0	7135	826

Major / Minor Volumes for Warrant																
	NB	SB	EB	WB					Major Street Totals				Highest Minor Street			
Start Time	Total	Total	Total	Total					East/West				North/South			
6:00 AM	0	66	640	573					1213				66			
7:00 AM	0	93	747	644					1391				93			
8:00 AM	0	106	721	583					1304				106			
9:00 AM	0	95	666	520					1186				95			
10:00 AM	0	94	618	515					1133				94			
11:00 AM	0	122	749	622					1371				122			
12:00 PM	0	148	899	681					1580				148			
1:00 PM	0	127	717	557					1274				127			
2:00 PM	0	114	777	515					1292				114			
3:00 PM	0	134	807	596					1403				134			
4:00 PM	0	143	923	651					1574				143			
5:00 PM	0	156	903	708					1611				156			
6:00 PM	0	100	706	482					1188				100			
7:00 PM	0	71	488	314					802				71			
Total	0	1569	10361	7961					18322				1569			

Pagones Theorem¹ provided by IDOT (modified for WVDOT)

First, determine which lane configuration represents the leg that is being studied. Then, based on the movements for each hour, find the percent reduction for each hour with Pagones Theorem.

Pagones Theorem

Situation	Approach configuration	Condition	Reduction of right turns
1	Shared Left/Through/Right	$R > 0.7A$ $0.7A \geq R > 0.35A$ $R \leq 0.35A$	Reduce R by 60 percent Reduce R by 40 percent Reduce R by 20 percent
2	Exclusive Left, Shared Through/Right	$R > 3T$ $3T \geq R > T/3$ $R \leq T/3$	Reduce R by 60 percent Reduce R by 40 percent Reduce R by 20 percent
3	Any configuration with an exclusive right turn lane (min 125' for WVDOT)		Reduce R by 75 percent in all cases
4	Shared Left/Through and Shared Through/Right	$R > (T + L)$ $L > (T + R)$ $L = T = R$ (± 10 vehicles) $L = T > 3R$ $R = T > 3L$ All other cases	Reduce R by 65 percent Use Situation 2 Reduce R by 40 percent Reduce R by 20 percent Reduce R by 50 percent Reduce R by 30 percent
5	Exclusive Left, Exclusive Through and Shared Through/Right	$R > T$ $T \geq R > T/2$ $T/2 \geq R > T/4$ $R \leq T/4$	Reduce R by 75 percent Reduce R by 50 percent Reduce R by 30 percent Reduce R by 15 percent

Where: L = number of left turning vehicles in approach;
 T = number of through vehicles in approach;
 R = number of right turning vehicles in approach; and
 $A = (L + T + R)$.

The Curtis Group, Inc.

PROFFERS

RE: Case No: ZM-02-2026

DATE: June 11, 2026

The undersigned, owner of the property identified as GPIN Numbers: I26-3256-5212, I25-3786-3007 and J26-2605-0546 (collectively, the “Property”) located in New Kent County, Virginia (the “County”), voluntarily agrees for itself, and its agents, personal representatives, successors and assigns (collectively, the “Property Owner”) that, in the event the Property is rezoned from Agricultural (A-1), Economic Opportunity (EO), and Industrial (I) to Economic Opportunity (EO) (+/- 342.85 acres), the development and use of the Property will be subject to the following proffered conditions. In the event this application is approved, all proffered conditions that were approved as part of zoning case ZM-2-04 for 92.7 acres of Parcel 36-38 (GPIN:I26-3256-5212), and any other proffered conditions approved from a previous zoning case, will immediately and in their entirety become null and void and only the conditions listed below will be in effect. In the event this application is not approved by the Board of Supervisors, these proffers will immediately be null and void.

1. Design and Concept Plan. Development on the property shall be in general conformance with the concept plan entitled “WAREHOUSE LAYOUT EXHIBIT, NEW KENT, VIRGINIA”, prepared by Townes Site Engineering, and dated June 11, 2026 (the “Concept Plan”). The exact locations, footprints, configurations, size and details of lots, drives, roads, buildings, stormwater management facilities and other improvements shown in the Concept Plan are illustrative and are subject to change and may be updated from time to time as required for final engineering design, compliance with governmental regulations or as otherwise approved at the time of site plan review of the Property.
2. Elevations. Principal building facades will meet the following standards:
 - a. For the purposes of this subsection, the term “principal building facades” will include all building facades substantially visible to abutting public and private roads.
 - b. Principal building facades will avoid the use of undifferentiated surfaces by including at least four (4) of the following design elements:
 - i. change in building or parapet height
 - ii. building step-backs, projections or recesses
 - iii. fenestration
 - iv. changes in, pattern, texture, color
 - v. use of accent material
 - vi. overhangs
 - vii. canopies, sunshades, or porticos
 - viii. arcades
 - ix. variations in the roof line
 - c. Principal building facades will use one or more neutral colors (such as taupe, tan, brown, beige, ivory, cream, white, black, grey) with accent colors to complement the dominant building color.

- d. When a building has more than one principal facade, such facades will be consistent in their design, materials, details, and treatments.
3. **Building Materials.** Exposed exterior wall surfaces (above finished grade) of all individual buildings (excluding rooftop screening materials for mechanical equipment) must be constructed with one or more of the following siding materials: decorative concrete block (including, without limitation, split face block, smooth face block, fluted block, and ground face block), tilt-up or pre-cast concrete, brick, brick veneer, glass, metal (other than corrugated metal), stone, cast stone, stone veneer, stucco, synthetic stucco, glass block, cementitious siding, insulated panels, concrete tile, or ceramic tile, unless other material is approved at time of site plan review. In no case will unpainted concrete block, unfinished corrugated metal, or unfinished sheet metal be permitted. For purposes of these proffered conditions, "wall surfaces" will not be deemed to include columns, pilasters, trim, gutters, accent materials, architectural features, windows, doors, bay doors, piers, wall sections and headers near roll up doors and loading doors.
4. **Protective Covenants.** Prior to or concurrent with the final approval of the initial Site Plan for any portion of the Property, a document setting forth covenants and restrictions (the "Covenants") will be recorded in the Clerk's Office of the Circuit Court of the County, which will include Covenants relating to the development and maintenance of that portion of the Property, and by which that portion of the Property will become subject to the Declaration of Covenants, Restrictions, and Easements. This document will be approved as to content and form by the County Attorney.
5. **Buffer.** A vegetated buffer of not less than one hundred (100) feet in width with a vegetation density equal to or greater than a Type C buffer will be installed or maintained between any building located on the Property and adjoining residential areas.
6. **Screening Exterior Mechanical Equipment.** Exterior mechanical equipment, including but not limited to HVAC equipment, permanent electrical generators, refrigeration equipment and ductwork, backflow prevention devices, and similar features, must be screened as follows:
 - a. **Roof-mounted mechanical equipment.** Mechanical equipment mounted on the roof of a building must be screened by a parapet wall, roof screen, or similar device that is integrated into the building's building form and of a height equal to or greater than the height of the mechanical equipment being screened.
 - b. **Ground-mounted and wall-mounted mechanical equipment.** Mechanical equipment mounted on or near ground-level, or otherwise mounted on the building wall, must be screened by any combination of sight-obscuring dense evergreen vegetation or decorative walls or fences that incorporates at least one of the primary materials or colors of the nearest wall of the closest primary structure on the lot. The height of the vegetation, wall, or fence shall equal or exceed that of the mechanical equipment being screened.

The Curtis Group, Inc.

PROFFERS

RE: Case No: ZM-02-2026

DATE: June 11, 2026

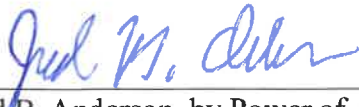
7. Hours of Construction. The hours of any construction activities, including operation of bulldozers and other earthmoving equipment, will be limited to between 7:00 a.m. and 7:00 p.m. (or dusk, whichever is earlier) on Monday through Saturday, and no construction on Sunday except in emergencies or where unusual circumstances require extending the specific hours in order to complete work, such as concrete pours or utility connections. Signs, in both English and Spanish, stating the above referenced provisions will be posted and maintained at all construction entrances to the Property prior to any land disturbances activities thereon.
8. BMPs/Retention Ponds. Any retention pond or BMP facilities on the Property will be maintained in accordance with all applicable laws, rules, and regulations and any wet pond will be aerated.
9. Impervious Surface. No more than seventy percent (70%) of the Property, in aggregate, will contain impervious surface consisting of buildings, structures, parking areas and drive aisles.
10. Utility Lines. Except for junction and access boxes, meters, utility lines in wetlands areas, existing overhead utility lines, existing electric power lines, and except as otherwise required by applicable laws, rules and regulations; all site-specific utility lines, including private electric, telephone, CATV or other similar lines, will be installed underground, unless otherwise approved at the time of Site Plan review.
11. Transportation Improvements and Right-of-Way. The final site plan for the Property must include and implement all transportation improvements and mitigation measures identified in the Traffic Impact Analysis for the Project, dated May 2026, as amended, and approved by the Virginia Department of Transportation ("VDOT"). All improvements are subject to modification as approved by VDOT. Such improvements shall include, without limitation, all roadway, access, intersection, turn lane, signalization, striping, signage, pedestrian, and other transportation improvements necessary to implement the recommendations and mitigation measures set forth in the Traffic Impact Analysis. All improvements will be designed in accordance with County and VDOT standards and timelines established during site plan review.
12. Signage. All freestanding signs on the Property will be monument type, and may be internally lit, subject to compliance with applicable sign regulations of the New Kent County Code.
13. Site Lighting. Lighting fixtures will not exceed twenty-five (25) feet in height. House side shields will be installed on all parking lot lighting fixtures on the Property.
14. Severance. The unenforceability, elimination, revision, modification, or amendment of any proffer set forth herein, in whole or in part, shall not affect the validity or enforceability of the other proffers or the unaffected part of any such proffer.

The Curtis Group, Inc.

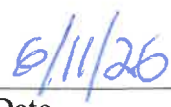
PROFFERS

RE: Case No: ZM-02-2026

DATE: June 11, 2026



Jared B. Anderson, by Power of Attorney



Date

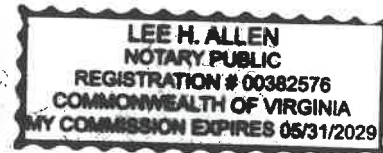
COMMONWEALTH OF VIRGINIA,
CITY OF RICHMOND, to-wit:

I, Lee H. Allen, do hereby certify that Jared B. Anderson has acknowledged the foregoing Proffers before me, this 11 day of June 2026.



Notary Public

My Commission Expires: 05/31/2029 (SEAL)

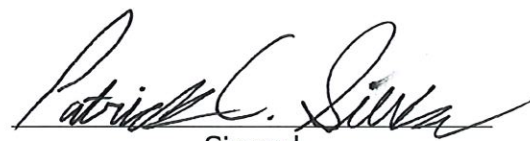


NEW KENT COUNTY
Mailing of Notices

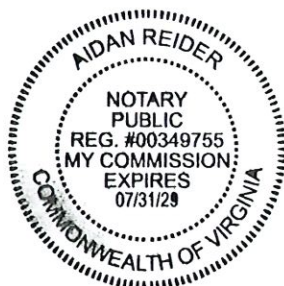
Applicants Name: The Curtis Group, Inc.
Application Number: ZM-02-2026

STATE OF VIRGINIA
COUNTY OF NEW KENT, to wit

(I/We) Patrick Silva, Principal Planner of the New Kent County Planning Division, do make oath that notices as required by Section 15.2-2204 of the Code of Virginia, 1950, as amended, were mailed on the 1st day of July 2026, by first class mail, postage prepaid, to the persons whose names and addresses appear below.


Signed

Subscribed and sworn to before me this 1st day of July, 2026.




Notary Public

My commission expires: 7/31/29

TM #'s	Name	Address	City, State, Zip Code
26-84A	Melvin & Cheri Burks	15741 New Kent Hwy.	Lanexa, VA 23089
26-1-14	Richard Henry & Maurica Cathell	15800 New Kent Hwy.	Lanexa, VA 23089
26-1-14	Daniel Jones, Jr.	15830 New Kent Hwy.	Lanexa, VA 23089
26-83A	Saude Creek Farms, LLC.	16230 Cook's Mill Rd.	Lanexa, VA 23089
26-87 & 26-87G	Julia & Samuel Harlow	PO Box 33	New Kent, VA 23124
36-40	Patrick Renalds & Jennifer Carneal	10730 NE 187 th St.	Bothell, WA 98011
36-37	Susan Hardwood	1020 W. Spiller St.	Wytheville, VA 24382
36-2	Ace House Movers Inc.	PO Box 97	New Kent, VA 23124
36-2D & 35-32	Jonathan Kinney Trustee & Ralph Johnson Trustee	2311 Wilson Blvd., Suite 500	Arlington VA, 22201
26-3-11	Jeff & Leah Chock	6435 Langley Pines Ln.	Lanexa, VA 23089
26-3-12	John, Jr. & Andrea Tuttle TR	6635 Langley Pines Ln.	Lanexa, VA 23089

26-3-7	Richard & AnnMarie Contelmo	15567 Pamunkey Church Rd.	Lanexa, VA 23089
26-83C	Pamunkey Memorial Church Trustees	15700 Pamunkey Church Rd.	Lanexa, VA 23089
26-83	Pamunkey Methodist Church	20051 Tabernacle Rd.	Barhamsville, VA 23011

§ 15.2-2204. Advertisement of plans, ordinances, etc.; joint public hearings; written notice of certain amendments.

A. Plans or ordinances, or amendments thereof, recommended or adopted under the powers conferred by this chapter need not be advertised in full, but may be advertised by reference. Every such advertisement shall contain a descriptive summary of the proposed action and a reference to the place or places within the locality where copies of the proposed plans, ordinances or amendments may be examined.

The local planning commission shall not recommend nor the governing body adopt any plan, ordinance or amendment thereof until notice of intention to do so has been published once a week for two successive weeks in some newspaper published or having general circulation in the locality; however, the notice for both the local planning commission and the governing body may be published concurrently. The notice shall specify the time and place of hearing at which persons affected may appear and present their views, not less than five days nor more than 21 days after the second advertisement appears in such newspaper. The local planning commission and governing body may hold a joint public hearing after public notice as set forth hereinabove. If a joint hearing is held, then public notice as set forth above need be given only by the governing body. The term "two successive weeks" as used in this paragraph shall mean that such notice shall be published at least twice in such newspaper with not less than six days elapsing between the first and second publication. After enactment of any plan, ordinance or amendment, further publication thereof shall not be required.

B. When a proposed amendment of the zoning ordinance involves a change in the zoning map classification of 25 or fewer parcels of land, then, in addition to the advertising as required by subsection A, written notice shall be given by the local planning commission, or its representative, at least five days before the hearing to the owner or owners, their agent or the occupant, of each parcel involved; to the owners, their agent or the occupant, of all abutting property and property immediately across the street or road from the property affected, including those parcels which lie in other localities of the Commonwealth; and, if any portion of the affected property is within a planned unit development, then to such incorporated property owner's associations within the planned unit development that have members owning property located within 2,000 feet of the affected property as may be required by the commission or its agent. However, when a proposed amendment to the zoning ordinance involves a tract of land not less than 500 acres owned by the Commonwealth or by the federal government, and when the proposed change affects only a portion of the larger tract, notice need be given only to the owners of those properties that are adjacent to the affected area of the larger tract. Notice sent by registered or certified mail to the last known address of such owner as shown on the current real estate tax assessment books or current real estate tax assessment records shall be deemed adequate compliance with this requirement. If the hearing is continued, notice shall be remailed. Costs of any notice required under this chapter shall be taxed to the applicant.

When a proposed amendment of the zoning ordinance involves a change in the zoning map classification of more than 25 parcels of land, or a change to the applicable zoning ordinance text regulations that decreases the allowed dwelling unit density of any parcel of land, then, in addition to the advertising as required by subsection A, written notice shall be given by the local planning commission, or its representative, at least five days before the hearing to the owner, owners, or their agent of each parcel of land involved, provided, however, that written notice of such changes to zoning ordinance text regulations shall not have to be mailed to the owner, owners, or their agent of lots shown on a subdivision plat approved and recorded pursuant to the provisions of Article 6 (§ [15.2-2240](#) et seq.)

where such lots are less than 11,500 square feet. One notice sent by first class mail to the last known address of such owner as shown on the current real estate tax assessment books or current real estate tax assessment records shall be deemed adequate compliance with this requirement, provided that a representative of the local commission shall make affidavit that such mailings have been made and file such affidavit with the papers in the case. Nothing in this subsection shall be construed as to invalidate any subsequently adopted amendment or ordinance because of the inadvertent failure by the representative of the local commission to give written notice to the owner, owners or their agent of any parcel involved.

The governing body may provide that, in the case of a condominium or a cooperative, the written notice may be mailed to the unit owners' association or proprietary lessees' association, respectively, in lieu of each individual unit owner.

Whenever the notices required hereby are sent by an agency, department or division of the local governing body, or their representative, such notices may be sent by first class mail; however, a representative of such agency, department or division shall make affidavit that such mailings have been made and file such affidavit with the papers in the case.

A party's actual notice of, or active participation in, the proceedings for which the written notice provided by this section is required shall waive the right of that party to challenge the validity of the proceeding due to failure of the party to receive the written notice required by this section.

C. When a proposed comprehensive plan or amendment thereto; a proposed change in zoning map classification; or an application for special exception for a change in use or to increase by greater than 50 percent of the bulk or height of an existing or proposed building, but not including renewals of previously approved special exceptions, involves any parcel of land located within one-half mile of a boundary of an adjoining locality of the Commonwealth, then, in addition to the advertising and written notification as required by this section, written notice shall also be given by the local commission, or its representative, at least 10 days before the hearing to the chief administrative officer, or his designee, of such adjoining locality.

D. When (i) a proposed comprehensive plan or amendment thereto, (ii) a proposed change in zoning map classification, or (iii) an application for special exception for a change in use involves any parcel of land located within 3,000 feet of a boundary of a military base, military installation, military airport, excluding armories operated by the Virginia National Guard, or licensed public-use airport then, in addition to the advertising and written notification as required by this section, written notice shall also be given by the local commission, or its representative, at least 30 days before the hearing to the commander of the military base, military installation, military airport, or owner of such public-use airport, and the notice shall advise the military commander or owner of such public-use airport of the opportunity to submit comments or recommendations.

E. The adoption or amendment prior to July 1, 1996, of any plan or ordinance under the authority of prior acts shall not be declared invalid by reason of a failure to advertise or give notice as may be required by such act or by this chapter, provided a public hearing was conducted by the governing body prior to such adoption or amendment. Every action contesting a decision of a locality based on a failure to advertise or give notice as may be required by this chapter shall be filed within 30 days of such decision with the circuit court having jurisdiction of the land affected by the decision. However, any litigation pending prior to July 1, 1996, shall not be affected by the 1996 amendment to this section.

F. Notwithstanding any contrary provision of law, general or special, the City of Richmond may cause such notice to be published in any newspaper of general circulation in the city.

G. When a proposed comprehensive plan or amendment of an existing plan designates or alters previously designated corridors or routes for electric transmission lines of 150 kilovolts or more, written notice shall also be given by the local planning commission, or its representative, at least 10 days before the hearing to each electric utility with a certificated service territory that includes all or any part of such designated electric transmission corridors or routes.

H. When any applicant requesting a written order, requirement, decision, or determination from the zoning administrator, other administrative officer, or a board of zoning appeals that is subject to the

appeal provisions contained in § [15.2-2311](#) or [15.2-2314](#), is not the owner or the agent of the owner of the real property subject to the written order, requirement, decision or determination, written notice shall be given to the owner of the property within 10 days of the receipt of such request. Such written notice shall be given by the zoning administrator or other administrative officer or, at the direction of the administrator or officer, the requesting applicant shall be required to give the owner such notice and to provide satisfactory evidence to the zoning administrator or other administrative officer that the notice has been given. Written notice mailed to the owner at the last known address of the owner as shown on the current real estate tax assessment books or current real estate tax assessment records shall satisfy the notice requirements of this subsection.

This subsection shall not apply to inquiries from the governing body, planning commission, or employees of the locality made in the normal course of business.

Code 1950, § 15-961.4; 1962, c. 407, § 15.1-431; 1964, c. 632; 1968, cc. 354, 714; 1973, cc. 117, 334; 1974, cc. 100, 570; 1975, c. 641; 1976, c. 642; 1977, c. 65; 1982, c. 291; 1990, c. 61; 1992, cc. 353, 757; 1993, cc. 128, 734; 1994, c. [774](#); 1995, c. [178](#); 1996, cc. [613](#), [667](#); 1997, c. 587; 2001, c. [406](#); 2002, c. [634](#); 2004, cc. [539](#), [799](#); 2005, c. [514](#); 2007, cc. [761](#), [813](#); 2011, c. [457](#); 2012, c. [548](#); 2013, cc. [149](#), [213](#).

From: Sandi Gauthier <sandigauthier@aol.com>
Sent: Monday, June 15, 2026 6:24 AM
To: Planning Department; Wanda F. Watkins; Rodney A. Hathaway; Joe Davis; John P. Moyer; Gary Larochelle
Subject: Strong Opposition to Curtis Contracting Rezoning Request – June 15 Meeting Public Record

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Members of the New Kent County Planning Commission,

I am writing to formally state my strong opposition to the rezoning request submitted by Curtis Contracting Company. I request this statement be entered into the official public record ahead of the upcoming Planning Commission meeting.

I do not support authorizing the rezoning of any agricultural land to build massive industrial warehouses. Allowing these sweeping zoning changes opens the door to industrial sprawl for "Unknown Tenants"—which many citizens quite easily recognize as data center buildings in disguise. The proposed Technology Overlay District already includes 1,800 acres of land in this exact same area --- how much larger and destructive to this one area and these communities.

When Curtis Contracting says they have "no known tenants" for a massive footprint inside a freshly proposed data center zone (the TOD), it means they want to build on speculation to attract an AI or cloud-computing giant. It allows their project to bypass early public pushback regarding data center noise or power grid strain, while perfectly positioning the physical buildings to be flipped to a tech tenant the moment the county's TOD rules officially take effect. And we all know this.

I urge the Commission to honor the historic, rural character that makes New Kent County unique. Our rural identity is an irreplaceable asset, not a placeholder for industrial warehouses. Please protect the citizens, homeowners, and long-standing communities of Districts 3 and 5 from the noise, visual blight, traffic, and severe infrastructure strain that these massive facilities bring.

Please reject this rezoning request and stand with the residents who rely on you to protect our county.

Thank you for your time, consideration, and service to our community.

Sincerely,

Sandra Jagger Gauthier

19665 High Bluff Lane, Barhamsville VA 23011

June 29, 2026

Subject: Material Omission from Rezoning Application ZM-02-2026 – Archaeological and Environmental Constraints

Dear Chairman Stiers and Members of the Board of Supervisors,

I am writing to submit material evidence regarding Rezoning Application ZM-02-2026 that was not included in the Planning Commission staff report or otherwise presented in the public record during Planning Commission review. If rezoning fundamentally changes land use, the governing body ideally should have awareness of the resource constraints before rezoning, not afterwards.

A Record of Jurisdictional Determination issued by the U.S. Army Corps of Engineers on February 26, 2026, identifies two archaeological sites, Department of Historic Resource (DHR) ID #44NK0219 and #44NK0220, located on the property subject to this rezoning request and notes that tribal consultation may be warranted.

After assessing the records of DHR, it has been revealed that a Phase I Archaeological Study was conducted in connection with a proposed New Kent waterline project in 1997. Based on the findings of that study, DHR explicitly recommended a Phase II Archaeological Evaluation to determine the National Register eligibility of Native American cultural resources located on the parcel with tax map identification #36-37A which was never conducted according to their records.

Despite this documented recommendation, county planning staff did not require completion of the Phase II evaluation before scheduling this legislative rezoning hearing, nor was this information disclosed in the staff report presented to the Planning Commission or included in the public record.

Proceeding with rezoning before these issues are evaluated creates significant concerns for New Kent County:

1. Risk to Indigenous Cultural Resources & Endangered Species

Advancing rezoning to facilitate future development before completion of a Phase II archaeological evaluation at the local level creates a substantial risk of irreversible disturbance or destruction of potentially significant Native American cultural resources. Designating that things will be covered under federal or state jurisdiction later in the process does not identify or protect local interests.

2. Incomplete Legislative Record

Because the DHR recommendation was not included in the Planning Commission review materials and the applicant did not disclose the information in his rezoning application (see attachment), the legislative record before the Board is incomplete regarding known archaeological constraints that may materially affect development feasibility and future permitting.

3. Delayed Tribal Consultation

The Virginia Secretary of the Commonwealth's tribal consultation guidance encourages early coordination during land-use planning, before development layouts are finalized. Early outreach allows the Chickahominy, Chickahominy Tribe Eastern Division, Pamunkey, Mattaponi and Rappahannock Tribes (see attached) to identify cultural concerns and help avoid delays during subsequent permitting.

4. Significant Environmental Constraints

The subject property is directly adjacent to a stream currently subject to a Total Maximum Daily Load (TMDL) restriction and identified as having high conservation value. In addition, more than 75% of the subject parcels appear to fall within Resource Protection Area (RPA) and/or Resource Management Area (RMA) as recognized on both Department of Environmental Quality (DEQ) and New Kent County GIS maps (see attached). Increased impervious surface, density, or land disturbance could significantly affect Chesapeake Bay preservation compliance, stormwater management, and water quality protection.

5. Compounded Impacts

The combination of unresolved archaeological concerns and significant environmental constraints indicates that the full impacts of this rezoning have not been adequately studied or disclosed.

6. New Kent County Code § 98-872(7)

Even if industrial use is generally allowed in the county, this particular site cannot realistically satisfy § 98-872(7) because the natural stream corridors create immediate pathways for off-site impacts. Respectfully, Section 98-872 is not optional future guidance. It is the performance standard governing whether these economic opportunity/industrial uses are appropriate at all. If compliance cannot be demonstrated at the rezoning stage, then this board is being asked to approve zoning first and determine feasibility later.

The Board has clear legislative authority to defer action or remand this application for further review. I respectfully request that the Board either deny this rezoning application or remand it to the Planning Commission with direction that the applicant:

- Complete and submit the Phase II Archaeological Evaluation;
- Initiate tribal consultation with potentially affected tribes; and

- Submit an environmental and stormwater impact analysis addressing TMDL, RPA, and RMA constraints

before further consideration of this rezoning request.

Please ensure this correspondence and accompanying attachments are distributed to all Board members through the Peak Agenda platform and incorporated into the official legislative record for the upcoming hearing.

Sincerely,

Meredith Rose

Meredith Rose
14360 Stage Road
Lanexa, VA 23089
meredithannrose@gmail.com

Attachments:

Rezoning Application Regarding Historical Resources
DEQ Tribal Contact Map View
DEQ RPA and RMA Map
Natural Heritage Stream Conservation Site
New Kent County Code § 98-872(7)

CC:

New Kent County Administrator
New Kent County Attorney
New Kent County Planning Department
Virginia Department of Historic Resources

The Curtis Group, Inc.
New Kent County Virginia
Project Narrative – Rezoning Application
January 14, 2026

7. Describe the impact of the proposed use on New Kent County's Schools. **RESPONSE:**
The tax revenue from this project will enable New Kent County to expand or increase the school capacities. Additionally, there is no residential development contemplated as part of this project, greatly limiting the impact on school enrollment due to this development.

8. Describe the impact of the proposed use on New Kent County public services (i.e. water service, wastewater disposal, solid waste disposal, fire, rescue, and police protection).
RESPONSE: The development will be comprised of various industrial uses that will be designed to meet flow requirements of the proposed uses. For example, industrial buildings are typically designed for 15-35 gallons per day per person on an 8-hour shift. The property owner will be subject to commercial customer meter sizing capital cost recovery charges and the rates and fees required for the usage proposed, thereby minimizing the impact for use of county water and sewer. In addition, the applicant proposes to construct a public sewer pump station to accommodate the proposed development and extend the public waterline from Route 33 into the development.

9. Describe the impact the proposed use(s) will have on any historic sites or structures on the property or in the vicinity.

RESPONSE: Based on our research there appear to be no historical sites on or near the property. The closest historical sites/structures appear to be the John Wilson Crump site and Calvin Coolidge Green site which appear to be several miles away from the project properties.

10. Describe the impact the proposed use(s) will have on any rare, endangered, or irreplaceable species or natural areas.

RESPONSE: Significant open space and buffers will be provided to mitigate any impacts to endangered, or irreplaceable species or natural areas.

11. Describe the impact the proposed use(s) will have on the scenic or natural beauty of the County.

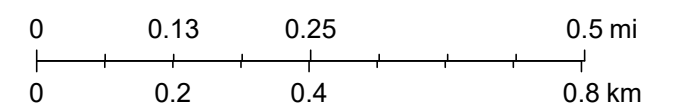
RESPONSE: Significant buffers surrounding the property will be provided as shown on the Concept Plan to preserve the scenic or natural beauty of the County. Additionally, portions of the Property are subject to the Commerce Commercial Overlay District which is "intended to protect the aesthetic and visual character of land...."

DEQ Tribal Contact Map View

6/27/2026, 10:25:27 PM

1:13,975

	Chickahominy Eastern Division		Pamunkey
	Chickahominy		Virginia County Boundaries
	Upper Mattaponi		VA Parcels (VGIN)
	Rappahannock		World_Hillshade



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, NASA, NGA, USGS, FEMA

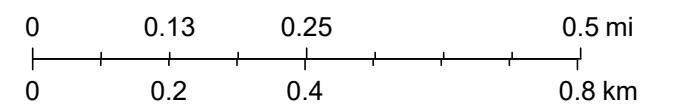
DEQ- RMA and RPA Map



6/27/2026, 10:37:42 PM

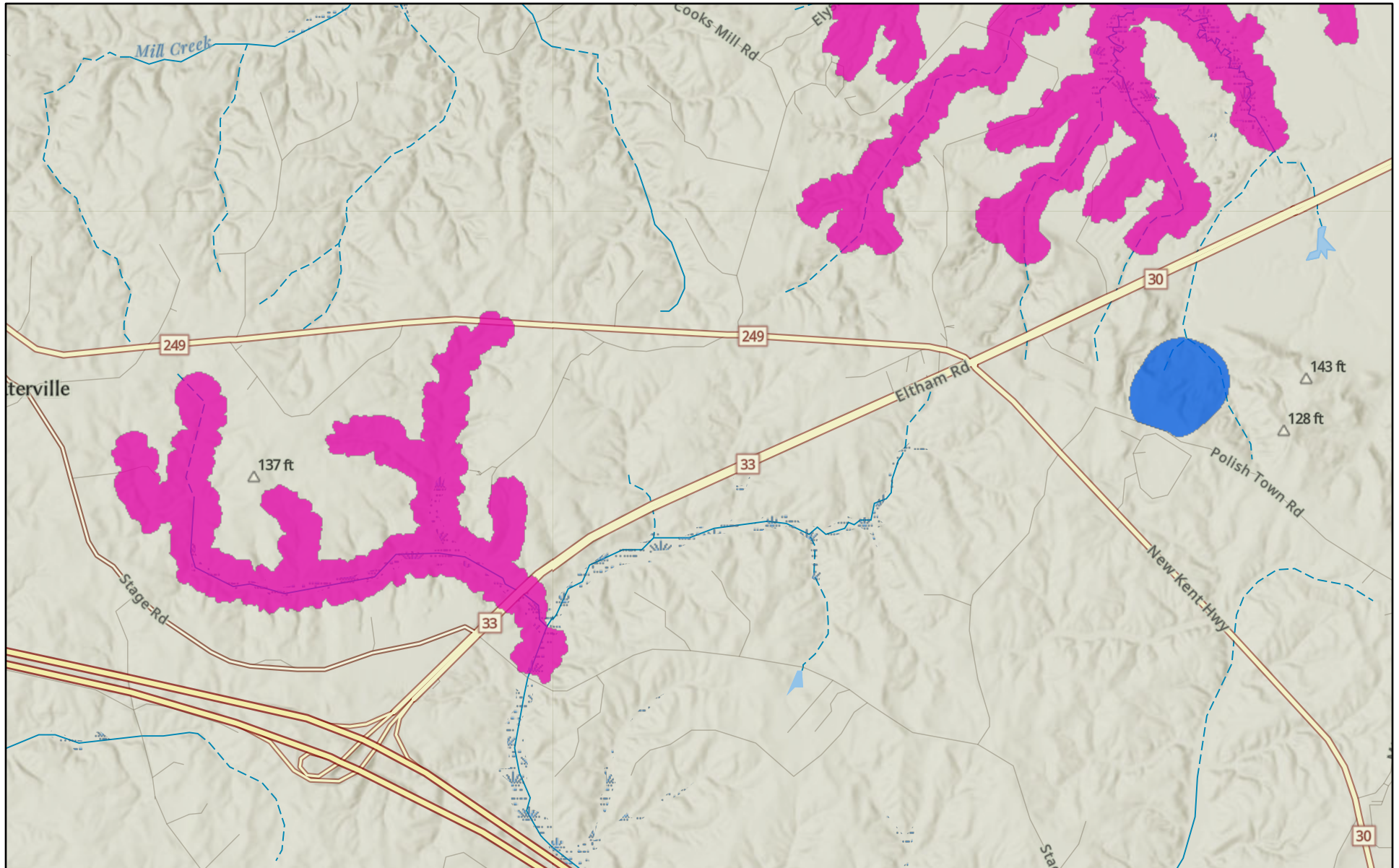
1:13,975

-  Resource Protection Area (RPA)
-  Resource Management Area (RMA)
-  Virginia County Boundaries
-  VA Parcels (VGIN)
-  World_Hillshade



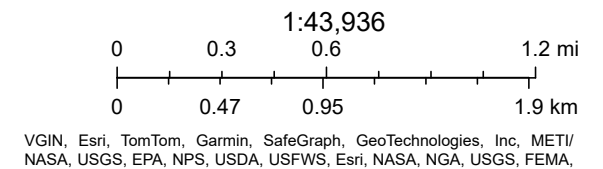
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, NASA, NGA, USGS, FEMA

Documented Natural Heritage Screening Layer



June 18, 2026

- Adjacent States
- Stream Conservation Site
- NH Screening Layer
- Conservation Site



This layer can be seen and queried at all Tier levels. There are two separate components to the NH Screening Layer, described below.

- **Conservation Sites** identify planning boundaries that delineate the Virginia Natural Heritage Program's best determination of the land and water area occupied by natural heritage resources (exemplary natural communities and rare species) and necessary to maintain ecological processes that will facilitate their long-term survival. There are several different types of Conservation Sites. Terrestrial Conservation Sites are the most common and encompass areas surrounding above-ground natural heritage resources associated with uplands, as well as wetlands. Other types of Conservation Sites are delineated for natural heritage resources associated with significant karst resources, habitat in human-built environments, and migratory animal stopover habitat. The size and dimensions of a Conservation Site are based on the habitat requirements of the natural heritage resources present and the physical features of the surrounding landscape. Features taken into consideration include hydrology, slope, aspect, vegetation structure, current land uses, and potential threats from invasive species. Conservation Sites do not necessarily preclude human activities, but a site's viability may be greatly influenced by human activities. Conservation Sites may require ecological management in order to maintain or enhance their viability. Each Conservation Site is given a biodiversity significance ranking (B-rank) based on the rarity, quality, and number of natural heritage resources it contains. Conservation Sites encompass all extant and viable terrestrial EOs documented in the VNHP database.
- **Stream Conservation Sites (SCSs)** encompass stream/river reaches, waterbodies, and terrestrial contributing areas containing or associated with aquatic or semi-aquatic EOs, including upstream and downstream reaches and tributaries up to 3-km stream distance from EOs. The size and dimensions of a Stream Conservation Site are based on the hydrology of the waterway and surrounding landscape, taking into consideration dam locations and whether the waterway is tidal. SCS encompass all extant and viable aquatic EOs documented in the VNHP database, and are given B-ranks based on the rarity, quality, and number of natural heritage resources they contain. SCS can be used to identify land management needs and protection priorities. They can also be used as a screening tool, to identify potential conflicts with development activities, and they can be used for proactive planning to ensure that development projects successfully avoid or enhance natural heritage resources.

Generally, all Conservation Sites designated by the VNHP are worthy of protection. However, as there are limited resources and opportunities to achieve conservation, additional prioritization

helps to conserve Virginia's biodiversity efficiently and effectively. While B-ranks provide the relative biodiversity significance of Conservation Sites across the Commonwealth, use of these ranks alone might not lead to conservation of all native biodiversity in Virginia. Therefore, Essential Conservation Sites (ECS) are also used. ECS are the subset of Terrestrial Conservation Sites that contain one or more Essential Element Occurrences, which includes those in the Irreplaceable, Critical, Vital, and High Priority tiers (see the "Documented Element Occurrences" layer description in the map or NHDE User Guide for more information). Conservation Sites are assigned to tiers based on the highest tier of any EOs contained therein. The ECS process is currently applied only to Terrestrial and Stream Conservation Sites and associated EOs, but may be expanded to other Conservation Site types in the future.

The "Essential Conservation Site?" field denotes ECS status with a "YES" or "NO" value followed by the tier name, or "NA" (not applicable) for Conservation Sites which do not currently contain any EOs eligible for prioritization. The value "Pending" indicates that the site is awaiting ECS evaluation, which occurs annually.

Data source: VA DCR, Division of Natural Heritage.

Sec. 98-872. - Specific conditions applicable to manufacturing, industrial, and storage uses in business and manufacturing zoned classifications.

(a) *Standards for all industrial uses.*

- (1) All off-street parking and loading space for limited industrial uses shall be located not less than 35 feet from any residential property line and shall be effectively screened from view from adjacent residential properties by landscaping, supplemented, as necessary, by appropriate fencing materials.
- (2) Structures of 30,000 square feet or greater shall have fire lanes surrounding the structure(s) unless approved otherwise by the fire chief.
- (3) Outdoor storage shall not be located closer than 25 feet to any property line.
- (4) Bay doors shall be oriented away from streets and residential properties or screened from direct views by landscape means.
- (5) Outdoor lighting shall be sufficient to protect public safety and shall comply with the standards of the Crime Prevention through Environmental Design Guidelines produced by the Virginia Crime Prevention Association and dated December 2004; however, no outdoor lighting fixture shall be installed, aimed, or directed to produce light or glare that spills over into neighboring properties or the public right-of-way that exceeds 0.5 foot candles within two feet of the property line of the light source. All site lighting fixtures shall be mounted a maximum of 25 feet above ground, shall be full-cutoff, as defined by the Illuminating Engineering Society of North America (IESNA), and shall have fully shielded and/or recessed luminaires with horizontal-mount flat lenses that prevent upward light scatter and protect the dark night sky. All site lighting fixture styles and illumination levels shall be compatible with the architecture of the principal building on the site.
- (6) Outdoor paging system speakers shall be directed away from all residential property lines.
- (7) All manufacturing, industrial or storage uses shall be conducted so as not to produce hazardous conditions at or beyond property line boundaries by reason of odor, dust, lint, smoke, cinders, fumes, noise, vibration, heat, glare, solid and liquid wastes, fire or explosion.
- (8) Service drives or other areas shall be provided for off-street loading in such a way that in the process of loading or unloading, no truck will block the passage of other vehicles on the service drive or extend into any fire lane or other public or private drive or street used for circulation.
- (9) All manufacturing, industrial and storage uses and sites shall be operated and maintained in a neat and orderly manner, free from junk, inoperable equipment, trash, or debris (unless allowed by law otherwise). Buildings shall be maintained in a sound condition, in good repair and appearance. Weeds shall be cut as frequently as necessary, but not less than twice a year.

**PLANNING COMMISSION
COUNTY OF NEW KENT
VIRGINIA**

PC-07-26

At the regular meeting of the Planning Commission of the County of New Kent, in the Boardroom of the Administration Building in New Kent, Virginia, on the 15th day of June 2026:

<u>Present:</u>	<u>Vote:</u>
Rev. Dr. Milton Hathaway	Aye
Patricia Townsend	Aye
Curtisa Thomas	Nay
Gary Larochele	Nay
Dr. Joanne Schmit	Aye
Joseph Davis	Aye
Jacob Dombroski	Aye
V. Marc Bennett	Aye
Tammy Johnson	Aye
Laura Rose	Absent
John Moyer	Abstain

Motion was made by Joseph Davis, which carried 7:2:2, to adopt the following resolution:

**A RESOLUTION TO RECOMMEND APPROVAL OF REZONING
APPLICATION ZM-02-26 MADE BY THE CURTIS GROUP, INC. TO REZONE
APPROXIMATELY 342.85 ACRES OF LAND FROM A-1/AGRICULTURAL,
EO/ECONOMIC OPPORTUNITY, AND IND/INDUSTRIAL TO ENTIRELY
EO/ECONOMIC OPPORTUNITY**

WHEREAS, The Curtis Group, Inc. (the “Applicant”), has submitted a “Rezoning Application” dated January 15, 2026; and

WHEREAS, Jared Anderson, on behalf of The Curtis Group, Inc., has submitted a “Proffer Statement” and “Proffered Conditions” dated June 11, 2026; and

WHEREAS, said application requests the rezoning of approximately 342.85 acres of properties collectively identified on the New Kent County digital map as Tax Map Parcels #36-37A (GPIN I25-3786-3007), #36-38 (GPIN I26-3256-5212), and #26-83B

(GPIN J26-2605-0546) from their existing zoning designations of A-1/Agricultural, EO/Economic Opportunity, and IND/Industrial to entirely EO/Economic Opportunity; and

WHEREAS, subsequent to receiving a complete application and within the timeframes established by Code, the Planning Commission scheduled and conducted a formal and duly advertised public hearing, carefully considering the public comment received; and

WHEREAS, the New Kent County Planning Commission has made the following findings with regard to this application:

- The proposed use is not prejudicial to the character of the neighborhood.
- The proposed use will not adversely affect the general plans for the physical development of the County as embodied in the Comprehensive Plan.
- The proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood, nor will it impair the value of buildings or property in surrounding areas

WHEREAS, the New Kent County Planning Commission finds that approval of this application would address, protect, and promote public convenience, necessity, general welfare, and good zoning practices in the County;

THEREFORE, BE IT RESOLVED that on this, the 15th day of June 2026, by the New Kent County Planning Commission, that Rezoning Application ZM-02-26 be, and hereby is, transmitted to the New Kent County Board of Supervisors with a favorable recommendation to amend the New Kent County Zoning Map to reclassify the zoning designations of Tax Map Parcels #36-37A (GPIN I25-3786-3007), #36-38 (GPIN I26-3256-5212), and #26-83B (GPIN J26-2605-0546) as EO/Economic Opportunity.

BE IT FURTHER RESOLVED that the Planning Commission recommends acceptance of the proffered conditions voluntarily offered by the applicant.

Attested:

A handwritten signature in black ink, appearing to read 'Van Marc Bennett', is written over a horizontal line.

Van "Marc" Bennett
Chair, New Kent County Planning Commission

**BOARD OF SUPERVISORS
COUNTY OF NEW KENT
VIRGINIA**

O-10-26

At a meeting of the Board of Supervisors of the County of New Kent, in the Boardroom of the Administration Building in New Kent, Virginia, on the 13th day of July 2026:

Present:

Amy M. Pearson
Ronald P. Stiers
Jordan T. Stewart
John P. Moyer
Thomas W. Evelyn

Vote:

Motion was made by _____, which carried _____, to adopt the following Ordinance:

**ORDINANCE TO APPROVE REZONING
APPLICATION ZM-02-26 MADE BY THE CURTIS GROUP, INC. TO REZONE
APPROXIMATELY 342.85 ACRES OF LAND FROM A-1/AGRICULTURAL,
EO/ECONOMIC OPPORTUNITY, AND IND/INDUSTRIAL TO ENTIRELY
EO/ECONOMIC OPPORTUNITY**

WHEREAS, Jared B. Anderson, on behalf of The Curtis Group, Inc. (the “Applicant”), has submitted a “Rezoning Application” dated January 15, 2026; and

WHEREAS, Jared B. Anderson, on behalf of The Curtis Group, Inc. has submitted a “Proffer Statement” dated June 11, 2026; and

WHEREAS, said application requests the rezoning of approximately 342.85 acres of properties collectively identified on the New Kent County digital map as Tax Map Parcel #36-37A (GPIN I25-3786-3007), Tax Map Parcel #36-38 (GPIN I26-3256-5212), and Tax Map Parcel #26-83B (GPIN J26-2605-0546) from their existing zoning designations of A-1/Agricultural, EO/Economic Opportunity, and IND/Industrial to entirely EO/Economic Opportunity; and

WHEREAS, subsequent to receiving a complete application and within the timeframes established by the Code of Virginia, the Planning Commission scheduled and conducted a formal and duly advertised public hearing, carefully considering the public comment received; and

WHEREAS, the New Kent County Planning Commission has made the following findings with regard to this application:

- The proposed use is not prejudicial to the character of the neighborhood.
- The proposed use will not adversely affect the general plans for the physical development of the County as embodied in the Comprehensive Plan.
- The proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood, nor will it impair the value of buildings or property in surrounding areas

WHEREAS, the New Kent County Planning Commission voted 7:2:2 to forward the application to the New Kent County board of Supervisors with a favorable recommendation; and

WHEREAS, the rezoning application has been advertised for public hearing before the Board of Supervisors in full accord with applicable provisions of the Code of Virginia; and

WHEREAS, approval of the rezoning request through the adoption of this Ordinance will further the public necessity, convenience, general welfare, and good zoning practices in the County of New Kent;

NOW THEREFORE BE IT ORDAINED this the 13^h day of July 2026, by the New Kent County Board of Supervisors, that application ZM-02-26 be, and it hereby is, approved by amending the New Kent County Zoning Map to reclassify Tax Map Parcel #36-37A (GPIN I25-3786-3007), Tax Map Parcel #36-38 (GPIN I26-3256-5212), and Tax Map Parcel #26-83B (GPIN J26-2605-0546) as EO/Economic Opportunity in their entirety.

BE IT FURTHER ORDAINED that the New Kent County Board of Supervisors accepts the proffers voluntarily offered by the applicant pursuant to the proffer statement dated June 11, 2026.

BE IT FURTHER ORDAINED that the County Administrator be, and he is hereby, directed to have a fully executed copy of this Ordinance recorded upon the Land Records of the County in the office of the clerk of the Circuit Court.

Attest:

Rodney A. Hathaway
County Administrator

Ronald P. Stiers
Chairman

COUNTY OF NEW KENT
COMMONWEALTH OF VIRGINIA

The foregoing instrument was acknowledged before me this _____ day of
_____ 2026 by Rodney A. Hathaway, County Administrator and Clerk of the New
Kent Board of Supervisors.

My Commission Expires:
My Commission Number:

Notary

COUNTY OF NEW KENT
COMMONWEALTH OF VIRGINIA

The foregoing instrument was acknowledged before me this _____ day of
_____ 2026 by Ronald P. Stiers, Chairman of the New Kent Board of Supervisors.

My Commission Expires:
My Commission Number:

Notary

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Public Hearings

Motion: "Mr. Chairman,
I move to (not required
for Consent agenda
items)"

Mr. Chairman, I move to adopt Ordinance O-11-26 to authorize monetary bonuses for eligible County employees.

Subject

**PUBLIC HEARING - Ordinance O-11-26 - One-Time Bonus
for Certain Eligible County Employees**

Issue

Should the Board of Supervisors authorize the payment of a one-time monetary bonus to certain eligible County employees?

Recommendation

Staff recommends adoption of Ordinance O-11-26

Fiscal Implications

No transfer or appropriation is needed for these bonuses, as they were included in the FY2027 Budget. Partial funding for these bonuses is included throughout various state revenues in the FY2027 budget.

Time Needed:

Person Appearing:

Financial Services
Director Richard E.
Lawrence, III

Request prepared
by:

Richard Lawrence,
Financial Services
Director

Telephone:

Copy provided to:

ATTACHMENT(S):

[O-11-26 Employee Bonuses.pdf](#)

**BOARD OF SUPERVISORS
COUNTY OF NEW KENT, VIRGINIA**

O-11-26

At a meeting of the Board of Supervisors of the County of New Kent, in the Boardroom of the Administration Building in New Kent, Virginia, on the 13th day of July, 2026:

Present:

Vote:

John P. Moyer
Amy M. Pearson
Ronald P. Stiers
Jordan T. Stewart
Thomas W. Evelyn

Motion was made by _____, which carried _____, to adopt the following ordinance:

**AN ORDINANCE TO AUTHORIZE
MONETARY BONUSES FOR
ELIGIBLE COUNTY EMPLOYEES**

WHEREAS, Virginia Code Section 15.2-1508 sets forth the procedure, including the adoption of an ordinance, by which a Board of Supervisors may provide for the payment of a discretionary, monetary bonus to County officers and employees; and

WHEREAS, the Board of Supervisors, after due notice and public hearing, has determined that it is the desire of the Board of Supervisors to provide eligible County of New Kent officers and employees a monetary bonus;

NOW, THEREFORE, BE IT ORDAINED, by the Board of Supervisors of New Kent County, Virginia, that:

1. A “bonus” shall be defined as a one-time lump-sum payment to an officer or employee that is not part of the base salary and not eligible for Virginia Retirement System Creditable Compensation.
2. The Board of Supervisors approved bonus shall be reflected in the July 31, 2026 paychecks of eligible employees.

3. The Board of Supervisors' approved bonus shall total 2% of eligible State funded full-time employees annual base compensation provided by the State.
4. The following County employees are eligible for the bonus:
 - Full-time (FT) employees, as of June 30, 2026 and who continue to be employed as of July 1, 2026, who meet any of the following criteria:
 1. The five Constitutional Officers, which include the Treasurer, Commissioner of Revenue, Sheriff, Clerk of Circuit Court, and Commonwealth Attorney, and all State funded staff overseen by these officers;
 2. The Registrar and the Electoral Board;
 3. All Social Services employees

Adopted this 13th day of July, 2026:

Rodney A. Hathaway
County Administrator

Ronald P. Stiers
Chairman, Board of Supervisors

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Appointments

Subject

Appointments - Delegated by District

Time Needed:

Person Appearing:

Request prepared
by:

Wanda Watkins,
Deputy Board
Clerk

Telephone:

Copy provided to:

ATTACHMENT(S):

[071326 Appt Motions by District.pdf](#)

PROPOSED MOTIONS:

DISTRICT ONE APPOINTMENTS

I move to appoint _____ as a District One representative to the Housing Advisory Committee. (This seat was held by Shana Abdus. Ms. Abdus is now serving on this committee as the Department of Social Services representative.)

PROPOSED MOTIONS:

DISTRICT TWO APPOINTMENTS

I move to appoint **Elena Callwood Hernandez** as a District Two representative to the Social Services Advisory Board to serve a four-year term beginning July 1, 2026 and ending June 30, 2030. (This seat was held by Danny Green and his term expired on June 30, 2026.)

PROPOSED MOTIONS:

DISTRICT THREE APPOINTMENTS

NONE

PROPOSED MOTIONS:

DISTRICT FOUR APPOINTMENTS

I move to appoint _____ as a District Four representative to the Transportation Safety Commission to complete a four-year term ending December 31, 2026. *(This seat was held by Kenneth Hislop who has resigned.)*

PROPOSED MOTIONS:

DISTRICT FIVE APPOINTMENTS

I move to appoint _____ as District Five representative to the Seniors' Volunteer Hall of Fame Selection Committee to complete a two-year term ending December 31, 2026. *(This is a new position created by the adoption of Resolution R-02-25 R1 on January 13, 2025.)*

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Appointments

Subject

Appointments - Not Delegated by District

Time Needed:

Person Appearing:

Request prepared
by:

Wanda Watkins,
Deputy Board
Clerk

Telephone:

Copy provided to:

ATTACHMENT(S):

[071326 Appt Motions NOT by District.pdf](#)

PROPOSED MOTIONS:

Boards and Commissions not Delegated by District

I move to appoint _____ as an at large representative to the Board of Building Code Appeals/Board of Fire Prevention Code Appeals to serve a four-year term beginning January 1, 2025 and ending December 31, 2028. *(The term of David Hurst expired December 31, 2024.) (This appointment should be made by the **District 5 BOS Member.**)*

I move to appoint _____ as an alternate member of the Board of Building Code Appeals/Board of Fire Prevention Code Appeals to serve a four-year term beginning January 1, 2026 and ending December 31, 2029. *(This position has been vacant since 2013.)*

I move to appoint _____ as an at large representative to the Clean County Committee to serve a four-year term beginning January 1, 2026 and ending December 31, 2029. *(The term of Nancy Nolan expired on December 31, 2025. Ms. Nolan no longer wishes to serve.)*

I move to appoint _____ as an at large representative to the Farms of New Kent Community Development Authority Board to serve a four-year term beginning January 1, 2026 and ending December 31, 2029. *(The term of Ronald Jordan expired on December 31, 2025.) (This appointment should be made by the **District 5 BOS Member.**)*

I move to appoint _____ as an at large representative to the Purchase of Development Rights Committee to complete a three-year term beginning July 1, 2023 and ending June 30, 2026. *(The term of Robert Gray expired June 30, 2023. Mr. Gray was appointed as the District 2 representative on January 10, 2024 and is not eligible to serve in this seat.)*

I move to appoint _____ as an at large representative to the Purchase of Development Rights Committee to serve a three-year term beginning July 1, 2025 and ending June 30, 2028. *(The term of William J. Wallace, III expired June 30, 2025.)*

PLEASE NOTE – The following 6 appointments are for the Youth Community Service Committee. The term is one year and **your appointees DO NOT have to reside within your district.** Please note, **one adult member position is also open.**

I move to appoint _____ as a youth member of the New Kent County Youth Community Service Committee to serve a one-year term ending December 31, 2026. *(The term of Chesney Naggy expired on December 31, 2025 and she does not wish to be reappointed.) (This appointment should be made by the District 1 BOS Member.)*

I move to appoint _____ as a youth member of the New Kent County Youth Community Service Committee to serve a one-year term ending December 31, 2025.) *(This appointment should be made by the District 2 BOS Member.)*

I move to appoint _____ as a youth member of the New Kent County Youth Community Service Committee to serve a one-year term ending December 31, 2025.) *(This appointment should be made by the District 2 BOS Member.)*

I move to appoint **Neil Robinson** as a youth member of the New Kent County Youth Community Service Committee to complete a one-year term ending December 31, 2026. *(2026 NKHS graduate Amari Robinson had been serving in this position and her brother Neil Robinson would like to be appointed to serve in her place.) (This appointment should be made by the District 4 BOS Member.)*

I move to appoint _____ as a youth member of the New Kent County Youth Community Service Committee to serve a one-year term ending December 31, 2026. *(The term of Will Cowles expired on December 31, 2025 and he does not wish to be reappointed.) (This appointment should be made by the District 5 BOS Member.)*

I move to appoint _____ as a youth member of the New Kent County Youth Community Service Committee to serve a one-year term ending December 31, 2026. *(The term of Kiptyn Naggy expired on December 31, 2025 and he does not wish to be reappointed. (This appointment should be made by the District 5 BOS Member.)*

I move to appoint _____ as a youth member of the New Kent County Youth Community Service Committee to serve a one-year term ending December 31, 2026. *(The term of Caroline Bandy expired December 31, 2024 and she does not wish to be reappointed. This appointment should be made by the District 5 BOS Member.)*

I move to appoint _____ as an adult member of the New Kent County Youth Community Service Committee to complete a three-year

term beginning January 1, 2024 and ending December 31, 2026. *(The term of Tonnie Swartout expired December 31, 2023.)*

I move to appoint _____ as an adult member of the New Kent County Youth Community Service Committee to complete a three-year term beginning ending December 31, 2026. *(This seat was held by Holly Naggy who has resigned.)*

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Appointments

Subject

Appointments - Regional Boards and Commissions

Time Needed:

Person Appearing:

Request prepared
by:

Wanda Watkins,
Deputy Board
Clerk

Telephone:

Copy provided to:

ATTACHMENT(S):

[071326 Appt Motions Regional.pdf](#)

Regional Boards and Commissions

I move to appoint _____ as District Two representative to the Heritage Library Board of Trustees to complete a four-year term ending June 30, 2029. *(This seat was held by Deanna Pollard who has resigned.)*
*(This appointment should be made by the **District 2 BOS Member**.)*

I move to appoint _____ as New Kent's representative to the Rappahannock Community College Board to serve a four-year term beginning July 1, 2026 and ending June 30, 2030. *(This seat is currently held by Debbie Richards.)*

I move to appoint _____ as New Kent's alternate representative to the Richmond Regional Transportation Planning Organization's Citizen Transportation Advisory Committee to serve a four-year term beginning January 1, 2026 and ending December 31, 2029. *(This seat was previously held by John P. Moyer prior to being elected as District Two Supervisor.)*

AGENDA ITEM REQUEST

(TO BE SUBMITTED NO LATER THAN 12 DAYS PRIOR TO THE MEETING)

Meeting Date: 07/13/2026

Adjournment

Motion: "Mr. Chairman,
I move to (not required
for Consent agenda
items)"

adjourn

Subject

Discussion

MEETING SCHEDULE: The next regularly scheduled meeting of the Board of Supervisors will be held at 6:00 p.m. on Wednesday, August 12, 2026, and the next work session will be held at 9:00 a.m. on Tuesday, July 28, 2026, both in the Boardroom of the County Administration Building.

Time Needed:

Person Appearing:

Request prepared
by:

Wanda Watkins,
Deputy Board
Clerk

Telephone:

Copy provided to:

ATTACHMENT(S):

[Closed Meeting Motions Rev 2024.pdf](#)

MOTIONS FOR CONVENING A CLOSED SESSION

- 1 I move to go into closed session pursuant to §2.2-3711A.1 of the Code of Virginia for *(discussion, consideration, or interviews of prospective candidates for employment; assignment, appointment, promotion, performance, demotion, salaries, disciplining, or resignation of specific public officers, appointees, or County employees)* involving _____.
- 3 I move to go into closed session pursuant to §2.2-3711A.3 of the Code of Virginia for *discussion or consideration of the acquisition of real property for a public purpose, or of the disposition of publicly held real property, where discussion in an open meeting would adversely affect the bargaining position or negotiating strategy of the County)* involving _____.
- 4 I move to go into closed session pursuant to §2.2-3711A.4 of the Code of Virginia for *(the protection of the privacy of individuals in personal matters not related to public business)* involving _____.
- 5 I move to go into closed session pursuant to §2.2-3711A.5 of the Code of Virginia for *(discussion concerning a prospective business or industry or the expansion of an existing business or industry where no previous announcement has been made of the business' or industry's interest in locating or expanding its facilities in the community)* involving _____.
- 6 I move to go into closed session pursuant to §2.2-3711A.6 of the Code of Virginia for *(discussion or consideration of the investment of public funds where competition or bargaining is involved, where, if made public initially, the financial interest of the County would be adversely affected)* involving _____.
- 7 I move to go into closed session pursuant to §2.2-3711A.7 of the Code of Virginia for *(consultation with legal counsel and briefings by staff members or consultants pertaining to actual or probable litigation, where such consultation or briefing in open meeting would adversely affect the negotiating or litigating posture of the public body; and consultation with legal counsel employed or retained by the Board regarding specific legal matters requiring the provision of legal advice by such counsel)* involving _____.
- 19 I move to go into closed session pursuant to §2.2-3711A.19 of the Code of Virginia for *(discussion of plans to protect public safety as it relates to terrorist activity and briefings by staff members, legal counsel, or law-enforcement or emergency service officials concerning actions taken to respond to such activity or a related threat to public safety; or discussion of reports or plans related to the security of any governmental facility, building or structure, or the safety of persons using such facility, building or structure)* involving _____.
- 28 I move to go into closed session pursuant to §2.2-3711A.28 of the Code of Virginia for *(discussion or consideration of records excluded from this chapter pursuant to subdivision 11 of § 2.2-3705.6 by a responsible public entity or an affected local jurisdiction, as those terms are defined in § 56-557, or any independent review panel appointed to review information and advise the responsible public entity concerning such records)* involving _____.

- 29 I move to go into closed session pursuant to §2.2-3711A.29 of the Code of Virginia for *(discussion of the award of a public contract involving the expenditure of public funds, including interviews of bidders or offerors, and discussion of the terms or scope of such contract, where discussion in an open session would adversely affect the bargaining position or negotiating strategy of the Board)* involving _____.
- 33 I move to go into closed session pursuant to §2.2-3711A.32 of the Code of Virginia for *(discussion or consideration of confidential proprietary records and trade secrets excluded from this chapter pursuant to subdivision 18 of § 2.2-3705.6.)* involving _____.

CERTIFICATION OF CLOSED SESSION

A. Motion

I move that the Board certify by roll call vote that to the best of each member's knowledge only public business matters lawfully exempted from open session requirements of the Freedom of Information Act and identified in the motion to go into closed session were heard, discussed or considered in the closed session.

B. Vote taken on certification.

Present:

Vote:

Thomas W. Evelyn
John P. Moyer
Amy M. Pearson
Ron Stiers
Jordan T. Stewart