TOWN COUNCIL REGULAR MEETING

21 Main Street

Tuesday, February 13, 2024 at 9:00 AM

AGENDA

Possible additions to the agenda and related materials are not set forth herein.

Times set forth are approximate and may be adjusted as necessary.

I. WORKSESSION - 9:00 AM

A. EOTW Annual Update

B. IT Department Overview

C. Finance Department Overview

D. Acquisition of Real Property- Horse Show Grounds

E. Affordable Housing RFI-Conclusion

F. **Septic Remediation Grant:** Staff will provide an update from the July 11, 2023 Town Council meeting on the Septic Remediation Committee. The Virginia Department of Environmental Quality (DEQ) authorized and reserved $750,000 in American Rescue Plan Act (APRA) funding for the Town of Warrenton through the Septic Local Partners Program (SLPP).

G. **St. Leonard's Farm:** Deed Restriction

H. Modification to Town Code section 2-22 WARD 2 Polling place

I. **Smart Scale Round 6:** The Virginia Department of Transportation (VDOT) Smart Scale pre-applications portal will open March 1, 2024 for pre-screening, with final applications due August 1, 2024. Successful transportation projects will be awarded by the Commonwealth Transportation Board June, 2025 with funding appropriated to occur in the last fiscal years of the Six Year Improvement Plan. Round 6 transportation projects for the Town may include the remaining identified improvements from the VDOT Lee Highway Pipeline Study and the previously submitted "peanut" roundabout on Broadview Avenue.

J. Councilmember Text Amendment Initiation

K. Agenda Review

II. REGULAR MEETING - 6:30 PM

A. INVOCATION.

B. PLEDGE OF ALLEGIANCE.

C. PROCLAMATIONS AND RECOGNITIONS.

a. A Proclamation recognizing twenty years of efforts by Less Cancer and their work to educate, advocate, participate

b. A Proclamation recognizing the work of Pastor Vinicent Holland and declaring February 2024 as Black History Month in the Town of Warrenton, Virginia.

D. CITIZEN'S TIME.

E. APPROVAL OF THE AGENDA.

F. PUBLIC HEARINGS.

a. Modification to Town Code section 2-22 WARD 2 Polling place

b. **ZOTA 23-03:** FDP Zoning Ordinance Text Amendment Article 3-5.1

G. CONSENT AGENDA.

a. Departmental Quarterly Reports

b. Police Department Report

c. Finance Department Report

d. Community Development Department Report

e. Parks and Recreation Department Report

f. Public Works and Utilities Department Report

Capital Improvement Program

Street Maintenance Report

g. Human Capital

Emergency Management

h. Fleet and Facilities Department Report

i. Lifting of the Drought Watch Advisory

j. ARB Member Advertisement

k. Appointment of LBBCA Member

l. A Resolution to Authorize the Town Manager to Sign a Virginia Department of Environmental Quality Reimbursable Grant Agreement for a Septic Local Partners Program.

m. Acquisition of Real Property- Horse Show Grounds

n. A Resolution to Amend the Fiscal Year 2024 Adopted Budget to Deappropriate Virginia Outdoors Foundation Grant Funds

o. **A RESOLUTION TO REALLOCATE CORONAVIRUS STATE AND LOCAL FISCAL RECOVERY FUNDS**

H. NEW BUSINESS.

I. UNFINISHED BUSINESS.

a. **St. Leonard's Farm:** Deed Restriction- Reallocation of ARPA Funds to remove the Deed Restriction

J. TOWN ATTORNEY'S REPORT.

K. TOWN MANAGER'S REPORT.

L. COUNCILMEMBERS TIME.

M. ADJOURNMENT.

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

EOTW Report

Council Meeting Date:	February 13, 2024
Agenda Title:	EOTW Update
Requested Action:	Receive the information from the Experience Old Town Warrenton Team
Department / Agency Lead:	EOTW
Staff Lead:	Joelle Fryman

EXECUTIVE SUMMARY

The Director of Experience Old Town Warrenton, Ms. Joelle Fryman, will present an update to the Town Council. In this update she will address:

- Transformational (Economic) Strategies seminar conducted with Main Street America (MS) and Virginia Main Street (VMS). Any questions in regard to the information?
- Where EOTW is with our Strategic Planning process,
    - Working with a third-party consulting group, Spark Mill.
- Provide an update on 2023 programs and look toward 2024::
    - Gumdrop Square
    - Hanging Flower Baskets in Old Town Warrenton
    - Mural Project
    - Restaurant Week(s)
    - Warrenton Arts Commission partnership
    - Old Town After Hours
    - Wayfinding with the TOW
- Awards from Virginia Main Street
- Dementia Friendly Fauquier Initiative
- Accreditation review
- Brief discussion on our relationship with the Old Town Warrenton Property Owners
- New Website
- Discuss economic impact of the Farmer's Market (hand outs) as well as new location.

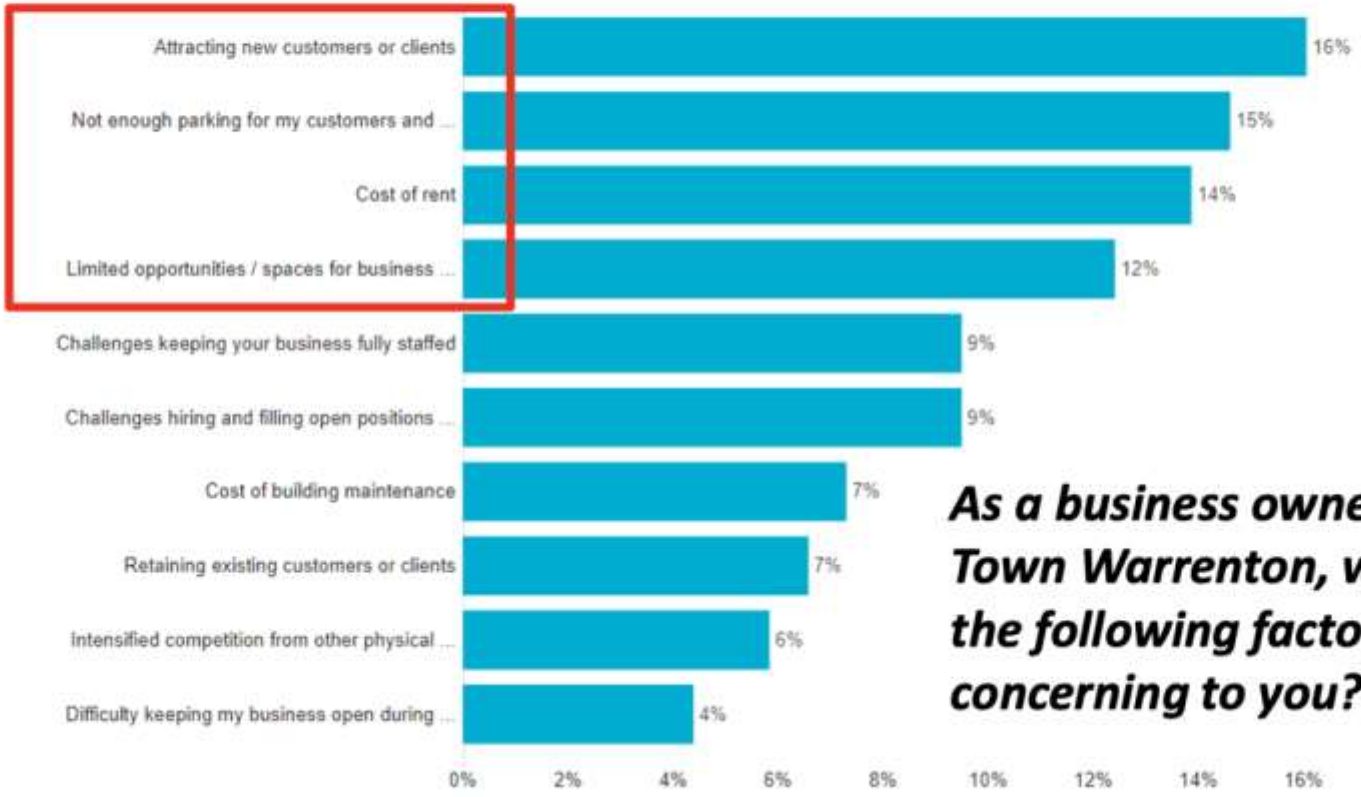
Experience Old Town Warrenton thanks the Town of Warrenton and the Town Council for this opportunity to present an update, for their support, and for their partnership.

BACKGROUND

Experience Old Town Warrenton is a 501(c) 3 nonprofit organization. EOTW operates with a Memo of Understanding (MOU) with the Town of Warrenton. The organization is a close partner of the Town of Warrenton and also acts as a liaison between the Town and the Main Street vendors.

COMMUNITY VISION FOR DOWNTOWN

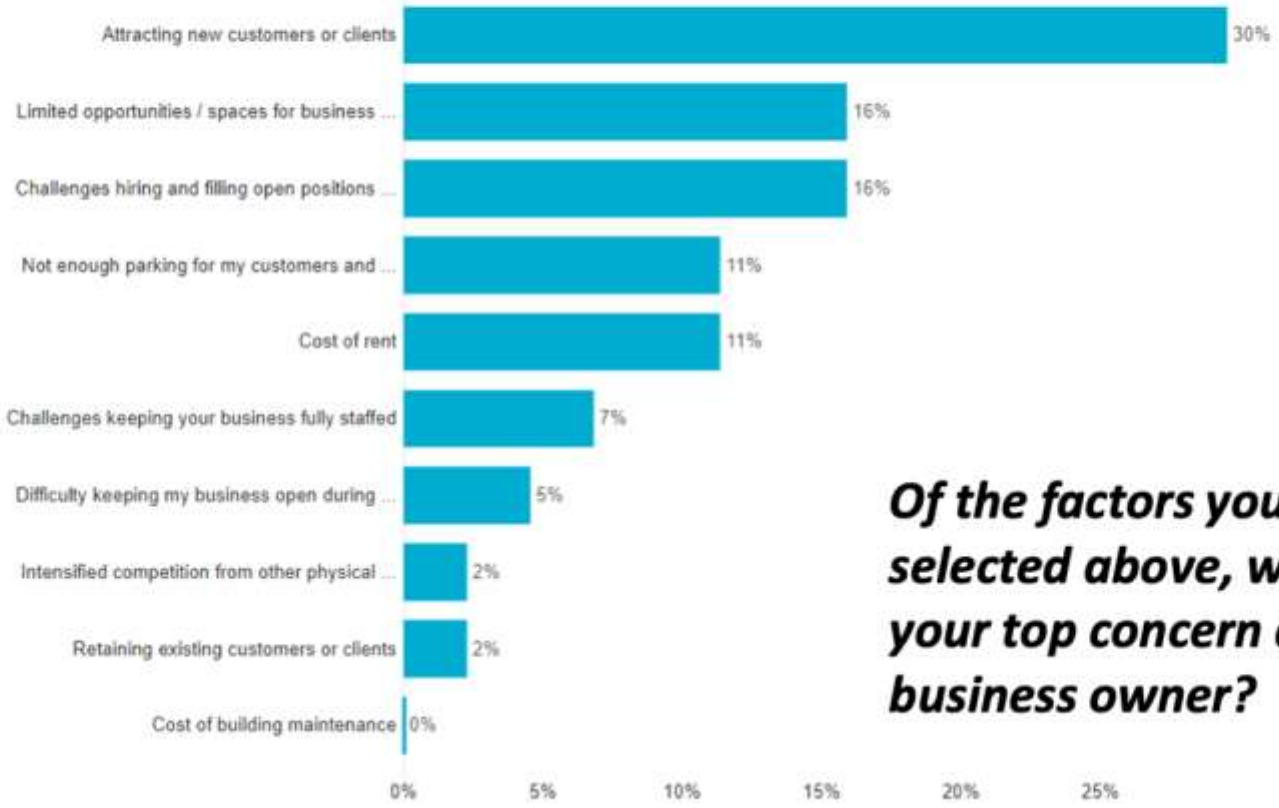
COMMUNITY INPUT THROUGH ONLINE SURVEYS



As a business owner in Old Town Warrenton, which of the following factors are concerning to you?

COMMUNITY VISION FOR DOWNTOWN

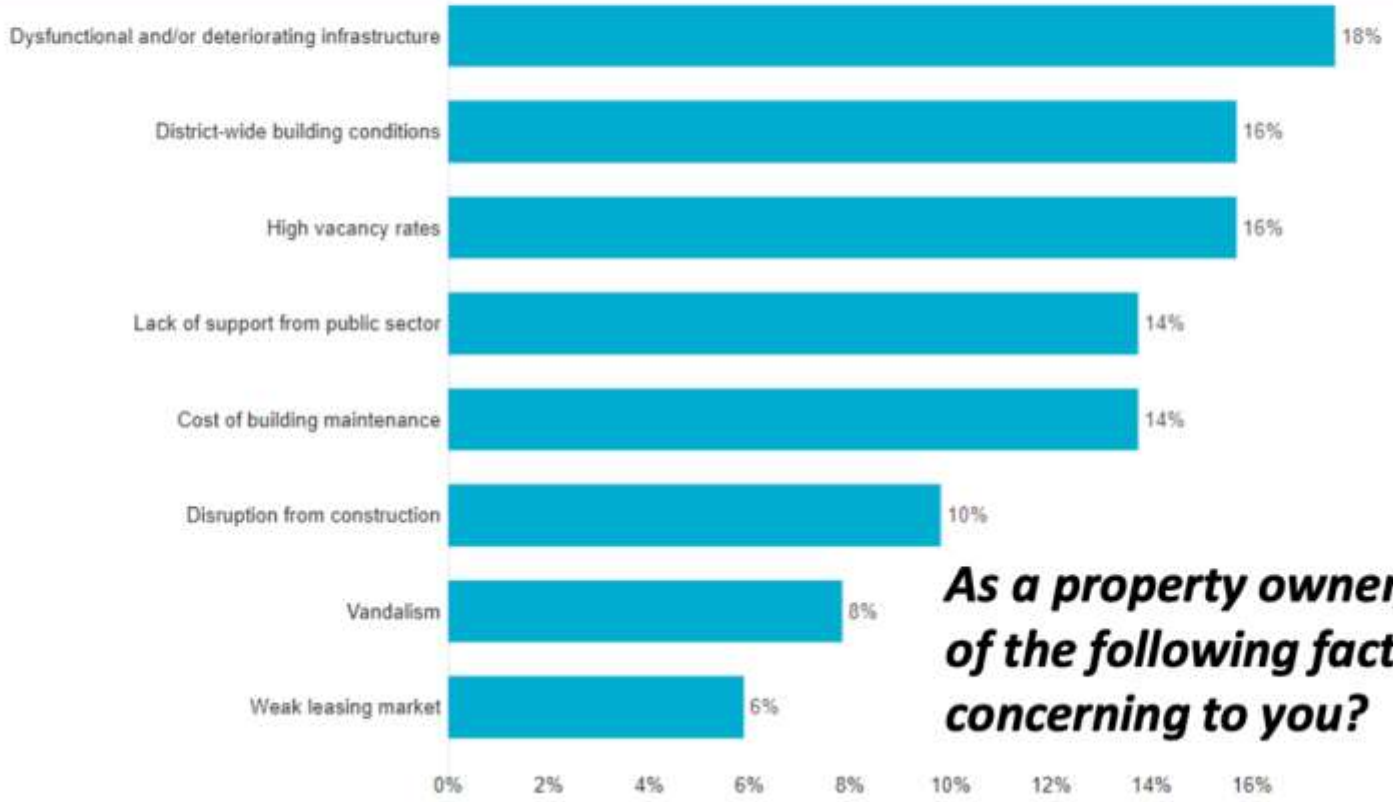
COMMUNITY INPUT THROUGH ONLINE SURVEYS



Of the factors you selected above, which is your top concern as a business owner?

COMMUNITY VISION FOR DOWNTOWN

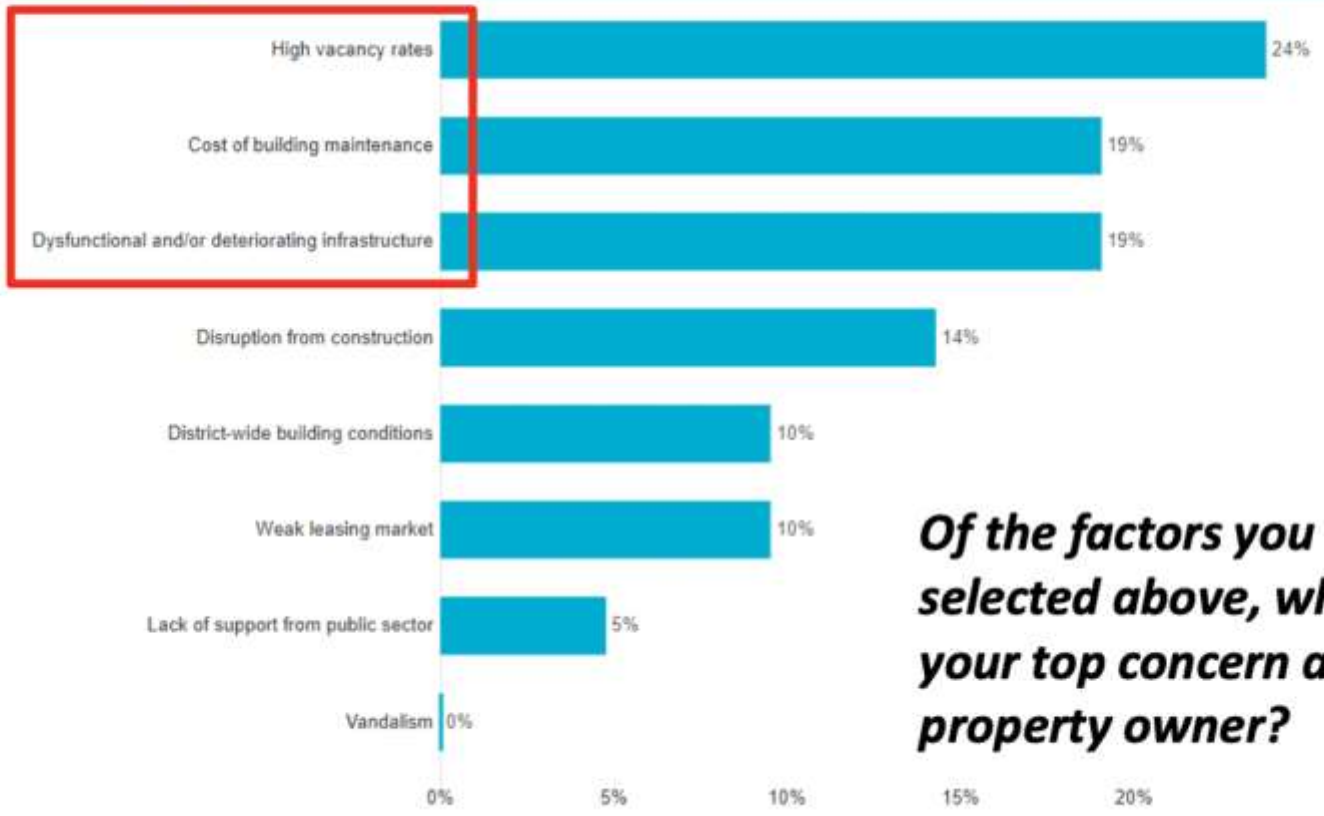
COMMUNITY INPUT THROUGH ONLINE SURVEYS



As a property owner, which of the following factors are concerning to you?

COMMUNITY VISION FOR DOWNTOWN

COMMUNITY INPUT THROUGH ONLINE SURVEYS



Of the factors you selected above, which is your top concern as a property owner?

COMMUNITY VISION FOR DOWNTOWN

COMMUNITY INPUT THROUGH ONLINE SURVEYS

What one word comes to mind as you think about things you like about Old Town Warrenton?

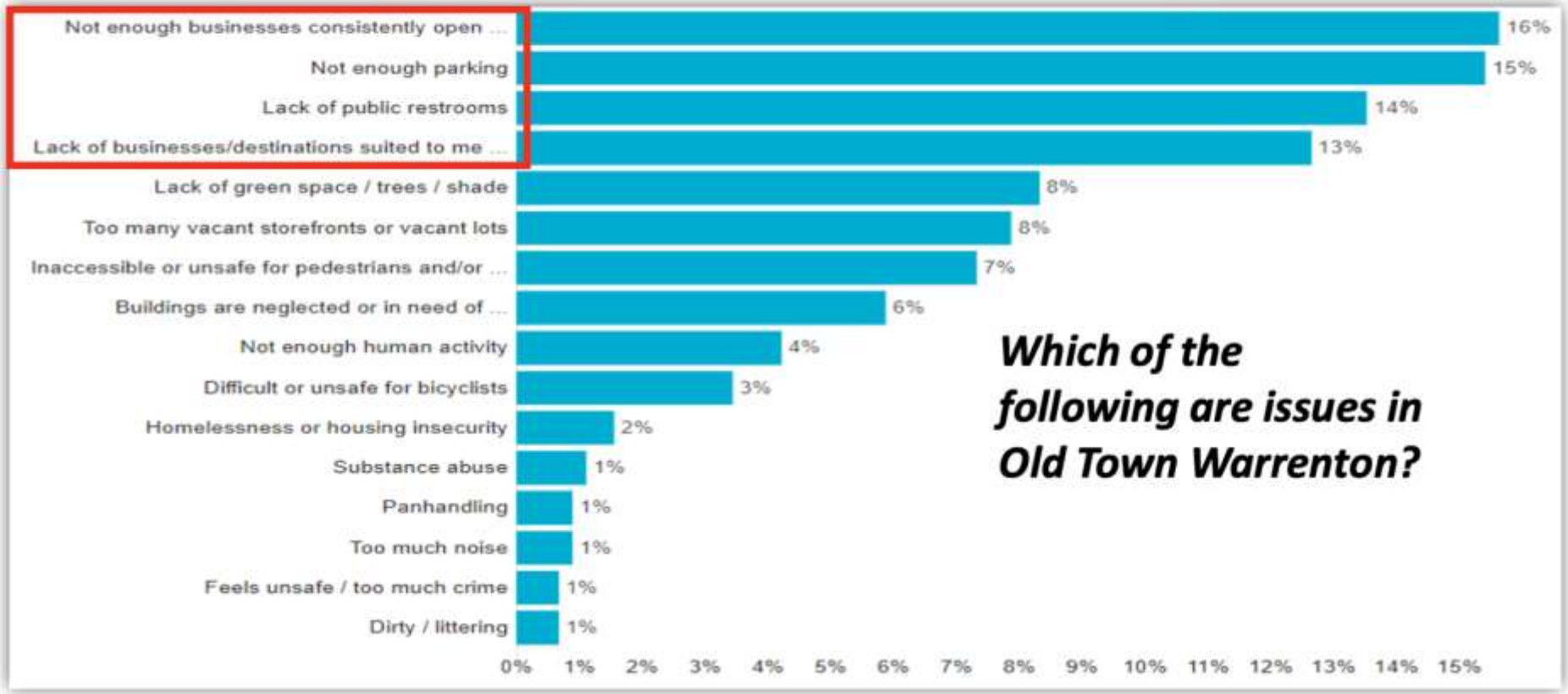
COMMUNITY VISION FOR DOWNTOWN

COMMUNITY INPUT THROUGH ONLINE SURVEYS

What one word comes to mind as you think about things you dislike about Old Town Warrenton?

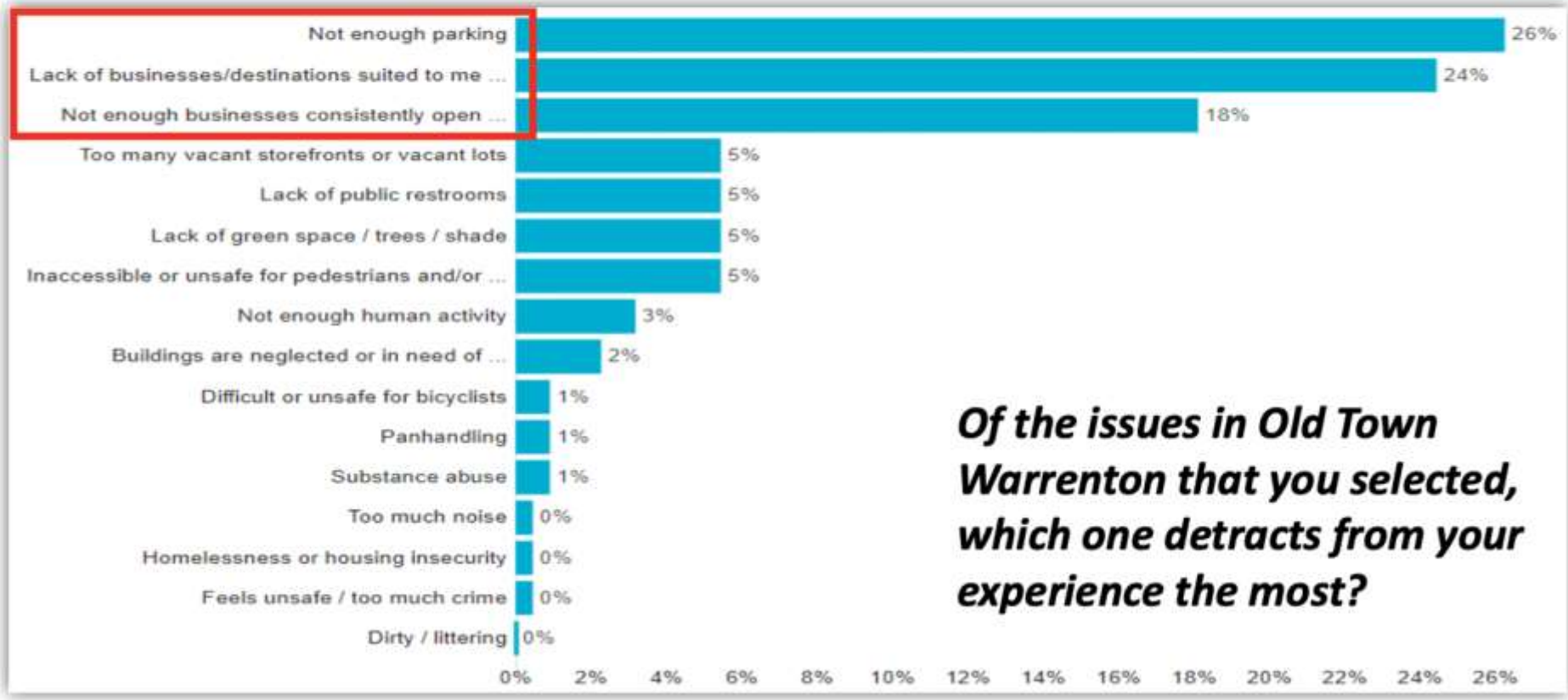
COMMUNITY VISION FOR DOWNTOWN

COMMUNITY INPUT THROUGH ONLINE SURVEYS



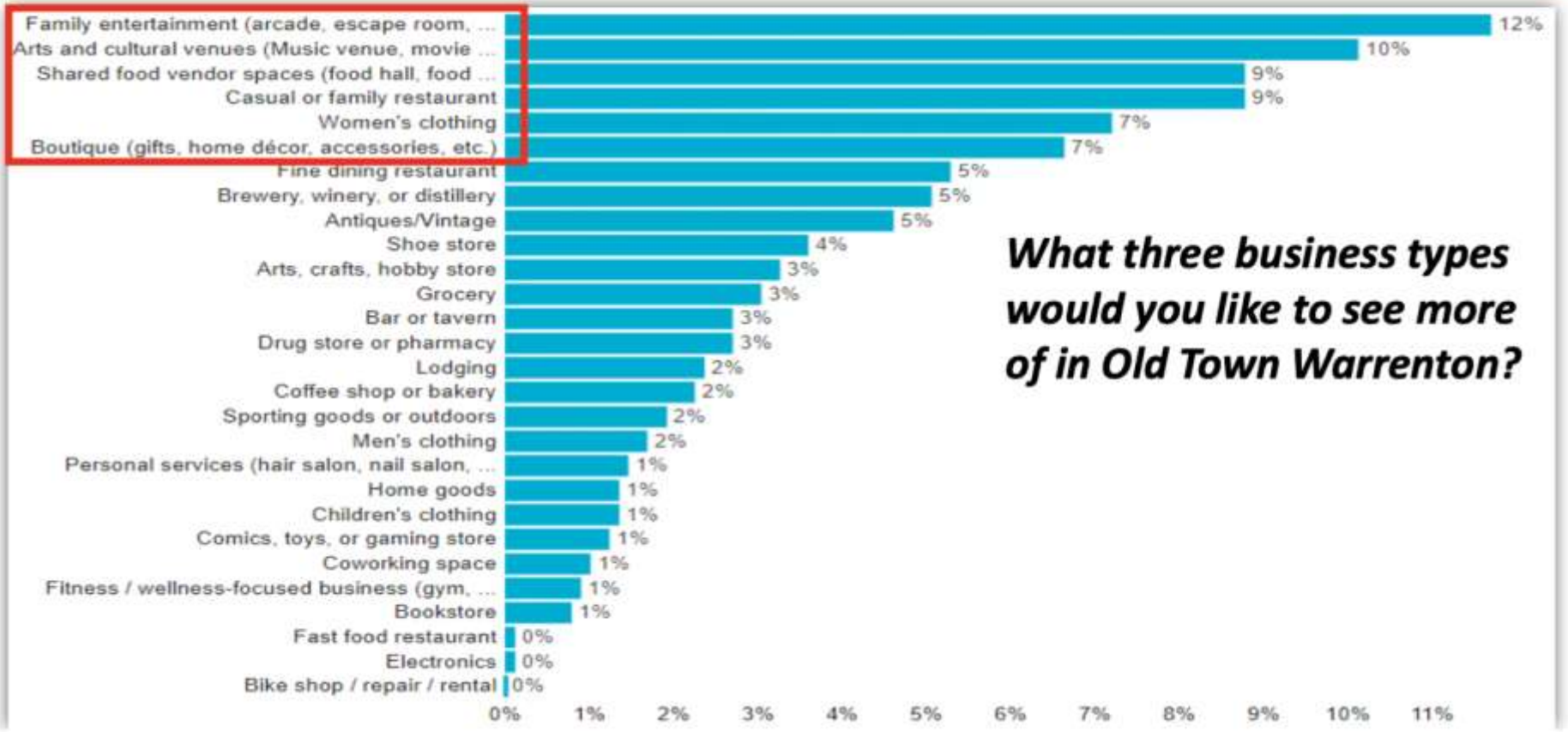
COMMUNITY VISION FOR DOWNTOWN

COMMUNITY INPUT THROUGH ONLINE SURVEYS



COMMUNITY VISION FOR DOWNTOWN

COMMUNITY INPUT THROUGH ONLINE SURVEYS

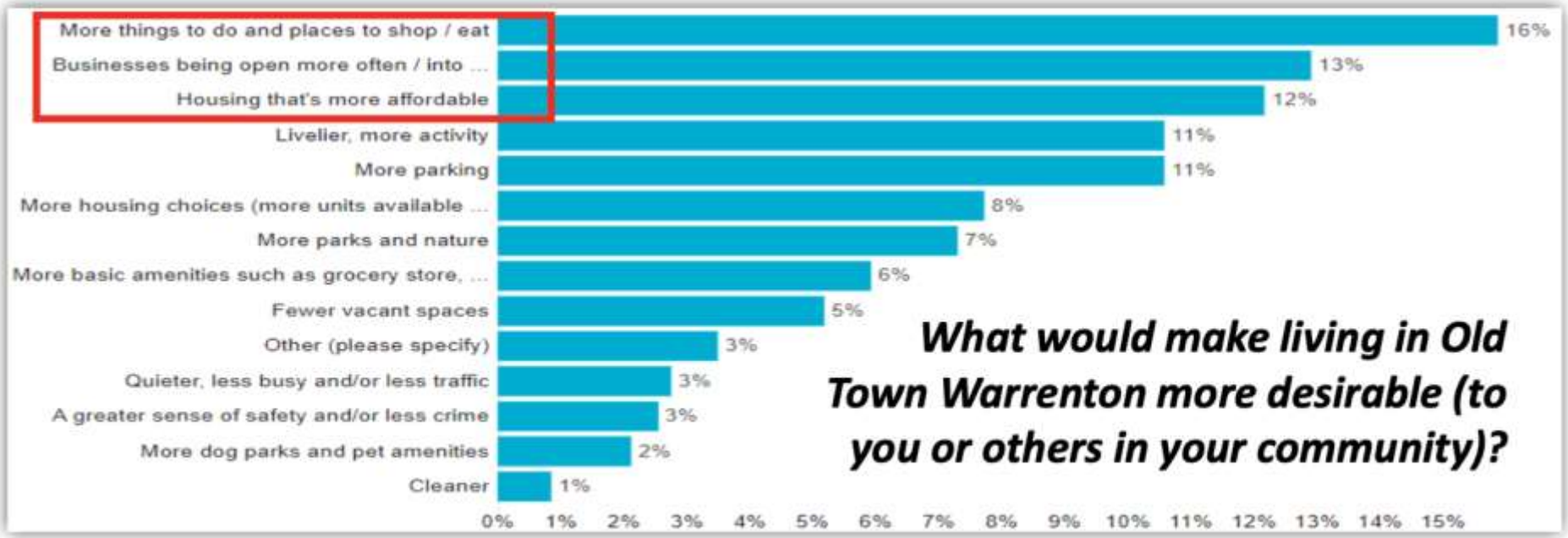


COMMUNITY VISION FOR DOWNTOWN

COMMUNITY INPUT THROUGH ONLINE SURVEYS

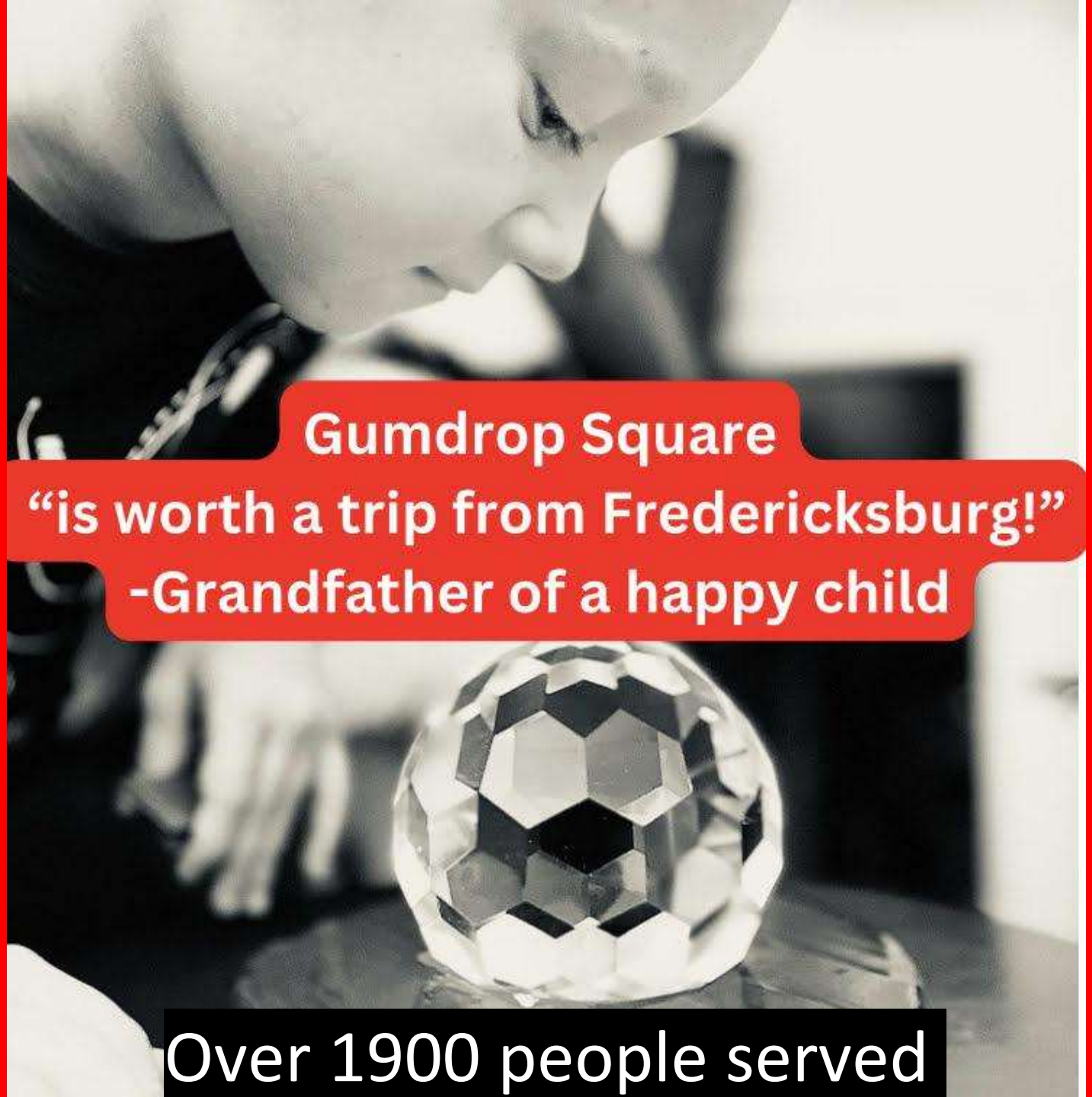
Would you like to see more housing available in Old Town Warrenton?

What would make living in Old Town Warrenton more desirable (to you or others in your community)?

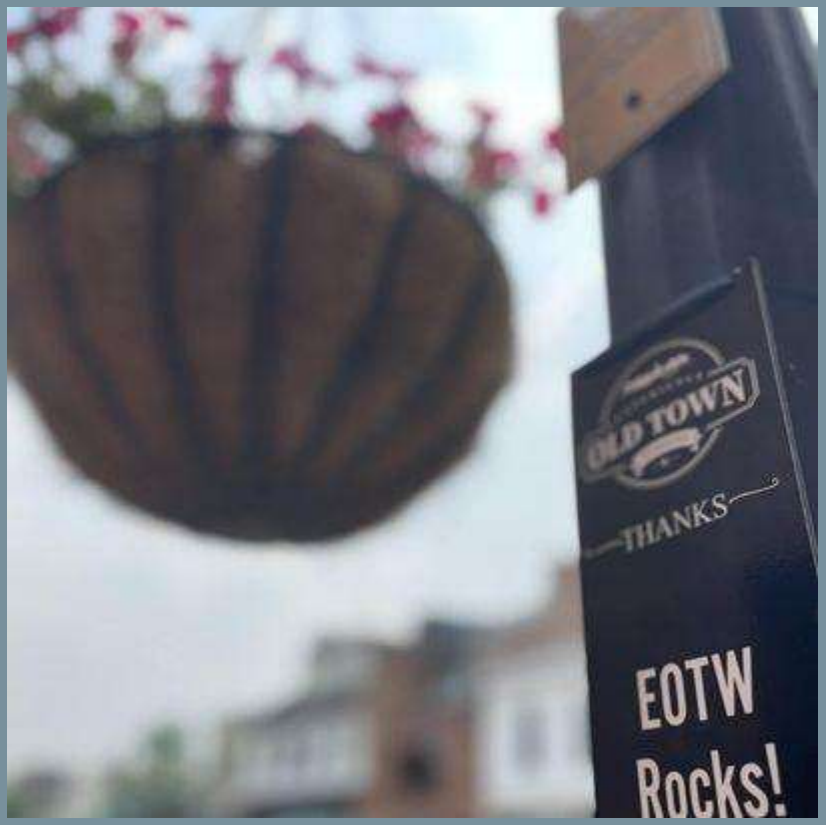


Do you agree or disagree with this statement: "I personally feel welcome, comfortable, and safe in and around Old Town Warrenton."

Gumdrop Square 2023


Gumdrop Square
“is worth a trip from Fredericksburg!”
-Grandfather of a happy child
Over 1900 people served

2023 Flower Basket Project with Blue Ridge Property Services



“You Are Home”
Commissioned by EOTW
Created by Taylor Boyd

Old Town After Hours

Join Experience Old Town Warrenton for the final Old Town After Hours events of the season, this Friday and Saturday beginning at 6:15pm

#lovewarrenton

DEMENTIA FRIENDLY FAUQUIER

The Fauquier CHAMBER

An initiative of AGING TOGETHER in partnership with the FAUQUIER CHAMBER OF COMMERCE

More than 5000 people are currently living with dementia or cognitive impairment in our region. This number is expected to rise 30% by 2025.

If you are a business in Fauquier County, you can become Dementia Friendly with a free, short training session for you and your staff. Being Dementia Friendly means you have a basic understanding of what dementia is and know how to help those living with dementia while they are visiting your organization. Sessions led by Aging Together staff or trained volunteers.

UPCOMING FEBRUARY 2024 BUSINESS TRAININGS

February 1:	**4:30pm; 5:30pm**
February 7:	**8:30am**
February 12:	**4:30pm; 5:30pm**
February 19:	**8:30am**

All trainings are in person at the PATH Foundation
321 Walker Drive, Warrenton
PLEASE REGISTER IN ADVANCE FOR A SESSION at www.agingtogether.org

540-829-6405 / info@agingtogether.org

AGING TOGETHER
five communities creating choices

Good for business.
Good for those living with dementia.
Good for the community.

www.agingtogether.org

AGING TOGETHER DEMENTIA FRIENDLY

NEW WEBSITE, SAME URL

EXPERIENCE OLD TOWN

PRESENTS

Warrenton Farmers Market

IN PARTNERSHIP WITH

WARRENTON

AND ADDITIONAL FUNDING FROM

PATH FOUNDATION

EMPHASIS ON

- Sense of community
- Local agricultural heritage
- Local economy
- Healthy citizens
- Cultural diversity through culinary offerings and agriculture

ECONOMIC VITALITY

743K — Approximate combined vendor revenue generated during Peak Season

11 — Zero-story businesses now also operating brick & mortar locations

43+ — Weekly zero-story retail spaces available for small businesses

CORE VENDORS

37.2 Minority Owned

Woman Owned 51.2

Cultural Heritages Represented

American, Bolivian, British, Dominican, Egyptian, German, Irish, Italian, Mexican, Native American, Nigerian, Peruvian, Polish, Ukrainian, Uruguayan

GUEST VENDOR PROGRAM

95 Opportunities provided in the 2023 Peak Season

DIGITAL MARKETING

85th Percentile for published content as compared to similar entities

Profile visits (achieved organically) 80,657

BUSINESS CONNECTIONS

Brands with products on food service menus: 11

18 Brands with products in retail outlets other than their own

COMMUNITY PARTNERSHIPS

- Fauquier FISH
- Fauquier Food Bank
- Master Gardeners
- 4-H
- Civil Air Patrol
- Fauquier Ed Farm
- Rooted in Education
- Fauquier Co. Ag Development

CUSTOMERS

950 Peak Season Weekly Average

Primary Counties of Residence:

Culpeper, Fairfax, Fauquier, Prince William, Rappahannock, Stafford, Spotsylvania, Warren

ADDITIONAL IMPACTS

16 municipalities in VA represented by participating businesses

Operating Days: 41

36 Learning Opportunities

28 Kids' Day Activities

EXTENDED COMMUNITY DEVELOPMENT

17 Mentorship sessions for other Market Managers

Wholesaler-buyer introductions made 20+

Experience Old Town

PRESENTS

Warrenton Farmers Market

IN PARTNERSHIP WITH

WARRENTON

AND ADDITIONAL FUNDING FROM

PATH FOUNDATION

What Vendors & Customers Are Saying About the Warrenton Farmers Market

"Beautiful market, please support local farmers. Today, there was a new table that makes stunning handmade wooden pieces, bowls then donates 100% of of proceeds to Fauquier Food Bank. So selfless and beautiful items so we spent some money."

-S.D. , Customer

"Digital presence - having a social media network through the market is a huge help, and it's great to have someone helping to share and curate a positive online presence for the market, who can assist vendors getting their own posts out there. As someone who has a hard time engaging with social media I especially appreciate the extra help in this area!"

-C.M., Vendor

"I feel that our market creates an incredible community of vendors and consumers that support each other. Being part of that is a huge benefit both personally and as a business. It can be such an amazing way for folks to network and feel a sense of belonging. Many of us buy from each other to make products etc. A myriad benefits!"

-J.H, Vendor

"Actually making us follow the safety rules. I've been to other markets who are casual a bout arrival and tear down and won't bother you about your tent weights."

-A.R.,Vendor

"The manager's care and attention to vendor and customer needs. This is hugely appreciated since we've experienced otherwise."

-A.Y., Vendor

"My audience expands through the Market's social media. It's helpful that the market is offering marketing. As a small business owner who has a full time job, marketing isn't a priority. I spend my time creating product. I appreciate that the Market is in front of way more people than I ever could be, both physically and online."

-L.D.C., Vendor

"The Warrenton Farmer's Market is so much more than a place to shop. The architects of this market have created a community family - we are watching each other's families grow, we experience the pain of loss as family members pass, and rejoice when new family members join. I truly look forward to shopping at the market each and every week - this is the high point of my week! Not only are the products sold here ALWAYS top notch - but the conversation and love is always plentiful. My heart and wagon leave the market full every week."

-S.R., Customer

A big thank you to our partners!

VIRGINIA MAIN Street
VIRGINIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

MAIN STREET AMERICA®

TOWN OF WARRENTON VIRGINIA

PATH FOUNDATION

BLUE RIDGE PROPERTY SERVICES LLC

Office of the Town Manager
Frank Cassidy

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	February 13th, 2024.
Agenda Title:	Information Technology Overview
Requested Action:	Receive the information.
Department / Agency Lead:	Information & Technology
Staff Lead:	Jonathan Stewart, Director of Information & Technology

EXECUTIVE SUMMARY

This staff report provides an update on the operations of the Information Technology Department. This report also highlights and provides a status update on two ongoing projects.

Enterprise Resource Planning Process- The IT department is working with Finance to outline the best way forward with this process. The department's objective is to streamline the resources being brought on and avoid unnecessary expenditure while responding to the infrastructure needs of the Town. IT staff are working diligently to bring the cost down as much as possible to ensure responsible use of taxpayer funds while responding to the needs of the infrastructure. There has been no commitment to the ERP at this point.

Fauquier County Government- The success of last month's Board of Supervisors meeting at Town Hall marks a blossoming partnership, showcasing the Town and County's joint commitment to resourceful collaboration and effective governance. As this collaboration develops, the IT department anticipates further opportunities for optimizing shared resource allocation, creating potential cost-saving opportunities in the realm of AV resources.

BACKGROUND

The IT department is currently evaluating various Enterprise Resource Planning (ERP) solutions based on our organizational needs, scalability, and long-term goals. We are currently in the initial stage of vendor assessments, with a comprehensive recommendation to be completed by November 1, 2024. The selected ERP system aims to centralize data management, providing real-time data for improved collaboration and decision-making. The implementation will be handled in a phased approach with Finance being the first department for rollout.

We are also focusing on a comprehensive review of our asset replacement schedule, identifying operational efficiency to maximize hardware usage and extend the lifecycle while providing reliable technology.

Fauquier County Government has begun working with the Town to utilize 21 Main Street for the Board of supervisors meeting. Town and County staff worked effectively together for the initial meeting and are working to share resources, experience, and processes as we move forward.

STAFF RECOMMENDATION

Receive the information from the Information & Technology Department.

Service Level/Collaborative Impact

The IT department is a fundamental cornerstone of each department, ensuring the success of every role in Town. IT Staff have recently been working with both outside vendors and Fauquier County Government to explore new avenues of innovative paths of cooperation.

Policy Direction/Warrenton Plan 2040

The IT department is focused on accomplishing the goals outlined in Plan Warrenton 2040, particularly by working towards the following:

CF-1.2*: Serve as the central inviting public service center for Town and County residents with a proportionate share of community services provided by other governments, including a fair and reasonable balance in funding sources for community facilities.*

> The IT Department is providing technology that promotes efficiency for services rendered to Town citizens.

CF-2: *Public safety services and policies are viewed as amongst the best in similar Virginia towns for the responsiveness, community trust, and effectiveness.*

> This goal is met by incorporating industry-standard security measures to protect citizens and staff from multiple vectors of digital attacks.

CF-5: *To provide a fiscally responsible infrastructure that maintains a high quality of life for residents, supports current businesses, and attracts new employers with a stable tax structure.*

> This goal is achieved through continued cost evaluation of software and hardware used by Town staff in the performance of their duties.

T-1: *Improve multi-modal capacity and safety that encourages trips by walking, bicycling, and transit.*

> IT is also working to meet the goals of transportation by working with Public Works personnel to deploy smart mobility technologies.

Fiscal Impact

There is no additional fiscal impact on the Town at this time. The Information technology Department is operating using current funding sources.

Budgeted in the CARP for FY24, the ERP software is allocated $300,000.00.

Legal Impact

No additional Legal impact is expected at this time.

ATTACHMENTS

Office of the Town Manager
Frank Cassidy

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Jay Heroux, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	February 13, 2024
Agenda Title:	FY25 Budget Calendar
Requested Action:	Receive an overview from the Finance Department on the budget development process for fiscal year 2025.
Department / Agency Lead:	Finance Department
Staff Lead:	Brooke Campbell, Budget Manager

EXECUTIVE SUMMARY

The Town Manager and staff are developing the Fiscal Year 2024-2025 Proposed Budget and the 2025-2030 Capital Improvement Program based on identified needs and the Council's goals. By law, local government budgets must be balanced, i.e., expenditures may not exceed revenues.

The Code of Virginia prescribes deadlines related to the timing of the delivery of the proposed budget, public hearings, and budget adoption. Staff will provide a presentation to review key dates and receive feedback from the Council.

BACKGROUND

As required by the Code of Virginia, the Town Manager prepares a proposed annual budget and a draft Capital Improvement Program (CIP). The CIP provides a six-year plan, but only the first year of the program is funded in the annual budget.

1. Budget preparation begins in October. Town departments assess their needs and formulate their budget requests based on guidance from the Town Manager. During this time, requests for budget submissions are also sent to Outside Agencies. All requests are due back to the Finance Department by December 31st.

2. The Town Manager, Director of Finance, and Budget Manager work to develop revenue estimates based on current and projected economic indicators, current and proposed federal and state legislation, input from staff subject matter experts, and a review of historic trends.

3. All requests and estimates are compiled by the Budget Manager and provided to the Town Manager in January. The Town Manager conducts meetings with departments to review their requests.

4. If there are new CIP projects that have not been previously reviewed by the Planning Commission, they may elect to hold a work session and public hearing on the draft CIP to review those proposed projects for consistency with the Comprehensive Plan.

5. ***NEW THIS YEAR:*** The Town Manager will host a Town talk in March 2024 highlighting the budget process.

5. ***NEW THIS YEAR:*** The Finance Department will provide the funding requests received from Outside Agencies to Northern Piedmont Community Foundation (NPCF). The proposed budget will include a lump-sum allocation for outside agencies. NPCF will form a committee that will determine how to allocate the

funding, guided by the Town's Policy for Contributions to Outside Agencies and historic contributions. If the Council subsequently changes the amount allocated, then NPCF will update the proposed distribution of those funds accordingly. Following adoption of the budget, the Town will transfer the total allocation to NPCF, who will then disburse payment to the agencies in July.

6. By April 1st each year, the Town Manager submits to the Town Council a proposed operating and capital budget for the next fiscal year. The operating and capital budget provides proposed expenditures and the means of financing them. At the April Town Council work session, staff will provide an overview of the proposed budget.

7. During April and May, the Town Council reviews the proposed budget. Additional work sessions and special meetings may be scheduled as needed.

8. Each May, the Town Council holds a public hearing on the proposed budget during which citizens can engage and provide input. The timing of this public hearing is prescribed by the Code of Virginia.

9. Also at the May meeting, the Town Council will set the property tax rates for the year. ***The Town Code requires that they be set no later than May 14th each year.***

10. After careful deliberation, the proposed budget, as modified for additions and deletions, is adopted by the Town Council at the June meeting. The budget must be adopted no later than June 30th for the fiscal year beginning on July 1.

STAFF RECOMMENDATION

Service Level/Policy Impact
Information only

Fiscal Impact
Information only

Legal Impact
Information only

ATTACHMENTS

none

Office of the Town Manager
Frank Cassidy

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	February 13th, 2024.
Agenda Title:	Acquisition of Real Property- Warrenton Horse Show Grounds
Requested Action:	Proceed or don't
Department / Agency Lead:	Town Council
Staff Lead:	Stephen Clough, CMC, Town Clerk.

EXECUTIVE SUMMARY

The 9.57-acre historic Warrenton Horse Show Grounds, located off Shirley Avenue, is home to the country's oldest continuously operating horse show. It has a maximum development potential of 37 divisions, is subject to development pressure, and is located near the greenway trail, schools, existing neighborhoods, and major road arterials. The Town of Warrenton is exploring options to purchase the Horse Show Grounds from the Warrenton Horse Show Association ownership to preserve the unique land and open it to the public year-round while continuing its popular use as an equine recreation facility.

The discussions between the Town and the Warrenton Horse Show Association span over thirty years. In the early 1990s, the Association expressed an interest in leasing the property to the Town while still being able to have the two horse shows annually. The Town and Association would like to bring the collective discussions over the past thirty years to fruition by working with the Warrenton Horse Show Association to enable the Horse Show to continue in its historical location and preserve the land for open space.

BACKGROUND

In 1900, the Warrenton Horse Show Association purchased its grounds off Shirley Avenue and thus began a tradition that contributed to the Town's unique and valued horse country heritage for over a century. From its Patsy Cline Pavilions to its storied ring, history continues to be made at this property as equestrians, trainers, and breeders gather for the annual Warrenton Horse and Pony Shows. According to comprehensive plans, the "Oldest Pony Show in America" will be maintained for generations to come. The Town Council regards the property as an extraordinary asset and wishes to ensure its long-term preservation while investing in passive and active recreation opportunities for its residents.

The Warrenton Horse Show grounds consist of two parcels of land totaling 9.57 acres. It is inside the Town of Warrenton and zoned residential with a maximum potential of 37 lots. The appraisal puts the development value of the property at close to $2 million. The site is approximate to Route 15/29 and Rt 211 along Shirley Avenue, one of the main southern entrances to the Town, and locations to the west, of Route 29. The property is within Warrenton's Ward Three. It is within 0.5 miles from the nearest access to the Warrenton Branch Greenway, and 0.75 miles from the nearest public park.

The Horse Show Grounds typically bring 4000+ visitors per year to Warrenton and are an important link in the economy of Warrenton. The Town is committed to continuing the equine uses of the property. In fact, it

would have negative economic impacts, were the Horse Show Grounds to be developed. A recent Weldon Cooper Study of Agriculture in Fauquier County puts the equine industry's impact at $66 million. The Warrenton Horse Show Grounds has long been a linchpin of this important industry.

The Warrenton Horse Show, throughout the decades, sought a means to relieve itself of property taxes and maintenance of the site. In the early 1990s, the Association expressed an interest in partnering the property with the Town while continuing its tradition of two annual horse shows. Discussions stalled in the late 1990s, though the Town's interest in helping the Association preserve the property's historic legacy and use it as a public space did not waver. The 2002/2013 Comprehensive Plan designated a park open space as it offers locations for potential farmers markets, community events like the Father's Day Car Show, and more. The Town's desire is the property use to become more diversified and used more frequently. It is an integral part of the Town's identity. Without an active Horse Show Grounds, Warrenton will lose a piece of its public character that no number of new private residences can replace.

Since 2020, park usage has increased nationwide by 63% as communities have sought safe places to gather during the pandemic. The Town Council wishes to obligate federal ARPA funds to assist with long-term recovery from the COVID-19 pandemic and provide generational benefits to the Warrenton community. In light of the past three years, supporting residents' high quality of life is crucial, and a park could serve as part of the solution.

Consistent with the open space goals of the Town of Warrenton, additional parks and open space are a priority for the Town. The property located on the East Shirley Avenue corridor also fills a gap: there are no public parks or open spaces south of Main Street in the Town. This allows for a large segment of the Town's population access to the park and its existing and future amenities.

The Town of Warrenton will manage the facility as a public park. The facility has over 120 years of volunteer support for the "Oldest Pony Show in America," and the Town will work collaboratively with volunteers to ensure that the equine values of the property are maintained and enhanced.

The Town will ensure that the grounds are open to the public, which is currently not the case. The park will be part of a larger system of the Greenway Trail that connects Lord Fairfax Community College and Old Town, Eva Walker Park, the Aquatics Center, historic neighborhoods in the immediate vicinity, and schools.

On July 11th, 2023, a Public Hearing was held on this item.

Subsequent meetings between the Horse Show Grounds and the Town have been productive as to efforts to take in the future to preserve the grounds and the continuation of the shows. At the beginning of the year, 2024, the Horse Show Grounds Association and the Town reached a consensus on future collaboration to continue the shows while the Horse Show Grounds Association retains ownership of the property.

STAFF RECOMMENDATION

Consider a Resolution revoking the authorization and direct remaining funds for use in the WWTP/St Leaonard's Farm Deed settlement, continuing infrastructure improvements.

Service Level/Collaborative Impact

N/A

Policy Direction/Warrenton Plan 2040

Historic Resources Goals-

- HR-1: Conserve, reuse, and promote historic resources to enhance the Town's sense of place and grow the economy.
- HR-2: Preserve the authenticity and tell the stories of historic resources for generations to come through documentation.
- HR-4: Enhance the environment through preservation and sustainability best practices.
- HR-5: Protect the rich histories of existing neighborhoods.
- HR-6: Promote asset-based economic development through historic resources.

Open Space and Environment Goals-

- P-1: Preserve, enhance, and protect the environmental, scenic, and natural quality of the Town.
- P-2: The Town of Warrenton's parks, open space, and environment serve as key elements to the Town's public health.
- P-3: Infrastructure. All Town residents will have the opportunity to access its recreational assets and natural resources, including public spaces, and recreational amenities.

Fiscal Impact

Redirect associated funds towards additional infrastructure and WWTP improvement projects.

Legal Impact

N/A

ATTACHMENTS

1. VA Dept. of Historic Resources Survey
2. WRA Horse Show Observations Presentation
3. WRA Proposal for Grandstand Repair Engineering
4. WRA Proposal for Surveying Property
5. Draft Deed with Virginia Outdoor Foundation Stipulations
6. VOF Notice to Award Grant Letter
7. VOF Program Requirements

Office of the Town Manager
Frank Cassidy

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Jay Heroux, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	May 9th, 2023
Agenda Title:	Acquisition of Real Property
Requested Action:	Discussion on future Park Land
Department / Agency Lead:	Public Works and Utilities: Facilities Management Division
Staff Lead:	Johnny Switzer/Frank Cassidy

EXECUTIVE SUMMARY

The 9.57-acre historic Warrenton Horse Show Grounds, located off of Shirley Avenue, is home to the country's oldest continuously operating horse show. It has a maximum development potential of 37 divisions, is subject to development pressure, and is located near the greenway trail, schools, existing neighborhoods, and major road arterials. The Town of Warrenton is exploring options to purchase the Horse Show Grounds from the Warrenton Horse Show Association ownership to preserve the unique land and open it to the public year-round while continuing its popular use as an equine recreation facility.

The discussions between the Town and the Warrenton Horse Show Association span over thirty years. In the early 1990s, the Association expressed an interest in leasing the property to the Town while still being able to have the two horse shows annually. The Town and Association would like to bring the collective discussions over the past thirty years to fruition by working with the Warrenton Horse Show Association to enable the Horse Show to continue in its historical location and preserve the land for open space.

BACKGROUND

In 1900, the Warrenton Horse Show Association purchased its grounds off Shirley Avenue, and thus began a tradition that contributed to the Town's unique and valued horse country heritage for over a century. From its Patsy Cline Pavilions to its storied ring, history continues to be made at this property as equestrians, trainers, and breeders gather for the annual Warrenton Horse and Pony Shows. According to comprehensive plans, the "Oldest Pony Show in America" will be maintained for generations to come. The Town Council regards the property as an extraordinary asset, and wishes to ensure its long-term preservation while investing in passive and active recreation opportunities for its residents.

The Warrenton Horse Show grounds consist of two parcels of land totaling 9.57 acres. It is inside the Town of Warrenton and zoned residential with a maximum potential of 37 lots. The appraisal puts the development value of the property at close to $2 million. The site is proximate to Route 15/29 and Rt 211 along Shirley Avenue, one of the main southern entrances to the Town, and locations to the west, of Route 29. The property is within Warrenton's Ward Three. It is within 0.5 miles from the nearest access to the Warrenton Branch Greenway, and 0.75 miles from the nearest public park.

The Horse Show Grounds typically bring 4000+ visitors per year to Warrenton and are an important link in the economy of Warrenton. The Town is committed to continuing the equine uses of the property. In fact, it would have negative economic impacts, were the Horse Show Grounds to be developed. A recent Weldon Cooper Study of Agriculture in Fauquier County puts the equine industry's impact at $66 million. The Warrenton Horse Show Grounds has long been a linchpin of this important industry.

The Warrenton Horse Show, throughout the decades, sought a means to relieve itself of property taxes and maintenance of the site. In the early 1990s, the Association expressed an interest in partnering the property with the Town while continuing its tradition of two annual horse shows. Discussions stalled in the late 1990s, though the Town's interest in helping the Association preserve the property's historic legacy and use it as a public space did not waver. The 2002/2013 Comprehensive Plan designated a park open space as it offers locations for potential farmers markets, community events like the Father's Day Car Show, and more. The Town's desire is the property use to become more diversified and used more frequently. It is an integral part of the Town's identity. Without an active Horse Show Grounds, Warrenton will lose a piece of its public character that no number of new private residences can replace.

Since 2020, park usage has increased nationwide by 63% as communities have sought safe places to gather during the pandemic. The Town Council wishes to obligate federal ARPA funds to assist with long-term recovery from the COVID-19 pandemic and provide generational benefits to the Warrenton community. In light of the past three years, supporting residents' high quality of life is crucial, and a park could serve as part of the solution.

Consistent with the open space goals of the Town of Warrenton, additional parks and open space are a priority for the Town. The property located on the East Shirley Avenue corridor also fills a gap: there are no public parks or open spaces south of Main Street in the Town. This allows for a large segment of the Town's population access to the park and its existing and future amenities.

The Town of Warrenton will manage the facility as a public park. The facility has over 120 years of volunteer support for the "Oldest Pony Show in America," and the Town will work collaboratively with volunteers to ensure that the equine values of the property are maintained and enhanced.

The Town will ensure that the grounds are open to the public, which is currently not the case. The park will be part of a larger system of the Greenway Trail that connects to Lord Fairfax Community College and Old Town, Eva Walker Park, the Aquatics Center, historic neighborhoods in the immediate vicinity, and the schools.

STAFF RECOMMENDATION

Staff is providing this presentation for information and discussion. We recommend moving forward with this project for approval on the May Agenda.

Service Level/Policy Impact

This project is in line with the Plan 2040 Goals:

Historic Resources Goals-

- HR-1: Conserve, reuse, and promote historic resources to enhance the Town's sense of place and grow the economy.
- HR-2: Preserve the authenticity and tell the stories of historic resources for generations to come through documentation.
- HR-4: Enhance the environment through preservation and sustainability best practices.
- HR-5: Protect the rich histories of existing neighborhoods.
- HR-6: Promote asset-based economic development through historic resources.

Open Space and Environment Goals-

- P-1: Preserve, enhance, and protect the environmental, scenic, and natural quality of the Town.
- P-2: The Town of Warrenton's parks, open space, and environment serve as key elements to the Town's public health.
- P-3: Infrastructure. All Town residents will have the opportunity to access its recreational assets and natural resources, including public spaces, and recreational amenities.

Our Facilities Division will manage the general maintenance of the park. Maintenance of the horse show appearances and grounds will be the responsibility of the horse show association through a memorandum of understanding.

Fiscal Impact

A fiscal impact figure will depend upon the negotiations between the Town and the Warrenton Horse Show Association. The purchase of the property with the agreement for use and maintenance can be funded at the direction of the council with ARPA funds and the VOF Grant.

Legal Impact

Agreements and contracts that counsel has reviewed will be finalized prior to the purchase of the property.

ATTACHMENTS

1. VA Dept. of Historic Resources Survey
2. WRA Horse Show Observations Presentation
3. WRA Proposal for Grandstand Repair Engineering
4. WRA Proposal for Surveying Property
5. Draft Deed with Virginia Outdoor Foundation Stipulations
6. VOF Notice to Award Grant Letter
7. VOF Program Requirements

Property Information

Property Names

Name Explanation	Name
Historic/Current	Warrenton Horse Show Association grounds

Property Addresses

Current - Shirley Avenue

Property Evaluation Status

Not Evaluated

County/Independent City(s): Fauquier (County)
Incorporated Town(s): *No Data*
Zip Code(s): *No Data*
Magisterial District(s): *No Data*
Tax Parcel(s): *No Data*
USGS Quad(s): WARRENTON

Additional Property Information

Architecture Setting: Town
Acreage: *No Data*

Site Description:

A slightly undulating landscape which harbors various buildings associated with the grooming and showing of ponies and horses.

The shed-roofed stables were built in the 1930s or 1940s. The frame walls are covered with vertical wood siding while the roof is corrugated metal. They have not been used in ten years.

The gable-roofed stables were erected in the late 1940s or 1950s. It is also a single story, wood frame building with a standing seam metal gable roof. This structure replaced an earlier stable which was located west of the shed-roofed one.

A wood frame pedestrian bridge crosses a small creek near Shirley Avenue. It was rebuilt about 15 years ago.

A vehicular concrete slab bridge crosses the same creek but further south of the property. The abutments are in poor condition and have been recently repaired.

A single-story, frame, gable-roofed building is the toilet house. It was constructed in the 1950s.

The show ring probably dates from when the first horse show was held, 1899. It retains its original form but the planted hedgerow, split rail fence, and light poles are modern additions.

Another ring for practice purposes is situated north and east of the show ring. It occupies space which was once an outdoor or natural course.

Surveyor Assessment:

The Warrenton Horse Show Association (WHSA) is reputedly the earliest stock corporation still in existence in the Commonwealth of Virginia, created on August 8, 1899. On April 18, 1900, the East Virginia Mineral and Warrenton Improvement Company sold to the WHSA "the lot containing 8.74 acres with the buildings hereon, and the desks and furniture in the school building for the sum of $1950.00". Although an annual event has occurred on this site for nearly 100 years, the buildings and landscape features have been altered to reflect then current trends. For example, a cross-country course, a coach barn, two stables, and a gazebo used to be on the site. The circa 1945 course consisted of solid obstacles intended to provide a more realistic test of a hunter's abilities in "the field." It was removed around 1967. Altered beyond recognition, the practice ring currently occupies a portion of the former area, however, a painted white stone jump which is north and east of the show ring is the only physical reminder of the course. The buildings were demolished during the 1970s. Many of the other remaining buildings have been rebuilt and modernized such as the grandstand and 4-H barn. According to Wayne Eastham, in the summer of 1955, the grandstand was torn down and rebuilt. Last year (1994) the circa 1954 4-H barnpoles were taken down and replaced with new ones. In conclusion, there have been so many character-, setting-, and integrity-reducing alterations to the buildings and the landscape as to render the site ineligible for inclusion in the National Register under criterion C, architecture.

But, however, when criterion A is considered, if the grounds are associated with annual horse and pony shows, then the Warrenton Horse Show property takes on significance. Since 1899, the Warrenton Horse Show has been held here and since 1920, the Warrenton Pony Show, the country's first. This activity ties into the purpose of the WHSA which is "primarily to stimulate better breeding of horses and to educate the public as to the type of horse in greater demand." Kitty Slater defines the Virginia Hunt Country as the countryside around Middleburg, Upperville, The Plains, Warrenton, Leesburg, and beyond the Blue Ridge to Clarke County. During this century, a horse show circuit led owners, exhibitors, and interested persons to Upperville, Manassas, Clarke County, Warrenton, and Berryville in search of the best horses and riders. Today, only two of these sites are still used, Upperville and Warrenton. The remainder of the horse show ground sites have fallen into disuse while the modern facilities at Great Meadow near The Plains provide a central location and spacious accommodations. In conclusion, the Warrenton Horse Show Association grounds is potentially eligible for listing in the National Register under criterion A, association with an event.

Surveyor Recommendation: *No Data*

Primary Resource Information

Resource Category: Social/Recreational
Resource Type: Stadium
NR Resource Type: Building
Historic District Status: *No Data*
Date of Construction: 1955
Date Source: Written Data
Historic Time Period: The New Dominion (1946 - 1991)
Historic Context(s): Architecture/Landscape
Other ID Number: *No Data*
Architectural Style: Other
Form: *No Data*
Number of Stories: 2.0
Condition: Rebuilt
Threats to Resource: None Known
Cultural Affiliations: *No Data*
Cultural Affiliation Details:

No Data

Architectural Description:

Architecture Summary: This is a two story, frame, gable-roofed building with vertical wood siding and square wood posts. At the rear of the building are square, wooden storage doors. Portable gates are placed here, while the upper floor is used for viewing purposes.

Secondary Resource Information

Secondary Resource #1

Resource Category: Social/Recreational
Resource Type: Restroom Facility
Date of Construction: *No Data*
Date Source: *No Data*
Historic Time Period: *No Data*
Historic Context(s): Architecture/Landscape
Architectural Style: *No Data*
Form: *No Data*
Condition: *No Data*
Threats to Resource: *No Data*
Cultural Affiliations: *No Data*
Cultural Affiliation Details:

No Data

Architectural Description:

No Data

Number of Stories: *No Data*

Secondary Resource #2

Resource Category: Commerce/Trade
Resource Type: Communications Facility
Date of Construction: *No Data*
Date Source: *No Data*
Historic Time Period: *No Data*
Historic Context(s): Architecture/Landscape
Architectural Style: *No Data*
Form: *No Data*

Condition: *No Data*
Threats to Resource: *No Data*
Cultural Affiliations: *No Data*
Cultural Affiliation Details:
No Data
Architectural Description:
No Data

Secondary Resource #3

Resource Category: Landscape
Resource Type: Gateposts/Entry
Date of Construction: *No Data*
Date Source: *No Data*
Historic Time Period: *No Data*
Historic Context(s): Architecture/Landscape
Architectural Style: *No Data*
Form: *No Data*
Condition: *No Data*
Threats to Resource: *No Data*
Cultural Affiliations: *No Data*
Cultural Affiliation Details:
No Data
Architectural Description:
No Data

Secondary Resource #4

Resource Category: Social/Recreational
Resource Type: Shelter
Date of Construction: *No Data*
Date Source: *No Data*
Historic Time Period: *No Data*
Historic Context(s): Architecture/Landscape
Architectural Style: *No Data*
Form: *No Data*
Condition: *No Data*
Threats to Resource: *No Data*
Cultural Affiliations: *No Data*
Cultural Affiliation Details:
No Data
Architectural Description:
No Data
Number of Stories: *No Data*

Secondary Resource #5

Resource Category: Social/Recreational
Resource Type: Shelter
Date of Construction: *No Data*
Date Source: *No Data*
Historic Time Period: *No Data*
Historic Context(s): Architecture/Landscape
Architectural Style: *No Data*
Form: *No Data*
Condition: *No Data*

Threats to Resource: *No Data*
Cultural Affiliations: *No Data*
Cultural Affiliation Details:
No Data
Architectural Description:
No Data
Number of Stories: *No Data*

Secondary Resource #6

Resource Category: Social/Recreational
Resource Type: Playing Field
Date of Construction: *No Data*
Date Source: *No Data*
Historic Time Period: *No Data*
Historic Context(s): Architecture/Landscape
Architectural Style: *No Data*
Form: *No Data*
Condition: *No Data*
Threats to Resource: *No Data*
Cultural Affiliations: *No Data*
Cultural Affiliation Details:
No Data
Architectural Description:
No Data

Secondary Resource #7

Resource Category: Social/Recreational
Resource Type: Playing Field
Date of Construction: *No Data*
Date Source: *No Data*
Historic Time Period: *No Data*
Historic Context(s): Architecture/Landscape
Architectural Style: *No Data*
Form: *No Data*
Condition: *No Data*
Threats to Resource: *No Data*
Cultural Affiliations: *No Data*
Cultural Affiliation Details:
No Data
Architectural Description:
No Data

Secondary Resource #8

Resource Category: Commerce/Trade
Resource Type: Office/Office Building
Date of Construction: *No Data*
Date Source: *No Data*
Historic Time Period: *No Data*
Historic Context(s): Architecture/Landscape
Architectural Style: *No Data*
Form: *No Data*
Condition: *No Data*
Threats to Resource: *No Data*

Cultural Affiliations: *No Data*
Cultural Affiliation Details:
No Data
Architectural Description:
No Data
Number of Stories: *No Data*

Secondary Resource #9

Resource Category: Agriculture/Subsistence
Resource Type: Stable
Date of Construction: *No Data*
Date Source: *No Data*
Historic Time Period: *No Data*
Historic Context(s): Architecture/Landscape
Architectural Style: *No Data*
Form: *No Data*
Condition: *No Data*
Threats to Resource: *No Data*
Cultural Affiliations: *No Data*
Cultural Affiliation Details:
No Data
Architectural Description:
No Data
Number of Stories: *No Data*

Secondary Resource #10

Resource Category: Agriculture/Subsistence
Resource Type: Stable
Date of Construction: *No Data*
Date Source: *No Data*
Historic Time Period: *No Data*
Historic Context(s): Architecture/Landscape
Architectural Style: *No Data*
Form: *No Data*
Condition: *No Data*
Threats to Resource: *No Data*
Cultural Affiliations: *No Data*
Cultural Affiliation Details:
No Data
Architectural Description:
No Data
Number of Stories: *No Data*

Secondary Resource #11

Resource Category: Transportation
Resource Type: Bridge
Date of Construction: *No Data*
Date Source: *No Data*
Historic Time Period: *No Data*
Historic Context(s): Architecture/Landscape
Architectural Style: *No Data*
Form: *No Data*
Condition: *No Data*

Threats to Resource: *No Data*
Cultural Affiliations: *No Data*
Cultural Affiliation Details:
No Data
Architectural Description:
No Data
Bridge Structure Number: *No Data*
Bridge Type: *No Data*
VDOT Bridge ID: *No Data*
Name of Entity Crossed: *No Data*
Number of Spans: *No Data*
Number of Lanes Crossed: *No Data*
Type of Entity Crossed: *No Data*
Current Use: *No Data*

Secondary Resource #12

Resource Category: Transportation
Resource Type: Bridge
Date of Construction: *No Data*
Date Source: *No Data*
Historic Time Period: *No Data*
Historic Context(s): Architecture/Landscape
Architectural Style: *No Data*
Form: *No Data*
Condition: *No Data*
Threats to Resource: *No Data*
Cultural Affiliations: *No Data*
Cultural Affiliation Details:
No Data
Architectural Description:
No Data
Bridge Structure Number: *No Data*
Bridge Type: *No Data*
VDOT Bridge ID: *No Data*
Name of Entity Crossed: *No Data*
Number of Spans: *No Data*
Number of Lanes Crossed: *No Data*
Type of Entity Crossed: *No Data*
Current Use: *No Data*

Historic District Information

Historic District Name: *No Data*
Local Historic District Name: *No Data*
Historic District Significance: *No Data*

CRM Events

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: 7029-156-F01, 101, C502
Investigator: VDOT-Ross, Helen P.
Organization/Company: Unknown (DSS)
Photographic Media: *No Data*
Survey Date: 2/10/1995
Dhr Library Report Number: Warrenton Horse Show Grounds
Project Staff/Notes:

No Data

Project Bibliographic Information:

Name: Slater, Kitty
DHR CRM Report Number: The Hunt Country of America
Record Type: Book
Bibliographic Notes: Arco Publishing Co. Inc., New York, NY, revised edition 1987.

Name: Scott, Laurel
DHR CRM Report Number: Warrenton Horse Show Grounds
Record Type: Article
Bibliographic Notes: In Fauquier, volume 6, No. 2, Summer 1993.

Name: Fauquier County
DHR CRM Report Number: Grantee Index
Record Type: Deed
Bibliographic Notes: Deed Book 91, page 357.

Name: Ross, Helen
DHR CRM Report Number: Interview
Record Type: Oral History/Interview
Bibliographic Notes: Wayne Easom, insurance agent, telephone interview, February 8, 1995.

Name: Ross, Helen
DHR CRM Report Number: Interview
Record Type: Oral History/Interview
Bibliographic Notes: Helen Wiley, past president of Warrenton Horse Show, telephone interview, February 10, 1995.

Bibliographic Information

Bibliography:

No Data

Property Notes:

No Data

Virginia Dept. of Historic Resources

V-CRIS

Virginia Cultural Resource Information System

Legend

- Architecture Resources
- Architecture Labels
- Individual Historic District Properties
- Archaeological Resources
- Archaeology Labels
- DHR Easements
- USGS GIS Place names
- County Boundaries

N

Feet

0 50 100 150 200

1:2,500 / 1"=208 Feet

Title: Architecture Labels

Date: 3/8/2022

DISCLAIMER:Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions.The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

Notice if AE sites:Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection A (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.

VIRGINIA OUTDOORS FOUNDATION

June 30, 2022

Denise Harris
Town of Warrenton
PO Box 341
Warrenton, VA 20188

Greetings,

The Virginia Outdoors Foundation (VOF) is pleased to award your proposal, Preserve Warrenton Horse Show Grounds Open Space, submitted to the Preservation Trust Fund-Public Access Program, a grant award of $100,000. This project will permanently protect land for public use and enjoyment. A grant agreement will be sent for review and signature within the month.

VOF recognizes the merit of access to open space for all citizens, and the funded project will result in this goal. VOF is glad to support Town of Warrenton in the pursuit to make outdoor space more accessible for all.

Warmest regards,

Emily White
Conservation Grant Program Manager

Preservation Trust Fund-Public Access Program Requirements
Land Acquisition & Protection

Required Documents Prior to Fund Disbursement:

1. A boundary survey of the property prepared by a Virginia licensed surveyor or professional engineer, preferable in digital form, depicting the metes and bounds of the property unless VOF determines that an adequate legal description of the Property is available.

2. Copies of title work showing grantor's fee simple interest in the property and/or a title insurance policy showing title vested in the grantor as well as any easements, rights, and other encumbrances of record acceptable to VOF.

3. A Phase I Environmental Site Assessment prepared within six months of closing shall be provided.

4. A copy of the draft deed, or the recorded deed, the form of which has been approved by VOF.
   - The property interest must be **held by VOF or a locality** as defined in Virginia Code §10.1-1700
   - The property interest must be **dedicated in perpetuity as open-space land under the Open-Space Land Act** (Virginia Code §§ 10.1-1700 to 10.1-1705). The deed must include the following recitals:
     - Pursuant to Chapter 18, Title 10.1, Section 10.1-1801.1 the Virginia Outdoors Foundation (VOF) has provided an Open-Space Lands Preservation Trust Fund Grant in the amount of $_____ to Grantee for the protection and enhancement of open space, as more fully described in the Virginia Outdoors Foundation Open-Space Lands Preservation Trust Fund Grant Agreement attached hereto as Exhibit A.

     - When there is acquisition of a property interest by a locality:
       - Grantor is conveying the described property (the "Property") to Grantee to be retained and used by Grantee in perpetuity as open-space land pursuant to Chapter 17, Title 10.1, Section 10.1-1701 of the Code of Virginia (1950), as amended.

     OR

     - When property interest is already held by a locality:
       - Grantor is dedicating the described property (the "Property") to be retained and used in perpetuity as open-space land pursuant to Chapter 17, Title 10.1, Section 10.1-1701 of the Code of Virginia (1950), as amended.

   - The deed must include the following restrictions to be imposed in perpetuity:
     - No division
     - A right of public access
     - Only structures allowed are those that enable public use and enjoyment of the property. Impervious surface will be limited/capped. 10% of property is average cap, though up to 50% will be considered for urban areas/community needs.
     - A conversion/diversion clause

   - The deed may include the following restrictions to be imposed in perpetuity:
     - A clause in which VOF must agree that the determination of the public body to convert/divert the public land has met all the requirements of 10.1-1704.

5. Verification of eligible expenditures including, but not limited to: appraisals, settlement statements, copies of invoices, cancelled checks (both sides), survey fees, appraisal fees, legal fees including title reports and insurance, and recordation fees, etc.

6. Contact information for the settlement agent who will be receiving the grant funds for closing and a W-9 for that company at least two weeks before the desired closing date.

Whitman, Requardt & Associates, L
Engineers · Architects · Environmental Planners Est. 1915

March 29, 2023

Mr. Johnny Switzer
Facilities and Fleet Manager
Town of Warrenton
21 Main Street
Warrenton, VA 20186

Re: Warrenton Horse Show Topographic Survey and Boundary Survey

Dear Johnny:

Per our discussions, WRA and Carson Land Consultants will conduct a topographic survey, boundary survey and plat of the Warrenton Horse Show property. The survey will provide the data and graphical information needed for the evaluation and design of improvements to the stream on the east side of the property and improvements to drainage at the paddock adjacent to the stream. The survey will also be available to the Town for use in the engineering of other projects.

The survey will include:

- AutoCAD 2018 or higher based drawings
- Boundary survey and plat
- Horizontal and vertical control
- One-foot contours and spot elevations
- Site utilities
- Building corners
- Other structures such as walls
- Roadway edges
- Stream channel and banks
- Stream culvert inverts and culvert-road top elevations

WRA will oversee the work of Carson Land Consultants and review the survey drawings with the Town. The fee for Carson Land Consultants is $13,000. WRA's services will include:

- 4 hours of an Associate at $200/hour = $800
- Hours of a Senior Designer at $107.50/hour = $860

WRA's labor is estimated to be $1,660 and the total gee for WRA's services, including the survey by Carson Land Consultants is $14,660.

WRA expects the work to be completed within 4 weeks of Notice to Proceed.

Very truly yours,

Whitman, Requardt and Associates, LLP

Dean Westman

Digitally signed by Dean Westman
DN: cn=Dean Westman, c=US, o=WRA, email=dwestman@wrallp.com
Date: 2023.03.29 09:31:14 -04'00'

Dean C. Westman
Associate

Whitman, Requardt & Associates, L
Engineers · Architects · Environmental Planners Est. 1915

March 27, 2023

Mr. Johnnie Switzer
Facility and Fleet Manager
Town of Warrenton
21 Main Street
Warrenton, VA 20186

Re: Warrenton Horse Show Grandstand - Preliminary Engineering Report

Dear Johnnie:

Whitman, Requardt & Associates, LLP (WRA) is pleased to submit our proposal to furnish a Preliminary Engineering Report (PER) to the Town of Warrenton, herein referred to as the Town, for the evaluation of existing conditions at the Horse Show Grandstand.

BACKGROUND

In March 2023, WRA was contacted by to Town to make initial observations of the Horse Show Grandstand located at 60 E Shirley Ave, Warrenton, VA 20186. The grandstand is believed to have been constructed in the 1920's. The grandstand has a wood superstructure with a metal roof, and bears primarily on exposed concrete piers on an unknown foundation system below grade. The grandstand is part of the Horse Show Grounds which contains two horse rinks, various miscellaneous structures, and a stream. The grounds currently belong to a private entity, but the Town is in discussions to purchase this property. The Town is planning for the facility to become a public park and would like to restore the grandstand due to its historic nature. For this initial task, the town has requested WRA to do a preliminary report to establish the condition of the grandstand for use for the public. The proposal is based on the emailed scope of work sent to WRA on 3/2/2023, an initial site visit on 3/8/23, and a meeting with the Town staff on 3/20/23.

This proposal is for a Preliminary Engineering Report which will include:

- Performing an additional site visit to gather additional information
- Structure Evaluation for the grandstand structure to be brought into a good state of repair for public use
- Preliminary recommendations for the complete replacement of the existing piers with new foundations
- Analysis of the seating area for current loading requirements and recommendations for repair and reinforcement.
- Analysis of the roof for wind uplift and recommendations for reinforcement.
- Recommendations for modifications to the grandstand to meet egress, OSHA, Americans with Disabilities Act (ADA), and Architectural Barriers Act (ABA) requirements

Our proposal is described further as follows:

SCOPE OF SERVICES TO BE PROVIDED BY WRA

Project Meetings

WRA will attend one in-person meeting in the Town following the Draft submission and one virtual meeting following the Final submission of the Preliminary Engineering Report to discuss review comments.

Field Observations

WRA will perform one site visit to gather field data pertinent to the preliminary engineering report.

Preliminary Engineering Report – Draft Submission

WRA will develop the draft preliminary engineering report to include the following:

- Summary of major structural issues with the grandstand structure.
- Summary of additional issues requiring structural work such as replacing and adding stairs for egress that must be addressed before opening the structure to the public.
- Analyze the grandstand structure for updated dead and live loading in the seating area, wind uplift on the overall structure, and loading on the concrete piers.
- Preliminary design concepts for the replacement of all the concrete piers of the grandstand. The new foundation concepts will be designed using the default soil properties as allowed by the International Building Code and by the local jurisdiction. The PER will include conceptual sketches of the new foundations.
- Recommendations for reinforcement or other modifications as required for the seating area. The wood members will be analyzed using conservative historical strengths for the wood framing.
- Recommendations for reinforcement or other modifications as required for the roof framing and other members to withstand wind loading. The wood members will be analyzed using conservative historical strengths for the wood framing.
- Recommendations for replacement or modification of existing egress and evaluation of the requirements for a second potential point of egress.
- Discuss American Disabilities Act requirement for existing grandstand structure.
- If aspects of the existing structure were found to be inadequate from the analysis, recommendations to perform additional services such as materials testing and geotechnical investigation for the next phase of the project.
- A planning level cost estimate for conceptual structural repairs of the substructure will be included.

Preliminary Engineering Report – Final Submission

WRA will develop a final report submission to include all of the components listed in the Draft Preliminary Engineering Report with modifications to address review comments by the Town Project Manager.

ITEMS TO BE PROVIDED BY THE TOWN OF WARRENTON

The Town will assist WRA by providing the following:

- Remove all items in the storage area below the grandstand seating area. No items should remain that would impair WRA from performing observations of the existing piers and wood framing members below the seating area.
- Coordinate with the current property owner and WRA a time and date to perform the site visit.
- The Town will arrange for and participate in meetings and site visits including the site visit for field observations and the submission review meetings.

SCOPE CLARIFICATIONS AND ASSUMPTIONS

- WRA will provide non-destructive field investigation to confirm existing conditions of the area of work. This proposal assumes that authorization to access the areas to perform these services will be obtained through the Town.
- The structural field observations will be limited to the observations of the grandstand and related structural support elements.
- No drawings are available of the existing grandstand. WRA will perform a limited survey to determine dimensions of the structure and typical member sizes for our use in evaluation of the structure.
- Field observations will occur during normal business hours (8:00 a.m. to 5:00 p.m.)
- Observations will be limited to areas that are accessible. No testing or verification of concealed or below-grade conditions is included in the assessment.

- A planning level cost for conceptual structural repairs to the substructure will be developed. Detailed construction cost estimates are not included in this proposal.
- Investigation or testing for hazardous materials is not included in this proposal.
- The deliverables for this project are limited to the Preliminary Engineering Report which will include conceptual sketches. No CAD drawings or other construction documents are included in this proposal.
- The on-site management staff shall provide safe access and personnel to accompany WRA staff during all field work.
- Final design of structures and improvements for access ramp and sitework related to ADA access will be conducted under a separate task order.

DELIVERABLES

Preliminary Engineering Report – Draft Submission
WRA will provide (1) electronic copy of the draft report.

Preliminary Engineering Report – Final Submission
WRA will provide (1) electronic copy of the final report.

SCHEDULE

WRA proposes furnishing services as follows:

Site Visit for Field Observations	Within (3) weeks of Notice to Proceed
Preliminary Engineering Report – Draft Submission	Within (8) weeks after site visit
Preliminary Engineering Report – Final Submission	Within (3) weeks after receipt of review comments

FEE
The estimated fee for the Preliminary Engineering Report is $24,410.

Very truly yours,

Whitman, Requardt and Associates, LLP

Robert Allison, P.E.
Vice President

Enclosures
cc: Dean Westman, P.E.

ATTACHMENT A

TOWN OF WARRENTON - Horse Show Grandstand

27-Mar-23		ESTIMATED TECHNICAL HOURS							
TASK DESCRIPTION	**EMPLOYEE CLASSIFICATION**	Sr. Associate/ Vice President	Associate	Senior Project Engineer	Project Engineer / Architect			Subtotal Technical Hours	Subtotal Direct Labor Cost
		Prj. Mgr.							
	Hourly Rate	$85.09	$72.00	$63.99	$53.56				
Construction Phase Services									
1	**Perform Site Visit for Additional Observations**	0	0	8	0			8	$512
2	**Analysis of Grand Stand Structure**	8	0	50	20			78	$4,951
3	**Code Review and Analysis of Egress**	0	0	10	0			10	$640
4	**Evaluations Recommendations and Report**	8	0	24	0			32	$2,216
5	**Meetings And Final Report**	4	0	16	0			20	$1,364
								0	$0
								0	$0
								0	$0
								0	$0
								0	$0
								0	$0
								0	$0
								0	$0
	Subtotal Hours	**20**	**0**	**108**	**20**	**0**	**0**	**148**	$9,684
	Subtotal Hours	20	0	108	20	0	0	148	
	Direct Labor Costs ($)	$1,702	$0	$6,911	$1,071	$0	$0	$9,684	
	Total Labor Cost (@ 2.5 multiplier) **($)**	$4,255	$0	$17,277	$2,678	$0	$0	**$24,210**	

OTHER DIRECT COSTS						**Cost**
	Travel:					$200
						$0
						$0
				Total Direct Costs		**$200**
TOTAL COST PROPOSAL						**$24,410**

\\fnas1.wrallp.com\engproj\Warrenton BOA 2022\Warrenton Horse Show\Fee Proposal\Horse Show Grandstand Hours.xlsx

Warrenton Horse Show Observations

WHITMAN, REQUARDT AND ASSOCIATES

MONDAY, 3/20/2023

Grandstand

- Grandstand wood structure appears to be in fair condition based on initial observations.
- Significant issues observed at concrete piers.
- Existing wooden structure with metal roof and stone staircase.
- One point of egress on north side of structure.
- Uneven walking surface for seating area.

Pier Issues

- Complete shear failure observed at one pier
- Load carrying capacity is significantly impacted.
- Steel reinforcement most likely not used in construction.
- Quality of concrete is questionable due to smooth aggregate used in mix. Structural concrete uses angular aggregate.
- Not evident how some wood posts are connected to the pier.

Pier Issues

- Wood post connected to pier with metal plate
- The metal has rusted over time and cause expansion.
- The expansion has caused the pier to spall.

Pier Issues

- Metal strap connecting to wood post
- Spalls where the plate was embedded in pier

Pier Issues

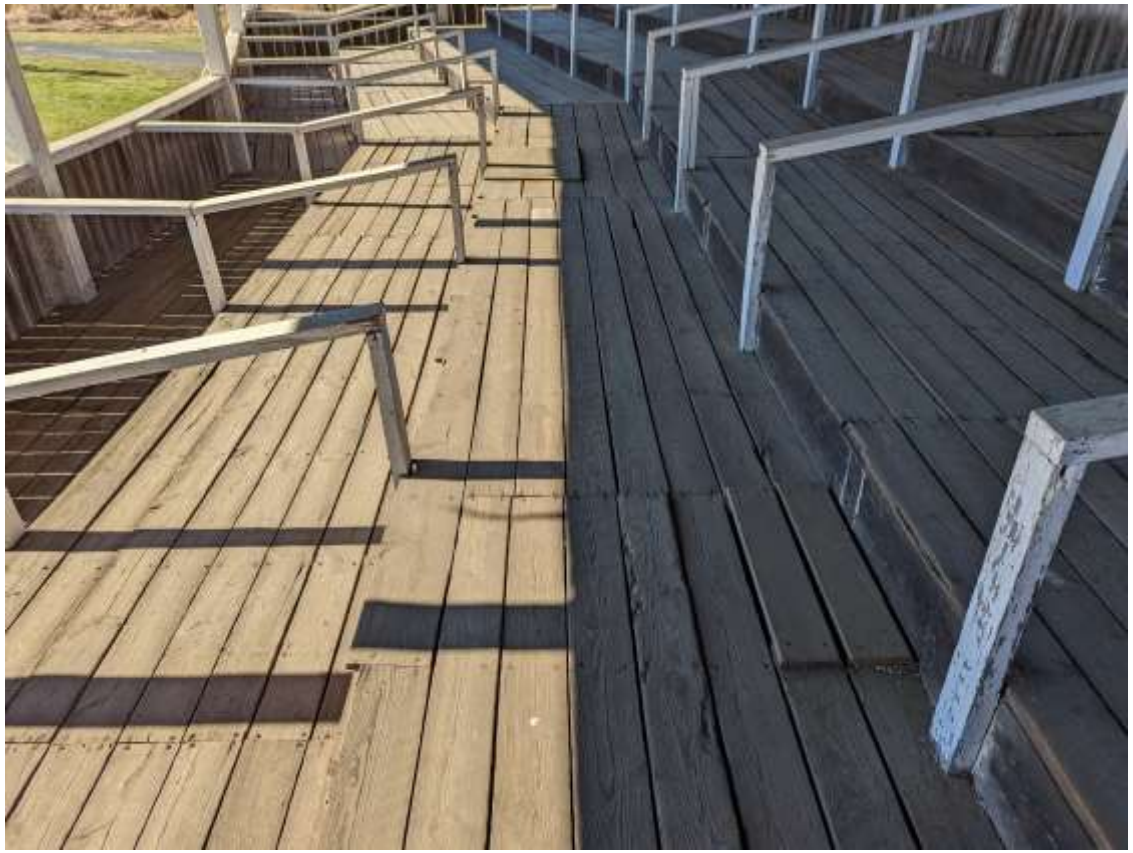
- Various pier types
- Posts off center of piers
- Unknown shape and size below grade.
- Connection to pier unknown.

- Further investigation needed:
  - Test pits after storage area has been cleared out.
  - Geotechnical report to establish soil conditions.
  - Recommendations for pier repairs or replacement and construction cost estimate.

Existing Stair

- Existing stair needs to be replaced based on condition and code requirements.
- Stair consists of stone with a concrete parge coat.
- Riser height is too high and is inconsistent.
- The parge coat on the riser surfaces has signs of wear.
- The railing is not up to code. There are not enough vertical posts and there is no mid-height rail.
- Second stair would most likely be required for egress.

Seating Area



- Uneven walking surface.
- Boards and plywood installed as temporary repairs. These protrude and are a tripping hazard.

Seating Area Perimeter Barrier

- Need barrier at perimeter of seating area to be 42” for fall prevention
- Existing barriers are approximately 31” and would need to be extended.

Roof Framing

- Metal roof needs further investigation.
- Lighting may need to be upgraded for egress requirements.
- Modern connections at rafters would be beneficial.

ADA Access

- Based on existing landing height, new ramp would be approximately 55’ in length.
- A sidewalk and handicap parking area leading to ramp would be required per ADA requirements.
- As an alternative, a new ADA seating structure could be provided.

Patsy Cline Memorial Pavilion

- Existing structure appears to be in fair condition based on initial observations.
- Current condition of roof slab does not pose any immediate concern as long as roof is not occupied.
- Existing stair and railing do not meet code.
- If desired, roof slab replacement can be performed.
- If stair is to remain in place, a new barrier is recommended for the back of the structure to prevent access to the stair.

Bucky’s Ring Erosion

03 08 2023

03 08 2023

Stream Erosion and Existing Crossings

03 08 2023

03 08 2023

03 08 2023

NOTE TO TITLE EXAMINERS: This deed contains a restriction on use of the property described below, which runs with the land and is applicable to the property in perpetuity.

Prepared by**:**

Return to: _____
_____
_____

Parcel ID No(s). _____

Exempt from recordation tax under
the Code of Virginia (1950), as amended, Section 58.1-811A.3.

THIS DEED OF CONVEYANCE AND DESIGNATION OF OPEN-SPACE LAND made this ____ day of _____, _____, by and between _____, Grantor, and the Town of Warrenton, Virginia, a political subdivision of the Commonwealth of Virginia, Grantee, whose address is _____, witnesseth:

RECITALS:

R-1. Pursuant to Chapter 18, Title 10.1, Section 10.1-1801.1 the Virginia Outdoors Foundation (VOF) has provided an Open-Space Lands Preservation Trust Fund Grant ("VOF Grant") in the amount of $100,000 to Grantee for purchase of the Property, as more fully described in the Virginia Outdoors Foundation Open-Space Lands Preservation Trust Fund-Public Access Grant Agreement attached hereto as Exhibit A.

R-2 Grantor is conveying the below-described property (the "Property") to Grantee to be retained and used by Grantee in perpetuity as open-space land pursuant to Chapter 17, Title 10.1, Section 10.1-1701 of the Code of Virginia (1950), as amended.

NOW, THEREFORE, in consideration of the sum of Ten Dollars ($10.00) in hand paid to the party of the first part, at and before the signing, sealing and delivery of this deed, and other good and valuable consideration, receipt whereof is hereby acknowledged, Grantor does hereby grant, bargain, sell, and convey in fee simple with General Warranty and English Covenants of Title the following described real property located in the Town of Warrenton, Fauquier County, Virginia, to-wit:

(*Insert legal description and derivation.*)

Adhering to the project as described in the VOF grant, it is the intent of Grantee

1. To keep the Property as a single undivided parcel,
2. To allow only those improvements that support the use of the Property as a public park and horse show venue,
3. To allow public access on the Property on a regular basis,
4. To limit total impervious surface to 50% of the total area of the Property. Measurement of impervious surface shall be completed using the Town's standard definitions and methodology.
5. To allow the Property to be used as a public park and to continue to be used as an equine recreation facility.

Grantee, by acceptance of the conveyance of this Property, hereby designates the Property as property to be retained and used for the preservation and provision of open-space land in perpetuity to assist in the shaping of the character, direction, and timing of community development of Grantee pursuant to Chapter 17, Title 10.1, Section 10.1-1701 of the Code of Virginia (1950), as amended.

No part of the Property may be converted or diverted from its open-space use unless such conversion or diversion is determined by Grantee to be in compliance with Section 10.1-1704 of the Open-Space Land Act that does not permit the loss of open space. For a conversion or diversion Grantee must determine that the conversion or diversion is (i) essential to the orderly development and growth of the Town of Warrenton, (ii) is in accordance with the official comprehensive plan for the Town of Warrenton in effect at the time of the conversion or diversion, and (iii) there is substituted other real property which is (a) of at least equal fair market value, (b) of greater value as permanent open-space land than the land converted or diverted, and (c) of as nearly as feasible equivalent usefulness and location for use as permanent open-space land as is the land converted or diverted. Grantee must assure that the property substituted will be subject to the provisions of the Open-Space Land Act.

This conveyance is made subject to all conditions, restrictions, reservations, restrictive covenants, and easements of record, but is not intended to re-impose any of them.

This deed is executed by _____, _____ of the Town of Warrenton, Virginia after having been authorized to act on behalf of the town by resolution duly adopted on _____ by the Town Council of the Town of Warrenton, Virginia.

This deed is approved as to form by _____, Town Attorney, pursuant to Section 15.2-1803 of the Code of Virginia (1950), as amended, as evidenced by his/her signature.

This deed may be executed in one or more counterpart copies, each of which, when executed and delivered, shall be an original, but all of which shall constitute one and the same deed. Execution of this deed at different times and in different places by the parties hereto shall not affect its validity.

WITNESS the following signatures and seals:

[Counterpart signature pages follow]

[Counterpart signature page 1 of 2]

GRANTOR

_____

STATE OF VIRGINIA
CITY/COUNTY of _____, to-wit:

I, the undersigned, a Notary Public in and for the jurisdiction aforesaid, do certify that _____, Grantor herein, whose name is signed to the foregoing deed bearing date of _____, has this day acknowledged the same before me in my jurisdiction aforesaid.

Given under my hand this ____ day of _____, 20___.

My commission expires on _____
Registration Number: _____

_____
NOTARY PUBLIC

(SEAL)

[Counterpart signature page 2 of 2]

APPROVED AND ACCEPTED BY:

THE TOWN OF WARRENTON, VIRGINIA
GRANTEE

By: _____

STATE OF VIRGINIA
CITY/COUNTY of _____, to-wit:

I, the undersigned, a Notary Public in and for the jurisdiction aforesaid, do certify that _____, _____ of The Town of Warrenton, Virginia, Grantee herein, whose name is signed to the foregoing deed bearing date of _____, has this day acknowledged the same before me in my jurisdiction aforesaid.

Given under my hand this ____ day of _____, 20____

My commission expires on _____
Registration Number: _____

_____
NOTARY PUBLIC

(SEAL)

Approved as to form:

By: _____
Town Attorney

Office of the Town Manager
Frank Cassidy

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	February 13th, 2024.
Agenda Title:	Affordable Housing RFI- Conclusion
Requested Action:	Recognize the RFI Project is Completed
Department / Agency Lead:	Town Council
Staff Lead:	Frank Cassidy, Town Manager

EXECUTIVE SUMMARY

On July 11, 2023, the Town Council appropriated $250,000 of their American Rescue Plan Act (ARPA) funds towards Affordable Housing. On August 11, 2023, the Town released a Request for Information (RFI) on Affordable Housing from the community. The Town received five responses with three seeking monetary support. After reviewing the three projects, Habitat for Humanity's was the only one that met the necessary criteria which includes: Within Town Limits, their ability to comply with reporting requirements, and the project to be completed by December 2024. Therefore, we are pleased to award Habitat for Humanity $250,000 towards their Affordable Housing Initiative. The Town will continue to work with all of their partners on Affordable Housing and Neighborhood Revitalization Initiatives.

This completes the RFI Project.

BACKGROUND

At the July 11th, 2023, Regular Town Council Meeting, The Town Council met to discuss the allocation of $250,000 dollars of American Rescue Plan Act funds not previously allocated. The agenda item titled Beneficial use of funds was spearheaded by Councilman David McGuire.

In response to that agenda item, Councilmen Jay Heroux drafted a Request for Information (RFI) with a proposed option for the process to review and distribute the funds. The Town Council directed staff to make some changes to the initial proposal and release the RFI to the public for responses.

The Town Council heard from multiple constituents including representatives from Habitat for Humanity and Community Touch.

The RIF was distributed on August 9th, 2023, with a due date of August 24th, 2023.

Five proposals were received by Staff for review.

Of the five proposals, only three proposals were requesting funds. Of the three proposals, Habitat for Humanity was the only proposal that met the criteria set by the Council for the request.

The Town Council directed staff to "Dedicate the remaining unappropriated ARPA funds to affordable housing and accessibility initiatives focused on the best use of these funds for maximum benefit, requiring collaboration with existing entities and initiatives, including but not limited to Habitat for Humanity and the First Baptist Church, which will meet all of the requirements for distribution.

STAFF RECOMMENDATION

Proceed with an MOU and all subsequent necessary documentation for presentation, reporting, and delivery of ARPA funds in the total of $250,000 to Habitat for Humanity; and close the RFI Project.

Service Level/Collaborative Impact

This collaborative impact has been immense. Multiple departments have worked to review the proposals including- the Town Council, the Town Manager's office, Communications, Finance, Legal, Town Clerk, Public Works, Public Utilities, and more. This team effort showcased the collaborative nature of Staff, Elected officials, and Community partners to develop affordable housing in our Town.

Policy Direction/Warrenton Plan 2040

Affordable housing is a component called out in Plan Warrenton, 2040. This plan will help to work towards items:

H-1: Ensure equitable, attainable housing opportunities across residents of all ages, incomes, and abilities by catering to the
needs of a diverse community, including young families, professionals early in their careers, essential workforce, and those
entering retirement.

H-3: Preserve existing neighborhoods and promote infill that supports the character and heritage of Warrenton.

Fiscal Impact

$250,000 will be allocated to Habitat for Humanity for ARPA funds. Additional costs for administration and review of the proposals and implementation of the program have occurred but have been allocated to the hours of staff time already budgeted.

Legal Impact

No additional Legal impact is expected at this time.

ATTACHMENTS

1.

Office of the Town Manager
Frank Cassidy

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Jay Heroux, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	September 12th, 2023.
Agenda Title:	Affordable Housing
Requested Action:	Receive an update from the Interim Town Manager on the RFI project for affordable housing.
Department / Agency Lead:	Town Manager
Staff Lead:	Frank Cassidy

EXECUTIVE SUMMARY

BACKGROUND

At the July 11th, 2023, Regular Town Council Meeting, The Town Council met to discuss the allocation of $250,000 dollars of American Rescue Plan Act funds not previously allocated. The agenda item titled Beneficial use of funds was spearheaded by Councilmen David McGuire.

The Town Council heard from multiple constituents including representatives from Habitat for Humanity and Community Touch.

The Town Council directed staff to "Dedicate the remaining unappropriated ARPA funds to affordable housing and accessibility initiatives focused on the best use of these funds for maximum benefit, requiring collaboration with existing entities and initiatives, including but not limited to Habitat for Humanity and the First Baptist Church, which will meet all of the requirements for distribution."

This Policy direction from the Town Council requires staff to establish a process to review and distribute the funds.

One council member, Mr. Jay Heroux created a Request for Information (RFI) with a proposed option for the process to review and distribute the funds. The Town Council directed staff to make some changes to the initial proposal and release the RFI to the public for responses.

The RIF was distributed on August 9th, 2023 with a due date of August 24th, 2023.

Five proposals were received by Staff for review.

STAFF RECOMMENDATION

Service Level/Policy Impact

Affordable housing is a component called out in Plan Warrenton, 2040. This plan will help to work towards items:

H-1: Ensure equitable, attainable housing opportunities across residents of all ages, incomes, and abilities by catering to the
needs of a diverse community, including young families, professionals early in their careers, essential workforce, and those
entering retirement.

H-3: Preserve existing neighborhoods and promote infill that supports the character and heritage of Warrenton.

Fiscal Impact

Allocation of ARPA funds and the subsequent reporting as well as the staff time required to create and implement the program.

Legal Impact

No Legal impact has been identified at this time.

ATTACHMENTS

1. Town of Warrenton, Warrenton Virginia, Request for Information on Affordable Housing.
2. ARPA Subrecipient Guide.
3. Subrecipient information and Pre-Award Risk Assessment.
4. Subrecipients information.
5. Submissions received.

Town of Warrenton
Warrenton Virginia
Request for Information On Affordable Housing

1.0 Introduction

The Town of Warrenton is issuing this Request for Information (RFI) on affordable housing. The private sector, non-profit organizations, and citizens are encouraged to respond. This RFI is for informational purposes only and is not any commitment legislatively, legally, or programmatically to commit the Town of Warrenton government to any affordable housing concept, idea, or program. This RFI is not a public notice for any zoning or other regulatory change within the Town of Warrenton code ordinances. This RFI is for information gathering only. Responses are voluntary, and the Town government of Warrenton will not pay for any expense associated with any organization preparing a response. Responses to this RFI will help the Town government of Warrenton continue to examine how Warrenton, a town of 10,000 citizens on the edge of Northern Virginia, can begin to find solutions to many of the same housing issues nationwide. Affordable housing is important for our citizens to thrive and prosper.

The Town of Warrenton government recognizes that affordable housing is a complex issue. Many factors from the public and private sectors contribute to housing prices, stock, quality, and access. We seek to understand new, innovative, partnership-based approaches to solve this challenge. We recognize there is no single solution to this issue. Affordable housing affects many citizens across complex economic, racial, gender, health, education, income and disability, and personal history situations. As a government entity, the town government of Warrenton has some capabilities to make contributions to creating the right conditions to diversify our housing stock and create affordable options for our citizens. Finally, the Town government of Warrenton recognizes that solutions to affordable housing in Warrenton will require private-sector investment, cooperation, and engagement.

2.0 Considerations for Concept Papers

In preparing RFI responses, the following information should be considered:

Housing Spectrum: The Town of Warrenton has the full spectrum of citizens affected by housing prices. This includes 1) homeless, 2) temporary housing, 3) transition housing (from homelessness or recent life change), 4) income challenged (we have the full HUD AMI ranges), 5) seniors, 6) disabled, 7) veterans, and 8) young professionals. RFI responses may address all of this spectrum or specific ones.

Diversification: Warrenton has a diversified affordable housing stock within its 4.25 square mile boundaries. Historically, affordable housing has been developed in specific Warrenton neighborhoods. These programs have been successful. But in the future, the Town seeks to diversify this affordable housing stock better.

Impactful: This RFI is not seeking a solution for a specific housing unit. We are seeking concepts that will transform the housing stock in Warrenton and create meaningful capacity and diversification. RFI responses that focus only on one house or structure, while important, appreciated, and very helpful, are not the intent of this RFI.

Home Ownership and Equity: RFI responses should present concepts that enable the benefits of home ownership to those who live in these properties. This includes generating equity and selling the property to extract the equity. This does not mean concepts that are not ownership models should not be submitted. We recognize that rental units or other ownership models provide value.

Renovation: RFI responses should discuss options that enable the renovation of existing housing stocks or infrastructure. This includes structures that may not currently be used in residential housing definitions but can be converted. Any concept that addresses this renovation component must discuss how it would address any displacement of persons currently living in a structure if it were to be renovated.

Maximize Local Trades and Supplier Base: RFI responses should discuss how those concepts can maximize the use of Warrenton-Fauquier's employment and business base. This includes using local contractor trades personnel and local suppliers of materials.

Maximize Local Financing: RFI responses should discuss how our local banks, financing, or private funding can contribute to meaningful solutions. We desire our community to participate and be part of the overall solution.

Innovative: RFI responses are encouraged to bring forward new and creative thinking on affordable housing. Affordable housing is not a new problem; the blockers preventing affordability are long-standing. We seek ways to break through long-standing barriers and perceptions of affordable housing.

Minimize Public Sector Investment: The Town of Warrenton government has no desire or intent to operate a Public Housing Authority or have equity interests in the housing stock. RFI responses should not assume significant investment from the Town government of Warrenton.

3.0 Town Government Role and Contributions To Addressing Affordable Housing

To create new and innovative solutions to this challenge in Warrenton, there are certain contributions the Town government may make to create the right conditions for affordable housing. Outlined below are the potential actions and contributions that the Town is considering. The items listed below are not firm commitments at this time. Nor are they a promise of future commitments. Any future commitments will be based on policies and programs presented to and approved by the Town Council.

Land Contributions: The Town of Warrenton government currently owns several plots of land. Some of this land may be donated to spur the development of innovative housing programs. The town is not committing to any donation program in this RFI. Donation recipients may be from the private sector or non-profit community.

Real Estate Tax Deferments: The Town may consider real estate tax deferments for affordable housing programs. These are deferments, meaning there would be a period of time when the Town would not charge real estate taxes on the properties. The town is not committing to any tax deferments in this RFI.

Zoning Changes: The Town of Warrenton government is legally responsible for creating, enforcing, and changing zoning ordinances. Below is a list of possible zoning changes the Town may consider addressing affordable housing. The town is not committing to any zoning changes due in this RFI. Future changes would follow the normal process of zoning changes as outlined in our Town code and ordinances.

- Potentially create zoning overlays on existing residential, commercial, or industrial land to help spur innovation and development of affordable housing capacity.
- Potentially revise density restrictions in residential and commercial zones allowing smaller housing units such as one-bedroom or studio apartments.
- Potentially revise building height restrictions to allow taller structures on less property. This will enable increased density within a more optimized space.
- Potentially revise setbacks, parking, and other land restrictions that can assist in freeing up land use or reduce construction costs.

Initial Investment Funding: The Town of Warrenton has designated an initial $250,000 as possible investment funding for private or non-profit affordable housing concept implementations.

Fast Track Permit Approvals: The Town of Warrenton may consider changes to its permitting process to expedite the approval of affordable housing concepts. This can reduce developer costs for concepts that require permitting. The town is not committing to any permit changes in this RFI.

Construction Financial Off Sets: The Town of Warrenton may consider waiving fees associated with the construction of affordable housing. This may include water and sewer hookup fees and permit filing fees. The town is not committing to any permit changes in this RFI.

4.0 RFI and Concept Paper Guidance.

Interested organizations and citizens may submit RFI responses to the Town of Warrenton. The page count is 10 (excluding cover page, table of contents, and items 1-2). The RFI responses shall provide the following information. Please be succinct and direct in your writing.

1. Name of Submitting Organization and address of Submitting Organization
2. Point of Contact, Phone and Email
3. Organization Overview: Describe your organization: mission, purpose, size, and expertise.
4. History in Warrenton and Fauquier County: Describe if you have done or done any business or non-profit work related to housing in the Town of Warrenton and Fauquier County.
5. Concept: Describe your concept for increasing affordable housing in Warrenton.
6. Constituency: Describe what housing constituency concept your will help. For example, does your concept help those who are chronically homeless? Does it help those at the 80% AMI?
7. Dependencies: Define any critical dependencies for your concept to come to reality. Examples include zoning changes, financing, and infrastructure.
8. Outcomes: Describe the outcomes and benefits of your concept.
9. Financing: Describe how your concept would be financed.

4.1 Freedom of Information

All RFI responses submitted as part of this RFI will become public records. This means they can be requested to be released via the Freedom of Information Act. The Town of Warrenton will follow its established FOIA processes for any requests for papers submitted under this RFI.

4.2. Submission Instructions and Timeline and POC

Interested parties shall submit their concept papers via email no later than 3 PM X September 2023. Submissions shall be made to affordablehouse@warrentonva.gov The Point of Contact for this RFI is Mr. Joe Smith.

4.3 Notice

Nothing in this RFI is a commitment by the Town government of Warrenton to fund, approve, deny, sponsor or change any housing, property, code, law, zoning ordinance, or existing permits or programs within the town of Warrenton. This RFI is informational only and is designed to help understand the level of interest and support for solving Warrenton's Affordable Housing challenges.

DRAFT

TOWN OF WARRENTON, VIRGINIA

ARPA Subrecipient Guide

OFFICE OF THE TOWN MANAGER
21 Main Street, Warrenton, Virginia 201

Overview

On March 11, 2021, the American Rescue Plan Act ("ARPA") was signed into law and established the Coronavirus State Fiscal Recovery Fund and Coronavirus Local Fiscal Recovery Fund, which together make up the Coronavirus State and Local Fiscal Recovery Funds ("SLFRF") program. This program is intended to provide support to State, territorial, local, and Tribal governments in responding to the economic and public health impacts of COVID-19 and in their efforts to contain impacts on their communities, residents, and businesses.

The SLFRF program provides funding for local response efforts as long as they fit into the following statutory categories:

1. To respond to the COVID-19 public health emergency or its negative economic impacts;
2. To respond to workers performing essential work during the COVID-19 public health emergency by providing premium pay to such eligible workers of the recipient, or by providing grants to eligible employers that have eligible workers who performed essential work;
3. For the provision of government services, to the extent of the reduction in revenue of such recipient due to the COVID-19 public health emergency, relative to revenues collected in the most recent full fiscal year of the recipient prior to the emergency; and
4. To make necessary investments in water, sewer, or broadband infrastructure.

This information in this Subrecipient Guide is provided as reference for the financial and programmatic requirements and responsibilities of projects funded through the SLFRF program.

DRAFT

Eligibility Requirements

All Subrecipients are required to complete the Subrecipient Information and Pre-Award Risk Assessment and submit it, along with documents requested via the assessment, prior to processing the subaward agreement. The Subrecipient Information and Pre- Award Risk Assessment is used to determine the Subrecipient's ability to provide adequate internal controls, sound accounting practices, and sufficient written procedures in order to prevent fraud, waste, abuse and misuse of funds in addition to determining the monitoring plan for the subrecipient.

As of April 04, 2022, all Subrecipients must have an active Unique Entity Identifier (UEI) number to receive federal funding. The DUNS number will no longer be used for Federal funding. Subrecipients must register with the System for Awards Management (SAM) database https://www.sam.gov to receive a UEI number. SAM.gov is the primary registrant database for the U.S. Federal Government and Subrecipients are required to update or renew their registration at least once per calendar year to maintain active status. Failure to maintain an active status could potentially result in de-obligation of all federal funds.

DRAFT

Compliance with Applicable Laws and Regulations

Uniform Administrative Requirements
Subrecipient's performance under the subaward agreement is subject to the applicable requirements published in the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, Title 2 of the United States Code of Federal Regulations (C.F.R.) part 200 hereinafter referred to as the "Uniform Guidance."

Audit Requirement of Federal Fund (2 CFR §200.501)
Any non-profit organization, institution of higher education, or local government that expends $750,000 or more during their fiscal year from all Federal awards must have a single audit conducted in accordance with §200.514 of the Uniform Guidance. Audit reports must be forwarded Town of Warrenton on an annual basis during the active period of performance as a Subrecipient.

Debarment and Suspension (2 CFR §180)
It is the policy of the federal government to conduct business only with responsible persons. A system for debarment and suspension from programs and activities involving federal financial and non-financial assistance and benefits exists to assist agencies in carrying out this policy.

Subrecipients receiving federal funds must certify that they will adhere to Federal Executive Order 12549, Debarment and Suspension. By signing the Subaward Agreement, the Subrecipient certifies that neither the Subrecipient nor its principals have been suspended or debarred from participation in federal grants.

The Subrecipient must not make any lower-level subaward, or enter into any contract for $25,000 or more, with parties that are debarred, suspended, or otherwise excluded or ineligible for participation in federal programs or activities. See Contract and Procurement section for verification steps.

Discrimination & Civil Rights
Statutes and regulations prohibiting discrimination applicable to this award, include, without limitation, the following:

1. Title VI of the Civil Rights Act of 1964 (42 U.S.C. §§ 2000d et seq.) and Treasury's implementing regulations at 31 C.F.R. Part 22, which prohibit discrimination on the grounds of race, color, or national origin under programs or activities receiving federal financial assistance;
2. The Fair Housing Act, Title VIII-IX of the Civil Rights Act of 1968 (42 U.S.C. § 3601 et seq.), which prohibits discrimination in housing on the basis of race, color, national origin, sex, familial status, or disability;
3. Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicap under any program or activity receiving or benefitting from federal assistance;
4. The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101 et seq.) and Treasury's implementing regulations at 31 C.F.R. Part 23, which prohibit discrimination on the basis of age in programs or activities receiving federal financial assistance; and
5. The Americans with Disabilities Act of 1990, as amended (42 U.S.C. §§ 12101 et seq.), which prohibits discrimination on the basis of disability under programs, activities, and services provided or made available by state and local governments or instrumentalities or agencies thereto.

Government-Wide Restrictions on Lobbying
All Subrecipients must comply with the provision of the government-wide Common Rule on Restrictions on Lobbying, as appropriate. The following lobbying cost prohibition is applicable to all Subrecipients of funding:

1. Attempting to influence the outcome of any Federal, State, or local election, referendum, initiative or similar procedure, through in-kind or cash contributions, endorsements, publicity, or similar activity; and

DRAFT

2. Establishing, administering, contributing to, or paying for the expenses of a political, campaign, political action committee, or other organization established for the purpose of influencing the outcome of elections.
3. Attempting to influence: (a) the introduction of Federal or State legislation; or (b) the enactment or modification of any pending Federal or State legislation through communication with any member or employee of the Congress or State legislature (including efforts to influence State or local official to engage in similar lobbying activity), or with any government official of employee in connection with a decision to sign or veto any legislation.
4. Publicity or propaganda purposes designed to support or defeat legislation pending before legislative bodies.
5. Paying, directly or indirectly, for any personal service, advertisement, telegram, telephone, letter, printed or written matter, or other devise, intended or designed to influence in any manner a member of Congress or a State legislature, whether before or after the introduction of any bill or resolution proposing such legislation or appropriation.
6. Engaging in legislative liaison activities, including attendance at legislative sessions or committee hearings, gathering information regarding legislation, and analyzing the effect of legislation, when such activities are carried out in support of or in knowing preparation for an effort to engage in unallowable lobbying.
7. Paying a publicity expert.
8. The Anti-Lobbying Act, 18 U.S.C. §1913, recently was amended to expand significantly the restriction on use of appropriated funding for lobbying. This expansion also makes the anti-lobbying restrictions enforceable via large civil penalties, with civil fines between $10,000 and $100,000 per each individual occurrence of lobbying activity. These restrictions are in addition to the anti- lobbying and lobbying disclosure restrictions imposed by 31 U.S.C. §1352.

Conflict of Interest
Subrecipient must understands and agree to maintain a conflict of interest policy consistent with 2 C.F.R. §200.318 (c) and that such conflict of interest policy is applicable to each activity funded under this award. Subrecipient must disclose in writing to the U.S. Treasury or through the Town as appropriate, any potential conflict of interest affecting the awarded funds in accordance with 2 C.F.R. §200.12.

Protection for Whistleblowers
In accordance with 41 U.S.C. § 4712, Subrecipient may not discharge, demote, or otherwise discriminate against an employee as a reprisal for disclosing information to any of the list of persons or entities provided below that the employee reasonably believes is evidence of gross mismanagement of a federal contract or grant, a gross waste of federal funds, an abuse of authority relating to a federal contract or grant, a substantial and specific danger to public health or safety, or a violation of law, rule, or regulation related to a federal contract (including the competition for or negotiation of a contract) or grant. The list of persons and entities referenced includes:

1. A member of Congress or a representative of a committee of Congress;
2. An Inspector General;
3. The Government Accountability Office;
4. A Treasury employee responsible for contract or grant oversight or management;
5. An authorized official of the Department of Justice or other law enforcement agency;
6. A court of grand jury; and/or
7. A management official or other employee of Town of Warrenton, contractor, or subcontractor who has the responsibility to investigate, discover, or address misconduct.

Subrecipient shall inform its employees in writing of the rights and remedies provided under this section, in the predominant native language of the workforce.

DRAFT

Program and Fiscal Responsibilities

Recordkeeping Requirements
The Subrecipient shall maintain records, books, documents, and other materials relevant to its performance under this Agreement. These records shall be subject to inspection, review, and audit by the Town or its designees, the State, and the Federal Awarding Agency for five (5) years following termination of this Agreement. If it is determined during the course of the audit that the Subrecipient was reimbursed for unallowable costs under this Agreement or any, the Subrecipient agrees to promptly reimburse the Town for such payments upon request. If a Subrecipient is notified by the Town of Warrenton in writing, or if other applicable laws and regulations as described in 24 CFR 570.490 apply to a project, the record retention period may be extended. If any litigation, public information request, claim, or audit is started before the expiration of the record retention period, the records must be kept until the action has been fully resolved.

Grant Reporting Requirements
Subrecipients will submit a Grant Project and Expenditures Report to the Town of Warrenton each quarter. These reports should include the current status and progress by the Subrecipient and all subcontractors in completing the work described in the Statement of Work and Approved Program Budget. The report should also detail the expenditure of funds under the Subaward Agreement, in addition to any other information requested by the Town. In filling out the report, Subrecipients should include any significant events or activities that occurred during the reporting quarter. This report will also outline the status of the funds, show obligations, and receipts of program income, cash or in-kind contributions to the project, regardless of whether a local match is required.

Quarterly Reporting Timelines for Grant Project and Expenditures Reports

Quarter	Period Covered	Due Date
1	January 1 – March 31	April 15
2	April 1 – June 30	July 15
3	July 1 – September 30	October 15
4	October 1 – December 31	January 15

If the 15th falls on a weekend, the report will be due the Friday before.

Reimbursements/Request for Funds
Grant funds will be disbursed based on the agreed upon procedures described in the ARPA Subaward Agreement. These processes may include reimbursement of expenses, lump-sum, or lump-sum installments.

For the reimbursement of expenses method, Subrecipients should complete a *Grant Reimbursement Request Form*. It is strongly recommended that the entity should request reimbursement monthly, when monthly expenditures are incurred. However, Subrecipients can request reimbursement quarterly. If requesting quarterly, Subrecipients must request reimbursement no later than 15 days after the end of each quarter for all expenses incurred during the quarter in its entirety. For example, the entity must request reimbursement for all expenses incurred for July, August, and September no later than October 15th. These reimbursement dates will coincide with the reporting timelines for the *Grant Project and Expenditures Report.*

Reimbursement will be based upon authorized and allowable expenditures, as outlined in this guide (see APPENDIX I), and be consistent with grant statement of work, project narratives, project budget details, and grant guidance. Payments may be withheld pending correction of deficiencies, or for the lack of supporting documentation.

Acceptable supporting documentation for proof of project expenses to include one of each of the following:

DRAFT

Proof of Purchase:
1. Invoices
2. Billing Statements only if it shows actual date(s) of service
3. Itemized receipts which detail what is being purchased.

Proof of Payment:
1. Bank Statements
2. Canceled checks
3. Credit Card Statements

Documentation for personnel expenses must follow Uniform Guidance 2 CFR 200.430(i) which requires salary and wage expenses to be based on records that accurately reflect the work performed. These records must:

1. Be supported by a system of internal control which provides reasonable assurance that the charges are accurate, allowable, and properly allocated;
2. Reflect the total activity for which the employee is compensated; and
3. Support the distribution of the employee's salary or wages (along with allowable fringe benefits) among specific activities or cost objective if the employee works on more than the specified Federal award cost center.

As required by Uniform Guidance (2 C.F.R. §200.415(a)), any request for payment under this Agreement must include a certification, signed by an official who is authorized to legally bind the Subrecipient, which reads as follows:

> "By signing this report, I certify to the best of my knowledge and belief that the report is true, complete, and accurate, and the expenditures, disbursements and cash receipts are for the purposes and objectives set forth in the terms and conditions of the Federal award. I am aware that any false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil or administrative penalties for fraud, false statements, false claims or otherwise. (U.S. Code Title 18, Section 1001 and Title 31, Sections 3729-3730 and 3801- 3812)."

DRAFT

Determination of Subrecipient vs Contractor
Determination as to whether an entity is receiving federal funds as a Subrecipient or a contractor is found in 2 C.F.R. Part 200.331 and the below table.

SUBRECIPIENT	CONTRACTOR
• Determines who is eligible to receive federal assistance • Has its performance measured according to whether the objectives of a federal program were met • Is responsible for program-related decision making • Must adhere to applicable federal program requirements specified in the federal award • Uses the federal funds to carry out a program for a specific public purpose as opposed to providing goods or services for the benefit of the pass-through entity	• Has a procurement relationship with the nonfederal entity • Provides goods and services within normal business operations and to many different purchasers • Provides goods or services that are ancillary to the operation of the federal program • Normally operates in a competitive environment • Isn't subject to the compliance requirements of the federal program as a result of the agreement (though similar requirements may apply for other reasons)

Contract & Procurement
Subrecipients must follow the procurement regulations contained in 2 C.F.R. Part §200.317-327 when purchasing goods or services with federal funds. If a Subrecipient has a purchasing policy that is at least as stringent as the federal regulations, it should be followed.

General Procurement Standards (2 CFR §200.318)
Subrecipients must maintain written contract and procurement policies that are consistent with state and local laws and regulations and the standards of this section, for the acquisition of property or services required under a Federal award or subaward.

Subrecipients must maintain oversight to ensure that contractors perform in accordance with the terms, conditions, and specifications of their contracts or purchase orders. The Subrecipient's procurement policies must include the following:

1. Conduct covering conflict of interest and governing of employees engaged in the selection, award, and administration of contracts;
2. Procedures to avoid unnecessary or duplicative items;
3. Regulation on awarding contracts only to responsible contractors possessing he ability to perform successfully under the terms and conditions of a proposed procurement;
4. Requirement to maintain records sufficient to detail the history or procurement, which should include: a. Rationale for the method of procurement, b. Selection of contract type, c. Contractor selection or rejection, and d. Basis for the contract price
5. The need for the Subrecipient to be responsible for the settlement of all contractual and administrative issues arising from the procurement.

Competition (2 CFR §200.319)
All procurement transactions for the acquisition of property or services required under a Federal award must be conducted in a manner providing full and open competition consistent with the standards of this section. When enlisting the help of a contractor to develop or draft specifications, requirements, statements of work, or invitations for bids or requests for proposals, those contractors must be excluded from

DRAFT

competing for those procurements. Unfair practices considered restrictive to competition should be avoided. Example of these include:

1. Placing unreasonable requirements on firms in order for them to qualify to do business;
2. Requiring unnecessary experience and excessive bonding;
3. Noncompetitive pricing practices between firms or between affiliated companies;
4. Noncompetitive contracts to consultants that re on retainer contracts;
5. Organization conflicts of interest;
6. Specifying on a "brand name" product instead of allowing "an equal" product to be offered and describing the performance or other relevant requirements of the procurement; and
7. Any arbitrary action in the procurement process

Subrecipients must prohibit the use of statutory or administratively imposed geographical preferences in the evaluation of bids or proposals.

Written procedures for procurement transactions must be maintained by the Subrecipient. These procedures must ensure that all solicitations include a clear and accurate description of the technical requirements for the material, products, or service to be procured. It must also identify all requirements which the offerors must fulfill and all other factors to be used in evaluating bids or proposals.

Methods of Procurement (2 CFR §200.320)
Noncompetitive procurements can be awarded in accordance with the following informal procurement methods to expedite the completion of its transactions and minimize the associated administrative burden and cost:

1. Micro-purchases – Acquisition of supplies or services in which the cost is less than the micro-purchase threshold
    a. Federal micro-purchase threshold = $10,000
    b. Should distribute micro-purchases equitably among qualified suppliers when feasible c. May be awarded without soliciting competitive price or rate quotations if the price is considered reasonable based on research, experience, purchase history, or other information and documents and files accordingly
    d. Purchasing Cards may be used if the process is followed according to written procedures adopted by the Subrecipient
2. Small Purchases – Acquisition of supplies or services in which the total cost is greater than the micro-purchase threshold, but less than the simplified acquisition threshold
    a. Federal simplified acquisition threshold = $250,000
    b. Price or rate quotations must be obtained from an adequate number of qualified sources as determined appropriate by the Town
    c. The following formal procurement methods should be used when the value is greater than the simplified acquisition threshold (>$250,000)

3. Sealed bids – Procurement method in which bids are publicly solicited and a firm fixed-price contract is awarded to the bidder that:
    a. Conforms to the material terms and conditions
    b. Is the lowest in price

Note: Sealed bids are preferred for construction contracts and must:
    a. Have complete, adequate, and realistic specifications or purchase description
    b. Have two or more responsible bidders that are willing and able to compete effectively – documentation of lack of bidders must accompany procurement documents
    c. Lend itself to a firm fixed-price contract that can be awarded principally on bidders price
    d. Be publicly advertised
    e. Have a predetermined time and place where the bids will be opened that is publicly advertised
4. Proposals – method in which either a fixed price or cost reimbursement type contract is awarded.

DRAFT

a. Must be solicited from at least 3 offerors
b. Must be publicly advertised
c. Contracts awarded to most advantageous proposal, considering price and other predetermined factors
d. Can be used for architectural/engineering services

Procurement and Contract Best Practices (2 CFR §200.321-322)
When appropriate and reasonable the Subrecipient should provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States.

The Subrecipient should take affirmative steps to ensure that minority businesses, women's businesses, and labor surplus area firms are used when possible and should include the following steps:

1. Place these firms on the solicitation lists
2. These firms are solicited when they are potential sources
3. Divide total requirements, when economically feasible, into smaller tasks or quantities to encourage participation by these firms, except for projects that are subject to the public bidding process
4. Require prime contractors who use subcontractors to follow these affirmative steps when appropriate

Contract Provisions for Non-Federal Entity Contracts Under Federal Awards (Appendix II, 2 CFR 200)
All contracts by the Subrecipient must contain the following applicable provisions described below:

1. Contracts >$10,000 must address termination for cause and for convenience by the Town including the manner by which it will be effected and the basis for settlement
2. Contracts >$250,000 must address breach of contract issues including sanctions and penalties
3. All "federally assisted construction contracts" must include clause for Equal Employment Opportunity
4. All prime construction contracts >$2,000 must include compliance with the Davis-Bacon Act and the Copeland "Anti-Kickback" Act
5. It is prohibited to procure or renew contracts on telecommunications and video surveillance services or equipment from Huawei Technologies or ZTE Corporation, including any subsidiary or affiliate of these entities
6. Contracts and subgrants >$150,000 must contain a provision of compliance with the Clean Air Act and the Federal Water Pollution Control Act
7. Contractors that apply or bid for an award >$100,000 must file the required certification in accordance with the Byrd Anti-Lobbying Amendment
8. If the Federal award meets the definition of "funding agreement", contracts entered into with small business firms or nonprofit organizations for the purpose of experimental, developmental, or research work must include provisions of "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements"
9. All contracts >$100,000 that employ mechanics or laborers must include a provision for compliance with Contract Work Hours and Safety Standards Act
10. No contract shall be awarded to a contractor included on the federally debarred bidder's list. The list of entities that are not allowed to do business with the Federal government can be found at https://sam.gov/content/exclusions

Subrecipient Monitoring
Subrecipients will be monitored by the Town in accordance with the Town of Warrenton Subrecipient Monitoring protocols. Each Subrecipient is assigned to a monitoring tier based on a risk assessment that takes into account project budget, Subrecipient capacity and other factors. Subrecipients will be notified of monitoring procedures and compliance deadlines.

For projects that involve Subrecipients passing funding to lower-level Subrecipients, original Subrecipients must develop an infrastructure to monitor those lower-level Subrecipients. The infrastructure must include

DRAFT

sufficient internal controls to ensure compliance with applicable regulations and must include a risk assessment consistent with the Federal program guidance. Subrecipient agreements between original Subrecipients and lower-level Subrecipients must contain all applicable regulatory requirements.

Monitoring of the activities of the Subrecipients is necessary to ensure that the subaward is used for authorized purposes and performance goals are achieved. Monitoring activities must include:
1. Review financial and performance reports
2. Follow-up of timely and appropriate actions of deficiencies identified by the pass- through entity or auditors
3. Management response to audit findings is provided to Subrecipient
4. Resolution of audit findings of the related subaward
5. Record the above monitoring steps are completed and must be available to be provided to external auditor upon request

Compliance with program requirements and achievement of performance goals may be facilitated through:
1. Training and technical assistance on program-related matters
2. On-site reviews of Subrecipient program operations
3. Verification of audit requirements of the Subrecipient

Compliance with program requirements and achievement of performance goals may be facilitated through:
1. Training and technical assistance on program-related matters
2. On-site reviews of Subrecipient program operations
3. Verification of audit requirements of the Subrecipient

Grant Closeout (2 CFR §200.344)
The Subrecipient must submit, no later than 90 calendar days after the end date of the period of performance, all financial, performance, and other reports as required by the terms and conditions of the Federal award.

Unless the Town authorizes an extension, the Subrecipient will liquidate all obligations incurred under the Federal award not later than 90 calendar days after the end date of the period of performance as specified in the terms and conditions of the Federal award.

The Subrecipient will promptly refund any balances of unobligated cash that the Federal awarding agency or pass-through entity paid in advance or paid and that is not authorized to be retained by the Town for use in other projects.

The Subrecipient will account for any real and personal property acquired with Federal funds received from the Town.

DRAFT

APPENDIX I
Eligible/Allowable Costs

Pursuant to 2 CFR § 200.403, costs must meet the following general criteria in order to be allowable as a charge against any Federal award:
1. Costs must be necessary and reasonable for the performance of the Federal award and be allocable to that award and not to a different award;
2. Costs must conform to any limitations or exclusions set forth in 2 CFR § 200 or in the Federal award as to types or amount of cost items;
3. Costs must be consistent with policies and procedures that apply uniformly to both federally-financed and other activities of the Subrecipient ;
4. Costs must be accorded consistent treatment;
a. A cost may not be assigned to a Federal award as a direct cost if any other cost incurred for the same purpose in like circumstances has been allocated to the Federal award as an indirect cost;
5. Costs must be determined in accordance with generally accepted accounting principles (GAAP);
6. Costs must be adequately documented

Necessary Costs
Costs must be necessary expenditures of Federal funding in order to meet program objectives.

Unnecessary costs are those that are not required to achieve the objectives of the Subaward Agreement or not related to the program being implemented.

Reasonable Costs (2 CFR § 200.404)
A cost is reasonable if, in its nature and amount, it does not exceed that which would be incurred by a prudent person under the circumstances prevailing at the time the decision was made to incur the cost. In determining reasonableness of a given cost, consideration must be given to:
1. Whether the cost is of a type generally recognized as ordinary and necessary for the operation of the non-Federal entity or the proper and efficient performance of the Federal award;
2. The restraints or requirements imposed by such factors as: sound business practices; arm's-length bargaining; Federal, state, local, and other laws and regulations; and terms and conditions of the Federal award;
3. Market prices for comparable goods or services for the geographic area

Allocable Costs (2 CFR § 200.405 AND § 200.406)
A cost is allocable to a particular grant, Subrecipient Agreement, vendor contract, program or other cost objective if the goods or services involved are chargeable or assignable to that cost objective in accordance with relative benefits received. This standard is met if the cost:
1. Is incurred specifically for that cost objective;
2. Benefits both that cost objective and other work of the Subrecipient and can be distributed in proportions that may be approximated using reasonable methods; and
3. Is necessary to the overall operation of the Subrecipient and is assignable in part to the specified cost objective in accordance with Uniform Guidance.

Any cost allocable to a particular cost objective may not be charged to other Federal awards to overcome fund deficiencies, to avoid restrictions imposed by Federal statutes, regulations, or terms and conditions of the Federal awards, or for other reasons. However, this prohibition would not preclude the Subrecipient from shifting costs that are allowable under two or more cost objectives in accordance with existing Federal statutes, regulations, or the terms and conditions of the Federal awards.

If a cost benefits two or more projects or activities in proportions that can be determined without undue effort or cost, the cost must be allocated to the projects based on the proportional benefit. If a cost benefits two or more projects or activities in proportions that cannot be determined because of the interrelationship

DRAFT

of the work involved, then the costs may be allocated or transferred to benefitted projects on any reasonable documented basis.

Costs should only be charged net of all applicable credits. Applicable credits refer to those receipts or reduction-of-expenditure-type transactions that offset or reduce expense items allocable to the cost objective. Examples include:

1. Purchase discounts;
2. Rebates or allowances;
3. Recoveries or indemnities on losses;
4. Insurance refunds or rebates; and
5. Adjustments of overpayments or erroneous charges

To the extent that such credits accruing to or received by the Subrecipient relate to allowable costs, they must be credited to the Federal award either as a cost reduction or cash refund, as appropriate. These credits do not constitute program income.

Activity Delivery Costs
Direct costs are those costs that can be identified specifically with a particular cost objective and directly assigned to such activities relatively easily with a high degree of accuracy. Costs incurred for the same purpose in like circumstances must be treated consistently as either direct or indirect (F&A) costs.

Activity Delivery Costs are the costs of carrying out a specific program and providing a program benefit. Activity Delivery Costs include staff and consultant costs necessary to implement and carry out a specific program or cost objective.

Federal Requirements for Treatment of Special Types of Costs
Federal requirements place limitations on specific items of costs, including prohibiting certain costs from being charged to a federal award (notable examples include expenditures for lobbying, alcohol, and payment on uncollectable debts). These requirements are specific and enumerated in 2 CFR § 200.420 – § 200.475.

Subrecipients should review the following table of ALLOWABLE/UNALLOWABLE COSTS regarding costs and become familiar with them in order to carry out any Federal program. Note that this list is not an exhaustive list of costs. Please reference Uniform Guidance 2 CFR § 200.420 – § 200.475.

Category	Reference	Allowable Costs	Unallowable Costs
Advertising & Public Relations	§200.421	1)Advertising costs solely for: a) Recruitment of personnel required by the non-Federal entity for performance of a Federal Award b) Procurement of goods and services for the performance of a Federal award c) Disposal of scrap or surplus materials acquired in the performance of a Federal award	1)All advertising and public relations costs other than as specified in paragraphs (2) and (4) of this section; 2) Costs of meetings, conventions, convocations, or other events related to other activities of the entity, including: 3) Costs of promotional items and memorabilia, including models, gifts, and souvenirs; 4) Costs of advertising and public relations

DRAFT

		d) Program outreach and other requirements of the Federal award 2) Public Relations costs: e) Specifically required by the Federal award f) Communication with the public and press regarding specific activities or accomplishments g) General liaison duties to news media and government relations officers for public information	designed solely to promote the non-Federal entity
Alcoholic Beverages	§200.423	N/A	Unallowable as an entertainment expense
Audit	§200.425	1) A reasonably proportionate share of the costs of audits required by and performed in accordance with the Single Audit Act Amendments 2) Financial Statement audit – indirect cost 3) Pass-through entity charges for the cost of agreed-upon-procedure engagements to monitor subrecipients	1) Any costs when audits required by the Single Audit Act or other regulation have not been conducted or have been conducted but not in accordance therewith; and 2) Any costs of auditing a non-Federal entity that is exempted from having an audit conducted under the Single Audit Act or other regulation because its expenditures under Federal awards are less than $750,000 during the non-Federal entity's fiscal year.
Bad Debts	§200.426	N/A	1) Bad debts (debts which have been determined to be uncollectable), including losses (whether actual or estimated) arising from uncollectable

DRAFT

			accounts and other claims, are unallowable. 2) Related collection costs, and related legal costs, arising from such debts after they have been determined to be uncollectable are also unallowable.
Bonding	§200.427	1) Bonding costs arise when the Federal awarding agency requires assurance against financial loss to itself or others by reason of the act or default of the non-Federal entity. 2) Costs of bonding required pursuant to the terms and conditions of the Federal award are allowable. 3) Costs of bonding required by the non-Federal entity in the general conduct of its operations are allowable as an indirect cost.	N/A
Compensation – personal services	§200.430	Please reference Uniform Guidance §200.430 for all allowable & unallowable costs	Please reference Uniform Guidance §200.430 for all allowable & unallowable costs
Compensation – personal services	§200.431	Please reference Uniform Guidance §200.431 for all allowable & unallowable costs	Please reference Uniform Guidance §200.431 for all allowable & unallowable costs
Conferences	§200.432	As a sponsor or host to disseminate technical	Does not include

DRAFT

		information beyond the non- Federal entity and is necessary and reasonable for successful performance under the Federal award. May include: a) Facilities rental b) Speakers' fees c) Cost of meals & refreshments d) Local transportation e) Other incidental items	entertainment or alcohol costs
Consulting & Professional Services	§200.459	Specialized services to assist in carrying out the Federal award, but the fee is not contingent upon recovery of cost by the Federal Government	Fees charged by employees or officers of the entity
Entertainment	§200.438	Specific costs that might otherwise be considered entertainment that have a programmatic purpose and are authorized in the approved budget for the Federal award	Amusement, diversion, and social activities and any associated costs
Equipment & Other Capital Expenditures	§200.439	1) Capital expenditures for special purpose equipment 2) Cost of equipment disposal if instructed by Federal agency	1) Capital expenditures for general purpose equipment, buildings, and land 2) Capital expenditures for improvements to land, buildings, or equipment which materially increase their value or useful life
Insurance	§200.447	Insurance required or approved and maintained, pursuant to the Federal award	Actual losses which could have been covered by permissible insurance

DRAFT

Maintenance and Repair Costs	§200.452	Costs incurred for utilities, insurance, security, necessary maintenance, janitorial services, repair, or upkeep of buildings and equipment (which neither add to the permanent value of the property nor appreciably prolong its intended life, but keep it in an efficient operating condition	Costs incurred for improvements which add to the permanent value of the buildings and equipment or appreciably prolong their intended life must be treated as capital expenditures.
Materials and Supplies Costs, including Costs of Computing Devices	§200.453	Costs incurred for materials, supplies, and fabricated parts necessary to carry out a Federal award	N/A
Memberships, subscriptions, & professional activity costs	§200.454	1) Membership in business, technical, & professional organizations 2) Subscriptions to business, professional & technical periodicals 3) Membership in civic or community organizations (with prior approval)	1) Membership in any country club, social or dining club or organization 2) Membership in organizations whose primary purpose is lobbying
Organization Costs	§200.455	Prior Approval of Federal awarding agency required	Costs such as incorporation fees, brokers' fees, fees to promoters, organizers or management consultants, attorneys, accountants, or investment counselor
Plant & Security costs	§ 200.457	Necessary and reasonable expenses incurred for protection and security of	N/A

DRAFT

		facilities, personnel, and work products	
Publication and printing costs	§ 200.461	Publication costs for electronic and print media, including distribution, promotion, and general handling	N/A
Rental costs of real property and equipment	§ 200.465	1) Rental costs under "sale and lease back" arrangements 2) Rental costs under "less-than-arm'slength" Leases 3) Rental costs under leases which are required to be accounted for as a financed purchase	The rental of any property owned by any individuals or entities affiliated with the non-Federal entity, to include commercial or residential real estate, for purposes such as the home office workspace
Telecommunication costs and video surveillance costs	§ 200.471 § 200.216	Telecommunications and video surveillance services or equipment such as phones, internet, video surveillance, cloud servers	Equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or subsidiaries)
Training and education costs	§ 200.473	Training and education provided for employee development	N/A
Transportation costs	§ 200.474	Freight, express, cartage, postage, and other transportation services relating either to goods purchased, in process, or delivered	
Travel costs	§ 200.475	Transportation, lodging, subsistence, and related items incurred by employees who are in travel status on official business of the non-Federal entity.	Costs of travel by non-Federal entity-owned, -leased, or -chartered aircraft

DRAFT

APPENDIX II
Documents & Forms
Checklist to Determine Subrecipient or Contractor Classification

INSTRUCTIONS: Complete Sections 1 and 2 which describe the characteristics that may be present in subrecipient and contractor relationships. The section with the greatest number of marked characteristics indicates the likely type of relationship. The substance of the relationship should be given greater consideration than the form of agreement between the prime recipient and the outside entity. Section 3 should be used to provide a written justification for determining the proper relationship classification. Maintain a copy of this form in the subaward or procurement file.

DEFINITIONS FROM UNIFORM GUIDANCE (2 CFR, PART 200):

§200.86 Recipient
Recipient means a non-Federal entity that receives a Federal award directly from a federal awarding agency to carry out an activity under a Federal program. The term recipient does not include subrecipients.

§200.69 Non-Federal entity
Non-Federal entity means a state, local government, Indian tribe, institution of higher education (IHE), or nonprofit organization that carries out a Federal award as a recipient or subrecipient.

§200.92 Subaward
Subaward mean an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal Program. A subaward may be provided though any form of legal agreement, including an agreement that the pass-through entity considers a contract.

§200.93 Subrecipient
Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program; but does not include an individual that is a beneficiary of such program. A Subrecipient may also be a recipient of other Federal award directly from a Federal awarding agency.

§200.22 Contract
Contract means a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award.

§200.23 Contractor
Contractor mean an entity that receives a contract as defined in §200.22 Contract.

DRAFT

NAME OF SUBRECIPIENT/CONTRACTOR ENTITY:_____

SECTION 1- SUBRECIPIENT
Description: A subaward is for the purpose of carrying out a portion of a Federal award and creates a Federal assistance relationship between the recipient and the subrecipient. Subrecipients may have one or more of the following characteristics:

☐ 1. May determine who may be eligible to receive Federal assistance under the program guidelines.
☐2. Has its performance measured in relation to whether objectives of a Federal program are met.
☐3. Has responsibility for programmatic decision making.
☐4. In accordance with its subaward agreement (which may be in the legal form of a contract), the subrecipient uses the Federal funds to carry out a program for a public purpose specified in authorizing statute, as opposed to providing goods or services for the benefit of the recipient.
☐5. The subrecipient will not earn a profit under the agreement.
☐6. The subrecipient is required to contribute cash or in-kind match in support of the subaward.

SECTION 2 - CONTRACTOR
Description: A contract is for the purpose of obtaining goods and services for the recipients own use and creates a procurement relationship between the recipient and the contractor. A contractor relationship may have one or more of the following characteristics:
☐1. Provides goods and services within normal business operations;
☐2. Provides similar goods or services to many different purchasers;
☐3. Normally operates in a competitive environment;
☐4. Provides goods or services that are ancillary to the operation of the Federal program; or
☐5. The entity may earn a profit under the contract.

FINAL DETERMINATION:

SUBRECIPIENT ☐ CONTRACTOR ☐

SECTION 3 – JUSTIFICATION
In determining whether an agreement between a recipient and another non-Federal entity reflects a subrecipient or a contractor relationship, the substance of the relationship is more important than the form of the agreement. Considering the characteristics checked above, provide a written justification for the final determination of either a subrecipient or contracting relationship.

Justification of Determination:

Prepared by: _____ Date: _____
Title: _____

DRAFT

QUARTERLY GRANT PROJECT AND EXPENDITURES REPORT

Organization Name: _____Date: _____

Project Name: _____

Organization Address: _____

Primary Contact: _____ Email: _____

Project Status of Completion

Pick one that most represents the status of the project:

___Not Started ___Completed less than 50% ___Completed 50% or more ___Completed

Reporting Period for this Report

___ JAN 1 – MAR 31 ___ APR 1 – JUN 30 ___ JUL 1 – SEP 30 ___ OCT 1 – DEC 31

Accumulation Total

Current Expenditures **$**	**Cumulative Expenditures** **$**
Current Obligations **$**	**Cumulative Obligations** **$**

By signing this report, I certify to the best of my knowledge and belief that the report is true, complete, and accurate, and the expenditures, disbursements and cash receipts are for the purposes and objectives set forth in the terms and conditions of the Federal award. I am aware that any false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil or administrative penalties for fraud, false statements, false claims or otherwise. (U.S. Code Title 18, Section 1001 and Title 31, Sections 3729-3730 and 3801-3812).

*Signature:*_____ *Date:*_____

*Print Name:*_____ *Title:*_____

Attach Quarterly Expenditure, Obligations, & Progress Report

DRAFT

Quarterly Expenditure, Obligations, & Progress Report

Organization Name:_____

Project Name:_____

Report Date:_____

Reporting Period for this Report

___ JAN 1 – MAR 31 ___ APR 1 – JUN 30 ___ JUL 1 – SEP 30 ___ OCT 1 – DEC 31

Expenditures for this Quarter

Date	Vendor/Payee	Description of Expenditure	Amount
Quarterly Total Reportable Expenditures (Must match Grant Project & Expenditures Report)			

Obligations for this Quarter

Date	Vendor/Payee	Description of Obligation	Amount
Quarterly Total Reportable Obligations (Must match Grant Project & Expenditures Report)			

DRAFT

Subrecipient Information and Pre-Award Risk Assessment

This assessment is used to help determine a potential subrecipient's financial and management strength, which helps assess risk and dictates the monitoring plan for subrecipients. This assessment must be completed prior to entering into a subaward agreement. The Town of Warrenton may follow up with the potential subrecipient regarding the responses to this assessment.

1. Subrecipient Contact Information

Program/Project: _____

Full Legal Organization/Business Name: _____

Address: _____

City: _____ State: ___ Zip Code: _____

Telephone Number: _____

Date Organization established: _____

Name & Title of person completing this form: _____

Email address: _____

Is Organization registered with SAM.gov? ☐ Yes ☐ No

SAM.gov Unique Entity Identifier #: _____

EIN/TIN: _____

Fiscal Year Start Date: _____

Partner Agency if Applicable: _____

Primary location/address of Project Performance: _____

Address: _____

City: _____ State: ___ Zip Code: _____

2. Subrecipient Type of Organization (select one):

☐ Government ☐ Non-Profit ☐ For Profit ☐ Other: _____

DRAFT

3. **Subrecipient Personnel Contact Information**

Project Director for Subaward

Name: _____

Title: _____

Telephone Number: _____

Email Address: _____

Additional Contact for Subaward

Name: _____

Title: _____

Telephone Number: _____

Email Address: _____

4. **Do you certify that your organization or its employees related to this grant are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this transaction by any Federal or State department or agency?**

☐ Yes ☐ No

5. **Does the Subrecipient organization have a negotiated Indirect Cost/F&A Rate from a cognizant Federal Agency?**

☐ Yes ☐ No ☐ 10% De Minimis Rate (will be default)

(If yes, please attach a copy of your current rate agreement)

Name of Designated Federal Cognizant Agency: (if applicable): _____

6. **Has Subrecipient received an award or subaward to conduct programs similar to those covered under this proposed subaward agreement in the last two (2) fiscal years? If yes, provide a list of all such award or subawards.**

☐ Yes ☐ No

DRAFT

7. **Was Subrecipient required to comply with the Single Audit requirements of the Uniform Guidance in the last two (2) fiscal years?** (Compliance with 2 C.F.R> Part 200 Subpart F required if Subrecipient expends $750,000 or more in federal awards in a fiscal year).
☐ Yes ☐ No
8. **Have Subrecipient's financial statements been audited by an independent audit firm?** If yes, provide a copy of the statements for the most recent audit.
☐ Yes ☐ No
9. **If the answer to Questions 7 or 8 is yes, were there any findings or questioned cost in the last two (2) fiscal years?** If yes, please explain any finding or questioned costs with respect to an award or subaward to conduct programs similar to those covered by this proposed subaward agreement.
☐ Yes (Attach separate explanation) ☐ No
10. **Does Subrecipient have an accounting system that identifies the revenues and expenditures for each Agency program by funding source?**
☐ Yes ☐ No
11. **Does the accounting system provide for the recording of revanues and expenditures for each award by budget cost categories shown in the approved budget?**
☐ Yes ☐ No
12. **Is the Organization's accounting system automated (e.g., QuickBooks, Sage)?**
☐ Yes ☐ No Please describe system or name of financial software package: _____
13. **Are all bank accounts reconciled monthly?**
☐ Yes ☐ No
14. **In the last 12 months, has Subrecipient implemented new or substantially changed systems related to its federal grant management?** If yes, please explain.
☐ Yes (Attach separate explanation) ☐ No

DRAFT

15. **In the last 12 months, has Subrecipient hired new senior management personnel (e.g., Executive Director/CEO, Finance Director/CFO) and or gram personnel who would be working on this proposed subaward?** If yes, please explain.	
☐ Yes (Attach separate explanation)	☐ No

16. **Does Subrecipient have written policies and procedures that address the following?**		
Pay Rates and Benefits	☐ Yes	☐ No
Time and Attendance	☐ Yes	☐ No
Purchasing/Procurement	☐ Yes	☐ No
Discrimination	☐ Yes	☐ No
Conflicts of Interest	☐ Yes	☐ No
Capitalization/Depreciation	☐ Yes	☐ No

DRAFT

17. **Attachments: Please attach the following or check N/A if not applicable.**			
	Document	Attached	N/A
a.	Form 990 or 990-EZ from the last two years, including Form 990-T and all supporting schedules and attachments	☐	☐
b.	Copies of audit reports and management letters received during the last two (2) fiscal years from Subrecipient's independent auditors (including all reports associated with a Singe Audit pursuant to 2 C.F.R. Part 200, Subpart F)	☐	☐
c.	Copies of results from audits, examinations, or monitoring procedures performed during the last two (2) fiscal years on any direct federal award received by Subrecipient	☐	☐
d.	Indirect cost rate agreement	☐	☐
e.	List of all subawards to conduct programs similar to those covered under this proposed subaward agreement to Subrecipient forma any funder during the last two (2) years	☐	☐

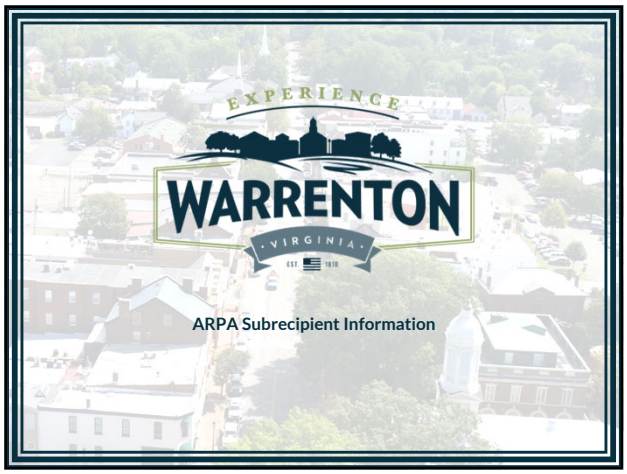
By its authorized signatory below, Subrecipient hereby certifies and attests to the accuracy of the above responses and all corresponding information attached.

Signature: _____

Printed Name: _____

Title: _____ Date: _____

DRAFT



1

Overview

- American Rescue Plan Act ("ARPA") was signed into law in 2021 to provide support to state & local governments in recovering from COVID-19
- Under ARPA the Town is able to provide a subaward to another entity to carry out part of the program.
- This entity then becomes a subrecipient of the ARPA and is subject to all applicable laws and regulations as outlined in the Code of Federal Regulations (CFR), including ensuring subrecipients comply with the State and Local Fiscal Recovery Funds (SLFRF) statute, SLFRF Award Terms and Conditions, Treasury's interim final rule and final rule, applicable federal statutes, regulations, and reporting requirements.

2

2

Subrecipient Monitoring

- Four main categories of responsibility throughout the term of the project:
  1. Subaward Identification
  2. Risk Evaluation
  3. Monitoring
  4. Closeout

3

3

DRAFT

Subaward Identification

Identify all parties and their obligations.

- Entity must provide all required background information. Entity information must be verified against active SAM.gov registration.
- Entity must review and agree to all requirements to be imposed on subrecipients so that the Federal award is used in accordance with Federal statutes, regulations and the terms and conditions of the Federal award.
- Entity must review and agree to any additional requirements to be imposed on subrecipients for the Town to meet its own responsibility to the Federal awarding agency including identification of any required financial and performance reports.

4

4

Subaward Identification

Identify all parties and their obligations.

- Entity must agree to the requirement that the subrecipient permit the Town and its auditors to have access to the subrecipient's records and financial statements as necessary for the Town to meet the requirements of the CFR. Reporting is completed on a quarterly basis.
- Entity must agree to appropriate terms and conditions concerning closeout of the subaward in a timely manner.

5

5

Risk Evaluation

Evaluate and conclude on risk of noncompliance to determine appropriate subrecipient monitoring.

- Entity must provide detailed information to aid in risk evaluation including:
  - Prior experience with the same or similar subawards
  - Results of any previous audits including whether the entity received a Single Audit in accordance with § 200.500 and the extent to which the same or similar subaward has been audited as a major program
  - Details around new personnel or new or substantially changed systems
  - Internal control environment at the entity

6

6

DRAFT

Risk Evaluation

Evaluate and conclude on risk of noncompliance to determine appropriate subrecipient monitoring.

- Based on the information provided the Town will evaluate and make conclusions on the entity's financial stability, quality of management systems, record in managing Federal awards, findings from audits performed, and ultimately, the applicant's ability to effectively implement statutory, regulatory, and other requirements.

7

7

Monitoring

Ensure the subaward is used for authorized purposes, in compliance with Federal statutes, regulations, and the terms and conditions of the subaward.

- If a subaward is granted, the Town is required to monitor the use of the subaward funds throughout the course of the period of performance.
- **Recordkeeping Requirements**
  - The Subrecipient shall maintain records, books, documents, and other materials relevant to the project. These records shall be subject to inspection, review, and audit by the Town or its designees, the State, and the Federal Awarding Agency for five (5) years following termination of the agreement.
  - If it is determined during the course of the audit that the Subrecipient was reimbursed for unallowable costs under the agreement the Subrecipient agrees to promptly reimburse the Town for such payments upon request.
  - If a Subrecipient is notified by the Town of Warrenton in writing, or if other applicable laws and regulations as described in 24 CFR 570.490 apply to a project, the record retention period may be extended. If any litigation, public information request, claim, or audit is started before the expiration of the record retention period, the records must be kept until the action has been fully resolved.

8

8

Monitoring

Ensure the subaward is used for authorized purposes, in compliance with Federal statutes, regulations, and the terms and conditions of the subaward.

- Grant Reporting Requirements
  - Subrecipients will submit a Project and Expenditures Report to the Town each quarter. The report will include detailed information on the status and progress by the Subrecipient in completing the work described in the Statement of Work and Approved Program Budget.
  - The report should also detail the expenditure of funds under the Subaward Agreement, in addition to any other information requested by the Town. Subrecipients should include any significant events or activities that occurred during the quarter. This report will also outline the status of the funds, show obligations, and receipts of program income, cash or in-kind contributions to the project, regardless of whether a local match is required.

Quarter	Period Covered	Due Date
1	January 1 – March 31	April 15
2	April 1 – June 30	July 15
3	July 1 – September 30	October 15
4	October 1 – December 31	January 15

- Further monitoring activities may be required depending on the nature of the project including site reviews, prior approvals, or technical management assistance.

9

9

DRAFT

Closeout

Final check subaward was spent within program timeline and regulations.

- The entire subaward must be encumbered by the subrecipient no later than June 30, 2024.
- The entire subaward must be spent by the subrecipient no later than December 31, 2026.
- Subrecipient must undergo audit as required by Subpart F of this part when it is expected that the subrecipient's Federal awards expended during the respective fiscal year equaled or exceeded the threshold set forth in § 200.501.

10

10

11

DRAFT

Hope Heals Foundation

501(c)(3)

606 Falmouth Street - Suite A
Warrenton VA. 20186
hopehealsfreestore@gmail.com

August 22, 2023

Ms. Lyndie Paul
townmanager@warrentonva.gov

Dear Ms. Paul,

We are interested in submitting our concept for future affordable housing for the underhoused in the town of Warrenton in response to the RFI on Affordable Housing released by the Town of Warrenton..

1. **Name of Submitting Organization:** Hope Heals Freestore : 501(c)(3) - 606 Falmouth Street - Suite A, Warrenton VA 20186
2. **Point of Contact:** Wally & Pat Smith - 540-347-7808; wallyandpat@verizon.net
3. **Organization Overview:** Mission Statement

Hope Heals Foundation is organized exclusively for charitable purposes. These purposes include:
-Distribution of household goods at no charge
-Distribution of clothing for adults and children at no charge
-Distribution of food items at no charge
-To expand into providing affordable permanent and transitional housing for individuals that are underhoused in our community

Hope Heals Foundation Mission Statement:
At Hope Heals Community Freestore our dream is a community built on relationships based on mutual aid and cooperation. Our mission is to provide an uplifting and empowering place where people can freely give and receive clothing and other essential items for the purpose of meeting the needs of our community and connecting people. Our hearts are to see lives forever changed through not only the giving of clothing and household items, but also through mentorship, relationship, and love. Love is free. Love is a gift. Love changes everything.

The Hope Heals Freestore (hopehealsfreestore.com) has been distributing free clothing, linens, baby gear & toys (during the Toy Giveaway at Christmas) in Warrenton for over 3 years and serves approx. 25,000 people each year from Warrenton and the surrounding area. During our hours of operation, we connect with people who are currently unsheltered, living in their cars or the woods or spending the majority of their nominal, and often fixed income staying in one of 4 motels we have in Warrenton or just outside of town (Rip Van Winkle Motel, Jefferson Motel, Red Roof Inn or Fauquier Motel just outside of town).

4. **History in Warrenton:** Among the long term volunteers at Hope Heals Foundation we have decades of experience serving the underhoused in Warrenton. Here are a few examples:

-Wally and Pat Smith, who from 1994 - 2008 owned and operated the Upper Room housing ministry at 61 Main Street for men coming out of jail, the shelter and the woods. Up to 6 men at a time were in a program to learn basic life-skills such as: hygiene, shopping/cooking/nutrition, finances, etc. Many apprenticed and received a stipend in God's Handiwork; a ministry led by men in our community that did home repairs for members of our community that needed affordable help.

-Wally and Pat Smith also owned and operated a 3 floor townhouse for families in need of shelter. The same program to learn essential life skills was implemented.

-Multiple families who served beside the Fauquier Community Coalition by organizing and implementing multiple critical home repair projects for those who cannot afford it.

-A family who served beside Christ In Action to respond to the 2017 tornado damage in Warrenton to help residential property owners who couldn't otherwise afford the repairs.

-Wally Smith is the Warrenton Police Chaplain, and organizes the Pastor/Police Coalition quarterly and is Senior Hospital Chaplain.

5. **Concept: Develop a Tiny Home Village (Hope Heals Village or HHV)**

The HHV concept involves creating a community of tiny homes within the town of Warrenton. The tiny homes would be designed to provide affordable housing options for various segments of the population, including the homeless, low-income individuals and families, seniors, and veterans. The village would be designed to promote a sense of community and provide necessary amenities such as communal spaces, gardens, and recreational areas. The tiny homes would be built using sustainable and cost-effective materials to keep construction and maintenance costs low. The village could be located on a plot of land owned by the Town of Warrenton, potentially utilizing the land contributions mentioned in the RFI.

We are eager to start **Hope Heals Village (HHV)** for the underhoused in Warrenton. After extensive and continuous research across the U.S. we believe that a gated tiny home village community and program with 2 sizes of cabins (96 sq. ft and 399 sq. ft) is a highly effective solution with a proven track record in other communities. It's proven that by giving a person a roof over their head and a secure place to sleep, their bodies are no longer in survival mode and they are able to thrive. Dignity is the solution to poverty and community is the solution to homelessness. Currently most are living in isolation.

The residents living in the HHV would have 3 months to 3 years to be in the transitional neighborhoods, and help to secure permanent housing. Potential residents would be required to sign a misconduct contract before moving into the Village that would mean inappropriate behavior would lead to removal.

Amenities in the Village will include: a community center in the middle of the Village for administrative offices/mental health appointments/first aid, large kitchen/dining area with doors that open up to outside dining where meals are eaten together, room for ping pong, board games, library books, etc.

There will be paid positions available in the Village such as yard work, child care, maintenance, etc. for those that are unable to find a job in town because they don't have proper identification (we will have a group of people to help get their ID's restored) or the physical means.

Depending on the size of the tiny home, residents will pay $200.00 - $400.00 for rent, electricity, Wi-Fi, etc. Our team at HHV will help manage their finances to facilitate savings for their future. The reduced cost in living, coupled with the life skills training program and potential employment at the Village helps prepare our community's citizens for stable employment, future long term housing, and financial fortitude.

Hope Heals Village will be governed by vetted members of our community with a proven track record of responsibility and a desire to serve the underhoused in Warrenton. They will vote together on approving HHV applicants based on a standard application process. An extensive background check will be done for people applying to live in the community. There will be a playground for children, community garden, restroom/bath/laundry house for some neighborhoods (clusters) that don't have indoor facilities.

6. Constituency: Targeted Housing Segments

Hope Heals Village will cater to multiple housing constituencies, including the homeless, those on disability, low-income individuals and families, seniors, and veterans. By providing a range of housing options within the village, it would be possible to address the diverse needs of these different groups.

7. Dependencies: Critical Factors for Implementation

- Zoning Changes: The Town of Warrenton may need to consider creating zoning overlays or revising existing zoning regulations to accommodate the development of the tiny home village.
- Financing: The concept would require financing from various sources, including private investment, grants, capital campaigns (which have already started), local churches, and potentially utilizing the initial investment funding designated by the Town of Warrenton.
- Infrastructure: Adequate infrastructure, such as water and sewer connections and electricity, would need to be in place to support the tiny home village.

8. Outcomes and Benefits:

- Increased Affordable Housing: The tiny home village would provide affordable housing options for individuals and families who may otherwise struggle to find suitable housing in Warrenton.
- Community Development: The village would foster a sense of community and provide opportunities for social interaction and support among residents.
- Sustainable and Cost-Effective: Tiny homes are often more energy-efficient and require fewer resources to build and maintain, making them a sustainable and cost-effective housing solution.

We have several village models that we are investigating. In late August our team will be touring Community First Village in Austin, TX, one of the largest tiny house village/communities in the U.S. with over 500 homes. We are also studying a program called Eden Village in Springfield, MO.

Our team has been researching housing/programs like this throughout the nation to find out what they do to succeed and serve the underhoused. For suggestions, please refer to: edenvillageusa.org and Community First! Village (mlf.org - Mobile Loaves & Fishes)

Hope Heals Village will be a safe, supportive place where residents can overcome trauma, begin to address the issues that led to financial distress or homelessness, and build their support network. Having a place to call your own gives:

- A sense of belonging, safety, security, personhood, and ownership
- Improves the psyche; not living in danger out in public
- Fulfills the longing for social interaction and acceptance
- Camaraderie with people who have experiences with similar issues of homelessness and financial distress
- Mental health/medical services
- Offers shared dinners, social events, gatherings, and more.

9. **Financing:**

The financing for the tiny home village will be a combination of private investment, grants from organizations focused on affordable housing, and potentially utilizing the initial investment funding designated by the Town of Warrenton.

Our capital campaign will include reaching out to the 80 - 106 churches in Warrenton and Fauquier County, and beyond by passing out cards with a list of needs including: community developers/designers, excavators, carpenters, decorators, donations, etc.

Also pointing them to a website that we will create where they can find the information about the project. The grant writer on our team will go in search of funds available from such places as: Grants.gov, PATH Foundation, HHS.gov, and many more. Many of the generous supporters of Hope Heal Freestore are eager to help with our desperately needed Hope Heals Village. We would also hope to enlist the aid of The Fauquier Times to get the word out to our town and county residents.

Divorce, domestic abuse, losing a job, and mental illness can be just some of the reasons for losing housing. Loss of family, home and community are catastrophic and often a reason for homelessness and financial distress. This sends people down a path they are unable to get out of by themselves. But together as a community we can provide love, acceptance and an opportunity to rise out of destitution. Everyone has value no matter who they are. Thank you so much for your time and consideration in this matter.

“The greatest disease in the West is not contracting leprosy or the result of being strangled by an umbilical cord, it is being unwanted, unloved, and uncared for. America can cure or treat many physical diseases with medicine, but the only cure for loneliness, despair, and hopelessness is love.” -Alan Graham, founder of Mobile Loaves and Fishes and Community First Village

Town of Warrenton Request for Information – Affordable Housing

1.Submitting Organization: Fauquier County NAACP

2.Point of Contact: Housing Committee Chair – Miggy Strano naacpfauquierco.housing@gmail.com, Fauquier County NAACP President – Conway Porter naacpfauquiercounty@gmail.com

3.Organization Overview: The mission of the National Association for the Advancement of Colored People (NAACP) is to secure the political, educational, social and economic equality of rights in order to eliminate race-based discrimination and ensure the health and well-being of all persons.

The function of the Fauquier NAACP Housing Committee is to study housing conditions in the community, receive and seek to address complaints of discrimination, oppose all restrictive practices whether public or private, and disseminate information and render such other assistance which may eliminate discrimination in housing.

4. The Housing Committee studied both the Town of Warrenton Comprehensive Plan and Fauquier County Comprehensive Plan's Housing section and provided extensive feedback on each. The Committee has a representative that serves on the Foothills Housing Network Steering Committee. They also reviewed and provided feedback on the Rappahannock-Rapidan Regional Commission's Regional Housing Study. The committee has held webinars and in person events on Homeownership and Tenants Rights for the community in partnership with regional and local organizations. The Fauquier branch developed a Housing Resources and Advocacy page for the community which can be found here. https://www.naacpfauquiercounty.org/housing-resources

The committee has also communicated to Town and County Staff, council members, Mayor, and supervisors on several occasions regarding housing issues. They developed a video highlighting the history and issues here under the section Housing Committee Spotlight: https://www.naacpfauquiercounty.org/housing-advocacy

5. Concept:

Since the Town Comprehensive plan was adopted in 2021, the Fauquier County NAACP Housing Committee has been advocating for a Town/County Housing Committee to be formed. When providing feedback on the Comprehensive plan which included identified housing gaps, town staff indicated that a housing committee would be tasked with closing these gaps.

A standing housing advisory committee would provide continuity, accessibility, and accountability regarding housing initiatives and issues.

- Continuity would be achieved even when council members and staff change, and when priorities shift. Example, when the Amazon data center SUP shifted the majority of the council's focus away from other initiatives.

- Access would be achieved by providing the community – private citizens, non-profits and businesses one focal point for housing initiatives and issues. Example, when a non-profit has a proposal they can go to the standing advisory committee.
- Accountability would be achieved by ensuring proposals are followed up on, funding evaluated, and the appropriate input collected before making decisions, example: ARPA fund allocation, county/town owned land designation, and zoning ordinance updates.

As an example, here is the Charlottesville Standing Housing Advisory Committee's objectives:

(More information can be found here, including the member types that sit on the committee: https://www.charlottesville.gov/975/Housing-Advisory-Committee)

Purpose

The purpose of the HAC shall be:

a. to advise the City Council as to affordable housing needs that are not being served within the City of Charlottesville,

b. recommend ways to encourage the for-profit housing sector to provide a variety of affordable housing opportunities,

c. advise City Council as to the need to improve or delete existing programs, support, or assistance,

d. advise City Council on the potential for regional, inter-jurisdictional cooperation in affordable housing programs

In summary, we are requesting that the Town of Warrenton with Fauquier County form a standing housing advisory committee with representation from for-profit, non-profit, citizen and county/town staff.

6. All

7. N/A

8. Detailed in #5 above.

9. There might be Staff time needed to assist the committee. But since there are other standing committees, this should be business as usual regarding resource estimates/allocation.

Piedmont Environmental Council

Protecting and restoring the lands and waters of the Virginia Piedmont, while building stronger, more sustainable communities.

Concept Paper: Affordable Housing
Town of Warrenton

The following is a response to the Request for Information (henceforth, "RFI") posted on the Town website August 11, 2023, whose stated purpose is to assist the town with how "Warrenton, a Town of 10,000 citizens on the edge of Northern Virginia, can begin to find solutions to many of the same housing issues nationwide. Affordable housing is essential for our citizens to thrive and prosper".(Town of Warrenton Request for Information on Affordable Housing, section 1.0)

The Piedmont Environmental Council (henceforth "PEC") concurs that providing for affordable housing involves a complex web of issues, and that housing affordability is crucial to make our communities function well. PEC has invested in multiple small and mid-sized communities in our region to revitalize neighborhoods by providing recreational access for residents and to improve people's access to affordable housing and we recognize the government's role as a partner, along with philanthropy and private investment, in making a range of housing options attainable. It seems prudent for the Town to consider a range of ways it may be supportive of this and other efforts to improve access to affordable housing in the Town of Warrenton via a broad spectrum of housing options, be they for the unhoused, temporary or transitional, income challenged, elderly, disabled, veterans, or other persons and groups for whom market-based solutions have not kept pace with demand.

Given the timeframe for the response to the RFI, our proposals are necessarily broad, but we hope they will be of service in stimulating discussion, of which we look forward to being a part.

We have organized our response into the format set forth in Section 4.0 of the Town's RFI . We note that for the purposes of all of our responses, we are assuming that the Town of Warrenton would not be the owner of any of the affordable solutions we propose; in most cases it could be, but we are assuming either private non-profit or private market-based ownership, and in most cases, either rental or owner-occupied solutions are interchangeable (except in the cases of housing for the unhoused, for temporary or transitional populations, for which there is unlikely a market response, either). However, as we propose multiple concepts, we have taken the liberty of organizing the responses sought for each concept (numbers 6-9 in the RFI), as responses to 5 A-H.

1.The Piedmont Environmental Council
45 Horner Street
Warrenton, VA 20188

2. John W. McCarthy, Senior Adviser and Director of Strategic Partnerships

3. PEC was formed in 1972 and we work to protect and restore the lands and waters of the Virginia Piedmont, while building stronger, more sustainable communities. We maintain offices in Charlottesville and Orange in addition to our headquarters in the Town of Warrenton. We have a staff of approximately 50 employees amongst whom are attorneys, land use planners, GIS mapping specialists and a variety of other disciplines that afford us insights into the issues set forth in the RFI

4. We have been proud to be a supporter of various Habitat for Humanity affiliates throughout our nine county service area, but in particular have been intentional collaborators with the Fauquier Habitat for Humanity on their Haiti Street Neighborhood Revitalization Project in community clean up projects, native planting projects involving landscaping around new homes, and in a variety of other areas. We also have worked with Windy Hill Foundation on a variety of affordable housing projects in Fauquier and Loudoun counties, and have collaborated with them and other organizations on housing studies. We have likewise been involved in pedestrian walkability studies in several communities in our area, most recently in Remington, which had as their focus the provision of safe connectivity between affordable housing and recreation opportunities
PEC has a staff member on the Virginia Statewide Community Land Trust which was created to maintain participating Habitat for Humanity affiliates' stewardship of affordable housing property.

5.

A. Donation to private, non-profit housing groups of suitable vacant town-owned properties

A.6 The donation of land could be responsive to a variety of affordable housing constituencies, but will most likely be of assistance to low-moderate income persons (80% AMI or less) but at some level, all target groups might benefit, depending upon the type of housing deemed appropriate for the donated land. The possibility exists that land in commercially zoned areas could include mixed use potential
A.7 For mixed use developments with low-moderate income reserved housing, both land subsidy (donation of land) and additional zoning density bonuses may be needed to induce market response
A.8 The implicit subsidy of land access jump-starts the process of development and acts as a subsidy for the creation of non-market based priced units. The opportunity exists for such a donation to also act as leverage for governmental or philanthropic support and a mixed use development would entail benefits from breaking up concentration of housing and integration into the fabric of the community
A.9 A combination of market and philanthropic support to develop units with potentially an alternate income stream from commercial/office mixed uses in addition to rental from units. In addition , donated property could be used as leverage for other grants and support

B. Preservation of existing private-non-profit owned affordable housing stock through the rehabilitation of existing units

B.6 A range of affordable housing constituencies would benefit by the ownership of such units in private, non-profit hands when conditioned on continued access by target populations
B.7 Access to capital. In addition, we have learned that neighborhood improvement efforts such as access to recreational opportunities and pedestrian access improvements can have the deleterious effect (to housing access) of increasing valuations of the units outside the price capacity of target populations. Private non-profit hands would help to forestall this loss of stock.
B.8 Preservation of existing stock rather than allowing gentrification. The market based response to depressed housing valuation often is its acquisition, improvement and conversion to rental or ownership by non-target populations.
B.9 Public (both the Town, County, State and Federal programmatic funds)as well as philanthropic donations to support rental or sale

C. Supported acquisition of existing affordable housing stock that is privately owned through low or no-interest loans to affordable housing groups capable of administering rehabilitation of such units

C.6 (same as B.6, above)
C.7 (same as B.7, above)
C.8 (same as B.8, above)
C.9 (same as B.9, above)

D.Creation of a Work Force Housing Fund

D.6 Likely most impactful for young professionals at upper end of low-moderate income ranges
D.7 Capital could accrue through general fund appropriations from the Town or through dedication of tax increment financing from improvements valuation on mixed use or other identified types of development. In addition, local employers could be incentivized to contribute (tax credits or other means) if fund were created to target local residents/employees
D.8 Increasing tie to local community for employees, limiting commute time and traffic loading by reduction of commuting, providing an on-boarding for continuum of housing options
D.9 Fund could be used for subsidy for rental or subsidized financing for acquisition

E.Explore zoning changes allowing ADUs (Accessory Dwelling Units) by right in residential zoning categories

E.6 Most Target constituencies other than unhoused and temporary or transitional
E.7 Most particularly, zoning changes. The reality of many HOA restrictions may limit impact
E.8 Immediate opportunity to house upon property owner's need for same for family, and others; need to assess need for restriction against temporary rental occupancy (AirBnB. VRBO, etc.)
E.9 Private

F. Assess opportunity to allow adaptive reuse of existing structures and properties that could accommodate multi-family uses and facilitate through zoning either by-right or with minimal special permitting standards

F.6 upper end of low-moderate income is likeliest beneficiary, but more density would allow broader impact
F.7 Zoning provisions would need to accommodate
F.8 Largely preservative of existing built environment, conversion of existing development preservative of "greenfield" elsewhere, and is often already served by adequate infrastructure
F.9 Private, but density required might allow for creation of permanent (30 year) affordable stock through restrictions

G.Assess allowing multi-family uses by right in areas designated for "Live Work Play" in the 2040 Comprehensive Plan

G.6 Range of low-moderate income wage earners likely mixed in with market rate units
G.7 Zoning provisions would need to accommodate; potentially a density bonus if included
G.8 Would allow redevelopment and advancement of comp plan goals for areas needing reinvestment
G.9 Private and perhaps non-profit, and governmental subsidy

H.Implement cost saving energy efficiency standards and take advantage of federal and potential state funding (from GGRF's Solar for All program) to install solar on all new affordable housing construction.

H.6 All
H.7 Zoning and perhaps tax code revisions (exemptions for solar, etc.)
H.8 Improves affordability of all units and demographics by reducing utility costs
H.9 Public, Private, mixed-part of project financing

Town of Warrenton
Response to Request for Information on Affordable Housing
Submitted by Hero's Bridge

1. **Name of Submitting Organization and address of Submitting Organization**

   Hero's Bridge
   98 Alexandria Pike, Suite 41
   Warrenton, Virginia 20186

   Housing Site located at:
   341 Church Street
   Warrenton, VA 20186

2. **Point of Contact, Phone and Email**

   Molly Brooks
   (540) 993-6386
   mbrooks@herosbridge.org

3. **Organization Overview: Describe your organization: mission, purpose, size and expertise.**

   Mission - Hero's Bridge is the only 501(c)(3) organization in Virginia (and in the country) dedicated to serving aging veterans, 65 and older. We are also the only non-profit organization providing rapid and direct hands-on assistance to aging veterans who are estimated to be about 25% of the senior population.. We serve, stand by and honor our aging veterans through four distinct programs. These programs include access to food, home repair for safe and adequate housing, and socialization to offset isolation in addition to assisting with access to VA and other benefits. These services are available to our heroes whenever they call home, at no expense to them or their families. In 2022, we provided the following tangible services to area seniors:

   540 Battle Buddy Visits
   11 seniors provided emergency financial support for utilities, rent, heating oil, electric
   47 Home Front home repairs
   194 rides to appointments
   503 home delivered ready-to-eat meals
   60 weeks of senior technology tablets in homes
   69 Paw Patrol visits
   193 care packages
   58 new volunteers
   2,101 volunteer hours

Hero's Bridge was founded and is still led by Molly Brooks. As a Gerontological nurse with 30 years of experience, from a medical perspective, she embodies all of the qualifications necessary to care for our aging veterans. Molly is uniquely positioned to continue guiding this organization into the successful and impactful community resource it is today. Supporting Molly is a strong board of directors with more than 50 years of military experience. Her staff of 5 full time and 3 part time team members are all veteran centric individuals dedicated to fulfilling any veteran need with their diverse backgrounds in nursing, journalism and an above average understanding of the military and its culture. Last, but certainly not least, is our resourceful and energetic volunteer base of 392 individuals.

4. **History in Warrenton and Fauquier County: Describe if you have done or done any business or non-profit work related to housing in the Town of Warrenton and Fauquier County.**

   Hero's Bridge was founded seven years ago to address social determinants of health in aging veterans. Because of the work we had been doing on the ground as health care workers, we knew some of our seniors were living in substandard living conditions. To be honest, we were not expecting to see the problem rapidly become the #2 problem for which we received referrals. Very quickly, we began receiving requests to assist areal veterans with major home repairs and modifications. We consistently receive referrals to help senior veterans find more affordable rentals and find emergency lodging for homeless veterans. One important accomplishment we achieved in the first two years was identifying funding and to better collaborate with other nonprofits in the housing space. Funders and housing repair nonprofits appreciate our special ability to connect and build trust with the seniors who previously would reject efforts to remediate their substandard living conditions. In 2022, we provided 47 home repairs and modifications.

5. **Concept: Describe your concept for increasing affordable housing in Warrenton.**

   It is vital that we diversify the housing stock in our area. The most recent in depth Regional Housing Study performed by the Rappahannock-Rapidan Regional Commission indicated that about 90% of existing housing in our region are larger single-family homes not affordable nor livable for our seniors. The study stresses the need for senior housing, particularly apartments, small cottages and single-story units that are accessible to the changing mobility needs of an older population, and with less overall home maintenance.

To help solve this problem, the Hero's Bridge Village will consist of 44 rental units which are approximately 560 square feet. The units are L-shaped duplexes placed together in a U-shaped fashion to maximize socialization. The units have a kitchen, living area, bedroom and full bath. As rentals they will come completely furnished including appliances, furniture and linens in order to provide a low barrier to entry. It will have pedestrian-only walkways to encourage activity and interaction within the community. The community will be walkable and zero step entry. We plan to bundle water, electric, trash service into the price of the rent. Please see attached site layout, unit floor plans and elevations.

We also looked closely at the supports built into the Hero's Bridge Village because housing only solves part of the issue, it is crucial that all the Villagers' social needs are addressed as well. Our pocket neighborhood will have a community center to promote socialization and provide vital supportive services. Communities used to struggle to figure out how to get seniors to vital services. Covid caused some positive disruption in these services and it is much more feasible to bring the services to the seniors. Groceries and medications can be ordered online and delivered easily. Many medical and counseling visits can occur via telehealth. Our organization already provides extensive transportation assistance to our rural veterans and looks forward to continuing this service to our Villagers. With intention, we plan to house a diverse mix of senior veterans. There will be a mix of senior veterans of differing abilities and talents and they will be invited to be a vital part of the thriving community. We are certain that this innovative model of pocket communities is the perfect solution to caring for our 'missing middle' seniors.

Constituency: Describe what housing constituency your concept will help. For example, does your concept help those who are chronically homeless? Does it help those at the 80% AMI?

The Hero's Bridge Village will be open to veterans aged 65 and older, therefore it offers 44 units of affordable housing for five of the Town's target populations- **seniors, veterans, disabled, income challenged and homeless.** Any veteran aged 65 or older will be eligible to live at the Village and rents will be on a sliding scale basis according to their AMI category. Priority will be given to veterans who are:

Living in social isolation
Very low income
Currently living in unsafe or unsanitary conditions
From our local area

The Hero's Bridge Village would serve veteran senior citizens who often fall through the cracks of a fragmented social care system. Unfortunately, many of our veterans' issues are so severe that their situations cannot be remediated where they are. Many are "elder

orphans” with no living family to help them as they get older. They need what we call the “missing middle” level of care. Able bodied enough to not qualify for institutional care but not well enough to be completely on their own. These seniors also fall in an unfortunate financial middle, making just enough in social security to not qualify for the safety net programs but certainly not enough to afford assisted care which ranges $3,000 to $8,000 per month in our area. Fauquier County’s safety net senior housing currently has a two-year wait list. We must increase the housing stock available to our seniors.

6. **Dependencies: Define any critical dependencies for your concept to come to reality. Examples include zoning changes, financing, and infrastructure.**

   We will be requesting a rezoning from R-10 to R-PUD. We will also be requesting exceptions within the R-PUD zoning such as acreage requirements and the requirement to place each unit on individual lots. Flexibility in these exceptions will be crucial to bringing this innovative pocket community to fruition.

   Fast tracking of the rezoning process will also be very helpful. Projects of this size inevitably hit unexpected complications and the more nimble we can be while still following all steps with integrity and transparency will help create safe, affordable units as soon as possible.

   Consideration in reducing construction costs by waiving water and sewer hookup fees will be greatly appreciated and contribute to the effort to keep rents deeply affordable. Consideration of waiving real estate taxes on the property would also contribute to affordable rents.

   Lastly, allocation of any portion of the remaining ARPA funds would be very helpful as we move from the feasibility phase to pre-development.

7. **Outcomes: Describe the outcomes and benefits of your concept.**

   The most obvious outcome is the creation of 44 affordable housing rental units with permanent supportive services for seniors that served our country. Projects that focus on rehabbing or creating 1-4 units are not unimportant but will not move the needle on the housing crisis we are facing.

   A less obvious benefit is that the creation of 44 units to the area housing stock will serve as a pressure relief valve on the local housing market. Because preference will be given to local veterans, we can assume that many of these senior veterans will be vacating single family homes that they can no longer maintain which can then be bought or rented by the workforce population. They may also vacate senior apartments that can now be available to other non-veteran seniors.

Lastly, this project is an innovation that we feel will be an example of a community working together to address affordable housing issues. With its pocket community concepts, aging in place considerations and supportive services it will be a community the Town of Warrenton can be proud of and display as an example to other communities.

8. Financing: Describe how your concept would be financed.

The current estimate of the cost of the Hero's Bridge Village project is $6 million. Below is a table of donors and commitments already secured.

FY24 Community Project Funding	$1,000,000	(In process)
Commonwealth of Virginia	$250,000	
Fauquier County BOS	$250,000	(Committed)
Businesses & Organizations	$51,000	
Individuals	$13,800	
Total	**$1,564,800**	

Other funders have expressed interest in this important project including the PATH Foundation, Home Depot and Bank of America. These entities with capacity to contribute significantly are following the project closely but are awaiting the outcome of the rezoning request.

Although to keep rents deeply affordable, our goal is to raise the necessary funds 100% via philanthropy, we do realize there will likely need to be some financing involved. We plan to work with local lenders and financial institutions when we reach this step.

Ex. EP
Ex. Two Story Brick Building 341 Church Street Building Height=46.9'
Ex. Circular Flagstone Garden
Ex. Shed
Ex. 1 Story Wooden Building
PIN: 6984-16-5101
Warrenton United Methodist Church
Deed Book 189 Page 311
5.2238 Acres
VCS NORTH 1983
GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.
50' Right of Way Reservation Shown on Plat Recorded in Deed Book 433 Page 773
CENTERLINE OF PROPOSED 2-WAY TRAVEL LANE
25' Right of Way Reservation Shown on Plat Deed Book 433 Page 773
25' Right of Way Reservation Shown on Plat Deed Book 191 Page 352
8 SP.
13 SP.
15 SP.
OFFICE BUILDING
20' SETBACK.
PIN: 6984-16-7013
Warrenton United Methodist Church
Deed Book 716 Page 1919
3.9302 Acres
PIN: 6984-16-8042
James & Kathleen Caldwell
Deed Book 1569 Page 511
PIN: 6984-16-8079
Janet L. Thompson
Deed Book 1429 Page 1757
Ex. Asphalt D/W
Church Street
(R/W Varies)
Moser Road
(R/W Varies)
Frazier Road
(R/W Varies)
Ex. C&G
PIN: 6984-16-3568
Woodward Estate, LLC
Deed Book 1332 Page 2407
PIN: 6984-16-4564
Melanie J. Reil
Deed Book 755 Page 982
PIN: 6984-16-5551
Jolie J. Smith
Deed Book 1718 Page 1717
PIN: 6984-16-7459
Melissa A. Hunt
Deed Book 1660 Page 1651
PIN: 6984-16-8433
George W. Southard
Deed Book 241 Page 199
Deed Book 1691 Page 1894
PIN: 6984-16-9430
Patricia S. Fransella & Paul Fransella Sr.
Deed Book 1459 Page 193
PIN: 6984-26-0337
Michael & Terri Church
Deed Book 1440 Page 248

Rinker Design Associates, P.C.
11100 Endeavor Court, Suite 200, Manassas, VA 20109
Telephone: (703) 368-7373 www.rdacivil.com
Engineering * Surveying * Transportation * Environmental Services

GENERAL DEVELOPMENT PLAN
PHASE 1

UMC SENIOR AFFORDABLE HOUSING FACILITIES
CENTER DISTRICT
TOWN OF WARRENTON

REVISIONS:

PLAN DATE:	XXX
DESIGN BY:	AS
CHECKED BY:	JLK
ARCHITECT:	XXX
JURISDICTIONAL PLAN NO.	
RDA PLAN #:	21171-002
SHEET NUMBER:	

PIN: 6984-16-3568
Woodward Estate, LLC
Deed Book 1332 Page 2407

PIN: 6984-16-4564
Melanie J. Reil
Deed Book 755 Page 952

PIN: 6984-16-5101
Warrenton United Methodist Church
Deed Book 189 Page 311
5.2238 Acres

VCS NORTH 1983

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

PIN: 6984-16-5351
Julie J. Smith
Deed Book 1718 Page 1717

CENTERLINE OF PROPOSED 2-WAY TRAVEL LANE

PIN: 6984-16-7459
Melissa A. Hunt
Deed Book 1660 Page 1651

8' SP.

8' SP.

13' SP.

15' SP.

OFFICE BUILDING

Church Street
(R/W Varies)

Ex. Circular Flagstone Garden

20' SETBACK.

20' SETBACK.

PIN: 6984-16-8433
George W. Southard
Deed Book 241 Page 199
Deed Book 1631 Page 1894

PIN: 6984-16-7013
Warrenton United Methodist Church
Deed Book 716 Page 1919
3.9302 Acres

PIN: 6984-16-8042
James & Kathleen Caldwell
Deed Book 1569 Page 511

PIN: 6984-16-8079
Janet L. Thompson
Deed Book 1429 Page 1747

PIN: 6984-16-8430
Patricia S. Fransella & Paul Fransella Sr.
Deed Book 1459 Page 193

PIN: 6984-26-0337
Michael & Terri Church
Deed Book 1440 Page 248

Moser Road
(R/W Varies)

Frazier Road
(R/W Varies)

Rinker Design Associates, P.C.
11100 Endeavor Court, Suite 200, Manassas, VA 20109
Telephone: (703) 368-7373 www.rdacivil.com
Engineering * Surveying * Transportation * Environmental Services

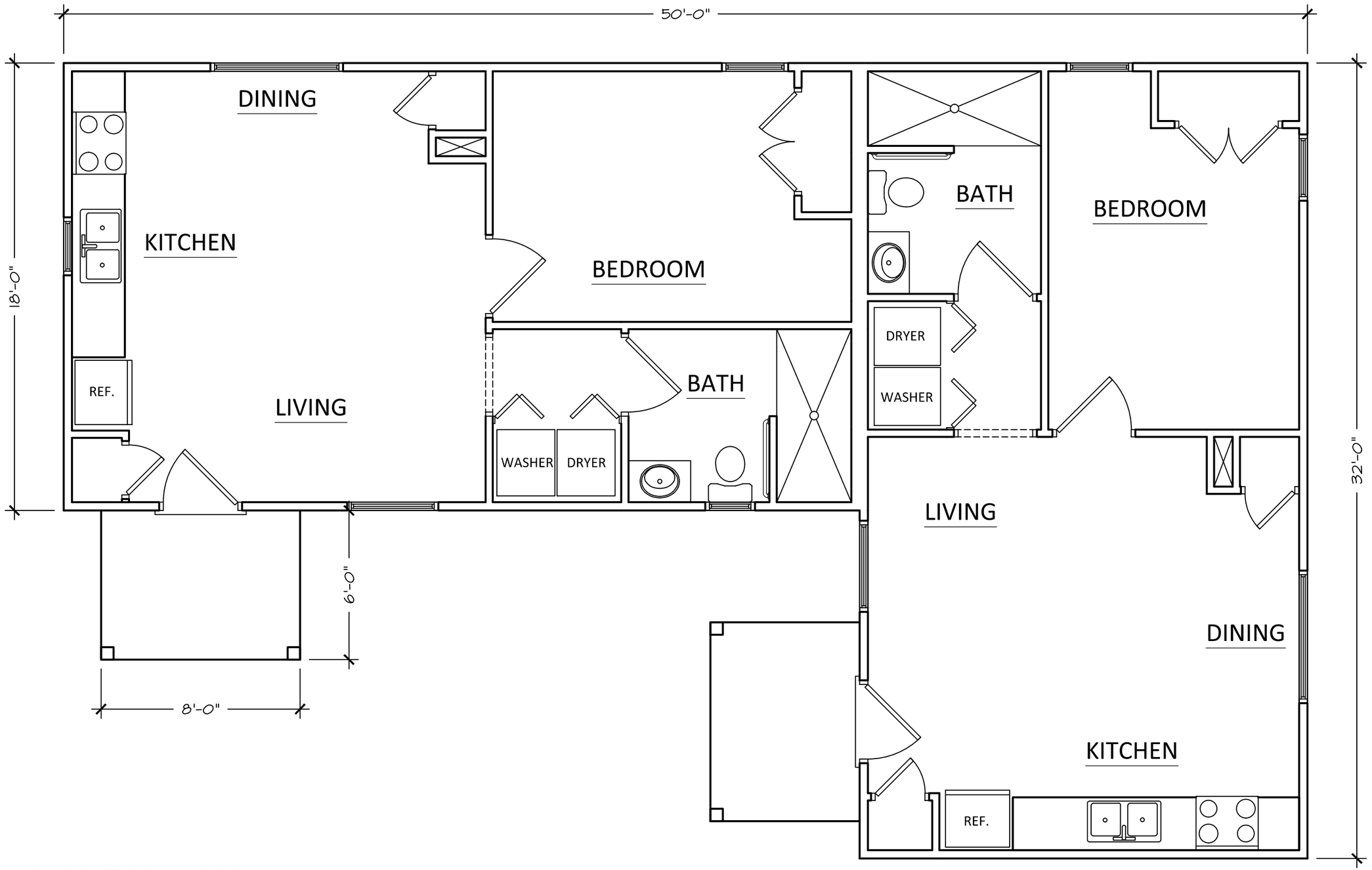
GENERAL DEVELOPMENT PLAN
PHASE 1

UMC SENIOR AFFORDABLE HOUSING FACILITIES

CENTER DISTRICT
TOWN OF WARRENTON

REVISIONS:

PLAN DATE:	XXX
DESIGN BY:	AS
CHECKED BY:	JLK
ARCHITECT:	XXX
JURISDICTIONAL PLAN NO.	
RDA PLAN #:	21171-002
SHEET NUMBER:	



WARRENTON UMC
HOUSING UNITS
PROPOSED FLOOR PLAN

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

NOVEMBER 28, 2022

DESIGN CONCEPTS
architecture + interiors
131 South Loudoun Street Winchester, VA 22601
Phone: (540) 722-7247; Fax: (540) 722-7248
architect@1designconcepts.com

WARRENTON UMC

PROPOSED HOUSING ELEVATION

MARCH 16, 2023

DESIGN CONCEPTS
architecture + interiors
131 South Loudoun Street Winchester, VA 22601
Phone: (540) 722-7247; Fax: (540) 722-7248
architect@1designconcepts.com

`

Town of Warrenton, Warrenton, Virginia
Request for Information on Affordable Housing

Fauquier Habitat for Humanity
98 Alexandria Pike Suite 43, Warrenton, VA 20186
Melanie Burch, President & CEO
melanieburch@fauquierhabitat.org
540-341-4952 x 106

`

Organization Overview:
Habitat for Humanity International (HFHI) is a nonprofit organization that helps millions of people across the U.S. and more than 70 other countries worldwide achieve homeownership, repair their homes, and build stronger communities. Since 1976, Habitat for Humanity International has built 46 million homes. Fauquier Habitat for Humanity (FHFH), an affiliate of the HFHI, was formed in 1991 to serve a growing segment of our Town of Warrenton and Fauquier County community members needing housing assistance. To date, we have built and renovated 64 homes and performed over 200 critical home repairs in the town and county. Our work has impacted over 300 people who improved their living situation. Overseen by a Board of Directors, FHFH has a staff of eight with a mixture of degrees and licensed professionals in the construction, housing, and accounting industries. Our Construction Director holds a Class A Residential building license, and our Critical Home Repair Manager has a Class C Residential building license.

Our mission:
Seeking to put God's love into action, Habitat for Humanity brings people together to build homes, communities and hope.

Simply, Habitat for Humanity's mission is to increase access to homeownership through the construction and affordable sale of homes. This work addresses a present-day need: safe, affordable, owner-occupied homes for families falling between 30 and 80% AMI in our community. Affordable housing plays a critical role in strong and stable communities. But when we dig deeper, we see that a long history of severe inequity and discrimination in housing contextualizes this work.
We are an equal housing lender that serves everyone equally, regardless of race. We are responsible for acknowledging how race has informed access to credit in this country, and we are intentional about making our mortgage equitably accessible for everyone.
Our closings require only a minimal cash down payment, so there is no need to rely on wealth from generations of owning property. Our underwriting criteria uses inclusive credit evaluation and is more lenient than a conventional loan, so applicants are not permanently precluded from homeownership if they have limited assets. And we work to educate our homeowners on unfair practices like appraisal discrimination that can prevent them from getting fair value out of their homes.
In other words, we aim to divorce the opportunity of benefiting from homeownership from all of the barriers that have taken root in the mortgage market.

`

Concept:

The housing affordability crisis makes it difficult for cities across Virginia to recruit and retain essential community workers, including police officers and teachers. FHFH is increasing the supply of affordable housing by building entry-level starter homes while driving down building costs, a nationwide barrier to building affordable housing. Energy-efficient, open-concept home designs and an innovative community land trust set this starter home approach apart.

Fauquier Habitat for Humanity homes are placed in the Virginia Statewide Community Land Trust (VSCLT). This lowers the cost of the house to the buyer, resulting in lower monthly mortgage expenses, and ensures the land stays affordable in perpetuity. The homeowner pays tax on the improvements on the land. The CLT is unique in preserving land to remain affordable yet ensuring homeowners are adding to the tax base. (In Virginia, Habitat homes typically increase the value of nearby homes by 6.55%.)

The VSCLT model allows families to build wealth through monthly mortgage payments. In exchange for buying the house at a lower price, a VSCLT homeowner agrees to pass on the gift and sell the home at an affordable price to someone in a similar financial situation.

Fauquier Habitat's home building and repair activities also energize our local economy, support local jobs, increase tax revenues, and reduce the need for household governmental assistance. Each Habitat home (new, renovated, or repaired) supports between 1.3 and 4.6 full-time jobs in a given year, with a median of 3.5 jobs per home. Habitat spurred jobs pay an average salary and benefits between $40,918 and $60,637. Total economic contribution ranges from a low of $145,563 to a high of $709,424.00 per home, with a median of $290,949.

Also, as families transition into Habitat homeownership, they reduce their reliance on public assistance, allowing scarce public dollars to benefit new households. Habitat directly stimulates the local economy by purchasing local construction and building materials, hiring local contractors, and employing staff. This employment and spending has a multiplier effect as it ripples across the broader community. The multiplier effect includes "indirect" economic impacts resulting from business-to-business transactions and "induced" effects, what employees spend their wages on at retail and other establishments in our county. The total economic impact is the sum of all three effects: direct, indirect, and induced.

`

Neighborhood Revitalization

Fauquier Habitat for Humanity's Neighborhood Revitalization (NR) program is based on an asset-based community development model that places residents as primary stakeholders and drivers to develop a collective vision for an improved quality of life in their neighborhood. Building houses alone does not fix the systemic, generational problems that plague underserved communities. Our current focus neighborhood, on and adjacent to Haiti Street/Eva Walker Park in Warrenton, is a historically African-American neighborhood with a rich history of family and social relationships and community engagement. Models that "push" services to communities without understanding from those who are impacted what their needs are or not engaging them as partners and stakeholders are ultimately unsuccessful as there is no sense of ownership or agency on the part of residents and other stakeholders.

The asset-based model employed by FHFH engages residents to identify the issues that negatively impact the neighborhood and work to "pull" the needed resources. We intend to emphasize our investment in people by replicating the NR model in other underserved neighborhoods and communities within Fauquier County and the guiding principles of our Critical Home Repair and single-family and multi-family builds. The resulting reach is ultimately building more than houses.

The 2019 Haiti Street/Eva Walker Park Small Area plan created by HD Advisors, with the support of community and town officials, gave input to the

1. financial analysis of potential redevelopment and density scenarios,
2. resident and community input sessions,
3. architectural guidelines, and
4. Community Land Trust analysis

This outcome, in turn, generated support from the PATH Foundation for Fauquier Habitat for Humanity to purchase several blighted buildings and lots on Haiti Street. FHFH is shovel-ready to build thirteen new, permanently affordable homes on Haiti Street within one year, removing the blighted buildings deemed unsafe housing. The homes create new housing for an additional thirteen families (30%-80% and up to 120% AMI for workforce families) who have lived or worked in Fauquier County for at least one year, joining the families and 22 children currently residing on the street. This proposal has support from Fauquier County and Sheriff, Town of Warrenton and Police, Senator Warner, Senator Kaine, and Congresswoman Wexton, Piedmont Environmental Council, Encompass, Virginia Housing, and Boys & Girls Club of Fauquier County.

`

FHFH has funding sources from Virginia Housing, Encompass, and Habitat Mortgage Solutions CDFI funding, but this does not cover all expenses. FHFH needs the support and investment from the Town of Warrenton to see this project through to completion. With all funds in place, our budget shows we can build the Energy-Star efficient homes with a price model that keeps the home mortgage at or below 30% of net income while allowing FHFH to recapture operational costs to move forward to the next project.

Current zoning rules work with our vision for the neighborhood.

Our next redevelopment area is 35 Horner Street, one block off Main Street, Warrenton. This site, again, with the support of the Piedmont Environmental Council, PATH Foundation, Encompass, and others, is an opportunity to build 18 affordable and workforce condominiums to answer the growing need for housing for our young professionals, elderly, and county employees who need functional homes in walkable communities. The design is created, we are discussing with the Special Use option with the Town of Warrenton zoning staff, and we are actively developing financing.

There has been a rural housing crisis for decades, and the Town of Warrenton is not immune to this situation. Local and federal investment is critical to building new housing, especially where access to traditional capital is limited. Fauquier Habitat for Humanity is leading a push to access programs like Community Development Block Grants, HOME Investment partnerships, and Virginia Housing and USDA-Rural Development housing construction programs and mortgages.

Rural communities such as the Town of Warrenton can only thrive when everyone, including our most vulnerable members, has access to housing. As such, FHFH, as a development practitioner, knows that community investments in infrastructure result in a tangible benefit for housing access. This includes water and wastewater systems, transportation, clean energy, and other underlying infrastructure that provide the foundation for affordable and livable communities. Additionally, land banks are a vehicle to acquire, hold, manage and distribute residential, commercial and industrial properties to meet our community's needs. Land banks can help mitigate the adverse effects of gentrification and prevent the displacement of low-income families and families of color in high-cost areas by securing land to create and preserve equitable opportunities.

`

One of the things that can make the Town of Warrenton's close-knit community life more vibrant is to emulate other flourishing towns that have housing, small businesses, and community centers in the same building. This is a traditional way of life in many rural places, and it substantially benefits community development and housing affordability. Accessing a Historic Revitalization Grant program brings these project ideas to reality with the accompaniment of Historic Rehabilitation Tax Credits and housing tax credits.

Ideas and scalability addressed by Fauquier Habitat for Humanity will be a continuing conversation that involves inclusive development. The successful scale incorporates low-income, affordable, workforce, and market-rate homes in addition to universal design and studio or one-bedroom homes, creating healthy, holistic living environments.

COMMUNITY DEVELOPMENT STAFF REPORT

Council Meeting Date:	February 13, 2024
Agenda Title:	Septic Remediation Grant
Requested Action:	Authorize Town Manager
Department / Agency Lead:	Community Development
Staff Lead:	Denise M. Harris, AICP

EXECUTIVE SUMMARY

The Virginia Department of Environmental Quality (DEQ) authorized and reserved $750,000 in American Rescue Plan Act (APRA) funding for the Town of Warrenton through the Septic Local Partners Program (SLPP). The resolution before Town Council authorizes the Town Manager to sign the SLPP grant for the SLPP implementation. A future public hearing will be required to amend the budget with the awarded funds. The grant agreement must be executed by the Town and DEQ by March 31, 2024.

BACKGROUND

Since April of 2021, a group of residents have begun assisting the Town in meeting this policy by exploring funding opportunities, providing research, and collecting data. This led to the creation of a Septic Remediation Committee that met for the first time on July 13, 2021. The Committee proposes the following mission:

1. To locate all properties that are not connected to Town water and/or sewer.
2. To determine the age and condition of these wells and drainfields.
3. To identify funding available from private and public sources to help enable the most endangered properties to connect to Town utilities.

Town Council members appointed to this Committee include Councilmen Brett Hamby and James Hartman.

The Committee identified approximately 150 properties within town boundaries that are served by private septic systems. These systems are of varying age and condition across all five wards. The Committee surveyed the identified properties through mail and door-to-door visits regarding confirmation of septic, demographics and income limits, and interest in participating in potential grants. Two public workshops were held for interested property owners.

The Committee identified two Virginia Department of Environmental Quality grants utilizing American Rescue Plan Act (ARPA) funds and the Town applied in 2022. In March, 2023 the Town was informed that

it did not receive the Septic to Sewer Conversion Program grant that would have provided funding to extend sewer lines where they currently do not exist. However, DEQ did authorize and reserve $750,000 from the Septic Local Partners Program for qualified in-town residents to connect their septic to existing sewer lines. DEQ approved a Design Agreement in October, 2023, allowing for first come, first serve qualified property owners to be reimbursed for connecting to the Town's sewer system. This grant must be executed by the Town and DEQ by March 31, 2024 with 50% of the funds distributed by December 31, 2025. Final grant completion by December, 2026. The Town selected an engineering firm with septic experience, RK&K, under the ARPA requirements procurement process to help the Town administrator the program.

It is anticipated after the grant agreement is executed that RK&K will work with Town staff to develop a strategy to fully communicate to the Town residents about this opportunity. Once the notice(s) has been provided, qualified private property owners will be able to participate in the program on a first come, first serve basis until the funding is fully obligated. Property owners on an existing sewer line that are under the income limit will be eligible for 100% reimbursement of eligi9ble costs up to $40,000, while qualified property owners above the income limit will be eligible to be reimbursed 501% up to $20,000. Per DEQ, the median income limits are defined by the US Department of Housing and Urban Development https://www.huduser.gov/Portal/datasets/il.html .

STAFF RECOMMENDATION

Authorize the Town Manager to execute the Virginia Department of Environmental Quality Septic Local Partner Program grant to implement the Septic Local Partner Program.

Service Level/Collaborative Impact

The grant will enable private property owners to connect to the Town's sewer and increase the utility level of service for its residents.

Policy Direction/Warrenton Plan 2040

Plan Warrenton 2040 policy CF-4.8 states to *"Explore resources to help property owners and promote connection to public water and sewer within the Town boundaries."*

Fiscal Impact

The DEQ reimbursable grant covers cost, in-full or in-part depending on individual qualifications, of connections, tap fees, and associated Town administrative costs.

Legal Impact

N/A

ATTACHMENTS

1. Draft Resolution
2. SLPP Design Program

A RESOLUTION TO AUTHORIZE THE TOWN MANAGER TO SIGN A VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY GRANT AND AMEND THE FISCAL YEAR 2024 BUDGET TO APPROPRIATE GRANT FUNDS

WHEREAS, the Town Septic Remediation Committee has met since 2021 to identify and map in-town properties located on private septic systems; and

WHEREAS, the Septic Remediation Committee held a public workshop on December 7, 2021 to request property owners participate in surveys regarding septic, income limits, and property conditions, and willingness to participate; and

WHEREAS, the Septic Remediation Committee identified approximately 150 properties with varying age and conditions of septic systems across all five wards in town; and

WHEREAS, the Town Septic Remediation Committee and staff identified a grant opportunity to help in-town property owners on septic to connect to the Town's public sewer and that did not require a match of local funds; and

WHEAREAS, the Virginia Department of Environmental Quality authorized and reserved a reimbursable Septic Local Partners Program grant to the Town the amount of $750,000.00 to administer septic assistance utilizing the American Rescue Plan Act (ARPA) funds; and

WHEREAS, the Virginia Department of Environmental Quality approved a Program Design that allows for qualified, first come-first serve property owners to participate through a reimbursement based on income guidelines on October 26, 2023; and

WHEREAS, the grant agreement must be executed by March 31, 2024, with 50% of the grant amount disbursed by December 31, 2025, and the grant completed in 2026; and

NOW, THEREFORE BE IT RESOLVED, that the Warrenton Town Council Hereby Authorizes the Town Manager to sign a grant agreement with the Virginia Department of Environmental Quality for the Septic Local Partner Program for In-Town Properties for $750,000.00 in reimbursable grant revenue to implement the Septic Local Partner Program grant.

Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting:

ATTEST: _____

Town Recorder

For Finance Department Use

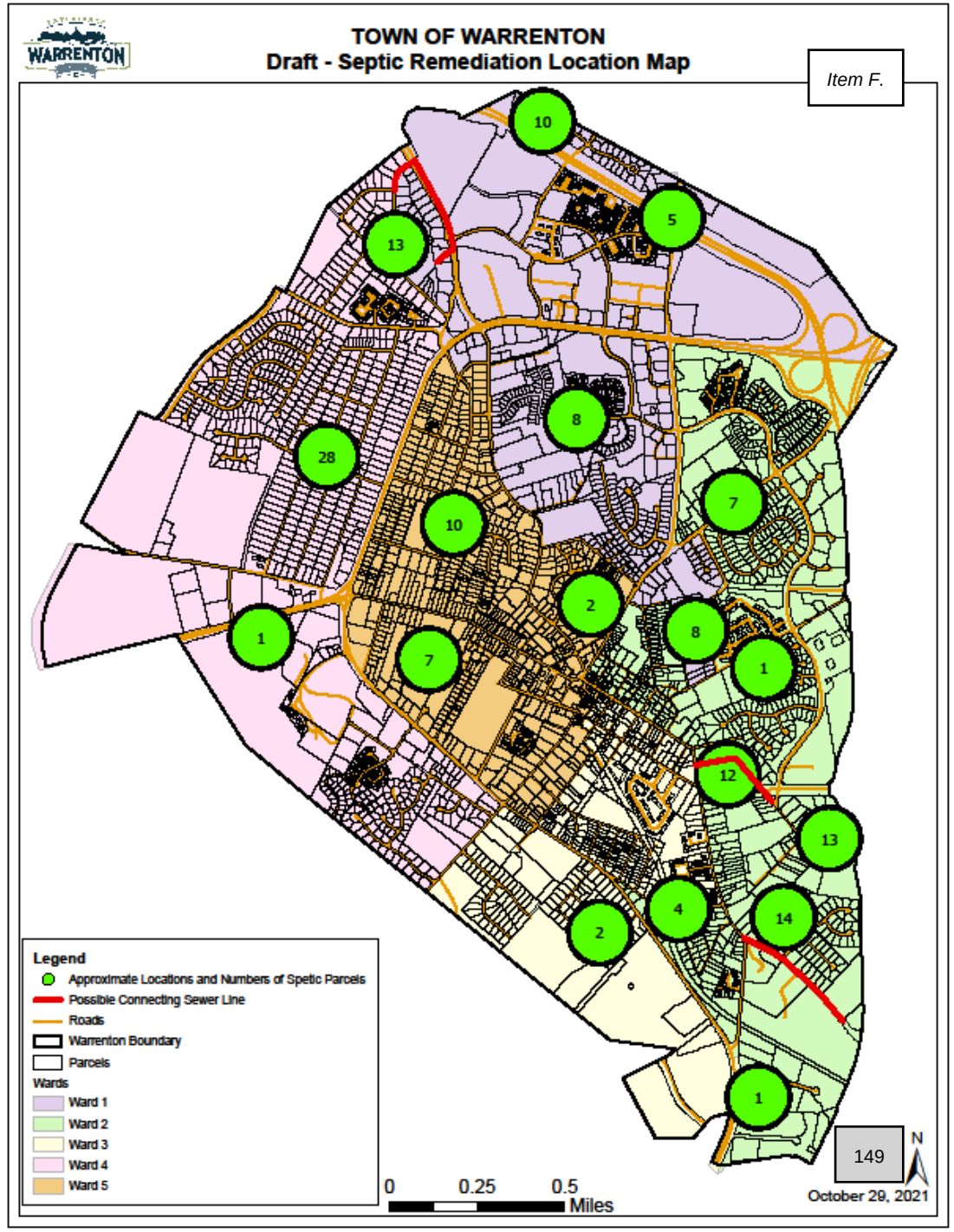
Budget Amendment (**Supplement**)
Date: February 9, 2021
Subject: VRSA Risk Management Grant

Action	G/L Account Number	Description	Amount
Credit	3-100-18990-0050	Local Grant Revenue	4,000
Debit	4-601-12520-8201	Machinery and equipment	4,000

Town Council Work Session
July 11, 2023

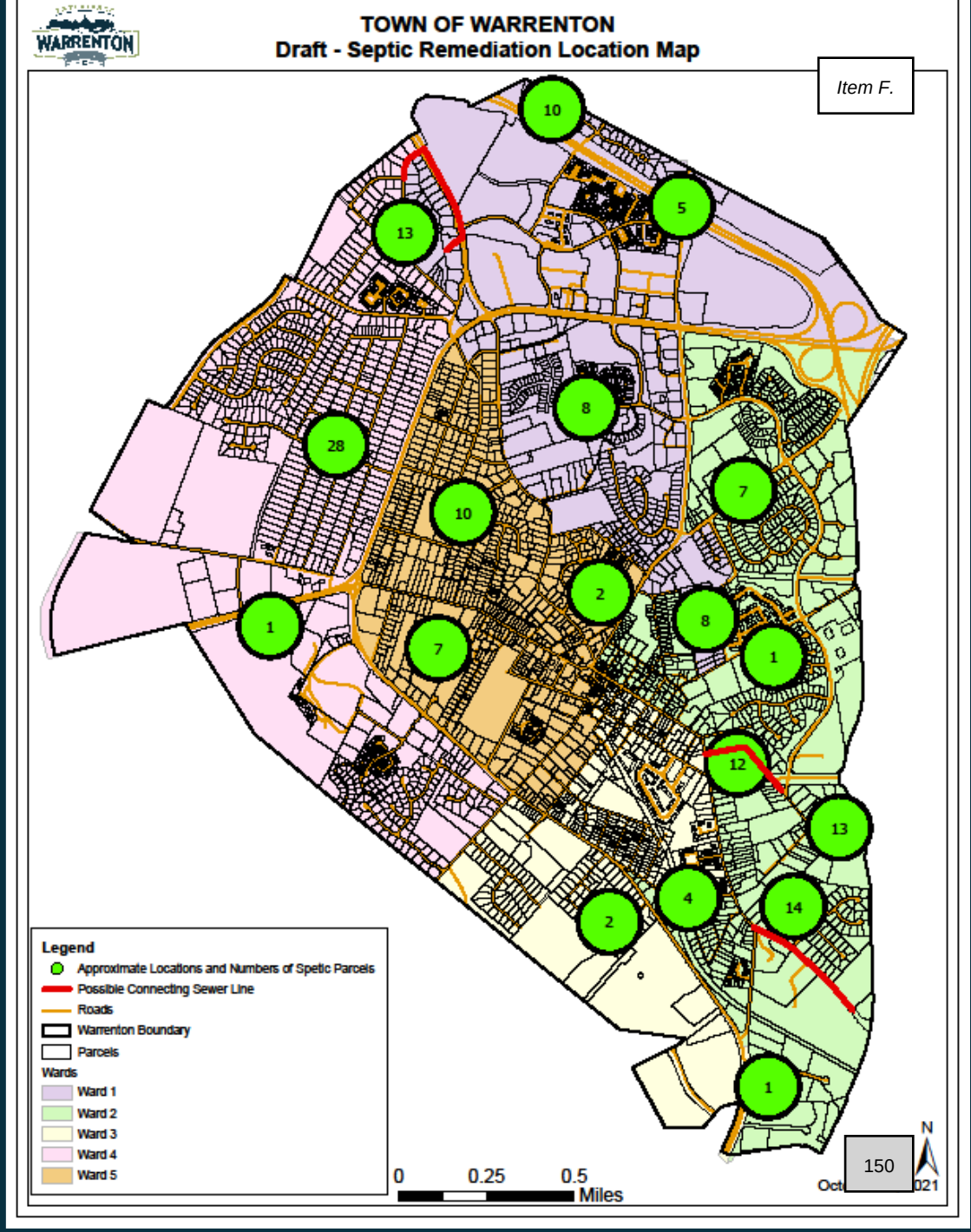
Committee

- Established by Town Council July, 2021
- Data and Analysis
- Cross referenced multiple data sources (E911, billing, Department of Health Permits)
- GIS Layer and Mapping
- Public Workshop
- Surveys of properties 2022
- Applied for State ARPA Grants 2022
- 2023 Potential One Grant/Denied One Grant



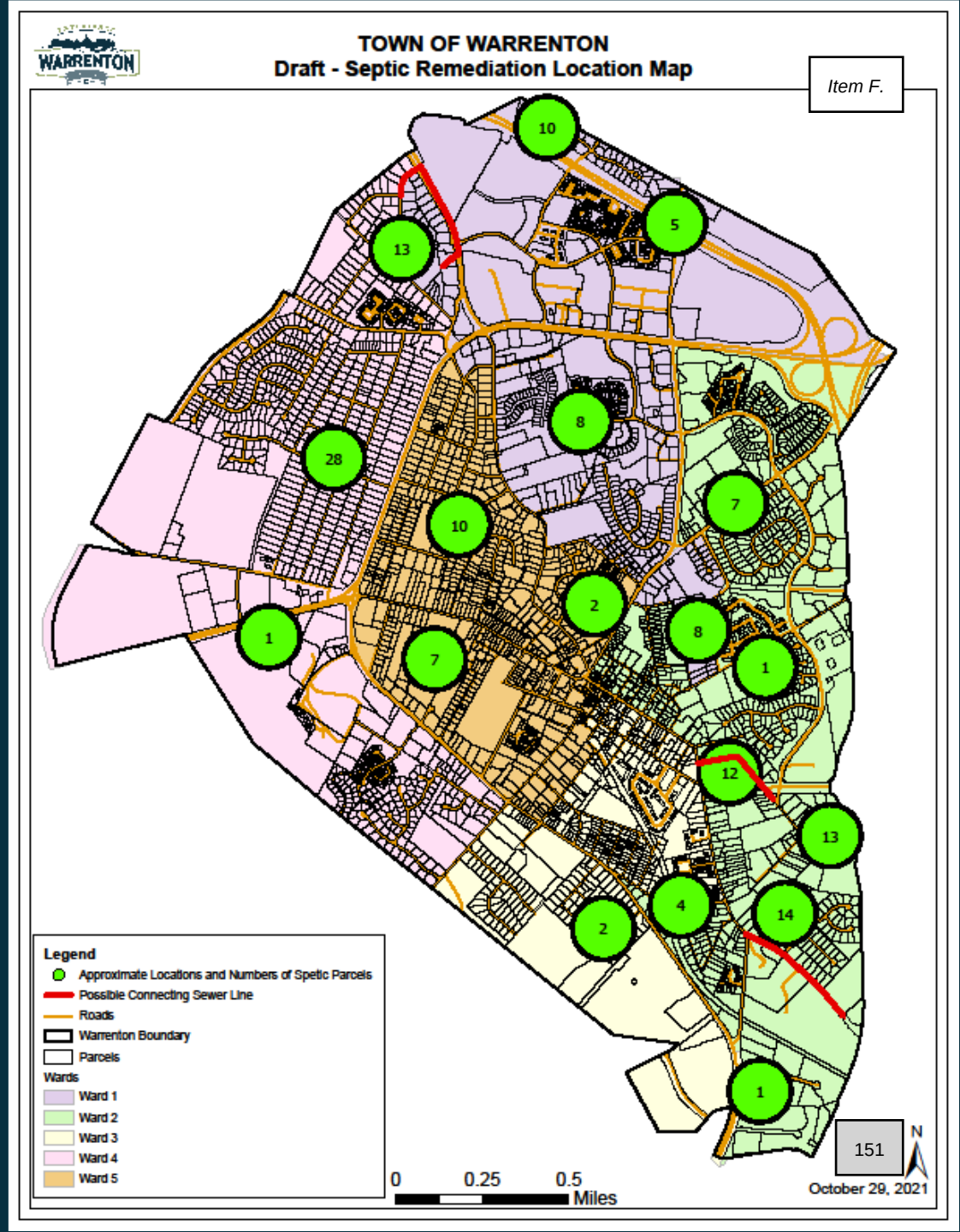
What the Data Reveals

- Parcels on septic exist across all wards
- Septic locations, conditions, and age vary across income levels
- There are possible gaps in the data
  - For example, homes built before 1950 may precede VDH permitting



ARPA Funding

- $750,000 Septic Local Partner Program
- First Come, First Serve
- $152,100 Income Limit
- 100%/50% Cost Share
- $40,000/$20,000 per parcel
- $10,800 Sewer Fee
- Reimbursement Grant
- 35% Administration
- Can not be used for sewer lines
- Approximately 84 parcels
- 12=750,000x.65/40,000



Decision Points for Town Council

1. Does the Town want to pursue grant?
2. If yes, knowing there are not enough funds for all parcels, how would the program be administered?
   - First come first serve,
   - Income limits,
   - Geography,
   - Tap fees

Office of the Town Manager
Frank Cassidy

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	February 13th, 2024.
Agenda Title:	St. Leonard's Farm
Requested Action:	Remove, and satisfy, the "Deed of Gift" restriction at the wastewater plant
Department / Agency Lead:	Town Manager
Staff Lead:	Frank Cassidy, Town Manager

EXECUTIVE SUMMARY

In 1988 a Deed of Gift was finalized between Mr. Van Roijen, as property owner and representative of St. Leonard's Farm, and the Town of Warrenton. The deed was to provide land to the Town for use of the wastewater treatment facility. The deed-restricted operations of the plant to 2.5 MGD.

Over the years, as the plant was undergoing studies for required replacement and repairs, studies were conducted for the capacity and capability of plant operations. These studies continued to recommend the plant be modernized to handle 3.0 MGD.

The plant operates under a required DEQ permit which currently restricts the plant to 90% of the permit maximum of 2.5 MGD. Given the restrictions of the permit, the plant, based on several studies and recommendations throughout the years, will exceed this permitted maximum; therefore, the permit must be upgraded to 3.0 MGD, with a 90% maximum outflow (2.7 MGD).

To increase the permit requirements, modernize the plant for effective and efficient operations, and to provide the expected capacity needs of the plant, we must increase our operations to 3.0 MGD. To do this, we must satisfy the existing "Deed of Gift." To satisfy the deed, the Town engaged in an appraisal that met all minimum requirements outlined in the deed as necessary for consideration of lifting the deed and presented this to M. Van Roijen. This year, Mr. Van Roijen accepted the conditions of release, and we are proceeding with releasing the deed.

BACKGROUND

Deed restriction-

Deed Book 1035 Page 2041 (attached) calls out the commitment to pay St. Leonard's Farm 1.5 times the value of 8 buildable lots (pages 11-12). This attachment also contains the Court Order where a survey of the WARF property was boundary line adjusted into the Town of Warrenton. Mr. Van Roijen previously owned the WARF property as well.

STAFF RECOMMENDATION

Proceed with the required steps to release the Deed of Gift for $1,500,000.00.

Service Level/Collaborative Impact

This will provide a clear path for required maintenance and modernizations to the WWTP to ensure safe, healthy, and effective wastewater treatment in the Town.

Policy Direction/Warrenton Plan 2040

COMMUNITY FACILITIES GOALS
CF-1: Serve as the central inviting public service center for Town and County residents with a proportionate share of community.
services provided by other governments, including a fair and reasonable balance in funding sources for community facilities.

CF-2: Public safety services and policies are viewed as amongst the best in similar Virginia towns for their responsiveness,
community trust, and effectiveness.

CF-3: Green infrastructure and sustainability are incorporated into community facilities to promote energy efficiency and
environmental protections.

CF-4: Ensure healthy, safe, and adequate water and wastewater services.

CF-5: To provide a fiscally responsible infrastructure that maintains a high quality of life for residents, supports current businesses,
and attracts new employers with a stable tax structure.

Fiscal Impact

$1,500,000.00- $1,000,000.00 has already been appropriated; require additional $500,000.00 of ARPA funds be appropriated for the requirements of the satisfaction and release of the Deed of Gift.

Legal Impact

Legal has been actively engaged in the process including review of all documents.

ATTACHMENTS

1.

by SLF for purposes of such payment, an amount in cash equal to one and one-half times the then fair market value of (i) such portion or all of said 2-acre parcel not so reconveyed and (ii) all property of SLF included in any such buffer zone. For purposes of determining such fair market value, the Town and SLF (or such successors or assigns) shall each promptly appoint a qualified appraiser, each of whom shall promptly make a determination of such fair market value. If the two appraisals shall differ by twenty percent (20%) of the lower appraisal or less, such fair market value shall be deemed to be the average of such two appraisals. If the two appraisals shall differ by more than twenty percent of the lower appraisal, the two appraisers shall promptly appoint a third qualified appraiser, who shall promptly make a determination of the fair market value of said property, and such fair market value for purposes hereof shall be the middle appraisal of the three appraisals. If the first two appraisers are unable promptly to agree upon a third appraiser, then the parties shall request the Circuit Court of Fauquier County to appoint the third appraiser. If either the Town or SLF (or its designated successors or assigns) fails to timely appoint its respective appraiser or to provide its appraisal in timely fashion, then such defaulting party shall be deemed to have forfeited its right to an appraisal, and the fair market value of such property for purposes hereof shall be the appraisal value of the other party. Each party shall bear all costs and expenses of its appraiser and appraisal, and the two parties shall share equally the costs and expenses of the third appraiser and appraisal, if any.

Additional Covenant.

The Town, for itself and its successors and assigns, further covenants and agrees with SLF, its successors and assigns, that the Town will not at any time increase, to a level greater than two and one-half million (2,500,000) gallons per day, the

capacity of service of the aforesaid sewage treatment plant as expanded by the Expansion, if such increase would result in any increased discharge into the stream running from said plant and across the lands of SLF, its successors and assigns. Any failure by the Town to abide by the terms of this covenant shall be deemed a breach of contract, and SLF shall be entitled in such event to seek legal and/or equitable remedies for such breach.

WITNESS the following signatures and seals:

WITNESS

By: _____ (SEAL)
V.P.

ST. LEONARD'S FARM, INC.

By: _____ (SEAL)
David M. van Roijen, President

TOWN OF WARRENTON

By J. Willard Lineweaver (SEAL)
J. Willard Lineweaver, Mayor

STATE OF VIRGINIA
COUNTY OF FAUQUIER, to-wit:

The foregoing instrument was acknowledged before me this 20th day of July, 1988, by David M. van Roijen, President of and on behalf of St. Leonard's Farm, Inc., a Virginia Corporation.

_____
NOTARY PUBLIC

My Commission Expires: Nov. 16, 1990

STATE OF VIRGINIA
COUNTY OF FAUQUIER, to-wit:

The foregoing instrument was acknowledged before me this 14th day of July, 1988, by J. Willard Lineweaver, Mayor of and on behalf of the Town of Warrenton, a Virginia Municipal Corporation.

_____
NOTARY PUBLIC

My Commission Expires: Jan. 12, 1991

Virginia In the Clerk's Office of Fauquier Circuit Court JUL 2 1 1988
This instrument was this day received in said Office and with certificate admitted to record at 2:20 P.M.
Tax of $_____ imposed by Section 58.1-802 Paid
State Tax — County Tax —
Transfer Fee 1.00 Clerk's Fee 17.00 Total 18.00

Teste _____ Clerk

REAL ESTATE APPRAISAL REPORT

Appraisal of:

No Numerical Address
North of Frost Avenue (Rt. 211) & South of Waterloo Road (Rt. 678)
Warrenton (Town of Warrenton), VA 20186

Property owned by: Town of Warrenton

Tax Map #: 6974-75-9148-000

File #: B-34-1

Date of Value (Date of Inspection): February 21, 2023

Date of Report: March 27, 2023

Wright Realty, Inc.
9009 Sudley Road
Manassas, Virginia 20110

WRIGHT REALTY, INC.
est. 1946

9009 SUDLEY ROA
MANASSAS, VIRGINIA 201
Telephone (703) 368-8136
Fax (703) 368-7238
www.wright-realty.com

March 27, 2023

WRI File #: B-34-1

Town of Warrenton
C/O: Tommy Cureton, M.S., CPRP
Acting Town Manager
21 Main Street
Warrenton, VA 20186

RE: Property owned by:

Town of Warrenton

No Numerical Address – North of Frost Avenue (Rt. 211) & South of Waterloo Road (Rt. 678)
Warrenton (Town of Warrenton), VA 20186
Tax Map #: 6974-75-9148-000

Dear Mr. Cureton:

Pursuant to your request, please find the enclosed appraisal report of the above referenced property. The purpose of the appraisal is to assist you, the Client, in determining the market value of the fee simple market value of the property (as of the date of property inspection on 02/21/2023). Valuation assumes the property is free and clear of all liens and encumbrances. The appraisal is intended for internal use in association with Gifting purposes.

The subject property is currently an improved parcel used in conjunction with the southern adjoining Town's waste management facility/property. It currently contains about 2.9183-acres or 127,121 SF of PSP, Public-Semi-Public Institutional District zoned land. It has a gentle slope and its eastern portion is wooded with overgrowth. It is currently accessed through the southern adjoining Town waste management property, via an ingress/egress easement. To obtain access to Rt. 211 and Rt. 678, an ingress/egress easement through the larger western Aquatic & Recreational Center property that is owned by the Town.

Per the Town's request and per deed requirement between the Town and St. Leonard's Farm (Deed Book: 1035 / Page: 2041 ~ see "History of Property"), the property has been valued "as-if " vacant and permitted by the Town for its subdivision into eight (8) raw and developable residential lots ("as-if" not adjacent to a sewer treatment facility). This is to be the Highest & Best Use of the property. As the subject is currently improved without any known permits for subdivision. These factors require a "Hypothetical Conditions" (see page #4). The Town of Warrenton is the intended user of this appraisal report.

The opinion of market value is based on our analysis of the property, the market and the statement of Assumptions and Limiting Conditions including a hypothetical condition related to the existing improvements on the subject.

In our opinion, the market value of the fee simple interest of the subject property subject to an "Extraordinary Assumption", "Hypothetical Conditions" and limited conditions stated in this report is approximately:

One Million Dollars ($1,000,000)

It has been the intent to include sufficient detail in the report to support the opinion of value and give the intended user of the report the opportunity to form opinions and make decisions. The appraisal represents an effort to provide a market value estimate that is a judgment call based on data available as well as the experience of the appraiser.

Respectfully Submitted,

Edward B. Wright Jr

Edward B. (Barry) Wright, Jr.
Certified General Real Estate Appraiser
License No. 4001-001032

TABLE OF CONTENTS

PROPERTY APPRAISED....1
PURPOSE AND INTENDED USE OF THE APPRAISAL....2
TYPE OF REPORT....2
DATE OF VALUATION....2
REAL PROPERTY INTEREST BEING APPRAISED....2
TYPE AND DEFINITION OF VALUE....2
APPRAISAL REPORTING FORMAT....3
SCOPE OF WORK....3
EXPOSURE TIME & MARKETING TIME....4
HYPOTHETICAL CONDITIONS....4
EXTRAORDINARY ASSUMPTIONS....4
GENERAL ASSUMPTIONS AND LIMITING CONDITIONS....4
HISTORY OF THE PROPERTY....6
AREA AND NEIGHBORHOOD DATA....7
PAST, CURRENT AND PROJECTED MARKET CONDITIONS....7
LAND DESCRIPTION....8
IMPROVEMENT DESCRIPION....10
ZONING AND PLANNED LAND USE....11
HIGHEST AND BEST USE....12
VALUATION....12
DIRECT SALES COMPARISION APPROACH....13
COMMENTS ON MARKET COMPARISON (AS IMPROVED)....14
RECONCILIATION OF THE DIRECT SALES COMPARISON APPROACH....15
CERTIFICATION OF THE APPRAISER....16

ADDENDA:

Subject Photos
Plat (Excerpt)
Plat (Excerpt) (Showing Sewerline Easement)
Town of Warrenton (Subject Aerial Tax Map)
Town of Warrenton (Subject Location Map)
Comparable Sales
Subject & Comparable (Location Map)
Qualification of Appraiser

PROPERTY APPRAISED

Address:	No Numerical Address (North of Frost Avenue Rt. 211 & South of Waterloo Road (Rt. 678)) Warrenton (Town of Warrenton), VA 20186
Tax Map #:	6974-75-9178-000
Lot Size:	2.9183-acres or 127,121 SF
Improvement Size:	**N/A. "As-If" subdivided into eight (8) vacant/raw lots (See "Hypothetical Condition "on page #4).**
Zoning:	PSP, Public-Semi-Public Institutional District (Comprehensive Planned: Public/Semi-Public Non-Intensive)
Legal Description:	2.9183-acres ("as-if") vacant land described by, Metes & Bounds, Town of Warrenton / Fauquier County.
Owner:	Town of Warrenton
2023-yr. Real Estate Assessment:	Land – $365,000 / *Improvements – $365,000 / TOTAL =$840,000 Fauquier County re-assessments occur every four years. Last assessment occurred in the 2022 -year which are based upon 2021-year sales figures. *At the request of the Client, the property has been appraised "as-if" vacant (see below "Hypothetical Condition". Therefore, the improvement value above is considered $0 and the total assessment is $356,000.
2023-yr. Real Estate Tax:	$0 The subject is owned by the Client (Town) and is tax exempt at this time.
Deed Reference:	Deed Book: 601 / Page: 559 (See "History of Property" on page #c for additional information.
Transfers / Listings / Contracts / Leases:	No sales, contracts, listings, or leases on the subject property were reported or known to the appraiser in the past 3 years.

The subject property is shown below from an aerial excerpt obtained from the Town of Warrenton tax map system.

PURPOSE AND INTENDED USE OF THE APPRAISAL

The appraisal problem is to form an opinion of the fee simple interest market value of the property as it existed as of the date of inspection on February 21, 2023. The purpose is for the appraisal to establish an estimate of market value for its internal use associated with Deed requirements indicated in the transfer between St. Leonard' Farm and the Town of Warrenton (Deed Book: 1035 / Page: 2041 ~ see "History of Property" for additional information).

The intended user of this appraisal is the Town of Warrenton, VA, in care of the Acting Town Manager, Tommy Cureton, M.S., CPRP. Use or reliance on this report by any other party for any other purpose is strictly prohibited. This appraisal cannot be utilized for any 3rd party lending purposes.
f

TYPE OF REPORT

This Appraisal Report conforms to the Uniform Standards of Professional Appraisal Practice (USPAP).

DATE OF VALUATION

The date of valuation of the fee simple interest, as it existed on the date of inspection on February 21, 2023. The date of this report is March 27, 2023.

REAL PROPERTY INTEREST BEING APPRAISED

This appraisal provides an estimate of the market value of the fee simple interest of the subject property. Fee simple is the absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by governmental powers of taxation, eminent domain, police power, and escheat.[1]

TYPE AND DEFINITION OF VALUE

This appraisal is made to form an opinion of market value, which is defined as:

The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

1. buyer and seller are typically motivated;
2. both parties are well informed or well advised, and acting in what they consider their best interests;
3. a reasonable time is allowed for exposure in the open market;
4. payment is made in terms of cash in United States dollars or in terms of financial arrangements comparable thereto; and
5. the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale. [2]

[1] Appraisal Institute, The Dictionary of Real Estate Appraisal, Sixth Edition, (Chicago, Appraisal Institute, 2015).
[2] Ibid.

APPRAISAL REPORTING FORMAT

This Appraisal Report presents only brief discussions of the data, reasoning and analysis that were used in the appraisal process to develop the appraiser's opinion of value. Supporting documentation is included in the report or the Appendix. Some additional information concerning the data, reasoning and analyses may be retained in the appraiser's file. The depth of discussion contained in the report is specific to the needs of the client and for their intended use of this report. The appraiser is not responsible for unauthorized use of this report.

SCOPE OF WORK

The scope of the work for this appraisal included an inspection of the subject property, which was conducted by walking a portion of the property. In addition, various characteristics of the land such as topography, soils, and flood plain were researched using the county mapping service and aerial imagery provided by Bing and/or Google mapping services. Research related to zoning, planned use, and the like was conducted. A search was made for recent sales of properties that were similar to the subject. A search was made for information about the market including consultations with market participants. Market participants include Edward B. Wright, III, Broker with Wright Realty, Inc.

In estimating the subject's market value, an orderly, systematic procedure is followed which should lead the appraiser to an opinion of value. The first steps would include office research, which consists of locating, describing the property, verifying current assessment information and legal descriptions as are made available, etc. This data will assist the appraiser in determining various market factors, rental, comparable sales, etc. The property is then inspected in order to determine condition and marketability. Other sources of information, which are typically utilized, would include costs data, which is extracted from the appraiser's general knowledge, cost books and cost estimated when available. Financing, as well as economic and other influences, is also considered, as they may be pertinent to the subject property. The appraiser was supplied with and reviewed a title report supplied by the Client's acting attorney.

Dean F. Schreiner, Jr., a Virginia Licensed Residential Real Estate Appraiser, contributed significant professional assistance in the research, analysis, and reporting of this appraisal.

In preparing an appraisal there generally are three approaches used to obtain indications of a property's market value, including the Cost Approach, the Income Approach, and the Direct Sales Comparison Approach. Not all approaches are used for all properties. For this appraisal, the Direct Sales Comparison Approach to value have been used to form an opinion of value of the improvements and land. Properties like the subject are seldom purchased for rental income, therefore data is insufficient for the Income Approach. The Cost Approach is not considered applicable due to the subject property being considered "as-if" vacant, at the request of the Client.

The appraisal also reviewed the Deed between St. Leonard's Farm and the Town of Warrenton. Per the Town's request and per deed requirement between the Town and St. Leonard's Farm (Deed Book: 1035 / Page: 2041 ~ see "History of Property")

The Direct Sales Comparable Approach to value is used to form an opinion of value of the improvements and the land. This Direct Sales Comparison Approach, or market approach, entails research of properties that have sold or are that are for sale which, when adjusted, can provide an indication of subject value. In considering and comparing comparable sales to the subject property, it is necessary to evaluate economic trends as they affected the subject and analyze development costs for the subject and competing properties where possible.

Compilation of the data is developed and considered. It should then lead the appraiser to a determination of his opinion of the subjects' value range. The appraiser's expertise in real estate valuation is not to be construed as an engineer, attorney, or other specialist.

EXPOSURE TIME & MARKETING TIME

Exposure time was estimated to be about 6 months. This is the "estimated length of time that the property interest being appraised would have been offered on the market prior to the hypothetical consumption of a sale at market value on the effective date of the appraisal."[3]

The marketing time was estimated to be about 6 months. The reasonable marketing time is an estimate of the amount of time it might take to sell a property interest in real estate at the estimated market value level during the period immediately after the effective date of an appraisal.[4]

HYPOTHETICAL CONDITIONS

A hypothetical condition a condition that is presumed to be true when it is known to be false.[5]

Per the Town's request and per deed requirement between the Town and St. Leonard's Farm (Deed Book: 1035 / Page: 2041 ~ see "History of Property"), the subject has been appraised "as-if" if it were eight (8) individual and raw/vacant lots. As such, and per the Client's request, the adjacent sewer treatment plant is assumed to not exist. These factors are contrary to what exists. Therefore, for purposes of this report a Hypothetical Condition has been made that the subject property is vacant with no improvements contributing to value and it not located next to a sewer treatment facility.

EXTRAORDINARY ASSUMPTIONS

An extraordinary assumption is an assumption, directly related to a specific assignment as of the effective date of the assignment results, which, if found to be false, could alter the appraiser's opinions or conclusions[6]. For purposes of this report, an Extraordinary Assumption has been made that the subject is suitable for its development in to eight (8) developable residential lots. This assumption is due to the request of the Client for the property to be appraised "as-if" vacant. Should the subject not be approved for eight (8) residential lots, this would have an unknown impact on the value determined herein.

GENERAL ASSUMPTIONS AND LIMITING CONDITIONS

1. It is assumed that the subject property is free and clear of liens or encumbrances, unless otherwise set forth in the appraisal report.

2. The title is marketable and is not subject to restrictions or covenants that would affect marketability unless set forth in this appraisal report.

[3] Ibid
[4] USPAP, Advisory Opinion AO-7.
[5] Appraisal Institute, The Dictionary of Real Estate Appraisal, Sixth Edition, (Chicago, Appraisal Institute, 2015).
[6] Ibid

3. Ownership of the property has been accepted as given and no responsibility is assumed as to ownership or existing and outstanding rights involved in property. It is assumed that restrictions running with the land or local ordinances have not been violated unless otherwise stated in this appraisal report.

4. It is assumed that there are no hidden or unapparent conditions of the property, subsoil or structures that would render it more or less valuable. No responsibility is assumed for such conditions or for engineering that may be required to discover such factors.

5. Sundry plats and surveys furnished or otherwise obtained and used are accepted as accurate.

6. The subject property as it exists (including usage), or as it might be utilized, is assumed to be in compliance with governmental regulations, including those applying to the environment. Exceptions, if noted by the appraiser, will be set forth in the appraisal report.

7. The distribution of the total valuation in this report between land and improvements applies only under the reported highest and best use of the property. The allocation of value for land and improvements must not be used in conjunction with any other appraisal and is invalid if so used.

8. The appraisers certify that, to the best of their knowledge and belief, the statements in this appraisal, subject to the limiting conditions outlined herein, are correct. Information in this report has been provided from sources believed to be reliable; however, such information is not guaranteed to be correct and the appraisers assume no responsibility for inaccuracies.

9. The appraisal represents an opinion as to the Market Value without regard to any special value to a particular buyer or seller and assumes intelligent buyer and seller, dealing in the open market.

10. The appraisal contract is fulfilled upon delivery of appraisal report.

11. The appraisers herein, by reason of this report, are not required to give testimony in court or any legal hearing, with reference to the property appraised, unless arrangements have been previously made.

12. No discussion regarding the value estimated or other details of report will be required of appraiser except with the party to whom this report is addressed, and this will be restricted to reasonable time involvement.

13. The by-laws and Regulations of the professional organizations of which the appraiser is a member govern disclosure of the contents of this report. Neither all nor any part of the contents of this report especially any conclusion to value, the identity of the appraiser or the firm with which connected, or any reference to any professional society or institute or to any initialed designations conferred upon the appraiser shall be disseminated to the public through advertising media, public relations media, news media, sales media, or any other public means of communications, without the prior written consent and approval of the appraiser.

14. It is assumed that the property will be efficiently managed and that ownership is in responsible hands.

15. If the appraisal is for a, to be built, property or one that is under construction, it is assumed that the construction will be completed as outlined in the report.

16. Unless otherwise noted, no consideration has been given to personal property located on the premises or to the cost of moving or relocating such personal property. Only the real property has been considered.

17. No responsibility is assumed for conditions, which were hidden or were not apparent that would render the property more or less valuable.

18. The value estimated in this report is based on the assumption that the property is not negatively affected by the existence of hazardous substances or detrimental environmental conditions. The appraiser is not an expert in the identification of hazardous substances or detrimental environmental conditions. The appraiser's routine inspection of inquiries about the subject property did not develop any information that

indicated any apparent significant hazardous substance or detrimental environmental conditions that would affect the property negatively unless otherwise stated in this report. It is possible that tests and inspections made by a qualified environmental expert would reveal the existence of hazardous substances or detrimental environmental conditions on or around the property that would negatively affect is value. Hazardous substances could include but are not necessarily limited to the presence of asbestos, lead based paint, urea formaldehyde foam insulation, radon gas, toxic substances, and any other hazardous materials.

HISTORY OF THE PROPERTY

The appraiser was supplied with and reviewed a title report supplied by the Client's acting attorney. The subject property was previously part of a larger tract of land owned by the Town. The majority of this previous area is now the western recreational center property under the control of the Town.

Rob Walton, Director of Community Development for the Town of Warrenton reported the following to the appraiser:

"Deed Book 601 Page 559 is the Deed between St. Leonard's Farm and the Town of Warrenton. The initial Deed appears to have transferred the property to the Town around November 5, 1957 at Deed Book 201 Page 1; .sets forth the 2.5 mgd of sewage treatment limitation. This instrument also includes the plat showing the subject 2-acre transfer to the Town.

Deed Book 1035 Page 2041 calls out the commitment to pay St. Leonard's Farm (who previously owned the adjacent and current WARF property) 1.5 times the value of 8 buildable lots (pages 11-12); also contains the Court Order where a survey of the WARF property had a boundary line adjustment into the Town of Warrenton.

I did not find a proposed subdivision of the 2-acre parcel to determine the 8 buildable lots, however, I believe this was based on the gross acreage of the parcel and the zoning at that time. Old zoning maps show the 2-acre parcel to be zoned R-10 (10,000 sf. lots – minimum), therefore you could conceivably divide 8 lots from the 2 acres."

Based on the above, the appraiser has been instructed the Client/Town to value the property as permitted and suitable for its subdivision into eight (8) raw and developable residential lots. The appraiser was supplied with an reviewed a title report supplied by the Client's acting attorney. The appraiser was supplied with any researched or approved subdivision potential of the subject. The appraiser did review the above supplied deeds, and it appears the covenants/restrictions are reflected therein.

Additionally, these deeds indicate the necessity to gather two separate appraisals to estimate the fair market value of property. If the two appraisals differ in value by more than 20% of the lower appraisal or less, the value is to be an average of both. If the two appraisals differ by more than 20% of the amount of the lower apprise, the two appraisers shall appoint a third qualified appraiser who will determine the fair market value which will be deemed to be the middle appraisal of the three. If the first two appraiser's fail to agree on a third appraiser than one is to be appointed by the Fauquier County Court system.

A title report was supplied with and reviewed a title report supplied the Client's acting attorney. Should it be found any hypothetical matter, related to the chain of title, does not or should not apply, this would have unknown impact of value.

AREA AND NEIGHBORHOOD DATA

The Town of Warrenton is located centrally within the Fauquier County. It was settled in the late seventeenth century. It is the "County Seat" and the largest town within the County. It is located in the Upper Piedmont region of Virginia at the foot of the Blue Ridge mountains about 45 miles southwest of Washington, D.C. This area is an outer suburb of Washington, D.C., and is part of the Washington-Baltimore SMSA.

The Town's proximity to the Washington metropolitan area, in particular to Fairfax and Loudoun Counties and Dulles International Airport have contributed to population, median income, and economic growth, over the past decade. It has become a desirable location for new residents and businesses. Dense residential development has been occurring in and around the Town of Warrenton. Suburban residential growth is also planned or occurring in the Town of Warrenton off of Winchester Street, and the County in the Bealeton area south of Warrenton, and around the Marshall area to the north.

The Town is easily accessible via four U.S. primary routes – 17, 15, 29 and 211. These routes provide access to Interstates 66, 64, 95 and 81, which link Warrenton to major trade routes across the Nation.

More specifically, the subject is located off the north side of Frost Avenue (Rt. 211)/south of Waterloo Road (Rt. 678). Via Rt. 211, it is less than ½-mile west of the intersection of Broadview Avenue/W. Shirley Avenue (Rt. 29/17/15 – Bypass)/Waterloo Street. It is also less than ½-mile east of the Town of Warrenton/Fauquier County line.

The immediate area around the subject include by is not limited to: the property currently used for the Warrenton Aquatic & Recreational Facility is adjacent to the west; Fauquier High School is north across Waterloo Road; east is the Virginia Army National Guard Readiness Center, and Town Center (a strip mall that is anchored by a Food Lion) just further west; the Virginia Department of Forestry is t to the southeast. To the south/southwest and further west/northwest the area becomes more rural in nature in Fauquier County. Further east is the bypass where to the north/south the area is primarily commercial oriented with various businesses/services, strip malls (will grocery), restaurants, a fire department, the Fauquier Hospital, and gas/convenient stores. Encompassing this commercial area is generally densely developed with residential detached dwellings, townhomes, and condominiums.

Historic Old Town Warrenton is about 1-mile to the northeast via Waterloo Street. Old Town offers commercial shopping/services, restaurant/bar, library, churches. The County police station is also in this area.

In summation, the subject is well situated for residential development. It has very convenient access to schools, shopping, other necessary facilities in addition to major commuter corridors to surrounding areas.

PAST, CURRENT AND PROJECTED MARKET CONDITIONS

The Town of Warrenton and surrounding areas have experienced strong growth in population over the last decade which has contributed to good economic conditions with substantial real estate value increases since 2015. Since that time, some market area values had increased more than others with an uptick in activity in the 2021-year.

The residential real estate market typically drives other market sector activity, and home pricing began to fluctuate in the summer months of 2021, which is typical for that time of year. However, these increases began to stabilize around the end of the 1st Quarter of 2022, due to the global political and

economic shifts at that time when values were stabilizing to potentially decreasing as a result of the FED increasing interest rates.

Since the beginning of 2022 the FED has increased interest rates eight (8) consecutive times since the beginning of 2022-year with the most recent around 02/01/2023. These interest rate hikes now total 4.50%, making it almost the highest interest rate since 2008-year, with more hikes expected. The increases have been an attempt by the FED to offset inflation (at a 40-year high – reaching about 6.5% in the year end December 2022), and to combat the potential of another recession.

These rate hikes have driven mortgage rates to recently top 7%. As interest rates continue to fluctuate, values have stabilized with a trend downward. As such at this time, in the midst of a global political/economic shifts, the market has generally been cooling and shifting from a seller's market to a buyer's market with longer exposure and marketing times. Since the endo of 1st-Quarter 2022, the appraiser has recognized a 5% to 15% value decline is some market areas. Additionally, there is potential for more economic uncertainty as the U.S. nears a national debt default that is approaching is July 2023.

It should be noted that as of mid-March 2023 a few banking institutions have defaulted which has a negative impact on the stock market. There could be a ripple effect in the banking sector which could further impact lending and economic conditions. The extend of these impacts/potential impacts is too soon to specify.

In summary, it is expected to see a slowing in all sectors of the market, due to the current transitioning global economic/political conditions with the potential for more interest rate increases/concern of a pending recession and national debt default. At this time demand for properties like the subject still appears to be viable. However, the ongoing impact of economic factors was speculative and too soon to specify. Mortgage interest rates have substantially increased by at least 30% since the beginning of the year. These trends will have an adverse impact an impact on the market in the foreseeable future. However, this adverse impact on the market was too new to be specifically measured in the comparable data used herein. This was due to there being no new/recent comparable data available, as of the date of valuation, and time adjustments are attributable to the appraiser's experience.

The Town is primarily developed and sales of vacant land within Town are scarce. Recent vacant land sales similar to the subject parcel were also limited in surrounding Fauquier County. The most recent available/similar land sales have been used as shown in the Direct Sales Comparison Approach on page #13 of this report.

LAND DESCRIPTION

(See attached photos, plat/survey (excerpt), and aerial(s) exhibits)

Size:	2.9183-acres or 127,121 SF
Shape:	Rectangular (Per plat/survey: Approximately 318.8-feet X 400-feet)
Road Type:	The subject is not directly served by a public roadway. The private drive serving the subject is an unmarked asphalt paved drive with concrete curbing and storm drainage. There is street lighting further north but not in the area of the subject. This drive is located on the western adjoining western property occupied by the George

	B. Fitch Warrenton Aquatic & Recreational Facility and primarily serves that recreational property. However, this drive also serves the subject and southern adjoining sewer management facility which the subject must traverse through. Both of these adjoining properties are also under the control of the Town of Warrenton.
Road Maintenance:	The ingress/egress easement serving the subject is a private drive primarily intended for the adjoining recreational facility property traffic. This ingress/egress easement also serves the adjoining southern property. A road maintenance agreement was not reported to the appraiser; however, it is assumed a maintenance agreement exists between the subject and two other properties.
Road Frontage:	The subject does not have any public roadway frontage, as it is off of an ingress/egress easement though the western and southern adjoining properties.
Visibility:	The subject does not have any visibility from a public roadway or the private drive running just west of the subject. This is due to distance and the adjoining properties perimeter treed/buffer area with foliage/overgrowth.
Access / Entry:	The subject currently has entry/access via an ingress/egress easement through the southern adjoining property that is under the control of the Town and currently used for the Town's sewage treatment facility. This ingress/egress easement extend into and through the larger western property also under the control of the Town and is currently used for the Warrenton Aquatic & Recreational Facility. This current access/entry for the subject (through the sewage facility) is not desirable for residential development. **It is believed entry could be relocated to northern perimeters via an ingress/egress through the recreational facility property, as there appears to be an ingress/egress easement from Waterloo Road to the subject.** Overall, vehicular/pedestrian access is average from varying directions. Via the ingress/egress easement entrance for the subject and sewer treatment facility property, east/westbound lane of Frost Avenue (Rt. 211) is less than 100-feet to the south where there is a median divide. Waterloo Road is less than ¼-mile to the north. From the entrance/exit to Rt. 211, this road has a controlled intersection with Broadview Avenue/West Shirley Avenue (Rt. 29 – Business) and Winchester Street. From this intersection, Rt. 29 – Business provides access to James Madison Highway (Rt. 17 – Business) less than 1-mile to the northeast and an interchange with Lee Highway (Rt. 29 – Bypass) / James Madison Highway (Rt. 17/15) about a 1-mile further east. Additionally from this intersection, Rt. 29 – Business has an interchange with Lee Highway (Rt. 29 – Bypass). Most of the Town's interior roadways area within about 1-mile and lead to the centralized Old Town Warrenton, with Winchester Street being the most direct for the subject. The subject is well located for residential development. It has very convenient access to schools (all grades)/community college, shopping, and other necessities. Surrounding major/minor road lead to further areas of the Fauquier County and surrounding Counties. The appeal to the market would be improved if the entrance were relocated and southern property line were to be screened to block the view/noise of the sewer treatment facility.
Sewer & Water:	Public sewer and water are available. A public sewer line easement traverses through property, and it is assumed this line could be tapped or upgraded to serve eight (8) residential properties.
Other Utilities:	Telephone, electric and cable are available for connection.

Topography & Water Features:	The property appears generally level. About 2/3rd of the subjects western portion is mostly cleared for the existing improvements (not valued herein). About 1/3rd of the subjects east portion is treed with undergrowth. In this treed area, there is a small stream that encumbers and traverses through the subject in generally a north/south direction.
Soils:	No geotechnical report was provided. However, soils that are mapped on the property are typical of the area. As the majority of the surrounding area is developed and there are existing improvements on the property (not valued herein), it is assumed the subject could be redeveloped for eight (8) residential lots.
Flood Plain:	No areas of Flood Plain are shown on Town tax records. Zone X, Per FEMA Map #: 51061C0304C (Dated: 02/06/2008)
Easements:	The appraiser was supplied with an reviewed a title report supplied by the Client's acting attorney. The attached plat/survey excerpt indicates the subject is encumbered with a 20-foot-wide sanitary sewer easement. This sewer line is shown to traverse through the subject's western part of the north perimeter and continues southward before redirecting the near the middle of the southern perimeter. It is presumed that the subject is currently encumbered with existing public electric utility easement(s) serving to operate the existing improvements (not valued herein). **However, as the subject is being valued "as-if" vacant and permitted for its subdivision into eight (8) raw/developable lots, no utility easement or service exist.** The subject is encumbered with a 20-foot-wide sanitary sewer easement (see attached plat (excerpt). This easement traverses southward through the northern perimeter, between the mid-line and northwestern corner. This easement continues southward before redirecting about 45-degrees southeast ward and through the mid-southern perimeter. As scaled from the attached plat, this easement encumbers about 7,050 SF of the subject. This easement does not appear to hinder a potential eight (8) lot subdivision. However, without relocation of this easement, improving each lot with a dwelling could be problematic. No other easements were noted on inspection.
Environmental:	No environmental issues have been reported to or were observed by the appraiser. It should be noted that the appraiser is not an expert in the matters.

IMPROVEMENT DESCRIPION

N/A. Though improved as of the date of valuation, at the request of the Client, the property has been appraised "as-if" vacant (see "Hypothetical Condition" in page #4).

ZONING AND PLANNED LAND USE

The subject property is zoned PSP, Public-Semi-Public Institutional District. According to the Town of Warrenton Zoning Ordinance (Article 3 / 3-4.9.1) the PSP District is described as follows:

Town Zoning further states PSP zoning has no minimum lot size; therefore the subject property is of legal conforming size. As the subject is being appraised "as-if" vacant land, a complying use is not applicable.

The appraiser was not supplied with any subdivision site plans, etc., with regard to a potential eight (8) lot residential subdivision.

Residential uses is not a by-right permitted used in the PSP zoning district. However, residential use is a special use should it be permitted by the Town Council.

This zoning district permits a minimum lot frontage of 50-feet. As the subject exists, its northern perimeter if 400-feet wide. This would allow for eight (8) narrow lots with a depth of about 318.8-feet (see attached plat).

Frontage along the southern perimeter is not considered viable as an owner would need to cross through the southern adjoining sewer treatment plant property and would detract from potential value.

Frontage along the western perimeter would not likely allow to achieve eight (8) equal lots and required additional site work/infrastructure reducing lot sizes, etc.
The site could also be potential configurated a cul-de-sac, this too would reduce overall lot sizes compared to if each lot had individual entry from the northern perimeter.

The subject property is in an area of which the Town of Warrenton has long range land use planned for Public/Semi-Public Non-Intensive. The Town 2040-year comprehensive plan (adopted 04/13/21) describes this district as follows:

"Intensive. This designation includes hospitals, utility plants, government administrative uses, and other uses which have a relatively high degree of development intensity and building coverage.

Non-Intensive. Schools which have significant outdoor recreational components, cemeteries, churches, buffer areas, and similar areas of very low intensity development.

A number of areas on the future land use map have been designated as public/semipublic.
These designations provide for the maintenance and expansion of existing community facilities. specific decisions about locating these services should be made in the context of their impact and
location on other related decisions which are made by both the Town Council, County Board of Supervisors, and Fauquier County School Board. Therefore, as specified in the Community Facilities section, the Town and County should coordinate their planning and capital programming efforts.

The areas designated for public and semipublic uses include both County and Town facilities, as well as semi-public facilities such as the hospital. Town residents are also County residents, and receive the same services that the County residents receive. Warrenton has historically been the center of governmental and commercial activity for the County and plans to remain so for the foreseeable future. Thus, the Town is an appropriate location to provide the full range of public and semi-public.
services such as a library, schools, and fire and rescue services, as well as various state agencies.

It will be necessary to provide public services to not only the residents of the Town, but too day-time employees, customers, and visitors, as well. This larger population will place additional demands upon the services provided by the Town, including solid waste collection, water and sewer, fire and rescue, and police services. This overall population will continue to grow and increase demands for services."

HIGHEST AND BEST USE

Land – (As if Vacant)

The Client/Town has instructed to the appraiser to estimate a market value of the subject property, as if permitted to be subdivided into eight (8) residential raw lots, suitable for development. This is contrary, as there is no current subdivision potential research reported the appraiser and is not known if the subject's current zoning district would be permitted.

For purposes of this report, this is to be the Highest and Best Use (see "Hypothetical Condition" on page #4) of the subject property as vacant. Should it be found the subject is not suitable for its subdivision as stated above, this would have a negative impact on value determined herein.

Improved –

N/A. At the direction of the Client, the subject is appraised "as-if" unimproved vacant land.

First the highest and best use of land or a site as though vacant must be determined. It is the use among all reasonable, alternate uses that yield the highest present land value, after payments are made for labor, capital, and coordination. It is the use of a property based on the assumption that the parcel of land is vacant or can be made vacant by demolishing any improvements.

Highest and best use of property as improved is the use that should be made of a property, as it exists. An existing property should be renovated or retained as is so long as it continues to contribute to the total market value of the property, or until the return from a new improvement would more than offset the cost of demolishing the existing building and constructing a new one.[7]

VALUATION

There are generally three approaches to the valuation of real estate. These are the Cost Approach, Income Approach, and the Direct Sales Comparison Approach. For this report, only the Direct Sales Comparison Approach is considered applicable.

[7] The Dictionary of Real Estate Appraisal, Sixth Edition, Appraisal Institute, 2015, (Chicago, (IL).

DIRECT SALES COMPARISION APPROACH

	Subject	Comparable #1		Comparable #2		Comparable #3		Comparable #4		Comparable #5		*Comparable #6 (UNDER CONTRACT)*	
	North of Frost Ave. (211) & South of Waterloo Road (Rt. 678)	No Numerical Address - Waterloo Street		220 Norma Dean Drive		50 Oak Street		Lot 6 - Trafalgar Place		7546A Keith Road		*Lots 121A & 122 &137 Cadet Lane*	
	Warrenton, VA (Town of Warrenton)	Warrenton, VA (Town of Warrenton)		Warrenton, VA (Town of Warrenton)		Warrenton, VA (Town of Warrenton)		Warrenton, VA (Fauquier County)		Warrenton, VA (Fauquier County)		*Warretnon, VA (Fauquier County)*	
Tax Map #'s	6974-75-9148-000	6984-15-12275-000		6984-37-2904-000		6984-13-9896-000		6974-45-3866-000		6975-68-0877-000		*6986-13-2814-000 & 6986-13-5606-000 & 6986-13-7448-000*	
Proximity To Subject		0.60 Miles		1.14 Miles		0.83 Miles		0.65 Miles		2.63 Miles		*3.57 Miles*	
Sales Price $		$275,000		$165,000		$650,000		$200,000		$120,000		*Asking Price - $315,000*	
Lot Subdivision Potential	8 Residential Lots (Assumed)	4 Residential Lots (Potential)		1 Residential Lot		6 Residential Lots (Subseqeunt Subdivided)		1 Residential Lot		1 Residental Lot		*3 Recorded Residential Lots*	
Sales $ Per Lot		$68,750		$165,000		$108,333		$200,000		$120,000		*$105,000*	
Sale Date	TO: 02/21/2023 - Date of Inspection	05/22 - DD	0%	03/21 - DD	-10%	08/20 - CD / 11/20 - DD	-10%	12/22- CD / 02/23 - DD	0%	01/22 - CD / 02/22 - DD	-15%	*10/22 - CD / Scheduled 04/23) - DD*	*0%*
Conditions At Sale		Cash to Seller	0%	Unknown	0%	Cash to Seller	0%	Cash to Seller	0%	Cash to Seller	0%	*TBD*	*0%*
Adjusted Sales $ Per Lot		$68,750		$148,500		$97,500		$200,000		$102,000		*$105,000*	
Location	Good (Next to Aquatic/Rec Center & Near School)	Average	10%	Average	10%	Good (Adj. School & Nr. Old Town)	0%	Superior Subdivision	-25%	Average - (N. Outside of Town)	10%	*Average - (N. Outside of Town)*	*10%*
Access / Entry	Average	Average - (Undeveloped Stem Drive) (To Be Shared Drive)	15%	Average		Average - (Undeveloped Stem Drive) (To Be Shared Drive)	15%	Average		Average - (Shared Driveway)	5%	*Inferior (Undeveloped ROW x2)*	*10%*
Lot Size	2.9183 acres	1.7811 acres	0%	0.1397 acres (Finished Lot)	-25%	2.7200 acres	0%	1.2619 acres	-5%	1.0000 acres	-5%	*4.9305 acres (3 Recorded Lots - (Potential Additional Subd.)*	*-10%*
	127,121 SF	77,585 SF		6,085 SF		118,483 SF		54,968 SF		43,560 SF		*214,773 SF*	
Lot Shape	Rectangular	Irregular	20%	Rectangle	0%	Irregular	20%	Irregular (But Ok as Single Lot)	0%	Irregular Rectangle	0%	*Rectangular Lots*	*0%*
Sewer & Water	Public Available	Public Available		Public Available		Public Available		Public Water Available (Tap Paid) Require Private Septic	-10%	Require Private Well & Septic	10%	*Public Available*	
Easements	Possible Sanitary Sewer (As If Vacated)	Sanitary Sewer (Northwest Portion)	25%	None Noted		None Noted		None Noted		None Noted		*None Noted*	
Topography	Generally Level / Treed Perimeters	Gentle Slope / Partly Wooded	0%	Gentle Slope / Cleared	0%	Slope / Partly Overgrown	0%	Sloping / Wooded	0%	Generally Level / Wooded	0%	*Gentle Slope / Overgrown*	*0%*
Zoning	PSP, Public-Semi-Public Inst. District (As Prior R-10, Residential (Deed))	R-10, Residential District	0%	R-10, Residential District	0%	R-10, Residential District	0%	R-1, Residential & RA, Agricultural	5%	V, Village	5%	*R-1, Residential (1 DU/AC)*	*5%*
Improvements	"As If" Vacant	None		None		Old Dwelling (Demolish)	0%	None		None		*None*	
Adjusted Price Per Lot		$116,875		$126,225		$131,625		$130,000		$127,500		*$120,750*	
Indicated Value Of The Subject Property (ROUNDED)	8 Potential Subject Lots X $ Per Adjusted Lot	$935,000		$1,009,800		$1,053,000		$1,040,000		$1,020,000		*$966,000*	

COMMENTS ON MARKET COMPARISON (AS IMPROVED)

None of the comparables analyzed were reported as having transferred as arms-length within one year of their date of transfer used herein.

All comparables area located in the 20186 zip-code for Town of Warrenton and adjacent Fauquier County. All comparables except Comparable #2 are undeveloped raw lots like the subject is assumed to be. Comparable #2 is a finished lot in a newer residential subdivision.

Comparable #6 is an active listing that is reported to be under contract. This comparable has been supplied more for informational purposes as it has not yet settled and still could be subject to further buyer/seller negotiations.

Sale Date/Conditions of Sale – Interest rate have risen significantly since the beginning of 2022-year and now topping 7% with more FED rate hikes expected. As rates have risen since the contract dates/dates of sale of all of the comparables. This is having an impact on the market but is too soon to specifically determine. However, this appraiser has seen 10%-15% market decreases in some residential market areas. This is supported by the time adjustments extracted from within the sale comparison grid on the previous page. Additionally, in the appraiser's experience, the current national/global political/economic conditions are and going to continue having an impact on values and it is expected to see continued slowing/drop in sales prices. As such and though the market had been increasing into the beginning of the year, the comparables have been given time adjustments from their dates of sale to offset the current economic conditions, as seen by the appraiser. All sales are arms-length market transactions with no known unusual conditions of sale.

Location – Comparables #1-#3 are located within the Town of Warrenton and have been presented in order of their dates of transfer. Comparable #1 and #2 are located on the opposite side of Broadview Avenue and are in a slightly less convenient area for local amenities in walking distance and were adjusted upward. Comparable #3 is located next to a school and is in closer proximity to desirable Old Town and was not adjusted for location. Comparables #4-#6 are located nearby in surrounding Fauquier County and have also been presented in order of their dates of transfer. Comparable #4 is very nearby the subject off Waterloo Road. However, this comparable was adjusted downward for being located in a superior more desirable estate style subdivision. Comparables #5 and #6 are located north of the Town and were adjusted upward for the less desirable aspect.

Access / Entry – Comparables #1 and #3 were adjusted upward for requiring extended entry for development which reduces potential lot sizes. The comparables were also adjusted upward for lots requiring to be off a less desirable shared drive. Comparables #2 and #4 are considered to have average access like the subject and were not adjusted. Comparable #5 was adjusted upward for being located off a less desirable shared driveway. Comparable #6 is partly located off a developed street (1 lot) and the other 2 lots are each located off undeveloped ROWs (right-of-was), and were adjusted upward for requiring additional development costs should they be developed.

Lot Size / Shape – Comparables #1 and #3 net an average lot size per lot not drastically different than the subject and were not adjusted. Comparable #2, #4, #5 and #6 were all adjusted downward for having additional land area per lot. Comparables #1 and #3 were adjusted upward for having flag/stem type shapes which hinder developable area. Comparables #2, 4, #5 and #6 have varying shapes but non that would inhibit significant developable area, and were not adjusted for this aspect.

Sewer & Water – Like the subject, Comparables #1, #2, #3 and #6 all have public sewer/water available and were not adjusted. Comparable #4 is reported to have a public water tap paid for and was adjusted downward for this positive aspect, however, this was offset for the lot requiring less desirable private septic system. Comparable #5 was adjusted upward for requiring less desirable private well/septic systems.

Easements – Comparables #1 and #3 have sewer line easement traversing through portion of their property which inhibit developable area for a lot, and were adjusted upward for this aspect. .

Zoning – The subject is zoned PSP, which has superior uses. However, the subject is appraised for an 8-lot subdivision as within the R-10 district (subjects previous zoning). Comparables #1-#3 are all located within the R-10 district and considered similar to the subject and were not adjusted. Comparables #4-#6 are located in Fauquier County with zoning districts that permit for less lot density, and were adjusted upward.

Improvements – Comparable #1, #2, #4, #5 and #6 were unimproved at sale and were not adjusted. Comparable #3 has an older dwelling of nominal contributing value and cost of demolition is expected to be a small fraction of the sales price, it has therefore not been adjusted for this aspect.

RECONCILIATION OF THE DIRECT SALES COMPARISON APPROACH

All comparables indicate a similar estimated value range for a raw/developable residential lot.

Based on the above Direct Sales Comparison Approach, the comparables indicated similar adjusted/estimated "per lot" values. These adjusted comparables indicate a range in value from approximately $116,875 to $131,625 per SF per raw lot or about $935,000 to $1,053,000 (rounded).

The comparables analyzed were either subdividable at sale or were a developable lot. All of the comparables' transfer prices have been divided by the number of lots suitable for each lot, and have been adjusted to indicate a raw lot value. Comparables #1, #2 and #3 are located within the Town of Warrenton and Comparable #4, #5 and #6 are located nearby adjacent Fauquier County. All of the comparables fall within a similar range in value and all have been given equal weight in the final approach to determined herein. It is the appraiser opinion the value range should more closely fall in the range of $120,000 to $130,000 per lot or $960,000 to $1,040,000 for a combined total for the subject's 8 potential lots.

Recent and ongoing global/national political/economic turmoil, recovery from Covid-19, rising interest rates, looming national debt ceiling and other uncertainties have negatively impacted real estate values. A slowing has already occurred in the market with residential values typically leading the way for other market areas.

More slowing is expected in the overall real estate market with potential and likely further adverse impacts into the foreseeable future. This is attributable to numerous factors including but not limited to: the current high inflation rate; eight national interest rate hikes (more expected); significantly rising mortgage rates; rising building costs; concerns of a pending recession; looming national debt ceiling; and current banking closures/bailouts An impact on the market has been seen by the appraiser and is indicated in the time adjustments deemed viable for some of the comparables analyzed. However, it is still too soon to be specifically measured. At this time, demand for raw building lots appears to have slowed even with limited inventory. With the current mortgage market and construction costs being more costly along with expected future higher interest rates, properties like the subject are expected to be less attractive for its purchase as an investment venture.

Giving recognition to the above mentioned factors, but with limited availability for similar properties in the vicinity of the subject and surrounding area, for purposes herein, the point in this range has been called **in the middle of the range at $125,000 per lot or $1,000,000 for the combined potential eight(8) subject lots.**

Of note, the appraiser also reviewed a few active listings in the Town that are comparable to the subject. However, as these sale listings have not settled and are still subject to buyer/seller negotiations, they have not been analyzed and have been supplied for informational purposed. If analyzed and adjusted it is expected that they would fall within the range of value indicated above.

No Numerical Address – Academy Hill Road, Warrenton, VA 20186 (6984-53-9508-000) – This is a vacant, wooded, and sloping lot containing about 5.3053-acres of R-6, Residential zoned land with public/sewer water available. It is located next to the Visitor Center in an inferior area of the Town compared to the subject. It has a preliminary site plan for its subdivision into 17 lots. Its current asking price is $1,800,000 or $105,882 per raw lot. As of the date of the report it had been on the market for about 1,605 days. Since its original listing price the price had been decreased by about 10%. (Source: Bright MLS)

Various Addresses – Off Walker Drive, Warrenton, VA 20186 (Various Tax Maps) – This is a 28 lot subdivision that is platted and approved with public sewer/water available. It is currently partly wooded and overgrown. It appears the lots have been subdivided in the county mapping system. Asking price is $3,500,000 or $120,000 per lot. Interest is currently limited. (Source: Ed Wright, Broker – Wright Realty, Inc.)

FINAL VALUE CONCLUSION

In this appraisal only the Direct Sales Comparison Approach to value is considered the most pertinent for properties of this type as it considers the local sales market activity in the Town of Warrenton and nearby surrounding Fauquier County. It has therefore been given the most reliance in the final approach to value determined herein.

The Direct Sales Comparison Approach employs the principle of substitution and reflects the consideration of competing properties that may be available. This approach indicates the most reliable indicator of value as the subject is vacant land that which is very seldom leased for income. Therefore, the Cost Approach and Income Approach are not viable. Once the sales are analyzed and adjusted to the subject property's characteristics, the comparables supplied a reconciled value range of approximately $125,000 to $130,000 per lot which equates to about $960,000 to $1,040,000 for the subject's eight (8) lots. The point in this range has been in the middle of the range at $125,000 per lot or $1,000,000.

CERTIFICATION OF THE APPRAISER

We hereby certify that we have personally inspected the property; and in our opinion the fee simple "market value" as of February 21, 2023 is approximately:

ONE MILLION DOLLARS

$1,000,000

We certify that, to the best of our knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are our personal impartial and unbiased professional analyses, opinions, and conclusions.
- We have no present or prospective interest in the property that is the subject of this report, and we have no personal interest with respect to the parties involved.
- We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
- Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.
- We each have made a personal inspection of the property that is the subject of this report.
- Dean F. Schreiner, Jr., a Virginia Licensed Residential Real Estate Appraiser, contributed significant professional assistance in the research, analysis, and reporting of this appraisal.
- No one else provided significant real property appraisal assistance to the person(s) signing this certification.
- The appraisal assignment was not based on a requested minimum valuation, a specific valuation, or the approval of a loan.
- The undersigned have not appraised the subject property or performed any other work in connection with the property within the prior three years.

Respectfully Submitted,

Edward B. Wright JR

Edward B. (Barry) Wright, Jr.
Certified General Real Estate Appraiser
License No. 4001-001032

ADDENDA

SUBJECT PHOTOS

EASTERLY VIEW ALONG WATERLOO ROAD (RT. 678) FROM THE "WHARF" PROPERTY INGRESS/EGRESS EASEMENT. SUBJECT NOT VISIBLE TO RIGHT.

WESTERLY VIEW ALONG WATERLOO ROAD (RT. 678) FROM "WHARF" INGRESS/EGRESS EASEMENT. SUBJECT NOT VISIBLE TO LEFT.

SOUTHERLY VIEW OF THE SUBJECT FROM NEAR WATERLOO ROAD (RT. 678)

NORTHERLY VIEW ALONG INGRESS/EGRESS THROUGH "WHARF" PROPERTY. TAKEN FROM NEAR SUBJECT'S INGRESS/EGRESS EASEMENT.

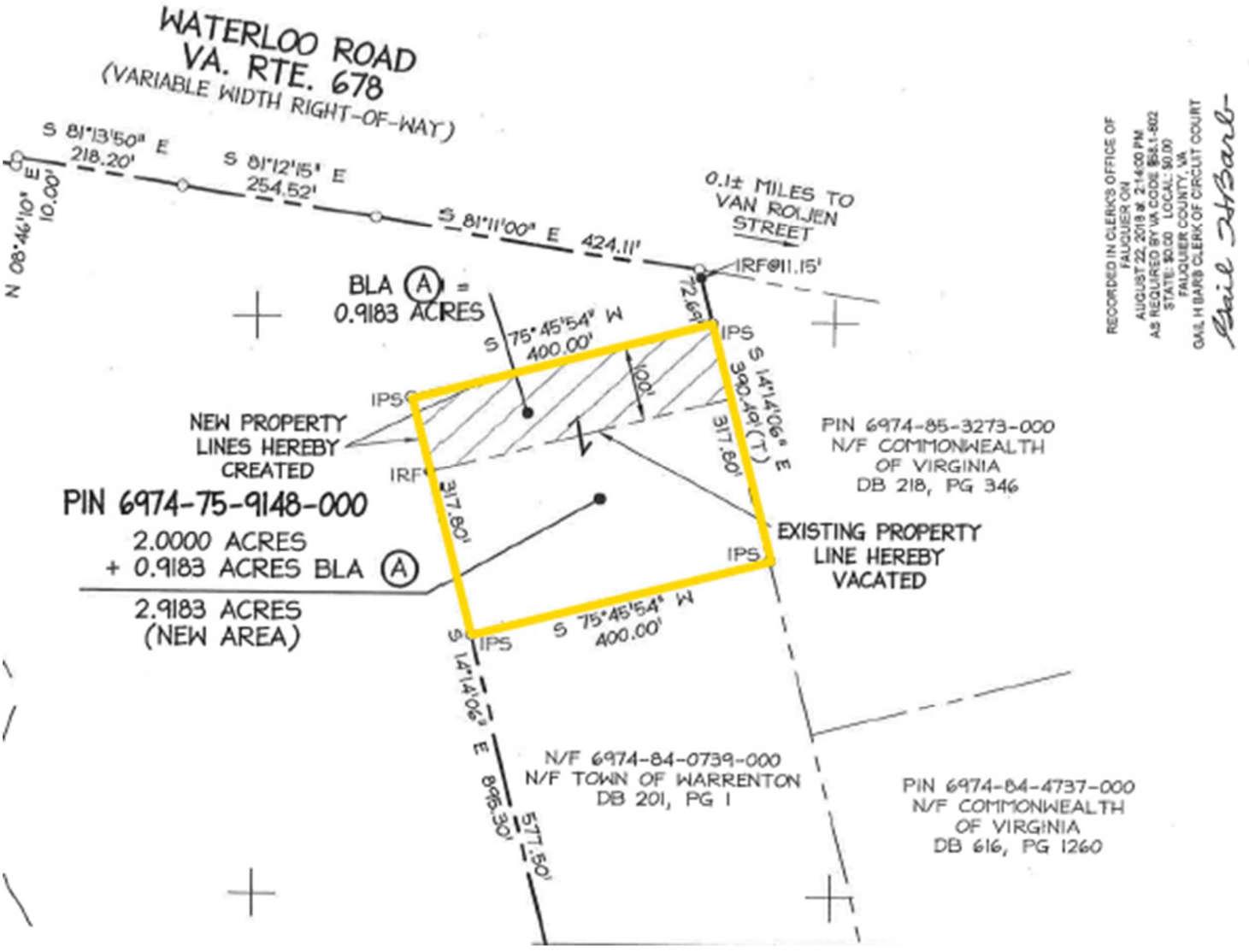
SOUTHERLY VIEW ALONG INGRESS/EGRESS THROUGH "WHARF" PROPERTY. TAKEN FROM NEAR SUBJECT'S INGRESS/EGRESS EASEMENT. ENTRANCE FROM FROST AVENUE (RT. 211) IN BACKGROUND. SUBJECT NOT VISIBLE.

WESTERLY VIEW ALONG FROST AVENUE (RT. 211) FROM THE ENTRANCE FOR THE "WHARF" PROPERTY INGRESS/EGRESS EASEMENT. SUBJECT NOT VISIBLE.

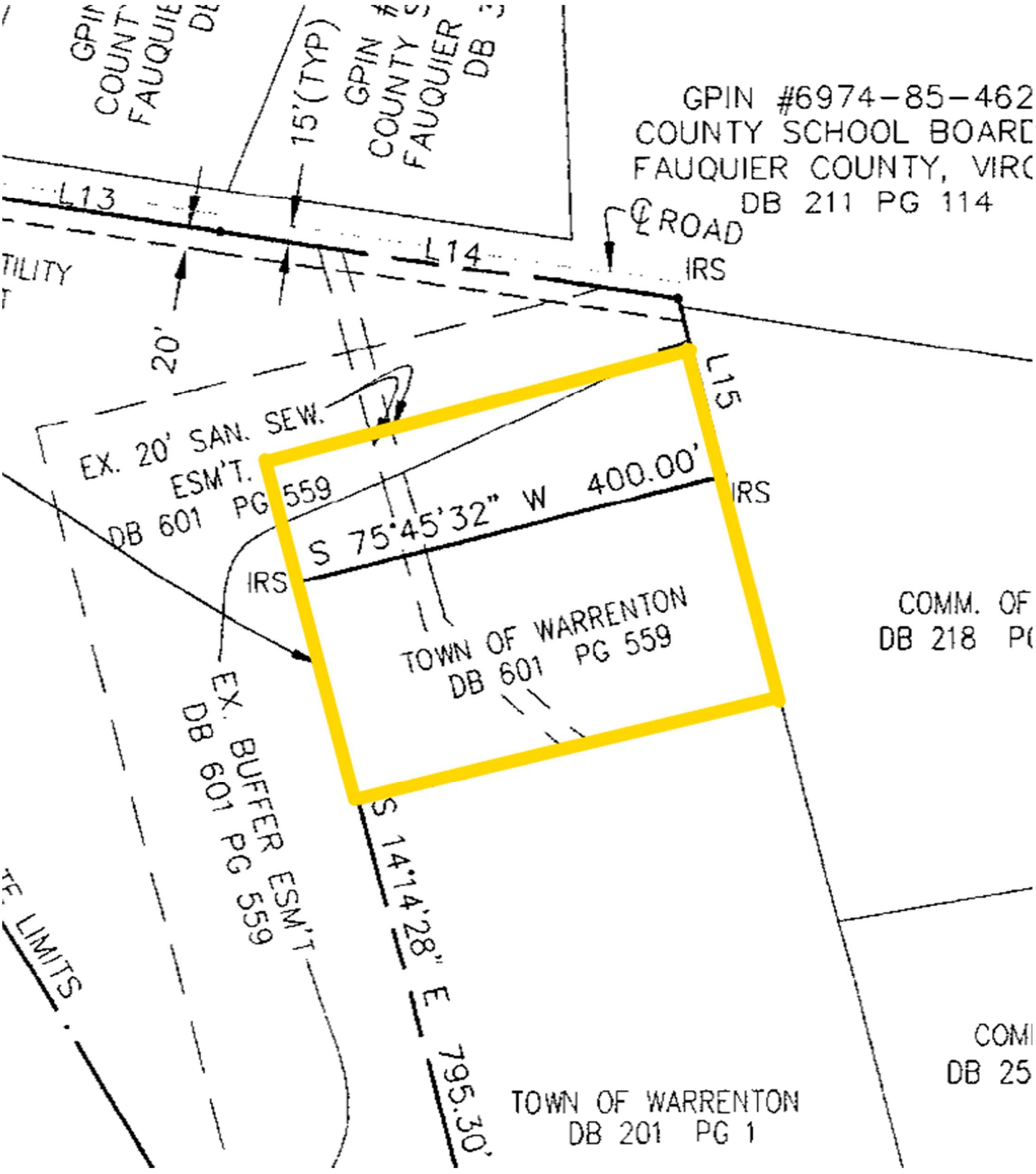
EASTERLY VIEW ALONG FROST AVENUE (RT. 211) FROM THE ENTRANCE FOR THE "WHARF" PROPERTY INGRESS/EGRESS EASEMENT. SUBJECT NOT VISIBLE.

NORTHERLY VIEW ACROSS SUBJECT FROM NEAR SUBJECT'S SOUTHERN PROPERTY LINE ENTRANCE.

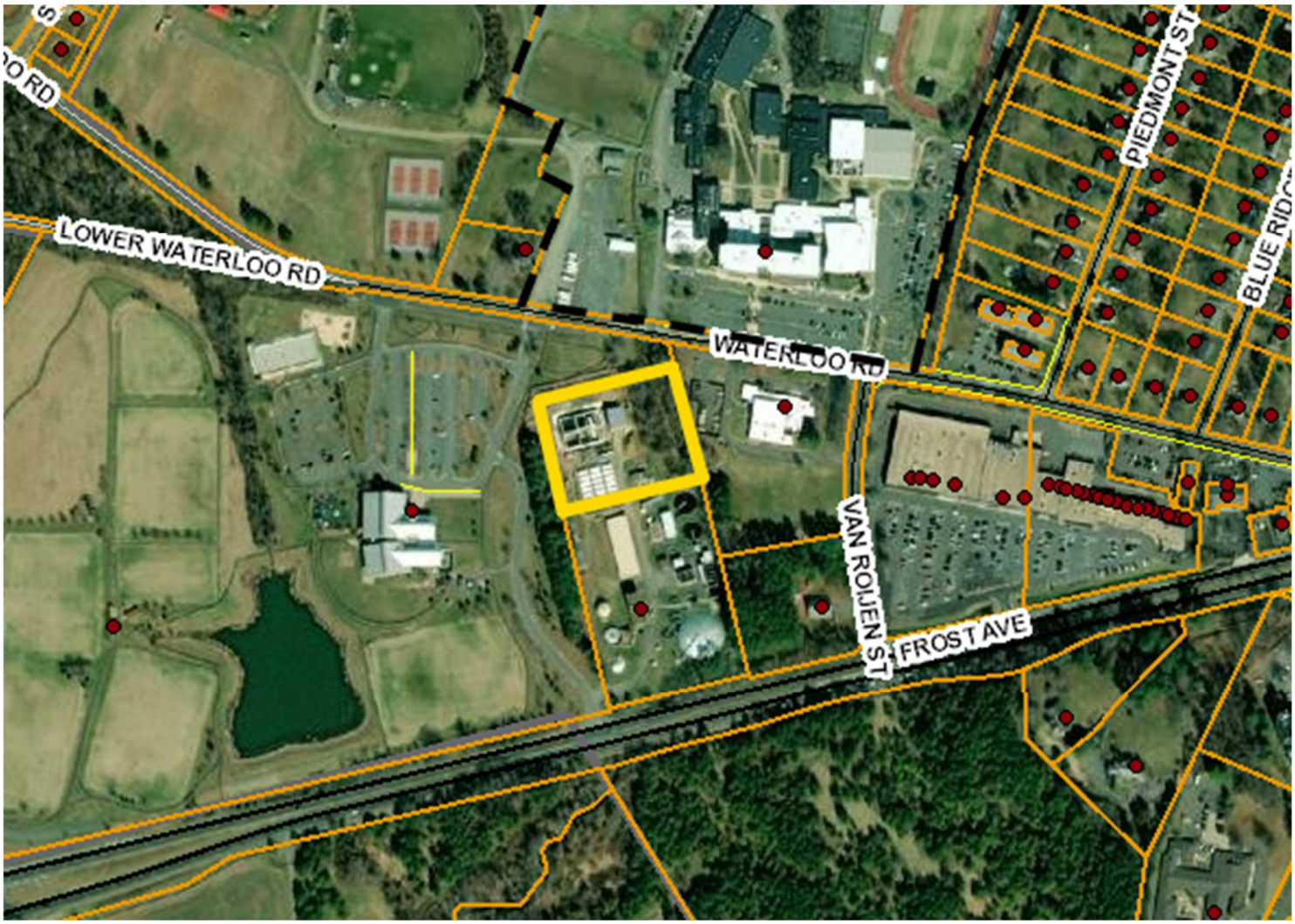
PLAT (EXCERPT)



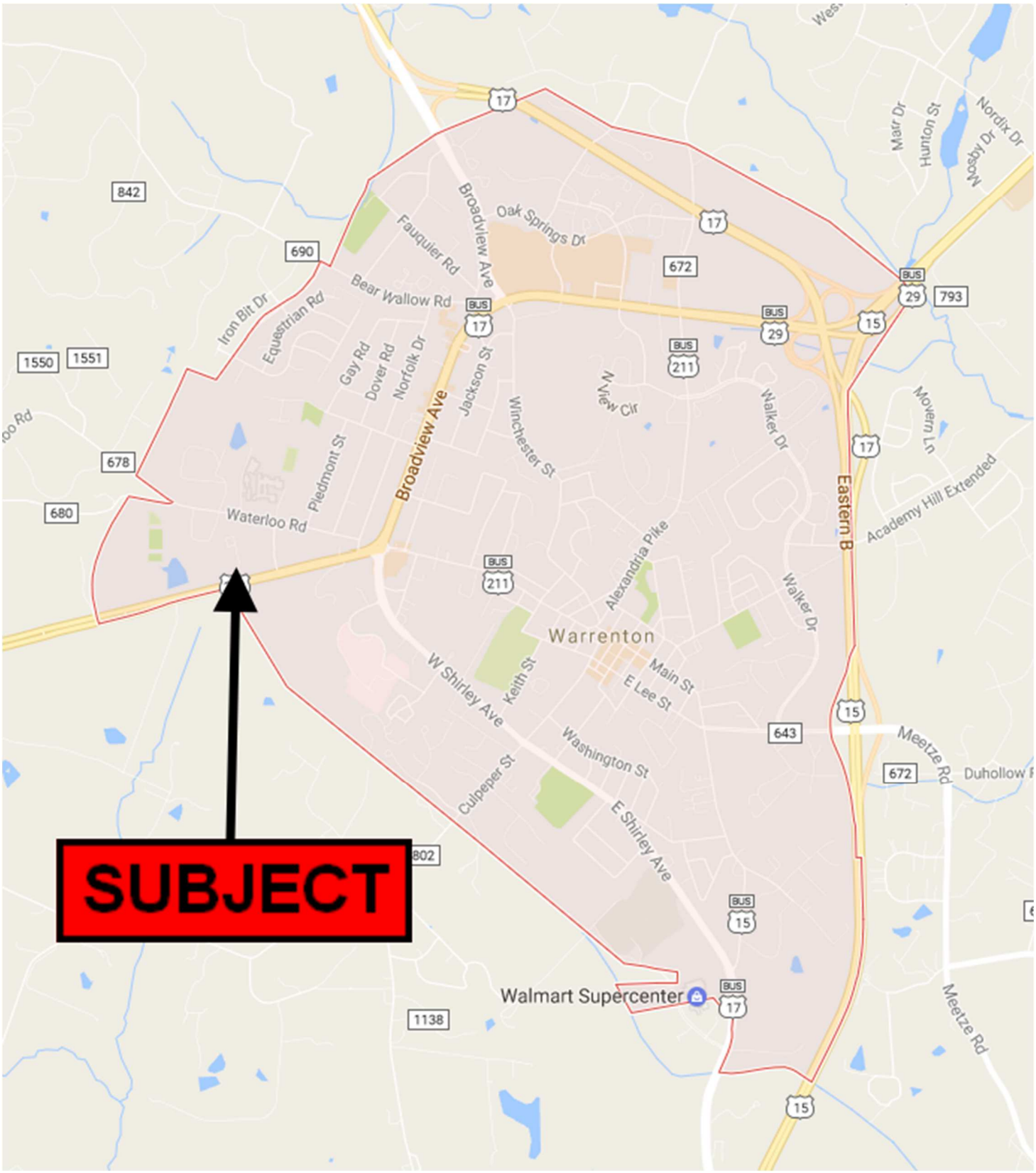
PLAT (EXCERPT) (SHOWING SEWER LINE EASEMENT)



TOWN OF WARRENTON (SUBJECT AERIAL TAX MAP)



TOWN OF WARRENTON (SUBJECT LOCATION MAP)



COMPARABLE LAND SALES

LAND SALE #1

Address: No Numerical Address – Waterloo Street
Warrenton, VA
(Town of Warrenton)
Tax Map #: 6984-15-1227-000

Grantor: Summerfield Investments, LLC & Thomas James Ross, II, TEE U / Restatement of Revocable Trust #MSTS1214 For Equity Trust Company
Grantee: Kingston Ranch Development, LLC

Deed Reference: Book: 1726 / Page: 684
Recordation Date: May 9, 2022

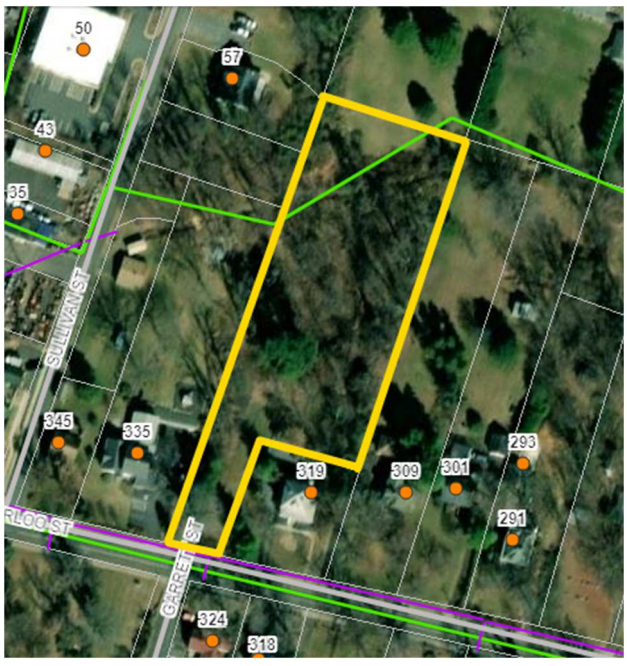
Lot Size: 1.7811 acres or 77,585 SF
Assessment: $176,800 (2022 yr.)
Zoning: R-10, Residential District
(Planned: Medium Density Residential)
Sewer/Water: Available (Public along Waterloo Street Frontage)

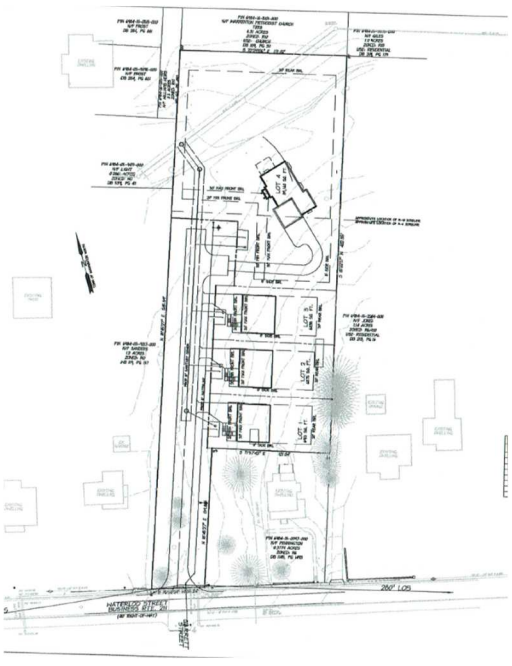
Consideration: **$275,000**
Unit Price: **$68,750 per lot**

Financing: Cash to Seller

Source: Public Records, Town of Warrenton (Community Development)

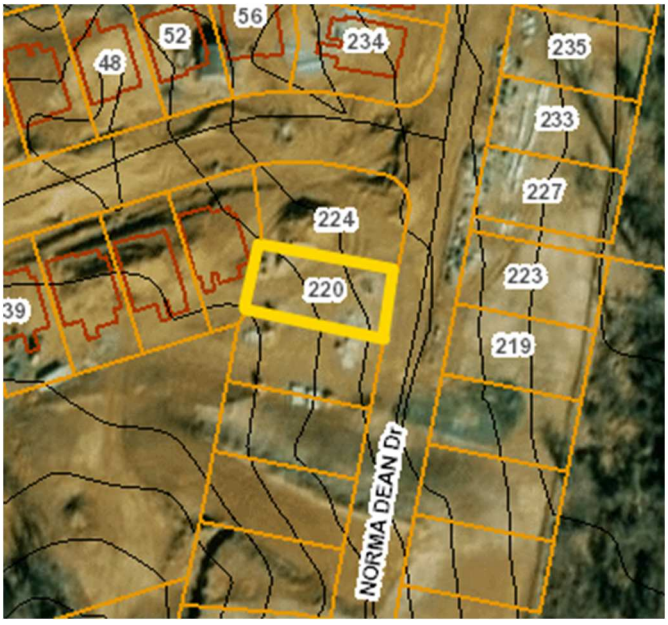
Remarks: Property is vacant and partly wooded with a gentle slope. It has about 60-feet of frontage along Waterloo Road and directly across from Garrett Street to the south. It is encumbered with a sewer line easement that traverses through the northwest corner of the property. Development in this type of encumbered area is typically restricted per the deed of easement. Town reported last known activity was for a 4-lot subdivision.





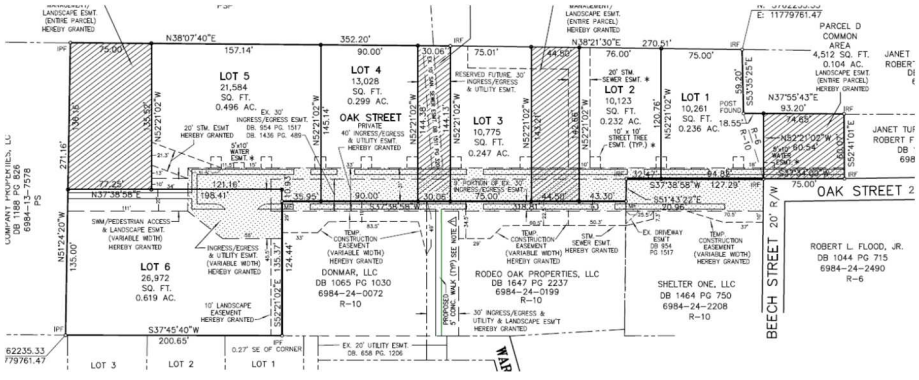
LAND SALE #2

Address:	220 Norma Drive Warrenton, VA (Town of Warrenton)
Tax Map #:	6984-37-2904-000
Grantor:	NVP, Inc.
Grantee:	Estela Osorio De Dosa & Leyla Y. Sosa Osorio
Deed Reference:	Book: 1675 / Page: 90
Recordation Date:	March 8, 2021
Lot Sizes:	0.1397 acres or 6,085 SF
Assessments:	$160,000 (2022 yr.)
Zoning:	R-10, Residential District (Planned: Low Density Residential)
Sewer/Water:	Available
Consideration:	**$165,000**
Unit Price:	**$165,000 per lot**
Source:	Public Records
Remarks:	Property is a single vacant finished lot that has a gentle slope. It is within a newer Winchester Chase subdivision adjacent to the shopping center anchored by Harris Teeter off Old Alexandria Turnpike.



LAND SALE #3

Address:	50 Oak Street Warrenton, VA (Town of Warrenton)
Tax Map #:	6984-13-9896-000
Grantor:	Undisclosed
Grantee:	Rodeo Oak Properties, LLC
Deed Reference:	Book: 1660 / Page: 687
Recordation Date:	November 24, 2000
Lot Size:	2.72 acres or 118,483 SF
Assessments:	$180,900 (2020 yr.)
Zoning:	R-6 & R-10, Residential Districts (Planned: Medium Density Residential & PSP, Public/Semi-Public Non-Intensive)
Sewer/Water:	Available
Consideration:	**$650,000**
Unit Price:	**$108,333 per lot**
Financing:	Cash to Seller
Source:	Public Records, Bright MLS, Town of Warrenton
Remarks:	Property was improved with an older dwelling of no contributing value. This property was otherwise vacant, partly overgrown and sloping. It was subsequently subdivided into 6 residential lot subdivision with 4 supporting common areas. It is encumbered with a sewer line easement though the stem that is the most northern part of the property. It is adjacent to the Warrenton Middle School along its west perimeter and backs to a muti-family apartment building property along its southern perimeter.



LAND SALE #4

Address:	Lot 6 – Trafalgar Place Warrenton, VA (Fauquier County)
Tax Map #:	6974-45-3866-000
Grantor:	Trustees of the David P. J9ohnson Revocable Trust
Grantee:	To Be Recorded
Deed Reference:	To Be Recorded
Recordation Date:	Approx. – 02/07/2023
Lot Size:	1.2619-acres or 54,968 SF
Assessments:	$156,500 (2022 yr.)
Zoning:	RA, Agricultural & R-1, Residential (1 DU/AC) (Planned: Rural)
Sewer/Water:	Public Water Tap Paid / Require Private Septic
Consideration:	**$200,000**
Unit Price:	**$200,000 per lot**
Financing:	Cash to Seller
Source:	Public Records, Bright MLS
Remarks:	This property is just over ½-mile northwest of the subject off Old Waterloo Road, and less than ½-mile east of the Town of Warrenton/Fauquier County line. This is a finished vacant lot that is wooded and sloping. It is within an HOA subdivision with covenants/restrictions with annual fees reported to be $550. About 1-acre of the rear of the parcel is zoned agricultural (no impact on value as would be legal non-conforming size. It is encumbered with an ingress/egress easement along a portion of it northern perimeter. This encumbered area is a shared driveway.

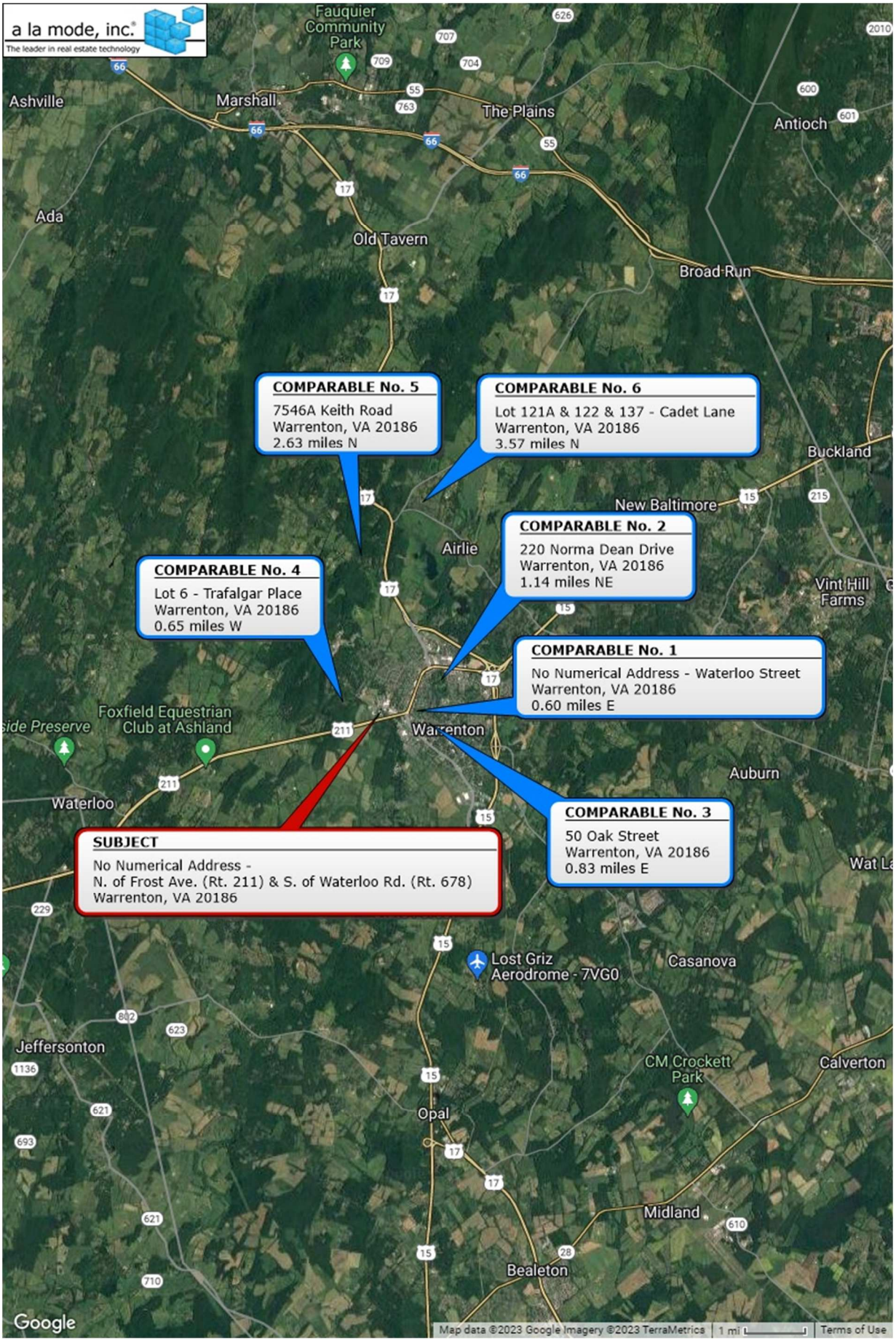
LAND SALE #5

Address:	7546A Keith Road Warrenton, VA (Fauquier County)
Tax Map #:	6975-68-0877-000
Grantor:	MSH Construction, Inc.
Grantee:	Justin F. Bancroft
Deed Reference:	Book: 1717 / Page: 1909
Recordation Date:	February 10, 2022
Lot Size:	1.00-acres or 43,560 SF
Assessments:	$125,000 (2032 yr.)
Zoning:	V, Village (Planned: Rural)
Sewer/Water:	Require Private Well & Septic
Consideration:	**$120,000**
Unit Price:	**$120,00 per lot**
Financing:	Cash to Seller
Source:	Public Records, Bright MLS
Remarks:	This is a newly created vacant lot that is wooded and appears generally level. It is less than 2-miles north of the Town of Warrenton in Fauquier County. It is accessed via an ingress/egress easement through the adjoining property. This easement area will also be the shared driveway between the two properties. It was subsequently improved with a single-family detached dwelling in the 2022-year.

LAND SALE #6 (*UNDER CONTRACT*)

Addresses:	Lots 121A & 122 & 137 Cadet Lane Warrenton, VA (Fauquier County)
Tax Map #'s:	6986-13-2814-000 & 6986-13-5606-000 & 6986-13-7448-000
Grantor:	Twila J. Adams, Co-Trustee & George D. Scheulen, Co-Trustee of the Alexander Yurgaitis, Jr. Living Trust
Grantee:	**TBD**
Contract Date:	October 17, 2022 (Scheduled To Close: April 23, 2023)
Deed Reference:	**TBD**
Recordation Date:	**TBD**
Lot Sizes:	Lot 121A: 4.00-acres or 174,240 SF Lot 122: 0.4591-acres or 19,998 SF Lot 137: 0.4714-acres or 20,534 SF **COMBINED TOTAL = 4.9305-acres or 214,773 SF**
Assessments:	$262,000 (2022 yr.)
Zoning:	R-1, Residential (1 DU/AC) (Planned: Rural)
Sewer/Water:	Public Water Available / Private Septic Required
Listing Price:	**$315,000**
Unit Price:	**$105,000 per lot (3 Existing)**
Financing:	**TBD**
Source:	Public Records, Bright MLS, Listing Agent (Ed Wright)
Remarks:	Properties are vacant, mostly overgrown and sloping. Lots 121A & 122 do not currently have frontage along any developed streets, however, they both have access via the undeveloped ROW access.

SUBJECT & COMPARABLE (LOCATION MAP)



QUALIFICATIONS OF APPRAISER

EDWARD B. (BARRY) WRIGHT, JR.

EDUCATION:

Bachelor of Arts, Economics; Hampden-Sydney College,
Hampden-Sydney, Virginia – 1972

REAL ESTATE EDUCATION:

IR/WA Course 401, Appraisal of Partial Acquisitions,
Bordentown, New Jersey – 1987

Instructor, Residential Real Estate Appraising Course,
Northern Virginia Community College,
Manassas, Virginia – 1986 to 1987

Instructor, Property Management Course,
Northern Virginia Community College,
Manassas, Virginia – 1987

Instructors Clinic, Society Course 201,
Harvey, Illinois – November 1990

Instructors Clinic, Society Course 101,
Tempe, Arizona – April 1987

Society Course 202, Applied Income Property Valuation,
Manassas, Virginia – 1985

Miscellaneous Seminars, Conferences and Courses on Real Estate,
Feasibility Analysis, Mortgage Lending Techniques

CONTINUING EDUCATION – 1993 to 2017 – Appraisal Institute Seminars & Virginia re-licensing

Standards of Professional Appraisal Practice
The Uniform Commercial/Industrial Appraisal Report
Special Purpose Properties
Virginia Law
Introduction to Environmental Issues
Appraisal Standards and Ethics
Tax Free Exchange
7.0 National USPAP Review (CMPT)
7 Hour USPAP Course
Developing & Growing an Appraisal Practice
Virginia Real Estate Trends & Legal Ethics
Fixed Fee In "DC"
Eminent Domain & Court Procedures
2006 National USPAP Update
A Legal Update Including the Particulars of the FNMA, FHLMC Agreement
The Proffer System
Limited Service Agency
Appraisal Institute Seminar (Using Spreadsheet Programs In Real Estate Appraisals)
Mandatory Topics
Brokerage Management
Spotlight on USPAP: Reappraising, Readdressing & Reassigning
16 Hour ~ Real Estate Medley (2011)
Mold, Pollution & The Appraiser (2012)
16 Hour ~ Real Estate Medley (2012)
Water & Wetlands Update (2013)
Income Property Valuation for the 1990's
Cash Equivalency
Lease Abstracting and Analysis
Internet Search Strategies for the Appraiser
Dynamics of Office Building Valuation
Virginia Real Estate and Technology
Evaluating Commercial Construction
Quadrennial Realtor Code of Ethics Training
Construction Details & Trends
Fair Housing
Virginia Real Estate Law Update
CLE International – Eminent Domain Conference (2011)
Market Conditions And How It is Affecting Sales
Land Valuations
8.0 Real Estate Mandatory Topics 2007-2008
2010-2011 National USPAP Update Equivalent
Virginia Eminent Domain Law & Practice Seminar (2010)
VA CE Real Estate Trends & Legal Ethics
8.0 Environment Hazards – What Every Broker Should Know (2011)
CLE International – Eminent Domain Conference (2012)
Marketability Studies: Six-Step Process & Basic Applications (2013)
2014-2015 National USPAP Update Equivalent

Residential Standard Agency (2014)
Broker Management (2014)
2016-2017 National USPAP Update Course (2016)
The New FHA Handbook 4000.1 (2016)
The Sale Comparison Approach (2016)
Even Odder – More Oddball Appraisals (2016)
Real Estate Investing: Beyond The Basics (2016)
Millennials Are Changing Real Estate: Are You Ready? (2016)
Virginia Real Estate Combo (2016)
Brokerage Management (2016)
Virginia Legal Updates, Emerging Trends & Ethics (2016)
Hot Topics and Myths In Appraiser Liability (2016)
Aquatic Resources Awareness Course for Real Estate Appraisers (2017)
Broker Law Update (2018)
2018-2019 National USPAP Update Course (2018)
Introduction to Legal Descriptions (2018)
Appraisal of Owner-Occupied Commercial Properties (2018)
The Basics of Expert Witness for Commercial Appraisers (2018)
Defensible Appraising (2020)
FHA and VA Today (2020)
2020-2021 7-Hour USPAP Equivalent Update Course (2020)
Basic Construction Review (2020)
The FHA Handbook 4000.1 (2022)
Residential Construction and the Appraiser (2022)
2022-2023 7-Hour USPAP Update Course (2022)
Fannie Mae Appraisal Guidelines: Debunking the Myths (2022)
Market Disturbances – Appraisals in Atypical Markets and Cycles (2022)
Virginia CE – Broker Law Update (2022)

EXPERIENCE:

Licensed Certified General Real Estate Appraiser for Virginia
January 1992 – License Number: 4001 001032

President, Wright Realty, Inc. - 1985 to Present

Licensed Real Estate Broker, State of Virginia – 1974 to Present

Wright Realty, Inc., Manassas, Virginia
Full Time Appraiser – March 1977 to Present

Wills and VanMetre Associates, Inc., Alexandria, Virginia
New Home Sales Manager – July 1976 to March 1977

Mount Vernon Realty, Inc., Vienna, Virginia
Real Estate Sales – December 1975 to July 1976

Wright Realty, Inc., Manassas, Virginia
Part-Time Appraiser – July 1973 to March 1977

Virginia Mortgage and Investment Company, Arlington, Virginia
Commercial Loan Officer/Appraiser – September 1973 to December 1975

General Real Estate Business (investment, managing, leasing, selling and consulting) – 1973

LEGAL EXPERIENCE:

Qualified Expert Witness – Circuit Court - Prince William, Fairfax, Fauquier, Stafford & Loudoun Counties
U.S. Federal Court - Alexandria, Virginia
U.S. Federal Bankruptcy Court - Alexandria, Virginia

PARTIAL LIST OF CLIENTS APPRAISED FOR IN THE PAST THREE YEARS:

"FINANCIAL INSTITUTIONS"

BB&T Wealth Management
Citibank, N.A.
The Fauquier Bank
Fulton Bank
Fulton Financial Corporation
John Marshall Bank
Middleburg Bank
M&T Bank
Oak View National Bank
Pendleton Community Bank
SunTrust Mortgage, Inc

"RELOCATION COMPANIES"

Cartus Corporation
Prudential Relocation
Primacy Relocation
Weichert Relocation Resources, Inc.

"GOVERNMENT AGENCIES"

City of Manassas
City of Manassas Park
Prince William County
Virginia Department of Transportation

Miscellaneous appraisals for the purpose of mortgage loans, taxes, estate, sale or purchase. Types of appraisals include residential, proposed subdivisions, industrial, warehouses, manufacturing, commercial, service stations, apartment buildings and acreage tracts (commercial, industrial, agricultural and residential). Involved in ownership and/or management of commercial, industrial and residential properties which are improved and/or unimproved.

PROFESSIONAL AFFILIATIONS:

Prince William Association of Realtors (Resigned ~ member in good standing)

Virginia Association of Realtors (Resigned ~ member in good standing)

National Association of Realtors (Resigned ~ member in good standing)

Appraisal Institute (SRA & SRPA Designations) – 1985/1990
(Resigned ~ 12/1999, member in good standing)

Stonewall Jackson Chapter No. 216
President – 1988 to 1989

Member, Rotary Club of Manassas, Chapter No. 77
1978 to 2011 (President – 1989 to 1990)

Nominated to Society of Real Estate Appraisers, Young Advisory Council
1987 to 1989

ADDITIONAL INFORMATION:

http://www.wright-realty.com

Revised –July 2022

PROFFER STATEMENT

REZONING:	Project No. RZ03-M-09 R-A to R-1
PROPERTY:	79 acres; Geographic Parcel Identification Number (G.P.I.N.) 6974-45-6306 and a portion of 6974-62-2223, Marshall Magisterial District, Fauquier County, Virginia ("the Property")
RECORD OWNERS:	St. Leonard's Farm, Inc.
PROJECT NAME:	St. Leonard's Farm
ORIGINAL DATE OF PROFFERS:	January 9, 2003
REVISION DATA:	February 28, 2003 March 13, 2003

The undersigned hereby proffers that the use and development of the subject property ("Property"), as described above, shall be in strict conformance with the following conditions, which shall supersede all other proffers that may have been made prior hereto. In the event the above referenced rezoning is not granted as applied for by the applicant ("Applicant"), these proffers shall be withdrawn and shall be null and void. Further, these proffers are contingent upon final rezoning of the Property with "final rezoning" defined as that rezoning which is in effect on the day following the last day upon which the Fauquier County Board of County Supervisors (the "Board") decision granting the rezoning may be contested in the appropriate court or, if contested, the day following entry of a final court order affirming the decision of the Board which has not been appealed, or, if appealed, the day following which the decision has been affirmed on appeal. If this application is denied by the Board, but in the event an appeal is for any reason thereafter remanded to the Board for reconsideration by a court of competent jurisdiction, then these proffers shall be deemed withdrawn unless the Applicant shall affirmatively readopt all or any portion hereof, in a writing specifically for that purpose. The headings of the proffers set forth below have been prepared for convenience or reference only and shall not control or affect the meaning or be taken as an interpretation of any provision of the proffers. The improvements proffered herein shall be provided at the time of development of that portion of the Property adjacent to or including the improvement or other proffered requirement, unless otherwise specified herein. The term "Applicant" as referenced herein shall include within its meaning all future owners and successors in interest. When used in these proffers, the "Development Plan" shall refer to the plan entitled "Town Of Warrenton, St. Leonard's Farm Residual Property, General Development Plan" dated January 2, 2003, and revised March 5, 2003 (the "Plan").

1. LAND USE:

   1.1. Residential development on the Property shall not exceed 41 dwelling units.

   1.2. Single family detached lot sizes shall be no less than the minimum required for the R-1 zoning classification, and may be developed as conventional or clustered lots, in conformity with the requirements of the Ordinance.

   1.3. The development shall retain not less than the minimum open space as required for a clustered or conventional development.

2. BUFFERING:

   2.1. A 150 foot buffer shall be preserved on the southernmost Property line measured from the edge of existing right-of-way of Route 211, as generally depicted on the Development Plan.

   2.2. A 100 foot buffer shall be preserved along the northern and western Property lines, measured from the existing Property line, as generally depicted on the Development Plan.

   2.3. The Applicant shall further maintain a conservation buffer on the Property as otherwise provided in these Proffers.

3. WATER AND SEWER

   3.1. The Property shall be connected to Town public water and sewer, at the Applicant's expense.

4. CREATION OF HOMEOWNERS' ASSOCIATION:

   4.1. A homeowners' association ("HOA") shall be created and shall be made responsible for the maintenance and repair of all common areas, including any common open space which may be established in accordance with the requirements of the County Zoning Ordinance or these proffers. The HOA shall be granted such other responsibilities, duties, and powers as are customary for such associations, or as may be

required to effect the purposes for which such HOA is created. Such HOA shall also be granted sufficient powers as may be necessary, by regular or special dues or assessment, to raise revenues sufficient to perform the duties assigned hereby, or by the documents creating the Association.

4.2. In addition to any other duties and responsibilities as may be assigned to it, the HOA shall have title to and responsibility for (i) all common open space areas not dedicated to public use in accordance with these proffers and (ii) any common buffer areas located outside of residential lots. It shall also have (iii) responsibility for the perpetual maintenance of any entrance feature (subdivision) signs, street, and perimeter or road buffers located within any easements for those purposes to be granted to the HOA.

5. TRANSPORTATION

5.1. Subject to review and approval by the Fauquier County Department of Community Development and the Virginia Department of Transportation ("VDOT"), the Applicant shall dedicate 50' of its property as right-of-way for a future access road to Route 211, in the general location depicted on the Development Plan, and as the location of that access road across the Property may be finally determined.

5.2. The Applicant shall enter into a separate agreement with the Town of Warrenton with respect to the sharing of costs of construction of any such access road.

5.3. Subject to review and approval by the Fauquier County Department of Community Development and the Virginia Department of Transportation ("VDOT"), a traffic-calming device shall be installed on the said future access road at the point of a shared entrance to the Town's proposed recreation facility on its adjacent land.

5.4. The Applicant shall further maintain on the Property a 250 foot conservation buffer along the common property boundary with the Town; provided that this buffer area shall encompass, and shall not be in addition to, any area to be dedicated or reserved for public street purposes pursuant to these Proffers.

5.5. Primary access to the development shall be restricted to a single entrance from the proposed 50' access road.

5.6. A controlled emergency access fitted with a gate or other control feature acceptable to the Office of Emergency Services shall be provided in a suitable location at the Property line and Lower Waterloo Road. No residential lots adjoining Lower Waterloo Road shall be permitted direct access to such emergency access.

5.7. Within one year (1) year of completion of a realigned Route 211 median break necessary to accommodate the aforesaid access road, as generally depicted on the Development Plan, the Applicant may connect to a relocated farm entrance road constructed by others, so as to align that entrance with the said median break. This relocation to the said median break shall be accomplished in order to permit the Applicant to continue agricultural and silvicultural activities on its retained Property. The Applicant may continue, in its discretion, to use the existing farm road access.

5.8. Any additional road improvements that may be necessitated by the development of the property shall be determined at the time of final subdivision approval subdivision approval for that development.

5.9. In the event that development is initiated on the Property before the Town commences construction of a road in the right-of-way to be dedicated for public street purposes hereunder, the Applicant shall construct so much of that road as is reasonably necessary to provide access to Old Waterloo Road in substantial conformity with such access as depicted on the General Development Plan, and subject to VDOT's approval of plans therefor. Plans for such access shall be approved and bonded prior to the issuance of the first residential occupancy permit for the Property.

6. CONSERVATION EASEMENT.

6.1. St. Leonard's Farm, Inc. shall convey to the Virginia Outdoors Foundation ("VOF"), or such other conservation organization as may be deemed mutually agreeable by the Board and the Applicant, a conservation easement for approximately 800 acres more or less of the Applicant's Property located in Fauquier County and not including any land to be conveyed to the Town of Warrenton, on the south side of Route 211, which is to be retained by the Applicant and which is not the subject of this rezoning application. The Applicant shall be entitled to subdivide the 800 acres into no more than eight (8) lots. The grant

of such easement shall be contingent upon the rezoning of the Property as applied for, and shall be recorded within one (1) year from the Final Rezoning of the Property but in any event prior to the subdivision of any of the forty-one (41) lots permitted under Section 1.1 above. The conservation easement shall be similar in form and content to the draft easement attached hereto and shall be recorded among the land records of Fauquier County.

OWNER: ST. LEONARD'S FARM, INC.

By: _____
David M. van Roijen, President

Date: 3/12/03

J:\43\4325\002\REZONING\PROFFERS\PROFFER STATEMENT.7.doc

LEGEND

- Existing Property Lines
- Existing Structures
- Existing Topographic Lines
- Existing Roads
- Adjacent/Site Property Owners
- Existing Floodplain
- Existing Stream
- Proposed Centerline
- Proposed Connecting Road, Fixed Location
- Proposed Internal Road, Not Fixed
- Conservation Buffer Area

LOWER WATERLOO
TRAFALGAR
RT-1540
RT-678
RT/605
OLD WATERLOO ROAD
PROPOSED REALIGNED ACCESS FOR LOWER WATERLOO RD.
Existing 40' Right-of-Way
Existing 30' Right-of-Way
Proposed 50' Right-of-Way Dedication
Entrance to Future Housing Area
Traffic Calming Intersection Design
EX. FLOODPLAIN
PROPOSED TO BE REZONED FROM RA TO R-1 41 LOTS MAX.
Entrance to Park
PROPOSED FUTURE TOWN OF WARRENTON RECREATION CENTER PROPOSED TO BE INCORPORATED INTO TOWN LIMITS
Future 41 Unit Single Family Housing Area
NEW PROPOSED TOWN LIMIT LINE
50' Farm Equipment Access Easement
Existing Waterway
SWM Facility
Conservation Buffer Area, Typ.
Proposed New Median Cross-over
Warrenton Corporate Limits
LEE HWY RT-211
Existing Access Cross-over
GRAPHIC SCALE
(IN FEET)
1 inch = 200 ft.

RECEIVED
APR 18 2003
COMMUNITY DEVELOPMENT
FAUQUIER COUNTY, VA.

BEFORE DIGGING CALL "MISS UTILITY" OF VIRGINIA AT 1-800-552-7001

Rickmond Engineering, Inc.
Land Planning
Engineering Surveying
Visit Hill • P.O. Box 861847
1843 Merrimac Trail
Williamsburg, VA 23185
Voice: (757)229-7776
Fax: (757)229-4863
Visit Hill • P.O. Box 861847
Warrenton, VA 20187
Voice: (540)349-7730
Fax: (540)349-7731
www.rickmond.com

Designed By: PAB
Drawn By:
Scale: 1" = 200'
Date: 01/03

COMMONWEALTH OF VIRGINIA
PAUL A. BERNARD
No. 012668
PROFESSIONAL ENGINEER

No.	By	Revision	Date
1	PAB	Added Buffer Label	03/05/03

St. Leonard's Farm
Residual Property
Concept Development Plan
Rezoning Application
Fauquier County Virginia

Job Number 02520

BK0601PG0559

88-06435

THIS DEED OF GIFT, EASEMENT, COVENANTS AND REVERSIONARY AGREEMENT (this "Deed"), entered into this 14th day of July, 1988, by and between ST. LEONARD'S FARM, INC., a Virginia Corporation (referred to as "SLF"), and THE TOWN OF WARRENTON, a Virginia Municipal Corporation (referred to as the "Town").

W I T N E S S E T H:

Deed of Gift.

SLF as Grantor, hereby gives, grants and conveys WITH COVENANTS OF GENERAL WARRANTY OF TITLE, unto the said Town of Warrenton, as Grantee, all of SLF'S right, title and interest, being a fee simple interest, in and to the following described real estate, to-wit:

> All of that certain tract or parcel of land situate in the Town of Warrenton consisting of 2 acres which lies immediately to the north of a 5.3 acre tract or parcel of land owned by the Town of Warrenton and acquired from the predecessor in title of SLF by Deed dated 5 November 1957 and found of record in the Office of the Clerk of the Circuit Court of Fauquier County, Virginia, in Deed Book 201 at Page 1. Said 2 acre parcel is more particularly described by plat and survey of James H. Harris & Associates, Inc., dated 1/14/88 Rev.7/12&13/1988, attached hereto and intended to be recorded contemporaneously herewith in the aforesaid Clerk's Office.

Easements and Covenants.

SLF, as Grantor, hereby further grants to the Town, as Grantee, a temporary easement over and upon the area comprising approximately 2.25 acres situated immediately to the north of and contiguous to the aforesaid 2-acre parcel (hereby conveyed) and fronting on State Route 678, which 2.25 acre area is more particularly described on the above-mentioned plat and survey of James H. Harris & Associates, Inc. dated 1/14/88, Rev. 7/12&13, 1988, attached hereto (referred to as the "Plat"). Such temporary easement shall be for use by the Town, its agents, employees and independent contractors, for ingress and egress and passage between the aforesaid 2-acre parcel hereby conveyed

SHEET 3

BK0601PG0560

SEE 4 OF 4
SEE 3 OF 4

U.S.

S 82°45

200

TOWN OF

WARRENTON

S 07°15'00"E 795.30'

6.36

S 82°45'00"W 400.00'

COMMONWEALTH

OF VIRGINIA

379.34'

217.80'

2.0000 AC.

217.80'

S 82°45'00"W 400.00'

S 07°15'00"E

161.54'

TEMPORARY CONSTRUCTION ESMT TO BE ABANDONED WHEN SITE IS COMPLETED.

20' SAN. SEW. ESMT.

I.P.F.

CREEK

SEE 2 OF 4
SEE 3 OF 4

S74°08'59"W

99.02'

N82°45'00"W

50

SHEET 4

SEE 4 of 4
SEE 3 of 4

BK0601PG0561

CERTIFICATE OF APPROVAL
THIS SUBDIVISION TO BE KNOWN AS
COMPLIES WITH EXISTING RULES
& REGULATIONS & THEREFORE MAY BE PUT
TO RECORD
may be offered to record.
Dionne E Boyer
Zoning Administrator Date 12
ZONING ADMINISTRATOR
TOWN OF WARRENTON

U.S. HWY. 211

S 82°45'00" W
200.00'

S 07°15'00" E 785.30'

6.3665 AC.

200' WIDE BUFFER ESM'T

N 07°15'00" E 995.30'

217.30'

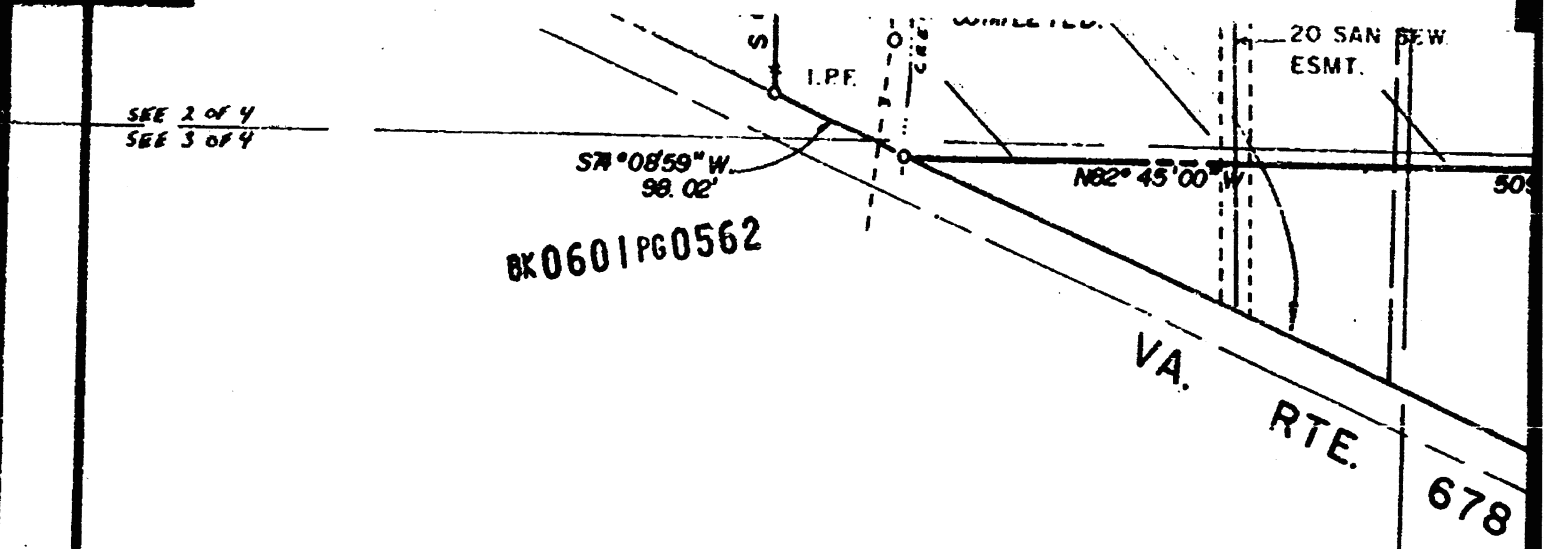
ST LEONARD'S FARM, INC

N

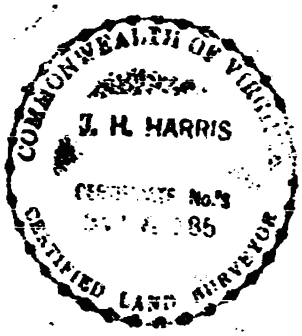
D' SAN. SEW.
SMT.

509.83'

SEE 1 of 4
SEE 4 of 4



BK0601PG0562



SURVEYORS CERTIFICATE

I JAMES H. HARRIS, A DULY CERTIFIED LAND SURVEYOR, DO HEREBY CERTIFY THAT THE PROPERTY SHOWN IS IN THE NAME OF ST. LEONARD'S FARM, INC.

JAMES H. HARRIS C.L.S. NO(S) 847 & 185

THIS SURVEY HAS BEEN PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND DOES NOT THEREFORE NECESSARILY INDICATE ALL ENCUMBRANCES ON THE PROPERTY.

SEE 1 of 4
SEE 2 of 4

PROP. DRIVE & UTIL. ESMT.

509.83'

SEE 1 OF 4
SEE 4 OF 4

BK 0601 PG 0563

RTE. 678

OWNERS CONSENT STATEMENT

THIS DIVISION OF LAND IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS, PROPRIETORS AND TRUSTEES.

St. Leonard's Farm, Inc. by: [signature] President

CERTIFICATE OF ACKNOWLEDGMENT OF SIGNATURE:

CITY / COUNTY OF: Fauquier

COMMONWEALTH / STATE OF: Virginia

ACKNOWLEDGED BEFORE ME THIS 26th DAY OF July, 1988

[signature]
NOTARY PUBLIC

MY COMMISSION EXPIRES: Nov. 16, 1988

DATE	BY	REVISION
7-12-88	J.H.	REVISED BUFFER AREA & ADDED 2AC. PARCEL
7-11-88	JHH	REVISED BUFFER AREA

PLAT SHOWING

AN EASEMENT FOR NON-DEVELOPMENT
ON THE PROPERTY OF
ST. LEONARD'S FARM, INC.
TOWN OF WARRENTON
FAUQUIER COUNTY, VIRGINIA

SCALE: 1" = 100'

JANUARY 14, 1988

James H. Harris & Associates, Inc.

LAND SURVEYING & LAND PLANNING
Warrenton, Virginia

DES:
DWN:
CHK:

SEE 1 OF 4
SEE 2 OF 4

7248

and State Route 678, for use as a storage yard, and generally for use in connection with construction activity to be undertaken on the aforesaid 2-acre parcel as well as the 5.3 acre parcel previously conveyed, it being understood that the Town's sewage treatment plant expansion to be undertaken upon recordation of this Deed (the "Expansion") shall be built on 7.3 acres.

Such temporary easement over the aforesaid 2.25 acre area shall terminate and expire without further action by either party upon completion of the Expansion but in any event no later than three (3) years from the date of recordation of this Deed. Upon termination of said temporary easement, the Town covenants and agrees promptly at its own expense (i) to repair any damage to the surface or undersurface of, or to the fencing upon, the aforesaid 2.25-acre area, (ii) to clean up all trash, debris and litter from said 2.25-acre area, and (iii) to restore said 2.25 acre area as closely as practicable to its condition prior to the commencement of such temporary easement, including by seeding the same with a mixture of orchard grass, bluegrass and red clover, so that SLF may resume and continue its farming operation on said site.

The Town further covenants and agrees that during the effectiveness of such temporary easement, the Town, its agents, employees and independent contractors, shall not disturb, encroach upon, use, traverse or permit trash or debris to be placed or fall upon the lands of SLF adjoining the aforesaid 2.25-acre area. The Town further covenants and agrees to indemnify and hold harmless SLF, its successors and assigns, against all claims, losses, damages, amounts paid in settlement, costs and expenses (including reasonable attorneys' fees) incurred by SLF, its successors and assigns, and arising out of or in connection with any act, occurrence or omission occurring upon or with respect to said 2.25-acre area during the effectiveness of such temporary easement, or otherwise arising in

connection with the Expansion. The Town shall provide to SLF evidence of insurance to secure this covenant.

Covenants as to Buffer Zone.

In connection with the Expansion, the Virginia State Water Control Board presently requires (i) the imposition of a two hundred (200) foot buffer zone to the west and north of the sewage treatment plant, as expanded, within which buffer zone no residential development may occur, and (ii) the erection of a wind screen within such buffer zone to the west and north of said plant, as expanded, to consist of rows of white pine trees or similar landscaping. Such 200-foot buffer zone, comprising an area of approximately 6.4 acres, is more particularly described upon the Plat attached hereto. Accordingly, SLF, for itself and its successors and assigns, hereby covenants and agrees that it will not undertake any residential development within such 200-foot buffer zone for so long as applicable state and local law require such restriction in connection with the operation of the Town's sewage treatment plant (as so expanded) situated on the aforesaid 5.3-acre and 2-acre parcels. All costs and expenses of planting, erecting and maintaining said wind screen, or any replacement thereof or substitute therefor, shall be borne exclusively by the Town.

At such time as either (a) the Town ceases to operate the aforesaid sewage treatment plant as so expanded, or (b) applicable state and local law cease to require the imposition of such 200-foot buffer zone in connection with the operation of said sewage treatment plant as so expanded, then all covenants and restrictions imposed by this Deed upon the land included within such buffer zone shall be lifted and shall be of no further force or effect.

The Town covenants and agrees that, upon the request of SLF, its successors and assigns, the Town shall cooperate with SLF, its successors and assigns, upon the termination of

the aforesaid covenants and restrictions in order at the Town's expense to evidence of record such termination.

Additional Easement.

SLF hereby grants to the Town an easement twenty (20) feet wide from Route 678 across the aforesaid 2.25-acre area to the aforementioned 2-acre parcel hereby conveyed and across said 2-acre parcel to the boundary of the aforesaid 5.3-acre parcel, all as more specifically shown on the Plat attached hereto. Said easement hereby conveyed is for the purpose of installing, constructing, repairing and maintaining a sanitary sewer line. All piping and other installations along said easement (on both the 2.25-acre area and the 2-acre parcel) shall not be less than thirty (30) inches below the surface of the ground in order to allow SLF to continue or resume its farming operation upon said property. For so long as this easement shall remain in effect, the Town covenants and agrees with SLF, its successors and assigns, that promptly after any construction, repairing or maintenance activity upon said property encumbered by this easement, the Town at its expense shall restore said property to its condition prior to the commencement of said activity.

Reversionary Agreement.

SLF and its predecessors in title deeded to the Town the aforesaid 5.3-acre parcel (the site of the present sewage treatment plant) by Deed of Gift dated November 5, 1957 and recorded in the aforesaid Clerk's Office in Deed Book 201 at Page 1.

The Town, for itself and its successors and assigns, hereby covenants and agrees with SLF, its successors and assigns, that at such time (referred to as the "Trigger Time") as the Town shall make any arrangements for sewage service in addition to that provided by the present sewage treatment plant as expanded by the Expansion, or shall to any extent use, operate or enjoy the benefit of any regional sewage treatment facility or

any sewage treatment plant other than the aforesaid sewage treatment plant and Expansion, the Town shall promptly reconvey to SLF, or to SLF's successors or assigns specifically designated by SLF for purposes of such conveyance, any portion of the aforesaid 5.3-acre and 2-acre parcels which is not utilized as a pre-treatment facility or a pumping station to a regional facility. Such reconveyance shall be by general warranty deed to be recorded in the aforesaid Clerk's Office and shall be at the sole expense of the Town. In connection with such reconveyance, the Town for itself, its successors and assigns, hereby covenants and agrees with SLF, its successors and assigns, to dismantle any portion of the plant and Expansion that will not be further utilized, and to use all reasonable efforts to restore the reconveyed area so that the same may be utilized by SLF, its successors and assigns, for any permitted use, all of the foregoing to be at the sole expense of the Town.

Such reconveyance shall be subject, however, to (a) the retention by the Town of the minimum sanitary sewer easement as shall be necessary to the Town in connection with the operation of its sewage facilities on said site either as a pumping station or a pre-treatment facility, and (b) imposition of such buffer zone, if any, as shall be the minimum size buffer zone then required by applicable state and local law in connection with the operation of said pumping station or pre-treatment facility, such buffer zone in no event, however, to exceed two hundred (200) feet in width.

Appraisal and Payment.

If, upon the occurrence of the Trigger Time, the Town shall fail to reconvey as provided above any portion or all of the aforesaid 2-acre parcel hereby conveyed, or applicable law shall require the imposition or continued imposition of any buffer zone as aforesaid, then the Town at such time shall pay to SLF, or to SLF's successors or assigns specifically

by SLF for purposes of such payment, an amount in cash equal to one and one-half times the then fair market value of (i) such portion or all of said 2-acre parcel not so reconveyed and (ii) all property of SLF included in any such buffer zone. For purposes of determining such fair market value, the Town and SLF (or such successors or assigns) shall each promptly appoint a qualified appraiser, each of whom shall promptly make a determination of such fair market value. If the two appraisals shall differ by twenty percent (20%) of the lower appraisal or less, such fair market value shall be deemed to be the average of such two appraisals. If the two appraisals shall differ by more than twenty percent of the lower appraisal, the two appraisers shall promptly appoint a third qualified appraiser, who shall promptly make a determination of the fair market value of said property, and such fair market value for purposes hereof shall be the middle appraisal of the three appraisals. If the first two appraisers are unable promptly to agree upon a third appraiser, then the parties shall request the Circuit Court of Fauquier County to appoint the third appraiser. If either the Town or SLF (or its designated successors or assigns) fails to timely appoint its respective appraiser or to provide its appraisal in timely fashion, then such defaulting party shall be deemed to have forfeited its right to an appraisal, and the fair market value of such property for purposes hereof shall be the appraisal value of the other party. Each party shall bear all costs and expenses of its appraiser and appraisal, and the two parties shall share equally the costs and expenses of the third appraiser and appraisal, if any.

Additional Covenant.

The Town, for itself and its successors and assigns, further covenants and agrees with SLF, its successors and assigns, that the Town will not at any time increase, to a level greater than two and one-half million (2,500,000) gallons per day, the

capacity of service of the aforesaid sewage treatment plant as expanded by the Expansion, if such increase would result in any increased discharge into the stream running from said plant and across the lands of SLF, its successors and assigns. Any failure by the Town to abide by the terms of this covenant shall be deemed a breach of contract, and SLF shall be entitled in such event to seek legal and/or equitable remedies for such breach.

WITNESS the following signatures and seals:

WITNESS:

By: _____ (SEAL)
V.P.

ST. LEONARD'S FARM, INC.

By _____ (SEAL)
David M. van Roijen, President

TOWN OF WARRENTON

By _____ (SEAL)
J. Willard Lineweaver, Mayor

STATE OF VIRGINIA
COUNTY OF FAUQUIER, to-wit:

The foregoing instrument was acknowledged before me this 20th day of July, 1988, by David M. van Roijen, President of and on behalf of St. Leonard's Farm, Inc., a Virginia Corporation.

_____
NOTARY PUBLIC

My Commission Expires: Nov. 16, 1990

STATE OF VIRGINIA
COUNTY OF FAUQUIER, to-wit:

The foregoing instrument was acknowledged before me this 14th day of July, 1988, by J. Willard Lineweaver, Mayor of and on behalf of the Town of Warrenton, a Virginia Municipal Corporation.

_____
NOTARY PUBLIC

My Commission Expires: Jan. 12, 1991

Virginia In the Clerk's Office of Fauquier Circuit Court JUL 21 1988
This instrument was this day received in said Office and with certificate admitted to record at 2:20 P.M.
Tax of $_____ imposed by Section 58.1-802 Paid
State Tax — County Tax —
Transfer Fee 1.00 Clerks Fee 17.00 Total 18.00

Office of the Town Manager
Frank Cassidy

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	February 13th, 2024.
Agenda Title:	Modification to Town Code section 2-22 WARD 2 Polling place
Requested Action:	Hold the public hearing and move the Polling Location for Ward 2
Department / Agency Lead:	Town Council
Staff Lead:	Stephen Clough, CMC, Town Clerk.

EXECUTIVE SUMMARY

Fauquier County Staff have identified issues with the construction at Taylor Middle School that will prohibit its use as a polling location for the upcoming March 5th, 2024, Presidential Primary. The building is unable to be occupied. As such, the Ward 2 Polling Location will need to be changed to accommodate the construction. The Town Code section 2-22 will need to be modified with a new location for Ward 2 and preclearance from Va ELECT will need to be sought. Because we are within 60 days of the election, we will need to make the change for the March 5th, 2024, Primary as a temporary ”emergency” measure and then apply for the preclearance CNO and polling place change to be more permanent for the June 18th, 2024, Primary Elections. Depending on the suitability of the chosen location, it may become a permanent change, or the County may look to move back to Taylor after the construction is completed. The change will need to remain in place for the foreseeable future because of the planned construction at the school.

The County team determined that they would like to use 33 North Calhoun Street as the new Polling Location. This is the site of the County Wellness Center. The Wellness Center will close on election days to accommodate the use. Extensive work has been done at this location in accordance with the Americans with disabilities act to make this location suitable with a minimal amount of effort.

BACKGROUND

At the January 11th, 2024, Fauquier County Board of Supervisors meeting, a resolution was passed authorizing the staff to advertise for a public hearing on moving the Ward 2 Polling Location due to issues with the Current voting location.

At the February 8th, 2024, Board of Supervisors Meeting a Public hearing was held on the item.

A public hearing is required as this item would modify the Town Code.

STAFF RECOMMENDATION

Hold the public hearing and review the proposed location change for the polling location.

Service Level/Collaborative Impact

This is a high service level impact across multiple departments including Legal, Public Works, the Clerk's office, Community Development, and county resources like the County Legal, County Clerk, County Administration, Board of Supervisors, and Registrar's Office.

Policy Direction/Warrenton Plan 2040

Voting, at its core, affects all aspects of the Warrenton Plan 2040.

Fiscal Impact

The fiscal impact is primarily associated with legal costs and advertising costs to facilitate the location change.

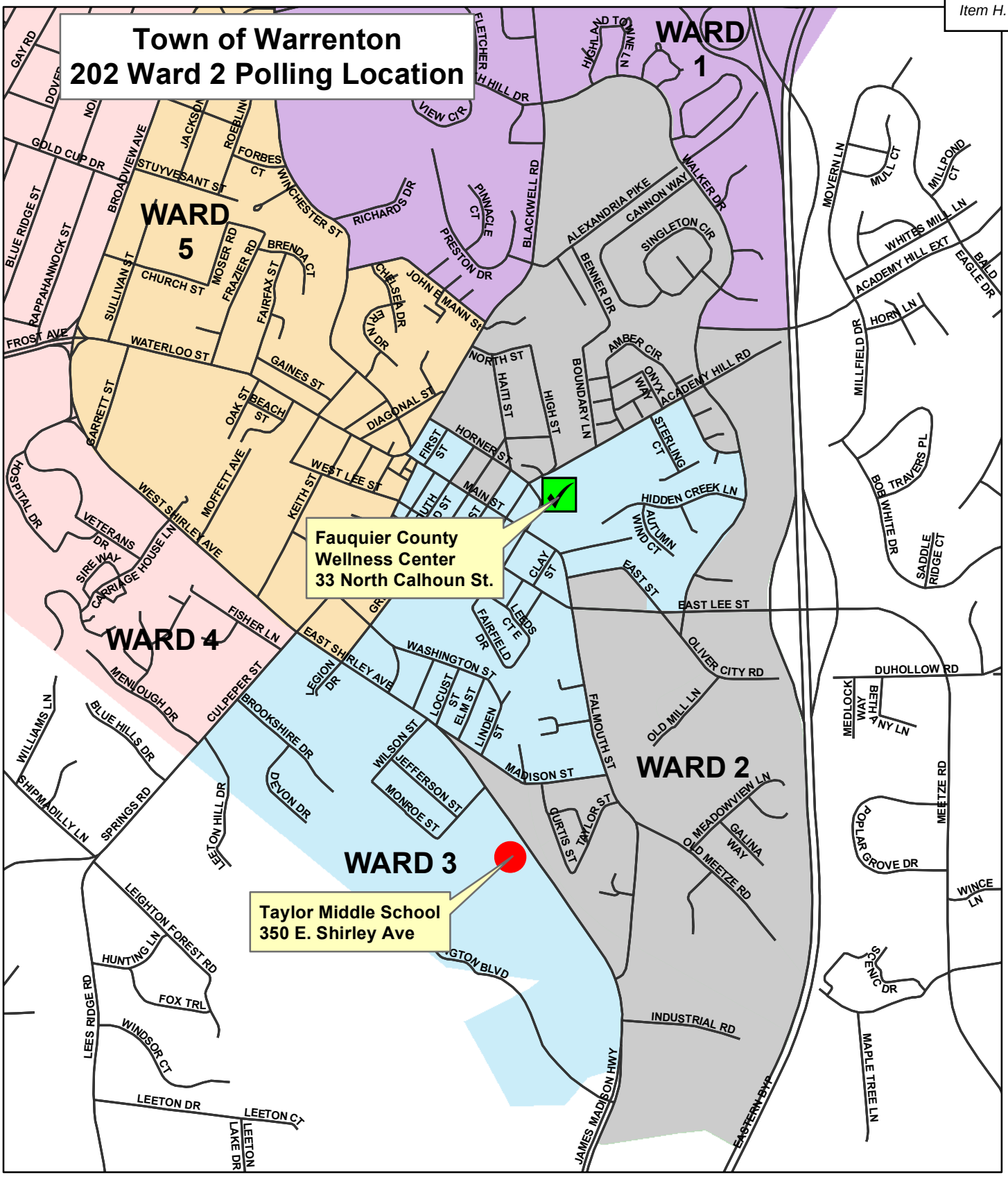
Legal Impact

Ensuring compliance with the Town Code.

ATTACHMENTS

1. Wellness Center Town of Warrenton 202 Ward 2 Polling Location
2. Sec. 2-22 Voting or Polling Place Code section.
3. Sec. 2-22 Voting or Polling Place Code section redline.

Town of Warrenton
202 Ward 2 Polling Location



0 0.15 0.3 0.6 Miles

N W E S

202 Ward 2 boundary

New 202 Ward 2 Polling location

Former 202 Ward 2 Polling location

Districts
Congress - 10
Senate - 28
Delegate - 61

Produced by Fauquier County GIS

Data sources:Decennial Census P.L. 94-171 Redistricting Data Summary Files, Fauquier County GIS Department.
Virginia Supreme Court:Decennial Redistricting Pursuant to The Constitution of Virginia, art. II, §§ 6 to 6-A, and Virginia Code § 30-399

Sec. 2-22. Voting or polling place.

The voting places for the wards established by section 2-21 shall be as follows:

(1) *Ward 1:* C.M. Bradley Elementary School.

(2) *Ward 2:* Old Visitors Center (33 Calhoun Street).

(3) *Ward 3:* Warrenton Community Center.

(4) *Ward 4:* Warrenton Aquatic and Recreation Facility.

(5) *Ward 5:* Town Police Public Safety Building.

(Ord. of 11-6-86; Ord. of 4-7-87, § 21.2; Ord. No. 1991-14, 12-10-91; Ord. No. 1993-18, 11-9-93; Ord. No. 2002-02, 2-12-2002; Ord. No. 2002-09, 10-8-2002; Ord. No. 2004-01, 2-10-2004; Ord. No. 2011-04, 12-13-11; Ord. No. 2022-09 , 7-12-22)

State law reference(s)—Polling places in towns, Code of Virginia, § 24.1-92.

COMMUNITY DEVELOPMENT STAFF REPORT

Council Meeting Date:	February 13, 2024
Agenda Title:	Smart Scale Round 6 Pre Applications
Requested Action:	Hold Work Session
Department / Agency Lead:	Community Development
Staff Lead:	Denise M. Harris, AICP

EXECUTIVE SUMMARY

The Virginia Department of Transportation (VDOT) Smart Scale Round 6 pre-applications portal will open March 1, 2024. Localities are invited to submit qualitied transportation projects for screening. Once applications are screened, localities are invited to formally submit for Round 6. The Town Council would hold a public hearing and pass a resolution in the summer before the application deadline of August 1, 2024.

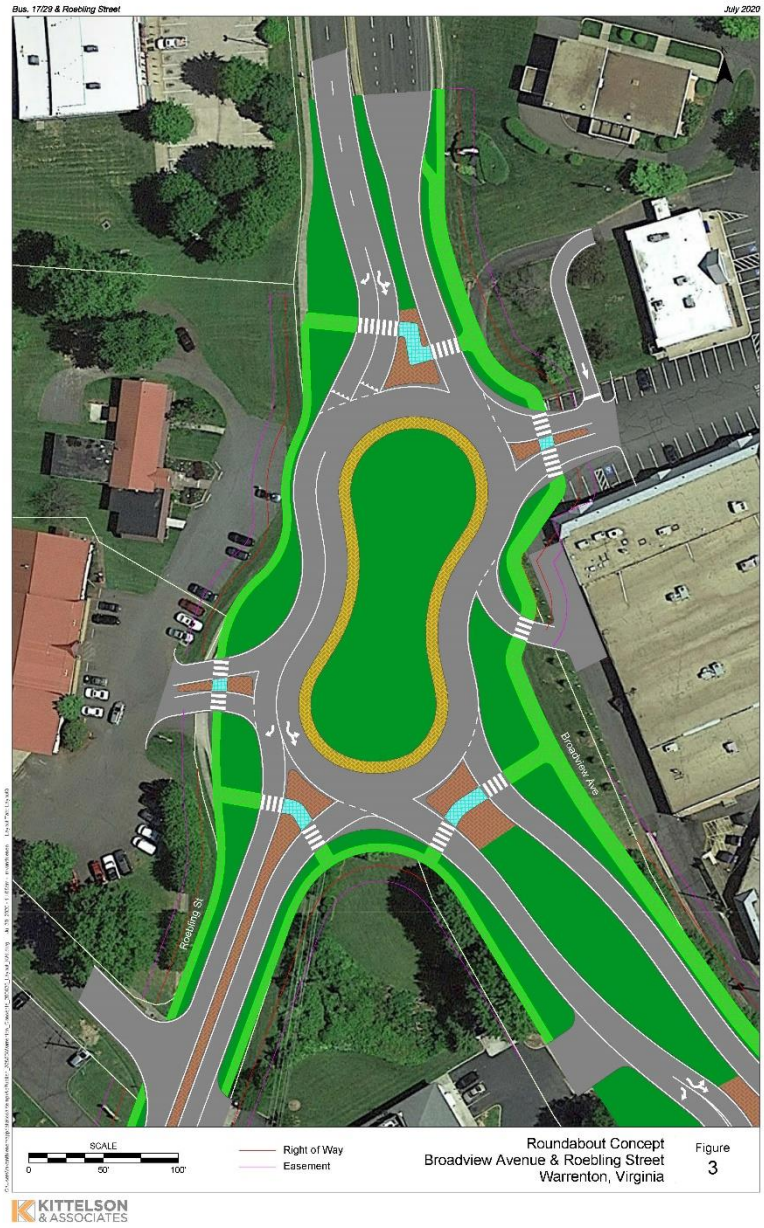
BACKGROUND

Plan Warrenton 2040 includes a list of transportation improvements with "Near Term Recommendations" to pursue for grant funding. In addition, VDOT conducts "pipeline studies" to assist in developing concepts that have been through a public comment process and technical review to determine designs that best meet the needs of a community. The first VDOT "Pipeline Study," which is to develop concepts for Smart Scale applications, was conducted on Lee Highway and finalized on 2022. Now, VDOT is in the process of conducting the second Pipeline Study on Shirley Avenue.

Every two years VDOT opens the Smart Scale application process. These projects are funded 100% through Federal funds and administered by VDOT. Projects that are successful in this very competitive process are added to the out years of the VDOT Six Year Plan. Final selection of Smart Scale projects occurs in June, 2025 by the Commonwealth Transportation Board.

In Round 5, the Town of Warrenton submitted three Smart Scale applications. Two proposed roundabouts located at Lee Highway/Blackwell and Lee Highway/Broadview/Winchester were successfully funded. The third project located at Broadview/US 17/Shopping Center, was unsuccessful due to other projects in the district scoring higher. The Commonwealth Transportation Board adjusted their scoring process this year.

For Round 6, the Town may resubmit the intersection improvement located at Broadview/US17/Shopping Center to test if it would be successful under the new scoring and other projects within the Culpeper District. The concept sketch submitted is below:



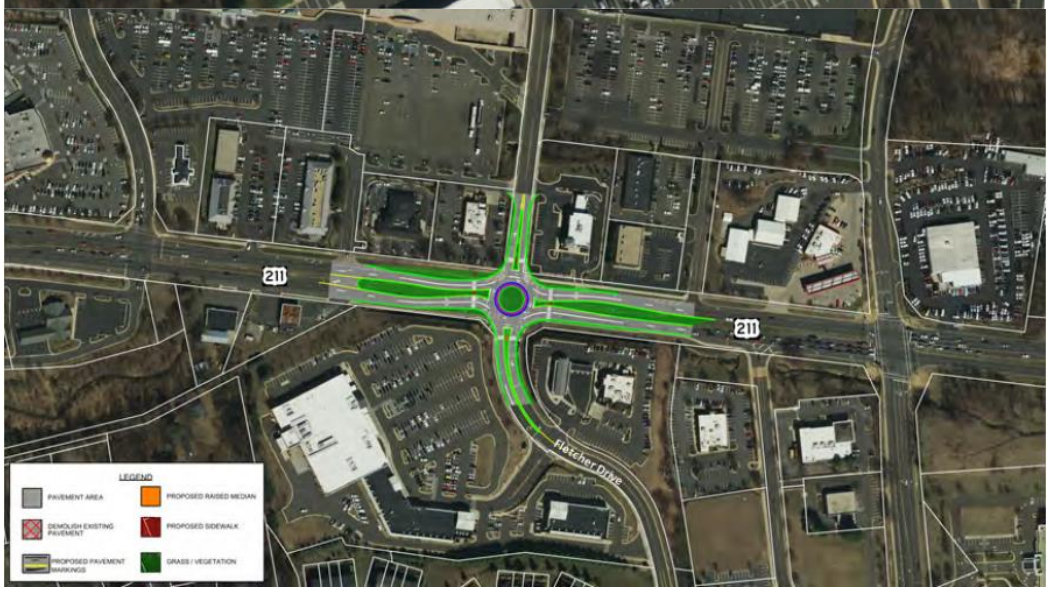
The other projects that are ready to be submitted for pre-application would complete the improvements outlined in the VDOT Pipeline Study for Lee Highway. These design concepts include:

- Branch Drive: Access Management to restrict left turn movements
- Village Center Drive: Access Management to restrict left turn movements
- Fletcher Drive: Roundabout

Below are the preferred design concepts found in the Pipeline Study.

Branch Drive
211
211
Branch Drive
LEGEND
PAVEMENT AREA
PROPOSED RAISED MEDIAN
DEMOLISH EXISTING PAVEMENT
PROPOSED SIDEWALK
PROPOSED PAVEMENT MARKINGS
GRASS / VEGETATION

Village Center Drive
US 211 (Lee Highway)
US 211 (Lee Highway)
LEGEND
PAVEMENT AREA
PROPOSED RAISED MEDIAN
DEMOLISH EXISTING PAVEMENT
PROPOSED SIDEWALK
PROPOSED PAVEMENT MARKINGS
GRASS / VEGETATION


211
211
Flascher Drive
LEGEND
PAVEMENT AREA
PROPOSED RAISED MEDIAN
DEMOLISH EXISTING PAVEMENT
PROPOSED SIDEWALK
PROPOSED PAVEMENT MARKINGS
GRASS / VEGETATION

STAFF RECOMMENDATION

Staff recommends submitting the design concepts for the Smart Scale Round 6 pre application screening.

Service Level/Collaborative Impact

These projects have been identified to help improve traffic circulation, safety, and multi-modal infrastructure.

Policy Direction/Warrenton Plan 2040

Plan Warrenton 2040 lists the segment of Lee Highway between Broadview Avenue and US 15/17/29 interchange and the intersection at Broadview Avenue and Roebling Street (since renamed) as "Near Term Recommendations*" as projects that should be "pursued immediately and could be implemented under the Smart Scale…"*.

Fiscal Impact

Smart Scale projects are funded with 100% federal monies awarded through the state.

Legal Impact

N/A

ATTACHMENTS

1. VDOT Pipeline Study Lee Highway
2. 2022 Smart Scale Resolutions
3. Broadview Roundabout Concept
4. Presentation

PROJECT PIPELINE

CU01: Town of Warrenton
US 211 - Lee Highway
Final Report

From Broadview Avenue to Blackwell Road

DRPT Virginia Department of Rail and Public Transportation

Office of INTERMODAL Planning and Investment

VDOT Virginia Department of Transportation

PROJECT PIPELINE

US 211 (Lee Highway) from Broadview Avenue to Blackwell Road

Final Report

October 2022

Prepared for

VDOT Virginia Department of Transportation

Prepared by

Michael Baker INTERNATIONAL

3200 Rockbridge Street, Suite 104

Richmond, Virginia 23230

Chapter 1:

Needs Evaluation and Diagnosis

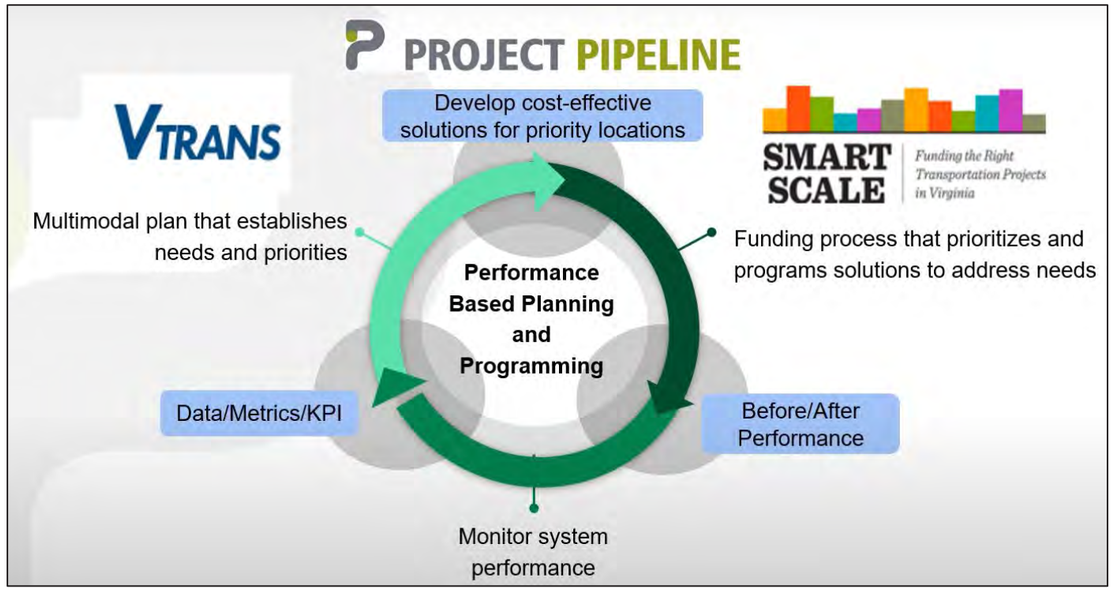
PROJECT PIPELINE

Methodology

Project Pipeline is a performance-based planning program to identify cost-effective solutions to multimodal transportation needs in Virginia. Through this planning process, projects and solutions may be considered for funding through programs including SMART SCALE, revenue sharing, interstate funding, and others. Visit the Project Pipeline webpage for additional information vaprojectpipeline.org.

This study focuses on concepts targeting identified needs including congestion mitigation, safety improvement, pedestrian and bicycle infrastructure along the corridor, and transit access.The objectives of Project Pipeline are shown below in Figure 1.

Figure 1. Project Pipeline Objectives



Background

The Office of Intermodal Planning and Investment (OIPI) prepared the VTrans Virginia's statewide transportation plan for the Commonwealth Transportation Board (CTB) in which mid-term needs (0 - 10 years) were identified for different categories listed in Table 1. This study focuses on addressing needs identified in VTrans, and those previously identified by the localities.

Table 1: List of VTrans Needs

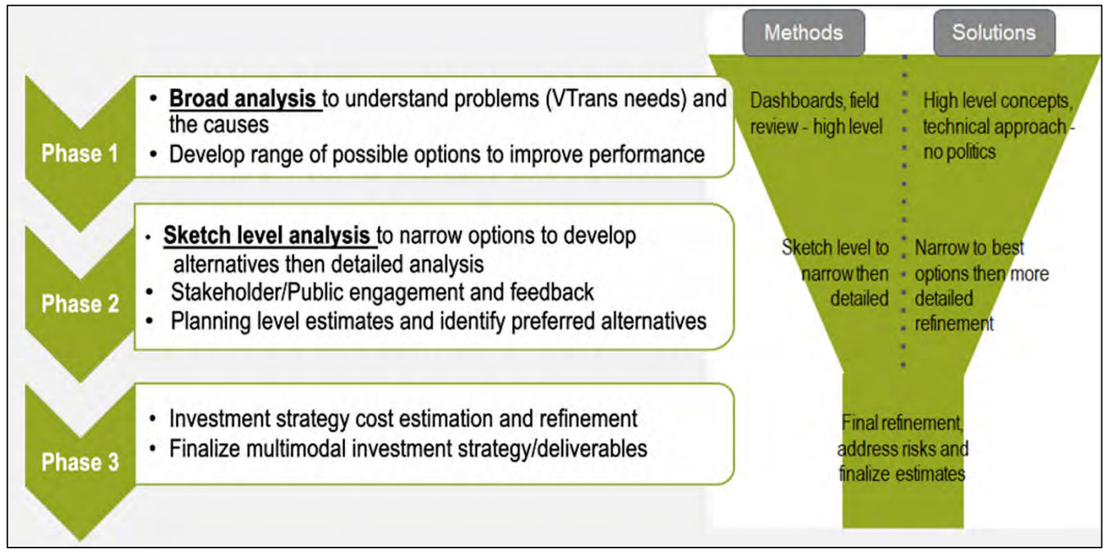
VTrans Needs	
Transportation Demand Management	Capacity Preservation
Congestion Mitigation	Bicycle Access
Safety Improvement	Pedestrian Safety Improvement
Transit Access	

PROJECT PIPELINE

Methodology

The study is broken down into three phases. Phase I consists of the problem diagnosis and brainstorming of alternatives, Phase II includes the alternative evaluation and sketch level analysis, and Phase III is the investment strategy and cost estimates. Details on methods and solutions for each study phase are outlined below in Figure 2.

Figure 2. Study Phase Methods and Solutions



The study team is also broken down into three teams, with each team simultaneously working on different areas of the study. Team 1 focuses on Traffic Operations, Capacity, and Access, Team 2 focuses on Road Reliability and Safety, while Team 3 focuses on Rail, Transit, and Transportation Demand Management (TDM). As shown in Figure 3, Team 1 and Team 2 are led by ATCS, with support from KLS on the effort with respect to pedestrian and bicycle needs. Team 3 is led by Mead & Hunt, with support from Michael Baker under the Department of Rail and Public Transportation (DRPT) Program. The following details the focus areas of study for each team:

- Team 1 – Identify operation and access needs by conducting future traffic demand volume forecasts and performing operational analysis of future conditions using Synchro/SimTraffic. Evaluate operational mitigations such as geometric modifications, access management improvements, and installation of facilities for pedestrians and bicycles.
- Team 2 – Identify safety needs with respect to vehicles, pedestrians, and cyclists by evaluating existing roadway conditions as well as crash patterns and crash hot spot locations based on the most recent five-year crash history obtained from the VDOT Crash Database Tableau Tool. Recommend safety improvement options through geometric modifications, access management improvements, and installation of facilities for pedestrians and bicycles.
- Team 3 – Identify needs with respect to rail, transit, and TDM by reviewing existing rail and transit routes and future traffic demand volume forecasts. Consider improvements recommended through public transit route extensions and the addition of Park and Ride lots.

Study Area

The Lee Highway (including US 211, US Business 29, and US Business 15) study corridor between the western US 17 ramps and Winchester St (US Business 17) is located in the Town of Warrenton, Virginia. This segment runs approximately eight tenths of a mile.

The corridor is classified as Other Principal Arterial within the study area and has a posted speed of 40 miles per hour. The corridor provides access to numerous businesses and residential areas in Warrenton. Lee Highway connects to US 15, US 17, and US 29 directly to the East. Lee Highway is a four-lane divided roadway with a grass median. All unsignalized intersections are limited right-in/right-out movements. Left and right turn lanes are present at all signalized intersections. The area immediately surrounding the study corridor is primarily commercial business including grocery stores, a car dealership, numerous restaurants, banks, and various other businesses. The study area includes five intersections along Lee Highway, including one unsignalized intersection, and four signalized intersections. A map detailing the extents of the study corridor and surrounding area is shown below in Figure 3.

Figure 3. Study Area

VTrans and Related Project Background Information

VTrans is Virginia's statewide transportation plan. It identifies and prioritizes locations with transporation needs using data-informed transparent processes. The policy for identifying VTrans mid-tern needs establishes multimodal need categories that correspond to the Commonwealth Transportation Board-adopted VTrans visions, goals, and objectives. Each need category has one or more performance measures and thresholds to identify one or more needs. Visit the Vtrans policy guide for additional information: https://vtrans.org/resources/VTrans_Policy_Guide_v6.pdf.

The mid-term needs, as identified in VTrans for the study corridor, were identified as 'Very High' for Transportation Demand Management', 'High' for Bicycle Access, Capacity Preservation, Congestion Mitigation, and Safety Improvement, 'Medium' for Pedestrian Safety Improvement, and 'Low' for Transit Access needs, as presented in Table 2.

Table 2: VTrans Needs in Study Area

VTRANS IDENTIFIED NEEDS	PRIORITIES
Bicycle Access	HIGH
Capacity Preservation	NONE
Congestion Mitigation	VERY HIGH
IEDA (UDA) Access	NONE
Pedestrian Access	HIGH
Safety Improvement	HIGH
Pedestrian Safety Improvement	NONE
Reliability	NONE
Rail On-Time Performance	NONE
Transit Access	VERY HIGH
Transit Access for Equity Emphasis Areas	NONE
Transportation Demand Management	VERY HIGH

At the VDOT Construction District level, each identified need location is assigned a tier from 1 to 4, with Tier 1 representing the most critical needs and Tier 4 representing the least critical. The segments ranked as "Priority 1" represent those with multiple categories identified as high in need. Figure 4 presents a map of the study area with 2019 VTrans mid-term need locations by priority tier.

Figure 4. VTrans 2019 Mid-Term Needs

Traffic Operation and Accessibility

Traffic operational analysis was performed using Synchro 10 software for all study intersections along the Lee Highway corridor. Inputs and analysis methodologies are consistent with the VDOT Traffic Operations and Safety Analysis Manual (TOSAM) guidelines. Both AM and PM peak hour analyses were performed for both the existing and future no-build conditions.

Traffic Data

Intersection turning movement counts were collected at each study intersection in August 2021. The AM peak hour was determined to be between 8:00 and 9:00 AM, the PM peak hour was determined to be between 4:00 and 5:00 PM. The raw turning movement counts are provided in Appendix A.

Future traffic volumes were forecasted by evaluating the trend in growth of VDOT's historical average daily traffic (ADT) volumes for all roadway segments within the project area between 2010 and 2019. The weighted average linear growth rate across the entire project area was approximately 0.50%.

In the volume settings in Synchro, an overall Peak Hour Factor (PHF) was used per intersection as recommended by the Highway Capacity Manual. If PHFs for each individual approach or movement are used, they are likely to create demand volumes from one 15-minute period that are in apparent conflict with demand volumes from another 15-minute period, but in reality, these peak volumes do not occur at the same time.

Truck percentages for each movement were calculated and used in the models. Synchro roadway speeds were assumed to be the posted speed limit.

Measures of Effectiveness

There are many measures of effectiveness (MOE) in traffic operations analysis to quantify operational and safety objectives and provide a basis for evaluating the performance of a transportation network. Several MOEs for intersection analyses can be reported from Synchro/SimTraffic, VJuST, and SIDRA.

For the purposes of this study, guidance for reporting MOEs for signalized and unsignalized intersections was obtained from Chapter 4 of the VDOT TOSAM. A summary of the MOEs evaluated for the study intersections is presented below:

- Control Delay (measured in seconds per vehicle – sec/veh)
- Level of service (LOS)
- 95th Percentile Queue Length via Synchro (measured in feet – ft)
- Volume-to-Capacity (v/c) Ratio

Traffic Operations Analysis and Results

In an effort to identify operational and accessibility needs along the study corridor, Synchro analysis was performed for both the existing year 2021 and the future year 2045. Analysis was completed for the AM and PM peak hours for both the existing and future no-build conditions.

The operational analysis shows that all study intersections operate at a Level of Service (LOS) D or better during both AM and PM peak hours in both 2021 and 2045. All mainline Lee Highway approaches operate at Level of Service C or better for all intersections other than the intersection of Lee Highway and Blackwell Road, where the westbound approach operates at LOS D during both peak periods in existing and no-build conditions. Overall, the side streets along Lee Highway operate at LOS E or better.

The analysis shows that, during both existing and no-build conditions, at the intersection of Lee Highway and Broadview Avenue / Winchester Street, the side-street approaches experience congestion and queueing during both peak periods. The left-turn movements along Lee Highway experience excessive delays during both peak periods, with the westbound left turn lane operating at LOS E and F during the AM and PM peak periods respectively. The queue lengths for the westbound left turn lane spillback into the through lanes.

For the intersections of Lee Highway and Branch Drive and Lee Highway and Fletcher Drive, the analysis results show excessive delays for the eastbound and westbound left-turn lanes, as well as both side-street (Branch Drive) approaches, in both the existing and no-build conditions for both peak hours.

At the unsignalized Village Center intersection, the southbound approach operates at LOS D during the PM peak period in both the existing and no-build conditions.

As mentioned previously, the intersection of Lee Highway and Blackwell Road operates at LOS D during both peak periods. The westbound left-turn movement experienced delays in excess of 77 seconds during the PM peak period of the no-build scenario. The side-street (Blackwell Road) approaches operated at LOS E during both the existing and no-build conditions for both peak hours.

Table 3 presents the AM and PM peak hour Synchro analysis results summary for 2021 and 2045 No-Build conditions. The Synchro reports are included in Appendix B. The traffic operations and accessibility needs are summarized in Figure 7 to Figure 9.

Table 3: Synchro Analysis for Existing and No Build Conditions

Intersection		Scenario	Control	Overall Delay (LOS)	Delay per Lane Group by Approach (sec/veh) (Level of Service)											
					Eastbound			Westbound			Northbound			Southbound		
					LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
1	US Route 15/17/29 Bus/ US Route 211 (Lee Highway) & Broadview Avenue / Winchester Street	**AM Peak Hour**														
		Existing Conditons	Signal	C (27.1)	C (27.7)			B (18.4)			D (46.9)			D (35.5)		
					E (64.0)	B (16.8)	B (16.8)	E (79.0)	B (13.9)	C (28.0)	E (70.0)	E (64.5)	A (0.0)	E (66.9)	E (65.0)	A (0.2)
		2045 No Build	Signal	C (29.1)	C (31.0)			C (20.5)			D (44.7)			D (36.0)		
					E (64.0)	C (20.8)	C (20.8)	E (78.3)	B (16.0)	C (27.0)	E (65.7)	E (62.4)	A (0.0)	E (67.8)	E (65.5)	A (0.2)
		PM Peak Hour														
		Existing Conditons	Signal	C (29.4)	C (33.4)			C (20.3)			D (54.0)			C (29.7)		
					E (70.0)	C (21.0)	C (21.0)	F (95.4)	B (16.3)	B (19.2)	E (73.9)	E (68.8)	A (0.1)	E (72.9)	E (72.4)	A (0.3)
		2045 No Build	Signal	C (30.7)	D (36.9)			C (20.6)			E (55.1)			C (29.9)		
					E (71.9)	C (25.0)	C (25.0)	F (92.8)	B (16.4)	B (15.9)	E (76.2)	E (69.4)	A (0.1)	E (74.2)	E (72.6)	A (0.4)

Intersection		Scenario	Control	Overall Delay (LOS)	Delay per Lane Group by Approach (sec/veh) (Level of Service)											
					Eastbound			Westbound			Northbound			Southbound		
					LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
2	US Route 15/17/29 Bus/ US Route 211 (Lee Highway) & Branch Drive	**AM Peak Hour**														
		Existing Conditons	Signal	B (12.5)	A (9.2)			A (7.1)			E (65.0)			E (66.1)		
					E (76.8)	A (5.7)	A (8.9)	F (82.8)	A (2.2)	A (8.8)	E (66.7)	E (66.7)	E (64.4)	E (68.2)	E (68.2)	E (61.7)
		2045 No Build	Signal	B (12.8)	A (9.2)			A (7.5)			E (64.9)			E (67.3)		
					E (76.7)	A (5.7)	A (9.4)	F (85.0)	A (2.5)	A (9.2)	E (66.6)	E (66.6)	E (64.2)	E (70.1)	E (70.1)	E (61.2)
		PM Peak Hour														
		Existing Conditons	Signal	C (21.7)	B (16.8)			B (13.5)			E (69.9)			E (67.8)		
					E (78.2)	A (9.2)	B (12.2)	F (90.5)	A (8.9)	B (14.6)	E (72.1)	E (68.7)	E (68.7)	E (74.0)	E (74.0)	E (59.0)
		2045 No Build	Signal	C (22.5)	A (0.0)			A (0.0)			A (0.0)			A (0.0)		
					E (79.9)	B (10.4)	B (13.5)	F (84.4)	B (10.1)	B (15.9)	E (72.0)	E (72.0)	E (68.5)	E (74.0)	E (74.0)	E (57.9)

Table 3:Synchro Analysis for Existing and No Build Conditions

Intersection		Scenario	Control	Overall Delay (LOS)	Delay per Lane Group by Approach (sec/veh) (Level of Service)											
					Eastbound			Westbound			Northbound			Southbound		
					LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
3	US Route 15/17/29 Bus/ US Route 211 (Lee Highway) & BP Gas Station / Village Center Entrance	**AM Peak Hour**														
		Existing Conditons	Stop	A (0.6)	A (0.3)			A (0.0)			A (9.5)			B (11.2)		
					A (9.4)	A (0.0)	A (0.0)	A (9.5)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (9.5)	C (19.8)	A (0.0)	A (9.8)
		2045 No Build	Stop	A (0.7)	A (0.3)			A (0.0)			A (9.5)			B (11.6)		
					A (9.9)	A (0.0)	A (0.0)	A (9.9)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (9.5)	C (21.7)	A (0.0)	A (10.0)
		PM Peak Hour														
		Existing Conditons	Stop	A (0.5)	A (0.4)			A (0.0)			A (9.8)			B (12.7)		
					B (11.0)	A (0.0)	A (0.0)	A (9.8)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (9.8)	D (26.4)	A (0.0)	A (9.7)
		2045 No Build	Stop	A (0.5)	A (0.5)			A (0.0)			A (9.8)			B (13.1)		
					B (11.0)	A (0.0)	A (0.0)	B (10.2)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (9.7)	D (32.3)	A (0.0)	A (9.6)

Intersection		Scenario	Control	Overall Delay (LOS)	Delay per Lane Group by Approach (sec/veh) (Level of Service)											
					Eastbound			Westbound			Northbound			Southbound		
					LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
4	US Route 15 / 29 BusinessUS Route 211 (Lee Highway) & Fletcher Drive	**AM Peak Hour**														
		Existing Conditons	Signal	B (10.4)	A (8.4)			A (3.8)			E (63.7)			E (66.4)		
					E (75.9)	A (5.9)	A (0.0)	F (100.1)	A (1.0)	A (6.1)	E (66.2)	E (66.6)	E (59.8)	E (68.5)	E (68.5)	E (61.5)
		2045 No Build	Signal	B (11.4)	B (10.2)			A (3.9)			E (63.2)			E (67.5)		
					E (73.1)	A (7.2)	B (11.9)	F (95.0)	A (1.3)	A (6.3)	E (66.3)	E (66.6)	E (58.4)	E (70.2)	E (70.2)	E (61.1)
		PM Peak Hour														
		Existing Conditons	Signal	C (23.8)	B (17.4)			B (14.9)			E (64.1)			E (67.8)		
					E (72.1)	B (15.1)	A (2.8)	E (75.0)	B (10.6)	A (7.2)	E (70.8)	E (70.4)	D (53.3)	E (72.3)	E (72.3)	E (60.8)
		2045 No Build	Signal	C (24.3)	B (18.6)			B (15.1)			E (63.8)			E (67.7)		
					E (75.0)	B (16.3)	A (2.3)	F (81.5)	B (10.8)	A (1.5)	E (71.2)	E (70.6)	D (52.1)	E (72.7)	E (72.7)	E (59.4)

Intersection		Scenario	Control	Overall Delay (LOS)	Delay per Lane Group by Approach (sec/veh) (Level of Service)											
					Eastbound			Westbound			Northbound			Southbound		
					LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
5	US Route 15/17/29 Bus/ US Route 211(Lee Highway) & Blackwell Road	**AM Peak Hour**														
		Existing Conditons	Signal	C (34.2)	B (17.1)			D (36.8)			E (60.6)			E (64.7)		
					C (33.0)	B (18.4)	A (0.1)	E (67.9)	C (29.5)	C (23.5)	E (66.4)	E (58.8)	E (57.5)	E (65.9)	E (64.7)	E (59.1)
		2045 No Build	Signal	D (36.4)	C (21.2)			D (38.1)			E (60.6)			E (65.3)		
					D (38.0)	C (23.0)	A (0.1)	E (68.2)	C (31.4)	C (24.1)	E (67.8)	E (58.3)	E (56.9)	E (66.5)	E (65.6)	E (58.4)
		PM Peak Hour														
		Existing Conditons	Signal	D (42.4)	C (24.3)			D (38.3)			E (66.0)			E (72.4)		
					D (48.5)	C (25.6)	A (0.1)	E (75.1)	C (33.8)	C (24.8)	F (81.6)	E (58.3)	E (55.2)	E (74.3)	E (74.1)	E (58.5)
		2045 No Build	Signal	D (45.2)	C (27.7)			D (40.9)			E (68.5)			E (74.2)		
					D (52.1)	C (29.5)	A (0.1)	E (77.4)	D (36.8)	C (25.5)	F (89.2)	E (57.8)	D (54.4)	E (76.5)	E (76.1)	E (57.5)

Table 4: Queue Lengths for Existing and No Build Conditions

Intersection		Scenario	Synchro 95th Percentile Queue Length (LF)											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
1	US Route 15/17/29 Bus/ US Route 211 (Lee Highway) & Broadview Avenue / Winchester Street	**AM Peak Hour**												
		Existing	148	328		61	177	46	106	83	0	163	167	0
		Future No Build	168	392		83	164	39	119	92	0	176	178	0
		PM Peak Hour												
		Existing	183	371		107	211	27	186	170	0	189	193	0
		Future No Build	196	411		128	235	36	191	174	0	203	203	0

Intersection		Scenario	Synchro 95th Percentile Queue Length (LF)											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
2	US Route 15/17/29 Bus/ US Route 211 (Lee Highway) & Branch Drive	**AM Peak Hour**												
		Existing	87	119	0	98	52	0	47		0	95		0
		Future No Build	96	129	0	108	50	0	53		0	106		0
		PM Peak Hour												
		Existing	193	180	0	125	195	0	64		D (53.3)	215		7
		Future No Build	202	183	0	128	216	0	67		D (52.1)	231		18

Intersection		Scenario	Synchro 95th Percentile Queue Length (LF)											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
3	US Route 15/17/29 Bus/ US Route 211 (Lee Highway) & BP Gas Station / Village Center Entrance	**AM Peak Hour**												
		Existing	3	0	0	0	0	0	N/A	N/A	2	3		6
		Future No Build	4	0	0	0	0	0	N/A	N/A	1	4		5
		PM Peak Hour												
		Existing	6	0	0	0	0	0	N/A	N/A	3	5		0
		Future No Build	7	0	0	0	0	0	N/A	N/A	1	5		0

Table 4: Queue Lengths for Existing and No Build Conditions

Intersection		Scenario	Synchro 95th Percentile Queue Length (LF)											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
4	US Route 15 / 29 BusinessUS Route 211 (Lee Highway) & Fletcher Drive	**AM Peak Hour**												
		Existing	80	95	0	46	59	1	35	36	0	96		0
		Future No Build	86	131	7	42	69	1	41	43	0	109		0
		PM Peak Hour												
		Existing	127	276	7	151	193	9	129	130	28	189		17
		Future No Build	130	308	6	151	187	1	133	134	31	202		23

Intersection		Scenario	Synchro 95th Percentile Queue Length (LF)											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
5	US Route 15/17/29 Bus/ US Route 211(Lee Highway) & Blackwell Road	**AM Peak Hour**												
		Existing	60	303	0	277	353	26	157	82	65	118	120	0
		Future No Build	79	541	0	300	396	38	171	88	74	128	132	0
		PM Peak Hour												
		Existing	123	475	0	265	519	48	358	179	82	233	241	0
		Future No Build	132	596	0	275	547	49	416	196	86	240	247	0

Safety and Reliability

For the analysis of existing safety conditions, the VDOT Crash Database Tableau Tool was utilized to determine the crash history at the study intersections and along the study corridor on Lee Highway. Crash data was collected and analyzed for a five-year period spanning from January 2015 to December 2019. The study team reviewed the FR-300 crash reports provided by VDOT to determine specific trends and "hot spot" areas for consideration in developing alternative improvement concepts. For the purposes of this analysis, "injury crashes" is defined as the sum of type A (severe injury), B (visible injury), and C (non-visible injury) crashes.

Safety Analysis Results

The crash severities of crashes within the study area are summarized by year and by crash type in Table 5 and Table 6, respectively.

Table 5: Crashes by Year

Crash Year and Severity	A. Severe Injury	B. Visible Injury	C. Nonvisible Injury	O. Property Damage Only	Total
2015	2	1	10	34	**47**
2016	0	7	11	20	**38**
2017	2	4	9	23	**38**
2018	1	0	10	17	**28**
2019	1	4	7	21	**33**
Total	**6**	**16**	**47**	**115**	**184**

Table 6: Crashes by Type

Crash Type and Severity	A. Severe Injury	B. Visible Injury	C. Nonvisible Injury	O. Property Damage Only	Total
Rear End	2	7	31	67	**107**
Angle	2	7	11	28	**48**
Sideswipe - Same Direction	0	0	0	14	**14**
Fixed Object - Off Road	0	1	4	2	**7**
Other	1	1	0	1	**3**
Backed Into	0	0	0	2	**2**
Head On	1	0	1	0	**2**
Fixed Object in Road	0	0	0	1	**1**
Total	**6**	**16**	**47**	**115**	**184**

A total of 184 crashes were reported along Lee Highway within the study area during the five-year study period. Key takeaways from the crash data are as follows:

1. Six crashes were reported as severe (A) injury crashes, including 2 rear-end crashes, two angle crashes, one head-on crash, and one incident classified under "other".
2. The majority of reported crashes within the corridor are rear-end and angle crashes. Combined, these constitute approximately 84% of the total crashes.
3. A total of 69 crashes resulted in injuries, which account for approximately 38% of the total reported crashes within the corridor. There were no crashes that led to a fatality.
4. A significant concentration of crashes was reported at the intersections, with few crashes occurring on the segments between intersections.
5. Throughout the corridor, most of the rear-end crashes occurred along the eastbound approach of Lee Highway. At Fletcher Drive in particular, it appears that queues extending from Blackwell Road contributed to the number of rear-ends at this location.

The safety and reliability needs and diagnosis identified during the analysis are summarized in Figure 7 and Figure 8. Detailed collision diagrams at the study intersections are provided in Figure 10 through Figure 14.

Pedestrian and Bicycle Access

In an effort to identify the needs with respect to accessibility, the study team reviewed existing conditions for pedestrian and bicycle accommodations. There is sidewalk along much of the corridor. There is no sidewalk East of Blackwell Road. Gaps exist in the sidewalk network to the East of Branch Drive and to the East of Blackwell Park Ln, both on the eastbound side of Lee Highway. Crosswalks and pedestrian signals exist at all major intersections along the study corridor on Lee Highway at Broadview Avenue, Branch Drive, Fletcher Drive, and Blackwell Road. There are no accommodations specific to cyclists along the study corridor. Figure 5 summarizes these findings.

Figure 5. Pedestrian Facilities

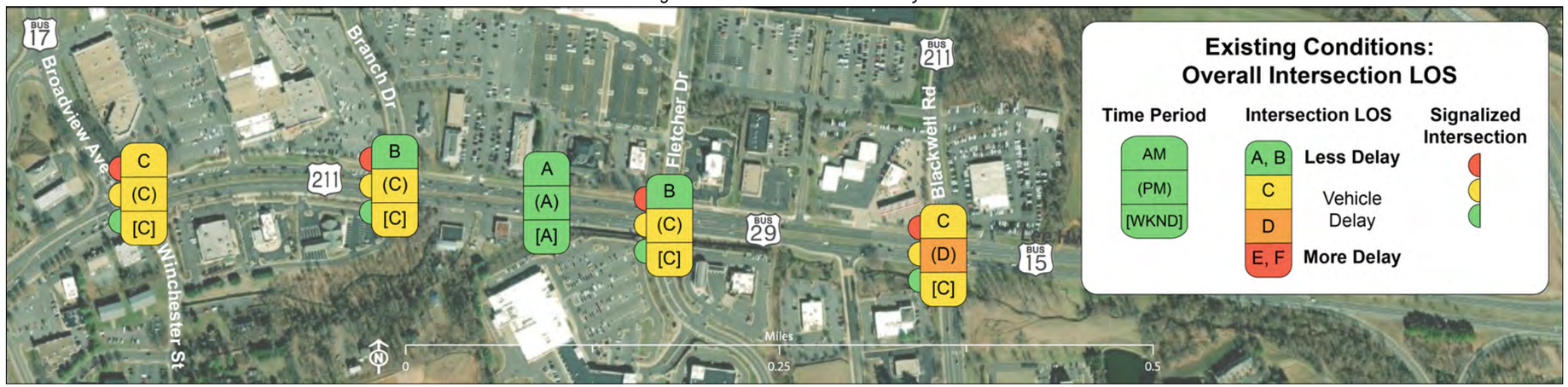
The project team completed a Pedestrian Level of Traffic Stress Analysis (PLTS) in the study corridor, presented as Figure 6. The purpose of PLTS is to create a high-level inventory and a walkability/connectivity performance rating of pedestrian facilities in a community without needing a significant amount of data. The Pedestrian Level of Traffic Stress methodology classifies roadway segments according to the level of pressure or strain experienced by pedestrians and other sidewalk users. All definitions of PLTS in this section are sourced from Oregon DOT.

- PLTS 1: Represents little to no traffic stress and requires little attention to the traffic situation. This is suitable for all users including children 10 years or younger, groups of people and people using a wheeled mobility device
- PLTS 2: Represents little traffic stress but requires more attention to the traffic situation than of which young children may be capable. This would be suitable for children over 10, teens and adults.
- PLTS 3: Represents moderate stress and is suitable for adults. An able-bodied adult would feel uncomfortable but safe using this facility. This includes higher speed roadways with smaller buffers.
- PLTS 4: Represents high traffic stress. Only able-bodied adults with limited route choices would use this facility.

Figure 6. Pedestrian Level of Traffic Stress

Corridor Operation and Safety Needs and Diagnosis Summary

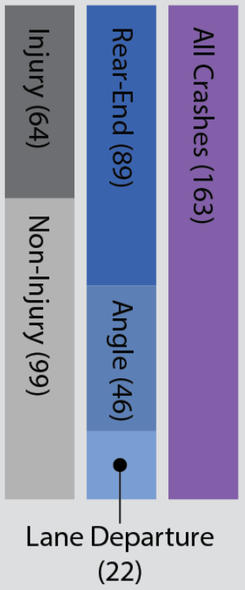
Figure 7. Level of Service Summary



Corridor Summary

- Lee Highway in the Town of Warrenton connects two major corridors for over 35,000 daily commuter trips
- Significant rear-end crash trends as a result of stop-and-go traffic
- Congestion, as a result of commuter patters, nearby land uses, and recreational traffic on weekends, leads to long travel times through the corridor

Number of Crashes By Type



VDOT 2015-2019 Crash Data	Crashes by Severity				
Intersection	A	B	C	O	Total
Broadview Ave	3	3	10	30	46
Branch Dr	1	3	6	15	25
Commercial Entrance	1	1	4	7	13
Fletcher Dr	1	4	9	23	37
Blackwell Rd	0	3	12	27	42

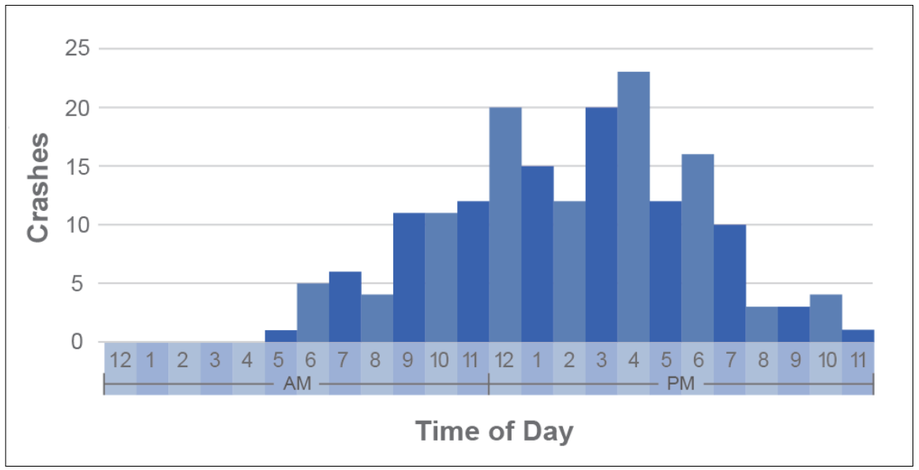
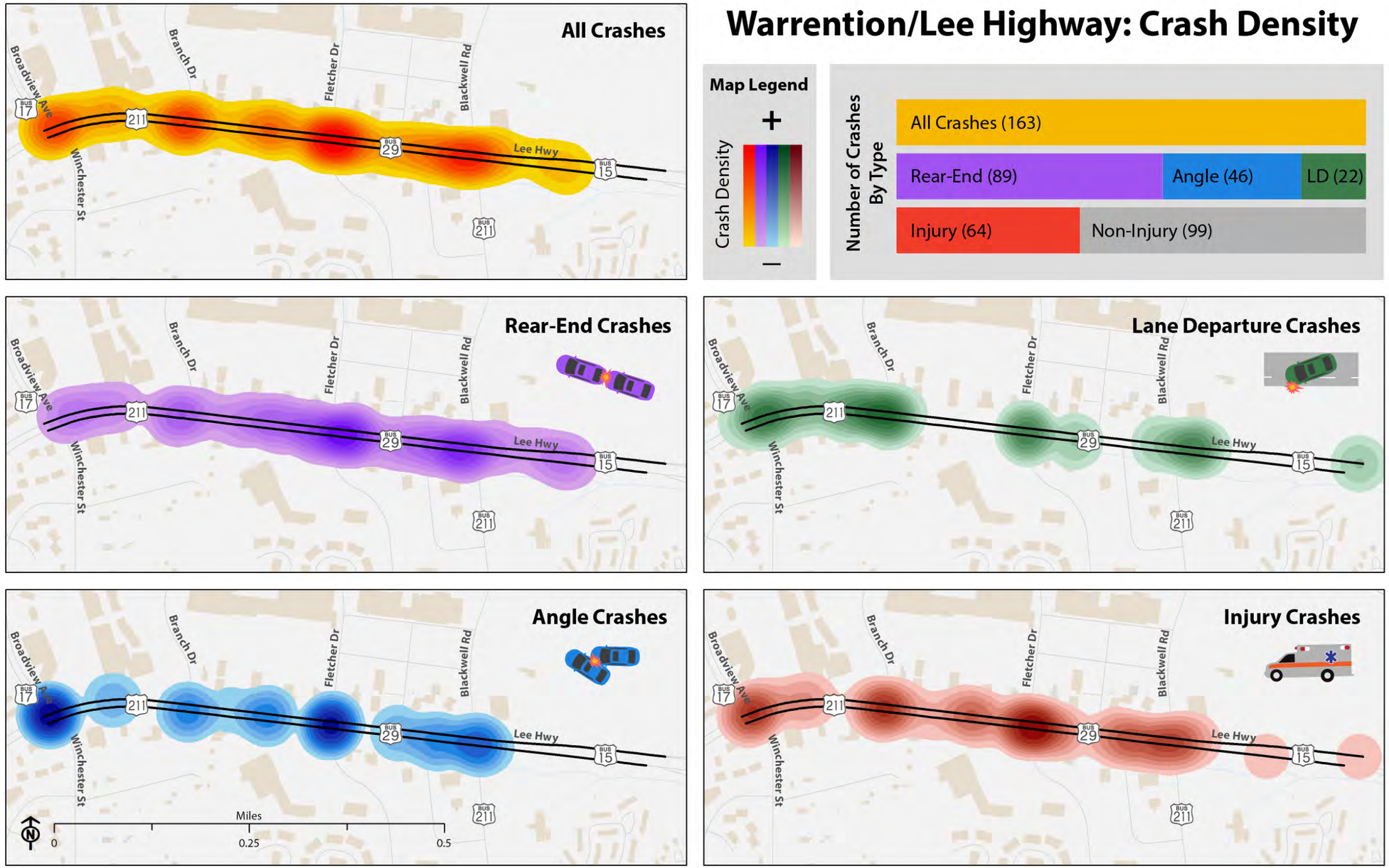


Figure 8. Crash Density by Crash Type



Warrention/Lee Highway: Crash Density

Top 100 PSI segment between Branch Avenue and Blackwell Road

High concentration of angle collisions at Broadview Avenue and Fletcher Drive

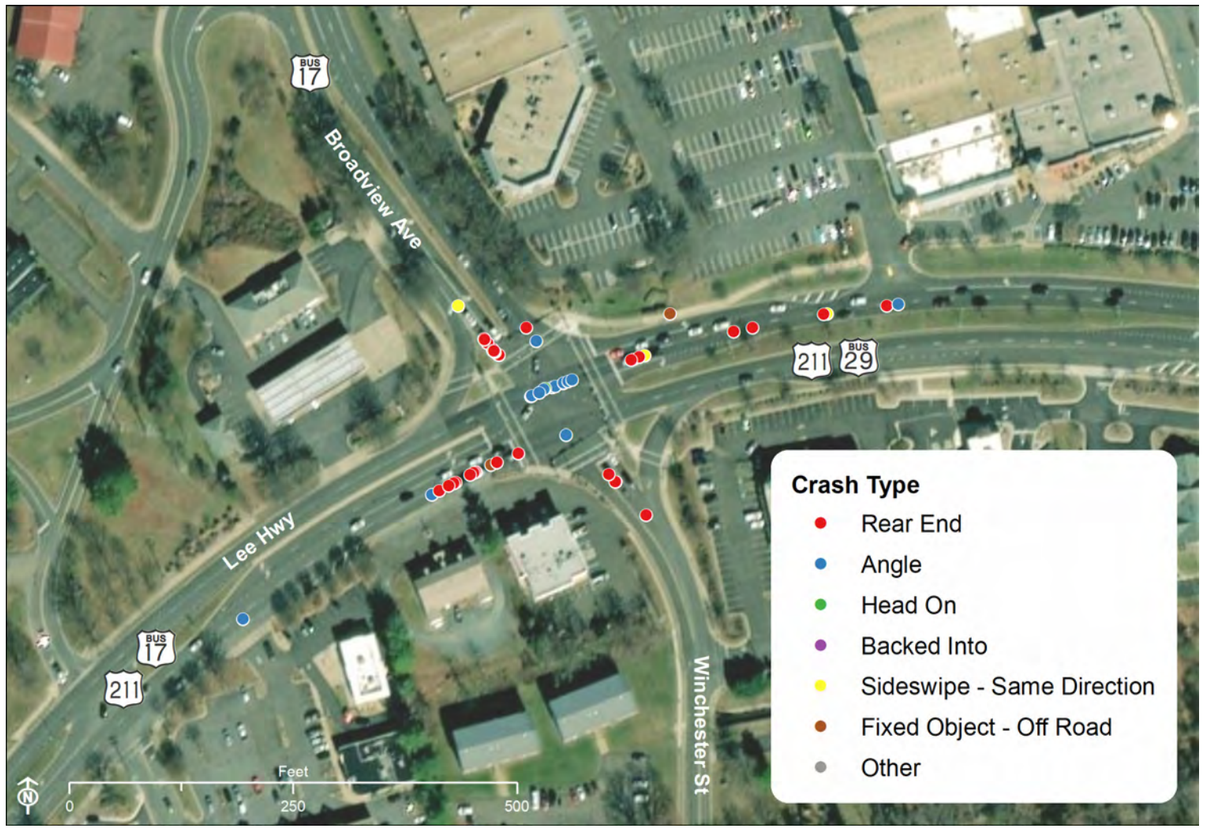
Throughout the corridor there were a significant number of rear-end crashes related to congestion

Concentration of rear-ends along eastbound Lee Highway between Fletcher Drive and Blackwell Road indicate queuing extends to upstream intersection

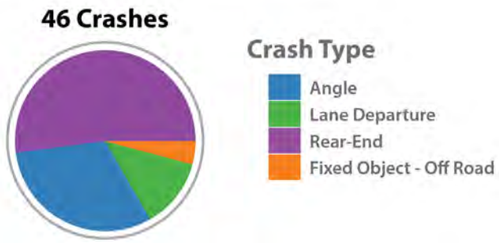
Figure 9. Intersection Crash EPDO and Crash Type

Broadview Ave Operation and Safety Needs and Diagnosis

Figure 10. Lee Highway and Broadview Avenue Crashes



- Congestion for all approaches and all peak hours in the no-build conditions
- Excessive delays and queues for the mainline left turns, with queues spilling back into the through lane along the westbound approach
- All approaches operate at LOS D or better in the existing condition and LOS E or better in the no-build condition
- Numerous rear-end crashes along the eastbound and westbound approaches
- History of angle crashes at this location, particularly involving the westbound through movement
- Marked crosswalks and accessible pedestrian signal (APS) infrastructure present at this location



PROJECT PIPELINE

Branch Drive Operation and Safety Needs and Diagnosis

Figure 11. Lee Highway and Branch Drive Crashes

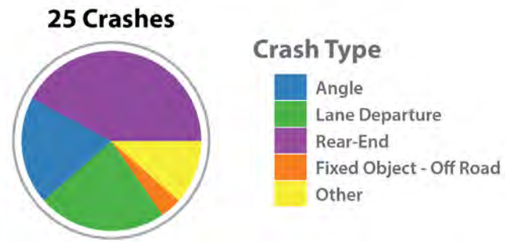
Excessive delay for the northbound and southbound approaches during both peak hours in both existing and no-build conditions

LOS E or worse for the mainline left turns during both peak hours in both existing and no-build conditions

Most predominate crash type is rear-ends, particularly along the eastbound approach

Segment between Branch Drive and Blackwell Road is a Top 100 Potential for Safety Improvement (PSI) Segment in the District

Marked crosswalks and APS infrastructure present at this location

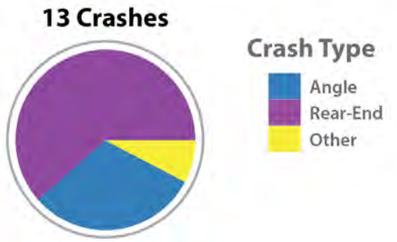


PROJECT PIPELINE

Commercial Drive Operation and Safety Needs and Diagnosis

Figure 12. Lee Highway and Commercial Drive Crashes

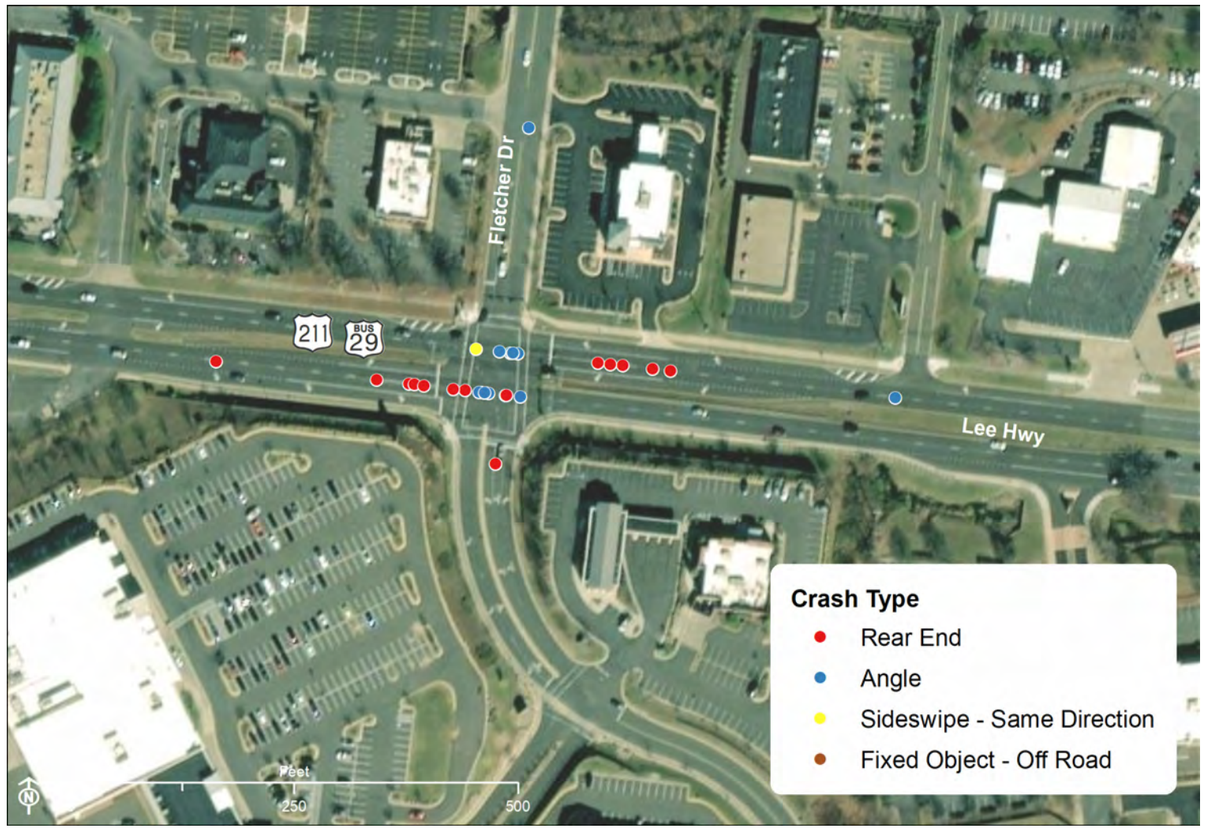
- Overall intersection LOS is A
- Southbound approach is LOS D during the PM peak hour in both existing and no-build conditions
- Severe (A) angle collision involving eastbound left-turn and opposing westbound through movement
- Segment between Branch Drive and Blackwell Road is a Top 100 Potential for Safety Improvement (PSI) Segment in the District
- No marked crosswalks, sidewalk exists along the north and south leg of intersection



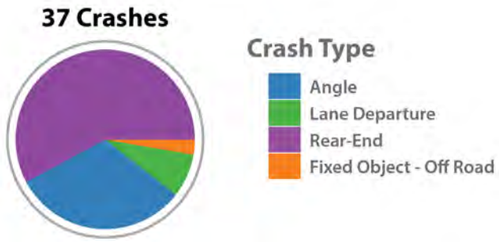
PROJECT PIPELINE

Fletcher Drive Operation and Safety Needs and Diagnosis

Figure 13. Lee Highway and Fletcher Drive Crashes

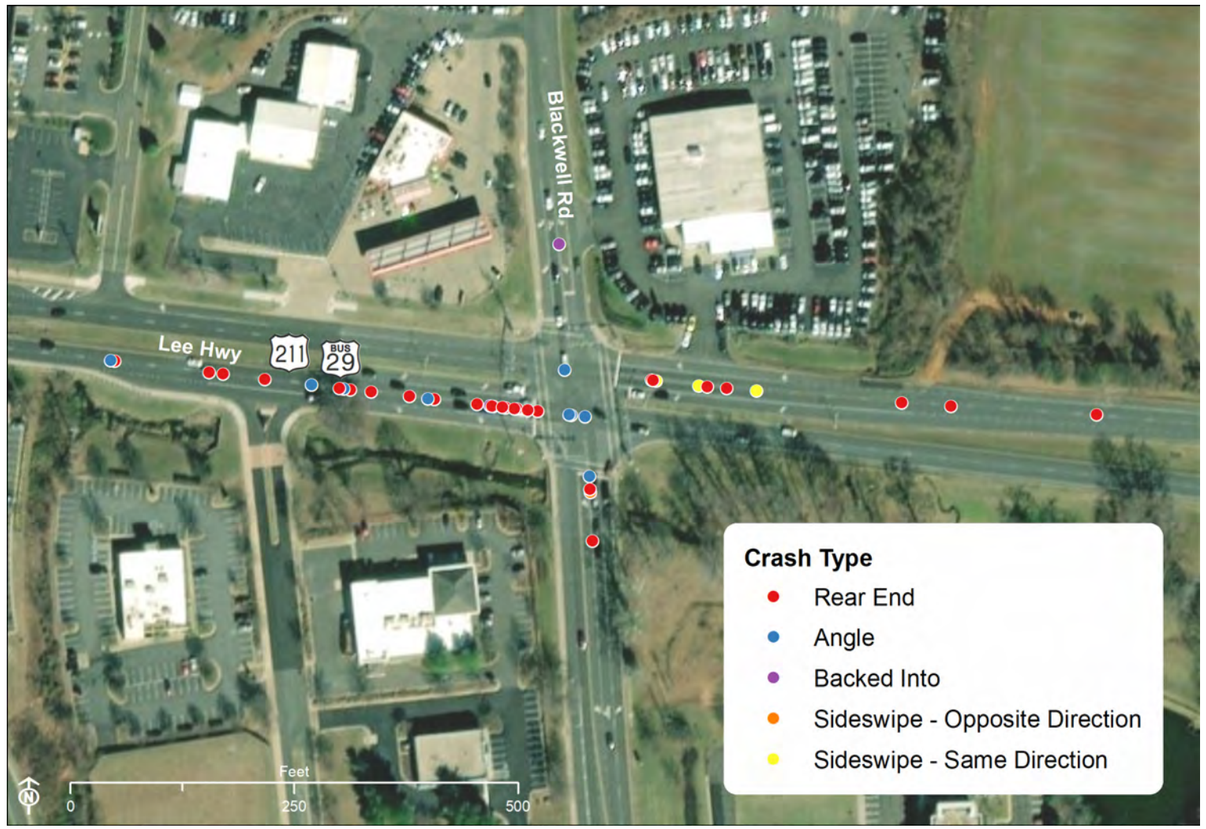


- Excessive delay for the northbound and southbound approaches during both peak hours in both existing and no-build conditions
- LOS E or worse for the mainline left turns during both peak hours in both existing and no-build conditions
- Most predominate crash type is rear-ends, particularly along the eastbound approach
- Segment between Branch Drive and Blackwell Road is a Top 100 Potential for Safety Improvement (PSI) Segment in the District
- Marked crosswalks and APS infrastructure present at this location

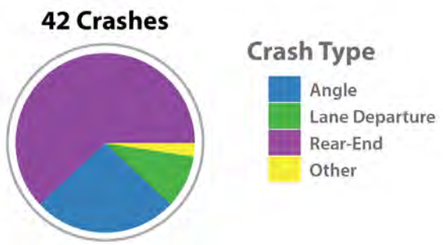


Blackwell Road Operation and Safety Needs and Diagnosis

Figure 14. Lee Highway and Blackwell Road Crashes



- Congestion for all approaches and all peak hours in the no-build conditions
- Excessive delays and queues along both mainline approaches
- Queues along eastbound approach extend back to the upstream intersection (Fletcher Drive)
- All approaches operate at LOS E or better in the existing condition and LOS F or better in the no-build condition
- Large concentration of rear-end crashes along the eastbound approach
- Segment between Branch Drive and Blackwell Road is a Top 100 Potential for Safety Improvement (PSI) Segment in the District
- Marked crosswalks and APS infrastructure present at this location



PROJECT PIPELINE

Rail, Transit, and TDM

With support from DRPT, the study team reviewed the existing rail infrastructure, Park and Ride locations, and public transit routes in the study area.

Transit service in the study area is provided by Virginia Regional Transit's (VRT) Circuit Rider on its Blue Route and Green Route. The Blue Route runs Monday through Friday between 7:30 AM and 7:30 PM at 45-minute intervals while the Green Route runs on Saturday between 9:30 AM and 5:30 PM hourly. No bus stops are located on Lee Highway (US 211) but there are stops located along some of the side roads and in commercial parking lots (i.e., Rite Aid and North Rock Shopping Center). Ridership is low but typical for this type of rural system.

The Warrenton park-and-ride lot is located approximately one mile east of the study area on US 211 at the intersection of Dumfries Road. In 2019 the lot was expanded from 212 spaces to 360 spaces and the lot was improved with new lighting, bike racks, and sidewalks long Dumfries Road. A map of the park and ride lot location is presented in Figure 15.The rail, transit, and TDM needs identified by the study team are presented in Figure 16.

Figure 15. Existing Park and Ride Locations in the Study Area

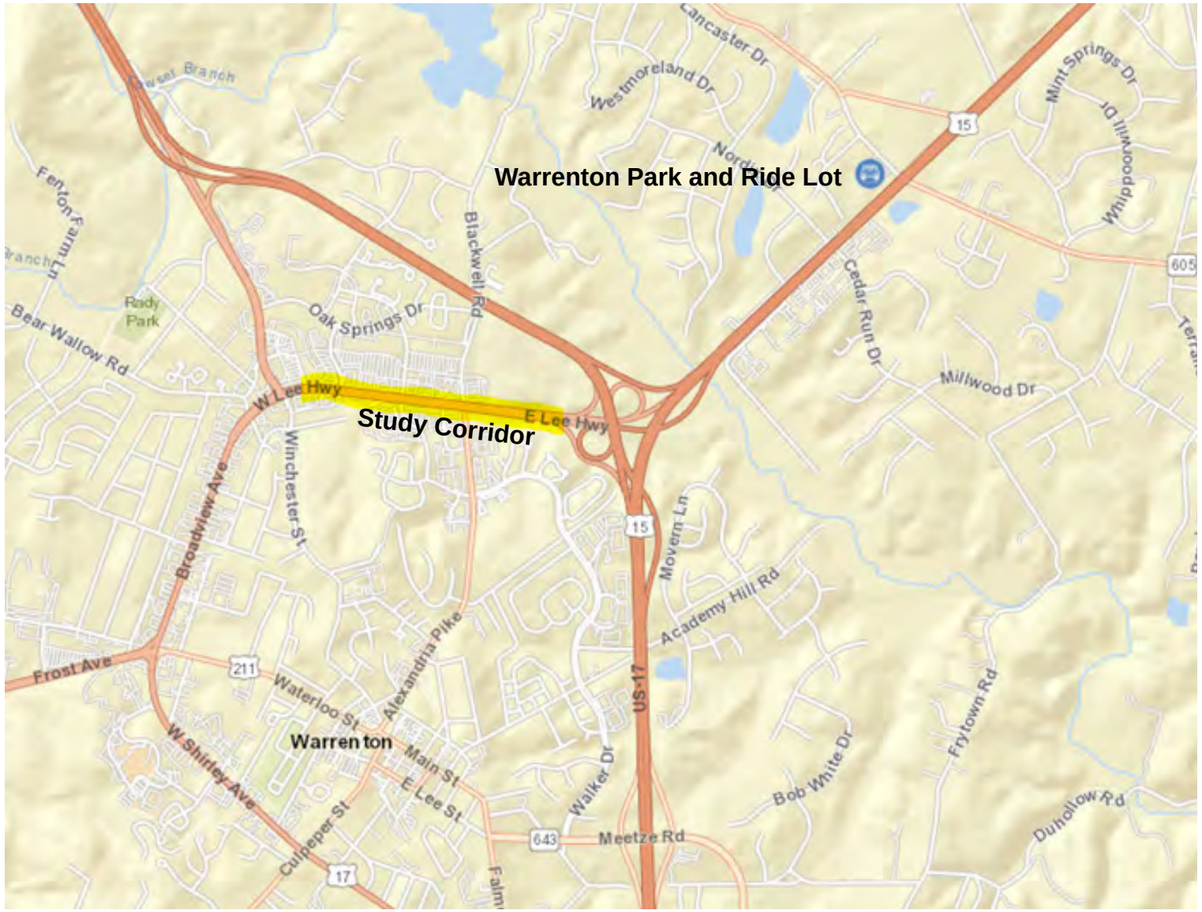
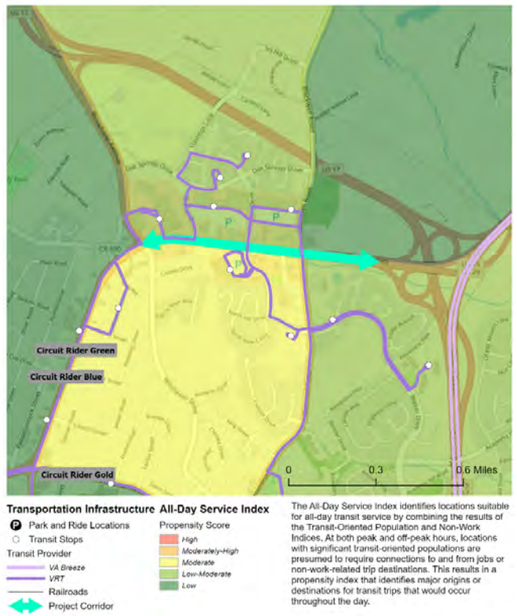
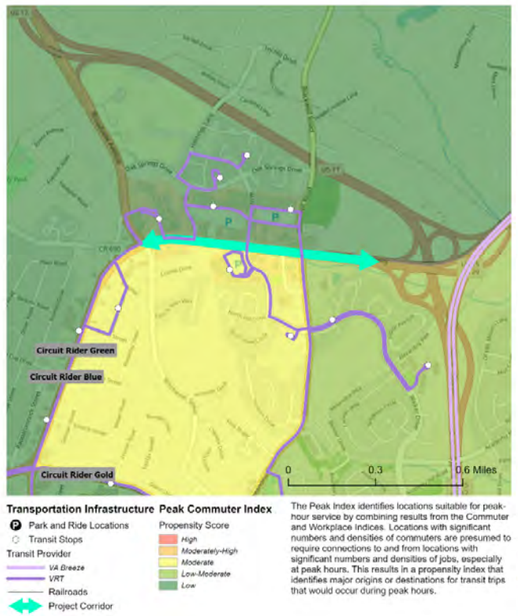


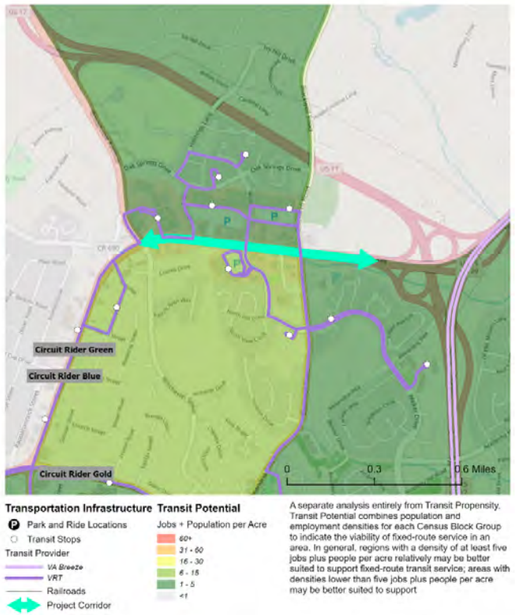
Figure 16. Rail, Transit, and TDM Needs and Diagnosis

Existing Conditions

- No rail infrastructure
- Commuter Services is the primary commuter assistance program in the region
- Warrenton PNR lot is east of the corridor (360 spaces, 7 ADA spaces)
- No bikeshare or scooter programs in area
- VRT's Circuit Rider Blue Route (M-F, 7:30a-7:30p, 45 min) and Circuit Rider Green Route (Sat, 9:30a – 5:30p, 60 min) both operate in the corridor
- No bus stops on Lee Hwy but stops are found in the commercial parking lots (at entrances to businesses)







Chapter 2:

Alternative Development and Refinement

Alternative Development and Screening

In order to develop alternative concepts to address the needs identified in Chapter 1, a thorough review of the existing conditions data was conducted and alternatives for addressing the needs at each intersection were identified.

A VJuST screening analysis was completed for each intersection prior to the Synchro build condition analyses to identify candidate alternative intersection designs and compare their potential operational and safety benefits to each intersection's existing configuration. VJuST is a screening tool that helps in the decision-making process of identifying innovative intersection and interchange configurations that are most appropriate in reducing congestion and improving safety to advance to further study, analysis, and design. The inputs and analysis methodologies are consistent with the VDOT TOSAM guidelines.

Where VJuST suggested one or more alternative intersection configurations may provide significant benefit over the existing configuration, Synchro or Sidra analysis was completed. For the purposes of alternative testing and screening, the afternoon (PM) peak hour analyses were performed for the future year 2045. The afternoon peak hour was determined to be the controlling peak hour for this corridor based on review of the no-build Synchro analysis results.

VJuST Analysis

In order to address operational and capacity needs, a VJuST analysis was completed for each subject intersection to consider alternative intersection designs and evaluate their potential benefits. VJuST analysis does not consider the influence of adjacent intersections on traffic patterns. Therefore, it was conducted for screening purposes only, with detailed analyses performed using Synchro. VJuST analysis was performed for all five intersections within the study area for the afternoon peak hour (4:00 PM to 5:00 PM). Some alternative design options in VJuST were not feasible for the roadway type at the subject intersections; hence, only the ones deemed most feasible were considered. VJuST worksheets for the afternoon peak hours are provided in Appendix C.

Lee Highway at Broadview Avenue/Winchester Street VJuST Analysis

Table 7 presents the alternative design considered at the Lee Highway and Broadview Ave/Winchester St intersection and its results compared to the conventional intersection as it will exist in the no-build. The VJuST analysis results show that during the PM peak hour, which is more critical than the AM peak hour for this intersection. A multi-lane hybrid roundabout would not provide significant operational benefits in terms of volume-to-capacity (V/C) ratio. However, the hybrid roundabout would greatly reduce the conflict points in the intersection, and thus the greatest benefit would be in terms of safety.

Table 7: VJuST Analysis for Lee Highway at Broadview Avenue/Winchester Street

Intersection Results					
		Congestion	Pedestrian	Safety	Notes
Type	Dir	Maximum V/C	Accommodation Compared to Conventional	Weighted Total Conflict Points	
Conventional	-	0.68		48	Existing Configuration
Roundabout	-	0.69		8	Hybrid Roundabout

*The continuous green-T is the only three-legged innovative intersection in this tool. To compare the continuous green-T to other innovative intersections, conflicts corresponding with the fourth leg must be removed. This has been done for the conventional intersection. Conflict point diagrams for three-legged and four-legged conventional intersections have been provided on the conventional intersection worksheet for reference.

Lee Highway at Branch Drive VJuST Analysis

Table 8 presents the alternative designs considered at the Lee Highway and Branch Drive intersection and its results compared to the conventional intersection as it will exist in the no-build. The VJuST analysis results show that the alternative designs may have modest operational benefit relative to the planned conventional intersection. Both alternative intersections feature less conflict points than the conventional intersection, which leads to greater safety benefits.

Table 8: VJuST Analysis for Lee Highway at Branch Drive

Intersection Results					
		Congestion	Pedestrian	Safety	Notes
Type	Dir	Maximum V/C	Accommodation Compared to Conventional	Weighted Total Conflict Points	
Conventional	-	0.55		48	
Restricted Crossing U-Turn	-	0.51		20	
Thru-Cut	-	0.51		28	

*The continuous green-T is the only three-legged innovative intersection in this tool. To compare the continuous green-T to other innovative intersections, conflicts corresponding with the fourth leg must be removed. This has been done for the conventional intersection. Conflict point diagrams for three-legged and four-legged conventional intersections have been provided on the conventional intersection worksheet for reference.

Lee Highway at Village Center Entrance VJuST Analysis

Table 9 presents the alternative designs considered at the Lee Highway and Village Center intersection and its results compared to the conventional intersection as it will exist in the no-build. The VJuST analysis results show that the alternative designs may have modest operational benefit relative to the planned conventional intersection. The alternative intersections feature less conflict points than the conventional intersection, which leads to greater safety benefits.

Table 9: VJuST Analysis for Lee Highway at Village Center Entrance

Intersection Results					
		Congestion	Pedestrian	Safety	Notes
Type	**Dir**	**Maximum V/C**	**Accommodation Compared to Conventional**	**Weighted Total Conflict Points**	
Median U-Turn	-	0.42	+	20	on has to be signalized, although it is anticipated t
Restricted Crossing U-Turn	-	0.39		20	1 Lane; NB & SB 1 Lane approaches; EB & WB sam
Thru-Cut	-	0.42		28	& SB 2 LTs and 1 RT Lane; EB & WB same as existi
Two-Way Stop Control	-	0.33		48	Existing Configuration

*The continuous green-T is the only three-legged innovative intersection in this tool. To compare the continuous green-T to other innovative intersections, conflicts corresponding with the fourth leg must be removed. This has been done for the conventional intersection. Conflict point diagrams for three-legged and four-legged conventional intersections have been provided on the conventional intersection worksheet for reference.

Lee Highway at Fletcher Drive VJuST Analysis

Table 10 presents the alternative designs considered at the Lee Highway and Fletcher Drive intersection. It should be noted that the conventional intersection represents the V/C ratio if the split-phase operation that currently exists is removed to allow a single phase dedicated to serving the side-streets. The VJuST analysis results show that the alternative designs may have modest operational benefit relative to the planned conventional intersection. The alternative intersections feature less conflict points than the conventional intersection, which leads to greater safety benefits.

Lee Highway at Blackwell Road VJuST Analysis

Table 11 presents the alternative designs considered at the Lee Highway and Blackwell Road intersection and its results compared to the conventional intersection as it will exist in the no-build. The VJuST analysis results show that the alternative designs may have modest operational benefit relative to the planned conventional intersection. The alternative intersections feature less conflict points than the conventional intersection, which leads to greater safety benefits.

Table 10: VJuST Analysis for Lee Highway at Fletcher Drive

Intersection Results					
		Congestion	Pedestrian	Safety	Notes
Type	**Dir**	**Maximum V/C**	**Accommodation Compared to Conventional**	**Weighted Total Conflict Points**	
Conventional	-	0.46		48	Split Phase Removal
Thru-Cut	-	0.47		28	s for NBL; remaining approaches same as Existing,
Roundabout	-	0.53		8	Hybrid Roundabout

*The continuous green-T is the only three-legged innovative intersection in this tool. To compare the continuous green-T to other innovative intersections, conflicts corresponding with the fourth leg must be removed. This has been done for the conventional intersection. Conflict point diagrams for three-legged and four-legged conventional intersections have been provided on the conventional intersection worksheet for reference.

Table 11: VJuST Analysis for Lee Highway at Blackwell Road

Intersection Results					
		Congestion	Pedestrian	Safety	Notes
Type	**Dir**	**Maximum V/C**	**Accommodation Compared to Conventional**	**Weighted Total Conflict Points**	
Conventional	-	0.63		48	Remove Split Phase by making SB L-T-R
Median U-Turn	-	0.65	+	20	Lanes; EB U-Turn 1 Lane; NB & SB both 1 Thru Lan
Partial Median U-Turn	-	0.74	+	28	SB existing configurations maintained; EB & WB s
Quadrant Roadway	**N-W**	0.59		40	
	S-W	0.56		40	
Restricted Crossing U-Turn	-	0.57		20	1 Lane; NB & SB 2 Lane approaches; EB & WB sam
Thru-Cut	-	0.67		28	& SB 2 LTs and 1 RT Lane; EB & WB same as existi
Roundabout	-	0.79		8	Full Two-Lane Roundabout

*The continuous green-T is the only three-legged innovative intersection in this tool. To compare the continuous green-T to other innovative intersections, conflicts corresponding with the fourth leg must be removed. This has been done for the conventional intersection. Conflict point diagrams for three-legged and four-legged conventional intersections have been provided on the conventional intersection worksheet for reference.

Synchro/SIDRA Results

Following the preliminary VJuST analysis and alternative screening, alternatives that were deemed viable were carried forward for more detailed analysis. Using the PM peak period and 2045 traffic volumes, screening-level Synchro and SIDRA analysis was performed at the study intersections. These results are discussed in the following sections.

Lee Highway and Broadview Avenue/Winchester Street SIDRA Analysis

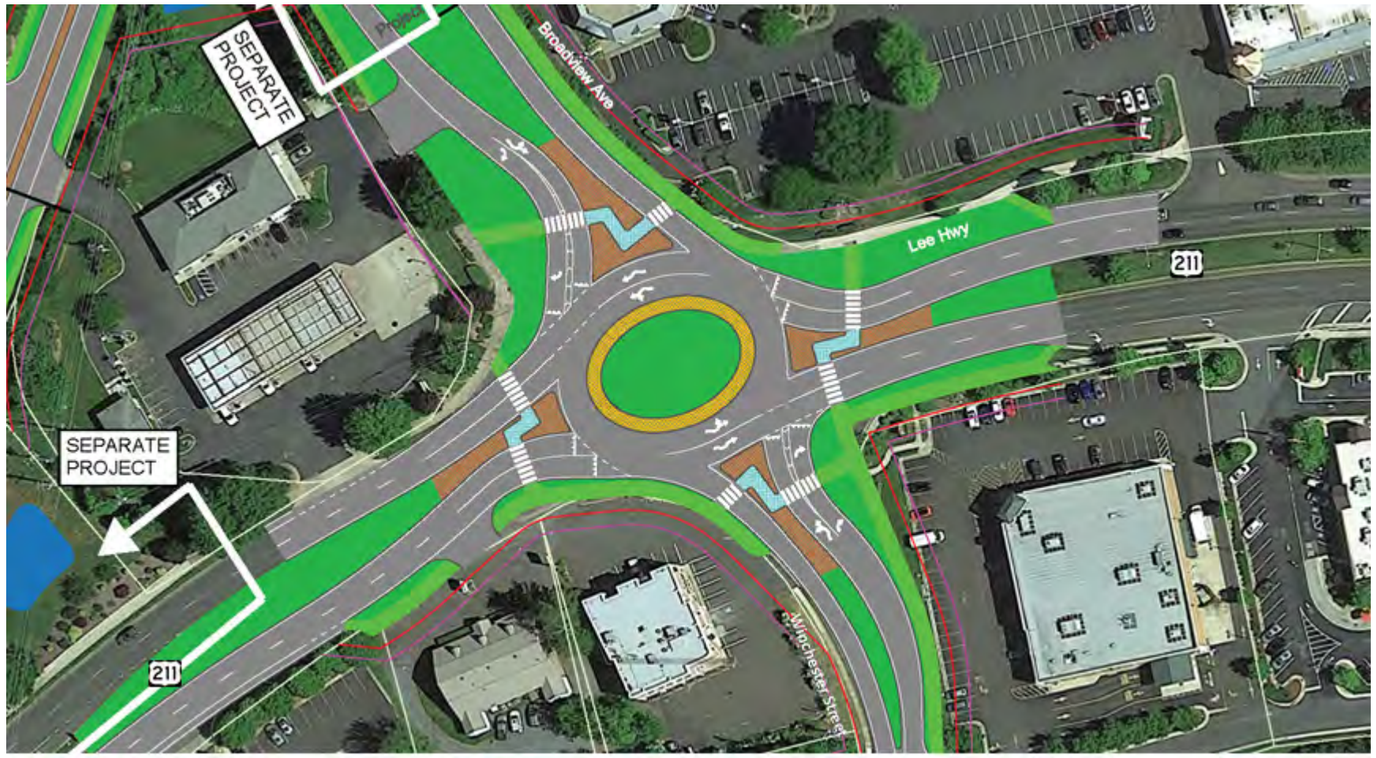
A multi-lane hybrid roundabout design was considered at this location. Using SIDRA analysis software, the roundabout was determined to reduce delays in the afternoon peak period by up to approximately 60 percent compared to the 2045 no-build. All approaches operated at LOS C or better, and the left-turn movements along Lee Highway improved from LOS E & F to LOS C. Table 12 shows the SIDRA results in comparison with the existing and no-build conditions.

Based on the results of this analysis, the study group decided to advance only the roundabout configuration for public comment. This configuration is shown in Figure 17.

Table 12: Synchro Analysis for Lee Highway at Blackwell Road

Intersection		Scenario		Control	Overall Delay (LOS)	Delay per Lane Group by Approach (sec/veh) (Level of Service)											
						Eastbound			Westbound			Northbound			Southbound		
						LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
		PM Peak Hour															
1	US Route 15/17/29 Bus/ US Route 211 (Lee Highway) & Broadview Avenue / Winchester Street	Existing Conditons		Signal	**C (29.4)**	E (70.0)	C (21.0)	C (21.0)	F (95.4)	B (16.3)	B (19.2)	E (73.9)	E (68.8)	A (0.1)	E (72.9)	E (72.4)	A (0.3)
						C (33.4)			C (20.3)			D (54.0)			C (29.7)		
		2045 No Build		Signal	**C (30.7)**	E (71.9)	C (25.0)	C (25.0)	F (92.8)	B (16.4)	B (15.9)	E (76.2)	E (69.4)	A (0.1)	E (74.2)	E (72.6)	A (0.4)
						D (36.9)			C (20.6)			E (55.1)			C (29.9)		
		2045 Build	Quadrant Roadway	Signal	**C (28.3)**	A (0.0)	B (16.2)	B (16.2)	A (0.0)	C (24.6)	D (45.3)	E (73.2)	E (67.9)	A (0.1)	E (71.7)	E (70.4)	A (0.4)
						B (16.2)			C (27.2)			D (53.3)			C (33.5)		
			Roundabout	Stop	**B (12.1)**	C (15.1)	A (6.0)	A (6.0)	C (21.9)	B (12.2)	B (11.3)	C (19.0)	B (13.8)	B (14.8)	C (20.3)	B (14.1)	C (15.2)
						A (7.7)			B (12.5)			C (16.1)			C (16.7)		

Figure 17. Broadview Avenue Roundabout Concept



Lee Highway and Branch Drive Synchro Analysis

Three scenarios were analyzed in Synchro: Split-phase removal, thru-cut, and converting the northbound Branch Drive approach to right-in/right-out only. Each of the scenarios offered improved operations when compared to the future no-build; however, the delays experienced by the mainline left-turn movements were greater than 59 seconds for all scenarios. Table 13 shows the Synchro results in comparison with the existing and no-build conditions.

Based on the results of this analysis, the study group decided to advance the Thru-Cut configuration and the partial access management concept for public comment. These concepts are shown in Figure 18 and Figure 19, respectively.

Table 13: Synchro Analysis for Lee Highway at Branch Drive

Intersection		Scenario		Control	Overall Delay (LOS)	Delay per Lane Group by Approach (sec/veh) (Level of Service)											
						Eastbound			Westbound			Northbound			Southbound		
						LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
		PM Peak Hour															
2	US Route 15/17/29 Bus/ US Route 211 (Lee Highway) & Branch Drive	Existing Conditons		Signal	**C (21.7)**	E (78.2)	A (9.2)	B (12.2)	F (90.5)	A (8.9)	B (14.6)	E (72.1)	E (68.7)	E (68.7)	E (74.0)	E (74.0)	E (59.0)
						B (16.8)			B (13.5)			E (69.9)			E (67.8)		
		2045 No Build		Signal	**C (22.5)**	E (79.9)	B (10.4)	B (13.5)	F (84.4)	B (10.1)	B (15.9)	E (72.0)	E (72.0)	E (68.5)	E (74.0)	E (74.0)	E (57.9)
						B (18.1)			B (14.3)			E (69.7)			E (67.3)		
		2045 Build	Conventional Improvements	Signal	**C (21.0)**	F (84.0)	A (8.9)	B (12.7)	F (84.2)	B (10.2)	B (14.9)	E (68.2)	E (69.6)	E (69.6)	E (57.4)	D (52.6)	D (52.6)
						B (17.2)			B (14.3)			E (69.4)			D (55.0)		
			Thru-Cut	Signal	**B (19.9)**	E (59.9)	B (11.6)	A (7.9)	E (62.4)	B (15.9)	A (10.0)	D (48.5)	---	D (48.5)	E (60.7)	---	A (8.5)
						B (17.4)			B (15.9)			C (34.3)			D (43.0)		
			Northbound RIRO	Signal	**B (13.7)**	E (80.0)	A (1.5)	A (3.1)	A (0.0)	A (6.1)	A (2.2)	---	---	---	E (74.0)	---	E (59.4)
						B (11.4)			A (5.8)			---			E (66.9)		

Figure 18. Branch Drive Thru-Cut Concept

Figure 19. Branch Drive Access Management Concept

Lee Highway and Village Center Synchro Analysis

Two alternatives were considered at this location: converting the side-street approaches to right-in/right-out only and implementing a thru-cut configuration. The right-in/right-out configuration featured the greatest operational improvement when compared to the no-build. Because the thru-cut configuration requires signalization, the overall intersection delay is greater than in the no-build. Table 14 shows the Synchro results in comparison with the existing and no-build conditions.

Based on the results of this analysis, the study group decided to advance only the partial access management concept for public comment. This concept is shown in Figure 20.

Table 14: Synchro Analysis for Lee Highway at Village Center

Intersection		Scenario		Control	Overall Delay (LOS)	Delay per Lane Group by Approach (sec/veh) (Level of Service)											
						Eastbound			Westbound			Northbound			Southbound		
						LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
3	US Route 15/17/29 Bus/ US Route 211 (Lee Highway) & Village Center	PM Peak Hour															
		Existing Conditons		Stop	**A (0.5)**	B (11.0)	A (0.0)	A (0.0)	A (9.8)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (9.8)	D (26.4)	A (0.0)	A (9.7)
						A (0.4)			A (0.0)			A (9.8)			B (12.7)		
		2045 No Build		Stop	**A (0.5)**	B (11.0)	A (0.0)	A (0.0)	B (10.2)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (9.7)	D (32.3)	A (0.0)	A (9.6)
						A (0.5)			A (0.0)			A (9.8)			B (13.1)		
		2045 Build	Conventional Improvements	Stop	**A (0.2)**	A (0.0)	A (0.0)	A (0.0)	B (10.7)	A (0.0)	A (0.0)	---	---	A (9.3)	---	---	A (9.9)
						A (0.0)			A (0.0)			A (9.3)			A (9.9)		
			Thru-Cut	Stop	**A (0.8)**	B (12.9)	A (0.0)	A (0.0)	B (10.4)	A (0.0)	A (0.0)	D (26.5)	---	A (9.3)	D (32.8)	---	B (10.4)
						A (0.5)			A (0.0)			B (13.3)			B (13.9)		

Figure 20. Village Center Access Management Concept

Lee Highway and Fletcher Drive SIDRA & Synchro Analysis

The alternatives considered at this intersection include a roundabout, thru-cut, and removing the split-phase for the side-street approaches. Of these alternatives, the roundabout had the greatest improvement in terms of operations, with an expected overall intersection delay 73 percent lower than the no-build. The SIDRA and Synchro results are shown below in Table 15.

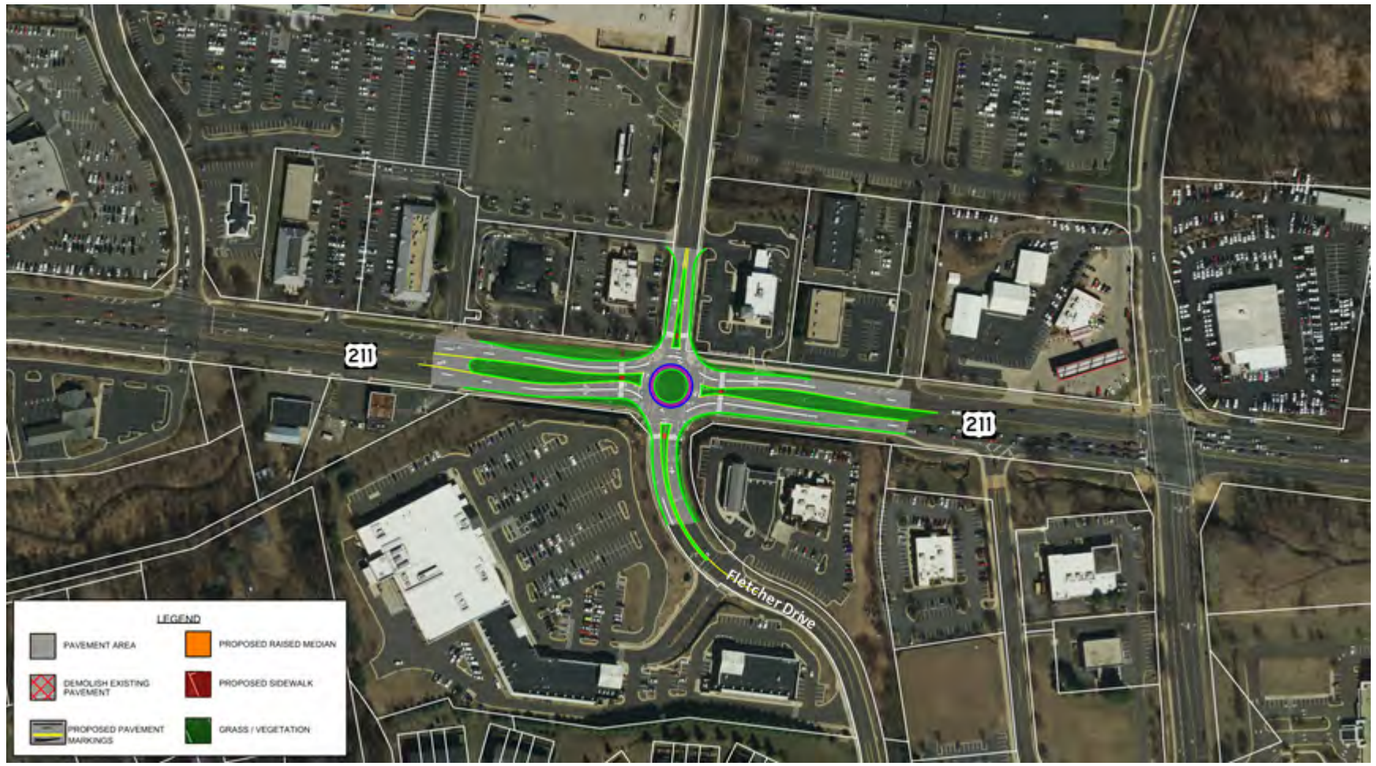
Based on the results of this analysis, the study group decided to advance the Thru-Cut and Roundabout configurations for public comment. These concepts are shown in Figure 21 and Figure 22, respectively.

Table 15: Synchro and SIDRA Analysis for Lee Highway at Village Center

Intersection		Scenario		Control	Overall Delay (LOS)	Delay per Lane Group by Approach (sec/veh) (Level of Service)											
						Eastbound			Westbound			Northbound			Southbound		
						LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
		PM Peak Hour															
4	US Route 15/17/29 Bus/ US Route 211 (Lee Highway) & Fletcher Drive	Existing Conditons		Signal	**C (23.8)**	E (72.1)	B (15.1)	A (2.8)	E (75.0)	B (10.6)	A (7.2)	E (70.8)	E (70.4)	D (53.3)	E (72.3)	E (72.3)	E (60.8)
						B (17.4)			B (14.9)			E (64.1)			E (67.8)		
		2045 No Build		Signal	**C (24.3)**	E (75.0)	B (16.3)	A (2.3)	F (81.5)	B (10.8)	A (1.5)	E (71.2)	E (70.6)	D (52.1)	E (72.7)	E (72.7)	E (59.4)
						B (18.6)			B (15.1)			E (63.8)			E (67.7)		
		2045 Build	Conventional Improvements	Signal	**C (22.3)**	E (74.9)	B (11.6)	A (1.1)	F (86.9)	A (8.1)	A (1.4)	E (68.8)	E (71.1)	E (71.1)	E (69.2)	E (64.0)	E (64.0)
						B (14.6)			B (13.1)			E (70.0)			E (66.5)		
			Roundabout	Stop	**A (6.7)**	B (14.4)	A (5.5)	A (5.2)	B (14.5)	A (5.6)	A (5.5)	B (12.2)	A (7.0)	A (8.1)	B (14.0)	A (8.7)	A (9.7)
						A (5.9)			A (6.1)			A (9.8)			B (11.7)		
			Thru-Cut	Signal	**C (21.1)**	E (71.0)	B (12.8)	A (3.9)	E (74.1)	A (5.3)	A (3.0)	E (72.2)	---	E (57.8)	E (73.6)	---	E (59.4)
						B (15.7)			A (9.9)			E (66.8)			E (68.2)		

Figure 21. Fletcher Drive Thru-Cut Concept

Figure 22. Fletcher Drive Roundabout Concept



Lee Highway and Blackwell Road SIDRA & Synchro Analysis

A Quadrant Roadway along with a roundabout and removing the split-phase for the side-street approaches were considered at the intersection with Blackwell Road. Of these alternatives, the roundabout had the greatest improvement in terms of operations, with an expected overall intersection delay 71 percent lower than the no-build. The SIDRA and Synchro results are shown below in Table 16.

Based on the results of these analyses, the study group decided to advance the Partial Quadrant and Roundabout configurations for public comment. These concepts are shown in Figure 23 and Figure 24, respectively.

Table 16: Synchro and SIDRA Analysis for Lee Highway at Village Center

Intersection		Scenario		Control	Overall Delay (LOS)	Delay per Lane Group by Approach (sec/veh) (Level of Service)											
						Eastbound			Westbound			Northbound			Southbound		
						LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
		PM Peak Hour															
5	US Route 15/17/29 Bus/ US Route 211(Lee Highway) & Blackwell Road	Existing Conditons		Signal	**D (42.4)**	D (48.5)	C (25.6)	A (0.1)	E (75.1)	C (33.8)	C (24.8)	F (81.6)	E (58.3)	E (55.2)	E (74.3)	E (74.1)	E (58.5)
						C (24.3)			D (38.3)			E (66.0)			E (72.4)		
		2045 No Build		Signal	**D (45.2)**	D (52.1)	C (29.5)	A (0.1)	E (77.4)	D (36.8)	C (25.5)	F (89.2)	E (57.8)	D (54.4)	E (76.5)	E (76.1)	E (57.5)
						C (27.7)			D (40.9)			E (68.5)			E (74.2)		
		2045 Build	Conventional Improvements	Signal	**D (36.8)**	D (50.3)	B (19.7)	B (13.0)	D (36.0)	C (30.1)	B (12.1)	E (78.3)	E (73.2)	D (51.9)	D (53.1)	E (78.3)	E (78.3)
						C (20.8)			C (28.6)			E (66.4)			E (64.6)		
			Quadrant	Signal	**C (33.1)**	F (118.5)	C (26.0)	A (6.8)	F (80.1)	B (16.8)	B (12.3)	D (54.7)	D (43.1)	D (40.1)	F (159.7)	E (73.3)	E (58.8)
						C (24.2)			C (24.8)			D (46.0)			E (71.6)		
			Roundabout	Stop	**B (13.1)**	C (19.3)	A (9.9)	A (9.2)	C (22.4)	B (12.6)	B (11.8)	C (17.3)	B (11.6)	B (12.3)	C (21.1)	C (15.9)	B (10.5)
						B (10.3)			B (13.5)			B (14.1)			C (18.1)		

Figure 23. Blackwell Road Partial Quadrant Concept

Figure 24. Blackwell Road Roundabout Concept

Bike/Ped Plan

Several bicycle and pedestrian recommendations were developed in the Warrenton study corridor. To supplement the existing sidewalk infrastructure, the following improvements were recommended:

- Close the gap in sidewalk along northbound Lee Hwy between Branch Drive and Blalock Cycle Co
- Provide a bicycle and pedestrian facility along the southbound side of Lee Highway from Broadview Avenue to Blackwell Road; alternatively, construct a bicycle and pedestrian facility along Oak Springs Drive, Broadview Avenue between Oak Springs Drive and Branch Drive, and Branch Drive from Broadview Avenue to Oak Springs Drive
- Safety improvements to the existing crosswalks at the four signalized intersections in the corridor

The bicycle and pedestrian recommendations are shown in Figure 25.

Figure 25. Bicycle and Pedestrian Recommendations

Chapter 3:

Public and Stakeholder Outreach and Feedback

Public Involvement

Following the development and analysis of the alternative designs for the study intersections, a public involvement survey was developed to determine the public's response to the recommended improvements and what they perceived as the relevant issues within the study area. This survey was available online for 18 days spanning from February 1 to February 18, 2022.

Survey Design

Public involvement for this study took place in the form of an online survey developed in MetroQuest, which is an online engagement platform that is designed to educate the public while gathering informed output. The goals of this public outreach effort were to present relevant issues, educate the public on the recommended improvement concepts outlined in Chapter 2, and to receive the public's feedback on the proposed improvements.

Overall, the survey is divided into five sections, which include the following:

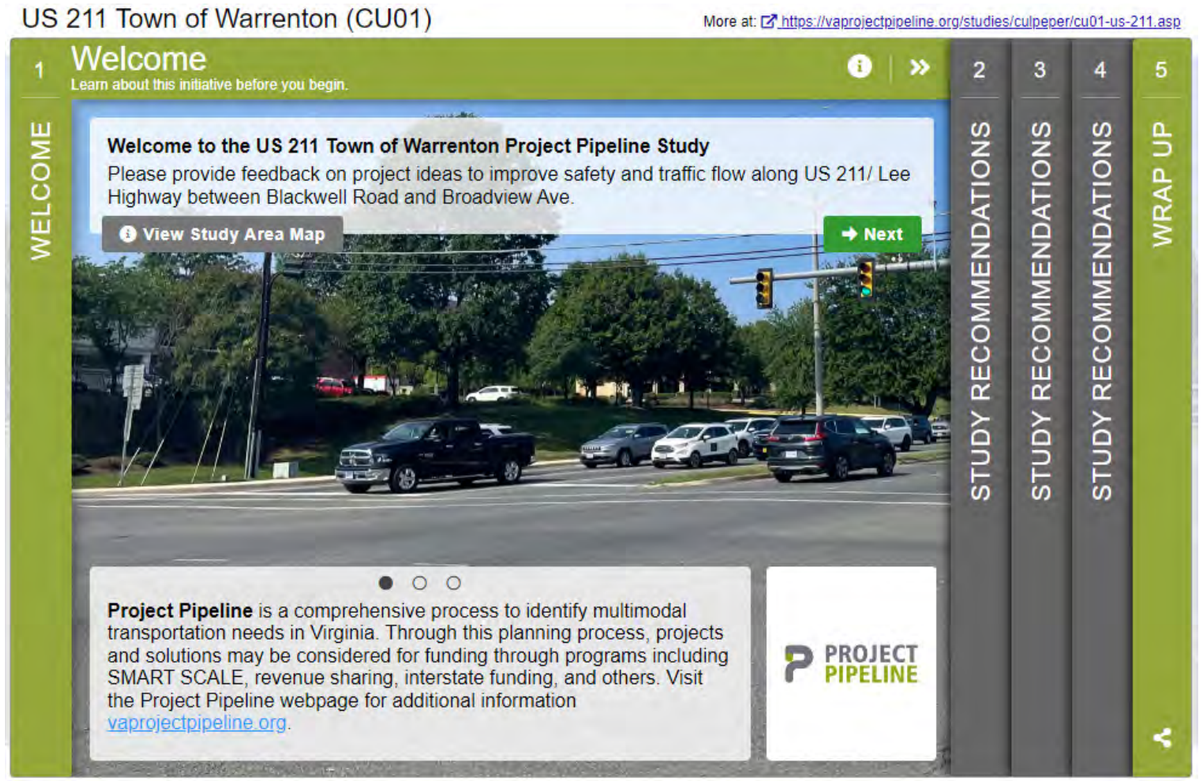
1. Welcome/introduction with overview of the project and study area
2. Bike & Transit Survey questions
3. Intersection Recommendations – Broadview Ave, Branch Dr, & Village Center
4. Intersection Recommendations – Fletcher Dr, Blackwell Dr
5. Wrap up with demographic questions

The first section provides an overview of the study area and the project initiative. In the second section, participants were asked if they were in favor of increased access for bicyclists and pedestrians on and along Lee Highway, as well as whether transit bus stops should be relocated along Lee Highway. In the third & fourth sections, a summary of the recommended improvements and benefits at each study intersection was presented to the participants, as shown in Figure 26. For these recommended improvement concepts, participants were asked to rate them based on their opinion from one to five, one being very unfavorable, three being neutral, and five being strongly in favor. They were also provided with an option to input comments or concerns. At the end of the survey, the participants were asked a few demographic questions including: "How do you normally travel in this area?" and "What other modes of travel would you prefer?". A total of 457 people participated in the survey, 79 percent of which live in Warrenton. No relevant comments were submitted to the MetroQuest survey.

Survey Questions and Results:

The survey results on the participants' trip purpose, current and preferred modes of travel are presented in Figure 27 and Figure 28. Overall, the majority of participants live and drive their personal vehicle within the study area. One-third of participants responded that they preferred active transportation (walking/biking/transit).

Figure 26. MetroQuest Survey Welcome Screen



PROJECT PIPELINE

Figure 27. Current Travel Mode Results from the MetroQuest Survey

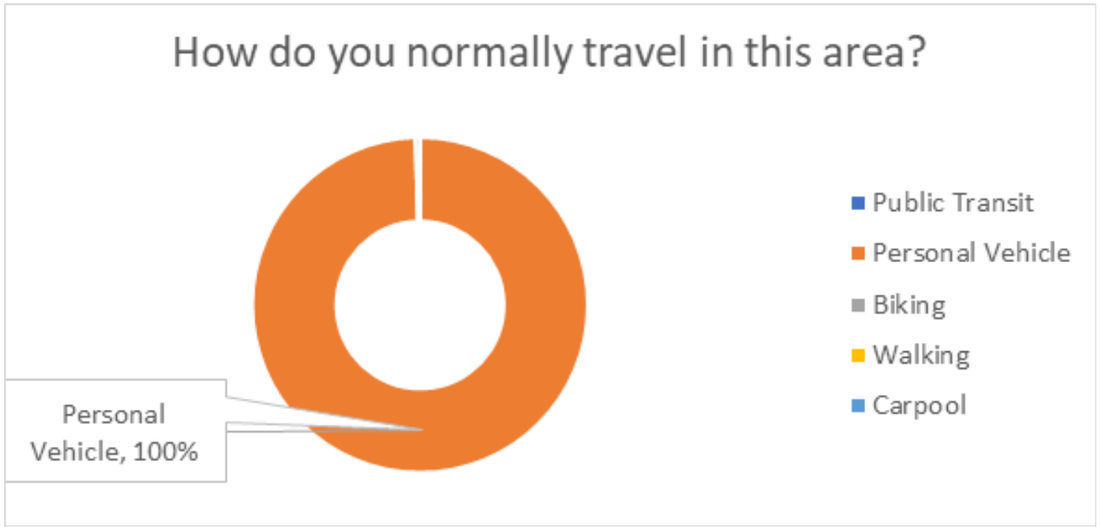
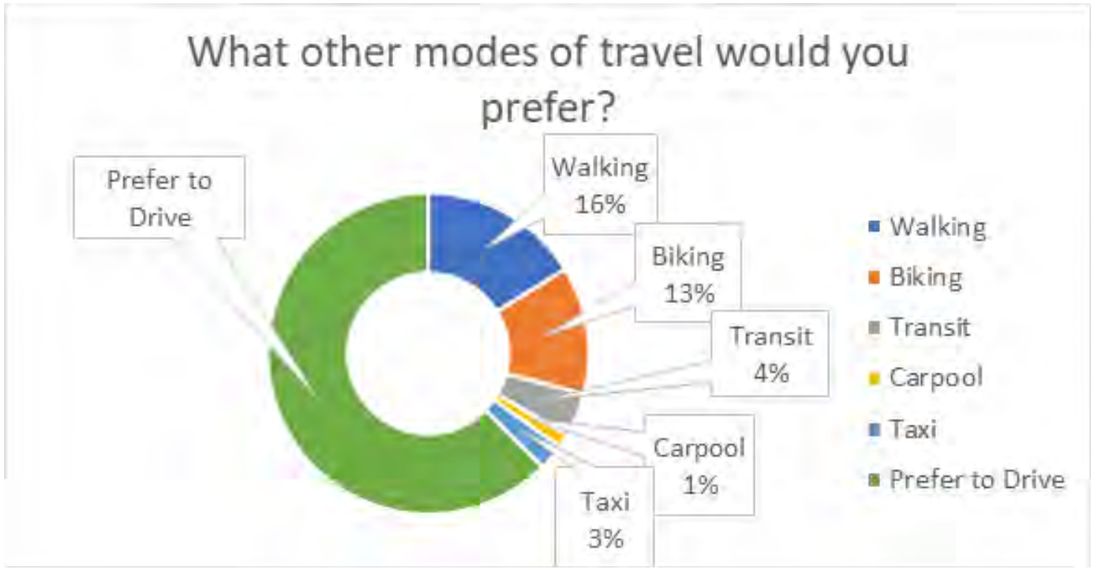


Figure 28. Desired Travel Mode Results from the MetroQuest Survey

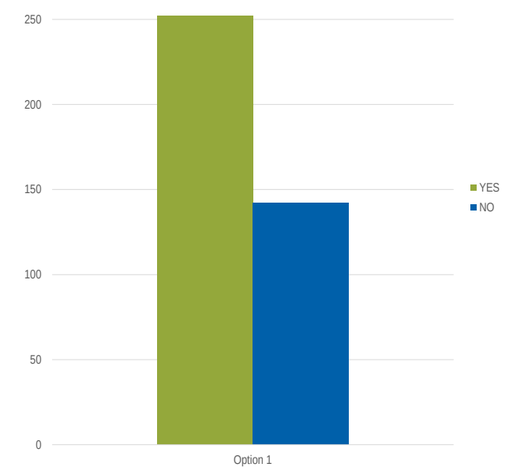


Bike and Pedestrian Plan

The bike & pedestrian plan serves as a foundation for future improvements to provide more access & safer crossings within Warrenton. This plan can be found in the previous chapter as Figure 25.

- 69% in support of the plan

Figure 29. Support for the Bicycle and Pedestrian Plan on the MetroQuest Survey

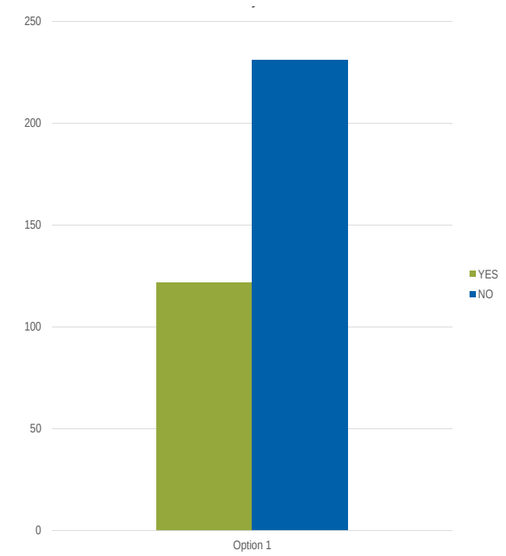


Transit Stops

Three Circuit Rider stops are in the area at Safeway, Rite Aid, & Harris Teeter. These stops are on business's private parking lots. Should stops be moved to the Lee Highway public right of way to improve transit access & establish more permanent bus stops?

- 69% do not support the option to relocate the stops

Figure 30. Support for moving transit stops on the MetroQuest Survey



US 211 & Broadview Ave

No Improvement: Leave the existing conditions as is; no improvements. The anticipated delay through the intersection is expected to increase by more than 10% over the next 20 years.

- Average score: 2.39

Roundabout: reconfigures the intersection to a multi-lane hybrid roundabout. The roundabout can improve operations by 60%, reduce crashes up to 60%, and improve the safety of pedestrian crossings.

- Average score: 3.46

Figure 31. Results for Broadview Road Intersection Improvements from the MetroQuest Survey

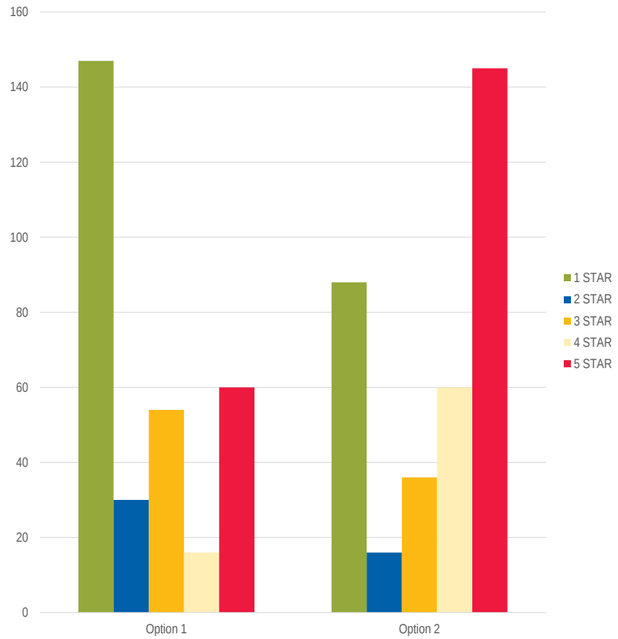
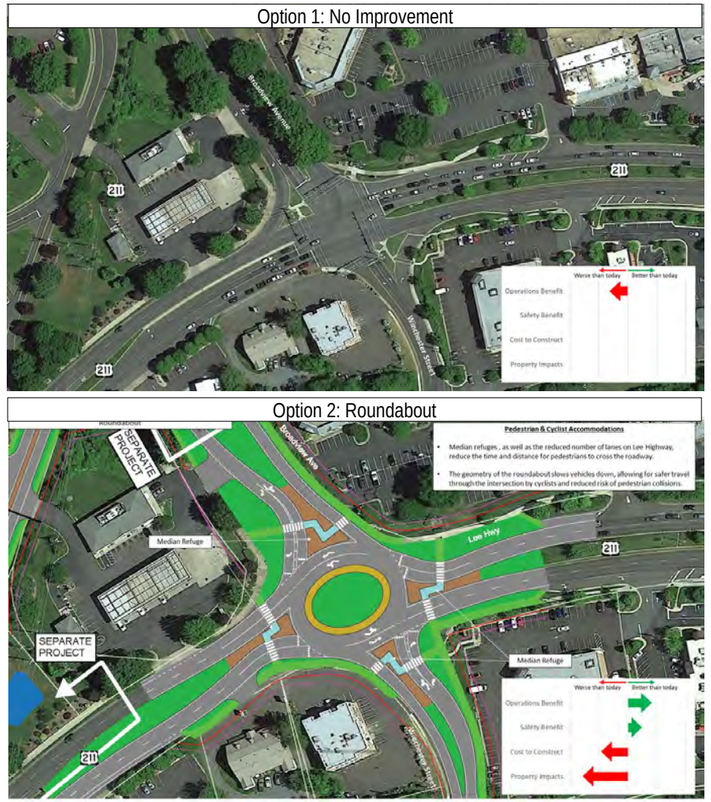


Figure 32. Options for Broadview Road Intersection Improvements from the MetroQuest Survey



US 211 & Branch Drive

No Improvement: Leave the existing condition as is; no improvements. The anticipated delay through the intersection is expected to increase by more than 15% over the next 20 years

- Average score: 2.45

Thru-Cut: Relocates the Branch Drive through-movements through other intersections and can reduce delay by up to 25% and reduce crashes by up to 10%.

- Average score: 3.00

Partial Access Management: Reconfigures the northbound approach of Branch Drive to right-in/right-out only. The relocated movements can use the Broadview Ave intersection. This improvement requires the recommended roundabout at Broadview Ave to be completed. Operations would be improved by 40%, and a projected crash reduction of up to 60% through-movements through other intersections and can reduce delay by up to 25% and reduce crashes by up to 10%.

- Average score: 3.15

Figure 33. Results for Branch Drive Intersection Improvements from the MetroQuest Survey

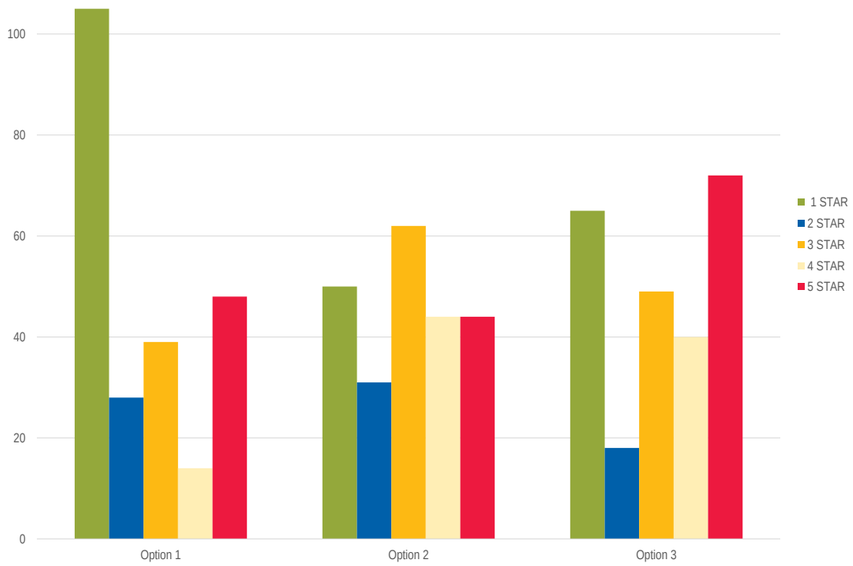
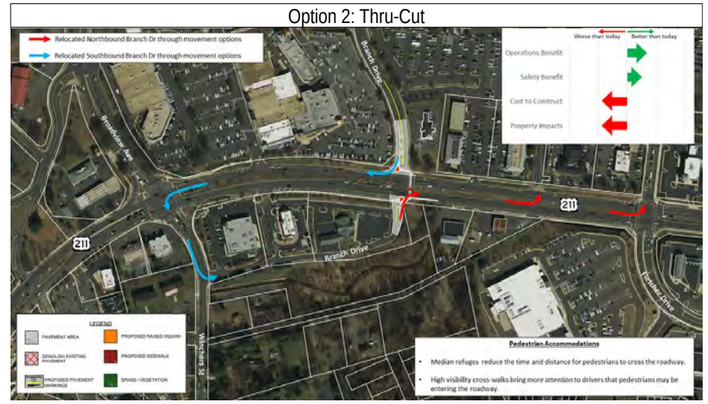


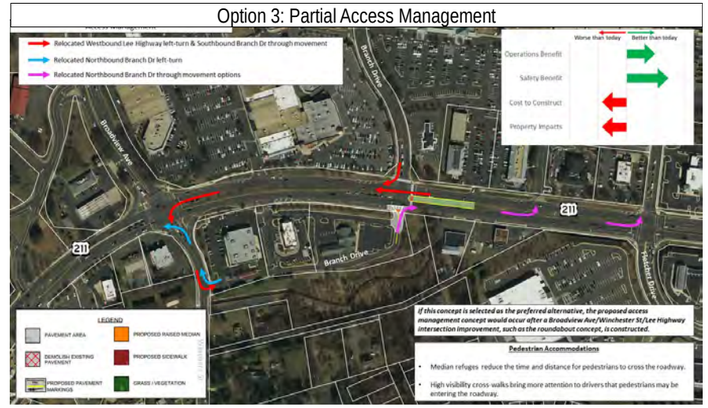
Figure 34. Options for Branch Drive Intersection Improvements from the MetroQuest Survey

Option 1: No Improvement

Option 2: Thru-Cut



Option 3: Partial Access Management



US 211 & VILLAGE CENTER

Access Management: Median opening to be reconfigured to restrict through- and left-turn movements from the driveways. Additionally, the Village Center driveway would be reconstructed to improve ingress & egress.

- Average score: 3.33

Figure 35. Results for Village Center Intersection Improvements from the MetroQuest Survey

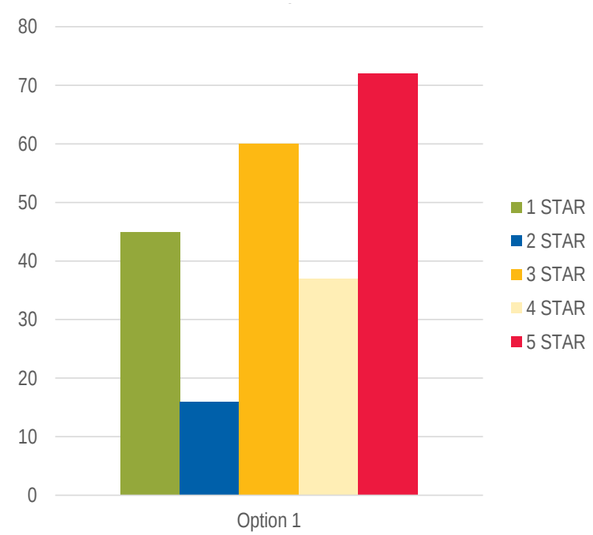


Figure 36. Option for Village Center Intersection Improvements from the MetroQuest Survey

US 211 & Fletcher Drive

No Improvement: Leave the existing condition as is; no improvements. The anticipated delay through the intersection is expected to increase by more than 10% over the next 20 years

- Average score: 2.59

Thru-Cut: Relocates the Branch Drive through-movements through other intersections and can reduce delay by up to 25% and reduce crashes by up to 10%.

- Average score: 2.67

Roundabout: reconfigures the intersection to a multi-lane hybrid roundabout. The roundabout can improve operations by 70%, reduce crashes up to 60%, and improve the safety of pedestrian crossings.

- Average score: 3.18

Figure 37. Results for Fletcher Drive Intersection Improvements from the MetroQuest Survey

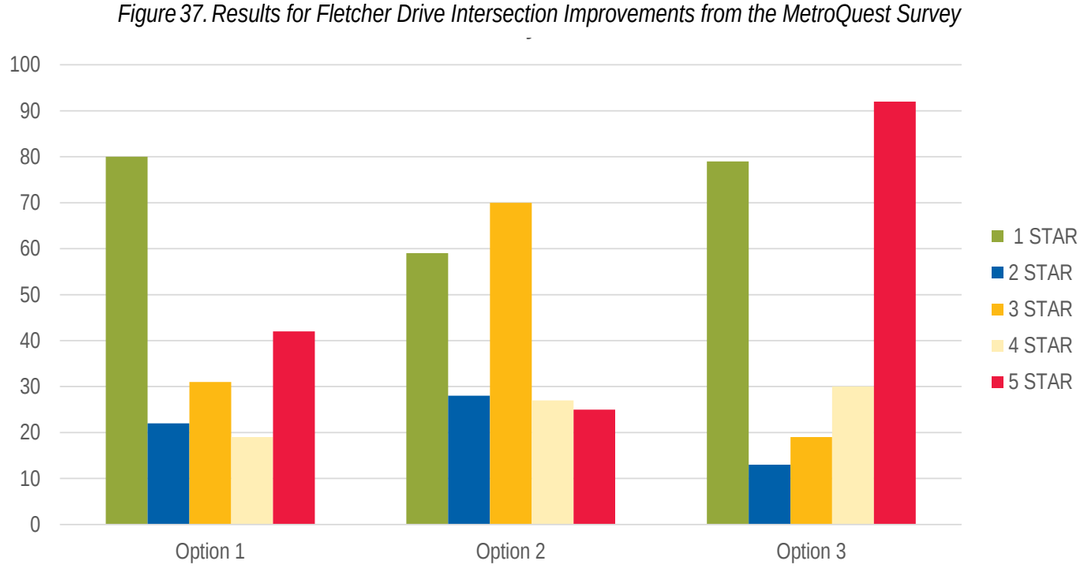
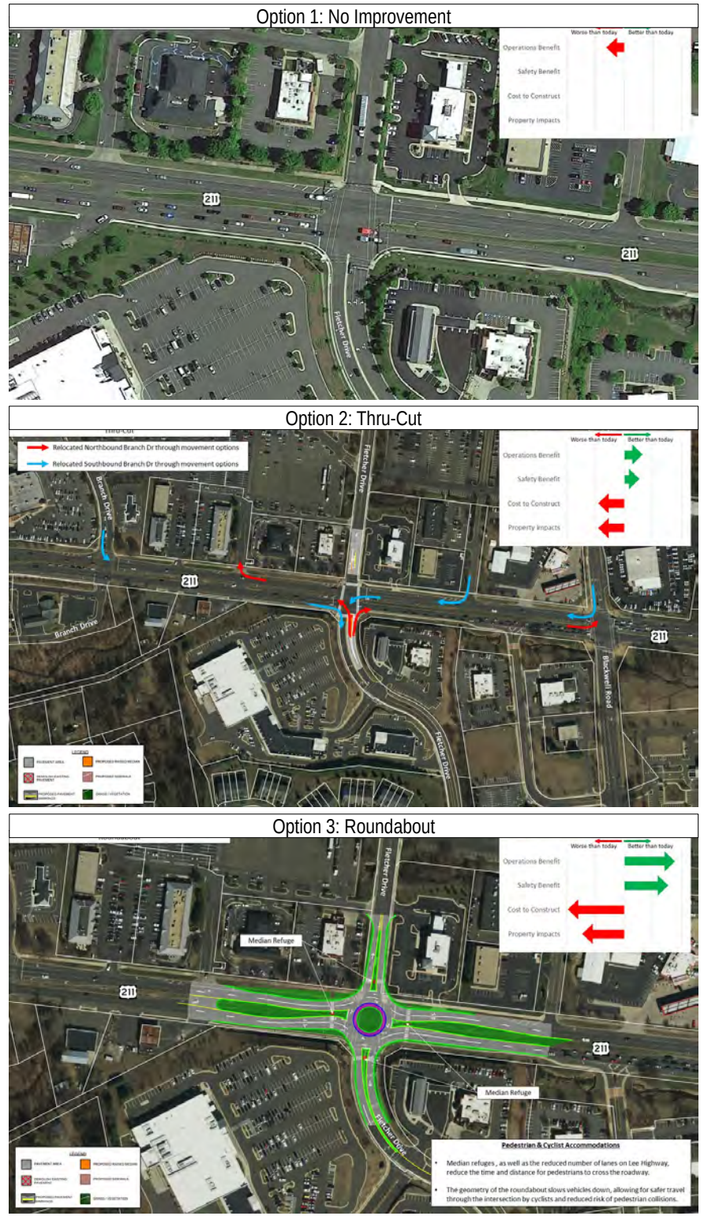


Figure 38. Option for Fletcher Drive Intersection Improvements from the MetroQuest Survey



US 211 & Blackwell Road

No Improvement: Leave the existing condition as is; no improvements. The anticipated delay through the intersection is expected to increase by more than 10% over the next 20 years.

- Average score: 3.33

Partial Quadrant Roadway: This alternative relocates the southbound Blackwell Road and eastbound US 211 left-turn movements through Blackwell Park Lane. Delay is expected to be reduced by up to 25% and reduce crossing conflicts.

- Average score: 2.59

Roundabout: reconfigures the intersection to a multi-lane hybrid roundabout. The roundabout can improve operations by 70%, reduce crashes up to 60%, and improve the safety of pedestrian crossings.

- Average score: 3.33

Figure 39. Results for Blackwell Road Intersection Improvements from the MetroQuest Survey

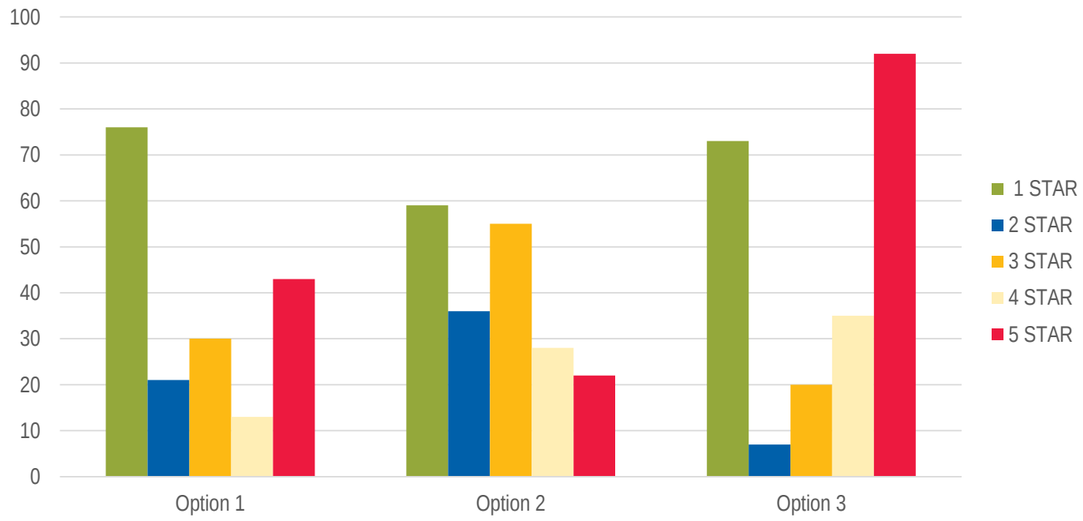
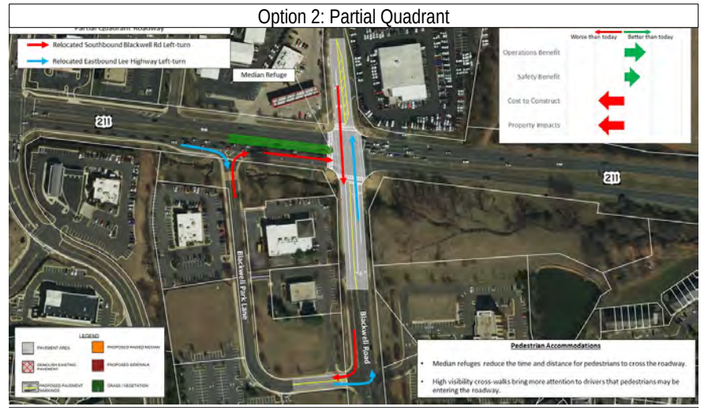


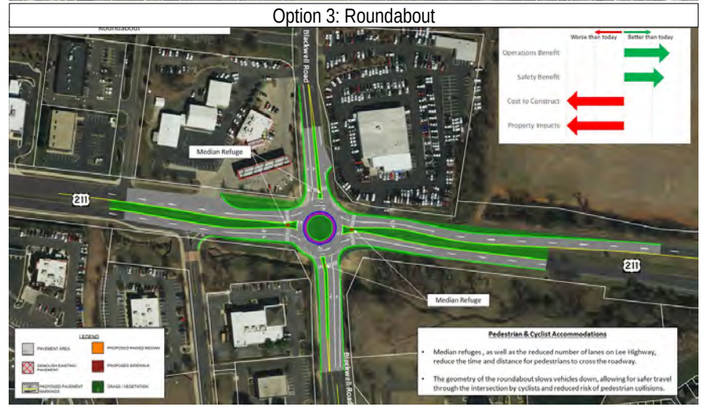
Figure 40. Option for Blackwell Road Intersection Improvements from the MetroQuest Survey

Option 1: No Improvement

Option 2: Partial Quadrant



Option 3: Roundabout



Chapter 4:

Preferred Alternative Design Refinement & Investment Strategy

PROJECT PIPELINE

Preferred Alternatives

The Preferred Alternative options were developed for the study area based on the results of the analysis as discussed in the previous Alternative Development and Screening section (Chapter 2), and Public and Stakeholders Feedback (Chapter 3). A summary of the proposed alternatives is provided in Table 17 and shown in Figure 41. The recommended considerations developed by Team 3 with respect to rail, transit, and TDM are shown in Figure 42.

SMART SCALE, Fiscal Year 2024

Based on public comments, preliminary Synchro analysis of each alternative for the controlling peak hour, and planning level cost estimates of each alternative, the study team decided to advance only the proposed roundabout at Lee Highway and Blackwell Road for fiscal year 2024 SMART SCALE funding consideration. Because this is a targeted improvement with both safety and congestion benefits, the SMART SCALE Program is a logical first option. A SMART SCALE application was prepared for this project and submitted by the Town of Warrenton on August 1st, 2022, for the fiscal year 2024 SMART SCALE cohort. If selected, this project would receive full funding by Virginia fiscal year 2026.

As a result of a separate study along Broadview Avenue, the Town of Warrenton also submitted a SMART SCALE application for a hybrid roundabout at the intersection of Broadview Avenue and Lee Highway.

Table 17: List of Preferred Alternative Improvements

Improvement	Description	Planning-Level Cost Estimate
Blackwell Road Hybrid Roundabout and Pedestrian Improvements	Convert the intersection of Lee Highway and Blackwell Road to a hybrid roundabout, construct pedestrian facilities on each leg, and provide pedestrian crossings with median refuges and HAWK signals	$11,200,000
Branch Avenue Thru-Cut	Relocate the Branch Drive through movements through other intersections	$6,700,000
Branch Avenue Access Management Improvements	Convert northbound approach of Branch Ave to right-in/right-out only	$3,000,000
Fletcher Drive Roundabout	Multi-lane hybrid roundabout	$7,200,000

Figure 41. Preferred Alternatives

PROJECT NEEDS

These proposed improvements help address VTrans needs associated with safety, capacity preservation, and congestion mitigation. The preferred alternatives reduce delay, improve safety for both vehicle and other modes such as bikes and pedestrians.

Need	Priority
Congestion Mitigation	Very High
Transit Access	Very High
Transportation Demand Management	Very High
Safety Improvement	High
Bicycle and Pedestrian Access	High

Survey Summary

- The MetroQuest survey ran between February 1 and February 18, 2022
- Survey included 457 participants
- 79% of respondents were residents, 13% visitors, and 8% employees of the study area

PROJECT DESCRIPTION

The following alternatives were advanced that can be submitted for future funding applications. These improvements will incorporate measures such as improved pedestrian crossing distances, crosswalks, and updated parallel facilities, such as shared use paths:

Multi-lane Hybrid Roundabouts: A multi-lane roundabout will help improve operations and reduce crashes by up to 60%. Roundabouts are also particularly beneficial for other roadway users like pedestrians and cyclists because of the slower speeds through a roundabout.

Thru-cuts: An alternative that reduces traffic signal phases on the minor approaches by relocating the through movement within the network. This improvement enhances timings and reduces delay.

Access Management and Intersection Improvement: A safety improvement that reduces the number of movements permitted at an intersection.

- Branch Drive: Movements onto and into Branch Drive northbound approach would be reduced so that those turns would use a future roundabout at Broadview Avenue.
- Village Center Driveway: Movements across and out of the driveway are reduced to enhance safety. The driveway would also be reconstructed to allow quicker ingress/egress.

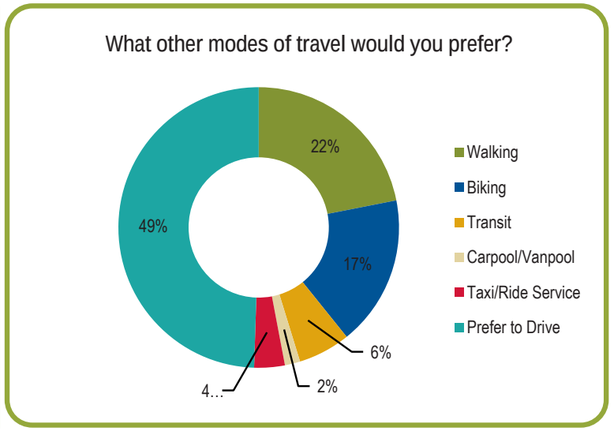


Figure 42. Transit and TDM Recommendations

Complete the pedestrian network on Lee Hwy where gaps exist (two blocks on southside of road east of Branch Dr and east of Blackwell Park Ln)

Add striping and pedestrian median refuges to the crosswalks at the intersections of Lee Hwy with Broadview Ave/Winchester St, Branch Dr, Fletcher Dr, and Blackwell Rd

Consider relocating bus stops to public rights-of-way (such as Fletcher Dr and Branch Dr) and installing more permanent infrastructure, including bus stop stigns; consider instituting bi-directional service instead of loops

Leverage the existing RRRC's Commuter Services commuter assistance programs to promote the use of transit, carpool and vanpool, and to provide ridematching and commute options information to residents, employers, and employees.

Appendix A:

Existing Turning Movement Counts

Peggy Malone & Associates
(888) 247-8602

File Name : 7-Hwy 29 and Broadview Ave_Winchester St SAT
Site Code :
Start Date : 8/7/2021
Page No : 1

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					Winchester St Northbound					Broadview Ave Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	8	67	0	0	75	5	66	3	2	76	2	4	3	0	9	11	1	18	0	30	190
07:15 AM	13	74	0	0	87	0	78	6	2	86	2	3	5	0	10	11	9	21	0	41	224
07:30 AM	22	104	2	0	128	4	88	3	1	96	7	5	4	0	16	12	1	21	0	34	274
07:45 AM	24	97	3	5	129	8	105	17	1	131	7	8	9	0	24	21	3	25	0	49	333
Total	67	342	5	5	419	17	337	29	6	389	18	20	21	0	59	55	14	85	0	154	1021
08:00 AM	21	106	6	2	135	2	124	16	0	142	5	6	4	0	15	10	10	29	0	49	341
08:15 AM	27	116	6	1	150	12	107	14	0	133	12	4	9	0	25	17	13	27	0	57	365
08:30 AM	36	129	3	2	170	5	139	18	2	164	16	3	7	0	26	24	8	33	0	65	425
08:45 AM	37	141	5	2	185	5	151	17	3	176	10	15	7	0	32	23	10	33	0	66	459
Total	121	492	20	7	640	24	521	65	5	615	43	28	27	0	98	74	41	122	0	237	1590
09:00 AM	29	133	5	2	169	9	130	14	3	156	19	16	13	0	48	16	13	49	0	78	451
09:15 AM	45	153	9	0	207	8	161	15	2	186	26	23	17	0	66	32	6	34	0	72	531
09:30 AM	36	193	9	1	239	8	181	21	7	217	15	17	15	0	47	26	11	43	0	80	583
09:45 AM	46	163	8	1	218	7	160	11	4	182	18	23	17	0	58	28	17	50	0	95	553
Total	156	642	31	4	833	32	632	61	16	741	78	79	62	0	219	102	47	176	0	325	2118
10:00 AM	61	195	8	0	264	11	206	24	3	244	22	13	19	0	54	34	16	56	0	106	668
10:15 AM	55	190	9	3	257	10	180	29	2	221	24	26	21	0	71	35	17	56	0	108	657
10:30 AM	61	217	3	3	284	8	226	19	3	256	21	21	13	0	55	30	18	62	0	110	705
10:45 AM	34	189	15	1	239	4	245	15	4	268	21	19	10	0	50	35	15	75	1	126	683
Total	211	791	35	7	1044	33	857	87	12	989	88	79	63	0	230	134	66	249	1	450	2713
11:00 AM	59	195	10	1	265	12	194	19	3	228	15	21	27	0	63	49	25	53	0	127	683
11:15 AM	69	189	8	2	268	12	210	23	6	251	15	26	21	0	62	26	15	61	0	102	683
11:30 AM	74	195	7	0	276	14	217	18	5	254	22	20	13	0	55	31	14	50	0	95	680
11:45 AM	60	180	7	2	249	18	203	26	3	250	12	29	13	0	54	43	9	66	0	118	671
Total	262	759	32	5	1058	56	824	86	17	983	64	96	74	0	234	149	63	230	0	442	2717
12:00 PM	70	178	8	1	257	10	209	29	3	251	22	33	23	0	78	31	21	50	0	102	688
12:15 PM	90	207	7	1	305	10	234	26	4	274	31	22	19	0	72	36	19	67	0	122	773
12:30 PM	64	192	10	5	271	18	182	22	8	230	24	25	28	0	77	43	18	76	0	137	715
12:45 PM	65	184	14	3	266	12	206	26	8	252	22	39	22	0	83	35	14	67	0	116	717
Total	289	761	39	10	1099	50	831	103	23	1007	99	119	92	0	310	145	72	260	0	477	2893
01:00 PM	69	220	13	1	303	13	159	32	8	212	16	24	24	0	64	34	8	55	0	97	676
01:15 PM	51	182	4	1	238	16	194	27	5	242	21	20	18	0	59	37	11	64	0	112	651
01:30 PM	76	196	7	2	281	14	214	24	5	257	18	27	15	0	60	32	14	52	0	98	696
01:45 PM	55	164	4	2	225	13	192	28	5	238	24	31	19	0	74	30	15	48	0	93	630
Total	251	762	28	6	1047	56	759	111	23	949	79	102	76	0	257	133	48	219	0	400	2653
02:00 PM	53	178	9	1	241	18	184	22	2	226	25	22	14	0	61	26	19	51	0	96	624
02:15 PM	58	156	9	1	224	11	189	28	4	232	16	12	14	0	42	28	18	51	0	97	595
02:30 PM	63	163	13	2	241	12	214	15	5	246	13	20	12	0	45	38	18	67	0	123	655
02:45 PM	61	156	8	3	228	12	185	22	10	229	14	15	9	0	38	35	16	58	0	109	604
Total	235	653	39	7	934	53	772	87	21	933	68	69	49	0	186	127	71	227	0	425	2478
03:00 PM	44	190	11	1	246	13	191	23	0	227	21	25	16	0	62	19	15	52	0	86	621
03:15 PM	55	173	4	4	236	15	174	26	3	218	21	14	16	0	51	45	8	52	0	105	610
03:30 PM	46	184	6	2	238	7	196	21	4	228	12	16	16	0	44	19	15	50	0	84	594
03:45 PM	55	148	2	3	208	14	180	22	6	222	15	16	10	0	41	34	14	49	0	97	568
Total	200	695	23	10	928	49	741	92	13	895	69	71	58	0	198	117	52	203	0	372	2393
04:00 PM	54	186	8	1	249	8	142	21	2	173	15	27	11	0	53	34	14	54	0	102	577
04:15 PM	52	184	9	2	247	13	170	18	2	203	14	17	16	0	47	36	13	41	0	90	587
04:30 PM	36	165	9	2	212	20	187	14	6	227	11	14	16	0	41	23	15	48	0	86	566
04:45 PM	42	157	6	0	205	11	146	13	6	176	20	16	9	0	45	33	14	48	0	95	521
Total	184	692	32	5	913	52	645	66	16	779	60	74	52	0	186	126	56	191	0	373	2251
05:00 PM	48	164	3	1	216	16	167	27	5	215	22	7	5	0	34	11	9	42	0	62	527
05:15 PM	54	157	4	0	215	16	127	19	2	164	12	17	0	0	29	34	8	36	0	78	486
05:30 PM	57	180	12	1	250	14	136	19	1	170	13	14	5	0	32	21	11	37	0	69	521
05:45 PM	39	151	7	1	198	11	172	22	1	206	14	15	19	0	48	30	11	29	0	70	522
Total	198	652	26	3	879	57	602	87	9	755	61	53	29	0	143	96	39	144	0	279	2056
06:00 PM	35	136	5	2	178	6	162	19	6	193	26	21	20	0	67	20	10	34	0	64	502
06:15 PM	36	122	5	0	163	13	134	18	5	170	12	15	11	0	38	24	8	33	0	65	436
06:30 PM	43	120	4	0	167	14	157	24	2	197	10	6	9	0	25	23	11	30	0	64	453
06:45 PM	40	100	7	0	147	12	143	17	5	177	16	12	13	0	41	9	23	30	0	62	427
Total	154	478	21	2	655	45	596	78	18	737	64	54	53	0	171	76	52	127	0	255	[illegible]

File Name : 7-Hwy 29 and Broadview Ave_Winchester St SAT
Site Code :
Start Date : 8/7/2021
Page No : 2

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					Winchester St Northbound					Broadview Ave Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	2328	7719	331	71	10449	524	8117	952	179	9772	791	844	656	0	2291	1334	621	2233	1	4189	26701
Apprch %	22.3	73.9	3.2	0.7		5.4	83.1	9.7	1.8		34.5	36.8	28.6	0		31.8	14.8	53.3	0		
Total %	8.7	28.9	1.2	0.3	39.1	2	30.4	3.6	0.7	36.6	3	3.2	2.5	0	8.6	5	2.3	8.4	0	15.7	

	Hwy 29 Eastbound				Hwy 29 Westbound				Winchester St Northbound				Broadview Ave Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:30 AM																	
10:30 AM	61	**217**	3	**281**	8	226	19	253	**21**	21	13	55	30	18	62	110	**699**
10:45 AM	34	189	**15**	238	4	**245**	15	**264**	21	19	10	50	35	15	**75**	125	677
11:00 AM	59	195	10	264	**12**	194	19	225	15	21	**27**	**63**	**49**	**25**	53	**127**	679
11:15 AM	**69**	189	8	266	12	210	**23**	245	15	**26**	21	62	26	15	61	102	675
Total Volume	223	790	36	1049	36	875	76	987	72	87	71	230	140	73	251	464	2730
% App. Total	21.3	75.3	3.4		3.6	88.7	7.7		31.3	37.8	30.9		30.2	15.7	54.1		
PHF	.808	.910	.600	.933	.750	.893	.826	.935	.857	.837	.657	.913	.714	.730	.837	.913	.976
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	70	178	8	256	10	209	**29**	248	22	33	23	78	31	**21**	50	102	684
12:15 PM	**90**	**207**	7	**304**	10	**234**	26	**270**	**31**	22	19	72	36	19	67	122	**768**
12:30 PM	64	192	10	266	**18**	182	22	222	24	25	**28**	77	**43**	18	**76**	**137**	702
12:45 PM	65	184	**14**	263	12	206	26	244	22	**39**	22	**83**	35	14	67	116	706
Total Volume	289	761	39	1089	50	831	103	984	99	119	92	310	145	72	260	477	2860
% App. Total	26.5	69.9	3.6		5.1	84.5	10.5		31.9	38.4	29.7		30.4	15.1	54.5		
PHF	.803	.919	.696	.896	.694	.888	.888	.911	.798	.763	.821	.934	.843	.857	.855	.870	.931

Peggy Malone & Associates
(888) 247-8602

File Name : 7-Hwy 29 and Broadview Ave_Winchester St SAT
Site Code :
Start Date : 8/7/2021
Page No : 1

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Winchester St Northbound					Broadview Ave Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	4
07:15 AM	0	3	1	0	4	0	3	1	0	4	1	0	0	0	1	0	0	0	0	0	9
07:30 AM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
07:45 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4
Total	2	7	1	0	10	0	8	2	0	10	1	0	0	0	1	0	1	0	0	1	22
08:00 AM	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	11
08:15 AM	1	2	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	7
08:30 AM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	8
08:45 AM	0	3	0	0	3	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	9
Total	1	13	0	0	14	0	17	1	0	18	0	0	0	0	0	1	0	2	0	3	35
09:00 AM	0	6	0	0	6	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	11
09:15 AM	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	7
09:30 AM	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	9
09:45 AM	0	5	0	0	5	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	9
Total	0	21	0	0	21	1	8	2	0	11	1	0	0	0	1	3	0	0	0	3	36
10:00 AM	0	3	0	0	3	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	6
10:15 AM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	5
10:30 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
10:45 AM	0	2	0	0	2	0	5	1	0	6	1	0	2	0	3	0	0	1	0	1	12
Total	0	9	0	0	9	0	9	2	0	11	2	0	2	0	4	0	1	2	0	3	27
11:00 AM	0	3	1	0	4	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	7
11:15 AM	1	1	0	0	2	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	6
11:30 AM	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	9
11:45 AM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	8
Total	1	10	1	0	12	0	12	1	0	13	0	0	0	0	0	2	2	1	0	5	30
12:00 PM	0	5	0	0	5	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	8
12:15 PM	0	3	0	0	3	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	5
12:30 PM	1	2	0	0	3	0	1	1	0	2	0	0	0	0	0	0	0	3	0	3	8
12:45 PM	1	1	0	0	2	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	5
Total	2	11	0	0	13	1	3	3	0	7	2	1	0	0	3	0	0	3	0	3	26
01:00 PM	0	1	0	1	2	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	6
01:15 PM	0	1	0	0	1	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	5
01:30 PM	1	1	0	0	2	1	3	1	0	5	0	0	0	0	0	0	0	3	0	3	10
01:45 PM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
Total	2	7	0	1	10	1	9	1	0	11	0	0	1	0	1	0	0	5	0	5	27
02:00 PM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	1	0	1	0	2	6
02:15 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	5
02:30 PM	1	1	0	0	2	0	7	1	0	8	0	0	0	0	0	0	0	2	0	2	12
02:45 PM	2	0	0	0	2	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	6
Total	4	2	0	0	6	0	13	3	0	16	0	1	0	0	1	1	0	5	0	6	29
03:00 PM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	7
03:15 PM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	9
03:30 PM	1	2	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
03:45 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	5
Total	1	11	0	0	12	0	12	0	0	12	0	0	0	0	0	1	0	2	0	3	27
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
04:45 PM	1	1	0	0	2	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	7
Total	1	7	0	0	8	0	5	1	0	6	0	0	0	0	0	0	0	1	0	1	15
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	5
05:30 PM	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	1	0	1	5
Total	0	7	0	0	7	2	4	0	0	6	2	0	0	0	2	0	0	2	0	2	17
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	5
06:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
06:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
06:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	2	0	2	0	4	13

Peggy Malone & Associates
(888) 247-8602

File Name : 7-Hwy 29 and Broadview Ave_Winchester St SAT
Site Code :
Start Date : 8/7/2021

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Winchester St Northbound					Broadview Ave Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	14	109	2	1	126	5	105	16	0	126	8	2	3	0	13	10	4	25	0	39	304
Apprch %	11.1	86.5	1.6	0.8		4	83.3	12.7	0		61.5	15.4	23.1	0		25.6	10.3	64.1	0		
Total %	4.6	35.9	0.7	0.3	41.4	1.6	34.5	5.3	0	41.4	2.6	0.7	1	0	4.3	3.3	1.3	8.2	0	12.8	

	Hwy 29 Eastbound				Hwy 29 Westbound				Winchester St Northbound				Broadview Ave Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	3	0	3	0	**5**	1	**6**	0	0	0	0	0	0	0	0	9
09:00 AM	0	**6**	0	**6**	0	3	**2**	5	0	0	0	0	0	0	0	0	**11**
09:15 AM	0	5	0	5	0	1	0	1	0	0	0	0	1	0	0	1	7
09:30 AM	0	5	0	5	0	2	0	2	0	0	0	0	**2**	0	0	**2**	9
Total Volume	0	19	0	19	0	11	3	14	0	0	0	0	3	0	0	3	36
% App. Total	0	100	0		0	78.6	21.4		0	0	0		100	0	0		
PHF	.000	.792	.000	.792	.000	.550	.375	.583	.000	.000	.000	.000	.375	.000	.000	.375	.818
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	1	1	0	2	0	**7**	1	**8**	0	0	0	0	0	0	**2**	**2**	**12**
02:45 PM	**2**	0	0	2	0	2	**2**	4	0	0	0	0	0	0	0	0	6
03:00 PM	0	**4**	0	**4**	0	2	0	2	0	0	0	0	**1**	0	0	1	7
03:15 PM	0	4	0	4	0	4	0	4	0	0	0	0	0	0	1	1	9
Total Volume	3	9	0	12	0	15	3	18	0	0	0	0	1	0	3	4	34
% App. Total	25	75	0		0	83.3	16.7		0	0	0		25	0	75		
PHF	.375	.563	.000	.750	.000	.536	.375	.563	.000	.000	.000	.000	.250	.000	.375	.500	.708

Peggy Malone & Associates
(888) 247-8602

File Name : 7-Hwy 29 and Broadview Ave_Winchester St SAT
Site Code :
Start Date : 8/7/2021
Page No : 1

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Winchester St Northbound					Broadview Ave Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	8	68	0	0	76	5	68	4	2	79	2	4	3	0	9	11	1	18	0	30	194
07:15 AM	13	77	1	0	91	0	81	7	2	90	3	3	5	0	11	11	9	21	0	41	233
07:30 AM	22	107	2	0	131	4	90	3	1	98	7	5	4	0	16	12	1	21	0	34	279
07:45 AM	26	97	3	5	131	8	106	17	1	132	7	8	9	0	24	21	4	25	0	50	337
Total	69	349	6	5	429	17	345	31	6	399	19	20	21	0	60	55	15	85	0	155	1043
08:00 AM	21	110	6	2	139	2	130	16	0	148	5	6	4	0	15	10	10	30	0	50	352
08:15 AM	28	118	6	1	153	12	110	14	0	136	12	4	9	0	25	17	13	28	0	58	372
08:30 AM	36	133	3	2	174	5	142	18	2	167	16	3	7	0	26	25	8	33	0	66	433
08:45 AM	37	144	5	2	188	5	156	18	3	182	10	15	7	0	32	23	10	33	0	66	468
Total	122	505	20	7	654	24	538	66	5	633	43	28	27	0	98	75	41	124	0	240	1625
09:00 AM	29	139	5	2	175	9	133	16	3	161	19	16	13	0	48	16	13	49	0	78	462
09:15 AM	45	158	9	0	212	8	162	15	2	187	26	23	17	0	66	33	6	34	0	73	538
09:30 AM	36	198	9	1	244	8	183	21	7	219	15	17	15	0	47	28	11	43	0	82	592
09:45 AM	46	168	8	1	223	8	162	11	4	185	19	23	17	0	59	28	17	50	0	95	562
Total	156	663	31	4	854	33	640	63	16	752	79	79	62	0	220	105	47	176	0	328	2154
10:00 AM	61	198	8	0	267	11	207	25	3	246	23	13	19	0	55	34	16	56	0	106	674
10:15 AM	55	192	9	3	259	10	182	29	2	223	24	26	21	0	71	35	18	56	0	109	662
10:30 AM	61	219	3	3	286	8	227	19	3	257	21	21	13	0	55	30	18	63	0	111	709
10:45 AM	34	191	15	1	241	4	250	16	4	274	22	19	12	0	53	35	15	76	1	127	695
Total	211	800	35	7	1053	33	866	89	12	1000	90	79	65	0	234	134	67	251	1	453	2740
11:00 AM	59	198	11	1	269	12	196	19	3	230	15	21	27	0	63	49	26	53	0	128	690
11:15 AM	70	190	8	2	270	12	212	24	6	254	15	26	21	0	62	27	15	61	0	103	689
11:30 AM	74	197	7	0	278	14	222	18	5	259	22	20	13	0	55	32	15	50	0	97	689
11:45 AM	60	184	7	2	253	18	206	26	3	253	12	29	13	0	54	43	9	67	0	119	679
Total	263	769	33	5	1070	56	836	87	17	996	64	96	74	0	234	151	65	231	0	447	2747
12:00 PM	70	183	8	1	262	10	211	30	3	254	22	33	23	0	78	31	21	50	0	102	696
12:15 PM	90	210	7	1	308	10	234	27	4	275	32	22	19	0	73	36	19	67	0	122	778
12:30 PM	65	194	10	5	274	18	183	23	8	232	24	25	28	0	77	43	18	79	0	140	723
12:45 PM	66	185	14	3	268	13	206	26	8	253	23	40	22	0	85	35	14	67	0	116	722
Total	291	772	39	10	1112	51	834	106	23	1014	101	120	92	0	313	145	72	263	0	480	2919
01:00 PM	69	221	13	2	305	13	162	32	8	215	16	24	24	0	64	34	8	56	0	98	682
01:15 PM	51	183	4	1	239	16	197	27	5	245	21	20	19	0	60	37	11	64	0	112	656
01:30 PM	77	197	7	2	283	15	217	25	5	262	18	27	15	0	60	32	14	55	0	101	706
01:45 PM	56	168	4	2	230	13	192	28	5	238	24	31	19	0	74	30	15	49	0	94	636
Total	253	769	28	7	1057	57	768	112	23	960	79	102	77	0	258	133	48	224	0	405	2680
02:00 PM	53	178	9	1	241	18	187	22	2	229	25	23	14	0	62	27	19	52	0	98	630
02:15 PM	59	157	9	1	226	11	190	28	4	233	16	12	14	0	42	28	18	53	0	99	600
02:30 PM	64	164	13	2	243	12	221	16	5	254	13	20	12	0	45	38	18	69	0	125	667
02:45 PM	63	156	8	3	230	12	187	24	10	233	14	15	9	0	38	35	16	58	0	109	610
Total	239	655	39	7	940	53	785	90	21	949	68	70	49	0	187	128	71	232	0	431	2507
03:00 PM	44	194	11	1	250	13	193	23	0	229	21	25	16	0	62	20	15	52	0	87	628
03:15 PM	55	177	4	4	240	15	178	26	3	222	21	14	16	0	51	45	8	53	0	106	619
03:30 PM	47	186	6	2	241	7	199	21	4	231	12	16	16	0	44	19	15	50	0	84	600
03:45 PM	55	149	2	3	209	14	183	22	6	225	15	16	10	0	41	34	14	50	0	98	573
Total	201	706	23	10	940	49	753	92	13	907	69	71	58	0	198	118	52	205	0	375	2420
04:00 PM	54	186	8	1	249	8	142	21	2	173	15	27	11	0	53	34	14	54	0	102	577
04:15 PM	52	187	9	2	250	13	171	18	2	204	14	17	16	0	47	36	13	41	0	90	591
04:30 PM	36	168	9	2	215	20	187	14	6	227	11	14	16	0	41	23	15	49	0	87	570
04:45 PM	43	158	6	0	207	11	150	14	6	181	20	16	9	0	45	33	14	48	0	95	528
Total	185	699	32	5	921	52	650	67	16	785	60	74	52	0	186	126	56	192	0	374	2266
05:00 PM	48	167	3	1	219	16	167	27	5	215	22	7	5	0	34	11	9	42	0	62	530
05:15 PM	54	160	4	0	218	17	127	19	2	165	12	17	0	0	29	34	8	37	0	79	491
05:30 PM	57	181	12	1	251	14	137	19	1	171	15	14	5	0	34	21	11	37	0	69	525
05:45 PM	39	151	7	1	198	12	175	22	1	210	14	15	19	0	48	30	11	30	0	71	527
Total	198	659	26	3	886	59	606	87	9	761	63	53	29	0	145	96	39	146	0	281	2073
06:00 PM	35	139	5	2	181	6	162	19	6	193	26	21	20	0	67	21	10	35	0	66	507
06:15 PM	36	122	5	0	163	13	136	18	5	172	12	15	11	0	38	25	8	33	0	66	439
06:30 PM	43	121	4	0	168	14	158	24	2	198	10	6	9	0	25	23	11	31	0	65	456
06:45 PM	40	100	7	0	147	12	145	17	5	179	16	12	13	0	41	9	23	30	0	62	429
Total	154	482	21	2	659	45	601	78	18	742	64	54	53	0	171	78	52	129	0	259	[illegible]

File Name : 7-Hwy 29 and Broadview Ave_Winchester St SAT
Site Code :
Start Date : 8/7/2021
Page No : 2

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Winchester St Northbound					Broadview Ave Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	2342	7828	333	72	10575	529	8222	968	179	9898	799	846	659	0	2304	1344	625	2258	1	4228	27005
Apprch %	22.1	74	3.1	0.7		5.3	83.1	9.8	1.8		34.7	36.7	28.6	0		31.8	14.8	53.4	0		
Total %	8.7	29	1.2	0.3	39.2	2	30.4	3.6	0.7	36.7	3	3.1	2.4	0	8.5	5	2.3	8.4	0	15.7	
Cars	2328	7719	331	71	10449	524	8117	952	179	9772	791	844	656	0	2291	1334	621	2233	1	4189	26701
% Cars	99.4	98.6	99.4	98.6	98.8	99.1	98.7	98.3	100	98.7	99	99.8	99.5	0	99.4	99.3	99.4	98.9	100	99.1	98.9
Trucks	14	109	2	1	126	5	105	16	0	126	8	2	3	0	13	10	4	25	0	39	304
% Trucks	0.6	1.4	0.6	1.4	1.2	0.9	1.3	1.7	0	1.3	1	0.2	0.5	0	0.6	0.7	0.6	1.1	0	0.9	1.1

	Hwy 29 Eastbound				Hwy 29 Westbound				Winchester St Northbound				Broadview Ave Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:30 AM																	
10:30 AM	61	**219**	3	**283**	8	227	19	254	21	21	13	55	30	18	63	111	**703**
10:45 AM	34	191	**15**	240	4	**250**	16	**270**	**22**	19	12	53	35	15	**76**	126	689
11:00 AM	59	198	11	268	**12**	196	19	227	15	21	**27**	**63**	**49**	**26**	53	**128**	686
11:15 AM	**70**	190	8	268	12	212	**24**	248	15	**26**	21	62	27	15	61	103	681
Total Volume	224	798	37	1059	36	885	78	999	73	87	73	233	141	74	253	468	2759
% App. Total	21.2	75.4	3.5		3.6	88.6	7.8		31.3	37.3	31.3		30.1	15.8	54.1		
PHF	.800	.911	.617	.936	.750	.885	.813	.925	.830	.837	.676	.925	.719	.712	.832	.914	.981
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	70	183	8	261	10	211	**30**	251	22	33	23	78	31	**21**	50	102	692
12:15 PM	**90**	**210**	7	**307**	10	**234**	27	**271**	**32**	22	19	73	36	19	67	122	**773**
12:30 PM	65	194	10	269	**18**	183	23	224	24	25	**28**	77	**43**	18	**79**	**140**	710
12:45 PM	66	185	**14**	265	13	206	26	245	23	**40**	22	**85**	35	14	67	116	711
Total Volume	291	772	39	1102	51	834	106	991	101	120	92	313	145	72	263	480	2886
% App. Total	26.4	70.1	3.5		5.1	84.2	10.7		32.3	38.3	29.4		30.2	15	54.8		
PHF	.808	.919	.696	.897	.708	.891	.883	.914	.789	.750	.821	.921	.843	.857	.832	.857	.933

Peggy Malone & Associates
(888) 247-8602

File Name : 7-Hwy 29 and Broadview Ave_Winchester St SAT
Site Code :
Start Date : 8/7/2021
Page No : 1

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					Winchester St Northbound					Broadview Ave Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	4
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	3
10:30 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	4	4	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	6
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
11:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
11:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	4
Total	0	0	0	1	1	0	0	0	3	3	0	0	0	3	3	0	0	0	1	1	8
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
01:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
01:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	3	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	6
02:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	4
03:00 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	7
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	0	0	4	4	8
04:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
06:00 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1	4

Peggy Malone & Associates
(888) 247-8602

File Name : 7-Hwy 29 and Broadview Ave_Winchester St SAT
Site Code :
Start Date : 8/7/2021
Page No : 2

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					Winchester St Northbound					Broadview Ave Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	0	0	0	15	15	0	0	0	19	19	0	0	0	10	10	0	0	0	9	9	53
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	28.3	28.3	0	0	0	35.8	35.8	0	0	0	18.9	18.9	0	0	0	17	17	

	Hwy 29 Eastbound				Hwy 29 Westbound				Winchester St Northbound				Broadview Ave Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates
(888) 247-8602

File Name : 7-Hwy 29 and Broadview Ave_Winchester St AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					Winchester St Northbound					Broadview Ave Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	12	121	1	1	135	0	65	29	1	95	3	5	3	0	11	9	1	14	0	24	265
06:15 AM	14	151	3	0	168	0	63	18	0	81	3	5	8	0	16	21	4	17	0	42	307
06:30 AM	20	150	1	0	171	4	91	22	0	117	5	6	12	0	23	15	2	23	0	40	351
06:45 AM	18	158	4	0	180	5	87	27	0	119	12	6	12	0	30	26	3	38	0	67	396
Total	64	580	9	1	654	9	306	96	1	412	23	22	35	0	80	71	10	92	0	173	1319
07:00 AM	22	139	4	0	165	2	81	35	1	119	14	13	9	0	36	13	6	33	0	52	372
07:15 AM	39	155	4	0	198	2	98	22	0	122	12	6	9	0	27	36	7	49	0	92	439
07:30 AM	41	165	3	1	210	4	126	25	0	155	9	10	10	0	29	16	11	45	0	72	466
07:45 AM	41	175	4	0	220	10	152	38	1	201	14	19	5	0	38	34	11	64	0	109	568
Total	143	634	15	1	793	18	457	120	2	597	49	48	33	0	130	99	35	191	0	325	1845
08:00 AM	52	171	5	2	230	7	162	26	0	195	11	10	11	0	32	24	24	53	0	101	558
08:15 AM	62	168	4	1	235	3	137	30	2	172	18	10	12	0	40	36	19	34	0	89	536
08:30 AM	56	163	5	2	226	7	126	30	2	165	14	8	11	0	33	27	11	34	0	72	496
08:45 AM	41	178	4	0	223	8	146	41	5	200	19	18	14	0	51	38	19	49	0	106	580
Total	211	680	18	5	914	25	571	127	9	732	62	46	48	0	156	125	73	170	0	368	2170
Grand Total	418	1894	42	7	2361	52	1334	343	12	1741	134	116	116	0	366	295	118	453	0	866	5334
Apprch %	17.7	80.2	1.8	0.3		3	76.6	19.7	0.7		36.6	31.7	31.7	0		34.1	13.6	52.3	0		
Total %	7.8	35.5	0.8	0.1	44.3	1	25	6.4	0.2	32.6	2.5	2.2	2.2	0	6.9	5.5	2.2	8.5	0	16.2	

	Hwy 29 Eastbound				Hwy 29 Westbound				Winchester St Northbound				Broadview Ave Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	52	171	**5**	228	7	**162**	26	**195**	11	10	11	32	24	**24**	**53**	101	556
08:15 AM	**62**	168	4	**234**	3	137	30	170	18	10	12	40	36	19	34	89	533
08:30 AM	56	163	5	224	7	126	30	163	14	8	11	33	27	11	34	72	492
08:45 AM	41	**178**	4	223	**8**	146	**41**	195	**19**	**18**	**14**	**51**	**38**	19	49	**106**	**575**
Total Volume	211	680	18	909	25	571	127	723	62	46	48	156	125	73	170	368	2156
% App. Total	23.2	74.8	2		3.5	79	17.6		39.7	29.5	30.8		34	19.8	46.2		
PHF	.851	.955	.900	.971	.781	.881	.774	.927	.816	.639	.857	.765	.822	.760	.802	.868	.937

Peggy Malone & Associates
(888) 247-8602

File Name : 7-Hwy 29 and Broadview Ave_Winchester St AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Winchester St Northbound					Broadview Ave Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3
06:15 AM	0	2	0	0	2	0	2	1	0	3	0	0	0	0	0	0	0	1	0	1	6
06:30 AM	0	8	0	0	8	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	10
06:45 AM	2	4	0	0	6	1	5	1	0	7	0	0	0	0	0	0	0	0	0	0	13
Total	2	14	0	0	16	1	9	4	0	14	0	0	0	0	0	0	0	2	0	2	32
07:00 AM	0	1	0	0	1	0	10	1	0	11	0	0	0	0	0	0	0	0	0	0	12
07:15 AM	0	6	0	0	6	0	4	0	0	4	0	0	0	0	0	2	1	1	0	4	14
07:30 AM	2	7	0	0	9	1	7	3	0	11	0	0	0	0	0	1	0	1	0	2	22
07:45 AM	2	12	0	0	14	0	7	1	0	8	1	1	0	0	2	0	0	1	0	1	25
Total	4	26	0	0	30	1	28	5	0	34	1	1	0	0	2	3	1	3	0	7	73
08:00 AM	3	11	0	0	14	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	19
08:15 AM	2	9	1	0	12	0	9	1	0	10	0	0	0	0	0	3	0	0	0	3	25
08:30 AM	2	9	0	0	11	0	7	6	0	13	0	0	0	0	0	0	0	2	0	2	26
08:45 AM	3	9	0	0	12	0	10	1	0	11	0	0	0	0	0	2	0	2	0	4	27
Total	10	38	1	0	49	0	30	8	0	38	1	0	0	0	1	5	0	4	0	9	97
Grand Total	16	78	1	0	95	2	67	17	0	86	2	1	0	0	3	8	1	9	0	18	202
Apprch %	16.8	82.1	1.1	0		2.3	77.9	19.8	0		66.7	33.3	0	0		44.4	5.6	50	0		
Total %	7.9	38.6	0.5	0	47	1	33.2	8.4	0	42.6	1	0.5	0	0	1.5	4	0.5	4.5	0	8.9	

	Hwy 29 Eastbound				Hwy 29 Westbound				Winchester St Northbound				Broadview Ave Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**3**	**11**	0	**14**	0	4	0	4	**1**	0	0	**1**	0	0	0	0	19
08:15 AM	2	9	**1**	12	0	9	1	10	0	0	0	0	**3**	0	0	3	25
08:30 AM	2	9	0	11	0	7	**6**	**13**	0	0	0	0	0	0	**2**	2	26
08:45 AM	3	9	0	12	0	**10**	1	11	0	0	0	0	2	0	2	**4**	**27**
Total Volume	10	38	1	49	0	30	8	38	1	0	0	1	5	0	4	9	97
% App. Total	20.4	77.6	2		0	78.9	21.1		100	0	0		55.6	0	44.4		
PHF	.833	.864	.250	.875	.000	.750	.333	.731	.250	.000	.000	.250	.417	.000	.500	.563	.898

Peggy Malone & Associates
(888) 247-8602

File Name : 7-Hwy 29 and Broadview Ave_Winchester St AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Winchester St Northbound					Broadview Ave Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	12	121	1	1	135	0	67	30	1	98	3	5	3	0	11	9	1	14	0	24	268
06:15 AM	14	153	3	0	170	0	65	19	0	84	3	5	8	0	16	21	4	18	0	43	313
06:30 AM	20	158	1	0	179	4	91	23	0	118	5	6	12	0	23	15	2	24	0	41	361
06:45 AM	20	162	4	0	186	6	92	28	0	126	12	6	12	0	30	26	3	38	0	67	409
Total	66	594	9	1	670	10	315	100	1	426	23	22	35	0	80	71	10	94	0	175	1351
07:00 AM	22	140	4	0	166	2	91	36	1	130	14	13	9	0	36	13	6	33	0	52	384
07:15 AM	39	161	4	0	204	2	102	22	0	126	12	6	9	0	27	38	8	50	0	96	453
07:30 AM	43	172	3	1	219	5	133	28	0	166	9	10	10	0	29	17	11	46	0	74	488
07:45 AM	43	187	4	0	234	10	159	39	1	209	15	20	5	0	40	34	11	65	0	110	593
Total	147	660	15	1	823	19	485	125	2	631	50	49	33	0	132	102	36	194	0	332	1918
08:00 AM	55	182	5	2	244	7	166	26	0	199	12	10	11	0	33	24	24	53	0	101	577
08:15 AM	64	177	5	1	247	3	146	31	2	182	18	10	12	0	40	39	19	34	0	92	561
08:30 AM	58	172	5	2	237	7	133	36	2	178	14	8	11	0	33	27	11	36	0	74	522
08:45 AM	44	187	4	0	235	8	156	42	5	211	19	18	14	0	51	40	19	51	0	110	607
Total	221	718	19	5	963	25	601	135	9	770	63	46	48	0	157	130	73	174	0	377	2267
Grand Total	434	1972	43	7	2456	54	1401	360	12	1827	136	117	116	0	369	303	119	462	0	884	5536
Apprch %	17.7	80.3	1.8	0.3		3	76.7	19.7	0.7		36.9	31.7	31.4	0		34.3	13.5	52.3	0		
Total %	7.8	35.6	0.8	0.1	44.4	1	25.3	6.5	0.2	33	2.5	2.1	2.1	0	6.7	5.5	2.1	8.3	0	16	
Cars	418	1894	42	7	2361	52	1334	343	12	1741	134	116	116	0	366	295	118	453	0	866	5334
% Cars	96.3	96	97.7	100	96.1	96.3	95.2	95.3	100	95.3	98.5	99.1	100	0	99.2	97.4	99.2	98.1	0	98	96.4
Trucks	16	78	1	0	95	2	67	17	0	86	2	1	0	0	3	8	1	9	0	18	202
% Trucks	3.7	4	2.3	0	3.9	3.7	4.8	4.7	0	4.7	1.5	0.9	0	0	0.8	2.6	0.8	1.9	0	2	3.6

	Hwy 29 Eastbound				Hwy 29 Westbound				Winchester St Northbound				Broadview Ave Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	55	182	**5**	242	7	**166**	26	199	12	10	11	33	24	**24**	**53**	101	575
08:15 AM	**64**	177	5	**246**	3	146	31	180	18	10	12	40	39	19	34	92	558
08:30 AM	58	172	5	235	7	133	36	176	14	8	11	33	27	11	36	74	518
08:45 AM	44	**187**	4	235	**8**	156	**42**	**206**	**19**	**18**	**14**	**51**	**40**	19	51	**110**	**602**
Total Volume	221	718	19	958	25	601	135	761	63	46	48	157	130	73	174	377	2253
% App. Total	23.1	74.9	2		3.3	79	17.7		40.1	29.3	30.6		34.5	19.4	46.2		
PHF	.863	.960	.950	.974	.781	.905	.804	.924	.829	.639	.857	.770	.813	.760	.821	.857	.936

Peggy Malone & Associates
(888) 247-8602

File Name : 7-Hwy 29 and Broadview Ave_Winchester St AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					Winchester St Northbound					Broadview Ave Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	4	4	0	0	0	2	2	7
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	5
Grand Total	0	0	0	5	5	0	0	0	2	2	0	0	0	4	4	0	0	0	4	4	15
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	33.3	33.3	0	0	0	13.3	13.3	0	0	0	26.7	26.7	0	0	0	26.7	26.7	

	Hwy 29 Eastbound				Hwy 29 Westbound				Winchester St Northbound				Broadview Ave Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates
(888) 247-8602

File Name : 7-Hwy 29 and Broadview Ave_Winchester St PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					Winchester St Northbound					Broadview Ave Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	51	186	8	0	245	14	221	22	4	261	19	17	13	0	49	40	13	63	0	116	671
02:15 PM	49	152	6	3	210	13	200	23	1	237	17	27	17	0	61	35	13	74	0	122	630
02:30 PM	74	181	7	1	263	16	176	19	4	215	14	17	22	0	53	47	13	65	0	125	656
02:45 PM	52	158	10	3	223	13	237	25	1	276	23	20	11	0	54	53	19	74	0	146	699
Total	226	677	31	7	941	56	834	89	10	989	73	81	63	0	217	175	58	276	0	509	2656
03:00 PM	69	188	15	2	274	14	211	24	1	250	31	25	17	0	73	59	19	52	0	130	727
03:15 PM	57	164	9	1	231	9	250	16	2	277	20	21	16	0	57	50	23	68	0	141	706
03:30 PM	62	171	14	4	251	12	228	20	0	260	24	26	23	0	73	60	15	63	0	138	722
03:45 PM	51	177	9	2	239	20	247	21	2	290	26	24	18	0	68	48	19	90	0	157	754
Total	239	700	47	9	995	55	936	81	5	1077	101	96	74	0	271	217	76	273	0	566	2909
04:00 PM	71	187	12	0	270	14	245	15	3	277	32	24	21	0	77	65	12	75	0	152	776
04:15 PM	60	197	10	4	271	11	246	21	6	284	28	22	20	0	70	38	16	94	0	148	773
04:30 PM	75	162	6	0	243	8	264	31	0	303	19	21	13	0	53	36	12	84	1	133	732
04:45 PM	44	172	8	1	225	13	270	23	4	310	32	34	15	0	81	41	13	90	0	144	760
Total	250	718	36	5	1009	46	1025	90	13	1174	111	101	69	0	281	180	53	343	1	577	3041
05:00 PM	63	192	8	2	265	9	202	41	7	259	21	32	22	0	75	45	13	106	0	164	763
05:15 PM	67	161	5	2	235	9	283	29	0	321	28	30	22	0	80	45	15	76	0	136	772
05:30 PM	63	128	4	0	195	8	240	22	2	272	26	21	18	0	65	59	26	105	0	190	722
05:45 PM	62	159	8	0	229	15	253	29	1	298	30	20	13	0	63	42	20	82	0	144	734
Total	255	640	25	4	924	41	978	121	10	1150	105	103	75	0	283	191	74	369	0	634	2991
06:00 PM	52	179	9	0	240	12	214	19	5	250	23	30	16	0	69	46	12	74	0	132	691
06:15 PM	50	161	11	1	223	16	237	22	4	279	23	15	12	0	50	33	17	51	0	101	653
06:30 PM	52	159	5	1	217	11	222	19	6	258	18	32	8	0	58	28	9	50	0	87	620
06:45 PM	37	157	10	0	204	14	191	25	8	238	20	10	20	0	50	22	12	33	0	67	559
Total	191	656	35	2	884	53	864	85	23	1025	84	87	56	0	227	129	50	208	0	387	2523
Grand Total	1161	3391	174	27	4753	251	4637	466	61	5415	474	468	337	0	1279	892	311	1469	1	2673	14120
Apprch %	24.4	71.3	3.7	0.6		4.6	85.6	8.6	1.1		37.1	36.6	26.3	0		33.4	11.6	55	0		
Total %	8.2	24	1.2	0.2	33.7	1.8	32.8	3.3	0.4	38.3	3.4	3.3	2.4	0	9.1	6.3	2.2	10.4	0	18.9	

	Hwy 29 Eastbound				Hwy 29 Westbound				Winchester St Northbound				Broadview Ave Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	71	187	**12**	**270**	**14**	245	15	274	**32**	24	**21**	77	**65**	12	75	**152**	**773**
04:15 PM	60	**197**	10	267	11	246	21	278	28	22	20	70	38	**16**	**94**	148	763
04:30 PM	**75**	162	6	243	8	264	**31**	303	19	21	13	53	36	12	84	132	731
04:45 PM	44	172	8	224	13	**270**	23	**306**	32	**34**	15	**81**	41	13	90	144	755
Total Volume	250	718	36	1004	46	1025	90	1161	111	101	69	281	180	53	343	576	3022
% App. Total	24.9	71.5	3.6		4	88.3	7.8		39.5	35.9	24.6		31.2	9.2	59.5		
PHF	.833	.911	.750	.930	.821	.949	.726	.949	.867	.743	.821	.867	.692	.828	.912	.947	.977

Peggy Malone & Associates
(888) 247-8602

File Name : 7-Hwy 29 and Broadview Ave_Winchester St PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Winchester St Northbound					Broadview Ave Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	1	4	0	0	5	0	7	0	0	7	0	0	1	0	1	1	0	1	0	2	15
02:15 PM	1	3	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	9
02:30 PM	1	4	0	0	5	0	6	0	0	6	0	0	0	0	0	1	0	1	0	2	13
02:45 PM	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	2	0	1	0	3	8
Total	4	13	0	0	17	0	19	0	0	19	0	0	1	0	1	4	0	4	0	8	45
03:00 PM	2	4	1	0	7	0	7	0	0	7	0	0	0	0	0	0	0	2	0	2	16
03:15 PM	1	3	0	0	4	0	9	0	0	9	0	0	0	0	0	0	0	2	0	2	15
03:30 PM	3	6	0	0	9	0	7	1	0	8	0	0	0	0	0	1	0	2	0	3	20
03:45 PM	0	5	0	0	5	0	2	1	0	3	0	0	0	0	0	0	0	3	0	3	11
Total	6	18	1	0	25	0	25	2	0	27	0	0	0	0	0	1	0	9	0	10	62
04:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	0	1	0	2	6
04:15 PM	2	2	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	4	0	4	10
04:30 PM	0	1	1	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
04:45 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	2	0	2	0	4	9
Total	2	5	1	0	8	0	13	0	0	13	0	0	0	0	0	3	0	7	0	10	31
05:00 PM	1	5	0	0	6	0	3	2	0	5	0	0	0	0	0	1	1	2	0	4	15
05:15 PM	2	4	0	0	6	0	4	0	0	4	0	0	0	0	0	1	0	2	0	3	13
05:30 PM	0	3	0	0	3	0	8	1	0	9	1	0	0	0	1	0	0	0	0	0	13
05:45 PM	1	1	1	0	3	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	7
Total	4	13	1	0	18	0	18	3	0	21	1	0	0	0	1	3	1	4	0	8	48
06:00 PM	0	2	0	0	2	1	9	1	0	11	0	0	0	0	0	0	0	1	0	1	14
06:15 PM	0	3	0	0	3	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	6
06:30 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	8
06:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Total	0	8	0	0	8	1	19	1	0	21	1	0	0	0	1	1	0	2	0	3	33
Grand Total	16	57	3	0	76	1	94	6	0	101	2	0	1	0	3	12	1	26	0	39	219
Apprch %	21.1	75	3.9	0		1	93.1	5.9	0		66.7	0	33.3	0		30.8	2.6	66.7	0		
Total %	7.3	26	1.4	0	34.7	0.5	42.9	2.7	0	46.1	0.9	0	0.5	0	1.4	5.5	0.5	11.9	0	17.8	

	Hwy 29 Eastbound				Hwy 29 Westbound				Winchester St Northbound				Broadview Ave Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	2	4	**1**	7	0	7	0	7	0	0	0	0	0	0	2	2	16
03:15 PM	1	3	0	4	0	**9**	0	**9**	0	0	0	0	0	0	2	2	15
03:30 PM	**3**	**6**	0	**9**	0	7	**1**	8	0	0	0	0	**1**	0	2	**3**	**20**
03:45 PM	0	5	0	5	0	2	1	3	0	0	0	0	0	0	**3**	3	11
Total Volume	6	18	1	25	0	25	2	27	0	0	0	0	1	0	9	10	62
% App. Total	24	72	4		0	92.6	7.4		0	0	0		10	0	90		
PHF	.500	.750	.250	.694	.000	.694	.500	.750	.000	.000	.000	.000	.250	.000	.750	.833	.775

Peggy Malone & Associates
(888) 247-8602

File Name : 7-Hwy 29 and Broadview Ave_Winchester St PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Winchester St Northbound					Broadview Ave Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	52	190	8	0	250	14	228	22	4	268	19	17	14	0	50	41	13	64	0	118	686
02:15 PM	50	155	6	3	214	13	204	23	1	241	17	27	17	0	61	35	13	75	0	123	639
02:30 PM	75	185	7	1	268	16	182	19	4	221	14	17	22	0	53	48	13	66	0	127	669
02:45 PM	53	160	10	3	226	13	239	25	1	278	23	20	11	0	54	55	19	75	0	149	707
Total	230	690	31	7	958	56	853	89	10	1008	73	81	64	0	218	179	58	280	0	517	2701
03:00 PM	71	192	16	2	281	14	218	24	1	257	31	25	17	0	73	59	19	54	0	132	743
03:15 PM	58	167	9	1	235	9	259	16	2	286	20	21	16	0	57	50	23	70	0	143	721
03:30 PM	65	177	14	4	260	12	235	21	0	268	24	26	23	0	73	61	15	65	0	141	742
03:45 PM	51	182	9	2	244	20	249	22	2	293	26	24	18	0	68	48	19	93	0	160	765
Total	245	718	48	9	1020	55	961	83	5	1104	101	96	74	0	271	218	76	282	0	576	2971
04:00 PM	71	187	12	0	270	14	249	15	3	281	32	24	21	0	77	66	12	76	0	154	782
04:15 PM	62	199	10	4	275	11	248	21	6	286	28	22	20	0	70	38	16	98	0	152	783
04:30 PM	75	163	7	0	245	8	268	31	0	307	19	21	13	0	53	36	12	84	1	133	738
04:45 PM	44	174	8	1	227	13	273	23	4	313	32	34	15	0	81	43	13	92	0	148	769
Total	252	723	37	5	1017	46	1038	90	13	1187	111	101	69	0	281	183	53	350	1	587	3072
05:00 PM	64	197	8	2	271	9	205	43	7	264	21	32	22	0	75	46	14	108	0	168	778
05:15 PM	69	165	5	2	241	9	287	29	0	325	28	30	22	0	80	46	15	78	0	139	785
05:30 PM	63	131	4	0	198	8	248	23	2	281	27	21	18	0	66	59	26	105	0	190	735
05:45 PM	63	160	9	0	232	15	256	29	1	301	30	20	13	0	63	43	20	82	0	145	741
Total	259	653	26	4	942	41	996	124	10	1171	106	103	75	0	284	194	75	373	0	642	3039
06:00 PM	52	181	9	0	242	13	223	20	5	261	23	30	16	0	69	46	12	75	0	133	705
06:15 PM	50	164	11	1	226	16	238	22	4	280	24	15	12	0	51	34	17	51	0	102	659
06:30 PM	52	162	5	1	220	11	226	19	6	262	18	32	8	0	58	28	9	51	0	88	628
06:45 PM	37	157	10	0	204	14	196	25	8	243	20	10	20	0	50	22	12	33	0	67	564
Total	191	664	35	2	892	54	883	86	23	1046	85	87	56	0	228	130	50	210	0	390	2556
Grand Total	1177	3448	177	27	4829	252	4731	472	61	5516	476	468	338	0	1282	904	312	1495	1	2712	14339
Apprch %	24.4	71.4	3.7	0.6		4.6	85.8	8.6	1.1		37.1	36.5	26.4	0		33.3	11.5	55.1	0		
Total %	8.2	24	1.2	0.2	33.7	1.8	33	3.3	0.4	38.5	3.3	3.3	2.4	0	8.9	6.3	2.2	10.4	0	18.9	
Cars	1161	3391	174	27	4753	251	4637	466	61	5415	474	468	337	0	1279	892	311	1469	1	2673	14120
% Cars	98.6	98.3	98.3	100	98.4	99.6	98	98.7	100	98.2	99.6	100	99.7	0	99.8	98.7	99.7	98.3	100	98.6	98.5
Trucks	16	57	3	0	76	1	94	6	0	101	2	0	1	0	3	12	1	26	0	39	219
% Trucks	1.4	1.7	1.7	0	1.6	0.4	2	1.3	0	1.8	0.4	0	0.3	0	0.2	1.3	0.3	1.7	0	1.4	1.5

	Hwy 29 Eastbound				Hwy 29 Westbound				Winchester St Northbound				Broadview Ave Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	71	187	**12**	270	**14**	249	15	278	**32**	24	**21**	77	**66**	12	76	**154**	**779**
04:15 PM	62	**199**	10	**271**	11	248	21	280	28	22	20	70	38	**16**	**98**	152	773
04:30 PM	**75**	163	7	245	8	268	**31**	307	19	21	13	53	36	12	84	132	737
04:45 PM	44	174	8	226	13	**273**	23	**309**	32	**34**	15	**81**	43	13	92	148	764
Total Volume	252	723	37	1012	46	1038	90	1174	111	101	69	281	183	53	350	586	3053
% App. Total	24.9	71.4	3.7		3.9	88.4	7.7		39.5	35.9	24.6		31.2	9	59.7		
PHF	.840	.908	.771	.934	.821	.951	.726	.950	.867	.743	.821	.867	.693	.828	.893	.951	.980

Peggy Malone & Associates
(888) 247-8602

File Name : 7-Hwy 29 and Broadview Ave_Winchester St PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					Winchester St Northbound					Broadview Ave Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	4
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
06:30 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	4
Grand Total	0	0	0	2	2	0	0	0	9	9	0	0	0	4	4	0	0	0	3	3	18
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	11.1	11.1	0	0	0	50	50	0	0	0	22.2	22.2	0	0	0	16.7	16.7	

	Hwy 29 Eastbound				Hwy 29 Westbound				Winchester St Northbound				Broadview Ave Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates
(888) 247-8602

File Name : 8-Hwy 29 and Branch Dr SAT
Site Code :
Start Date : 8/7/2021
Page No : 1

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					Branch Dr Northbound					Branch Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	3	79	0	1	83	6	65	2	0	73	0	0	4	0	4	2	0	5	0	7	167
07:15 AM	4	82	0	1	87	5	89	2	0	96	1	0	1	0	2	3	1	2	0	6	191
07:30 AM	7	102	0	0	109	11	101	4	0	116	0	3	5	0	8	5	1	3	0	9	242
07:45 AM	6	121	0	1	128	5	132	6	1	144	0	0	3	0	3	3	1	7	0	11	286
Total	20	384	0	3	407	27	387	14	1	429	1	3	13	0	17	13	3	17	0	33	886
08:00 AM	11	109	0	1	121	5	135	4	1	145	2	3	5	0	10	5	1	7	0	13	289
08:15 AM	10	114	3	1	128	12	130	6	0	148	1	2	9	0	12	3	2	10	0	15	303
08:30 AM	7	125	1	2	135	8	145	6	1	160	4	2	7	0	13	12	1	11	0	24	332
08:45 AM	10	139	3	3	155	11	165	8	2	186	3	3	6	0	12	8	3	11	0	22	375
Total	38	487	7	7	539	36	575	24	4	639	10	10	27	0	47	28	7	39	0	74	1299
09:00 AM	23	127	1	0	151	15	142	7	1	165	5	0	12	0	17	14	6	13	0	33	366
09:15 AM	25	175	1	0	201	23	173	12	1	209	2	9	13	0	24	9	2	19	0	30	464
09:30 AM	21	178	3	0	202	15	194	16	1	226	4	6	18	0	28	12	4	16	0	32	488
09:45 AM	28	191	6	2	227	15	181	6	0	202	4	5	25	0	34	12	4	18	0	34	497
Total	97	671	11	2	781	68	690	41	3	802	15	20	68	0	103	47	16	66	0	129	1815
10:00 AM	28	190	5	5	228	22	215	11	0	248	5	2	16	0	23	16	5	17	0	38	537
10:15 AM	27	205	1	4	237	23	208	18	0	249	5	7	23	0	35	21	2	25	0	48	569
10:30 AM	37	194	2	3	236	13	215	15	1	244	2	7	18	0	27	20	6	22	0	48	555
10:45 AM	29	193	6	3	231	20	230	14	0	264	6	6	15	0	27	13	4	27	0	44	566
Total	121	782	14	15	932	78	868	58	1	1005	18	22	72	0	112	70	17	91	0	178	2227
11:00 AM	28	212	0	5	245	17	218	23	4	262	5	8	20	0	33	23	2	26	0	51	591
11:15 AM	28	191	0	3	222	18	199	16	4	237	4	5	16	0	25	29	4	30	0	63	547
11:30 AM	31	212	0	1	244	22	225	19	3	269	2	3	17	0	22	24	3	32	0	59	594
11:45 AM	31	186	1	2	220	30	226	17	3	276	9	2	18	0	29	28	3	42	0	73	598
Total	118	801	1	11	931	87	868	75	14	1044	20	18	71	0	109	104	12	130	0	246	2330
12:00 PM	34	199	2	8	243	20	234	26	3	283	8	5	22	0	35	30	2	29	0	61	622
12:15 PM	39	213	2	1	255	22	224	22	1	269	5	5	17	0	27	29	4	33	0	66	617
12:30 PM	39	199	1	7	246	16	227	38	2	283	1	2	22	0	25	30	7	27	0	64	618
12:45 PM	32	203	1	2	238	27	209	21	0	257	8	6	18	0	32	32	6	30	0	68	595
Total	144	814	6	18	982	85	894	107	6	1092	22	18	79	0	119	121	19	119	0	259	2452
01:00 PM	25	215	3	3	246	15	189	29	0	233	7	6	17	0	30	32	8	31	0	71	580
01:15 PM	47	200	0	2	249	11	204	17	1	233	5	7	8	0	20	34	4	29	0	67	569
01:30 PM	28	204	2	2	236	17	233	22	0	272	4	4	22	0	30	21	3	27	0	51	589
01:45 PM	26	179	0	5	210	27	217	9	4	257	3	5	21	0	29	29	9	34	0	72	568
Total	126	798	5	12	941	70	843	77	5	995	19	22	68	0	109	116	24	121	0	261	2306
02:00 PM	18	169	0	3	190	12	178	12	4	206	5	3	19	0	27	27	1	26	0	54	477
02:15 PM	29	172	1	3	205	14	193	17	1	225	4	3	17	0	24	20	5	26	0	51	505
02:30 PM	26	171	0	0	197	12	211	21	2	246	8	3	17	0	28	38	4	27	0	69	540
02:45 PM	20	185	0	5	210	12	197	15	2	226	6	3	17	0	26	22	6	30	0	58	520
Total	93	697	1	11	802	50	779	65	9	903	23	12	70	0	105	107	16	109	0	232	2042
03:00 PM	22	195	0	1	218	8	191	19	3	221	3	3	13	0	19	28	6	26	0	60	518
03:15 PM	26	186	0	0	212	12	194	21	3	230	2	2	13	0	17	34	5	27	0	66	525
03:30 PM	42	178	0	2	222	10	199	22	0	231	2	1	15	0	18	30	6	29	0	65	536
03:45 PM	18	173	1	5	197	12	184	25	0	221	5	1	6	0	12	17	3	26	0	46	476
Total	108	732	1	8	849	42	768	87	6	903	12	7	47	0	66	109	20	108	0	237	2055
04:00 PM	19	197	0	2	218	5	174	18	3	200	1	0	14	0	15	19	5	18	0	42	475
04:15 PM	28	211	1	0	240	10	170	12	0	192	3	5	11	0	19	24	3	24	0	51	502
04:30 PM	21	177	0	1	199	9	166	27	1	203	2	2	6	0	10	22	0	25	0	47	459
04:45 PM	16	166	1	2	185	11	156	16	1	184	3	6	12	0	21	19	2	19	0	40	430
Total	84	751	2	5	842	35	666	73	5	779	9	13	43	0	65	84	10	86	0	180	1866
05:00 PM	22	169	0	0	191	12	189	8	0	209	3	2	6	0	11	33	6	22	0	61	472
05:15 PM	11	161	0	5	177	7	142	12	1	162	6	4	14	0	24	20	3	15	0	38	401
05:30 PM	22	200	0	2	224	10	164	22	1	197	2	4	11	0	17	31	3	20	0	54	492
05:45 PM	25	172	1	1	199	13	168	17	0	198	5	3	12	0	20	27	3	12	0	42	459
Total	80	702	1	8	791	42	663	59	2	766	16	13	43	0	72	111	15	69	0	195	1824
06:00 PM	16	160	2	1	179	14	176	17	1	208	1	2	12	0	15	23	2	19	0	44	446
06:15 PM	21	165	0	4	190	13	146	17	1	177	2	6	7	0	15	25	3	15	0	43	425
06:30 PM	12	159	0	3	174	10	175	17	1	203	2	3	7	0	12	23	2	14	0	39	428
06:45 PM	15	144	1	2	162	15	151	14	1	181	5	3	8	0	16	23	5	15	0	43	402
Total	64	628	3	10	705	52	648	65	4	769	10	14	34	0	58	94	12	63	0	169	1731

Peggy Malone & Associates
(888) 247-8602

File Name : 8-Hwy 29 and Branch Dr SAT
Site Code :
Start Date : 8/7/2021
Page No : 2

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					Branch Dr Northbound					Branch Dr Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	1093	8247	52	110	9502	672	8649	745	60	10126	175	172	635	0	982	1004	171	1018	0	2193	22803
Apprch %	11.5	86.8	0.5	1.2		6.6	85.4	7.4	0.6		17.8	17.5	64.7	0		45.8	7.8	46.4	0		
Total %	4.8	36.2	0.2	0.5	41.7	2.9	37.9	3.3	0.3	44.4	0.8	0.8	2.8	0	4.3	4.4	0.7	4.5	0	9.6	

	Hwy 29 Eastbound				Hwy 29 Westbound				Branch Dr Northbound				Branch Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	28	**212**	0	240	17	218	**23**	258	5	**8**	**20**	**33**	23	2	26	51	582
11:15 AM	28	191	0	219	18	199	16	233	4	5	16	25	**29**	**4**	30	63	540
11:30 AM	**31**	212	0	**243**	22	225	19	266	2	3	17	22	24	3	32	59	590
11:45 AM	31	186	**1**	218	**30**	**226**	17	**273**	**9**	2	18	29	28	3	**42**	**73**	**593**
Total Volume	118	801	1	920	87	868	75	1030	20	18	71	109	104	12	130	246	2305
% App. Total	12.8	87.1	0.1		8.4	84.3	7.3		18.3	16.5	65.1		42.3	4.9	52.8		
PHF	.952	.945	.250	.947	.725	.960	.815	.943	.556	.563	.888	.826	.897	.750	.774	.842	.972
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	34	199	**2**	235	20	**234**	26	280	**8**	5	**22**	**35**	30	2	29	61	611
12:15 PM	**39**	**213**	2	**254**	22	224	22	268	5	5	17	27	29	4	**33**	66	**615**
12:30 PM	39	199	1	239	16	227	**38**	**281**	1	2	22	25	30	**7**	27	64	609
12:45 PM	32	203	1	236	**27**	209	21	257	8	**6**	18	32	**32**	6	30	**68**	593
Total Volume	144	814	6	964	85	894	107	1086	22	18	79	119	121	19	119	259	2428
% App. Total	14.9	84.4	0.6		7.8	82.3	9.9		18.5	15.1	66.4		46.7	7.3	45.9		
PHF	.923	.955	.750	.949	.787	.955	.704	.966	.688	.750	.898	.850	.945	.679	.902	.952	.987

Peggy Malone & Associates
(888) 247-8602

File Name : 8-Hwy 29 and Branch Dr SAT
Site Code :
Start Date : 8/7/2021

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Branch Dr Northbound					Branch Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
07:15 AM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
07:30 AM	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
07:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	12	0	0	12	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	21
08:00 AM	0	4	0	0	4	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	11
08:15 AM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
08:30 AM	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
08:45 AM	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
Total	0	15	0	0	15	0	18	1	0	19	0	0	0	0	0	0	0	0	0	0	34
09:00 AM	0	6	0	0	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	10
09:15 AM	1	4	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
09:30 AM	0	7	0	0	7	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	10
09:45 AM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	5
Total	1	20	0	0	21	0	9	0	0	9	0	0	0	0	0	0	0	1	0	1	31
10:00 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
10:15 AM	0	2	0	0	2	0	2	1	1	4	0	0	0	0	0	0	0	0	0	0	6
10:30 AM	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	5
10:45 AM	0	3	1	0	4	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	9
Total	1	9	1	0	11	1	11	1	1	14	0	0	0	0	0	0	0	1	0	1	26
11:00 AM	0	2	0	0	2	0	2	1	0	3	0	0	1	0	1	0	0	0	0	0	6
11:15 AM	0	3	0	0	3	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	9
11:30 AM	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
11:45 AM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
Total	0	9	0	0	9	0	16	1	0	17	0	0	2	0	2	0	0	0	0	0	28
12:00 PM	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	10
12:15 PM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
12:30 PM	0	2	0	0	2	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	6
12:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
Total	0	14	0	0	14	1	9	0	0	10	0	0	0	0	0	0	0	2	0	2	26
01:00 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	7
01:15 PM	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	6
01:30 PM	0	2	0	0	2	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	7
01:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	1	10	0	0	11	0	9	1	0	10	0	0	0	0	0	1	0	2	0	3	24
02:00 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
02:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
02:30 PM	0	1	0	0	1	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	12
02:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	3	0	0	3	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	22
03:00 PM	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
03:15 PM	0	6	0	0	6	0	5	0	0	5	0	0	1	0	1	1	0	0	0	1	13
03:30 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
03:45 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	15	0	0	15	0	10	0	0	10	0	0	1	0	1	1	0	0	0	1	27
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
Total	1	6	0	0	7	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	14
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	1	7	0	0	8	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	13
06:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
Total	0	7	0	0	7	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	12

File Name : 8-Hwy 29 and Branch Dr SAT
Site Code :
Start Date : 8/7/2021
Page No : 2

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Branch Dr Northbound					Branch Dr Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	5	127	1	0	133	2	126	4	1	133	0	0	3	0	3	3	0	6	0	9	278
Apprch %	3.8	95.5	0.8	0		1.5	94.7	3	0.8		0	0	100	0		33.3	0	66.7	0		
Total %	1.8	45.7	0.4	0	47.8	0.7	45.3	1.4	0.4	47.8	0	0	1.1	0	1.1	1.1	0	2.2	0	3.2	

	Hwy 29 Eastbound				Hwy 29 Westbound				Branch Dr Northbound				Branch Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	4	0	4	0	**6**	0	**6**	0	0	0	0	0	0	0	0	**10**
09:00 AM	0	6	0	6	0	4	0	4	0	0	0	0	0	0	0	0	10
09:15 AM	**1**	4	0	5	0	1	0	1	0	0	0	0	0	0	0	0	6
09:30 AM	0	**7**	0	**7**	0	3	0	3	0	0	0	0	0	0	0	0	10
Total Volume	1	21	0	22	0	14	0	14	0	0	0	0	0	0	0	0	36
% App. Total	4.5	95.5	0		0	100	0		0	0	0		0	0	0		
PHF	.250	.750	.000	.786	.000	.583	.000	.583	.000	.000	.000	.000	.000	.000	.000	.000	.900
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	0	1	0	1	0	**11**	0	**11**	0	0	0	0	0	0	0	0	12
02:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
03:00 PM	0	4	0	4	0	1	0	1	0	0	0	0	0	0	0	0	5
03:15 PM	0	**6**	0	**6**	0	5	0	5	0	0	**1**	**1**	**1**	0	0	**1**	**13**
Total Volume	0	11	0	11	0	21	0	21	0	0	1	1	1	0	0	1	34
% App. Total	0	100	0		0	100	0		0	0	100		100	0	0		
PHF	.000	.458	.000	.458	.000	.477	.000	.477	.000	.000	.250	.250	.250	.000	.000	.250	.654

Peggy Malone & Associates
(888) 247-8602

File Name : 8-Hwy 29 and Branch Dr SAT
Site Code :
Start Date : 8/7/2021
Page No : 1

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Branch Dr Northbound					Branch Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	3	81	0	1	85	6	67	2	0	75	0	0	4	0	4	2	0	5	0	7	171
07:15 AM	4	86	0	1	91	5	93	2	0	100	1	0	1	0	2	3	1	2	0	6	199
07:30 AM	7	107	0	0	114	11	103	4	0	118	0	3	5	0	8	5	1	3	0	9	249
07:45 AM	6	122	0	1	129	5	133	6	1	145	0	0	3	0	3	3	1	7	0	11	288
Total	20	396	0	3	419	27	396	14	1	438	1	3	13	0	17	13	3	17	0	33	907
08:00 AM	11	113	0	1	125	5	141	5	1	152	2	3	5	0	10	5	1	7	0	13	300
08:15 AM	10	116	3	1	130	12	134	6	0	152	1	2	9	0	12	3	2	10	0	15	309
08:30 AM	7	130	1	2	140	8	147	6	1	162	4	2	7	0	13	12	1	11	0	24	339
08:45 AM	10	143	3	3	159	11	171	8	2	192	3	3	6	0	12	8	3	11	0	22	385
Total	38	502	7	7	554	36	593	25	4	658	10	10	27	0	47	28	7	39	0	74	1333
09:00 AM	23	133	1	0	157	15	146	7	1	169	5	0	12	0	17	14	6	13	0	33	376
09:15 AM	26	179	1	0	206	23	174	12	1	210	2	9	13	0	24	9	2	19	0	30	470
09:30 AM	21	185	3	0	209	15	197	16	1	229	4	6	18	0	28	12	4	16	0	32	498
09:45 AM	28	194	6	2	230	15	182	6	0	203	4	5	25	0	34	12	4	19	0	35	502
Total	98	691	11	2	802	68	699	41	3	811	15	20	68	0	103	47	16	67	0	130	1846
10:00 AM	28	193	5	5	231	22	218	11	0	251	5	2	16	0	23	16	5	17	0	38	543
10:15 AM	27	207	1	4	239	23	210	19	1	253	5	7	23	0	35	21	2	25	0	48	575
10:30 AM	38	195	2	3	238	13	217	15	1	246	2	7	18	0	27	20	6	23	0	49	560
10:45 AM	29	196	7	3	235	21	234	14	0	269	6	6	15	0	27	13	4	27	0	44	575
Total	122	791	15	15	943	79	879	59	2	1019	18	22	72	0	112	70	17	92	0	179	2253
11:00 AM	28	214	0	5	247	17	220	24	4	265	5	8	21	0	34	23	2	26	0	51	597
11:15 AM	28	194	0	3	225	18	204	16	4	242	4	5	17	0	26	29	4	30	0	63	556
11:30 AM	31	214	0	1	246	22	230	19	3	274	2	3	17	0	22	24	3	32	0	59	601
11:45 AM	31	188	1	2	222	30	230	17	3	280	9	2	18	0	29	28	3	42	0	73	604
Total	118	810	1	11	940	87	884	76	14	1061	20	18	73	0	111	104	12	130	0	246	2358
12:00 PM	34	205	2	8	249	20	237	26	3	286	8	5	22	0	35	30	2	30	0	62	632
12:15 PM	39	217	2	1	259	22	226	22	1	271	5	5	17	0	27	29	4	33	0	66	623
12:30 PM	39	201	1	7	248	17	230	38	2	287	1	2	22	0	25	30	7	27	0	64	624
12:45 PM	32	205	1	2	240	27	210	21	0	258	8	6	18	0	32	32	6	31	0	69	599
Total	144	828	6	18	996	86	903	107	6	1102	22	18	79	0	119	121	19	121	0	261	2478
01:00 PM	25	218	3	3	249	15	191	29	0	235	7	6	17	0	30	32	8	33	0	73	587
01:15 PM	48	201	0	2	251	11	207	17	1	236	5	7	8	0	20	35	4	29	0	68	575
01:30 PM	28	206	2	2	238	17	237	23	0	277	4	4	22	0	30	21	3	27	0	51	596
01:45 PM	26	183	0	5	214	27	217	9	4	257	3	5	21	0	29	29	9	34	0	72	572
Total	127	808	5	12	952	70	852	78	5	1005	19	22	68	0	109	117	24	123	0	264	2330
02:00 PM	18	170	0	3	191	12	181	12	4	209	5	3	19	0	27	27	1	26	0	54	481
02:15 PM	29	173	1	3	206	14	194	17	1	226	4	3	17	0	24	20	5	26	0	51	507
02:30 PM	26	172	0	0	198	12	222	21	2	257	8	3	17	0	28	38	4	27	0	69	552
02:45 PM	20	185	0	5	210	12	201	15	2	230	6	3	17	0	26	22	6	30	0	58	524
Total	93	700	1	11	805	50	798	65	9	922	23	12	70	0	105	107	16	109	0	232	2064
03:00 PM	22	199	0	1	222	8	192	19	3	222	3	3	13	0	19	28	6	26	0	60	523
03:15 PM	26	192	0	0	218	12	199	21	3	235	2	2	14	0	18	35	5	27	0	67	538
03:30 PM	42	181	0	2	225	10	201	22	0	233	2	1	15	0	18	30	6	29	0	65	541
03:45 PM	18	175	1	5	199	12	186	25	0	223	5	1	6	0	12	17	3	26	0	46	480
Total	108	747	1	8	864	42	778	87	6	913	12	7	48	0	67	110	20	108	0	238	2082
04:00 PM	19	197	0	2	218	5	175	18	3	201	1	0	14	0	15	19	5	18	0	42	476
04:15 PM	28	214	1	0	243	10	170	12	0	192	3	5	11	0	19	24	3	24	0	51	505
04:30 PM	22	179	0	1	202	9	168	27	1	205	2	2	6	0	10	22	0	25	0	47	464
04:45 PM	16	167	1	2	186	11	160	16	1	188	3	6	12	0	21	19	2	19	0	40	435
Total	85	757	2	5	849	35	673	73	5	786	9	13	43	0	65	84	10	86	0	180	1880
05:00 PM	22	171	0	0	193	12	189	8	0	209	3	2	6	0	11	33	6	22	0	61	474
05:15 PM	11	165	0	5	181	7	143	12	1	163	6	4	14	0	24	20	3	15	0	38	406
05:30 PM	22	201	0	2	225	10	165	22	1	198	2	4	11	0	17	31	3	20	0	54	494
05:45 PM	26	172	1	1	200	13	171	17	0	201	5	3	12	0	20	27	3	12	0	42	463
Total	81	709	1	8	799	42	668	59	2	771	16	13	43	0	72	111	15	69	0	195	1837
06:00 PM	16	164	2	1	183	14	176	17	1	208	1	2	12	0	15	23	2	19	0	44	450
06:15 PM	21	167	0	4	192	13	148	17	1	179	2	6	7	0	15	25	3	15	0	43	429
06:30 PM	12	160	0	3	175	10	175	17	1	203	2	3	7	0	12	23	2	14	0	39	429
06:45 PM	15	144	1	2	162	15	153	14	1	183	5	3	8	0	16	24	5	15	0	44	405
Total	64	635	3	10	712	52	652	65	4	773	10	14	34	0	58	95	12	63	0	170	1713

File Name : 8-Hwy 29 and Branch Dr SAT
Site Code :
Start Date : 8/7/2021
Page No : 2

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Branch Dr Northbound					Branch Dr Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	1098	8374	53	110	9635	674	8775	749	61	10259	175	172	638	0	985	1007	171	1024	0	2202	23081
Apprch %	11.4	86.9	0.6	1.1		6.6	85.5	7.3	0.6		17.8	17.5	64.8	0		45.7	7.8	46.5	0		
Total %	4.8	36.3	0.2	0.5	41.7	2.9	38	3.2	0.3	44.4	0.8	0.7	2.8	0	4.3	4.4	0.7	4.4	0	9.5	
Cars	1093	8247	52	110	9502	672	8649	745	60	10126	175	172	635	0	982	1004	171	1018	0	2193	22803
% Cars	99.5	98.5	98.1	100	98.6	99.7	98.6	99.5	98.4	98.7	100	100	99.5	0	99.7	99.7	100	99.4	0	99.6	98.8
Trucks	5	127	1	0	133	2	126	4	1	133	0	0	3	0	3	3	0	6	0	9	278
% Trucks	0.5	1.5	1.9	0	1.4	0.3	1.4	0.5	1.6	1.3	0	0	0.5	0	0.3	0.3	0	0.6	0	0.4	1.2

	Hwy 29 Eastbound				Hwy 29 Westbound				Branch Dr Northbound				Branch Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	28	**214**	0	242	17	220	**24**	261	5	**8**	**21**	**34**	23	2	26	51	588
11:15 AM	28	194	0	222	18	204	16	238	4	5	17	26	**29**	**4**	30	63	549
11:30 AM	**31**	214	0	**245**	22	**230**	19	271	2	3	17	22	24	3	32	59	597
11:45 AM	31	188	**1**	220	**30**	230	17	**277**	**9**	2	18	29	28	3	**42**	**73**	**599**
Total Volume	118	810	1	929	87	884	76	1047	20	18	73	111	104	12	130	246	2333
% App. Total	12.7	87.2	0.1		8.3	84.4	7.3		18	16.2	65.8		42.3	4.9	52.8		
PHF	.952	.946	.250	.948	.725	.961	.792	.945	.556	.563	.869	.816	.897	.750	.774	.842	.974
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	34	205	**2**	241	20	**237**	26	283	**8**	5	**22**	**35**	30	2	30	62	**621**
12:15 PM	**39**	**217**	2	**258**	22	226	22	270	5	5	17	27	29	4	**33**	66	621
12:30 PM	39	201	1	241	17	230	**38**	**285**	1	2	22	25	30	**7**	27	64	615
12:45 PM	32	205	1	238	**27**	210	21	258	8	**6**	18	32	**32**	6	31	**69**	597
Total Volume	144	828	6	978	86	903	107	1096	22	18	79	119	121	19	121	261	2454
% App. Total	14.7	84.7	0.6		7.8	82.4	9.8		18.5	15.1	66.4		46.4	7.3	46.4		
PHF	.923	.954	.750	.948	.796	.953	.704	.961	.688	.750	.898	.850	.945	.679	.917	.946	.988

File Name : 8-Hwy 29 and Branch Dr SAT
Site Code :
Start Date : 8/7/2021
Page No : 1

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					Branch Dr Northbound					Branch Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	3
07:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	0	0	0	1	1	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	5
Total	0	0	0	2	2	0	0	0	3	3	0	0	0	0	0	0	0	0	2	2	7
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
11:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:00 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	4
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	4
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	3

File Name : 8-Hwy 29 and Branch Dr SAT
Site Code :
Start Date : 8/7/2021
Page No : 2

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					Branch Dr Northbound					Branch Dr Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	0	0	0	4	4	0	0	0	11	11	0	0	0	8	8	0	0	0	12	12	35
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	11.4	11.4	0	0	0	31.4	31.4	0	0	0	22.9	22.9	0	0	0	34.3	34.3	

	Hwy 29 Eastbound				Hwy 29 Westbound				Branch Dr Northbound				Branch Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates
(888) 247-8602

File Name : 8-Hwy 29 and Branch Dr AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					Branch Dr Northbound					Branch Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	1	130	0	1	132	2	88	0	0	90	1	0	1	0	2	1	0	3	0	4	228
06:15 AM	4	163	0	1	168	4	82	4	0	90	1	0	8	0	9	1	1	1	0	3	270
06:30 AM	3	171	1	1	176	5	111	3	0	119	2	1	2	0	5	2	1	3	0	6	306
06:45 AM	5	177	0	2	184	3	117	5	0	125	0	2	2	0	4	5	0	4	0	9	322
Total	13	641	1	5	660	14	398	12	0	424	4	3	13	0	20	9	2	11	0	22	1126
07:00 AM	5	153	0	1	159	12	116	2	0	130	2	0	4	0	6	2	0	4	0	6	301
07:15 AM	6	177	0	2	185	9	123	8	0	140	0	1	5	0	6	4	1	5	0	10	341
07:30 AM	7	191	0	1	199	14	165	6	0	185	3	0	7	0	10	3	1	6	0	10	404
07:45 AM	12	197	0	1	210	9	216	11	0	236	4	2	8	0	14	8	1	7	0	16	476
Total	30	718	0	5	753	44	620	27	0	691	9	3	24	0	36	17	3	22	0	42	1522
08:00 AM	4	168	0	0	172	9	178	5	0	192	1	2	12	0	15	9	1	7	0	17	396
08:15 AM	10	202	2	3	217	16	169	7	0	192	3	2	11	0	16	3	1	10	0	14	439
08:30 AM	10	184	3	2	199	9	163	7	1	180	1	3	8	0	12	5	6	8	0	19	410
08:45 AM	14	198	1	0	213	13	203	12	1	229	4	4	12	0	20	5	5	10	0	20	482
Total	38	752	6	5	801	47	713	31	2	793	9	11	43	0	63	22	13	35	0	70	1727
Grand Total	81	2111	7	15	2214	105	1731	70	2	1908	22	17	80	0	119	48	18	68	0	134	4375
Apprch %	3.7	95.3	0.3	0.7		5.5	90.7	3.7	0.1		18.5	14.3	67.2	0		35.8	13.4	50.7	0		
Total %	1.9	48.3	0.2	0.3	50.6	2.4	39.6	1.6	0	43.6	0.5	0.4	1.8	0	2.7	1.1	0.4	1.6	0	3.1	

	Hwy 29 Eastbound				Hwy 29 Westbound				Branch Dr Northbound				Branch Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	4	168	0	172	9	178	5	192	1	2	**12**	15	**9**	1	7	17	396
08:15 AM	10	**202**	2	**214**	**16**	169	7	192	3	2	11	16	3	1	**10**	14	436
08:30 AM	10	184	**3**	197	9	163	7	179	1	3	8	12	5	**6**	8	19	407
08:45 AM	**14**	198	1	213	13	**203**	**12**	**228**	**4**	**4**	12	**20**	5	5	10	**20**	**481**
Total Volume	38	752	6	796	47	713	31	791	9	11	43	63	22	13	35	70	1720
% App. Total	4.8	94.5	0.8		5.9	90.1	3.9		14.3	17.5	68.3		31.4	18.6	50		
PHF	.679	.931	.500	.930	.734	.878	.646	.867	.563	.688	.896	.788	.611	.542	.875	.875	.894

Peggy Malone & Associates
(888) 247-8602

File Name : 8-Hwy 29 and Branch Dr AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Branch Dr Northbound					Branch Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
06:15 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
06:30 AM	0	8	0	0	8	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	12
06:45 AM	0	2	0	0	2	0	5	1	0	6	0	0	1	0	1	1	0	0	0	1	10
Total	0	13	0	0	13	0	15	1	0	16	0	0	1	0	1	1	0	0	0	1	31
07:00 AM	0	1	0	0	1	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	10
07:15 AM	0	9	0	0	9	1	3	1	0	5	1	0	0	0	1	0	0	0	0	0	15
07:30 AM	0	7	0	0	7	0	11	0	0	11	0	0	1	0	1	1	0	0	0	1	20
07:45 AM	0	9	0	0	9	0	7	2	0	9	0	0	0	0	0	1	0	1	0	2	20
Total	0	26	0	0	26	1	29	3	0	33	1	0	1	0	2	2	0	2	0	4	65
08:00 AM	0	9	0	0	9	0	5	0	0	5	0	0	3	0	3	0	0	1	0	1	18
08:15 AM	0	11	0	0	11	0	9	0	0	9	0	0	2	0	2	1	0	0	0	1	23
08:30 AM	0	7	0	0	7	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	18
08:45 AM	1	10	0	0	11	0	9	0	0	9	0	0	0	0	0	1	0	2	0	3	23
Total	1	37	0	0	38	0	34	0	0	34	0	0	5	0	5	2	0	3	0	5	82
Grand Total	1	76	0	0	77	1	78	4	0	83	1	0	7	0	8	5	0	5	0	10	178
Apprch %	1.3	98.7	0	0		1.2	94	4.8	0		12.5	0	87.5	0		50	0	50	0		
Total %	0.6	42.7	0	0	43.3	0.6	43.8	2.2	0	46.6	0.6	0	3.9	0	4.5	2.8	0	2.8	0	5.6	

	Hwy 29 Eastbound				Hwy 29 Westbound				Branch Dr Northbound				Branch Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	9	0	9	0	5	0	5	0	0	**3**	**3**	0	0	1	1	18
08:15 AM	0	**11**	0	**11**	0	9	0	9	0	0	2	2	**1**	0	0	1	**23**
08:30 AM	0	7	0	7	0	**11**	0	**11**	0	0	0	0	0	0	0	0	18
08:45 AM	**1**	10	0	11	0	9	0	9	0	0	0	0	1	0	**2**	**3**	23
Total Volume	1	37	0	38	0	34	0	34	0	0	5	5	2	0	3	5	82
% App. Total	2.6	97.4	0		0	100	0		0	0	100		40	0	60		
PHF	.250	.841	.000	.864	.000	.773	.000	.773	.000	.000	.417	.417	.500	.000	.375	.417	.891

Peggy Malone & Associates
(888) 247-8602

File Name : 8-Hwy 29 and Branch Dr AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Branch Dr Northbound					Branch Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	1	130	0	1	132	2	91	0	0	93	1	0	1	0	2	1	0	3	0	4	231
06:15 AM	4	166	0	1	171	4	85	4	0	93	1	0	8	0	9	1	1	1	0	3	276
06:30 AM	3	179	1	1	184	5	115	3	0	123	2	1	2	0	5	2	1	3	0	6	318
06:45 AM	5	179	0	2	186	3	122	6	0	131	0	2	3	0	5	6	0	4	0	10	332
Total	13	654	1	5	673	14	413	13	0	440	4	3	14	0	21	10	2	11	0	23	1157
07:00 AM	5	154	0	1	160	12	124	2	0	138	2	0	4	0	6	2	0	5	0	7	311
07:15 AM	6	186	0	2	194	10	126	9	0	145	1	1	5	0	7	4	1	5	0	10	356
07:30 AM	7	198	0	1	206	14	176	6	0	196	3	0	8	0	11	4	1	6	0	11	424
07:45 AM	12	206	0	1	219	9	223	13	0	245	4	2	8	0	14	9	1	8	0	18	496
Total	30	744	0	5	779	45	649	30	0	724	10	3	25	0	38	19	3	24	0	46	1587
08:00 AM	4	177	0	0	181	9	183	5	0	197	1	2	15	0	18	9	1	8	0	18	414
08:15 AM	10	213	2	3	228	16	178	7	0	201	3	2	13	0	18	4	1	10	0	15	462
08:30 AM	10	191	3	2	206	9	174	7	1	191	1	3	8	0	12	5	6	8	0	19	428
08:45 AM	15	208	1	0	224	13	212	12	1	238	4	4	12	0	20	6	5	12	0	23	505
Total	39	789	6	5	839	47	747	31	2	827	9	11	48	0	68	24	13	38	0	75	1809
Grand Total	82	2187	7	15	2291	106	1809	74	2	1991	23	17	87	0	127	53	18	73	0	144	4553
Apprch %	3.6	95.5	0.3	0.7		5.3	90.9	3.7	0.1		18.1	13.4	68.5	0		36.8	12.5	50.7	0		
Total %	1.8	48	0.2	0.3	50.3	2.3	39.7	1.6	0	43.7	0.5	0.4	1.9	0	2.8	1.2	0.4	1.6	0	3.2	
Cars	81	2111	7	15	2214	105	1731	70	2	1908	22	17	80	0	119	48	18	68	0	134	4375
% Cars	98.8	96.5	100	100	96.6	99.1	95.7	94.6	100	95.8	95.7	100	92	0	93.7	90.6	100	93.2	0	93.1	96.1
Trucks	1	76	0	0	77	1	78	4	0	83	1	0	7	0	8	5	0	5	0	10	178
% Trucks	1.2	3.5	0	0	3.4	0.9	4.3	5.4	0	4.2	4.3	0	8	0	6.3	9.4	0	6.8	0	6.9	3.9

	Hwy 29 Eastbound				Hwy 29 Westbound				Branch Dr Northbound				Branch Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	4	177	0	181	9	183	5	197	1	2	**15**	18	**9**	1	8	18	414
08:15 AM	10	**213**	2	**225**	**16**	178	7	201	3	2	13	18	4	1	10	15	459
08:30 AM	10	191	**3**	204	9	174	7	190	1	3	8	12	5	**6**	8	19	425
08:45 AM	**15**	208	1	224	13	**212**	**12**	**237**	**4**	**4**	12	**20**	6	5	**12**	**23**	**504**
Total Volume	39	789	6	834	47	747	31	825	9	11	48	68	24	13	38	75	1802
% App. Total	4.7	94.6	0.7		5.7	90.5	3.8		13.2	16.2	70.6		32	17.3	50.7		
PHF	.650	.926	.500	.927	.734	.881	.646	.870	.563	.688	.800	.850	.667	.542	.792	.815	.894

Peggy Malone & Associates
(888) 247-8602

File Name : 8-Hwy 29 and Branch Dr AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					Branch Dr Northbound					Branch Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	3	3	5
07:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	0	4	4	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
Grand Total	0	0	0	0	0	0	0	0	2	2	0	0	0	5	5	0	0	0	5	5	12
Apprch %	0	0	0	0		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	16.7	16.7	0	0	0	41.7	41.7	0	0	0	41.7	41.7	

	Hwy 29 Eastbound				Hwy 29 Westbound				Branch Dr Northbound				Branch Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates
(888) 247-8602

File Name : 8-Hwy 29 and Branch Dr PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					Branch Dr Northbound					Branch Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	16	214	1	4	235	12	229	22	0	263	5	4	13	0	22	28	7	26	0	61	581
02:15 PM	19	164	1	2	186	15	201	22	0	238	7	5	18	0	30	33	3	35	0	71	525
02:30 PM	30	210	0	1	241	21	201	16	2	240	1	9	17	0	27	24	3	16	0	43	551
02:45 PM	18	190	0	1	209	11	241	15	0	267	3	8	7	0	18	25	2	30	0	57	551
Total	83	778	2	8	871	59	872	75	2	1008	16	26	55	0	97	110	15	107	0	232	2208
03:00 PM	26	222	0	2	250	17	216	14	2	249	5	1	5	0	11	43	3	27	0	73	583
03:15 PM	24	193	1	1	219	19	259	20	1	299	2	7	19	0	28	25	5	22	0	52	598
03:30 PM	28	200	0	4	232	21	222	14	1	258	7	12	18	0	37	26	5	27	0	58	585
03:45 PM	19	214	1	1	235	18	268	14	0	300	3	5	12	0	20	26	6	25	0	57	612
Total	97	829	2	8	936	75	965	62	4	1106	17	25	54	0	96	120	19	101	0	240	2378
04:00 PM	32	235	1	2	270	10	258	22	3	293	1	1	15	0	17	30	6	29	0	65	645
04:15 PM	26	229	0	2	257	17	246	17	2	282	3	7	12	0	22	39	5	33	0	77	638
04:30 PM	23	169	3	1	196	14	266	20	1	301	2	6	11	0	19	25	3	17	0	45	561
04:45 PM	19	213	0	3	235	17	287	23	1	328	4	4	11	0	19	31	4	22	0	57	639
Total	100	846	4	8	958	58	1057	82	7	1204	10	18	49	0	77	125	18	101	0	244	2483
05:00 PM	27	220	0	1	248	10	250	18	0	278	4	2	13	0	19	25	7	25	0	57	602
05:15 PM	18	181	1	2	202	16	288	18	4	326	2	1	9	0	12	33	3	26	0	62	602
05:30 PM	25	177	2	1	205	9	250	17	0	276	3	4	17	0	24	29	7	29	0	65	570
05:45 PM	23	186	0	2	211	10	277	19	0	306	5	1	9	0	15	22	1	31	0	54	586
Total	93	764	3	6	866	45	1065	72	4	1186	14	8	48	0	70	109	18	111	0	238	2360
06:00 PM	30	212	0	1	243	6	237	11	1	255	3	3	11	0	17	28	3	21	0	52	567
06:15 PM	20	164	3	2	189	13	234	19	0	266	7	6	4	0	17	26	4	25	0	55	527
06:30 PM	22	165	1	2	190	10	220	17	0	247	8	4	9	0	21	27	4	37	0	68	526
06:45 PM	21	164	0	4	189	13	205	16	2	236	2	1	12	0	15	22	2	21	0	45	485
Total	93	705	4	9	811	42	896	63	3	1004	20	14	36	0	70	103	13	104	0	220	2105
Grand Total	466	3922	15	39	4442	279	4855	354	20	5508	77	91	242	0	410	567	83	524	0	1174	11534
Apprch %	10.5	88.3	0.3	0.9		5.1	88.1	6.4	0.4		18.8	22.2	59	0		48.3	7.1	44.6	0		
Total %	4	34	0.1	0.3	38.5	2.4	42.1	3.1	0.2	47.8	0.7	0.8	2.1	0	3.6	4.9	0.7	4.5	0	10.2	

	Hwy 29 Eastbound				Hwy 29 Westbound				Branch Dr Northbound				Branch Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**32**	**235**	1	**268**	10	258	22	290	1	1	**15**	17	30	**6**	29	65	**640**
04:15 PM	26	229	0	255	**17**	246	17	280	3	**7**	12	**22**	**39**	5	**33**	**77**	634
04:30 PM	23	169	**3**	195	14	266	20	300	2	6	11	19	25	3	17	45	559
04:45 PM	19	213	0	232	17	**287**	**23**	**327**	**4**	4	11	19	31	4	22	57	635
Total Volume	100	846	4	950	58	1057	82	1197	10	18	49	77	125	18	101	244	2468
% App. Total	10.5	89.1	0.4		4.8	88.3	6.9		13	23.4	63.6		51.2	7.4	41.4		
PHF	.781	.900	.333	.886	.853	.921	.891	.915	.625	.643	.817	.875	.801	.750	.765	.792	.964

Peggy Malone & Associates
(888) 247-8602

File Name : 8-Hwy 29 and Branch Dr PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Branch Dr Northbound					Branch Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	0	6	0	0	6	0	10	0	0	10	0	0	0	0	0	2	0	0	0	2	18
02:15 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	8
02:30 PM	0	6	0	0	6	0	4	0	0	4	0	0	0	0	0	0	0	2	0	2	12
02:45 PM	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	9
Total	0	20	0	0	20	0	20	0	0	20	0	0	0	0	0	5	0	2	0	7	47
03:00 PM	0	3	0	0	3	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	15
03:15 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
03:30 PM	0	6	0	0	6	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	13
03:45 PM	0	5	0	0	5	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	9
Total	0	17	0	0	17	0	26	1	0	27	0	0	0	0	0	0	0	0	0	0	44
04:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
04:30 PM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	8
04:45 PM	0	2	0	0	2	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	7
Total	0	9	0	0	9	0	11	0	0	11	0	0	1	0	1	1	0	0	0	1	22
05:00 PM	0	7	0	0	7	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	12
05:15 PM	2	3	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	10
05:30 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	8
05:45 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	8
Total	2	16	0	0	18	0	17	0	0	17	0	0	0	0	0	0	0	3	0	3	38
06:00 PM	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	9
06:15 PM	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
06:30 PM	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
06:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	10	0	0	10	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	28
Grand Total	2	72	0	0	74	0	92	1	0	93	0	0	1	0	1	6	0	5	0	11	179
Apprch %	2.7	97.3	0	0		0	98.9	1.1	0		0	0	100	0		54.5	0	45.5	0		
Total %	1.1	40.2	0	0	41.3	0	51.4	0.6	0	52	0	0	0.6	0	0.6	3.4	0	2.8	0	6.1	

	Hwy 29 Eastbound				Hwy 29 Westbound				Branch Dr Northbound				Branch Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	**6**	0	**6**	0	**10**	0	**10**	0	0	0	0	**2**	0	0	**2**	**18**
02:15 PM	0	3	0	3	0	4	0	4	0	0	0	0	1	0	0	1	8
02:30 PM	0	6	0	6	0	4	0	4	0	0	0	0	0	0	**2**	2	12
02:45 PM	0	5	0	5	0	2	0	2	0	0	0	0	2	0	0	2	9
Total Volume	0	20	0	20	0	20	0	20	0	0	0	0	5	0	2	7	47
% App. Total	0	100	0		0	100	0		0	0	0		71.4	0	28.6		
PHF	.000	.833	.000	.833	.000	.500	.000	.500	.000	.000	.000	.000	.625	.000	.250	.875	.653

File Name : 8-Hwy 29 and Branch Dr PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Branch Dr Northbound					Branch Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	16	220	1	4	241	12	239	22	0	273	5	4	13	0	22	30	7	26	0	63	599
02:15 PM	19	167	1	2	189	15	205	22	0	242	7	5	18	0	30	34	3	35	0	72	533
02:30 PM	30	216	0	1	247	21	205	16	2	244	1	9	17	0	27	24	3	18	0	45	563
02:45 PM	18	195	0	1	214	11	243	15	0	269	3	8	7	0	18	27	2	30	0	59	560
Total	83	798	2	8	891	59	892	75	2	1028	16	26	55	0	97	115	15	109	0	239	2255
03:00 PM	26	225	0	2	253	17	228	14	2	261	5	1	5	0	11	43	3	27	0	73	598
03:15 PM	24	196	1	1	222	19	263	20	1	303	2	7	19	0	28	25	5	22	0	52	605
03:30 PM	28	206	0	4	238	21	229	14	1	265	7	12	18	0	37	26	5	27	0	58	598
03:45 PM	19	219	1	1	240	18	271	15	0	304	3	5	12	0	20	26	6	25	0	57	621
Total	97	846	2	8	953	75	991	63	4	1133	17	25	54	0	96	120	19	101	0	240	2422
04:00 PM	32	236	1	2	271	10	259	22	3	294	1	1	15	0	17	30	6	29	0	65	647
04:15 PM	26	231	0	2	259	17	249	17	2	285	3	7	12	0	22	39	5	33	0	77	643
04:30 PM	23	173	3	1	200	14	269	20	1	304	2	6	11	0	19	26	3	17	0	46	569
04:45 PM	19	215	0	3	237	17	291	23	1	332	4	4	12	0	20	31	4	22	0	57	646
Total	100	855	4	8	967	58	1068	82	7	1215	10	18	50	0	78	126	18	101	0	245	2505
05:00 PM	27	227	0	1	255	10	255	18	0	283	4	2	13	0	19	25	7	25	0	57	614
05:15 PM	20	184	1	2	207	16	292	18	4	330	2	1	9	0	12	33	3	27	0	63	612
05:30 PM	25	180	2	1	208	9	254	17	0	280	3	4	17	0	24	29	7	30	0	66	578
05:45 PM	23	189	0	2	214	10	281	19	0	310	5	1	9	0	15	22	1	32	0	55	594
Total	95	780	3	6	884	45	1082	72	4	1203	14	8	48	0	70	109	18	114	0	241	2398
06:00 PM	30	214	0	1	245	6	244	11	1	262	3	3	11	0	17	28	3	21	0	52	576
06:15 PM	20	169	3	2	194	13	236	19	0	268	7	6	4	0	17	26	4	25	0	55	534
06:30 PM	22	168	1	2	193	10	226	17	0	253	8	4	9	0	21	27	4	37	0	68	535
06:45 PM	21	164	0	4	189	13	208	16	2	239	2	1	12	0	15	22	2	21	0	45	488
Total	93	715	4	9	821	42	914	63	3	1022	20	14	36	0	70	103	13	104	0	220	2133
Grand Total	468	3994	15	39	4516	279	4947	355	20	5601	77	91	243	0	411	573	83	529	0	1185	11713
Apprch %	10.4	88.4	0.3	0.9		5	88.3	6.3	0.4		18.7	22.1	59.1	0		48.4	7	44.6	0		
Total %	4	34.1	0.1	0.3	38.6	2.4	42.2	3	0.2	47.8	0.7	0.8	2.1	0	3.5	4.9	0.7	4.5	0	10.1	
Cars	466	3922	15	39	4442	279	4855	354	20	5508	77	91	242	0	410	567	83	524	0	1174	11534
% Cars	99.6	98.2	100	100	98.4	100	98.1	99.7	100	98.3	100	100	99.6	0	99.8	99	100	99.1	0	99.1	98.5
Trucks	2	72	0	0	74	0	92	1	0	93	0	0	1	0	1	6	0	5	0	11	179
% Trucks	0.4	1.8	0	0	1.6	0	1.9	0.3	0	1.7	0	0	0.4	0	0.2	1	0	0.9	0	0.9	1.5

	Hwy 29 Eastbound				Hwy 29 Westbound				Branch Dr Northbound				Branch Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	28	206	0	234	**21**	229	14	264	**7**	**12**	**18**	**37**	26	5	27	58	593
03:45 PM	19	219	**1**	239	18	**271**	15	**304**	3	5	12	20	26	**6**	25	57	620
04:00 PM	**32**	**236**	1	**269**	10	259	**22**	291	1	1	15	17	30	6	29	65	**642**
04:15 PM	26	231	0	257	17	249	17	283	3	7	12	22	**39**	5	**33**	**77**	639
Total Volume	105	892	2	999	66	1008	68	1142	14	25	57	96	121	22	114	257	2494
% App. Total	10.5	89.3	0.2		5.8	88.3	6		14.6	26	59.4		47.1	8.6	44.4		
PHF	.820	.945	.500	.928	.786	.930	.773	.939	.500	.521	.792	.649	.776	.917	.864	.834	.971

File Name : 8-Hwy 29 and Branch Dr PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					Branch Dr Northbound					Branch Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	4	4	5
Apprch %	0	0	0	0		0	0	0	0		0	0	0	100		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20	0	0	0	80	80	

	Hwy 29 Eastbound				Hwy 29 Westbound				Branch Dr Northbound				Branch Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates
(888) 247-8602

File Name : 9-Hwy 29 and Safeway Warrenton Village Ctr SAT
Site Code :
Start Date : 8/7/2021
Page No : 1

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					BP Driveway Northbound					Safeway Warrenton Village Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	7	75	0	3	85	0	69	0	0	69	0	0	3	0	3	1	0	3	0	4	161
07:15 AM	3	77	0	0	80	0	100	0	1	101	0	0	0	0	0	4	0	2	0	6	187
07:30 AM	9	98	0	3	110	1	117	1	0	119	0	0	3	0	3	3	0	3	0	6	238
07:45 AM	10	118	0	7	135	2	138	0	1	141	1	0	0	0	1	1	0	9	0	10	287
Total	29	368	0	13	410	3	424	1	2	430	1	0	6	0	7	9	0	17	0	26	873
08:00 AM	6	106	1	3	116	0	145	2	1	148	0	1	1	0	2	2	0	7	0	9	275
08:15 AM	9	123	0	1	133	1	145	0	1	147	0	0	0	0	0	4	0	12	0	16	296
08:30 AM	5	134	0	4	143	0	157	2	1	160	0	0	2	0	2	0	0	11	0	11	316
08:45 AM	6	147	0	3	156	2	177	3	1	183	3	1	0	0	4	2	1	12	0	15	358
Total	26	510	1	11	548	3	624	7	4	638	3	2	3	0	8	8	1	42	0	51	1245
09:00 AM	11	143	0	2	156	1	158	3	1	163	1	0	1	0	2	2	0	6	0	8	329
09:15 AM	7	188	0	5	200	2	204	8	0	214	0	0	1	0	1	7	0	6	0	13	428
09:30 AM	10	197	0	5	212	0	210	4	2	216	0	0	2	0	2	1	0	13	0	14	444
09:45 AM	8	203	0	7	218	0	190	2	1	193	3	0	1	0	4	3	0	7	0	10	425
Total	36	731	0	19	786	3	762	17	4	786	4	0	5	0	9	13	0	32	0	45	1626
10:00 AM	4	213	0	3	220	2	256	2	0	260	0	0	5	0	5	4	0	9	0	13	498
10:15 AM	8	232	1	4	245	0	238	2	0	240	0	0	1	0	1	2	0	14	0	16	502
10:30 AM	11	224	0	3	238	1	234	5	0	240	1	0	0	0	1	6	0	15	0	21	500
10:45 AM	6	200	0	3	209	1	258	5	0	264	0	0	4	0	4	4	0	13	0	17	494
Total	29	869	1	13	912	4	986	14	0	1004	1	0	10	0	11	16	0	51	0	67	1994
11:00 AM	7	252	1	5	265	0	270	8	0	278	0	0	3	0	3	2	0	17	0	19	565
11:15 AM	12	228	1	5	246	2	212	3	1	218	0	0	3	0	3	6	0	19	0	25	492
11:30 AM	7	244	0	3	254	1	258	6	1	266	0	0	3	0	3	5	0	14	0	19	542
11:45 AM	18	215	0	4	237	0	276	11	0	287	0	0	3	0	3	4	2	13	0	19	546
Total	44	939	2	17	1002	3	1016	28	2	1049	0	0	12	0	12	17	2	63	0	82	2145
12:00 PM	11	240	0	2	253	2	253	7	0	262	0	0	5	0	5	3	1	15	0	19	539
12:15 PM	10	233	0	2	245	1	254	1	0	256	0	0	3	0	3	6	0	7	0	13	517
12:30 PM	13	241	0	7	261	1	276	4	2	283	0	0	1	0	1	1	0	14	0	15	560
12:45 PM	19	232	1	6	258	1	241	8	1	251	0	0	3	0	3	5	0	9	0	14	526
Total	53	946	1	17	1017	5	1024	20	3	1052	0	0	12	0	12	15	1	45	0	61	2142
01:00 PM	10	253	0	2	265	2	219	9	0	230	0	1	3	0	4	1	0	15	0	16	515
01:15 PM	11	219	0	1	231	1	222	4	0	227	1	0	5	0	6	3	0	13	0	16	480
01:30 PM	10	233	0	0	243	0	256	7	0	263	0	0	3	0	3	5	0	15	0	20	529
01:45 PM	10	214	0	6	230	2	248	6	0	256	0	0	3	0	3	4	0	17	0	21	510
Total	41	919	0	9	969	5	945	26	0	976	1	1	14	0	16	13	0	60	0	73	2034
02:00 PM	10	220	0	2	232	1	188	4	1	194	0	0	2	0	2	5	0	10	0	15	443
02:15 PM	6	199	1	3	209	1	214	3	1	219	0	0	1	0	1	1	0	11	0	12	441
02:30 PM	6	220	0	5	231	2	248	4	0	254	0	0	3	0	3	4	0	11	0	15	503
02:45 PM	11	214	0	1	226	0	224	3	0	227	0	0	2	0	2	3	0	12	0	15	470
Total	33	853	1	11	898	4	874	14	2	894	0	0	8	0	8	13	0	44	0	57	1857
03:00 PM	10	231	0	2	243	0	195	5	2	202	1	1	1	0	3	2	0	15	0	17	465
03:15 PM	12	221	0	2	235	2	222	1	0	225	0	0	2	0	2	5	0	15	0	20	482
03:30 PM	12	210	0	2	224	0	217	3	0	220	0	0	5	0	5	1	0	12	0	13	462
03:45 PM	8	184	1	2	195	1	206	4	1	212	0	0	3	0	3	4	0	15	0	19	429
Total	42	846	1	8	897	3	840	13	3	859	1	1	11	0	13	12	0	57	0	69	1838
04:00 PM	11	221	0	0	232	0	180	10	0	190	2	0	1	0	3	3	0	18	0	21	446
04:15 PM	9	225	1	3	238	1	190	5	0	196	0	0	3	0	3	4	0	12	0	16	453
04:30 PM	8	191	0	2	201	0	193	7	0	200	1	0	7	0	8	1	0	11	0	12	421
04:45 PM	8	182	0	2	192	0	176	3	0	179	0	0	4	0	4	3	0	9	0	12	387
Total	36	819	1	7	863	1	739	25	0	765	3	0	15	0	18	11	0	50	0	61	1707
05:00 PM	7	199	0	4	210	0	193	0	0	193	0	0	2	0	2	7	0	14	0	21	426
05:15 PM	6	180	0	1	187	0	161	3	0	164	0	1	3	0	4	5	1	7	0	13	368
05:30 PM	8	223	1	5	237	1	193	2	0	196	0	0	7	0	7	1	0	7	0	8	448
05:45 PM	6	189	0	3	198	1	205	1	0	207	0	0	0	0	0	4	0	1	0	5	410
Total	27	791	1	13	832	2	752	6	0	760	0	1	12	0	13	17	1	29	0	47	1652
06:00 PM	3	204	0	3	210	0	201	2	0	203	0	0	1	0	1	2	0	5	0	7	421
06:15 PM	9	191	0	1	201	0	171	2	0	173	0	0	0	0	0	2	0	7	0	9	383
06:30 PM	5	192	0	2	199	0	208	2	2	212	0	0	0	0	0	4	0	8	0	12	423
06:45 PM	3	178	0	2	183	0	168	3	0	171	0	0	0	1	1	3	0	6	0	9	364
Total	20	765	0	8	793	0	748	9	2	759	0	0	1	1	2	11	0	26	0	37	1591

Peggy Malone & Associates
(888) 247-8602

File Name : 9-Hwy 29 and Safeway Warrenton Village Ctr SAT
Site Code :
Start Date : 8/7/2021

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					BP Driveway Northbound					Safeway Warrenton Village Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	416	9356	9	146	9927	36	9734	180	22	9972	14	5	109	1	129	155	5	516	0	676	20704
Apprch %	4.2	94.2	0.1	1.5		0.4	97.6	1.8	0.2		10.9	3.9	84.5	0.8		22.9	0.7	76.3	0		
Total %	2	45.2	0	0.7	47.9	0.2	47	0.9	0.1	48.2	0.1	0	0.5	0	0.6	0.7	0	2.5	0	3.3	

	Hwy 29 Eastbound				Hwy 29 Westbound				BP Driveway Northbound				Safeway Warrenton Village Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	7	**252**	**1**	**260**	0	270	8	278	0	0	**3**	**3**	2	0	17	19	**560**
11:15 AM	12	228	1	241	**2**	212	3	217	0	0	3	3	**6**	0	**19**	**25**	486
11:30 AM	7	244	0	251	1	258	6	265	0	0	3	3	5	0	14	19	538
11:45 AM	**18**	215	0	233	0	**276**	**11**	**287**	0	0	3	3	4	**2**	13	19	542
Total Volume	44	939	2	985	3	1016	28	1047	0	0	12	12	17	2	63	82	2126
% App. Total	4.5	95.3	0.2		0.3	97	2.7		0	0	100		20.7	2.4	76.8		
PHF	.611	.932	.500	.947	.375	.920	.636	.912	.000	.000	1.00	1.00	.708	.250	.829	.820	.949
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	11	240	0	251	**2**	253	7	262	0	0	**5**	**5**	3	**1**	**15**	**19**	537
12:15 PM	10	233	0	243	1	254	1	256	0	0	3	3	**6**	0	7	13	515
12:30 PM	13	**241**	0	**254**	1	**276**	4	**281**	0	0	1	1	1	0	14	15	**551**
12:45 PM	**19**	232	**1**	252	1	241	**8**	250	0	0	3	3	5	0	9	14	519
Total Volume	53	946	1	1000	5	1024	20	1049	0	0	12	12	15	1	45	61	2122
% App. Total	5.3	94.6	0.1		0.5	97.6	1.9		0	0	100		24.6	1.6	73.8		
PHF	.697	.981	.250	.984	.625	.928	.625	.933	.000	.000	.600	.600	.625	.250	.750	.803	.963

Peggy Malone & Associates
(888) 247-8602

File Name : 9-Hwy 29 and Safeway Warrenton Village Ctr SAT
Site Code :
Start Date : 8/7/2021
Page No : 1

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					BP Driveway Northbound					Safeway Warrenton Village Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
07:30 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	11	0	0	11	1	9	0	0	10	0	0	0	0	0	0	0	0	0	0	21
08:00 AM	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
08:15 AM	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
08:30 AM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	0	3	0	0	3	0	6	0	0	6	0	0	1	0	1	0	0	0	0	0	10
Total	0	12	0	0	12	0	20	0	0	20	0	0	1	0	1	0	0	0	0	0	33
09:00 AM	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
09:15 AM	0	2	0	0	2	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	5
09:30 AM	0	7	0	0	7	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	9
09:45 AM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Total	0	19	0	0	19	0	11	0	0	11	0	0	1	0	1	0	0	0	0	0	31
10:00 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
10:15 AM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
10:30 AM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	3
10:45 AM	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
Total	0	8	0	0	8	0	13	0	0	13	0	0	1	0	1	0	0	0	0	0	22
11:00 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
11:15 AM	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
11:30 AM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
11:45 AM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
Total	0	12	0	0	12	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	28
12:00 PM	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
12:15 PM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
12:30 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
12:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	14	0	0	14	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	26
01:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
01:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
01:30 PM	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
01:45 PM	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Total	0	10	0	0	10	0	9	0	0	9	0	0	0	0	0	0	0	1	0	1	20
02:00 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
02:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
02:30 PM	0	1	0	0	1	0	12	1	0	13	0	0	0	0	0	0	0	0	0	0	14
02:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	3	0	0	3	0	19	1	0	20	0	0	0	0	0	0	0	0	0	0	23
03:00 PM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
03:15 PM	0	7	0	0	7	0	5	1	0	6	0	0	1	0	1	0	0	0	0	0	14
03:30 PM	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
03:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	1	15	0	0	16	0	10	1	0	11	0	0	1	0	1	0	0	0	0	0	28
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
Total	0	5	0	0	5	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	13
05:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	8	0	0	8	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	15
06:00 PM	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
06:15 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	1	6	0	0	7	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	12

Peggy Malone & Associates
(888) 247-8602

File Name : 9-Hwy 29 and Safeway Warrenton Village Ctr SAT
Site Code :
Start Date : 8/7/2021
Page No : 2

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					BP Driveway Northbound					Safeway Warrenton Village Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	2	123	0	0	125	1	139	2	0	142	0	0	4	0	4	0	0	1	0	1	272
Apprch %	1.6	98.4	0	0		0.7	97.9	1.4	0		0	0	100	0		0	0	100	0		
Total %	0.7	45.2	0	0	46	0.4	51.1	0.7	0	52.2	0	0	1.5	0	1.5	0	0	0.4	0	0.4	

	Hwy 29 Eastbound				Hwy 29 Westbound				BP Driveway Northbound				Safeway Warrenton Village Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	3	0	3	0	**6**	0	**6**	0	0	**1**	**1**	0	0	0	0	10
09:00 AM	0	6	0	6	0	5	0	5	0	0	0	0	0	0	0	0	**11**
09:15 AM	0	2	0	2	0	2	0	2	0	0	1	1	0	0	0	0	5
09:30 AM	0	**7**	0	**7**	0	2	0	2	0	0	0	0	0	0	0	0	9
Total Volume	0	18	0	18	0	15	0	15	0	0	2	2	0	0	0	0	35
% App. Total	0	100	0		0	100	0		0	0	100		0	0	0		
PHF	.000	.643	.000	.643	.000	.625	.000	.625	.000	.000	.500	.500	.000	.000	.000	.000	.795
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	0	1	0	1	0	**12**	**1**	**13**	0	0	0	0	0	0	0	0	**14**
02:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
03:00 PM	0	4	0	4	0	2	0	2	0	0	0	0	0	0	0	0	6
03:15 PM	0	**7**	0	**7**	0	5	1	6	0	0	**1**	**1**	0	0	0	0	14
Total Volume	0	12	0	12	0	22	2	24	0	0	1	1	0	0	0	0	37
% App. Total	0	100	0		0	91.7	8.3		0	0	100		0	0	0		
PHF	.000	.429	.000	.429	.000	.458	.500	.462	.000	.000	.250	.250	.000	.000	.000	.000	.661

Peggy Malone & Associates
(888) 247-8602

File Name : 9-Hwy 29 and Safeway Warrenton Village Ctr SAT
Site Code :
Start Date : 8/7/2021
Page No : 1

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					BP Driveway Northbound					Safeway Warrenton Village Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	7	77	0	3	87	1	71	0	0	72	0	0	3	0	3	1	0	3	0	4	166
07:15 AM	3	81	0	0	84	0	104	0	1	105	0	0	0	0	0	4	0	2	0	6	195
07:30 AM	9	101	0	3	113	1	120	1	0	122	0	0	3	0	3	3	0	3	0	6	244
07:45 AM	10	120	0	7	137	2	138	0	1	141	1	0	0	0	1	1	0	9	0	10	289
Total	29	379	0	13	421	4	433	1	2	440	1	0	6	0	7	9	0	17	0	26	894
08:00 AM	6	110	1	3	120	0	152	2	1	155	0	1	1	0	2	2	0	7	0	9	286
08:15 AM	9	125	0	1	135	1	150	0	1	152	0	0	0	0	0	4	0	12	0	16	303
08:30 AM	5	137	0	4	146	0	159	2	1	162	0	0	2	0	2	0	0	11	0	11	321
08:45 AM	6	150	0	3	159	2	183	3	1	189	3	1	1	0	5	2	1	12	0	15	368
Total	26	522	1	11	560	3	644	7	4	658	3	2	4	0	9	8	1	42	0	51	1278
09:00 AM	11	149	0	2	162	1	163	3	1	168	1	0	1	0	2	2	0	6	0	8	340
09:15 AM	7	190	0	5	202	2	206	8	0	216	0	0	2	0	2	7	0	6	0	13	433
09:30 AM	10	204	0	5	219	0	212	4	2	218	0	0	2	0	2	1	0	13	0	14	453
09:45 AM	8	207	0	7	222	0	192	2	1	195	3	0	1	0	4	3	0	7	0	10	431
Total	36	750	0	19	805	3	773	17	4	797	4	0	6	0	10	13	0	32	0	45	1657
10:00 AM	4	216	0	3	223	2	259	2	0	263	0	0	5	0	5	4	0	9	0	13	504
10:15 AM	8	233	1	4	246	0	242	2	0	244	0	0	1	0	1	2	0	14	0	16	507
10:30 AM	11	225	0	3	239	1	235	5	0	241	1	0	1	0	2	6	0	15	0	21	503
10:45 AM	6	203	0	3	212	1	263	5	0	269	0	0	4	0	4	4	0	13	0	17	502
Total	29	877	1	13	920	4	999	14	0	1017	1	0	11	0	12	16	0	51	0	67	2016
11:00 AM	7	255	1	5	268	0	273	8	0	281	0	0	3	0	3	2	0	17	0	19	571
11:15 AM	12	232	1	5	250	2	217	3	1	223	0	0	3	0	3	6	0	19	0	25	501
11:30 AM	7	245	0	3	255	1	263	6	1	271	0	0	3	0	3	5	0	14	0	19	548
11:45 AM	18	219	0	4	241	0	279	11	0	290	0	0	3	0	3	4	2	13	0	19	553
Total	44	951	2	17	1014	3	1032	28	2	1065	0	0	12	0	12	17	2	63	0	82	2173
12:00 PM	11	245	0	2	258	2	257	7	0	266	0	0	5	0	5	3	1	15	0	19	548
12:15 PM	10	237	0	2	249	1	257	1	0	259	0	0	3	0	3	6	0	7	0	13	524
12:30 PM	13	244	0	7	264	1	280	4	2	287	0	0	1	0	1	1	0	14	0	15	567
12:45 PM	19	234	1	6	260	1	242	8	1	252	0	0	3	0	3	5	0	9	0	14	529
Total	53	960	1	17	1031	5	1036	20	3	1064	0	0	12	0	12	15	1	45	0	61	2168
01:00 PM	10	255	0	2	267	2	220	9	0	231	0	1	3	0	4	1	0	16	0	17	519
01:15 PM	11	221	0	1	233	1	224	4	0	229	1	0	5	0	6	3	0	13	0	16	484
01:30 PM	10	235	0	0	245	0	261	7	0	268	0	0	3	0	3	5	0	15	0	20	536
01:45 PM	10	218	0	6	234	2	249	6	0	257	0	0	3	0	3	4	0	17	0	21	515
Total	41	929	0	9	979	5	954	26	0	985	1	1	14	0	16	13	0	61	0	74	2054
02:00 PM	10	221	0	2	233	1	191	4	1	197	0	0	2	0	2	5	0	10	0	15	447
02:15 PM	6	200	1	3	210	1	215	3	1	220	0	0	1	0	1	1	0	11	0	12	443
02:30 PM	6	221	0	5	232	2	260	5	0	267	0	0	3	0	3	4	0	11	0	15	517
02:45 PM	11	214	0	1	226	0	227	3	0	230	0	0	2	0	2	3	0	12	0	15	473
Total	33	856	1	11	901	4	893	15	2	914	0	0	8	0	8	13	0	44	0	57	1880
03:00 PM	10	235	0	2	247	0	197	5	2	204	1	1	1	0	3	2	0	15	0	17	471
03:15 PM	12	228	0	2	242	2	227	2	0	231	0	0	3	0	3	5	0	15	0	20	496
03:30 PM	13	212	0	2	227	0	219	3	0	222	0	0	5	0	5	1	0	12	0	13	467
03:45 PM	8	186	1	2	197	1	207	4	1	213	0	0	3	0	3	4	0	15	0	19	432
Total	43	861	1	8	913	3	850	14	3	870	1	1	12	0	14	12	0	57	0	69	1866
04:00 PM	11	221	0	0	232	0	181	10	0	191	2	0	1	0	3	3	0	18	0	21	447
04:15 PM	9	227	1	3	240	1	190	5	0	196	0	0	3	0	3	4	0	12	0	16	455
04:30 PM	8	193	0	2	203	0	196	7	0	203	1	0	7	0	8	1	0	11	0	12	426
04:45 PM	8	183	0	2	193	0	180	3	0	183	0	0	4	0	4	3	0	9	0	12	392
Total	36	824	1	7	868	1	747	25	0	773	3	0	15	0	18	11	0	50	0	61	1720
05:00 PM	7	201	0	4	212	0	194	0	0	194	0	0	2	0	2	7	0	14	0	21	429
05:15 PM	6	183	0	1	190	0	163	3	0	166	0	1	3	0	4	5	1	7	0	13	373
05:30 PM	8	226	1	5	240	1	194	2	0	197	0	0	7	0	7	1	0	7	0	8	452
05:45 PM	6	189	0	3	198	1	208	1	0	210	0	0	0	0	0	4	0	1	0	5	413
Total	27	799	1	13	840	2	759	6	0	767	0	1	12	0	13	17	1	29	0	47	1667
06:00 PM	4	207	0	3	214	0	202	2	0	204	0	0	1	0	1	2	0	5	0	7	426
06:15 PM	9	192	0	1	202	0	173	2	0	175	0	0	0	0	0	2	0	7	0	9	386
06:30 PM	5	193	0	2	200	0	208	2	2	212	0	0	0	0	0	4	0	8	0	12	424
06:45 PM	3	179	0	2	184	0	170	3	0	173	0	0	0	1	1	3	0	6	0	9	367
Total	21	771	0	8	800	0	753	9	2	764	0	0	1	1	2	11	0	26	0	37	[illegible]

File Name : 9-Hwy 29 and Safeway Warrenton Village Ctr SAT
Site Code :
Start Date : 8/7/2021
Page No : 2

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					BP Driveway Northbound					Safeway Warrenton Village Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	418	9479	9	146	10052	37	9873	182	22	10114	14	5	113	1	133	155	5	517	0	677	20976
Apprch %	4.2	94.3	0.1	1.5		0.4	97.6	1.8	0.2		10.5	3.8	85	0.8		22.9	0.7	76.4	0		
Total %	2	45.2	0	0.7	47.9	0.2	47.1	0.9	0.1	48.2	0.1	0	0.5	0	0.6	0.7	0	2.5	0	3.2	
Cars	416	9356	9	146	9927	36	9734	180	22	9972	14	5	109	1	129	155	5	516	0	676	20704
% Cars	99.5	98.7	100	100	98.8	97.3	98.6	98.9	100	98.6	100	100	96.5	100	97	100	100	99.8	0	99.9	98.7
Trucks	2	123	0	0	125	1	139	2	0	142	0	0	4	0	4	0	0	1	0	1	272
% Trucks	0.5	1.3	0	0	1.2	2.7	1.4	1.1	0	1.4	0	0	3.5	0	3	0	0	0.2	0	0.1	1.3

	Hwy 29 Eastbound				Hwy 29 Westbound				BP Driveway Northbound				Safeway Warrenton Village Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	7	**255**	**1**	**263**	0	273	8	281	0	0	**3**	**3**	2	0	17	19	**566**
11:15 AM	12	232	1	245	**2**	217	3	222	0	0	3	3	**6**	0	**19**	**25**	495
11:30 AM	7	245	0	252	1	263	6	270	0	0	3	3	5	0	14	19	544
11:45 AM	**18**	219	0	237	0	**279**	**11**	**290**	0	0	3	3	4	**2**	13	19	549
Total Volume	44	951	2	997	3	1032	28	1063	0	0	12	12	17	2	63	82	2154
% App. Total	4.4	95.4	0.2		0.3	97.1	2.6		0	0	100		20.7	2.4	76.8		
PHF	.611	.932	.500	.948	.375	.925	.636	.916	.000	.000	1.00	1.00	.708	.250	.829	.820	.951
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	11	**245**	0	256	**2**	257	7	266	0	0	**5**	**5**	3	**1**	**15**	**19**	546
12:15 PM	10	237	0	247	1	257	1	259	0	0	3	3	**6**	0	7	13	522
12:30 PM	13	244	0	**257**	1	**280**	4	**285**	0	0	1	1	1	0	14	15	**558**
12:45 PM	**19**	234	**1**	254	1	242	**8**	251	0	0	3	3	5	0	9	14	522
Total Volume	53	960	1	1014	5	1036	20	1061	0	0	12	12	15	1	45	61	2148
% App. Total	5.2	94.7	0.1		0.5	97.6	1.9		0	0	100		24.6	1.6	73.8		
PHF	.697	.980	.250	.986	.625	.925	.625	.931	.000	.000	.600	.600	.625	.250	.750	.803	.962

Peggy Malone & Associates
(888) 247-8602

File Name : 9-Hwy 29 and Safeway Warrenton Village Ctr SAT
Site Code :
Start Date : 8/7/2021
Page No : 1

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					BP Driveway Northbound					Safeway Warrenton Village Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
10:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1

Peggy Malone & Associates
(888) 247-8602

File Name : 9-Hwy 29 and Safeway Warrenton Village Ctr SAT
Site Code :
Start Date : 8/7/2021
Page No : 2

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					BP Driveway Northbound					Safeway Warrenton Village Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	0	0	0	4	4	0	0	0	0	0	0	0	0	7	7	0	0	0	13	13	24
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	100		
Total %	0	0	0	16.7	16.7	0	0	0	0	0	0	0	0	29.2	29.2	0	0	0	54.2	54.2	

	Hwy 29 Eastbound				Hwy 29 Westbound				BP Driveway Northbound				Safeway Warrenton Village Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates
(888) 247-8602

File Name : 9-Hwy 29 and Safeway Warrenton Village Ctr AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					BP Driveway Northbound					Safeway Warrenton Village Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	3	124	0	2	129	0	90	2	0	92	0	0	0	0	0	6	0	2	0	8	229
06:15 AM	1	165	0	3	169	0	91	0	0	91	0	0	0	0	0	5	0	5	0	10	270
06:30 AM	3	171	0	3	177	1	117	0	0	118	0	0	0	0	0	3	0	5	0	8	303
06:45 AM	3	161	0	5	169	0	132	1	0	133	0	0	3	0	3	2	0	7	0	9	314
Total	10	621	0	13	644	1	430	3	0	434	0	0	3	0	3	16	0	19	0	35	1116
07:00 AM	3	157	0	3	163	1	118	2	0	121	0	0	1	0	1	1	0	9	0	10	295
07:15 AM	5	173	0	8	186	0	142	0	0	142	0	0	1	0	1	8	0	8	0	16	345
07:30 AM	4	193	0	3	200	0	197	0	0	197	0	0	1	0	1	3	0	9	0	12	410
07:45 AM	12	195	0	5	212	1	230	2	3	236	0	0	3	0	3	3	0	7	0	10	461
Total	24	718	0	19	761	2	687	4	3	696	0	0	6	0	6	15	0	33	0	48	1511
08:00 AM	5	175	0	5	185	0	182	4	1	187	0	0	0	0	0	0	0	18	0	18	390
08:15 AM	12	195	0	6	213	0	167	1	1	169	0	0	1	0	1	3	0	14	0	17	400
08:30 AM	6	181	0	4	191	1	170	0	2	173	0	0	4	0	4	3	0	12	0	15	383
08:45 AM	7	207	0	5	219	2	206	3	1	212	0	0	0	0	0	3	0	12	0	15	446
Total	30	758	0	20	808	3	725	8	5	741	0	0	5	0	5	9	0	56	0	65	1619
Grand Total	64	2097	0	52	2213	6	1842	15	8	1871	0	0	14	0	14	40	0	108	0	148	4246
Apprch %	2.9	94.8	0	2.3		0.3	98.5	0.8	0.4		0	0	100	0		27	0	73	0		
Total %	1.5	49.4	0	1.2	52.1	0.1	43.4	0.4	0.2	44.1	0	0	0.3	0	0.3	0.9	0	2.5	0	3.5	

	Hwy 29 Eastbound				Hwy 29 Westbound				BP Driveway Northbound				Safeway Warrenton Village Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	193	0	197	0	197	0	197	0	0	1	1	**3**	0	9	12	407
07:45 AM	**12**	**195**	0	**207**	**1**	**230**	2	**233**	0	0	**3**	**3**	3	0	7	10	**453**
08:00 AM	5	175	0	180	0	182	**4**	186	0	0	0	0	0	0	**18**	**18**	384
08:15 AM	12	195	0	207	0	167	1	168	0	0	1	1	3	0	14	17	393
Total Volume	33	758	0	791	1	776	7	784	0	0	5	5	9	0	48	57	1637
% App. Total	4.2	95.8	0		0.1	99	0.9		0	0	100		15.8	0	84.2		
PHF	.688	.972	.000	.955	.250	.843	.438	.841	.000	.000	.417	.417	.750	.000	.667	.792	.903

Peggy Malone & Associates
(888) 247-8602

File Name : 9-Hwy 29 and Safeway Warrenton Village Ctr AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					BP Driveway Northbound					Safeway Warrenton Village Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
06:15 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
06:30 AM	0	7	0	0	7	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	12
06:45 AM	1	4	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
Total	1	15	0	0	16	0	17	1	0	18	0	0	0	0	0	0	0	0	0	0	34
07:00 AM	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	8
07:15 AM	0	9	0	0	9	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	13
07:30 AM	0	8	0	0	8	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	20
07:45 AM	0	8	0	0	8	0	9	1	0	10	0	0	0	0	0	0	0	0	0	0	18
Total	0	26	0	0	26	0	32	1	0	33	0	0	0	0	0	0	0	0	0	0	59
08:00 AM	0	12	0	0	12	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	18
08:15 AM	1	13	0	0	14	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	23
08:30 AM	0	7	0	0	7	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	20
08:45 AM	1	10	0	0	11	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	20
Total	2	42	0	0	44	0	37	0	0	37	0	0	0	0	0	0	0	0	0	0	81
Grand Total	3	83	0	0	86	0	86	2	0	88	0	0	0	0	0	0	0	0	0	0	174
Apprch %	3.5	96.5	0	0		0	97.7	2.3	0		0	0	0	0		0	0	0	0		
Total %	1.7	47.7	0	0	49.4	0	49.4	1.1	0	50.6	0	0	0	0	0	0	0	0	0	0	

	Hwy 29 Eastbound				Hwy 29 Westbound				BP Driveway Northbound				Safeway Warrenton Village Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	12	0	12	0	6	0	6	0	0	0	0	0	0	0	0	18
08:15 AM	**1**	**13**	0	**14**	0	9	0	9	0	0	0	0	0	0	0	0	**23**
08:30 AM	0	7	0	7	0	**13**	0	**13**	0	0	0	0	0	0	0	0	20
08:45 AM	1	10	0	11	0	9	0	9	0	0	0	0	0	0	0	0	20
Total Volume	2	42	0	44	0	37	0	37	0	0	0	0	0	0	0	0	81
% App. Total	4.5	95.5	0		0	100	0		0	0	0		0	0	0		
PHF	.500	.808	.000	.786	.000	.712	.000	.712	.000	.000	.000	.000	.000	.000	.000	.000	.880

Peggy Malone & Associates
(888) 247-8602

File Name : 9-Hwy 29 and Safeway Warrenton Village Ctr AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					BP Driveway Northbound					Safeway Warrenton Village Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	3	125	0	2	130	0	93	2	0	95	0	0	0	0	0	6	0	2	0	8	233
06:15 AM	1	168	0	3	172	0	94	0	0	94	0	0	0	0	0	5	0	5	0	10	276
06:30 AM	3	178	0	3	184	1	121	1	0	123	0	0	0	0	0	3	0	5	0	8	315
06:45 AM	4	165	0	5	174	0	139	1	0	140	0	0	3	0	3	2	0	7	0	9	326
Total	11	636	0	13	660	1	447	4	0	452	0	0	3	0	3	16	0	19	0	35	1150
07:00 AM	3	158	0	3	164	1	125	2	0	128	0	0	1	0	1	1	0	9	0	10	303
07:15 AM	5	182	0	8	195	0	146	0	0	146	0	0	1	0	1	8	0	8	0	16	358
07:30 AM	4	201	0	3	208	0	209	0	0	209	0	0	1	0	1	3	0	9	0	12	430
07:45 AM	12	203	0	5	220	1	239	3	3	246	0	0	3	0	3	3	0	7	0	10	479
Total	24	744	0	19	787	2	719	5	3	729	0	0	6	0	6	15	0	33	0	48	1570
08:00 AM	5	187	0	5	197	0	188	4	1	193	0	0	0	0	0	0	0	18	0	18	408
08:15 AM	13	208	0	6	227	0	176	1	1	178	0	0	1	0	1	3	0	14	0	17	423
08:30 AM	6	188	0	4	198	1	183	0	2	186	0	0	4	0	4	3	0	12	0	15	403
08:45 AM	8	217	0	5	230	2	215	3	1	221	0	0	0	0	0	3	0	12	0	15	466
Total	32	800	0	20	852	3	762	8	5	778	0	0	5	0	5	9	0	56	0	65	1700
Grand Total	67	2180	0	52	2299	6	1928	17	8	1959	0	0	14	0	14	40	0	108	0	148	4420
Apprch %	2.9	94.8	0	2.3		0.3	98.4	0.9	0.4		0	0	100	0		27	0	73	0		
Total %	1.5	49.3	0	1.2	52	0.1	43.6	0.4	0.2	44.3	0	0	0.3	0	0.3	0.9	0	2.4	0	3.3	
Cars	64	2097	0	52	2213	6	1842	15	8	1871	0	0	14	0	14	40	0	108	0	148	4246
% Cars	95.5	96.2	0	100	96.3	100	95.5	88.2	100	95.5	0	0	100	0	100	100	0	100	0	100	96.1
Trucks	3	83	0	0	86	0	86	2	0	88	0	0	0	0	0	0	0	0	0	0	174
% Trucks	4.5	3.8	0	0	3.7	0	4.5	11.8	0	4.5	0	0	0	0	0	0	0	0	0	0	3.9

	Hwy 29 Eastbound				Hwy 29 Westbound				BP Driveway Northbound				Safeway Warrenton Village Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	201	0	205	0	209	0	209	0	0	1	1	**3**	0	9	12	427
07:45 AM	12	203	0	215	**1**	**239**	3	**243**	0	0	**3**	**3**	3	0	7	10	**471**
08:00 AM	5	187	0	192	0	188	**4**	192	0	0	0	0	0	0	**18**	**18**	402
08:15 AM	**13**	**208**	0	**221**	0	176	1	177	0	0	1	1	3	0	14	17	416
Total Volume	34	799	0	833	1	812	8	821	0	0	5	5	9	0	48	57	1716
% App. Total	4.1	95.9	0		0.1	98.9	1		0	0	100		15.8	0	84.2		
PHF	.654	.960	.000	.942	.250	.849	.500	.845	.000	.000	.417	.417	.750	.000	.667	.792	.911

Peggy Malone & Associates
(888) 247-8602

File Name : 9-Hwy 29 and Safeway Warrenton Village Ctr AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					BP Driveway Northbound					Safeway Warrenton Village Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	4	4	0	0	0	5	5	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	5	5	6
Grand Total	0	0	0	1	1	0	0	0	0	0	0	0	0	5	5	0	0	0	10	10	16
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	100		
Total %	0	0	0	6.2	6.2	0	0	0	0	0	0	0	0	31.2	31.2	0	0	0	62.5	62.5	

	Hwy 29 Eastbound				Hwy 29 Westbound				BP Driveway Northbound				Safeway Warrenton Village Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates
(888) 247-8602

File Name : 9-Hwy 29 and Safeway Warrenton Village Ctr PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					BP Driveway Northbound					Safeway Warrenton Village Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	8	229	0	2	239	0	256	7	0	263	0	0	4	0	4	2	0	16	0	18	524
02:15 PM	10	211	0	2	223	0	235	4	1	240	0	0	4	0	4	2	2	8	0	12	479
02:30 PM	9	229	0	2	240	2	240	3	0	245	0	0	1	0	1	5	0	13	0	18	504
02:45 PM	6	221	1	1	229	2	252	9	0	263	0	0	2	0	2	2	0	13	0	15	509
Total	33	890	1	7	931	4	983	23	1	1011	0	0	11	0	11	11	2	50	0	63	2016
03:00 PM	10	250	0	4	264	1	237	3	0	241	0	0	2	0	2	1	0	13	0	14	521
03:15 PM	4	238	1	3	246	0	294	4	1	299	0	0	2	0	2	2	0	10	0	12	559
03:30 PM	9	228	0	3	240	1	258	1	0	260	0	0	3	0	3	1	0	7	0	8	511
03:45 PM	0	241	0	0	241	1	291	6	0	298	0	0	2	0	2	2	0	6	0	8	549
Total	23	957	1	10	991	3	1080	14	1	1098	0	0	9	0	9	6	0	36	0	42	2140
04:00 PM	15	266	0	1	282	0	290	6	2	298	0	0	7	0	7	1	0	12	0	13	600
04:15 PM	9	273	0	3	285	0	268	3	2	273	0	0	4	0	4	2	0	15	0	17	579
04:30 PM	8	203	0	2	213	0	321	1	0	322	0	0	0	0	0	0	0	9	0	9	544
04:45 PM	8	248	0	3	259	1	308	1	0	310	0	0	1	0	1	5	0	7	0	12	582
Total	40	990	0	9	1039	1	1187	11	4	1203	0	0	12	0	12	8	0	43	0	51	2305
05:00 PM	8	248	0	2	258	1	280	1	0	282	1	0	3	0	4	0	0	8	0	8	552
05:15 PM	1	222	1	4	228	0	315	3	1	319	0	0	4	0	4	1	0	10	0	11	562
05:30 PM	6	224	0	1	231	1	267	4	0	272	0	0	2	0	2	3	0	12	0	15	520
05:45 PM	11	204	0	2	217	0	311	4	0	315	0	0	2	0	2	1	0	7	0	8	542
Total	26	898	1	9	934	2	1173	12	1	1188	1	0	11	0	12	5	0	37	0	42	2176
06:00 PM	8	237	2	3	250	0	237	0	0	237	0	0	3	0	3	2	0	3	0	5	495
06:15 PM	2	195	0	1	198	1	271	2	0	274	0	0	1	0	1	0	0	6	0	6	479
06:30 PM	14	182	0	1	197	1	244	4	0	249	0	0	1	0	1	1	0	4	0	5	452
06:45 PM	7	195	0	4	206	1	236	2	0	239	3	0	1	0	4	3	0	9	0	12	461
Total	31	809	2	9	851	3	988	8	0	999	3	0	6	0	9	6	0	22	0	28	1887
Grand Total	153	4544	5	44	4746	13	5411	68	7	5499	4	0	49	0	53	36	2	188	0	226	10524
Apprch %	3.2	95.7	0.1	0.9		0.2	98.4	1.2	0.1		7.5	0	92.5	0		15.9	0.9	83.2	0		
Total %	1.5	43.2	0	0.4	45.1	0.1	51.4	0.6	0.1	52.3	0	0	0.5	0	0.5	0.3	0	1.8	0	2.1	

	Hwy 29 Eastbound				Hwy 29 Westbound				BP Driveway Northbound				Safeway Warrenton Village Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**15**	266	0	281	0	290	**6**	296	0	0	**7**	**7**	1	0	12	13	**597**
04:15 PM	9	**273**	0	**282**	0	268	3	271	0	0	4	4	2	0	**15**	**17**	574
04:30 PM	8	203	0	211	0	**321**	1	**322**	0	0	0	0	0	0	9	9	542
04:45 PM	8	248	0	256	**1**	308	1	310	0	0	1	1	**5**	0	7	12	579
Total Volume	40	990	0	1030	1	1187	11	1199	0	0	12	12	8	0	43	51	2292
% App. Total	3.9	96.1	0		0.1	99	0.9		0	0	100		15.7	0	84.3		
PHF	.667	.907	.000	.913	.250	.924	.458	.931	.000	.000	.429	.429	.400	.000	.717	.750	.960

Peggy Malone & Associates
(888) 247-8602

File Name : 9-Hwy 29 and Safeway Warrenton Village Ctr PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					BP Driveway Northbound					Safeway Warrenton Village Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	0	8	0	0	8	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	15
02:15 PM	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	10
02:30 PM	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	9
02:45 PM	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	9
Total	0	24	0	0	24	0	18	0	0	18	0	0	0	0	0	1	0	0	0	1	43
03:00 PM	0	5	0	0	5	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	16
03:15 PM	1	3	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
03:30 PM	0	6	0	0	6	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	13
03:45 PM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
Total	1	18	0	0	19	0	24	0	0	24	0	0	0	0	0	0	0	0	0	0	43
04:00 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
04:30 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
Total	0	10	0	0	10	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	21
05:00 PM	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
05:15 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
05:30 PM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
05:45 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
Total	0	16	0	0	16	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	33
06:00 PM	0	6	0	0	6	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	13
06:15 PM	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
06:30 PM	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
06:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	14	0	0	14	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	30
Grand Total	1	82	0	0	83	0	86	0	0	86	0	0	0	0	0	1	0	0	0	1	170
Apprch %	1.2	98.8	0	0		0	100	0	0		0	0	0	0		100	0	0	0		
Total %	0.6	48.2	0	0	48.8	0	50.6	0	0	50.6	0	0	0	0	0	0.6	0	0	0	0.6	

	Hwy 29 Eastbound				Hwy 29 Westbound				BP Driveway Northbound				Safeway Warrenton Village Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:15 PM																	
02:15 PM	0	4	0	4	0	5	0	5	0	0	0	0	**1**	0	0	**1**	10
02:30 PM	0	**6**	0	**6**	0	3	0	3	0	0	0	0	0	0	0	0	9
02:45 PM	0	6	0	6	0	3	0	3	0	0	0	0	0	0	0	0	9
03:00 PM	0	5	0	5	0	**11**	0	**11**	0	0	0	0	0	0	0	0	**16**
Total Volume	0	21	0	21	0	22	0	22	0	0	0	0	1	0	0	1	44
% App. Total	0	100	0		0	100	0		0	0	0		100	0	0		
PHF	.000	.875	.000	.875	.000	.500	.000	.500	.000	.000	.000	.000	.250	.000	.000	.250	.688

Peggy Malone & Associates
(888) 247-8602

File Name : 9-Hwy 29 and Safeway Warrenton Village Ctr PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					BP Driveway Northbound					Safeway Warrenton Village Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	8	237	0	2	247	0	263	7	0	270	0	0	4	0	4	2	0	16	0	18	539
02:15 PM	10	215	0	2	227	0	240	4	1	245	0	0	4	0	4	3	2	8	0	13	489
02:30 PM	9	235	0	2	246	2	243	3	0	248	0	0	1	0	1	5	0	13	0	18	513
02:45 PM	6	227	1	1	235	2	255	9	0	266	0	0	2	0	2	2	0	13	0	15	518
Total	33	914	1	7	955	4	1001	23	1	1029	0	0	11	0	11	12	2	50	0	64	2059
03:00 PM	10	255	0	4	269	1	248	3	0	252	0	0	2	0	2	1	0	13	0	14	537
03:15 PM	5	241	1	3	250	0	296	4	1	301	0	0	2	0	2	2	0	10	0	12	565
03:30 PM	9	234	0	3	246	1	265	1	0	267	0	0	3	0	3	1	0	7	0	8	524
03:45 PM	0	245	0	0	245	1	295	6	0	302	0	0	2	0	2	2	0	6	0	8	557
Total	24	975	1	10	1010	3	1104	14	1	1122	0	0	9	0	9	6	0	36	0	42	2183
04:00 PM	15	267	0	1	283	0	292	6	2	300	0	0	7	0	7	1	0	12	0	13	603
04:15 PM	9	276	0	3	288	0	271	3	2	276	0	0	4	0	4	2	0	15	0	17	585
04:30 PM	8	205	0	2	215	0	323	1	0	324	0	0	0	0	0	0	0	9	0	9	548
04:45 PM	8	252	0	3	263	1	312	1	0	314	0	0	1	0	1	5	0	7	0	12	590
Total	40	1000	0	9	1049	1	1198	11	4	1214	0	0	12	0	12	8	0	43	0	51	2326
05:00 PM	8	254	0	2	264	1	285	1	0	287	1	0	3	0	4	0	0	8	0	8	563
05:15 PM	1	225	1	4	231	0	319	3	1	323	0	0	4	0	4	1	0	10	0	11	569
05:30 PM	6	228	0	1	235	1	271	4	0	276	0	0	2	0	2	3	0	12	0	15	528
05:45 PM	11	207	0	2	220	0	315	4	0	319	0	0	2	0	2	1	0	7	0	8	549
Total	26	914	1	9	950	2	1190	12	1	1205	1	0	11	0	12	5	0	37	0	42	2209
06:00 PM	8	243	2	3	256	0	244	0	0	244	0	0	3	0	3	2	0	3	0	5	508
06:15 PM	2	199	0	1	202	1	272	2	0	275	0	0	1	0	1	0	0	6	0	6	484
06:30 PM	14	186	0	1	201	1	249	4	0	254	0	0	1	0	1	1	0	4	0	5	461
06:45 PM	7	195	0	4	206	1	239	2	0	242	3	0	1	0	4	3	0	9	0	12	464
Total	31	823	2	9	865	3	1004	8	0	1015	3	0	6	0	9	6	0	22	0	28	1917
Grand Total	154	4626	5	44	4829	13	5497	68	7	5585	4	0	49	0	53	37	2	188	0	227	10694
Apprch %	3.2	95.8	0.1	0.9		0.2	98.4	1.2	0.1		7.5	0	92.5	0		16.3	0.9	82.8	0		
Total %	1.4	43.3	0	0.4	45.2	0.1	51.4	0.6	0.1	52.2	0	0	0.5	0	0.5	0.3	0	1.8	0	2.1	
Cars	153	4544	5	44	4746	13	5411	68	7	5499	4	0	49	0	53	36	2	188	0	226	10524
% Cars	99.4	98.2	100	100	98.3	100	98.4	100	100	98.5	100	0	100	0	100	97.3	100	100	0	99.6	98.4
Trucks	1	82	0	0	83	0	86	0	0	86	0	0	0	0	0	1	0	0	0	1	170
% Trucks	0.6	1.8	0	0	1.7	0	1.6	0	0	1.5	0	0	0	0	0	2.7	0	0	0	0.4	1.6

	Hwy 29 Eastbound				Hwy 29 Westbound				BP Driveway Northbound				Safeway Warrenton Village Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**15**	267	0	282	0	292	**6**	298	0	0	**7**	**7**	1	0	12	13	**600**
04:15 PM	9	**276**	0	**285**	0	271	3	274	0	0	4	4	2	0	**15**	**17**	580
04:30 PM	8	205	0	213	0	**323**	1	**324**	0	0	0	0	0	0	9	9	546
04:45 PM	8	252	0	260	**1**	312	1	314	0	0	1	1	**5**	0	7	12	587
Total Volume	40	1000	0	1040	1	1198	11	1210	0	0	12	12	8	0	43	51	2313
% App. Total	3.8	96.2	0		0.1	99	0.9		0	0	100		15.7	0	84.3		
PHF	.667	.906	.000	.912	.250	.927	.458	.934	.000	.000	.429	.429	.400	.000	.717	.750	.964

Peggy Malone & Associates
(888) 247-8602

File Name : 9-Hwy 29 and Safeway Warrenton Village Ctr PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					BP Driveway Northbound					Safeway Warrenton Village Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
03:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Grand Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	7	7	9
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	100		
Total %	0	0	0	11.1	11.1	0	0	0	0	0	0	0	0	11.1	11.1	0	0	0	77.8	77.8	

	Hwy 29 Eastbound				Hwy 29 Westbound				BP Driveway Northbound				Safeway Warrenton Village Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates
(888) 247-8602

File Name : 10-Hwy 29 and Fletcher Dr SAT
Site Code :
Start Date : 8/7/2021
Page No : 1

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					Fletcher Dr Northbound					Fletcher Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	5	69	4	0	78	1	69	2	1	73	1	0	6	0	7	2	0	0	0	2	160
07:15 AM	0	75	10	0	85	3	97	2	1	103	0	0	2	0	2	0	1	1	0	2	192
07:30 AM	5	93	2	0	100	3	115	1	0	119	4	2	4	0	10	4	1	2	0	7	236
07:45 AM	4	105	10	0	119	5	131	4	1	141	5	0	2	0	7	5	1	5	0	11	278
Total	14	342	26	0	382	12	412	9	3	436	10	2	14	0	26	11	3	8	0	22	866
08:00 AM	5	99	7	0	111	3	137	3	0	143	4	2	2	0	8	5	2	4	0	11	273
08:15 AM	5	111	11	0	127	6	143	11	2	162	6	2	5	0	13	4	3	3	0	10	312
08:30 AM	7	115	13	0	135	8	154	13	1	176	4	0	3	0	7	9	3	2	0	14	332
08:45 AM	9	120	18	0	147	13	166	8	1	188	14	4	6	0	24	11	3	3	0	17	376
Total	26	445	49	0	520	30	600	35	4	669	28	8	16	0	52	29	11	12	0	52	1293
09:00 AM	6	119	15	0	140	4	149	11	0	164	8	2	7	0	17	14	7	9	0	30	351
09:15 AM	15	170	13	0	198	11	204	10	0	225	14	3	5	0	22	14	2	11	0	27	472
09:30 AM	12	169	19	1	201	10	181	19	1	211	12	3	8	0	23	15	5	10	0	30	465
09:45 AM	21	167	17	0	205	9	185	12	3	209	10	6	13	0	29	22	8	10	0	40	483
Total	54	625	64	1	744	34	719	52	4	809	44	14	33	0	91	65	22	40	0	127	1771
10:00 AM	19	187	25	0	231	6	213	18	0	237	13	10	14	0	37	11	1	23	0	35	540
10:15 AM	22	193	25	2	242	12	212	17	1	242	14	7	12	0	33	32	5	21	0	58	575
10:30 AM	15	189	20	0	224	12	193	22	4	231	13	6	17	0	36	22	9	24	0	55	546
10:45 AM	21	177	23	0	221	14	227	18	2	261	17	5	12	1	35	34	9	26	0	69	586
Total	77	746	93	2	918	44	845	75	7	971	57	28	55	1	141	99	24	94	0	217	2247
11:00 AM	20	196	29	0	245	14	229	26	0	269	23	11	17	0	51	14	8	19	0	41	606
11:15 AM	21	198	28	0	247	10	190	24	3	227	22	5	14	0	41	22	6	17	0	45	560
11:30 AM	13	201	32	1	247	15	222	32	1	270	20	13	17	0	50	18	12	13	0	43	610
11:45 AM	16	185	29	1	231	15	251	25	0	291	31	11	13	0	55	26	8	17	0	51	628
Total	70	780	118	2	970	54	892	107	4	1057	96	40	61	0	197	80	34	66	0	180	2404
12:00 PM	16	199	31	0	246	15	212	28	2	257	29	7	14	0	50	34	10	11	0	55	608
12:15 PM	13	196	29	0	238	17	214	18	3	252	25	8	16	0	49	23	5	19	0	47	586
12:30 PM	21	189	33	0	243	9	238	24	4	275	24	6	14	0	44	28	7	18	0	53	615
12:45 PM	17	205	29	2	253	19	214	33	5	271	16	13	24	0	53	18	12	23	0	53	630
Total	67	789	122	2	980	60	878	103	14	1055	94	34	68	0	196	103	34	71	0	208	2439
01:00 PM	11	213	27	0	251	15	204	25	2	246	20	10	21	0	51	29	3	15	0	47	595
01:15 PM	11	194	29	1	235	25	175	29	4	233	28	10	18	0	56	27	7	24	0	58	582
01:30 PM	14	207	17	1	239	16	214	32	0	262	28	6	21	0	55	22	11	17	0	50	606
01:45 PM	21	174	22	1	218	17	217	28	1	263	22	4	23	0	49	24	2	15	0	41	571
Total	57	788	95	3	943	73	810	114	7	1004	98	30	83	0	211	102	23	71	0	196	2354
02:00 PM	6	197	25	1	229	11	152	22	1	186	21	5	18	0	44	25	6	11	0	42	501
02:15 PM	11	163	24	0	198	15	194	27	0	236	24	5	21	0	50	23	9	12	0	44	528
02:30 PM	14	190	21	2	227	7	225	21	2	255	9	10	17	0	36	23	4	13	0	40	558
02:45 PM	8	179	32	2	221	14	195	27	1	237	15	8	12	0	35	25	6	17	0	48	541
Total	39	729	102	5	875	47	766	97	4	914	69	28	68	0	165	96	25	53	0	174	2128
03:00 PM	12	199	29	0	240	20	188	24	0	232	9	7	21	0	37	24	7	14	0	45	554
03:15 PM	22	164	26	0	212	14	186	19	1	220	21	6	27	0	54	19	7	26	0	52	538
03:30 PM	10	190	18	0	218	6	196	21	0	223	12	6	20	0	38	32	3	14	0	49	528
03:45 PM	9	160	38	0	207	23	196	16	2	237	17	8	20	0	45	25	7	10	0	42	531
Total	53	713	111	0	877	63	766	80	3	912	59	27	88	0	174	100	24	64	0	188	2151
04:00 PM	9	203	22	1	235	15	159	15	5	194	17	9	21	0	47	12	4	11	0	27	503
04:15 PM	13	191	35	0	239	16	169	20	3	208	18	5	21	0	44	17	6	8	0	31	522
04:30 PM	10	164	20	0	194	14	167	27	2	210	21	5	17	0	43	29	7	15	0	51	498
04:45 PM	15	169	23	0	207	14	163	13	2	192	20	7	22	0	49	12	8	9	0	29	477
Total	47	727	100	1	875	59	658	75	12	804	76	26	81	0	183	70	25	43	0	138	2000
05:00 PM	6	179	20	0	205	11	151	20	0	182	18	1	14	0	33	30	2	14	0	46	466
05:15 PM	11	160	23	0	194	14	154	25	2	195	20	7	17	0	44	15	6	3	0	24	457
05:30 PM	5	207	22	0	234	18	160	12	1	191	13	7	21	0	41	27	4	8	0	39	505
05:45 PM	3	167	15	1	186	16	176	26	1	219	18	11	12	0	41	16	3	17	0	36	482
Total	25	713	80	1	819	59	641	83	4	787	69	26	64	0	159	88	15	42	0	145	1910
06:00 PM	11	171	28	0	210	17	179	15	1	212	12	6	20	0	38	24	4	8	0	36	496
06:15 PM	11	167	10	0	188	18	144	18	4	184	23	5	23	0	51	19	4	10	0	33	456
06:30 PM	7	166	17	0	190	12	173	12	1	198	20	8	13	0	41	21	8	11	0	40	469
06:45 PM	10	150	16	1	177	12	149	12	0	173	15	5	15	0	35	24	3	7	0	34	419
Total	39	654	71	1	765	59	645	57	6	767	70	24	71	0	165	88	19	36	0	143	[illegible]

File Name : 10-Hwy 29 and Fletcher Dr SAT
Site Code :
Start Date : 8/7/2021
Page No : 2

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					Fletcher Dr Northbound					Fletcher Dr Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	568	8051	1031	18	9668	594	8632	887	72	10185	770	287	702	1	1760	931	259	600	0	1790	23403
Apprch %	5.9	83.3	10.7	0.2		5.8	84.8	8.7	0.7		43.8	16.3	39.9	0.1		52	14.5	33.5	0		
Total %	2.4	34.4	4.4	0.1	41.3	2.5	36.9	3.8	0.3	43.5	3.3	1.2	3	0	7.5	4	1.1	2.6	0	7.6	

	Hwy 29 Eastbound				Hwy 29 Westbound				Fletcher Dr Northbound				Fletcher Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	20	196	29	245	14	229	26	269	23	11	**17**	51	14	8	**19**	41	606
11:15 AM	**21**	198	28	**247**	10	190	24	224	22	5	14	41	22	6	17	45	557
11:30 AM	13	**201**	**32**	246	**15**	222	**32**	269	20	**13**	17	50	18	**12**	13	43	608
11:45 AM	16	185	29	230	15	**251**	25	**291**	**31**	11	13	**55**	**26**	8	17	**51**	**627**
Total Volume	70	780	118	968	54	892	107	1053	96	40	61	197	80	34	66	180	2398
% App. Total	7.2	80.6	12.2		5.1	84.7	10.2		48.7	20.3	31		44.4	18.9	36.7		
PHF	.833	.970	.922	.980	.900	.888	.836	.905	.774	.769	.897	.895	.769	.708	.868	.882	.956
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	16	199	31	246	15	212	28	255	**29**	7	14	50	**34**	10	11	**55**	606
12:15 PM	13	196	29	238	17	214	18	249	25	8	16	49	23	5	19	47	583
12:30 PM	**21**	189	**33**	243	9	**238**	24	**271**	24	6	14	44	28	7	18	53	611
12:45 PM	17	**205**	29	**251**	**19**	214	**33**	266	16	**13**	**24**	**53**	18	**12**	**23**	53	**623**
Total Volume	67	789	122	978	60	878	103	1041	94	34	68	196	103	34	71	208	2423
% App. Total	6.9	80.7	12.5		5.8	84.3	9.9		48	17.3	34.7		49.5	16.3	34.1		
PHF	.798	.962	.924	.974	.789	.922	.780	.960	.810	.654	.708	.925	.757	.708	.772	.945	.972

Peggy Malone & Associates
(888) 247-8602

File Name : 10-Hwy 29 and Fletcher Dr SAT
Site Code :
Start Date : 8/7/2021
Page No : 1

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Fletcher Dr Northbound					Fletcher Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	1	2	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
07:15 AM	0	1	0	0	1	0	4	1	0	5	0	0	1	0	1	0	0	0	0	0	7
07:30 AM	0	4	0	0	4	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	7
07:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3
Total	1	8	0	0	9	1	10	1	0	12	0	0	1	0	1	1	0	0	0	1	23
08:00 AM	0	4	0	0	4	0	7	0	0	7	1	0	0	0	1	1	0	0	0	1	13
08:15 AM	0	1	0	0	1	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	6
08:30 AM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	8
08:45 AM	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
Total	0	11	0	0	11	1	18	0	0	19	1	0	0	0	1	3	0	0	0	3	34
09:00 AM	0	5	1	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
09:15 AM	0	3	0	0	3	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	6
09:30 AM	0	6	1	0	7	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	9
09:45 AM	1	3	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Total	1	17	2	0	20	0	11	0	0	11	0	0	1	0	1	0	0	0	0	0	32
10:00 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
10:15 AM	0	1	0	0	1	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0	7
10:30 AM	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	6
10:45 AM	0	3	0	0	3	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	8
Total	0	9	0	0	9	2	13	0	0	15	1	2	0	0	3	0	0	0	0	0	27
11:00 AM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
11:15 AM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	9
11:30 AM	0	1	1	0	2	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	7
11:45 AM	0	3	1	0	4	0	2	1	0	3	0	0	0	0	0	0	0	1	0	1	8
Total	0	11	2	0	13	0	12	1	0	13	1	0	0	0	1	0	0	2	0	2	29
12:00 PM	0	5	0	0	5	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	9
12:15 PM	0	4	0	0	4	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	8
12:30 PM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
12:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	13	0	0	13	0	10	1	0	11	1	0	0	0	1	1	0	0	0	1	26
01:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
01:30 PM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	7
01:45 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	0	8	0	0	8	0	9	0	0	9	0	0	0	0	0	1	0	0	0	1	18
02:00 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
02:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
02:30 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	12
02:45 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	5
Total	0	3	0	0	3	0	19	0	0	19	0	0	0	0	0	1	0	0	0	1	23
03:00 PM	0	4	0	0	4	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	6
03:15 PM	0	6	0	0	6	0	6	0	0	6	0	0	1	0	1	0	0	0	0	0	13
03:30 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
03:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4
Total	0	13	0	0	13	1	10	0	0	11	0	0	1	0	1	1	0	0	0	1	26
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
Total	0	6	0	0	6	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	14
05:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	6	2	0	8	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	14
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	4
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	6	0	0	6	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	11

Peggy Malone & Associates
(888) 247-8602

File Name : 10-Hwy 29 and Fletcher Dr SAT
Site Code :
Start Date : 8/7/2021
Page No : 2

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Fletcher Dr Northbound					Fletcher Dr Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	2	111	6	0	119	5	130	3	0	138	5	2	3	0	10	8	0	2	0	10	277
Apprch %	1.7	93.3	5	0		3.6	94.2	2.2	0		50	20	30	0		80	0	20	0		
Total %	0.7	40.1	2.2	0	43	1.8	46.9	1.1	0	49.8	1.8	0.7	1.1	0	3.6	2.9	0	0.7	0	3.6	

	Hwy 29 Eastbound				Hwy 29 Westbound				Fletcher Dr Northbound				Fletcher Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**4**	0	**4**	0	**7**	0	**7**	**1**	0	0	**1**	1	0	0	1	**13**
08:15 AM	0	1	0	1	**1**	4	0	5	0	0	0	0	0	0	0	0	6
08:30 AM	0	4	0	4	0	2	0	2	0	0	0	0	**2**	0	0	**2**	8
08:45 AM	0	2	0	2	0	5	0	5	0	0	0	0	0	0	0	0	7
Total Volume	0	11	0	11	1	18	0	19	1	0	0	1	3	0	0	3	34
% App. Total	0	100	0		5.3	94.7	0		100	0	0		100	0	0		
PHF	.000	.688	.000	.688	.250	.643	.000	.679	.250	.000	.000	.250	.375	.000	.000	.375	.654
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	0	0	0	0	0	**12**	0	**12**	0	0	0	0	0	0	0	0	12
02:45 PM	0	1	0	1	0	3	0	3	0	0	0	0	**1**	0	0	**1**	5
03:00 PM	0	4	0	4	**1**	1	0	2	0	0	0	0	0	0	0	0	6
03:15 PM	0	**6**	0	**6**	0	6	0	6	0	0	**1**	**1**	0	0	0	0	**13**
Total Volume	0	11	0	11	1	22	0	23	0	0	1	1	1	0	0	1	36
% App. Total	0	100	0		4.3	95.7	0		0	0	100		100	0	0		
PHF	.000	.458	.000	.458	.250	.458	.000	.479	.000	.000	.250	.250	.250	.000	.000	.250	.692

Peggy Malone & Associates
(888) 247-8602

File Name : 10-Hwy 29 and Fletcher Dr SAT
Site Code :
Start Date : 8/7/2021
Page No : 1

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Fletcher Dr Northbound					Fletcher Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	6	71	4	0	81	1	72	2	1	76	1	0	6	0	7	2	0	0	0	2	166
07:15 AM	0	76	10	0	86	3	101	3	1	108	0	0	3	0	3	0	1	1	0	2	199
07:30 AM	5	97	2	0	104	4	117	1	0	122	4	2	4	0	10	4	1	2	0	7	243
07:45 AM	4	106	10	0	120	5	132	4	1	142	5	0	2	0	7	6	1	5	0	12	281
Total	15	350	26	0	391	13	422	10	3	448	10	2	15	0	27	12	3	8	0	23	889
08:00 AM	5	103	7	0	115	3	144	3	0	150	5	2	2	0	9	6	2	4	0	12	286
08:15 AM	5	112	11	0	128	7	147	11	2	167	6	2	5	0	13	4	3	3	0	10	318
08:30 AM	7	119	13	0	139	8	156	13	1	178	4	0	3	0	7	11	3	2	0	16	340
08:45 AM	9	122	18	0	149	13	171	8	1	193	14	4	6	0	24	11	3	3	0	17	383
Total	26	456	49	0	531	31	618	35	4	688	29	8	16	0	53	32	11	12	0	55	1327
09:00 AM	6	124	16	0	146	4	154	11	0	169	8	2	7	0	17	14	7	9	0	30	362
09:15 AM	15	173	13	0	201	11	206	10	0	227	14	3	6	0	23	14	2	11	0	27	478
09:30 AM	12	175	20	1	208	10	183	19	1	213	12	3	8	0	23	15	5	10	0	30	474
09:45 AM	22	170	17	0	209	9	187	12	3	211	10	6	13	0	29	22	8	10	0	40	489
Total	55	642	66	1	764	34	730	52	4	820	44	14	34	0	92	65	22	40	0	127	1803
10:00 AM	19	190	25	0	234	6	216	18	0	240	13	10	14	0	37	11	1	23	0	35	546
10:15 AM	22	194	25	2	243	14	216	17	1	248	14	7	12	0	33	32	5	21	0	58	582
10:30 AM	15	191	20	0	226	12	195	22	4	233	13	8	17	0	38	22	9	24	0	55	552
10:45 AM	21	180	23	0	224	14	231	18	2	265	18	5	12	1	36	34	9	26	0	69	594
Total	77	755	93	2	927	46	858	75	7	986	58	30	55	1	144	99	24	94	0	217	2274
11:00 AM	20	199	29	0	248	14	231	26	0	271	23	11	17	0	51	14	8	19	0	41	611
11:15 AM	21	202	28	0	251	10	194	24	3	231	22	5	14	0	41	22	6	18	0	46	569
11:30 AM	13	202	33	1	249	15	226	32	1	274	21	13	17	0	51	18	12	13	0	43	617
11:45 AM	16	188	30	1	235	15	253	26	0	294	31	11	13	0	55	26	8	18	0	52	636
Total	70	791	120	2	983	54	904	108	4	1070	97	40	61	0	198	80	34	68	0	182	2433
12:00 PM	16	204	31	0	251	15	215	28	2	260	30	7	14	0	51	34	10	11	0	55	617
12:15 PM	13	200	29	0	242	17	216	19	3	255	25	8	16	0	49	24	5	19	0	48	594
12:30 PM	21	191	33	0	245	9	242	24	4	279	24	6	14	0	44	28	7	18	0	53	621
12:45 PM	17	207	29	2	255	19	215	33	5	272	16	13	24	0	53	18	12	23	0	53	633
Total	67	802	122	2	993	60	888	104	14	1066	95	34	68	0	197	104	34	71	0	209	2465
01:00 PM	11	214	27	0	252	15	205	25	2	247	20	10	21	0	51	29	3	15	0	47	597
01:15 PM	11	197	29	1	238	25	177	29	4	235	28	10	18	0	56	27	7	24	0	58	587
01:30 PM	14	208	17	1	240	16	219	32	0	267	28	6	21	0	55	23	11	17	0	51	613
01:45 PM	21	177	22	1	221	17	218	28	1	264	22	4	23	0	49	24	2	15	0	41	575
Total	57	796	95	3	951	73	819	114	7	1013	98	30	83	0	211	103	23	71	0	197	2372
02:00 PM	6	198	25	1	230	11	155	22	1	189	21	5	18	0	44	25	6	11	0	42	505
02:15 PM	11	164	24	0	199	15	195	27	0	237	24	5	21	0	50	23	9	12	0	44	530
02:30 PM	14	190	21	2	227	7	237	21	2	267	9	10	17	0	36	23	4	13	0	40	570
02:45 PM	8	180	32	2	222	14	198	27	1	240	15	8	12	0	35	26	6	17	0	49	546
Total	39	732	102	5	878	47	785	97	4	933	69	28	68	0	165	97	25	53	0	175	2151
03:00 PM	12	203	29	0	244	21	189	24	0	234	9	7	21	0	37	24	7	14	0	45	560
03:15 PM	22	170	26	0	218	14	192	19	1	226	21	6	28	0	55	19	7	26	0	52	551
03:30 PM	10	192	18	0	220	6	197	21	0	224	12	6	20	0	38	32	3	14	0	49	531
03:45 PM	9	161	38	0	208	23	198	16	2	239	17	8	20	0	45	26	7	10	0	43	535
Total	53	726	111	0	890	64	776	80	3	923	59	27	89	0	175	101	24	64	0	189	2177
04:00 PM	9	203	22	1	235	15	161	15	5	196	17	9	21	0	47	12	4	11	0	27	505
04:15 PM	13	194	35	0	242	16	169	20	3	208	18	5	21	0	44	17	6	8	0	31	525
04:30 PM	10	166	20	0	196	14	169	27	2	212	21	5	17	0	43	29	7	15	0	51	502
04:45 PM	15	170	23	0	208	14	167	13	2	196	20	7	22	0	49	12	8	9	0	29	482
Total	47	733	100	1	881	59	666	75	12	812	76	26	81	0	183	70	25	43	0	138	2014
05:00 PM	6	181	20	0	207	11	152	20	0	183	18	1	14	0	33	30	2	14	0	46	469
05:15 PM	11	163	23	0	197	14	155	25	2	196	20	7	17	0	44	15	6	3	0	24	461
05:30 PM	5	208	24	0	237	18	161	12	1	192	13	7	21	0	41	27	4	8	0	39	509
05:45 PM	3	167	15	1	186	16	179	26	1	222	18	11	12	0	41	16	3	17	0	36	485
Total	25	719	82	1	827	59	647	83	4	793	69	26	64	0	159	88	15	42	0	145	1924
06:00 PM	11	174	28	0	213	17	179	15	1	212	12	6	20	0	38	24	4	8	0	36	499
06:15 PM	11	168	10	0	189	18	146	18	4	186	24	5	23	0	52	19	4	10	0	33	460
06:30 PM	7	167	17	0	191	12	173	12	1	198	20	8	13	0	41	21	8	11	0	40	470
06:45 PM	10	151	16	1	178	12	151	12	0	175	15	5	15	0	35	24	3	7	0	34	422
Total	39	660	71	1	771	59	649	57	6	771	71	24	71	0	166	88	19	36	0	143	1851

File Name : 10-Hwy 29 and Fletcher Dr SAT
Site Code :
Start Date : 8/7/2021
Page No : 2

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Fletcher Dr Northbound					Fletcher Dr Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	570	8162	1037	18	9787	599	8762	890	72	10323	775	289	705	1	1770	939	259	602	0	1800	23680
Apprch %	5.8	83.4	10.6	0.2		5.8	84.9	8.6	0.7		43.8	16.3	39.8	0.1		52.2	14.4	33.4	0		
Total %	2.4	34.5	4.4	0.1	41.3	2.5	37	3.8	0.3	43.6	3.3	1.2	3	0	7.5	4	1.1	2.5	0	7.6	
Cars	568	8051	1031	18	9668	594	8632	887	72	10185	770	287	702	1	1760	931	259	600	0	1790	23403
% Cars	99.6	98.6	99.4	100	98.8	99.2	98.5	99.7	100	98.7	99.4	99.3	99.6	100	99.4	99.1	100	99.7	0	99.4	98.8
Trucks	2	111	6	0	119	5	130	3	0	138	5	2	3	0	10	8	0	2	0	10	277
% Trucks	0.4	1.4	0.6	0	1.2	0.8	1.5	0.3	0	1.3	0.6	0.7	0.4	0	0.6	0.9	0	0.3	0	0.6	1.2

	Hwy 29 Eastbound				Hwy 29 Westbound				Fletcher Dr Northbound				Fletcher Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	20	199	29	248	14	231	26	271	23	11	**17**	51	14	8	**19**	41	611
11:15 AM	**21**	**202**	28	**251**	10	194	24	228	22	5	14	41	22	6	18	46	566
11:30 AM	13	202	**33**	248	**15**	226	**32**	273	21	**13**	17	51	18	**12**	13	43	615
11:45 AM	16	188	30	234	15	**253**	26	**294**	**31**	11	13	**55**	**26**	8	18	**52**	**635**
Total Volume	70	791	120	981	54	904	108	1066	97	40	61	198	80	34	68	182	2427
% App. Total	7.1	80.6	12.2		5.1	84.8	10.1		49	20.2	30.8		44	18.7	37.4		
PHF	.833	.979	.909	.977	.900	.893	.844	.906	.782	.769	.897	.900	.769	.708	.895	.875	.956
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	16	204	31	251	15	215	28	258	**30**	7	14	51	**34**	10	11	**55**	615
12:15 PM	13	200	29	242	17	216	19	252	25	8	16	49	24	5	19	48	591
12:30 PM	**21**	191	**33**	245	9	**242**	24	**275**	24	6	14	44	28	7	18	53	617
12:45 PM	17	**207**	29	**253**	**19**	215	**33**	267	16	**13**	**24**	**53**	18	**12**	**23**	53	**626**
Total Volume	67	802	122	991	60	888	104	1052	95	34	68	197	104	34	71	209	2449
% App. Total	6.8	80.9	12.3		5.7	84.4	9.9		48.2	17.3	34.5		49.8	16.3	34		
PHF	.798	.969	.924	.979	.789	.917	.788	.956	.792	.654	.708	.929	.765	.708	.772	.950	.978

Peggy Malone & Associates
(888) 247-8602

File Name : 10-Hwy 29 and Fletcher Dr SAT
Site Code :
Start Date : 8/7/2021
Page No : 1

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					Fletcher Dr Northbound					Fletcher Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	5	5	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5
Total	0	0	0	4	4	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	7
09:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	0	0	0	1	1	5
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
03:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	3
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1

File Name : 10-Hwy 29 and Fletcher Dr SAT
Site Code :
Start Date : 8/7/2021
Page No : 2

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					Fletcher Dr Northbound					Fletcher Dr Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	0	0	0	11	11	0	0	0	3	3	0	0	0	9	9	0	0	0	7	7	30
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	36.7	36.7	0	0	0	10	10	0	0	0	30	30	0	0	0	23.3	23.3	

	Hwy 29 Eastbound				Hwy 29 Westbound				Fletcher Dr Northbound				Fletcher Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates
(888) 247-8602

File Name : 10-Hwy 29 and Fletcher Dr AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					Fletcher Dr Northbound					Fletcher Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	0	130	1	0	131	1	93	0	0	94	0	0	0	0	0	3	0	0	0	3	228
06:15 AM	0	165	6	0	171	1	87	0	0	88	1	2	1	0	4	0	0	0	0	0	263
06:30 AM	0	171	5	0	176	2	116	1	0	119	2	0	3	0	5	5	0	1	0	6	306
06:45 AM	0	163	7	0	170	1	135	6	1	143	3	0	1	0	4	3	1	0	0	4	321
Total	0	629	19	0	648	5	431	7	1	444	6	2	5	0	13	11	1	1	0	13	1118
07:00 AM	0	159	3	0	162	2	109	1	1	113	2	1	1	0	4	3	0	2	0	5	284
07:15 AM	2	166	6	0	174	0	143	7	1	151	6	1	2	0	9	3	3	0	0	6	340
07:30 AM	2	174	3	0	179	4	196	3	0	203	0	1	4	0	5	6	0	1	0	7	394
07:45 AM	3	182	14	1	200	5	222	9	1	237	1	1	1	0	3	6	3	7	0	16	456
Total	7	681	26	1	715	11	670	20	3	704	9	4	8	0	21	18	6	10	0	34	1474
08:00 AM	7	169	10	0	186	3	184	9	0	196	2	2	5	0	9	12	2	4	0	18	409
08:15 AM	10	180	10	1	201	5	153	8	1	167	4	1	2	0	7	9	2	8	0	19	394
08:30 AM	9	184	12	1	206	3	175	8	0	186	3	1	7	0	11	10	2	7	0	19	422
08:45 AM	9	171	20	0	200	8	185	9	0	202	11	3	3	0	17	13	4	2	0	19	438
Total	35	704	52	2	793	19	697	34	1	751	20	7	17	0	44	44	10	21	0	75	1663
Grand Total	42	2014	97	3	2156	35	1798	61	5	1899	35	13	30	0	78	73	17	32	0	122	4255
Apprch %	1.9	93.4	4.5	0.1		1.8	94.7	3.2	0.3		44.9	16.7	38.5	0		59.8	13.9	26.2	0		
Total %	1	47.3	2.3	0.1	50.7	0.8	42.3	1.4	0.1	44.6	0.8	0.3	0.7	0	1.8	1.7	0.4	0.8	0	2.9	

	Hwy 29 Eastbound				Hwy 29 Westbound				Fletcher Dr Northbound				Fletcher Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	182	**14**	199	**5**	**222**	**9**	**236**	1	1	1	3	6	**3**	7	16	**454**
08:00 AM	7	169	10	186	3	184	9	196	2	**2**	5	9	**12**	2	4	18	409
08:15 AM	**10**	180	10	200	5	153	8	166	**4**	1	2	7	9	2	**8**	**19**	392
08:30 AM	9	**184**	12	**205**	3	175	8	186	3	1	**7**	**11**	10	2	7	19	421
Total Volume	29	715	46	790	16	734	34	784	10	5	15	30	37	9	26	72	1676
% App. Total	3.7	90.5	5.8		2	93.6	4.3		33.3	16.7	50		51.4	12.5	36.1		
PHF	.725	.971	.821	.963	.800	.827	.944	.831	.625	.625	.536	.682	.771	.750	.813	.947	.923

Peggy Malone & Associates
(888) 247-8602

File Name : 10-Hwy 29 and Fletcher Dr AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Fletcher Dr Northbound					Fletcher Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
06:15 AM	1	0	0	0	1	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	6
06:30 AM	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
06:45 AM	0	3	0	0	3	2	8	0	0	10	0	0	0	0	0	0	0	0	0	0	13
Total	1	8	0	0	9	2	19	0	0	21	0	0	1	0	1	0	0	0	0	0	31
07:00 AM	0	1	0	0	1	1	5	1	0	7	1	0	0	0	1	0	0	0	0	0	9
07:15 AM	0	11	0	0	11	0	4	0	0	4	0	0	1	0	1	0	0	1	0	1	17
07:30 AM	0	12	0	0	12	0	12	0	0	12	0	0	1	0	1	0	0	0	0	0	25
07:45 AM	0	10	0	0	10	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	19
Total	0	34	0	0	34	1	29	1	0	31	1	0	2	0	3	0	0	2	0	2	70
08:00 AM	0	12	0	0	12	1	5	0	0	6	0	0	2	0	2	0	0	1	0	1	21
08:15 AM	0	12	0	0	12	0	8	0	0	8	0	0	0	0	0	2	0	0	0	2	22
08:30 AM	0	7	1	0	8	0	11	0	0	11	0	1	0	0	1	0	1	2	0	3	23
08:45 AM	0	7	1	0	8	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	17
Total	0	38	2	0	40	1	33	0	0	34	0	1	2	0	3	2	1	3	0	6	83
Grand Total	1	80	2	0	83	4	81	1	0	86	1	1	5	0	7	2	1	5	0	8	184
Apprch %	1.2	96.4	2.4	0		4.7	94.2	1.2	0		14.3	14.3	71.4	0		25	12.5	62.5	0		
Total %	0.5	43.5	1.1	0	45.1	2.2	44	0.5	0	46.7	0.5	0.5	2.7	0	3.8	1.1	0.5	2.7	0	4.3	

	Hwy 29 Eastbound				Hwy 29 Westbound				Fletcher Dr Northbound				Fletcher Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**12**	0	**12**	0	**12**	0	**12**	0	0	1	1	0	0	0	0	**25**
07:45 AM	0	10	0	10	0	8	0	8	0	0	0	0	0	0	**1**	1	19
08:00 AM	0	12	0	12	**1**	5	0	6	0	0	**2**	**2**	0	0	1	1	21
08:15 AM	0	12	0	12	0	8	0	8	0	0	0	0	**2**	0	0	**2**	22
Total Volume	0	46	0	46	1	33	0	34	0	0	3	3	2	0	2	4	87
% App. Total	0	100	0		2.9	97.1	0		0	0	100		50	0	50		
PHF	.000	.958	.000	.958	.250	.688	.000	.708	.000	.000	.375	.375	.250	.000	.500	.500	.870

Peggy Malone & Associates
(888) 247-8602

File Name : 10-Hwy 29 and Fletcher Dr AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Fletcher Dr Northbound					Fletcher Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	0	130	1	0	131	1	96	0	0	97	0	0	0	0	0	3	0	0	0	3	231
06:15 AM	1	165	6	0	172	1	91	0	0	92	1	2	2	0	5	0	0	0	0	0	269
06:30 AM	0	176	5	0	181	2	120	1	0	123	2	0	3	0	5	5	0	1	0	6	315
06:45 AM	0	166	7	0	173	3	143	6	1	153	3	0	1	0	4	3	1	0	0	4	334
Total	1	637	19	0	657	7	450	7	1	465	6	2	6	0	14	11	1	1	0	13	1149
07:00 AM	0	160	3	0	163	3	114	2	1	120	3	1	1	0	5	3	0	2	0	5	293
07:15 AM	2	177	6	0	185	0	147	7	1	155	6	1	3	0	10	3	3	1	0	7	357
07:30 AM	2	186	3	0	191	4	208	3	0	215	0	1	5	0	6	6	0	1	0	7	419
07:45 AM	3	192	14	1	210	5	230	9	1	245	1	1	1	0	3	6	3	8	0	17	475
Total	7	715	26	1	749	12	699	21	3	735	10	4	10	0	24	18	6	12	0	36	1544
08:00 AM	7	181	10	0	198	4	189	9	0	202	2	2	7	0	11	12	2	5	0	19	430
08:15 AM	10	192	10	1	213	5	161	8	1	175	4	1	2	0	7	11	2	8	0	21	416
08:30 AM	9	191	13	1	214	3	186	8	0	197	3	2	7	0	12	10	3	9	0	22	445
08:45 AM	9	178	21	0	208	8	194	9	0	211	11	3	3	0	17	13	4	2	0	19	455
Total	35	742	54	2	833	20	730	34	1	785	20	8	19	0	47	46	11	24	0	81	1746
Grand Total	43	2094	99	3	2239	39	1879	62	5	1985	36	14	35	0	85	75	18	37	0	130	4439
Apprch %	1.9	93.5	4.4	0.1		2	94.7	3.1	0.3		42.4	16.5	41.2	0		57.7	13.8	28.5	0		
Total %	1	47.2	2.2	0.1	50.4	0.9	42.3	1.4	0.1	44.7	0.8	0.3	0.8	0	1.9	1.7	0.4	0.8	0	2.9	
Cars	42	2014	97	3	2156	35	1798	61	5	1899	35	13	30	0	78	73	17	32	0	122	4255
% Cars	97.7	96.2	98	100	96.3	89.7	95.7	98.4	100	95.7	97.2	92.9	85.7	0	91.8	97.3	94.4	86.5	0	93.8	95.9
Trucks	1	80	2	0	83	4	81	1	0	86	1	1	5	0	7	2	1	5	0	8	184
% Trucks	2.3	3.8	2	0	3.7	10.3	4.3	1.6	0	4.3	2.8	7.1	14.3	0	8.2	2.7	5.6	13.5	0	6.2	4.1

	Hwy 29 Eastbound				Hwy 29 Westbound				Fletcher Dr Northbound				Fletcher Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	**192**	**14**	209	**5**	**230**	**9**	**244**	1	1	1	3	6	**3**	8	17	**473**
08:00 AM	7	181	10	198	4	189	9	202	2	**2**	**7**	11	**12**	2	5	19	430
08:15 AM	**10**	192	10	212	5	161	8	174	**4**	1	2	7	11	2	8	21	414
08:30 AM	9	191	13	**213**	3	186	8	197	3	2	7	**12**	10	3	**9**	**22**	444
Total Volume	29	756	47	832	17	766	34	817	10	6	17	33	39	10	30	79	1761
% App. Total	3.5	90.9	5.6		2.1	93.8	4.2		30.3	18.2	51.5		49.4	12.7	38		
PHF	.725	.984	.839	.977	.850	.833	.944	.837	.625	.750	.607	.688	.813	.833	.833	.898	.931

Peggy Malone & Associates
(888) 247-8602

File Name : 10-Hwy 29 and Fletcher Dr AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					Fletcher Dr Northbound					Fletcher Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	0	0	0	1	1	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
07:45 AM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	4	4	0	0	0	1	1	0	0	0	5	5	0	0	0	2	2	12
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
08:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	4	4	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	5	5	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	8
Grand Total	0	0	0	10	10	0	0	0	2	2	0	0	0	9	9	0	0	0	2	2	23
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	43.5	43.5	0	0	0	8.7	8.7	0	0	0	39.1	39.1	0	0	0	8.7	8.7	

	Hwy 29 Eastbound				Hwy 29 Westbound				Fletcher Dr Northbound				Fletcher Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

File Name : 10-Hwy 29 and Fletcher Dr PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					Fletcher Dr Northbound					Fletcher Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	15	195	27	1	238	15	215	18	0	248	22	12	17	0	51	15	12	18	0	45	582
02:15 PM	19	165	27	1	212	15	188	13	1	217	32	8	23	0	63	28	12	20	0	60	552
02:30 PM	14	202	36	0	252	9	211	14	0	234	24	4	23	0	51	24	10	20	0	54	591
02:45 PM	20	184	25	0	229	9	219	21	1	250	14	7	17	0	38	32	6	15	0	53	570
Total	68	746	115	2	931	48	833	66	2	949	92	31	80	0	203	99	40	73	0	212	2295
03:00 PM	10	207	37	0	254	22	207	25	1	255	28	5	23	0	56	18	9	14	0	41	606
03:15 PM	21	191	25	1	238	11	247	27	2	287	22	6	21	0	49	18	18	28	0	64	638
03:30 PM	17	180	31	0	228	18	221	18	0	257	29	8	17	0	54	19	10	14	0	43	582
03:45 PM	14	204	31	1	250	11	262	16	0	289	15	11	17	0	43	21	8	19	0	48	630
Total	62	782	124	2	970	62	937	86	3	1088	94	30	78	0	202	76	45	75	0	196	2456
04:00 PM	18	210	37	0	265	15	247	20	3	285	35	7	19	0	61	27	6	18	0	51	662
04:15 PM	21	220	37	1	279	23	238	23	2	286	24	11	27	0	62	23	4	15	0	42	669
04:30 PM	11	169	23	0	203	15	284	24	1	324	23	8	19	0	50	27	11	23	0	61	638
04:45 PM	16	200	27	2	245	23	261	30	2	316	19	8	16	0	43	19	6	19	0	44	648
Total	66	799	124	3	992	76	1030	97	8	1211	101	34	81	0	216	96	27	75	0	198	2617
05:00 PM	15	216	36	0	267	13	236	14	2	265	32	8	29	0	69	18	6	14	0	38	639
05:15 PM	10	184	22	0	216	22	283	19	0	324	26	11	25	0	62	23	15	11	0	49	651
05:30 PM	15	194	29	0	238	19	252	16	0	287	20	6	19	0	45	19	3	14	0	36	606
05:45 PM	15	174	28	0	217	16	275	26	2	319	22	6	29	0	57	24	6	12	0	42	635
Total	55	768	115	0	938	70	1046	75	4	1195	100	31	102	0	233	84	30	51	0	165	2531
06:00 PM	11	195	36	1	243	22	201	24	2	249	23	8	32	0	63	18	6	15	0	39	594
06:15 PM	10	169	20	0	199	17	226	13	0	256	32	7	21	0	60	25	8	14	0	47	562
06:30 PM	11	167	16	0	194	9	221	16	3	249	19	7	18	0	44	28	5	11	0	44	531
06:45 PM	12	161	20	0	193	15	202	18	1	236	20	7	16	0	43	21	6	16	0	43	515
Total	44	692	92	1	829	63	850	71	6	990	94	29	87	0	210	92	25	56	0	173	2202
Grand Total	295	3787	570	8	4660	319	4696	395	23	5433	481	155	428	0	1064	447	167	330	0	944	12101
Apprch %	6.3	81.3	12.2	0.2		5.9	86.4	7.3	0.4		45.2	14.6	40.2	0		47.4	17.7	35	0		
Total %	2.4	31.3	4.7	0.1	38.5	2.6	38.8	3.3	0.2	44.9	4	1.3	3.5	0	8.8	3.7	1.4	2.7	0	7.8	

	Hwy 29 Eastbound				Hwy 29 Westbound				Fletcher Dr Northbound				Fletcher Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	18	210	**37**	265	15	247	20	282	**35**	7	19	61	**27**	6	18	51	659
04:15 PM	**21**	**220**	37	**278**	**23**	238	23	284	24	**11**	**27**	**62**	23	4	15	42	**666**
04:30 PM	11	169	23	203	15	**284**	24	**323**	23	8	19	50	27	**11**	**23**	**61**	637
04:45 PM	16	200	27	243	23	261	**30**	314	19	8	16	43	19	6	19	44	644
Total Volume	66	799	124	989	76	1030	97	1203	101	34	81	216	96	27	75	198	2606
% App. Total	6.7	80.8	12.5		6.3	85.6	8.1		46.8	15.7	37.5		48.5	13.6	37.9		
PHF	.786	.908	.838	.889	.826	.907	.808	.931	.721	.773	.750	.871	.889	.614	.815	.811	.978

Peggy Malone & Associates
(888) 247-8602

File Name : 10-Hwy 29 and Fletcher Dr PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Fletcher Dr Northbound					Fletcher Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	0	8	0	0	8	0	8	1	0	9	0	0	1	0	1	0	0	0	0	0	18
02:15 PM	1	5	0	0	6	0	7	1	0	8	0	1	0	0	1	0	0	0	0	0	15
02:30 PM	0	5	0	0	5	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	8
02:45 PM	0	5	0	0	5	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	9
Total	1	23	0	0	24	0	20	4	0	24	0	1	1	0	2	0	0	0	0	0	50
03:00 PM	0	3	1	0	4	0	10	0	0	10	1	0	0	0	1	2	0	0	0	2	17
03:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
03:30 PM	1	5	0	0	6	0	6	1	0	7	0	0	0	0	0	0	0	1	0	1	14
03:45 PM	0	5	0	0	5	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	11
Total	1	15	1	0	17	0	22	2	0	24	1	0	0	0	1	2	1	1	0	4	46
04:00 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	6	0	0	6	0	3	2	0	5	0	0	1	0	1	0	0	0	0	0	12
04:30 PM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
04:45 PM	0	3	0	0	3	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	8
Total	0	14	0	0	14	0	12	3	0	15	0	0	1	0	1	0	0	0	0	0	30
05:00 PM	0	7	0	0	7	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	11
05:15 PM	0	3	0	0	3	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	7
05:30 PM	0	3	0	0	3	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	9
05:45 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	1	14	0	0	15	0	13	2	0	15	0	0	0	0	0	0	0	0	0	0	30
06:00 PM	0	3	0	0	3	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	11
06:15 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
06:30 PM	0	3	0	0	3	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	10
06:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	2	0	0	0	2	6
Total	0	9	0	0	9	0	19	1	0	20	1	0	0	0	1	2	0	0	0	2	32
Grand Total	3	75	1	0	79	0	86	12	0	98	2	1	2	0	5	4	1	1	0	6	188
Apprch %	3.8	94.9	1.3	0		0	87.8	12.2	0		40	20	40	0		66.7	16.7	16.7	0		
Total %	1.6	39.9	0.5	0	42	0	45.7	6.4	0	52.1	1.1	0.5	1.1	0	2.7	2.1	0.5	0.5	0	3.2	

	Hwy 29 Eastbound				Hwy 29 Westbound				Fletcher Dr Northbound				Fletcher Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	**8**	0	**8**	0	**8**	**1**	**9**	0	0	**1**	**1**	0	0	0	0	**18**
02:15 PM	**1**	5	0	6	0	7	1	8	0	**1**	0	1	0	0	0	0	15
02:30 PM	0	5	0	5	0	2	1	3	0	0	0	0	0	0	0	0	8
02:45 PM	0	5	0	5	0	3	1	4	0	0	0	0	0	0	0	0	9
Total Volume	1	23	0	24	0	20	4	24	0	1	1	2	0	0	0	0	50
% App. Total	4.2	95.8	0		0	83.3	16.7		0	50	50		0	0	0		
PHF	.250	.719	.000	.750	.000	.625	1.00	.667	.000	.250	.250	.500	.000	.000	.000	.000	.694

Peggy Malone & Associates
(888) 247-8602

File Name : 10-Hwy 29 and Fletcher Dr PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Fletcher Dr Northbound					Fletcher Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	15	203	27	1	246	15	223	19	0	257	22	12	18	0	52	15	12	18	0	45	600
02:15 PM	20	170	27	1	218	15	195	14	1	225	32	9	23	0	64	28	12	20	0	60	567
02:30 PM	14	207	36	0	257	9	213	15	0	237	24	4	23	0	51	24	10	20	0	54	599
02:45 PM	20	189	25	0	234	9	222	22	1	254	14	7	17	0	38	32	6	15	0	53	579
Total	69	769	115	2	955	48	853	70	2	973	92	32	81	0	205	99	40	73	0	212	2345
03:00 PM	10	210	38	0	258	22	217	25	1	265	29	5	23	0	57	20	9	14	0	43	623
03:15 PM	21	193	25	1	240	11	249	27	2	289	22	6	21	0	49	18	18	28	0	64	642
03:30 PM	18	185	31	0	234	18	227	19	0	264	29	8	17	0	54	19	10	15	0	44	596
03:45 PM	14	209	31	1	255	11	266	17	0	294	15	11	17	0	43	21	9	19	0	49	641
Total	63	797	125	2	987	62	959	88	3	1112	95	30	78	0	203	78	46	76	0	200	2502
04:00 PM	18	211	37	0	266	15	249	20	3	287	35	7	19	0	61	27	6	18	0	51	665
04:15 PM	21	226	37	1	285	23	241	25	2	291	24	11	28	0	63	23	4	15	0	42	681
04:30 PM	11	173	23	0	207	15	287	24	1	327	23	8	19	0	50	27	11	23	0	61	645
04:45 PM	16	203	27	2	248	23	265	31	2	321	19	8	16	0	43	19	6	19	0	44	656
Total	66	813	124	3	1006	76	1042	100	8	1226	101	34	82	0	217	96	27	75	0	198	2647
05:00 PM	15	223	36	0	274	13	240	14	2	269	32	8	29	0	69	18	6	14	0	38	650
05:15 PM	10	187	22	0	219	22	286	20	0	328	26	11	25	0	62	23	15	11	0	49	658
05:30 PM	15	197	29	0	241	19	257	17	0	293	20	6	19	0	45	19	3	14	0	36	615
05:45 PM	16	175	28	0	219	16	276	26	2	320	22	6	29	0	57	24	6	12	0	42	638
Total	56	782	115	0	953	70	1059	77	4	1210	100	31	102	0	233	84	30	51	0	165	2561
06:00 PM	11	198	36	1	246	22	208	25	2	257	23	8	32	0	63	18	6	15	0	39	605
06:15 PM	10	172	20	0	202	17	228	13	0	258	32	7	21	0	60	25	8	14	0	47	567
06:30 PM	11	170	16	0	197	9	227	16	3	255	20	7	18	0	45	28	5	11	0	44	541
06:45 PM	12	161	20	0	193	15	206	18	1	240	20	7	16	0	43	23	6	16	0	45	521
Total	44	701	92	1	838	63	869	72	6	1010	95	29	87	0	211	94	25	56	0	175	2234
Grand Total	298	3862	571	8	4739	319	4782	407	23	5531	483	156	430	0	1069	451	168	331	0	950	12289
Apprch %	6.3	81.5	12	0.2		5.8	86.5	7.4	0.4		45.2	14.6	40.2	0		47.5	17.7	34.8	0		
Total %	2.4	31.4	4.6	0.1	38.6	2.6	38.9	3.3	0.2	45	3.9	1.3	3.5	0	8.7	3.7	1.4	2.7	0	7.7	
Cars	295	3787	570	8	4660	319	4696	395	23	5433	481	155	428	0	1064	447	167	330	0	944	12101
% Cars	99	98.1	99.8	100	98.3	100	98.2	97.1	100	98.2	99.6	99.4	99.5	0	99.5	99.1	99.4	99.7	0	99.4	98.5
Trucks	3	75	1	0	79	0	86	12	0	98	2	1	2	0	5	4	1	1	0	6	188
% Trucks	1	1.9	0.2	0	1.7	0	1.8	2.9	0	1.8	0.4	0.6	0.5	0	0.5	0.9	0.6	0.3	0	0.6	1.5

	Hwy 29 Eastbound				Hwy 29 Westbound				Fletcher Dr Northbound				Fletcher Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	18	211	**37**	266	15	249	20	284	**35**	7	19	61	**27**	6	18	51	662
04:15 PM	**21**	**226**	37	**284**	**23**	241	25	289	24	**11**	**28**	**63**	23	4	15	42	**678**
04:30 PM	11	173	23	207	15	**287**	24	**326**	23	8	19	50	27	**11**	**23**	**61**	644
04:45 PM	16	203	27	246	23	265	**31**	319	19	8	16	43	19	6	19	44	652
Total Volume	66	813	124	1003	76	1042	100	1218	101	34	82	217	96	27	75	198	2636
% App. Total	6.6	81.1	12.4		6.2	85.6	8.2		46.5	15.7	37.8		48.5	13.6	37.9		
PHF	.786	.899	.838	.883	.826	.908	.806	.934	.721	.773	.732	.861	.889	.614	.815	.811	.972

Peggy Malone & Associates
(888) 247-8602

File Name : 10-Hwy 29 and Fletcher Dr PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					Fletcher Dr Northbound					Fletcher Dr Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
03:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	9	9	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	11
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	100		
Total %	0	0	0	81.8	81.8	0	0	0	0	0	0	0	0	9.1	9.1	0	0	0	9.1	9.1	

	Hwy 29 Eastbound				Hwy 29 Westbound				Fletcher Dr Northbound				Fletcher Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates
(888) 247-8602

File Name : 11-Hwy 29 and Blackwell Rd SAT
Site Code :
Start Date : 8/7/2021
Page No : 1

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					Blackwell Rd Northbound					Blackwell Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	2	67	6	1	76	6	56	7	1	70	8	4	10	0	22	6	2	2	0	10	178
07:15 AM	4	69	4	2	79	20	92	9	0	121	6	3	11	0	20	14	6	2	0	22	242
07:30 AM	4	77	11	0	92	20	112	15	1	148	11	8	8	0	27	4	2	3	0	9	276
07:45 AM	5	97	7	0	109	28	116	17	1	162	12	2	18	0	32	11	4	5	0	20	323
Total	15	310	28	3	356	74	376	48	3	501	37	17	47	0	101	35	14	12	0	61	1019
08:00 AM	3	88	10	2	103	36	119	16	0	171	13	8	24	0	45	13	7	1	0	21	340
08:15 AM	8	101	20	0	129	35	136	29	1	201	25	7	24	0	56	14	5	1	0	20	406
08:30 AM	5	97	17	1	120	31	144	17	2	194	23	9	31	0	63	23	4	1	0	28	405
08:45 AM	7	116	14	1	138	34	157	27	1	219	28	13	29	0	70	17	7	5	0	29	456
Total	23	402	61	4	490	136	556	89	4	785	89	37	108	0	234	67	23	8	0	98	1607
09:00 AM	9	117	19	0	145	40	141	26	0	207	28	11	48	0	87	25	18	5	0	48	487
09:15 AM	12	158	20	3	193	37	177	23	3	240	33	12	42	0	87	37	12	5	0	54	574
09:30 AM	13	147	20	2	182	51	184	30	0	265	31	15	43	0	89	31	11	8	0	50	586
09:45 AM	14	153	29	3	199	31	159	40	6	236	25	22	42	0	89	34	15	12	0	61	585
Total	48	575	88	8	719	159	661	119	9	948	117	60	175	0	352	127	56	30	0	213	2232
10:00 AM	15	156	28	1	200	43	174	37	1	255	56	26	37	0	119	28	21	10	0	59	633
10:15 AM	11	189	37	1	238	47	192	36	3	278	29	16	47	0	92	36	20	7	0	63	671
10:30 AM	11	206	27	1	245	34	185	36	1	256	38	19	51	0	108	33	17	8	0	58	667
10:45 AM	15	181	30	0	226	45	199	33	4	281	46	20	48	0	114	37	16	9	0	62	683
Total	52	732	122	3	909	169	750	142	9	1070	169	81	183	0	433	134	74	34	0	242	2654
11:00 AM	9	186	20	4	219	45	198	37	3	283	66	21	50	0	137	34	14	7	0	55	694
11:15 AM	10	187	21	5	223	45	178	47	6	276	52	27	44	0	123	33	22	13	0	68	690
11:30 AM	13	208	18	2	241	42	209	30	3	284	34	19	41	0	94	50	20	9	0	79	698
11:45 AM	8	174	20	0	202	26	214	51	2	293	46	18	58	0	122	50	19	11	0	80	697
Total	40	755	79	11	885	158	799	165	14	1136	198	85	193	0	476	167	75	40	0	282	2779
12:00 PM	14	194	23	5	236	42	191	32	0	265	54	20	46	0	120	41	12	9	0	62	683
12:15 PM	16	220	24	4	264	34	208	39	4	285	36	13	50	0	99	39	17	13	0	69	717
12:30 PM	6	186	26	1	219	44	197	33	5	279	42	29	46	0	117	45	18	13	0	76	691
12:45 PM	10	200	34	5	249	25	192	45	4	266	52	15	44	0	111	27	21	10	0	58	684
Total	46	800	107	15	968	145	788	149	13	1095	184	77	186	0	447	152	68	45	0	265	2775
01:00 PM	16	211	25	3	255	44	204	42	3	293	30	18	39	0	87	27	12	9	0	48	683
01:15 PM	8	205	24	2	239	40	196	38	2	276	26	23	39	0	88	33	18	8	0	59	662
01:30 PM	11	181	20	0	212	47	190	34	7	278	37	23	48	0	108	42	16	8	0	66	664
01:45 PM	13	188	22	5	228	35	202	33	3	273	38	13	30	0	81	42	11	11	0	64	646
Total	48	785	91	10	934	166	792	147	15	1120	131	77	156	0	364	144	57	36	0	237	2655
02:00 PM	11	195	25	5	236	21	135	27	3	186	30	10	38	0	78	37	14	12	0	63	563
02:15 PM	12	190	19	3	224	20	193	37	5	255	42	10	22	0	74	37	10	6	0	53	606
02:30 PM	15	182	24	1	222	30	182	34	1	247	33	17	39	0	89	35	18	9	0	62	620
02:45 PM	12	190	13	2	217	25	182	36	3	246	35	17	24	0	76	33	14	5	0	52	591
Total	50	757	81	11	899	96	692	134	12	934	140	54	123	0	317	142	56	32	0	230	2380
03:00 PM	6	211	26	2	245	36	197	39	0	272	28	19	47	0	94	37	18	9	0	64	675
03:15 PM	10	188	17	4	219	31	169	39	6	245	36	25	30	0	91	46	15	11	0	72	627
03:30 PM	15	210	27	0	252	30	167	25	2	224	39	15	37	0	91	41	21	7	0	69	636
03:45 PM	14	168	16	0	198	34	171	34	2	241	30	17	28	0	75	27	18	10	0	55	569
Total	45	777	86	6	914	131	704	137	10	982	133	76	142	0	351	151	72	37	0	260	2507
04:00 PM	14	189	21	1	225	28	157	28	2	215	24	15	38	0	77	35	15	8	0	58	575
04:15 PM	14	187	13	1	215	43	177	34	2	256	28	12	40	0	80	36	9	8	0	53	604
04:30 PM	6	196	23	2	227	40	173	30	6	249	37	18	37	0	92	42	14	6	0	62	630
04:45 PM	8	171	16	2	197	48	138	24	1	211	29	12	29	0	70	36	9	7	0	52	530
Total	42	743	73	6	864	159	645	116	11	931	118	57	144	0	319	149	47	29	0	225	2339
05:00 PM	11	200	17	2	230	37	151	41	5	234	33	10	32	0	75	45	16	10	0	71	610
05:15 PM	4	168	13	3	188	29	148	37	2	216	23	11	30	0	64	34	14	5	0	53	521
05:30 PM	9	212	18	2	241	20	148	37	0	205	28	6	22	0	56	35	10	4	0	49	551
05:45 PM	11	180	17	0	208	20	165	20	4	209	39	9	37	0	85	35	15	5	0	55	557
Total	35	760	65	7	867	106	612	135	11	864	123	36	121	0	280	149	55	24	0	228	2239
06:00 PM	6	194	25	3	228	28	176	28	4	236	26	11	58	0	95	34	13	1	0	48	607
06:15 PM	8	174	13	5	200	18	153	28	2	201	21	16	21	0	58	30	8	5	0	43	502
06:30 PM	6	182	24	1	213	17	168	26	2	213	26	11	23	0	60	28	13	6	0	47	533
06:45 PM	6	130	24	2	162	36	116	36	0	188	28	13	19	0	60	29	11	8	0	48	458
Total	26	680	86	11	803	99	613	118	8	838	101	51	121	0	273	121	45	20	0	186	[illegible]

Peggy Malone & Associates
(888) 247-8602

File Name : 11-Hwy 29 and Blackwell Rd SAT
Site Code :
Start Date : 8/7/2021
Page No : 2

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					Blackwell Rd Northbound					Blackwell Rd Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	470	8076	967	95	9608	1598	7988	1499	119	11204	1540	708	1699	0	3947	1538	642	347	0	2527	27286
Apprch %	4.9	84.1	10.1	1		14.3	71.3	13.4	1.1		39	17.9	43	0		60.9	25.4	13.7	0		
Total %	1.7	29.6	3.5	0.3	35.2	5.9	29.3	5.5	0.4	41.1	5.6	2.6	6.2	0	14.5	5.6	2.4	1.3	0	9.3	

	Hwy 29 Eastbound				Hwy 29 Westbound				Blackwell Rd Northbound				Blackwell Rd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	9	186	20	215	**45**	198	37	280	**66**	21	50	**137**	34	14	7	55	687
11:15 AM	10	187	**21**	218	45	178	47	270	52	**27**	44	123	33	**22**	**13**	68	679
11:30 AM	**13**	**208**	18	**239**	42	209	30	281	34	19	41	94	**50**	20	9	79	693
11:45 AM	8	174	20	202	26	**214**	**51**	**291**	46	18	**58**	122	50	19	11	**80**	**695**
Total Volume	40	755	79	874	158	799	165	1122	198	85	193	476	167	75	40	282	2754
% App. Total	4.6	86.4	9		14.1	71.2	14.7		41.6	17.9	40.5		59.2	26.6	14.2		
PHF	.769	.907	.940	.914	.878	.933	.809	.964	.750	.787	.832	.869	.835	.852	.769	.881	.991
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	14	194	23	231	42	191	32	265	**54**	20	46	**120**	41	12	9	62	678
12:15 PM	**16**	**220**	24	**260**	34	**208**	39	**281**	36	13	**50**	99	39	17	**13**	69	**709**
12:30 PM	6	186	26	218	**44**	197	33	274	42	**29**	46	117	**45**	18	13	**76**	685
12:45 PM	10	200	**34**	244	25	192	**45**	262	52	15	44	111	27	**21**	10	58	675
Total Volume	46	800	107	953	145	788	149	1082	184	77	186	447	152	68	45	265	2747
% App. Total	4.8	83.9	11.2		13.4	72.8	13.8		41.2	17.2	41.6		57.4	25.7	17		
PHF	.719	.909	.787	.916	.824	.947	.828	.963	.852	.664	.930	.931	.844	.810	.865	.872	.969

File Name : 11-Hwy 29 and Blackwell Rd SAT
Site Code :
Start Date : 8/7/2021
Page No : 1

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Blackwell Rd Northbound					Blackwell Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	3	1	0	4	0	0	1	0	1	0	0	1	0	1	7
07:15 AM	0	5	0	0	5	0	5	1	0	6	0	0	0	0	0	1	0	0	0	1	12
07:30 AM	0	2	1	0	3	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	7
07:45 AM	0	5	0	0	5	0	1	2	0	3	0	0	0	0	0	1	0	0	0	1	9
Total	0	13	1	0	14	1	12	4	0	17	0	0	1	0	1	2	0	1	0	3	35
08:00 AM	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	12
08:15 AM	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	1	0	0	0	1	9
08:30 AM	0	6	0	0	6	2	2	1	0	5	0	0	0	0	0	1	0	0	0	1	12
08:45 AM	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
Total	0	17	0	0	17	2	21	1	0	24	0	0	0	0	0	2	0	1	0	3	44
09:00 AM	0	5	0	0	5	2	3	0	0	5	0	0	0	0	0	1	0	1	0	2	12
09:15 AM	0	5	0	0	5	0	2	1	0	3	1	0	1	0	2	0	0	0	0	0	10
09:30 AM	0	5	1	0	6	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	9
09:45 AM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	5
Total	0	17	1	0	18	2	8	1	0	11	1	2	1	0	4	2	0	1	0	3	36
10:00 AM	0	3	0	0	3	0	2	0	0	2	1	0	0	0	1	0	0	1	0	1	7
10:15 AM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
10:30 AM	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
10:45 AM	1	2	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	1	0	1	9
Total	1	8	1	0	10	0	12	0	0	12	1	1	0	0	2	0	0	2	0	2	26
11:00 AM	0	2	0	0	2	1	4	2	0	7	0	0	0	0	0	0	0	0	0	0	9
11:15 AM	1	5	0	0	6	0	3	0	0	3	0	0	2	0	2	1	0	0	0	1	12
11:30 AM	0	4	0	0	4	0	4	0	0	4	0	1	1	0	2	0	0	0	0	0	10
11:45 AM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
Total	1	13	0	0	14	1	15	2	0	18	0	1	3	0	4	1	0	0	0	1	37
12:00 PM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	5	1	0	6	0	3	1	0	4	0	0	1	0	1	1	0	0	0	1	12
12:30 PM	0	2	0	0	2	0	3	1	0	4	0	1	0	0	1	1	0	0	0	1	8
12:45 PM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	1	0	0	0	1	4
Total	0	12	1	0	13	0	8	3	0	11	1	1	1	0	3	3	0	0	0	3	30
01:00 PM	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
01:15 PM	0	3	0	0	3	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	7
01:30 PM	0	1	0	0	1	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	6
01:45 PM	0	4	0	0	4	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	7
Total	0	10	0	0	10	3	9	0	0	12	1	0	0	0	1	0	1	0	0	1	24
02:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
02:15 PM	0	1	0	0	1	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	4
02:30 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	1	0	0	0	1	12
02:45 PM	0	2	0	0	2	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	7
Total	0	3	0	0	3	1	17	1	0	19	1	1	0	0	2	1	0	0	0	1	25
03:00 PM	0	3	0	0	3	0	2	0	0	2	0	1	2	0	3	0	0	0	0	0	8
03:15 PM	0	9	0	0	9	1	6	1	0	8	0	0	0	0	0	0	0	1	0	1	18
03:30 PM	0	1	0	0	1	1	1	0	0	2	0	0	2	0	2	0	0	0	0	0	5
03:45 PM	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	2	0	0	0	2	7
Total	0	15	0	0	15	2	11	1	0	14	0	2	4	0	6	2	0	1	0	3	38
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
04:45 PM	0	0	1	0	1	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	5
Total	0	5	1	0	6	0	3	0	0	3	1	1	3	0	5	0	0	0	0	0	14
05:00 PM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	6	0	0	6	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	13
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
06:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	5	0	0	5	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	10

File Name : 11-Hwy 29 and Blackwell Rd SAT
Site Code :
Start Date : 8/7/2021
Page No : 2

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Blackwell Rd Northbound					Blackwell Rd Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	2	124	5	0	131	13	126	13	0	152	6	9	14	0	29	13	1	6	0	20	332
Apprch %	1.5	94.7	3.8	0		8.6	82.9	8.6	0		20.7	31	48.3	0		65	5	30	0		
Total %	0.6	37.3	1.5	0	39.5	3.9	38	3.9	0	45.8	1.8	2.7	4.2	0	8.7	3.9	0.3	1.8	0	6	

	Hwy 29 Eastbound				Hwy 29 Westbound				Blackwell Rd Northbound				Blackwell Rd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	**6**	0	**6**	**2**	2	**1**	5	0	0	0	0	**1**	0	0	1	**12**
08:45 AM	0	4	0	4	0	**7**	0	**7**	0	0	0	0	0	0	0	0	11
09:00 AM	0	5	0	5	2	3	0	5	0	0	0	0	1	0	**1**	**2**	12
09:15 AM	0	5	0	5	0	2	1	3	**1**	0	**1**	**2**	0	0	0	0	10
Total Volume	0	20	0	20	4	14	2	20	1	0	1	2	2	0	1	3	45
% App. Total	0	100	0		20	70	10		50	0	50		66.7	0	33.3		
PHF	.000	.833	.000	.833	.500	.500	.500	.714	.250	.000	.250	.250	.500	.000	.250	.375	.938
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	0	0	0	0	0	**11**	0	**11**	0	0	0	0	**1**	0	0	**1**	12
02:45 PM	0	2	0	2	0	4	0	4	0	**1**	0	1	0	0	0	0	7
03:00 PM	0	3	0	3	0	2	0	2	0	1	**2**	**3**	0	0	0	0	8
03:15 PM	0	**9**	0	**9**	**1**	6	**1**	8	0	0	0	0	0	0	**1**	1	**18**
Total Volume	0	14	0	14	1	23	1	25	0	2	2	4	1	0	1	2	45
% App. Total	0	100	0		4	92	4		0	50	50		50	0	50		
PHF	.000	.389	.000	.389	.250	.523	.250	.568	.000	.500	.250	.333	.250	.000	.250	.500	.625

Peggy Malone & Associates
(888) 247-8602

File Name : 11-Hwy 29 and Blackwell Rd SAT
Site Code :
Start Date : 8/7/2021
Page No : 1

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Blackwell Rd Northbound					Blackwell Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	2	68	6	1	77	6	59	8	1	74	8	4	11	0	23	6	2	3	0	11	185
07:15 AM	4	74	4	2	84	20	97	10	0	127	6	3	11	0	20	15	6	2	0	23	254
07:30 AM	4	79	12	0	95	21	115	15	1	152	11	8	8	0	27	4	2	3	0	9	283
07:45 AM	5	102	7	0	114	28	117	19	1	165	12	2	18	0	32	12	4	5	0	21	332
Total	15	323	29	3	370	75	388	52	3	518	37	17	48	0	102	37	14	13	0	64	1054
08:00 AM	3	93	10	2	108	36	125	16	0	177	13	8	24	0	45	13	7	2	0	22	352
08:15 AM	8	103	20	0	131	35	142	29	1	207	25	7	24	0	56	15	5	1	0	21	415
08:30 AM	5	103	17	1	126	33	146	18	2	199	23	9	31	0	63	24	4	1	0	29	417
08:45 AM	7	120	14	1	142	34	164	27	1	226	28	13	29	0	70	17	7	5	0	29	467
Total	23	419	61	4	507	138	577	90	4	809	89	37	108	0	234	69	23	9	0	101	1651
09:00 AM	9	122	19	0	150	42	144	26	0	212	28	11	48	0	87	26	18	6	0	50	499
09:15 AM	12	163	20	3	198	37	179	24	3	243	34	12	43	0	89	37	12	5	0	54	584
09:30 AM	13	152	21	2	188	51	186	30	0	267	31	16	43	0	90	31	11	8	0	50	595
09:45 AM	14	155	29	3	201	31	160	40	6	237	25	23	42	0	90	35	15	12	0	62	590
Total	48	592	89	8	737	161	669	120	9	959	118	62	176	0	356	129	56	31	0	216	2268
10:00 AM	15	159	28	1	203	43	176	37	1	257	57	26	37	0	120	28	21	11	0	60	640
10:15 AM	11	191	37	1	240	47	196	36	3	282	29	16	47	0	92	36	20	7	0	63	677
10:30 AM	11	207	28	1	247	34	186	36	1	257	38	20	51	0	109	33	17	8	0	58	671
10:45 AM	16	183	30	0	229	45	204	33	4	286	46	20	48	0	114	37	16	10	0	63	692
Total	53	740	123	3	919	169	762	142	9	1082	170	82	183	0	435	134	74	36	0	244	2680
11:00 AM	9	188	20	4	221	46	202	39	3	290	66	21	50	0	137	34	14	7	0	55	703
11:15 AM	11	192	21	5	229	45	181	47	6	279	52	27	46	0	125	34	22	13	0	69	702
11:30 AM	13	212	18	2	245	42	213	30	3	288	34	20	42	0	96	50	20	9	0	79	708
11:45 AM	8	176	20	0	204	26	218	51	2	297	46	18	58	0	122	50	19	11	0	80	703
Total	41	768	79	11	899	159	814	167	14	1154	198	86	196	0	480	168	75	40	0	283	2816
12:00 PM	14	198	23	5	240	42	193	32	0	267	54	20	46	0	120	41	12	9	0	62	689
12:15 PM	16	225	25	4	270	34	211	40	4	289	36	13	51	0	100	40	17	13	0	70	729
12:30 PM	6	188	26	1	221	44	200	34	5	283	42	30	46	0	118	46	18	13	0	77	699
12:45 PM	10	201	34	5	250	25	192	46	4	267	53	15	44	0	112	28	21	10	0	59	688
Total	46	812	108	15	981	145	796	152	13	1106	185	78	187	0	450	155	68	45	0	268	2805
01:00 PM	16	213	25	3	257	45	205	42	3	295	30	18	39	0	87	27	12	9	0	48	687
01:15 PM	8	208	24	2	242	41	199	38	2	280	26	23	39	0	88	33	18	8	0	59	669
01:30 PM	11	182	20	0	213	48	194	34	7	283	37	23	48	0	108	42	16	8	0	66	670
01:45 PM	13	192	22	5	232	35	203	33	3	274	39	13	30	0	82	42	12	11	0	65	653
Total	48	795	91	10	944	169	801	147	15	1132	132	77	156	0	365	144	58	36	0	238	2679
02:00 PM	11	195	25	5	236	21	136	27	3	187	31	10	38	0	79	37	14	12	0	63	565
02:15 PM	12	191	19	3	225	21	194	38	5	258	42	10	22	0	74	37	10	6	0	53	610
02:30 PM	15	182	24	1	222	30	193	34	1	258	33	17	39	0	89	36	18	9	0	63	632
02:45 PM	12	192	13	2	219	25	186	36	3	250	35	18	24	0	77	33	14	5	0	52	598
Total	50	760	81	11	902	97	709	135	12	953	141	55	123	0	319	143	56	32	0	231	2405
03:00 PM	6	214	26	2	248	36	199	39	0	274	28	20	49	0	97	37	18	9	0	64	683
03:15 PM	10	197	17	4	228	32	175	40	6	253	36	25	30	0	91	46	15	12	0	73	645
03:30 PM	15	211	27	0	253	31	168	25	2	226	39	15	39	0	93	41	21	7	0	69	641
03:45 PM	14	170	16	0	200	34	173	34	2	243	30	18	28	0	76	29	18	10	0	57	576
Total	45	792	86	6	929	133	715	138	10	996	133	78	146	0	357	153	72	38	0	263	2545
04:00 PM	14	189	21	1	225	28	157	28	2	215	24	15	40	0	79	35	15	8	0	58	577
04:15 PM	14	190	13	1	218	43	177	34	2	256	28	12	41	0	81	36	9	8	0	53	608
04:30 PM	6	198	23	2	229	40	173	30	6	249	37	19	37	0	93	42	14	6	0	62	633
04:45 PM	8	171	17	2	198	48	141	24	1	214	30	12	29	0	71	36	9	7	0	52	535
Total	42	748	74	6	870	159	648	116	11	934	119	58	147	0	324	149	47	29	0	225	2353
05:00 PM	11	202	17	2	232	38	151	41	5	235	33	10	32	0	75	45	16	10	0	71	613
05:15 PM	4	171	13	3	191	29	150	37	2	218	23	11	30	0	64	34	14	5	0	53	526
05:30 PM	9	213	18	2	242	20	149	37	0	206	28	6	22	0	56	35	10	4	0	49	553
05:45 PM	11	180	17	0	208	20	168	20	4	212	39	9	37	0	85	35	15	5	0	55	560
Total	35	766	65	7	873	107	618	135	11	871	123	36	121	0	280	149	55	24	0	228	2252
06:00 PM	6	196	25	3	230	28	176	28	4	236	26	11	58	0	95	34	13	1	0	48	609
06:15 PM	8	175	13	5	201	18	155	28	2	203	21	16	21	0	58	30	8	5	0	43	505
06:30 PM	6	183	24	1	214	17	168	26	2	213	26	11	24	0	61	28	13	6	0	47	535
06:45 PM	6	131	24	2	163	36	118	36	0	190	28	13	19	0	60	29	11	8	0	48	461
Total	26	685	86	11	808	99	617	118	8	842	101	51	122	0	274	121	45	20	0	186	2110

File Name : 11-Hwy 29 and Blackwell Rd SAT
Site Code :
Start Date : 8/7/2021
Page No : 2

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Blackwell Rd Northbound					Blackwell Rd Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	472	8200	972	95	9739	1611	8114	1512	119	11356	1546	717	1713	0	3976	1551	643	353	0	2547	27618
Apprch %	4.8	84.2	10	1		14.2	71.5	13.3	1		38.9	18	43.1	0		60.9	25.2	13.9	0		
Total %	1.7	29.7	3.5	0.3	35.3	5.8	29.4	5.5	0.4	41.1	5.6	2.6	6.2	0	14.4	5.6	2.3	1.3	0	9.2	
Cars	470	8076	967	95	9608	1598	7988	1499	119	11204	1540	708	1699	0	3947	1538	642	347	0	2527	27286
% Cars	99.6	98.5	99.5	100	98.7	99.2	98.4	99.1	100	98.7	99.6	98.7	99.2	0	99.3	99.2	99.8	98.3	0	99.2	98.8
Trucks	2	124	5	0	131	13	126	13	0	152	6	9	14	0	29	13	1	6	0	20	332
% Trucks	0.4	1.5	0.5	0	1.3	0.8	1.6	0.9	0	1.3	0.4	1.3	0.8	0	0.7	0.8	0.2	1.7	0	0.8	1.2

	Hwy 29 Eastbound				Hwy 29 Westbound				Blackwell Rd Northbound				Blackwell Rd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	9	188	20	217	**46**	202	39	287	**66**	21	50	**137**	34	14	7	55	696
11:15 AM	11	192	**21**	224	45	181	47	273	52	**27**	46	125	34	**22**	**13**	69	691
11:30 AM	**13**	**212**	18	**243**	42	213	30	285	34	20	42	96	**50**	20	9	79	**703**
11:45 AM	8	176	20	204	26	**218**	**51**	**295**	46	18	**58**	122	50	19	11	**80**	701
Total Volume	41	768	79	888	159	814	167	1140	198	86	196	480	168	75	40	283	2791
% App. Total	4.6	86.5	8.9		13.9	71.4	14.6		41.2	17.9	40.8		59.4	26.5	14.1		
PHF	.788	.906	.940	.914	.864	.933	.819	.966	.750	.796	.845	.876	.840	.852	.769	.884	.993
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	14	198	23	235	42	193	32	267	**54**	20	46	**120**	41	12	9	62	684
12:15 PM	**16**	**225**	25	**266**	34	**211**	40	**285**	36	13	**51**	100	40	17	**13**	70	**721**
12:30 PM	6	188	26	220	**44**	200	34	278	42	**30**	46	118	**46**	18	13	**77**	693
12:45 PM	10	201	**34**	245	25	192	**46**	263	53	15	44	112	28	**21**	10	59	679
Total Volume	46	812	108	966	145	796	152	1093	185	78	187	450	155	68	45	268	2777
% App. Total	4.8	84.1	11.2		13.3	72.8	13.9		41.1	17.3	41.6		57.8	25.4	16.8		
PHF	.719	.902	.794	.908	.824	.943	.826	.959	.856	.650	.917	.938	.842	.810	.865	.870	.963

File Name : 11-Hwy 29 and Blackwell Rd SAT
Site Code :
Start Date : 8/7/2021
Page No : 1

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					Blackwell Rd Northbound					Blackwell Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	3
Total	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	5
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
10:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
10:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name : 11-Hwy 29 and Blackwell Rd SAT
Site Code :
Start Date : 8/7/2021
Page No : 2

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					Blackwell Rd Northbound					Blackwell Rd Southbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Grand Total	0	0	0	14	14	0	0	0	2	2	0	0	0	4	4	0	0	0	2	2	22
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	63.6	63.6	0	0	0	9.1	9.1	0	0	0	18.2	18.2	0	0	0	9.1	9.1	

	Hwy 29 Eastbound				Hwy 29 Westbound				Blackwell Rd Northbound				Blackwell Rd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates
(888) 247-8602

File Name : 11-Hwy 29 and Blackwell Rd AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					Blackwell Rd Northbound					Blackwell Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	2	123	4	1	130	5	81	9	0	95	5	4	24	0	33	9	5	0	0	14	272
06:15 AM	1	155	6	0	162	8	76	9	0	93	9	2	32	0	43	7	0	1	0	8	306
06:30 AM	5	165	8	1	179	10	103	7	1	121	10	3	28	0	41	10	3	1	0	14	355
06:45 AM	6	147	12	0	165	8	128	17	0	153	10	1	29	0	40	20	8	2	0	30	388
Total	14	590	30	2	636	31	388	42	1	462	34	10	113	0	157	46	16	4	0	66	1321
07:00 AM	5	126	9	1	141	22	99	13	0	134	16	5	42	0	63	13	9	0	0	22	360
07:15 AM	7	157	21	1	186	31	135	16	1	183	21	6	27	0	54	22	5	2	0	29	452
07:30 AM	9	148	18	0	175	50	160	21	1	232	23	6	32	0	61	24	8	8	0	40	508
07:45 AM	7	135	32	2	176	53	197	28	1	279	30	9	33	0	72	22	16	1	0	39	566
Total	28	566	80	4	678	156	591	78	3	828	90	26	134	0	250	81	38	11	0	130	1886
08:00 AM	6	154	25	1	186	51	166	25	0	242	21	8	29	0	58	18	13	3	0	34	520
08:15 AM	6	132	23	3	164	50	131	25	2	208	23	10	45	0	78	17	7	2	0	26	476
08:30 AM	11	153	24	2	190	42	154	29	1	226	30	14	39	0	83	23	10	5	0	38	537
08:45 AM	8	155	23	3	189	55	183	37	2	277	24	11	46	0	81	26	10	3	0	39	586
Total	31	594	95	9	729	198	634	116	5	953	98	43	159	0	300	84	40	13	0	137	2119
Grand Total	73	1750	205	15	2043	385	1613	236	9	2243	222	79	406	0	707	211	94	28	0	333	5326
Apprch %	3.6	85.7	10	0.7		17.2	71.9	10.5	0.4		31.4	11.2	57.4	0		63.4	28.2	8.4	0		
Total %	1.4	32.9	3.8	0.3	38.4	7.2	30.3	4.4	0.2	42.1	4.2	1.5	7.6	0	13.3	4	1.8	0.5	0	6.3	

	Hwy 29 Eastbound				Hwy 29 Westbound				Blackwell Rd Northbound				Blackwell Rd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	154	**25**	185	51	166	25	242	21	8	29	58	18	**13**	3	34	519
08:15 AM	6	132	23	161	50	131	25	206	23	10	45	78	17	7	2	26	471
08:30 AM	**11**	153	24	**188**	42	154	29	225	**30**	**14**	39	**83**	23	10	**5**	38	534
08:45 AM	8	**155**	23	186	**55**	**183**	**37**	**275**	24	11	**46**	81	**26**	10	3	**39**	**581**
Total Volume	31	594	95	720	198	634	116	948	98	43	159	300	84	40	13	137	2105
% App. Total	4.3	82.5	13.2		20.9	66.9	12.2		32.7	14.3	53		61.3	29.2	9.5		
PHF	.705	.958	.950	.957	.900	.866	.784	.862	.817	.768	.864	.904	.808	.769	.650	.878	.906

Peggy Malone & Associates
(888) 247-8602

File Name : 11-Hwy 29 and Blackwell Rd AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Blackwell Rd Northbound					Blackwell Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	5
06:15 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	5
06:30 AM	0	3	0	0	3	0	4	2	0	6	0	0	0	0	0	2	0	0	0	2	11
06:45 AM	0	3	0	0	3	0	9	2	0	11	0	0	0	0	0	0	0	1	0	1	15
Total	0	7	0	0	7	0	19	5	0	24	0	0	0	0	0	2	0	3	0	5	36
07:00 AM	0	2	0	0	2	0	6	1	0	7	0	0	2	0	2	1	0	0	0	1	12
07:15 AM	1	9	0	0	10	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	13
07:30 AM	2	8	0	0	10	2	15	2	0	19	0	1	2	0	3	1	0	0	0	1	33
07:45 AM	3	9	1	0	13	1	8	0	0	9	1	0	0	0	1	1	0	0	0	1	24
Total	6	28	1	0	35	3	31	3	0	37	1	1	4	0	6	4	0	0	0	4	82
08:00 AM	2	6	1	0	9	2	4	3	0	9	1	1	0	0	2	0	0	0	0	0	20
08:15 AM	1	15	0	0	16	1	9	0	0	10	0	1	1	0	2	1	0	1	0	2	30
08:30 AM	0	7	0	0	7	1	10	2	0	13	0	0	1	0	1	2	1	0	0	3	24
08:45 AM	0	8	1	0	9	1	7	0	0	8	1	0	3	0	4	2	0	0	0	2	23
Total	3	36	2	0	41	5	30	5	0	40	2	2	5	0	9	5	1	1	0	7	97
Grand Total	9	71	3	0	83	8	80	13	0	101	3	3	9	0	15	11	1	4	0	16	215
Apprch %	10.8	85.5	3.6	0		7.9	79.2	12.9	0		20	20	60	0		68.8	6.2	25	0		
Total %	4.2	33	1.4	0	38.6	3.7	37.2	6	0	47	1.4	1.4	4.2	0	7	5.1	0.5	1.9	0	7.4	

	Hwy 29 Eastbound				Hwy 29 Westbound				Blackwell Rd Northbound				Blackwell Rd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	8	0	10	**2**	**15**	2	**19**	0	**1**	**2**	**3**	**1**	0	0	1	**33**
07:45 AM	**3**	9	**1**	13	1	8	0	9	**1**	0	0	1	1	0	0	1	24
08:00 AM	2	6	1	9	2	4	**3**	9	1	1	0	2	0	0	0	0	20
08:15 AM	1	**15**	0	**16**	1	9	0	10	0	1	1	2	1	0	**1**	**2**	30
Total Volume	8	38	2	48	6	36	5	47	2	3	3	8	3	0	1	4	107
% App. Total	16.7	79.2	4.2		12.8	76.6	10.6		25	37.5	37.5		75	0	25		
PHF	.667	.633	.500	.750	.750	.600	.417	.618	.500	.750	.375	.667	.750	.000	.250	.500	.811

Peggy Malone & Associates
(888) 247-8602

File Name : 11-Hwy 29 and Blackwell Rd AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Blackwell Rd Northbound					Blackwell Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	2	123	4	1	130	5	85	10	0	100	5	4	24	0	33	9	5	0	0	14	277
06:15 AM	1	156	6	0	163	8	78	9	0	95	9	2	32	0	43	7	0	3	0	10	311
06:30 AM	5	168	8	1	182	10	107	9	1	127	10	3	28	0	41	12	3	1	0	16	366
06:45 AM	6	150	12	0	168	8	137	19	0	164	10	1	29	0	40	20	8	3	0	31	403
Total	14	597	30	2	643	31	407	47	1	486	34	10	113	0	157	48	16	7	0	71	1357
07:00 AM	5	128	9	1	143	22	105	14	0	141	16	5	44	0	65	14	9	0	0	23	372
07:15 AM	8	166	21	1	196	31	137	16	1	185	21	6	27	0	54	23	5	2	0	30	465
07:30 AM	11	156	18	0	185	52	175	23	1	251	23	7	34	0	64	25	8	8	0	41	541
07:45 AM	10	144	33	2	189	54	205	28	1	288	31	9	33	0	73	23	16	1	0	40	590
Total	34	594	81	4	713	159	622	81	3	865	91	27	138	0	256	85	38	11	0	134	1968
08:00 AM	8	160	26	1	195	53	170	28	0	251	22	9	29	0	60	18	13	3	0	34	540
08:15 AM	7	147	23	3	180	51	140	25	2	218	23	11	46	0	80	18	7	3	0	28	506
08:30 AM	11	160	24	2	197	43	164	31	1	239	30	14	40	0	84	25	11	5	0	41	561
08:45 AM	8	163	24	3	198	56	190	37	2	285	25	11	49	0	85	28	10	3	0	41	609
Total	34	630	97	9	770	203	664	121	5	993	100	45	164	0	309	89	41	14	0	144	2216
Grand Total	82	1821	208	15	2126	393	1693	249	9	2344	225	82	415	0	722	222	95	32	0	349	5541
Apprch %	3.9	85.7	9.8	0.7		16.8	72.2	10.6	0.4		31.2	11.4	57.5	0		63.6	27.2	9.2	0		
Total %	1.5	32.9	3.8	0.3	38.4	7.1	30.6	4.5	0.2	42.3	4.1	1.5	7.5	0	13	4	1.7	0.6	0	6.3	
Cars	73	1750	205	15	2043	385	1613	236	9	2243	222	79	406	0	707	211	94	28	0	333	5326
% Cars	89	96.1	98.6	100	96.1	98	95.3	94.8	100	95.7	98.7	96.3	97.8	0	97.9	95	98.9	87.5	0	95.4	96.1
Trucks	9	71	3	0	83	8	80	13	0	101	3	3	9	0	15	11	1	4	0	16	215
% Trucks	11	3.9	1.4	0	3.9	2	4.7	5.2	0	4.3	1.3	3.7	2.2	0	2.1	5	1.1	12.5	0	4.6	3.9

	Hwy 29 Eastbound				Hwy 29 Westbound				Blackwell Rd Northbound				Blackwell Rd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	8	160	**26**	194	53	170	28	251	22	9	29	60	18	**13**	3	34	539
08:15 AM	7	147	23	177	51	140	25	216	23	11	46	80	18	7	3	28	501
08:30 AM	**11**	160	24	**195**	43	164	31	238	**30**	**14**	40	84	25	11	**5**	**41**	558
08:45 AM	8	**163**	24	195	**56**	**190**	**37**	**283**	25	11	**49**	**85**	**28**	10	3	41	**604**
Total Volume	34	630	97	761	203	664	121	988	100	45	164	309	89	41	14	144	2202
% App. Total	4.5	82.8	12.7		20.5	67.2	12.2		32.4	14.6	53.1		61.8	28.5	9.7		
PHF	.773	.966	.933	.976	.906	.874	.818	.873	.833	.804	.837	.909	.795	.788	.700	.878	.911

Peggy Malone & Associates
(888) 247-8602

File Name : 11-Hwy 29 and Blackwell Rd AM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					Blackwell Rd Northbound					Blackwell Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3
Apprch %	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	0		
Total %	0	0	0	33.3	33.3	0	0	0	66.7	66.7	0	0	0	0	0	0	0	0	0	0	

	Hwy 29 Eastbound				Hwy 29 Westbound				Blackwell Rd Northbound				Blackwell Rd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates
(888) 247-8602

File Name : 11-Hwy 29 and Blackwell Rd PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars

	Hwy 29 Eastbound					Hwy 29 Westbound					Blackwell Rd Northbound					Blackwell Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	8	173	34	4	219	49	178	29	2	258	59	26	53	0	138	32	30	10	0	72	687
02:15 PM	11	166	45	3	225	44	169	31	3	247	45	18	44	0	107	40	17	3	0	60	639
02:30 PM	9	196	34	1	240	50	201	39	2	292	35	18	41	0	94	31	17	4	0	52	678
02:45 PM	10	188	34	3	235	50	194	33	2	279	45	27	65	0	137	44	22	14	0	80	731
Total	38	723	147	11	919	193	742	132	9	1076	184	89	203	0	476	147	86	31	0	264	2735
03:00 PM	3	190	37	3	233	52	196	51	2	301	38	22	46	0	106	29	24	7	0	60	700
03:15 PM	8	192	33	4	237	61	222	42	3	328	60	21	36	0	117	30	18	7	0	55	737
03:30 PM	10	177	30	1	218	46	193	30	2	271	53	29	41	0	123	43	20	8	0	71	683
03:45 PM	6	197	43	1	247	67	240	44	1	352	45	23	49	0	117	35	14	5	0	54	770
Total	27	756	143	9	935	226	851	167	8	1252	196	95	172	0	463	137	76	27	0	240	2890
04:00 PM	20	220	28	3	271	43	205	37	2	287	63	40	51	0	154	33	29	6	0	68	780
04:15 PM	12	233	23	5	273	51	213	36	1	301	61	29	58	0	148	40	28	14	0	82	804
04:30 PM	5	182	25	5	217	32	263	46	2	343	49	27	73	0	149	56	25	9	0	90	799
04:45 PM	10	203	30	0	243	39	233	47	2	321	58	23	64	0	145	44	27	8	0	79	788
Total	47	838	106	13	1004	165	914	166	7	1252	231	119	246	0	596	173	109	37	0	319	3171
05:00 PM	14	206	27	3	250	39	197	40	4	280	49	22	101	0	172	59	13	8	0	80	782
05:15 PM	12	195	23	5	235	44	259	40	0	343	54	17	64	0	135	46	27	7	0	80	793
05:30 PM	11	192	29	1	233	41	245	43	1	330	43	21	53	0	117	37	17	4	0	58	738
05:45 PM	13	203	27	0	243	52	258	31	3	344	34	16	46	0	96	39	15	10	0	64	747
Total	50	796	106	9	961	176	959	154	8	1297	180	76	264	0	520	181	72	29	0	282	3060
06:00 PM	8	217	27	3	255	41	216	28	1	286	29	14	51	0	94	42	14	4	0	60	695
06:15 PM	12	180	24	2	218	27	215	40	2	284	29	7	31	0	67	38	17	4	0	59	628
06:30 PM	9	187	24	3	223	37	211	41	4	293	41	19	28	0	88	36	14	8	0	58	662
06:45 PM	9	154	27	3	193	43	184	32	2	261	31	14	19	0	64	40	18	4	0	62	580
Total	38	738	102	11	889	148	826	141	9	1124	130	54	129	0	313	156	63	20	0	239	2565
Grand Total	200	3851	604	53	4708	908	4292	760	41	6001	921	433	1014	0	2368	794	406	144	0	1344	14421
Apprch %	4.2	81.8	12.8	1.1		15.1	71.5	12.7	0.7		38.9	18.3	42.8	0		59.1	30.2	10.7	0		
Total %	1.4	26.7	4.2	0.4	32.6	6.3	29.8	5.3	0.3	41.6	6.4	3	7	0	16.4	5.5	2.8	1	0	9.3	

	Hwy 29 Eastbound				Hwy 29 Westbound				Blackwell Rd Northbound				Blackwell Rd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**20**	220	28	**268**	43	205	37	285	**63**	**40**	51	**154**	33	**29**	6	68	775
04:15 PM	12	**233**	23	268	**51**	213	36	300	61	29	58	148	40	28	**14**	82	**798**
04:30 PM	5	182	25	212	32	**263**	46	**341**	49	27	**73**	149	**56**	25	9	**90**	792
04:45 PM	10	203	**30**	243	39	233	**47**	319	58	23	64	145	44	27	8	79	786
Total Volume	47	838	106	991	165	914	166	1245	231	119	246	596	173	109	37	319	3151
% App. Total	4.7	84.6	10.7		13.3	73.4	13.3		38.8	20	41.3		54.2	34.2	11.6		
PHF	.588	.899	.883	.924	.809	.869	.883	.913	.917	.744	.842	.968	.772	.940	.661	.886	.987

Peggy Malone & Associates
(888) 247-8602

File Name : 11-Hwy 29 and Blackwell Rd PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Blackwell Rd Northbound					Blackwell Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	0	9	0	0	9	0	9	1	0	10	0	0	1	0	1	0	0	0	0	0	20
02:15 PM	1	4	0	0	5	0	5	1	0	6	0	0	1	0	1	1	0	1	0	2	14
02:30 PM	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
02:45 PM	0	4	1	0	5	0	2	0	0	2	1	0	0	0	1	1	0	0	0	1	9
Total	1	22	1	0	24	0	21	2	0	23	1	0	2	0	3	2	0	1	0	3	53
03:00 PM	0	6	0	0	6	1	12	0	0	13	0	0	0	0	0	0	0	0	0	0	19
03:15 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
03:30 PM	0	4	0	0	4	1	5	0	0	6	0	0	1	0	1	1	0	0	0	1	12
03:45 PM	1	2	0	0	3	0	4	0	1	5	1	0	1	0	2	1	0	0	0	1	11
Total	1	15	0	0	16	2	25	0	1	28	1	0	2	0	3	2	0	0	0	2	49
04:00 PM	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
04:15 PM	0	8	0	0	8	2	5	1	0	8	0	0	0	0	0	1	1	0	0	2	18
04:30 PM	0	3	0	0	3	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	7
04:45 PM	0	2	0	0	2	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	7
Total	0	14	1	0	15	3	11	1	0	15	0	2	2	0	4	1	1	0	0	2	36
05:00 PM	0	4	1	0	5	0	5	0	0	5	0	0	0	0	0	1	0	1	0	2	12
05:15 PM	0	5	0	0	5	0	4	1	0	5	1	2	0	0	3	0	0	0	0	0	13
05:30 PM	0	3	0	0	3	0	7	0	0	7	0	0	2	0	2	2	1	0	0	3	15
05:45 PM	0	2	0	0	2	0	3	1	0	4	2	1	0	0	3	0	0	0	0	0	9
Total	0	14	1	0	15	0	19	2	0	21	3	3	2	0	8	3	1	1	0	5	49
06:00 PM	0	2	0	0	2	0	3	1	0	4	0	0	0	0	0	1	1	1	0	3	9
06:15 PM	0	3	0	0	3	0	1	0	0	1	1	0	0	0	1	2	0	0	0	2	7
06:30 PM	0	3	0	0	3	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	6
06:45 PM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	4
Total	0	8	0	0	8	0	8	1	0	9	3	1	0	0	4	3	1	1	0	5	26
Grand Total	2	73	3	0	78	5	84	6	1	96	8	6	8	0	22	11	3	3	0	17	213
Apprch %	2.6	93.6	3.8	0		5.2	87.5	6.2	1		36.4	27.3	36.4	0		64.7	17.6	17.6	0		
Total %	0.9	34.3	1.4	0	36.6	2.3	39.4	2.8	0.5	45.1	3.8	2.8	3.8	0	10.3	5.2	1.4	1.4	0	8	

	Hwy 29 Eastbound				Hwy 29 Westbound				Blackwell Rd Northbound				Blackwell Rd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	**9**	0	**9**	0	**9**	**1**	**10**	0	0	**1**	**1**	0	0	0	0	**20**
02:15 PM	**1**	4	0	5	0	5	1	6	0	0	1	1	**1**	0	**1**	**2**	14
02:30 PM	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0	10
02:45 PM	0	4	**1**	5	0	2	0	2	**1**	0	0	1	1	0	0	1	9
Total Volume	1	22	1	24	0	21	2	23	1	0	2	3	2	0	1	3	53
% App. Total	4.2	91.7	4.2		0	91.3	8.7		33.3	0	66.7		66.7	0	33.3		
PHF	.250	.611	.250	.667	.000	.583	.500	.575	.250	.000	.500	.750	.500	.000	.250	.375	.663

Peggy Malone & Associates
(888) 247-8602

File Name : 11-Hwy 29 and Blackwell Rd PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Cars - Trucks

	Hwy 29 Eastbound					Hwy 29 Westbound					Blackwell Rd Northbound					Blackwell Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	8	182	34	4	228	49	187	30	2	268	59	26	54	0	139	32	30	10	0	72	707
02:15 PM	12	170	45	3	230	44	174	32	3	253	45	18	45	0	108	41	17	4	0	62	653
02:30 PM	9	201	34	1	245	50	206	39	2	297	35	18	41	0	94	31	17	4	0	52	688
02:45 PM	10	192	35	3	240	50	196	33	2	281	46	27	65	0	138	45	22	14	0	81	740
Total	39	745	148	11	943	193	763	134	9	1099	185	89	205	0	479	149	86	32	0	267	2788
03:00 PM	3	196	37	3	239	53	208	51	2	314	38	22	46	0	106	29	24	7	0	60	719
03:15 PM	8	195	33	4	240	61	226	42	3	332	60	21	36	0	117	30	18	7	0	55	744
03:30 PM	10	181	30	1	222	47	198	30	2	277	53	29	42	0	124	44	20	8	0	72	695
03:45 PM	7	199	43	1	250	67	244	44	2	357	46	23	50	0	119	36	14	5	0	55	781
Total	28	771	143	9	951	228	876	167	9	1280	197	95	174	0	466	139	76	27	0	242	2939
04:00 PM	20	221	29	3	273	44	205	37	2	288	63	41	51	0	155	33	29	6	0	68	784
04:15 PM	12	241	23	5	281	53	218	37	1	309	61	29	58	0	148	41	29	14	0	84	822
04:30 PM	5	185	25	5	220	32	265	46	2	345	49	28	74	0	151	56	25	9	0	90	806
04:45 PM	10	205	30	0	245	39	237	47	2	325	58	23	65	0	146	44	27	8	0	79	795
Total	47	852	107	13	1019	168	925	167	7	1267	231	121	248	0	600	174	110	37	0	321	3207
05:00 PM	14	210	28	3	255	39	202	40	4	285	49	22	101	0	172	60	13	9	0	82	794
05:15 PM	12	200	23	5	240	44	263	41	0	348	55	19	64	0	138	46	27	7	0	80	806
05:30 PM	11	195	29	1	236	41	252	43	1	337	43	21	55	0	119	39	18	4	0	61	753
05:45 PM	13	205	27	0	245	52	261	32	3	348	36	17	46	0	99	39	15	10	0	64	756
Total	50	810	107	9	976	176	978	156	8	1318	183	79	266	0	528	184	73	30	0	287	3109
06:00 PM	8	219	27	3	257	41	219	29	1	290	29	14	51	0	94	43	15	5	0	63	704
06:15 PM	12	183	24	2	221	27	216	40	2	285	30	7	31	0	68	40	17	4	0	61	635
06:30 PM	9	190	24	3	226	37	212	41	4	294	43	19	28	0	90	36	14	8	0	58	668
06:45 PM	9	154	27	3	193	43	187	32	2	264	31	15	19	0	65	40	18	4	0	62	584
Total	38	746	102	11	897	148	834	142	9	1133	133	55	129	0	317	159	64	21	0	244	2591
Grand Total	202	3924	607	53	4786	913	4376	766	42	6097	929	439	1022	0	2390	805	409	147	0	1361	14634
Apprch %	4.2	82	12.7	1.1		15	71.8	12.6	0.7		38.9	18.4	42.8	0		59.1	30.1	10.8	0		
Total %	1.4	26.8	4.1	0.4	32.7	6.2	29.9	5.2	0.3	41.7	6.3	3	7	0	16.3	5.5	2.8	1	0	9.3	
Cars	200	3851	604	53	4708	908	4292	760	41	6001	921	433	1014	0	2368	794	406	144	0	1344	14421
% Cars	99	98.1	99.5	100	98.4	99.5	98.1	99.2	97.6	98.4	99.1	98.6	99.2	0	99.1	98.6	99.3	98	0	98.8	98.5
Trucks	2	73	3	0	78	5	84	6	1	96	8	6	8	0	22	11	3	3	0	17	213
% Trucks	1	1.9	0.5	0	1.6	0.5	1.9	0.8	2.4	1.6	0.9	1.4	0.8	0	0.9	1.4	0.7	2	0	1.2	1.5

	Hwy 29 Eastbound				Hwy 29 Westbound				Blackwell Rd Northbound				Blackwell Rd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	12	**241**	23	**276**	**53**	218	37	308	**61**	**29**	58	148	41	**29**	**14**	84	**816**
04:30 PM	5	185	25	215	32	**265**	46	**343**	49	28	74	151	56	25	9	**90**	799
04:45 PM	10	205	**30**	245	39	237	**47**	323	58	23	65	146	44	27	8	79	793
05:00 PM	**14**	210	28	252	39	202	40	281	49	22	**101**	**172**	**60**	13	9	82	787
Total Volume	41	841	106	988	163	922	170	1255	217	102	298	617	201	94	40	335	3195
% App. Total	4.1	85.1	10.7		13	73.5	13.5		35.2	16.5	48.3		60	28.1	11.9		
PHF	.732	.872	.883	.895	.769	.870	.904	.915	.889	.879	.738	.897	.838	.810	.714	.931	.979

Peggy Malone & Associates
(888) 247-8602

File Name : 11-Hwy 29 and Blackwell Rd PM
Site Code :
Start Date : 8/5/2021
Page No : 1

Groups Printed- Pedestrians

	Hwy 29 Eastbound					Hwy 29 Westbound					Blackwell Rd Northbound					Blackwell Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
02:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	8	8	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	11
Apprch %	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	0		
Total %	0	0	0	72.7	72.7	0	0	0	27.3	27.3	0	0	0	0	0	0	0	0	0	0	

	Hwy 29 Eastbound				Hwy 29 Westbound				Blackwell Rd Northbound				Blackwell Rd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Appendix B:

Synchro Reports

HCM Signalized Intersection Capacity Analysis
1: Winchester St/Broadview Avenue & Lee Highway

12/03/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	221	718	19	25	628	135	63	46	48	130	73	174
Future Volume (vph)	221	718	19	25	628	135	63	46	48	130	73	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.8	5.2		6.9	5.8	9.4	8.3	8.3	4.0	9.4	9.4	4.0
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (prot)	3335	3425		1805	3438	1524	1770	1900	1615	1649	1759	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (perm)	3335	3425		1805	3438	1524	1770	1900	1615	1649	1759	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	238	772	20	27	675	145	68	49	52	140	78	187
RTOR Reduction (vph)	0	1	0	0	0	58	0	0	0	0	0	0
Lane Group Flow (vph)	238	791	0	27	675	87	68	49	52	108	110	187
Heavy Vehicles (%)	5%	5%	5%	0%	5%	6%	2%	0%	0%	4%	0%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	Free	Split	NA	Free
Protected Phases	5	2		1	6	4	3	3		4	4	
Permitted Phases						6			Free			Free
Actuated Green, G (s)	15.3	80.9		5.2	69.3	84.0	9.4	9.4	140.0	14.7	14.7	140.0
Effective Green, g (s)	15.3	80.9		5.2	69.3	84.0	9.4	9.4	140.0	14.7	14.7	140.0
Actuated g/C Ratio	0.11	0.58		0.04	0.49	0.60	0.07	0.07	1.00	0.10	0.10	1.00
Clearance Time (s)	7.8	5.2		6.9	5.8	9.4	8.3	8.3		9.4	9.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	364	1979		67	1701	914	118	127	1615	173	184	1583
v/s Ratio Prot	c0.07	c0.23		0.01	0.20	0.01	c0.04	0.03		c0.07	0.06	
v/s Ratio Perm						0.05			0.03			0.12
v/c Ratio	0.65	0.40		0.40	0.40	0.10	0.58	0.39	0.03	0.62	0.60	0.12
Uniform Delay, d1	59.8	16.2		65.9	22.2	11.9	63.4	62.5	0.0	60.0	59.8	0.0
Progression Factor	1.00	1.00		1.14	0.60	2.35	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.2	0.6		3.8	0.7	0.0	6.7	1.9	0.0	6.8	5.1	0.2
Delay (s)	64.0	16.8		79.0	13.9	28.0	70.0	64.5	0.0	66.9	65.0	0.2
Level of Service	E	B		E	B	C	E	E	A	E	E	A
Approach Delay (s)		27.7			18.4			46.9			35.5	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	27.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	31.3
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Branch Drive & Lee Highway

12/03/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	855	6	49	759	31	9	11	48	38	13	24
Future Volume (vph)	44	855	6	49	759	31	9	11	48	38	13	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	5.7	5.7	6.8	5.6	5.6		6.6	6.6		7.5	7.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00		0.96	1.00
Satd. Flow (prot)	1752	3438	1615	1805	3438	1615		1858	1468		1728	1495
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00		0.96	1.00
Satd. Flow (perm)	1752	3438	1615	1805	3438	1615		1858	1468		1728	1495
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	49	950	7	54	843	34	10	12	53	42	14	27
RTOR Reduction (vph)	0	0	2	0	0	12	0	0	51	0	0	25
Lane Group Flow (vph)	49	950	5	54	843	22	0	22	2	0	56	2
Heavy Vehicles (%)	3%	5%	0%	0%	5%	0%	0%	0%	10%	8%	0%	8%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2			4			3
Actuated Green, G (s)	8.2	90.2	90.2	8.4	90.9	90.9		6.1	6.1		8.7	8.7
Effective Green, g (s)	8.2	90.2	90.2	8.4	90.9	90.9		6.1	6.1		8.7	8.7
Actuated g/C Ratio	0.06	0.64	0.64	0.06	0.65	0.65		0.04	0.04		0.06	0.06
Clearance Time (s)	6.4	5.7	5.7	6.8	5.6	5.6		6.6	6.6		7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	102	2215	1040	108	2232	1048		80	63		107	92
v/s Ratio Prot	0.03	c0.28		c0.03	0.25			c0.01			c0.03	
v/s Ratio Perm			0.00			0.01			0.00			0.00
v/c Ratio	0.48	0.43	0.00	0.50	0.38	0.02		0.28	0.04		0.52	0.02
Uniform Delay, d1	63.8	12.2	8.9	63.8	11.4	8.7		64.8	64.1		63.6	61.6
Progression Factor	1.15	0.42	1.00	1.24	0.15	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	3.4	0.6	0.0	3.5	0.5	0.0		1.9	0.2		4.6	0.1
Delay (s)	76.8	5.7	8.9	82.8	2.2	8.8		66.7	64.4		68.2	61.7
Level of Service	E	A	A	F	A	A		E	E		E	E
Approach Delay (s)		9.2			7.1			65.0			66.1	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM 2000 Control Delay	12.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	26.6
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	20	32	891	0	5	3	763	8	0	0	5	9
Future Volume (Veh/h)	20	32	891	0	5	3	763	8	0	0	5	9
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	35	979	0	0	3	838	9	0	0	5	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)			549				429					
pX, platoon unblocked	0.00	0.90			0.00	0.87			0.92	0.92	0.87	0.92
vC, conflicting volume	0	847			0	979			1536	1902	490	1408
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	611			0	674			921	1320	111	783
tC, single (s)	0.0	4.2			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.3			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	96			0	100			100	100	99	96
cM capacity (veh/h)	0	845			0	805			187	139	806	254

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1	SB 2	
Volume Total	35	490	490	0	3	419	419	9	5	10	62	
Volume Left	35	0	0	0	3	0	0	0	0	10	0	
Volume Right	0	0	0	0	0	0	0	9	5	0	62	
cSH	845	1700	1700	1700	805	1700	1700	1700	806	254	806	
Volume to Capacity	0.04	0.29	0.29	0.00	0.00	0.25	0.25	0.01	0.01	0.04	0.08	
Queue Length 95th (ft)	3	0	0	0	0	0	0	0	0	3	6	
Control Delay (s)	9.4	0.0	0.0	0.0	9.5	0.0	0.0	0.0	9.5	19.8	9.8	
Lane LOS	A				A				A	C	A	
Approach Delay (s)	0.3				0.0				9.5	11.2		
Approach LOS									A	B		

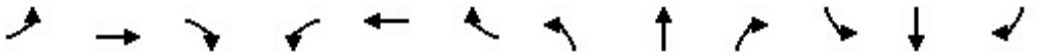
Intersection Summary					
Average Delay	0.6				
Intersection Capacity Utilization	45.1%	ICU Level of Service		A	
Analysis Period (min)	15				

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	56
Future Volume (Veh/h)	0	56
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.91	0.91
Hourly flow rate (vph)	0	62
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.92	0.90
vC, conflicting volume	1893	419
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	1310	136
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	92
cM capacity (veh/h)	141	806

Direction, Lane #

HCM Signalized Intersection Capacity Analysis
4: Fletcher Drive & Lee Highway

12/03/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	819	54	20	733	34	20	8	19	46	11	24
Future Volume (vph)	37	819	54	20	733	34	20	8	19	46	11	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	5.5	7.1	6.7	5.1	8.9	7.1	7.1	6.7		8.9	8.9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00		0.96	1.00
Satd. Flow (prot)	1805	3438	1553	1719	3438	1615	1715	1649	1455		1740	1429
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00		0.96	1.00
Satd. Flow (perm)	1805	3438	1553	1719	3438	1615	1715	1649	1455		1740	1429
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)	39	853	56	21	764	35	21	8	20	48	11	25
RTOR Reduction (vph)	0	0	17	0	0	10	0	0	18	0	0	23
Lane Group Flow (vph)	39	853	39	21	764	25	14	15	2	0	59	2
Heavy Vehicles (%)	0%	5%	4%	5%	5%	0%	0%	13%	11%	4%	9%	13%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	Perm
Protected Phases	5	2	4	1	6	3	4	4	1	3	3	
Permitted Phases			2			6			4			3
Actuated Green, G (s)	7.3	92.2	98.0	4.9	90.2	99.1	5.8	5.8	10.7		8.9	8.9
Effective Green, g (s)	7.3	92.2	98.0	4.9	90.2	99.1	5.8	5.8	10.7		8.9	8.9
Actuated g/C Ratio	0.05	0.66	0.70	0.04	0.64	0.71	0.04	0.04	0.08		0.06	0.06
Clearance Time (s)	6.7	5.5	7.1	6.7	5.1	8.9	7.1	7.1	6.7		8.9	8.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	94	2264	1087	60	2215	1143	71	68	111		110	90
v/s Ratio Prot	c0.02	c0.25	0.00	0.01	0.22	0.00	0.01	c0.01	0.00		c0.03	
v/s Ratio Perm			0.02			0.01			0.00			0.00
v/c Ratio	0.41	0.38	0.04	0.35	0.34	0.02	0.20	0.22	0.01		0.54	0.02
Uniform Delay, d1	64.3	10.9	6.5	66.0	11.4	6.1	64.8	64.9	59.8		63.5	61.5
Progression Factor	1.14	0.50	0.00	1.47	0.05	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	2.8	0.5	0.0	3.2	0.4	0.0	1.4	1.6	0.0		5.0	0.1
Delay (s)	75.9	5.9	0.0	100.1	1.0	6.1	66.2	66.6	59.8		68.5	61.5
Level of Service	E	A	A	F	A	A	E	E	E		E	E
Approach Delay (s)		8.4			3.8			63.7			66.4	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	28.2
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
5: Blackwell Road & Lee Highway

12/03/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	744	97	208	664	121	100	45	164	89	41	14
Future Volume (vph)	43	744	97	208	664	121	100	45	164	89	41	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	5.7	4.0	6.7	5.5	5.5	8.9	8.9	8.9	8.2	8.2	8.2
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1656	3406	1583	1770	3438	1553	1770	1827	1568	1618	1712	1509
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1656	3406	1583	1770	3438	1553	1770	1827	1568	1618	1712	1509
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	47	818	107	229	730	133	110	49	180	98	45	15
RTOR Reduction (vph)	0	0	0	0	0	75	0	0	162	0	0	14
Lane Group Flow (vph)	47	818	107	229	730	58	110	49	18	71	72	1
Heavy Vehicles (%)	9%	6%	2%	2%	5%	4%	2%	4%	3%	6%	2%	7%
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			Free			6			4			3
Actuated Green, G (s)	24.1	61.4	140.0	23.4	60.9	60.9	14.2	14.2	14.2	11.5	11.5	11.5
Effective Green, g (s)	24.1	61.4	140.0	23.4	60.9	60.9	14.2	14.2	14.2	11.5	11.5	11.5
Actuated g/C Ratio	0.17	0.44	1.00	0.17	0.43	0.43	0.10	0.10	0.10	0.08	0.08	0.08
Clearance Time (s)	6.7	5.7		6.7	5.5	5.5	8.9	8.9	8.9	8.2	8.2	8.2
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	285	1493	1583	295	1495	675	179	185	159	132	140	123
v/s Ratio Prot	0.03	c0.24		c0.13	0.21		c0.06	0.03		c0.04	0.04	
v/s Ratio Perm			0.07			0.04			0.01			0.00
v/c Ratio	0.16	0.55	0.07	0.78	0.49	0.09	0.61	0.26	0.11	0.54	0.51	0.01
Uniform Delay, d1	49.4	29.0	0.0	55.8	28.4	23.2	60.3	58.1	57.2	61.7	61.6	59.0
Progression Factor	0.66	0.59	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	1.4	0.1	12.1	1.1	0.2	6.1	0.8	0.3	4.2	3.2	0.0
Delay (s)	33.0	18.4	0.1	67.9	29.5	23.5	66.4	58.8	57.5	65.9	64.7	59.1
Level of Service	C	B	A	E	C	C	E	E	E	E	E	E
Approach Delay (s)		17.1			36.8			60.6			64.7	
Approach LOS		B			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	34.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	29.5
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues
1: Winchester St/Broadview Avenue & Lee Highway

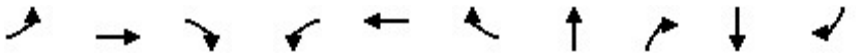
02/16/2022

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	238	792	27	675	145	68	49	52	108	110	187
v/c Ratio	0.66	0.38	0.27	0.39	0.15	0.50	0.34	0.03	0.63	0.60	0.12
Control Delay	68.4	17.9	78.3	15.0	2.8	74.2	66.4	0.0	75.2	72.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	17.9	78.3	15.0	2.8	74.2	66.4	0.0	75.2	72.4	0.1
Queue Length 50th (ft)	108	212	26	60	0	61	43	0	101	102	0
Queue Length 95th (ft)	150	322	61	164	45	109	84	0	163	162	0
Internal Link Dist (ft)		770		835			259			1381	
Turn Bay Length (ft)	283		128		195	75		85	210		
Base Capacity (vph)	481	2087	120	1744	1093	236	253	1615	313	334	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.38	0.23	0.39	0.13	0.29	0.19	0.03	0.35	0.33	0.12

Intersection Summary

Queues
2: Branch Drive & Lee Highway

02/16/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	49	950	7	54	843	34	22	53	56	27
v/c Ratio	0.42	0.41	0.01	0.44	0.36	0.03	0.23	0.27	0.46	0.12
Control Delay	81.7	6.3	0.0	87.6	2.4	0.0	68.6	3.3	73.7	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.7	6.3	0.0	87.6	2.4	0.0	68.6	3.3	73.7	1.2
Queue Length 50th (ft)	44	105	0	51	32	0	20	0	50	0
Queue Length 95th (ft)	89	118	m0	101	43	0	49	0	94	0
Internal Link Dist (ft)		835			469		866		979	
Turn Bay Length (ft)	240		330	155		155		75		
Base Capacity (vph)	195	2345	1145	234	2361	1151	244	304	178	264
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.41	0.01	0.23	0.36	0.03	0.09	0.17	0.31	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
4: Fletcher Drive & Lee Highway

02/16/2022

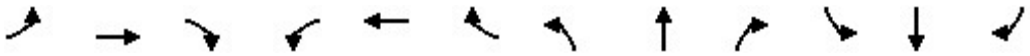
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	39	853	56	21	764	35	14	15	20	59	25
v/c Ratio	0.35	0.35	0.05	0.23	0.32	0.03	0.16	0.18	0.07	0.47	0.11
Control Delay	79.3	6.1	0.1	98.2	1.0	0.1	67.4	68.3	0.5	73.7	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.3	6.1	0.1	98.2	1.0	0.1	67.4	68.3	0.5	73.7	1.0
Queue Length 50th (ft)	38	73	0	20	2	0	12	13	0	53	0
Queue Length 95th (ft)	80	94	0	m45	55	1	38	40	0	99	0
Internal Link Dist (ft)		349			910			1093		912	
Turn Bay Length (ft)	155		255	255		288			75		200
Base Capacity (vph)	184	2435	1248	224	2351	1334	207	199	379	224	295
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.35	0.04	0.09	0.32	0.03	0.07	0.08	0.05	0.26	0.08

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: Blackwell Road & Lee Highway

02/16/2022

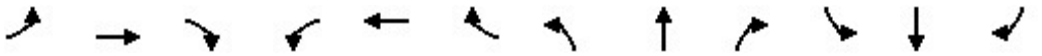


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	47	818	107	229	730	133	110	49	180	71	72	15
v/c Ratio	0.16	0.55	0.07	0.78	0.48	0.17	0.61	0.27	0.55	0.54	0.51	0.05
Control Delay	31.3	20.0	0.1	73.1	32.6	2.7	74.3	60.0	13.0	75.8	73.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	20.0	0.1	73.1	32.6	2.7	74.3	60.0	13.0	75.8	73.7	0.3
Queue Length 50th (ft)	27	129	0	202	269	0	98	42	0	66	67	0
Queue Length 95th (ft)	58	303	0	280	361	27	156	80	62	118	120	0
Internal Link Dist (ft)		910			996			609			979	
Turn Bay Length (ft)	210		150	530		320	350			180		228
Base Capacity (vph)	308	1496	1583	408	1728	860	244	252	378	217	230	369
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.55	0.07	0.56	0.42	0.15	0.45	0.19	0.48	0.33	0.31	0.04

Intersection Summary

HCM Signalized Intersection Capacity Analysis
1: Winchester St/Broadview Avenue & Lee Highway

12/03/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	718	36	59	1080	90	111	101	69	181	53	343
Future Volume (vph)	255	718	36	59	1080	90	111	101	69	181	53	343
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.8	5.2		6.9	5.8	9.4	8.3	8.3	4.0	9.4	9.4	4.0
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	3467	3545		1805	3574	1615	1805	1900	1615	1681	1737	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	3467	3545		1805	3574	1615	1805	1900	1615	1681	1737	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	260	733	37	60	1102	92	113	103	70	185	54	350
RTOR Reduction (vph)	0	2	0	0	0	37	0	0	0	0	0	0
Lane Group Flow (vph)	260	768	0	60	1102	55	113	103	70	118	121	350
Heavy Vehicles (%)	1%	1%	3%	0%	1%	0%	0%	0%	0%	2%	0%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	Free	Split	NA	Free
Protected Phases	5	2		1	6	4	3	3		4	4	
Permitted Phases						6			Free			Free
Actuated Green, G (s)	16.2	80.7		9.1	72.1	88.1	14.4	14.4	150.0	16.0	16.0	150.0
Effective Green, g (s)	16.2	80.7		9.1	72.1	88.1	14.4	14.4	150.0	16.0	16.0	150.0
Actuated g/C Ratio	0.11	0.54		0.06	0.48	0.59	0.10	0.10	1.00	0.11	0.11	1.00
Clearance Time (s)	7.8	5.2		6.9	5.8	9.4	8.3	8.3		9.4	9.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	374	1907		109	1717	948	173	182	1615	179	185	1583
v/s Ratio Prot	c0.07	c0.22		0.03	c0.31	0.01	c0.06	0.05		c0.07	0.07	
v/s Ratio Perm						0.03			0.04			0.22
v/c Ratio	0.70	0.40		0.55	0.64	0.06	0.65	0.57	0.04	0.66	0.65	0.22
Uniform Delay, d1	64.5	20.4		68.5	29.3	13.2	65.4	64.8	0.0	64.4	64.3	0.0
Progression Factor	1.00	1.00		1.32	0.50	1.45	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.5	0.6		5.1	1.6	0.0	8.5	4.0	0.1	8.5	8.0	0.3
Delay (s)	70.0	21.1		95.4	16.3	19.2	73.9	68.8	0.1	72.9	72.4	0.3
Level of Service	E	C		F	B	B	E	E	A	E	E	A
Approach Delay (s)		33.4			20.3			54.0			29.7	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	31.3
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Branch Drive & Lee Highway

12/03/2021

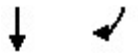
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	868	4	65	1110	82	10	18	50	126	18	101
Future Volume (vph)	108	868	4	65	1110	82	10	18	50	126	18	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	5.7	5.7	6.8	5.6	5.6		6.6	6.6		7.5	7.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00		0.96	1.00
Satd. Flow (prot)	1805	3574	1615	1805	3574	1615		1868	1583		1805	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00		0.96	1.00
Satd. Flow (perm)	1805	3574	1615	1805	3574	1615		1868	1583		1805	1615
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	111	895	4	67	1144	85	10	19	52	130	19	104
RTOR Reduction (vph)	0	0	2	0	0	37	0	0	50	0	0	92
Lane Group Flow (vph)	111	895	2	67	1144	48	0	29	2	0	149	12
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	2%	1%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2			4			3
Actuated Green, G (s)	14.5	89.5	89.5	9.6	85.1	85.1		6.7	6.7		17.6	17.6
Effective Green, g (s)	14.5	89.5	89.5	9.6	85.1	85.1		6.7	6.7		17.6	17.6
Actuated g/C Ratio	0.10	0.60	0.60	0.06	0.57	0.57		0.04	0.04		0.12	0.12
Clearance Time (s)	6.4	5.7	5.7	6.8	5.6	5.6		6.6	6.6		7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	174	2132	963	115	2027	916		83	70		211	189
v/s Ratio Prot	c0.06	c0.25		0.04	c0.32			c0.02			c0.08	
v/s Ratio Perm			0.00			0.03			0.00			0.01
v/c Ratio	0.64	0.42	0.00	0.58	0.56	0.05		0.35	0.03		0.71	0.06
Uniform Delay, d1	65.2	16.3	12.2	68.3	20.7	14.5		69.5	68.6		63.7	58.9
Progression Factor	1.09	0.53	1.00	1.23	0.38	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	7.1	0.6	0.0	6.6	1.0	0.1		2.5	0.2		10.3	0.1
Delay (s)	78.2	9.2	12.2	90.5	8.9	14.6		72.1	68.7		74.0	59.0
Level of Service	E	A	B	F	A	B		E	E		E	E
Approach Delay (s)		16.8			13.5			69.9			67.8	
Approach LOS		B			B			E			E	

Intersection Summary			
HCM 2000 Control Delay	21.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.6
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	9	40	1002	0	4	1	1205	11	0	0	12	8
Future Volume (Veh/h)	9	40	1002	0	4	1	1205	11	0	0	12	8
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	42	1044	0	0	1	1255	11	0	0	13	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)			549				429					
pX, platoon unblocked	0.00	0.81			0.00	0.87			0.87	0.87	0.87	0.87
vC, conflicting volume	0	1266			0	1044			1802	2396	522	1876
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	854			0	744			946	1625	142	1030
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	93			0	100			100	100	98	95
cM capacity (veh/h)	0	642			0	757			172	84	769	155

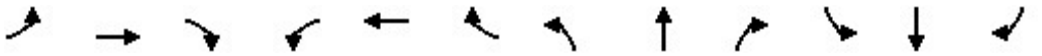
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1	SB 2	
Volume Total	42	522	522	0	1	628	628	11	13	8	45	
Volume Left	42	0	0	0	1	0	0	0	0	8	0	
Volume Right	0	0	0	0	0	0	0	11	13	0	45	
cSH	642	1700	1700	1700	757	1700	1700	1700	769	155	803	
Volume to Capacity	0.07	0.31	0.31	0.00	0.00	0.37	0.37	0.01	0.02	0.05	0.06	
Queue Length 95th (ft)	5	0	0	0	0	0	0	0	1	4	4	
Control Delay (s)	11.0	0.0	0.0	0.0	9.8	0.0	0.0	0.0	9.8	29.4	9.8	
Lane LOS	B				A				A	D	A	
Approach Delay (s)	0.4				0.0				9.8	12.7		
Approach LOS									A	B		

Intersection Summary					
Average Delay	0.5				
Intersection Capacity Utilization	56.6%	ICU Level of Service		B	
Analysis Period (min)	15				



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	43
Future Volume (Veh/h)	0	43
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.96	0.96
Hourly flow rate (vph)	0	45
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.87	0.81
vC, conflicting volume	2385	628
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	1612	64
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	94
cM capacity (veh/h)	86	803

Direction, Lane #



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	833	124	87	1042	100	101	34	82	96	27	75
Future Volume (vph)	69	833	124	87	1042	100	101	34	82	96	27	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	5.5	7.1	6.7	5.1	8.9	7.1	7.1	6.7		8.9	8.9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00		0.96	1.00
Satd. Flow (prot)	1805	3539	1454	1805	3574	1568	1715	1761	1599		1829	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00		0.96	1.00
Satd. Flow (perm)	1805	3539	1454	1805	3574	1568	1715	1761	1599		1829	1615
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	71	859	128	90	1074	103	104	35	85	99	28	77
RTOR Reduction (vph)	0	0	49	0	0	35	0	0	71	0	0	69
Lane Group Flow (vph)	71	859	79	90	1074	68	69	70	14	0	127	8
Heavy Vehicles (%)	0%	2%	0%	0%	1%	3%	0%	0%	1%	0%	0%	0%
Parking (#/hr)			0									
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	Perm
Protected Phases	5	2	4	1	6	3	4	4	1	3	3	
Permitted Phases			2			6			4			3
Actuated Green, G (s)	11.2	81.7	93.1	12.8	83.7	99.6	11.4	11.4	24.2		15.9	15.9
Effective Green, g (s)	11.2	81.7	93.1	12.8	83.7	99.6	11.4	11.4	24.2		15.9	15.9
Actuated g/C Ratio	0.07	0.54	0.62	0.09	0.56	0.66	0.08	0.08	0.16		0.11	0.11
Clearance Time (s)	6.7	5.5	7.1	6.7	5.1	8.9	7.1	7.1	6.7		8.9	8.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	134	1927	902	154	1994	1041	130	133	257		193	171
v/s Ratio Prot	0.04	0.24	0.01	c0.05	c0.30	0.01	c0.04	0.04	0.00		c0.07	
v/s Ratio Perm			0.05			0.04			0.00			0.01
v/c Ratio	0.53	0.45	0.09	0.58	0.54	0.07	0.53	0.53	0.05		0.66	0.05
Uniform Delay, d1	66.9	20.5	11.4	66.0	20.9	8.9	66.7	66.7	53.2		64.4	60.2
Progression Factor	1.03	0.70	0.24	1.07	0.46	0.81	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	3.5	0.7	0.0	4.5	0.9	0.0	4.1	3.7	0.1		7.9	0.1
Delay (s)	72.1	15.1	2.8	75.0	10.6	7.2	70.8	70.4	53.3		72.3	60.4
Level of Service	E	B	A	E	B	A	E	E	D		E	E
Approach Delay (s)		17.4			14.9			64.1			67.8	
Approach LOS		B			B			E			E	

Intersection Summary			
HCM 2000 Control Delay	23.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	28.2
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
5: Blackwell Road & Lee Highway

12/03/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	852	107	175	948	167	231	121	248	174	110	37
Future Volume (vph)	60	852	107	175	948	167	231	121	248	174	110	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	5.7	4.0	6.7	5.5	5.5	8.9	8.9	8.9	8.2	8.2	8.2
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (prot)	1805	3539	1599	1770	3574	1599	1805	1863	1599	1698	1766	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (perm)	1805	3539	1599	1770	3574	1599	1805	1863	1599	1698	1766	1615
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	61	869	109	179	967	170	236	123	253	178	112	38
RTOR Reduction (vph)	0	0	0	0	0	95	0	0	214	0	0	33
Lane Group Flow (vph)	61	869	109	179	967	75	236	123	39	142	148	5
Heavy Vehicles (%)	0%	2%	1%	2%	1%	1%	0%	2%	1%	1%	1%	0%
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			Free			6			4			3
Actuated Green, G (s)	13.3	59.2	150.0	20.2	66.3	66.3	23.3	23.3	23.3	17.8	17.8	17.8
Effective Green, g (s)	13.3	59.2	150.0	20.2	66.3	66.3	23.3	23.3	23.3	17.8	17.8	17.8
Actuated g/C Ratio	0.09	0.39	1.00	0.13	0.44	0.44	0.16	0.16	0.16	0.12	0.12	0.12
Clearance Time (s)	6.7	5.7		6.7	5.5	5.5	8.9	8.9	8.9	8.2	8.2	8.2
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	160	1396	1599	238	1579	706	280	289	248	201	209	191
v/s Ratio Prot	0.03	c0.25		c0.10	0.27		c0.13	0.07		0.08	c0.08	
v/s Ratio Perm			0.07			0.05			0.02			0.00
v/c Ratio	0.38	0.62	0.07	0.75	0.61	0.11	0.84	0.43	0.16	0.71	0.71	0.02
Uniform Delay, d1	64.5	36.4	0.0	62.5	32.0	24.5	61.6	57.3	54.9	63.6	63.6	58.4
Progression Factor	0.73	0.65	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4	1.9	0.1	12.6	1.8	0.3	20.0	1.0	0.3	10.8	10.5	0.1
Delay (s)	48.5	25.6	0.1	75.1	33.8	24.8	81.6	58.3	55.2	74.3	74.1	58.5
Level of Service	D	C	A	E	C	C	F	E	E	E	E	E
Approach Delay (s)		24.3			38.3			66.0			72.4	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	42.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.5
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	281	0	0	0
Future Volume (Veh/h)	0	0	281	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	305	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type			None			None
Median storage veh)						
Upstream signal (ft)						339
pX, platoon unblocked						
vC, conflicting volume	305	305			305	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	305	305			305	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	687	735			1256	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	305	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.18	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	18.1%	ICU Level of Service	A
Analysis Period (min)	15		

Queues
1: Winchester St/Broadview Avenue & Lee Highway

02/16/2022

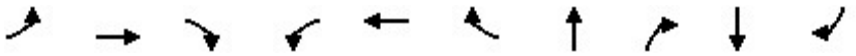
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	260	770	60	1102	92	113	103	70	118	121	350
v/c Ratio	0.70	0.40	0.48	0.64	0.10	0.65	0.57	0.04	0.66	0.65	0.22
Control Delay	74.5	22.7	99.0	17.4	2.8	82.5	76.2	0.0	80.9	80.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.5	22.7	99.0	17.4	2.8	82.5	76.2	0.0	80.9	80.2	0.3
Queue Length 50th (ft)	128	231	62	341	5	108	98	0	118	122	0
Queue Length 95th (ft)	174	345	m112	255	28	173	159	0	184	188	0
Internal Link Dist (ft)		770		835			259			1381	
Turn Bay Length (ft)	283		128		195	75		85	210		
Base Capacity (vph)	425	1943	217	1718	1025	225	236	1615	264	273	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.40	0.28	0.64	0.09	0.50	0.44	0.04	0.45	0.44	0.22

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Branch Drive & Lee Highway

02/16/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	111	895	4	67	1144	85	29	52	149	104
v/c Ratio	0.64	0.41	0.00	0.51	0.56	0.08	0.30	0.21	0.71	0.31
Control Delay	86.0	9.9	0.0	93.5	9.5	0.2	75.5	2.0	81.1	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.0	9.9	0.0	93.5	9.5	0.2	75.5	2.0	81.1	2.8
Queue Length 50th (ft)	96	164	0	70	94	0	28	0	143	0
Queue Length 95th (ft)	182	165	m0	122	101	0	63	0	211	3
Internal Link Dist (ft)		835			469		866		979	
Turn Bay Length (ft)	240		330	155		155		75		
Base Capacity (vph)	259	2197	1043	163	2059	1005	204	324	254	368
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.41	0.00	0.41	0.56	0.08	0.14	0.16	0.59	0.28

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
4: Fletcher Drive & Lee Highway

02/16/2022

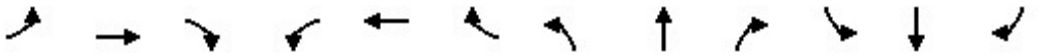
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	71	859	128	90	1074	103	69	70	85	127	77
v/c Ratio	0.53	0.45	0.13	0.58	0.54	0.10	0.53	0.53	0.26	0.66	0.28
Control Delay	80.8	16.4	0.7	82.2	11.5	1.1	80.7	79.9	7.1	79.8	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.8	16.4	0.7	82.2	11.5	1.1	80.7	79.9	7.1	79.8	4.3
Queue Length 50th (ft)	66	133	3	83	182	4	69	70	0	122	0
Queue Length 95th (ft)	m121	238	6	m148	183	m3	123	124	30	186	12
Internal Link Dist (ft)		349			910			1093		912	
Turn Bay Length (ft)	155		255	255		288			75		200
Base Capacity (vph)	244	1928	1092	220	1993	1108	250	257	388	281	349
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.45	0.12	0.41	0.54	0.09	0.28	0.27	0.22	0.45	0.22

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: Blackwell Road & Lee Highway

02/16/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	61	869	109	179	967	170	236	123	253	142	148	38
v/c Ratio	0.35	0.62	0.07	0.75	0.60	0.21	0.84	0.43	0.55	0.71	0.71	0.11
Control Delay	51.0	27.3	0.1	81.5	35.6	4.6	86.6	61.5	10.8	81.8	81.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	27.3	0.1	81.5	35.6	4.6	86.6	61.5	10.8	81.8	81.4	0.6
Queue Length 50th (ft)	60	305	0	171	408	0	222	108	0	143	149	0
Queue Length 95th (ft)	100	424	0	247	491	48	#351	176	81	214	222	0
Internal Link Dist (ft)		910			996			609			979	
Turn Bay Length (ft)	210		150	530		320	350			180		228
Base Capacity (vph)	182	1398	1599	310	1673	839	306	315	481	269	280	407
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.62	0.07	0.58	0.58	0.20	0.77	0.39	0.53	0.53	0.53	0.09

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
1: Winchester St/Broadview Avenue & Lee Highway

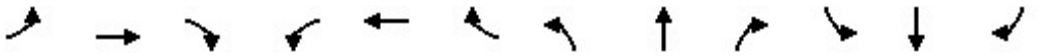
02/17/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	804	21	38	704	151	71	52	54	146	82	195
Future Volume (vph)	254	804	21	38	704	151	71	52	54	146	82	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.8	5.2		6.9	5.8	9.4	8.3	8.3	4.0	9.4	9.4	4.0
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (prot)	3335	3425		1805	3438	1524	1770	1900	1615	1649	1759	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (perm)	3335	3425		1805	3438	1524	1770	1900	1615	1649	1759	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	273	865	23	41	757	162	76	56	58	157	88	210
RTOR Reduction (vph)	0	1	0	0	0	69	0	0	0	0	0	0
Lane Group Flow (vph)	273	887	0	41	757	93	76	56	58	121	124	210
Heavy Vehicles (%)	5%	5%	5%	0%	5%	6%	2%	0%	0%	4%	0%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	Free	Split	NA	Free
Protected Phases	5	2		1	6	4	3	3		4	4	
Permitted Phases						6			Free			Free
Actuated Green, G (s)	16.7	75.7		7.5	65.0	80.7	11.3	11.3	140.0	15.7	15.7	140.0
Effective Green, g (s)	16.7	75.7		7.5	65.0	80.7	11.3	11.3	140.0	15.7	15.7	140.0
Actuated g/C Ratio	0.12	0.54		0.05	0.46	0.58	0.08	0.08	1.00	0.11	0.11	1.00
Clearance Time (s)	7.8	5.2		6.9	5.8	9.4	8.3	8.3		9.4	9.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	397	1851		96	1596	878	142	153	1615	184	197	1583
v/s Ratio Prot	c0.08	c0.26		0.02	0.22	0.01	c0.04	0.03		c0.07	0.07	
v/s Ratio Perm						0.05			0.04			0.13
v/c Ratio	0.69	0.48		0.43	0.47	0.11	0.54	0.37	0.04	0.66	0.63	0.13
Uniform Delay, d1	59.1	19.9		64.2	25.8	13.4	61.8	61.0	0.0	59.6	59.4	0.0
Progression Factor	1.00	1.00		1.18	0.58	2.01	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.9	0.9		2.8	0.9	0.1	3.8	1.5	0.0	8.2	6.2	0.2
Delay (s)	64.0	20.8		78.3	16.0	27.0	65.7	62.4	0.0	67.8	65.5	0.2
Level of Service	E	C		E	B	C	E	E	A	E	E	A
Approach Delay (s)		31.0			20.5			44.7			36.0	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	29.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	31.3
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

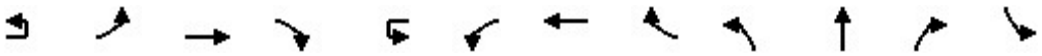
HCM Signalized Intersection Capacity Analysis
2: Branch Drive & Lee Highway

02/17/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	957	7	55	850	35	10	12	54	43	15	27
Future Volume (vph)	50	957	7	55	850	35	10	12	54	43	15	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	5.7	5.7	6.8	5.6	5.6		6.6	6.6		7.5	7.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00		0.96	1.00
Satd. Flow (prot)	1752	3438	1615	1805	3438	1615		1857	1468		1730	1495
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00		0.96	1.00
Satd. Flow (perm)	1752	3438	1615	1805	3438	1615		1857	1468		1730	1495
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	56	1063	8	61	944	39	11	13	60	48	17	30
RTOR Reduction (vph)	0	0	3	0	0	14	0	0	57	0	0	28
Lane Group Flow (vph)	56	1063	5	61	944	25	0	24	3	0	65	2
Heavy Vehicles (%)	3%	5%	0%	0%	5%	0%	0%	0%	10%	8%	0%	8%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2			4			3
Actuated Green, G (s)	8.6	88.9	88.9	8.9	89.7	89.7		6.3	6.3		9.3	9.3
Effective Green, g (s)	8.6	88.9	88.9	8.9	89.7	89.7		6.3	6.3		9.3	9.3
Actuated g/C Ratio	0.06	0.64	0.64	0.06	0.64	0.64		0.04	0.04		0.07	0.07
Clearance Time (s)	6.4	5.7	5.7	6.8	5.6	5.6		6.6	6.6		7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	107	2183	1025	114	2202	1034		83	66		114	99
v/s Ratio Prot	0.03	c0.31		c0.03	0.27			c0.01			c0.04	
v/s Ratio Perm			0.00			0.02			0.00			0.00
v/c Ratio	0.52	0.49	0.00	0.54	0.43	0.02		0.29	0.04		0.57	0.02
Uniform Delay, d1	63.7	13.5	9.4	63.5	12.5	9.2		64.7	64.0		63.4	61.1
Progression Factor	1.14	0.37	1.00	1.27	0.15	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	4.2	0.7	0.0	4.6	0.6	0.0		1.9	0.3		6.7	0.1
Delay (s)	76.7	5.7	9.4	85.0	2.5	9.2		66.6	64.2		70.1	61.2
Level of Service	E	A	A	F	A	A		E	E		E	E
Approach Delay (s)		9.2			7.5			64.9			67.3	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	26.6
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	22	36	998	0	6	3	855	9	0	0	6	10
Future Volume (Veh/h)	22	36	998	0	6	3	855	9	0	0	6	10
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	40	1097	0	0	3	940	10	0	0	7	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)			549				429					
pX, platoon unblocked	0.00	0.88			0.00	0.84			0.90	0.90	0.84	0.90
vC, conflicting volume	0	950			0	1097			1722	2133	548	1582
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	675			0	735			987	1444	82	831
tC, single (s)	0.0	4.2			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.3			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	95			0	100			100	100	99	95
cM capacity (veh/h)	0	781			0	739			161	113	813	227

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1	SB 2	
Volume Total	40	548	548	0	3	470	470	10	7	11	69	
Volume Left	40	0	0	0	3	0	0	0	0	11	0	
Volume Right	0	0	0	0	0	0	0	10	7	0	69	
cSH	781	1700	1700	1700	739	1700	1700	1700	813	227	794	
Volume to Capacity	0.05	0.32	0.32	0.00	0.00	0.28	0.28	0.01	0.01	0.05	0.09	
Queue Length 95th (ft)	4	0	0	0	0	0	0	0	1	4	7	
Control Delay (s)	9.9	0.0	0.0	0.0	9.9	0.0	0.0	0.0	9.5	21.7	10.0	
Lane LOS	A				A				A	C	A	
Approach Delay (s)	0.3				0.0				9.5	11.6		
Approach LOS									A	B		

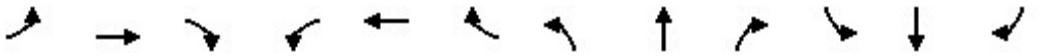
Intersection Summary					
Average Delay	0.7				
Intersection Capacity Utilization	48.1%	ICU Level of Service		A	
Analysis Period (min)	15				

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	63
Future Volume (Veh/h)	0	63
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.91	0.91
Hourly flow rate (vph)	0	69
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.90	0.88
vC, conflicting volume	2123	470
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	1433	131
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	91
cM capacity (veh/h)	115	794

Direction, Lane #

HCM Signalized Intersection Capacity Analysis
4: Fletcher Drive & Lee Highway

02/17/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	917	61	22	821	38	23	9	21	52	12	27
Future Volume (vph)	42	917	61	22	821	38	23	9	21	52	12	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	5.5	7.1	6.7	5.1	8.9	7.1	7.1	6.7		8.9	8.9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00		0.96	1.00
Satd. Flow (prot)	1805	3438	1553	1719	3438	1615	1715	1650	1455		1740	1429
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00		0.96	1.00
Satd. Flow (perm)	1805	3438	1553	1719	3438	1615	1715	1650	1455		1740	1429
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)	44	955	64	23	855	40	24	9	22	54	12	28
RTOR Reduction (vph)	0	0	20	0	0	12	0	0	20	0	0	26
Lane Group Flow (vph)	44	955	44	23	855	28	16	17	2	0	67	2
Heavy Vehicles (%)	0%	5%	4%	5%	5%	0%	0%	13%	11%	4%	9%	13%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	Perm
Protected Phases	5	2	4	1	6	3	4	4	1	3	3	
Permitted Phases			2			6			4			3
Actuated Green, G (s)	7.7	90.1	96.1	6.3	89.1	98.5	6.0	6.0	12.3		9.4	9.4
Effective Green, g (s)	7.7	90.1	96.1	6.3	89.1	98.5	6.0	6.0	12.3		9.4	9.4
Actuated g/C Ratio	0.06	0.64	0.69	0.04	0.64	0.70	0.04	0.04	0.09		0.07	0.07
Clearance Time (s)	6.7	5.5	7.1	6.7	5.1	8.9	7.1	7.1	6.7		8.9	8.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	99	2212	1066	77	2188	1136	73	70	127		116	95
v/s Ratio Prot	c0.02	c0.28	0.00	0.01	0.25	0.00	0.01	c0.01	0.00		c0.04	
v/s Ratio Perm			0.03			0.02			0.00			0.00
v/c Ratio	0.44	0.43	0.04	0.30	0.39	0.02	0.22	0.24	0.02		0.58	0.02
Uniform Delay, d1	64.1	12.3	7.1	64.7	12.3	6.3	64.7	64.8	58.3		63.4	61.0
Progression Factor	1.10	0.54	1.68	1.44	0.07	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	2.9	0.6	0.0	2.0	0.5	0.0	1.5	1.8	0.0		6.8	0.1
Delay (s)	73.1	7.2	11.9	95.0	1.3	6.3	66.3	66.6	58.4		70.2	61.1
Level of Service	E	A	B	F	A	A	E	E	E		E	E
Approach Delay (s)		10.2			3.9			63.2			67.5	
Approach LOS		B			A			E			E	

Intersection Summary			
HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	28.2
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
5: Blackwell Road & Lee Highway

02/17/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	833	109	227	743	136	112	50	184	100	46	16
Future Volume (vph)	48	833	109	227	743	136	112	50	184	100	46	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	5.7	4.0	6.7	5.5	5.5	8.9	8.9	8.9	8.2	8.2	8.2
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1656	3406	1583	1770	3438	1553	1770	1827	1568	1618	1711	1509
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1656	3406	1583	1770	3438	1553	1770	1827	1568	1618	1711	1509
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	53	915	120	249	816	149	123	55	202	110	51	18
RTOR Reduction (vph)	0	0	0	0	0	85	0	0	180	0	0	16
Lane Group Flow (vph)	53	915	120	249	816	64	123	55	22	79	82	2
Heavy Vehicles (%)	9%	6%	2%	2%	5%	4%	2%	4%	3%	6%	2%	7%
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			Free			6			4			3
Actuated Green, G (s)	23.4	58.5	140.0	24.8	60.1	60.1	15.0	15.0	15.0	12.2	12.2	12.2
Effective Green, g (s)	23.4	58.5	140.0	24.8	60.1	60.1	15.0	15.0	15.0	12.2	12.2	12.2
Actuated g/C Ratio	0.17	0.42	1.00	0.18	0.43	0.43	0.11	0.11	0.11	0.09	0.09	0.09
Clearance Time (s)	6.7	5.7		6.7	5.5	5.5	8.9	8.9	8.9	8.2	8.2	8.2
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	276	1423	1583	313	1475	666	189	195	168	140	149	131
v/s Ratio Prot	0.03	c0.27		c0.14	0.24		c0.07	0.03		c0.05	0.05	
v/s Ratio Perm			0.08			0.04			0.01			0.00
v/c Ratio	0.19	0.64	0.08	0.80	0.55	0.10	0.65	0.28	0.13	0.56	0.55	0.01
Uniform Delay, d1	50.2	32.4	0.0	55.2	29.9	23.8	60.0	57.5	56.6	61.3	61.3	58.4
Progression Factor	0.75	0.64	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	2.1	0.1	13.1	1.5	0.3	7.8	0.8	0.3	5.1	4.3	0.0
Delay (s)	38.0	23.0	0.1	68.2	31.4	24.1	67.8	58.3	56.9	66.5	65.6	58.4
Level of Service	D	C	A	E	C	C	E	E	E	E	E	E
Approach Delay (s)		21.2			38.1			60.6			65.3	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	36.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	29.5
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Queues
1: Winchester St/Broadview Avenue & Lee Highway

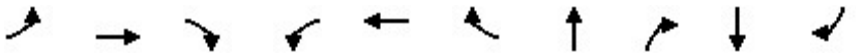
02/17/2022

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	273	888	41	757	162	76	56	58	121	124	210
v/c Ratio	0.69	0.47	0.37	0.47	0.18	0.53	0.37	0.04	0.65	0.63	0.13
Control Delay	68.1	22.5	81.9	17.3	3.1	74.5	66.4	0.0	75.3	72.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.1	22.5	81.9	17.3	3.1	74.5	66.4	0.0	75.3	72.6	0.2
Queue Length 50th (ft)	124	259	39	84	1	68	49	0	112	115	0
Queue Length 95th (ft)	168	392	83	164	39	119	92	0	176	178	0
Internal Link Dist (ft)		770		835			259			1381	
Turn Bay Length (ft)	283		128		195	75		85	210		
Base Capacity (vph)	485	1884	126	1595	1017	236	253	1615	313	334	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.47	0.33	0.47	0.16	0.32	0.22	0.04	0.39	0.37	0.13

Intersection Summary

Queues
2: Branch Drive & Lee Highway

02/17/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	56	1063	8	61	944	39	24	60	65	30
v/c Ratio	0.46	0.46	0.01	0.47	0.41	0.03	0.24	0.30	0.50	0.13
Control Delay	81.1	6.1	0.0	89.3	2.6	0.1	69.0	3.8	74.4	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.1	6.1	0.0	89.3	2.6	0.1	69.0	3.8	74.4	1.2
Queue Length 50th (ft)	50	116	0	58	37	0	21	0	58	0
Queue Length 95th (ft)	96	129	m0	108	50	0	53	0	106	0
Internal Link Dist (ft)		835			469		866		979	
Turn Bay Length (ft)	240		330	155		155		75		
Base Capacity (vph)	195	2315	1132	234	2330	1138	244	304	179	264
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.46	0.01	0.26	0.41	0.03	0.10	0.20	0.36	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
4: Fletcher Drive & Lee Highway

02/17/2022

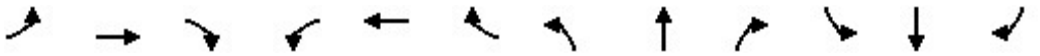
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	44	955	64	23	855	40	16	17	22	67	28
v/c Ratio	0.39	0.41	0.06	0.25	0.37	0.03	0.18	0.20	0.08	0.50	0.12
Control Delay	76.9	7.7	0.6	96.5	1.3	0.1	67.8	68.7	0.6	74.3	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.9	7.7	0.6	96.5	1.3	0.1	67.8	68.7	0.6	74.3	1.1
Queue Length 50th (ft)	42	86	0	22	2	0	14	15	0	60	0
Queue Length 95th (ft)	86	131	7	m42	69	m1	41	43	0	109	0
Internal Link Dist (ft)		349			910			1093		912	
Turn Bay Length (ft)	155		255	255		288			75		200
Base Capacity (vph)	184	2351	1220	224	2325	1322	207	199	381	224	295
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.41	0.05	0.10	0.37	0.03	0.08	0.09	0.06	0.30	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: Blackwell Road & Lee Highway

02/17/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	53	915	120	249	816	149	123	55	202	79	82	18
v/c Ratio	0.18	0.64	0.08	0.80	0.54	0.19	0.65	0.28	0.58	0.56	0.55	0.06
Control Delay	37.1	25.4	0.1	73.0	34.3	3.9	75.1	59.5	13.9	75.9	74.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	25.4	0.1	73.0	34.3	3.9	75.1	59.5	13.9	75.9	74.4	0.4
Queue Length 50th (ft)	27	224	0	220	330	0	109	47	0	73	76	0
Queue Length 95th (ft)	79	#541	0	300	396	38	171	88	74	128	132	0
Internal Link Dist (ft)		910			996			609			979	
Turn Bay Length (ft)	210		150	530		320	350			180		228
Base Capacity (vph)	301	1422	1583	408	1722	858	245	253	391	217	229	369
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.64	0.08	0.61	0.47	0.17	0.50	0.22	0.52	0.36	0.36	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
1: Winchester St/Broadview Avenue & Lee Highway

12/03/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	286	804	40	77	1209	101	124	113	77	202	59	384
Future Volume (vph)	286	804	40	77	1209	101	124	113	77	202	59	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.8	5.2		6.9	5.8	9.4	8.3	8.3	4.0	9.4	9.4	4.0
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	3467	3545		1805	3574	1615	1805	1900	1615	1681	1737	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	3467	3545		1805	3574	1615	1805	1900	1615	1681	1737	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	292	820	41	79	1234	103	127	115	79	206	60	392
RTOR Reduction (vph)	0	2	0	0	0	38	0	0	0	0	0	0
Lane Group Flow (vph)	292	859	0	79	1234	65	127	115	79	132	134	392
Heavy Vehicles (%)	1%	1%	3%	0%	1%	0%	0%	0%	0%	2%	0%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	Free	Split	NA	Free
Protected Phases	5	2		1	6	4	3	3		4	4	
Permitted Phases						6			Free			Free
Actuated Green, G (s)	17.0	76.0		11.9	69.4	86.5	15.2	15.2	150.0	17.1	17.1	150.0
Effective Green, g (s)	17.0	76.0		11.9	69.4	86.5	15.2	15.2	150.0	17.1	17.1	150.0
Actuated g/C Ratio	0.11	0.51		0.08	0.46	0.58	0.10	0.10	1.00	0.11	0.11	1.00
Clearance Time (s)	7.8	5.2		6.9	5.8	9.4	8.3	8.3		9.4	9.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	392	1796		143	1653	931	182	192	1615	191	198	1583
v/s Ratio Prot	c0.08	c0.24		0.04	c0.35	0.01	c0.07	0.06		c0.08	0.08	
v/s Ratio Perm						0.03			0.05			0.25
v/c Ratio	0.74	0.48		0.55	0.75	0.07	0.70	0.60	0.05	0.69	0.68	0.25
Uniform Delay, d1	64.4	24.1		66.5	33.1	14.0	65.2	64.5	0.0	63.9	63.8	0.0
Progression Factor	1.00	1.00		1.34	0.42	1.13	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.5	0.9		3.6	2.5	0.0	11.1	5.0	0.1	10.3	8.8	0.4
Delay (s)	71.9	25.0		92.8	16.4	15.9	76.2	69.4	0.1	74.2	72.6	0.4
Level of Service	E	C		F	B	B	E	E	A	E	E	A
Approach Delay (s)		36.9			20.6			55.1			29.9	
Approach LOS		D			C			E			C	

Intersection Summary			
HCM 2000 Control Delay	30.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	31.3
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Branch Drive & Lee Highway

12/03/2021

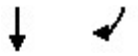
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	972	4	73	1243	92	11	20	56	141	20	114
Future Volume (vph)	121	972	4	73	1243	92	11	20	56	141	20	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	5.7	5.7	6.8	5.6	5.6		6.6	6.6		7.5	7.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00		0.96	1.00
Satd. Flow (prot)	1805	3574	1615	1805	3574	1615		1868	1583		1805	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00		0.96	1.00
Satd. Flow (perm)	1805	3574	1615	1805	3574	1615		1868	1583		1805	1615
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	125	1002	4	75	1281	95	11	21	58	145	21	118
RTOR Reduction (vph)	0	0	2	0	0	43	0	0	55	0	0	103
Lane Group Flow (vph)	125	1002	2	75	1281	52	0	32	3	0	166	15
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	2%	1%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2			4			3
Actuated Green, G (s)	15.6	86.3	86.3	11.1	82.3	82.3		7.0	7.0		19.0	19.0
Effective Green, g (s)	15.6	86.3	86.3	11.1	82.3	82.3		7.0	7.0		19.0	19.0
Actuated g/C Ratio	0.10	0.58	0.58	0.07	0.55	0.55		0.05	0.05		0.13	0.13
Clearance Time (s)	6.4	5.7	5.7	6.8	5.6	5.6		6.6	6.6		7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	187	2056	929	133	1960	886		87	73		228	204
v/s Ratio Prot	c0.07	c0.28		0.04	c0.36			c0.02			c0.09	
v/s Ratio Perm			0.00			0.03			0.00			0.01
v/c Ratio	0.67	0.49	0.00	0.56	0.65	0.06		0.37	0.04		0.73	0.07
Uniform Delay, d1	64.7	18.8	13.5	67.1	23.8	15.8		69.4	68.3		63.0	57.7
Progression Factor	1.11	0.51	1.00	1.19	0.36	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	8.0	0.8	0.0	4.6	1.5	0.1		2.6	0.2		11.0	0.2
Delay (s)	79.9	10.4	13.5	84.4	10.1	15.9		72.0	68.5		74.0	57.9
Level of Service	E	B	B	F	B	B		E	E		E	E
Approach Delay (s)		18.1			14.3			69.7			67.3	
Approach LOS		B			B			E			E	

Intersection Summary			
HCM 2000 Control Delay	22.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.6
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	10	45	1122	0	4	1	1350	12	0	0	13	9
Future Volume (Veh/h)	10	45	1122	0	4	1	1350	12	0	0	13	9
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	47	1169	0	0	1	1406	13	0	0	14	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)			549				429					
pX, platoon unblocked	0.00	0.76			0.00	0.84			0.85	0.85	0.84	0.85
vC, conflicting volume	0	1419			0	1169			2018	2684	584	2100
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	929			0	808			962	1749	108	1060
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	92			0	100			100	100	98	94
cM capacity (veh/h)	0	568			0	690			159	67	778	141

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1	SB 2	
Volume Total	47	584	584	0	1	703	703	13	14	9	50	
Volume Left	47	0	0	0	1	0	0	0	0	9	0	
Volume Right	0	0	0	0	0	0	0	13	14	0	50	
cSH	568	1700	1700	1700	690	1700	1700	1700	778	141	833	
Volume to Capacity	0.08	0.34	0.34	0.00	0.00	0.41	0.41	0.01	0.02	0.06	0.06	
Queue Length 95th (ft)	7	0	0	0	0	0	0	0	1	5	5	
Control Delay (s)	11.9	0.0	0.0	0.0	10.2	0.0	0.0	0.0	9.7	32.3	9.6	
Lane LOS	B				B				A	D	A	
Approach Delay (s)	0.5				0.0				9.7	13.1		
Approach LOS									A	B		

Intersection Summary					
Average Delay	0.5				
Intersection Capacity Utilization	60.7%	ICU Level of Service		B	
Analysis Period (min)	15				

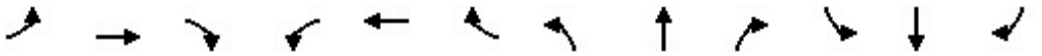


Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	48
Future Volume (Veh/h)	0	48
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.96	0.96
Hourly flow rate (vph)	0	50
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.85	0.76
vC, conflicting volume	2671	703
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	1734	0
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	94
cM capacity (veh/h)	69	833

Direction, Lane #

HCM Signalized Intersection Capacity Analysis
4: Fletcher Drive & Lee Highway

12/03/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	933	138	97	1167	112	113	38	92	108	30	84
Future Volume (vph)	77	933	138	97	1167	112	113	38	92	108	30	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	5.5	7.1	6.7	5.1	8.9	7.1	7.1	6.7		8.9	8.9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00		0.96	1.00
Satd. Flow (prot)	1805	3539	1454	1805	3574	1568	1715	1761	1599		1829	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00		0.96	1.00
Satd. Flow (perm)	1805	3539	1454	1805	3574	1568	1715	1761	1599		1829	1615
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	79	962	142	100	1203	115	116	39	95	111	31	87
RTOR Reduction (vph)	0	0	56	0	0	38	0	0	79	0	0	77
Lane Group Flow (vph)	79	962	86	100	1203	77	77	78	16	0	142	10
Heavy Vehicles (%)	0%	2%	0%	0%	1%	3%	0%	0%	1%	0%	0%	0%
Parking (#/hr)			0									
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	Perm
Protected Phases	5	2	4	1	6	3	4	4	1	3	3	
Permitted Phases			2			6			4			3
Actuated Green, G (s)	11.9	79.0	91.1	13.6	81.1	98.2	12.1	12.1	25.7		17.1	17.1
Effective Green, g (s)	11.9	79.0	91.1	13.6	81.1	98.2	12.1	12.1	25.7		17.1	17.1
Actuated g/C Ratio	0.08	0.53	0.61	0.09	0.54	0.65	0.08	0.08	0.17		0.11	0.11
Clearance Time (s)	6.7	5.5	7.1	6.7	5.1	8.9	7.1	7.1	6.7		8.9	8.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	143	1863	883	163	1932	1026	138	142	273		208	184
v/s Ratio Prot	0.04	0.27	0.01	c0.06	c0.34	0.01	c0.04	0.04	0.01		c0.08	
v/s Ratio Perm			0.05			0.04			0.00			0.01
v/c Ratio	0.55	0.52	0.10	0.61	0.62	0.07	0.56	0.55	0.06		0.68	0.05
Uniform Delay, d1	66.5	23.1	12.3	65.7	23.9	9.4	66.4	66.3	52.0		63.8	59.2
Progression Factor	1.07	0.67	0.18	1.17	0.41	0.16	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	4.1	0.9	0.0	5.0	1.1	0.0	4.8	4.3	0.1		8.9	0.1
Delay (s)	75.0	16.3	2.3	81.5	10.8	1.5	71.2	70.6	52.1		72.7	59.4
Level of Service	E	B	A	F	B	A	E	E	D		E	E
Approach Delay (s)		18.6			15.1			63.8			67.7	
Approach LOS		B			B			E			E	

Intersection Summary			
HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	28.2
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
5: Blackwell Road & Lee Highway

12/03/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	954	120	196	1061	187	259	136	278	195	123	41
Future Volume (vph)	68	954	120	196	1061	187	259	136	278	195	123	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	5.7	4.0	6.7	5.5	5.5	8.9	8.9	8.9	8.2	8.2	8.2
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (prot)	1805	3539	1599	1770	3574	1599	1805	1863	1599	1698	1766	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (perm)	1805	3539	1599	1770	3574	1599	1805	1863	1599	1698	1766	1615
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	69	973	122	200	1083	191	264	139	284	199	126	42
RTOR Reduction (vph)	0	0	0	0	0	107	0	0	238	0	0	37
Lane Group Flow (vph)	69	973	122	200	1083	84	264	139	46	159	166	5
Heavy Vehicles (%)	0%	2%	1%	2%	1%	1%	0%	2%	1%	1%	1%	0%
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			Free			6			4			3
Actuated Green, G (s)	11.9	55.6	150.0	21.5	65.4	65.4	24.5	24.5	24.5	18.9	18.9	18.9
Effective Green, g (s)	11.9	55.6	150.0	21.5	65.4	65.4	24.5	24.5	24.5	18.9	18.9	18.9
Actuated g/C Ratio	0.08	0.37	1.00	0.14	0.44	0.44	0.16	0.16	0.16	0.13	0.13	0.13
Clearance Time (s)	6.7	5.7		6.7	5.5	5.5	8.9	8.9	8.9	8.2	8.2	8.2
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	143	1311	1599	253	1558	697	294	304	261	213	222	203
v/s Ratio Prot	0.04	c0.27		0.11	c0.30		c0.15	0.07		0.09	c0.09	
v/s Ratio Perm			0.08			0.05			0.03			0.00
v/c Ratio	0.48	0.74	0.08	0.79	0.70	0.12	0.90	0.46	0.18	0.75	0.75	0.03
Uniform Delay, d1	66.1	41.0	0.0	62.1	34.2	25.2	61.5	56.7	54.1	63.2	63.2	57.5
Progression Factor	0.75	0.64	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.3	3.4	0.1	15.4	2.6	0.4	27.7	1.1	0.3	13.3	12.9	0.1
Delay (s)	52.1	29.5	0.1	77.4	36.8	25.5	89.2	57.8	54.4	76.5	76.1	57.5
Level of Service	D	C	A	E	D	C	F	E	D	E	E	E
Approach Delay (s)		27.7			40.9			68.5			74.2	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	45.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.5
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues
1: Winchester St/Broadview Avenue & Lee Highway

02/14/2022

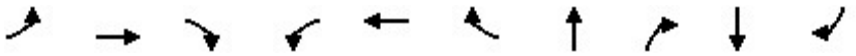
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	292	861	79	1234	103	127	115	79	132	134	392
v/c Ratio	0.74	0.48	0.55	0.75	0.11	0.69	0.60	0.05	0.69	0.68	0.25
Control Delay	76.4	26.9	99.1	17.9	2.9	84.1	76.8	0.1	81.7	80.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.4	26.9	99.1	17.9	2.9	84.1	76.8	0.1	81.7	80.2	0.4
Queue Length 50th (ft)	144	283	82	316	1	122	109	0	132	134	0
Queue Length 95th (ft)	196	411	m128	235	m36	191	174	0	203	203	0
Internal Link Dist (ft)		770		835			268			1381	
Turn Bay Length (ft)	283		128		195	75		85	210		
Base Capacity (vph)	427	1798	217	1653	998	225	236	1615	264	273	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.48	0.36	0.75	0.10	0.56	0.49	0.05	0.50	0.49	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Branch Drive & Lee Highway

02/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	125	1002	4	75	1281	95	32	58	166	118
v/c Ratio	0.66	0.48	0.00	0.56	0.64	0.10	0.32	0.24	0.73	0.34
Control Delay	86.7	10.8	0.0	97.7	10.6	0.2	75.7	2.2	80.7	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.7	10.8	0.0	97.7	10.6	0.2	75.7	2.2	80.7	4.6
Queue Length 50th (ft)	109	187	0	77	103	0	31	0	159	0
Queue Length 95th (ft)	202	183	m0	m128	216	m0	67	0	231	18
Internal Link Dist (ft)		835			469		256		979	
Turn Bay Length (ft)	240		330	155		155		75		
Base Capacity (vph)	259	2088	997	160	1992	978	204	324	261	374
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.48	0.00	0.47	0.64	0.10	0.16	0.18	0.64	0.32

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
4: Fletcher Drive & Lee Highway

02/14/2022

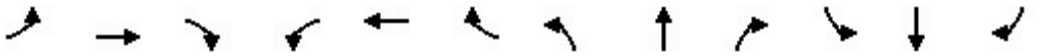
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	79	962	142	100	1203	115	77	78	95	142	87
v/c Ratio	0.55	0.52	0.14	0.61	0.62	0.11	0.56	0.55	0.27	0.68	0.30
Control Delay	79.9	20.2	0.7	85.8	12.0	0.4	80.9	80.1	6.5	79.8	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.9	20.2	0.7	85.8	12.0	0.4	80.9	80.1	6.5	79.8	6.0
Queue Length 50th (ft)	74	160	3	96	168	4	77	78	0	136	0
Queue Length 95th (ft)	m130	308	6	m151	187	m1	133	134	31	202	23
Internal Link Dist (ft)		349			910			1093		912	
Turn Bay Length (ft)	155		255	255		288			75		200
Base Capacity (vph)	244	1864	1072	221	1932	1087	250	257	404	283	350
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.52	0.13	0.45	0.62	0.11	0.31	0.30	0.24	0.50	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: Blackwell Road & Lee Highway

02/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	69	973	122	200	1083	191	264	139	284	159	166	42
v/c Ratio	0.43	0.74	0.08	0.79	0.68	0.23	0.90	0.46	0.57	0.75	0.75	0.12
Control Delay	55.7	30.4	0.1	83.4	37.9	4.3	92.8	61.9	10.5	83.7	83.2	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.7	30.4	0.1	83.4	37.9	4.3	92.8	61.9	10.5	83.7	83.2	0.7
Queue Length 50th (ft)	51	352	0	191	487	1	255	124	0	160	167	0
Queue Length 95th (ft)	#132	#596	0	275	547	49	#416	196	86	240	247	0
Internal Link Dist (ft)		910			996			609			979	
Turn Bay Length (ft)	210		150	530		320	350			180		228
Base Capacity (vph)	165	1313	1599	310	1640	836	305	315	506	269	280	407
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.74	0.08	0.65	0.66	0.23	0.87	0.44	0.56	0.59	0.59	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
1: Winchester St/Broadview Avenue & Lee Highway

12/03/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	286	804	40	77	1209	101	124	133	77	202	59	384
Future Volume (vph)	286	804	40	77	1209	101	124	133	77	202	59	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.8	5.2		6.9	5.8	9.4	8.3	8.3	4.0	9.4	9.4	4.0
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	3467	3545		1805	3574	1615	1805	1900	1615	1681	1737	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	3467	3545		1805	3574	1615	1805	1900	1615	1681	1737	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	292	820	41	79	1234	103	127	136	79	206	60	392
RTOR Reduction (vph)	0	2	0	0	0	38	0	0	0	0	0	0
Lane Group Flow (vph)	292	859	0	79	1234	65	127	136	79	132	134	392
Heavy Vehicles (%)	1%	1%	3%	0%	1%	0%	0%	0%	0%	2%	0%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	Free	Split	NA	Free
Protected Phases	5	2		1	6	4	3	3		4	4	
Permitted Phases						6			Free			Free
Actuated Green, G (s)	17.0	75.8		11.9	69.2	86.3	15.4	15.4	150.0	17.1	17.1	150.0
Effective Green, g (s)	17.0	75.8		11.9	69.2	86.3	15.4	15.4	150.0	17.1	17.1	150.0
Actuated g/C Ratio	0.11	0.51		0.08	0.46	0.58	0.10	0.10	1.00	0.11	0.11	1.00
Clearance Time (s)	7.8	5.2		6.9	5.8	9.4	8.3	8.3		9.4	9.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	392	1791		143	1648	929	185	195	1615	191	198	1583
v/s Ratio Prot	c0.08	c0.24		0.04	c0.35	0.01	0.07	c0.07		c0.08	0.08	
v/s Ratio Perm						0.03			0.05			0.25
v/c Ratio	0.74	0.48		0.55	0.75	0.07	0.69	0.70	0.05	0.69	0.68	0.25
Uniform Delay, d1	64.4	24.2		66.5	33.2	14.1	65.0	65.0	0.0	63.9	63.8	0.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.5	0.9		4.6	3.2	0.0	10.1	10.4	0.1	10.3	8.8	0.4
Delay (s)	71.9	25.1		71.0	36.4	14.1	75.1	75.4	0.1	74.2	72.6	0.4
Level of Service	E	C		E	D	B	E	E	A	E	E	A
Approach Delay (s)		37.0			36.7			57.9			29.9	
Approach LOS		D			D			E			C	

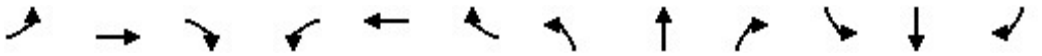
Intersection Summary			
HCM 2000 Control Delay	37.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	31.3
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Branch Drive & Lee Highway

12/03/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	972	4	73	1243	92	11	0	56	141	0	133
Future Volume (vph)	121	972	4	73	1243	92	11	0	56	141	0	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	5.7	5.7	6.8	5.6	5.6	6.6		6.6	7.5		5.7
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00		1.00	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00		0.85	1.00		0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95		1.00
Satd. Flow (prot)	1805	3574	1615	1805	3574	1615	1805		1583	1787		1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95		1.00
Satd. Flow (perm)	1805	3574	1615	1805	3574	1615	1805		1583	1787		1615
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	125	1002	4	75	1281	95	11	0	58	145	0	137
RTOR Reduction (vph)	0	0	1	0	0	37	0	0	51	0	0	48
Lane Group Flow (vph)	125	1002	3	75	1281	58	11	0	7	145	0	89
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	2%	1%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		4			8		
Permitted Phases			6			2			4			6
Actuated Green, G (s)	14.1	82.2	82.2	9.3	77.9	77.9	16.4		16.4	15.5		82.2
Effective Green, g (s)	14.1	82.2	82.2	9.3	77.9	77.9	16.4		16.4	15.5		82.2
Actuated g/C Ratio	0.11	0.65	0.65	0.07	0.61	0.61	0.13		0.13	0.12		0.65
Clearance Time (s)	6.4	5.7	5.7	6.8	5.6	5.6	6.6		6.6	7.5		5.7
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	200	2313	1045	132	2192	990	233		204	218		1045
v/s Ratio Prot	c0.07	c0.28		0.04	c0.36		0.01			c0.08		
v/s Ratio Perm			0.00			0.04			0.00			0.05
v/c Ratio	0.62	0.43	0.00	0.57	0.58	0.06	0.05		0.04	0.67		0.08
Uniform Delay, d1	53.9	11.0	7.9	56.9	14.8	9.8	48.5		48.4	53.3		8.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00
Incremental Delay, d2	6.0	0.6	0.0	5.5	1.1	0.1	0.1		0.1	7.4		0.2
Delay (s)	59.9	11.6	7.9	62.4	15.9	10.0	48.5		48.5	60.7		8.5
Level of Service	E	B	A	E	B	A	D		D	E		A
Approach Delay (s)		16.9			18.0			48.5			35.4	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	127.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	933	138	97	1167	112	154	0	92	138	0	84
Future Volume (vph)	77	933	138	97	1167	112	154	0	92	138	0	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	5.5	7.1	6.7	5.1	8.9	7.1		7.1	8.9		8.9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00		1.00	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00		0.85	1.00		0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95		1.00
Satd. Flow (prot)	1805	3539	1454	1805	3574	1568	1805		1599	1805		1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95		1.00
Satd. Flow (perm)	1805	3539	1454	1805	3574	1568	1805		1599	1805		1615
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	79	962	142	100	1203	115	159	0	95	142	0	87
RTOR Reduction (vph)	0	0	31	0	0	25	0	0	83	0	0	77
Lane Group Flow (vph)	79	962	111	100	1203	90	159	0	12	142	0	10
Heavy Vehicles (%)	0%	2%	0%	0%	1%	3%	0%	0%	1%	0%	0%	0%
Parking (#/hr)			0									
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot		Perm	Prot		Perm
Protected Phases	5	2	4	1	6	8	4			8		
Permitted Phases			2			6			4			8
Actuated Green, G (s)	11.9	98.2	117.1	13.6	100.3	117.4	18.9		18.9	17.1		17.1
Effective Green, g (s)	11.9	98.2	117.1	13.6	100.3	117.4	18.9		18.9	17.1		17.1
Actuated g/C Ratio	0.08	0.65	0.78	0.09	0.67	0.78	0.13		0.13	0.11		0.11
Clearance Time (s)	6.7	5.5	7.1	6.7	5.1	8.9	7.1		7.1	8.9		8.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	143	2316	1135	163	2389	1227	227		201	205		184
v/s Ratio Prot	0.04	0.27	0.01	c0.06	c0.34	0.01	c0.09			0.08		
v/s Ratio Perm			0.06			0.05			0.01			0.01
v/c Ratio	0.55	0.42	0.10	0.61	0.50	0.07	0.70		0.06	0.69		0.05
Uniform Delay, d1	66.5	12.3	3.9	65.7	12.4	3.8	62.8		57.7	63.9		59.2
Progression Factor	1.00	1.00	1.00	1.05	0.38	0.79	1.00		1.00	1.00		1.00
Incremental Delay, d2	4.6	0.6	0.0	5.0	0.6	0.0	9.4		0.1	9.7		0.1
Delay (s)	71.0	12.8	3.9	74.1	5.3	3.0	72.2		57.8	73.6		59.4
Level of Service	E	B	A	E	A	A	E		E	E		E
Approach Delay (s)		15.7			9.9			66.8			68.2	
Approach LOS		B			A			E			E	

Intersection Summary			
HCM 2000 Control Delay	21.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.1
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
5: Blackwell Road & Lee Highway

12/03/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	954	120	196	1061	187	259	136	278	195	123	41
Future Volume (vph)	68	954	120	196	1061	187	259	136	278	195	123	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	5.7	4.0	6.7	5.5	5.5	8.9	8.9	8.9	8.2	8.2	8.2
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (prot)	1805	3539	1599	1770	3574	1599	1805	1863	1599	1698	1766	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (perm)	1805	3539	1599	1770	3574	1599	1805	1863	1599	1698	1766	1615
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	69	973	122	200	1083	191	264	139	284	199	126	42
RTOR Reduction (vph)	0	0	0	0	0	107	0	0	238	0	0	37
Lane Group Flow (vph)	69	973	122	200	1083	84	264	139	46	159	166	5
Heavy Vehicles (%)	0%	2%	1%	2%	1%	1%	0%	2%	1%	1%	1%	0%
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			Free			6			4			3
Actuated Green, G (s)	11.9	55.6	150.0	21.5	65.4	65.4	24.5	24.5	24.5	18.9	18.9	18.9
Effective Green, g (s)	11.9	55.6	150.0	21.5	65.4	65.4	24.5	24.5	24.5	18.9	18.9	18.9
Actuated g/C Ratio	0.08	0.37	1.00	0.14	0.44	0.44	0.16	0.16	0.16	0.13	0.13	0.13
Clearance Time (s)	6.7	5.7		6.7	5.5	5.5	8.9	8.9	8.9	8.2	8.2	8.2
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	143	1311	1599	253	1558	697	294	304	261	213	222	203
v/s Ratio Prot	0.04	c0.27		0.11	c0.30		c0.15	0.07		0.09	c0.09	
v/s Ratio Perm			0.08			0.05			0.03			0.00
v/c Ratio	0.48	0.74	0.08	0.79	0.70	0.12	0.90	0.46	0.18	0.75	0.75	0.03
Uniform Delay, d1	66.1	41.0	0.0	62.1	34.2	25.2	61.5	56.7	54.1	63.2	63.2	57.5
Progression Factor	0.91	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.4	3.6	0.1	15.4	2.6	0.4	27.7	1.1	0.3	13.3	12.9	0.1
Delay (s)	62.8	40.2	0.1	77.4	36.8	25.5	89.2	57.8	54.4	76.5	76.1	57.5
Level of Service	E	D	A	E	D	C	F	E	D	E	E	E
Approach Delay (s)		37.3			40.9			68.5			74.2	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	48.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.5
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Winchester St/Broadview Avenue & Lee Highway

12/03/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	286	804	40	77	1209	101	124	113	77	202	59	384
Future Volume (vph)	286	804	40	77	1209	101	124	113	77	202	59	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.8	5.2		6.9	5.8	9.4	8.3	8.3	4.0	9.4	9.4	4.0
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	3467	3545		1805	3574	1615	1805	1900	1615	1681	1737	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	3467	3545		1805	3574	1615	1805	1900	1615	1681	1737	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	292	820	41	79	1234	103	127	115	79	206	60	392
RTOR Reduction (vph)	0	2	0	0	0	38	0	0	0	0	0	0
Lane Group Flow (vph)	292	859	0	79	1234	65	127	115	79	132	134	392
Heavy Vehicles (%)	1%	1%	3%	0%	1%	0%	0%	0%	0%	2%	0%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	Free	Split	NA	Free
Protected Phases	5	2		1	6	4	3	3		4	4	
Permitted Phases						6			Free			Free
Actuated Green, G (s)	17.0	76.0		11.9	69.4	86.5	15.2	15.2	150.0	17.1	17.1	150.0
Effective Green, g (s)	17.0	76.0		11.9	69.4	86.5	15.2	15.2	150.0	17.1	17.1	150.0
Actuated g/C Ratio	0.11	0.51		0.08	0.46	0.58	0.10	0.10	1.00	0.11	0.11	1.00
Clearance Time (s)	7.8	5.2		6.9	5.8	9.4	8.3	8.3		9.4	9.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	392	1796		143	1653	931	182	192	1615	191	198	1583
v/s Ratio Prot	c0.08	c0.24		0.04	c0.35	0.01	c0.07	0.06		c0.08	0.08	
v/s Ratio Perm						0.03			0.05			0.25
v/c Ratio	0.74	0.48		0.55	0.75	0.07	0.70	0.60	0.05	0.69	0.68	0.25
Uniform Delay, d1	64.4	24.1		66.5	33.1	14.0	65.2	64.5	0.0	63.9	63.8	0.0
Progression Factor	1.00	1.00		1.27	0.54	1.30	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.5	0.9		3.7	2.6	0.0	11.1	5.0	0.1	10.3	8.8	0.4
Delay (s)	71.9	25.0		87.8	20.5	18.3	76.2	69.4	0.1	74.2	72.6	0.4
Level of Service	E	C		F	C	B	E	E	A	E	E	A
Approach Delay (s)		36.9			24.1			55.1			29.9	
Approach LOS		D			C			E			C	

Intersection Summary			
HCM 2000 Control Delay	32.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	31.3
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Branch Drive & Lee Highway

12/03/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	972	4	73	1243	92	11	20	56	141	20	114
Future Volume (vph)	121	972	4	73	1243	92	11	20	56	141	20	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	5.7	5.7	6.8	5.6	5.6	4.5	6.6		7.5	4.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3574	1615	1805	3574	1615	1805	1666		1787	1658	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.73	1.00		0.71	1.00	
Satd. Flow (perm)	1805	3574	1615	1805	3574	1615	1382	1666		1327	1658	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	125	1002	4	75	1281	95	11	21	58	145	21	118
RTOR Reduction (vph)	0	0	2	0	0	41	0	55	0	0	97	0
Lane Group Flow (vph)	125	1002	2	75	1281	54	11	24	0	145	42	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	2%	1%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4			8		
Actuated Green, G (s)	15.4	88.3	88.3	11.2	84.6	84.6	8.2	8.2		26.3	26.3	
Effective Green, g (s)	15.4	88.3	88.3	11.2	84.6	84.6	8.2	8.2		26.3	26.3	
Actuated g/C Ratio	0.10	0.59	0.59	0.07	0.56	0.56	0.05	0.05		0.18	0.18	
Clearance Time (s)	6.4	5.7	5.7	6.8	5.6	5.6	4.5	6.6		7.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	185	2103	950	134	2015	910	83	91		280	290	
v/s Ratio Prot	c0.07	c0.28		0.04	c0.36		0.00	c0.01		c0.05	0.03	
v/s Ratio Perm			0.00			0.03	0.00			c0.04		
v/c Ratio	0.68	0.48	0.00	0.56	0.64	0.06	0.13	0.27		0.52	0.14	
Uniform Delay, d1	64.9	17.6	12.7	67.0	22.2	14.7	67.4	68.0		55.8	52.3	
Progression Factor	1.16	0.46	1.00	1.19	0.40	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.6	0.7	0.0	4.3	1.3	0.1	0.7	1.6		1.6	0.2	
Delay (s)	84.0	8.9	12.7	84.2	10.2	14.9	68.2	69.6		57.4	52.6	
Level of Service	F	A	B	F	B	B	E	E		E	D	
Approach Delay (s)		17.2			14.3			69.4			55.0	
Approach LOS		B			B			E			E	

Intersection Summary			
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.6
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

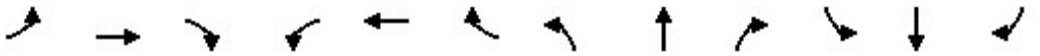
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	10	45	1122	0	4	1	1350	12	0	0	13	9
Future Volume (Veh/h)	10	45	1122	0	4	1	1350	12	0	0	13	9
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	47	1169	0	0	1	1406	13	0	0	14	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)			549				429					
pX, platoon unblocked	0.00	0.78			0.00	0.84			0.86	0.86	0.84	0.86
vC, conflicting volume	0	1419			0	1169			2018	2684	584	2100
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	970			0	821			1019	1795	126	1115
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	92			0	100			100	100	98	93
cM capacity (veh/h)	0	560			0	686			146	64	763	130

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1	SB 2	
Volume Total	47	584	584	0	1	703	703	13	14	9	50	
Volume Left	47	0	0	0	1	0	0	0	0	9	0	
Volume Right	0	0	0	0	0	0	0	13	14	0	50	
cSH	560	1700	1700	1700	686	1700	1700	1700	763	130	790	
Volume to Capacity	0.08	0.34	0.34	0.00	0.00	0.41	0.41	0.01	0.02	0.07	0.06	
Queue Length 95th (ft)	7	0	0	0	0	0	0	0	1	6	5	
Control Delay (s)	12.0	0.0	0.0	0.0	10.3	0.0	0.0	0.0	9.8	34.8	9.9	
Lane LOS	B				B				A	D	A	
Approach Delay (s)	0.5				0.0				9.8	13.7		
Approach LOS									A	B		

Intersection Summary					
Average Delay	0.6				
Intersection Capacity Utilization	60.7%	ICU Level of Service		B	
Analysis Period (min)	15				

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	48
Future Volume (Veh/h)	0	48
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.96	0.96
Hourly flow rate (vph)	0	50
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.86	0.78
vC, conflicting volume	2671	703
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	1780	50
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	94
cM capacity (veh/h)	65	790

Direction, Lane #



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	933	138	97	1167	112	113	38	92	108	30	84
Future Volume (vph)	77	933	138	97	1167	112	113	38	92	108	30	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	5.5	5.5	6.7	5.1	8.9	7.1	7.1		8.9	8.9	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3539	1454	1805	3574	1568	3502	1686		1805	1690	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	1805	3539	1454	1805	3574	1568	3502	1686		1900	1690	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	79	962	142	100	1203	115	116	39	95	111	31	87
RTOR Reduction (vph)	0	0	63	0	0	39	0	62	0	0	72	0
Lane Group Flow (vph)	79	962	79	100	1203	76	116	72	0	111	46	0
Heavy Vehicles (%)	0%	2%	0%	0%	1%	3%	0%	0%	1%	0%	0%	0%
Parking (#/hr)			0									
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA		pm+pt	NA	
Protected Phases	5	2		1	6	3	7	4		3	8	
Permitted Phases			2			6				8		
Actuated Green, G (s)	11.9	83.5	83.5	13.6	85.6	98.5	10.3	11.8		14.4	14.4	
Effective Green, g (s)	11.9	83.5	83.5	13.6	85.6	98.5	10.3	11.8		14.4	14.4	
Actuated g/C Ratio	0.08	0.56	0.56	0.09	0.57	0.66	0.07	0.08		0.10	0.10	
Clearance Time (s)	6.7	5.5	5.5	6.7	5.1	8.9	7.1	7.1		8.9	8.9	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	143	1970	809	163	2039	1029	240	132		182	162	
v/s Ratio Prot	0.04	0.27		c0.06	c0.34	0.01	0.03	c0.04		0.05	0.03	
v/s Ratio Perm			0.05			0.04				c0.01		
v/c Ratio	0.55	0.49	0.10	0.61	0.59	0.07	0.48	0.55		0.61	0.28	
Uniform Delay, d1	66.5	20.2	15.6	65.7	20.8	9.3	67.3	66.5		63.6	63.0	
Progression Factor	1.06	0.53	0.06	1.24	0.34	0.15	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.2	0.8	0.2	5.7	1.1	0.0	1.5	4.6		5.7	1.0	
Delay (s)	74.9	11.6	1.1	86.9	8.1	1.4	68.8	71.1		69.2	64.0	
Level of Service	E	B	A	F	A	A	E	E		E	E	
Approach Delay (s)		14.6			13.1			70.0			66.5	
Approach LOS		B			B			E			E	

Intersection Summary			
HCM 2000 Control Delay	22.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	28.2
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
5: Blackwell Road & Lee Highway

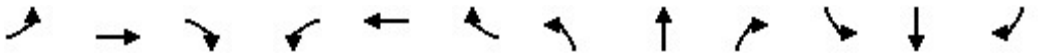
12/03/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	954	120	196	1061	187	259	136	278	195	123	41
Future Volume (vph)	68	954	120	196	1061	187	259	136	278	195	123	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	5.7	8.9	6.7	5.5	8.2	8.9	8.9	6.7	8.2	8.2	8.2
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3539	1599	1770	3574	1599	1805	1863	1599	1787	1881	1615
Flt Permitted	0.95	1.00	1.00	0.13	1.00	1.00	0.59	1.00	1.00	0.56	1.00	1.00
Satd. Flow (perm)	1805	3539	1599	251	3574	1599	1124	1863	1599	1054	1881	1615
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	69	973	122	200	1083	191	264	139	284	199	126	42
RTOR Reduction (vph)	0	0	36	0	0	73	0	0	109	0	0	38
Lane Group Flow (vph)	69	973	86	200	1083	118	264	139	175	199	126	4
Heavy Vehicles (%)	0%	2%	1%	2%	1%	1%	0%	2%	1%	1%	1%	0%
Turn Type	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Perm
Protected Phases	5	2	7	1	6	3	7	4	1	3	8	
Permitted Phases			2	6		6	4		4	8		8
Actuated Green, G (s)	12.2	71.4	88.5	77.1	77.1	92.4	33.2	16.1	33.8	29.6	14.3	14.3
Effective Green, g (s)	12.2	71.4	88.5	77.1	77.1	92.4	33.2	16.1	33.8	29.6	14.3	14.3
Actuated g/C Ratio	0.08	0.48	0.59	0.51	0.51	0.62	0.22	0.11	0.23	0.20	0.10	0.10
Clearance Time (s)	6.7	5.7	8.9	6.7	5.5	8.2	8.9	8.9	6.7	8.2	8.2	8.2
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	146	1684	943	308	1837	1072	326	199	360	282	179	153
v/s Ratio Prot	0.04	c0.27	0.01	0.08	c0.30	0.01	c0.09	0.07	0.06	0.07	0.07	
v/s Ratio Perm			0.04	c0.26		0.06	c0.09		0.05	0.07		0.00
v/c Ratio	0.47	0.58	0.09	0.65	0.59	0.11	0.81	0.70	0.49	0.71	0.70	0.03
Uniform Delay, d1	65.8	28.4	13.3	25.4	25.4	11.9	55.0	64.6	50.5	56.6	65.8	61.5
Progression Factor	0.72	0.54	0.58	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	1.3	0.0	4.7	1.4	0.0	13.8	10.2	1.0	7.8	11.9	0.1
Delay (s)	49.5	16.6	7.8	30.1	26.8	11.9	68.8	74.8	51.6	64.4	77.7	61.6
Level of Service	D	B	A	C	C	B	E	E	D	E	E	E
Approach Delay (s)		17.7			25.3			62.9			68.6	
Approach LOS		B			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	34.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.5
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Blackwell Road & Lee Highway

10/14/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	852	107	175	948	167	0	181	248	174	110	37
Future Volume (vph)	0	852	107	175	948	167	0	181	248	174	110	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	4.0	6.7	5.5	5.5		8.9	6.7	8.9	8.9	8.9
Lane Util. Factor		0.95	1.00	1.00	0.95	1.00		1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		3574	1599	1787	3574	1599		1881	1599	1787	1881	1599
Flt Permitted		1.00	1.00	0.16	1.00	1.00		1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		3574	1599	308	3574	1599		1881	1599	1787	1881	1599
Peak-hour factor, PHF	0.92	0.92	0.92	0.91	0.91	0.91	0.97	0.97	0.97	0.89	0.89	0.89
Adj. Flow (vph)	0	926	116	192	1042	184	0	187	256	196	124	42
RTOR Reduction (vph)	0	0	0	0	0	95	0	0	112	0	0	37
Lane Group Flow (vph)	0	926	116	192	1042	89	0	187	144	196	124	5
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type		NA	Free	pm+pt	NA	Perm		NA	pm+ov	Prot	NA	Perm
Protected Phases		2		1	6			4	1	3	4	
Permitted Phases			Free	6		6			4			4
Actuated Green, G (s)		29.1	90.0	43.6	43.6	43.6		10.9	18.5	12.2	10.9	10.9
Effective Green, g (s)		29.1	90.0	43.6	43.6	43.6		10.9	18.5	12.2	10.9	10.9
Actuated g/C Ratio		0.32	1.00	0.48	0.48	0.48		0.12	0.21	0.14	0.12	0.12
Clearance Time (s)		5.7		6.7	5.5	5.5		8.9	6.7	8.9	8.9	8.9
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		1155	1599	274	1731	774		227	328	242	227	193
v/s Ratio Prot		c0.26		0.06	c0.29			c0.10	0.04	c0.11	0.07	
v/s Ratio Perm			0.07	0.28		0.06			0.05			0.00
v/c Ratio		0.80	0.07	0.70	0.60	0.12		0.82	0.44	0.81	0.55	0.03
Uniform Delay, d1		27.8	0.0	29.5	16.9	12.7		38.6	31.2	37.8	37.2	34.9
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		5.9	0.1	7.8	1.6	0.3		20.9	0.9	17.8	2.7	0.1
Delay (s)		33.7	0.1	37.3	18.4	13.0		59.5	32.2	55.6	39.9	34.9
Level of Service		C	A	D	B	B		E	C	E	D	C
Approach Delay (s)		30.0			20.3			43.7			47.8	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	29.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	30.2
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	959	60	0	985	231	0
Future Volume (Veh/h)	959	60	0	985	231	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.97	0.97
Hourly flow rate (vph)	1042	65	0	1071	238	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				350		
pX, platoon unblocked					0.79	
vC, conflicting volume			1042		1578	521
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1042		1189	521
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		0	100
cM capacity (veh/h)			663		143	505

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	521	521	65	536	536	238
Volume Left	0	0	0	0	0	238
Volume Right	0	0	65	0	0	0
cSH	1700	1700	1700	1700	1700	143
Volume to Capacity	0.31	0.31	0.04	0.32	0.32	1.66
Queue Length 95th (ft)	0	0	0	0	0	427
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	382.0
Lane LOS						F
Approach Delay (s)	0.0			0.0		382.0
Approach LOS						F

Intersection Summary			
Average Delay	37.6		
Intersection Capacity Utilization	46.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	0	231	369	392	0
Future Volume (Veh/h)	60	0	231	369	392	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.97	0.97	0.92	0.92
Hourly flow rate (vph)	65	0	238	380	426	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					714	
pX, platoon unblocked						
vC, conflicting volume	1092	213	426			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1092	213	426			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	61	100	79			
cM capacity (veh/h)	168	795	1137			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	65	238	190	190	213	213
Volume Left	65	238	0	0	0	0
Volume Right	0	0	0	0	0	0
cSH	168	1137	1700	1700	1700	1700
Volume to Capacity	0.39	0.21	0.11	0.11	0.13	0.13
Queue Length 95th (ft)	42	20	0	0	0	0
Control Delay (s)	39.4	9.0	0.0	0.0	0.0	0.0
Lane LOS	E	A				
Approach Delay (s)	39.4	3.5			0.0	
Approach LOS	E					

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	37.0%	ICU Level of Service	A
Analysis Period (min)	15		

Queues
1: Blackwell Road & Lee Highway

10/14/2021

Lane Group	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	926	116	192	1042	184	187	256	196	124	42
v/c Ratio	0.80	0.07	0.71	0.60	0.21	0.82	0.54	0.81	0.55	0.11
Control Delay	34.6	0.1	43.5	18.8	2.7	67.7	11.4	64.1	46.9	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	0.1	43.5	18.8	2.7	67.7	11.4	64.1	46.9	0.6
Queue Length 50th (ft)	254	0	62	217	0	105	30	110	67	0
Queue Length 95th (ft)	332	0	#119	281	33	#215	68	#220	122	0
Internal Link Dist (ft)	270			996		634			979	
Turn Bay Length (ft)		150	530		320			180		228
Base Capacity (vph)	1160	1599	284	1746	875	231	487	247	231	391
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.07	0.68	0.60	0.21	0.81	0.53	0.79	0.54	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Appendix C:

VJuST Reports

VDOT Junction Screening Tool

Results Worksheet

VJuST
VDOT Junction Screening Tool

General Information	
Project Title:	Lee Hwy at Broadview Ave / Winchester St - PM Peak
EW Facility:	Lee Hwy
NS Facility:	Broadview Ave / Winchester St
Date:	August 30, 2021

Volumes (veh/hr)	U-Turn / Left	Through	Right
Eastbound	255	718	36
Westbound	59	1080	90
Northbound	111	101	69
Southbound	181	53	343

General Instructions: All intersection and interchange configurations have a default assumption of one exclusive lane per movement. No results shall be interpreted until the user has verified the lane configurations on each worksheet.

Intersection Results

Type	Dir	Maximum V/C (Congestion)	Accommodation Compared to Conventional (Pedestrian)	Weighted Total Conflict Points (Safety)	Notes
Conventional	-	0.68		48	Existing Configuration
Roundabout	-	0.69		8	Hybrid Roundabout

*The continuous green-T is the only three-legged innovative intersection in this tool. To compare the continuous green-T to other innovative intersections, conflicts corresponding with the fourth leg must be removed. This has been done for the conventional intersection. Conflict point diagrams for three-legged and four-legged conventional intersections have been provided on the conventional intersection worksheet for reference.

Interchange Results					
		Congestion	Pedestrian	Safety	Notes
Type	Dir	Maximum V/C	Accommodation Compared to Traditional Diamond	Weighted Total Conflict Points	

Information	
Congestion	The maximum v/c ratio represents the worst v/c of all zones that make up an intersection.
Pedestrian	Compares the potential of each design to accommodate pedestrians based on safety, wayfinding, and delay. Potential is qualitatively defined as better (+), similar (blank cell), or worse (-) than a conventional intersection or traditional diamond interchange.
Safety	Weighted Total = (2 x Crossing Conflicts) + Merging Conflicts + Diverging Conflicts

VDOT Junction Screening Tool

Results Worksheet

VJuST
VDOT Junction Screening Tool

General Information	
Project Title:	Lee Hwy at Branch Drive - PM Peak
EW Facility:	Lee Hwy
NS Facility:	Branch Drive
Date:	August 5, 2021

Volumes (veh/hr)	U-Turn / Left	Through	Right
Eastbound	108	868	4
Westbound	65	1110	82
Northbound	10	18	50
Southbound	126	18	101

General Instructions: All intersection and interchange configurations have a default assumption of one exclusive lane per movement. No results shall be interpreted until the user has verified the lane configurations on each worksheet.

Intersection Results

Type	Dir	Maximum V/C (Congestion)	Accommodation Compared to Conventional (Pedestrian)	Weighted Total Conflict Points (Safety)	Notes
Conventional	-	0.55		48	
Restricted Crossing U-Turn	-	0.51		20	
Thru-Cut	-	0.51		28	

*The continuous green-T is the only three-legged innovative intersection in this tool. To compare the continuous green-T to other innovative intersections, conflicts corresponding with the fourth leg must be removed. This has been done for the conventional intersection. Conflict point diagrams for three-legged and four-legged conventional intersections have been provided on the conventional intersection worksheet for reference.

VDOT Junction Screening Tool

Results Worksheet

VJuST
VDOT Junction Screening Tool

General Information	
Project Title:	Lee Hwy at Village Center / BP - PM Peak
EW Facility:	Lee Hwy
NS Facility:	Village Center / BP Gas Station
Date:	August 31, 2021

Volumes (veh/hr)	U-Turn / Left	Through	Right
Eastbound	49	1002	0
Westbound	5	1205	11
Northbound	0	0	12
Southbound	8	0	43

General Instructions: All intersection and interchange configurations have a default assumption of one exclusive lane per movement. No results shall be interpreted until the user has verified the lane configurations on each worksheet.

Intersection Results

Type	Dir	Maximum V/C (Congestion)	Accommodation Compared to Conventional (Pedestrian)	Weighted Total Conflict Points (Safety)	Notes
Median U-Turn	-	0.42	+	20	on has to be signalized, although it is anticipated t
Restricted Crossing U-Turn	-	0.39		20	1 Lane; NB & SB 1 Lane approaches; EB & WB sam
Thru-Cut	-	0.42		28	& SB 2 LTs and 1 RT Lane; EB & WB same as existi
Two-Way Stop Control	-	0.33		48	Existing Configuration

*The continuous green-T is the only three-legged innovative intersection in this tool. To compare the continuous green-T to other innovative intersections, conflicts corresponding with the fourth leg must be removed. This has been done for the conventional intersection. Conflict point diagrams for three-legged and four-legged conventional intersections have been provided on the conventional intersection worksheet for reference.

VDOT Junction Screening Tool

Results Worksheet

VJuST
VDOT Junction Screening Tool

General Information	
Project Title:	Lee Hwy at Fletcher Drive - PM Peak
EW Facility:	Lee Hwy
NS Facility:	Fletcher Drive
Date:	August 30, 2021

Volumes (veh/hr)	U-Turn / Left	Through	Right
Eastbound	69	833	124
Westbound	87	1042	100
Northbound	101	34	82
Southbound	96	27	75

General Instructions: All intersection and interchange configurations have a default assumption of one exclusive lane per movement. No results shall be interpreted until the user has verified the lane configurations on each worksheet.

Intersection Results

Type	Dir	Maximum V/C (Congestion)	Accommodation Compared to Conventional (Pedestrian)	Weighted Total Conflict Points (Safety)	Notes
Conventional	-	0.46		48	Split Phase Removal
Thru-Cut	-	0.47		28	s for NBL; remaining approaches same as Existing,
Roundabout	-	0.53		8	Hybrid Roundabout

*The continuous green-T is the only three-legged innovative intersection in this tool. To compare the continuous green-T to other innovative intersections, conflicts corresponding with the fourth leg must be removed. This has been done for the conventional intersection. Conflict point diagrams for three-legged and four-legged conventional intersections have been provided on the conventional intersection worksheet for reference.

VDOT Junction Screening Tool

Results Worksheet

VJuST
VDOT Junction Screening Tool

General Information	
Project Title:	Lee Hwy at Blackwell Road - PM Peak
EW Facility:	Lee Hwy
NS Facility:	Blackwell Road
Date:	August 31, 2021

Volumes (veh/hr)	U-Turn / Left	Through	Right
Eastbound	60	852	107
Westbound	175	948	167
Northbound	231	121	248
Southbound	174	110	37

General Instructions: All intersection and interchange configurations have a default assumption of one exclusive lane per movement. No results shall be interpreted until the user has verified the lane configurations on each worksheet.

Intersection Results

Type	Dir	Maximum V/C (Congestion)	Accommodation Compared to Conventional (Pedestrian)	Weighted Total Conflict Points (Safety)	Notes
Conventional	-	0.63		48	Remove Split Phase by making SB L-T-R
Median U-Turn	-	0.65	+	20	Lanes; EB U-Turn 1 Lane; NB & SB both 1 Thru Lan
Partial Median U-Turn	-	0.74	+	28	SB existing configurations maintained; EB & WB s
Quadrant Roadway	N-W	0.59		40	
	S-W	0.56		40	
Restricted Crossing U-Turn	-	0.57		20	1 Lane; NB & SB 2 Lane approaches; EB & WB sam
Thru-Cut	-	0.67		28	& SB 2 LTs and 1 RT Lane; EB & WB same as existi
Roundabout	-	0.79		8	Full Two-Lane Roundabout

*The continuous green-T is the only three-legged innovative intersection in this tool. To compare the continuous green-T to other innovative intersections, conflicts corresponding with the fourth leg must be removed. This has been done for the conventional intersection. Conflict point diagrams for three-legged and four-legged conventional intersections have been provided on the conventional intersection worksheet for reference.

Appendix D:

SIDRA Reports

MOVEMENT SUMMARY

Site: 101 [2045 AM]

US 211 & Fletcher Dr
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Fletcher Dr												
3	L2	24	0.0	0.085	8.4	LOS A	0.3	9.0	0.59	0.68	0.59	28.7
8	T1	9	13.0	0.085	3.9	LOS A	0.3	9.0	0.59	0.68	0.59	23.4
18	R2	22	11.0	0.085	4.8	LOS A	0.3	9.0	0.59	0.68	0.59	27.7
Approach		55	6.6	0.085	6.2	LOS A	0.3	9.0	0.59	0.68	0.59	27.3
East: Lee Highway												
1	L2	23	5.0	0.334	10.5	LOS B	1.9	49.2	0.23	0.40	0.23	31.6
6	T1	855	5.0	0.334	4.1	LOS A	1.9	49.9	0.22	0.39	0.22	37.5
16	R2	40	0.0	0.334	4.1	LOS A	1.9	49.9	0.22	0.38	0.22	29.7
Approach		918	4.8	0.334	4.3	LOS A	1.9	49.9	0.22	0.39	0.22	37.0
North: Fletcher Dr												
7	L2	54	4.0	0.137	8.2	LOS A	0.5	14.2	0.56	0.69	0.56	28.6
4	T1	13	9.0	0.137	3.2	LOS A	0.5	14.2	0.56	0.69	0.56	23.3
14	R2	28	13.0	0.137	4.5	LOS A	0.5	14.2	0.56	0.69	0.56	27.6
Approach		95	7.3	0.137	6.4	LOS A	0.5	14.2	0.56	0.69	0.56	27.5
West: Lee Highway												
5u	U	2	0.0	0.393	13.0	LOS B	2.4	63.4	0.28	0.43	0.28	38.6
5	L2	42	0.0	0.393	10.5	LOS B	2.4	63.4	0.28	0.43	0.28	31.4
2	T1	955	5.0	0.393	4.3	LOS A	2.5	64.9	0.27	0.41	0.27	37.3
12	R2	64	4.0	0.393	4.2	LOS A	2.5	64.9	0.27	0.40	0.27	29.5
Approach		1063	4.7	0.393	4.5	LOS A	2.5	64.9	0.27	0.41	0.27	36.5
All Vehicles		2130	4.9	0.393	4.5	LOS A	2.5	64.9	0.27	0.42	0.27	35.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [2045 PM]

US 211 & Fletcher Dr
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Fletcher Dr												
3	L2	116	0.0	0.402	10.3	LOS B	2.2	54.0	0.74	0.87	0.83	28.2
8	T1	39	0.0	0.402	5.0	LOS A	2.2	54.0	0.74	0.87	0.83	23.0
18	R2	95	1.0	0.402	6.1	LOS A	2.2	54.0	0.74	0.87	0.83	27.4
Approach		251	0.4	0.402	7.9	LOS A	2.2	54.0	0.74	0.87	0.83	26.9
East: Lee Highway												
1u	U	9	0.0	0.566	14.2	LOS B	4.3	107.7	0.52	0.56	0.52	37.4
1	L2	91	0.0	0.566	11.7	LOS B	4.3	107.7	0.52	0.56	0.52	30.7
6	T1	1203	1.0	0.566	5.3	LOS A	4.5	113.1	0.50	0.53	0.50	36.4
16	R2	115	3.0	0.566	5.2	LOS A	4.5	113.1	0.50	0.51	0.50	29.0
Approach		1419	1.1	0.566	5.7	LOS A	4.5	113.1	0.50	0.53	0.50	35.3
North: Fletcher Dr												
7	L2	111	0.0	0.415	11.4	LOS B	2.3	57.8	0.79	0.92	0.91	27.8
4	T1	31	0.0	0.415	6.2	LOS A	2.3	57.8	0.79	0.92	0.91	22.7
14	R2	87	0.0	0.415	7.3	LOS A	2.3	57.8	0.79	0.92	0.91	27.0
Approach		229	0.0	0.415	9.2	LOS A	2.3	57.8	0.79	0.92	0.91	26.7
West: Lee Highway												
5u	U	3	0.0	0.477	14.0	LOS B	3.2	80.4	0.47	0.55	0.47	37.6
5	L2	76	0.0	0.477	11.5	LOS B	3.2	80.4	0.47	0.55	0.47	30.8
2	T1	962	2.0	0.477	5.2	LOS A	3.3	84.0	0.46	0.52	0.46	36.6
12	R2	142	0.0	0.477	5.0	LOS A	3.3	84.0	0.45	0.50	0.45	29.1
Approach		1184	1.6	0.477	5.6	LOS A	3.3	84.0	0.46	0.52	0.46	35.1
All Vehicles		3081	1.2	0.566	6.1	LOS A	4.5	113.1	0.53	0.58	0.54	33.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [2045 AM w/ SB Right Lane]

US 211 & Broadview
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Winchester Ave												
3	L2	76	2.0	0.371	10.7	LOS B	1.7	44.0	0.75	0.86	0.84	28.2
8	T1	56	0.0	0.371	5.3	LOS A	1.7	44.0	0.75	0.86	0.84	27.1
18	R2	58	0.0	0.371	6.4	LOS A	1.7	44.0	0.75	0.86	0.84	27.4
Approach		190	0.8	0.371	7.8	LOS A	1.7	44.0	0.75	0.86	0.84	27.6
East: Lee Highway												
1u	U	11	0.0	0.462	15.1	LOS B	2.8	71.7	0.58	0.65	0.58	37.3
1	L2	30	0.0	0.462	12.6	LOS B	2.8	71.7	0.58	0.65	0.58	30.5
6	T1	757	5.0	0.462	6.3	LOS A	2.9	76.5	0.57	0.63	0.57	36.2
16	R2	162	6.0	0.462	6.1	LOS A	2.9	76.5	0.56	0.60	0.56	33.6
Approach		960	5.0	0.462	6.6	LOS A	2.9	76.5	0.57	0.62	0.57	35.5
North: BroadViewAve												
7	L2	157	4.0	0.297	11.4	LOS B	1.5	37.5	0.66	0.77	0.66	32.9
4	T1	88	0.0	0.297	5.3	LOS A	1.5	37.5	0.66	0.77	0.66	26.2
14	R2	210	2.0	0.285	6.3	LOS A	1.4	34.3	0.66	0.79	0.66	33.3
Approach		455	2.3	0.297	7.9	LOS A	1.5	37.5	0.66	0.78	0.66	31.5
West: Lee Highway												
5u	U	6	0.0	0.509	14.4	LOS B	3.9	100.6	0.64	0.66	0.64	36.1
5	L2	267	5.0	0.509	12.1	LOS B	3.9	100.6	0.64	0.66	0.64	33.8
2	T1	865	5.0	0.509	5.5	LOS A	4.0	104.6	0.63	0.57	0.63	35.7
12	R2	23	5.0	0.509	5.5	LOS A	4.0	104.6	0.62	0.53	0.62	28.7
Approach		1160	5.0	0.509	7.1	LOS A	4.0	104.6	0.63	0.59	0.63	35.1
All Vehicles		2766	4.2	0.509	7.1	LOS A	4.0	104.6	0.62	0.65	0.63	34.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [2045 PM w/ SB Right Lane]

US 211 & Broadview
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Winchester Ave												
3	L2	127	0.0	0.625	13.6	LOS B	3.8	95.0	0.83	1.02	1.14	27.3
8	T1	115	0.0	0.625	8.4	LOS A	3.8	95.0	0.83	1.02	1.14	26.2
18	R2	79	0.0	0.625	9.4	LOS A	3.8	95.0	0.83	1.02	1.14	26.5
Approach		320	0.0	0.625	10.7	LOS B	3.8	95.0	0.83	1.02	1.14	26.7
East: Lee Highway												
1u	U	15	0.0	0.701	19.5	LOS B	7.1	179.3	0.74	0.89	0.99	35.3
1	L2	53	0.0	0.701	17.0	LOS B	7.1	179.3	0.74	0.89	0.99	29.2
6	T1	1234	1.0	0.701	10.1	LOS B	7.6	192.2	0.73	0.86	0.96	34.7
16	R2	103	0.0	0.701	9.5	LOS A	7.6	192.2	0.73	0.83	0.93	32.5
Approach		1405	0.9	0.701	10.4	LOS B	7.6	192.2	0.73	0.86	0.96	34.3
North: BroadViewAve												
7	L2	205	2.0	0.546	16.2	LOS B	3.2	82.2	0.84	1.01	1.06	30.8
4	T1	60	0.0	0.546	10.1	LOS B	3.2	82.2	0.84	1.01	1.06	24.9
14	R2	392	2.0	0.644	10.8	LOS B	4.7	118.2	0.89	1.05	1.19	31.3
Approach		657	1.8	0.644	12.4	LOS B	4.7	118.2	0.87	1.03	1.14	30.4
West: Lee Highway												
5u	U	6	0.0	0.507	14.7	LOS B	3.9	98.5	0.68	0.68	0.68	35.9
5	L2	286	1.0	0.507	12.2	LOS B	3.9	98.5	0.68	0.68	0.68	33.7
2	T1	820	1.0	0.507	5.6	LOS A	4.1	103.4	0.67	0.58	0.67	35.6
12	R2	41	3.0	0.507	5.6	LOS A	4.1	103.4	0.66	0.54	0.66	28.6
Approach		1153	1.1	0.507	7.3	LOS A	4.1	103.4	0.67	0.61	0.67	34.8
All Vehicles		3536	1.0	0.701	9.8	LOS A	7.6	192.2	0.75	0.82	0.92	32.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [2045 AM w/ NB&SB Right Lane]

US 211 & Blackwell Dr
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Blackwell Rd												
3	L2	122	2.0	0.272	12.2	LOS B	1.2	30.2	0.63	0.82	0.63	32.6
8	T1	54	4.0	0.272	6.5	LOS A	1.2	30.2	0.63	0.82	0.63	26.0
18	R2	200	3.0	0.269	6.4	LOS A	1.2	31.3	0.63	0.78	0.63	33.3
Approach		376	2.8	0.272	8.3	LOS A	1.2	31.3	0.63	0.80	0.63	31.7
East: Lee Highway												
1u	U	7	0.0	0.499	14.0	LOS B	3.9	100.4	0.58	0.61	0.58	36.5
1	L2	247	2.0	0.499	11.6	LOS B	3.9	100.4	0.58	0.61	0.58	34.2
6	T1	808	5.0	0.499	5.2	LOS A	4.0	104.2	0.57	0.55	0.57	35.9
16	R2	148	4.0	0.499	5.1	LOS A	4.0	104.2	0.56	0.51	0.56	28.9
Approach		1209	4.2	0.499	6.6	LOS A	4.0	104.2	0.57	0.56	0.57	34.5
North: Blackwell Rd												
7	L2	109	6.0	0.235	8.8	LOS A	1.1	27.9	0.70	0.76	0.70	28.2
4	T1	50	2.0	0.235	3.3	LOS A	1.1	27.9	0.70	0.76	0.70	27.2
14	R2	17	7.0	0.047	7.2	LOS A	0.2	4.5	0.67	0.74	0.67	27.5
Approach		176	5.0	0.235	7.1	LOS A	1.1	27.9	0.70	0.76	0.70	27.8
West: Lee Highway												
5u	U	11	0.0	0.519	15.7	LOS B	3.5	90.6	0.60	0.69	0.64	37.1
5	L2	41	9.0	0.519	13.7	LOS B	3.5	90.6	0.60	0.69	0.64	30.4
2	T1	905	6.0	0.519	6.8	LOS A	3.5	92.1	0.59	0.66	0.61	36.0
12	R2	118	2.0	0.519	6.2	LOS A	3.5	92.1	0.58	0.63	0.59	33.5
Approach		1076	5.6	0.519	7.1	LOS A	3.5	92.1	0.59	0.66	0.61	35.5
All Vehicles		2837	4.6	0.519	7.0	LOS A	4.0	104.2	0.59	0.64	0.60	34.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [2045 PM w/ NB&SB Right Lane]

US 211 & Blackwell Dr
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Blackwell Rd												
3	L2	264	0.0	0.590	14.6	LOS B	3.8	95.3	0.78	0.98	0.99	31.8
8	T1	139	2.0	0.590	8.8	LOS A	3.8	95.3	0.78	0.98	0.99	25.4
18	R2	284	1.0	0.511	9.6	LOS A	2.8	70.1	0.77	0.92	0.93	31.8
Approach		687	0.8	0.590	11.4	LOS B	3.8	95.3	0.78	0.96	0.97	30.2
East: Lee Highway												
1u	U	8	0.0	0.727	19.7	LOS B	9.4	236.5	0.93	0.98	1.20	34.6
1	L2	192	2.0	0.727	17.4	LOS B	9.4	236.5	0.93	0.98	1.20	32.5
6	T1	1083	1.0	0.727	10.2	LOS B	9.8	248.0	0.93	0.94	1.17	34.3
16	R2	191	1.0	0.727	9.7	LOS A	9.8	248.0	0.92	0.91	1.15	27.9
Approach		1473	1.1	0.727	11.2	LOS B	9.8	248.0	0.93	0.94	1.17	33.1
North: Blackwell Rd												
7	L2	199	1.0	0.647	14.7	LOS B	4.6	116.8	0.92	1.11	1.26	26.6
4	T1	126	1.0	0.647	9.5	LOS A	4.6	116.8	0.92	1.11	1.26	25.6
14	R2	42	0.0	0.138	8.4	LOS A	0.6	14.8	0.79	0.83	0.79	27.2
Approach		366	0.9	0.647	12.2	LOS B	4.6	116.8	0.91	1.08	1.20	26.3
West: Lee Highway												
5u	U	15	0.0	0.603	17.7	LOS B	5.0	127.7	0.71	0.83	0.85	36.2
5	L2	54	0.0	0.603	15.2	LOS B	5.0	127.7	0.71	0.83	0.85	29.8
2	T1	973	2.0	0.603	8.5	LOS A	5.4	135.9	0.70	0.79	0.82	35.4
12	R2	122	1.0	0.603	8.0	LOS A	5.4	135.9	0.70	0.76	0.80	33.1
Approach		1165	1.8	0.603	8.9	LOS A	5.4	135.9	0.70	0.79	0.82	34.9
All Vehicles		3692	1.2	0.727	10.6	LOS B	9.8	248.0	0.83	0.91	1.03	32.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Rappahannock-Rapidan
REGIONAL COMMISSION

Rappahannock-Rapidan Regional Commission

Resolution of Support for Regional Transportation Project applications to the Smart Scale Round Five Submitted by Local Governments

WHEREAS, The Rappahannock-Rapidan Regional Commission, hereafter referred to as the Commission, recognizes the importance of ensuring the safe and efficient movement of people and goods along public roadways in the region; and

WHEREAS, the Commission and its member jurisdictions have identified transportation projects which are critical to the safe and efficient movement of people and goods along public roadways in the region; and

WHEREAS, the Virginia General Assembly enacted legislation on April 6, 2014 in the form of House Bill 2, hereafter referred to as "Smart Scale", and established new criteria and methodology for the allocation of transportation funding in Virginia via the Six-Year Improvement Program ("SYIP"); and

WHEREAS, the Smart Scale program requires that those projects located on Corridors of Statewide Significance require a Resolution of Support from the regional entity where the project is located; and

WHEREAS, the Commission desires to support its member jurisdictions in their Smart Scale projects meeting other identified transportation needs within the region; and

WHEREAS, the Commission and its member jurisdictions have identified transportation projects addressing critical needs within the region to submit for funding through round five of the Smart Scale program;

NOW, THEREFORE, BE IT RESOLVED that the Commission does hereby endorse and conveys its full support for the submission by local governments within the Rappahannock-Rapidan region of Smart Scale applications requesting funding for the following transportation projects:

Culpeper County

- Germanna Highway (Route 3) and Carrico Mills Road (Route 669) intersection improvements
- James Monroe Highway (Route 29) and Reva Road (Route 633) intersection improvements

- Rixeyville Road (Route 229) and Colvin Road/Jeffersonton Road (Route 621) Roundabout
- Rixeyville Road (Route 229) and Ira Hoffman Lane (Route 694) Roundabout

Town of Culpeper

- Orange Road (Route 15) and Fredericksburg Road (Route 3) intersection improvements
- Orange Road sidewalk improvements
- Old Brandy Road sidewalk improvements

Fauquier County

- Dumfries Road (Route 605) and Greenwich Road (Route 603) Roundabout
- Route 17 & Old Tavern Road (Route 245) Restricted Crossing U-Turn (RCUT)
- Route 28 & Station Drive (Route 853)/Bengü Gerek Avenue Roundabout
- Route 28 & Old Dumfries Road (Route 667) Roundabout

Town of Warrenton

- Broadview Avenue (Route 17/211), Lee Highway (Route 211) and Winchester Street Roundabout
- Broadview Avenue (Route 17) and Warrenton Village Center Shopping Center Roundabout
- Lee Highway (Route 29/Route 211) and Blackwell Road Roundabout

Madison County

- Orange Road (Route 230), Blue Ridge Turnpike (Route 231) and Fairground Road (Route 687) Roundabout

Orange County

- Constitution Highway (Route 20) and Flat Run Road (Route 601) Roundabout
- Germanna Highway (Route 3) and Constitution Highway (Route 20) Intersection Improvements
- Germanna Highway (Route 3) and Lake of the Woods Way Intersection Improvements
- Germanna Highway (Route 3) and Locust Grove Post Office Intersection Improvements

Resolved this 22nd day of June, 2022 by the Rappahannock-Rapidan Regional Commission, being duly assembled that the Commission supports the submission of the projects listed above to the Smart Scale Program by member jurisdictions.

Meaghan E. Taylor, Chair
Rappahannock-Rapidan Regional Commission

ATTEST:

Patrick L. Mauney, Executive Director
Rappahannock-Rapidan Regional Commission

N

Pedestrian warning signals to be installed at all crosswalks with public streets

Broadview Ave

Roebling St

Project Limit

Project Limit

Proposed underground stormwater treatment site

SEPARATE PROJECT

SEPARATE PROJECT

SEPARATE PROJECT

SEPARATE PROJECT

SCALE

0 80' 160'

Right of Way

Easement

Roundabout Concept
Broadview Avenue & Roebling Street
Warrenton, Virginia

Figure
3

KITTELSON & ASSOCIATES

C:\Users\zbugg\Desktop\local\21605\711\Warrenton_Concepts_CAD_v2\Warrenton_Concepts_200626_Layout_KAI.dwg Aug 13, 2020 - 7:07am - zbugg Layout Tab: Layout3

EXPERIENCE

WARRENTON

VIRGINIA

EST. 1810

Town Council

VDOT Smart Scale Pre – Applications Round 6

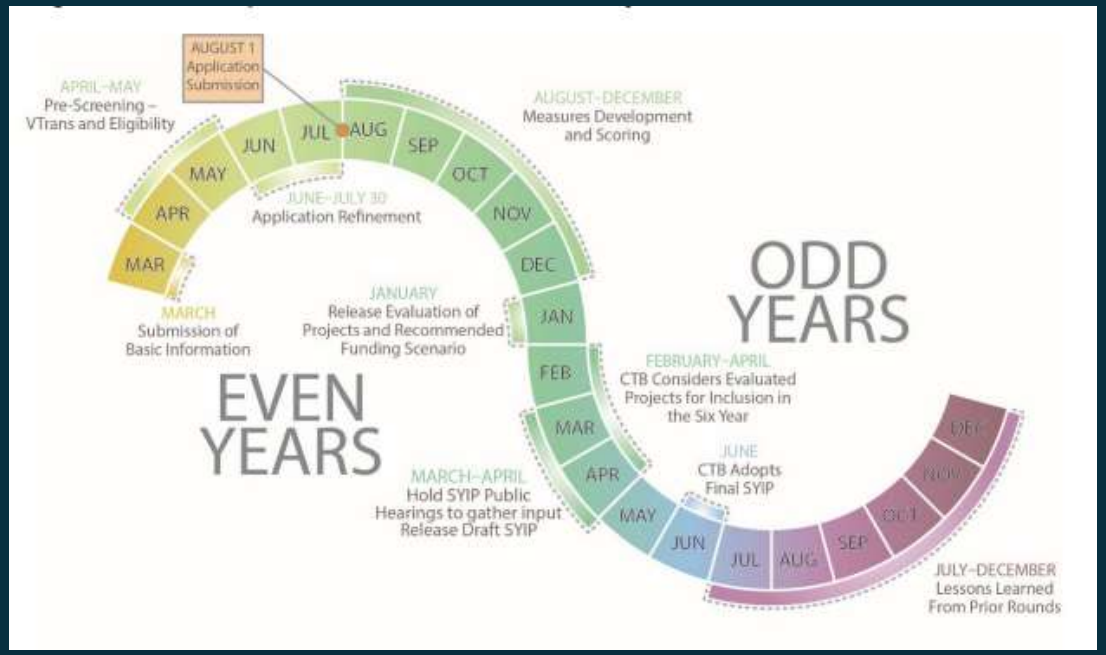
February 13, 2024

Background

- Since 2020, the Town and VDOT have been actively reviewing potential safety improvements at intersections along the Broadview/Lee Hwy corridor.
- 2020 Town applied for Round 4 Smart Scale grants for the intersections of Broadview/Winchester/Lee Hwy and Broadview (then Roebling)/US 17. These applications were not successful.
- 2021 – 2022 VDOT initiated a “Pipeline Project” of Lee Highway to study intersection improvements and solicit public input.
- March 2022 Town Council directed staff to submit pre-applications for Round 5 Smart Scale for the two intersections above and added Lee Hwy/Blackwell Road.
- October, 2022 VDOT publishes final Lee Highway Pipeline Study
- June, 2023 CTB awarded the Town almost $30 million to construct the two roundabout applications on Lee Highway.

Smart Scale Process

- Federal Funding through VDOT High Priority Projects Program and Construction District Grant Program
- Applications Open Every Two Years
- Project VDOT Administered
- Must Be Pre-screened In and Meet VDOT Criteria
- CTB Decision June, 2025

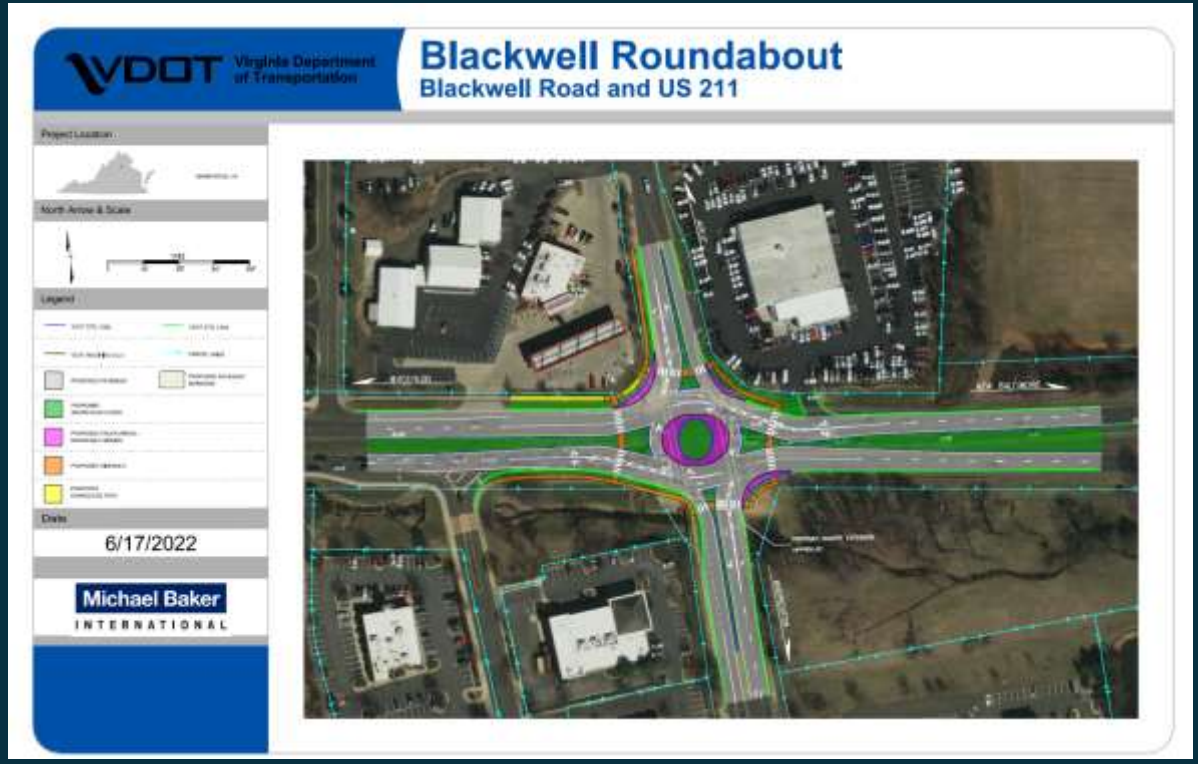


FUNDED ROUND 5- Broadview/Winchester/Lee Roundabout

- Previous Round 4 Application – Town Council Resolution
- CoSS and UDA
- Included in Plan Warrenton 2040
- Included in FY23-28 CIP
- Pipeline Study
  - This alternative reconfigures the intersection to a multi-lane hybrid roundabout.
  - The roundabout can improve operations by 60%, reduce crashes up to 60%, and improve the safety of pedestrian crossings.

FUNDED ROUND 5 - Lee Hwy/Blackwell Road Roundabout

- Included in Plan Warrenton 2040
- Included in FY23-28 CIP
- CoSS and UDA
- Pipeline Study
  - This alternative reconfigures the intersection to a multi-lane hybrid roundabout.
  - The roundabout can improve operations by 70%, reduce crashes up to 60%, and improve the safety of pedestrian crossings.



NOT FUNDED - US17/Broadview/Shopping Center Roundabout

- Previous Round 4 & 5 – Town Council Resolution
- CoSS and UDA
- Included in Plan Warrenton 2040
- Included in FY23-28 CIP

Example

Boise, Idaho

Lee Highway Pipeline Study - Preferred Alternatives

PROJECT NEEDS

These proposed improvements help address VTrans needs associated with safety, capacity preservation, and congestion mitigation. The preferred alternatives reduce delay, improve safety for both vehicle and other modes such as bikes and pedestrians.

Need	Priority
Congestion Mitigation	Very High
Transit Access	Very High
Transportation Demand Management	Very High
Safety Improvement	High
Bicycle and Pedestrian Access	High

Survey Summary

- The MetroQuest survey ran between February 1 and February 18, 2022
- Survey included 457 participants
- 79% of respondents were residents, 13% visitors, and 8% employees of the study area

PROJECT DESCRIPTION

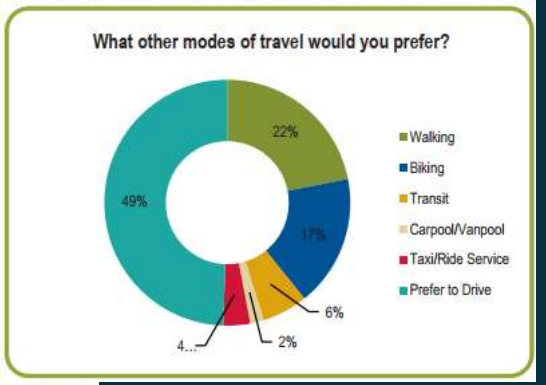
The following alternatives were advanced that can be submitted for future funding applications. These improvements will incorporate measures such as improved pedestrian crossing distances, crosswalks, and updated parallel facilities, such as shared use paths:

Multi-lane Hybrid Roundabouts: A multi-lane roundabout will help improve operations and reduce crashes by up to 60%. Roundabouts are also particularly beneficial for other roadway users like pedestrians and cyclists because of the slower speeds through a roundabout.

Thru-cuts: An alternative that reduces traffic signal phases on the minor approaches by relocating the through movement within the network. This improvement enhances timings and reduces delay.

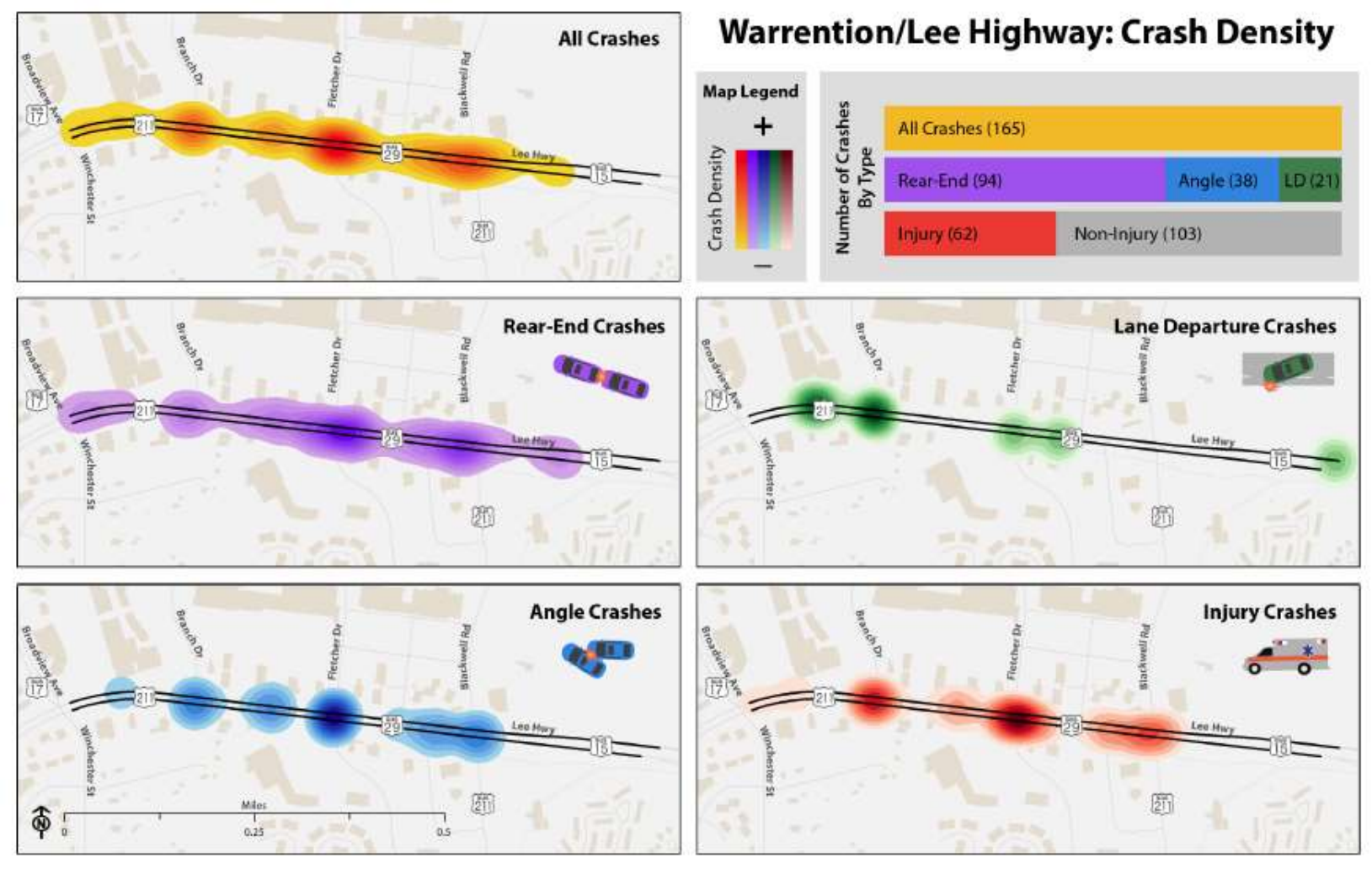
Access Management and Intersection Improvement: A safety improvement that reduces the number of movements permitted at an intersection.

- Branch Drive: Movements onto and into Branch Drive northbound approach would be reduced so that those turns would use a future roundabout at Broadview Avenue.
- Village Center Driveway: Movements across and out of the driveway are reduced to enhance safety. The driveway would also be reconstructed to allow quicker ingress/egress.



Improvement	Description	Planning-Level Cost Estimate
Blackwell Road Hybrid Roundabout and Pedestrian Improvements	Convert the intersection of Lee Highway and Blackwell Road to a hybrid roundabout, construct pedestrian facilities on each leg, and provide pedestrian crossings with median refuges and HAWK signals	$11,200,000
Branch Avenue Thru-Cut	Relocate the Branch Drive through movements through other intersections	$6,700,000
Branch Avenue Access Management Improvements	Convert northbound approach of Branch Ave to right-in/right-out only	$3,000,000
Fletcher Drive Roundabout	Multi-lane hybrid roundabout	$7,200,000

Data Collection/Analysis



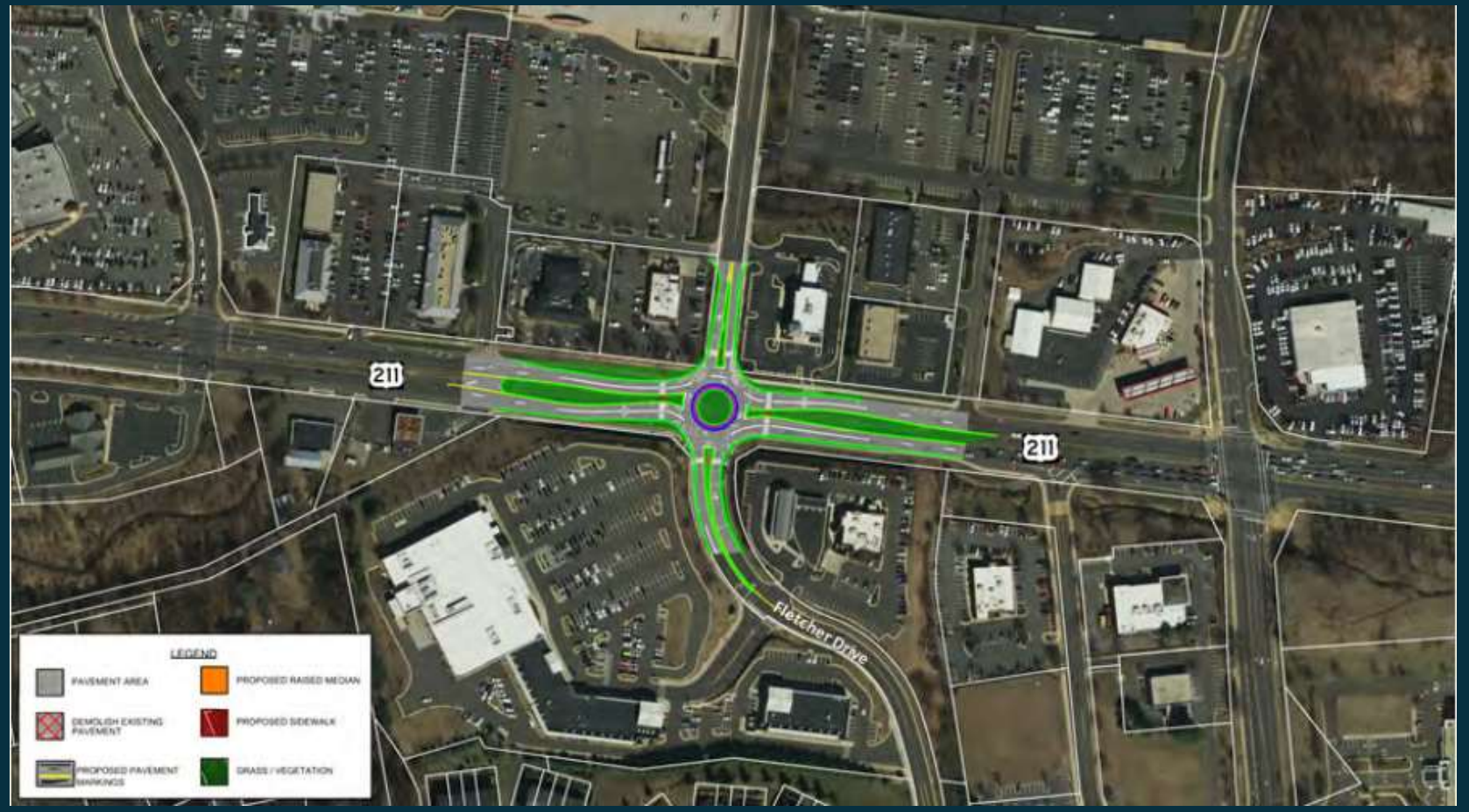
Branch Avenue Access Management Concept

General Concept is to restrict left turn movements on to side streets. Final Design to be determined.

Village Center Access Management Concept

General Concept is to restrict left turn movements on to side streets. Final Design to be determined.

Fletcher Drive Roundabout Concept



General Concept is to install a roundabout to keep circulation moving with the other roundabouts and improve safety. Final Design to be determined.

Next Steps

- Provide Staff Direction to Proceed with Pre-Application
- Pre-Application Submittal/VDOT Pre-Screen
- Public Hearing June/July, 2024
- Town Council Support Resolution
- PD9 Resolution of Support
- Application Due August 1, 2024
- Final CTB Action June, 2025

EXPERIENCE

WARRENTON

VIRGINIA

EST. 1810

Town Council
VDOT Smart Scale Applications
February 13, 2024

Office of the Town Manager
Frank Cassidy

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	February 13th, 2024.
Agenda Title:	Councilmember Text Amendment Initiation
Requested Action:	Review and consider approval of the Town Council Meeting Minutes
Department / Agency Lead:	Town Council
Staff Lead:	Councilmen William Semple, Ward 2.

EXECUTIVE SUMMARY

Mr. Semple has requested the opportunity to discuss a Text Amendment Initiation to bring forward before the Council.

BACKGROUND

An email from Mr. Walton laid out options for Council to Consider.

Mr. Semple to sponsor Text Amendment and lead discussion on initiating a ZOTA for additional density in the CBD. Options should TC want to initiate the Text Amendment:

Option 1:

ROUND UP DENSITY

- Staff to research "trigger" to round up density to allow an additional dwelling unit within CBD.
- Require SUP with additional Standards?
- Create more housing.
- Number of units can be controlled by SUP.
- Article 9 Standards to require Affordable Housing after 4 units?
- Require parking on-site?
- Cons:
    - What is the "trigger" to allow rounding up? Arbitrary?

Option 2:

ADAPTIVE REUSE OF VACANT SPACE

- Existing vacant space could be adaptively reused for apartment dwellings.
    - Cons:
        - Owners may intentionally vacate commercial space in order to convert to residential.
        - Unlimited cap on number of residential units?
        - State building code requires a minimum square footage for each unit.
        - SUP with additional Standards?

Parking needed throughout downtown.

STAFF RECOMMENDATION

Provide direction to staff.

Service Level/Collaborative Impact

A Text Amendment initiation by Council would involve staff work by multiple departments, legal review and input, and Council discussions culminating in a Public Hearing for Citizen Input.

Policy Direction/Warrenton Plan 2040

Mr. Semple would identify.

Fiscal Impact

Financial impact has not yet been calculated for this item.

Legal Impact

The legal impact has not yet been calculated for this item.

ATTACHMENTS

1.
2.
3.

February 13th, 2024
Mayor H.E. Carter Nevill
PRO-24-02-001

A PROCLAMATION RECOGNIZING TWENTY YEARS OF EFFORTS BY LESS CANCER AND THEIR WORK TO EDUCATE, ADVOCATE, PARTICIPATE

WHEREAS, in 2004, recognizing the impact on the community that cancer leaves in its wake, Less Cancer was founded in Fauquier County under its more formal name Next Generation Choices Foundation, a public charity 501c3; and

WHEREAS, Less Cancer signifies a new paradigm for addressing cancer, one focused on prevention, this is a departure from previous treatment-focused approaches, which focus on beating, conquering, or curing cancer; and

WHEREAS, Less Cancer has provided everything from scholarships for nursing education to continuing medical education for Physicians, Nurses and Public Health Professionals to online and off-line programming including content and materials addressing cancer prevention, health disparities, and the social determinants of health as it relates to health access, screenings for cancer prevention and optimal outcomes for those situations where a cancer diagnosis was unavoidable; additionally the organization addresses risks to include environmental risks, toxic chemicals, lifestyle, nutrition, exercise and viral risks.; and

WHEREAS, today the organization has been recognized for initiating National Cancer Prevention Day 02/04, the National Cancer Prevention Workshop, and the United States, Congressional Bipartisan Cancer Prevention Caucus; and; and

WHEREAS, based in Warrenton, Virginia, serving the local community, its work of Less Cancer has reached and been modeled in communities across the country; and

WHEREAS, while the work of the organization continues to spread, it has not lost sight of its founding roots and remains committed to our local footprint; and

WHEREAS, recently, the American Cancer Society reports lower overall cancer death rates, thankfully to the work of prevention has been impactful on lowering death rates; and

WHEREAS, while promising news for the first time ever cancer incidences will be over 2 million in 2024, almost 5,500 cancer diagnoses a day and in 2024, over 611,000 deaths from cancer are projected for the US; and

WHEREAS, both the Board of Directors and its President and Founder, Bill Couzens remain committed to the organization's rural roots in Fauquier County, Virginia, in supporting community health through its work in education, advocacy and policy; and

NOW, THEREFORE BE IT PROCLAIMED that the Mayor of the Town of Warrenton recognizes Less Cancer for twenty years of pioneering in prevention and their work of educating, advocating, and participating in their community and the nation to prevent cancer before it starts.

_____

H. E. Carter Nevill
Mayor Town of Warrenton

February 14th
Mayor H.E. Carter Nevill
PRO-24-02-002

A PROCLAMATION RECOGNIZING THE WORK OF PASTOR VINICENT HOLLAND AND DECLARING FEBRUARY 2024 AS BLACK HISTORY MONTH IN THE TOWN OF WARRENTON, VIRGINIA

WHEREAS, Black History Week was originally initiated in 1926 by Dr. Carter G. Woodson, a native of Buckingham County, Virginia; and

WHEREAS, since the Bicentennial year of 1976, Americans of all walks of life have come together during the month of February to honor the accomplishments of Black Americans in every area of endeavor throughout our history; and

WHEREAS, African Americans have contributed greatly to the heritage, progress, and advancement of the United States of America, the Commonwealth of Virginia, Fauquier County, and the Town of Warrenton; and

WHEREAS, the history and culture of African Americans make up an important part of the history and culture of the United States, the Commonwealth of Virginia and the Town of Warrenton; and

WHEREAS, in 2007, Pastor Vinicent Holland moved to Fauquier County entrenching himself in this community with his family, being a Substitute Teacher in the County School system and becoming Ordained as a Minister in 2016; and

WHEREAS, Pastor "Vini" is currently serving as Pastor of Shiloh Baptist Church in Woodville, Virginia and as an Associate Pastor of First Baptist Church in Warrenton, Virginia where he leads what has become a weekly Community Bible Study; and

WHEREAS, Pastor Holland actively participates on numerous boards in the Fauquier County and Warrenton area as a member of the Warrenton Police & Pastor Coalition, the Rappahannock Clergy Association, the Citizens Action Team for 21st Century Policing, and of Common Threads, a joint ministry with St. James Episcopal Church; and

WHEREAS, Reverend Holland also serves as a Trustee with Covenant Christian Academy, Warrenton, Virginia and as Co-Moderator of the Council Addressing Local Issues Preventing Equality (and) Reconciliation; and

WHEREAS, Reverend Holland served as a community stakeholder with the National Association of Community Mediation and Piedmont Dispute Resolution Center and works with numerous local, state, and national Civil Rights organizations, in addition, he is asked to sit on numerous panels and enjoys being engaged in endeavors that create unity and grow the Beloved Community; and

WHEREAS, Reverend Holland believes that Spiritual Health and Mental Health go hand-in- hand, his desire is to contribute to the improvement of mental health for all, diminishing the stigma associated with mental health and considers himself blessed to be able to serve on the Board of Directors of the Mental Health Association of Fauquier County (MHAFC); and

WHEREAS, Pastor Vinicent Holland is an invaluable resource to the Warrenton community focusing his impact on the spiritual issues that divide us based on stereotypes, and not by the moral arc of our character; and

NOW, THEREFORE, BE IT PROCLAIMED that the Warrenton Town Council hereby proclaims the month of February 2024 as "Black History Month" in the Town of Warrenton; and

BE IT FURTHER PROCLAIMED that the Mayor of the Town of Warrenton recognizes the work of Pastor Vinicent Holland in this community and commends his efforts to remind us that when we look at the love for each other, that we can share, we can come together to fix and resolve our issues.

(seal)

H. E. Carter Nevill
Mayor
Town of Warrenton

Office of the Town Manager
Frank Cassidy

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	February 13th, 2024.
Agenda Title:	Modification to Town Code section 2-22 WARD 2 Polling place
Requested Action:	Hold the public hearing and move the Polling Location for Ward 2
Department / Agency Lead:	Town Council
Staff Lead:	Stephen Clough, CMC, Town Clerk.

EXECUTIVE SUMMARY

Fauquier County Staff have identified issues with the construction at Taylor Middle School that will prohibit its use as a polling location for the upcoming March 5th, 2024, Presidential Primary. The building is unable to be occupied. As such, the Ward 2 Polling Location will need to be changed to accommodate the construction. The Town Code section 2-22 will need to be modified with a new location for Ward 2 and preclearance from Va ELECT will need to be sought. Because we are within 60 days of the election, we will need to make the change for the March 5th, 2024, Primary as a temporary ”emergency” measure and then apply for the preclearance CNO and polling place change to be more permanent for the June 18th, 2024, Primary Elections. Depending on the suitability of the chosen location, it may become a permanent change, or the County may look to move back to Taylor after the construction is completed. The change will need to remain in place for the foreseeable future because of the planned construction at the school.

The County team determined that they would like to use 33 North Calhoun Street as the new Polling Location. This is the site of the County Wellness Center. The Wellness Center will close on election days to accommodate the use. Extensive work has been done at this location in accordance with the Americans with disabilities act to make this location suitable with a minimal amount of effort.

BACKGROUND

At the January 11th, 2024, Fauquier County Board of Supervisors meeting, a resolution was passed authorizing the staff to advertise for a public hearing on moving the Ward 2 Polling Location due to issues with the Current voting location.

At the February 8th, 2024, Board of Supervisors Meeting a Public hearing was held on the item.

A public hearing is required as this item would modify the Town Code section § 2-71 (b)

STAFF RECOMMENDATION

Hold the public hearing and review the proposed location change for the polling location.

Service Level/Collaborative Impact

This is a high service level impact across multiple departments including Legal, Public Works, the Clerk's office, Community Development, and county resources like the County Legal, County Clerk, County Administration, Board of Supervisors, and Registrar's Office.

Policy Direction/Warrenton Plan 2040

Voting, at its core, affects all aspects of the Warrenton Plan 2040.

Fiscal Impact

The fiscal impact is primarily associated with legal costs and advertising costs to facilitate the location change.

Legal Impact

Ensuring compliance with the Town Code.

ATTACHMENTS

1. Wellness Center Town of Warrenton 202 Ward 2 Polling Location
2. Sec. 2-22 Voting or Polling Place Code section.
3. Sec. 2-22 Voting or Polling Place Code section redline.

Sec. 2-22. Voting or polling place.

The voting places for the wards established by section 2-21 shall be as follows:

(1) *Ward 1:* C.M. Bradley Elementary School.

(2) *Ward 2:* Old Visitors Center (33 Calhoun Street).

(3) *Ward 3:* Warrenton Community Center.

(4) *Ward 4:* Warrenton Aquatic and Recreation Facility.

(5) *Ward 5:* Town Police Public Safety Building.

(Ord. of 11-6-86; Ord. of 4-7-87, § 21.2; Ord. No. 1991-14, 12-10-91; Ord. No. 1993-18, 11-9-93; Ord. No. 2002-02, 2-12-2002; Ord. No. 2002-09, 10-8-2002; Ord. No. 2004-01, 2-10-2004; Ord. No. 2011-04, 12-13-11; Ord. No. 2022-09 , 7-12-22)

State law reference(s)—Polling places in towns, Code of Virginia, § 24.1-92.

RESOLUTION

A RESOLUTION TO AUTHORIZE THE COUNTY ADMINISTRATOR TO SCHEDULE A PUBLIC HEARING ON MOVING THE TOWN OF WARRENTON SECOND WARD POLLING PLACE IN THE CENTER MAGISTERIAL DISTRICT

WHEREAS, the current polling place for the Town of Warrenton Second Ward in the Center Magisterial District is W.C. Taylor Middle School which is under construction and unable to be utilized for the March 5, 2024 Presidential primary and other elections thereafter until conclusion of the building renovation; and

WHEREAS, polling places are established in Section 7-2 of the Fauquier County Code that requires a public hearing to amend or change; and

WHEREAS, *Code of Virginia* § 24.2-310.D. allows a change in polling place to occur in the event of an emergency that makes a polling place unusable or inaccessible; and

WHEREAS, the start of construction at W.C. Taylor Middle School and unavailability of location prior to the March 5, 2024 Presidential primary election was not anticipated and constitutes an emergency that requires the immediate relocation of that polling place; and

WHEREAS, *Code of Virginia* § 24.2-129 establishes requirements for publication of notice, public hearings, and approvals from the Office of the Attorney General for a Certificate of No Objection to changes in polling places; now, therefore, be it

RESOLVED by the Fauquier County Board of Supervisors this 11th day of January 2024, That the County Administrator be, and is hereby, authorized to publish any required notices and schedule any necessary public hearings to obtain citizen input on the change of the Town of Warrenton Second Ward polling place and amendment of Section 7-2 of the Fauquier County Code; and

RESOLVED FURTHER, That the County Attorney is authorized to take any actions necessary to obtain preclearance or a Certificate of No Objection for any changes to the Warrenton Second Ward polling place.

A Copy Teste

Janelle J. Downes, County Administrator
Clerk to the Board of Supervisors

TOWN OF WARRENTON
NOTICE OF TOWN COUNCIL MEETING

Notice is hereby given that the Town Council of the Town of Warrenton will hold their Regular Monthly Meeting Work Session on Tuesday, February 13th, 2024, at 9:00 AM in the Warrenton Town Hall Council Chambers (First Floor) located at 21 Main Street, Warrenton, Virginia.

Notice is hereby given that the Town Council of the Town of Warrenton will hold their Regular Monthly Meeting on Tuesday, February 13th, 2024, at 6:30 PM in the Warrenton Town Hall Council Chambers (First Floor) located at 21 Main Street, Warrenton, Virginia. Council will hold a Public Hearing on the following items:

1.) **ZOTA 2023–3 FPD – Floodplain District Update**: A Zoning Ordinance Text Amendment to Article 3-5.1 of the Town of Warrenton Zoning Ordinance and Floodplain Maps to reflect the Federal Emergency Management Agency's model ordinance and map changes. A Letter of Final Determination was issued to the Town of Warrenton on October 25, 2023 from FEMA which provides notification that the floodplain changes will take effect on April 25, 2024. Adoption of the changes allows the Town to maintain eligibility in the National Flood Insurance Program.

2.) **Ordinance 24-02-001** - Notice of emergency need to change the polling place location prior to the March 5, 2024, Presidential Primary Election for the Town of Warrenton Second Ward in the Center Magisterial District from W.C. Taylor Middle School to the Fauquier County Wellness Center at 33 N. Calhoun Street, Warrenton, VA (former location of the Warrenton-Fauquier Visitor's Center), due to safety concerns with construction beginning at W.C. Taylor Middle School. The Town Council will hold a public hearing to obtain citizen input on amending Town Code Section 2-22 to make the change to 33 N. Calhoun Street for the Town of Warrenton Second Ward polling place for future elections. Description and a map of the proposed polling place change can be found and inspected in Town Clerk's Office at 21 Main Street, Warrenton, Virginia.

People having an interest in the above are invited to participate in the hearing and state their opinion regarding the above issues. The public may also choose to submit written comments through the Town's website or by emailing citizencomment@warrentonva.gov during the public comment period, which will end at noon the day of the Public Hearing, February 13th, 2024. Copies of the Special Use Permit will be available online and are available for review at Town Hall located at 21 Main Street, Monday through Friday, 8:30 AM to 4:30 PM.

The Town of Warrenton desires to make its programs, services, facilities, and activities accessible to persons with disabilities. If you need accommodations or auxiliary services, please contact the Town as far in advance as possible.

February 13th, 2024
Town Council
Regular Meeting
ORD-24-02-001

ORDINANCE ORD-24-02-001
AN ORDINANCE AMENDING ARTICLE II, SECTION 2-2, "VOTING OR POLLING PLACE" WHICH ESTABLISHES POLLING LOCATIONS FOR THE TOWN OF WARRENTON EFFECTIVE FEBRUARY 13TH, 2023.

WHEREAS, on February 13th, 2024, 2022, the Town Council held a Work Session on proposed polling location change for Ward Two, of the Town; and

WHEREAS, Article II, Section 2-22, entitled "Voting or polling place" of the Town Code of the Town of Warrenton lists the locations of the ward polling places; and

WHEREAS, the selected polling locations were determined by the Fauquier County Registrar Office and inspected by the Fauquier County General Services to be compliant with polling location requirements; and

WHEREAS, Fauquier County advertised and held a public hearing on February 8th, 2024, to address the emergency location change; and

WHEREAS, the Town Council held a public hearing on February 13th, 2024, upon advertisement notice, properly and duly given; and

WHEREAS, the Town Council desires to adopt this ordinance to reestablish the voting locations of Ward 2 of the Town of Warrenton;

NOW THEREFORE BE IT ORDAINED, by the Town Council of the Town of Warrenton, Virginia, that the Town voting location for Ward Two be hereby adjusted as incorporated herein.

AND BE IT FURTHER ORDAINED, by the Town Council of the Town of Warrenton, Virginia, that the Town Attorney, be and hereby is, authorized and directed to forward copies of this Ordinance and the Polling Locations to the Fauquier County Electoral Board, to the Secretary to the Commonwealth, to the State Board of Elections, and to the Division of Legislative Services and otherwise as required by law or directed by Town Council.

AND BE IT FURTHER ORDAINED, by the Town Council of the Town of Warrenton, Virginia, that Section 2.22, entitled "Voting or polling place" is hereby amended, restated, and readopted on February 13th, 2024, as follows:

Sec. 2-22. Voting or polling place.

The voting places for the wards established by section 2-21 shall be as follows:

(1) *Ward 1:* C.M. Bradley Elementary School.

(2) *Ward 2:* Old Visitors Center (33 Calhoun Street).

(3) *Ward 3:* Warrenton Community Center.

(4) *Ward 4:* Warrenton Aquatic and Recreation Facility.

(5) *Ward 5:* Town Police Public Safety Building.

(Ord. of 11-6-86; Ord. of 4-7-87, § 21.2; Ord. No. 1991-14, 12-10-91; Ord. No. 1993-18, 11-9-93; Ord. No. 2002-02, 2-12-2002; Ord. No. 2002-09, 10-8-2002; Ord. No. 2004-01, 2-10-2004; Ord. No. 2011-04, 12-13-11; Ord. No. 2022-09, 7-12-22)

State law reference(s)—Polling places in towns, Code of Virginia, § 24.2-308

Attachments:

Votes:
Ayes:
Nays:
Absent from Meeting:

For Information: Town Clerk, Director Community Development, Town Attorney

ATTEST: _____
Town Recorder

ORDINANCE

AN ORDINANCE TO AMEND FAUQUIER COUNTY CODE SECTION 7-2

WHEREAS, due to construction at W. C. Taylor Middle School the building is unavailable to be utilized as a polling place; and

WHEREAS, the Board finds that it is in the interest of public health, safety and general welfare of the County and its citizens to move the Town of Warrenton Second Ward polling place in the Center Magisterial District of Fauquier County to the Fauquier County Wellness Center located at 33 N. Calhoun Street, Warrenton, VA 20186; now, therefore, be it

RESOLVED by the Fauquier County Board of Supervisors this 8th day of February 2024, That the County Attorney is authorized to take all actions necessary to seek a Certificate of No Objection from the Virginia Attorney General's Office for the change to this polling place location; and, be it

ORDAINED by the Fauquier County Board of Supervisors this 8th day of February 2024, That Fauquier County Code Section 7-2 is hereby amended as follows:

Sec. 7-2. - Same—Enumerated.

The precincts for each magisterial district and the polling places for each precinct shall be as set forth below:

(1) *Cedar Run magisterial district:*

a. Opal precinct, Liberty High School.

b. Casanova precinct, H.M. Pearson Elementary School.

c. Catlett precinct, Southeastern Alternative School.

d. Kettle Run precinct, Kettle Run High School.

e. Lois precinct, Family Worship Center.

(2) *Center magisterial district:*

a. Airlie precinct, P. B. Smith Elementary School.

b. Town of Warrenton First Ward (Ward 1), C.M. Bradley Elementary School.

c. Town of Warrenton Second Ward (Ward 2), ~~W. C. Taylor Middle School~~ Fauquier County Wellness Center.

d. Town of Warrenton Third Ward (Ward 3), Warrenton Community Center.

e. Town of Warrenton Fourth Ward (Ward 4), Warrenton Aquatic and Recreation Facility.

f. Town of Warrenton Fifth Ward (Ward 5), Town Police Public Safety Building.

(3) *Lee magisterial district:*

a. Morrisville precinct, Mary Walter Elementary School.

b. Bealeton precinct, Grace Miller Elementary School.

c. Botha precinct, M. M. Pierce Elementary School.

d. Town of Remington precinct, Remington Town Hall.

(4) *Marshall magisterial district:*

a. Leeds precinct, Emmanuel Episcopal Church.

b. Salem precinct, Marshall Middle School.

c. Waterloo precinct, Fauquier High School.

d. Springs Valley precinct, Brumfield Elementary School.

(5) *Scott magisterial district:*

a. Broad Run precinct, Our Savior Lutheran Church.

b. New Baltimore precinct, Auburn Middle School.

c. Vint Hill precinct, C. Hunter Ritchie Elementary School.

d. Hopewell precinct, Coleman Elementary School.

e. Town of the Plains precinct, Grace Episcopal Church.

(Ord. No. 87-1, 2-17-87; Ord. No. 87-5, 7-21-87; Ord. No. 88-1, 3-15-88; Ord. No. 90-5, 7-17-90; Ord. No. 91-6, 7-16-91; Ord. No. 92-2, 3-17-92; Ord. No. 92-4, 8-18-92; Ord. No. 94-2, 5-3-94; Ord. No. 96-2, 3-19-96; Ord. No. 01-05, 7-16-01; Ord. No. 02-08, 11-18-02; Ord. No. 04-02, 4-19-04; Res. No. 05-03, 5-12-05; Ord. No. 06-03, 5-11-06; Ord. No. 06-03(2), 10-12-06; Ord. No. 09-05, 7-9-09; Ord. No. 17-3, 5-11-17; Ord. No. 18-2, 8-9-18; Ord. No. 22-04, 3-10-22; Ord. No. 22-08, ~~§~~ 6-9-22; Ord. No. 24-__, 2-8-24)

A Copy Teste

Janelle J. Downes, County Administrator
Clerk to the Board of Supervisors

Office of the Town Manager
Frank Cassidy

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	February 13, 2024
Agenda Title:	ZOTA-23-3 Zoning Ordinance Text Amendment to Update Section 3-5.1 of the Zoning Ordinance and the Associated Floodplain Maps Pertaining to FEMA Floodplain.
Requested Action:	Hold a Public Hearing and Adopt the Ordinance
Department / Agency Lead:	Community Development
Staff Lead:	Rob Walton, Director of Community Development

EXECUTIVE SUMMARY

The Federal Emergency Management Agency (FEMA) recently issued a Letter of Final Determination to the Town of Warrenton on October 25, 2023 (attached). There are approximately 110 properties in the Town of Warrenton that contain floodplain. In December 2020, Town Staff contacted property owners letting them know of the proposed changes to the floodplain limits. After notice was sent, staff was approached by approximately five (5) individuals who were interested in seeing the proposed mapping changes. Since that time, FEMA has heard appeals by property owners who disagree with the proposed floodplain limit changes and issued a Letter of Final Determination to jurisdictions accordingly. The Town is now tasked with adopting FEMA's updated regulations and revised maps as part of the final determination.

BACKGROUND

In September 2020, FEMA issued proposed changes to the Special Flood Hazard Areas (SFHA). SFHA replaces the previously used term "100-Year Floodplain". There are approximately 110 properties in the Town of Warrenton that contain floodplain. In December 2020, Town Staff contacted property owners letting them know of the proposed changes to the floodplain limits. After notice was sent, staff was approached by approximately five (5) individuals who were interested in seeing the proposed mapping changes. Since that time, FEMA gave property owners the chance to appeal who disagree with the proposed floodplain limit changes and subsequently issued a Letter of Final Determination to jurisdictions once the appeal period was over.

After the appeal period ended, FEMA recently issued a Letter of Final Determination to the Town of Warrenton on October 25, 2023. The revised SFHA become effective on April 25, 2024. Town staff has been working closely with FEMA to ensure the changes to the Zoning Ordinance text meets the agency's model ordinance language that is proposed with this text amendment.

The Planning Commission held a work session on the text amendment on December 19, 2023 followed by a Public Hearing on January 16, 2024 where no one spoke and the Commission unanimously recommended approval to Town Council.

STAFF RECOMMENDATION

Staff recommends that the Town Council hold the public hearing and approve the text amendment. The Planning Commission held a work session on December 19, 2023 and held a public hearing on January 16, 2024. No one spoke during the public hearing and unanimously recommended approval to Town Council. An Ordinance is attached to this agenda item for your consideration.

Service Level/Collaborative Impact

Adoption of the Zoning Ordinance Text Amendment and associated maps allows Town properties to maintain eligibility in the National Flood Insurance Program.

Fiscal Impact

Explains what monetary impact the staff recommendation would have on various parties involved in the resolution. This includes from where funding is sourced, the total costs incurred, revenue generated, and/or other fiscal impacts not mentioned.

Legal Impact

The proposed changes apply to all parcels within the Town of Warrenton that contain floodplain.

ATTACHMENTS

1. Draft Text Amendment
2. Letter of Final Determination dated October 25, 2023
3. Sample Letter Sent to Property Owners dated, December 2020
4. Spreadsheet Listing All Properties in the Town of Warrenton Containing Floodplain
5. FEMA Adopted FIRM
6. Ordinance

Article 3 Zoning Districts and Map

Amended by Town Council: **March 11, 2008**
February 12, 2013
April 12, 2016
June 14, 2016
August 9, 2016
December 11, 2018
August 11, 2020
August 10, 2021
April 12, 2022
September 13, 2022
March XX, 2024

Contents (Sections)

3-1 Zoning Districts Established
- 3-1.1 Base Districts
- 3-1.2 Overlay Districts

3-2 Zoning Map

3-3 Zoning District Boundaries

3-4 Requirements for Base Zoning Districts
- 3-4.1 R-15 Residential District
- 3-4.2 R-10 Residential District
- 3-4.3 R-6 Residential District
- 3-4.4 RT Residential Townhouse District
- 3-4.5 RMF Residential Multifamily District
- 3-4.6 R-40 Residential District
- 3-4.7 R-E Residential District
- 3-4.8 RO Residential Office District
- 3-4.9 PSP Public-Semi-Public Institutional District
- 3-4.10 C Commercial District
- 3-4.11 CBD Central Business District
- 3-4.12 I Industrial District

3-5 Requirements for Overlay Zoning Districts
- 3-5.1 FPD - Floodplain District
- 3-5.2 PUD - Planned Unit Development District
- 3-5.3 HD - Historic District

Article 3 Zoning Districts and Map

3-5 Requirements for Overlay Zoning Districts

3-5.1 FPD - Floodplain District

3-5.1.1 Statutory Authorization and Purpose

Va. Code § 15.2-2283 specifies that zoning ordinances shall be for the general purpose of promoting the health, safety, or general welfare of the public and of further accomplishing the objectives of § 15.2-2200 which encourages localities to improve the public health, safety, convenience, and welfare of their citizens. To these ends, flood ordinances shall be designed to provide for safety from flood, to facilitate the provision of flood protection, and to protect against loss of life, health, or property from flood.

In accordance with these directed provisions, this ordinance is specifically adopted pursuant to the authority granted to localities by Va. Code § 15.2 - 2280.

The purpose of these provisions is to prevent: the loss of life, health, or property, the creation of health and safety hazards, the disruption of commerce and governmental services, the extraordinary and unnecessary expenditure of public funds for flood protection and relief, and the impairment of the tax base by:

A. Regulating uses, activities, and development which, alone or in combination with other existing or future uses, activities, and development, will cause unacceptable increases in flood heights, velocities, and frequencies;

B. Restricting or prohibiting certain uses, activities, and development from locating within districts subject to flooding;

C. Requiring all those uses, activities, and developments that do occur in flood-prone districts to be protected and/or floodproofed against flooding and flood damage; and,

D. Protecting individuals from buying land and structures which are unsuited for intended purposes because of flood hazards.

3-5.1.2 Applicability

These provisions shall apply to all privately and publicly owned lands within the jurisdiction of the Town of Warrenton and identified as areas of special flood hazard shown

on the flood insurance rate map (FIRM) or included in the flood insurance study (FIS) that are provided to the Town of Warrenton by FEMA.

A. No land shall hereafter be developed and no structure shall be located, relocated, constructed, reconstructed, enlarged, or structurally altered except in full compliance with the terms and provisions of this ordinance and any other applicable ordinances and regulations which apply to uses within the jurisdiction of this ordinance.

B. The degree of flood protection sought by the provisions of this ordinance is considered reasonable for regulatory purposes and is based on acceptable engineering methods of study, but does not imply total flood protection. Larger floods may occur on rare occasions. Flood heights may be increased by man-made or natural causes, such as ice jams and bridge openings restricted by debris. This ordinance does not imply that districts outside the floodplain district or land uses permitted within such district will be free from flooding or flood damages.

C. This ordinance shall not create liability on the part of the Town of Warrenton or any officer or employee thereof for any flood damages that result from reliance on this ordinance or any administrative decision lawfully made thereunder.

Records

Records of actions associated with administering this ordinance shall be kept on file and maintained by or under the direction of the Floodplain Administrator in perpetuity.

Abrogation and Greater Restrictions

To the extent that the provisions are more restrictive, this ordinance supersedes any ordinance currently in effect in flood-prone districts. To the extent that any other existing law or regulation is more restrictive or does not conflict it shall remain in full force and effect.

These regulations are not intended to repeal or abrogate any existing ordinances including subdivision regulations, zoning ordinances, or building codes. In the event of a conflict between these regulations and any other ordinance, the more restrictive shall govern.

Severability

If any section, subsection, paragraph, sentence, clause, or phrase of this

ordinance shall be declared invalid for any reason whatever, such decision shall not affect the remaining portions of this ordinance. The remaining portions shall remain in full force and effect; and for this purpose, the provisions of this ordinance are hereby declared to be severable.

Penalty for Violations

Any person who fails to comply with any of the requirements or provisions of this article or directions of the Director of Community Development or any authorized employee of the Town of Warrenton shall be guilty of the appropriate violation and subject to the penalties thereof.

The VA USBC addresses building code violations and the associated penalties in Section 104 and Section 115.

In addition to the above penalties, all other actions are hereby reserved, including an action in equity for the proper enforcement of this article. The imposition of a fine or penalty for any violation of, or noncompliance with, this article shall not excuse the violation or noncompliance or permit it to continue; and all such persons shall be required to correct or remedy such violations within a reasonable time. Any structure constructed, reconstructed, enlarged, altered or relocated in noncompliance with this article may be declared by the Town of Warrenton to be a public nuisance and abatable as such. Flood insurance may be withheld from structures constructed in violation of this article.

Any person, firm, or corporation, whether as principal, owner, lessee, agent, employee or otherwise, who violates, causes or permits the violation of any of the provisions of this Ordinance shall be guilty of a Class 2 misdemeanor. Such person, firm, or corporation shall be deemed to be guilty of a separate offense for each and every day during which any portion of any violation of this Ordinance is committed, continued, or permitted by such person, firm, or corporation, and shall be punishable as herein provided.

The Zoning Administrator of the Town of Warrenton may institute any appropriate action of proceedings to prevent the unlawful erection, construction, reconstruction, alteration, repair, or conversion of any building or structure, or the unlawful use of land; to restrain, correct, or abate such violation; to prevent the occupancy of said building, structure, or land; or to prevent any illegal act, conduct business, or use in or about such premises. The remedies provided for in this section are cumulative and not exclusive and shall be in addition to any other remedies provided by law.

3-5.1.3 Administration

Designation of the Floodplain Administrator

The *Floodplain Administrator* is hereby appointed to administer and implement these regulations and is referred to herein as the Floodplain Administrator. The Floodplain Administrator may:

A. Do the work themselves. In the absence of a designated Floodplain Administrator, the duties are conducted by the Town of Warrenton's Director of Community Development or his/her designee.

B. Delegate duties and responsibilities set forth in these regulations to qualified technical personnel, plan examiners, inspectors, and other employees.

C. Enter into a written agreement or written contract with another community or private sector entity to administer specific provisions of these regulations. Administration of any part of these regulations by another entity shall not relieve the community of its responsibilities pursuant to the participation requirements of the National Flood Insurance Program as set forth in the Code of Federal Regulations at 44 C.F.R. Section 59.22.

Duties and Responsibilities of the Floodplain Administrator

The duties and responsibilities of the Floodplain Administrator shall include but are not limited to:

A. Review applications for permits to determine whether proposed activities will be located in the Special Flood Hazard Area (SFHA).

B. Interpret floodplain boundaries and provide available base flood elevation and flood hazard information.

C. Review applications to determine whether proposed activities will be reasonably safe from flooding and require new construction and substantial improvements to meet the requirements of these regulations.

D. Review applications to determine whether all necessary permits have been obtained from the Federal, State, or local agencies from which prior or concurrent approval is required; in particular, permits from state agencies for any construction, reconstruction, repair, or alteration of a dam, reservoir, or waterway obstruction (including bridges, culverts, structures), any alteration of a watercourse, or any change of the course, current, or cross section of a stream or body of water, including any change to the 100-year frequency floodplain of free-flowing non-tidal waters of the State.

E. Verify that applicants proposing an alteration of a watercourse have notified adjacent communities, the Department of Conservation and Recreation (Division of Dam Safety and Floodplain Management), and other appropriate agencies (VADEQ, USACE), and have submitted copies of such notifications to FEMA.

F. Advise applicants for new construction or substantial improvement of structures that are located within an area of the Coastal Barrier Resources System established by the Coastal Barrier Resources Act that Federal flood insurance is not available on such structures; areas subject to this limitation are shown on Flood Insurance Rate Maps as Coastal Barrier Resource System Areas (CBRS) or Otherwise Protected Areas (OPA).

G. Approve applications and issue permits to develop in flood hazard areas if the provisions of these regulations have been met, or disapprove applications if the provisions of these regulations have not been met.

H. Inspect or cause to be inspected, buildings, structures, and other development for which permits have been issued to determine compliance with these regulations or to determine if non-compliance has occurred or violations have been committed.

I. Review Elevation Certificates and require incomplete or deficient certificates to be corrected.

J. Submit to FEMA, or require applicants to submit to FEMA, data and information necessary to maintain FIRMs, including hydrologic and hydraulic engineering analyses prepared by, or for the Town of Warrenton, within six months after such data and information becomes available if the analyses indicate changes in base flood elevations.

K. Maintain and permanently keep records that are necessary for the administration of these regulations, including:

1. Flood Insurance Studies, Flood Insurance Rate Maps (including historic studies and maps and current effective studies and maps), and Letters of Map Change; and

2. Documentation supporting issuance and denial of permits, Elevation Certificates, documentation of the elevation (in relation to the datum on the FIRM) to which structures have been floodproofed, inspection records, other required design certifications, variances, and records of enforcement actions taken to correct violations of these regulations.

L. Enforce the provisions of these regulations, investigate violations, issue notices of violations or stop work orders, and require permit holders to take corrective action.

M. Advise the Board of Zoning Appeals regarding the intent of these

regulations and, for each application for a variance, prepare a staff report and recommendation.

N. Administer the requirements related to proposed work on existing buildings:

1. Make determinations as to whether buildings and structures that are located in flood hazard areas and that are damaged by any cause have been substantially damaged.

2. Make reasonable efforts to notify owners of substantially damaged structures of the need to obtain a permit to repair, rehabilitate, or reconstruct. Prohibit the non-compliant repair of substantially damaged buildings except for temporary emergency protective measures necessary to secure a property or stabilize a building or structure to prevent additional damage.

O. Undertake, as determined appropriate by the Floodplain Administrator due to the circumstances, other actions which may include but are not limited to: issuing press releases, public service announcements, and other public information materials related to permit requests and repair of damaged structures; coordinating with other Federal, State, and local agencies to assist with substantial damage determinations; providing owners of damaged structures information related to the proper repair of damaged structures in special flood hazard areas; and assisting property owners with documentation necessary to file claims for Increased Cost of Compliance coverage under NFIP flood insurance policies.

P. Notify the Federal Emergency Management Agency when the corporate boundaries of the Town of Warrenton have been modified and:

1. Provide a map that clearly delineates the new corporate boundaries or the new area for which the authority to regulate pursuant to these regulations has either been assumed or relinquished through annexation; and

2. If the FIRM for any annexed area includes special flood hazard areas that have flood zones that have regulatory requirements that are not set forth in these regulations, prepare amendments to these regulations to adopt the FIRM and appropriate requirements, and submit the amendments to the governing body for adoption; such adoption shall take place at the same time as or prior to the date of annexation and a copy of the amended regulations shall be provided to Department of Conservation and Recreation (Division of Dam Safety and Floodplain Management) and FEMA.

Q. Upon the request of FEMA, complete and submit a report concerning participation in the NFIP which may request information regarding the number of buildings in the SFHA, number of permits issued for

development in the SFHA, and number of variances issued for development in the SFHA.

R. It is the duty of the Community Floodplain Administrator to take into account flood, mudslide and flood-related erosion hazards, to the extent that they are known, in all official actions relating to land management and use throughout the entire jurisdictional area of the Community, whether or not those hazards have been specifically delineated geographically (e.g. via mapping or surveying).

Use and Interpretation of FIRMs

The Floodplain Administrator shall make interpretations, where needed, as to the exact location of special flood hazard areas, floodplain boundaries, and floodway boundaries. The following shall apply to the use and interpretation of FIRMs and data:

A. Where field surveyed topography indicates that adjacent ground elevations:

1. Are below the base flood elevation in riverine SFHAs, or below the 1% storm surge elevation in coastal SFHAs, even in areas not delineated as a special flood hazard area on a FIRM, the area shall be considered as special flood hazard area and subject to the requirements of these regulations;

2. Are above the base flood elevation and the area is labelled as a SFHA on the FIRM, the area shall be regulated as special flood hazard area unless the applicant obtains a Letter of Map Change that removes the area from the SFHA.

B. In FEMA-identified special flood hazard areas where base flood elevation and floodway data have not been identified and in areas where FEMA has not identified SFHAs, any other flood hazard data available from a Federal, State, or other source shall be reviewed and reasonably used.

C. Base flood elevations and designated floodway boundaries on FIRMs and in FISs shall take precedence over base flood elevations and floodway boundaries by any other sources if such sources show reduced floodway widths and/or lower base flood elevations.

D. Other sources of data shall be reasonably used if such sources show increased base flood elevations and/or larger floodway areas than are shown on FIRMs and in FISs.

E. If a Preliminary Flood Insurance Rate Map and/or a Preliminary Flood Insurance Study has been provided by FEMA:

1. Upon the issuance of a Letter of Final Determination by FEMA, the preliminary flood hazard data shall be used and shall replace the flood hazard data previously provided from FEMA for the purposes of administering these regulations.

2. Prior to the issuance of a Letter of Final Determination by FEMA, the use of preliminary flood hazard data shall be deemed the best available data pursuant to Article III, Section 3.1.A.3 and used where no base flood elevations and/or floodway areas are provided on the effective FIRM.

3. Prior to issuance of a Letter of Final Determination by FEMA, the use of preliminary flood hazard data is permitted where the preliminary base flood elevations or floodway areas exceed the base flood elevations and/or designated floodway widths in existing flood hazard data provided by FEMA. Such preliminary data may be subject to change and/or appeal to FEMA.

Jurisdictional Boundary Changes

The County floodplain ordinance in effect on the date of annexation shall remain in effect and shall be enforced by the municipality for all annexed areas until the municipality adopts and enforces an ordinance which meets the requirements for participation in the National Flood Insurance Program. Municipalities with existing floodplain ordinances shall pass a resolution acknowledging and accepting responsibility for enforcing floodplain ordinance standards prior to annexation of any area containing identified flood hazards. If the FIRM for any annexed area includes special flood hazard areas that have flood zones that have regulatory requirements that are not set forth in these regulations, the governing body shall prepare amendments to these regulations to adopt the FIRM and appropriate requirements, and submit the amendments to the governing body for adoption; such adoption shall take place at the same time as or prior to the date of annexation and a copy of the amended regulations shall be provided to Department of Conservation and Recreation (Division of Dam Safety and Floodplain Management) and FEMA.

In accordance with the Code of Federal Regulations, Title 44 Subpart (B) Section 59.22(a)(9)(v) all NFIP participating communities must notify the Federal Insurance Administration and optionally the State Coordinating Office in writing whenever the boundaries of the community have been modified by annexation or the community has otherwise assumed or no longer has authority to adopt and enforce floodplain management regulations for a particular area.

In order that all Flood Insurance Rate Maps accurately represent the community's boundaries, a copy of a map of the community suitable for reproduction, clearly delineating the new corporate limits or new area for which the community has assumed or relinquished floodplain management regulatory authority must be included with the notification.

District Boundary Changes

The delineation of any of the Floodplain Districts may be revised by the Town of Warrenton where natural or man-made changes have occurred and/or where more detailed studies have been conducted or undertaken by the U. S. Army Corps of Engineers or other qualified agency, or an individual documents the need for such change. However, prior to any such change, approval must be obtained from the Federal Emergency Management Agency. A completed LOMR is a record of this approval.

Interpretation of District Boundaries

Initial interpretations of the boundaries of the Floodplain Districts shall be made by the Zoning Administrator. Should a dispute arise concerning the boundaries of any of the Districts, the Board of Zoning Appeals shall make the necessary determination. The person questioning or contesting the location of the District boundary shall be given a reasonable opportunity to present his case to the Board and to submit his own technical evidence if he so desires.

Submitting Model Backed Technical Data

A community's base flood elevations may increase or decrease resulting from physical changes affecting flooding conditions. As soon as practicable, but not later than six months after the date such information becomes available, a community shall notify the Federal Emergency Management Agency of the changes by submitting technical or scientific data. The community may submit data via a LOMR. Such a submission is necessary so that upon confirmation of those physical changes affecting flooding conditions, risk premium rates and floodplain management requirements will be based upon current data.

Letters of Map Revision

When development in the floodplain will cause or causes a change in the base flood elevation, the applicant, including state agencies, must notify FEMA by applying for a Conditional Letter of Map Revision and then a Letter of Map Revision.

Example cases:

- Any development that causes a rise in the base flood elevations within the floodway**.**

- Any development occurring in Zones A1-30 and AE without a designated floodway, which will cause a rise of more than one foot in the base flood elevation.

- Alteration or relocation of a stream (including but not limited to installing culverts and bridges) *44 Code of Federal Regulations §65.3 and §65.6(a)(12)*.

3-5.1.4 Establishment of Floodplain Districts

Description of Special Flood Hazard Districts

A. Basis of Districts

The various special flood hazard districts shall include the SFHAs. The basis for the delineation of these districts shall be the FIS and the FIRM for the Town of Warrenton prepared by the Federal Emergency Management Agency, Federal Insurance Administration, dated April 25, 2024, and any subsequent revisions or amendments thereto.

The Town of Warrenton may identify and regulate local flood hazard or ponding areas that are not delineated on the FIRM. These areas may be delineated on a "Local Flood Hazard Map" using best available topographic data and locally derived information such as flood of record, historic high-water marks, or approximate study methodologies.

The boundaries of the SFHA Districts are established as shown on the FIRM which is declared to be a part of this ordinance and which shall be kept on file at the Town of Warrenton offices.

1. The **Floodway District** is in an **AE Zone** and is delineated, for purposes of this ordinance, using the criterion that certain areas within the floodplain must be capable of carrying the waters of the one percent annual chance flood without increasing the water surface elevation of that flood more than one (1) foot at any point. The areas included in this District are specifically defined in the above-referenced FIS and shown on the accompanying FIRM.

   The following provision shall apply within the Floodway District of an AE zone:

   Within any floodway area, no encroachments, including fill, new construction, substantial improvements, or other development shall be permitted unless it has been demonstrated through hydrologic and hydraulic analysis performed in accordance with standard engineering practice that the proposed encroachment will not result in any increase in flood levels within the

community during the occurrence of the base flood discharge. Hydrologic and hydraulic analyses shall be undertaken only by professional engineers or others of demonstrated qualifications, who shall certify that the technical methods used correctly reflect currently-accepted technical concepts. Studies, analyses, computations, etc., shall be submitted in sufficient detail to allow a thorough review by the Floodplain Administrator.

Development activities which increase the water surface elevation of the base flood may be allowed, provided that the applicant first applies – with the Town of Warrenton's endorsement – for a Conditional Letter of Map Revision (CLOMR), and receives the approval of the Federal Emergency Management Agency.

2. The **AE, or AH Zones** on the FIRM accompanying the FIS shall be those areas for which one-percent annual chance flood elevations have been provided and the floodway has **not** been delineated. The following provisions shall apply within an AE or AH zone [44 CFR 60.3(c)] where FEMA has provided base flood elevations:

   Until a regulatory floodway is designated, no new construction, substantial improvements, or other development (including fill) shall be permitted within the areas of special flood hazard, designated as Zones A1-30, AE, or AH on the FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood at any point within the Town of Warrenton.

   Development activities in Zones Al-30, AE, or AH on the Town of Warrenton's FIRM which increase the water surface elevation of the base flood by more than one foot may be allowed, provided that the applicant first applies – with the Town of Warrenton's endorsement – for a Conditional Letter of Map Revision, and receives the approval of the Federal Emergency Management Agency.

3. The **A Zone** on the FIRM accompanying the FIS shall be those areas for which no detailed flood profiles or elevations are provided, but the one percent annual chance floodplain boundary has been approximated. For these areas, the following provisions shall apply [44 CFR 60.3(b)]:

   The Approximated Floodplain District shall be that floodplain area for which no detailed flood profiles or elevations are provided, but where a one percent annual chance floodplain boundary has been approximated. Such areas are shown as Zone A on the maps accompanying the FIS. For these areas, the base flood elevations and

floodway information from Federal, State, and other acceptable sources shall be used, when available. Where the specific one percent annual chance flood elevation cannot be determined for this area using other sources of data, such as the U. S. Army Corps of Engineers Floodplain Information Reports, U. S. Geological Survey Flood-Prone Quadrangles, etc., then the applicant for the proposed use, development and/or activity shall determine this base flood elevation. For development proposed in the approximate floodplain the applicant must use technical methods that correctly reflect currently accepted practices, such as point on boundary, high water marks, or detailed methodologies hydrologic and hydraulic analyses. Studies, analyses, computations, etc., shall be submitted in sufficient detail to allow a thorough review by the Floodplain Administrator.

The Floodplain Administrator reserves the right to require a hydrologic and hydraulic analysis for any development. When such base flood elevation data is utilized, the lowest floor shall be elevated to eighteen (18) inches above the base flood level.

During the permitting process, the Floodplain Administrator shall obtain:

a. The elevation of the lowest floor (in relation to mean sea level), including the basement, of all new and substantially improved structures; and,

b. If the structure has been floodproofed in accordance with the requirements of this article, the elevation (in relation to mean sea level) to which the structure has been floodproofed.

Base flood elevation data shall be obtained from other sources or developed using detailed methodologies comparable to those contained in a FIS for subdivision proposals and other proposed development proposals that exceed fifty lots or five acres, whichever is the lesser.

Overlay Concept

The Floodplain Districts described above shall be overlays to the existing underlying districts as shown on the Official Zoning Ordinance Map, and as such, the provisions for the floodplain districts shall serve as a supplement to the underlying district provisions.

If there is any conflict between the provisions or requirements of the Floodplain Districts and those of any underlying district, the more restrictive provisions and/or those pertaining to the floodplain districts shall apply.

In the event any provision concerning a Floodplain District is declared inapplicable as a result of any legislative or administrative actions or judicial decision, the basic underlying

provisions shall remain applicable.

District Provisions and Procedures

3-5.1.4.1 Permit Requirements

3-5.1.4.1.a - Permit Requirements

All uses, activities, and development occurring within any floodplain district, including placement of manufactured homes, shall be undertaken only upon the issuance of a permit. Such development shall be undertaken only in strict compliance with the provisions of this Ordinance and with all other applicable codes and ordinances, as amended, such as the Virginia Uniform Statewide Building Code (VA USBC) and the Town of Warrenton Subdivision Regulations. Prior to the issuance of any such permit, the Floodplain Administrator shall require all applications to include compliance with all applicable State and Federal laws and shall review all sites to assure they are reasonably safe from flooding. Under no circumstances shall any use, activity, and/or development adversely affect the capacity of the channels or floodways of any watercourse, drainage ditch, or any other drainage facility or system.

3-5.1.4.1.b - Site Plans and Permit Applications

All applications for development within any floodplain district and all permits issued for the floodplain shall incorporate the following information:

i. The elevation of the Base Flood at the site.

ii. For structures to be elevated, the elevation of the lowest floor (including basement).

iii. For structures to be floodproofed (non-residential only), the elevation to which the structure will be floodproofed.

iv. Topographic information showing existing and proposed ground elevations.

3-5.1.4.1.c - General Standards

The following provisions shall apply to all permits:

A. New construction and substantial improvements shall be built according to this ordinance and the VA USBC, and anchored to prevent flotation, collapse, or lateral movement of the structure.

B. The placement of manufactured homes is prohibited.

C. New construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage.

D. New construction or substantial improvements shall be constructed by methods and practices that minimize flood damage.

E. Electrical, heating, ventilation, plumbing, air conditioning equipment, and other service facilities, including duct work, shall be designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding.

F. New and replacement water supply systems shall be designed to minimize or eliminate infiltration of flood waters into the system.

G. New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of flood waters into the systems and discharges from the systems into flood waters.

H. On-site waste disposal systems shall be located and constructed to avoid impairment to them or contamination from them during flooding.

In addition to provisions A – H above, in all special flood hazard areas, the additional provisions shall apply:

I. Prior to any proposed alteration or relocation of any channels or of any watercourse, stream, etc., within this jurisdiction a permit shall be obtained from the U. S. Corps of Engineers, the Virginia Department of Environmental Quality, and the Virginia Marine Resources Commission (a joint permit application is available from any of these organizations). Furthermore, in riverine areas, notification of the proposal shall be given by the applicant to all affected adjacent jurisdictions, the Department of Conservation and Recreation (Division of Dam Safety and Floodplain Management), other required agencies, and the Federal Emergency Management Agency.

J. The flood carrying capacity within an altered or relocated portion of any watercourse shall be maintained.

K. Streets and sidewalks should be designed to minimize their potential for increasing and aggravating the levels of flood flow. Drainage openings shall be required to sufficiently discharge flood flows without unduly increasing flood heights.

3-5.1.4.1.d - Elevation and Construction Standards [44 CFR 60.3]

In all identified flood hazard areas where base flood elevations have been provided in the FIS or generated by a certified professional, the following provisions shall apply:

A. Residential Construction

Substantial improvement of any residential structure in Zones A1-30, AE, AH, and A with detailed base flood elevations shall have the lowest floor, including basement, elevated to at least eighteen (18) inches above the base flood level.

B. Non-Residential Construction

1. New construction or substantial improvement of any commercial, industrial, or non-residential building shall have the lowest floor, including basement, elevated to at least eighteen (18) inches above the base flood level.

2. Non-residential buildings located in all A1-30, AE, and AH zones may be floodproofed in lieu of being elevated provided that all areas of the building components below the elevation corresponding to the BFE plus two feet are water tight with walls substantially impermeable to the passage of water, and use structural components having the capability of resisting hydrostatic and hydrodynamic loads and the effect of buoyancy. A registered professional engineer or architect shall certify that the standards of this subsection are satisfied. Such certification, including the specific elevation (in relation to mean sea level) to which such structures are floodproofed, shall be maintained by the Director of Community Development.

C. Space Below the Lowest Floor

In zones A, AE, AH, AO, and A1-A30, fully enclosed areas, of new construction or substantially improved structures, which are below the regulatory flood protection elevation shall:

1. Not be designed or used for human habitation, but shall be used solely for parking of vehicles, building access, or limited storage of maintenance equipment used in connection with the premises. Access to the enclosed area shall be the minimum necessary to allow for parking of vehicles (garage door) or limited storage of maintenance equipment (standard exterior door), or entry to the living area (stairway or elevator).

2. Be constructed entirely of flood resistant materials below the regulatory flood protection elevation;

3. Include measures to automatically equalize hydrostatic flood forces on walls by allowing for the entry and exit of floodwaters. To meet this requirement, the openings must either be certified by a professional engineer or architect or meet the following minimum design criteria:

    a. Provide a minimum of two openings on different sides of each enclosed area subject to flooding.

    b. The total net area of all openings must be at least one (1) square inch for each square foot of enclosed area subject to flooding.

    c. If a building has more than one enclosed area, each area must have openings to allow floodwaters to automatically enter and exit.

    d. The bottom of all required openings shall be no higher than one (1) foot above the adjacent grade.

    e. Openings may be equipped with screens, louvers, or other opening coverings or devices, provided they permit the automatic flow of floodwaters in both directions.

    f. Foundation enclosures made of flexible skirting are not considered enclosures for regulatory purposes, and, therefore, do not require openings. Masonry or wood underpinning, regardless of structural status, is considered an enclosure and requires openings as outlined above.

D. Accessory Structures

Accessory structures of any size shall be prohibited, unless approved by Town Council per Section 3-5.1.4.4.3 below, within the SFHA and no variance shall be granted for accessory structures. Should such permit be granted, the structure must comply with FEMA Policy 104-008-03, “Floodplain Management Requirements for Agricultural Structures and Accessory Structures”.

3-5.1.4.2 Floodplain District

Within any Special Flood Hazard Area, no development, including fill, new construction, substantial improvements, or other development shall be permitted unless it has been demonstrated through hydrologic and hydraulic analysis performed in accordance with standard engineering practice that the proposed encroachment will not result in any increase in flood levels within the community during the occurrence of the base flood discharge. Hydrologic and hydraulic analyses shall be undertaken only by professional engineers or others of demonstrated qualifications, who shall certify that the technical methods used correctly reflect currently-accepted technical concepts. Studies, analyses, computations, etc., shall be submitted in sufficient detail to allow a thorough review by the Floodplain Administrator.

3-5.1.4.3 Permitted Uses in the Floodplain District

In the Floodplain District the following uses and activities are permitted provided that they are in compliance with the provisions of the underlying district and are not prohibited by any other ordinance and provided that they do not require structures, fill, or storage of materials and equipment:

1. Public and private recreational uses and activities such as parks, day camps, picnic grounds, and golf courses.
2. Accessory residential uses such as yard areas, gardens, play areas, and pervious loading areas.
3. Accessory industrial and commercial uses such as yard areas, pervious parking and loading areas, airport landing strips, etc.
4. Public utilities including poles, wires, transformers, underground pipelines or conduits but not those facilities listed as requiring a special use permit. Site Plan Review is required.

3-5.1.4.4 Permissible Uses in the Floodplain District

The following uses and activities may be permitted by the Town Council by special use permit, subject to the provisions of Article 11, provided that they are in compliance with the provisions of the underlying district and are not prohibited by this or any other Ordinance and that all uses, activities, and structural developments shall be undertaken in strict compliance with the flood-proofing provisions contained in all other applicable codes and ordinances:

1. Active and passive recreation and recreational facilities

2. Inside/Outside storage of materials and equipment provided that they are not buoyant, flammable, or explosive, and are not subject to major damage by flooding, or provided that such material and equipment is firmly anchored to prevent flotation or movement, and/or can be readily removed from the area within the time available after flood warning.
3. Structures, except for manufactured homes, accessory to the uses and activities in Section 3-5.1.4.3 above.
4. Temporary uses such as circuses, carnivals, and similar activities
5. Utilities and public facilities and improvements such as railroads, streets, bridges, transmission lines, pipe lines, water and sewage treatment plants, and other similar or related uses.
6. Other similar uses and activities provided they cause no increase in the one hundred (100) year flood heights and/or velocities.

3-5.1.4.5 Use Limitations

The placement of any manufactured home, recreational vehicle, or dwelling unit, within the Special Flood Hazard Area, is specifically prohibited.

3-5.1.4.6 Standards for Subdivision Proposals

A. All subdivision proposals shall be consistent with the need to minimize flood damage;

B. All subdivision proposals shall have public utilities and facilities such as sewer, gas, electrical and water systems located and constructed to minimize flood damage;

C. All subdivision proposals shall have adequate drainage provided to reduce exposure to flood hazards, and

D. Base flood elevation data shall be obtained from other sources or developed using detailed methodologies, hydraulic and hydrologic analysis, comparable to those contained in a Flood Insurance Study for subdivision proposals and other proposed development proposals (including manufactured home parks and subdivisions) that exceed fifty lots or five acres, whichever is the lesser.

3-5.1.4.7 Existing Structures in Floodplain Areas

A structure or use of a structure or premises which lawfully existed before the enactment of these provisions, but which is not in conformity with these provisions, may be continued. Any structure or use of a structure or premises must be brought into conformity with these provisions when it is changed, repaired, or improved unless one of the following exceptions is established before the change is made:

A. The floodplain manager has determined that:

1. Change is not a substantial repair or substantial improvement AND

2. No new square footage is being built in the floodplain that is not complaint AND

3. No new square footage is being built in the floodway AND

4. The change complies with this ordinance and the VA USBC AND

B. The changes are required to comply with a citation for a health or safety violation.

C. The structure is a historic structure and the change required would impair the historic nature of the structure.

3-5.1.5 Design Criteria for Facilities

3-5.1.5.1 Drainage Facilities

All storm drainage facilities shall be designed to convey the flow of surface waters without damage to persons or property. The systems shall ensure drainage away from buildings and on-site waste disposal sites.

The Town Council may require a primarily underground system to accommodate frequent floods and a secondary surface system to accommodate larger, less frequent floods. Drainage plans shall be consistent with local and regional drainage plans. The facilities shall be designed to prevent the discharge of excess runoff onto adjacent properties.

3-5.1.8 Variances: Factors To Be Considered

Variances shall be issued only upon (i) a showing of good and sufficient cause, (ii) after the Board of Zoning Appeals has determined that failure to grant the variance would result in exceptional hardship to the applicant, and (iii) after the Board of Zoning Appeals has

determined that the granting of such variance will not result in (a) unacceptable or prohibited increases in flood heights, (b) additional threats to public safety, (c) extraordinary public expense; and will not (d) create nuisances, (e) cause fraud or victimization of the public, or (f) conflict with local laws or ordinances.

While the granting of variances generally is limited to a lot size less than one-half acre, deviations from that limitation may occur. However, as the lot size increases beyond one-half acre, the technical justification required for issuing a variance increases. Variances may be issued by the Board of Zoning Appeals for new construction and substantial improvements to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, in conformance with the provisions of this Section.

Variances may be issued for new construction and substantial improvements and for other development necessary for the conduct of a functionally dependent use provided that the criteria of this Section are met, and the structure or other development is protected by methods that minimize flood damages during the base flood and create no additional threats to public safety.

In passing upon applications for variances, the Board of Zoning Appeals shall satisfy all relevant factors and procedures specified in other sections of the zoning ordinance and consider the following additional factors:

A. The danger to life and property due to increased flood heights or velocities caused by encroachments. No variance shall be granted for any proposed use, development, or activity within any Floodway District that will cause any increase in the one percent (1%) chance flood elevation.

B. The danger that materials may be swept on to other lands or downstream to the injury of others.

C. The proposed water supply and sanitation systems and the ability of these systems to prevent disease, contamination, and unsanitary conditions.

D. The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owners.

E. The importance of the services provided by the proposed facility to the community.

F. The requirements of the facility for a waterfront location.

G. The availability of alternative locations not subject to flooding for the proposed use.

H. The compatibility of the proposed use with existing development and development

anticipated in the foreseeable future.

I. The relationship of the proposed use to the comprehensive plan and floodplain management program for the area.

J. The safety of access by ordinary and emergency vehicles to the property in time of flood.

K. The expected heights, velocity, duration, rate of rise, and sediment transport of the flood waters expected at the site.

L. The historic nature of a structure. Variances for repair or rehabilitation of historic structures may be granted upon a determination that the proposed repair or rehabilitation will not preclude the structure's continued designation as a historic structure and the variance is the minimum necessary to preserve the historic character and design of the structure.

M. Variances will not be issued for any accessory structure within the SFHA.

N. Such other factors which are relevant to the purposes of this Ordinance.

The Board of Zoning Appeals may refer any application and accompanying documentation pertaining to any request for a variance to any engineer or other qualified person or agency for technical assistance in evaluating the proposed project in relation to flood heights and velocities, and the adequacy of the plans for flood protection and other related matters.

Variances shall be issued only after the Board of Zoning Appeals has determined that the granting of such will not result in (a) unacceptable or prohibited increases in flood heights, (b) additional threats to public safety, (c) extraordinary public expense; and will not (d) create nuisances, (e) cause fraud or victimization of the public, or (f) conflict with local laws or ordinances.

Variances shall be issued only after the Board of Zoning Appeals has determined that the variance will be the minimum required to provide relief.

The Board of Zoning Appeals shall notify the applicant for a variance, in writing that the issuance of a variance to construct a structure below the one percent (1%) chance flood elevation (a) increases the risks to life and property and (b) will result in increased premium rates for flood insurance.

A record shall be maintained of the above notification as well as all variance actions, including justification for the issuance of the variances. Any variances that are issued shall be noted in the annual or biennial report submitted to the Federal Insurance Administrator.

3-5.1.9 Glossary

A. Appurtenant or accessory structure - A non-residential structure which is on the same parcel of property as the principal structure and the use of which is incidental

to the use of the principal structure. Accessory structures are not to exceed 600 square feet. Accessory structures of any size shall be prohibited, unless approved by Town Council per Section 3-5.1.4.4.3, within the SFHA and no variance shall be granted for accessory structures.

B. Base flood - The flood having a one percent chance of being equaled or exceeded in any given year.

C. Base flood elevation - The water surface elevations of the base flood, that is, the flood level that has a one percent or greater chance of occurrence in any given year. The water surface elevation of the base flood in relation to the datum specified on the community's Flood Insurance Rate Map. For the purposes of this ordinance, the base flood is the 1% annual chance flood.

D. Basement - Any area of the building having its floor sub-grade (below ground level) on all sides.

E. Board of Zoning Appeals - The board appointed to review appeals made by individuals with regard to decisions of the Zoning Administrator in the interpretation of this ordinance.

F. Coastal A Zone - Flood hazard areas that have been delineated as subject to wave heights between 1.5 feet and 3 feet.

G. Development - Any man-made change to improved or unimproved real estate, including, but not limited to, buildings or other structures, temporary structures, mining, dredging, filling, grading, paving, excavation, drilling or other land-disturbing activities.

H. Elevated building - A non-basement building built to have the lowest floor elevated above the ground level by means of solid foundation perimeter walls, pilings, or columns (posts and piers).

I. Encroachment - The advance or infringement of uses, plant growth, fill, excavation, buildings, permanent structures or development into a floodplain, which may impede or alter the flow capacity of a floodplain.

J. Existing construction - For the purposes of the insurance program, structures for which the "start of construction" commenced before the effective date of the FIRM or before January 1, 1975 for FIRMs effective before that date. "Existing construction" may also be referred to as "existing structures" and "pre-FIRM."

K. Flood or flooding -

1. A general or temporary condition of partial or complete inundation of normally dry land areas from:
   a. The overflow of inland or tidal waters; or,
   b. The unusual and rapid accumulation or runoff of surface waters from any source.
   c. Mudflows which are proximately caused by flooding as defined in

paragraph (1)(b) of this definition and are akin to a river of liquid and flowing mud on the surfaces of normally dry land areas, as when earth is carried by a current of water and deposited along the path of the current.

2. The collapse or subsidence of land along the shore of a lake or other body of water as a result of erosion or undermining caused by waves or currents of water exceeding anticipated cyclical levels or suddenly caused by an unusually high water level in a natural body of water, accompanied by a severe storm, or by an unanticipated force of nature such as flash flood or an abnormal tidal surge, or by some similarly unusual and unforeseeable event which results in flooding as defined in paragraph 1 (a) of this definition.

L. Flood Insurance Rate Map (FIRM) - an official map of a community, on which the Federal Emergency Management Agency has delineated both the special hazard areas and the risk premium zones applicable to the community. A FIRM that has been made available digitally is called a Digital Flood Insurance Rate Map (DFIRM).

M. Flood Insurance Study (FIS) - a report by FEMA that examines, evaluates and determines flood hazards and, if appropriate, corresponding water surface elevations, or an examination, evaluation and determination of mudflow and/or flood-related erosion hazards.

N. Floodplain or flood-prone area - Any land area susceptible to being inundated by water from any source.

O. Floodproofing - any combination of structural and non-structural additions, changes, or adjustments to structures which reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures and their contents.

P. Floodway - The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot at any point within the community.

Q. Freeboard - A factor of safety usually expressed in feet above a flood level for purposes of floodplain management. “Freeboard” tends to compensate for the many unknown factors that could contribute to flood heights greater than the height calculated for a selected size flood and floodway conditions, such as wave action, bridge openings, and the hydrological effect of urbanization in the watershed.

R. Functionally dependent use - A use which cannot perform its intended purpose unless it is located or carried out in close proximity to water. This term includes only docking facilities, port facilities that are necessary for the loading and unloading of cargo or passengers, and shipbuilding and ship repair facilities, but does not include long-term storage or related manufacturing facilities.

S. Highest adjacent grade - the highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure.

T. Historic structure - Any structure that is:

1. Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
2. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
3. Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of the Interior; or,
4. Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either:
   a. By an approved state program as determined by the Secretary of the Interior; or,
   b. Directly by the Secretary of the Interior in states without approved programs.

U. Hydrologic and Hydraulic Engineering Analysis - Analyses performed by a licensed professional engineer, in accordance with standard engineering practices that are accepted by the Virginia Department of Conservation and Recreation and FEMA, used to determine the base flood, other frequency floods, flood elevations, floodway information and boundaries, and flood profiles.

V. Letters of Map Change (LOMC) - A Letter of Map Change is an official FEMA determination, by letter, that amends or revises an effective Flood Insurance Rate Map or Flood Insurance Study. Letters of Map Change include:

Letter of Map Amendment (LOMA) - An amendment based on technical data showing that a property was incorrectly included in a designated special flood hazard area. A LOMA amends the current effective Flood Insurance Rate Map and establishes that a land as defined by meets and bounds or structure is not located in a special flood hazard area.

Letter of Map Revision (LOMR) - A revision based on technical data that may show changes to flood zones, flood elevations, floodplain and floodway delineations, and planimetric features. A Letter of Map Revision Based on Fill (LOMR-F), is a determination that a structure or parcel of land has been elevated by fill above the base flood elevation and is, therefore, no longer exposed to flooding associated with the base flood. In order to qualify for this determination, the fill must have been permitted and placed in accordance with the community's floodplain management regulations.

Conditional Letter of Map Revision (CLOMR) - A formal review and comment as to whether a proposed flood protection project or other project complies with the

minimum NFIP requirements for such projects with respect to delineation of special flood hazard areas. A CLOMR does not revise the effective Flood Insurance Rate Map or Flood Insurance Study.

W. Lowest adjacent grade - the lowest natural elevation of the ground surface next to the walls of a structure.

X. Lowest floor - The lowest floor of the lowest enclosed area (including basement). An unfinished or flood-resistant enclosure, usable solely for parking of vehicles, building access or storage in an area other than a basement area is not considered a building's lowest floor; provided, that such enclosure is not built so as to render the structure in violation of the applicable non-elevation design requirements of Federal Code 44CFR §60.3.

Y. Manufactured home - A structure, transportable in one or more sections, which is built on a permanent chassis and is designed for use with or without a permanent foundation when connected to the required utilities. For floodplain management purposes the term "manufactured home" also includes park trailers, travel trailers, and other similar vehicles placed on a site for greater than 180 consecutive days.

Z. Manufactured home park or subdivision - a parcel (or contiguous parcels) of land divided into two or more manufactured home lots for rent or sale.

AA. Mean Sea Level – for purposes of the National Flood Insurance Program, the National Geodetic Vertical Datum (NGVD) of 1929 or the North American Vertical Datum (NAVD) of 1988 to which base flood elevations shown on a community's FIRM are referenced.

BB. New construction - Structures for which the start of construction commenced on or after the effective start date of this floodplain management ordinance and includes any subsequent improvements to such structures. Any construction started after effective date of community's first floodplain management ordinance adopted by the community and before the effective start date of this floodplain management ordinance is subject to the ordinance in effect at the time the permit is issued, provided the start of construction was within 180 days of permit issuance..

CC. Post-FIRM structures - A structure for which construction or substantial improvement occurred on or after August 1, 1979.

DD. Pre-FIRM structures - A structure for which construction or substantial improvement occurred before Augusyt 1, 1979.

EE. Primary frontal dune - a continuous or nearly continuous mound or ridge of sand with relatively steep seaward and landward slopes immediately landward and adjacent to the beach and subject to erosion and overtopping from high tides and waves during major coastal storms.

FF. Recreational vehicle - A vehicle which is:
1. Built on a single chassis;
2. 400 square feet or less when measured at the largest horizontal projection;
3. Designed to be self-propelled or permanently towable by a light duty truck; and,
4. Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational camping, travel, or seasonal use.

GG. Repetitive Loss Structure - A building covered by a contract for flood insurance that has incurred flood-related damages on two occasions in a 10-year period, in which the cost of the repair, on the average, equalled or exceeded 25 percent of the market value of the structure at the time of each such flood event; and at the time of the second incidence of flood-related damage, the contract for flood insurance contains increased cost of compliance coverage.

HH. Severe repetitive loss structure - a structure that: (a) Is covered under a contract for flood insurance made available under the NFIP; and (b) Has incurred flood related damage - (i) For which 4 or more separate claims payments have been made under flood insurance coverage with the amount of each such claim exceeding $5,000, and with the cumulative amount of such claims payments exceeding $20,000; or (ii) For which at least 2 separate claims payments have been made under such coverage, with the cumulative amount of such claims exceeding the market value of the insured structure.

II. Shallow flooding area - A special flood hazard area with base flood depths from one to three feet where a clearly defined channel does not exist, where the path of flooding is unpredictable and indeterminate, and where velocity flow may be evident. Such flooding is characterized by ponding or sheet flow.

JJ. Special flood hazard area - The land in the floodplain subject to a one (1%) percent or greater chance of being flooded in any given year as determined in Article 3, Section 3-5.1.4 of this ordinance.

KK. Start of construction - For other than new construction and substantial improvement, under the Coastal Barriers Resource Act (P.L. – 97-348), means the date the building permit was issued, provided the actual start of construction, repair, reconstruction, rehabilitation, addition, placement, substantial improvement or other improvement was within 180 days of the permit date. The actual start means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation; or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets and/or walkways; nor does it include excavation for a basement, footings, piers, or foundations or the erection of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure. For a substantial improvement, the actual start of the construction means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether

or not that alteration affects the external dimensions of the building.

LL. Structure - for floodplain management purposes, a walled and roofed building, including a gas or liquid storage tank, that is principally above ground, as well as a manufactured home.

MM. Substantial damage - Damage of any origin sustained by a structure whereby the cost of restoring the structure to it's before damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred.

NN. Substantial improvement - Any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure before the start of construction of the improvement. The term does not, however, include either:

1. Any project for improvement of a structure to correct existing violations of state or local health, sanitary, or safety code specifications which have been identified by the local code enforcement official and which are the minimum necessary to assure safe living conditions, or
2. Any alteration of a historic structure, provided that the alteration will not preclude the structure's continued designation as a historic structure.
3. Historic structures undergoing repair or rehabilitation that would constitute a substantial improvement as defined above, must comply with all ordinance requirements that do not preclude the structure's continued designation as a historic structure. Documentation that a specific ordinance requirement will cause removal of the structure from the National Register of Historic Places or the State Inventory of Historic places must be obtained from the Secretary of the Interior or the State Historic Preservation Officer. Any exemption from ordinance requirements will be the minimum necessary to preserve the historic character and design of the structure.

OO. Violation - the failure of a structure or other development to be fully compliant with the community's floodplain management regulations. A structure or other development without the elevation certificate, other certifications, or other evidence of compliance required in this ordinance is presumed to be in violation until such time as that documentation is provided.

PP. Watercourse - A lake, river, creek, stream, wash, channel or other topographic feature on or over which waters flow at least periodically. Watercourse includes specifically designated areas in which substantial flood damage may occur.

Federal Emergency Management Agency

Washington, D.C. 20472

October 25, 2023

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

IN REPLY REFER TO:
19P

The Honorable Carter Nevill
Mayor, Town of Warrenton
21 Main Street
Warrenton, Virginia 20186

Community Name: Town of Warrenton
Fauquier County,
Virginia
Community No.: 510057
Map Panels Affected: See FIRM Index

Dear Mayor Nevill:

This is to notify you of the final flood hazard determination for Fauquier, Virginia and Incorporated Areas, in compliance with Title 44, Chapter I, Part 67, Section 67.11, Code of Federal Regulations (CFR). This section requires that notice of final flood hazards shall be sent to the Chief Executive Officer of the community, all individual appellants, and the State Coordinating Agency, and shall be published in the *Federal Register*.

The statutory 90-day appeal period that was initiated for your community when the Department of Homeland Security's Federal Emergency Management Agency (FEMA) published a notice of proposed flood hazard determinations for your community in the local newspaper has elapsed. FEMA did receive appeals of the proposed flood hazard determinations during that time. The technical data submitted in support of the appeals has been evaluated and the appeals have been resolved in accordance with the requirements of 44 CFR Part 67. We determined that changes were warranted based on the submitted data and have incorporated the applicable changes on the final copies of the Flood Insurance Study (FIS) and Flood Insurance Rate Map (FIRM) for your community.

Accordingly, the flood hazard determinations for your community are considered final. The final notice for flood hazard determinations will be published in the *Federal Register* as soon as possible. The FIS report and FIRM for your community will become effective on April 25, 2024. Before the effective date, we will send your community final printed copies of the FIS report and FIRM. For insurance purposes, the community number and new suffix code for the panels being revised are indicated on the FIRM and must be used for all new policies and renewals.

Because the FIS report for your community has been completed, certain additional requirements must be met under Section 1361 of the National Flood Insurance Act of 1968, as amended, within 6 months from the date of this letter.

It must be emphasized that all the standards specified in 44 CFR Part 60.3(d) of the National Flood Insurance Program (NFIP) regulations must be enacted in a legally enforceable document. This includes adoption of the current effective FIS report and FIRM to which the regulations apply and other modifications made by this map revision. Some of the standards should already have been enacted by your community in order to establish initial eligibility in the NFIP. Your community can meet any additional requirements by taking one of the following actions in this Paragraph of the NFIP regulations:

1. Amending existing regulations to incorporate any additional requirements of 44 CFR Part 60.3(d);

2. Adopting all the standards of 44 CFR Part 60.3(d) into one new, comprehensive set of regulations; or

3. Showing evidence that regulations have previously been adopted that meet or exceed the minimum requirements of 44 CFR Part 60.3(d).

Also, prior to the effective date, your community is required, as a condition of continued eligibility in the NFIP, to adopt or show evidence of adoption of the floodplain management regulations that meet the standards of 44 CFR Part 60.3(d) of the NFIP regulations by the effective date of the FIRM. These standards are the minimum requirements and do not supersede any State or local requirements of a more stringent nature.

Many states and communities have adopted building codes based on the International Codes (I-Codes); the model I-Codes (2009 and more recent editions) contain flood provisions that either meet or exceed the minimum requirements of the NFIP for buildings and structures. The model codes also contain provisions, currently found in an appendix to the International Building Code, that apply to other types of development and NFIP requirements. In these cases, communities should request review by the NFIP State Coordinator to ensure that local floodplain management regulations are coordinated (not duplicative or inconsistent) with the State or Local building code. FEMA's resource, *Reducing Flood Losses through the International Code: Coordinating Building Codes and Floodplain Management Regulations, 5th Edition (2019)*, provides some guidance on this subject and is available at https://www.fema.gov/emergency-managers/risk-management/building-science/building-codes/flood.

Communities that fail to enact the necessary floodplain management regulations will be suspended from participation in the NFIP and subject to the prohibitions contained in Section 202(a) of the Flood Disaster Protection Act of 1973 (Public Law 93-234) as amended, and 44 CFR Part 59.24.

To assist your community in maintaining the FIRM, we have enclosed a Summary of Map Actions (SOMA) to document previous Letters of Map Change (LOMC) actions (i.e., Letters of Map Amendment, Letters of Map Revision) that will be affected when the revised FIRM panels referenced above become effective. If no LOMCs were issued previously for your community, you are receiving a SOMA for informational purposes only.

Once the FIS report and FIRM are printed and distributed, the digital files containing the flood hazard data for the entire county can be provided for use in a computer mapping system. These files can be used in conjunction with other thematic data for floodplain management purposes, insurance requirements, and many other planning applications. Copies of the digital files of the FIRM panels may be obtained by calling our FEMA Mapping and Insurance eXchange (FMIX), toll free, at (877) 336-2627 (877-FEMA MAP) or by visiting the Map Service Center at https://www.msc.fema.gov. In addition, your community may be eligible for additional credits under our Community Rating System if you implement your activities using digital mapping files.

For assistance with your floodplain management ordinance or enacting the floodplain management regulations, please contact Angela Davis, NFIP State Coordinator for Virginia by telephone at 804-371-6135. If you should require any additional information, we suggest that you contact the Director, Mitigation Division of FEMA, Region III at (215) 931-5512 for assistance. If you have any questions concerning mapping issues in general or the enclosed SOMA, please call our FMIX at the telephone number shown above. Additional information and resources you may find helpful regarding the NFIP and floodplain management can be found on our website at https://www.fema.gov/flood-maps. Copies of these documents may also be obtained by calling our FMIX.

Sincerely,

Luis Rodriguez, P.E., Director
Engineering and Modeling Division
Federal Insurance and Mitigation Administration

Enclosure:
Final SOMA

cc: Community Map Repository
Rob Walton, Director of Community Development, Town of Warrenton

FINAL SUMMARY OF MAP ACTIONS

Community: WARRENTON, TOWN OF Community No: 510057

To assist your community in maintaining the Flood Insurance Rate Map (FIRM), we have summarized below the effects of the enclosed revised FIRM panels(s) on previously issued Letter of Map Change (LOMC) actions (i.e., Letters of Map Revision (LOMRs), Letter of Map Revision based on Fill (LOMR-Fs), and Letters of Map Amendment (LOMAs)) that will be affected when the revised FIRM becomes effective on April 25, 2024.

1. LOMCs Incorporated

The modifications effected by the LOMCs listed below will be reflected on the revised FIRM. In addition, these LOMCs will remain in effect until the revised FIRM becomes effective.

LOMC	Case No.	Date Issued	Project Identifier	Original Panel	Current Panel
			NO CASES RECORDED		

2. LOMCs Not Incorporated

The modifications effected by the LOMCs listed below will not be reflected on the revised FIRM panels or will not be reflected on the revised FIRM panels because of scale limitations or because the LOMC issued had determined that the lot(s) or structure(s) involved were outside the Special Flood Hazard Area, as shown on the FIRM. These LOMCs will remain in effect until the revised FIRM becomes effective. These LOMCs will be revalidated free of charge 1 day after the revised FIRM becomes effective through a single revalidation letter that reaffirms the validity of the previous LOMCs.

2A. LOMCs on Revised Panels

LOMC	Case No.	Date Issued	Project Identifier	Original Panel	Current Panel
			NO CASES RECORDED		

2B. LOMCs on Unrevised Panels

LOMC	Case No.	Date Issued	Project Identifier	Original Panel	Current Panel
			NO CASES RECORDED		

FINAL SUMMARY OF MAP ACTIONS

Community: WARRENTON, TOWN OF Community No: 510057

3. LOMCs Superseded

The modifications effected by the LOMCs listed below have not been reflected on the Final revised FIRM panels because they are being superseded by new or revised flood hazard information or the information available was not sufficient to make a determination. The reason each is being superseded is noted below. These LOMCs will no longer be in effect when the revised FIRM becomes effective.

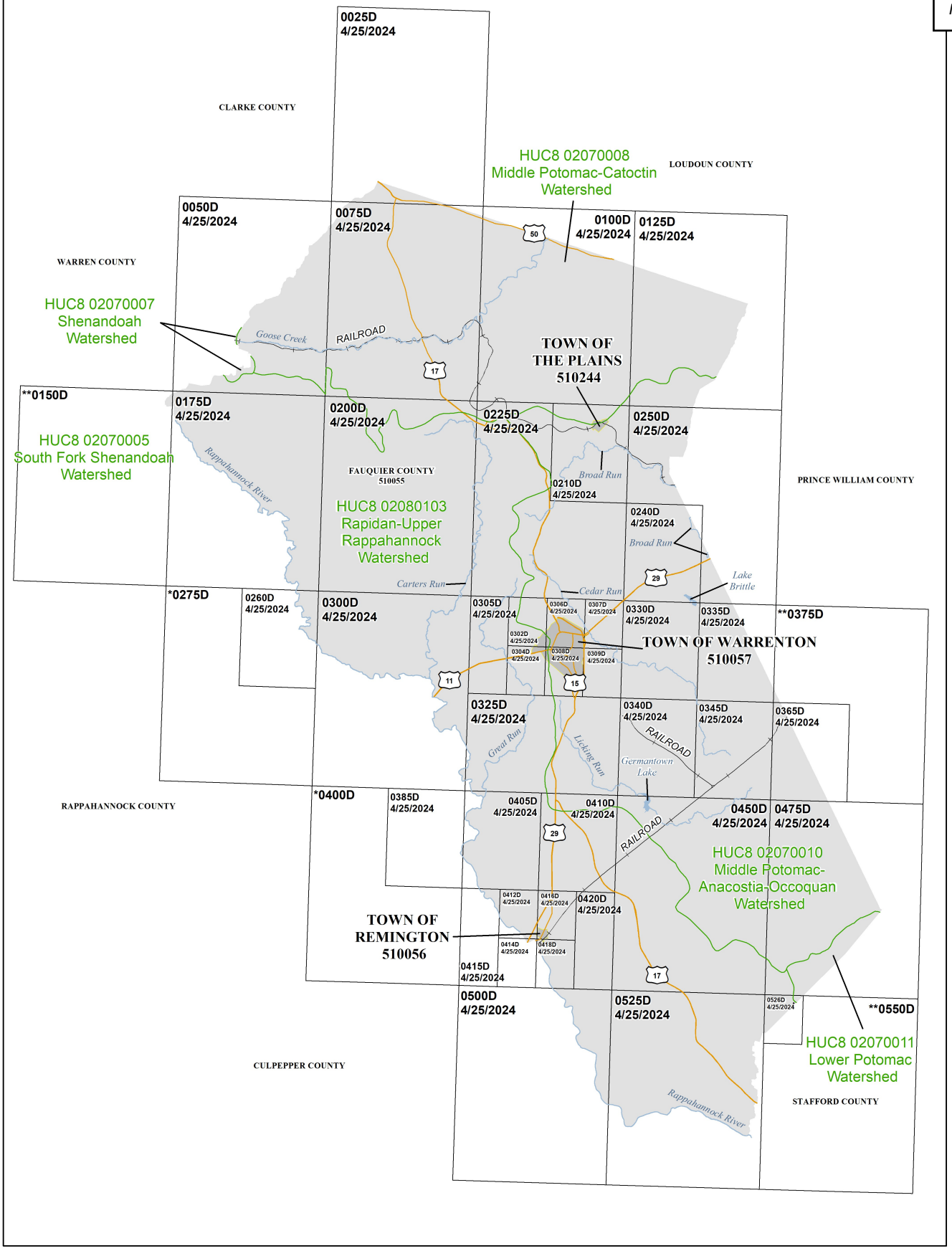
LOMC	Case No.	Date Issued	Project Identifier	Reason Determination Will be Superseded
LOMR	13-03-0051P	05/02/2013	HITCHCOCK PROPERTY AT LEE STREET AND WALKER DRIVE	4

1. Insufficient information available to make a determination.
2. Lowest Adjacent Grade and Lowest Finished Floor are below the proposed Base Flood Elevation.
3. Lowest Ground Elevation is below the proposed Base Flood Elevation.
4. Revised hydrologic and hydraulic analyses.
5. Revised topographic information.
6. Superseded by another LOMC.

4. LOMCs To Be Redetermined

The LOMCs in Category 2 above will be revalidated through a single revalidation letter that reaffirms the validity of the determination in the previously issued LOMC. For LOMCs issued for multiple lots or structures where the determination for one or more of the lots or structures is no longer valid, the LOMC cannot be revalidated through this administrative process. Therefore, we will review the data previously submitted for the LOMC requests listed below and if appropriate issue a new determination for the affected properties after the effective date of the revised FIRM.

LOMC	Case No.	Date Issued	Project Identifier	Original Panel	Current Panel
			NO CASES RECORDED		



1 inch = 20,833 feet 1:250,000
0 10,000 20,000 40,000 feet

Map Projection:
NAD 1983 UTM Zone 18N
North American Datum of 1983
North American Vertical Datum 1988

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT
HTTPS://MSC.FEMA.GOV

SEE FIS REPORT FOR ADDITIONAL INFORMATION

* PANEL NOT PRINTED - AREA OUTSIDE OF COUNTY BOUNDARY
** PANEL NOT PRINTED - NO SPECIAL FLOOD HAZARD AREAS

COUNTY LOCATOR

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP INDEX

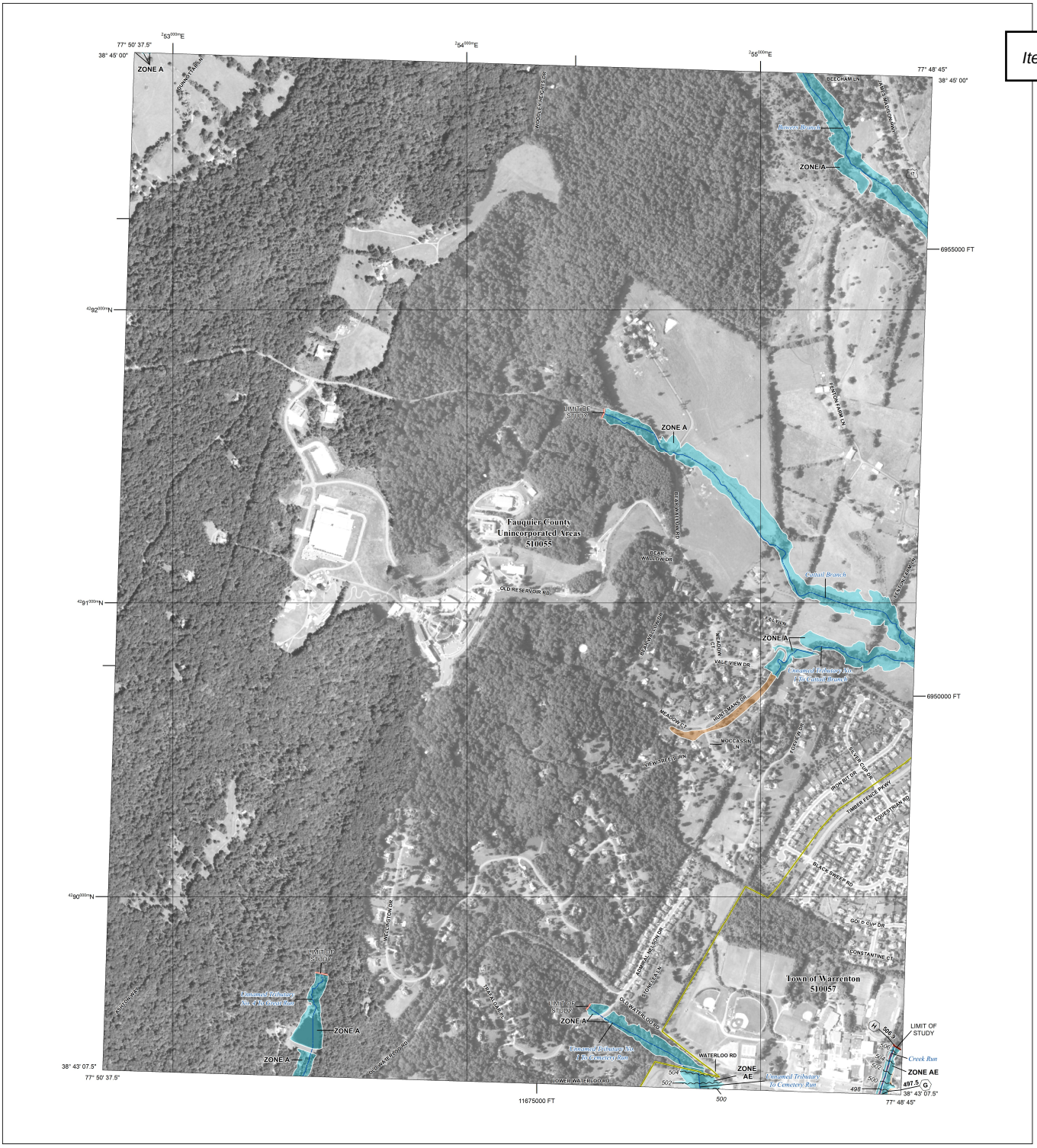
FAUQUIER COUNTY, VIRGINIA and Incorporated Areas

PANELS PRINTED:

0025, 0050, 0075, 0100, 0125, 0175, 0200, 0210, 0225, 0240, 0250, 0260, 0300, 0302, 0304, 0305, 0306, 0307, 0308, 0309, 0325, 0330, 0335, 0340, 0345, 0365, 0385, 0405, 0410, 0412, 0414, 0415, 0416, 0418, 0420, 0450, 0475, 0500, 0525, 0526

FEMA

MAP NUMBER
51061CIND0B
MAP REVISED
APRIL 25, 2024



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT HTTPS://MSC.FEMA.GOV

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Areas of Minimal Flood Hazard *Zone X*
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall
- E 18.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- B Coastal Transect
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature
- 513 Base Flood Elevation Line (BFE)

OTHER FEATURES
- Limit of Study
- Jurisdiction Boundary

NOTES TO USERS

For information and questions about this Flood Insurance Rate Map (FIRM), available products associated with this FIRM, including historic versions, the current map date for each FIRM panel, how to order products, or the National Flood Insurance Program (NFIP) in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Flood Map Service Center website at https://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Flood Map Service Center at the number listed above.

For community and countywide map dates refer to the Flood Insurance Study Report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Base map information shown on this FIRM was provided in digital format by the United States Department of Agriculture - Aerial Photography Field Office (USDA - APFO), National Agriculture Imagery Program (NAIP). This information was derived from digital orthophotography at a 2-foot resolution from photography dated 2018.

SCALE

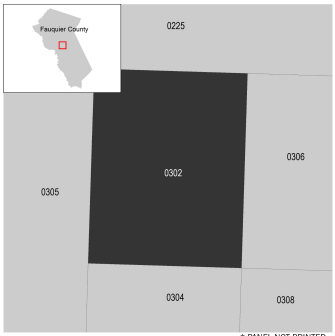
Map Projection:
NAD 1983 UTM Zone 18N;
Western Hemisphere; Vertical Datum: NAVD 88

1 inch = 500 feet 1:6,000

0 500 1,000 2,000 Feet

0 125 250 500 Meters

PANEL LOCATOR



* PANEL NOT PRINTED

FEMA National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

FAUQUIER COUNTY, VIRGINIA
And Incorporated Areas

PANEL 302 OF 550

FEMA

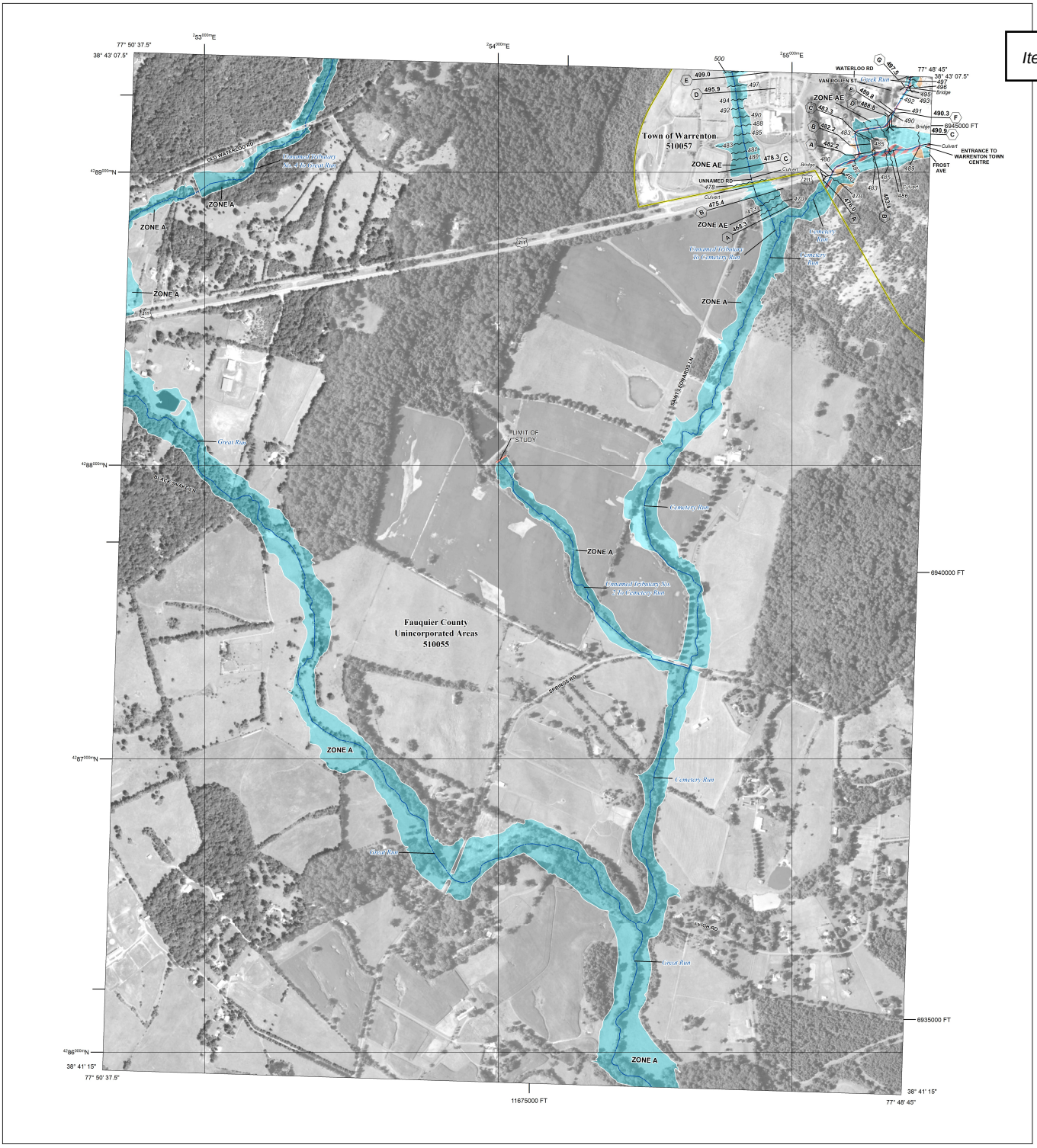
Panel Contains:

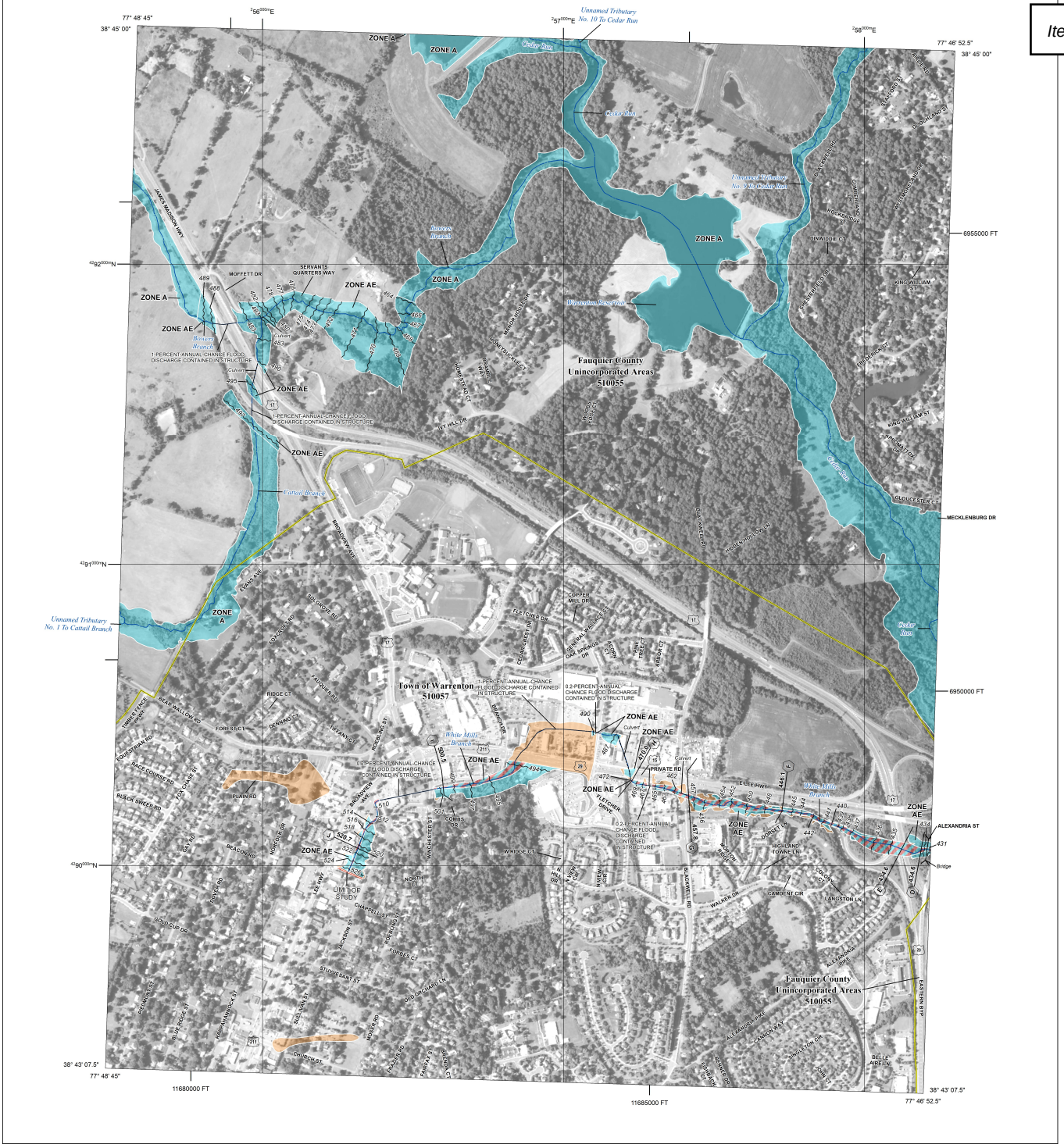
COMMUNITY	NUMBER	PANEL	SUFFIX
FAUQUIER COUNTY	510055	0302	D
WARRENTON, TOWN OF	510057	0302	D

VERSION NUMBER
2.6.4.

MAP NUMBER
51061C0302D

MAP REVISED
APRIL 25, 2024


77° 50' 37.5"
38° 43' 07.5"
253000mE
254000mE
255000mE
77° 48' 45"
38° 43' 07.5"
4289000mN
4288000mN
4287000mN
4286000mN
38° 41' 15"
77° 50' 37.5"
1167500 FT
77° 48' 45"
38° 41' 15"
6945000 FT
6940000 FT
6935000 FT
Town of Warrenton
510057
Fauquier County
Unincorporated Areas
510055
ZONE A
ZONE AE
LIMIT OF STUDY
Great Run
Cemetery Run
Unnamed Tributary No. 2 to Cemetery Run
Unnamed Tributary to Great Run
Unnamed Tributary to Pendleton Run
Pendleton Run
Black Walnut Run
Old Waterloo Rd
Waterloo Rd
Van Roijen St
Creek Run
Unnamed Tributary No. 3 to Great Run
Unnamed Tributary to Cemetery Run
Edwards Ln
Springs Rd
Unnamed Tributary to Great Run
Unnamed Tributary to Pendleton Run
Unnamed Tributary to Great Run
Unnamed Tributary to Cemetery Run
Unnamed Tributary to Great Run
Unnamed Tributary to Great Run
Unnamed Tributary to Great



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT HTTPS://MSC.FEMA.GOV

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Areas of Minimal Flood Hazard *Zone X*
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 18.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary

NOTES TO USERS

For information and questions about this Flood Insurance Rate Map (FIRM), available products associated with this FIRM, including historic versions, the current map date for each FIRM panel, how to order products, or the National Flood Insurance Program (NFIP) in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Flood Map Service Center website at https://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Flood Map Service Center at the number listed above.

For community and countywide map dates refer to the Flood Insurance Study Report for this jurisdiction.

To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Base map information shown on this FIRM was provided in digital format by the United States Department of Agriculture - Aerial Photography Field Office (USDA - APFO), National Agriculture Imagery Program (NAIP). This information was derived from digital orthophotography at a 2-foot resolution from photography dated 2018.

SCALE

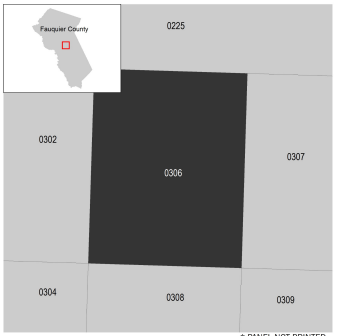
Map Projection:
NAD 1983 UTM Zone 18N;
Western Hemisphere; Vertical Datum: NAVD 88

1 inch = 500 feet 1:6,000

0 500 1,000 2,000 Feet

0 125 250 500 Meters

PANEL LOCATOR



* PANEL NOT PRINTED

FEMA National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

FAUQUIER COUNTY, VIRGINIA
And Incorporated Areas

PANEL 306 OF 550

FEMA

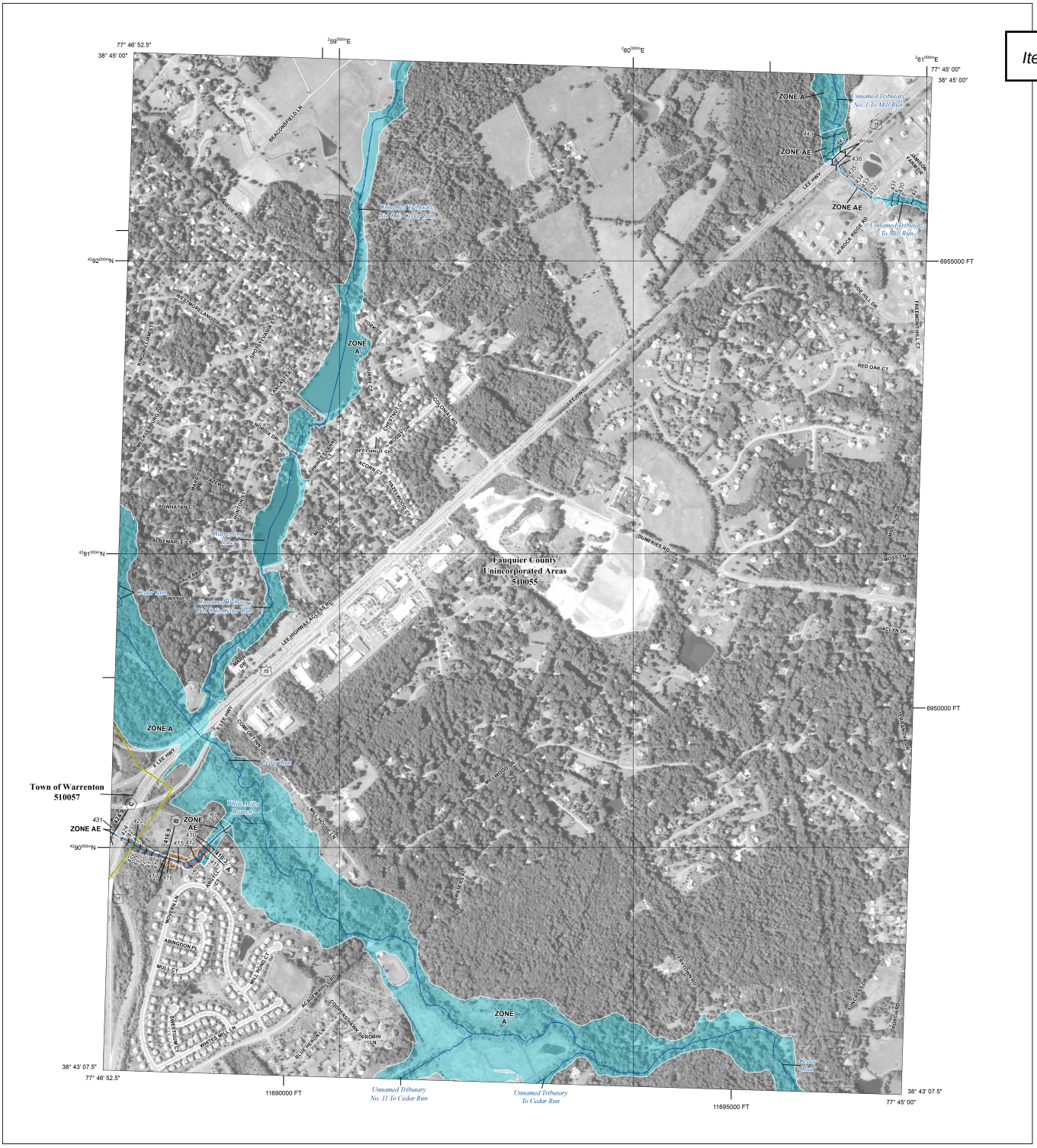
Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
FAUQUIER COUNTY	510055	0306	D
WARRENTON, TOWN OF	510057	0306	D

VERSION NUMBER
2.6.4.

MAP NUMBER
51061C0306D

MAP REVISED
APRIL 25, 2024



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT HTTPS://MSC.FEMA.GOV

SPECIAL FLOOD HAZARD AREAS	Without Base Flood Elevation (BFE) *Zone A, V, A99*
	With BFE or Depth *Zone AE, AO, AH, VE, AR*
	Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
	Future Conditions 1% Annual Chance Flood Hazard *Zone X*
	Area with Reduced Flood Risk due to Levee See Notes. *Zone X*
	Area with Flood Risk due to Levee *Zone D*
OTHER AREAS	NO SCREEN Areas of Minimal Flood Hazard *Zone X*
	Area of Undetermined Flood Hazard *Zone D*
GENERAL STRUCTURES	Channel, Culvert, or Storm Sewer
	Levee, Dike, or Floodwall
	18.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
	Coastal Transect
	Coastal Transect Baseline
	Profile Baseline
	Hydrographic Feature
	513 Base Flood Elevation Line (BFE)
OTHER FEATURES	Limit of Study
	Jurisdiction Boundary

NOTES TO USERS

For information and questions about this Flood Insurance Rate Map (FIRM), available products associated with this FIRM, including historic versions, the current map date for each FIRM panel, how to order products, or the National Flood Insurance Program (NFIP) in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Flood Map Service Center website at https://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Flood Map Service Center at the number listed above.

For community and countywide map dates refer to the Flood Insurance Study Report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Base map information shown on this FIRM was provided in digital format by the United States Department of Agriculture - Aerial Photography Field Office (USDA - APFO), National Agriculture Imagery Program (NAIP). This information was derived from digital orthophotography at a 2-foot resolution from photography dated 2018.

SCALE

Map Projection:
NAD 1983 UTM Zone 18N;
Western Hemisphere; Vertical Datum: NAVD 88

1 inch = 500 feet 1:6,000

0 500 1,000 2,000 Feet

0 125 250 500 Meters

PANEL LOCATOR

* PANEL NOT PRINTED

FEMA National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

FAUQUIER COUNTY, VIRGINIA
And Incorporated Areas

PANEL 307 OF 550

FEMA

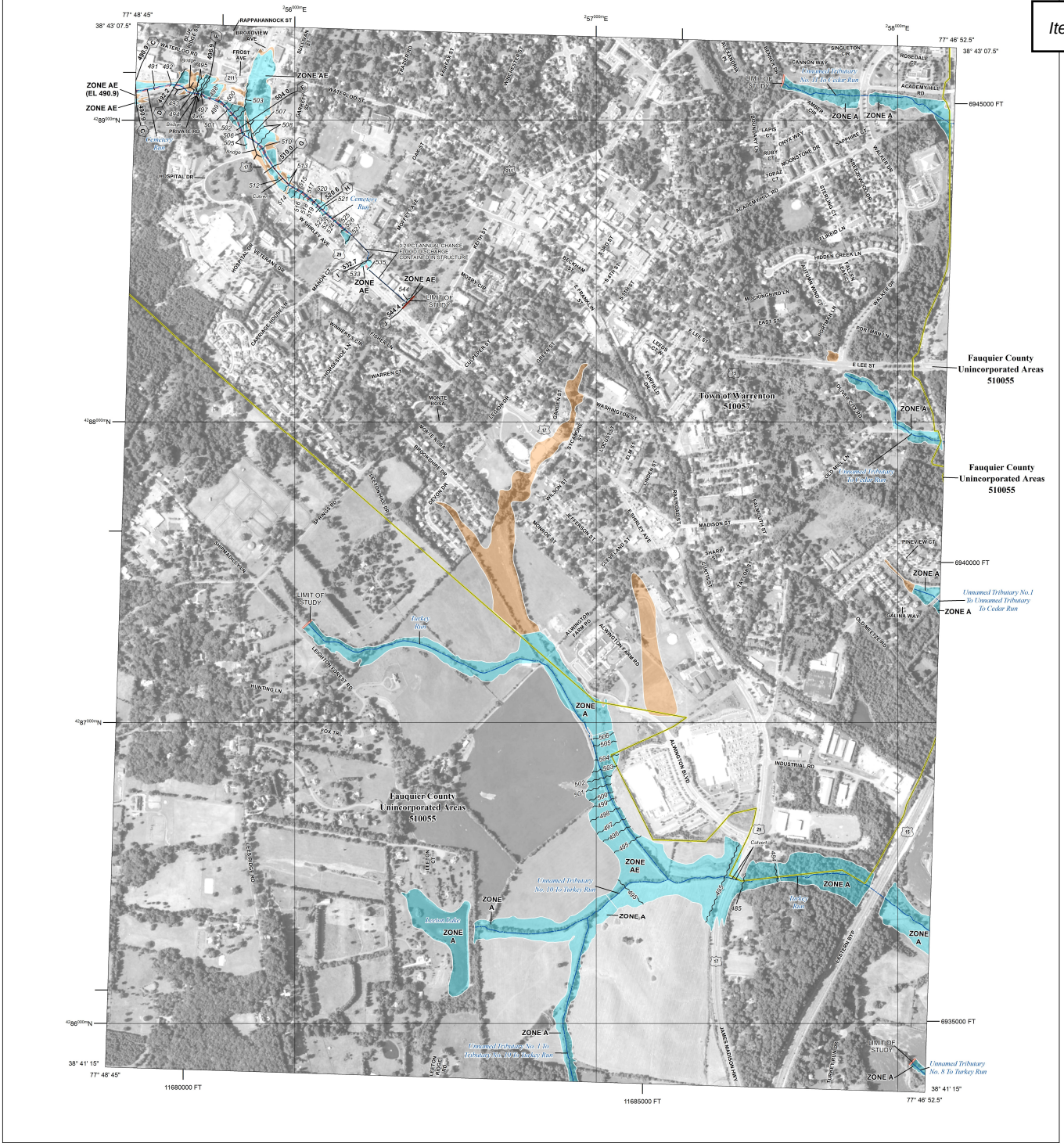
Panel Contains:

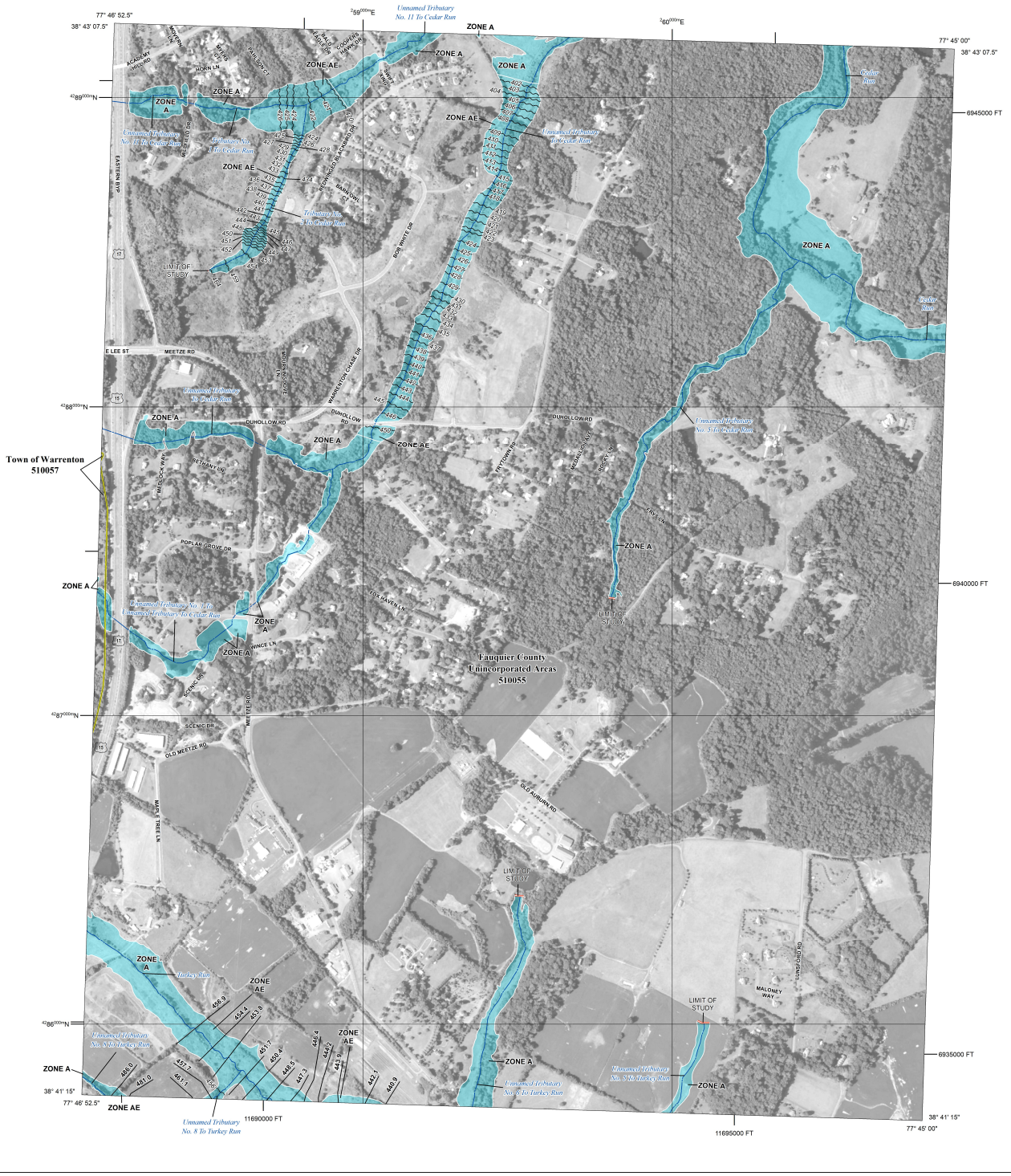
COMMUNITY	NUMBER	PANEL	SUFFIX
FAUQUIER COUNTY	510055	0307	D
WARRENTON, TOWN OF	510057	0307	D

VERSION NUMBER
2.6.4.

MAP NUMBER
51061C0307D

MAP REVISED
APRIL 25, 2024


77° 48' 45"
38° 43' 07.5"
77° 46' 52.5"
38° 41' 15"
4289000mN
4288000mN
4287000mN
4286000mN
256000mE
257000mE
258000mE
11680000 FT
11685000 FT
6945000 FT
6940000 FT
6935000 FT
ZONE AE
(EL 490.9)
ZONE AE
ZONE A
LIMIT OF STUDY
Fauquier County
Unincorporated Areas
510055
Town of Warrenton
510057
Unnamed Tributary
To Cedar Run
Unnamed Tributary No.1
To Unnamed Tributary
To Cedar Run
Turkey
Run
Unnamed Tributary
No. 10 to Turkey Run
Unnamed Tributary No. 1 to
Tributary No. 10 to Turkey Run
Unnamed Tributary
No. 8 To Turkey Run
Cemetery
Run
Beaverdam
Run
0.2PCT ANNUAL CHANCE
FLOOD DISCHARGE
CONTAINED IN STRUCTURE
RAPPAHANNOCK ST
BROADVIEW AVE
FROST AVE
WATERLOO RD
PRIVATE RD
HOSPITAL DR
W SHIRLEY AVE
MANOR CIR
HOSPITAL DR
VETERANS DR
ACADEMY HILL RD
SINGLETON CIR
NOSEDALE CT
CANNON WAY
AMES CT
BOUNDARY LN
LAPIS CT
ONYX WAY
RUBY CT
MOONSTONE DR
SAPPHIRE CT
TOPAZ CT
SPERRYVILLE CT
BRECKENRIDGE DR
WALKER DR
HIDDEN CREEK LN
MOCKINGBIRD LN
WILLIAMSBURG CT
WILLIAMSBURG DR
EASTERN DR
POST WAY
E LEE ST
EAST ST
OLIVER CIR
OLD W LEE ST
PINEVIEW CT
GALENA WAY
O'CONNELL RD
MADISON ST
JEFFERSON ST
MONROE ST
WASHINGTON ST
MONTE ROSA
LEGEAR DR
GREEN ST
CHURCH ST
WARREN ST
HORSEPEN LN
WINDSOR CIR
FOXCROFT LN
SHIRLEY RD
SHIRLEY CIR
DEVON DR
BROOKSHIRE DR
LEEDS MANOR RD
SHIRLEY HEIGHTS DR
LEIGH OR LEGEAR RD
HUNTING LN
FOX TRL
ALWINGTON FARM RD
ALWINGTON BLVD
INDUSTRIAL RD
EASTERN BYP
JAMES MADISON HWY
LEE BROCK RD
HEFFERN CT
HEFFERN DR
LAKE RIDGE DR
LAKE RIDGE CT
LAKE RIDGE DR
LAKE RIDGE CIR
LAKE RIDGE PL
LAKE RIDGE TER
LAKE RIDGE WAY
LAKE RIDGE LN
LAKE RIDGE RD



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT HTTPS://MSC.FEMA.GOV

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN — Areas of Minimal Flood Hazard *Zone X*
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 18.2 / 17.5 — Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature
- 513 — Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary

NOTES TO USERS

For information and questions about this Flood Insurance Rate Map (FIRM), available products associated with this FIRM, including historic versions, the current map date for each FIRM panel, how to order products, or the National Flood Insurance Program (NFIP) in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Flood Map Service Center website at https://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Flood Map Service Center at the number listed above.

For community and countywide map dates refer to the Flood Insurance Study Report for this jurisdiction.

To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Base map information shown on this FIRM was provided in digital format by the United States Department of Agriculture - Aerial Photography Field Office (USDA - APFO), National Agriculture Imagery Program (NAIP). This information was derived from digital orthophotography at a 2-foot resolution from photography dated 2018.

SCALE

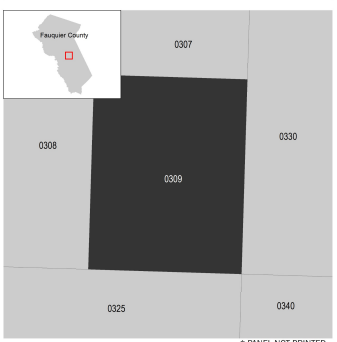
Map Projection:
NAD 1983 UTM Zone 18N;
Western Hemisphere; Vertical Datum: NAVD 88

1 inch = 500 feet 1:6,000

0 500 1,000 2,000 Feet

0 125 250 500 Meters

PANEL LOCATOR



* PANEL NOT PRINTED

FEMA

National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

FAUQUIER COUNTY, VIRGINIA
And Incorporated Areas

PANEL 309 OF 550

FEMA

Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
FAUQUIER COUNTY	510055	0309	D
WARRENTON, TOWN OF	510057	0309	D

VERSION NUMBER
2.6.4.

MAP NUMBER
51061C0309D

MAP REVISED
APRIL 25, 2024

TOWN OF WARRENTON
Department of Community Development
PO BOX 341
WARRENTON, VIRGINIA 20188
http://www.warrentonva.gov
TELEPHONE (540) 347-1101
FAX (540) 349-2414

December 22, 2020

RE: FEMA Floodplain Map Changes

Dear Property Owner:

I am reaching out to let you know that FEMA has proposed changes to the Flood Insurance Rate Map (FIRM) for the Town of Warrenton. FEMA is currently coordinating with jurisdictions to make them aware of the changes and requesting that citizens are made aware of the proposed changes. A flood map provides information about the local flood risk. It helps set minimum floodplain standards so that the community builds safely. The map also helps determine the cost of flood insurance which helps property owners to financially protect themselves against flooding. The lower the degree of risk, the lower your flood insurance premium will be. To ensure the public knows their flood risk, and that their insurance is priced accurately, FEMA works with communities and property owners at all steps of the process to incorporate the best available data into the flood maps. The maps are developed using the sound science generated by engineering experts, and FEMA always accepts additional, validated flood hazard information from property owners and communities. Through this collaborative process, a community can review, appeal, and contribute to the development of a Flood Map before it is adopted by the community.

Records indicate that your property contains flood hazard areas and I would like to provide you with the opportunity to meet and show you the proposed changes on your property. Should you wish to review and discuss these changes, please feel free to contact me at (540) 316-6396 ext. 311.

Sincerely,

Rob Walton
Zoning Administrator
Town of Warrenton
Community Development Department

FEMA Floodplain Changes

PIN#:	Owner:	Increase or Decrease:	Site Address:	Mailing Address:
6983-57-2206-000	HD Development of MD Inc.	Both	267 Alwington Blvd.	2455 Paces Ferry Road, Atlanta, GA 30339
6983-66-3731-000	819 JMH LLC	Decrease	819 James Madison Hwy.	819 James Madison Hwy, Warrenton, VA 20186
6983-66-9788-000	Drew Corporation	Decrease		127 Culpeper Street, Warrenton, VA 20186
6983-79-8068-000	Miller, Charles & Shirley	Decrease	679 Old Meetze Road	P.O. Box 3181, Warrenton, VA 20188
6983-79-9615-000	Monroe Estates HOA	Increase		11290 Balls Ford Road, Manassas, VA 20109
6984-70-7966-000	David Dobson	Decrease		9198 North Cliff Lane, Rixeyville, VA 22737
6984-71-5256-000	Foster, Mollie E. Heirs; Allen Haley	Decrease	460 Oliver City Road	P.O. Box 476, The Plains, VA 20198
6984-71-3279-000	Goodrich, Samantha; Teigen, Michael	Decrease	438 Oliver City Road	438 Oliver City Road, Warrenton VA 20186
6984-71-3547-000	Smith, Bruce & James	Decrease	433 Oliver City Road	P.O. Box 1255, Warrenton, VA 20188
6984-71-2624-000	Ford, Betty & Joe	Decrease	411 Oliver City Road	411 Oliver City Road, Warrenton, VA 20186
6984-71-1735-000	Cespedes, Yenny; Taborga, Martin	Both	391 Oliver City Road	391 Oliver City Road, Warrenton, VA 20186
6984-71-0835-000	Marshall, Sue & Thomas	Both	377 Oliver City Road	377 Oliver City Road, Warrenton, VA 20186
6984-61-8996-000	The Drew Corporation	Both		127 Culpeper Street, Warrenton, VA 20186
6984-71-2993-000	Wormley, Freida & Stanton	Both	455 Oliver City Road	P.O. Box 257, The Plains, VA 20198
6984-71-4940-000	McDonald, Lisa	Both	459 Oliver City Road	459 Oliver City Road, Warrenton, VA 20186
6984-74-9610-000	Walters, Elaine H Revocable Trust	Decrease		8307 Kines Road, Warrenton, VA 20187
6984-74-7799-000	Walters, Elaine H Revocable Trust	Both	341 Academy Hill Road	8307 Kines Road, Warrenton, VA 20187
6984-74-6947-000	Town of Warrenton	Increase		
6984-74-1892-000	Commonwealth of Virginia, VDACS	Increase	272 Academy Hill Road	P.O. Box 1163, Richmond VA 23218
6984-65-6014-000	Ridges of Warrenton HOA	Both		P.O. Box 606, Warrenton VA 20188
6984-65-2197-000	Ridges of Warrenton HOA	Decrease		P.O. Box 606, Warrenton VA 20188
6984-65-7135-000	Ridges of Warrenton HOA	Decrease		P.O. Box 606, Warrenton VA 20188
6984-65-2209-000	Spector Family Trust, Spector Susan	Decrease	222 Cannon Way	222 Cannon Way, Warrenton VA 20186
6984-65-1324-000	Gaige, Diane & Tony	Decrease	226 Cannon Way	226 Cannon Way, Warrenton VA 20186
6984-65-1019-000	Dabney, John	Decrease		P.O. Box 41025, Fredericksburg, VA 22404
6984-68-7335-000	Highlands of Warrenton Comm Assoc Inc	Both		11130 Main Street, Suite 100, Fairfax, VA 22030
6984-68-2681-000	Highlands of Warrenton Comm Assoc Inc	Both		11130 Main Street, Suite 100, Fairfax, VA 22030
6984-58-8445-000	Town of Warrenton	Decrease		
6984-58-7618-000	Highlands Land Development LLC	Decrease		501 Blackwell Road, Warrenton, VA 20186
6984-58-5386-000	Highlands Land Development LLC	Decrease	501 Blackwell Road	501 Blackwell Road, Warrenton, VA 20186
6984-58-0645-000	Blackwell Park LLC	Both	510 Blackwell Road	1945 Old Gallows Road, Suite 300, Vienna, VA 22182
6984-48-9821-000	Blackwell Park LLC	Both		1945 Old Gallows Road, Suite 300, Vienna, VA 22182
6984-48-5705-000	Northrock Center LLC	Decrease	521 Fletcher Drive	7501 Wisconsin Ave, #1500E, Bethesda, MD 20814
6984-49-8187-000	Wayland Corner LC	Decrease	612 Blackwell Road	29 Culpeper Street, Attn: PBMARES LLP, Warrenton, VA 20186
6984-49-7221-000	Warrenton Development Company	Decrease		200 Old Forge Lane, Suite 201, Kennett Square, PA 19348
6984-49-5173-000	KSP Commercial LLC	Decrease	73 W. Lee Hwy.	17273 Berkshire Drive, Jeffersonton, VA 22724
6984-49-6209-000	Warrenton Development Company	Decrease	85 W. Lee Hwy.	200 Old Forge Lane, Suite 201, Kennett Square, PA 19348
6984-49-3295-000	The Fauquier Bank	Both	87 W. Lee Hwy.	10 Courthouse Square, Warrenton, VA 20186
6984-49-0774-000	Seritage SRC Finance LLC	Both	141 W. Lee Hwy.	500 5th Avenue #1530, New York, NY 10110
6984-49-1231-000	C&C Johnson Inc	Decrease	105 W. Lee Hwy.	17312 W. Willard Road, Poolesville, MD 20837
6984-39-9244-000	White Horse Wash LLC	Decrease	111 W. Lee Hwy.	P.O. Box 460, Fairfax, VA 22038

6984-39-7331-000	Warrenton Village LLC	Decrease	127 W. Lee Hwy.	1945 Old Gallows Road, Suite 300, Vienna, VA 22182
6984-39-5343-000	Warrenton Village LLC	Decrease	127 W. Lee Hwy.	1945 Old Gallows Road, Suite 300, Vienna, VA 22182
6984-39-4764-000	Warrenton Village LLC	Decrease	127 W. Lee Hwy.	1945 Old Gallows Road, Suite 300, Vienna, VA 22182
6984-38-6914-000	Navdurga Inc	Increase	150 W. Lee Hwy.	150 W. Lee Hwy., Warrenton, VA 20186
6984-38-9605-000	Northrock Center LLC	Increase	530 Fletcher Drive	7501 Wisconsin Ave, #1500E, Bethesda, MD 20814
6984-38-4963-000	Blalock, Barbara Ann Trust of	Both	170 W. Lee Hwy.	8016 Old Waterloo Road, Warrenton, VA 20186
6984-38-3938-000	Town of Warrenton	Decrease	204 W. Lee Hwy.	
6984-38-1917-000	Warrenton Crossroads LLC	Decrease		P.O. Box 167, Winston Salem, NC 27102
6984-28-8927-000	Warrenton Crossroads LLC	Decrease	256 W. Lee Hwy.	5200 Buffington Road, Atlanta, GA 30349
6984-28-6912-000	SPS Group LLC	Decrease	254 W. Lee Hwy.	P.O. Box 1159, Deerfield, IL 60015
6984-38-0755-000	Warrenton Crossroads LLC	Increase		4457 Ringwood Road, Nokesville, VA 20181
6984-28-5680-000	Wood Village LLC	Increase	549 Winchester Street	7600 Rogues Road, Warrenton, VA 20187
6984-28-7643-000	Wood Village LLC	Increase	549 Winchester Street	7600 Rogues Road, Warrenton, VA 20187
6984-18-8456-000	McDonalds Corporation	Both		P.O. Box 182571, Columbus, OH 43218
6984-18-7352-000	RHC Associates	Decrease	351 Broadview Avenue	P.O. Box 182571, Columbus, OH 43218
6984-18-7224-000	RHC Associates	Both	351 Broadview Avenue	P.O. Box 182571, Columbus, OH 43218
6984-18-6195-000	331 LLC	Decrease	331 Broadview Avenue	184 Broadview Avenue, Warrenton, VA 20186
6984-18-6067-000	331 LLC	Decrease	331 Broadview Avenue	184 Broadview Avenue, Warrenton, VA 20186
6984-18-6000-000	Broadview Properties LLC	Both	319 Broadview Avenue	7260 Periwinkle Ct., Warrenton VA 20186
6984-17-5973-000	Broadview Properties LLC	Increase	319 Broadview Avenue	7260 Periwinkle Ct., Warrenton VA 20186
6984-17-5857-000	Broadview Properties LLC	Increase	319 Broadview Avenue	7260 Periwinkle Ct., Warrenton VA 20186
6984-17-5842-000	Broadview Properties LLC	Increase	319 Broadview Avenue	7260 Periwinkle Ct., Warrenton VA 20186
6984-17-7723-000	Kingston Warrenton LTD Partnership	Increase	296 Jackson Street	1930 Isaac Newton Sq., Suite 200B, Reston, VA 20190
6984-17-7852-000	Kingston Warrenton LTD Partnership	Increase	308 Jackson Street	1930 Isaac Newton Sq., Suite 200B, Reston, VA 20190
6984-17-7982-000	Kingston Warrenton LTD Partnership	Increase	318 Jackson Street	1930 Isaac Newton Sq., Suite 200B, Reston, VA 20190
6984-18-8021-000	Kingston Warrenton LTD Partnership	Increase	328 Jackson Street	1930 Isaac Newton Sq., Suite 200B, Reston, VA 20190
6984-18-8049-000	Kingston Warrenton LTD Partnership	Increase	338 Jackson Street	1930 Isaac Newton Sq., Suite 200B, Reston, VA 20190
6984-18-8188-000	Kingston Warrenton LTD Partnership	Increase	348 Jackson Street	1930 Isaac Newton Sq., Suite 200B, Reston, VA 20190
6984-18-9216-000	Kingston Warrenton LTD Partnership	Increase	358 Jackson Street	1930 Isaac Newton Sq., Suite 200B, Reston, VA 20190
6985-00-1454-000	Town of Warrenton	Increase	Rady Park	
6985-00-3546-000	Town of Warrenton	Increase	710 Fauquier Road	
6985-00-2836-000	Town of Warrenton	Increase	550 Evans Ave	
6985-00-3904-000	Reid, Julia Mae	Increase	560 Evans Ave	560 Evans Ave, Warrenton, VA 20186
6985-01-3080-000	Quinn, Grace & John	Increase	570 Evans Ave	570 Evans Ave, Warrenton, VA 20186
6985-01-4047-000	Eller, Arnold	Increase	580 Evans Ave	580 Evans Ave, Warrenton, VA 20186
6985-01-5125-000	Moffett, Stephen & Suela	Increase	590 Evans Ave	590 Evans Ave, Warrenton, VA 20186
6985-01-6211-000	Poston, Jerry & Paula	Increase	600 Evans Ave	600 Evans Ave, Warrenton, VA 20186
6985-01-7218-000	Hines, Madeline J Trustee	Increase	610 Evans Ave	610 Evans Ave, Warrenton, VA 20186
6974-64-6885-000	Town of Warrenton (WARF)	Both	800 Waterloo Road	
6974-83-8686-000	St Leonards Farm Inc	Both		P.O. Box 814, Warrenton, VA 20188
6974-94-2535-000	Capan, Jeffrey	Increase	552 Frost Ave	552 Frost Avenue, Warrenton, VA 20186
6974-84-0739-000	Town of Warrenton (WWTP)	Both	731 Frost Ave	
6974-85-3273-000	Commonwealth of Virginia	Both	692 Waterloo Street	Bldg 316 Fort Picket, Blackston, VA 23824
6974-84-4737-000	Commonwealth of Virginia	Both	675 Van Roijen Street	470 George Dean Drive, Charlottesville, VA 22903
6974-85-8166-000	Kalis Holdings LLC	Both	641 Frost Ave	1420 Spring Hill Road, Suite 600, McLean, VA 22102

6974-95-2114-000	Kalis Holdings LLC	Increase	569 Frost Ave	1420 Spring Hill Road, Suite 600, McLean, VA 22102
6974-95-0659-000	Grant, Marsha & Robert	Increase	28 Piedmont Street	28 Piedmont Street, Warrenton, VA 20186
6974-95-0789-000	Waln, Deborah & Edward	Increase	38 Piedmont Street	38 Piedmont Street, Warrenton, VA 20186
6974-95-1828-000	Callahan, Shannon	Increase	48 Piedmont Street	48 Piedmont Street, Warrenton, VA 20186
6974-95-1948-000	Dickerson, John & Sidney	Increase	58 Piedmont Street	58 Piedmont Street, Warrenton, VA 20186
6984-05-5147-000	Frost Properties LLP	Increase	5 Broadview Avenue	98 Dolphin Point Drive, Beaufort, SC 29907
6984-05-6104-000	Frost Properties LLP	Increase		98 Dolphin Point Drive, Beaufort, SC 29907
6984-04-5860-000	ABC and J LLC	Increase	346 Waterloo Street	388 Waterloo Street, Warrenton, VA 20186
6984-04-5468-00	ABC and J LLC	Both	365 W Shirley Ave	388 Waterloo Street, Warrenton, VA 20186
6984-03-6972-000	May, Charlene & Scott	Both	285 W. Shirley Ave	281 W. Shirley Ave, Warrenton, VA 20186
6984-03-7857-000	May, Charlene & Scott	Both	283 W. Shirley Ave	281 W. Shirley Ave, Warrenton, VA 20186
6984-03-7783-000	Garrett Street LLC	Both		79 Garrett Street, Warrenton, VA 20186
6984-03-8942-000	Garrett Street LLC	Both	87 Garrett Street	79 Garrett Street, Warrenton, VA 20186
6984-03-8699-000	Lindsay Holdings LLC	Both		3410 King Street, Alexandria, VA 22302
6984-14-0157-000	Fauquier County School Board	Decrease	86 Manor Court	320 Hospital Drive, Suite 40, Warrenton, VA 20186
6984-13-0556-000	Frost Family LLC	Both	239 W. Shirley Ave	98 Dolphin Point Drive, Beaufort, SC 29907
6984-13-1628-000	Rababeh, Alia & Kheder	Decrease	241 W. Shirley Ave	241 W. Shirley Ave, Warrenton, VA 20186
6984-14-2157-000	Fauquier County School Board	Decrease		320 Hospital Drive, Suite 40, Warrenton, VA 20186
6984-13-1484-000	ABG LLC, JFCJ LLC	Increase	213 W. Shirley Ave	105 W. Shirley Ave, Warrenton, VA 20186
6984-14-5086-000	Fauquier County School Board	Decrease	244 Waterloo Street	320 Hospital Drive, Suite 40, Warrenton, VA 20186
6984-13-2386-000	Second Texland Properties Corp	Both	207 W. Shirley Ave	P.O. Box 711, Dallas, TX 75221
6984-13-3296-000	187 West Shirley Avenue LLC	Both	187 W. Shirley Ave	P.O. Box 885, Warrenton, VA 20188
6984-22-1682-000	Frost Family LLC	Increase		98 Dolphin Point Drive, Beaufort, SC 29907
6983-39-5541-000	Warrenton Baptist Church	Increase		123 Main Street, Warrenton, VA 20186
6983-66-0576-000	Assemblies of God Inc, Potomac District	Decrease		14525 John Marshall Hwy., Gainesville, VA 20155

February 13, 2024
Town Council
Public Hearing

AN ORDINANCE TO APPROVE TEXT AMENDMENT ZOTA-23-3 PURSUANT TO SECTION 3-5.1 OF THE ZONING ORDINANCE OF THE TOWN OF WARRENTON FOR A ZONING ORDINANCE TEXT AMENDMENT TO ARTICLE 3 FPD – FLOODPLAIN DISTRICT TO ADOPT THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) MODEL ORDINANCE CHANGES AND ASSOCIATED FLOOD MAPS IN ACCORDANCE WITH A LETTER OF FINAL DETERMINATION ISSUED ON OCTOBER 25, 2023

WHEREAS, Warrenton, VA (Hereinafter "the Town") is a municipal corporation located within the County of Fauquier; and

WHEREAS, the Warrenton Town Council may, by ordinance, amend, supplement, or change the regulations of the Zoning Ordinance of the Town whenever the public necessity, convenience, general welfare or good zoning practice may require such an amendment; and

WHEREAS, Zoning Ordinance Article 3, Section 3-5.1 FPD – Floodplain District regulates areas within the Town encumbered by Special Flood Hazard Areas (SFHA's); and

WHEREAS, the Federal Emergency Management Agency (FEMA) has issued a Letter of Final Determination to the Town placing the revised SFHA's into effect on April 25, 2024; and

WHEREAS, the proposed changes adopt revised text per FEMA's model Ordinance and revised SFHA maps; and

WHEREAS, adopting the changes allows the Town to maintain eligibility in the National Flood Insurance Program; and

WHEREAS, the Warrenton Planning Commission held a work session to discuss amending Zoning Ordinance Section 3-5.1 FPD – Floodplain District on December 19, 2023; and

WHEREAS, the Warrenton Planning Commission held a public hearing on this matter on January 16, 2024 where the Commission unanimously recommended approval; and

WHEREAS, the Warrenton Town Council held a public hearing on this matter on February 13, 2024; and

WHEREAS, the Warrenton Town Council finds that per the Code of Virginia Section 15.2-2286.A.7, the text amendment is for the good of public necessity, convenience, general welfare, and good zoning practice; and

NOW THEREFORE BE IT ORDAINED, that the Warrenton Town Council adopts ordinance language as set forth herein.

Votes:
Ayes:
Nays:
Absent from Vote:
Absent from Meeting:

For Information:
Community Development Director
Town Attorney

ATTEST: _____
Town Recorder

Office of the Town Manager
Frank Cassidy

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	February 13th, 2024.
Agenda Title:	Quarterly Reports
Requested Action:	Receive the Quarterly Reports
Department / Agency Lead:	Town Council
Staff Lead:	Stephen Clough, CMC, Town Clerk.

EXECUTIVE SUMMARY

The Fourth Quarter 2023 Department reports are being presented to the Council.

Departments that provide a quarterly report include:

- Finance
- Parks and Recreation
- Police
- Community Development
- Public Works and Utilities
  - CIP
  - Street Maintenance
- Human Capital
  - Emergency Management
- Fleet and Facilities

BACKGROUND

Monthly departmental reports were transitioned in 2022 to Quarterly Departmental reports to provide a better analysis of the data being presented to the Town Council. Each department of the Town provides reported data to show the efforts being made by Town staff and highlight projects underway.

The Quarterly Report nomenclature has been realigned to match the Fiscal Year Calendar for ease of reporting and tracking.

Quarter One
July, August, September
Reports to Council are due in November.

Quarter Two
October, November December
Reports to Council are due in February.

Quarter Three
January, February March,
Reports to Council are due in May.

Quarter Four
April, May, June
Reports to Council are due in August.

Historic quarterly reports can easily be found on the Town Website, www.warrentonva.gov under the Government Tab.

STAFF RECOMMENDATION

Receive the Quarterly reports.

Service Level/Collaborative Impact

All levels of staff work together to produce these quarterly reports.

Policy Direction/Warrenton Plan 2040

Reporting and transparency directly impact all aspects of Warrenton Plan 2040

Fiscal Impact

No additional Fiscal impact is expected at this time.

Legal Impact

No additional Legal impact is expected at this time.

Quarterly Report

Police Department

Town Council Meeting Date: February 13th, 2024

Second Quarter FY-2023: October, November, December

Please accept this as the quarterly report for the department

1) **Department introduction:** The Warrenton Police Department is a state accredited, full-service law enforcement agency. We provide patrol, investigative, parking and community engagement services, The department is authorized 28 sworn officers, 1 sworn, part-time parking enforcement officer, and three civilian employees. Each of our employees, both sworn and civilian, is well-trained. Our personnel use up-to-date equipment to better serve our citizens.

2) **Commendable Achievements:** The Police Department filled its remaining vacant police officer position in early October to become fully staffed again. This last hire, along with two prior hires in the months before, meant the Department was slated to have three recruits start the next session of the Rappahannock Regional Criminal Justice Academy scheduled to begin in mid-October. Two additional recruits were already in the academy at that time and they graduated from the academy in December 2023. Unfortunately, one of the three recruits slated to enter the academy in October was involved in a serious traffic crash just prior to it and was physically unable to attend it. Ultimately, they resigned from the department to attend to their injuries and related matters. The Department lost another officer at the end of October who resigned to pursue a law enforcement career with another agency for higher pay and greater advancement opportunities. Currently, the Department has two police officer position vacancies.

   Members of the Police Department participated in and/or supplied law enforcement services for numerous special and community engagement events during the last quarter such as National Coffee with A Cop Day, The Great Pumpkin (Bicycle) Ride, Gobble Gobble Run or Wobble 5K, the Latino Festival, Bigfoot Littlefoot 5K Run for Life, Fauquier High School Homecoming Parade, Trunk or Treat at the WARF, Flashlight Candy Hunt at Rady Park, Halloween Parade, Warrenton Volunteer Fire Company's Fire Prevention Event, Black Lives Matter Vigil for Action, Domestic Violence Candlelight Vigil, Oktoberfest Beer Festival at Silver Branch Brewery, Old Town Warrenton Fall Festival, First Friday, Warrenton Farmers' Market Winter Market, Warrenton Farmers' Market Holiday Market, and Summer Concert Series.

   The Police Department continued its work preparing for our State accreditation assessment which occurred November 13-15, 2023. The Police Department has been state accredited through the Virginia Law Enforcement Professional Standards Commission (VLEPSC) since 2007. The assessment was a review of the 191 standards for efficient and effective agency operation. These standards cover all aspects of the agency including policies and procedures, management, administration, operations, and support services. To verify compliance, a team of VLEPSC

assessors conducts a three-day site visit.

The three person VLEPSC assessment team arrived on the morning of November 13, 2023, escorted by our Accreditation Manager, Brian Larkin, and our Public Information and Community Engagement Officer (PICEO) Rachel Shockey. My accreditation team comprised of Major Andrew Arnold, Lieutenant Alvaro Moran, Lieutenant Justin Pierce, Property & Evidence/Training Officer Kevin Turner, Detective Corporal Matthew Eggers, Corporal Jeffrey Shaver, Chaplain Wally Smith, and Senior Administrative Assistant Jennifer Bush greeted the assessment team at the front of our building. We were joined by Mayor Carter Nevill, Interim Town Manager Frank Cassidy, and Facilities & Fleet Manager Johnny Switzer. The assessment team was impressed with the appearance of personnel from outside of the police department to greet them and made note of this later that night at dinner with the accreditation team.

Our assessment went very well, especially considering some of the challenges that we had within the last 12 months leading up to the assessment. These challenges included the retirement of our long-time accreditation manager about a year prior to our assessment, the initial unavailability of our newly hired accreditation manager due to unforeseen medical issues, and unexpected department personnel changes that shifted the workload and responsibilities to others less familiar with the details of the accreditation process. At the conclusion of the assessment, the assessment team found the Police Department to be in compliance with all except five of the applicable VLEPSC standards. These five standards were corrected to the satisfaction of the assessment team.

At their next meeting on March 7, 2024, the Commission will review the assessment team's report and decide on whether to approve the Warrenton Police Department for reaccreditation. Chief Carter and members of the accreditation team will attend the meeting and answer questions from the Commission prior to their decision.

During the past quarter the Warrenton Police Department and the Fleet Department continued working toward a police vehicle project being funded by the American Rescue Plan Act Law Enforcement Equipment and Technology Grant Program (LEE), for which we were approved in the amount of $60,000. This non-matching grant will be used to purchase a hybrid law enforcement vehicle and associated equipment, reducing the overall police department vehicle purchasing costs to the Town for FY24 and continuing the Police Department's commitment to fiscal efficiency and environmentally friendly operation. Various equipment purchases toward the project were made during the quarter and required grant reporting to DCJS was handled by the Police Department with assistance from the Fleet and Finance Departments.

3) **Project Progress:** The Police Department has not had any large-scale projects during the past quarter.

4) **Charts and information:** See the included statistical reports for the months October through December 2023.

5) **Data:** See appended reports

TOWN OF WARRENTON

POLICE DEPARTMENT

333 Carriage House Lane • Warrenton, Virginia 20186
Telephone (540) 347-1107 • Fax (540) 341-4190

MONTHLY REPORT - OCTOBER 2023

	MONTH	CALENDAR	CALENDAR
	OCTOBER	YTD '23	YTD '22
TOTAL CALLS FOR SERVICE TO INCLUDE:	1796	16581	13641
SELF INITIATED	730	6750	4758
DISPATCHED	1066	9743	8883
ACCIDENTS:	58	412	421
REPORTABLE	22	193	202
NON-REPORTABLE (No injury, under $1500 or private property)	36	219	219
ARRESTS (CRIMINAL):			
FELONY	1	33	29
MISDEMEANOR	9	160	170
TRAFFIC ENFORCEMENT (NON-CRIMINAL):			
SUMMONS	63	605	425
PARKING	165	1413	1439
WRITTEN WARNINGS	88	535	488
DRUG ARRESTS:			
FELONY	0	8	3
MISDEMEANOR	0	0	0
OVERDOSES:	0	5	8

REPORTED CRIMES OCTOBER 2023

CLASSIFICATION

		OCTOBER	YTD '23	YTD '22
1a	Murder and Non-Negligent Manslaughter			
1b	Manslaughter by Negligence			
2	Forcible Rape			
3	Robbery		1	1
4	Assault	5	40	53
5	Burglary	1	5	5
6	Larceny	10	102	79
7	Motor Vehicle Theft	1	5	1
9	Arson			
10	Forgery and Counterfeiting		3	7
11	Fraud	6	49	67
12	Embezzlement		3	5
13	Stolen Property: Buy/Receive/Possess			
14	Vandalism/Graffiti	8	41	59
15	Weapons		2	11
16	Prostitution/Vice			
17	Sex Offenses	1	4	12
18	Drug Violations	1	5	7
19	Gambling			
20	Offenses Against Family	3	55	56
21	Driving Under Influence	5	21	22
22	Liquor Laws		1	
23	Drunk in Public	1	26	42
24	Disorderly	3	24	28
25	All Other Offenses			
26	Curfew/Loitering			
27	Runaway			
28	Reckless Driving		1	
29	Drive suspended/revoked			1
30	Contempt of Court			
31	Unauthorized use			2
32	Hit & Run	2	28	30
33	Contributing to delinquency of minor		5	1
34	False report to police		2	
35	Abduction/Kidnapping			1
36	Shooting into Building			
37	Child Neglect		1	

Record ID	Date	Agency ORI	Location	Jurisdiction Code	Reason for Stop	Person Type	Race	Ethnicity	Age	Gender	English Speaking	Action Taken	Specific Violation	Virginia Crime Code (Optional)	Person Searched	Vehicle Searched	Physical Force by Officer	Physical Force by Subject	Residency
W05085	100223	VA0300200	128 BROADVIEW AVE	030	T	D	B	N	24	F	Y	W	46.2-830		N	N	N	N	V
W05086	100223	VA0300200	238 BROADVIEW AVE	030	T	D	W	N	52	M	Y	W	46.2-830		N	N	N	N	V
W08817	100223	VA0300200	597 BROADVIEW AVE	030	T	D	W	N	16	M	Y	W	46.2-870		N	N	N	N	V
W08871	100123	VA0300200	ACADEMY HILL EXT/MILLFIELD DR	030	T	D	W	N	35	F	Y	W	46.2-830		N	N	N	N	V
W08872	100123	VA0300200	300-BLK WALKER DR	030	T	D	B	N	28	F	Y	W	46.2-830		N	N	N	N	V
W08620	100123	VA0300200	239 WEST SHIRLEY AVE	030	T	D	W	N	67	M	Y	W	46.2-830		N	N	N	N	O
W05087	100323	VA0300200	242 BROADVIEW AVE	030	T	D	W	H	30	M	Y	W	46.2-830		N	N	N	N	O
W05088	100323	VA0300200	242 BROADVIEW AVE	030	T	D	B	N	64	M	Y	W	46.2-830		N	N	N	N	V
W05089	100323	VA0300200	100-BLK HOLIDAY CT	030	T	D	W	N	72	M	Y	W	46.2-821		N	N	N	N	V
W05090	100323	VA0300200	ACADEMY HILL RD/WALKER DR	030	T	D	W	N	59	M	Y	W	46.2-821		N	N	N	N	V
S2023000345	100423	VA0300200	579 FALMOUTH ST/KINGSBRIDGE CT	030	T	D	W	N	34	F	Y	S	46.2-1158		N	N	N	N	R
S2023000346	100423	VA0300200	54 EAST SHIRLEY AVE/LEGION DR	030	T	D	W	N	30	M	Y	S	46.2-1158		N	N	N	N	V
S2023000347	100423	VA0300200	402 CULPEPER ST	030	T	D	B	N	56	F	Y	S	46.2-874		N	N	N	N	V
S2023000348	100423	VA0300200	579 FALMOUTH ST/KINGSBRIDGE CT	030	T	D	B	N	56	M	Y	S	46.2-1158		N	N	N	N	V
W08873	100523	VA0300200	HOLIDAY CT/WALKER DR	030	T	D	W	N	75	M	Y	W	46.2-830		N	N	N	N	V
S64064	100223	VA0300200	WEST SHIRLEY AVE	030	T	D	W	N	62	F	Y	S	46.2-301		N	N	N	N	V
S64983	100523	VA0300200	WATERLOO ST/ASHBY ST	030	T	D	W	N	21	M	Y	S	46.2-1158		N	N	N	N	R
S2023000349	100523	VA0300200	99 WINCHESTER ST/JENNIFER DR	030	T	D	W	N	46	M	Y	S	46.2-1158		N	N	N	N	V
S2023000350	100523	VA0300200	100-BLK WINCHESTER ST	030	T	D	W	N	79	M	Y	S	46.2-646		N	N	N	N	V
W05767	100523	VA0300200	ASHBY ST/WEST LEE ST	030	T	D	W	N	62	F	Y	W	46.2-1158		N	N	N	N	V
W08621	100523	VA0300200	428 WALKER DR	030	T	D	W	N	56	F	Y	W	46.2-830		N	N	N	N	R
W08874	100523	VA0300200	552 FAUQUIER RD	030	T	D	W	N	54	M	Y	W	46.2-830		N	N	N	N	V
W08875	100523	VA0300200	552 FAUQUIER RD	030	T	D	W	N	33	M	Y	W	46.2-830		N	N	N	N	V
W08818	100623	VA0300200	EAST SHIRLEY AVE/CLEVELAND AVE	030	T	D	W	H	18	M	Y	W	46.2-875		N	N	N	N	R
W05094	100623	VA0300200	100-BLK HOLIDAY CT	030	T	D	W	N	63	F	Y	W	46.2-821		N	N	N	N	V
W05093	100623	VA0300200	272 BROADVIEW AVE	030	T	D	W	N	36	F	Y	W	46.2-830		N	N	N	N	O
W05091	100623	VA0300200	360 BROADVIEW AVE	030	T	D	W	N	47	M	Y	W	46.2-830		N	N	N	N	V
W05095	100723	VA0300200	310 BROADVIEW AVE	030	T	D	W	N	73	M	Y	W	46.2-830		N	N	N	N	V
W05096	100723	VA0300200	272 BROADVIEW AVE	030	T	D	W	H	47	F	Y	W	46.2-830		N	N	N	N	V
W08542	100723	VA0300200	102 BROADVIEW AVE	030	T	D	W	N	76	M	Y	W	46.2-646		N	N	N	N	V
W05098	100823	VA0300200	100-BLK HOLIDAY CT	030	T	D	W	N	21	M	Y	W	46.2-821		N	N	N	N	V
W05830	100823	VA0300200	410 ROSEDALE CT	030	T	D	W	N	87	M	Y	W	46.2-821		N	N	N	N	V
W05097	100823	VA0300200	500-BLK FROST AVE	030	T	D	W	N	46	M	Y	W	46.2-646		N	N	N	N	V
W05099	100823	VA0300200	493 BLACKWELL RD	030	T	D	W	N	19	F	Y	W	46.2-821		N	N	N	N	R
S64150	101023	VA0300200	139-BLK EAST LEE HWY	030	T	D	W	N	71	M	Y	S	46.2-804		N	N	N	N	V
W08372	101023	VA0300200	331 BROADVIEW AVE	030	T	D	W	N	74	M	Y	W	46.2-859		N	N	N	N	V
S2023000352	101123	VA0300200	200 CARRIAGE HOUSE LANE	030	T	D	W	N	55	F	Y	S	46.2-1158		N	N	N	N	V
S2023000353	101123	VA0300200	369 BLACKWELL RD/ROCKPOINTE LANE	030	T	D	W	H	45	M	Y	S	46.2-1158		N	N	N	N	R
S64290	101123	VA0300200	568-BLK BROADVIEW AVE	030	T	D	W	N	19	F	Y	S	46.2-821		N	N	N	N	R
W05831	101123	VA0300200	WALKER DR/ACADEMY HILL	030	T	D	W	N	19	F	Y	W	46.2-821		N	N	N	N	V
W08374	101123	VA0300200	LEGION DR/EAST SHIRLEY AVE	030	T	D	B	N	22	F	Y	W	46.2-821		N	N	N	N	R
W08373	101123	VA0300200	470 BROADVIEW AVE	030	T	D	W	N	38	M	Y	W	46.2-873		N	N	N	N	V
W05832	101123	VA0300200	WALKER DR/ESTATE AVE	030	T	D	B	N	33	F	Y	W	46.2-821		N	N	N	N	V
S2023000354	101223	VA0300200	400 TIMBER FENCE PKWY/SEMINGTON RD	030	T	D	W	N	76	F	Y	S	46.2-830		N	N	N	N	O
S2023000355	101223	VA0300200	54 EAST SHIRLEY AVE/GREEN ST	030	T	D	W	N	51	M	Y	S	46.2-1158		N	N	N	N	V
S2023000356	101223	VA0300200	402 CULPEPER ST	030	T	D	W	N	66	F	Y	S	46.2-830		N	N	N	N	R
S2023000357	101223	VA0300200	215 KEITH ST/WEST SHIRLEY AVE	030	T	D	W	N	40	M	Y	S	46.2-1158		N	N	N	N	V
W05833	101223	VA0300200	286 BROADVIEW AVE	030	T	D	W	N	67	F	Y	W	46.2-830		N	N	N	N	V
W05834	101223	VA0300200	351 BROADVIEW AVE	030	T	D	W	N	36	F	Y	W	46.2-830		N	N	N	N	V
W05835	101223	VA0300200	ALEXANDRIA PKE/WALKER DR	030	T	D	W	N	16	M	Y	W	46.2-821		N	N	N	N	V
W05836	101223	VA0300200	272 BROADVIEW AVE	030	T	D	W	N	74	M	Y	W	46.2-830		N	N	N	N	V
W08376	101223	VA0300200	1-BLK SPUR 1	030	T	D	W	N	62	M	Y	W	46.2-870		N	N	N	N	O
W08375	101223	VA0300200	BLACKSWEEP RD/TIMBERFENCE PKWY	030	T	D	W	N	36	F	Y	W	46.2-874		N	N	N	N	R
W08377	101223	VA0300200	78 WEST LEE ST	030	T	D	W	N	27	M	Y	W	46.2-821		N	N	N	N	V
W06168	101223	VA0300200	510 FROST AVE	030	T	D	W	N	32	F	Y	W	46.2-646		N	N	N	N	V
S2023000358	101323	VA0300200	44 CULPEPER ST/EAST LEE ST	030	T	D	W	N	35	F	Y	S	46.2-1158		N	N	N	N	R
S2023000359	101323	VA0300200	481 FOXCROFT RD	030	T	D	W	N	62	M	Y	S	46.2-830		N	N	N	N	V
S64250	101323	VA0300200	300-BLK EAST SHIRLEY AVE	030	T	D	W	H	17	M	N	S	46.2-300		N	N	N	N	R
S65083	101323	VA0300200	WEST SHIRLEY AVE/CULPEPER ST	030	T	D	W	N	72	M	Y	S	46.2-830		N	N	N	N	O
S2023000360	101423	VA0300200	600 BLACKWELL RD/WEST LEE HWY	030	T	D	W	N	38	M	Y	S	46.2-1158		N	N	N	N	V
S65126	101523	VA0300200	CULPEPER ST/EAST SHIRLEY AVE	030	T	D	W	N	70	F	Y	S	46.2-816		N	N	N	N	R
W05839	101723	VA0300200	CHAPPELL ST/BROADVIEW AVE	030	T	D	A	N	49	M	Y	W	46.2-830		N	N	N	N	O
W05837	101723	VA0300200	276 BROADVIEW AVE	030	T	D	W	N	61	M	Y	W	46.2-830		N	N	N	N	V
W05838	101723	VA0300200	286 BROADVIEW AVE	030	T	D	W	N	58	M	Y	W	46.2-830		N	N	N	N	V
W05840	101723	VA0300200	241 BROADVIEW AVE	030	T	D	B	N	33	M	Y	W	46.2-830		N	N	N	N	V
W08876	101823	VA0300200	OLD ORCHARD LANE/WINCHESTER ST	030	T	D	W	N	74	M	Y	W	46.2-830		N	N	N	N	V

Record ID	Date	Agency ORI	Location	Jurisdiction Code	Reason for Stop	Person Type	Race	Ethnicity	Age	Gender	English Speaking	Action Taken	Specific Violation	Virginia Crime Code (Optional)	Person Searched	Vehicle Searched	Physical Force by Officer	Physical Force by Subject	Residency
W05770	101823	VA0300200	52 LEEDS CT	030	T	D	B	N	43	F	Y	W	46.2-1158		N	N	N	N	V
W05769	101823	VA0300200	194 CULPEPER ST	030	T	D	W	N	39	M	Y	W	46.2-1158		N	N	N	N	V
W05768	101823	VA0300200	239 ALEXANDRIA PKE	030	T	D	W	N	47	F	Y	W	46.2-1158		N	N	N	N	V
S64066	101723	VA0300200	WALKER DR	030	T	D	B	N	30	M	Y	S	46.2-862		N	N	N	N	V
S2023000361	101823	VA0300200	212 WEST LEE HWY/BRANCH DR	030	T	D	W	N	42	F	Y	S	46.2-1158		N	N	N	N	V
S65084	101823	VA0300200	NORFOLK DR/PLAIN RD	030	T	D	B	N	41	F	Y	S	46.2-878.2		N	N	N	N	V
S65085	101823	VA0300200	700 JAMES MADISON HWY	030	T	D	W	N	46	M	Y	S	46.2-1158		N	N	N	N	R
W08378	101823	VA0300200	500 BROADVIEW AVE	030	T	D	B	N	43	F	Y	W	46.2-873		N	N	N	N	V
W08622	101823	VA0300200	34 BROADVIEW AVE	030	T	D	W	N	29	M	Y	W	46.2-833		N	N	N	N	V
F08158	101823	VA0300200	OLD BLACKWELL RD	030	O	F	W	N	19	M	Y	N			N	N	N	N	V
W05771	101923	VA0300200	CULPEPER ST/FRANKLIN ST	030	T	D	W	H	19	M	Y	W	46.2-1158		N	N	N	N	V
S2023000362	102023	VA0300200	329 EAST LEE ST/OLIVER CITY RD	030	T	D	W	H	30	F	Y	S	46.2-875		N	N	N	N	V
S2023000363	102023	VA0300200	145 ALEXANDRIA PKE/JOHN E MANN ST	030	T	D	B	N	68	M	Y	S	46.2-874		N	N	N	N	V
S2023000364	102023	VA0300200	86 RAPPAHANNOCK ST	030	T	D	W	N	26	M	Y	S	46.2-878.2		N	N	N	N	V
W05841	102023	VA0300200	189 WEST LEE HWY	030	T	D	W	N	58	F	Y	W	46.2-646		N	N	N	N	V
W05842	102123	VA0300200	74-BLK BLACKWELL RD	030	T	D	B	N	53	M	Y	W	46.2-646		N	N	N	N	V
W08819	102123	VA0300200	123 ALEXANDRIA PKE	030	T	D	W	N	19	M	Y	W	46.2-1030		N	N	N	N	V
W07811	102123	VA0300200	251 WEST LEE HWY	030	T	D	W	N	18	M	Y	W	46.2-864		N	N	N	N	V
W08879	102323	VA0300200	410-BLK ROSEDALE CT	030	T	D	W	N	16	M	Y	W	46.2-830		N	N	N	N	V
W08878	102323	VA0300200	156 RAPPAHANNOCK ST	030	T	D	W	N	17	F	Y	W	46.2-878		N	N	N	N	R
W08877	102323	VA0300200	ROCK POINTE LANE/NORTH HILL DR	030	T	D	W	H	52	F	Y	W	46.2-874		N	N	N	N	V
W05772	102323	VA0300200	WEST SHIRLEY AVE/HOSPITAL DR	030	T	D	W	N	29	F	Y	W	46.2-1158		N	N	N	N	V
S2023000366	102323	VA0300200	1 BROADVIEW AVE/FROST AVE	030	T	D	W	N	24	F	Y	S	46.2-646		N	N	N	N	V
S64934	102423	VA0300200	100-BLK RAPPHANNOCK ST	030	T	D	B	N	39	F	Y	S	46.2-301		N	N	N	N	R
S2023000367	102423	VA0300200	96 RAPPAHANNOCK ST	030	T	D	W	N	46	M	Y	S	46.2-878.2		N	N	N	N	V
S2023000368	102423	VA0300200	329 EAST LEE ST/OLIVER CITY RD	030	T	D	W	N	32	M	Y	S	46.2-875		N	N	N	N	V
S2023000369	102423	VA0300200	402 CULPEPER ST	030	T	D	W	N	17	F	Y	S	46.2-830		N	N	N	N	V
W08380	102423	VA0300200	69 WEST LEE HWY	030	T	D	W	N	50	F	Y	W	46.2-833		N	N	N	N	V
W08379	102423	VA0300200	634 BEAR WALLOW RD	030	T	D	W	N	17	F	Y	W	46.2-878.2		N	N	N	N	R
W08655	102423	VA0300200	493 BLACKWELL RD	030	T	D	W	N	18	M	Y	W	46.2-874		N	N	N	N	V
W08654	102423	VA0300200	184 BROADVIEW AVE	030	T	D	B	N	39	F	Y	W	46.2-878		N	N	N	N	R
W08381	102423	VA0300200	FISHER LANE/CULPEPER ST	030	T	D	W	N	33	F	Y	W	46.2-1158		N	N	N	N	R
W06288	102423	VA0300200	SHEETZ	030	T	D	W	N	29	M	Y	W	46.2-1030		N	N	N	N	V
W06557	102523	VA0300200	BROADVIEW AVE	030	T	D	A	N	59	M	Y	W	46.2-833		N	N	N	N	V
W08382	102523	VA0300200	651 FROST AVE	030	T	D	W	N	76	M	Y	W	46.2-846		N	N	N	N	O
W05843	102523	VA0300200	286 BROADVIEW AVE	030	T	D	W	N	64	F	Y	W	46.2-830		N	N	N	N	V
W05844	102523	VA0300200	100-BLK HOLIDAY CT	030	T	D	B	N	20	M	Y	W	46.2-821		N	N	N	N	V
S2023000370	102523	VA0300200	86 RAPPAHANNOCK ST	030	T	D	W	H	51	M	N	S	46.2-878.2		N	N	N	N	V
S2023000371	102523	VA0300200	86 RAPPAHANNOCK ST	030	T	D	B	N	20	M	Y	S	46.2-878.2		N	N	N	N	R
S2023000372	102523	VA0300200	86 RAPPAHANNOCK ST	030	T	D	W	N	80	M	Y	S	46.2-878.2		N	N	N	N	V
S2023000374	102523	VA0300200	86 RAPPAHANNOCK ST	030	T	D	W	H	42	F	N	S	46.2-300		N	Y	N	N	V
W08225	102523	VA0300200	CULPEPER ST/SHIRLEY AVE	030	T	D	W	H	39	M	Y	W	46.2-830		N	N	N	N	V
W05847	102623	VA0300200	300-BLK WALKER DR	030	T	D	W	N	56	F	Y	W	46.2-821		N	N	N	N	V
W05846	102623	VA0300200	272 BROADVIEW AVE	030	T	D	W	N	52	M	Y	W	46.2-830		N	N	N	N	V
W05845	102623	VA0300200	272 BROADVIEW AVE	030	T	D	W	N	20	F	Y	W	46.2-830		N	N	N	N	V
W08383	102623	VA0300200	351 BROADVIEW AVE	030	T	D	W	N	47	M	Y	W	46.2-646		N	N	N	N	V
W05773	102723	VA0300200	WEST SHIRLEY AVE/CULPEPER ST	030	T	D	W	H	33	F	Y	W	46.2-1158		N	N	N	N	V
W05774	102723	VA0300200	71 FISHER LANE	030	T	D	W	N	42	M	Y	W	46.2-1158		N	N	N	N	V
W08385	102723	VA0300200	26 RAPPAHANNOCK ST	030	T	D	W	N	40	M	Y	W	46.2-878.2		N	N	N	N	V
W08384	102723	VA0300200	BLUE RIDGE ST/WATERLOO RD	030	T	D	B	N	53	M	Y	W	46.2-878.2		N	N	N	N	V
W08623	102723	VA0300200	469 BROADVIEW AVE	030	T	D	W	N	38	M	Y	W	46.2-646		N	N	N	N	V
W08882	102723	VA0300200	NORFOLK DR/PLAIN RD	030	T	D	W	N	17	F	Y	W	46.2-878		N	N	N	N	V
W08881	102723	VA0300200	375 WEST SHIRLEY AVE	030	T	D	B	N	59	F	Y	W	46.2-833		N	N	N	N	V
W08880	102723	VA0300200	WALKER DR/BREEZEWOOD DR	030	T	D	W	N	75	F	Y	W	46.2-830		N	N	N	N	R
W05775	102823	VA0300200	150 BROADVIEW AVE	030	T	D	W	H	34	M	Y	W	46.2-888		N	N	N	N	V
W05777	102823	VA0300200	125 WEST SHIRLEY AVE	030	T	D	W	N	19	M	Y	W	46.2-1158		N	N	N	N	V
W08885	102823	VA0300200	470 BROADVIEW AVE	030	T	D	W	N	38	F	Y	W	46.2-875		N	N	N	N	V
W088836	102823	VA0300200	10-BLK EAST LEE HWY	030	T	D	W	N	43	F	Y	W	46.2-874		N	N	N	N	V
W05776	102823	VA0300200	GREEN ST/FRANKLIN ST	030	T	D	W	N	30	F	Y	W	46.2-1158		N	N	N	N	V
W08159	102823	VA0300200	10-BLK BLACKWELL PARK LANE	030	T	D	W	N	29	M	Y	W	46.2-1030		N	N	N	N	V
S64935	102723	VA0300200	NORFOLK DR/BEACON RD	030	T	D	W	N	18	M	Y	S	46.2-878		N	N	N	N	V
S2023000376	102623	VA0300200	402 CULPEPER ST	030	T	D	W	N	43	F	Y	S	46.2-878.2		N	N	N	N	V
S2023000377	102623	VA0300200	86 RAPPAHANNOCK ST	030	T	D	W	H	57	M	Y	S	46.2-878.2		N	N	N	N	V
S2023000379	102623	VA0300200	86 RAPPAHANNOCK ST	030	T	D	B	N	35	M	Y	S	46.2-300		N	N	N	N	V
S2023000382	102723	VA0300200	329 EAST LEE ST/OLIVER CITY RD	030	T	D	W	N	42	F	Y	S	46.2-830		N	N	N	N	V
S2023000383	102723	VA0300200	520 WATERLOO RD/RAPPAHANNOCK ST	030	T	D	W	N	38	M	Y	S	46.2-1158		N	N	N	N	V

Record ID	Date	Agency ORI	Location	Jurisdiction Code	Reason for Stop	Person Type	Race	Ethnicity	Age	Gender	English Speaking	Action Taken	Specific Violation	Virginia Crime Code (Optional)	Person Searched	Vehicle Searched	Physical Force by Officer	Physical Force by Subject	Residency
S2023000384	102823	VA0300200	99 KEITH ST/MOSBY CIR	030	T	D	W	N	19	M	Y	S	46.2-300		N	N	N	N	V
S64936	102823	VA0300200	FROST AVE/BROADVIEW AVE	030	T	D	W	H	26	F	N	S	46.2-300		N	N	N	N	R
S64937	102823	VA0300200	WEST LEE HWY/WINCHESTER ST	030	T	D	W	N	34	F	Y	S	46.2-707		N	N	N	N	V
S2023000380	102723	VA0300200	175 WEST SHIRLEY AVE/CARRIAGE HOUSE LANE	030	T	D	W	N	41	F	Y	S	46.2-1158		N	N	N	N	V
S2023000381	102723	VA0300200	284 WEST LEE HWY/WINCHESTER ST	030	T	D	W	N	45	M	Y	S	46.2-646		N	N	N	N	V
S2023000385	103023	VA0300200	86 RAPPAHANNOCK ST	030	T	D	W	N	46	F	Y	S	46.2-878.2		N	N	N	N	V
S2023000386	103023	VA0300200	86 RAPPAHANNOCK ST	030	T	D	W	N	57	F	Y	S	46.2-878.2		N	N	N	N	V
S2023000387	103023	VA0300200	121 BROADVIEW AVE	030	T	D	W	H	21	M	N	S	46.2-1158		N	N	N	N	V
S2023000389	103023	VA0300200	86 RAPPAHANNOCK ST	030	T	D	A	N	29	M	Y	S	46.2-878.2		N	N	N	N	V
S2023000390	103123	VA0300200	53 MAIN ST	030	T	D	B	N	37	M	Y	S	46.2-1158		N	N	N	N	V
S2023000391	103123	VA0300200	SPUR/HASTINGS LANE	030	T	D	W	N	66	M	Y	S	46.2-870		N	N	N	N	O
W07151	103123	VA0300200	BLACKWELL RD/EAST LEE HWY	030	T	D	B	N	19	F	Y	W	46.2-1030		N	N	N	N	V

TOWN OF WARRENTON

POLICE DEPARTMENT

333 Carriage House Lane • Warrenton, Virginia 20186
Telephone (540) 347-1107 • Fax (540) 341-4190

Accredited Virginia Law Enforcement Professional Standards Commission Agency

MONTHLY REPORT - NOVEMBER 2023

	MONTH	CALENDAR	CALENDAR
	NOVEMBER	YTD '23	YTD '22
TOTAL CALLS FOR SERVICE TO INCLUDE:	1365	17946	15165
SELF INITIATED	606	7356	5416
DISPATCHED	759	10502	9749
ACCIDENTS:	43	455	470
REPORTABLE	18	211	226
NON-REPORTABLE (No injury, under $1500 or private property)	25	244	244
ARRESTS (CRIMINAL):			
FELONY	2	35	30
MISDEMEANOR	17	176	193
TRAFFIC ENFORCEMENT (NON-CRIMINAL):			
SUMMONS	41	646	485
PARKING	137	1550	1579
WRITTEN WARNINGS	60	595	535
DRUG ARRESTS:			
FELONY	0	8	3
MISDEMEANOR	0	0	0
OVERDOSES:	1	6	9

REPORTED CRIMES NOVEMBER 2023

CLASSIFICATION

		NOVEMBER	YTD '23	YTD '22
1a	Murder and Non-Negligent Manslaughter			
1b	Manslaughter by Negligence			
2	Forcible Rape			
3	Robbery	1	2	1
4	Assault	2	42	58
5	Burglary		5	5
6	Larceny	7	109	91
7	Motor Vehicle Theft		5	1
9	Arson			
10	Forgery and Counterfeiting		3	7
11	Fraud	1	50	76
12	Embezzlement	1	4	6
13	Stolen Property: Buy/Receive/Possess			
14	Vandalism/Graffiti	4	45	62
15	Weapons		2	12
16	Prostitution/Vice			
17	Sex Offenses		4	13
18	Drug Violations	2	7	7
19	Gambling			
20	Offenses Against Family	7	62	63
21	Driving Under Influence	4	25	23
22	Liquor Laws		1	
23	Drunk in Public	4	30	47
24	Disorderly	3	27	30
25	All Other Offenses			
26	Curfew/Loitering			
27	Runaway			
28	Reckless Driving		1	
29	Drive suspended/revoked			1
30	Contempt of Court			
31	Unauthorized use	1	1	2
32	Hit & Run	3	31	35
33	Contributing to delinquency of minor		5	2
34	False report to police		2	
35	Abduction/Kidnapping			1
36	Shooting into Building			
37	Child Neglect		1	

Record ID	Date	Agency ORI	Location	Jurisdiction Code	Reason for Stop	Person Type	Race	Ethnicity	Age	Gender	English Speaking	Action Taken	Specific Violation	Virginia Crime Code (Optional)	Person Searched	Vehicle Searched	Physical Force by Officer	Physical Force by Subject	Residency
W05778	110123	VA0300200	WALKER DR/COLONY CT	030	T	D	W	N	37	F	Y	W	46.2-821		N	N	N	N	O
W05779	110123	VA0300200	105 WEST SHIRLEY AVE	030	T	D	B	N	61	M	Y	W	46.2-1158		N	N	N	N	V
W08890	110123	VA0300200	318 WATERLOO ST	030	T	D	W	N	39	M	Y	W	46.2-833		N	N	N	N	R
W08889	110123	VA0300200	585 WATERLOO RD	030	T	D	W	N	60	M	N	W	46.2-878		N	N	N	N	O
W08887	110123	VA0300200	81 BROADVIEW AVE	030	T	D	W	N	36	M	Y	W	46.2-833		N	N	N	N	V
W08888	110123	VA0300200	81 BROADVIEW AVE	030	T	D	W	N	31	F	Y	W	46.2-833		N	N	N	N	V
W08893	110123	VA0300200	100-BLK RAPPAHANNOCK ST	030	T	D	W	N	32	F	Y	W	46.2-878		N	N	N	N	V
W08892	110123	VA0300200	NORFOLK DR/PLAIN RD	030	T	D	W	N	66	F	Y	W	46.2-878		N	N	N	N	R
S2023000392	110123	VA0300200	BROADVIEW AVE/ROEBLING ST	030	T	D	W	N	22	M	Y	S	46.2-1158		N	N	N	N	V
S2023000393	110123	VA0300200	85 ALEXANDRIA PKE/DIAGONAL ST	030	T	D	W	N	54	F	Y	S	46.2-1158		N	N	N	N	R
S2023000394	110223	VA0300200	WALKER DR/COLONY CT	030	T	D	W	N	30	M	Y	S	46.2-301		N	N	N	N	O
W08226	110223	VA0300200	LEE ST/WALKER DR	030	T	D	W	N	57	M	Y	W	46.2-830		N	N	N	N	V
W06025	111423	VA0300200	242 BROADVIEW AVE	030	T	D	W	N	72	M	Y	W	46.2-830		N	N	N	N	V
W06024	111423	VA0300200	200 BROADVIEW AVE	030	T	D	W	N	64	F	Y	W	46.2-830		N	N	N	N	V
W06023	111423	VA0300200	242 BROADVIEW AVE	030	T	D	W	N	65	M	Y	W	46.2-830		N	N	N	N	O
W06021	111423	VA0300200	164 BROADVIEW AVE	030	T	D	W	N	84	M	Y	W	46.2-830		N	N	N	N	V
W08894	110223	VA0300200	RAPPAHANNOCK ST/GOLD CUP DR	030	T	D	W	N	49	F	Y	W	46.2-878		N	N	N	N	V
W05781	111023	VA0300200	WALKER DR/HOLIDAY CT	030	T	D	W	N	56	M	Y	W	46.2-821		N	N	N	N	V
W08388	110823	VA0300200	FLETCHER DR/WEST LEE HWY	030	T	D	W	N	61	F	Y	W	46.2-821		N	N	N	N	V
W08386	110423	VA0300200	MEETZE RD/RT 29	030	T	D	W	N	45	M	N	W	46.2-861.1		N	N	N	N	V
W05848	110523	VA0300200	238 BROADVIEW AVE	030	T	D	W	N	43	F	Y	W	46.2-830		N	N	N	N	V
W05849	110523	VA0300200	276 BROADVIEW AVE	030	T	D	B	N	50	F	Y	W	46.2-830		N	N	N	N	V
W05782	111123	VA0300200	ALEXANDRIA PKE/HORNER ST	030	T	D	W	N	38	F	Y	W	46.2-830		N	N	N	N	V
W08821	111423	VA0300200	11 EAST LEE HWY	030	T	D	W	H	65	M	Y	W	46.2-875		N	N	N	N	V
W08897	111523	VA0300200	177 PIEDMONT ST	030	T	D	W	N	17	F	Y	W	46.2-878		N	N	N	N	V
W08896	111523	VA0300200	156 RAPPAHANNOCK ST	030	T	D	W	N	53	F	Y	W	46.2-878		N	N	N	N	V
W08895	111523	VA0300200	HOLIDAY CT/WALKER DR	030	T	D	W	H	27	M	Y	W	46.2-830		N	N	N	N	V
S2023000395	110423	VA0300200	US 17 SPUR/RT 29	030	T	D	W	N	47	F	Y	S	46.2-870		N	N	N	N	O
S2023000396	110423	VA0300200	86 RAPPAHANNOCK ST	030	T	D	W	N	65	F	Y	S	46.2-830		N	N	N	N	V
S2023000397	110423	VA0300200	396 NORFOLK RD/PLAIN RD	030	T	D	W	N	36	F	Y	S	46.2-830		N	N	N	N	O
S2023000398	110423	VA0300200	286 WALKER DR/ROSEDALE CT	030	T	D	W	N	24	F	Y	S	46.2-821		N	N	N	N	O
S2023000399	110423	VA0300200	329 EAST LEE ST/OLIVER CITY RD	030	T	D	W	N	22	M	Y	S	46.2-862		N	N	N	N	V
S2023000400	110423	VA0300200	329 EAST LEE ST/OLIVER CITY RD	030	T	D	W	N	74	F	Y	S	46.2-802		N	N	N	N	V
S2023000404	110523	VA0300200	86 RAPPAHANNOCK ST	030	T	D	W	N	40	M	Y	S	46.2-1158		N	N	N	N	V
S2023000406	110523	VA0300200	86 RAPPAHANNOCK ST	030	T	D	A	N	43	F	Y	S	46.2-878.2		N	N	N	N	V
S2023000407	111023	VA0300200	WALKER DR/HOLIDAY CT	030	T	D	W	N	56	M	Y	S	46.2-104		N	N	N	N	V
S2023000408	111123	VA0300200	100-BLK EAST LEE HWY	030	T	D	W	N	64	F	Y	S	46.2-1158		N	N	N	N	V
S2023000409	111323	VA0300200	26 RAPPAHANNOCK ST	030	T	D	W	H	68	M	Y	S	46.2-878.2		N	N	N	N	V
W06028	111923	VA0300200	272 BROADVIEW AVE	030	T	D	W	N	39	F	Y	W	46.2-830		N	N	N	N	V
W08394	111923	VA0300200	615 FALMOUTH ST	030	T	D	W	N	17	F	Y	W	46.2-830		N	N	N	N	R
W08393	111923	VA0300200	338 BROADVIEW AVE	030	T	D	W	N	30	M	Y	W	46.2-715		N	N	N	N	O
W06027	111923	VA0300200	360 BROADVIEW AVE	030	T	D	W	N	20	F	Y	W	46.2-830		N	N	N	N	V
W08822	111823	VA0300200	189 WEST LEE HWY	030	T	D	W	N	17	M	Y	W	46.2-864		N	N	N	N	V
W08823	111823	VA0300200	189 WEST LEE HWY	030	T	D	W	N	19	M	Y	W	46.2-1030		N	N	N	N	V
W08392	111823	VA0300200	RAPPAHANNOCK ST/GOLD CUP DR	030	T	D	B	N	37	F	Y	W	46.2-878.2		N	N	N	N	V
W08391	111823	VA0300200	WALKER DR/BELLE AIR LN	030	T	D	B	N	44	M	Y	W	46.2-821		N	N	N	N	V
W06026	111823	VA0300200	GARRETT ST/WATERLOO ST	030	T	D	W	N	39	M	Y	W	46.2-646		N	N	N	N	V
W07874	111823	VA0300200	ALEXANDRIA PKE/BLACKWELL RD	030	T	D	W	N	21	M	Y	W	46.2-863		N	N	N	N	R
W08390	111723	VA0300200	251 WEST LEE HWY	030	T	D	W	N	35	M	Y	W	46.2-833		N	N	N	N	V
W08657	111623	VA0300200	156 RAPPAHANNOCK ST	030	T	D	W	N	47	M	Y	W	46.2-878		N	N	N	N	V
W08656	111623	VA0300200	100-BLK RAPPAHANNOCK ST	030	T	D	W	N	20	F	Y	W	46.2-878		N	N	N	N	V
W08899	111623	VA0300200	100-BLK RAPPAHANNOCK ST	030	T	D	W	N	42	F	Y	W	46.2-878		N	N	N	N	V
W08898	111623	VA0300200	100-BLK RAPPAHANNOCK ST	030	T	D	W	N	67	M	Y	W	46.2-878		N	N	N	N	V
W08658	112023	VA0300200	NORFOLK DR/PLAIN RD	030	T	D	W	N	66	F	Y	W	46.2-878		N	N	N	N	V
W08659	112023	VA0300200	DOVER RD/PLAIN RD	030	T	D	W	N	82	F	Y	W	46.2-878		N	N	N	N	V
S2023000410	111623	VA0300200	BLACKWELL RD/EAST LEE HWY	030	T	D	B	N	62	M	Y	S	18.2-272		N	N	N	N	V
S2023000412	111723	VA0300200	207 WEST SHIRLEY AVE	030	T	D	W	N	66	F	Y	S	46.2-301		N	N	N	N	R
S2023000413	111723	VA0300200	26 RAPPAHANNOCK ST	030	T	D	W	H	26	F	Y	S	46.2-878.2		N	N	N	N	R
S2023000414	111723	VA0300200	86 RAPPAHANNOCK ST	030	T	D	W	N	20	F	Y	S	46.2-878.2		N	N	N	N	V
S2023000415	111823	VA0300200	US 17 SPUR/RT 29	030	T	D	W	N	17	M	Y	S	46.2-870		N	N	N	N	R
S2023000416	111823	VA0300200	735 BLACKWELL RD/OAK SPRINGS DR	030	T	D	W	N	27	M	Y	S	46.2-821		N	N	N	N	V
S2023000417	111823	VA0300200	369 WINCHESTER ST/FORBES CT	030	T	D	W	N	29	M	Y	S	46.2-874		N	N	N	N	R
S2023000418	111823	VA0300200	459 WINCHESTER ST/NORTH CT	030	T	D	W	N	66	F	Y	S	46.2-301		N	N	N	N	R
S2023000421	111923	VA0300200	86 RAPPAHANNOCK ST	030	T	D	W	H	36	M	Y	S	46.2-878.2		N	N	N	N	V
S2023000422	111923	VA0300200	85 GREEN ST/FRANKLIN ST	030	T	D	W	N	33	F	Y	S	46.2-104		N	N	N	N	R
W05783	112423	VA0300200	143 E SHIRLEY AVE/SYCAMORE ST	030	T	D	W	N	32	M	Y	W	46.2-646		N	N	N	N	V

Record ID	Date	Agency ORI	Location	Jurisdiction Code	Reason for Stop	Person Type	Race	Ethnicity	Age	Gender	English Speaking	Action Taken	Specific Violation	Virginia Crime Code (Optional)	Person Searched	Vehicle Searched	Physical Force by Officer	Physical Force by Subject	Residency
W08662	112423	VA0300200	500-BLK BROADVIEW AVE	030	T	D	W	H	58	M	Y	W	46.2-875		N	N	N	N	O
W08661	112423	VA0300200	HORNER ST/ALEXANDRIA PKE	030	T	D	W	N	17	M	Y	W	46.2-874		N	N	N	N	R
W08660	112423	VA0300200	675 VAN ROIJEN ST	030	T	D	W	N	79	F	Y	W	46.2-874		N	N	N	N	V
W08824	112323	VA0300200	FAUQUIER RD/BROADVIEW AVE	030	T	D	W	N	35	M	Y	W	46.2-821		N	N	N	N	V
W08543	112523	VA0300200	EAST LEE HWY	030	T	D	W	N	17	M	Y	W	46.2-833		N	N	N	N	V
W05784	112523	VA0300200	BROADVIEW AVE/WINCHESTER ST	030	T	D	W	N	60	M	Y	W	46.2-646		N	N	N	N	V
W08663	112523	VA0300200	244 NORFOLK DR	030	T	D	A	N	80	F	Y	W	46.2-878		N	N	N	N	V
W08666	112623	VA0300200	95-BLK KEITH ST	030	T	D	W	H	24	M	Y	W	46.2-874		N	N	N	N	V
W08665	112623	VA0300200	156 RAPPAHANNOCK ST	030	T	D	W	N	30	F	Y	W	46.2-878		N	N	N	N	V
W08664	112623	VA0300200	NORFOLK DR/PLAIN RD	030	T	D	W	N	59	M	Y	W	46.2-878		N	N	N	N	V
S2023000425	112223	VA0300200	126 RAPPAHANNOCK ST	030	T	D	B	N	58	M	Y	S	46.2-878.2		N	N	N	N	V
S2023000426	112223	VA0300200	86 RAPPAHANNOCK ST	030	T	D	W	N	32	M	Y	S	46.2-878.2		N	N	N	N	V
S2023000427	112323	VA0300200	US 17 SPUR/HASTINGS LANE	030	T	D	W	N	61	F	Y	S	46.2-870		N	N	N	N	O
S2023000428	112323	VA0300200	US 17 SPUR/HASTINGS LANE	030	T	D	W	N	27	M	Y	S	46.2-870		N	N	N	N	V
S2023000429	112323	VA0300200	234 WATERLOO ST/FRAIZER RD	030	T	D	B	N	23	M	Y	S	46.2-874		N	N	N	N	O
S2023000430	112423	VA0300200	W SHIRLEY AVE/CULPEPER ST	030	T	D	W	N	32	M	Y	S	46.2-301		N	N	N	N	V
W06289	112723	VA0300200	SHIRLEY AVE	030	T	D	W	N	86	F	Y	W	46.2-830		N	N	N	N	V
W06029	112723	VA0300200	360 BROADVIEW AVE	030	T	D	W	N	71	F	Y	W	46.2-830		N	N	N	N	V
W08395	112723	VA0300200	W LEE HWY/BLACKWELL PARK DR	030	T	D	W	N	39	M	Y	W	46.2-646		N	N	N	N	V
W06030	112823	VA0300200	200 BROADVIEW AVE	030	T	D	W	N	49	M	Y	W	46.2-830		N	N	N	N	V
W06031	112823	VA0300200	200 BROADVIEW AVE	030	T	D	W	N	40	M	Y	W	46.2-830		N	N	N	N	V
S2023000431	112723	VA0300200	500 FROST AVE/BROADVIEW AVE	030	T	D	W	N	52	F	Y	S	46.2-833		N	N	N	N	V
S2023000432	112723	VA0300200	86 RAPPAHANNOCK ST	030	T	D	W	N	40	M	Y	S	46.2-862		N	N	N	N	V
S2023000433	112823	VA0300200	369 NORFOLK DR/PLAIN RD	030	T	D	W	N	16	M	Y	S	46.2-830		N	N	N	N	V
W08668	112923	VA0300200	KEITH ST/MOSBY CIR	030	T	D	W	N	46	M	Y	W	46.2-874		N	N	N	N	R
W08667	112923	VA0300200	ACADEMY HILL RD/WALKER DR	030	T	D	W	N	42	F	Y	W	46.2-830		N	N	N	N	V
W08227	113023	VA0300200	29 ASHBY ST	030	T	D	W	N	56	F	Y	W	46.2-830		N	N	N	N	O
		VA0300200		030	T	D									N	N	N	N	

TOWN OF WARRENTON

POLICE DEPARTMENT

333 Carriage House Lane • Warrenton, Virginia 20186
Telephone (540) 347-1107 • Fax (540) 341-4190

Accredited Virginia Law Enforcement Professional Standards Commission Agency

MONTHLY REPORT - DECEMBER 2023

	MONTH	CALENDAR	CALENDAR
	DECEMBER	YTD '23	YTD '22
TOTAL CALLS FOR SERVICE TO INCLUDE:	1521	19379	16934
SELF INITIATED	626	7982	6340
DISPATCHED	895	11397	10594
ACCIDENTS:	61	516	529
REPORTABLE	31	242	256
NON-REPORTABLE (No injury, under $1500 or private property)	30	274	273
ARRESTS (CRIMINAL):			
FELONY	1	36	31
MISDEMEANOR	19	195	207
TRAFFIC ENFORCEMENT (NON-CRIMINAL):			
SUMMONS	34	680	555
PARKING	154	1704	1682
WRITTEN WARNINGS	70	665	606
DRUG ARRESTS:			
FELONY	0	8	3
MISDEMEANOR	0	0	0
OVERDOSES:	0	6	9

REPORTED CRIMES DECEMBER 2023

CLASSIFICATION

		DECEMBER	YTD '23	YTD '22
1a	Murder and Non-Negligent Manslaughter			
1b	Manslaughter by Negligence			
2	Forcible Rape			
3	Robbery		2	2
4	Assault	1	43	61
5	Burglary		5	5
6	Larceny	9	118	95
7	Motor Vehicle Theft		5	4
9	Arson	1	1	
10	Forgery and Counterfeiting		3	7
11	Fraud	2	52	81
12	Embezzlement		4	7
13	Stolen Property: Buy/Receive/Possess			
14	Vandalism/Graffiti	7	52	65
15	Weapons		2	12
16	Prostitution/Vice			1
17	Sex Offenses	1	5	14
18	Drug Violations		7	7
19	Gambling			
20	Offenses Against Family	8	70	70
21	Driving Under Influence	1	26	27
22	Liquor Laws		1	
23	Drunk in Public	1	31	51
24	Disorderly	3	30	30
25	All Other Offenses			
26	Curfew/Loitering			
27	Runaway			
28	Reckless Driving		1	
29	Drive suspended/revoked			1
30	Contempt of Court			
31	Unauthorized use		1	2
32	Hit & Run		31	41
33	Contributing to delinquency of minor		5	2
34	False report to police		2	
35	Abduction/Kidnapping			1
36	Shooting into Building			
37	Child Neglect		1	

Record ID	Date	Agency ORI	Location	Jurisdiction Code	Reason for Stop	Person Type	Race	Ethnicity	Age	Gender	English Speaking	Action Taken	Specific Violation	Virginia Crime Code (Optional)	Person Searched	Vehicle Searched	Physical Force by Officer	Physical Force by Subject	Residency
W06169	120123	VA0300200	700 JAMES MADISON HWY	030	T	D	W	N	35	F	Y	W	46.2-646		N	N	N	N	V
W06032	120123	VA0300200	307 BROADVIEW AVE	030	T	D	W	N	45	F	Y	W	46.2-830		N	N	N	N	V
W06034	120223	VA0300200	272 ACADEMY HILL RD	030	T	D	W	H	19	M	Y	W	46.2-821		N	N	N	N	V
W06035	120223	VA0300200	360 BROADVIEW AVE	030	T	D	W	N	58	M	Y	W	46.2-830		N	N	N	N	V
W06033	120223	VA0300200	235 BROADVIEW AVE	030	T	D	W	N	70	F	Y	W	46.2-830		N	N	N	N	V
W05786	120923	VA0300200	189 WEST LEE HWY	030	T	D	W	N	51	M	Y	W	46.2-804		N	N	N	N	O
W05785	120823	VA0300200	239 ALEXANDRIA PKE	030	T	D	W	N	72	F	Y	W	46.2-830		N	N	N	N	V
W08670	120523	VA0300200	ALEXANDRIA PKE/JOHN E MANN ST	030	T	D	W	N	79	F	Y	W	46.2-874		N	N	N	N	V
W08671	120823	VA0300200	ACADEMY HILL RD/WALKER DR	030	T	D	W	N	25	F	Y	W	46.2-830		N	N	N	N	V
W08672	120823	VA0300200	WALKER DR/ALEXANDRIA PKE	030	T	D	W	N	44	M	Y	W	46.2-830		N	N	N	N	V
W08673	120823	VA0300200	274-BLK NOROLK DR	030	T	D	W	N	50	F	Y	W	46.2-878		N	N	N	N	V
W08674	120823	VA0300200	126-BLK RAPPAHANNOCK ST	030	T	D	W	N	45	M	Y	W	46.2-878		N	N	N	N	V
W08675	120823	VA0300200	126-BLK RAPPAHANNOCK ST	030	T	D	B	N	46	M	Y	W	46.2-878		N	N	N	N	V
W08676	120923	VA0300200	HOLIDAY CT/WALKER DR	030	T	D	W	N	62	M	Y	W	46.2-830		N	N	N	N	R
W05362	120423	VA0300200	WATERLOO ST @ TAYLOR MIDDLE SCHOOL	030	T	D	W	N	69	M	Y	W	46.2-830		N	N	N	N	V
W08669	120423	VA0300200	BELLE AIR LANE/WALKER DR	030	T	D	W	N	73	M	Y	W	46.2-830		N	N	N	N	V
W07875	121123	VA0300200	600-BLK FROST AVE	030	T	D	W	N	35	F	Y	W	46.2-830		N	N	N	N	V
W06560	121123	VA0300200	EAST LEE HWY	030	T	D	B	N	38	M	Y	W	46.2-833		N	N	N	N	V
W06559	121123	VA0300200	276 WEST LEE HWY	030	T	D	W	H	54	M	Y	W	46.2-821		N	N	N	N	V
W06558	121123	VA0300200	415 WINCHESTER ST	030	T	D	W	N	60	F	Y	W	46.2-831		N	N	N	N	O
W06561	121223	VA0300200	JACKSON ST	030	T	D	W	N	27	M	Y	W	46.2-821		N	N	N	N	R
W07876	121323	VA0300200	WEST LEE HWY/FLETCHER DR	030	T	D	W	N	23	M	Y	W	46.2-878		N	N	N	N	V
W06562	121223	VA0300200	555 WINCHESTER ST	030	T	D	W	H	55	M	Y	W	46.2-821		N	N	N	N	V
S2023000435	120723	VA0300200	86 RAPPAHANNOCK ST	030	T	D	W	N	55	M	Y	S	46.2-878.2		N	N	N	N	R
S2023000436	120723	VA0300200	86 WEST SHIRLEY AVE	030	T	D	B	N	49	M	Y	S	46.2-853		N	N	N	N	R
S2023000437	120723	VA0300200	EAST LEE HWY/US 17 SPUR	030	T	D	W	N	33	M	Y	S	46.2-853		N	N	N	N	V
W08677	121423	VA0300200	BELLE AIR LANE/WALKER DR	030	T	D	B	N	37	M	Y	W	46.2-830		N	N	N	N	O
W08679	121423	VA0300200	164 BROADVIEW AVE	030	T	D	W	H	55	F	N	W	46.2-878		N	N	N	N	F
W08678	121423	VA0300200	151 BLUE RIDGE ST	030	T	D	B	N	18	M	Y	W	46.2-878		N	N	N	N	V
W07878	121523	VA0300200	256 WEST LEE HWY	030	T	D	W	N	16	F	Y	W	46.2-1011		N	N	N	N	V
W07879	121523	VA0300200	141 WEST LEE HWY	030	T	D	W	N	16	M	Y	W	46.2-864		N	N	N	N	V
W07877	121523	VA0300200	309 WEST LEE HWY	030	T	D	W	N	84	M	Y	W	46.2-830		N	N	N	N	R
W07812	121523	VA0300200	141 WEST LEE HWY	030	T	D	W	N	17	M	Y	W	46.2-864		N	N	N	N	R
W06036	121623	VA0300200	CULPEPER ST/FISHER LANE	030	T	D	W	N	59	F	Y	W	46.2-646		N	N	N	N	V
W07881	121623	VA0300200	1-BLK EAST LEE HWY	030	T	D	W	N	62	M	Y	W	46.2-878		N	N	N	N	V
W07880	121623	VA0300200	WEST LEE HWY/BLACKWELL RD	030	T	D	W	H	48	M	Y	W	46.2-878		N	N	N	N	V
W07882	121623	VA0300200	11 EAST LEE HWY	030	T	D	B	N	53	F	Y	W	46.2-878		N	N	N	N	V
S64803	121623	VA0300200	629 BROADVIEW AVE	030	T	D	W	N	32	F	Y	S	46.2-875		N	N	N	N	V
S2023000440	121623	VA0300200	316 WEST LEE HWY	030	T	D	B	N	20	M	Y	S	46.2-646		N	N	N	N	V
S64688	121523	VA0300200	141 WEST LEE HWY	030	T	D	B	N	58	M	Y	S	46.2-864		N	N	N	N	V
S64940	121423	VA0300200	WALKER DR/ROSEDALE CT	030	T	D	B	N	37	M	Y	S	46.2-300		N	N	N	N	O
W05787	121923	VA0300200	W SHIRLEY AVE/CULPEPER	030	T	D	W	N	19	F	Y	W	46.2-1013		N	N	N	N	V
W08102	121723	VA0300200	W SHIRLEY AVE/FROST AVE	030	T	D	W	N	40	M	Y	W	46.2-1030		N	N	N	N	V
W08396	121923	VA0300200	239 W SHIRLEY AVENUE	030	T	D	B	N	52	M	Y	W	46.2-888		N	N	N	N	V
W08680	121423	VA0300200	239 ALEXANDRIA PKE	030	T	D	W	N	18	F	Y	W	46.2-874		N	N	N	N	V
W08681	121823	VA0300200	7237 BLK JAMES MADISON HWY	030	T	D	W	N	54	M	Y	W	46.2-878		N	N	N	N	V
W08682	121823	VA0300200	209 BLK LOCUST STREET	030	T	D	W	N	56	F	Y	W	46.2-833		N	N	N	N	R
S64655	121723	VA0300200	WEST SHIRLEY AVE/FROST AVE	030	T	D	W	N	61	F	Y	S	46.2-820		N	N	N	N	V
S64656	121623	VA0300200	700 JAMES MADISON HWY	030	T	D	W	N	35	M	Y	S	18.2-96		N	N	N	N	V
S64657	121623	VA0300200	700 JAMES MADISON HWY	030	T	D	W	N	45	F	Y	S	18.2-96		N	N	N	N	V
S64804	121723	VA0300200	WEST LEE HWY/BRANCH AVE	030	T	D	W	N	61	M	Y	S	46.2-804		N	N	N	N	V
S2023001136	121523	VA0300200	155 BROADVIEW AVE	030	T	D	W	N	67	M	Y	S	46.2-853		N	N	N	N	V
S2023000439	121523	VA0300200	700 JAMES MADISON HWY	030	T	D	B	N	26	F	Y	S	18.2-96		N	N	N	N	V
S2023000442	121923	VA0300200	402 CULPEPER ST	030	T	D	W	N	46	M	Y	S	46.2-862		N	N	N	N	V
W06037	122023	VA0300200	272 BROADVIEW AVENUE	030	T	D	B	N	91	F	Y	W	46.2-830		N	N	N	N	V
W06170	122023	VA0300200	88 HAITI STREET	030	T	D	B	N	22	F	Y	W	46.2-806		N	N	N	N	R
S2023000441	121923	VA0300200	520 FLETCHER DRIVE	030	T	D	W	N	50	F	Y	S	18.2-103		N	N	N	N	V
S2023000443	122023	VA0300200	86 RAPPAHANNOCK ST/GOLD CUP DR	030	T	D	W	N	43	F	Y	S	46.2-878.2		N	N	N	N	R
S2023000444	122023	VA0300200	450 BROADVIEW AVE/OAK SPRINGS DR	030	T	D	W	N	61	F	Y	S	46.2-873		N	N	N	N	V
S2023000445	122023	VA0300200	329 EAST LEE ST/OLIVER CITY RD	030	T	D	W	N	36	F	Y	S	46.2-875		N	N	N	N	V
S2023000446	122023	VA0300200	307 BROADVIEW AVENUE	030	T	D	B	N	33	M	Y	S	46.2-1013		N	N	N	N	V
S2023000447	122023	VA0300200	121 BROADVIEW AVENUE	030	T	D	W	N	19	M	Y	S	46.2-1032		N	N	N	N	V
W07883	122023	VA0300200	11 EAST LEE HWY	030	T	D	W	N	18	M	Y	W	46.2-878		N	N	N	N	V
W08103	122123	VA0300200	500 BLOCK FALMOUTH STREET	030	T	D	W	N	40	F	Y	W	46.2-821		N	N	N	N	R
W08104	122123	VA0300200	400 BLOCK FALMOUTH STREET	030	T	D	W	N	53	M	Y	W	46.2-821		N	N	N	N	V
W08397	122123	VA0300200	564 FOXCROFT ROAD	030	T	D	B	N	50	M	Y	W	46.2-878.2		N	N	N	N	V

Record ID	Date	Agency ORI	Location	Jurisdiction Code	Reason for Stop	Person Type	Race	Ethnicity	Age	Gender	English Speaking	Action Taken	Specific Violation	Virginia Crime Code (Optional)	Person Searched	Vehicle Searched	Physical Force by Officer	Physical Force by Subject	Residency
S64292	122123	VA0300200	95 KEITH STREET	030	T	D	W	N	28	F	Y	S	18.2-322		N	N	N	N	R
S2023000448	122123	VA0300200	86 RAPPAHANNOCK STREET	030	T	D	W	N	40	F	Y	S	46.2-878.2		N	N	N	N	R
W05363	122523	VA0300200	WAWA	030	T	D	W	N	43	M	Y	W	46.2-830		N	N	N	N	V
W05365	122523	VA0300200	COMFORT INN DRIVE	030	T	D	W	N	68	F	Y	W	46.2-830		N	N	N	N	V
W06146	122523	VA0300200	380 BROADVIEW AVENUE	030	T	D	W	N	79	M	Y	W	46.2-806		N	N	N	N	V
W08160	122223	VA0300200	11 EAST LEE HWY	030	T	D	W	N	84	F	Y	W	46.2-804		N	N	N	N	V
W08162	122423	VA0300200	360 BROADVIEW AVE	030	T	D	W	N	30	F	Y	W	46.2-1030		N	N	N	N	O
W09000	122423	VA0300200	JOHN E MANN ST/WINCHESTER ST	030	T	D	W	N	39	F	Y	W	46.2-830		N	N	N	N	V
S65127	122223	VA0300200	700 JAMES MADISON HWY	030	T	D	W	N	19	F	Y	S	18.2-103		N	N	N	N	V
W09001	122823	VA0300200	MILLFIELD DR/ACADEMY HILL EXT	030	T	D	W	N	40	F	Y	W	46.2-830		N	N	N	N	V
W09002	122823	VA0300200	WALKER DR/CANNON DR	030	T	D	W	N	61	M	Y	W	46.2-830		N	N	N	N	V
W07884	123123	VA0300200	11 EAST LEE HWY	030	T	D	W	N	52	F	Y	W	46.2-878		N	N	N	N	V
W07885	123123	VA0300200	11 EAST LEE HWY	030	T	D	W	N	29	M	Y	W	46.2-878		N	N	N	N	R
W07886	123123	VA0300200	BLACKWELL RD/W LEE HWY	030	T	D	W	N	57	F	Y	W	46.2-878		N	N	N	N	R
W08826	122523	VA0300200	318 BROADVIEW AVENUE	030	T	D	W	N	54	M	Y	W	46.2-878		N	N	N	N	V
W08827	122623	VA0300200	316 WEST LEE HWY	030	T	D	W	N	20	M	Y	W	46.2-878		N	N	N	N	R
W08828	123023	VA0300200	BEAR WALLOW/FOXCROFT	030	T	D	B	N	30	M	Y	W	46.2-874		N	N	N	N	R
W08829	123023	VA0300200	BEAR WALLOW/FOXCROFT	030	T	D	W	N	28	M	Y	W	46.2-874		N	N	N	N	R
W08830	123123	VA0300200	11 EAST LEE HWY	030	T	D	W	N	38	F	Y	W	46.2-878		N	N	N	N	V
W08831	123123	VA0300200	11 EAST LEE HWY	030	T	D	W	N	52	M	Y	W	46.2-878		N	N	N	N	V
W08832	123123	VA0300200	WEST LEE/BLACKWELL PARK LN	030	T	D	W	N	62	M	Y	W	46.2-833		N	N	N	N	V
W08833	123123	VA0300200	510 FROST AVENUE	030	T	D	W	N	19	M	Y	W	46.2-878		N	N	N	N	R
W08950	122923	VA0300200	41 WEST LEE HWY	030	T	D	W	N	82	F	Y	W	46.2-716		N	N	N	N	V
W08951	123123	VA0300200	BROADVIEW	030	T	D	W	N	53	M	Y	W	46.2-830		N	N	N	N	V
W08952	123123	VA0300200	AMBER/ACADEMY HILL	030	T	D	W	N	19	M	Y	W	46.2-830		N	N	N	N	R
W08954	123123	VA0300200	ESTATE/WALKER	030	T	D	W	N	53	F	Y	W	46.2-821		N	N	N	N	R
S64658	122923	VA0300200	41 LEE HWY/TRACTOR SUPPLY	030	T	D	W	N	19	M	Y	S	46.2-864		N	N	N	N	V
S64689	122923	VA0300200	141 WEST LEE HWY/FLETCHER DRIVE	030	T	D	W	N	19	M	Y	S	46.2-826		N	N	N	N	V
S64691	123123	VA0300200	10 BLK EAST LEE HWY	030	T	D	W	N	26	M	Y	S	46.2-300		N	N	N	N	O
S2023000449	122923	VA0300200	11 EAST LEE HWY	030	T	D	W	N	16	M	Y	S	46.2-864		N	N	N	N	V
S2023000450	123123	VA0300200	170 WEST LEE HWY	030	T	D	W	N	23	M	Y	S	46.2-833		N	N	N	N	O
S2023000451	123123	VA0300200	346 WATERLOO ST	030	T	D	B	N	40	F	Y	S	46.2-115B		N	N	N	N	R

Quarterly Report

Department of Finance & Procurement

Town Council Meeting Date: Feburay 13, 2024

Second Quarter 2024: October, November, December

Department introduction:

The mission of the Department of Finance and Procurement is to promote excellence and transparency in the delivery of effective and efficient financial management services to our internal and external customers and stakeholders. This is accomplished by adhering to sound financial management practices, demonstrating integrity in all that we do, and working as a team to support the Town's mission, vision, and values.

The Department is responsible for accounting and financial reporting, budget preparation and monitoring, debt management, accounts receivable, accounts payable, payroll processing, procurement, tax billing, utility billing, collections, and investment management.

Project Progress:

Budget:

- Our Budget Manager has compiled departmental operating and capital budget requests and provided the Town Manager with an initial high-level summary of the FY25 budget.
- Departments met with the Town Manager to review a first draft of the capital improvement program.
- The Town Manager and the Budget Manager are conducting meetings with individual departments to review their operating requests.
- The Finance Director and Budget Manager met with the Northern Piedmont Community Foundation to discuss utilizing their services for selection and distribution of contributions to outside agencies in line with the Council's adopted policy. An agreement and a process has been drafted for review.
- The Town Manager, Finance Director, and Budget Manager met with our financial advisors, Davenport & Company, to review the draft of the FY25 capital improvement program to evaluate the Town's financing needs.

Tax Administration:

- The 2023 second half real estate tax and stormwater fee bills and the annual personal property tax bills were due on December 15th. The collection rates for these bills are reported in the delinquent account balances section on page 5.

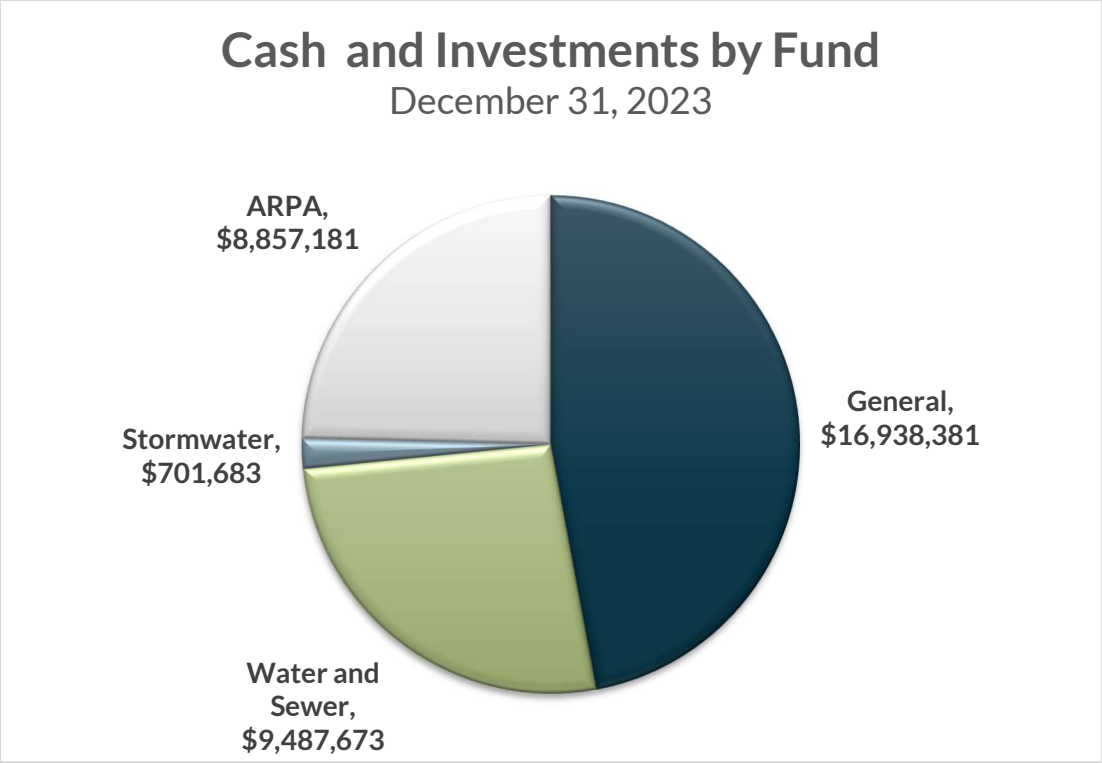
- Business license renewal applications were mailed at the end of January. They are due by March 1st.

Charts and information:

The following charts are provided based on the information contained in the **attached financial statements for the period ended December 31, 2023.**

Cash and Investments

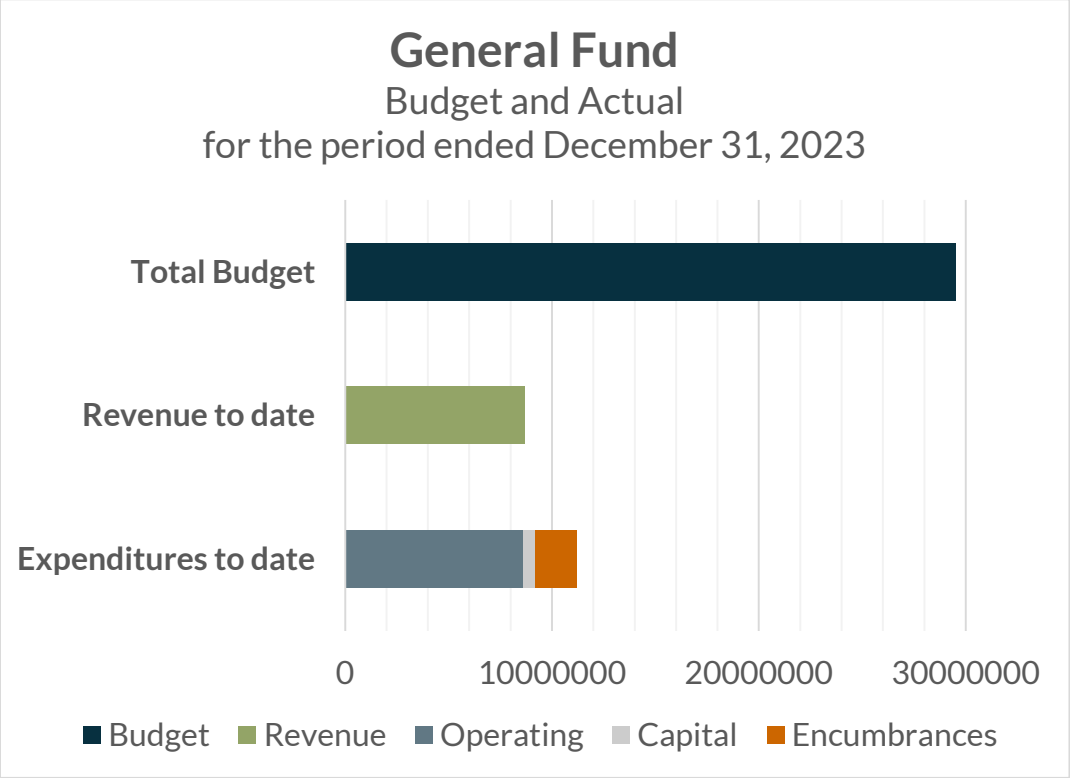
The following chart shows the cash and investment balances for each of the Town's major funds.

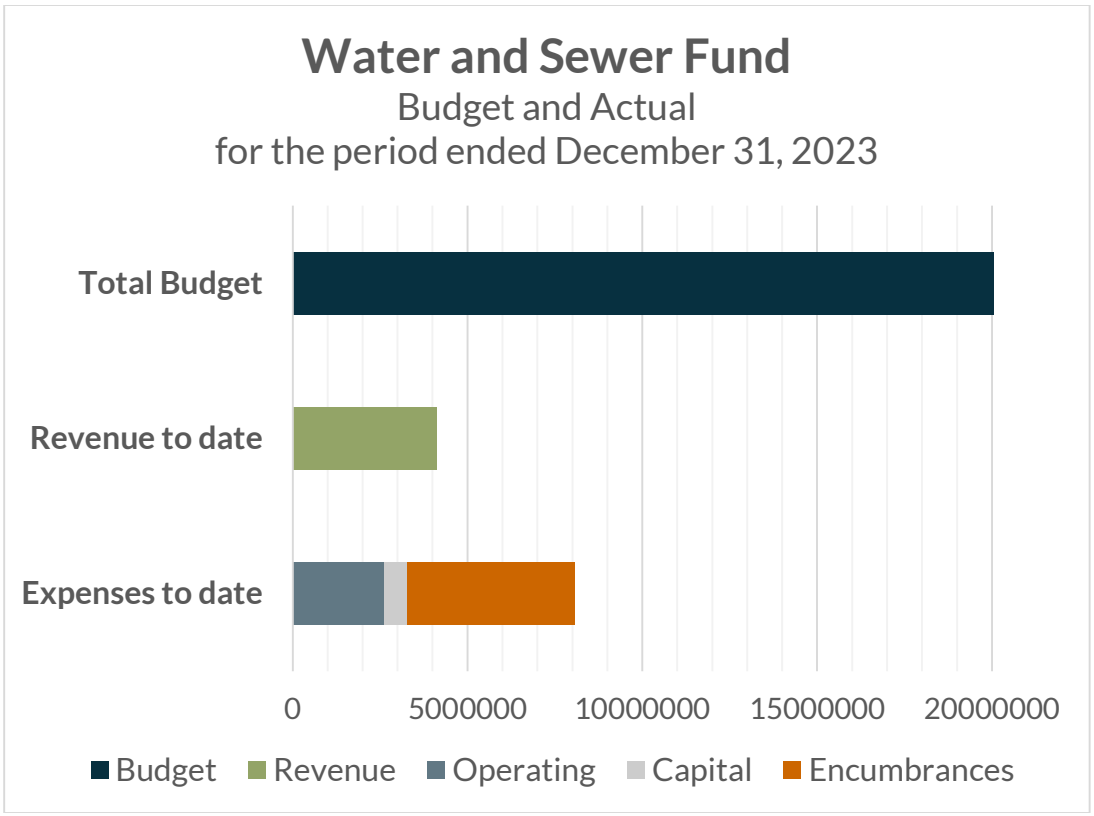


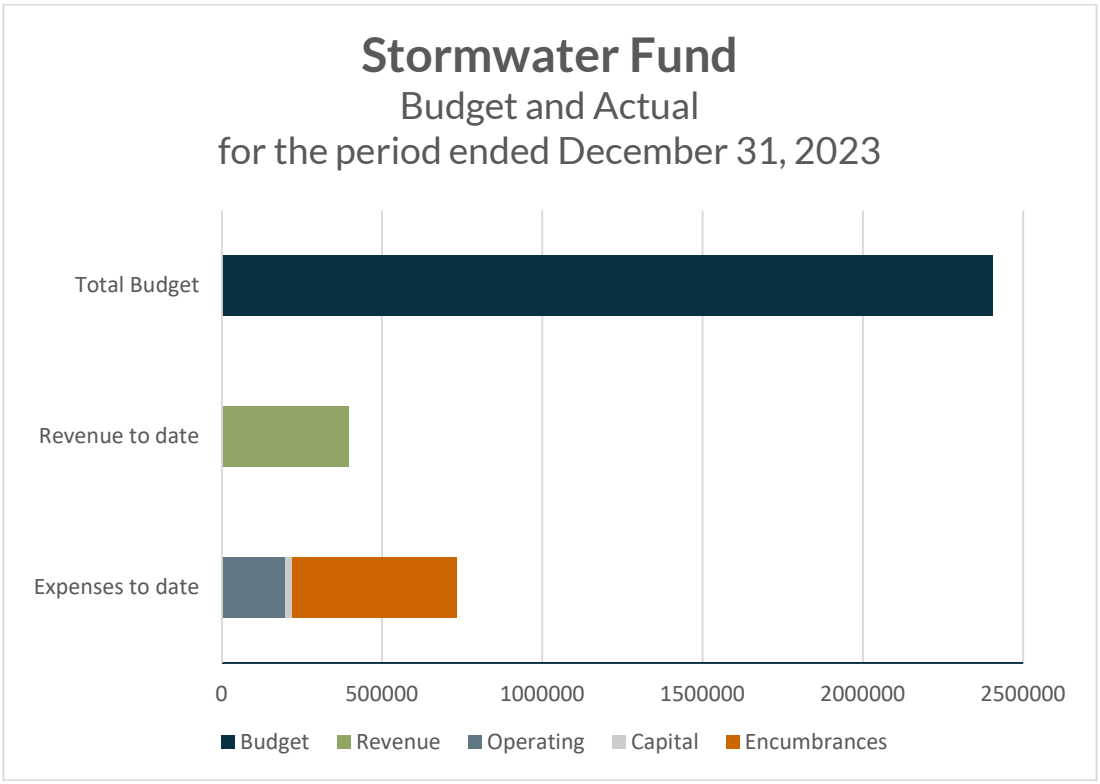
Budget and Actual by Fund

The following pages contain graphs for each fund that compare the budget to the actual revenue or expenditures recorded year-to date. Each graph shows:

- the total budget for the fund, represented by the dark blue bar at the top of each graph.
- revenue received year-to-date, represented by the green bar.
- expenditures recorded year-to-date.
    - This is further broken down into
        - Operating (blue)
        - Capital (gray)
        - Encumbrances (orange) – this represents the total value of purchase orders issued to vendors for services, equipment, materials, and supplies. While not part of the actual expenditures as of the end of the period, these amounts will be expended in the coming months.



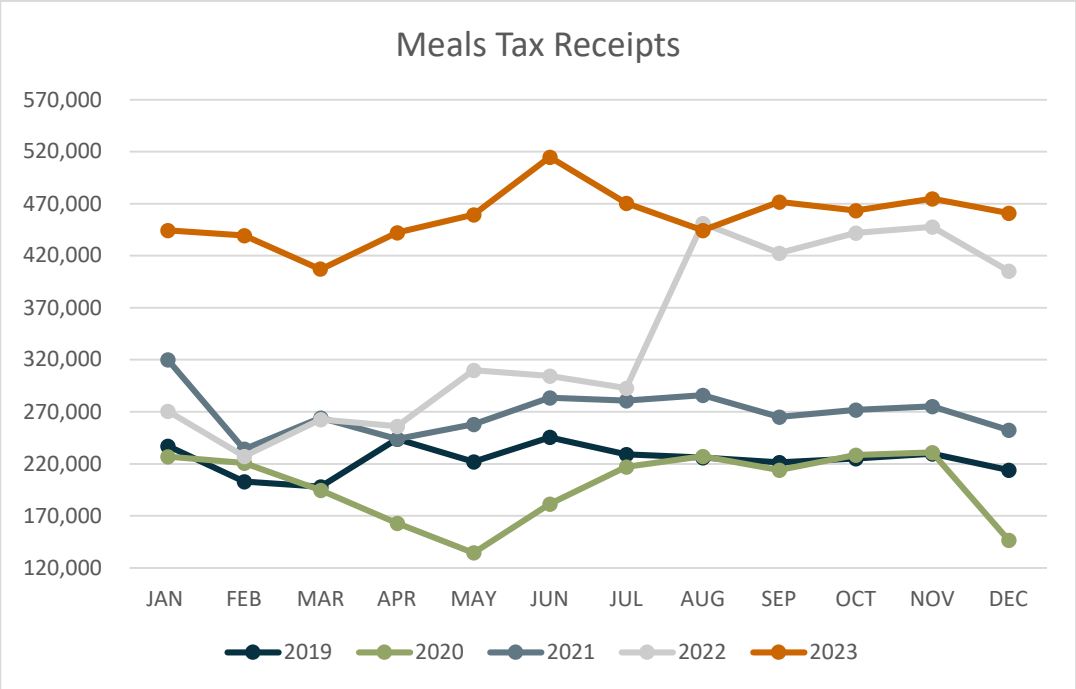

Water and Sewer Fund
Budget and Actual
for the period ended December 31, 2023
Total Budget
Revenue to date
Expenses to date
0
5000000
10000000
15000000
20000000
Budget
Revenue
Operating
Capital
Encumbrances


Stormwater Fund
Budget and Actual
for the period ended December 31, 2023
Total Budget
Revenue to date
Expenses to date
0
500000
1000000
1500000
2000000
2500000
Budget
Revenue
Operating
Capital
Encumbrances

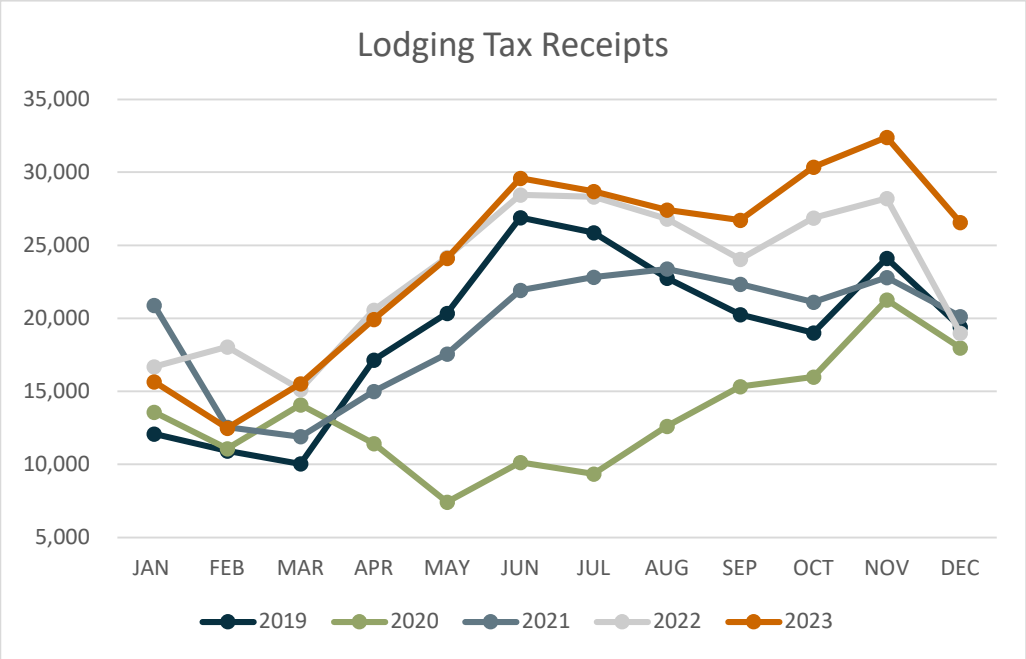
REVENUE TRENDS

A review of monthly revenue categories is provided to assist in understanding how our current receipts compare to prior periods. The data is presented on a cash basis for the current calendar year (2023) and four prior years (2022, 2021, 2020, and 2019). The monthly revenue categories are Meals Tax, Lodging Tax, Local Sales Tax, and Utility Billing Receipts.

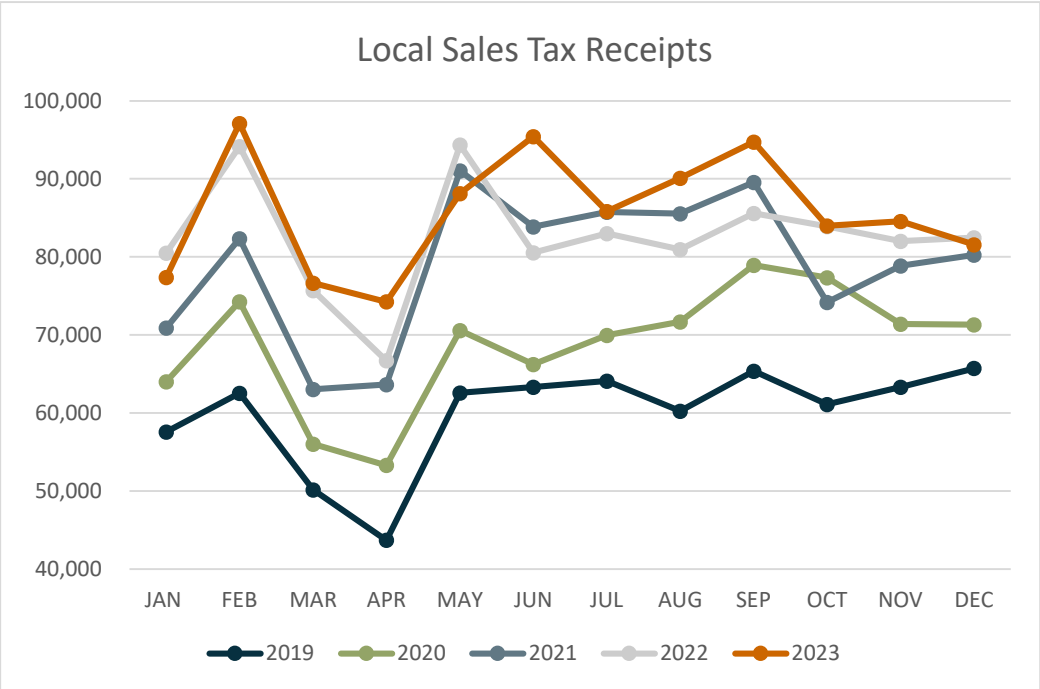
Meals Tax - This is the largest revenue source for the General Fund. Since July 2020, revenue has tracked closely to the data from 2019, apart from January 2020. This was due to mail delivery delays and accounts for the significant increase in January 2021. In April 2021, the revenue in this category matched that received in 2019. Since that time, the revenue has met or exceeded all prior years. The August 2022 collections reflect the beginning of the increase in the rate that was adopted in the FY23 budget. The average increase in this category for 2023 has been 9%.



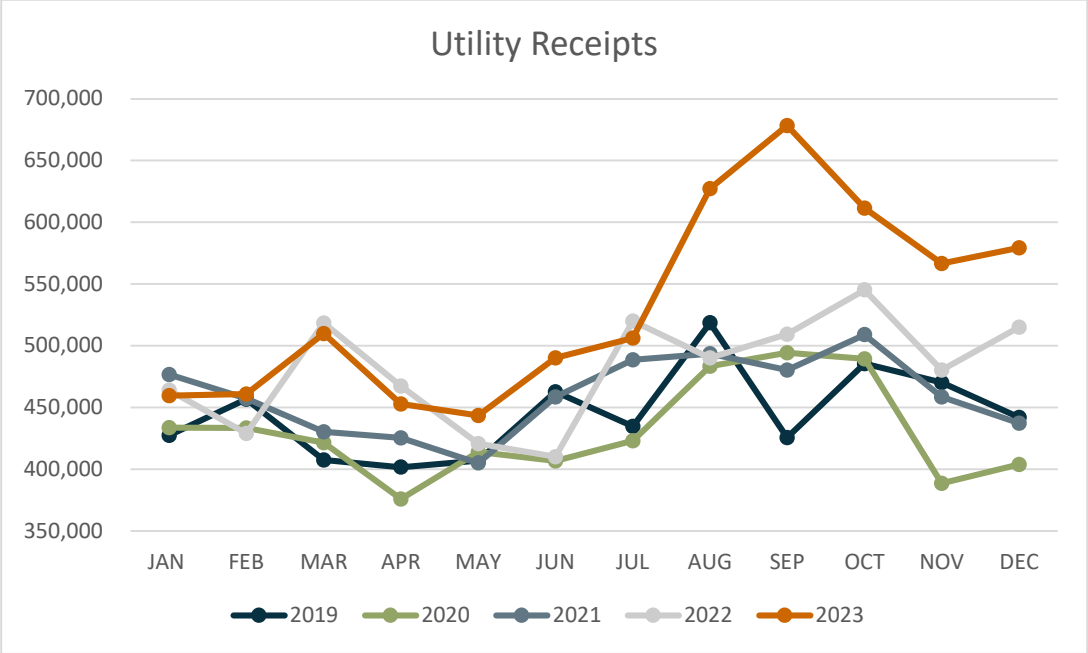
Lodging Tax – This category suffered more severely from the impacts of Covid-19. Revenue dipped in February 2023 but has met or exceeded 2022 since March.



Local Sales Tax – Sales Tax receipts for October through December are continuing along the same trendlines as 2022. The remittance lags the month of collection by two months (e.g. – sales tax collected in December is posted in February). This helps to explain some of the seasonal fluctuations in the chart below.



Utility Receipts - The chart below shows the monthly receipts for Water and Sewer bills. Receipts in 2023 have generally tracked with those received in 2022. The increase in August reflects the rates adopted effective July 1, 2023.



Data:

DELINQUENT ACCOUNT BALANCES

Real Estate Tax and Stormwater Management Utility Fee

Real Estate tax and the Stormwater Management Utility fee are due twice a year, on June 15th and December 15th. The percent collected and unpaid balances for the past year are shown below:

Real Estate Tax	Percent Collected	Unpaid Balance
Real Estate Tax – 1st half, CY2023	98.8	$5,051.53
SWM Utility Fee – 1st half, CY2023	98.9	$3,736.35
Real Estate Tax – 2nd half, CY2023	97.1	$12,028.62
SWM Utility Fee – 2nd half, CY2023	97.4	$9,430.33

Personal Property Tax and Vehicle License Fee

Personal Property taxes and vehicle license fees are due once a year on December 15th. The percent collected and unpaid balance for the December 15, 2023, billing is shown below:

Type	Percent Collected	Unpaid Balance
Personal Property Tax	97.5	$66,218.06
Business Personal Property Tax	97.4	$52,759.57
Vehicle License Fee	70.4	$65,286.88

Business License Tax

Business license renewal applications are due annually on March 1st for the following year beginning July 1. The payment for the license is due on June 30th. The percentage collected and unpaid balances are shown below for the last two license years.

A list of businesses with active licenses is attached to the agenda item.

Type	Percent Collected	Unpaid Balance
Business License 2023	99.8	$3,950.68
Business License 2024	98.9	$22,523.76

Meals Tax

Meals Tax collectors must file for us to know the amount of tax owed. If they fail to file, we may issue a statutory assessment based on the best available information and pursue collection of that amount.

Filings: The Town has a total of 91 registered Meals Tax collectors. Three businesses have not filed for the last two reporting periods, and three businesses have not filed for the last reporting period.

Past Due Amounts and Delinquent Filings: The following businesses have past due Meals Tax balances or are not current on their filings.

Business	Past Due Amount	No. of Months Past Due Filing
Ellie's Place	$1,145.51	2
Black Bear Bistro	$0.00	2
Shine On BBQ	$0.00	2
Wild Hare Hard Cider	$0.00	1
Fat Tuesdays	$1,754.29	1
Samaa's Kitchen	$0.00	1

Lodging Tax

Like Meals Tax, businesses must file for us to create an assessment. All registered collectors are current in their filings and payments.

Sales Tax

Sales tax is remitted to the State each month based on the County, not the Town, that the business is located in. The local 1% is then sent back to the County. The amount to be distributed to the Towns is determined based on the residency of school-aged children. The County retains 50% of that amount and distributes the remaining 50% to the incorporated Towns based on the percentage of school-aged children residing in each town. There is no information provided by the State regarding delinquent accounts.

Utility Billing

The total delinquent balance is $79,307 higher than December 2022. The Town did not issue disconnect notices for several months when the "old" side of Town Hall was closed due to the location of the mass mail machine. The mailing of disconnect notices has resumed and the aging has improved in January 2024.

WATER AND SEWER OPERATING A/R AGING

	December 31, 2022	December 31, 2023	Incr./(Decr.)
Over 30	56,706	111,204	54,498
Over 60	18,376	36,979	18,603
Over 90	14,025	20,231	6,206
Total	$ 89,107	$ 168,414	$ 79,307

Financial Statements

For the Period Ended December 31, 2023

Table of Contents

1 – Cash, Investments and Receivables
2 – Budget to Actual – Revenues
3 – Budget to Actual – Expenditures

Town of Warrenton, Virginia

Cash, Investment and Receivable Balances

	December 31, 2022	December 31, 2023
CASH		
On Hand	$ 2,580	$ 2,580
Checking Accounts	12,500,962	8,944,571
Money Market Accounts	448,673	412,452
TOTAL CASH IN BANK	$ 12,952,215	$ 9,359,603
INVESTMENTS		
Virginia Local Government Investment Pool	16,324,357	18,018,270
Virginia Investment Pool	3,690,280	3,741,025
Virginia SNAP	5,113,663	4,866,021
TOTAL INVESTMENTS	$ 25,128,300	$ 26,625,315
TOTAL CASH AND INVESTMENTS	$ 38,080,515	$ 35,984,918
Comparison of Yields		
Virginia Local Government Investment Pool	4.23%	5.68%
Virginia Investment Pool	4.23%	5.55%
Virginia SNAP	4.61%	5.64%
CASH AND INVESTMENT BALANCES BY FUND		
General Fund	$ 16,566,143	$ 16,938,381
Water and Sewer Operating	$ 5,858,795	$ 4,518,493
Water and Sewer Capital	$ 5,047,714	$ 4,969,180
Stormwater Fund	$ 498,256	$ 701,683
CSLFRF Fund (ARPA)	$ 10,109,608	$ 8,857,181
CASH PROFFER BALANCES		
Highland	$ 104,353	$ 110,292
Recreation	59,905	59,905
Academy Hill Park	29,260	29,260
	$ 193,518	$ 199,457

WATER AND SEWER OPERATING A/R AGING

	December 31, 2022	December 31, 2023	Incr./(Decr.)
Over 30	56,706	111,204	54,498
Over 60	18,376	36,979	18,603
Over 90	14,025	20,231	6,206
Total	$ 89,107	$ 168,414	$ 79,307

RESERVE AMOUNTS

	Policy	Calculated Threshold	Reserve Balance
General Fund	50% operating budget	$ 9,267,559	$ 9,267,559
-Budget Stabilization	50% of annual surplus, up to 10% operating budget	$ 1,853,512	$ 1,284,411
-Capital Reserve	50% of annual surplus	n/a	$ 1,284,411
Water and Sewer Operating	200 days	$ 4,495,757	$ 4,495,757

Town of Warrenton, Virginia

Budget to Actual -- Revenues as of December 31, 2023

Fund / Source of Revenue	Budget Full Year	Budget Expected Year-to-Date	Actual Year-to-Date	Actual % of Budget	Budget Remaining
GENERAL FUND					
OPERATING					
General Property Taxes	$ 1,303,616	$ 847,116	$ 1,129,657	86.66%	$ 173,959
Local Sales Tax	999,500	499,750	520,770	52.10%	478,730
Consumer Utility Tax	490,020	245,010	354,377	72.32%	135,643
BPOL	2,272,525	-	156,771	6.90%	2,115,754
Consumption Tax	63,076	31,538	19,802	31.39%	43,274
Motor Vehicle License Fee	236,100	236,100	152,751	64.70%	83,349
Bank Franchise Tax	1,200,000	-	-	0.00%	1,200,000
Meals Tax	5,500,000	2,750,000	2,785,504	50.65%	2,714,496
Cigarette Tax	338,000	169,000	160,950	47.62%	177,050
Lodging Tax	250,000	125,000	174,165	69.67%	75,835
Permits, Privilege Fees & Licenses	288,064	144,032	109,643	38.06%	178,421
Fines & Forfeitures	77,500	38,750	37,356	48.20%	40,144
Use of Money & Property	500,000	250,000	406,968	81.39%	93,032
Charges for Services	1,090,439	545,220	455,230	41.75%	635,209
Miscellaneous Revenue	231,013	115,507	117,305	50.78%	113,708
Non-Categorical Aid	514,522	257,261	251,291	48.84%	263,231
Categorical Aid	2,470,825	1,235,413	1,830,361	74.08%	640,464
Federal Revenue	35,000	17,500	4,797	0.00%	30,203
Use of Fund Balance	5,764,518	-		0.00%	5,764,518
TOTAL GENERAL FUND	$ 23,624,718	$ 7,507,196	$ 8,667,699	36.69%	$ 14,957,020
CAPITAL PROJECTS FUND					
Transfers	$ 4,273,659	$ -	$ 3,339	0.08%	$ 4,270,321
TOTAL CAPITAL PROJECTS FUND	$ 4,273,659	$ -	$ 3,339	0.08%	$ 4,270,321
ASSET REPLACEMENT FUND					
Miscellaneous Revenue	$ -	$ -	$ 994	0.00%	$ (994)
Federal Revenue	60,000	-	-	0.00%	60,000
Transfers	1,567,210	-	-	0.00%	1,567,210
TOTAL GENERAL CARP FUND	$ 1,627,210	$ -	$ 994	0.06%	$ 1,626,216
TOTAL GENERAL FUND	$ 29,525,588	$ 7,507,196	$ 8,672,031	29.37%	$ 20,853,556

Town of Warrenton, Virginia

Budget to Actual -- Revenues as of December 31, 2023

Fund / Source of Revenue	Budget Full Year	Budget Expected Year-to-Date	Actual Year-to-Date	Actual % of Budget	Budget Remaining
WATER AND SEWER FUND					
OPERATING FUND					
Transfer Fees	$ 13,005	$ 6,503	$ 4,125	31.72%	$ 8,880
Use of Money & Property	135,000	67,500	173,446	128.48%	(38,446)
Charges for Services	7,748,766	3,874,383	3,682,246	47.52%	4,066,520
Recovered Costs	25,000	12,500	-	0.00%	25,000
Miscellaneous Revenue	-	-	10,207	0.00%	(10,207)
Federal Revenue	-	-	-	0.00%	-
Non-Revenue Receipts	723,043	-	-	0.00%	723,043
TOTAL W&S OPERATING FUND	$ 8,644,814	$ 3,960,886	$ 3,870,024	44.77%	$ 4,774,790
CAPITAL FUND					
Use of Money & Property	$ 40,000	$ 20,000	$ 143,138	0.00%	$ (103,138)
Non-Revenue Receipts	12,184,878	6,092,439	111,150	0.91%	12,073,728
TOTAL W&S CAPITAL FUND	$ 12,224,878	$ 6,112,439	$ 254,288	2.08%	$ 11,970,590
TOTAL WATER AND SEWER FUND	$ 20,869,692	$ 10,073,325	$ 4,124,312	46.85%	$ 16,745,380
STORMWATER MANAGEMENT FUND					
Local Revenue	$ 700,000	$ 350,000	$ 395,555	56.51%	$ 304,445
Federal Revenue	369,000	-	-	0.00%	369,000
Non-Revenue Receipts	1,335,487	-	-	0.00%	1,335,487
TOTAL SWM FUND	$ 2,404,487	$ 350,000	$ 395,555	16.45%	$ 2,008,932
CSLFRF FUND (ARPA)					
Federal Revenue	$ 8,609,168	$ -	$ 455,904	5.30%	$ 8,153,264
TOTAL CSLFRF FUND	$ 8,609,168	$ -	$ 455,904	5.30%	$ 8,153,264
TOTAL ALL FUNDS	$ 61,408,935	$ 17,930,520	$ 13,647,803	22.22%	$ 47,761,132

Town of Warrenton, Virginia

Budget to Actual -- Expenditures as of December 31, 2023

Fund/Category	Budget Full Year	Budget Expected Year-to-Date	Actual Year-to-Date	Actual Encumbered	% of Budget	Budget Remaining
GENERAL FUND						
OPERATING						
Council	$ 259,625	$ 129,813	$ 106,923	$ 6,755	43.79%	$ 145,947
Town Manager	278,474	139,237	107,345	8,740	41.69%	162,390
Legal Services	267,500	133,750	143,012	126,394	100.71%	(1,906)
Human Capital	304,679	152,340	95,002	18,756	37.34%	190,921
Information Technology	2,402,029	1,201,015	612,719	332,918	39.37%	1,456,393
Finance	953,114	476,557	389,273	23,335	43.29%	540,506
Other Organizations	9,098	4,549	7,973	-	87.63%	1,125
Electoral Board	5,475	2,738	-	-	0.00%	5,475
Police	3,725,543	1,862,772	1,609,453	41,828	44.32%	2,074,262
Emergency Services	182,010	91,005	88,960	-	48.88%	93,050
Public Works Administration	535,300	267,650	202,415	9,568	39.60%	323,317
Street Maintenance	3,049,288	1,524,644	1,383,374	255,658	53.75%	1,410,256
Sanitation	571,782	285,891	273,171	19,454	51.18%	279,157
Fleet	772,941	386,470	393,054	142,294	69.26%	237,592
Facilities	1,201,846	600,923	472,485	333,230	67.04%	396,131
Parks and Recreation	2,458,724	1,229,362	1,185,770	304,086	60.59%	968,868
Community Development	1,485,933	742,967	579,067	48,386	42.23%	858,479
Communications	174,453	87,227	26,356	-	0.00%	148,097
Contributions	58,954	29,477	30,816	-	52.27%	28,138
Non-departmental	389,666	194,833	244,614	-	62.78%	145,052
Transfers	3,714,047	1,857,023	-	-	0.00%	3,714,047
Debt Service	824,238	412,119	668,525	-	81.11%	155,713
TOTAL GENERAL FUND	$ 23,624,718	$ 11,812,359	$ 8,620,306	$ 1,671,402	43.56%	$ 13,333,010
CAPITAL PROJECTS FUND						
Capital Projects	$ 4,273,659	$ 2,136,830	$ 85,005	$ 197,229	6.60%	$ 3,991,425
TOTAL CAP. PROJECTS FUND	$ 4,273,659	$ 2,136,830	$ 85,005	$ 197,229	6.60%	$ 3,991,425
ASSET REPLACEMENT FUND						
Asset Replacements	$ 1,627,210	$ 813,605	$ 498,126	$ 146,249	39.60%	$ 982,835
TOTAL GEN. CARP FUND	$ 1,627,210	$ 813,605	$ 498,126	$ 146,249	39.60%	$ 982,835
TOTAL GENERAL FUND	$ 29,525,588	$ 14,762,794	$ 9,203,438	$ 2,014,880	38.00%	$ 18,307,270

Town of Warrenton, Virginia

Budget to Actual -- Expenditures as of December 31, 2023

Fund/Category	Budget Full Year	Budget Expected Year-to-Date	Actual Year-to-Date	Actual Encumbered	Actual % of Budget	Budget Remaining
WATER AND SEWER FUND						
WATER & SEWER OPERATING FUND						
Water Department	$ 2,758,311	$ 1,379,156	$ 1,038,608	$ 455,590	54.17%	$ 1,264,114
Wastewater Department	2,702,417	1,351,209	988,951	520,292	55.85%	1,193,174
Water / Sewer Administration	1,499,629	749,815	511,950	77,126	39.28%	910,553
Debt Service	1,193,627	596,814	79,146	-	6.63%	1,114,481
Transfers	490,830	-	-	-	0.00%	490,830
TOTAL W&S OPERATING FUND	$ 8,644,814	$ 4,322,407	$ 2,618,655	$ 1,053,008	42.47%	$ 4,973,152
WATER & SEWER CAPITAL FUND						
Asset Replacements	$ 1,538,714	$ 769,357	$ 491,623	$ 632,622	73.06%	$ 414,470
Capital Projects	10,686,164	5,343,082	173,138	3,094,426	30.58%	7,418,600
TOTAL W&S CAPITAL FUND	$ 12,224,878	$ 6,112,439	$ 664,760	$ 3,727,048	35.93%	$ 7,833,070
TOTAL WATER AND SEWER FUND	$ 20,869,692	$ 10,434,846	$ 3,283,415	$ 4,780,055	38.64%	$ 12,806,222
STORMWATER MANAGEMENT FUND						
Operating	$ 621,144	$ 310,572	$ 199,898	$ 36,590	32.18%	$ 421,246
Capital Projects	1,734,260	867,130	18,789	477,118	28.59%	1,238,354
Transfers	49,083	24,542	-	-	0.00%	49,083
TOTAL SWM FUND	$ 2,404,487	$ 1,202,244	$ 218,687	$ 513,708	30.46%	$ 2,185,800
CSLFRF FUND						
Expenditures	$ 8,609,168	$ 4,304,584	$ 455,904	$ 855	5.31%	$ 8,152,409
TOTAL CSLFRF FUND	$ 8,609,168	$ 4,304,584	$ 455,904	$ 855	5.31%	$ 8,152,409
TOTAL ALL FUNDS	$ 61,408,935	$ 30,704,467	$ 13,161,443	$ 7,309,498	33.34%	$ 40,937,993

WARRENTON BUSINESS LICENSES AS OF 1/23/2024

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
2ND ST HOARDERS LLC	2ND ST HOARDERS LLC	24 SECOND ST
5TH ST AUTO SERVICE	5TH ST AUTO SERVICE	87 5TH ST
68 MANE	ZARABI ASSOCIATES	68 MAIN ST
A G ENTERPRISE LLC	ANTHONY GAINES SR	61 JOHN E MANN ST
A H SHERIFF CPA PC	A H SHERIFF CPA PC	30 SECOND ST 3RD FLOOR
ADAMS CUSTOM SERVICES LLC	ADAMS CUSTOM SERVICES LLC	91D GARRETT ST
ADVANTAGE BAIL BONDS	ADVANTAGE BAIL BONDS	32 ASHBY ST #101
ALBERTELLA & ASSOCIATES	ALBERTELLA & ASSOCIATES	360 CULPEPER ST
ALL THINGS NEW HAIRSALON LLC	ALL THINGS NEW HAIRSALON LLC	17 FIFTH ST
ALLEN REAL ESTATE CO LTD	JOSEPH K ALLEN JR	43 CULPEPER ST
ALLEN WAYNE LTD ARLINGTON	ALLEN WAYNE LTD ARLINGTON	70 MAIN ST SUITE 22
ALTERED SUDS	ALTERED SUDS	36 MAIN ST STE A
ALVIN F HENRY APPRAISALS	ALVIN F HENRY APPRAISALS	355 WATERLOO ST
AMERIPRISE FINANICAL/MAC BUS	MATTHEW CIZLER	37 MAIN ST SUITE 204
ANGEL TIPS NAIL SPA	LY LAN KIM	346 WATERLOO ST
ANN M CALLAWAY PC	ANN M CALLAWAY PC	15 GARRETT ST
AOB EVENTS	AOB EVENTS	81 MAIN ST
ARCH TECH LIGHTING & DESIGN	JEFFREY L PITTS	316 ALEXANDRIA PIKE
ARTERRA WINES	HAWKMOTH LLC	70 MAIN ST
ARTISTIC PROFESSIONALS HAIR	GLENDA F ANDERSON	374 WATERLOO ST
ASHWELL & ASHWELL PLLC	ASHWELL & ASHWELL PLLC	21 CULPEPER ST
A-TEAM ROOF CLEANING	A-TEAM CUSTOM PRO WASH LLC	143 WATERLOO ST
AURORA SERVICES INC	AURORA SERVICES INC	32 5TH ST
AUSTIN REALTY MGMT & INV INC	AUSTIN REALTY MGMT & INV INC	10 ROCK POINTE LN
B F STEPHENS EXCAVATING LLC	B F STEPHENS EXCAVATING LLC	671 FALMOUTH ST
BAC BUSINESS SOLUTIONS LLC	BAC BUSINESS SOLUTIONS LLC	20 ASHBY ST STE 109
BAIL BONDS UNLIMITED INC	BAIL BONDS UNLIMITED INC	32 ASHBY ST STE 101
BANNER CONCRETE LLC	BANNER CONCRETE LLC	70 MAIN ST SUITE 51
BENJAMIN DIGIULIAN	BENJAMIN DIGIULIAN	301 WATERLOO ST
BERKLEY GALLERY	BERKLEY GALLERY	40 MAIN ST
BILL STROBEL LCSW	BILL STROBEL LCSW	17 HORNER ST
BLACK BEAR BISTRO	BLACK BEAR BISTRO	32 MAIN ST
BLU WATER SCUBA LLC	BLU WATER SCUBA LLC	50 CULPEPER ST
BLUE RIDGE CYCLERY LLC	BLUE RIDGE CYCLERY LLC	19 MAIN ST
BLUE SKY COUNSELING PLLC	BLUE SKY COUNSELING PLLC	32 WATERLOO ST SUITE 1
BOWMAN GASKINS FINANCIAL GROU	BOWMAN GASKINS FINANCIAL GROU	75 LEE ST STE 102
BRITCHES GREAT OUTDOORS	OUTSIDER LABS LLC	20 MAIN ST
BRITESMILE DENTAL GROUP	JAEWON YOON	24 JOHN MARSHALL ST
BUSINESS GPS LLC	BUSINESS GPS LLC	183 KEITH ST SUITE 3
CAFE TORINO	A & A FERREO LLC	388 WATERLOO ST
CAMELOT CLASSIC CARS	MATTHEW J INNOCENZI	20 ASHBY ST SUITE103
CARSON ASSOCIATES INC	WAYNE CARSON	35 HORNER ST STE 120
CARTER & SPENCE	CARTER & SPENCE	41 MAIN ST
CARTER RUN LLC	CARTER RUN LLC	9 THIRD ST 2C
CAST IRON CRAFT HOUSE LLC	CAST IRON CRAFT HOUSE LLC	11 2ND ST
CATHY CAMPBELL	CATHY CAMPBELL	32 WATERLOO ST
CCM ASSOCIATES	CHARLES C MOTHERSEAD	216 WINCHESTER ST
CENTER HOLISTIC PSYCHOTHERAPY	ANNA MARIE ASKIN-EVANS LPCLMF	24 ASHBY ST
CFS INC	CFS INC	28 ASHBY ST STE E
CHAMP CONSTRUCTION INC	CHAMP CONSTRUCTION INC	671 FALMOUTH ST
CHILTON HOUSE	CHILTON HOUSE	97 CULPEPER ST
CHRISTINE FOX INC	CHRISTINE A FOX	54 LEE ST SUITE 103
CINDY BARRILLEAUX LLC	CINDY BARRILLEAUX LLC	70 MAIN ST

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
CLAIRES AT THE DEPOT	CLAIRES AT THE DEPOT	65 THIRD ST
CLASSICAL ACUPUNCTURE	EUGENE SPENCE	32 WATERLOO ST SUITE 1
CLEANSING WATER	MAY-DANN HOME CARE	30 MAIN ST SUITE 234
CLUNE CONSTRUCTION COMPANY LP	CLUNE CONSTRUCTION COMPANY LP	204 ASHBY ST SUITE 204
COLETTE R REYNOLDS	COLETTE R REYNOLDS	195-2B KEITH ST
COMPASS CONSTRUCTION MM LLC	COMPASS CONSTRUCTION MM LLC	250 COMBS DR
CORNERSTONE TECHNOLOGIES LLC	CORNERSTONE TECHNOLOGIES LLC	70 MAIN ST STE 51
CRAFTED COACH	COACH & FOUR DBA	102 FAIRFAX ST
CRES INC	CRES INC	13 CULPEPER ST
DEJA BREW CAFE LLC	DEJA BREW CAFE LLC	22 MAIN ST
DEJAVU APPAREL LLC	DEJAVU APPAREL LLC	43 MAIN ST
DENIM & PEARLS RESTAURANT	ROBINSON VENTURES	29 MAIN ST
DENISE BOOTH LCSW LLC	DENISE BOOTH LCSW LLC	67 WEST LEE ST STE 202
DESIGN INTEGRATED TECHNOLOGY	DESIGN INTEGRATED TECHNOLOGY	100 FRANKLIN ST
DINOS THERAPEUTIC MASSAGE	JESUS J ANDINO-AQUINO	32 WATERLOO ST
DOK KLAUS COMPUTER CARE	WEB KENNER INC	335 WATERLOO ST
DOMINION CONSTRUCTION GROUP L	DOMINION CONSTRUCTION GROUP L	341 ACADEMY HILL RD
DREWS BOOKSTORE	DREWS BOOKSTORE	70 MAIN ST
DRUM & STRUM MUSIC CENTER	DRUM & STRUM MUSIC CENTER	102 MAIN ST
DULANEY LAUER & THOMAS LLP	DULANEY LAUER THOMAS LLP	492 BLACKWELL RD STE 10
E M LIDDICK	E M LIDDICK LLC	52 NORTH ST
EARTH GLAZE & FIRE LLC	EARTH GLAZE & FIRE LLC	80 MAIN ST
EDGE SERVICES INC	EDGE SERVICES INC	220 CULPEPER ST
EDWARD JONES	EDWARD D JONES CO LP	147 ALEXANDRIA PIKE SUI
ELAINE SHEA LCSW	ELAINE SHEA LCSW	110 MAIN ST
ELK RIVER DEVELOPMENT LLC	ELK RIVER DEVELOPMENT LLC	70 MAIN ST STE 51
ENLIGHTENED STYLES	JACQUELYN RODRIGUEZ	110 SHIRLEY AVE
EQUIPOSE	JOHN R LORBER	32 WATERLOO ST STE 208
ERM & ASSOCIATES	ERM & ASSOCIATES	49 CULPEPER ST
EVERNEST HOME CARE LLC	EVERNEST HOME CARE LLC	70 MAIN ST SUITE 11
FAMILY PSYCHIATARIC SERVICES	FAMILY PSYCHIATRIC SERVICES	82 MAIN ST
FAR BEYOND INK INC	FAR BEYOND INK INC	578 WATERLOO RD STE 1A
FARM MARKET 365 LLC	FARM MARKET 365 LLC	81 MAIN ST
FAUQUIER TIMES	PIEDMONT MEDIA LLC	53 THIRD ST SUITE 100
FIRE ALARM SERVICE.NET	FIRE ALARM SERVICE.NET	220 CULPEPER ST SUITE 1
FIRST LIGHT HOME OF WARRENTON	SMH HOLDINGS INC	50 CULPEPER ST SUITE A
FIRSTCARE ORTHOPAEDICS INC	FIRSTCARE ORTH0PAEDICS INC	493 BLACKWELL RD SUITE
FLYING HIGH ENGRAVING	DAVID RUSSELL	10 5TH ST
FOXLEY ATELIER	FOXLEY ATELIER	32 WATERLOO ST #207
FRAMECRAFT	FRAMECRAFT	64 MAIN ST
FUNCTION FIRST THERAPY SERVIC	FUNCTION FIRST THERAPY SERVIC	92 MAIN ST SUITE 202-9
GENESIS MENTAL HEALTH INC	GENESIS MENTAL HEALTH INC	32 WATERLOO ST STE 103
GOODNESS & GRACE LLC	GOODNESS & GRACE LLC	20 5TH ST
GRANT HOME AND BARN REPAIR	ROBERT GRANT	28 PIEDMONT ST
GRAYSON LOVE & CO LLC	GRAYSON LOVE & CO LLC	31 GARRETT ST
GREAT HARVEST BREAD CO	SOLI DEO GLORIA LLC	108 MAIN ST
GULICK CARSON & THORPE PC	ROBIN C GULICK	70 MAIN ST
HAUTE CAKES PASTRY SHOP	HAUTE CAKES PASTRY SHOP	92 MAIN ST #103
HENRY CLEAVES DAY ESQUIRE	HENRY CLEAVES DAY	32 WATERLOO ST SUITE 1
HIGHFLYER ARMS	DAVID RUSSELL	10 5TH ST
HINCKLEY SHEPHERD NORDEN PLC	HINCKLEY SHEPHERD NORDEN PLC	19 WINCHESTER ST
HISTORY UNBOXED LLC	HISTORY UNBOXED LLC	33 CULPEPER ST
HOLISTIC PAIN AND WELLNESS	HOLISTIC PAIN AND WELLNESS	70 MAIN ST SUITE 23
HOPE COUNSELING SERVICES OF V	BRANDY F MEHAFFEY	67 LEE ST STE 202
HORIZON REAL ESTATE	HORIZON REAL ESTATE	26 5TH ST

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
HORSE COUNTRY LTD	HORSE COUNTRY LTD	60 ALEXANDRIA PIKE
HOTEL STREET CAPITAL LLC	HOTEL STREET CAPITAL LLC	7 HOTEL ST
HOUND N HAIR	ROBERT DI NUNZIO	42 FIFTH ST
HOWARD CLARK & HOWARD PLC	HOWARD CLARK & HOWARD PLC	7 HOTEL ST
I AM SERVICES	I AM SERVICES	28 5TH ST
IMEG CONSTULTANTS CORP	IMEG CONSULTANTS CORP	19 CULPEPER ST SUITE 2
IMEG CORP	IMEG CORP	19 CULPEPER ST SUITE 2
IN LUCK COUNSELING LLC	IN LUCK COUNSELING LLC	92 MAIN ST SUITE #201
INDUSTRIAL CLEANING SOLUTIONS	ALEXY J ABDO	73 FAIRFAX ST
INFINITE TECHOLOGIES O&P	EASTERN CRANIAL AFFILIATES	220 CULPEPER ST
INK BABY TATTOOS LLC	INK BABY TATTOOS LLC	92 MAIN ST SUITE 104
INTEGRITY HOME MORTGAGE CORP	INTEGRITY HOME MORTGAGE CORP	25 FOURTH ST SUITE 201
IRON OX DEVELOPMENT CORP	IRON OX DEVELOPMENT CORP	37 MAIN ST SUITE 101
J D EICHER BUILDER INC	J D EICHER BUILDER INC	50 FIFTH ST
J F T - A I A	JAMES F TUCKER	15 FIFTH ST
JACEY PERSINGER	JACEY PERSINGER	92 MAIN ST
JAMES HRICKO ARCHITECT	JAMES HRICKO	118 WATERLOO ST
JAMES P DOWNEY PC	JAMES P DOWNEY PC	298 FALMOUTH ST
JNM AUTO GROUP	JNM AUTO GROUP	241 SHIRLEY AVE
JOHN GOETZ LAW PLC	JOHN P GOETZ	86 SHIRLEY AVE
JOHN PAUL DESIGN BUILD	JOHN PAUL DESIGN BUILD	19 WINCHESTER ST
JOINER MICRO LAB LLC	JOINER MICRO LAB LLC	77 LEE ST #202
JOSEPH R PRICONE PLLC	JOSEPH R PRICONE PLLC	1 WALL ST
JOYNES FUNERAL HOME INC	JOYNES FUNERAL HOME INC	29 THIRD ST
JPN ANTIQUITIES	JPN ANTIQUITIES	17 HORNER ST
JUNK ALL DONE	JUNK ALL DONE	386 FALMOUTH ST
K C ELECTRICAL CONTRACTORS IN	K C ELECTRICAL CONTRACTORS IN	38 FIFTH ST
KRP	KENNETH J REDER	20 CHESTNUT ST
LATITUDES FAIR TRADE	ELIZABETH OWSLEY	78 MAIN ST
LAW OFF OF CATHERINE M BOWERS	LAW OFF OF CATHERINE M BOWERS	49A LEE ST
LAW OFFIC MARIE WASHINGTON PL	MARIE WASHINGTON	67 LEE ST UNIT 102
LAWRENCE DIRECT MARKETING INC	LAWRENCE DIRECT MARKETING INC	22 JOHN MARSHALL ST SU
LEE CHRISTNERS BARBER SHOP	JUNG ME JUNG	16 FIFTH ST
LEES BARBER	RONNIE HEERAN LEE	44 MAIN ST
LINDA I DODGE ATTORNEY AT LAW	LINDA I DODGE	31 SECOND ST
LINDAS GALA INC	LINDAS GALA INC	66 MAIN ST
LITTLE GREY SQUIRREL	LITTLE GREY SQUIRREL	26 MAIN ST
LIVING ACRES NURSERY INC	LIVING ACRES NURSERY INC	671 FALMOUTH ST
LOCKLIN & COLEMAN PLLC	LOCKLIN & COLEMAN PLLC	1 WALL ST
LONG & FOSTER REAL ESTATE INC	LONG & FOSTER REAL ESTATE INC	492 BLACKWELL RD
LOOKING GLASS NATURAL HEALTH	ALICE K MAHER	560 BROADVIEW AVE STE 2
LOOKING UP LLC	ASHLEIGH RAWLINGS	32 WATERLOO ST G2
LOVE & BE WELL BY NATALIE	BE WELL CITY LLC DBA	63 MAIN ST
MARGARET G DOYLE	MARGARET G DOYLE	70 MAIN ST
MARIA D DUNN MD PLC	MARIA D DUNN MD PLC	35 HORNER ST STE 200
MARK B WILLIAMS & ASSOC PLC	MARK B WILLIAMS & ASSOC PLC	27 CULPEPER ST
MARKS & HARRISON PC	MARKS & HARRISON PC	50 CULPEPER ST
MARY BETH WILLIAMS PHD	MARY BETH WILLIAMS	17 5TH ST RM K
MASSNET LLC	MASSNET LLC	70 MAIN ST #23
MCLEAN MORTGAGE CORPORATION	MCLEAN MORTGAGE CORPORATION	9 3RD ST STE 106
MELISSA CROOKS	MELISSA CROOKS	92 MAIN ST SUITE 201 4
MERIDIAN FINANCIAL PARTNERS	MERIDIAN FINANCIAL PARTNERS	39 4TH ST FLOOR 1
MH 102 PC	MH 102 PC	98 ALEXANDRIA PIKE STE
MICHAEL C KRAMM MS CTPS CGP	MICHAEL C KRAMM MS CTPS CGP	92 MAIN ST SUITE 201 #
MID-ATLANTIC HOME HEALTH	HUNT COUNTRY NURSING SERVICES	23 WINCHESTER ST

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
MID-ATLANTIC HOME HEALTH NETW	MID-ATLANTIC HOME HEALTH NETW	25 WINCHESTER ST
MILLER & BLACKWELL CONST	WILLIAM S MILLER	100 FRANKLIN ST
MILLER REAL ESTATE & PROP MGM	MILLER REAL ESTATE & PROP MGM	25 FOURTH ST STE 200
MODAL MUSIC STUDIO LLC	MODAL MUSIC STUDIO LLC	90 MAIN ST
MOLLYS COCKLES & MUSSELS LLC	CASEY R WARD	36 MAIN ST
MOSELEY ARCHITECTS	MOSELEY ARCHITECTS	22 JOHN MARSHALL ST
MULFORD MEDIATION	LEGAL ALTERNATIVES INC	30 MAIN ST SUITE 201
NATURAL MARKETPLACE INC	NATURAL MARKETPLACE INC	5 DIAGONAL ST
NICK INNOCENZI & SONS CONSULT	NICK INNOCENZI & SONS CONSULT	24 ASHBY ST
NIKKI L MARSHALL PLC	NIKKI L MARSHALL PLC	110 MAIN ST
NOVA SOFTWARE SOLUTIONS	NOVA SOFTWARE SOLUTIONS	28 ASHBY ST
NUSPRIME ENDEAVORS LLC	NUSPRIME ENDEAVORS LLC	70 MAIN ST SUITE 23
NUTRITIONAL WISDOM	PETRA MERCIER	17 HORNER ST
OLDE TOWN AUTO SERVICE INC	MARY LEE POE	81 FIFTH ST
OLDE TOWNE BRIDAL & EVENT BOT	OLDE TOWNE BRIDAL & EVENT BOT	47 3RD ST
ORAVEC BODYWORK	ORAVEC BODYWORK	32 WATERLOO ST SUITE 2
PABLO ANDRES GUTIERRZ	PABLO ANDRES GUTIERREZ	92 MAIN ST SUITE 201 #
PATRICIA A WOODWARD	PATRICIA A WOODWARD	31 SECOND ST
PATTY POP ONS	PATTY PRATT PRODUCTION LLC	291 WATERLOO ST
PBMARES LLP	PBMARES LLP	29 CULPEPER ST
PEARSON AND PEARSON PC	LOIS G PEARSON SECY/TREAS	9 CULPEPER ST
PETER THOS HANSEN PC	PETER THOS HANSEN PC	65 CULPEPER ST
PIEDMONT LIFESTYLE MAGAZINES	RAPPAHANNOCK MEDIA LLC	11 CULPEPER ST
PINNACLE MANAGEMENT SYSTEMS I	PINNACLE MANAGEMENT SYSTEMS I	50 CULPEPER ST SUITE 2
PR & PARTNERS	RLGB LLC	251 LEE HWY
PRIMARY ELECTRICAL LLC	PRIMARY ELECTRICAL LLC	28 ASHBY ST SUITE C101
PROSPERITY FAMILY MEDICINE PL	PROSPERITY FAMILY MEDICINE PL	32 WATERLOO ST SUITE 2
PURE NUTRITION & WELLNESS LLC	PURE NUTRITION & WELLNESS LLC	560 BROADVIEW AVE
QUILTING ESSENTIALS & MORE	HIGHFLYER ARMS LLC	10 5TH ST
RACHAEL S KRAMM BS FT QMHP-T	RACHAEL S KRAMM BS FT QMHP-T	92 MAIN ST STE 201 #4
REBECCA FERNEIL LLC	REBECCA FERNEIL LLC	29 MAIN ST
RED TRUCK RURAL BAKERY	RED TRUCK RURAL BAKERY	22 WATERLOO ST
REEMERGE CHILD THERAPY	TENE WORDSWORTH	92 MAIN ST STE 202 6&7
REGAL PAINT CENTERS	SMITTY DOG ENTERPRISES INC	51 ALEXANDRIA PIKE
REGAL REAYOU SPA INC	REGAL REAYOU SPA INC	549 WINCHESTER ST
RELIABLE LAWN CARE LLC	RELIABLE LAWN CARE LLC	32 WATERLOO ST STE 107
RENEWABLE ENERGY SOLUTIONS IN	RENEWABLE ENERGY SOLUTIONS IN	20 5TH ST
ROBERT N FRANZONI PC	ROBERT N FRANZONI	75 LEE ST #101
ROBERTS ENGINEERING PLLC	RONALD L SCULLIN	118 CULPEPER ST
SAGE COUNSELING CENTERS	SAGE COUNSELING CENTERS	32 ASHBY ST SUITE 203
SALON EMAGE	MELANEE M MONTALVO	51 LEE ST
SALON THIRTY	SALON THIRTY	17 1ST ST
SARANG HAIR	JAE HOON CHONG	578 WATERLOO RD #2A
SCHEULEN PATCHETT & EDWARDS P	SCHEULEN PATCHETT & EDWARDS P	98 ALEXANDRIA PIKE
SERENDIPITY CATERING	SERENDIPITY CATERING	12 CULPEPER ST
SHEAR BEAUTY BY KATIE	KATIE L HELBOCK	578 WATERLOO RD STE 3A
SHELLEY H SHIPE	SHELLEY H SHIPE	31 FOURTH ST
SHENANDOAH FLEET MAINT & MANG	SHENANDOAH FLEET MAINT & MANG	70 MAIN ST STE 42
SHINE ON BBQ	ALEX DIAL	26 MAIN ST
SIERRA LINDA FARM/SIERRA LIND	SIERRA LINDA FARM/SIERRA LIND	36 ASHBY ST LOT #2
SILENT PARTNER SECURITY	SILENT PARTNER SECURITY	1 THIRD ST
SITEWHIRKS LLC	MATTHEW CARSON	45 MAIN ST
SKYLINE HYDROPONICS	SKYLINE HYDRO LLC	32 WATERLOO ST SUITE G
SOUND SLEEP LLC	SOUND SLEEP LLC	147 ALEXANDRIA PIKE ST
SPLENDID OCCASIONS LLC	SPLENDID OCCASIONS LLC	157 WATERLOO ST

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
STEPHANIE SCRIVEN	STEPHANIE SCRIVEN	92 MAIN ST SUITE 201 #
STORM LAWN SERVICE LLC	TERRANCE MCKAY FIELDS	23 3RD ST APT 2
STRATEGIC ALLIANCE CONSULTING	STRATEGIC ALLIANCE CONSULTING	53A LEE ST
STUDIO 2 PHOTOGRAPHY LLC	STUDIO 2 PHOTOGRAPHY LLC	23 3RD ST UNIT 3
STUDIO FRAME SHOP	SHERRIE SHAMBURG	51 ALEXANDRIA PIKE
SUN W SPA	SUN W SPA	75 LEE ST UNIT 104
SUNNY HILLS AMERICAN GRILL	SUNNY HILLS RESTAURA GROUP LL	79 MAIN ST
SYLVIES ON 5TH	SYLVIES ON 5TH	15 5TH ST
TAKE 3 TRAVEL	TAKE 3 TRAVEL	81 MAIN ST
TAYLOR BOYD STUDIOS LLC	TAYLOR BOYD STUDIOS LLC	7 5TH ST
TEES4TEAM	TECHNO TRADE LLC	81 MAIN ST
THE BOUJEE BAKER BOUTIQUE	STORMY ACRES LLC DBA	9 FIFTH ST
THE COLEMAN THERAPY CENTER	THE COLEMAN THERAPY CENTER	70 MAIN ST
THE CREATIVE GROUP	DIRECT MARKETING SOLUTIONS	70 MAIN ST SUITE 23
THE LEGACY ENERGY GROUP LLC	MICHAEL HOUSLEY	32 WATERLOO ST
THE MAIN STREET WELLNESS CO L	THE MAIN STREET WELLNESS CO L	35 MAIN STREET
THE OPEN BOOK LLC	THE OPEN BOOK LLC	104 MAIN ST
THE PAINTED FOX INC	THE PAINTED FOX INC	92 MAIN ST
THE PERSONAL TOUCH	SAND C MURRAY LTD	24 MARSHALL ST
THE PURPLE PUMPKIN	MARYLOU EMBREY	92 MAIN ST #101
THE RAPHAEL STORE	ROBERT R AMBROGI JR	157 WATERLOO ST
THE REAL ESTATE STORE INC	THE REAL ESTATE STORE INC	32 WATERLOO ST STE 210
THE RIVER ROSE SALON BOUTIQUE	THE RIVER ROSE SALON BOUTIQUE	17 FIRST ST
THE SCYLLA GROUP INC	THE SCYLLA GROUP INC	70 MAIN ST STE 42
THE SHOE CENTER	TPJK INC	67 MAIN ST
THE SOLUTION DESIGN GROUP INC	THE SOLUTION DESIGN GROUP INC	28 JOHN MASHALL ST
THE SOURCE HARMONIC EGG OFNOV	THE SOURCE HARMONIC EGG OFNOV	32 WATERLOO ST UNIT 20
THE TOWN DUCK LLC	THE TOWN DUCK LLC	100 MAIN ST
THE WARRENTON WELLNESS KITCHE	THE WARRENTON WELLNESS KITCHE	17 FIFTH ST
THIRD & MAIN GOURMET TO GO	LOCALICIOUS LLC	15 3RD ST
THIS N THAT AMISH OUTLET	THIS N THAT OUTLET LLC	52 MAIN ST
THOMAS C SENTZ DDS	THOMAS C SENTZ DDS	33 MAIN ST
TIME KEEPER WATCH SERVICE	OLEG SULIMOV	19 WINCHESTER ST SUITE
TOTAL CLEAN FREAKS	TOTAL CLEAN FREAKS	32 WATERLOO ST STE 207
TRADECRAFAT CONSULTING	TRADECRAFT CONSULTING	199 LEE ST
VARILEASE TECH FINANCE GROUP	VARILEASE TECH FINANCE GROUP	170 SHIRLEY AVE SUITE 2
VICCOR JEWELRY	VICCOR JEWELRY	88 MAIN ST
VILLAGE BODY AND PAINT SHOP	JOSEPH A MILLER	81 FIFTH ST
VILLAGE FLOWERS	DEE DEE INC	81 MAIN ST
VISCAL MICHELLE RAY	VISCAL MICHELLE RAY	31 FOURTH ST
WALKER JONES PC	WALKER JONES PC	31 WINCHESTER ST
WARRENTON EARTHWORKS LLC	WARRENTON EARTHWORKS LLC	79 GARRETT ST
WARRENTON HOBBY SHOPPE	WARRENTON HOBBY SHOPPE	46 MAIN ST
WARRENTON MARKET	VINT HILL HOME DBA	77 MAIN ST
WARRENTON PHARMACY	WARRENTON PHARMACY INC	77 LEE ST #102
WARRENTON SELF STORAGE	C FAYE RICHARDSON	28 ASHBY ST
WARRENTON THERAPEUTIC MASSAGE	WARRENTON THERAPEUTIC MASSAGE	77 LEE ST SUITE 204
WARRENTON WOMENS COUNSELING C	MICHELLE KELLEY	92 MAIN ST STE 202-2
WELLS FARGO CLEARING SERVICES	WELLS FARGO CLEARING SERVICES	70 MAIN ST 3RD FLOOR S
WHINES VENDING LLC	WHINES VENDING LLC	VARIOUS LOCATION
WHITE GLOVE ENTERPRISE	NOAH MOORE	52 MAIN ST
WILD HARE HARD CIDER LLC	WILD HARE HARD CIDER LLC	75 THIRD ST
XFINITY HOME	COMCAST BROADBAND SECURITY LL	245 EAST ST
XPD BUBBLE NN BUBBLE	XPD BUBBLE NN BUBBLE	20 2ND ST
YARNIA OF OLD TOWN	THE RED THREAD LLC	10 5TH ST

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
YONGUE ELECTRIC AND SECURITY	YONGUE ELECTRIC AND SECURITY	347 FALMOUTH ST
2 BROTHERS LANDSCAPING LLC	2 BROTHERS LANDSCAPING LLC	358 JACKSON ST
54 EAST LEE LLC	54 EAST LEE LLC	400 ROSEDALE CT STE 100
7-ELEVEN 16701B	MANDAN LLC	207 SHIRLEY AVE
AB NAILS LLC	THU-AN DOAN	330 LEE HWY
ACADEMY HILLS	ACADEMY HILLS	49 ACADEMY HILL RD
ACCLAIM CLEANERS LLC	WANDA EVANS	494 BROADVIEW AVENUE
ACE HARDWARE	BELLMORE HOME CENTER	251 LEE HWY
ACE SOFTWARE CONSULTING LLC	ACE SOFTWARE CONSULTING LLC	161 SECRETARIAT CT
ACROSS THE DRAW INC	BRIAN S MONTGOMERY	76 BROADVIEW AVE
ADAMS CONSTRUCTION GROUP	ADAMS CONSTRUCTION GROUP LLC	70 MAIN ST #43
ADVANCE AUTO PARTS #7563	ADVANCE STORES COMPANY INC	242 BROADVIEW AVE
ADVANCED AUTOMOTIVE	ADVANCED AUTOMOTIVE	655 INDUSTRIAL RD
ADVANCED DERMATOLOGY & COSEMT	ADVANCED DERMATOLOGY & COSEMT	419 HOLIDAY CT STE 10
AESTHETIC CENTER OF NO VA	KELAND GROUP INC	225 OAK SPRINGS DR #102
AGUILAR ERA CONSTRUCTION LLC	AGUILAR ERA CONSTRUCTION LLC	328 LEE HWY
AHA HYBERBARICS LLC	AHA HYBERBARICS LLC	170 SHIRLEY AVE STE 101
AHNETWORKS INC	AHNETWORKS INC	344 SINGLETON CIRCLE
ALFRED C GRIFFIN JR DDS	ALFRED C GRIFFIN JR	179 BROADVIEW AVE
ALL BROKERS REAL ESTATE LLC	ALL BROKERS REAL ESTATE LLC	797 BLACK SWEEP RD
ALLERGY & ASTHMA SPECIALISTS	ALLERGY & ASTHMA SPECIALISTS	400 HOSPITAL DR
ALLS & CO	MWA INC	23 SMITH STREET
ALM WIRELESS INC	ALM WIRELESS INC	251 LEE HWY #233
ALPHA OMEGA AUTOMOTIVE INC	ALPHA OMEGA AUTOMOTIVE INC	122 SULLIVAN ST
AMAZING SMILE DENTAL CARE WAR	EREME ISLEANDER	506 FLETCHER DR
AMERICAN ARMS & SUPPLY LLC	AMERICAN ARMS & SUPPLY LLC	819 JAMES MADISON HWY # WARF
AMERICAN SCREEN PRINTING	AMERICAN SCREEN PRINTING	
AMERICAN STANDARD POWER WASHI	AMERICAN STANDARD POWER WASHI	249 HIDDEN CREEK LN
ANDERSON NOTARY & TAX SERVICE	JAMES ANDERSON	226 BREEZEWOOD DR
ANDRIACORSO & CO LLC	ANDRIACORSO & CO LLC	164 PRESTON DR
ANGLER DEVELOPMENT LLC	ANGLER DEVELOPMENT LLC	170 SHIRLEY AVE STE 201
ANIMAL CARE CENTER	HEART & PAW ACQUISTION CO LLC	657 FALMOUTH ST
ANIMAL MEDICAL CENTER OF WARR	JOHN B RETHMAN	79 GARRETT ST
ANITA M MAYBACH MD PC	ANITA M MAYBACH MD PC	381 STUYVESANT ST STE 1
ANNE ZEWATSKY LCSW LLC	ANNE ZEWATSKY LCSW LLC	67 WEST LEE ST STE 202
ANNEX ROOM MEDIA LLC	ANNEX ROOM MEDIA LLC	400 HOLIDAY CT SUITE 10
ANYTIME FITNESS WARRENTON	VATO FITNESS WARRENTON LLC	251 LEE HWY #689
AOR MANAGEMENT CO OF VIRGINIA	AOR MANAGEMENT CO OF VIRGINIA	210 SHIRLEY AVE STE 111
APPLEBEES NEIGHBORHOOD GRILL	POTOMAC FAMILY DINING GROUP	105 LEE HWY
ARBYS	WARRENTON FOOD SERVICE LLC	360 BROADVIEW AVE
ARES DEFENSE GROUP LLC	ARES DEFENSE GROUP LLC	478 ESTATE AVE
ART WORK BY CATHY SUITER	CATHY SUITER HENRY	274 MONROE ST
ASAP CLEANERS	ASAP CLEANERS	486 FLETCHER DR
ASHYLYN CONSULTING GROUP LLC	ASHLYN CONSULTING GROUP LLC	164 PRESTON DR
ASPIRE PROPERTIES LLC	KABIR GUPTA	716 STARTING POINT CT
AUBINOE MGT	AUBINOE MANAGEMENT INC	114 WATERLOO ST
AUSTINS HEATING & AIR CONDITI	CHANCE V AUSTIN	612 FAUQUIER RD
AUTHENTIC HEALTH LLC	AUTHENTIC HEALTH LLC	183-4 KEITH ST
AUTOZONE #2034	AUTOZONE STORES LLC	530 BROADVIEW AVE
AZURIA ENTERTAINMENT LLC	AZURIA ENTERTAINMENT LLC	116 DORSET LN
B TURNER LLC LLC	B TURNER LLC	32 WATERLOO ST SUITE 1
BAGCON SIGNATURE HOMES INC	BAGCON SIGNATURE HOMES INC	180 SYCAMORE ST
BANNERS HALLMARK #33	BANNERS OF WARRENTON LLC	41 LEE HWY STE 65A
BAR MAIDEN LLC	BAR MAIDEN LLC	152 CAMBRIDGE WAY
BARBARA S MCCULLA LCSW LLC	BARBARA S MCCULLA LCSW LLC	185 LOCUST ST

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
BARBARA S MCCULLA POTTERY	BARBARA S MCCULLA POTTERY	185 LOCUST ST
BAREFOOT PHOTOGRAPHY STUDIO	MARISSA ORCUTT	240 AMBER CR
BE WELL HOME HEALTH CARE INC	BE WELL HOME HEALTH CARE INC	122 SHIRLEY AVE #1
BEACH BLAKE & ASSOC FIN SERV	BEACH BLAKE & ASSOC FIN SERV	50 SULLIVAN ST SUITE C
BEAUTIFUL HAIR DAY	BEAUTIFUL HAIR DAY	38 GARRETT ST
BEDROSIAN CLEANING SERVICES L	BEDROSIAN CLEANING SERVICES L	39 GARRETT ST SUITE 22
BENCHMARK PARTNERS CCLVI LLC	BENCHMARK PARTNERS CCLVI LLC	526 FLETCHER DR
BILLS PAINTING SERVICES	WILLIAM R HINES	610 EVANS AVE
BINARYSTUDIOS NETWORK LLC	BINARYSTUDIOS NETWORK LLC	318 SINGLETON CR
BIRDIE'S STUFF	ROBYN THOMPSON	157 PINNACLE CT
BLALOCK CYCLE CO	H W BLALOCK	170 LEE HWY
BLASER PHYSICAL THERAPY INC	KENDAL B BLASER	87 LEE HWY
BLOSSMAN GAS INC	BLOSSMAN GAS INC	259 BROADVIEW AVE
BLOWN AWAY HAIR STUDIO	CDW BLOWN AWAY LLC T/A	578 WATERLOO RD UNIT 3A
BLU ANGELS MASSAGE	ANGELA BOSTICK-CAMPBELL	195 KEITH ST
BLUE RIDGE FAMILY CARE	AHMAD BABAR	225 OAK SPRINGS STE 101
BLUE RIDGE ORTHOPAEDIC ASSOC	BLUE RIDGE ORTHOPAEDIC ASSOC	52 SHIRLEY AVE
BLUE RIDGE PROPERTY SERVICES	BLUE RIDGE PROPERTY SRS LLC	606 FALMOUTH ST UNIT B
BLUEMONT NEPHROLOGY ASSOC. PC	KENNETH M KORNETSKY	406 HOSPITAL DR
BOHLER ENGINEERING VA LLC	BOHLER ENGINEERING VA LLC	28 BLACKWELL PARK LN S
BOLD BEAR CREATIVE LLC	BOLD BEAR CREATIVE LLC	180 WATERLOO ST
BOSCO MEDICAL LLC	BOSCO MEDICAL LLC	86 LEE ST
BOTTOM LINE BOOKKEEPING LLC	JANICE L HEATER	549 TIFFANY COURT
BOYD DANDREA GROUP LLC	BOYD DANDREA GROUP LLC	25 4TH ST STE 103
BRIDGE TO BALANCE LLC	BRIDGE TO BALANCE LLC	560 BROADVIEW AVE LOWER
BROADVIEW CHEVRON	SHANTAM INVESTMENT INC	121 BROADVIEW AVE
BROOKSIDE HEALTH &REHAB CENTE	BROOKSIDE HEALTH &REHAB CENTE	614 HASTINGS LN
BURGER KING	WALTCO FOODS INC	34 BROADVIEW AVE
BURLESON & ASSOCIATES PC	JON L BURLESON CPA	183 KEITH ST
C & H ECO-MEDIA BLASTING LLC	C & H ECO-MEDIA BLASTING LLC	274 MONROE ST
CANELAS PAINTING & LANDSCAPIN	CANELAS PAINTING & LANDSCAPIN	393 JACKSON ST APT 201
CAR BARGAIN	CAR BARGAIN	100 SHIRLEY AVE
CAR BARGAIN	MASHAL INTERNATIONAL LLC	187 SHIRLEY AVE
CARDINAL HEALTHCARE LLC	CARDINAL HEALTHCARE LLC	436 HOSPITAL DR
CARE CONNECTIONS FOR SR LLC	CARE CONNECTIONS FOR SR LLC	164 OLD ORCHARD LN
CAROUSEL FROZEN TREATS INC	CARL NORSKOG	346 WATERLOO ST
CARSON LAND CONSULTANTS	CARSON LAND CONSULTANTS	45 MAIN ST 1ST FLOOR
CARTER MACHINERY CO INC	CARTER MACHINERY CO INC	721 INDUSTRIAL RD
CASTRO CONTRACTORS INC	CASTRO CONTRACTORS INC	493 BLACKWELL RD SUITE
CATLILLI GAMES LLC	CATLILLI GAMES LLC	449 ESTATE AVE
CB3 ENTERPRISES	CERISSA BURDEN	33 WOODLAND WAY
CECILS TRACTORS INC	CECIL & REBECCA CAMPBELL	763 JAMES MADISON HWY
CEDAR RUN STAMPS	FRANK MUCKENHAUPT	218 FERNWOOD PL
CENTURY 21 NEW MILLENNIUM	NEW MILLENNIUM RE INC	87 LEE HWY
CHECKS CASHED	SHANTAM FINANCIAL INC	121 BROADVIEW AVE
CHERUNDOLO GLOBAL SERVICES LL	CHERUNDOLO GLOBAL SERVICES LL	30 MADISON ST
CHICK-FIL-A AT WARR FSU	BROCK GROUP LLC	256 LEE HWY
CHICK'S SERVICES INC	CHICK'S SERVICES INC	338 BROADVIEW AVE
CHILDREN OF AMERICA INC	CHILDREN OF AMERICA INC	164 SHIRLEY AVE
CHINA JADE SEAFOOD RESTAURANT	CHUS ENTERPRISE INC	375 SHIRLEY AVE
CHINA RESTAURANT	CHIOU & YUE LLC	589 FROST AVENUE
CHIPOTLE MEXICAN GRILL	CHIPOTLE MEXICAN GRILL OF COL	251 LEE HWY STE 243
CIAO BELLA CELEBRATIONS	CIAO BELLA PHOTOGRAH LLC	18 ASHBY ST
CLEAN CAR WASH	FUEL BAEK LLC	307 BROADVIEW AVE
CLEAN WATER POOLS & SPAS	CLEAN WATER POOLS & SPAS	251 W LEE HWY SUITE 669

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
C-MORE COMPETITION	VERTU CORP	680 INDUSTRIAL RD
C-MORE SYSTEMS	C-MORE SYSTEMS	680 INDUSTRIAL RD
COINSTAR ASSET HOLDINGS LLC	COINSTAR ASSET HOLDINGS LLC	530 FLETCHER DR HARRIS
COINSTAR ASSET HOLDINGS LLC	COINSTAR ASSET HOLDINGS LLC	641 FROST AVE #613(FOOD
COINSTAR ASSET HOLDINGS LLC	COINSTAR ASSET HOLDINGS LLC	700 JAMES MADISON HWY W
COINSTAR ASSET HOLDINGS LLC	COINSTAR ASSET HOLDINGS LLC	41 LEE HWY (GIANT)
COLLIE GORG GROUP	COLLIE GORG GROUP	759 GOLD CUP DR
COLOR BROKER	COLOR BROKER	396 WILSON ST
COLVIN FLOORS INC	COLVIN FLOORS INC	251 BROADVIEW AVE
CONSUELOS BEAUTY SALON	CTY & ASSOCIATES INC	568 WATERLOO RD
COUNTRY CHEVROLET INC	COUNTRY CHEVROLET INC	11 LEE HWY
COUNTRY CLEANERS	COUNTRY CLEANERS	41 LEE HWY SUITE 55
COUNTRY DIESELS	COUNTRY CHEVROLET INC	735 JAMES MADISON HWY
COUNTRY FRESH FARMS	COUNTRY FRESH FARMS	331 BROADVIEW AVE
COURTNEYS PET & EQUINE SERVIC	COURTNEYS PET & EQUINE SERVIC	742 CHERRY TREE LN
CREATIVE DESIGN LANDSCAPES LL	CREATIVE DESIGN LANDSCAPES LL	173 KEITH ST SUITE 1
CROSSFIT WARRENTON	CRYSTAL A WILLIS	32 SECOND ST
CROWN UNITS BY ANGELS BEAUTY	CROWN UNITS BY ANGELS BEAUTY	81 MAIN ST
CUBE SMART	SOUTHSIDE SELF STORAGE LLC	689 INDUSTRIAL RD
CUBESMART	HOLIDAY PARTNERS LLC	411 HOLIDAY CT
CULIN SHARP ANTRY & DAY PLC	CULIN SHARP ANTRY & DAY PLC	67 LEE ST STE 101
CVS PHARMACY #1381	VIRGINIA CVS PHARMACY LLC	510 BLACKWELL ROAD
D BAR D INC	D BAR D INC	470 BROADVIEW AE
DAVID BARBERSHOP	DAVID BARBERSHOP	334B LEE HWY
DAWSON ELECTRIC SERVICE INC	KENNETH W DAWSON	311 SHIRLEY AVE
DEALMAKER PRO	BLACK HORSE SYSTEMS INC	114 WATERLOO ST
DEBRA K GODFREY CPA	DEBRA K GODFREY	341 CHAPPELL ST
DECISION ADVANTAGE	F FREEMAN MARVIN	226 VIEW CR
DEVINE LINE LLC	DEVINE LINE LLC	285 SHIRLEY AVE
DOC AT YOUR DOOR PLC	DOC AT YOUR DOOR PLC	290 FORBES CT
DOGWOOD CONCRETE LLC	DOGWOOD CONCRETE LLC	485 FAUQUIER RD
DOLLAR GENERAL STORE 464	DOLGENCORP LLC	599 FROST AVE
DOLLAR TREE STORE 505	DOLLAR TREE STORES INC	169 LEE HIGHWAY
DOMINION EYE CARE PC	DOMINION EYE CARE PC	388 HOSPITAL DR
DOMINION INTERNAL MEDICINE	BLUE RIDGE ORTHOPAEDIC ASSOC	225 OAK SPRINGS DR SUIT
DOMINION VALLEY CLEANERS	DOMINION VALLEY CLEANERS	133 W SHIRLEY AVE
DOMINOS PIZZA #4378	TEAM WASHINGTON INC	81 LEE HWY
DOODLEBUG DOGWALKER LLC	DOODLEBUG DOGWALKER LLC	107 AVIARY ST
DOUGLAS MECHANICAL SERVICES	WAYNE DOUGLAS DBA	356 FOX CHASE ST
DREAMS OF DANCE PERFORM ARTS	SARA WINTEL	258 BROADVIEW AVE
E E WINE INC	DONOVAN V WINE	416 FALMOUTH ST
EAGLE ONE RESEARCH & DEVELOPM	EAGLE ONE RESEARCH & DEVELOPM	334 CLEVELAND ST
EASY WIND TRUCKIN	EASY WIND TRUCKIN	249 ONYX WAY
EB QUILTS COMPANY LLC	EB QUILTS COMPANY LLC	340 WILLOW CT
EDWARD JONES	EDWARD JONES	559 FROST AVE STE 101
EDWARD JONES & CO #25790	EDWARD JONES & CO #25790	251 LEE HIGHWAY STE 647
EDWARD JONES & COMPANY	EDWARD JONES	400 HOLIDAY CT UNIT 107
EL AGAVE MEXICAN RESTAURANT	EL AGAVE LLC	251 LEE HWY SUITE 640
EL JARIPEO	EL JARIPEO V LLC	623 FROST AVE
ELDON 64 ENTERPRISES	DONALD ARMENTROUT	578 FOXCROFT RD
EMERALDS SALON	EMERALDS SALON	38 GARRETT ST
EMILY MAR PHOTOGRAPHY	EMILY MAR PHOTOGRAPHY	114 MOSBY CR
ENCOMPASS HEALTH PARTNERS	ENCOMPASS HEALTH PARTNERS	50 SULLIVAN ST SUITE A
ENERGY OF BEING	ENERGY OF BEING	195 KEITH ST UNIT 2A
ENTERPRISE RAC CO OF MD LLC	ENTERPRISE RAC CO OF MD LLC	282 BROADVIEW AVE STE 1

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
ENVIRIAN OF WARRENTON	LAND IN VIRGINIA INC	70 MAIN ST
ENVY NAILS & SPA LLC	HAN NGOC DANG	520 FLETCHER DR
ERNESTO RODRIGUEZ	ERNESTO RODRIGUEZ	338 DOVER RD
ETIK	ETIK LLC	396 WILSON ST
EVERYONES HANDYMAN LLC	EVERYONES HANDYMAN LLC	427 DENNING CT
EXCEL FITNESS VA 5 LLC	EXCEL FITNESS VA 5 LLC	141 LEE HWY
F&R DEVELOPMENT LLC	F&R DEVELOPMENT LLC	321 WALKER DR STE 101
FAITH E MADDOX	FAITH E MADDOX	30 SIRE WAY
FAMILY DENTAL CARE OF WARRENT	FAMILY DENTAL CARE OF WARRENT	251 LEE HWY
FAMILY FOCUS COUNSELING SERVI	FAMILY FOCUS COUNSELING SERVI	170 SHIRLEY AVE STE 206
FANCY FROCKS FABRICS	JACQUELENE PARRALES	230 ONYX WAY
FARM CREDIT OF THE VIRGINIAS	FARM CREDIT OF THE VIRGINIAS	516 FAUQUIER RD
FAT TUESDAYS WARRENTON INC	FAT TUESDAYS WARRENTON INC	251 LEE HWY STE 705
FAUQUIER ENT HEARING AIDS	BLUE RIDGE ORTHOPAEDIC ASSC P	550 HOSPITAL DR
FAUQUIER FAMILY PRACTICE PLC	FAUQUIER FAMILY PRACTICE PLC	400 HOSPITAL DR
FAUQUIER HEALTH HOME CARE SER	VIRGINIA IN-HOME PARTNER-V LL	5 ROCK POINT LN SUITE
FAUQUIER HEALTH PHYSICIAN PRA	FAUQUIER PHYSICIAN PRACTICES	550 HOSPITAL DR/253 HOS
FAUQUIER HEALTH REHABILITATIO	FAUQUIER LONG TERM CARE LLC	360 HOSPITAL DR
FAUQUIER HEARING LLC	FAUQUIER HEARING LLC	550 HOSPITAL DR
FAUQUIER HOSPITAL	FAUQUIER MEDICAL CENTER LLC	500 HOSPITAL DR
FAUQUIER NEUROLOGICAL ASSOC L	FAUQUIER NEUROLOGICAL ASSOC L	440 HOSPITAL DR
FAUQUIER PAWN LLC	FAUQUIER PAWN LLC	281 SHIRLEY AVE
FAUQUIER TILE	TOM MIDDLETON	630 BROADVIEW AVE
FEMALLAY INC	FEMALLAY INC	550 BROADVIEW AVE SUITE
FIND ARCHITECTURE PLLC	FIND ARCHITECTURE PLLC	136 MOFFETT AVE
FIREHOUSE SUBS WARRENTON INC	VECTOR FOOD SERVICE LLC	251 LEE HWY SUTE 634
FIVE BELOW INC	FIVE BELOW INC	141 LEE HWY
FOOD LION #378	FOOD LION LLC	613 FROST AVE
FOSTERS GRILLE WARRENTON LLC	FOSTERS GRILLE WARRENTON LLC	20 BROADVIEW AVE
FOSTERS TOWING SERVICE LLC	FOSTERS TOWING SERVICE LLC	338 BROADVIEW AVE
FOSTERS TOWING SERVICES LLC	FOSTERS TOWING SERVICES LLC	353 NORFOLK DR
FOUND & CO	FOUND & CO	203 LOCUST ST
FOX DEN ANTIQUE MALL	FUND CONSULTANTS WASH INC	365 SHIRLEY AVE
FRANNYMAK HAIR LLC	FRANNYMAK HAIR LLC	85 W LEE HWY
FREE SPIRITS	SHELLY PAIGE REAVES	276 JACKSON ST
FRESENIUS MEDICAL CARE	WARRENTON DIALYSIS FACILITY	170 SHIRLEY AVE SUITE 1
FROST DINER	M & M FOOD SERVICES INC	55 BROADVIEW AVE
G2 DEVELOPMENT LLC	G2 DEVELOPMENT LLC	251 CARRIAGE CHASE CR
GAI CONSULTANTS INC	GAI CONSULTANTS INC	17 FIFTH ST STE E & F
GALAXY STRIKES BOWLING CENTER	GALAXY STRIKES BOWLING CENTER	251 LEE HWY SUITE 650
GAMESTOP #7656	GAMESTOP INC	133 LEE HWY #220
GARY RYDERS HANDYMAN SERVICES	GARY L RYDER	461 OLIVER CITY RD
GASTROENTEROLOGY ASSOC	GASTROENTEROLOGY ASSOC	170 SHIRLEY AVE SUITE 2
GATEWAY WARRENTON HI LLC	GATEWAY WARRENTON HI LLC	501 BLACKWELL RD
GENESIS CLEANING SERVICES	JUDITH LLC	570 HIGHLAND TOWNE LN
GEORJEANS GROOMING	ASPIRATIONS PET SERVICES LLC	367 SHIRLEY AVE
GIANT FOOD STORE #778	GIANT OF MARYLAND LLC	41 LEE HWY
GILL & PANNU FOODS LLC	GILL & PANNU FOODS LLC	251 LEE HWY SUITE 679
GLAND FAMILY LLC	GLAND FAMILY LLC	251 LEE HWY STE 235
GMH STONE MASONRY	GREGORY HARRIS	149 GERBER LN
GOLD CUP SERVICES LLC	SCOTT A DIEHL	719 GOLD CUP DRIVE
GOOD FELLAS PIZZA	S&D QUALITY FOOD LLC	251 LEE HWY #231
GOWELL URGENT CARE	DMV URGENT CARE WARRENTON LLC	75 LEE HWY
GREELEY CRE	GREELEY CRE	170 SHIRLEY AVE SUITE 2
GREEN DEVELOPMENT LLC	GREEN DEVELOPMENT LLC	29 BOUNDARY LN

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
GREYSTONE FUNDING CO LLC	GREYSTONE FUNDING CO LLC	419 BELLE AIR LN
GREYSTONE SERVICING CORP LLC	GREYSTONE SERVICING CORP LLC	419 BELLE AIR LN
GROUPS RECOVER TOGETHER	GROUPS RECOVER TOGETHER	410 ROSEDALE CT SUITE 1
H & R BLOCK	JEAN H QUEEN	77 LEE HWY
H&W OFFICE INSTALLATIONS	H&W OFFICE INSTALLATIONS	802 COL EDMONDS CT
HAIR BY SANDRA	SANDRA KAY SITES	32 WATERLOO ST
HAIR CUTTERY	HC SALON VA LLC	41 LEE HWY STE 51
HAIR STUDIO 29 LLC	CHRISTINA L HITT	381 STUYVESANT ST
HAMILTON EQUIPMENT SERV LLC	VICKY L NOLAND	25 BROADVIEW AVE
HAND PICKED SELECTIONS INC	HAND PICKED SELECTIONS INC	400 HOLIDAY CT STE 201
HANDFORD FINANCIAL STRATEGIES	HANDFORD FINANCIAL STRATEGIES	28 BLACKWELL PARK LN S
HANDS OF HEALING LLC	HANDS OF HEALING LLC	220 CULPEPER ST
HARBOR FREIGHT TOOLS #3176	HARBOR FREIGHT TOOLS #3176	627 FROST AVE
HARRIS LEGACY DENTISTRY PLLC	HARRIS LEGACY DENTISTRY PLLC	420 HOSPITAL DR
HARRIS TEETER #329	HARRIS TEETER LLC	530 FLETCHER DR
HEARING ASSESSMENT CENTER LLC	HEARING ASSESSMENT CENTER LLC	493 BLACKWELL RD STE 31
HEATHER N SAUCEDA	HEATHER N SAUCEDA	92 MAIN ST
HEFLIN LAWN SERVICE	HEFLIN LAWN SERVICE	128 PIEDMONT ST
HELMUTS HOBBY SPECIALITIES	CLIFFORD S HOUSMAN	83 BROOKSHIRE DR
HERITAGE REAL ESTATE SR LLC	HERITAGE REAL ESTATE SR LLC	819 JAMES MADISON HWY
HIGHLAND COMMONS APARTMENTS	HIGHLAND COMMONS APARTMENTS	12 WALKER DR
HIGHWATER PARTNERS LLC	HIGHWATER PARTNERS LLC	469 DEVON DR
HOLIDAY INN EXPRESS & SUITES	SKYLINE HOTEL MANAGMENT LLC	410 HOLIDAY CT
HOLZER LLC	HOLZER LLC	546 CARDINAL LN
HOME DEPOT #8552	HOME DEPOT USA INC	287 ALWINGTON BLVD
HOME GOODS INC	HOME GOODS 1023	141 LEE HWY
HP CONSULTING	HP CONSULTING	38 GARRETT ST
HUMBLE HYDROPONICS LLC	HUMBLE HYDROPONICS LLC	22 LEE ST
HUNAN CAFE	WENGUI CHEN	41 LEE HWY #57
INDUSTRIAL REHABILITATION SER	BLUE RIDGE ORTHOPAEDIC ASSOC	410 BELLE AIR LN
INGREDIOR LC	INGREDIOR LC	404 BELLE AIR LN
INNER KAI LLC	INNER KAI LLC	257 GARNET CT
INNOVATIVE PHYSICAL THERAPY	INNOVATIVE PHYSICAL THERAPY L	560 BROADVIEW AVE STE 2
IRS VIRGINIA LLC	IRS VIRGINIA LLC	52 SHIRLEY AVE
IRVINS GUTTER SYSTEMS & SUPPL	IRVINS GUTTER SYSTEMS & SUPPL	107 PIEDMONT ST
IVY ELIZABETH STUDIOS	IVY E COLE	767 CHERRY TREE LN
J BEAUTY SALON	JATUPORN S MORRIS	578 WATERLOO RD UNIT 3A
J W JELINEK & SUSAN A YUNG PC	JAMES JELINEK & SUSAN YUNG	60 ROCK POINTE LN
JACK & JILL CHILDCARE CENTER	200 GREEN STREET S CORP	200 GREEN ST
JD ROCHA LLC	JUAN DAVID ROCHA ARIAS	165 FAIRFIELD DR
JEETANDRA M ATHELLI O D	JEETANDRA M ATHELLI	400 HOLIDAY CT UNIT 207
JEFFERSON MOTEL	BAJRANG BAL INC	90 BROADVIEW AVE
JENNIFER L WOODSIDE DDS PC	JENNIFER L WOODSIDE DDS PC	400 HOLIDAY CT SUITE 10
JERSEY MIKES SUBS	JM BURKE LLC	135 LEE HWY STE 235
JIFFY LUBE	WARRENTON SITE ASSOCIATES LLC	300 BROADVIEW AVE
JOANN #820	JOANN STORES LLC	659 WARRENTON CENTER
JOE & VINNIES PIZZA SUBS & DI	VINCENZO GIAMBANCO	385 SHIRLEY AVE
JOEL WEIGEL	JOEL WEIGEL	280 JACKSON ST
JOES SERVICE CENTER INC	JOSEPH O GRIMSLEY	116 SULLIVAN ST
JOHN REID	JOHN REID	420 DEVON DR
JOHN S EHRETH DDS PC	JOHN S EHRETH DDS PC	10 ROCK POINTE LN SUIT
JUBILEE STAMPS	JUBILEE STAMPS	152 BLUE RIDGE AVE
JUD MCCREHIN	JUD MCCREHIN	320 SINGLETON CR
JUMPIN RUN FARM	JUMPIN RUN FARM	355 WATERLOO ST
JUNIPER CONSTRUCTION CO INC	JUNIPER CONSTRUCTION CO INC	20 JOHN MARSHALL ST

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
KARATE SPORTS ACADEMY INC	RONALD JENKINS	144 BROADVIEW AVE
KASO DEVELOPMENTS LLC	KASO DEVELOPMENTS LLC	408 BELLE AIRE LN
KATHERINE B LYNCH	KATHERINE B LYNCH	238 CANNON WAY
KEN E GOLDSTEIN DPM	KEN E GOLDSTEIN	400 HOSPITAL DR
KEVS SNACKS LLC	KEVIN J FLANNIGAN	252 WINDWARD CT
KFC	MITRA QRS KNE LLC	200 BROADVIEW AVE
KID TALK PLC	KID TALK PLC	173 KEITH ST STE 2A
KIDS HAVEN CONSIGNMENTS	ANGELA D SAIN	251 LEE HWY STE 643
KILDAY CPA PC	KILDAY CPA PC	803 COL EDMONDS CT
KLEINS EMBROIDERY	DIANE KLEIN	50 SULLIVAN ST
KRISTIN GIBBS	KRISTIN GIBBS	133 ERIN DR
LABCORP	LABORATORY CORP OF AMERICA	170 SHIRLEY AVE
LANDKRAFT LANDSCAPE LLC	LANDKRAFT LANDSCAPE LLC	265 GAY RD
LASER DENTAL ARTS	LASER DENTAL ARTS	10 ROCK POINTE LN #2
LAWRENCE J FINKEL MD PC	LAWRENCE J FINKEL MD PC	360 CHURCH ST
LAXMAN ENTERPRISE LLC	LAXMAN ENTERPRISE LLC	316 LEE HWY
LEADING EDGE SCREEN PRINTING	LEADING EDGE SCREEN PRINTING	405 ROSEDALE CT
LEBANESE BUTCHER SLA HOUSE IN	LEBANESE BUTCHER SLA HOUSE IN	241 SHIRLEY AVE
LEDO PIZZA & PASTA	DUE CUGINI INC	504 FLETCHER DR
LEE TAILORING	LEE HWA TAILORING INC	494 BROADVIEW AVE
LEGACY VISION CENTER LLC	LEGACY VISION CENTER LLC	71 SHIRLEY AVE
LGB & ASSOCIATES INC	LGB & ASSOCIATES INC	222 CULPEPER ST SUITE 1
LIFELINE EXTENDED CARE INC	LIFELINE HOMECARE INC	305 HIDDEN CREEK LN
LIFESTYLE PHYSICANS	LIFESTYLE PHYSICANS	400 HOLIDAY CT SUITE 10
LINDSAY BUICK GMC	LINDSAY BUICK GMC	380 CHURCH ST
LINDSAY BUICK GMC	WARRENTON MOTORS LLC	250 SHIRLEY AVE
LITTLE CAESARS	TERRA FOODS LLC	251 LEE HWY #330
LOKAHI GS LLC	LOKAHI GS LLC	315 CANNON WAY
LONGHORN STEAKHOUSE #5366	RARE HOSPITALITY INTERNATIONA	505 FLETCHER DR
LOTS A DOTS ARTS LLC	LOTS A DOTS ART LLC	354 HIDDEN CREEK LN
LOVE SEW MODERN	ERIN GROGAN	188 PRESTON DR
M & M CONSULTING INC	M & M CONSULTING INC	545 SOLGROVE RD
M S MINOR ELECTRICAL SERVICE	M S MINOR ELECTRICAL SERVICE	720 BLACK SWEEP RD
MAD4COOKIES LLC	MAD4COOKIES LLC	565 HIGHLAND TOWNE LN
MAGNOLIA CURL BAR LLC	MAGNOLIA CURL BAR LLC	31 4TH ST
MAKE READY SERVICES	CARLOS RODRIGUEZ	251 LEE HWY #615
MANDARIN BUFFET & SUSHI	MANDARIN BUFFET & SUSHI	514 FLETCHER DR
MANHATTAN PIZZA	NORTHERN VIRGINIA PIZZERIAS I	177 LEE HWY
MARKETING MADE EASY LLC	MARKETING MADE EASY LLC	121 SPLIT OAK ST
MARLIN REKOW DDS PC	MARLIN REKOW DDS PC	127 SHIRLEY AVE
MARSHALL CONSULTING GROUP LLC	MARSHALL CONSULTING GROUP LLC	400 HOLIDAY CT #202
MARSHALLS OF MA INC #1298	MARSHALLS OF MA INC	251 LEE HWY SUITE 221
MASTERCRAFT DESIGN INC	MASTERCRAFT DESIGN INC	54 LEE ST
MATEO WORLD LLC	MATEO WORLD LLC	26 KINGSBRIDGE CT
MATHNASIUM OF WARRENTON	INFOACTIVE TRAINING CONSULTAN	512 FLETCHER DR
MATI BEAUTY STUDIO	MATI BEAUTY STUDIO	85 LEE HWY
MATTRESS WAREHOUSE	MATTRESS WAREHOUSE OF WARR LL	310 BROADVIEW AVE
MBH SETTLEMENT GROUP LC	MBH SETTLEMENT GROUP LC	484 BLACKWELL RD #108
MBR DISPOSAL SERVICES LLC	MBR DISPOSAL SERVICES LLC	17 PATRICK RYAN WAY
MCCLANAHAN CAMERA & SOUND LLC	ROBERT MCCLANAHAN	306 LEE HWY
MCDONALDS 1631	351 BROADVIEW AVE LLC	351 BROADVIEW AVE
MCRAE VISUAL MEDIA	MCRAE VISUAL MEDIA	423 RIDGE CT
MEADOW BROOK CHILD DEVELOPMEN	MBCD INC	555 WINCHESTER ST
MEDICAL EYE CARE ASSOC PC	ANDY HAY MD	494 BLACKWELL RD SUITE
MIDAS OF WARRENTON	BLUE BOX ENTERPRIES	241 BROADVIEW AVE

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
MILLER CARPETS	MILLER CARPETS LLC	7 MAIN ST
MINDWRAP INC	MINDWRAP INC	492 BLACKWELL RD SUITE
MINUTECLINIC DIAGNOSTIC OF VA	MINUTECLINIC DIAGNOSTIC OF VA	510 BLACKWELL RD
MOES SOUTHWEST GRILL	MSG WARRENTON LLC	95 BROADVIEW AVE
MOSER FUNERAL HOME INC	MOSER FUNERAL HOME INC	233 BROADVIEW AVE
MOUNTAIN SPRING VASCULAR LLC	MOUNTAIN SPRING VASCULAR LLC	550 BROADVIEW AVE STE 1
MURPHYS MOTORSPORTS	MURPHYS AUTOMOTIVE INC DBA	164 BROADVIEW AVE
MY PLACE BARBERSHOP LLC	SARAH PRUTZMAN	205 KEITH ST
MYEYEDR	MYEYEDR OPTOMETRY OF VA PLLC	251 LEE HWY 632
NAIL DESIGNS II	NAIL DESIGNS II	484 BLACKWELL RD #106
NAPA OF WARRENTON	QUALITY AUTO PARTS LLC	155 LEE HWY
NEW DAY LEGAL PLLC	NEW DAY LEGAL PLLC	20 JOHN MARSHALL ST
NICKS MARKET & DELI	SAM AND JOE LLC T/A	133 SHIRLEY AVE
NIKKI LORENZ DESIGNS	NIKKI LORENZ DESIGNS	327 PRESTON DR
NORTHERN VA SURGICAL ARTS	NORTHERN VA SURGICAL ARTS	361 WALKER DR STE 202
NORTHROCK BARBER	NORTHROCK BARBER	528 FLETCHER DR
NOVA VACUUM	MANASSAS VACUUMS INC	37 LEE HWY
NTB TIRE & SERVICE CTRS #7411	MERCHANTS LLC	187 LEE HWY
OBRIENS IRISH PUB	THE SHEBEEN LLC	380 BROADVIEW AVE
OFFICE SUPERSTORE EAST LLC	OFFICE SUPERSTORE EAST LLC	251 LEE HWY
OLAMAR INTERIORS LLC	PAOLA MARTINEZ MCDONALD	120 ENGLISH CHASE LANE
OLD TOWN TAX PROFESSIONAL INC	OLD TOWN TAX PROFESSIONAL INC	25 FOUTH ST SUITE 101
OLD TOWN WOODWORKING INC	OLD TOWN WOODWORKING INC	545 OLD MEETZE RD
ONLY NAILS	NAM NGUYEN/PHUONG NGUYEN	41 LEE HWY #45
OREILLY AUTO PARTS #6638	OREILLY AUTOMOTIVE STORES INC	211 BROADVIEW AVE
OSAKA JAPANESE STEAK & SEAFOO	LSY CORPORATION	139 LEE HWY
OWENS FAMILY HANDYMAN SERVICE	MARTIN OWENS	130 MOFFETT AVE
PALM BEACH TAN INC	PALM BEACH TAN INC	510 FLETCHER DR
PALMERS CONTRACTING GROUP	PALMERS CONTRACTING LLC	400 BELLE AIR LN
PAPA JOHNS PIZZA	GOLNEK MGMT GROUP INC	326 LEE HWY
PARKWAY VENTURES LLC	PARKWAY VENTURES LLC	28 BLACKWELL PARK LN S
PATHFINDER DIAGNOSTICS PLLC	PATHFINDER DIAGNOSTICS PLLC	500 HOSPITAL DR
PATRIOT GROUP INTERNATIONAL	PATRIOT GROUP INTERNATIONAL	40 ROCK POINTE LN STE
PAUL HENRYS WINDOW INSTALL IN	PAUL HENRYS WINDOW INSTALL IN	105 SHIRLEY AVE
PAWZ PARADISE DOG DAYCARE	PAWZ PARADISE DOG DAYCARE	274 BROADVIEW AVE
PAYNE POOLS & SPAS	R LEE PAYNE	62 WATERLOO ST
PB HEATING & AIR CONDITIONING	PB HEATING & AIR CONDITIONING	117 MOSER RD
PC PERSPECTIVE PUBLICATIONS L	PC PERSPECTIVE PUBLICATIONS L	318 SINGLETON CR
PEAK ROOFING CONTRACTORS INC	PEAK ROOFING CONTRACTORS INC	405 BELLE AIR LN
PET HOUSE SUITES	HEART & PAW ACQUISITION CO LL	659 FALMOUTH ST
PETCO #2705	PETCO ANIMAL SUPPLIES INC	251 LEE HWY
PHONZEES PUBLISHING LLC	DAHLIA JOVAN ANDERSON	226 BREEZEWOOD DR
PICTURE PERFECT PROPERTIES LL	PICTURE PERFECT PROPERTIES LL	164 OLD ORCHARD LANE
PIEDMONT FAMILY PRACTICE PLC	PIEDMONT FAMILY PRACTICE PLC	493 BLACKWELL RD STE 10
PIEDMONT FAMILY PRACTICE PLC	PIEDMONT FAMILY PRACTICE PLC	493 BLACKWELL RD STE 20
PIEDMONT FINANCIAL ASSOC THRI	PIEDMONT FINANCIAL ASSOC THRI	205 KEITH ST
PIEDMONT INTERNAL MEDICINE	FAUQUIER PHYSICIAN PRACTICES	419 HOLIDAY CT SUITE 10
PIEDMONT MOTORS	PIEDMONT MOTORS	318 BROADVIEW AVE
PIEDMONT PEDIATRICS PLC	PIEDMONT PEDIATRICS PLC	20 ROCK POINTE LN
PIEDMONT PERIODONTICS PC	PIEDMONT PERIODONTICS PC	331 WALKER DR STE #1
PIEDMONT PETS VETERINARY CARE	SOUTHERN VETERINARY PARTNERS	122 SHIRLEY AVE
PINNACLE DERMATOLOGY LLC	PINNACLE DERMATOLOGY LLC	492 BLACKWELL RD STE 20
PLATINUM MOTORSPORT VMW LLC	PLATINUM MOTORSPORT VMW LLC	74 BROADVIEW AVE
PLATINUM OF WARRENTON	PLATINUM OF WARRENTON	74 BROADVIEW AVE
PLAY BALL VIRGINIA WARRENTON	PLAY BALL VIRGINIA WARRENTON	74 BLACKWELL PARK LN

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
PNRA PANERA BREAD	BLUE RIDGE BREAD INC	251 LEE HIGHWAY STE 227
POLYSONICS	POLYSONICS ACQUIRING CORP	555 HOSPITAL DR
POPEYES	KUULIPQ LLC	286 BROADVIEW AVE
POWER TRUCKS USA	POWER TRUCKS II	156 ALEXANDRIA PIKE
PRESENCE SECURITY	PRESENCE SECURITY	165 PINNACLE CT
PRIME COMMS RETAIL LLC	PRIME COMMS RETAIL LLC	181 LEE HWY
PROFECTA MARKETING LLC	PROFECTA MARKETING LLC	331 WALKER DR STE 3B
PROGRESSIONS DANCE SCHOOL LLC	PROGRESSIONS DANCE SCHOOL LLC	410 ROSEDALE CT
PROPERTY MAXX LLC	PROPERTY MAXX LLC	112 FAIRFAX ST
PULMONARY & CRITICAL CARE SPE	PULMONARY & CRITICAL CARE SPE	382 HOSPITAL DR
PURE BODYWORKS	CHRISTINA RAPPA	560 BROADVIEW AVE LOWER
Q TAP MART	QUICK TAP MART INC	322 W LEE HWY
QUARLES PETROLEUM #54603	GPM EMPIRE LLC	81 BROADVIEW AVE
R CONTRACTOR LLC	R CONTRACTOR LLC	527 OLD MEETZE RD
R J KELLOGG ELECTRICAL LLC	R J KELLOGG ELECTRICAL LLC	50 SULLIVAN ST SUITE E
RACHEL MARTINO MS	RACHEL MARTINO MS	92 MAIN ST 201-4/5
RANKINS FURNITURE INC	JAMES A RANKIN PRESIDENT	360 WATERLOO ST
READING DONE WRITE	KRISTINE K SANFORD	339 FOX CHASE ST
RED ROOF INN	WARRENTON LODGING LLC	6 BROADVIEW AVE
RED ZONE BAR & GRILL	SLAI LLC	251 LEE HWY SUITE 167
REDBOX AUTOMATED RETAIL LLC	REDBOX AUTOMATED RETAIL LLC	613 FROST AVE
REDBOX AUTOMATED RETAIL LLC	REDBOX AUTOMATED RETAIL LLC	189 LEE HWY
RINKY GARAGE DOORS LLC	RINKY GARAGE DOORS LLC	23 PEPPER TREE CT
RIP VAN WINKLE MOTEL	SHANTAM LLC	184 BROADVIEW AVE
RMAS LLC	RMAS LLC	414 FOREST CT
ROBERT C FLIKEID DDC PLC	ROBERT C FLIKEID	220 CULPEPER ST
ROCHEZ LLC	ROCHEZ LLC	238 EQUESTRIAN RD
RONS USED TIRES	RONS OF WARRENTON	331 BROADVIEW AVE
ROSELIE MALONE	ROSELIE MALONE	334 NORFOLK DR
ROSS LAW PLC	ROSS LAW PLC	31 GARRETT ST
ROSS REAL ESTATE	ROSS REAL ESTATE	31 GARRETT ST
ROYALTY RUN	ROYAL SELLARS	218 CANNON WAY
RUSSELL CELLULAR VERIZON	RUSSELL CELLULAR INC	251 LEE HWY #185
RUSTYS TOWING SERVICE LLC	RUSTYS TOWING SERVICE LLC	62 OLD MILL LANE
RWR DESIGN SERVICES	RICHARD W ROBISON	174 LOCUST ST
SAFEWAY #1801	NAI SATURN EASTERN LLC	189 LEE HWY
SAGE HOME BUYERS LLC	INTEGRIFY LLC	93 MOFFETT AVE
SALON LOU	SALON LOU	147 ALEXANDRIA PIKE SUI
SALON TROZZO LLC	SALON TROZZO LLC	195 KEITH ST UNIT 1
SAMAS KITCHEN LLC	SAMAS KITCHEN LLC	352 WATERLOO ST
SARAH FALCON CONSULTING	SARAH FALCON	131 HIGH ST
SCHWANS HOME SERVICE INC	CYGNUS HOME SERVICE LLC	PEDDLER
SERENITY HOME HEALTH CARE LLC	SERENITY HOME HEALTH CARE LLC	195-3 KEITH ST
SERENTIY HOME HEALTH CARE WAR	SERENITY HOME HEALTH CARE WAR	195 KEITH ST SUITE 3
SEVILLE MASONRY INC	SEVILLE MASONRY INC	30 5TH ST
SHADETREE GARDENS	JOSE J LARA	227 JEFFERSON ST
SHANNON MOORE O D PC	SHANNON MOORE O D PC	528 WATERLOO RD STE 100
SHAWNS SMOKEHOUSE BBQ	SSBBQ LLC	251 LEE HWY STE 189
SHEAR BEAUTIFUL	SHEAR BEAUTIFUL LLC	750 RACE COURSE RD
SHEETZ #243	WARRENTON WELLS INC	600 BLACKWELL RD
SHERWIN WILLIAMS CO	THE SHERWIN WILLIAMS CO #5133	150 BROADVIEW AVE
SIGGIS MENS GROOMING PLACE LL	SIGGIS MENS GROOMING PLACE LL	256 BROADVIEW AVE
SIGNATURE SWEETS BY AMANDA LL	SIGNATURE SWEETS BY AMANDA LL	254 FAIRFIELD DR
SIMPLE COMFORTS INC	SIMPLE COMFORTS INC	41 LEE HWY SUITE 61
SIMPSON HANDYMANS SERVICES	KEVIN SIMPSON	380 FALMOUTH ST

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
SLNP LLC	SLNP LLC	5 BROADVIEW AVE
SNOOZHOUSE	BAJJ USA	144 BROADVIEW AVE
SOMETHING TO SAY LLC	SOMETHING TO SAY LLC	238 BREEZEWOOD DR
SOPHIEDLOPH LLC	SOPHIEDOPH LLC	86 BROADVIEW AVE
SOUTHSTAR DEVELOPMENT COMPANY	SOUTHSTAR DEVELOPMENT COMPANY	400 HOLIDAY CT STE 105
SPIRIT HALLOWEEN SUPERSTORES	SPIRIT HALLOWEEN SUPERSTORES	619 FROST AVE
SPORT CLIPS	SAWYER BUSINESS GROUP INC	129 LEE HWY
SPRING OAK WARRENTON LLC	SPRING OAK WARRENTON LLC	239 ALEXANDRIA PIKE
SS MINERA DDS PC	SS MINERA DDS PC	361 WALKER DR
STARBUCKS COFFEE #10622	STARBUCKS COFFEE #10622	127 LEE HWY
STERLING DESIGN GROUP LLC	STERLING DESIGN GROUP LLC	400 HOLIDAY CT SUITE 10
STORE SUPPLIES	ASIF SAEED	168 VIEW CR
STRATEGIC ALLIANCE STAFFING	STRATEGIC ALLIANCE STAFFING	53A LEE ST
SUB 1499 LLC	SUB 1499 LLC	41 LEE HWY SUITE 53
SUBWAY	EYAS HOSPITALITY SANDWICH LLC	102 BROADVIEW AVE
SUE'S LAUNDROMAT	GSL INC	322 W LEE HWY
SUMMIT CONSTRUCTION INC	SUMMIT CONSTRUCTION INC	349 LEGION DRIVE
SUNNY AND BOBBY AUTO LLC	SUNNY AND BOBBY AUTO LLC	131 BROADVIEW AVE
SUPER GASOLINE INC	RAJ K GUPTA	309 LEE HWY
SUPERIOR RESTAURANT OF GROUP	SUPERIOR RESTAURANT OF GROUP	273 BROADVEIW AVE
SUSAN SEIDEL PHOTOGRAPHY	SUSAN SEIDEL	167 ALEX CT
SUZS LLC	SUZS LLC	287 SHIRLEY AVE
SWEET FROG	MISSION MOVERS INC	488 FLETCHER DRIVE
SWEET WORKS CONSULTING	JOHN SWEET	160 ALEX CT
T MOBILE FINANCIAL LLC	T MOBILE FINANCIAL LLC	482 FLETCHER DR STE 4
T MOBILE LEASING LLC	T MOBILE LEASING LLC	482 FLETCHER DR STE 4
T MOBILE NORTHEAST LLC	T MOBILE NORTHEAST LLC	482 FLETCHER DR STE 4
TACO BELL #29447	BURGERBUSTERS INC	238 BROADVIEW AVE
TAJ PALACE INDIAN CUISINE	2M2S LLC	251 LEE HIGHWAY #157
TASTE & CONNECT	DAVID LALLEMENT	192 HIGH ST
TC DESIGN & BUILDES INC	TC DESIGN & BUILDERS INC	391 OLIVER CITY RD
TEAMMORRIS4U LLC	TEAMMORRIS4U LLC	499 DEVON DR
TERESA ARTHUR PHOTOGRAPHY LLC	TERESA ARTHUR PHOTOGRAPHY LLC	351 EQUESTRIAN RD
TEST & EVALUATION SOLUTIONS L	TEST & EVALUATION SOLUTIONS L	400 HOLIDAY CT SUITE 20
THAI WARRENTON INC	THAI WARRENTON INC	251 LEE HWY 177
THANHVAN TU HUYNH	THANHVAN TU HUYNH	569 FROST AVE
THE CAKERY	CARRIE BANKS	117 MOSER RD
THE FUNCITIONAL NEST	THE FUNCITIONAL NEST LLC	493 HIGHLAND TOWNE LN
THE GALLOPING GRAPE	MORNINGS MYST ALPACAS INC	143 SHIRLEY AVE
THE GARDNER TEAM INC	THE GARDNER TEAM INC	405 SINGLETON CR
THE GRAPEVINE	WINE FINDS LLC	389 SHIRLEY AVE
THE HEART OF FAUQUIER LLC	THE HEART OF FAUQUIER LLC	39 GARRETT ST SUITE 22
THE LAW OFFICE OF MARK F HYSO	THE LAW OFFICE OF MARK F HYSO	86 LEE ST
THE OLD TOWN ATHLETIC CLUB LL	KIM FORSTEN	361 WALKER DR
THE SPA CLINIC	THE SPA CLINIC	361 WALKER DR STE 202
THE UPS STORE	P B GORE ENTERPRISES LLC	332 LEE HWY
THE WARRENTON FLORIST LLC	THE WARRENTON FLORIST LLC	276 BROADVIEW AVE
THERAPEUTIC BODYWORKS	RENATE SHIELDS	331 WALKER DR SUITE 101
THOMAS DUGGAN LCSW LLC	THOMAS DUGGAN LCSW LLC	32 WATERLOO ST STE 111
TIMETIDES	KATHLEEN CAMPBELL	723 PINETREE CT
TINTWORX LLC	JOHN STILL	79 GARRETT ST SUITE 10
TIPPYS TACO HOUSE	RONALD M BOCHETTE JR	147 SHIRLEY AVE
TIRE ZONE OF WARRENTON INC	TIRE ZONE OF WARRENTON INC	60 FRANKLIN ST
TJ'S LAUNDRY CENTER	TERESA K MAY	133A SHIRLEY AVE
TK SHIRLY INC	TK SHIRLY INC	125 SHIRLEY AVE

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
TOBACCO HUT AND VAPE SHOP INC	TOBACCO HUT AND VAPE SHOP INC	294 LEE HWY
TOBACCO WORLD I INC	TOBACCO WORLD I INC	334 LEE HWY
TOLSON APPLIANCE CENTER INC	TOLSON APPLIANCE CENTER INC	470 BROADVIEW AVE
TOM FROST FIRESTONE INC	DAVID A JENKINS	239 SHIRLEY AVE
TOPS CHINA RESTAURANT	QIAO LING ZHANG	185 LEE HWY
TRACS TRUCKING LLC	TRACS TRUCKING LLC	819 JAMES MADISON HWY
TRACTOR SUPPLY COMPANY #411	TRACTOR SUPPLY COMPANY	41 LEE HWY SUITE 65
TRAIN TIME	MATT FINNERTY	41 CULPEPER ST
TRANQUIL MOTION THERAPEUTIC	TRANQUIL MOTION THERAPEUTIC	39 GARRETT ST SUITE 22
TRANSITIONS COUNSELING SVC LL	TRANSITIONS COUNSELING SVC LL	560 BROADVIEW AVE SUITE
TREASURE BOX LLC	TREASURE BOX LLC	381 SHIRLEY AVE
TRIUNE SHOOTING SPORTS	TRIUNE ARMS LLC	571 FROST AVE
TRUEBUILT LLC	TRUEBUILT LLC	367 CLEVELAND ST
TRUIST ADVISORY SERVICES INC	TRUIST ADVISORY SERVICES INC	236 LEE HWY
TRUSTED AUTO CARE & LUBE	COUNTRY CHEVROLET INC	11 LEE HWY
U S ELECTRICAL SERVICES	U S ELECTRICAL SERVICES INC	680 INDUSTRIAL RD SUITE
ULTA SALON COSEMTICS FRAGRANC	ULTA SALON COSMETICS FRAGRANC	141 LEE HWY STE 137
ULTRA IMPROVEMENTS LLC	ULTRA IMPROVEMENTS LLC	330 CANNON WAY
UNIDINE CORP	UNIDINE CORP	360 HOSPITAL DR
UNIDINE CORPORATION	UNIDINE CORPORATION	500 HOSPITAL DR
UNITECH HOME & DESIGN INC	UNITECH HOME & DESIGN INC	551 OLD MEETZE RD
UPDEGROVE MCDANIEL MCMULLEN P	UPDEGROVE MCDANIEL MCMULLEN P	10 ROCK POINTE LN
UROLOGICAL ASSOC OF THE PIED	BLUE RIDGE ORTHOPAEDIC ASSOC	52 SHIRLEY AVE
URS BILLING SERVICES LLC	URS BILLING SERVICES LLC	578 WATERLOO RD
US PARCEL MAILING	CHOICE CARRIERS LLC	41 LEE HWY SUITE 59
UVA CARDIOLOGY WARRENTON	UVA COMM HEALTH MEDICAL GROUP	380 HOSPITAL DR
UVA OB & GYNECOLOGY WARRENTON	UVA COMM HEALTH MEDICAL GROUP	428 HOSPITAL DR
VAMAC INCORPORATED	VAMAC INCORPORATED	700 INDUSTRIAL DRIVE
VERGARA CONSULTING LLC	VERGARA CONSULTING LLC	82 BLUE RIDGE ST
VIRGINIA CANCER SPECIALISTS P	VIRGINIA CANCER SPECIALISTS P	210 SHIRLEY AVE STE 111
VIRGINIA REALTY & MGNT LLC	VIRGINIA REALTY & MGNT LLC	28 JOHN MARSHALL ST
VIRGINIA RETINA CENTER LLC	VIRGINIA RETINA CENTER LLC	45 NORTH HILL DR #202
VIRGINIA SPORTS CHIROPRATIC	VIRGINIA SPORTS CHIROPRATIC	331 WALKER DR STE 6
VIVI SPA	VIVI SPA	568 WATERLOO RD SUITE 1
WALGREENS #09383	WALGREENS CO	276 LEE HWY
WALK BY FAITH LLC	EDNIDA T MINOR	9 FIFTH ST
WAL-MART STORE #2437	WAL-MART STORES EAST L P	700 JAMES MADISON HWY
WARR CERAMIC TILE & DELETE A	GLYNN A FRAZIER	209 LOCUST ST
WARREN CABINETS INC	WARREN CABINETS INC	470 BROADVIEW AVE
WARRENTON AUTO SERVICE INC	NORMAN D BOWER/PRESIDENT	281 SHIRLEY AVE
WARRENTON BALLET CENTER LLC	WARRENTON BALLET CENTER LLC	484 BLACKWELL RD
WARRENTON BP	NAVDURGA INC	150 LEE HWY
WARRENTON CAPITAL LLC	WARRENTON CAPITAL LLC	183 KEITH ST STE 3
WARRENTON CENTER CLEANERS	A J DRY CLEANERS INC	251 LEE HWY
WARRENTON CHIROPRATIC CENTER	WARRENTON CHIROPRATIC CENTER	400 HOLIDAY CT #206
WARRENTON DENTAL CARE	RYAN M SHEARER DDS LTD	381 STUYVESANT ST SUITE
WARRENTON DENTAL CENTER PLLC	WARRENTON DENTAL CENTER PLLC	410 ROSEDALE CT #170
WARRENTON DENTISTRY	WARRENTON DENTISTRY	5 ROCK POINTE LN
WARRENTON DERMATOLOGY PC	JUAN-CARLOS CABALLERO	28 BLACKWELL PK LN #30
WARRENTON DONUT LLC	WARRENTON DONUT LLC	700 JAMES MADISON HWY W
WARRENTON EYE ASSOCIATES PC	WARRENTON EYE ASSOCIATES PC	508 FLETCHER DR
WARRENTON FARMERS COOP	DIVISION OF CULPEPER'S FARMER	143 WASHINGTON ST
WARRENTON FOREIGN CAR INC	WARRENTON FOREIGN CAR INC	76 BROADVIEW AVE
WARRENTON HEATING & A/C	PHIL RUTTER	334 CURTIS ST
WARRENTON JEWELERS LLC	WARRENTON JEWELERS LLC	524 FLETCHER DR

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
WARRENTON MASSAGE DAY SPA	WARRENTON MASSAGE DAY SPA	400 HOLIDAY CT STE 205
WARRENTON MASSAGE LLC	WARRENTON MASSAGE LLC	25 FOURTH ST SUITE 103
WARRENTON ORAL AND FACIAL SUR	WARRENTON ORAL AND FACIAL SUR	400 HOLIDAY CT STE 203
WARRENTON PEDIATRICS LLC	WARRENTON PEDIATRICS LLC	559 FROST AVE STE 101
WARRENTON PLAZA HAIR DESIGNS	WARRENTON PLAZA HAIR DESIGNS	262 BROADVIEW AVE
WARRENTON SHELL INC	LIM BUSINESS ENTERPRISES INC	81 BROADVIEW AVE
WARRENTON STATION LLC	WARRENTON STATION LLC	56 LEE ST
WARRENTON TIRE & AUTO LLC	WARRENTON TIRE & AUTO LLC	19 BROADVIEW AVE
WARRENTON WELLNESS LLC	WARRENTON WELLNESS LLC	85 LEE HWY SUITE 83
WARRENTON WORKSHOP LLC	ERL POULIN	91 GARRETT ST
WATERLOO MOTORS INC	DANIEL M LOWERY	317 SHIRLEY AVE
WAWA #8622	WAWA INC	510 SHIRLEY AVE
WECARE PHARMACY	WECARE PHARMACY	516 FLETCHER DR
WEIDER CONTRACTING LLC	WEIDER CONTRACTING LLC	713 ACORN CT
WHITE HORSE WASH LLC	WHITE HORSE WASH LLC	111 LEE HWY
WHITE SPRINGS SENIOR LIVING	WARRENTON VA OPERATOR LLC	349 LEGION DR
WHITSON W ROBINSON PLC	WHITSON W ROBINSON PLC	403 HOLIDAY CT
WIKIVAPES	JTG VAPE LLC	579 FROST AVE
WINCHESTER RADIOLOGIST PC	WINCHESTER RADIOLOGIST PC	500 HOSPITAL DR
WOODSIDE & SENTZ DDS PC	WOODSIDE & SENTZ DDS PC	361 WALKER DR SUITE 204
WORLD MARTIAL ARTS CENTER	KUN HWA LEE	608 BLACKWELL RD
WOW	WARRENTON OXYGEN WELLNESS LLC	170 SHIRLEY AVE SUITE 1
XYZ SPA INC	XYZ SPA INC	294 LEE HWY STE 202
YUNG & JELINEK DDS	YUNG & JELINEK DDS	60 ROCK POINTE LN
Z STUDIO	BONNIE D ZACHERLE DBA	253 ONYX WAY

OUT-OF-TOWN CONTRACTORS

3-R CONTRACTING LLC	3-R CONTRACTING LLC
A&A QUALITY PLUMBING	A&A QUALITY PLUMBING
A&I CUSTOM BUILDING & PROJECT	A&I CUSTOM BUILDING & PROJECT
A1 ASPHALT PAVING & SEALING	A1 ASPHALT PAVING & SEALING
ABM BUILDING SERVICES LLC	ABM BUILDING SERVICES LLC
ABM FACILITY SUPPORT SERVICES	ABM FACILITY SUPPORT SERVICES
ACME MECHANICAL CONTRACTOR IN	ACME MECHANICAL CONTRACTOR IN
ADT COMMERCIAL LLC	ADT COMMERCIAL LLC
ADT SECURITY SERVICES	ADT LLC
ADT SOLAR LLC	ADT SOLAR LLC
ADVANCED ELECTRICAL SERVICES	ADVANCED ELECTRICAL SERVICES
ADVANCED FUELING SYSTEMS	ADVANCED FUELING SYSTEMS
AEGIS FIRE DOOR INC	AEGIS FIRE DOOR INC
AIR CONCEPTS AIR/HEATING	AIR CONCEPTS AIR/HEATING
AIR MOVERS	AIR MOVERS
AIR NOVATIONS LLC	AIR NOVATIONS LLC
AIR TECH SOLUTIONS	AIR TECH SOLUTIONS INC
ALDIE ELECTRICAL SERVICES	ALDIE ELECTRICAL SERVICES
ALGONQUIAN MECHANICAL LLC	ALGONQUIAN MECHANICAL LLC
ALLAN MYERS VA INC	ALLAN MYERS VA INC
ALLEGHENY INDUSTRIES INC	ALLEGHENY INDUSTRIES INC
ALLSITE CONTRACTING LLC	ALLSITE CONTRACTING LLC
ALQONQUIAN MECHANCIAL	ALQONQUIAN MECHANICAL
AMERICAN AUTOMATIC SPRINKLER	AMERICAN AUTOMATIC SPRINKLER
AMERICAN RESIDENTIAL SERV LLC	AMERICAN RESIDENTIAL SERV LLC
AMERICAS PREMIER RESTORATION	AMERICAS PREMIER RESTORATION
AM-LINER EAST INC	AM-LINER EAST INC

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
ANALYTICAL SERVICES INC	ANALYTICAL SERVICES INC	
ANDERSON BUILDERS INC	WILLIAM L ANDERSON PRES	
ANDERSON ELECTRIC COMPANY	ANDERSON ELECTRIC COMPANY	
ANDREWZ HOME IMPROVEMENTS	ANDREWZ HOME IMPROVEMENTS	
ANTHONY & SYLVAN POOLS CORP	ANTHONY & SYLVAN POOLS CORP	
AOH CONTRACTING INC	AOH CONTRACTING INC	
APEX COMPANIES LLC	APEX COMPANIES LLC	
APPLE 1 ENTERPRISES INC	APPLE 1 ENTERPRISES INC	
APPLETON CAMPBELL INC	APPLETON CAMPBELL INC	
APPLETON ELECTRICAL SERVICES	APPLETON ELECTRICAL SERVICES	
AQUALEISURE POOLS INC	AQUALEISURE POOLS INC	
ARA CONSTRUCTION CORP	ARA CONSTRUCTION CORP	
AREA ACCESS INC	AREA ACCESS INC	
ARGENT HEATING & COOLING	ARGENT HEATING & COOLING	
ARMOR FENCE LLC	ARMOR FENCE LLC	
ARTHUR CONSTRUCTION CO INC	ARTHUR CONSTRUCTION CO INC	
ATI LLC	ADVANCE TELECOMMUNICATION LLC	
ATKINS HOME LLC	ATKINS HOMES LLC	
ATLAS HOME SERVICES LLC	ATLAS HOME SERVICES LLC	
ATLAS PLUMBING LLC	ATLAS PLUMBING LLC	
ATLER B STANLEY & SONS INC	ATLER B STANLEY & SONS INC	
ATS ELECTRICAL CONTRACTING IN	ATS ELECTRICAL CONTRACTING IN	
B&B SIGNAL COMPANY LLC	B&B SIGNAL COMPANY LLC	
B&L BUILDERS INC	B&L BUILDERS INC	
B&S MECHANICAL SERVICE INC	B&S MECHANICAL SERVICE INC	
BAKER ROOFING COMPANY	BAKER ROOFING COMPANY	
BARCO ENTEPRISES INC	BARCO ENTERPRISES INC	
BATTLEFIELD CUSTOM DECKS PATI	BATTLEFIELD CUSTOM DECKS PATI	
BAYOU BROTHERS FIBERGLASS POO	BAYOU BROTHERS FIBERGLASS POO	
BECKER ELECTRIC COMPANY INC	WILLIAM BECKER	
BECKSTROM ELECTRIC CO	BECKSTROM ELECTRIC CO	
BELCO SERVICES LLC	BELCO SERVICES LLC	
BENFIELD ELECTRIC CO OF VA IN	BENFIELD ELECTRIC CO OF VA IN	
BESTWAY PLUMBING AND DRAIN	BESTWAY PLUMBING AND DRAIN	
BILMIN INC	BILMIN INC	
BLACKWOOD CONSTRUCTION GROUP	BLACKWOOD CONSTRUCTION GROUP	
BLAUCH BROTHERS INC	BLAUCH BROTHERS INC	
BLAX CONSTRUCTION LLC	BLAX CONSTRUCTION LLC	
BLINN CONSULTING & DESIGN	BLINN CONSULTING & DESIGN	
BLUE & GRAY CONTRACTING INC	BLUE & GRAY CONTRACTING INC	
BLUE HAVEN POOLS	B H MID ATLANTIC INC	
BLUE RIDGE SERVICES INC	BLUE RIDGE SERVICES INC	
BOWDEN ELECTRICAL CONNECTIONS	BOWDEN ELECTRICAL CONNECTIONS	
BRACKENRIDGE CONSTRUCTION CO	BRACKENRIDGE CONSTRUCTION CO	
BRANNOCK ENTERPRISES	BRANNOCK ENTERPRISES	
BRANSCOME PAVING CO	JULIUS BRANSCOME INC	
BREEDEN HEATING AND AIR INC	BREEDEN HEATING AND AIR INC	
BREEDEN MECHANICAL INC	BREEDEN MECHANICAL INC	
BRIGHT CONSTRUCTION	BRIGHT MASONRY INC	
BRINES REFRIGERATION HEAT/COO	BRINES REFRIGERATION HEAT/COO	
BRISTOL ENVIRONMENTAL INC	BRISTOL ENVIRONMENTAL INC	
BROOKFIELD SITE DEVELOPMENT I	BROOKFIELD SITE DEVELOPMENT I	
BROWN HEATING & AIR	BROWN HEATING & AIR	
BRR REFRIGERATION HVAC LLC	BRR REFRIGERATION HVAC LLC	
BUILDER SERVICES GROUP INC	BUILDER SERVICES GROUP INC	

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
BUILDERS FIRE SOLUTION LLC	BUILDERS FIRE SOLUTION LLC	
BUILDERS INSULATION OF VA LLC	CWI HOLDINGS LLC	
BUILDERS/CUSTOM	BUILDERS/CUSTOM	
BURD CONSTRUCTION	BURD CONSTRUCTION INC	
BURTON & ROBINSON INC	COURTNEY L POLAND	
BUSINESS FLOORING INC	BUSINESS FLOORING INC	
BW HOVERMILL COMPANY	BW HOVERMILL COMPANY	
C A CONSTRUCTION & ELECTRIC	C A CONSTRUCTION & ELECTRIC	
CAFFES STEELE INC	CAFFES STEELE INC	
CALVERT HOMES INC	CALVERT HOMES INC	
CAPITOL BOILER WORKS	CAPITOL BOILER WORKS	
CAREY CONSTRUCTION SERVICE LL	CAREY CONSTRUCTION SERVICE LL	
CARLIN THORPE ELECTRIC	CARLIN THORPE ELECTRIC	
CATALPA HEATING & AC SERVICES	PAUL DAVID KIRK	
CAVALIER FIRE PROTECTION LLC	CAVALIER FIRE PROTECTION LLC	
CAVU SOLAR LLC	CAVU SOLAR LLC	
CEDAR RUN CONTRACTING LLC	CEDAR RUN CONTRACTING LLC	
CENTIMARK CORP	CENTIMARK CORP	
CENTURY CONTRACTING CORP	CENTURY CONTRACTING CORP	
CHAMPION IRON WORKS	CHAMPION IRON WORKS	
CHEMUNG CONTRACTING CORP	CHEMUNG CONTRACTING CORP	
CHESAPEAKE SPRINKLER COMPANY	CHESAPEAKE SPRINKLER COMPANY	
CHILDRESS HEATING & AC	DIESEL SERVICES LLC	
CHRIS STEFANIK	CHRIS STEFANIK	
CHUCK MULLINS PLUMBING LLC	CHUCK MULLINS	
CLARENCE I STACK INC	CLARENCE I STACK INC	
CLOVER CONTRACTING INC	CLOVER CONTRACTING INC	
COCHRAN & MANN	COCHRAN & MANN	
COINSTAR ASSET HOLDINGS LLC	COINSTAR ASSET HOLDINGS LLC	
COMCAST BUSINESS SMARTOFFICE	COMCAST BUSINESS SECURITY LLC	
COMMERCIAL CONCRETE INC	COMMERCIAL CONCRETE INC	
COMMERCIAL CONTRACTORS GROUP	COMMERCIAL CONTRACTORS GROUP	
COMMERCIAL SCAPES INC	COMMERCIAL SCAPES INC	
COMMONWEALTH CONSTRUCTION SER	COMMONWEALTH CONSTRUCTION SER	
CONCEPT UNLIMITED INC	CONCEPT UNLIMITED INC	
CONSOLIDATED WATER PROOFING	CONSOLIDATED WATER PROOFING	
CONSTRUCTION APPLICATORS INC	CONSTRUCTION APPLICATORS INC	
CONSTRUCTION TRADE SERVICE IN	CONSTRUCTION TRADE SERVICE IN	
CORDANIS GENERAL CONTRACTING	CORDANIS GENERAL CONTRACTING	
COYLE CONSTRUCTION INC	COYLE CONSTRUCTION INC	
CPP CONSTRUCTION COMPANY INC	CPP CONSTRUCTION COMPANY INC	
CRAIG CONTRACTING INC	CRAIG CONTRACTING INC	
CRAIG SERVICES INC	CRAIG SERVICES INC	
CREATIVE CONCEPTS	STEVEN JELINEK LLC	
CROPPMETCALFE	CMH INC	
CRUZ ELECTRIC LLC	CRUZ ELECTRIC LLC	
CULBERTSON COMPANY OF VA LLC	CULBERTSON COMPANY OF VA LLC	
CUSTOM PLUMBING SERVICES INC	CUSTOM PLUMBING SERVICES INC	
D&D GAS SERVICES LLC	D&D GAS SERVICES LLC	
DANIEL REDDICK AND SONS INC	DANIEL REDDICK AND SONS INC	
DATUM CONTRACTING EAST LLC	DATUM CONTRACTING EAST LLC	
DAVID BONTRAGER MASONRY INC	DAVID BONTRAGER MASONRY INC	
DAVID LIGHT JR INC	DAVID LIGHT JR INC	
DAVIS SHEET METAL INC	DAVIS SHEET METAL INC	
DBS ROOFING	DBS CONTRACTING LLC	

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
DDS	DAVES DIVERSIFIED SVC	
DECKSCAPES AT VIRGINIA LLC	DECKSCAPES AT VIRGINIA LLC	
DELAWARE VALLEY PAVING	DELAWARE VALLEY PAVING	
DIAS CONCRETE INC	DIAS CONCRETE INC	
DISE LLC	DISE LLC	
DIVERSIFIED EDUCATIONAL SYSTE	DIVERSIFIED EDUCATIONAL SYSTE	
DONOVAN PAVING LLC	DOMAR LLC	
DREAM DECK FENCE PATIO	MARGIN USA INC	
DUCKETT CONSTRUCTION LLC	DUCKETT CONSTRUCTION LLC	
DUCT-RITE MECHANICAL LLC	DUCT-RITE MECHANICAL LLC	
DULLES PLUMBING GROUP	DULLES PLUMBING GROUP	
DUSTIN DAWSON SERVICES INC	DUSTIN DAWSON SERVICES INC	
DYNE DEVELOPMENT LLC	DYNE DEVELOPMENT LLC	
E E LYONS CONSTRUCTION CO INC	E E LYONS CONSTRUCTION CO INC	
E GERMANN & SONS INC	E GERMANN & SONS INC	
E R E CREAMERY LLC	E R E CREAMERY LLC	
EARTH AND TURF LLC	EARTH AND TURF LLC	
EAST COAST INTERIORS INC	EAST COAST INTERIORS INC	
EASTERN APPLICATORS	EASTERN APPLICATORS	
EDDIE EDWARDS SIGNS INC	EDDIE EDWARDS SIGNS INC	
EDISON POWER AND CONTROLS INC	EDISON POWER AND CONTROLS INC	
ELEVATED CONTRACTING	SILVER LINING SERVICES INC	
ELITE AIR	DUSTIN SMITH	
ENERGY WISE HEATING & AC INC	ENERGY WISE HEATING & AC INC	
ENVIROTEX LLC	ENVIROTEX LLC	
ESPINA PAVING INC	ESPINA PAVING INC	
F C I TOWERS INC	F C I TOWERS INC	
F&F CONSTRUCTION INC	F&F CONSTRUCTION INC	
F&F PROPERTIES	F&F PROPERTIES	
FAIRFAX ELECTRIC PLUMBING GAS	FAIRFAX ELECTRIC PLUMBING GAS	
FEWELLS SERVICES LLC	FEWELLS SERVICES LLC	
FH FURR PLUMBING HEATING & AI	FH FURR PLUMBING HEATING & AI	
FIBER TECHNOLIGIES SOLUTIONS	FIBER TECHNOLOGIES SOLUTIONS	
FINLEY ASPHALT & SEALING	FINLEY ASPHALT & SEALING	
FIRE & LIFE SAFETY AMERICA IN	FIRE & LIFE SAFETY AMERICA IN	
FIRE X SALES & SERVICE CORP	CARROLL W WOLLARD PRES	
FIRST CHOICE HEATING	FIRST CHOICE HEATING	
FLS ELECTRIC LLC	FLS ELECTRIC LLC	
FLYNN CARPENTRY LTD	FLYNN CARPENTRY LTD	
FOLEY PLUMBING INC	FOLEY PLUMBING INC	
FOOTHILL FLOORING PARTNERS IN	FOOTHILL FLOORING PARTNERS IN	
FORRESTER CONSTRUCTION CO	FORRESTER CONSTRUCTION CO	
FOSTER MASONRY INC	FOSTER MASONRY INC	
FRAZIER ELECTRIC SERVICES	FRAZIER ELECTRIC SERVICES	
FREE STATE GLASS	WHEELER ENTERPRISES INC	
FREEDOM FOREVER VIRGINIA LLC	FREEDOM FOREVER VIRGINIA LLC	
FREEDOM ROOFING & EXTERIOR LL	FREEDOM ROOFING & EXTERIOR LL	
FREEDS BISCUIT COMPANY LLC	FREEDS BISCUIT COMPANY LLC	
FURR & SONS CONSTRUCTION	FURR & SONS CONSTRUCTION	
G J CONSTRUCTION LLC	G J CONSTRUCTION LLC	
G T ELECTRIC SERVICE INC	G T ELECTRIC SERVICE INC	
GAITHERSBURG CABINETRY	GAITHERSBURG CABINETRY	
GAME TIME	PLAYCARE WISCONSIN INC	
GARLAND/DBS INC	GARLAND/DBS INC	
GENERAL EXCAVATION INC	KAREN F JENKINS	

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
GENESIS HOME IMPROVEMENT	GENESIS HOME IMPROVEMENT	
GLASS & METALS	GLASS & METALS	
GLEESON AL ELECTRIC CO INC	FRANCIS X GLEESON	
GLOBAL AXIOM INC	GLOBAL AXIOM INC	
GLOBAL PLUMBING LLC	GLOBAL PLUMBING LLC	
GMC ENTERPRISE OF VA LLC	GMC ENTERPRISE OF VA LLC	
GOLDEN RULE BUILDERS INC	GOLDEN RULE BUILDERS INC	
GOODE REFRIGERATION	GOODE REFRIGERATION	
GREEN HOME ENERGY SOLUTIONS L	GREEN HOME ENERGY SOLUTIONS L	
GREY HOME IMPROVEMENT LLC	GREY HOME IMPROVEMENT LLC	
GROOMLAWN INC	GROOMLAWN INC	
GROUNDSCAPES LLC	GROUNDSCAPES LLC	
GULL CORPORATION	GULL CORPORATION	
GW MECHANICAL LLC	GW MECHANICAL LLC	
HAGUE ELECTRIC LLC	HAGUE ELECTRIC LLC	
HARRYMAN PLUMBING SERVICES LL	HARRYMAN PLUMBING SERVICES LL	
HAWAIIAN POOLS	HAWAIIAN POOLS	
HBC	HBC HOME SOLUTIONS LLC	
HBW GROUP	HBW PROPERTIES INC	
HEARTH & HOME TECHNOLOGIES LL	HEARTH & HOME TECHNOLOGIES LL	
HENRY ELECTRIC INC	HENRY ELECTRIC INC	
HERCULES FENCE COMPANY INC	HERCULES FENCE COMPANY INC	
HERMITAGE STEEL INC	HERMITAGE STEEL INC	
HITT CONTRACTING INC	HITT CONTRACTING INC	
HIVEX BASEMENT FINISHING CO	DEE BEE HOME IMPROVEMENTS LLC	
HOME LIVING CONSTRUCTION	CAMPOS & LYLE CONSTRUCTION	
HOME SWEET HOME IMPROVEMENT	HOME SWEET HOME IMPROVEMENT	
HOMEAWAY/VRBO	HOMEAWAY.COM INC	
HOMEPLATE BBQ	HOMEPLATE BBQ LLC	
HONEYWELL INTERNATIONAL INC	HONEYWELL INTERNATIONAL INC	
HOOVER MECHANICAL &CONTRACTIN	HOOVER MECHANICAL &CONTRACTIN	
HOWARD SHOCKEY & SONS INC	HOWARD SHOCKEY & SONS INC	
HVAC CLIMATE LLC	HVAC CLIMATE LLC	
IDEAL HVAC SERVICES LLC	IDEAL HVAC SERVICES LLC	
INDOOR COMFORT EXPERTS LLC	INDOOR COMFORT EXPERTS LLC	
INNOVATIVE CONSTRUCTION CONCE	INNOVATIVE CONSTRUCTION CONCE	
INSTITUTIONAL PRODUCTS LLC	INSTITUTIONAL PRODUCTS LLC	
INTEGRITY ELECTRICAL SERVICES	RESIDENTIAL ELECTRICAL SER IN	
INTEGRITY HVAC SERVICES LLC	INTEGRITY HVAC SERVICES LLC	
ION SOLAR	ION DEVELOPER LLC	
IRONWOOD LANDSCAPES LLC	IRONWOOD LANDSCAPES LLC	
ITEK CONSTRUCTION & CONSULTIN	ITEK CONSTRUCTION & CONSULTIN	
J & D MECHANICAL SERVICES INC	J & D MECHANICAL SERVICES INC	
J F AQUISITION LLC	J F AQUISITION LLC	
J G MILLER	J G MILLER INC	
J S JACKSON CONSTRUCTION INC	J S JACKSON CONSTRUCTION INC	
JACK STONE SIGN CO	JACK STONE SIGN CO	
JACOBS TELECOMMUNICATIONS INC	JACOBS TELECOMMUNICATIONS INC	
JAMES RIVER COMMUNICATIONS IN	JAMES RIVER COMMUNICATIONS IN	
JCF CONSTRUCTION	JCF CONSTRUCTION	
JDM POOLS & CONSTRUCTION LLC	JDM POOLS & CONSTRUCTION LLC	
JEFF LEACH	JEFF LEACH	
JENKINS RESTORATIONS	JENKINS SERVICES LLC	
JES FOUNDATION REPAIR LLC	JES CONSTRUCTION LLC	
JF ELECTRICAL CONTRACTORS INC	JF ELECTRICAL CONTRACTORS INC	

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
JF PETROLEUM GROUP	JF PETROLEUM GROUP	
JOE P CLARK INC	JOE P CLARK INC	
JOHN SIMPSON	JOHN SIMPSON	
JOHNSON BUILDING CORP	JOHNSON BUILDING CORP	
JOHNSON CONTROLS SECURITY SOL	JOHNSON CONTROLS SECURITY SOL	
JOHNSON ROOFING SYSTEMS INC	JOHNSON ROOFING SYSTEMS INC	
JUST-RITE EQUIPMENT	JUST-RITE EQUIPMENT	
K C CONSTRUCTION	K C CONSTRUCTION	
K G JOHNSON INC	K G JOHNSON INC	
KALIS HOLDINGS LLC	KALIS HOLDINGS LLC	
KALKREUTH ROOFING &SHEET META	KALKREUTH ROOFING &SHEET META	
KEYS HEATING & AIR	KEYS HEATING & AIR	
KGS CONSTRUCTION SERVICES INC	KGS CONSTRUCTION SERVICES INC	
KICKIN ASPHALT PAVING & EXCAV	KICKIN ASPHALT PAVING & EXCAV	
KINGDOM WORK CONSTRUCTION	KINGDOM WORK CONSTRUCTION	
KONA ICE	KONA ICE	
KONE INC	KONE INC	
KRAMB ELECTRICAL SERVICES	KRAMB ELECTRICAL SERVICES	
KT ELECTRIC INC	KT ELECTRIC INC	
L F JENNINGS INC	L F JENNINGS INC	
L&B UNIVERSAL INC	L&B UNIVERSAL INC	
L&L ENTERPRSES INC	L&L ENTERPRISES OF MARYLAND	
LAKESIDE HOMES LLC	LAKESIDE HOMES LLC	
LAKEVIEW CONSTRUCTION LLC	LAKEVIEW CONSTRUCTION LLC	
LAMBERT PLUMBING	LAMBERT PLUMBING	
LANTZ CONSTRUCTION CO	LANTZ CONSTRUCTION CO	
LCI SERVICES INC	LCI SERVICES INC	
LCS SITE SERVICES	LCS SITE SERVICES	
LEGG CONSTRUCTION CORPORATION	JAMES A LEGG	
LENNOX NATIONAL ACCT SERVICES	LENNOX NATIONAL ACCT SERVICES	
LIFE SAFETY SYSTEMS	LIFE SAFETY SYSTEMS	
LIMBACH COMPANY LLC	LIMBACH COMPANY LLC	
LIONBERGER CONSTRUCTION CO	S LEWIS LIONBERGER CONST	
LOCKES GENERAL CONTRACTING LL	LOCKES GENERAL CONTRACTING LL	
LONG FENCE	LONG FENCE	
LOUDIN BUILDING SYSTEMS	LOUDIN BUILDING SYSTEMS	
LYLE P STROSNYDER INC	LYLE P STROSNYDER INC	
M A BONGIOVANNI INC	M A BONGIOVANNI INC	
M B I	M B I	
M L STRAIGHT PAINTING	M L STRAIGHT PAINTING	
M&F CONCRETE INC	M&F CONCRETE INC	
MAGNOLIA PLUMBING	JOSEPH J MAGNOLIA INC	
MAGNOLIA PLUMBING MAGNOLIA CO	MAGNOLIA PLUMBING INC	
MAKCO INC	MAKCO INC	
MARONDA HOMES OF VIRGINIA LLC	MARONDA HOMES OF VIRGINIA LLC	
MASONRY DESIGN INC	MASONRY DESIGN INC	
MASTEC NORTH AMERICA INC	MASTEC NORTH AMERICA INC	
MASTER BUILDERS LLC	MASTER BUILDERS LLC	
MAX CONSTRUCTION	MAX CONSTRUCTION	
MB POSEY ENTERPRISES INC	MB POSEY ENTERPRISES INC	
MCCARTHY SERVICES	ARS ACQUISITION HOLDINGS LLC	
MCCREA EQUIPMENT CO	MCCREA EQUIPMENT CO	
ME FLOW INC	ME FLOW INC	
METROPOLITAN DRYWALL INC	METROPOLITAN DRYWALL INC	
MICHAEL NASH CUSTOM KITCHENS	MICHAEL NASH CUSTOM KITCHENS	

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
MID ATLANTIC CONSTRUCTION	MID ATLANTIC CONSTRUCTION	
MID ATLANTIC MECHANICALS	MID ATLANTIC MECHANICALS	
MID-ATLANTIC CONTRACTORS	MID-ATLANTIC CONTRACTORS	
MILLER & ANDERSON INC	MILLER & ANDERSON INC	
MILLER & ASSOCIATES	J E MILLER CONSTRUCTION INC	
MILLER BROTHERS INC	MILLER BROTHERS INC	
MILLSBURG HUNT LLC	MILLSBURG HUNT LLC	
MISCELLANEOUS METALS INC	MISCELLANEOUS METALS INC	
MODERN REMODELING INC	MODERN REMODELING INC	
MONA ELECTRIC GROUP INC	MONA ELECTRIC GROUP INC	
MONACACY VALLEY ELECTRIC	MONACACY VALLEY ELECTRIC	
MONROE BAY BUILDERS INC	MONROE BAY BUILDERS INC	
MOORES ELECTRICAL & MECHANCIA	MOORES ELECTRICAL & MECHANICA	
MORRIS INDUSTRIES INC	MORRIS INDUSTRIES INC	
MRC PLUMBING	MRC PLUMBING	
MRT PLUMBING & CONSTRUCTION I	MRT PLUMBING & CONSTRUCTION I	
MT MECHANCIAL LLC	MT MECHANICAL LLC	
MULLENS MARKINGS INC	MULLENS MARKINGS INC	
MUNLEY ELECTRIC SERVICE LLC	CHARLES R MUNLEY	
MUSSOMELE MASONRY	MUSSOMELE MASONRY	
MY PLUMBER PLUS	R WENDELL PRESGRAVE INC	
MYCO SYSTEMS INC	MYCO SYSTEMS INC	
NEW LIFE N CHRIST CONSTRUCTIO	NEW LIFE N CHRIST CONSTRUCTIO	
NEWCOMBS REFRIGERATION	NEWCOMBS REFRIGERATION	
NICHOLAS RODRIGUEZ	NICHOLAS RODRIGUEZ	
NOBLE CONSTRUCTION INC	NOBLE CONSTRUCTION INC	
NOKESVILLE HEATING & A/C INC	NOKESVILLE HEATING & A/C INC	
NORAIR ENGINEERING CORP	NORAIR ENGINEERING CORP	
NORTH STAR COMPANIES LLC	NORTH STAR COMPANIES LLC	
NORTHERN VA DRILLING INC	NORTHERN VA DRILLING INC	
NVBLU INC	NVBLU INC	
OHI DESIGN	OHI OF VIRGINIA INC	
OLD DOMINION SPECIALTY CO	OLD DOMINION SPECIALTY CO	
ORNDORFF & SPAID INC	ORNDORFF & SPAID INC	
OSCAR CONSTRUCTION INC	OSCAR CONSTRUCTION INC	
OTIS ELEVATOR	OTIS ELEVATOR	
P W CAMPBELL	P W CAMPBELL	
P W STILWELL PLUMBING & HEAT	P W STILWELL PLUMBING & HEAT	
PARAMOUNT MECHANICAL CORP	PARAMOUNT MECHANICAL CORP	
PASSMORE CONTRACTING	PASSMORE CONTRACTING LLC	
PASTORE CONSTRUCTION	PASTORE CONSTRUCTION LLC	
PATNER CONSTRUCTION	PATNER CONSTRUCTION	
PATTERSON CONSTRUCTION CO INC	B J PATTERSON	
PAVION CORP	PAVION CORP	
PEIRCE CONSTRUCTION CO INC	PEIRCE CONSTRUCTION CO INC	
PELLA MID-ATLANTIC	PELLA MID-ATLANTIC INC	
PIEDMONT PLUMBING	PIEDMONT PLUMBING	
PINECREST PLUMBING CORPORATIO	PINECREST PLUMBING CORPORATIO	
PINK ENERGY	POWER HOME SOLAR LLC	
PINNACLE CONSTRUCTION INC	PINNACLE CONSTRUCTION INC	
PLUMBING SOLUTIONS LLC	PLUMBING SOLUTIONS LLC	
PMR CO	RICK HAINES	
PNP HEATING & AIR CONDITIONIN	PNP HEATING & AIR CONDITIONIN	
POTOMAC ABATEMENT LLC	POTOMAC ABATEMENT LLC	
PREMIER CONCRETE CONSTRUCTION	PREMIER CONCRETE CONSTRUCTION	

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
PRIME CONSTRUCTION CO OF VA I	JEFF ROSE	
PRINCE WILLIAM HOME IMPROVEMN	PRINCE WILLIAM HOME IMPROVEMN	
PROGRESSIVE PAINTING INC	PROGRESSIVE PAINTING INC	
PROSPECT SOLAR LLC	PROSPECT SOLAR LLC	
PRO-TECH SERVICE COMPANY INC	PRO-TECH SERVICE COMPANY INC	
PULLEN ELECTRIC & PLUMBING	PULLEN ELECTRIC & PLUMBING	
R D BEAN INC	R D BEAN INC	
R E FAYLOR CONTRACTING INC	FRANCES R FAYLOR	
R V CAREYS PLUMBING & HEATING	R V CAREYS PLUMBING & HEATING	
R W MURRAY CO	R W MURRAY CO	
R&R ELECTRIC LLC	R&R ELECTRIC LLC	
RAM RESTORATION LLC	RAM RESTORATION LLC	
RAPIDAN PLUMBING INC	RAPIDAN PLUMBING INC	
RAVARA	RAVARA LLC	
RAVENVOLT INC	RAVENVOLT INC	
RAYCO ROOF SERVICE INC	RAYCO ROOF SERVICE INC	
RCD INC	RCD INC	
REMINGTON CONSTRUCTION LLC	REMINGTON CONSTRUCTION LLC	
RICHARD LEROY SHIFFLETT JR	RICHARD LEROY SHIFFLETT JR	
RICHMOND ALARM CO	RICHMOND ALARM CO	
RICKY L BROWN INC	RICKY L BROWN INC	
RIDDLEBERGER BROS INC	RIDDLEBERGER BROS INC	
RITENOUR CONSTRUCTION LLC	RITENOUR CONSTRUCTION LLC	
RIVAS GENERAL CONTRACTING LLC	RIVAS GENERAL CONTRACTING LLC	
ROBERT COLEMAN	ROBERT COLEMAN	
ROCK INVESTMENTS LLC	ROCK INVESTMENTS LLC	
ROCKWOOD HOMES INC	ROCKWOOD HOMES INC	
ROOFSIMPLE INC	ROOFSIMPLE INC	
ROSE RESTORATION	ROSE RESTORATION INTERNATIONA	
ROSE ROOFING COMPANY	WILLIAM R ROSE IV	
RPM CONCRETE LLC	RPM CONCRETE LLC	
RPM CONSTRUCTION CORP	RPM CONSTRUCTION CORP	
RUGER CONSTRUCTION INC	RUGER CONSTRUCTION INC	
RUSSELL ROOFING CO	RUSSELL ROOFING CO	
RUSTON PAVING COMPANY INC	RUSTON PAVING COMPANY INC	
RW KILBY WIRE AND WATER	RALPH W KILBY	
RYAN HOMES	RYAN HOMES	
RYCON CONSTRUCTION INC	DOM LOR CONSTRUCTION INC	
SCHADETREE CONSTRUCTION	SCHADETREE CONSTRUCTION	
SCHINDLER ELEVATOR CORP	SCHINDLER ELEVATOR CORP	
SCHOOL FACILITY SERVICES	TECH PAINTING COMPANY INC	
SCOTT CONTRACTING LLC	SCOTT CONTRACTING LLC	
SCOTT LONG CONSTRUCTION	SCOTT LONG CONSTRUCTION	
SECURITAS TECHNOLGY CORP	SECURITAS TECHNOLOGY CORP	
SEGMENTAL WALL SPECIALIST	SEGMENTAL WALL SPECIALIST	
SELECTIVE DEMOLITION LLC	SELECTIVE DEMOLITION LLC	
SERVICE SPECIALITES INC	SERVICE SPECIALTIES INC	
SETH SHAVER	SETH SHAVER	
SHEN VALLEY ROOFING	SHENCORP INC	
SHENANDOAH ELEVATOR COMPANY	SHENANDOAH ELEVATOR COMPANY	
SIGORA SOLAR LLC	SIGORA SOLAR LLC	
SIMOES CONCRETE INC	SIMOES CONCRETE INC	
SIMPSON DEVELOPMENT	SIMPSON DEVELOPMENT	
SIMPSON UNLIMITED INC	SIMPSON UNLIMITED INC	
SKINNER CONSTRUCTION CO INC	SKINNER CONSTRUCTION CO INC	

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
SMART ROOF LLC	SMART ROOF LLC	
SMT ELECTRICAL INC	SMT ELECTRICAL INC	
SNL CONSTRUCTION INC	SNL CONSTRUCTION INC	
SOLAR SOLUTIONS FOR ALL	TORSTEN SELLING LLC	
SOUTHERN AIR INC	SOUTHERN AIR INC	
SOUTHERN ELECTRICAL SERVICE C	SOUTHERN ELECTRICAL SERVICE C	
SOUTHLAND INSULATORS	SOUTHLAND INSULATORS INC	
SPEIS CONTRACTING INC	SPEIS CONTRACTING INC	
SPRINGFIELD CONTRACTORS INC	SPRINGFIELD CONTRACTORS INC	
SPRINGFIELD MARBLE & GRANITE	SPRINGFIELD MARBLE & GRANITE	
STAFFORD ELECTRIC LLC	STAFFORD ELECTRIC LLC	
STAFFORD SYSTEM INC	STAFFORD SYSTEM INC	
STANDARD ENERGY SOLUTIONS LLC	STANDARD ENERGY SOLUTIONS LLC	
STANLEY BROTHERS CONSTRUCTION	STANLEY BROTHERS CONSTRUCTION	
STEEL BUILDINGS & STRUCTURES	STEEL BUILDINGS & STRUCTURES	
STONEBRIDGE COMM PLUMB & GAS	STONEBRIDGE COMM PLUMB & GAS	
STRAIGHT LINE BUILDERS	STRAIGHT LINE BUILDERS	
SUBLETT SERVICES LLC	SUBLETT SERVICES LLC	
SUMMIT ENVIRONMENTAL SOLUTION	SUMMIT ENVIRONMENTAL SOLUTION	
SUMPTER ELECTRIC LLC	SUMPTER ELECTRIC LLC	
SUN INDUSTRIAL INC	SUN INDUSTRIAL INC	
SUNRUN INSTALLATION SERV INC	SUNRUN INSTALLATION SERV INC	
SUPERIOR MECHANICAL SERVICES	SUPERIOR MECHANICAL SERVICES	
SUPERIOR PAVING CORP	SUPERIOR PAVING CORP	
SYNAGRO CENTRAL LLC	SYNAGRO CENTRAL LLC	
T A C CERAMIC TILE CO	T A C CERAMIC TILE CO	
TAB PLUMBING LLC	TAB PLUMBING LLC	
TARGET ELECTRIC INC	TARGET ELECTRIC INC	
TECHO CONTRACTORS LLC	TECHO CONTRACTORS LLC	
TELTRONIC TOWERS	TELTRONIC TOWERS INC	
THE BOYD GROUP OF VA	THE BOYD GROUP OF VA	
THE HILLMAN GROUP INC	THE HILLMAN GROUP INC	
THE IRON PONY LTD	THE IRON PONY LTD	
THE WOODWARD GROUP INC	THE WOODWARD GROUP INC	
THESIS PAINTING INC	THESIS PAINTING INC	
THURSTON COMPANIES INC	THURSTON COMPANIES INC	
TIBBS PAVING INC	TIBBS PAVING INC	
TITAN RESTORATION COMPANY	TITAN RESTORATION COMPANY	
TK ELEVATOR CORPORATION	TK ELEVATOR CORPORATION	
TMG CONSTRUCTION CORP	THE MATTHEWS GROUP INC	
TOMMY WALLACE ELECTRICAL INC	TOMMY WALLACE ELECTRICAL INC	
TOP TIER SOLAR SOLUTIONS LLC	TOP TIER SOLAR SOLUTIONS LLC	
TRI STAR DEVELOPMENT	TRI STAR DEVELOPMENT	
TRI-STATE HOME SERVICES	TRI-STATE HOME SERVICES	
TRUMBO ELECTRIC INC	TRUMBO ELECTRIC INC	
TW CELCOM INC	TW CELCOM INC	
TYL RESTORATION & REMODELING	TYL RESTORATION & REMODELING	
UNIQUECRETE LLC	UNIQUECRETE LLC	
UNITED SPRINKLER	UNITED SPRINKLER	
UNLIMITED AIR MECHANICAL	UNLIMITED AIR MECHANICAL	
URBAN GENERAL CONTRACTING INC	URBAN GENERAL CONTRACTING INC	
UTILITY SERVICE CO INC	UTILITY SERVICE CO INC	
VA CLASS A CONTRACTING INC	VA CLASS A CONTRACTING INC	
VANTAGE CONSTRUCTION CORP	VANTAGE CONSTRUCTION CORP	
VARCO LLC	VARCO LLC	

TRADE NAME	BUSINESS NAME	BUSINESS ADDRESS
VERNON HEATING & AIR COND INC	VERNON HEATING & AIR COND INC	
VILLAGE CONCRETE INC	VILLAGE CONCRETE INC	
VIRGINIA EMER MED ASSOC LTD	VIRGINIA EMER MED ASSOC LTD	
VIRGINIA MILLWORK	VIRGINIA MILLWORK	
VIRGINIA ROOFING CORP	VIRGINIA ROOFING CORP	
VIRGINIA SIGN & LIGHTING CO	THE LANE CONSTRUCTION CORP	
VIVINT SOLAR DEVELOPER LLC	VIVINT SOLAR DEVELOPER LLC	
VSC FIRE & SECUIRTY INC	VSC FIRE & SECURITY INC	
W E BOWERS	W E BOWERS	
W G BEALS CONSTRUCTION	WILLIAM GRANT BEALS	
WACO INC	WACO INC	
WALSH ELECTRIC CO INC	WALSH ELECTRIC CO INC	
WARRENTON GARAGE DOORS LLC	WARRENTON GARAGE DOORS LLC	
WEIR PARTY ANIMALS	MATTHEW WEIR	
WEST CLEAN AIR SYSTEMS	WEST CLEAN AIR SYSTEMS	
WGK CONSTRUCTION LLC	WGK CONSTRUCTION LLC	
WHITE LINE CONSTRUCTION INC	WHITE LINE CONSTRUCTION INC	
WIGGINS ELECTRIC	WIGGINS ELECTRIC	
WILHELM MECHANICAL	WILHELM MECHANICAL	
WILLIAM A HAZEL INC	WILLIAM A HAZEL INC	
WILLIAM A LAING	WILLIAM A LAING	
WINDSONG HOMES	WINDSONG HOMES OF VA	
WIRING INNOVATORS	WIRING INNOVATORS	
WITTMAN MECHANICAL CONTRACTOR	WITTMAN MECHANICAL CONTRACTOR	
WORTMAN MECHANICAL LLC	WORTMAN MECHANICAL LLC	
YOUR FLOORS INC	YOUR FLOORS INC	
ZULETA SHEET METAL INC	ZULETA SHEET METAL INC	
COUNT 1,413		

Quarterly Report

Department

Town Council Meeting Date: February 13, 2024

Second Quarter FY-2023: October, November, December

Please accept this as the quarterly report for the department

The Department of Community Development is involved in a number of day-to-day activities including:

- Site plan and plat reviews
- Zoning Determinations/Zoning Verifications
- Processing of legislative applications (Special Use Permits, Rezonings, Certificates of Appropriateness, and Variances)
- Staffing of various boards and commissions (Planning Commission, BZA, ARB, Tree Board, Warrenton Arts Group, etc.)
- Enforcement (zoning, property maintenance, and building codes)
- Creation of a fire prevention inspection program
- Permitting (signs, building, zoning, business license review)
- Building inspections associated with building permits
- Fire Safety Inspections

Over the fourth three (3) months of 2023, the department processed 20 business license applications, 5 sign permits, 12 zoning permits, 13 land development reviews, 2 pre-application meeting requests, 90 building permit reviews and associated inspections, processing of legislative applications (Special Use Permits, Certificates of Appropriateness, Zoning Ordinance Text Amendments). The department continues to perform zoning and property maintenance enforcement, grants, and administer transportation projects. The building inspector, fire inspector and Director handle off-hour emergencies, special event inspections when food vendors and/or amusement devices are anticipated, property maintenance issues and zoning enforcement.

1) **Project Progress:**
   - Historic District Survey: Continue working with DEQ.
   - PD9 Comprehensive Economic Development Strategy Steering Committee
   - PD9 Planning Roundtable
   - Fauquier Transportation Coordination Meetings
   - VDOT Smartscale Round 6 Meetings
   - Zoning Ordinance Rewrite Procurement

- Budget/CIP Launch
- Septic Remediation Committee: Continue working on grant to DEQ
- Coordination with FEMA regarding Zoning Ordinance Text Amendment
- Arts in Public Places: Monthly meetings, committee strategic next steps

2) Data:

Town Council:

- Work Sessions: Community Development Department Overview, St. Johns SUP
- Public Hearings: SUP 2023-01 St Johns
- New Business: Initiation of FEMA Zoning Ordinance Text Amendment, Need for BZA Appointments

Planning Commission:

6 Public Hearings and 4 Work Sessions

Architectural Review Board:

Certificates of Appropriateness: 13 Administratively Approved Applications

Legislative Applications/Site Plan Review

- SDP Amazon
- SDP Chick Fil A
- SDP Waterloo Junction
- SDP Oak View Bank
- SUP 2022-03 Warrenton Village
- SUP 2023-01 St. Johns
- SUP 2023-02 Walmart
- SUP 2023-03 E. Lee Street ADU
- SUP 2023-04 Taylor Middle School

Pre-Application Meetings:

- Baptist Church – Release of Conservation Easement to allow 37 SFD dwellings.
- Benner's Meadow Development – 300 apartments in 3 to 4 story garden style buildings.

Zoning Applications/Permits:

- 20 Business Licenses
- 5 Sign Permits
- 3 New Zoning Enforcement cases
- 12 Zoning Permits
- 15 Zoning Inspections
- 1 Zoning Determination Letter

  - 60 Franklin Street
- 13 Land Development Projects
  - Country Chevrolet Site Plan Amendment Approved
  - Chick-fil-a Site Plan Reviewed
  - O'Reilly Auto Parts Bond Reduction Approved
  - Strickland Brothers Oil Change As-built Reviewed
  - Oak View Bank Site Plan Approved
  - Michael's Warrenton Village Center Reviewed/Approved
  - Waterloo Junction Site Plan Reviewed
  - Amazon Data Center Site Plan Reviewed
  - 214 Waterloo Street BLA Reviewed
  - Fauquier MOB Asbuilt Plan Reviewed
  - Piedmont Urgent Care Site Plan Reviewed
  - Tiffany Estates BLA Reviewed
  - 147 Alexandria Pike- Minor Site Plan Revision Reviewed

- 2 Pre-Application/Speculative Project Meetings
  - Brookshire Drive- Proposed 37 Lot Cluster Development
  - 291 Waterloo Street - Proposed Accessory Dwelling Unit
- 4 Post- Comment Review Meetings
  - Amazon Data Center
  - Waterloo Junction
  - 214 Waterloo BLA
  - Alexandria Knolls
  - Warrenton Village – SUP Comments
- 3 Public Meeting Items
  - Planning Commission
    - Zoning Ordinance Text Amendment regarding Assembly uses in the Industrial District
    - Zoning Ordinance Text Amendment to reduce the setback requirement for telecommunication towers in the PSP Zoning District
    - Zoning Ordinance Text Amendment to Article 3-5 to reflect recently updated FEMA Floodplain Maps
- 10 Special Projects
  - Zoning staff met with the Fire Department to discuss any remaining concerns regarding the active Waterloo Junction Site Plan
  - Site visits with homeowners and business owners to discuss concerns and/or permitting for their projects
  - Review of Special Use Permits
  - FOIA Requests
  - Zoning Administrator and Zoning Official attended a virtual VAZO check-in with other Zoning staff from other localities in Virginia
  - Zoning Official attended a code enforcement webinar
  - Zoning Administrator and Zoning Official attended an affordable housing webinar offered by VAZO
  - Zoning Official conducted a staff training session for multiple departments on use of Opengov permitting software system

  - Zoning Administrator and Zoning Official attended a redactions training with the IT Department within new Foxit software
  - Zoning Administrator continues to assist in facilitating the Town's Tree Board meetings

Building Applications/Permits:

- Fire Inspections completed for Business License Applications:
  - 20 Records Created
  - 18 Inspections Completed
  - 19 Permits Issued

- Annual Fire Prevention Inspections
  - 17 Records Created
  - 13 Inspections Completed

- Code Enforcement
  - 41 Active Cases

- Building Permits
  - 90 Records Created
  - 355 Inspections Completed
  - 113 Permits Issued

Administrative:

- Warrenton Arts Commission Meetings
- Special Events Meetings
- FOIA's

Quarterly Report

Department

Town Council Meeting Date: February 13, 2024

Second Quarter 2023: October, November, December

Please accept this as the quarterly report for the department

1) **Department Introduction:**

The Town of Warrenton Parks and Recreation Department provides programs, facilities and services that enhance the quality of life in our community and further perpetuate the Town of Warrenton as an exceptional place to live, work and play. We strive to provide citizens with attractive, clean, functional, safe, and pleasant places to recreate.

2) **Commendable Achievements:**

Town Halloween Events:

Halloween Parade on Main St. estimated about 1,000 participants and gave away prizes for scariest, funniest, and most original costumes.

Trunk or Treat at the WARF had 30+ decorated trunks and estimated about 1,000 participants.

Flashlight Candy Hunt at Rady Park had 115 participants ages 5-10 years old.

Halloween themed Fitness classes to include Aqua Zumba, Glow Ride, Zumba, POUND with a total of 40 participants.

Our Fall All Staff Meeting was held in November and along with providing town and departmental updates, we began our Active Shooter training with the Emergency Services and Risk Manager. We will continue this training in our February and May meetings.

Swim meet season began in December with a large swim the first weekend and high school swim meets every Friday evening. Swim meets will continue through February.

The Holiday Farmer's Market ran from December 2-16 at their new location on Court and Hotel Streets and inside 18 Court St with about 45 vendors each week.

Holiday events:

We had 17 houses participate in the Holiday Decorating Contest and awarded prizes to the Most Creative, Most "Wow" Factor and Most Traditional.

Our Swim with Santa program had 37 participants who enjoyed swimming, pictures with Santa, craft from the elves and a hot chocolate bar.

3) **Project Progress:**

Sprinkler system-VSC Fire & Security Inc completed their repairs of the sprinkler heads and piping that needed to be fixed. The 5 year sample testing came back with sprinkler heads from the pump rooms that had failed. Those sprinkler heads have been replaced.

Front walkway-As an update to the last quarterly report for our front walkway area, the RFP closed on November 28 and we received no bids. We have since met with not only the insurance company, but multiple contractors on scope of work to be done and potential costs. This project is now included in the CARP submission and will cover any costs the insurance does not cover.

Recreation Management Software Program -As an update to the last quarterly report, staff continued to work with the CivicRec implementation team to build the site and due to some delays and the holidays, we will be going live at the end of January.

Lighting -Upon completion of the installation of LED lights over the leisure pool, it was discovered that this did not improve the lighting coverage in the pool area. We are consulting with a lighting engineer who works specifically with natatoriums. We should have a recommendation and quotes by the end of January.

Diving Blocks-Funds that were allocated in the CARP for equipment replacement related to fitness equipment were reallocated to replacement of the diving blocks. As swim meet season started to get underway, we realized that the diving blocks had lost their grip and the short-term solution of adding grip tape was not sustainable. Due to the number of swim teams and meets that we host throughout the year, we felt this was more of a need this year, than the fitness equipment.

Leisure Pool and Spa Pumps-As an update to the departmental overview, High Sierra has completed their repairs and rebuilds of all of the pumps associated with the leisure pool and spa.

Eva Walker Park-Phase 1 of Master Plan-We have chosen to work with Kimley Horn to complete Phase 1 of the Eva Walker Master Plan which is to develop cost estimates and construction drawings for the total master plan concept to determine the relative costs of each proposed element and to understand the comprehensive infrastructure impacts. This phase will also include costing related to necessary site drainage improvements and soil mitigation. We anticipate receiving a scope of work and kick off meeting with Kimley Horn in January and the totality of this phase taking about 6 months to complete.

4) **Charts and information:**

Town of Warrenton
Department of Parks and Recreation

FY24 Second Quarter Report

Revenue Summary	FY 2023 1st Qtr.	FY2023 2nd Qtr.	FY 2023 3rd Qtr.	FY 2023 4th Qtr.	FY 2023 Total	FY 2024 1st Qtr.	FY 2024 2nd Qtr.	FY 2024 YTD
Memberships	$88,400.29	$58,026.88	$88,610.12	$89,896.43	$324,933.72	$90,169.41	$78,405.81	$168,575.22
MVPasses	$7,930.50	$11,976.00	$13,055.00	$7,140.50	$40,102.00	$11,728.00	$8,918.75	$20,646.75
Daily Admissions	$55,859.05	$28,006.37	$42,732.44	$73,903.86	$200,501.72	$62,803.24	$30,831.15	$93,634.39
Programs (Aquatics, Fitness, Recreation)	$21,779.87	$22,739.00	$31,997.87	$50,916.65	$127,433.39	$28,028.47	$24,802.00	$52,830.47
Rentals	$30,606.50	$82,894.00	$115,697.75	$24,106.50	$253,304.75	$48,419.00	$48,704.00	$97,123.00
Individual Instruction	$21,847.37	$9,346.50	$14,568.00	$13,750.87	$59,512.74	$12,600.00	$8,124.50	$20,724.50
Merchandise	$831.98	$894.67	$818.72	$1,092.91	$3,638.28	$1,062.69	$549.01	$1,611.70
Sponsorship/Grant/ Ad Sales	$0.00	$0.00	$0.00	$0.00	$0.00	$2,900.00	$0.00	$2,900.00
Park Rentals and Events	$2,600.00	$165.00	$1,082.50	$3,747.50	$7,595.00	$2,752.50	$635.00	$3,387.50
Childcare	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Miscellaneous	$384.47	$186.38	$354.23	$10,702.61	$11,627.69	$1,618.32	$918.17	$2,536.49
End of period	**$230,240.03**	**$214,234.80**	***$308,916.63***	***$275,257.83***	**$1,028,649.29**	***$262,081.63***	***$201,888.39***	***$463,970.02***

Monthly Memberships/25 Visit Passes/Admissions Sales Summary	FY 2023 1st Qtr.	FY2023 2nd Qtr.	FY 2023 3rd Qtr.	FY 2023 4th Qtr.	FY 2023 Total	FY 2024 1st Qtr.	FY 2024 2nd Qtr.	FY 2024 YTD
New Annual Memberships	175	117	182	247	721	245	228	473
Renewal Rate	7%	3%	3%	3%	5%	2%	0%	2%
Monthly Memberships	178	158	188	235	759	216	179	395
25 Visit Passes	129	86	93	52	360	81	67	148
Daily Admissions	7,985	4,237	6,412	10,857	29,491	8,946	4,553	13,499
Total Number of Check-ins	21,627	21,700	25,756	27,934	97,017	25,468	23,706	49,174

Monthly Programming Summary	FY 2023 1st Qtr.	FY2023 2nd Qtr.	FY 2023 3rd Qtr.	FY 2023 4th Qtr.	FY 2023 Total	FY 2024 1st Qtr.	FY 2024 2nd Qtr.	FY 2024 YTD
Aquatic Classes Offered	73	5	46	96	220	81	6	87
Number of Participants in Aquatic Classes	302	17	206	427	952	342	34	376
Fitness Classes Offered	784	705	738	640	2867	744	736	1480
Number of Participants in Fitness Classes	4656	4147	5754	5031	19588	5651	5419	11070
Specialty Classes Offered	12	3	5	3	23	3	3	6
Number of Participants in Specialty Classes	9	13	14	15	51	21	17	38
Recreation Programs/Events Offered	0	4	0	6	10	0	3	3
Number of Participants in Recreation Programs/Events	0	181	0	108	289	0	183	183

Rentals	FY 2023 1st Qtr.	FY2023 2nd Qtr.	FY 2023 3rd Qtr.	FY 2023 4th Qtr.	FY 2023 Total	FY 2024 1st Qtr.	FY 2024 2nd Qtr.	FY 2024 YTD
Swim Lanes	395	2894	3279	1253.5	7821.5	853.75	3280	4133.75
Birthday Parties	46	71	53	59	229	51	56	107
Facility Rentals	17	81	125	36	259	25	35	60
Pavilion Rentals	28	15	2	44	89	33	16	49
Field Rentals	1	0	0	0	1	0	6	6

5) Data:

Compared to this time last fiscal year, we are seeing a 4% increase in overall revenue, with a 13% increase in membership sales.
We are seeing a 38% increase in new annual memberships as compared to last year at this time, as well as a 9% increase in daily admissions.
As for participation numbers, there is a 15% increase in aquatic programs and a 20% increase in fitness programs.
Swim lane rentals are up 20% compared to last year.

Town of Warrenton
Department of Parks and Recreation

FY24 Second Quarter Report

Revenue Summary	FY 2023 1st Qtr.	FY2023 2nd Qtr.	FY 2023 3rd Qtr.	FY 2023 4th Qtr.	FY 2023 Total	FY 2024 1st Qtr.	FY 2024 2nd Qtr.	FY 2024 YTD
Memberships	$88,400.29	$58,026.88	$88,610.12	$89,896.43	$324,933.72	$90,169.41	$78,405.81	$168,575.22
MVPasses	$7,930.50	$11,976.00	$13,055.00	$7,140.50	$40,102.00	$11,728.00	$8,918.75	$20,646.75
Daily Admissions	$55,859.05	$28,006.37	$42,732.44	$73,903.86	$200,501.72	$62,803.24	$30,831.15	$93,634.39
Programs (Aquatics, Fitness, Recreation)	$21,779.87	$22,739.00	$31,997.87	$50,916.65	$127,433.39	$28,028.47	$24,802.00	$52,830.47
Rentals	$30,606.50	$82,894.00	$115,697.75	$24,106.50	$253,304.75	$48,419.00	$48,704.00	$97,123.00
Individual Instruction	$21,847.37	$9,346.50	$14,568.00	$13,750.87	$59,512.74	$12,600.00	$8,124.50	$20,724.50
Merchandise	$831.98	$894.67	$818.72	$1,092.91	$3,638.28	$1,062.69	$549.01	$1,611.70
Sponsorship/Grant/ Ad Sales	$0.00	$0.00	$0.00	$0.00	$0.00	$2,900.00	$0.00	$2,900.00
Park Rentals and Events	$2,600.00	$165.00	$1,082.50	$3,747.50	$7,595.00	$2,752.50	$635.00	$3,387.50
Childcare	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Miscellaneous	$384.47	$186.38	$354.23	$10,702.61	$11,627.69	$1,618.32	$918.17	$2,536.49
End of period	**$230,240.03**	**$214,234.80**	***$308,916.63***	***$275,257.83***	**$1,028,649.29**	***$262,081.63***	***$201,888.39***	***$463,970.02***

Monthly Memberships/25 Visit Passes/Admissions Sales Summary	FY 2023 1st Qtr.	FY2023 2nd Qtr.	FY 2023 3rd Qtr.	FY 2023 4th Qtr.	FY 2023 Total	FY 2024 1st Qtr.	FY 2024 2nd Qtr.	FY 2024 YTD
New Annual Memberships	175	117	182	247	721	245	228	473
Renewal Rate	7%	3%	3%	3%	5%	2%	0%	2%
Monthly Memberships	178	158	188	235	759	216	179	395
25 Visit Passes	129	86	93	52	360	81	67	148
Daily Admissions	7,985	4,237	6,412	10,857	29,491	8,946	4,553	13,499
Total Number of Check-ins	21,627	21,700	25,756	27,934	97,017	25,468	23,706	49,174

Monthly Programming Summary	FY 2023 1st Qtr.	FY2023 2nd Qtr.	FY 2023 3rd Qtr.	FY 2023 4th Qtr.	FY 2023 Total	FY 2024 1st Qtr.	FY 2024 2nd Qtr.	FY 2024 YTD
Aquatic Classes Offered	73	5	46	96	220	81	6	87
Number of Participants in Aquatic Classes	302	17	206	427	952	342	34	376
Fitness Classes Offered	784	705	738	640	2867	744	736	1480
Number of Participants in Fitness Classes	4656	4147	5754	5031	19588	5651	5419	11070
Specialty Classes Offered	12	3	5	3	23	3	3	6
Number of Participants in Specialty Classes	9	13	14	15	51	21	17	38
Recreation Programs/Events Offered	0	4	0	6	10	0	3	3
Number of Participants in Recreation Programs/Events	0	181	0	108	289	0	183	183

Rentals	FY 2023 1st Qtr.	FY2023 2nd Qtr.	FY 2023 3rd Qtr.	FY 2023 4th Qtr.	FY 2023 Total	FY 2024 1st Qtr.	FY 2024 2nd Qtr.	FY 2024 YTD
Swim Lanes	395	2894	3279	1253.5	7821.5	853.75	3280	4133.75
Birthday Parties	46	71	53	59	229	51	56	107
Facility Rentals	17	81	125	36	259	25	35	60
Pavilion Rentals	28	15	2	44	89	33	16	49
Field Rentals	1	0	0	0	1	0	6	6

Quarterly Report

Public Works & Utilities

Departments

Town Council Meeting Date: February 13th, 2024.

Second Quarter FY-2023: October, November, December

Please accept this as the quarterly report for the ***Public Works & Utilities*** departments.

Commendable Achievements:

- Numerous employees are continuing their training in OSHA, Executive Leadership APWA, and Sexual Harassment Training.

Project Progress:

- The Town participated in the Christmas Parade again this year. At the direction of the Public Works Director, the theme was to be "Recycling", with minimal funding to be spent. The Senior Administrative Assistants designed, constructed, and built the props for and installed them on the float. Thanks to the employees and council member who assisted in working on this. This included the construction of Jack a 10' Nutcracker. Jack could be making appearances at other event(s) in 2024.

- We had a snow plow naming contest and selected 6 winners. (5 winners and 1 grand prize winner) “Blizzard Beater” was the winning name. Which came to us by a 4th grader who is being homeschooled. We visited St. James Episcopal School and CM Bradley to have students paint their hand prints on our snow plows.

- The Street Crew removed over 50 tons of asphalt from, Old Orchard Lane, due to the base failing. Extended the width of the radius to ease the maneuverability for larger vehicles. Restored sites in preparation for a contractor to install the final overlay.
- After the Street Crew removed the guardrail from Lee Highway at Fletcher Drive, a contractor installed curb & gutter. After the contractor finished, the Street Crew finished the grade at the site and then applied seed and straw.

- The Landscaping crew completed the leaf pickup collection, this resulted in over 240 tons of leaves being recycled.
- 12 Burial permits issued: Oct. 5 Nov. 2 Dec. 5

Walkability Study Repairs included:

- A contractor had installed sidewalk, curb and gutter at Lower South 4th. Street. The Street Crew paved up to the new gutter pan approximately 2" on the street, approximately 50 tons of asphalt.

Public Utilities:

- Staff replaced and or raised manhole frames & lids and valve boxes for an upcoming paving project.
- Repaired a fire hydrant #166 at 400D Hospital Drive that had been struck by a vehicle.
- Staff installed a new water line to Little Caesars, this involved removing a large section of the parking lot. The Public Works Street Crew restored the parking lot site using approximately 50 tons of asphalt.
- Responded to Emergency Call ins to repair a broken water mains at 6409 Halifax Ct., and at 6504 Lancaster Dr.
- Repaired a fire Hydrant at the Water Treatment Plant. One at 3rd. & Lee St. that was struck by an automobile.
- Repaired a leaking sludge line at the Waste Water Treatment Plant.
- 8 Responding to customer complaints/issues.
- 1 New service lines installed at 741 Bearwallow Road.
- 2 Main water lines were repaired.
- 4 Sanitary sewer laterals were repaired.

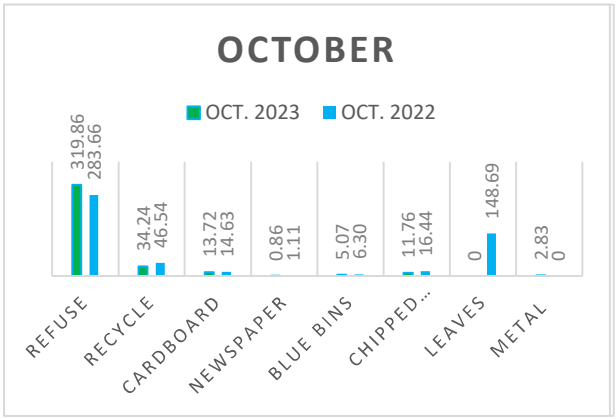
Meter Dept:

- 0 Meter installed. __ Meters replaced. 59 Read & Transfer.
- 3 Water connections issued. 3 Sewer connections issued
- 18 Water cut-ons/offs.
- 0 Meter registers replaced.

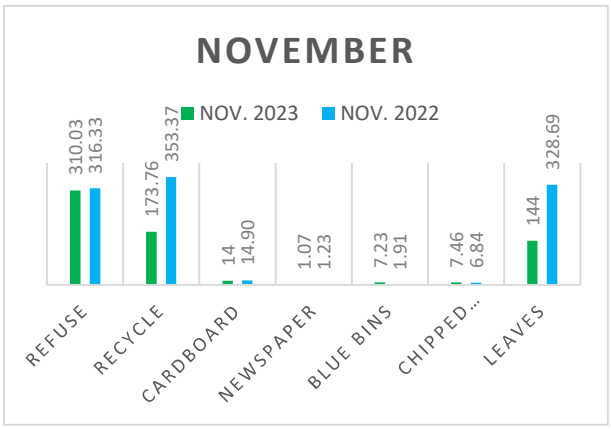
Charts and information:

4TH. QTR. OF 2023
TONNAGES FOR REFUSE & RECYCLING

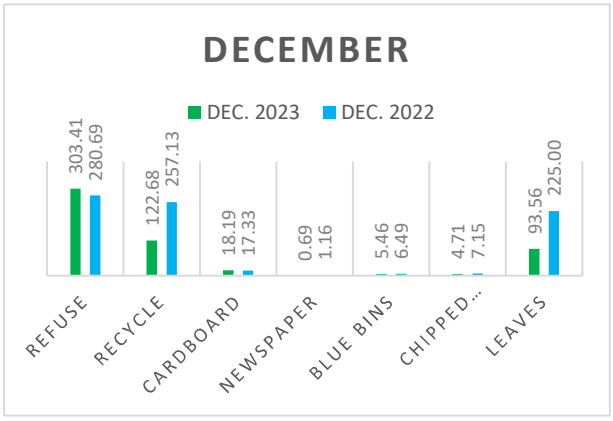
	OCT. 2023	OCT. 2022
Refuse	319.86	283.66
Recycle	34.24	46.54
Cardboard	13.72	14.63
Newspaper	0.86	1.11
Blue Bins	5.07	6.30
Chipped Brush	11.76	16.44
Leaves	0	148.69
Metal	2.83	0



	NOV. 2023	NOV. 2022
Refuse	310.03	316.33
Recycle	173.76	353.37
Cardboard	14	14.90
Newspaper	1.07	1.23
Blue Bins	7.23	1.91
Chipped Brush	7.46	6.84
Leaves	144	328.69



	DEC. 2023	DEC. 2022
Refuse	303.41	280.69
Recycle	122.68	257.13
Cardboard	18.19	17.33
Newspaper	0.69	1.16
Blue Bins	5.46	6.49
Chipped Brush	4.71	7.15
Leaves	93.56	225.00



Data:

Taps Committed & Available for Sale:

(Based on the December 2002 Capacity and Growth Evaluation, Performed by Whitman & Requardt & Associates)

Residential:	Oct.	Nov.	Dec.
In-Town Water	818.5	818.5	818.5
In Town Sewer	705	705	705
Out of Town Water	269	276	267
Out of Town Sewer	276	273	272

***Taps Committed for St. Leonards Farm – Water & Sewer

Approved: 45 Quantity Purchased to date: 0 Quantity available: 45

***Taps Committed for Fletcherville - Sewer Only

Approved: 44 Quantity Purchased to date: 42 Quantity available: 2

***Taps Committed for Millfield – Water & Sewer

Approved: 42 Quantity Purchased to date: 41 Quantity available: 1

***Taps Committed for Whites Mill – Water & Sewer

Approved: 161 Quantity Purchased to date: 158 Quantity available: 1

Commercial:

	Oct.	Nov.	Dec.
In-Town Water	348	348	348
In Town Sewer	362	362	362

Out of Town Water _15__ _15___ _15__

Out of Town Sewer _15__ _15___ _15__

Misc. Taps Committed to Out of Town from the Town/County master water & sewer agreement:

Water Approved:_217__ Purchased:_139__ Available:_78___

Sewer Approved:_250__ Purchased:_111.5 Available:_138.5

Water Treatment Plant:

	Oct.	Nov.	Dec.
Total gallons pumped (All Sources):	33,226,014	30,675,787	31,320,380
Average gallons per day:	1,071,807	989,542	1,010,335
Total gals. pumped same month last year:	35,833,135	31,271,655	32,230,550
Average gallons per day:	1,155,908	1,008,763	1,039,695

Wastewater Treatment Plant:

	Oct.	Nov.	Dec.
Total gals. flow through the sewage plant:	39,530,000	39,810,000	50,410,000
Average gallons per day:	1,275,161	1,284,194	1,626,129
Total gals. flow during the same month last year:	42,690,000	42,480,000	52,390,000
Average gallons per day:	1,377,097	1,370,323	1,690,000
Total inches rainfall:	0.5	3.2	7.85

DEQ Report of Operation Report:

October	2023	2022
Reported Water Connections:	5,029	5,013
People served:	11,818	11,780

November	2023	2022
Reported Water Connections:	5,029	5,023
People served:	11,818	11,804

December	2023	2022
Reported Water Connections:	5,032	5,023
People served:	11,825	11,804

The Town of Warrenton
P.O. Box 341
Warrenton, VA 20188
P (540) 347-1101
F (540) 349-2414

January 2024 CIP Report

Capital Improvement Projects

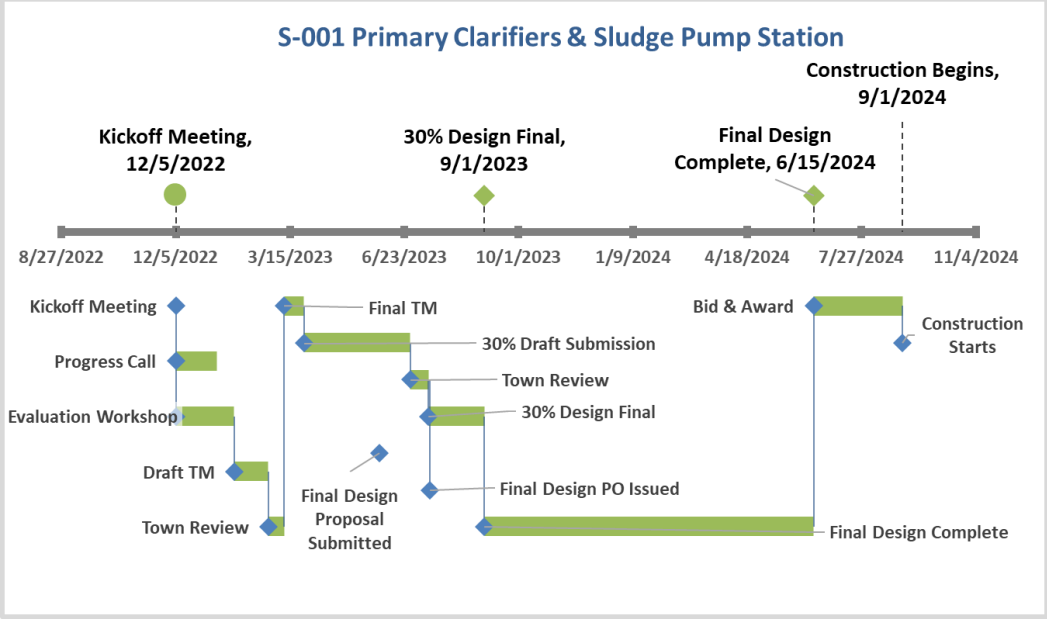
Project Name: S-001 Primary Clarifiers & Sludge Pump Station

Project Objective: Replace the existing primary clarifiers and sludge pumps.

Project Status Update: The designer will submit 60% design by end of January 2024.

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
PE Design	December 5, 2022	September 1, 2023	100%
Final Design	September 5, 2023	June 15, 2024	40%
Project Bid	June 15, 2024	August 1, 2024	0%
Construction	September 1, 2024	September 1, 2026	0%

PROJECT BUDGET			PROJECT FUNDING SOURCE		
Design	$	474,682.00	Debt	$	2,274,682.00
Construction	$	6,950,000.00	Federal	$	4,500,000.00
			W&S Fund	$	650,000.00



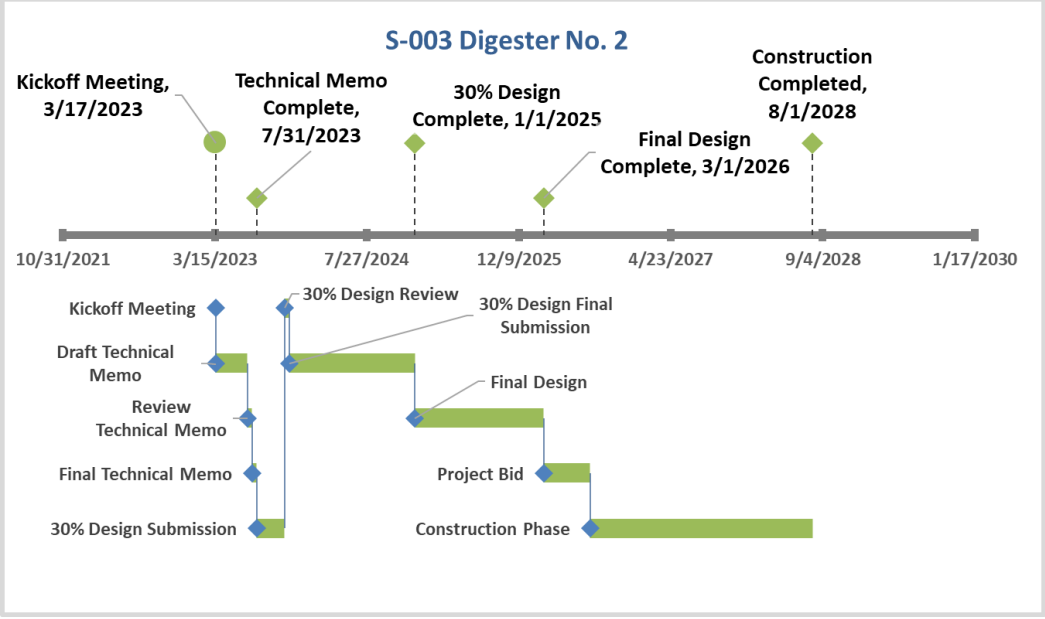
Project Name: S-003 Digester No. 2

Project Objective: A new digester to breakdown wastewater biosolids

Project Status Update: The designer is working on a technical memorandum.

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
PE Design	March 17, 2023	January 1, 2025	75%
Final Design	January 1, 2025	March 1, 2026	0%
Project Bid	March 1, 2026	August 1, 2026	0%
Construction	August 1, 2026	August 1, 2028	0%

PROJECT BUDGET			PROJECT FUNDING SOURCE	
Design	$ 642,433.00		Debt	$ 6,063,750.00
Construction	$ 6,063,750.00		W&S Fund	$ 642,433.00



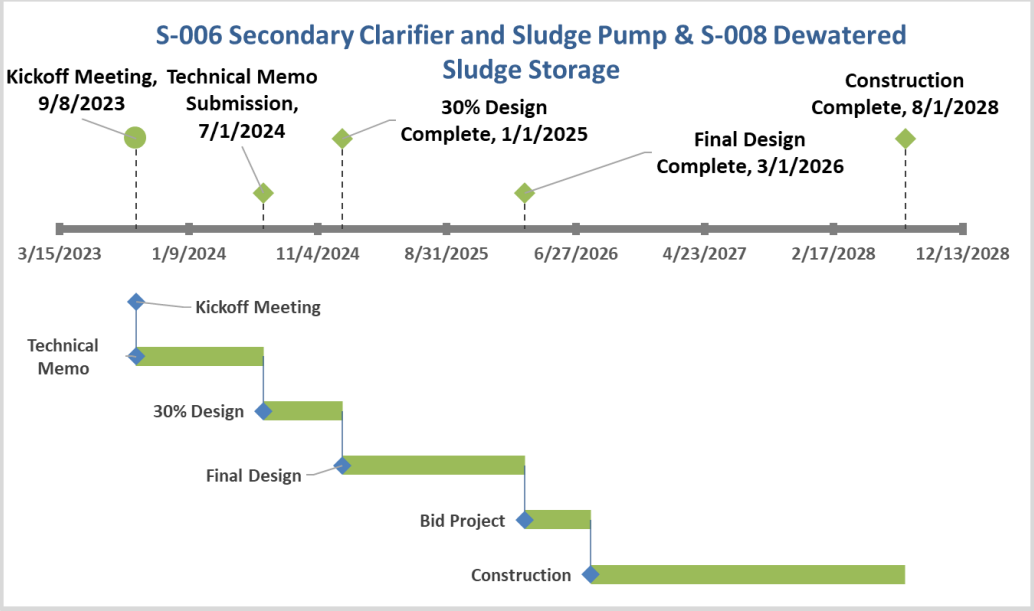
Project Name: S-006 Secondary Clarifier and Sludge Pump & S-008- Dewatered Sludge Storage

Project Objective: Replace the existing secondary clarifiers, sludge pumps and rehab the existing sludge storage structure.

Project Status Update: The designer has started working on the evaluation phase.

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
PE Design	March 17, 2023	January 1, 2025	25%
Final Design	January 1, 2025	March 1, 2026	0%
Project Bid	March 1, 2026	August 1, 2026	0%
Construction	August 1, 2026	August 1, 2028	0%

PROJECT BUDGET			PROJECT FUNDING SOURCE	
Design	$ 642,433.00		Debt	$ 6,063,750.00
Construction	$ 6,063,750.00		W&S Fund	$ 642,433.00



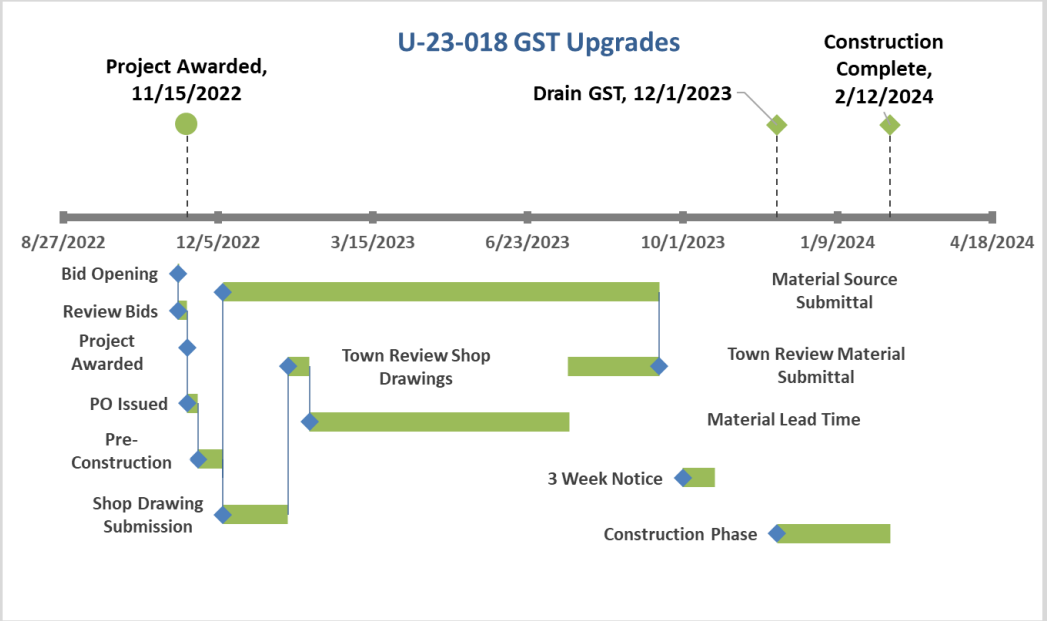
Project Name: U-23-018 GST Upgrades

Project Objective: Upgrade the existing Gravity Sludge Thickener.

Project Status Update: The project was delayed due to Winchester Plant not accepting any sludge. Construction started in December 2023 and completed by February 12, 2024.

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
Project Award		November 15, 2022	100%
Construction	December 2023	February 12, 2024	80%

PROJECT BUDGET		PROJECT FUNDING SOURCE	
Design		Debt	
Construction	$ 546,844.00	W&S Fund	$ 600,000.00



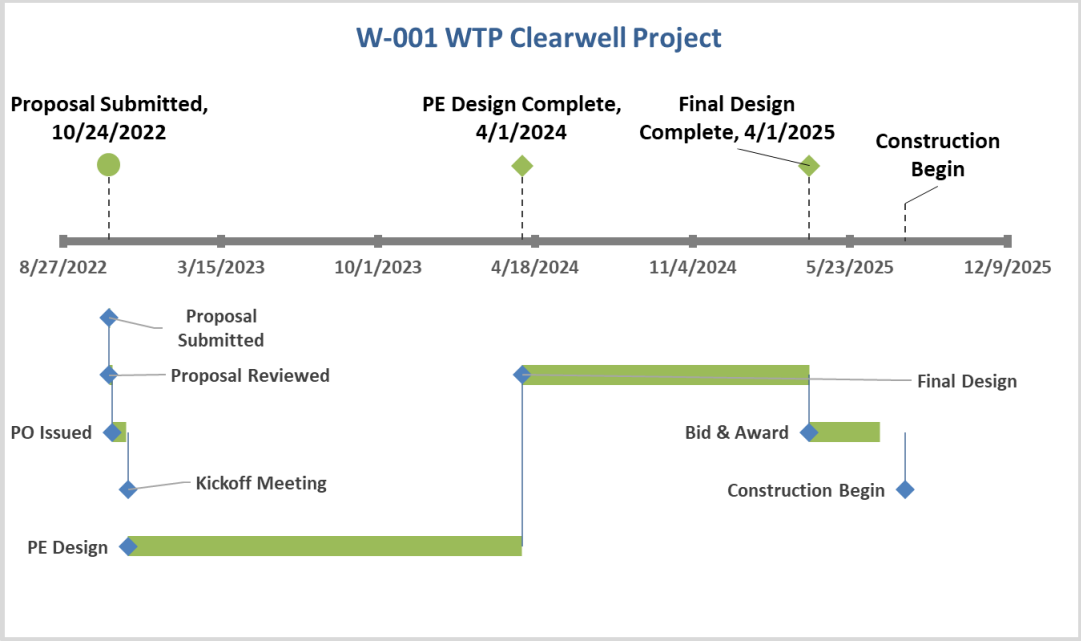
Project Name: W-001 WTP Clearwell Project

Project Objective: Study, design and construct a clearwell at the Water Treatment Plant. This will allow for additional resiliency.

Project Status Update: The designer is working on a technical memorandum and 30% design. Rock was discovered in the proposed locations. The Town staff and Designer are looking at other alternatives.

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
PE Design	October 24, 2022	April 1, 2024	80%
Final Design	April 1, 2024	April 1, 2025	0%
Project Bid	April 1, 2025	June 30, 2025	0%
Construction	August 1, 2025	August 1, 2027	0%

PROJECT BUDGET			PROJECT FUNDING SOURCE		
Design	$	595,000.00	Debt	$	5,775,000.00
Construction	$	6,609,000.00	W&S Fund	$	1,429,000.00



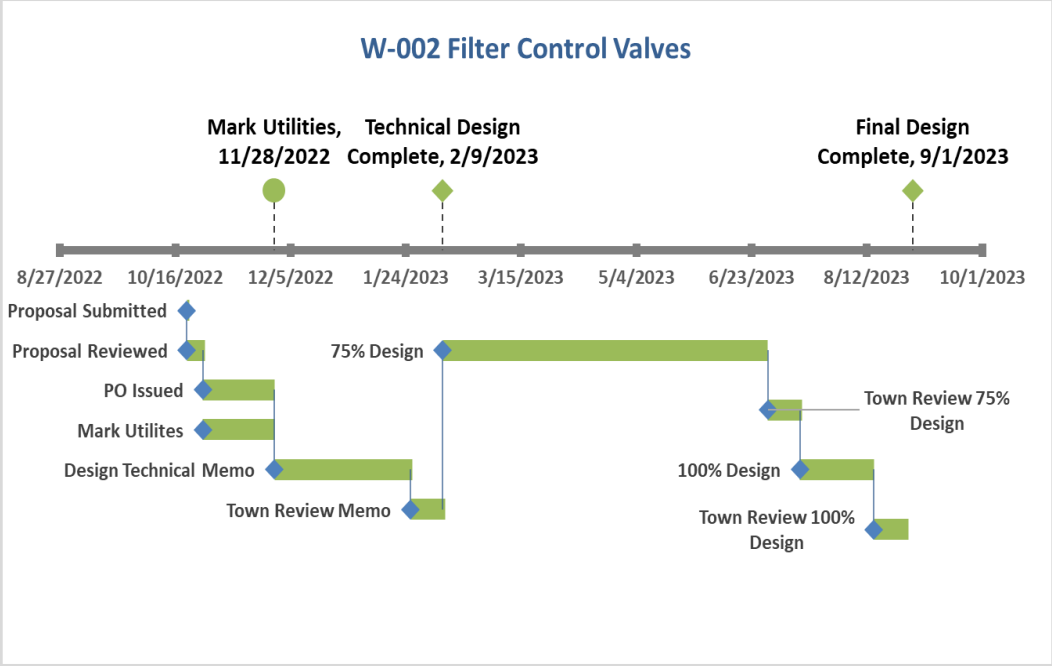
Project Name: W-002 Filter Control Valves

Project Objective: Replace the failing valves at the Water Treatment Plant. The current valves must be reprogrammed daily.

Project Status Update: The project was awarded in December 2023 and the contractor is submitting catalog cuts to Town for review.

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
Design	November 17, 2022	September 1, 2023	100%
Project Bid	September 1, 2023	November 1, 2023	100%
Construction	December 2024	February 2025	0%

PROJECT BUDGET			PROJECT FUNDING SOURCE		
Design	$	97,763.00	Debt	$	750,000.00
Construction	$	1,000,000.00	W&S Fund	$	250,000.00



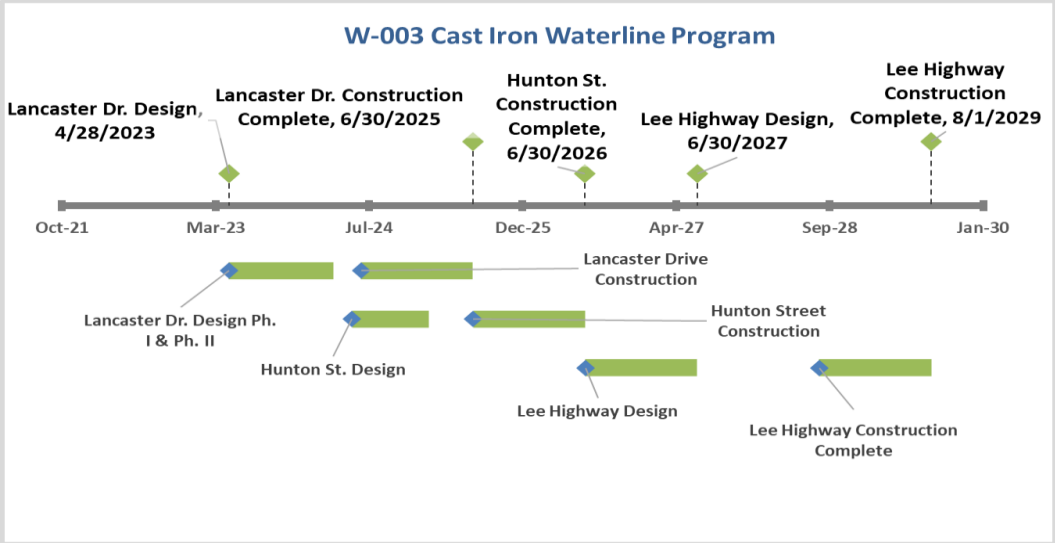
Project Name: W-003 Cast Iron Waterline Program

Project Objective: Replacement of problematic sections of the waterline system.

Project Status Update: Designer will submit 90% design for review at end of January 2024.

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
Lancaster Dr. Design PH I & PH II	April 28, 2023	April 1, 2024	85%
Lancaster Dr. PH I & PH II Construction	7/1/2024	June 30, 2025	0%
Hunton Street Design	June 1, 2024	May 1, 2025	0%
Hunton Street Construction	July 2025	June 2026	0%
Lee Highway Design	July 2026	June 2027	0%
Lee Highway Construction	August 2028	Augusr 2029	0%

PROJECT BUDGET		PROJECT FUNDING SOURCE	
Design	$ 348,242.00	Debt	$ -
Construction	$ 2,522,403.00	W&S Fund	$ 2,870,645.00



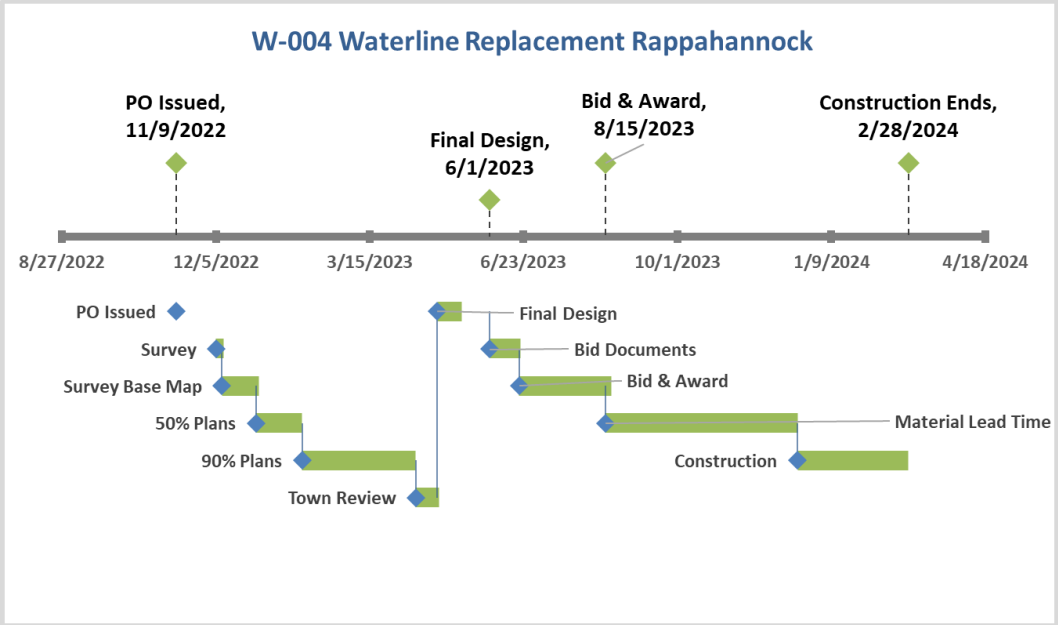
Project Name: W-004 Waterline Replacement Rappahannock

Project Objective: Replace the existing cast iron waterline with ductile iron, which will improve fire flows and reduce pipe breaks.

Project Status Update: Project started on December 18, 2023. It is expected to be completed by the end of February 2024.

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
Design	December 5, 2022	June 1, 2023	100%
Project Bid	June 15, 2023	August 1, 2023	100%
Construction	September 1, 2023	September 2024	50%

PROJECT BUDGET		PROJECT FUNDING SOURCE	
Design	$ 40,000.00	Debt	$ -
Construction	$ 560,000.00	W&S Fund	$ 600,000.00



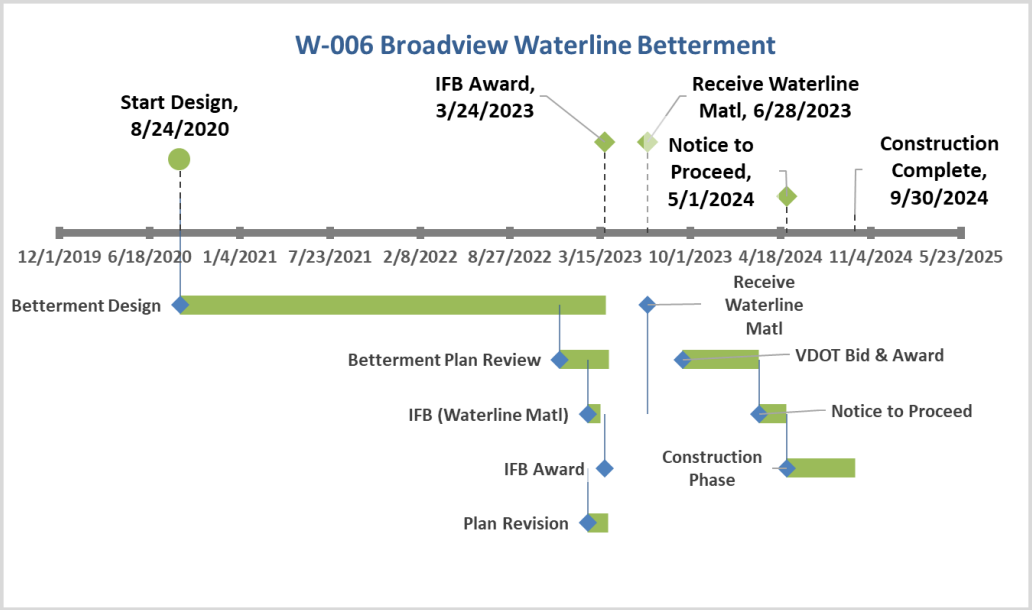
Project Name: W-006 Broadview Waterline Betterment

Project Objective: Improve the Water Distribution System for improved service to businesses and better fire protection.

Project Status Update: Project bids in October were rejected by VDOT. They will readvertise in the month of January 2024.

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
Design	August 24, 2020	April 3, 2023	100%
Project Bid	July 3, 2023	February 21, 2024	50%
Construction	March 2024	September 30, 2024	0%

PROJECT BUDGET		PROJECT FUNDING SOURCE	
Design	$ -	Debt	$ -
Construction	$ 872,812.00	W&S Fund	$ 872,812.00



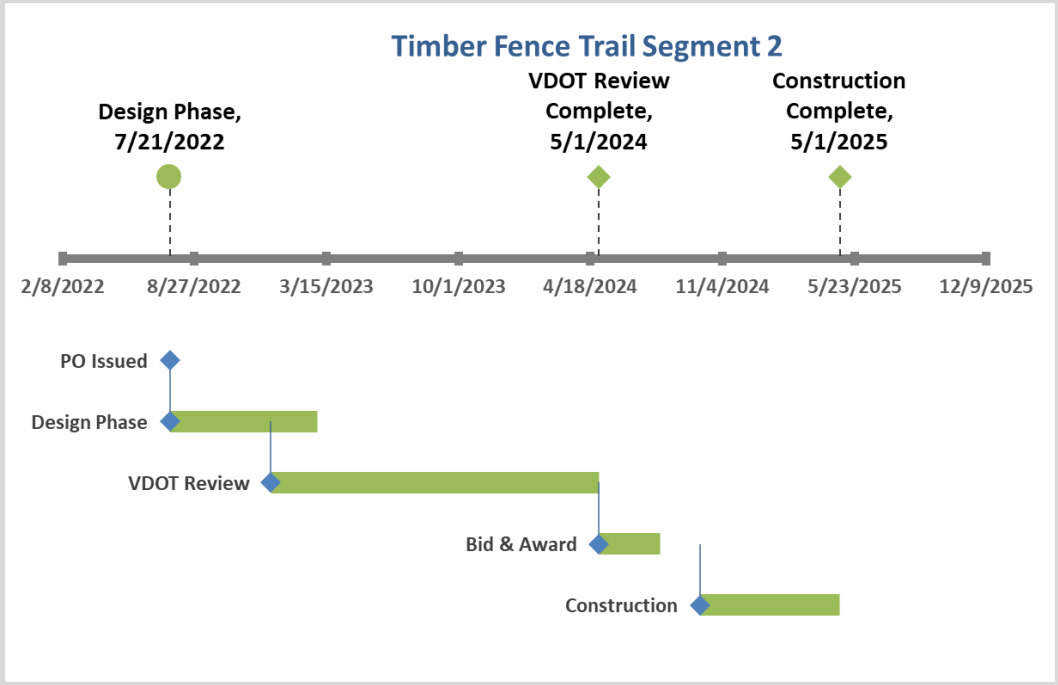
Project Name: Timber Fence Trail Segment 2

Project Objective: The Town will construct an asphalt trail to connect the Northwestern community to Fauquier High School and WARF.

Project Status Update: Waiting for VDOT to close scoping. CEI contract was awarded in September 2023.

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
Design		July 31, 2023	100%
Project Bid	July 31, 2023	November 15, 2023	70%
Construction	October 2024	May 2025	0%

PROJECT BUDGET			PROJECT FUNDING SOURCE		
Design	$	65,000.00	General Fund	$	50,889.00
Construction	$	443,390.00	VDOT	$	407,112.00
			Other	$	50,889.00



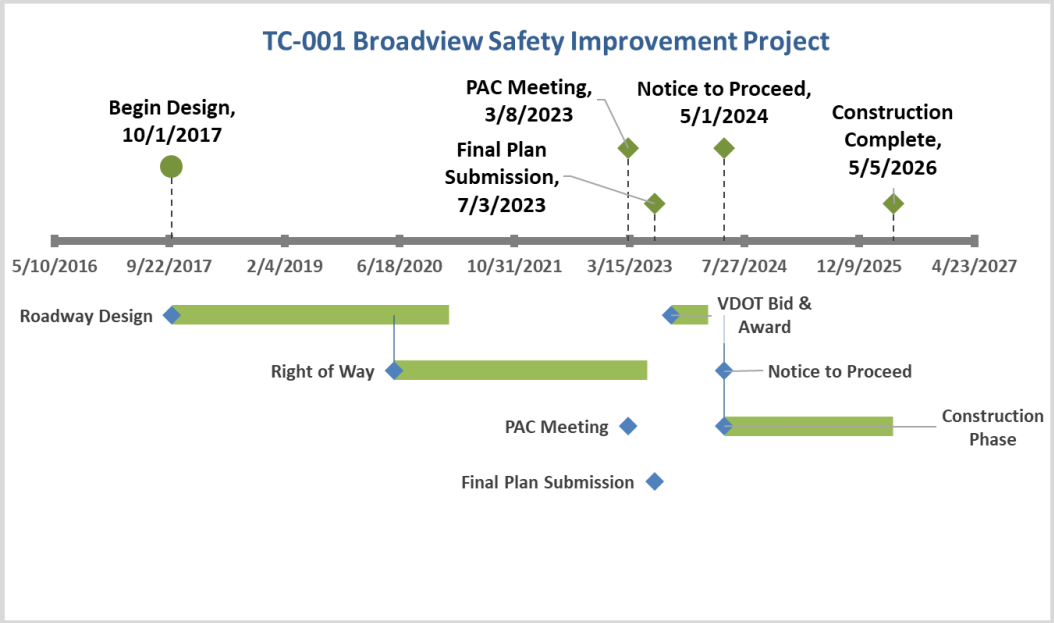
Project Name: TC-001 Broadview Safety Improvement

Project Objective: To improve safety and access management to businesses.

Project Status Update: Project bids in October were rejected by VDOT. They will readvertise in the month of January 2024.

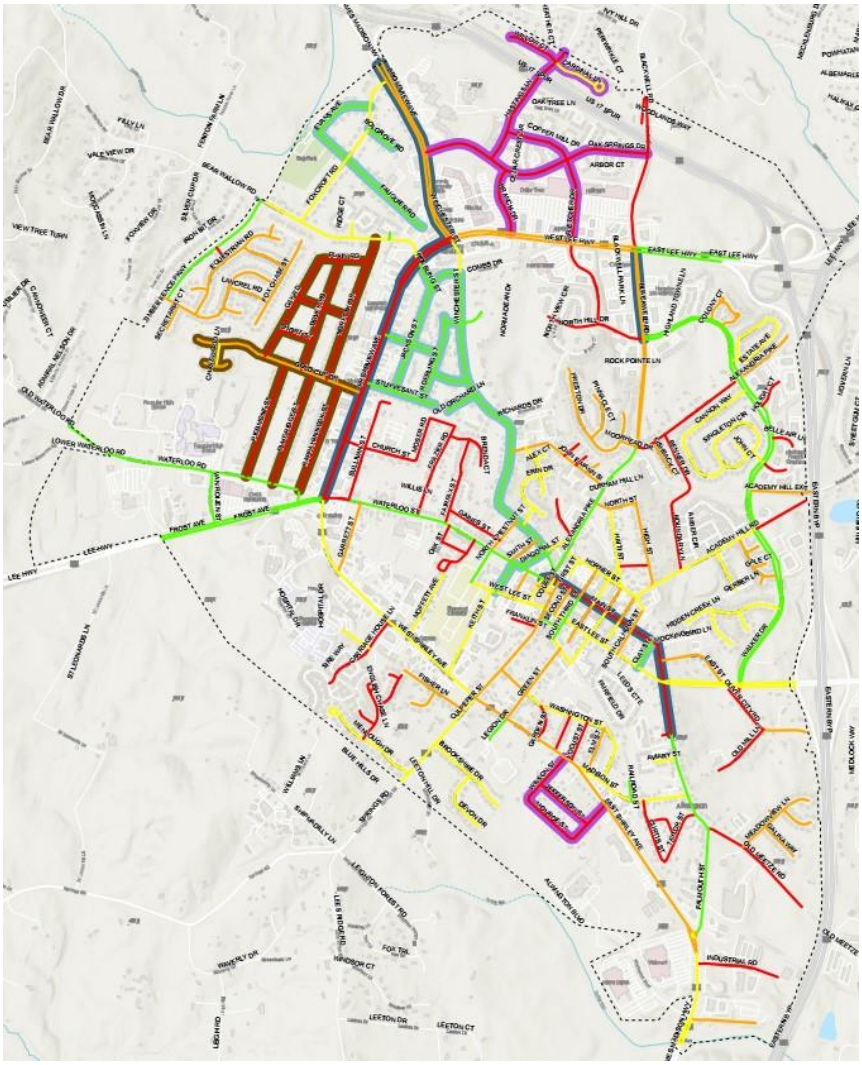
PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
Design	October 1, 2017	July 3, 2023	100%
Project Bid	July 3, 2023	February 21, 2024	50%
Construction	May 1, 2024	May 2026	0%

PROJECT BUDGET			PROJECT FUNDING SOURCE	
R/W	$ 2,032,481.00		General Fund	$ 1,488,000.00
Design	$ -		VDOT	$ 6,363,893.00
Construction	$ 5,819,412.00			


TC-001 Broadview Safety Improvement Project
Begin Design, 10/1/2017
PAC Meeting, 3/8/2023
Final Plan Submission, 7/3/2023
Notice to Proceed, 5/1/2024
Construction Complete, 5/5/2026
5/10/2016
9/22/2017
2/4/2019
6/18/2020
10/31/2021
3/15/2023
7/27/2024
12/9/2025
4/23/2027
Roadway Design
Right of Way
VDOT Bid & Award
Notice to Proceed
PAC Meeting
Construction Phase
Final Plan Submission

The Town of Warrenton
P.O. Box 341
Warrenton, VA 20188
P (540) 347-1101
F (540) 349-2414

January 2024 Road Conditions Report



VDOT State of Good Repair

- **VDOT State of Good Repair Program- Local Pavement Program**
  - 100% funding from VDOT via FHWA
  - ADA Ramps upgraded to present standards
  - Mill and overlay deteriorated streets

- **SGR targets for October 2023 application**
  - Main Street- from Courthouse Square to Falmouth Street
  - Falmouth Street- from Main Street to Falmouth Court
  - Received $911,778.00 of SGR Funds for FY-23

- **VDOT CTB Requirements**
  - CTB FY-2029 Goal
    - 82 % of Arterial Streets need a CCI score of 60 or greater
    - 75 % of Collector Streets need a CCI score of 60 or greater

Pavement Overlay and Sidewalk Replacement Plan

- **FY-24 Pavement Overlay Schedule- Completed**
  - Total Budget- $600,000.00
  - Finished 8 months ahead of schedule
  - $62,490.28 under budget

- **FY-25 Pavement Overlay Schedule**
  - Award PO July 2024
  - Collector Routes
    - Branch Drive
    - Cardinal Lane
    - Fletcher Drive
    - Oak Springs Drive
    - Hastings Lane
    - Willow Court
    - Wilson Street
    - Monroe Street
    - Cleveland Street
    - Jefferson Street

- Fix broken curbs and sidewalks on proposed routes
    - Estimate 35% to 40% replacement
- Sidewalk Repairs- Spring 2024
- Asphalt placement- Completed before July 1, 2025
- Estimated Funding Request- $850,000.00

➢ **FY-26 Pavement Overlay Schedule**

- Award PO July 2025
- Collector Routes
    - Beacon Road
    - Blue Ridge Street
    - Dover Road
    - Norfolk Drive
    - Piedmont Street
    - Rappahannock Street
    - Short Street
- Fix broken curbs and sidewalks on proposed routes
    - Estimate 35% to 40% replacement
- Sidewalk Repairs- Spring 2025
- Asphalt placement- Completed before July 1, 2026
- Estimated Funding Request- $450,000.00

➢ **Pavement Evaluation**

- Forecast future funding demands
- Spring 2024 evaluate Poor and Fair Roadways
- Start Planning for FY-27 Pavement Overlay and Sidewalk Replacement

➢ **Current Pavement Conditions**

- Town invested $1,455,370.25 in Collector and Arterial Streets for FY-23 & FY-24

Current Road Conditions (1st Quarter 2024)						
Arterial Routes				Collector Routes		
Condition	Lane Miles	Percentage		Condition	Lane Miles	Percentage
Good	10.2	31.1%		Good	12.8	19.4%
Satisfactory	7.1	21.6%		Satisfactory	14.3	21.6%
Fair	9.6	29.3%		Fair	15.2	23.0%
Poor	5.9	18.0%		Poor	23.8	36.0%
Total Lane Miles	32.8			Total Lane Miles	66.1	

Sidewalk Construction

- **Fauquier Road**
  - Started Preliminary Engineering on September 28, 2023
  - Survey work completed by end of October 2023
  - Concept Plan completed December 2023
  - Public Comment
  - 30% Design completed by Fall 2024
  - Submit for VDOT funding in FY-25

- **Washington Street**
  - Update existing plans
  - Start construction by Fall 2024

- **Future Sidewalks in planning stage**
  - Gay Road
  - Foxcroft Road
  - Academy Hill Road

Transportation & Safety Improvements

- **Courthouse Square**
  - Conducted Traffic Study from January 9th to January 12th
  - Processing public comments
  - Present results to Council in March 2024

- **Waterloo Street**
  - Multi-phase approach is in effect.
  - Speed trailers have been deployed.
  - Future traffic calming measures
    - Speed table between Garrett Street and Middle School
    - Place chicane hardscape between Sullivan Street to Garrett Street
      - Bid by Summer 2024

Quarterly Report

Human Capital Department

Town Council Meeting Date: February 13, 2024

2023: October, November, December

Please accept this as the quarterly report for the Human Capital department

Department introduction:

The Human Capital (HC) department delivers innovative HC programs and services that are designed to support the Town's most valuable asset, our employees, as well as the Town Council's objectives and initiatives. The HC Department administers a comprehensive HC program that is consistent with Federal, State, and local statutes that is aimed to attract, motivate, and retain a diverse and skilled employee workforce.

HC's purpose is to deliver thought and servant leadership that meets the needs of our employees (current and prospective). To achieve maximum efficiency and success, the HC department is broken into five pillars: Recruitment, Benefits, Cultivation, Governance, and Risk Management & Emergency Services.

HC supports and encourages our employee's personal and professional growth through individual learning opportunities, wellness initiatives, and other Town sponsored activities and programs. We offer competitive benefits packages to employees that include medical, dental, vision, life insurance, short term disability, vacation/sick leave, paid holidays, wellness/financial benefits, deferred compensation plan, retirement, and more.

Commendable Achievements:

- Christopher Melmer received the 2023 Life Saving Award award from the Fauquier Chamber of Commerce and received Recognition by Senator Mark Warner.
- Kasey Braun obtained the LEAD *(Leading, Educating, and Developing)* certification from UVA in November 2023.

Project Progress:

- We are currently in the process of streamlining the recruitment program through the utilization of our HRIS (Human Resources Information System), Paylocity. This enhancement and utilization of our system will provide a more efficient process for managers, through the workflow feature. The documentation workflow will be processed by the hiring manager, move automatically to the next in line to review the data and then once approved will attach to the personnel record. This provides clear communication to those involved in the hiring process: hiring manager, budget manager, and human capital. We are currently in the test phase of this process improvement, and we anticipate this project will be rolled out to the hiring managers for review and training by March 2024.
- Development of an in-person onboarding program. Human Capital is partnering with all hiring managers and department heads to identify their onboarding needs. The purpose of this program is to develop an on-site orientation day for new hires to learn about the Town and will

provide the information they need to be successful in their position. The program is anticipated to be kicked off by March 2024.

- Reviewing current benefit programs with our vendor to begin planning for our FY25 benefits programs. We have requested RFP's for benefit providers for medical, dental, vision and EAP services. The RFPs were due January 26, 2024 and will be analyzed and reviewed in depth for consideration. More information will be provided upon completion of analysis.
- Worked closely with Risk Management on the continuation of the Training & Development program. Working with vendors to initiate in-house training as well as additional programs for current employees. This includes partnerships with other organizations to assist in the professional development of our staff.
- The Town is undergoing an organizational staffing study that examines the current staffing structure through internal and external benchmarking analysis to identify staffing and workflow efficiencies and inefficiencies. This study will navigate the Town operations through this restructure by identifying optimal best practices that will enhance overall staffing structures and program efficiencies. We have been working closely with the vendor to provide additional data and input into our current structure as we have been diligently working to identify efficiencies in staffing and tools/resources within our departments. This additional information and review are to ensure we are properly identifying the best practices within the benchmarked data as it relates to our needs assessments. Therefore, as more information has been provided and further discussions with the vendor may be needed, this project review is anticipated to be completed by July 1.
- Lastly, it is important to note that all Human Capital strategic initiatives directly correlate with accomplishing the goals within the Plan Warrenton 2040. In order to meet these, there must be a highly skilled and adaptable workforce that can continue to provide a high level of services and public amenities for all citizens and visitors to enjoy. Therefore, through the enhancement of our internal Human Capital programs to include the training and development program, the Towns workforce will continue to develop their skills to meet the needs of the Plan Warrenton 2040 objectives. Ultimately, the main objective of cultivating a strong workforce is to be able to meet the overall purpose of Town Council strategic goals and the Plan Warrenton 2040 initiatives.

Charts and information:

Hire/Turnover Stats:

2023	Quarter 1	Quarter 2	Quarter 3	Quarter 4	
Total Headcount - Full Time	127	117	123	123	
# Hires	3	3	18	5	
# Voluntary Sep	5	9	8	5	
# Involuntary Sep.	1	1	1	0	
# Voluntary Turnover %	3.88%	7.26%	6.30%	3.94%	
# Involuntary Turnover %	0.80%	0.81%	0.79%	0.00%	
Total Headcount - Part Time	135	151	148	157	
# Hires	14	20	19	15	
# Voluntary Sep	5	4	21	6	
# Involuntary Sep.	1	0	0	0	
# Voluntary Turnover %	3.88%	2.92%	15.50%	4.29%	
# Involuntary Turnover %	0.78%	0.00%	0.00%	0.00%	
TOTAL FT - TURNOVER %	***4.68%***	***8.06%***	***7.09%***	***3.94%***	***5.94%***
TOTAL PT - TURNOVER %	***4.65%***	***2.92%***	***15.50%***	***4.29%***	***6.84%***
TOTAL FT/PT - TURNOVER %	*9.33%*	*10.98%*	*22.58%*	*8.22%*	*12.78%*

Recruiting Stats:

Defined in DAYS

January 1, 2023 - December 31, 2023	
Average Time to Fill - *all Departments*	**21**
Average Time to Fill - *excludes Parks and Recreation*	33
Average Time to Fill - *Parks and Recreation ONLY*	15

October 1, 2023 - December 31, 2023	
Average Time to Fill - *all Departments*	**11**
Average Time to Fill - *excludes Parks and Recreation*	19
Average Time to Fill - *Parks and Recreation ONLY*	8

January 1, 2023 - December 31, 2023	
Full Time Hires	*29*
Full Time Terminations	*30*
Part Time Hires	*68*
Part Time Terminations	*38*
CHURNOVERS (PT/FT - Hires/TERMS)	*7*
Hired & Termed within year	*8*
Reasons for Leaving - Full Time	
Better Employment / Opportunity/Compensation	*15*
New Career	*1*
Not best fit - position/culture	*2*
Involuntary Due to Performance	*2*
Relocation	*1*
Resigned In lieu of Termination	*0*
Retirement	*5*
Work/Life Balance (school, other)	*0*
Other / Unknown	*2*
Reasons for Leaving - Part Time	
Better Employment / Opportunity/Compensation	*2*
Compensation	*1*
New Career	*0*
Not best fit - position/culture	*2*
Involuntary Due to Performance	*2*
Relocation	*3*
Resigned In lieu of Termination	*0*
Retirement	*0*
Work/Life Balance (school, other)	*24*
Other / Unknown	*4*

Active # Positions as of January 30, 2024	10

Department	FT/PT	Position	Open Date	# of Applications	# Interviews	# Filled	# of Openings
IT	Full-Time	Network Engineer	12/4/2024	53	2		1
Police Department	Full-Time	Police Officer	12/1/2023	132	14		1
Public Utilities	Full-Time	Operator A, WWTP (evening)	10/5/2022	32	1		1
Parks and Recreation	Part-Time	PT, Maintenance Worker	11/9/2023	77	10		1
Parks and Recreation	*Part-Time*	*Manager On Duty*	*on-going position*	*51*			*4*
Parks and Recreation	*Part-Time*	*Lifeguard*	*on-going position*	*61*	*1*		*21*
Parks and Recreation	*Part-Time*	*Head Lifeguard*	*on-going position*	*9*	*1*		*3*
Parks and Recreation	*Part-Time*	*Fitness Instructor*	*on-going position*	*22*			*1*
Parks and Recreation	*Part-Time*	*Water Safety Instructor*	*on-going position*	*17*	*1*		*5*
Parks and Recreation	*Part-Time*	*Customer Service Specialist*	*on-going position*	*138*			*6*
Finance	*Full-Time*	*Accounting Manager*	*ON HOLD*				

Job Board Name **Top 10 Sites*	***# of Views Per Job Board***	***# of Applications Received***
Civicplus.com	91	1
Google	69	7
Indeed	1425	893
Government Jobs	286	70
simplyhired.com	69	1
Warrenton Employment Opportunities Page	8286	363
ZipRecruiter	84	26
Other	67635	145
Totals	*77945*	*1506*

Quarterly Report

Emergency Services and Risk Management

Town Council Meeting Date: February 13th, 2024

Second Quarter FY-2023: October, November, December

Please accept this as the quarterly report for the Emergency Services and Risk Management department.

Department introduction:

Emergency Services is responsible for all aspects of the Town's comprehensive emergency preparedness program. It involves planning, developing, reviewing, and revising emergency management program elements. It focuses on a collaborative partnership between local, state, and Federal partners in addition to community stakeholders pursuing a whole community approach to preparedness.

Risk Management is responsible for all aspects of workplace safety through the development and maintenance of a resilient Risk & Safety Program. In addition to planning, developing, and implementing occupational safety programs to ensure the health, safety, and security of Town staff and citizens, Risk management also focuses on the process of identifying potential hazards and mitigating their potential impact on the Town through developing, executing, and maintaining a robust Training & Development program. This program empowers employees by providing them with the necessary tools and training to perform their daily duties through a continuous improvement model of professional growth.

Project Progress:

- Training and Professional Development:
  Training has a direct impact on an organization's productivity and performance. Training gives employees a better understanding of their responsibilities and the knowledge and skills needed to complete the job. Training will improve employee confidence which can positively impact performance. The following training has been provided and/or is available to all or the applicable employees:

- De-Escalation Training for Public Works:
  In response to an incident involving a difficult citizen and due to the frequency of public interaction for services provided by the Public Works division, a de-escalation training course was created. This course provided Public Works staff with techniques encouraging the use of purposeful actions, verbal communication, and body language to calm a potentially dangerous situation.

- Laypersons Naloxone Training:
  As opioid addiction and overdoses continue to rise, the timely and adequate administration of naloxone reverses the effects of an overdose. In turn, this avoids a potentially fatal respiratory depression. Naloxone is effective in the body for a window of time; whereupon wearing off, the effects of an overdose can resume without further medical intervention. It is essentially a stopgap intervention that provides additional time for a patient to receive the appropriate lifesaving care.

  A "layperson rescuer" is an individual who has not been professionally trained to render a higher level of medical care. Statistically speaking, there is a higher likelihood that the initial responder to an adverse incident would be a co-worker, citizen, stranger, family member, etc. A lay rescuer can increase positive outcomes for victims of injury or sudden illness – this is why we train CPR, AED, basic First Aid, etc.

  With this information in mind, a discussion with other risk management counterparts in Northern Virginia has led to the question: *should laypersons naloxone training be provided?*

  Christopher Melmer, Risk Manager, is a certified REVIVE! Laypersons Trainer through the Virginia Department of Behavioral Health and Developmental Services. Further discussions and research need to be conducted addressing safety, civil liability, Good Samaritan laws, training facilitation, and program implementation.

- Safe Operations of Town Vehicles:

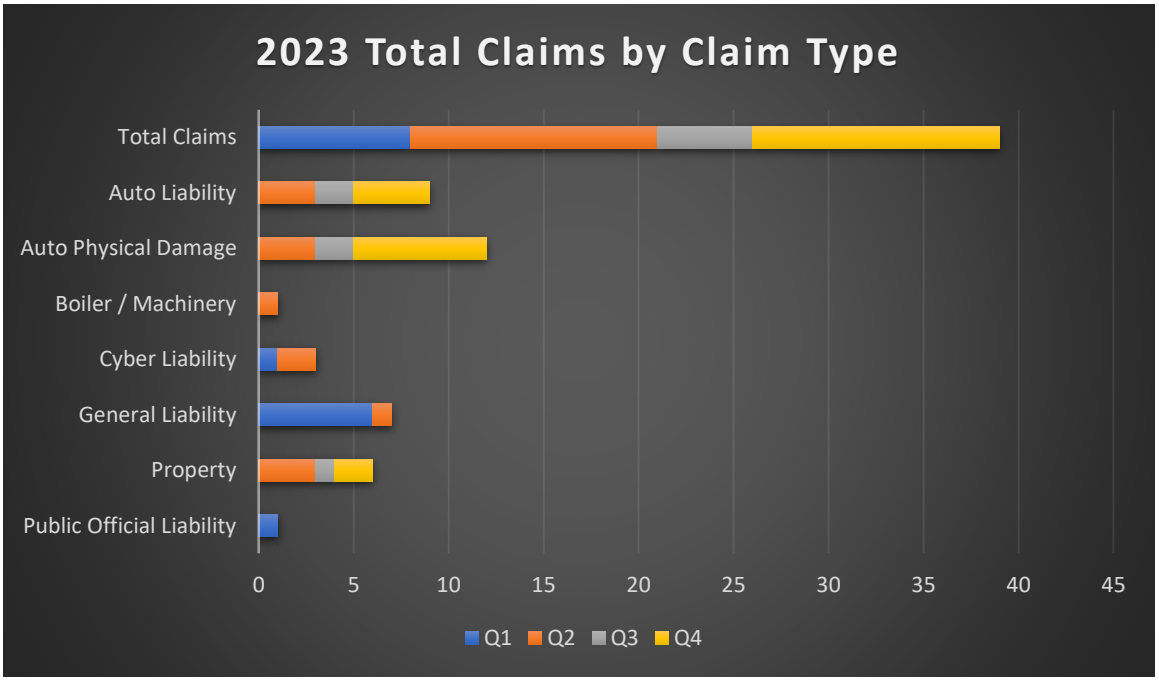
  Over the entirety of 2023, there has been a significant increase in liability claims related to auto accidents involving Town vehicles and Town drivers. Through an internal review, it was determined that all employees who operate Town vehicles as part of their regularly assigned duties and employees who may operate Town vehicles for traveling purposes or during emergency situations will be required to review the Defensive Driving training which was made mandatory January 2024.

- Special Event EOC Activations:
  Emergency Operation Center (EOC's) were activated for:
  - The Fall Festival (October 7th, 2023)
  - FHS Homecoming Parade (October 12th, 2023)
  - The Christmas Parade (December 1st, 2023)
  - No issues to report for any of the special events. The interagency collaboration to provide for the safety and security of citizens, patrons, and visitors was superb.

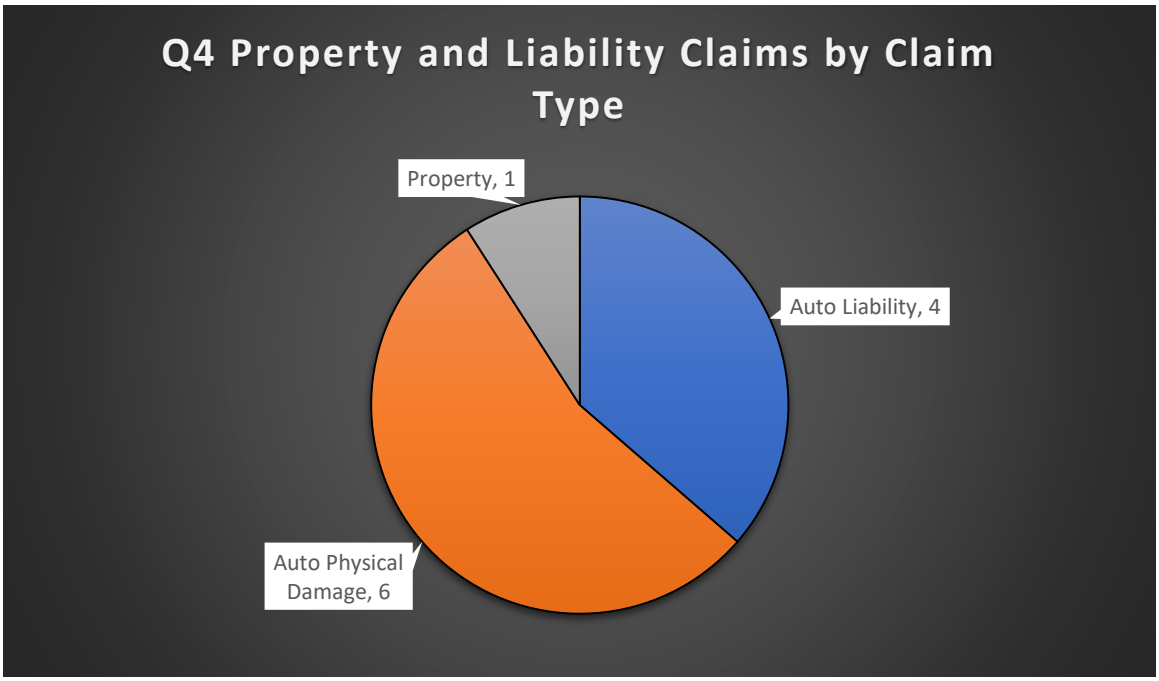
- Asbestos:

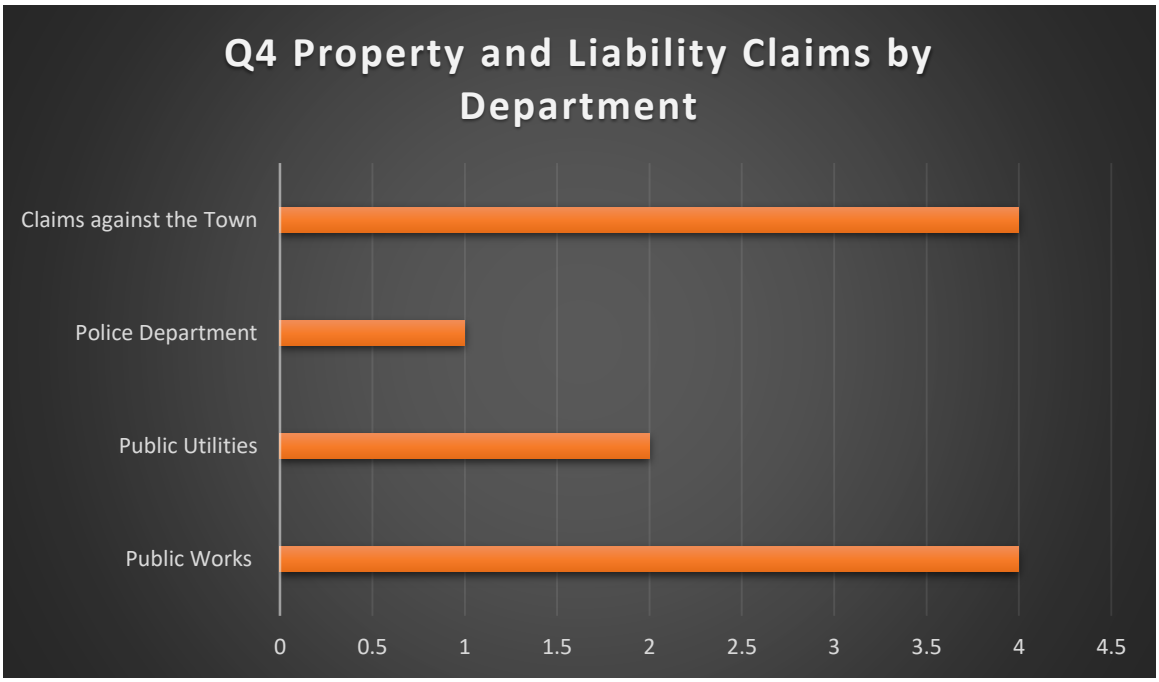
  On October 15th, the Town identified positive samples of Asbestos within Town Hall. This identification led to the closure of Town Hall with the immediate efforts to begin mitigation. During TH closure there was no impact to overall Town operations. As of December 1, 2023, Town Hall was officially reopened. The Town will continue to monitor all facilities for environment, health, and safety concerns over the next several months.

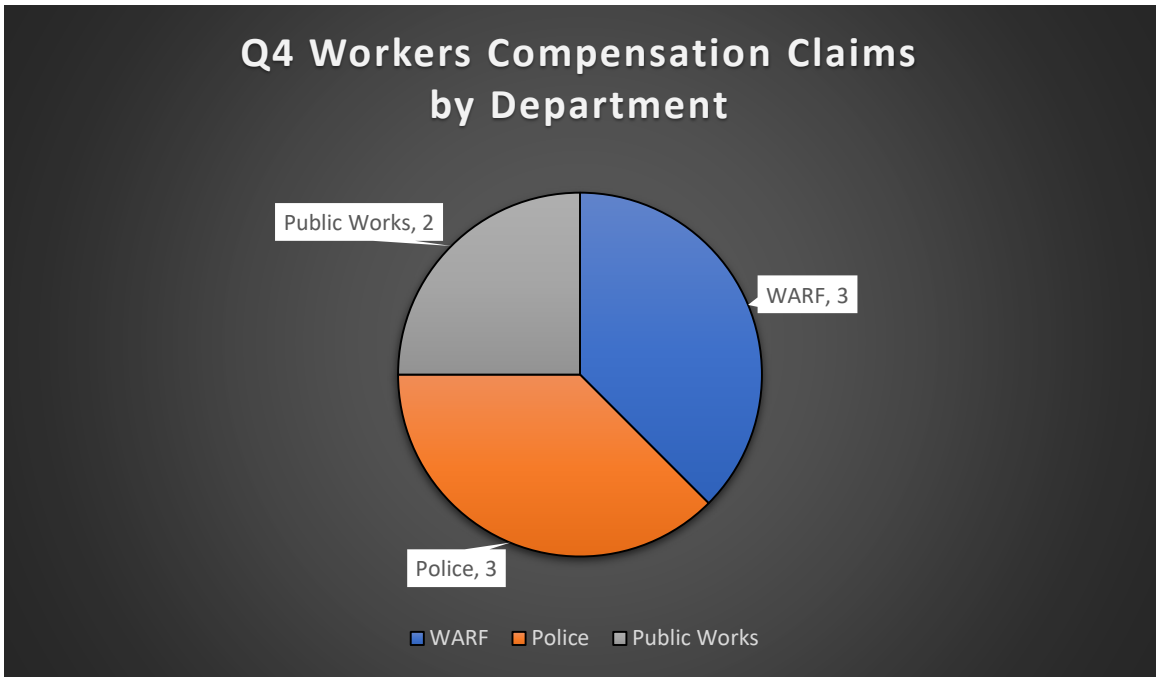
Charts and information:

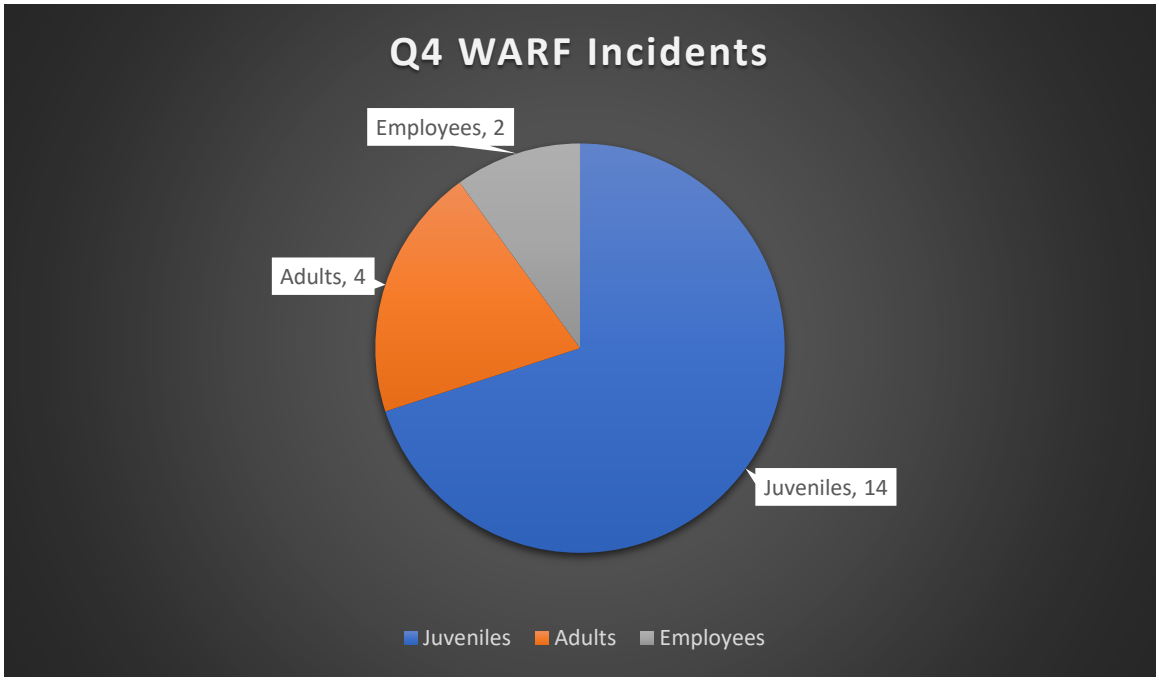


	Q1	Q2	Q3	Q4
Total Claims	8	13	5	13
Auto Liability	0	3	2	4
Auto Physical Damage	0	3	2	7
Boiler / Machinery	0	1	0	0
Cyber Liability	1	2	0	0
General Liability	6	1	0	0
Property	0	3	1	2
Public Official Liability	1	0	0	0


Q4 Property and Liability Claims by Claim Type
Property, 1
Auto Liability, 4
Auto Physical Damage, 6


Q4 Property and Liability Claims by Department
Claims against the Town
Police Department
Public Utilities
Public Works
0
0.5
1
1.5
2
2.5
3
3.5
4
4.5





Q4 WARF incidents chart represents the patron data regarding incidents that have been reported to Risk Management. It is important to note that there were no EMS transport and no refusals for care. The most frequent injuries include nose bleeds, abrasions, and minor cuts/lacerations.

Quarterly Report

Department

Town Council Meeting Date: February 13, 2024

Second Quarter FY-2023: October, November, December

Please accept this as the quarterly report for the Department of Public Works & Utilities – Facilities & Fleet Management Division

1) **Department introduction:** The Facilities & Fleet Management Division of the Town of Warrenton is responsible for the maintenance and repair of all town-owned assets, including over 20 properties, 300+ fleet vehicles, and a variety of other equipment, such as parks, traffic safety devices, and traffic signals. The division's staff of five team members is dedicated to providing cost-effective and reliable services to ensure that the town's infrastructure is safe and well-maintained.

2) **Commendable Achievements:**

How Swift Action Contained Asbestos and Calmed Fears: When routine maintenance at Town Hall uncovered asbestos, a ripple of unease swept through the building. The silent threat, long dormant within the facility, suddenly loomed large. But instead of succumbing to panic, the facilities management division sprang into action, orchestrating a textbook response that contained the hazard and restored peace of mind in record time.

The discovery, though alarming, triggered a protocol. Asbestos specialists were promptly brought in to assess the situation. Swift containment measures were implemented, sealing off affected areas and preventing the spread of potentially harmful fibers. Transparency was paramount – regular updates and clear communication kept occupants informed and anxieties at bay.

The Facilities Management team among others became a beacon of calm amidst the initial turbulence. They knew the key was speed and precision. A comprehensive abatement plan was devised, prioritizing customer service areas and meticulously outlining the removal process. Hurdles were cleared, contractors mobilized, and the clock began to tick. Days turned into a blur of activity.

Finally, the moment arrived. The "all clear" echoed through the halls, greeted by sighs of relief and celebratory high-fives.

The swift and successful mitigation of the asbestos hazard stands as a testament to the power of preparedness, clear communication, and decisive action. The facilities management division initially met with trepidation, became the unlikely heroes of the story, their quiet competence reassuring countless occupants and proving that even in the face of hidden dangers, swift action can turn panic into a podium for success.

Staff Training & Certifications: The Facilities & Fleet Management Division is committed to continuous learning and development. The staff actively seeks out training and development opportunities to stay up-to-date on the latest industry best practices and technologies.

Some of the training and development programs that the staff have completed include:

- Biobased certified fleet professional program: This program teaches participants about the benefits of using biobased products in fleet operations. One team member has enrolled in the program and is working to become certified.
- National traffic incident management: This program teaches participants how to safely and efficiently manage traffic incidents. This is important for fleet personnel, as they may be called upon to respond to traffic incidents in the course of their work.
- VDOT Work Zone: One team member obtained her basic work zone certification. This course is the primary certification of three to be certified for traffic control devices.
- VCIN Training: All team members are required to obtain and maintain a valid Virginia Criminal Information Network Contractor Level Clearance. The team has renewed their clearances during this reporting cycle.

The Facilities & Fleet Management Division's commitment to training and development is commendable. The staff's dedication to continuous learning ensures that the town receives the best possible services.

3) Project Progress:

A. **Traffic Task Force (TTF)** – The traffic task force has taken town traffic issues, challenges, and improvements to the next level. Citizen engagement has become one of the main focus points for the task force. The team has placed monitoring devices, radar boards, and a radar trailer in many areas of the town. The practices have become one of the positive discussion points during the recent town talks events. During this reporting cycle there were over 15 individual engagements with citizens in which there was a positive and/or a desirable outcome for the reported issue. A survey was created so that a resident may "rate" the encounter with the traffic task force.

"I give the Town of Warrenton Traffic Task Force high marks for quickly resolving a traffic light timing problem after being notified- a 2 day turn around! This proves the Task Force is actively engaged with the public and has the resources and processes in place to take care of business. Keep up the GREAT work! – Joe"

B. **Waterloo Street** – The team worked to study the traffic on Lower Waterloo with concerns from residents. This study period is ongoing but has already resulted in many successful changes. We are continuing to monitor this area closely and will adjust our traffic calming measures as conditions warrant.

C. **Walker Drive** – The team worked to study the traffic issues on Walker Drive at Hidden Creek Lane during the past reporting cycle. Two signs were installed "Hidden Entrance in Curve" this reporting cycle. The study will continue with traffic speed monitoring devices when available and as conditions warrant.

D. **Town Hall Elevator** – During this reporting cycle the town hall elevator had preventative maintenance service performed and was also inspected for its annual third-party compliance inspection. The unit passed its safety tests and was issued an annual certificate. Staff continues to evaluate extending the life cycle of the asset.

E. **Fleet Asset Replacements** – The CARP projects are well underway, with three of the police vehicles entering the fleet and a majority of the other departmental vehicles being put into active service.

F. **HVAC Replacement** – The HVAC projects at town facilities continue to present challenges for staff despite the best efforts to replace the systems as conditions warrant. The water plant supplemental heat project was completed and is currently functioning well. HVAC studies and projects continue at Town Hall, Police Dept, & Public Works.

G. **Traffic Light Updates** – The Rt. 211/Waterloo Street Traffic Light has been updated to the current Video Traffic Detection and Traffic System Controller standards. The old hardware was out of service for approximately one month and the intersection operated on recall during this period. The team has ordered and will install new equipment at Branch Drive Intersection in the next reporting cycle. The team had a successful meeting with the Fauquier County Schools team regarding the Rt. 211/Waterloo & Van Roijen Intersections and their concerns with signal timing.

H. **Sign Replacement** – We continue to replace out-of-compliance signs as indicated in the sign program. This includes radar signs that are failing or identified by a traffic study as a need for new installations. The TTF has received a mobile radar speed trailer with messaging capabilities to be used as part of the ongoing Waterloo & Courthouse Square projects. This unit has traveled throughout the town to study visual warning devices' effects on traffic behavior.

I. **Bear Wallow Drive** – The team in conjunction with the traffic task force studied the traffic on Bear Wallow Drive. This area was also experiencing issues with the radar speed display sign. It was found that the sign needed replacement due to aged components. A new radar sign with flashing red/blue lights was installed. We will be monitoring the results of the new sign and report on statistics at a later date.

J. **Speed Table** – We have received our speed table that was ordered as part of the traffic calming initiative. We are working to determine the best location for its first use case. This will be planned over the winter for a planned deployment in the spring.

K. **Town Talks** – The facilities & fleet manager attended two town talk events. Both outreach events were tremendously successful. Many citizens brought forth ideas, concerns, and appreciative comments. The team continues to represent the traffic task force at the events and provide the opportunity for citizen engagement.

L. **Trunk or Treat** – The team attended the Parks & Recreation trunk or treat event. Staff had a display "trunk" dump truck, plow, photo booth and traffic signal kids area. This event was a great success with staff getting over 600 kids stopping for their booth.

M. **Hazard Surveys** – The team continues to conduct hazard assessments at town facilities to identify substances or materials that could be potentially disturbed through maintenance practices. These assessments will be used in the creation of operation & maintenance manuals.

N. **Standard Operating Procedures** – The team has been working to formulate the existing fleet management SOP guidelines into a common operating handbook for the FFM Division. The APWA accreditation framework has been adopted as the guiding principle in this document.

O. **Sign Program** – The team completed an RFP process for the sign replacement program. A contract was awarded to a local vendor for the purchase of sign materials. This contract will enable staff to obtain traffic signs more effectively and reduce the time between the order and installation of such traffic notification devices.

P. **Entry Level Drivers Training Academy** – The team in partnership with our Human Capital Team has successfully launched a cohort of 10 students who desire to advance their careers and the services of our Public Works & Utilities Departments. This will be the largest group of students to date and a remarkable achievement for the Town, These students will embark on an approximately 120-course hour-long program that covers all aspects of commercial motor vehicle operation, classroom, range, and road training.

Q. **Waze Connected Cities Program** – The team has implemented the Waze Connected Cities Program through its traffic task force and in conjunction with the communications manager. This program was used for the Christmas Parade Road closures, Rappahannock Street Construction, and the upcoming courthouse square traffic project. The platform can engage motorists and alert them of upcoming traffic hazards, road closures, and general alerts. This program is part of an overall traffic management initiative started by VDOT.

R. **Utility Facilities Bamboo Eradication** – The team has begun a project to remove bamboo from a utility facility outside of town limits. This issue was forwarded to us by the County Administrator. The team has been engaged with the county on this issue and is working through the beginning stages of the project. The team is in the final stages of applying for a land disturbance permit to complete the removal of the invasive species. Staff has conducted door to door talks with the neighbors adjoining the property to keep them informed of the work progress.

S. **Town Fuel Pumps** – The team continues to work through different solutions for the fuel system located at 360 Falmouth Street. The system is having continual issues with the check valves in the gasoline system. This has led to problems "priming" the pump upon activation. We have recently engaged with a new vendor after exhausting many attempts to get the previous vendor to provide service options.

T. **Facility Safety Labeling** – The team is in the process of evaluating a new safety labeling printer. This unit will provide an economical method to produce regulatory safety warning labels and stickers. Once this evaluation process is complete we expect to proceed with updating compliance labeling in town facilities.

U. **Town/County Partnership** – The team continues to engage in collaborative partnerships as championed by the Town Manager's Office. We are committed to working with our county partners and provide a path to success. There are two upcoming meetings and joint facility usage planned to date.

V. **Motor Vehicle Collision –** In December a motorist suffered a medical emergency and drove through the shed located at the cemetery. The motorist collided with a neighboring property and was treated by Fire & EMS. The team provided temporary safety fencing, cleanup, and has begun the process of receiving estimates for the replacement of the structure.

4) **Charts and information:**

A. The Facilities & Fleet Management team has created a presentation to provide a clear concept of operations on the newly formed division. This presentation is attached.
B. The radar speed display boards have proven effective for monitoring traffic concerns throughout the town, A sample of the representative data from these devices is shown in the attachments.
C. The traffic task force has prioritized citizen and community engagement. A flyer has been created and has been distributed during the recent town talk events. Additionally, a QR code was created as a way to capture feedback on the traffic task force and any feedback that a citizen may want to provide on their experience. This flyer and feedback survey QR code are attached to this report.
D. A copy of the Traffic Task Force Alert in partnership with the Waze Connected Cities Program is attached to this report.

5) **Data:**

A. As mentioned in the previous section the traffic task force has provided a sample representation of data that it is currently analyzing from the new radar signs.
B. In the three short months since the reorganization of the town traffic email we have successfully engaged with over 15 residents on their traffic-related feedback or concerns. We are anticipating a significant increase in outreach as we work to further engage with the public.

Meet Our Team

"Teamwork is the secret that makes common people achieve uncommon results"

Introducing Our Team

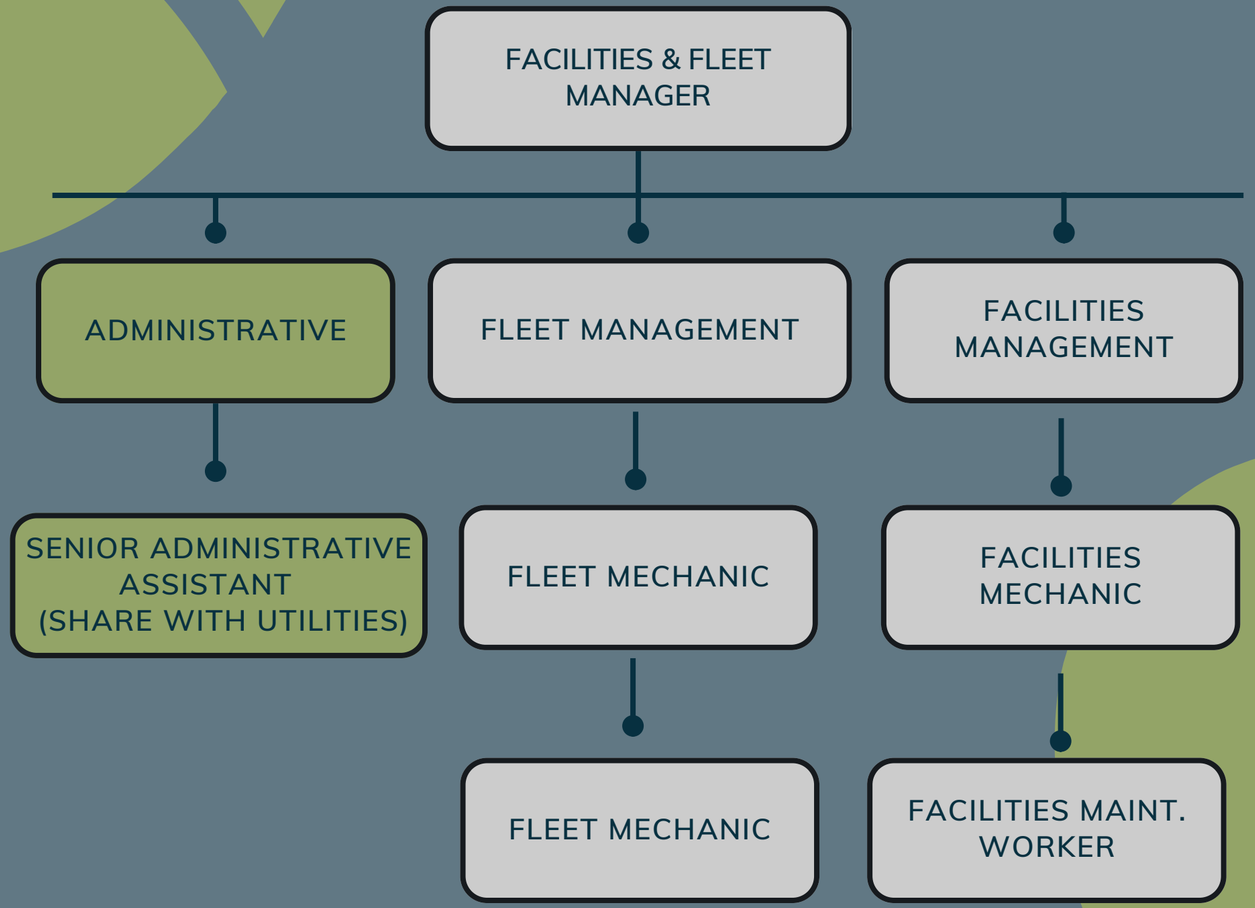
Our Story

The Facilities and Fleet Division (FFM) serves as an internal resource organization, providing a full range of services to Town departments and agencies, that offer vital resources and programs, to the public.

Our Mission

The Mission of the Division of Facilities & Fleet Management (FFM) is to support the operations of other Town of Warrenton departments, agencies, and citizens by providing high-quality and cost-effective asset management and services. FFM ensures the safe and efficient use of the Town of Warrenton’s assets by effectively managing the maintenance and repair of vehicles, equipment, and properties occupied by the Town. Our finished products and services shall meet or exceed industry standards, best practices, and our user departments' expectations, enabling Town departments and agencies to carry out the Town’s mission.

Organizational Chart



TOWN OF WARRENTON VIRGINIA

FACILITIES & FLEET MANAGEMENT

Our Team Members

Johnny Switzer, BCFP, FMP.

Victoria Kyne

Michael Fisher

Johnny Powers

Our Team Members

Richard Benavidez

Peyton Cvengros

Our Team's History

2016

Reorganized the Motor Pool into a Fleet Services Division

2017

Fleet Replacement Plan was adopted by Town Council

2021

Merged the Fleet Services Division to become the Facilities & Fleet Management Division

Present

Delivering cost-effective maintenance and repair of facilities & fleet assets owned by the Town

We are continuously aiming for excellence!

Fleet Management

Budget

Personnel
$241,723

Operating
$501,974

Employees

Facilities and Fleet Manager
.45 FTE

Mechanics
2 FTE

Assets

130 Motorized Assets

200+ Support Assets

Fuel

1 Fuel Station

4,000 Gal. ULSD

6,000 Gal. Gasoline

Facilities Management

Budget

Personnel

$483,104*

Including Cemetery, Land Mgmt, & Warf Maint. Staff

Operating

$592,864

Employees

Facilities and Fleet Manager
.55 FTE

Mechanic
1 FTE

Maintanence Worker
1 FTE

Assets

20+ Properties

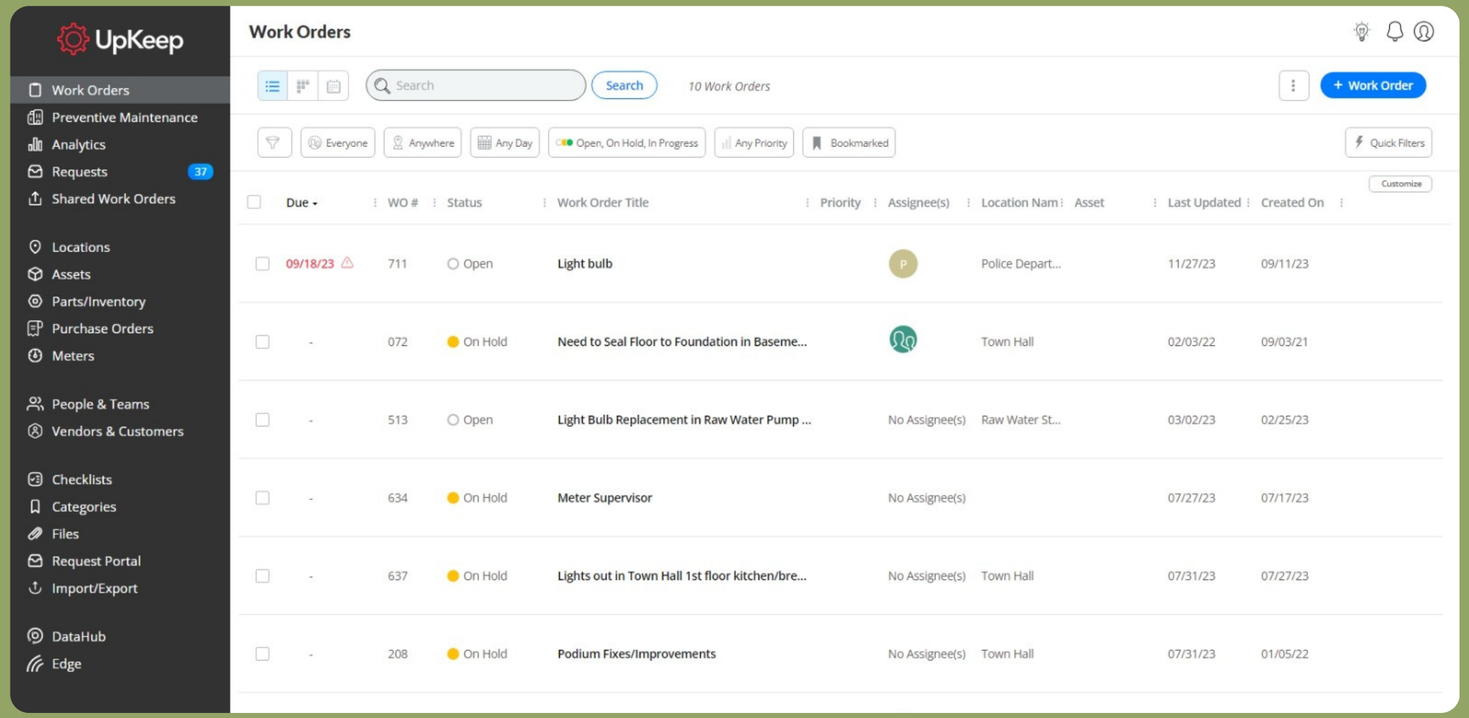
1000+ Assets

Traffic Signals & Signs

10 Signalized Intersections

3500+ Signs

Central Work Order System



CF-1: Serve as the central, inviting public service center for Town and County residents with a proportionate share of community services provided by other governments, including a fair and reasonable balance in funding sources for community facilities.

CF-5: To provide a fiscally responsible infrastructure that maintains a high quality of life for residents, supports current businesses, and attracts new employers with a stable tax structure.

Fleet Replacement Plan

1.0 OVERVIEW

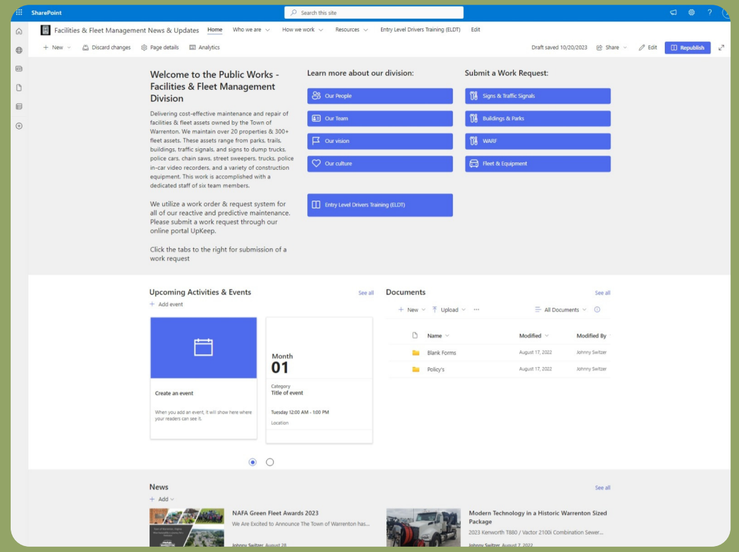
It is the goal of the Town of Warrenton to provide staff with the tools needed to do the job in a professional, safe, and efficient manner. Among the biggest "tools" in accomplishing the tasks are motor vehicles and motorized equipment. In addition, these items are a very substantial financial investment and need to be handled in the most economic manner to the Town, both in their operation and in maximizing their disposal value.

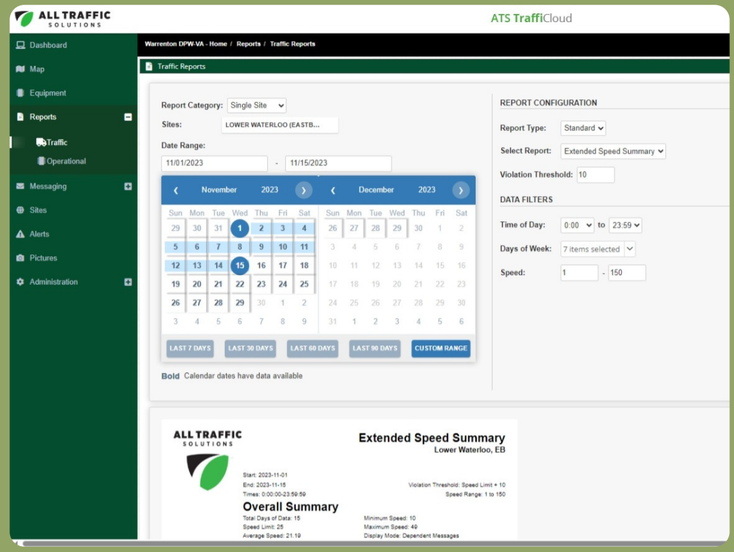
Each vehicle and/or piece of equipment has a number of "lives". It has a service life, which is the amount of time a vehicle is capable of rendering service. It has a technological life which represents the relative productivity decline of the unit as compared to newer models. Most important, a unit has an economic life, which is the length of time the average total vehicles cost is at a minimum. The following unit expenses and costs should be considered in determining fleet replacement recommendations:

1. Fuel Costs
2. Operation Costs
3. Maintenance Costs
4. Downtime
5. Technological Improvements
6. Condition
7. Safety

CF-5: To provide a fiscally responsible infrastructure that maintains a high quality of life for residents, supports current businesses, and attracts new employers with a stable tax structure.

Technology Integration





Sharepoint Intranet

GPS Telematics Program

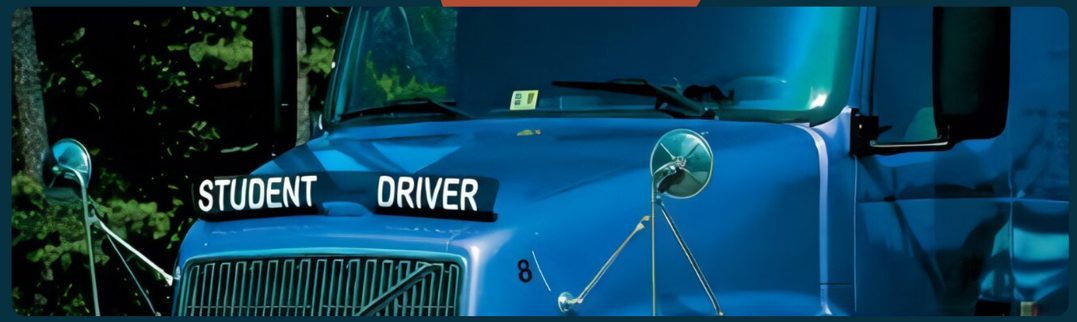
Connected Traffic Speed Monitoring Systems

CF-2: Public safety services and policies are viewed as amongst the best in similar Virginia towns for their responsiveness, community trust, and effectiveness

T-1: Improve Multimodal Capacity and Safety that Encourages trips by walking, bicycling, and transit.

Training & Development

TRAINING PROVIDER REGISTRY
Verified



E-2: Increase the employment base to allow residents to live and work in Warrenton.

Awards

2023 Recipient of the National Association of Fleet Administrators

Top 50 Green Fleets

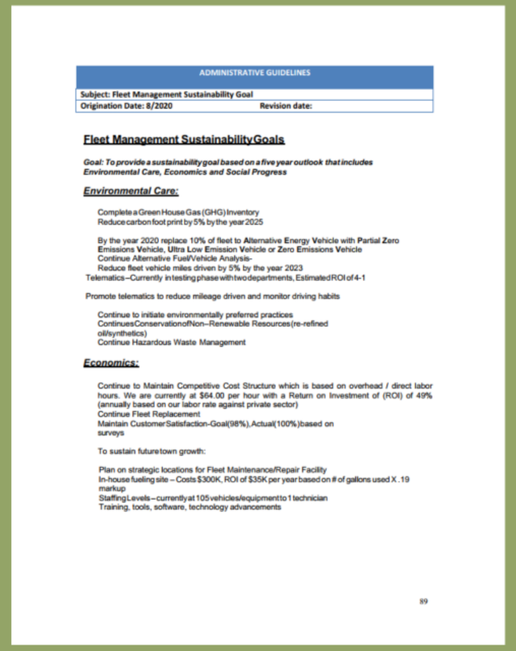
&

2023 Rookie of the Year

Green Fleet Policies & Procedures

Policies and Procedures

- By Year 2020 Replace 10% of the fleet with partial **A**lternative **E**nergy **V**ehicle with **P**artial **Z**ero **E**missions **V**ehicle, **U**ltra **L**ow **E**missions **V**ehicle, or **Z**ero **E**missions **V**ehicle.
- By the Year 2025, Replace Police Vehicles with 50% Hybrid Electric
- By Year 2030, Replace Police Vehicles with 100% Hybrid Electric



ADMINISTRATIVE GUIDELINES

Subject: Fleet Management Sustainability Goal

Origination Date: 8/2020 Revision date:

Fleet Management Sustainability Goals

Goal: To provide a sustainability goal based on a five year outlook that includes Environmental Care, Economics and Social Progress

Environmental Care:

Complete a Green House Gas (GHG) Inventory
Reduce carbon foot print by 5% by the year 2025

By the year 2020 replace 10% of fleet to Alternative Energy Vehicle with Partial Zero Emissions Vehicle, Ultra Low Emission Vehicle or Zero Emissions Vehicle
Continue Alternative Fuel/Vehicle Analysis-
Reduce fleet vehicle miles driven by 5% by the year 2023
Telematics–Currently in testing phase with two departments, Estimated ROI of 4-1

Promote telematics to reduce mileage driven and monitor driving habits

Continue to initiate environmentally preferred practices
Continues Conservation of Non–Renewable Resources (re-refined oil/synthetics)
Continue Hazardous Waste Management

Economics:

Continue to Maintain Competitive Cost Structure which is based on overhead / direct labor hours. We are currently at $64.00 per hour with a Return on Investment of (ROI) of 49% (annually based on our labor rate against private sector)
Continue Fleet Replacement
Maintain Customer Satisfaction-Goal(98%),Actual(100%)based on surveys

To sustain future town growth:

Plan on strategic locations for Fleet Maintenance/Repair Facility
In-house fueling site – Costs $300K, ROI of $35K per year based on # of gallons used X .19 markup
Staffing Levels – currently at 105 vehicles/equipment to 1 technician
Training, tools, software, technology advancements

89

CF-3: Green infrastructure and sustainability are incorporated into community facilities to promote energy efficiency and environmental protections.

Green Fleet Energy & Fuel Reductions

Energy and Fuel

- Solar paves the way to reduced greenhouse emissions (GHG)

- Free Level 2-100 Amp EV charging stations for all

CF-3: Green infrastructure and sustainability are incorporated into community facilities to promote energy efficiency and environmental protections.

Community Facilities

P-3: All Town residents will have the opportunity to access its recreational assets and natural resources, including public spaces and recreational amenities.

Open Space & Environmental Restoration

P-1: Preserve, enhance, and protect the environmental, scenic, and natural quality of the Town.

Traffic Management Systems

IMSA®

Your Partner in PUBLIC SAFETY

Certified Staff

T-1: Improve Multimodal Capacity and Safety that Encourages trips by walking, bicycling, and transit.

Traffic Task Force

TOWN OF WARRENTON
TRAFFIC TASK FORCE

Traffic Problems?

WE WANT TO HEAR FROM YOU

- What is the date and time of the incident?
- Where did the incident occur?
  - Street Address, intersection, etc.
- What type of issue are you reporting?
  - Traffic
  - Speeding
  - Signs
  - Roadway Damage
  - Other
- What time of day does the traffic issue typically occur?
- How long does the traffic issue usually last?
- Please describe the issue in detail.
- Did you witness the incident yourself?
- What impact is the traffic issue having on you or your community?
- Please provide your name and contact information if we need to follow up with you
- Is there anything else you would like us to know about the issue?
- Send us a photo or video if possible of the issue.

TOWN OF WARRENTON
TRAFFIC TASK FORCE

CONTACT US

(540) 347-1101

TOWNTRAFFIC@WARRENTONVA.GOV

OLD TOWN HALL
18 COURT STREET
WARRENTON, VA 20186

WWW.WARRENTONVA.GOV

TRAFFIC TASK FORCE

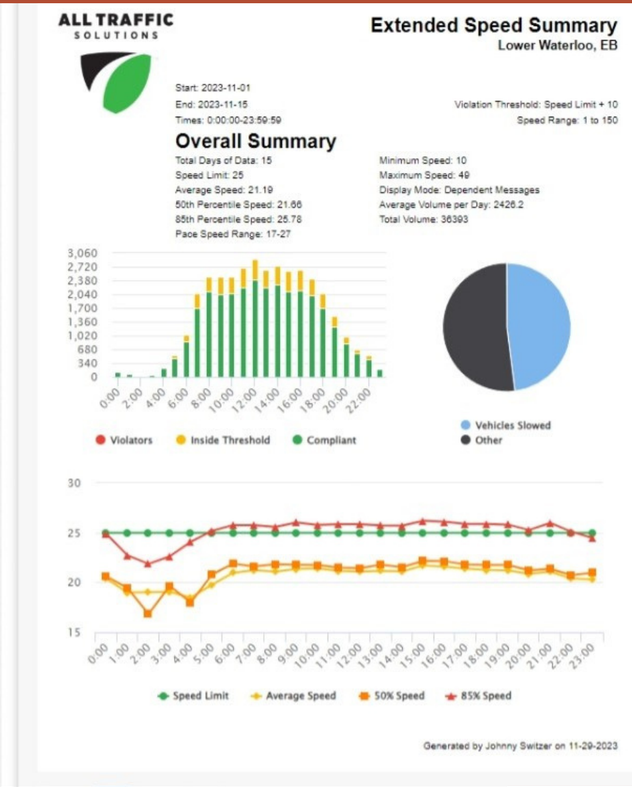
The Town of Warrenton, VA, Traffic Task Force (TTF) is a group of stakeholders who are dedicated to improving traffic safety in the town. The TTF is made up of representatives from the town government, law enforcement, public works, community development, and other interested parties.

The TTF has a number of high-level goals, including:

- **Reducing traffic fatalities and injuries**
- **Improving traffic flow and reducing congestion**
- **Promoting safe and sustainable transportation options**
- **Educating the public about traffic safety**

T-3: Promote Livability in the Town by Creating Great Places Where Residents and Visitors Feel Welcome and Safe

Traffic Task Force
Community Engagement



Good morning, survey completed and appreciate being able to give positive feedback. – Joe

"I give the Town of Warrenton Traffic Task Force high marks for quickly resolving a traffic light timing problem after being notified- a 2 day turn around! This proves the Task Force is actively engaged with the public and has the resources and processes in place to take care of business. Keep up the GREAT work! –Joe"

T-3: Promote Livability in the Town by Creating Great Places Where Residents and Visitors Feel Welcome and Safe

Emergency Operations

CF-2: Public safety services and policies are viewed as amongst the best in similar Virginia towns for the responsiveness, community trust, and effectiveness.

Industry & Professional Associations

HR-4: Enhance the Environment Through Preservation and Sustainability Best Practices.

TOWN OF WARRENTON
TRAFFIC TASK FORCE

Traffic Problems?

WE WANT TO HEAR FROM YOU

- What is the date and time of the incident?
- Where did the incident occur?
  - Street Address, intersection, etc.
- What type of issue are you reporting?
  - Traffic
  - Speeding
  - Signs
  - Roadway Damage
  - Other
- What time of day does the traffic issue typically occur?
- How long does the traffic issue usually last?
- Please describe the issue in detail.
- Did you witness the incident yourself?
- What impact is the traffic issue having on you or your community?
- Please provide your name and contact information if we need to follow up with you
- Is there anything else you would like us to know about the issue?
- Send us a photo or video if possible of the issue.

TOWN OF WARRENTON
TRAFFIC TASK FORCE

CONTACT US

(540) 347-1101

TOWNTRAFFIC@WARRENTONVA.GOV

TOWN HALL
21 MAIN STREET
WARRENTON, VA 20186

WWW.WARRENTONVA.GOV

TRAFFIC TASK FORCE

The Town of Warrenton, VA, Traffic Task Force (TTF) is a group of stakeholders who are dedicated to improving traffic safety in the town. The TTF is made up of representatives from the town government, law enforcement, public works, community development, and other interested parties.

The TTF has a number of high-level goals, including:

- **Reducing traffic fatalities and injuries**
- **Improving traffic flow and reducing congestion**
- **Promoting safe and sustainable transportation options**
- **Educating the public about traffic safety**

TOWN OF WARRENTON TRAFFIC TASK FORCE

What are the causes of traffic problems in our community?

Distracted driving *is a major cause of traffic problems in our community. When drivers are distracted by their phones, food, or other activities, they are less likely to be aware of their surroundings and react quickly to changes in traffic. This can lead to accidents, congestion, and other problems.*

Driver behavior *also plays a role in traffic problems. Aggressive driving, speeding, and tailgating can all lead to accidents and congestion. Additionally, drivers who fail to yield to pedestrians or other vehicles can also contribute to traffic problems.*

Speeding *is another major cause of traffic problems. When drivers speed, they are more likely to lose control of their vehicles and cause accidents. Additionally, speeding can lead to congestion, as it makes it difficult for other drivers to merge and change lanes.*

Cut-through traffic *is a problem in many communities. When drivers cut through residential neighborhoods to avoid traffic, they can create a number of problems, including:*

- *Increased congestion: Cut-through traffic can add to the volume of traffic on residential streets, which can lead to congestion and delays for residents.*
- *Safety concerns: Cut-through traffic can pose a safety hazard to pedestrians, cyclists, and children playing in residential areas.*

How can I help with traffic issues in my neighborhood?

Educating yourself and others about traffic safety and congestion:

The more people who are aware of the causes and impacts of traffic problems, the better equipped you will be to help address them. You can educate yourself and others by attending community meetings, reading articles and blog posts, and sharing information on social media.

Advocating for traffic safety and congestion solutions:

You can advocate for traffic safety and congestion solutions by contacting the traffic task force, attending public meetings, and participating in community planning processes.

Making sustainable transportation choices:

You can help to reduce traffic congestion by making sustainable transportation choices whenever possible. This means walking, biking, taking public transportation, or carpooling or vanpooling whenever possible. It also means avoiding peak travel times, if possible.

Reporting traffic problems and concerns:

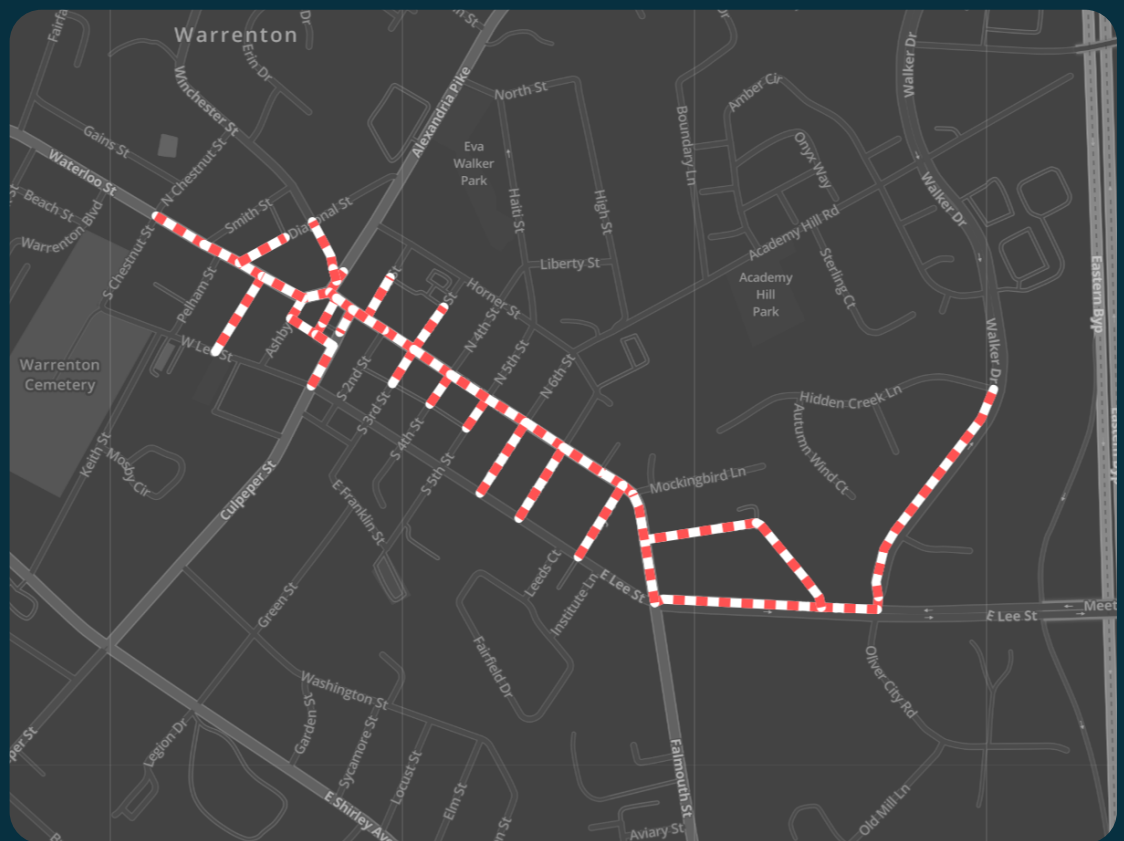
If you see a traffic problem or concern, please report it to us. This will help to identify and address the problem.

Warrenton Traffic Task Force

ALERT

2023
WARRENTON CHRISTMAS PARADE
12/01/2023

EXPECT HEAVY TRAFFIC & DELAYS IN THE OLD TOWN & SURROUNDING AREAS
3:00 PM - 10:00 PM



Item h.

WARRENTON
VIRGINIA

SLOW DOWN & BE SAFE!

635

EXPERIENCE WARRENTON VIRGINIA EST. 1810

NEW SIGNS POSTED

EXPERIENCE WARRENTON VIRGINIA

Item h.

RADAR SIGNS & MESSAGE BOARDS ARE ON THE M E!

637

ALL TRAFFIC SOLUTIONS

Extended Speed Summary

Lower Waterloo, EB

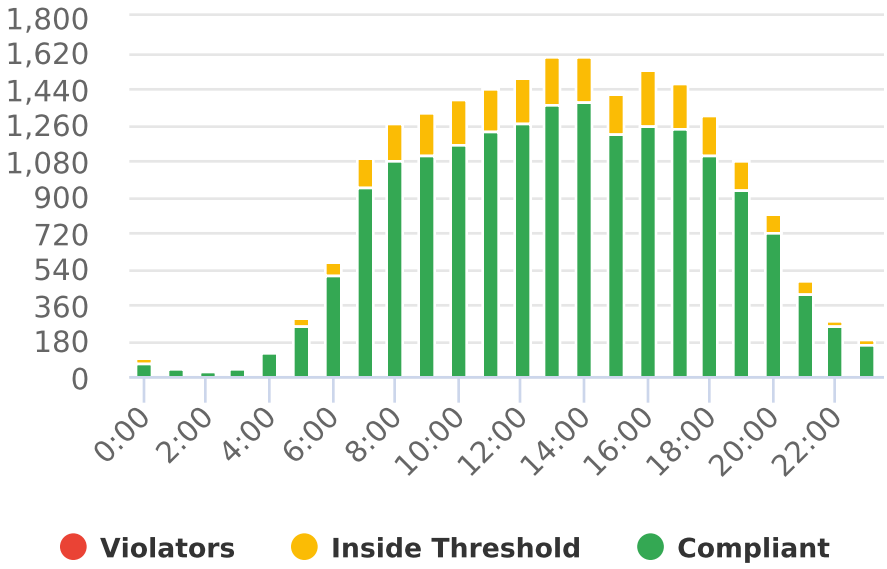
Start: 2023-10-21
End: 2023-10-28
Times: 0:00:00-23:59:59

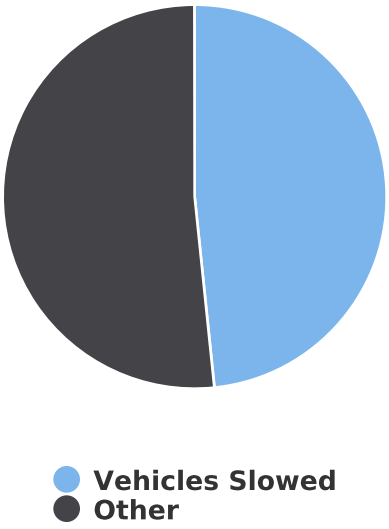
Violation Threshold: Speed Limit + 10
Speed Range: 1 to 150

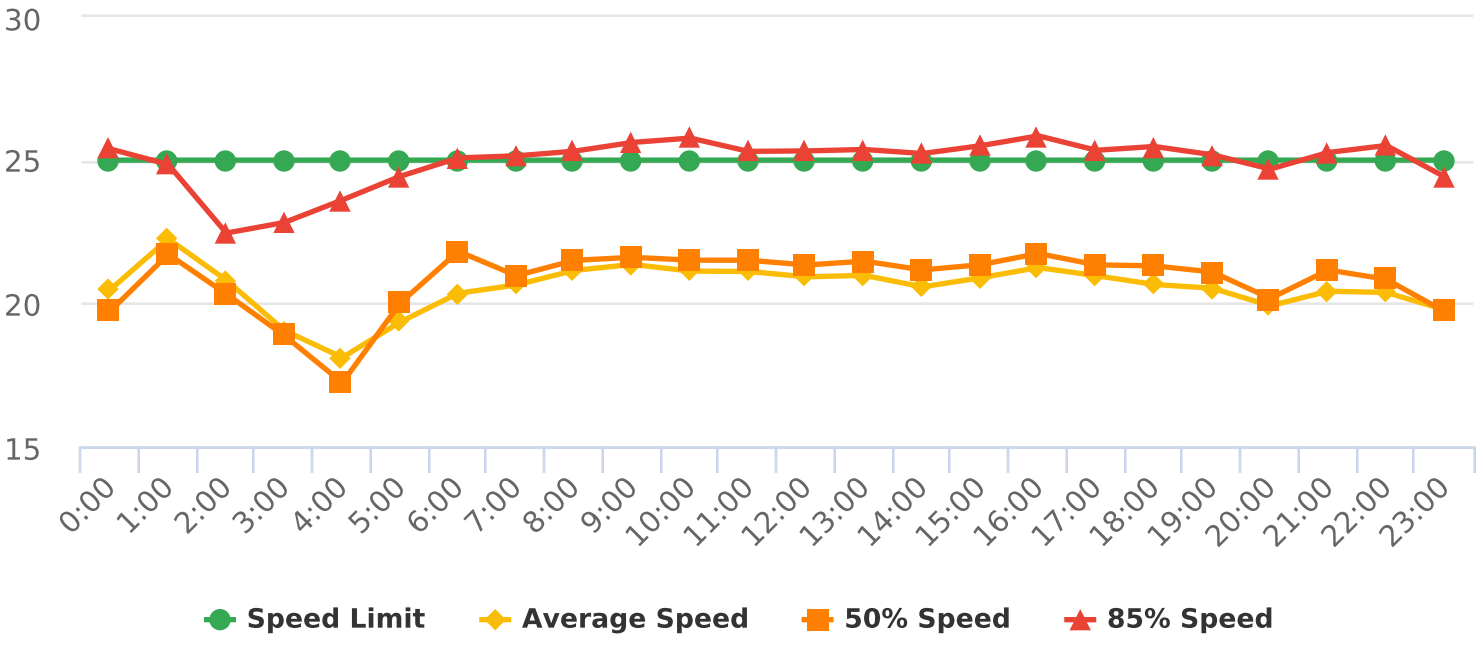
Overall Summary

Total Days of Data: 8
Speed Limit: 25
Average Speed: 20.81
50th Percentile Speed: 21.26
85th Percentile Speed: 25.34
Pace Speed Range: 16-26

Minimum Speed: 10
Maximum Speed: 47
Display Mode: Dependent Messages
Average Volume per Day: 2632.0
Total Volume: 21056







Generated by Johnny Switzer on 11-03-2023

ALL TRAFFIC SOLUTIONS

Extended Speed Summary

Lower Waterloo, EB

Start: 2023-10-21
End: 2023-10-28
Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10
Speed Range: 1 to 150

Time	Sign Mode	Speed Limit	Total # Vehicles	Total # Violator	% Violator	Avg # Vehicles	Avg # Violators	Min Speed	Max Speed	Avg Speed	50% Speed	85% Speed	Sign Effectiveness
0:00	Dependent Messages	25	90	0	0.0%	11.3	0.0	10	35	20.5	19.7	25.4	46.5%
1:00	Dependent Messages	25	52	0	0.0%	6.5	0.0	10	35	22.3	21.7	24.8	40.5%
2:00	Dependent Messages	25	31	0	0.0%	3.9	0.0	11	31	20.8	20.3	22.5	58.0%
3:00	Dependent Messages	25	39	0	0.0%	4.9	0.0	10	30	19.1	18.9	22.8	41.1%
4:00	Dependent Messages	25	135	1	0.7%	16.9	0.1	10	36	18.1	17.2	23.6	38.4%
5:00	Dependent Messages	25	291	0	0.0%	36.4	0.0	10	33	19.3	20.0	24.4	57.3%
6:00	Dependent Messages	25	577	2	0.3%	72.1	0.3	10	42	20.3	21.8	25.1	49.9%
7:00	Dependent Messages	25	1100	1	0.1%	137.5	0.1	10	36	20.6	21.0	25.1	54.7%
8:00	Dependent Messages	25	1270	0	0.0%	158.8	0.0	10	35	21.1	21.5	25.3	55.3%
9:00	Dependent Messages	25	1323	4	0.3%	165.4	0.5	10	37	21.4	21.6	25.6	54.8%
10:00	Dependent Messages	25	1394	3	0.2%	174.3	0.4	10	38	21.1	21.5	25.8	48.0%
11:00	Dependent Messages	25	1449	3	0.2%	181.1	0.4	10	37	21.1	21.5	25.3	45.6%
12:00	Dependent Messages	25	1492	3	0.2%	186.5	0.4	10	38	20.9	21.3	25.3	44.6%
13:00	Dependent Messages	25	1600	4	0.3%	200.0	0.5	10	37	21.0	21.5	25.4	46.9%
14:00	Dependent Messages	25	1606	1	0.1%	200.8	0.1	10	36	20.6	21.2	25.2	46.1%
15:00	Dependent Messages	25	1424	4	0.3%	178.0	0.5	10	40	20.9	21.3	25.5	48.4%
16:00	Dependent Messages	25	1538	5	0.3%	192.3	0.6	10	38	21.2	21.7	25.8	45.0%
17:00	Dependent Messages	25	1475	5	0.3%	184.4	0.6	10	40	21.0	21.3	25.3	46.3%
18:00	Dependent Messages	25	1313	6	0.5%	164.1	0.8	10	43	20.7	21.3	25.5	47.1%
19:00	Dependent Messages	25	1086	7	0.6%	135.8	0.9	10	47	20.5	21.1	25.2	47.9%
20:00	Dependent Messages	25	817	4	0.5%	102.1	0.5	10	39	19.9	20.2	24.7	47.9%
21:00	Dependent Messages	25	486	1	0.2%	60.8	0.1	10	37	20.4	21.2	25.3	50.4%
22:00	Dependent Messages	25	285	3	1.1%	35.6	0.4	10	43	20.4	20.8	25.5	53.2%
23:00	Dependent Messages	25	183	1	0.5%	22.9	0.1	10	40	19.8	19.7	24.4	42.6%
Total Volumes/ Avg			**21056**	**58**	**0.3%**	**2632.0**	**7.3**	**10**	**47**	**20.5**	**20.8**	**25.0**	**48.2%**
Total/Avg w/o Feedback			**0**	**0**	**0**	**0.0**	**0.0**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**
Total/Avg w/ Feedback			**21056**	**58**	**0.3%**	**2632.0**	**7.3**	**10**	**47**	**20.5**	**20.8**	**25.0**	**48.2%**

Generated by Johnny Switzer on 11-03-2023

ALL TRAFFIC SOLUTIONS

Compliance & Risk Report

Lower Waterloo, EB

Start: 2023-10-21
End: 2023-10-28
Times: 0:00:00-23:59:59

Medium Risk Threshold: Speed Limit + 10
High Risk Threshold: Speed Limit + 15
Speed Range: 1 to 150
Time View: By Hour (Total Volumes)

Time	Speed Limit	Mode	Compliant	Low Risk	Medium Risk	High Risk	Total Num Vehicles
0:00	25	Dependent Messages	73	17	0	0	90
1:00	25	Dependent Messages	46	6	0	0	52
2:00	25	Dependent Messages	27	4	0	0	31
3:00	25	Dependent Messages	36	3	0	0	39
4:00	25	Dependent Messages	119	15	1	0	135
5:00	25	Dependent Messages	250	41	0	0	291
6:00	25	Dependent Messages	505	70	1	1	577
7:00	25	Dependent Messages	942	157	1	0	1100
8:00	25	Dependent Messages	1079	191	0	0	1270
9:00	25	Dependent Messages	1106	213	4	0	1323
10:00	25	Dependent Messages	1155	236	3	0	1394
11:00	25	Dependent Messages	1222	224	3	0	1449
12:00	25	Dependent Messages	1262	227	3	0	1492
13:00	25	Dependent Messages	1365	231	4	0	1600
14:00	25	Dependent Messages	1380	225	1	0	1606
15:00	25	Dependent Messages	1213	207	4	0	1424
16:00	25	Dependent Messages	1259	274	5	0	1538
17:00	25	Dependent Messages	1236	234	5	0	1475
18:00	25	Dependent Messages	1108	199	5	1	1313
19:00	25	Dependent Messages	930	149	4	3	1086
20:00	25	Dependent Messages	718	95	4	0	817
21:00	25	Dependent Messages	413	72	1	0	486
22:00	25	Dependent Messages	247	35	2	1	285
23:00	25	Dependent Messages	157	25	1	0	183
Total			17848	3150	52	6	21056

Generated by Johnny Switzer on 11-0[illegible] 2023

ALL TRAFFIC SOLUTIONS

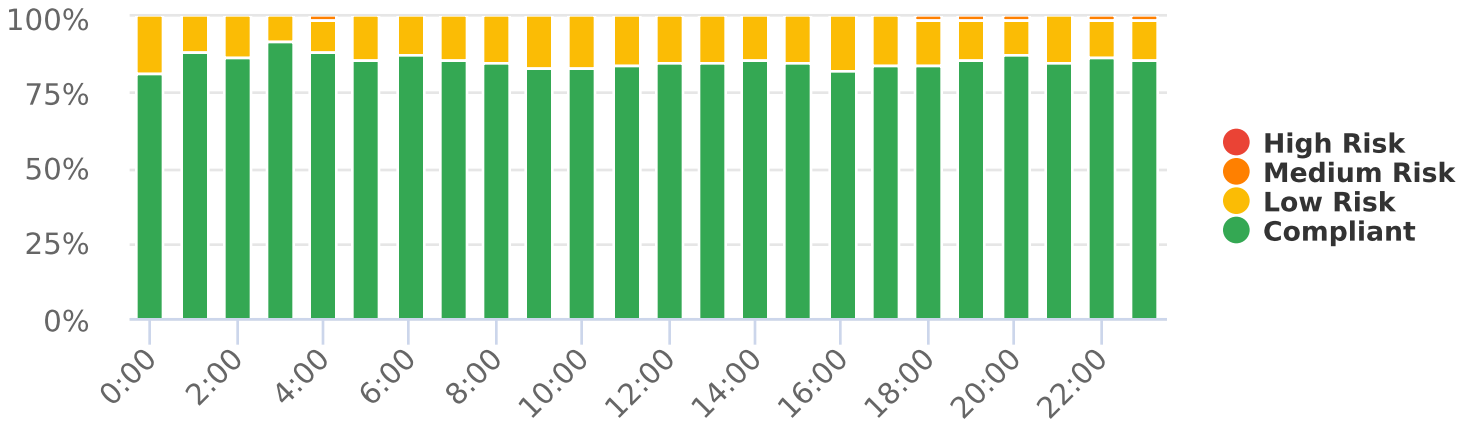
Compliance & Risk Re[illegible]t

Lower Waterloo, EB

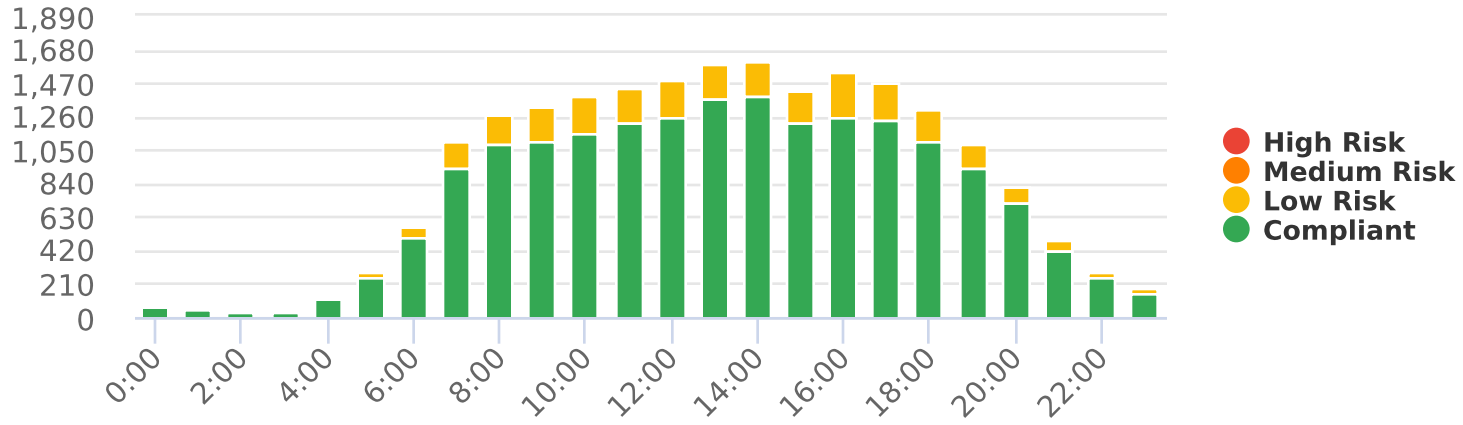
Start: 2023-10-21
End: 2023-10-28
Times: 0:00:00-23:59:59

Medium Risk Threshold: Speed Limit + 10
High Risk Threshold: Speed Limit + 15
Speed Range: 1 to 150
Time View: By Hour (Total Volumes)

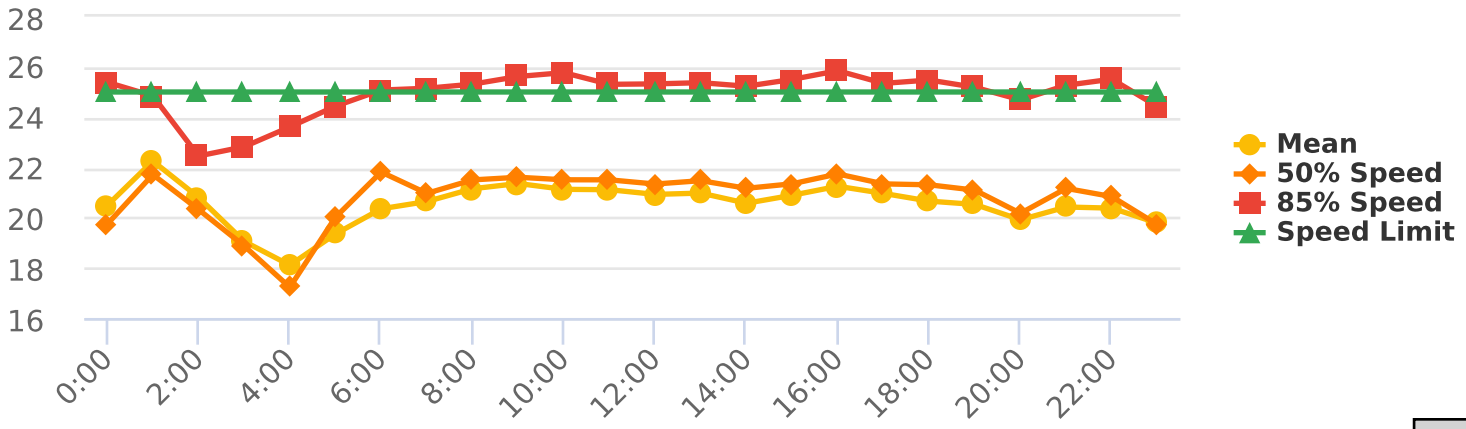
Compliance % by Hour (Totals)



Compliance by Hour (Totals)



Speeds



Generated by Johnny Switzer on 11-0[illegible]

ALL TRAFFIC SOLUTIONS

Volume by S

Item h.

Culpeper Extended, EB

Start: 2023-10-23

End: 2023-10-30

Times: 0:00:00-23:59:59

Speed Bins: Size 5, Range 1 to 150

Time View: By Hour (Total Volumes)

Time	1 to 5	6 to 10	11 to 15	16 to 20	21 to 25	26 to 30	31 to 35	36 to 40	41 to 45	46 to 50	51 to 55	56 to 60	61 to 65	66 to 70	71 to 75	76 to 80	81 to 85	86 to 90	91 to 95	96 to 100	101 to 150	Avg Speed	Total
0:00	0	0	0	0	14	189	215	70	21	2	0	0	0	0	0	0	0	0	0	0	0	31.9	511
1:00	0	0	2	9	67	371	345	84	23	5	1	0	0	0	0	0	0	0	0	0	0	30.8	907
2:00	0	0	3	31	219	632	557	179	42	3	1	1	0	0	0	0	0	0	0	0	0	30.3	1668
3:00	0	0	2	27	175	700	713	245	53	6	1	0	0	0	0	0	0	0	0	0	0	31.0	1922
4:00	0	0	5	16	130	702	687	224	45	4	1	2	0	0	0	0	0	0	0	0	0	31.1	1816
5:00	0	0	2	23	195	817	687	250	39	3	2	0	0	0	1	0	0	0	0	0	0	30.7	2019
6:00	0	0	4	29	237	858	873	261	56	5	2	1	1	0	0	0	0	0	0	0	0	30.8	2327
7:00	0	0	22	84	270	912	851	264	51	5	2	0	0	0	0	0	0	0	0	0	0	30.1	2461
8:00	0	0	21	61	194	809	855	249	64	7	1	0	0	0	0	0	0	0	0	0	0	30.7	2261
9:00	0	0	5	33	272	1012	991	358	57	12	2	1	0	0	0	0	0	0	0	0	0	30.9	2743
10:00	0	0	5	27	220	1033	1018	363	73	12	1	1	0	0	0	0	0	0	0	0	0	31.1	2753
11:00	0	0	8	34	246	1072	1076	353	77	10	1	1	0	0	0	0	0	0	0	0	0	30.9	2878
12:00	0	0	1	29	213	897	964	349	60	17	0	1	0	1	0	0	0	0	0	0	0	31.2	2532
13:00	0	0	1	16	201	820	667	230	47	7	2	0	0	0	0	0	0	0	0	0	0	30.7	1991
14:00	0	0	0	4	147	557	467	146	43	4	1	0	0	0	0	0	0	0	0	0	0	30.8	1369
15:00	0	0	1	4	94	386	297	117	33	7	0	0	0	0	0	0	0	0	0	0	0	30.9	939
16:00	0	0	0	4	64	237	181	84	26	3	0	0	0	0	0	0	0	0	0	0	0	31.1	599
17:00	0	0	1	3	41	134	144	62	19	2	0	0	0	0	0	0	0	0	0	0	0	31.4	406
18:00	0	0	0	0	22	84	63	23	10	4	0	0	0	0	0	0	0	0	0	0	0	31.4	206
19:00	0	0	0	0	10	34	33	16	5	0	2	0	0	0	0	0	0	0	0	0	0	31.9	100
20:00	0	0	0	1	9	22	24	4	3	0	2	0	0	0	0	0	0	0	0	0	0	31.0	65
21:00	0	0	0	1	4	18	16	6	2	0	0	0	0	0	0	0	0	0	0	0	0	31.0	47
22:00	0	0	0	1	3	14	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	31.0	43
23:00	0	0	0	3	19	51	72	29	2	0	0	0	0	0	0	0	0	0	0	0	0	31.0	176
Total	0	0	83	440	3066	12361	11816	3970	852	118	22	8	1	1	1	0	0	0	0	0	0	30.8	32739

Generated by Johnny Switzer on 11-0[illegible] 2023

ALL TRAFFIC SOLUTIONS

Volume by S[illegible]

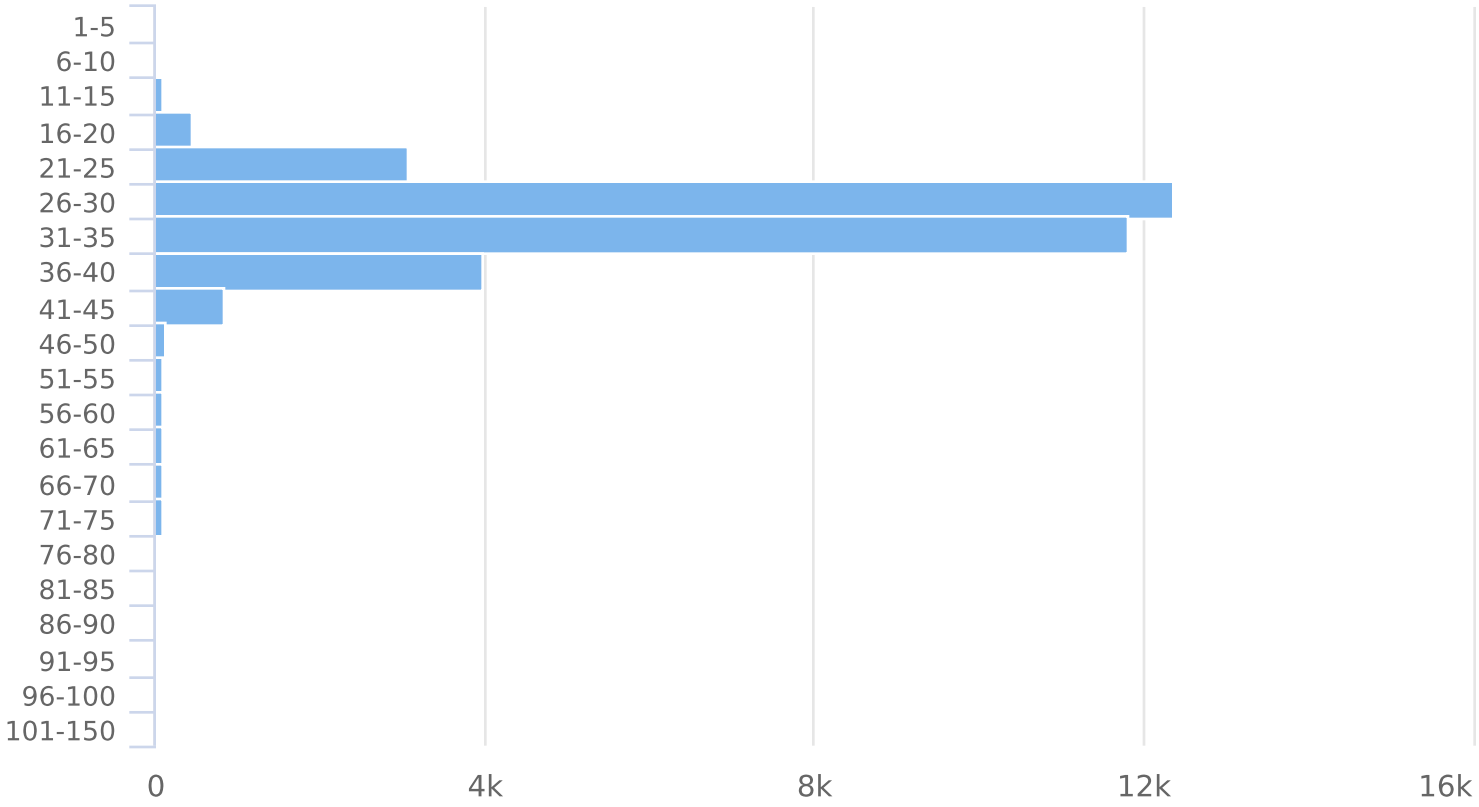
Item h.

Culpeper Extended, EB

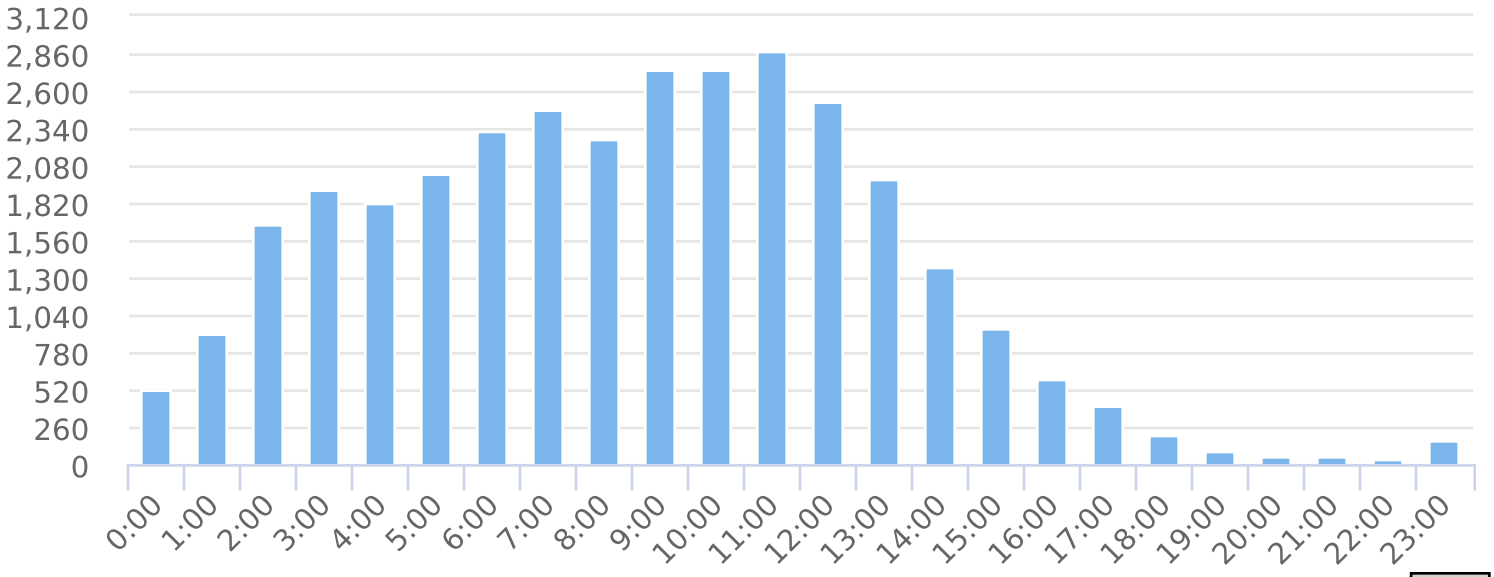
Start: 2023-10-23
End: 2023-10-30
Times: 0:00:00-23:59:59

Speed Bins: Size 5, Range 1 to 150
Time View: By Hour (Total Volumes)

Total Volume by Speed Distribution



Volume over Time



Generated by Johnny Switzer on 11-0[illegible]

Office of the Town Manager
Frank Cassidy

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	February 13th, 2024.
Agenda Title:	Lifting of the Drought Watch Advisory
Requested Action:	Repeal Resolution Authorizing the Town Manager to Declare a Water Emergency
Department / Agency Lead:	Town Council
Staff Lead:	Stephen Clough, CMC, Town Clerk.

EXECUTIVE SUMMARY

The Virginia Department of Environmental Quality has lifted the Drought Watch in our area. As conditions have improved, it is no longer necessary to maintain the authorization of the Town Council for the Town Manager to Declare a Water Emergency.

BACKGROUND

At the September 7th, 2023, Special Town Council meeting, due to the drought conditions at the time the Town Council passed a resolution that would authorize the Town Manager to declare a water emergency.

On January 9th, 2024, The Virginia Drought Monitoring Task Force released a drought status report recommending a lifting of the Drought Watch for our Area.

A Drought Advisory Update from the Virginia Department of Environmental Quality announced the lifting of the drought advisory throughout much of the Commonwealth of Virginia.

STAFF RECOMMENDATION

With the lifting of the drought conditions, the authorization to declare a water emergency passed on September 7th, 2023, is no longer necessary. Staff recommends removing the authority at this time.

Service Level/Collaborative Impact

Water service is no longer directly impacted by the drought conditions.

Policy Direction/Warrenton Plan 2040

CF-4: *Ensure healthy, safe, adequate water and wastewater services.*

Fiscal Impact

No additional Fiscal Impact is expected at this time.

Legal Impact

No additional Legal impact is expected at this time.

ATTACHMENTS

1. Resolution- Drought Conditions Currently affecting the Town and the Impact on Water Resources Signed
2. Drought Advisory Update
3. DMTFS Summary Report 01092024
4. Resolution-

February 13th, 2024
Town Council
Regular Meeting

A RESOLUTION REMOVING THE AUTHORITY OF THE TOWN MANAGER TO DECLARE A WATER EMERGENCY DUE TO THE CONCLUSION OF DROUGHT CONTISIONS AT THIS TIME.

WHEREAS, on September 7th, 2023, The Town Council of the Town of Warrenton, Virginia, held a special meeting and passed a resolution authorizing the Town Manager to declare a Water Emergency due to drought conditions and recommendations by the Virginia Department of Environmental Quality (DEQ); and

WHEREAS, on January 9th, 2024, The Virginia Drought Monitoring Task Fource issued a Drought Status report that suggested lifting the Drought advisory for our region; and

WHEREAS, on January 19th, 2024, the Virginia Department of Environmental Quality issued a drought advisory update that lifted the Drought Watch for Fauquier County; and

WHEREAS, Section 17-146 of the Warrenton Town Code authorizes the Town Manager to declare water Emergencies with the approval of the Town Council; and

NOW, THEREFORE, BE IT RESOLVED THAT, the Town Council of the Town of Warrenton hereby removes the authorization of the Town Manager to declare a water emergency affecting the use of water by persons and properties served by town water, inside and outside of the town boundaries, and removed the authorization of the publication of such emergency declaration pursuant to Section 17-147 of the Warrenton Town Code as needed and removes the authorization the Town Manager to take all necessary actions to implement conservation and other restrictions authorized under Sections 17-148 and 17-150 of the Warrenton Town Code to control and restrict the use of water during an emergency caused by a water shortage, including, but not limited to, imposition of penalties as provided under Section 17-151 of the Warrenton Town Code.

ATTACHMENT: Staff Report and Supporting Documents

Votes:
Ayes:
Nays:
Absent from Meeting:

For Information:
Town Manager
Assistant Director Public Utilities

ATTEST: _____
Town Recorder

September 7, 2023
Town Council
Special Meeting

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF WARRENTON, VIRGINIA AUTHORIZING THE TOWN MANAGER TO DECLARE A WATER EMERGENCY AFFECTING THE USE OF WATER BY PERSONS AND PROPERTIES SERVED BY TOWN WATER, INSIDE AND OUTSIDE OF THE TOWN BOUNDARIES, AND TO CONTROL AND RESTRICT THE USE OF WATER DURING AN EMERGENCY CAUSED BY A WATER SHORTAGE.

WHEREAS, on September 1st, 2023, the Virginia Department of Environment Quality issued a drought Watch Advisory for Fauquier County; and

WHEREAS, according to the Virginia Drought Monitoring Task Force, surface and groundwater indicators such as precipitation, groundwater, stream flows have continued to decline throughout the past fourteen-day monitoring period; and

WHEREAS, on September 5th, 2022, the National Weather Service issued a heat advisory for the region citing record breaking heat across the east and southern United States of America. This heat advisory is bringing heat indexes of up to 107 degrees Fahrenheit through Thursday September 7th, 2023, exacerbating the existing drought conditions; and

WHEREAS, Section 17-146 of the Warrenton Town Code authorizes the Town Manager to declare water Emergencies with the approval of the Town Council; and

WHEREAS, a Special Meeting of the Warrenton Town Council was called on September 7th, 2023, to request approval of the Declaration of a Water Emergency; and

NOW, THEREFORE, BE IT RESOLVED THAT, the Town Council of the Town of Warrenton hereby authorizes the Town Manager to declare a water emergency affecting the use of water by persons and properties served by town water, inside and outside of the town boundaries, authorizes the publication of such emergency declaration pursuant to Section 17-147 of the Warrenton Town Code as needed and authorizes the Town Manager to take all necessary actions to implement conservation and other restrictions authorized under Sections 17-148 and 17-150 of the Warrenton Town Code to control and restrict the use of water during an emergency caused by a water shortage, including, but not limited to, imposition of penalties as provided under Section 17-151 of the Warrenton Town Code.

ATTACHMENT: Staff Report and Supporting Documents

Votes:

Ayes: **Ms. Heather Sutphin; Mr. Brett Hamby; Mr. James Hartman, Vice Mayor; Mr. Jay Heroux; Mr. David McGuire.**

Nays:

Absent from Meeting: Mr. William Semple; Mr. Paul Mooney.

For Information:
Town Manager
Assistant Director Public Utilities

ATTEST: _____
Town Recorder

Drought Advisory Update

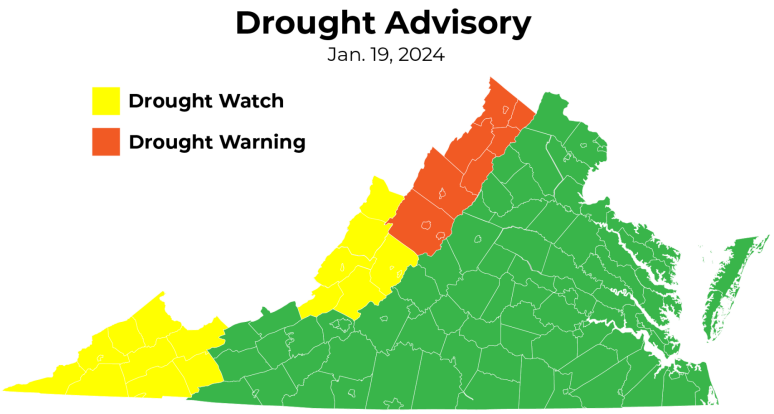
January 19, 2024

Contact: Irina Calos
Irina.Calos@deq.virginia.gov
(804) 659-1333

Drought Advisory Update

Drought watch advisory lifted for 49 counties in Virginia

RICHMOND, Va. –The Virginia Department of Environmental Quality (DEQ), in coordination with the Virginia Drought Monitoring Task Force, has lifted the drought watch advisory for 49 counties throughout the Commonwealth. Although recent rains have helped alleviate deficits in soil moisture, streamflows, and groundwater levels, 15 counties remain under a drought watch advisory, and 7 counties remain in a drought warning advisory.



A drought watch advisory, which is intended to help Virginians prepare for a potential drought, has been lifted for the Eastern Shore, Middle James, Northern Piedmont, Northern Virginia, Roanoke River, and York-James regions, which include the following localities:

- Eastern Shore: Accomack and Northampton counties
- Middle James: Amherst, Nelson, Albemarle, Appomattox, Buckingham, Fluvanna, Prince Edward, Cumberland, Goochland, Amelia, Powhatan, Chesterfield, Henrico, and Hanover counties, and the cities of Petersburg, Lynchburg, Hopewell, Colonial Heights, Charlottesville, and Richmond
- Northern Piedmont: Greene, Madison, Rappahannock, Orange, Culpeper, Louisa, Spotsylvania, and Stafford counties, and the City of Fredericksburg
- Northern Virginia: Fauquier, Loudoun, Prince William, Arlington, and Fairfax counties
- Roanoke River: Patrick, Franklin, Roanoke, Henry, Bedford, Pittsylvania, Campbell, Halifax, Charlotte, and Mecklenburg counties
- York-James: Hampton, Newport News, James City, York, Charles City, and New Kent counties

A drought watch advisory remains in effect for the following areas:

- Big Sandy: Lee, Wise, Buchanan, Dickenson, Scott, Russell, Tazewell, Washington, and Smyth counties
- Upper James: Craig, Alleghany, Bath, Highland, Botetourt, and Rockbridge counties

A drought warning advisory indicates a significant drought is imminent and remains in effect for the Shenandoah region, which includes Augusta, Rockingham, Shenandoah, Frederick, Page, Warren, and Clarke counties.

Several factors have contributed to the improving drought conditions. Much of the Commonwealth has experienced above average precipitation during the past month. However, long-term precipitation deficits remain in the Shenandoah Valley and Southwest Virginia (Upper James and Big Sandy regions). Streamflows have largely improved but are currently below the 25th percentile for the Big Sandy, New

River, and Upper James regions. This is expected to improve in the coming days. Groundwater levels while somewhat improved throug
Commonwealth, remain below the 5th percentile within the Big Sandy and Shenandoah regions.

DEQ is working with local governments, public water works, and water users in the affected areas to ensure that conservation and drought response plans and ordinances are followed. All Virginians are encouraged to protect water supplies by minimizing water use, monitor drought conditions, and detect and repair leaks.

See the current drought status on the DEQ website.

Return to full list >>

VIRGINIA DROUGHT MONITORING TASK FORCE
Drought Status Report
January 9, 2024

Summary

On Tuesday January 9, 2024, the Virginia Drought Monitoring Task Force (DMTF) met to discuss the drought indicators identified by the Virginia Drought Assessment and Response Plan. Indicators have shown widespread improvements throughout the past fourteen-day period. Recent rainfall within much of the Commonwealth provided approximately 0.25-4.0 inches, with the highest amounts along the I-95 corridor, New River Valley, and Southside regions. With increased precipitation over the past fourteen days, indicators have improved significantly compared to previous levels. Below normal streamflow observations have continued only within the Big Sandy drought evaluation region. Groundwater and reservoir recovery are still below normal for the Upper James and Shenandoah drought evaluation regions. The Task Force will continue closely monitoring drought indicators and will meet next on January 25, 2023.

The Task Force recommends lifting the Drought Watch advisories within the Eastern Shore, Middle James, Northern Piedmont, Northern Virginia, Roanoke, and York-James drought evaluation regions.

The Task Force recommends closely monitoring the Big Sandy, and Upper James, drought evaluation regions and maintaining the existing Drought Watch.

The Task Force recommends closely monitoring the Shenandoah drought evaluation region and maintaining the existing Drought Warning.

Observed precipitation over the recent seven and 30-day period show average or above average precipitation amount across the majority of the Commonwealth with the southwest portion at or below normal. Comparison to 30-60-90-day percent of normal precipitation shows improved conditions across the majority of Virginia. Above average precipitation is focused along the I-95 corridor and central Virginia. Long-term precipitation deficits within the 90-120 day period are still present within the Shenandoah Valley and Southwest portions of the Commonwealth. Area-averaged rainfall since the beginning of the current water year (October 1, 2023) has remained below long-term normal values for the Big Sandy drought evaluation region. Significant improvements have occurred for the majority of the Commonwealth due to recent rainfall events. (See DEQ website for more info on drought indicators).

Streamflow over the past 7 to 28-day period has improved from recent precipitation events. Below normal streamflow conditions for the 7 and 28 day period are focused within the Big Sandy drought evaluation region. Short-term hydrologic drought conditions have largely abated due to recent precipitation events. However, ample precipitation is still required over the long term to provide significant recovery of most systems. Flows are currently below the 25th percentile for the Big Sandy, New River, and Upper James drought evaluation regions. Streamflow is expected to continue to increase with significant precipitation events forecasted within the next seven-day period.

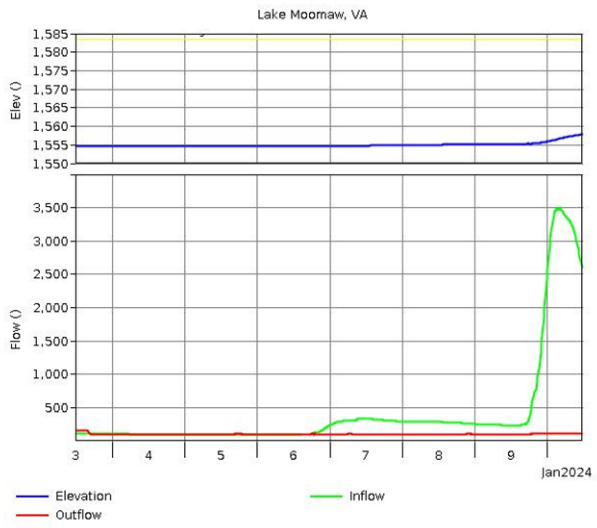
Groundwater levels for monitoring wells in the Climate Response Network have stabilized or have started to recover due to recent precipitation events. Groundwater conditions within the most significantly impacted regions still require significant recharge events to recover to normal levels. Six of 13 drought evaluation regions are below the 25th percentile including the Big Sandy, Middle James, Northern Virginia, Southeast Virginia, Shenandoah, Roanoke, and York-James. Three of 13 drought evaluation regions are currently below the 10th percentile including the Big Sandy, Shenandoah, and York-James. Two of 13 drought evaluation regions are currently below the 5th percentile including the Big Sandy and Shenandoah. Long-term precipitation events are required to provide sufficient recharge to the most impacted groundwater systems within the Shenandoah and Big Sandy evaluation regions.

The most recent weekly U.S. Drought Monitor (USDM) web page map for Virginia (Appendix A, released January 2, 2024) showed abnormally dry (D0) conditions mapped across approximately 68% of the Commonwealth, and moderate drought (D1) conditions mapped across approximately 35% of the Commonwealth. Severe drought (D2) conditions were mapped across approximately 4% of the Commonwealth. Appendix B includes presentations from the United States Geological Survey and National Weather Service.

Reports:

The U.S. Army Corps of Engineers (USACE) reported that Philpott Lake, and J. H. Kerr Reservoir have received normal inflows over the past month. As Philpott hydropower units remain out of service, USACE continues coordinating with fisheries experts to maintain sufficient releases at Philpott to support downstream aquatic life. Currently, Kerr Reservoir is above guide curve.

Normal inflows have been observed over the past month and Lake Moomaw has observed increased inflows resulting in slight recovery of lake level. On January 3, 2024 in partnership with the USACE, DEQ, DWR, and other stakeholders, a variance to modify outflows from Gathright Dam to 100cfs was implemented to support recovery of Lake Moomaw. The outflow condition will continue until Lake Moomaw has recovered depleted conservation storage. A graph of current inflow, water level, and outflow is included:



The DEQ report presents a map of current conditions of DEQ Drought Indicators, and summary of current conditions at the four large multi-purpose reservoirs listed as key reservoir storage indicators in the Virginia Drought Assessment and Response Plan (Lake Moomaw remains within the Emergency storage threshold).

Virginia Department of Agriculture and Consumer Services

Producers in the Northern, Valley, and Southwest regions of the Commonwealth report that dry conditions continue and river, stream, and retention pond levels are low. As many producers in the Northern Valley and Northern regions of the Commonwealth began feeding hay during the summer due to dry pastures, hay is now in short supply. Producers have reported hay feeding beginning during the summer due to dry pastures, hay is now in limited supply as we approach winter months.

The U.S. Secretary of Agriculture is authorized to designate counties as disaster areas to make emergency (EM) loans available to producers suffering losses in those counties and in counties that are contiguous to a designated county. In addition to EM loan eligibility, other emergency assistance programs, such as Farm Service Agency (FSA) disaster assistance programs, have historically used disaster designations as an eligibility trigger. The disaster declaration process includes Fast Track Secretarial disaster designations for severe drought, which provide for a nearly automatic designation when, during the growing season, any portion of a county meets the D2 (Severe Drought) drought intensity value for eight consecutive weeks or a higher drought intensity value for any length of time as reported in the U.S. Drought Monitor. For all other natural disaster occurrences, including drought conditions that do not trigger a Fast Track designation, the county must have a 30 percent production loss of at least one crop or a determination must be made by surveying producers that other lending institutions will not be able to provide emergency financing. A representative of a locality should contact the locality's FSA office to initiate the process to seek a disaster designation.

Information regarding the U.S. Department of Agriculture's (USDA) Disaster Assistance Programs is available here: https://www.fsa.usda.gov/programs-and-services/disaster-assistance-program/index.

Information regarding the federal disaster designation process is available here: https://www.fsa.usda.gov/Assets/USDA-FSA-Public/usdafiles/FactSheets/emergency_disaster_designation_declaration_process-factsheet.pdf

Contact information for each locality's USDA Farm Service Agency (FSA) office can be found by clicking-through the map available here: https://offices.sc.egov.usda.gov/locator/app

Virginia Department of Environmental Quality

Conditions of Major Drought Indicator Reservoirs

Four large multi-purpose reservoirs are identified as drought indicators in the Virginia Drought Assessment and Response Plan. Below is a snapshot of reported conditions at these reservoirs and the subsequent table provides status of reservoirs used to monitor drought conditions. Storage at major water supply reservoirs throughout Virginia remain within normal ranges at

this time, with exception of the Skidmore Fork Lake (Switzer Lake) located within the Shenandoah drought evaluation region and Lake Moomaw reported below normal. The City of Harrisonburg continues to report withdrawals and reservoir conditions daily.

Smith Mountain Lake on the Staunton River in the Roanoke drought evaluation region was at an adjusted elevation of 794.68 feet, which is 1.68 feet above Watch level (793 ft). The adjusted elevation is the level the lake would be if the water currently held in the lower Leesville Lake for reuse were pumped back into Smith Mountain Lake. Recent 7,14, and 28-day inflows were normal for this time of year.

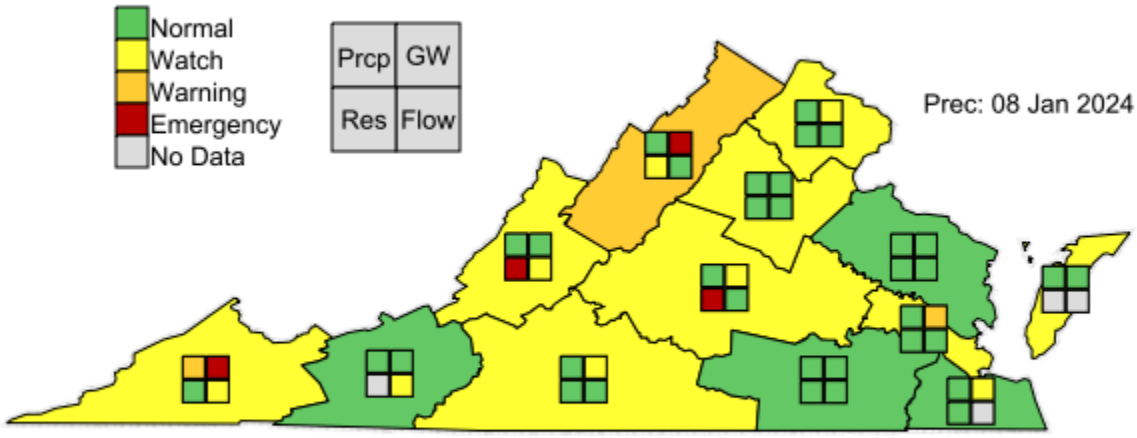
Lake Moomaw at Gathright Dam on the Jackson River in the Upper James drought evaluation region was reported at an elevation of 1558.25 feet, which is 6.75 feet below Watch level (1565 ft). Recent 7, 14, and 28-day average inflows were normal. The current lake level is below the operational average for this date. Recent significant precipitation events and forecasted rainfall over the next 14-day period will continue to provide increase inflows and reservoir recovery. No dam safety concerns are present at this time.

Lake Anna on the North Anna River in the Northern Piedmont drought evaluation region was reported at an elevation of 251.2 feet, which is 3.1ft above Watch level (248 ft). Seven (7) and 14-day inflows were above normal for this time of year.

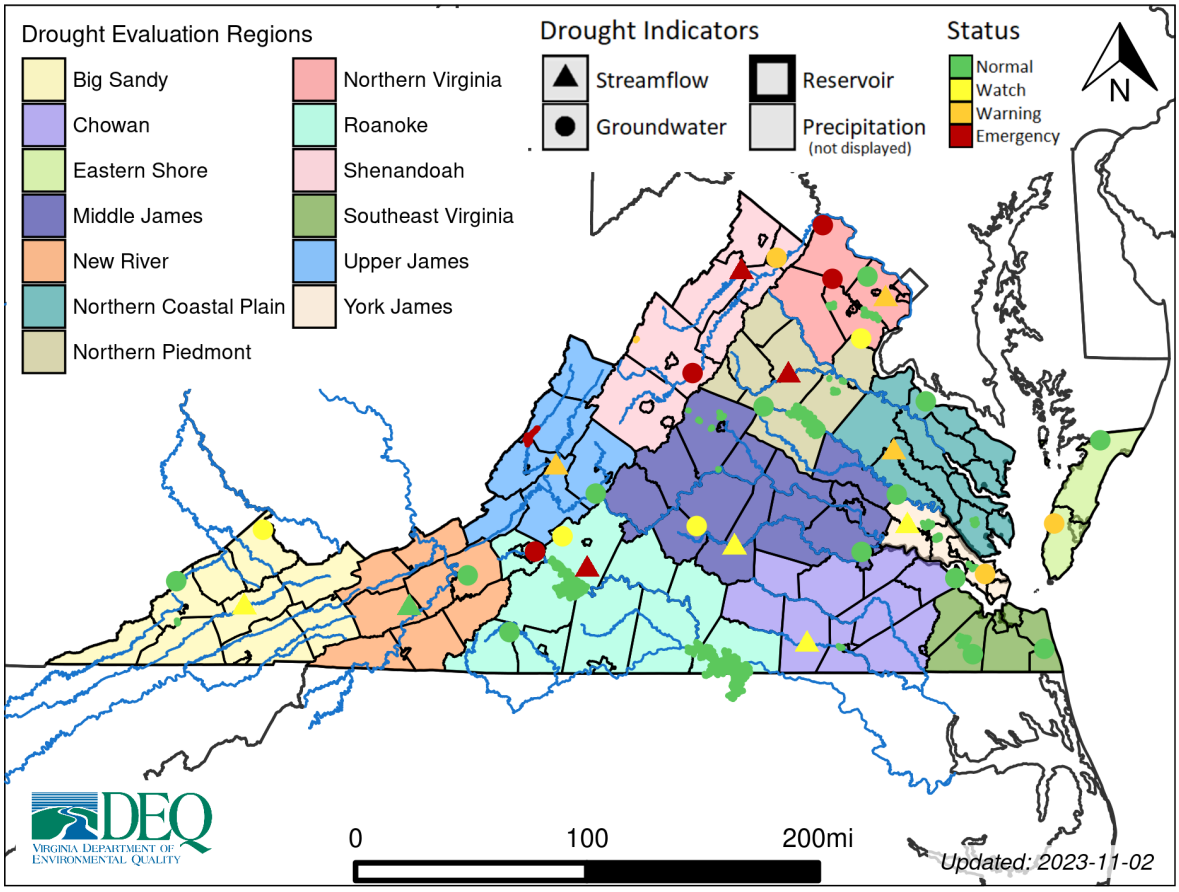
J. H. Kerr Reservoir on the Staunton River in the Roanoke drought evaluation region was reported at an elevation of 298.66 ft, which is 3.16ft above the guide curve elevation for this time period (295.5 feet) and 6ft above the Watch level (Watch level is 3 to 6 ft below guide curve). Recent 7, 14, and 28-day average inflows were normal to above normal for this time of year.

DEQ Daily Drought Status Summary: 01/09/2024

Drought Summary Map:



Drought Indicator Map:



Regional Drought Response:

#	Region	Reduction Type	Target Reduction %
1	Shenandoah	voluntary	5-10%
2	Eastern Shore	none	none
3	Big Sandy	none	none
4	Upper James	none	none
5	Roanoke	none	none
6	Southeast Virginia	none	none
7	Northern Coastal Plain	none	none
8	New River	none	none
9	Middle James	none	none
10	Chowan	none	none
11	York James	none	none
12	Northern Virginia	none	none
13	Northern Piedmont	none	none

Precipitation Indicators:

#	Region	Start Date	End Date	Water Year % of Normal	Status
1	Big Sandy	10/1/2023	1/8/2024	64.09	Warning
2	Roanoke	10/1/2023	1/8/2024	81.5	Normal
3	Eastern Shore	10/1/2023	1/8/2024	81.56	Normal
4	New River	10/1/2023	1/8/2024	83.35	Normal
5	Upper James	10/1/2023	1/8/2024	84.66	Normal
6	Shenandoah	10/1/2023	1/8/2024	85.27	Normal
7	Northern Piedmont	10/1/2023	1/8/2024	85.76	Normal
8	Middle James	10/1/2023	1/8/2024	87.65	Normal
9	Southeast Virginia	10/1/2023	1/8/2024	100.47	Normal
10	Northern Virginia	10/1/2023	1/8/2024	104.77	Normal
11	Northern Coastal Plain	10/1/2023	1/8/2024	105.88	Normal
12	Chowan	10/1/2023	1/8/2024	106.21	Normal
13	York James	10/1/2023	1/8/2024	109.13	Normal

Surface Water Indicators:

#	Region	Gage Name	Start Date	End Date	Percentile	Status
1	Big Sandy	CLINCH RIVER AT CLEVELAND, VA	1/2/2024	1/8/2024	12.2	Watch
2	Upper James	COWPASTURE RIVER NEAR CLIFTON FORGE, VA	1/2/2024	1/8/2024	21.52	Watch
3	New River	REED CREEK AT GRAHAMS FORGE, VA	1/2/2024	1/8/2024	22.43	Watch
4	Northern Piedmont	RAPIDAN RIVER NEAR CULPEPER, VA	1/2/2024	1/8/2024	25.73	Normal
5	Shenandoah	N F SHENANDOAH RIVER NEAR STRASBURG, VA	1/2/2024	1/8/2024	30.55	Normal
6	Roanoke	GOOSE CREEK NEAR HUDDLESTON, VA	1/2/2024	1/8/2024	34.82	Normal
7	Chowan	MEHERRIN RIVER NEAR LAWRENCEVILLE, VA	1/2/2024	1/8/2024	42.04	Normal
8	Middle James	APPOMATTOX RIVER AT FARMVILLE, VA	1/2/2024	1/8/2024	66.81	Normal
9	Northern Virginia	ACCOTINK CREEK NEAR ANNANDALE, VA	1/2/2024	1/8/2024	70.38	Normal
10	Northern Coastal Plain	MATTAPONI RIVER NEAR BEULAHVILLE, VA	1/2/2024	1/8/2024	73.84	Normal
11	York James	CHICKAHOMINY RIVER NEAR PROVIDENCE FORGE, VA	1/2/2024	1/8/2024	80.29	Normal

Groundwater Indicators:

#	Region	Well Name	Start Date	End Date	Percentile	Status
1	Big Sandy	Buchanan County USGS Observation Well (15G 19 SOW 222)	1/2/2024	1/8/2024	0.0	Emergency
2	Shenandoah	Blandy Farm USGS Observation Well (46W 175)	1/2/2024	1/8/2024	1.15	Emergency
3	Shenandoah	McGaheysville USGS Observation Well (41Q 1)	1/2/2024	1/8/2024	3.44	Emergency
4	York James	York County DEQ Observation Well (59F74 SOW 184C)	1/2/2024	1/8/2024	6.54	Warning
5	Middle James	Buckingham USGS Observation Well (41H 3)	1/2/2024	1/8/2024	18.03	Watch
6	Northern Virginia	Harper's Ferry DEQ Observation Well (49Y 1 SOW 022)	1/2/2024	1/8/2024	16.49	Watch
7	Roanoke	Bedford County USGS Observation Well (33G 1 SOW 224)	1/2/2024	1/8/2024	17.5	Watch
8	Roanoke	Roanoke-Nelson DEQ Observation Well (31G 1 SOW 008)	1/2/2024	1/8/2024	10.0	Watch
9	Southeast Virginia	Pungo DEQ Observation Well (62B 1 SOW 098A)	1/2/2024	1/8/2024	24.36	Watch
10	Big Sandy	U.S. Forest Service - SOW 223 Cane Patch Well	1/2/2024	1/8/2024	64.55	Normal
11	Chowan	Slade Farm DEQ Observation Well (57E 31 SOW 094C)	1/2/2024	1/8/2024	52.65	Normal
12	Eastern Shore	P. C. Kellam DEQ Observation Well (63H 6 SOW 103A)	1/2/2024	1/8/2024	26.74	Normal
13	Eastern Shore	Withams DEQ Observation Well (66M 19 SOW 110S)	1/2/2024	1/8/2024	64.92	Normal
14	Middle James	Colonial Heights USGS Observation Well (51G 1)	1/2/2024	1/8/2024	80.06	Normal
15	New River	Christiansburg DEQ Observation Well (27F 2 SOW 019)	1/2/2024	1/8/2024	71.88	Normal
16	Northern Coastal Plain	George Washington Birthplace USGS Observation Well (55P 9)	1/2/2024	1/8/2024	92.93	Normal
17	Northern Piedmont	Gordonsville DEQ Observation Well (45P 1 SOW 030)	1/2/2024	1/8/2024	37.22	Normal
18	Northern Virginia	Fairfax County USGS Observation Well (52V 2D)	1/2/2024	1/8/2024	52.11	Normal
19	Northern Virginia	Prince William County USGS Observation Well (49V 1)	1/2/2024	1/8/2024	57.87	Normal
20	Northern Virginia	Prince William County USGS Observation Well (51S 7)	1/2/2024	1/8/2024	25.33	Normal
21	Roanoke	Fairystone State Park USGS Observation Well (30C 1 SOW 010)	1/2/2024	1/8/2024	64.18	Normal
22	Southeast Virginia	Brinkley USGS Observation Well (58B 13)	1/2/2024	1/8/2024	48.84	Normal
23	Upper James	Glasgow DEQ Observation Well (35K 1 SOW 063)	1/2/2024	1/8/2024	47.99	Normal
24	York James	Hanover County DEQ Observation Well (53K 19 SOW 080)	1/2/2024	1/8/2024	90.39	Normal

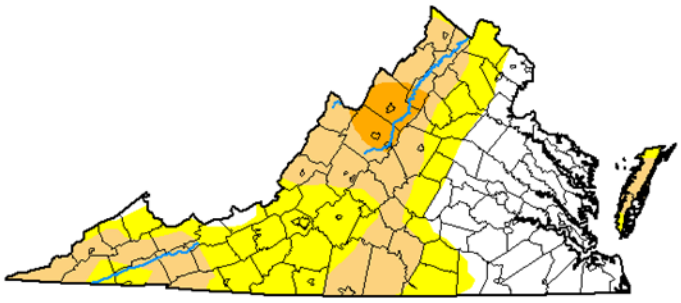
Reservoir Indicators:

Note, these reservoir statuses require manual review as they are NOT automated at this time

#	Region	Reservoir	Date	Status
1	Shenandoah	Skidmore Fork Lake (Switzer Lake)	01/09/2024	Watch
2	Big Sandy	Big Cherry Reservoir	01/09/2024	Normal
3	Chowan	Emporia Reservoir	01/09/2024	Normal
4	Middle James	Beaver Creek Reservoir	01/09/2024	Normal
5	Middle James	Totier Creek Reservoir	01/09/2024	Normal
6	Middle James	Ragged Mountain	01/09/2024	Normal
7	Middle James	Sugar Hollow	01/09/2024	Normal
8	Middle James	South Fork Rivanna River Reservoir	01/09/2024	Normal
9	Northern Coastal Plain	Beverdam Reservoir	01/09/2024	Normal
10	Northern Piedmont	Hunting Run Reservoir	01/09/2024	Normal
11	Northern Piedmont	Motts Run Reservoir	01/09/2024	Normal
12	Northern Piedmont	Lake Anna	01/09/2024	Normal
13	Northern Piedmont	Ni River Reservoir	01/09/2024	Normal
14	Northern Virginia	Lake Manassas	01/09/2024	Normal
15	Northern Virginia	Occoquan Reservoir	01/09/2024	Normal
16	Roanoke	Smith Mountain Lake	01/09/2024	Normal
17	Roanoke	Kerr Reservoir	01/09/2024	Normal
18	Southeast Virginia	Lake Cohoon	01/09/2024	Normal
19	Southeast Virginia	Lake Kilby	01/09/2024	Normal
20	Southeast Virginia	Speights Run Reservoir	01/09/2024	Normal
21	Southeast Virginia	Lake Meade	01/09/2024	Normal
22	Southeast Virginia	Kerr Reservoir	01/09/2024	Normal
23	York James	Diascund Creek Reservoir	01/09/2024	Normal
24	York James	Lee Hall - City Reservoir	01/09/2024	Normal
25	York James	Harwoods Mill Reservoir	01/09/2024	Normal
26	York James	Little Creek Reservoir	01/09/2024	Normal
27	York James	Skiffes Creek Reservoir	01/09/2024	Normal
28	Middle James	Lake Moomaw	01/09/2024	Emergency
29	Upper James	Lake Moomaw	01/09/2024	Emergency

Appendix A

U.S. Drought Monitor
Virginia



January 2, 2024
(Released Thursday, Jan. 4, 2024)
Valid 7 a.m. EST

Drought Conditions (Percent Area)

	None	D0-D4	D1-D4	D2-D4	D3-D4	D4
Current	31.65	68.35	34.77	4.07	0.00	0.00
Last Week *12-26-2023*	22.37	77.63	50.74	7.90	0.00	0.00
3 Months Ago *10-03-2023*	51.40	48.60	24.99	6.12	0.00	0.00
Start of Calendar Year *01-02-2024*	31.65	68.35	34.77	4.07	0.00	0.00
Start of Water Year *09-26-2023*	51.40	48.60	24.99	6.12	0.00	0.00
One Year Ago *01-03-2023*	89.75	10.25	0.80	0.00	0.00	0.00

Intensity:

- None
- D0 Abnormally Dry
- D1 Moderate Drought
- D2 Severe Drought
- D3 Extreme Drought
- D4 Exceptional Drought

The Drought Monitor focuses on broad-scale conditions. Local conditions may vary. For more information on the Drought Monitor, go to https://droughtmonitor.unl.edu/About.aspx

Author:
Lindsay Johnson
National Drought Mitigation Center

droughtmonitor.unl.edu

Appendix B

USGS
science for a changing world

USGS Drought Status Summary

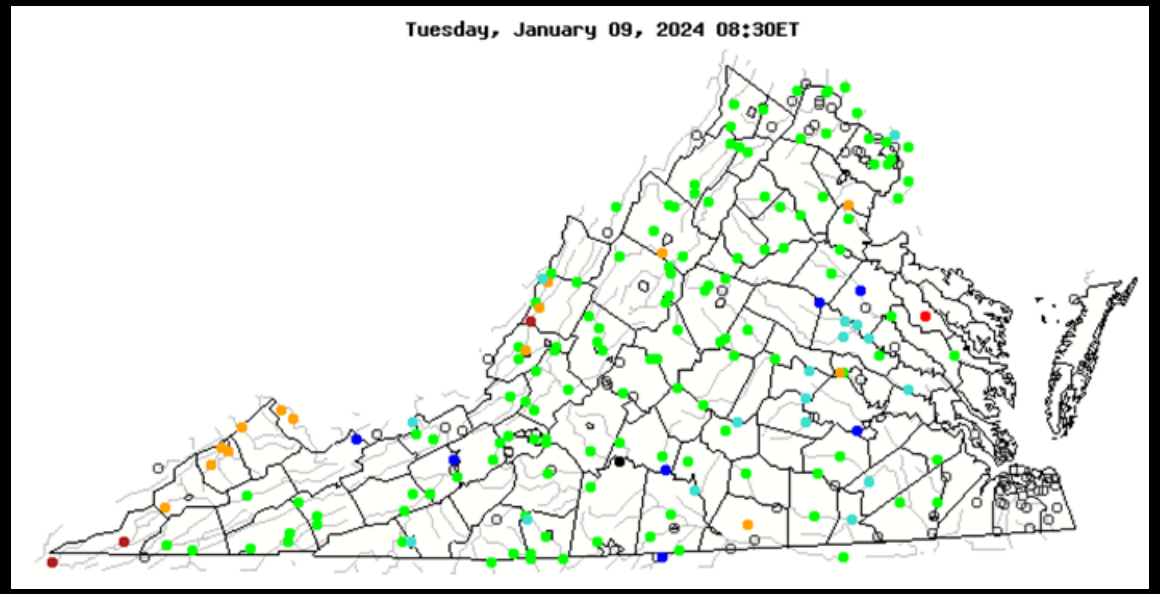
Streamflows and Groundwater Levels in Virginia

Virginia Drought Monitoring Task Force

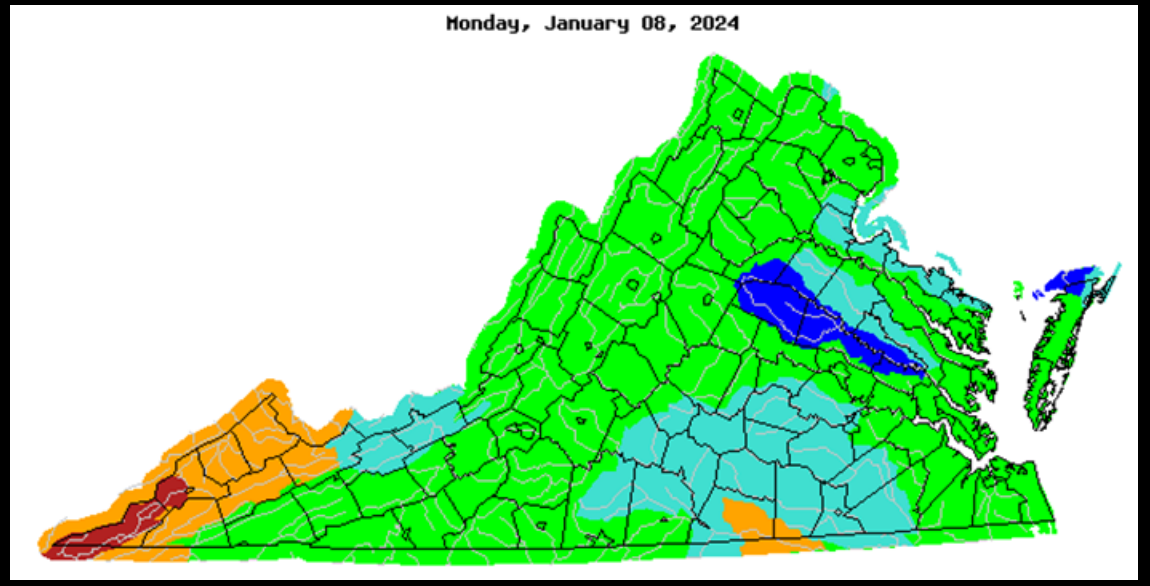
January 9, 2023

U.S. Department of the Interior
U.S. Geological Survey

Current Streamflow Conditions

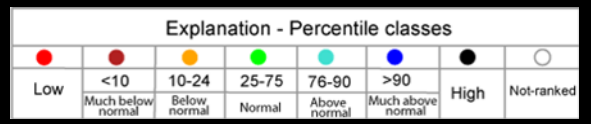


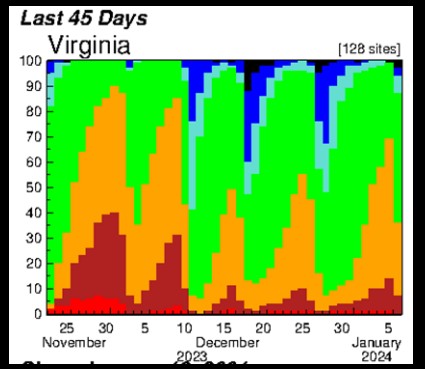
Realtime USGS Streamgages



Daily Flow HUC 8s

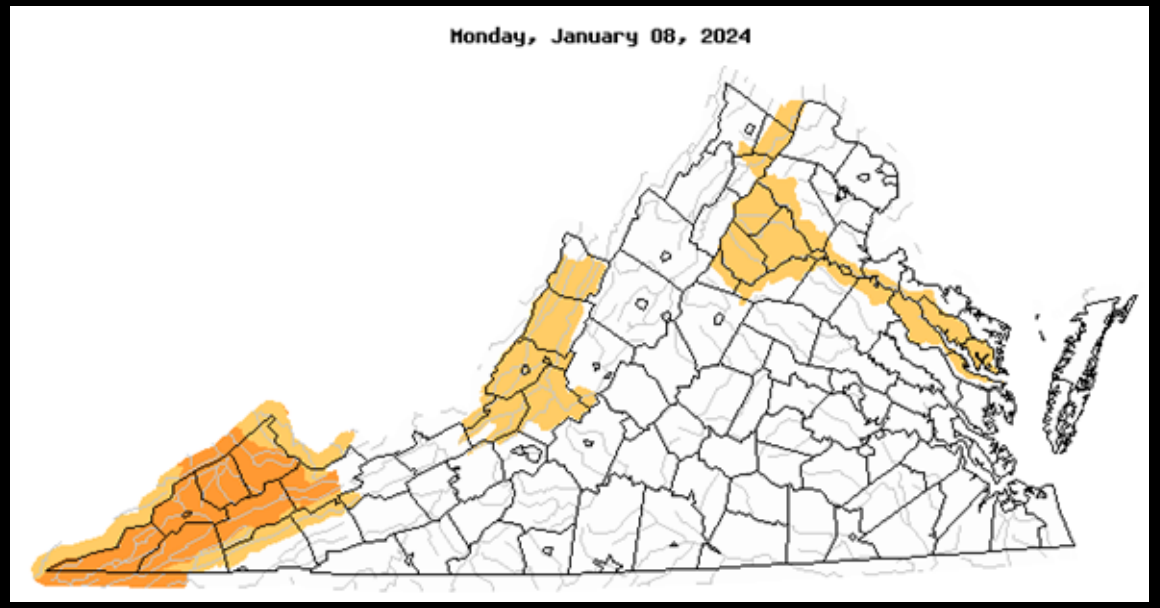
- Data from 01/09/2024
- Low flows persist in western Virginia



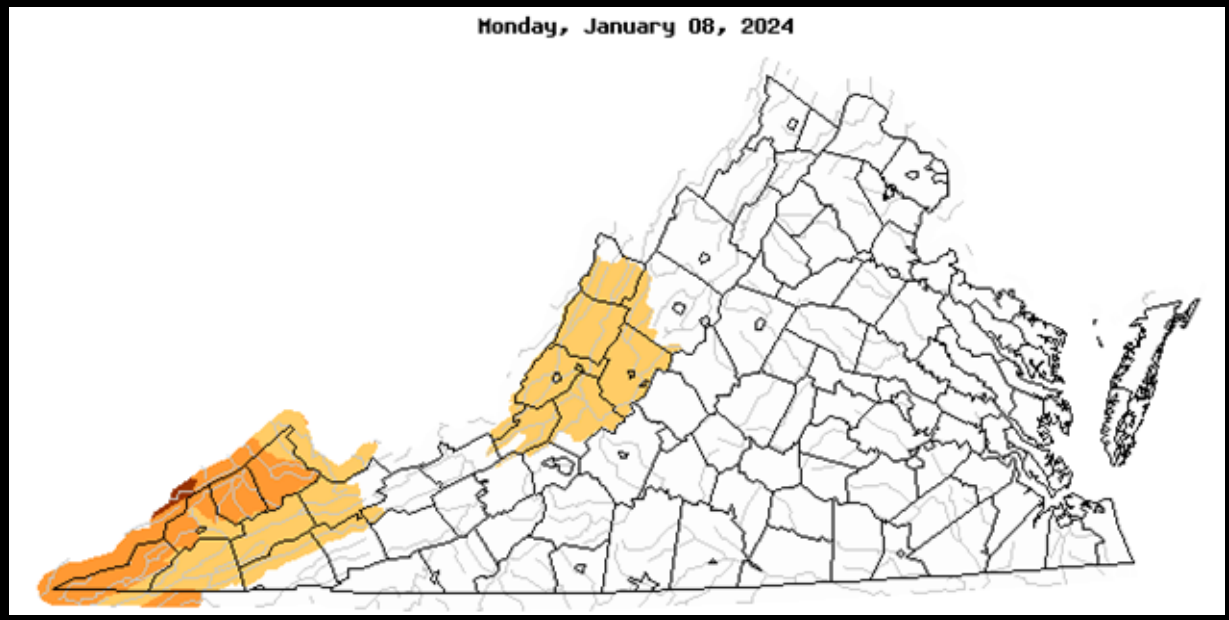


https://waterwatch.usgs.gov/index.php?id=pa01d&sid=w___map|m__pa01d_nwc&r=va

Below-Normal Streamflow Conditions

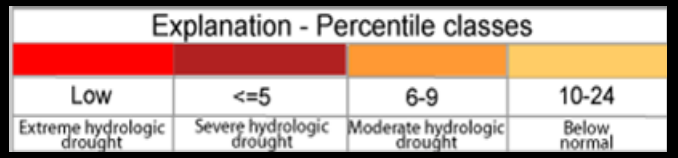


7-Day

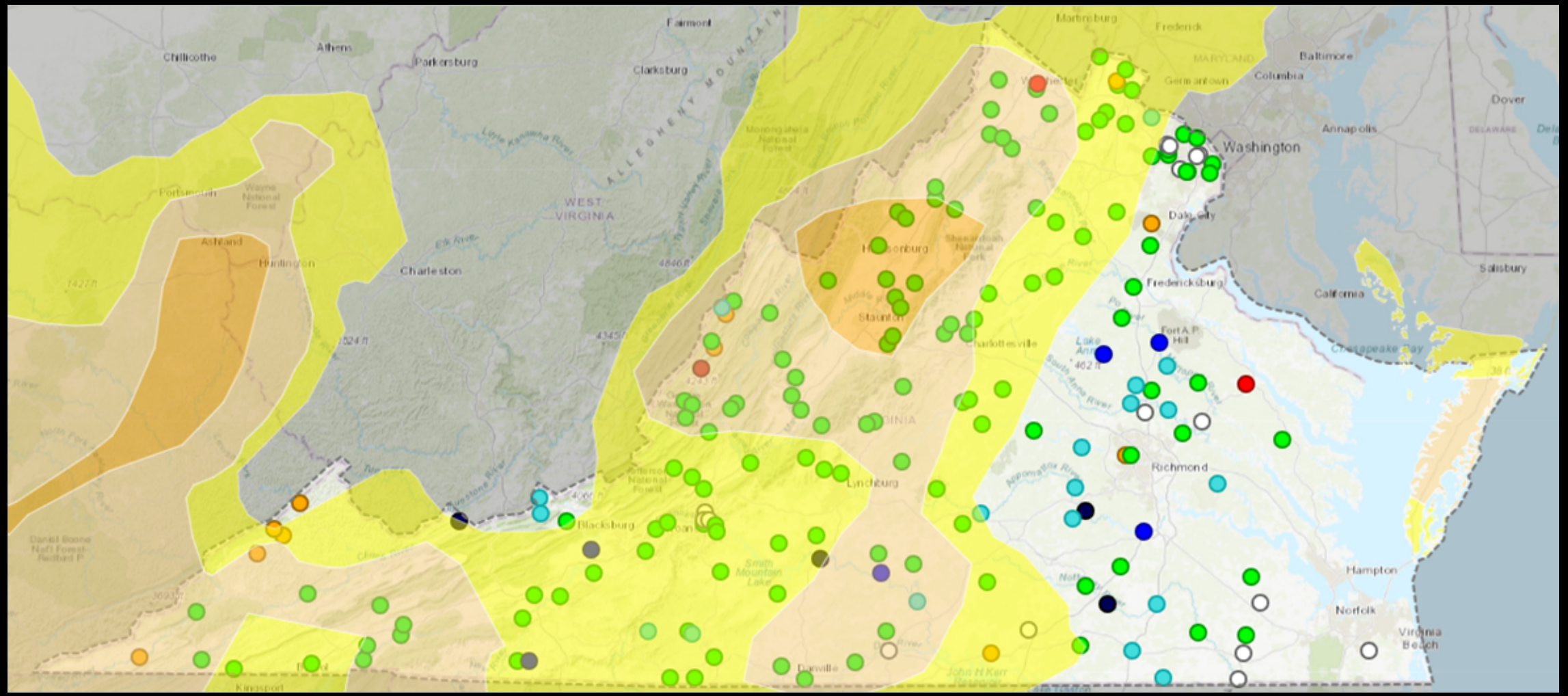


28-Day

- “Moderate drought” signal persists in western mountains

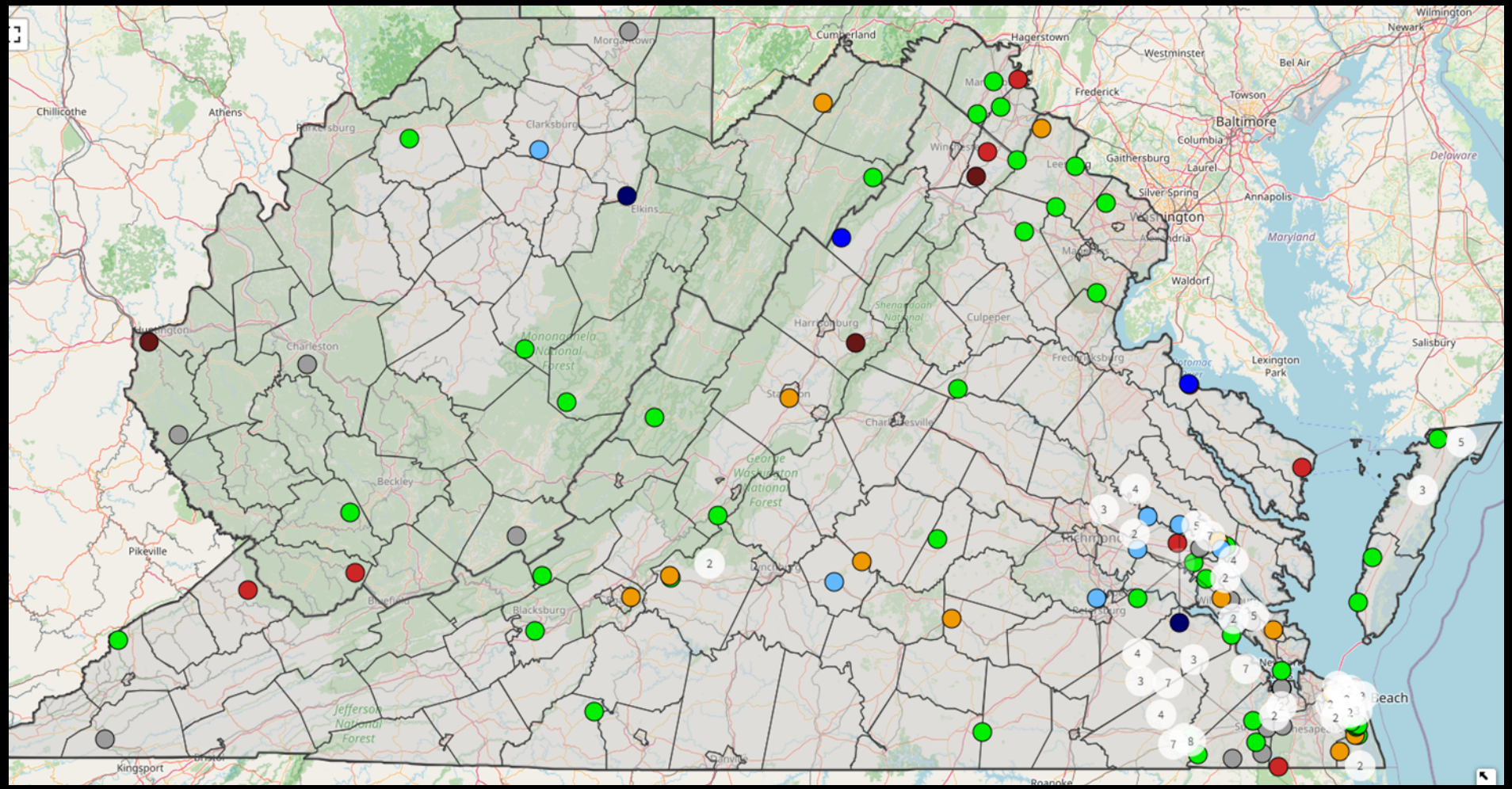


USGS National Water Dashboard



https://dashboard.waterdata.usgs.gov/app/nwd/?region=lower48&aoi=state-va

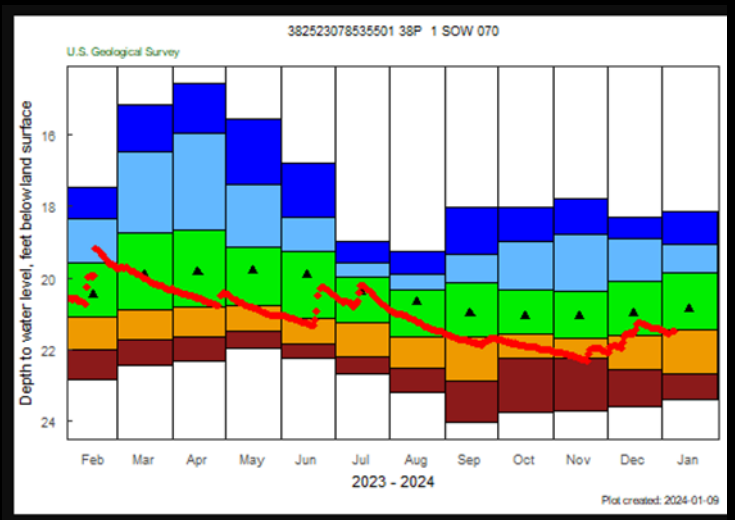
Groundwater Levels – All USGS Wells

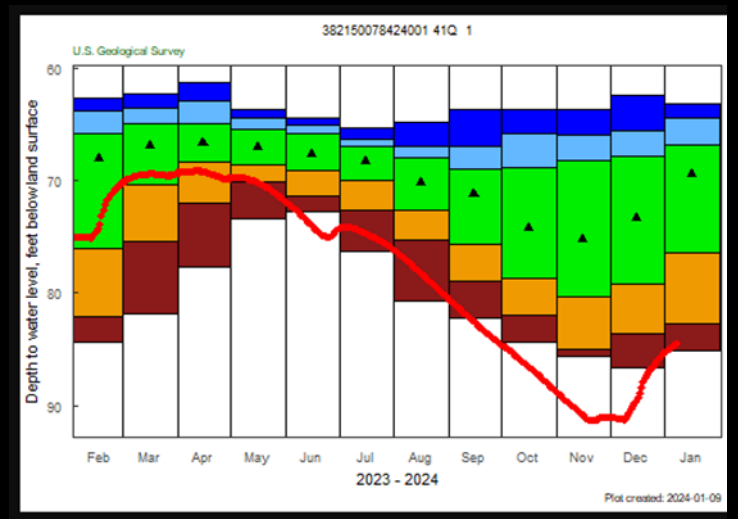


- Shenandoah, western and northern neck wells in lowest percentile ranges

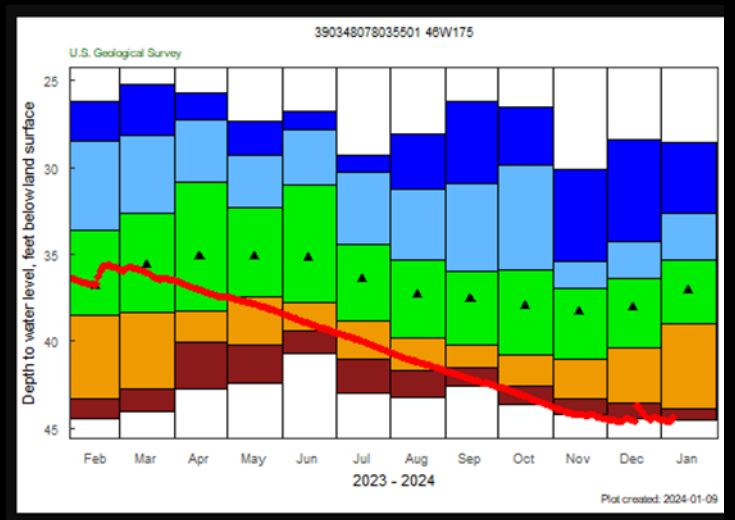
New VA-WV WSC Developed Page: https://rconnect.usgs.gov/vawv- groundwater/

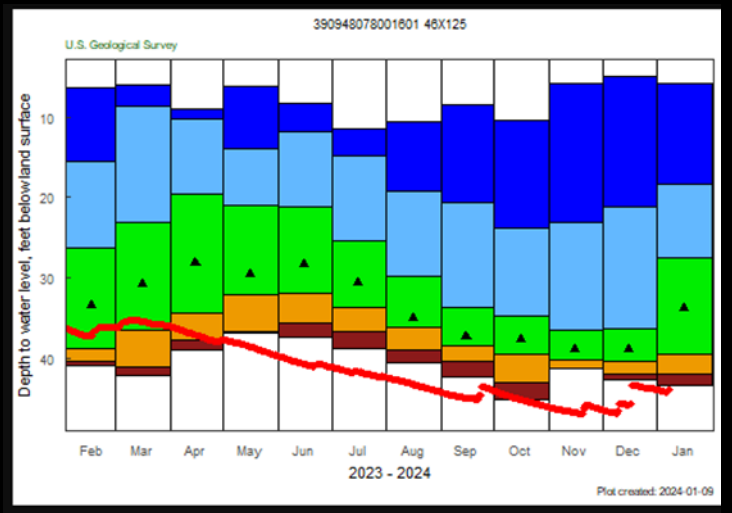
Upper Shenandoah Valley



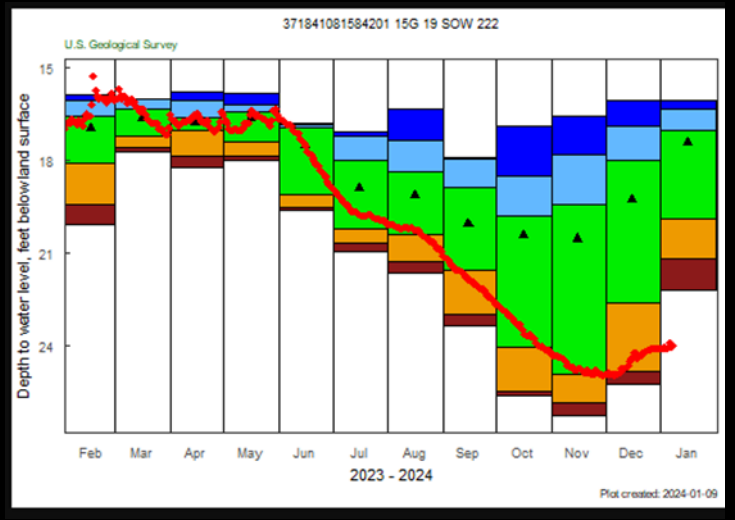


Lower Shenandoah Valley

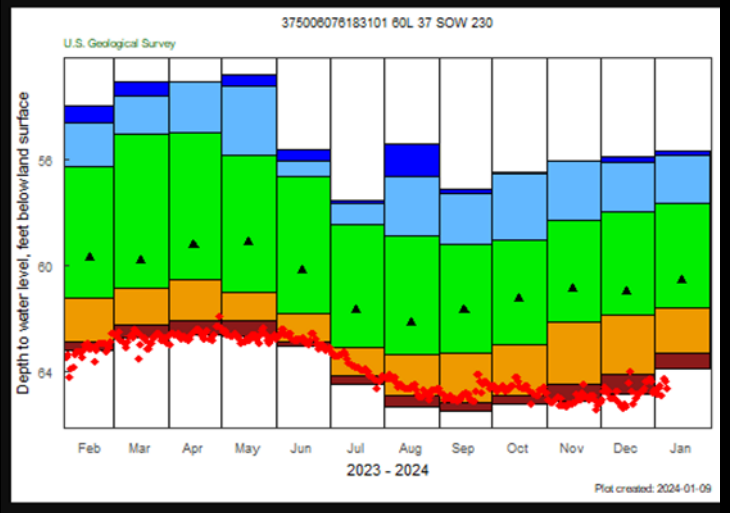




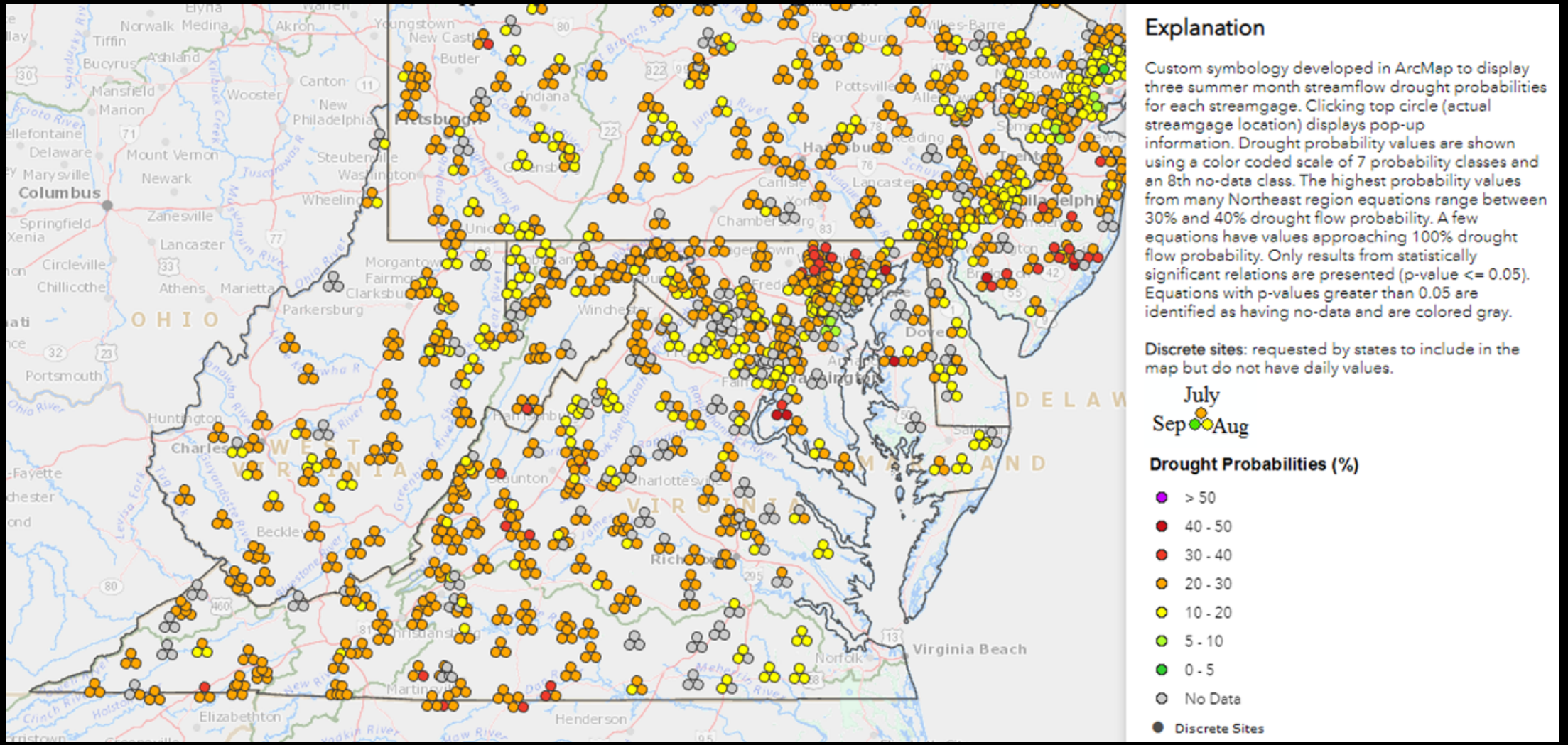
Western VA



Northern Neck



USGS NE Drought Streamflow Probabilities



https://vawv-gis.usgs.gov/webapps/drought-ne/

Questions?

Matt Kearns
Hydrologist, VA-WV Water Science Center
mkearns@usgs.gov
681-340-8389

Shaun Wicklein
Associate Director for Data, VA-WV Water Science Center
smwickle@usgs.gov

Jeremy S White
Supv Hydrologic Technician, VA-WV Water Science Center
jswhite@usgs.gov

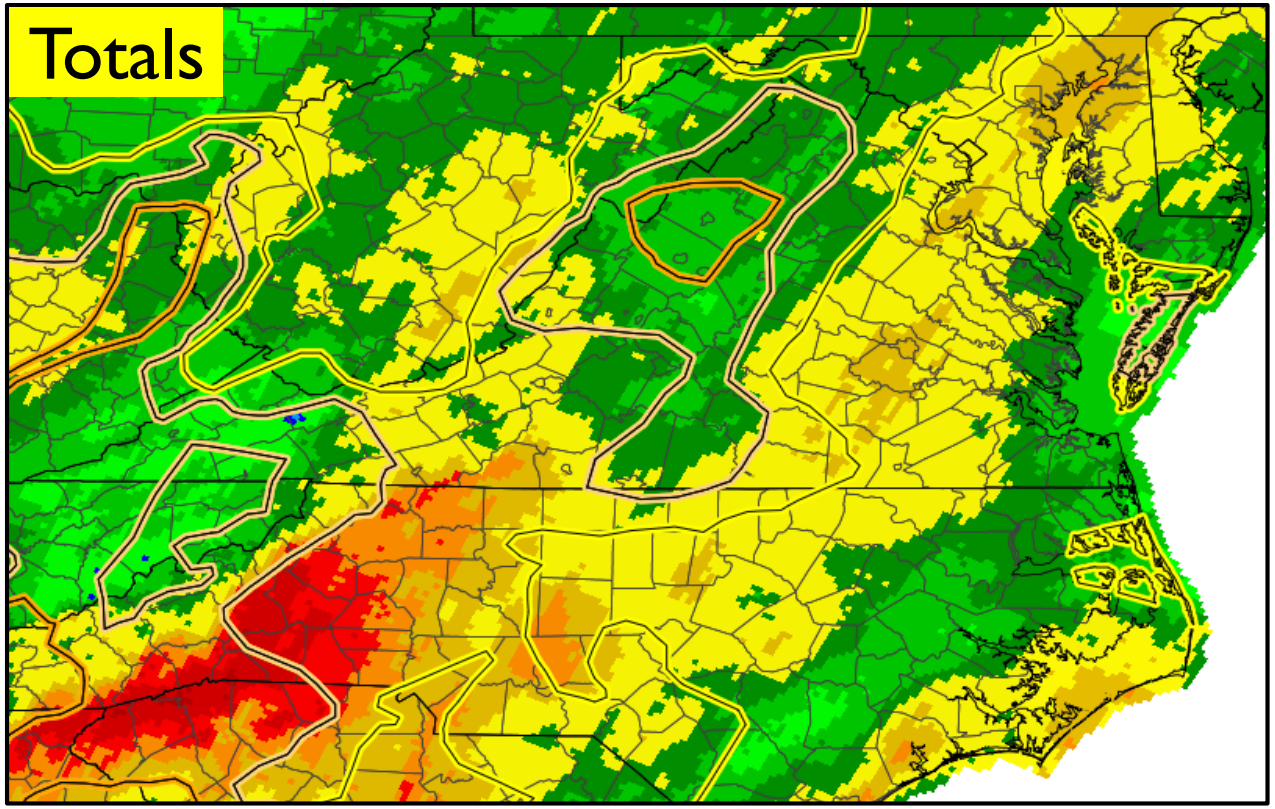
VA Drought Monitoring Task Force

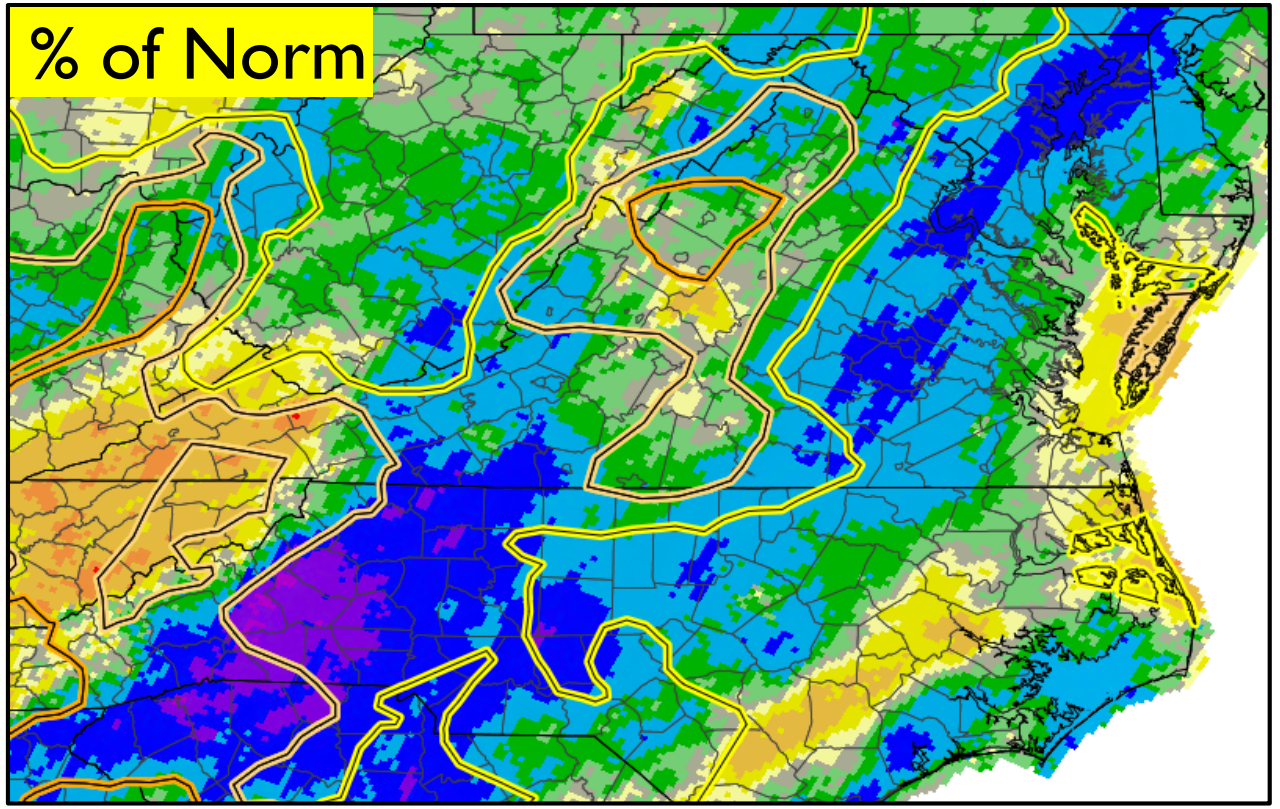
Jonathan McGee
National Weather Service – Wakefield, VA
January 9, 2024

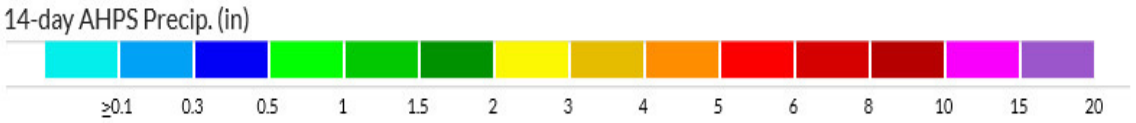
14-Day Precip Totals & Percent of Normal

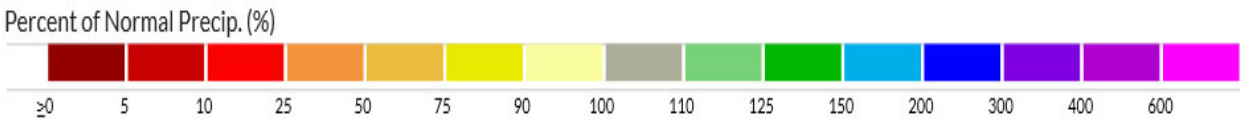
Wakefield, VA
WEATHER FORECAST OFFICE

Item i.









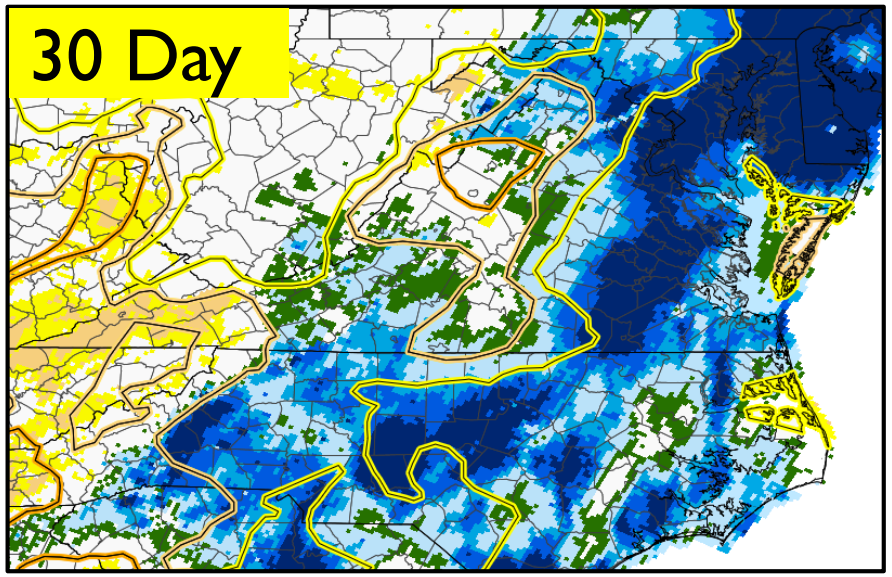
1/9/2024 10:18 AM

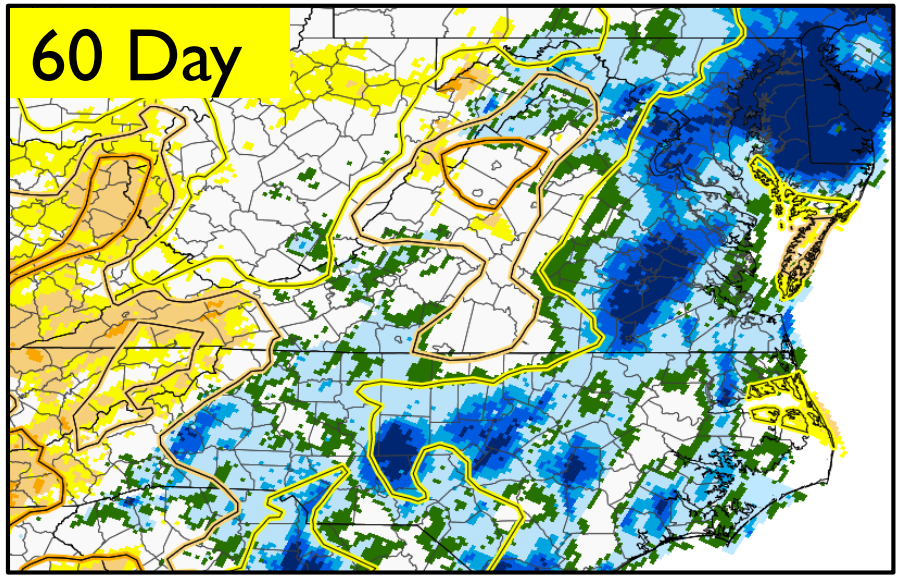
www.weather.gov/akq

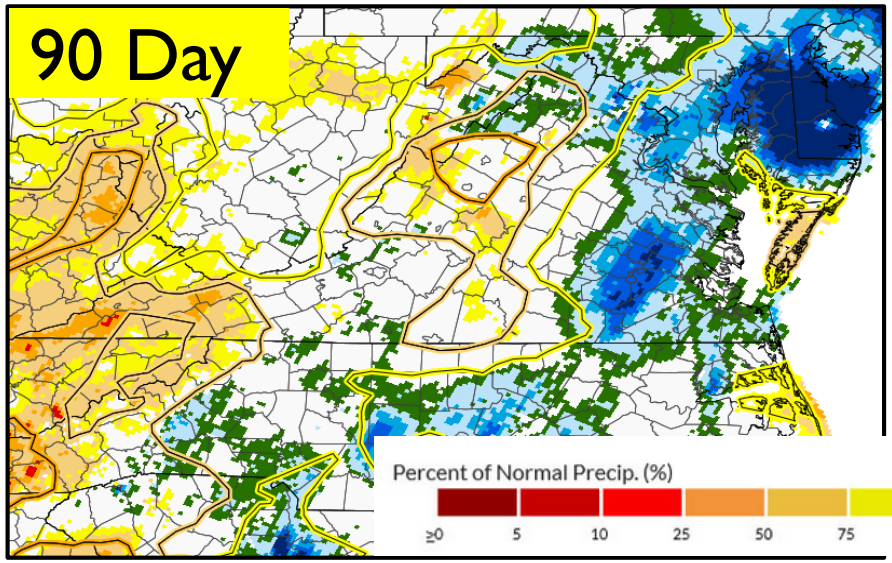
SPI Blends

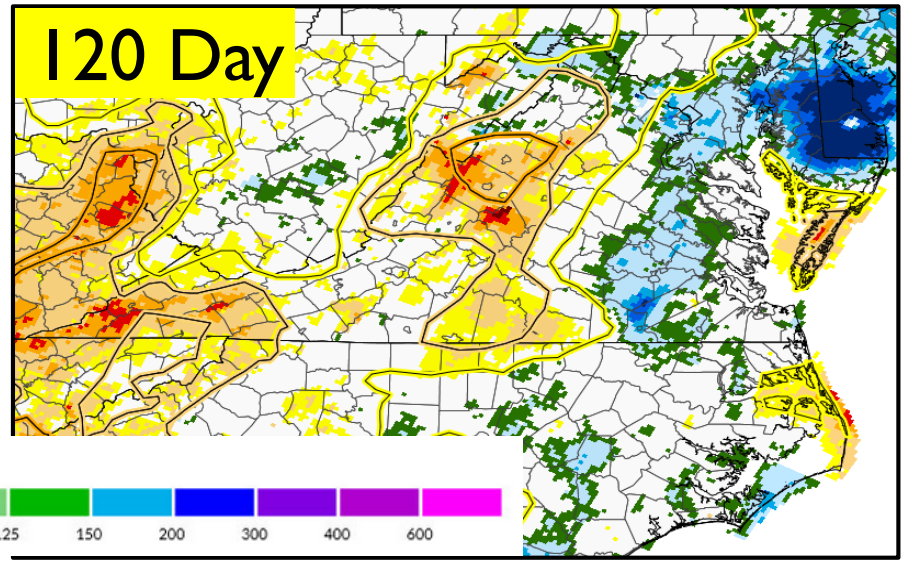
Wakefield, VA
WEATHER FORECAST OFFICE

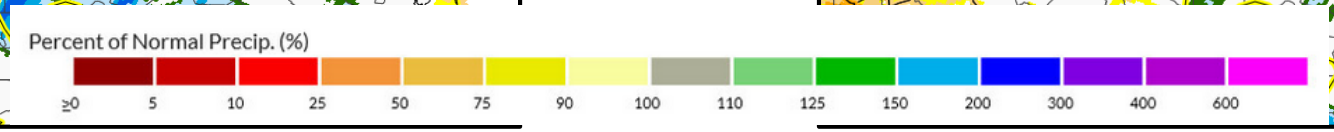
Item i.











1/9/2024 10:18 AM

www.weather.gov/akq

Drought Monitor (As of January 4th)

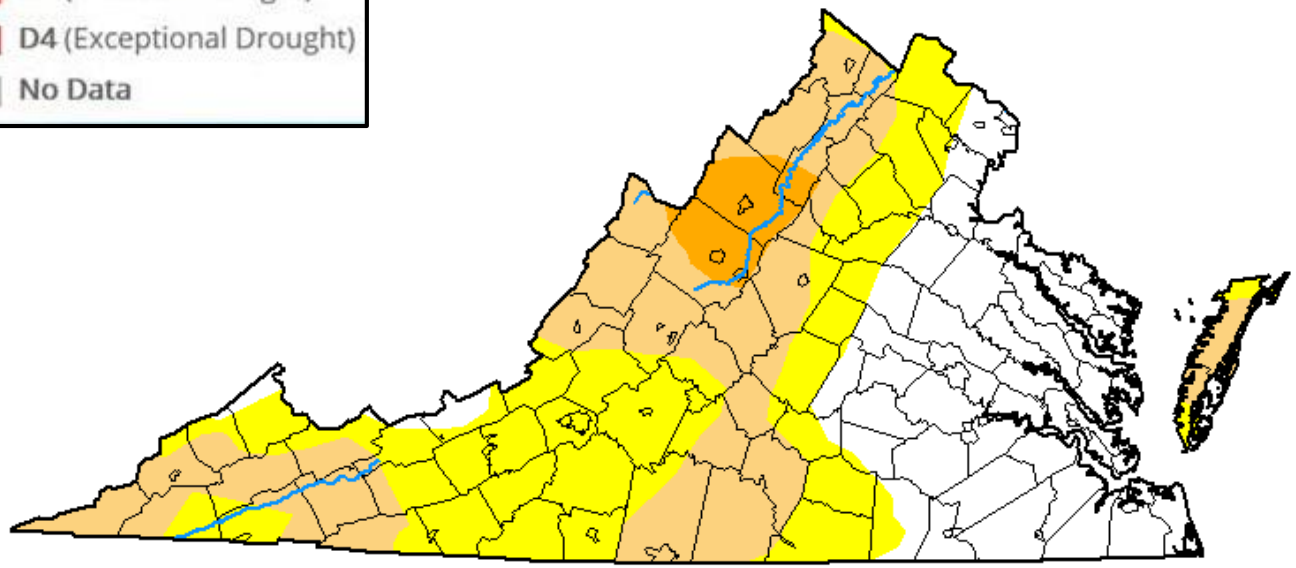
For more info, visit: droughtmonitor.unl.edu

Wakefield, VA
WEATHER FORECAST OFFICE

Item i.

Intensity:

- None
- D0 (Abnormally Dry)
- D1 (Moderate Drought)
- D2 (Severe Drought)
- D3 (Extreme Drought)
- D4 (Exceptional Drought)
- No Data



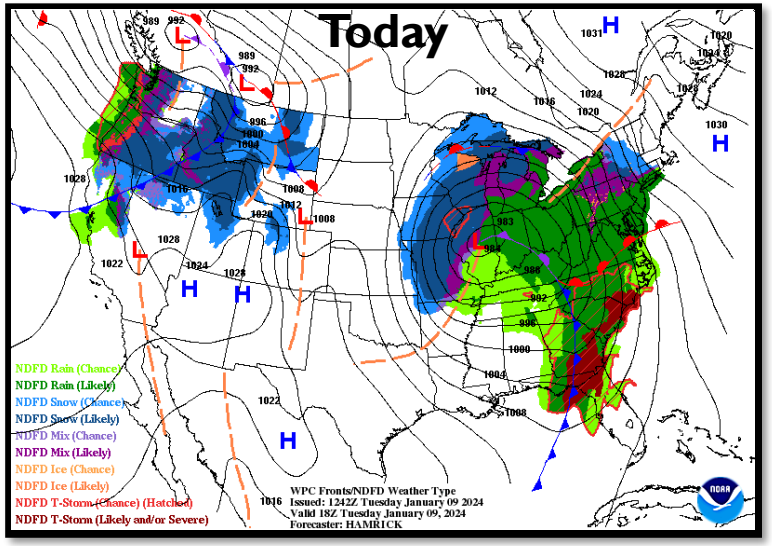
Potential Impacts

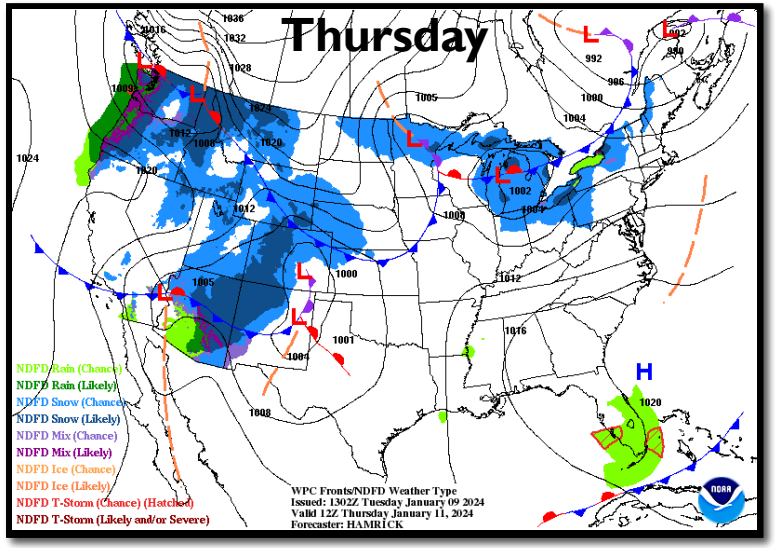
Category	Impact
D0	Crop growth is stunted; planting is delayed
	Fire danger is elevated; spring fire season starts early
	Lawns brown early; gardens begin to wilt
	Surface water levels decline
D1	Irrigation use increases; hay and grain yields are lower than normal
	Honey production declines
	Wildfires and ground fires increase
	Trees and landscaping are stressed; fish are stressed
	Voluntary water conservation is requested; reservoir and lake levels are below normal capacity
D2	Specially crops are impacted in both yield and fruit size
	Producers begin feeding cattle; hay prices are high
	Warnings are issued on outdoor burns; air quality is poor
	Golf courses conserve water
	Trees are brittle and susceptible to insects
	Fish kills occur; wildlife move to farms for food
	Water quality is poor; groundwater is declining; irrigation ponds are dry; outdoor water restrictions are implemented
D3	Crop loss is widespread; Christmas tree farms are stressed; dairy farmers are struggling financially
	Well drillers and bulk water haulers see increased business
	Water recreation and hunting are modified; wildlife disease outbreak is observed
	Extremely reduced flow to ceased flow of water is observed; river temperatures are warm; wells are running dry; people are digging more and deeper wells

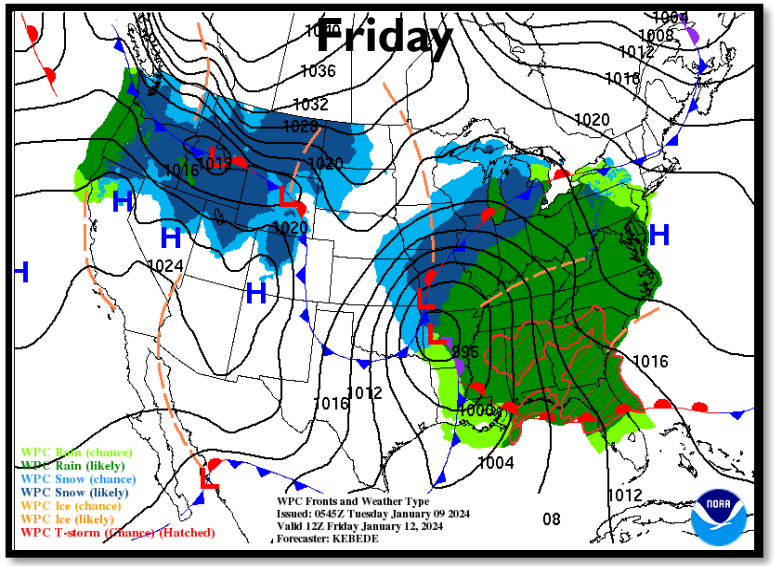
Upcoming Weather Pattern

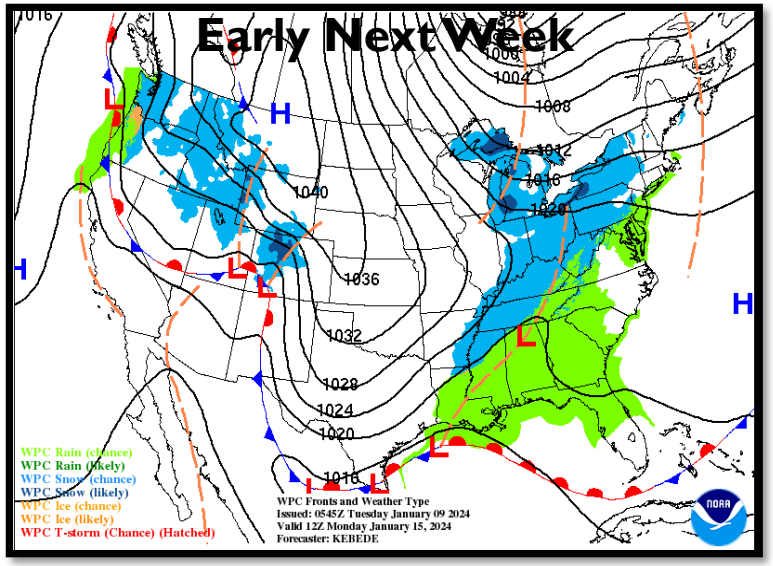
Wakefield, VA
WEATHER FORECAST OFFICE

Item i.









Key Points:

- A strong low pressure system will bring heavy rain and strong winds today.
- Dry weather returns Wednesday and Thursday.
- The next system bring widespread rain late Friday and Friday night.
- Another system is expected to bring rain and snow early next week.

Precipitation Forecasts

Courtesy of the Weather Prediction Center (www.wpc.ncep.noaa.gov)

Wakefield, VA

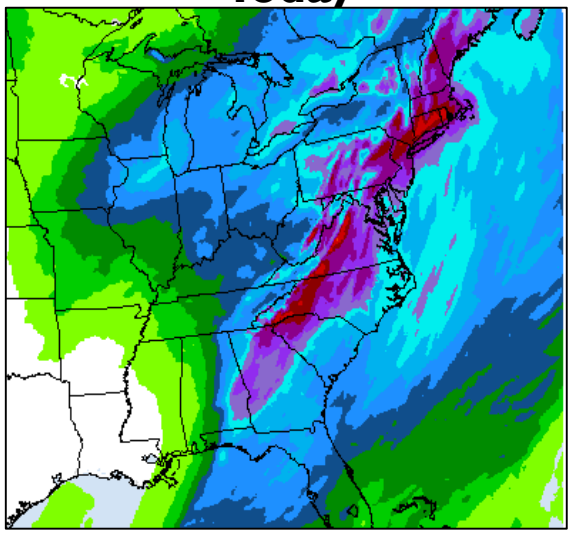
WEATHER FORECAST OFFICE

Item i.

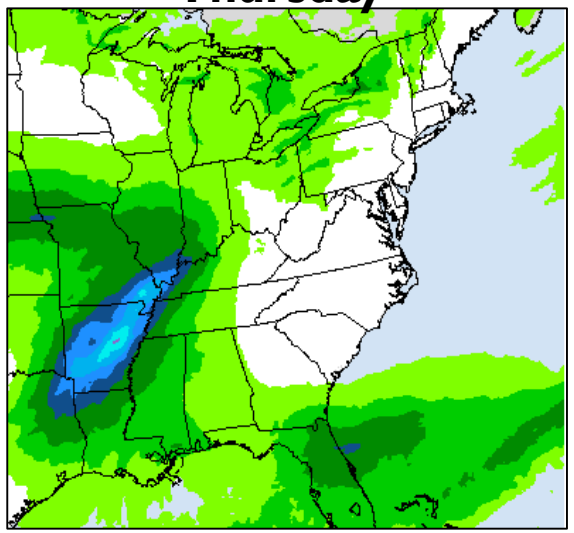
Forecast Daily Rainfall Through Monday (Jan 15th)

- **Generally 1.5-5" of rain through the period.**

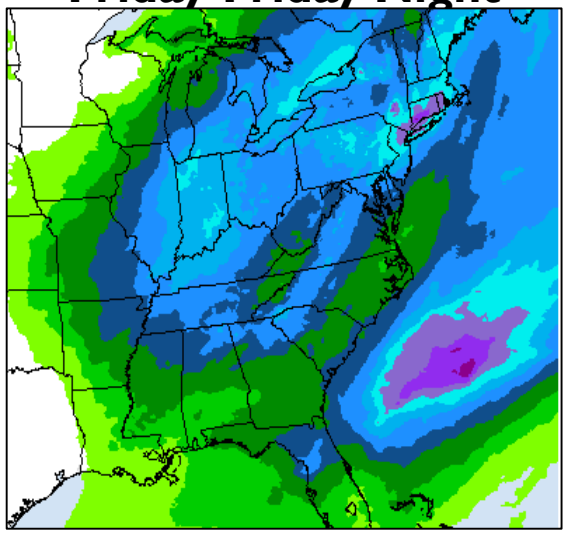
Today



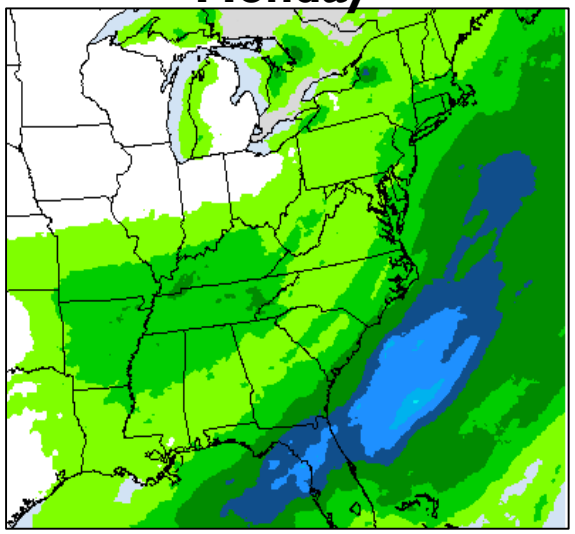
Thursday



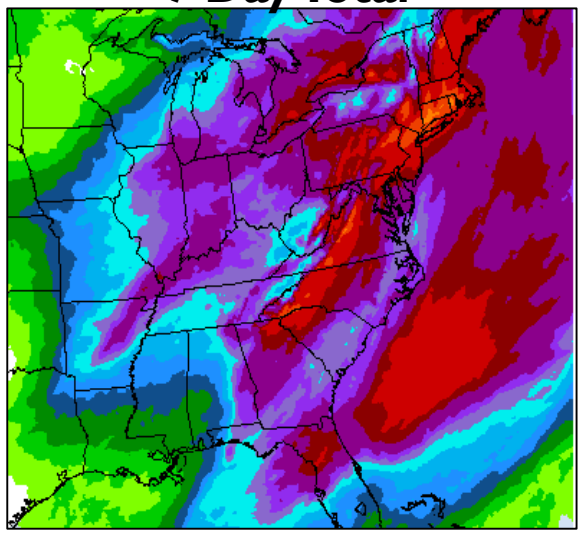
Friday-Friday Night

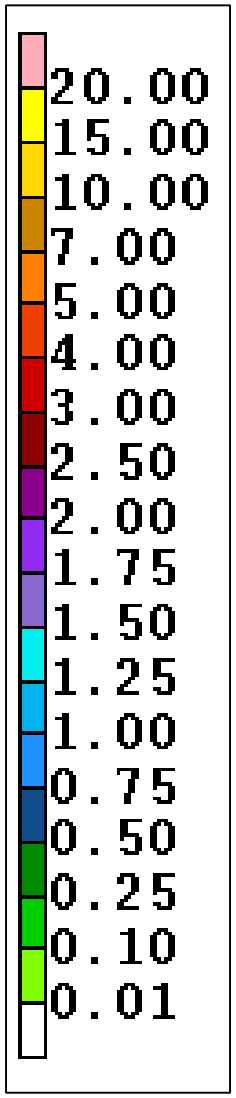


Monday



7 Day Total

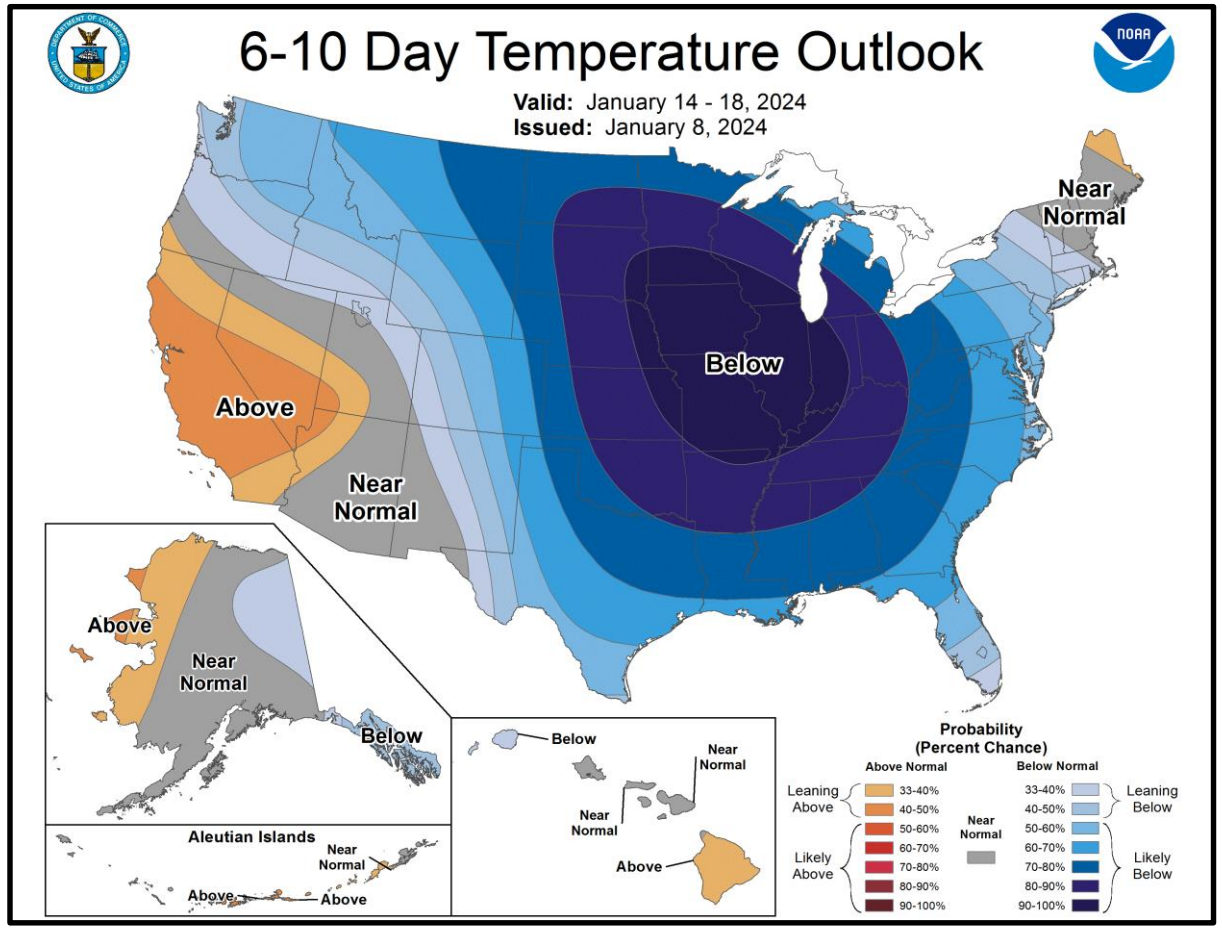


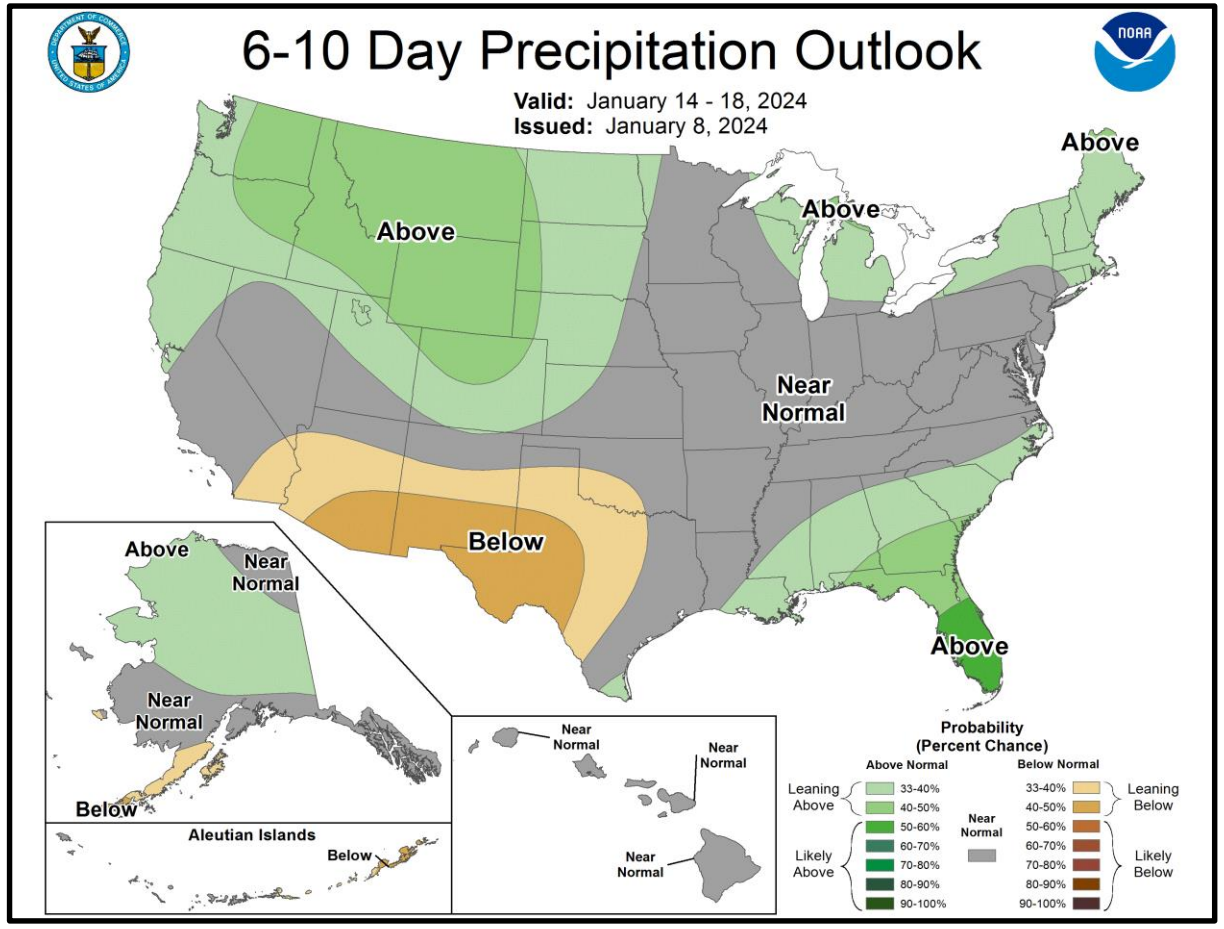


6 to 10 Day Outlook: Jan 14th – Jan 18th

Wakefield, VA
WEATHER FORECAST OFFICE

Item i.



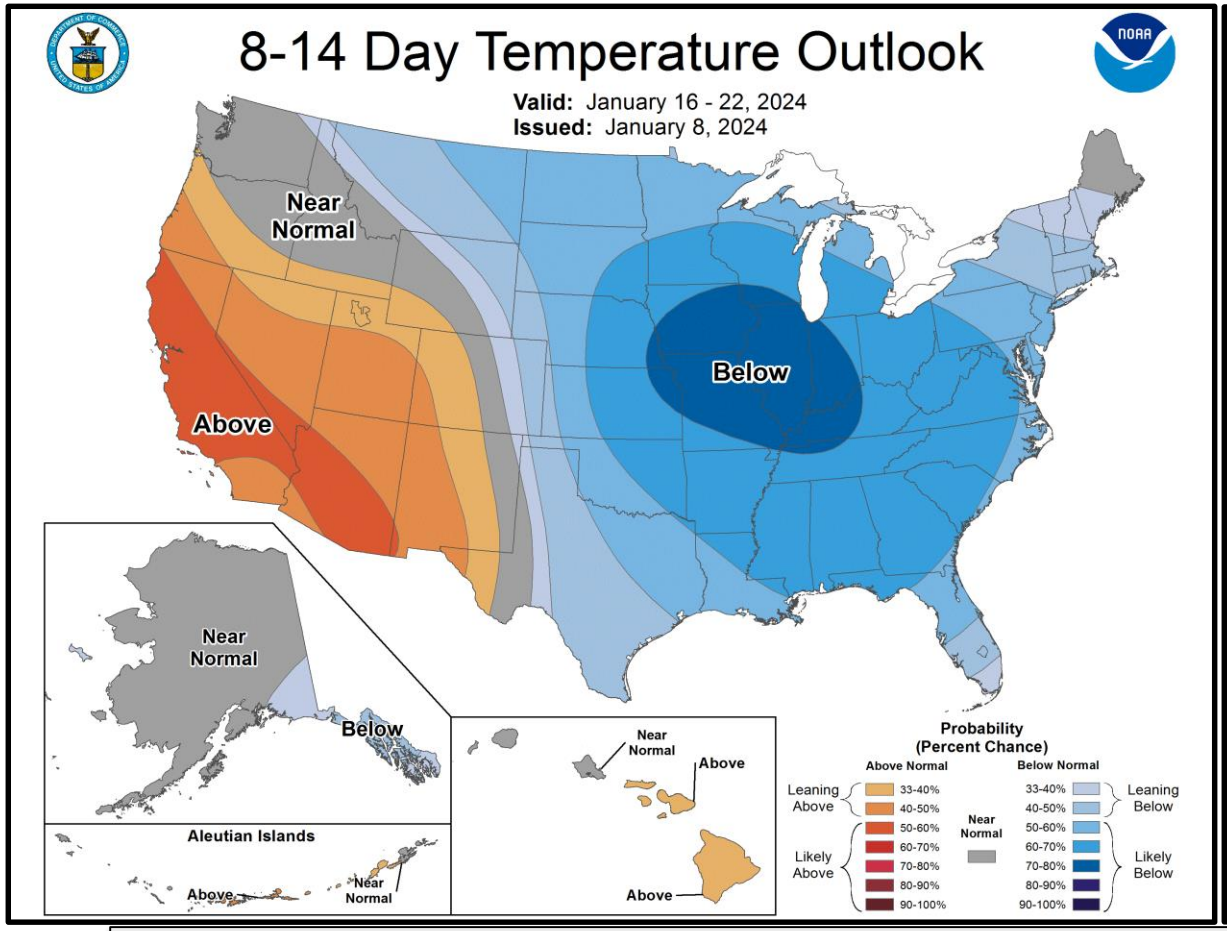


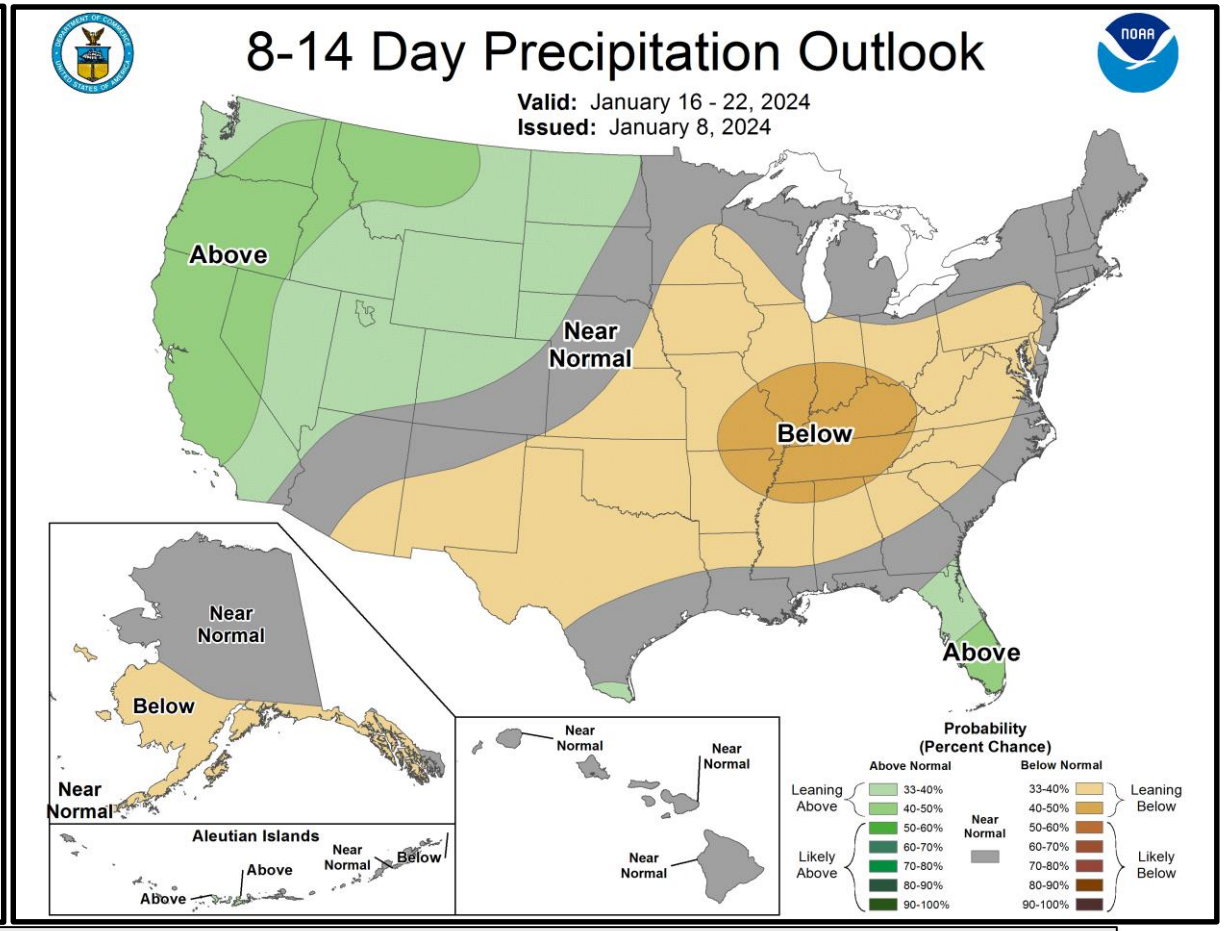
- Below normal temperatures favored.
- Near normal precipitation chances favored.

8 to 14 Day Outlook: Jan 16th – Jan 22nd

Wakefield, VA
WEATHER FORECAST OFFICE

Item i.





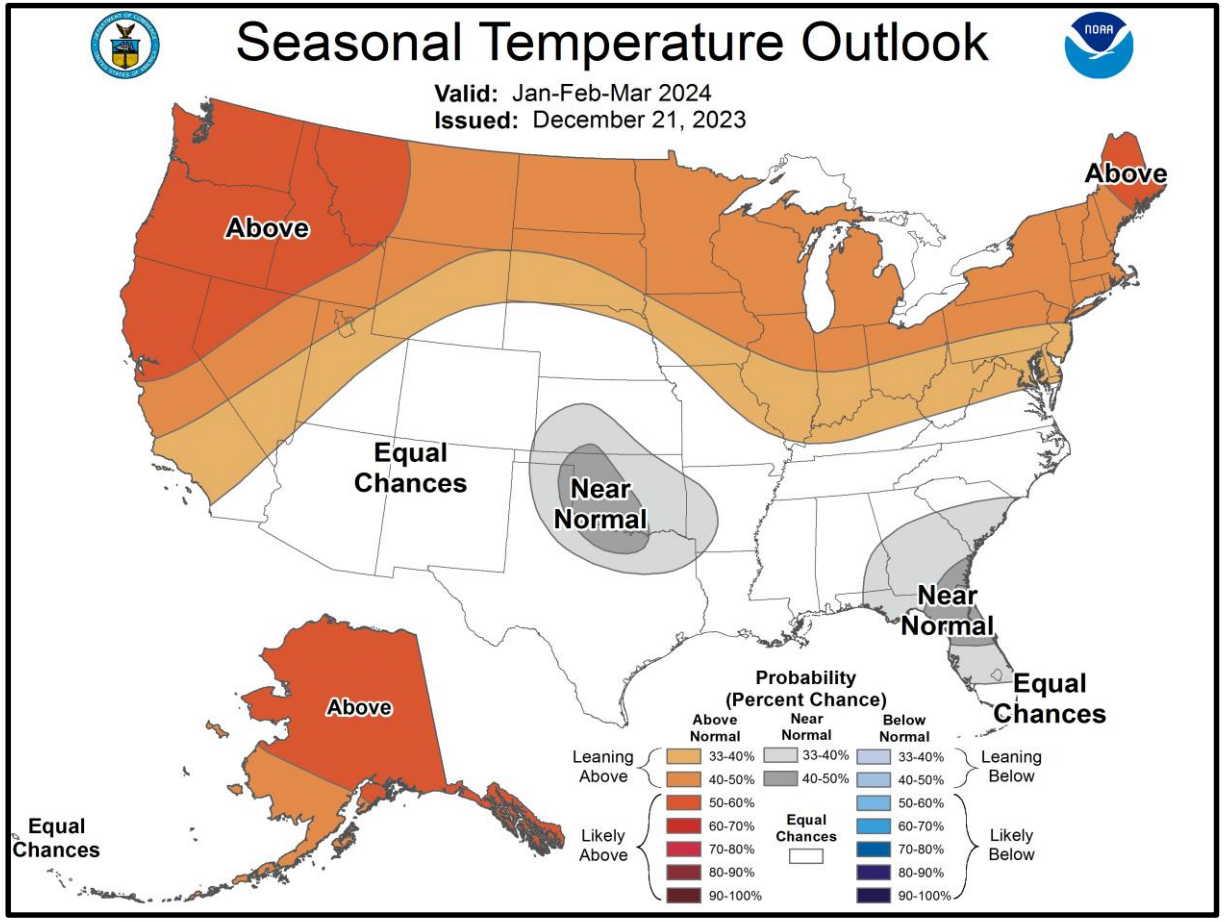
- Below normal temperatures favored.
- Below normal precipitation chances favored.

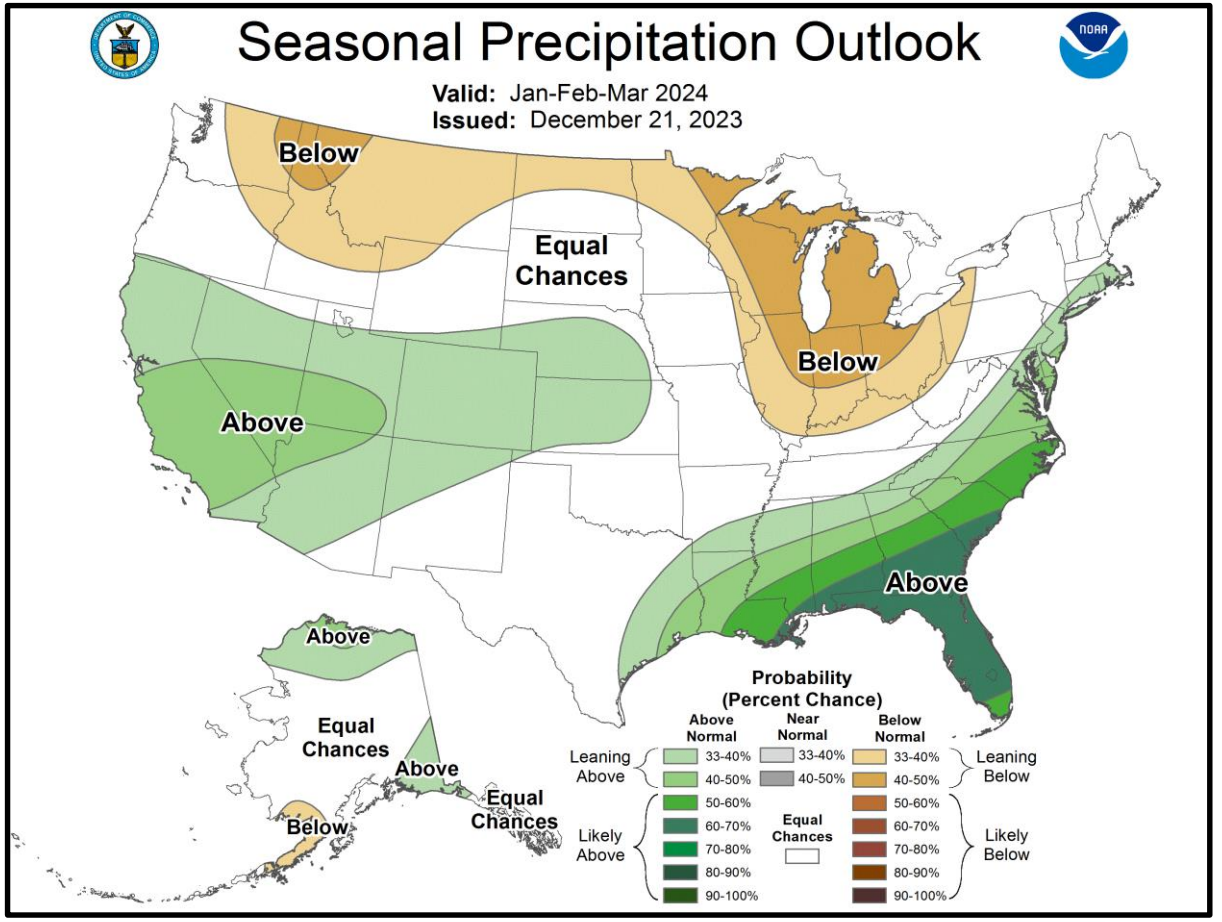
677

Three-Month Outlook: Jan-Feb-March

Wakefield, VA
WEATHER FORECAST OFFICE

Item i.





- Near- to above normal temperatures favored through March.
- Near- to above normal precipitation chances favored through March.

678

Office of the Town Manager
Frank Cassidy

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	February 13th, 2024.
Agenda Title:	Consent Agenda- ARB Member Advertising Authorization
Requested Action:	Review and consider approval of the Town Council Meeting Minutes
Department / Agency Lead:	Town Clerk
Staff Lead:	Stephen Clough, CMC

EXECUTIVE SUMMARY

In January of 2024, the Town received two resignations from the Architectural Review Board (ARB). The Zoning Ordinance Article 3-5.3.2.1 requires the ARB be composed of five (5) voting members appointed by Town Council. In order to continue processing the required Certificates of Appropriateness permits for the Historic District, it is essential new appointments are made to ensure ARB is meeting quorum. The Town's website offers a continuous link for interested parties to apply to Town boards and commissions. At present, the Town Clerk is in receipt of one application for consideration of ARB appointment. Further advertisements for the vacancies may be made by the Town Clerk and the Town Council will potentially have a pool of applicants to review. Ideally, appointments would be made at the March Town Council meeting.

BACKGROUND

The ARB shall consist of the majority of its members being Town residents, and all shall have reasonable knowledge in /or possess a demonstrated interest in historic or architectural development in the Town and in general. In addition, the Town is a recognized Certified Local Government with the Virginia Department of Historic Resources, which has its own ARB membership requirements. This includes:

- All members having a demonstrated interest, competence, and knowledge in historic preservation; and
- At least one architect or architectural historian in the membership, (unless this requirement is specifically waived by DHR); and
- At least one additional member with professional training or equivalent experience in architecture, history, architectural history, archaeology, or planning (unless this requirement is specifically waived by DHR).

The current three (3) ARB members include:

- Two (2) in-town residents and one (1) out-of-town resident;
- One (1) member with architectural restoration and building experience and (1) member with a background in archaeology;
- Two (2) members associated with properties within the Town's Historic District.

The ARB powers and duties are outlined in the Zoning Ordinance Article 3-5.3.2.6. This includes issuing or denying Certificates of Appropriateness, serving as a resource to assist property owners on preservation techniques that align with the Historic District Guidelines, and providing guidance on the appropriate cyclical maintenance, preservation, rehabilitation, or reconstruction of historic resources within the Historic District, and assisting the Town Council as needed on matters related to historical assets.

The ARB meets on the fourth Thursday of each month. All members are expected to attend monthly meetings, assist property owners with recommendations in collaboration with the Historic Preservation Planner, and perform site visits as needed.

The ARB serves four-year terms. The two resigning members leave term vacancies of two years to be filled.

STAFF RECOMMENDATION

Authorize advertisement for the ARB Vacancies and consider how the Town Council would like to appoint new members.

Service Level/Collaborative Impact

The ARB meetings are staffed by the Community Development Department. A quorum must be present in order for the ARB to issue Certificate of Appropriateness permits.

Policy Direction/Warrenton Plan 2040

Plan Warrenton 2040 includes a Historic Resources Chapter with a vision that states the Town and property owners will work toward a common goal of preserving the historic built environment for current and future generations. The chapter includes multiple goals, polices and strategies.

Fiscal Impact

No additional impact is expected.

Legal Impact

The three current members of the ARB currently make up a quorum. If one member is absent, or needed to recuse themselves under COIA, a Quorum would not be able to be established and business could not be conducted.

ATTACHMENTS

1.
2.
3.

February 13th, 2024
Town Council
Regular Meeting

A RESOLUTION DIRECTING TOWN STAFF TO ADVERTISE THE OPENING ON THE ARCITCTURAL REVIEW BOARD AND APPOINT MEMBERS TO AN APPOINTMENT COMMITTEE.

WHEREAS, in January of 2024, the Town received two resignations from the Architectural Review Board (ARB) ; and

WHEREAS, the Zoning Ordinance Article 3-5.3.2.1 requires the ARB be composed of five (5) voting members appointed by Town Council; and

WHEREAS, in order to continue processing the required Certificates of Appropriateness permits for the Historic District, it is essential new appointments are made to ensure ARB is meeting quorum; and

WHEREAS, the current process for appointing members to the ARB involves an appointment committee consisting of the Chair of the ARB, members of Staff and Two members of the Town Council; and

WHEREAS, to satisfy the deed, the Town engaged in an appraisal that met all minimum requirements outlined in the deed as necessary for consideration of lifting the deed and presented this to Mr. Van Roijen; and

WHEREAS, The Town Council has identified the use of ARPA funding to satisfy the conditions of the Deed of Gift; and

NOW, THEREFORE, BE IT RESOLVED that the Warrenton Town Council hereby directs Town staff to advertise the opening on the Architectural Review Board; and

BE IT FURTHER RESOLVED, the Town Council Appoints xxxx and xxx as Town Council representatives to the Appointment Committee.

ATTACHMENT:

Votes:
Ayes:
Nays:
Absent from Meeting:

For Information:
Town Manager

ATTEST: _____
Town Recorder

Office of the Town Manager
Frank Cassidy

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	February 13th, 2024.
Agenda Title:	Appointment of Local Board of Building Code Appeals Member.
Requested Action:	Consider an Appoint to the Local Board of Building Code Appeals members.
Department / Agency Lead:	Community Development
Staff Lead:	Hunter Digges, Building Official

EXECUTIVE SUMMARY

The Local Board of Building Code Officials (LBBCA) is a quasi-judicial board providing a first-tier due process right of adjudication of decisions of local government building or fire officials. Virginia's System of building codes establishes the process of enforcement by the officials through either the Virginia Uniform Statewide Building Code, the Virginia Statewide Fire Prevention Code, or the Virginia Property Maintenance Code.

The LBBCA typically meets annually at an organizational meeting and as- needed to hear appeals of the decisions of the building officials.

Four Members of the LBBCA were appointed at the January 9th, 2024, Town Council Regular Meeting.

The State Building code provides guidelines for the LBBCA. The minimum number of members should be 5 with the potential for two additional alternate members.

A current appeal has been requested by a Citizen within Town. This appointment would enable the LBBCA to hear the appeal and consider the facts of the case for their decision.

BACKGROUND

Historically, the LBBCA members have been appointed by the Council. Appeals to the LBBCA are not numerous and are a rarity in Town.

Historically, the members of the Fauquier County LBBCA have volunteered to be appointed to the Town's LBBCA and serve their community. It is common for the members to be appointed to multiple boards due to the level of expertise needed for these roles and the infrequency of necessary action by them.

STAFF RECOMMENDATION

Staff recommends that the Town Council Mr. Bryan Black, a "Class A" Builder to the Local Board of Building Code Appeals.

Service Level/Collaborative Impact

Appointment of Local Board of Building Code Appeals members allows Town citizens and contractors the ability to appeal any determination made by a code official or the local building departments application of the Uniform Statewide Building Code, the Virginia Statewide Fire Prevention Code, and the Virginia Property Maintenance Code. The term of each member would be for four years.

Policy Direction/Warrenton Plan 2040

The Local Board of Building Code Appeals (LBBCA) is tasked with hearing appeals of the determinations made by the Building Official. Enforcement of State Building Codes is for the health, safety, and welfare of the citizens and businesses of the Town of Warrenton contained within the built environment and property maintenance.

Fiscal Impact

No additional fiscal impact is expected.

Legal Impact

The purpose of the LBBCA is to hear appeals of determinations made by the Building Official. This in turn may involve the Town Attorney for representation. The lack of a LBBCA would impact the Building Officials ability to enforce the building codes of the Town and impact the Citizen's ability to appeal the decisions made.

ATTACHMENTS

1. Section 119 of the Uniform Statewide Building Code
2. Resolutions of appointment for suggested member.

February 13th, 2024
Town Council
Regular Meeting
Res. No.

A RESOLUTION TO APPOINT BRYAN BLACK MEMBER OF THE TOWN OF WARRENTON LOCAL BOARD OF BUILDING CODE APPEALS

WHEREAS, the Town of Warrenton (Hereinafter "the Town") is a municipal corporation located within the County of Fauquier; and

WHEREAS, Sections 107 and 119 of the Virginia Uniform Statewide Building Code in accordance with Virginia State Code § 36-105 describes the establishment of a Local Board of Building Code Appeals ("LBBCA"); and

WHEREAS, Section 112 of the Virginia Statewide Fire Prevention Code, in accordance with Virginia State Code § 27-97 describes the establishment of a Local Board of Fire Prevention Code Appeals ("LBFPCA"); and

WHEREAS, The Town Council has identified a need to appoint members to the Local Board of Building Code Appeals and the Local Board of Fire Prevention Code Appeals; and

WHEREAS, each member of the LBBCA and LBFPCA shall be appointed for a term of four (4) years by the Town Council of Warrenton; and

WHEREAS Mr. Bryan Black is a "Class A" Builder who works in the community; and

NOW, THEREFORE, BE IT RESOLVED that the Warrenton Town Council hereby Bryan Black as a member of the Town of Warrenton Local Board of Building Code Appeals for a Four-Year Term Starting on February 14th, 2024, and as a member of the Town of Warrenton Local Board of Fire Prevention Code Appeals for a Four-Year Term Starting on February 14th, 2024.

ATTACHMENT: None

Votes:
Ayes:
Nays:
Absent from Meeting:

Adopted:

For Information:
Building Code Official
Director of Community Development

ATTEST: _____
Town Recorder

February 13, 2024
Town Council
Regular Meeting
Res. No. From Clerk

A RESOLUTION TO AUTHORIZE THE TOWN MANAGER TO SIGN A VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY REIMBURSABLE GRANT AGREEMENT FOR A SEPTIC LOCAL PARTNERS PROGRAM

WHEREAS, the Town Septic Remediation Committee has met since 2021 to identify and map in-town properties located on private septic systems; and

WHEREAS, the Septic Remediation Committee held a public workshop on December 7, 2021 to request property owners participate in surveys regarding septic, income limits, and property conditions, and willingness to participate; and

WHEREAS, the Septic Remediation Committee identified approximately 150 properties with varying age and conditions of septic systems across all five wards in town; and

WHEREAS, the Town Septic Remediation Committee and staff identified a grant opportunity to help in-town property owners on septic to connect to the Town's public sewer and that did not require a match of local funds; and

WHEAREAS, the Virginia Department of Environmental Quality authorized and reserved a reimbursable Septic Local Partners Program grant to the Town the amount of $750,000.00 to administer septic assistance utilizing the American Rescue Plan Act (ARPA) funds; and

WHEREAS, the Virginia Department of Environmental Quality approved a Program Design that allows for qualified, first come-first serve property owners to participate through a reimbursement based on income guidelines on October 26, 2023; and

WHEREAS, the grant agreement must be executed by March 31, 2024, with 50% of the grant amount disbursed by December 31, 2025, and the grant completed in 2026; and

NOW, THEREFORE BE IT RESOLVED, that the Warrenton Town Council Hereby Authorizes the Town Manager to sign a grant agreement with the Virginia Department of Environmental Quality for the Septic Local Partner Program for In-Town Properties for $750,000.00 in reimbursable grant revenue to implement the Septic Local Partner Program grant.

Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting:

ATTEST: _____

Town Recorder

Office of the Town Manager
Frank Cassidy

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	February 13th, 2024.
Agenda Title:	Acquisition of Real Property- Warrenton Horse Show Grounds
Requested Action:	Proceed or don't
Department / Agency Lead:	Town Council
Staff Lead:	Stephen Clough, CMC, Town Clerk.

EXECUTIVE SUMMARY

The 9.57-acre historic Warrenton Horse Show Grounds, located off Shirley Avenue, is home to the country's oldest continuously operating horse show. It has a maximum development potential of 37 divisions, is subject to development pressure, and is located near the greenway trail, schools, existing neighborhoods, and major road arterials. The Town of Warrenton is exploring options to purchase the Horse Show Grounds from the Warrenton Horse Show Association ownership to preserve the unique land and open it to the public year-round while continuing its popular use as an equine recreation facility.

The discussions between the Town and the Warrenton Horse Show Association span over thirty years. In the early 1990s, the Association expressed an interest in leasing the property to the Town while still being able to have the two horse shows annually. The Town and Association would like to bring the collective discussions over the past thirty years to fruition by working with the Warrenton Horse Show Association to enable the Horse Show to continue in its historical location and preserve the land for open space.

BACKGROUND

In 1900, the Warrenton Horse Show Association purchased its grounds off Shirley Avenue and thus began a tradition that contributed to the Town's unique and valued horse country heritage for over a century. From its Patsy Cline Pavilions to its storied ring, history continues to be made at this property as equestrians, trainers, and breeders gather for the annual Warrenton Horse and Pony Shows. According to comprehensive plans, the "Oldest Pony Show in America" will be maintained for generations to come. The Town Council regards the property as an extraordinary asset and wishes to ensure its long-term preservation while investing in passive and active recreation opportunities for its residents.

The Warrenton Horse Show grounds consist of two parcels of land totaling 9.57 acres. It is inside the Town of Warrenton and zoned residential with a maximum potential of 37 lots. The appraisal puts the development value of the property at close to $2 million. The site is approximate to Route 15/29 and Rt 211 along Shirley Avenue, one of the main southern entrances to the Town, and locations to the west, of Route 29. The property is within Warrenton's Ward Three. It is within 0.5 miles from the nearest access to the Warrenton Branch Greenway, and 0.75 miles from the nearest public park.

The Horse Show Grounds typically bring 4000+ visitors per year to Warrenton and are an important link in the economy of Warrenton. The Town is committed to continuing the equine uses of the property. In fact, it

would have negative economic impacts, were the Horse Show Grounds to be developed. A recent Weldon Cooper Study of Agriculture in Fauquier County puts the equine industry's impact at $66 million. The Warrenton Horse Show Grounds has long been a linchpin of this important industry.

The Warrenton Horse Show, throughout the decades, sought a means to relieve itself of property taxes and maintenance of the site. In the early 1990s, the Association expressed an interest in partnering the property with the Town while continuing its tradition of two annual horse shows. Discussions stalled in the late 1990s, though the Town's interest in helping the Association preserve the property's historic legacy and use it as a public space did not waver. The 2002/2013 Comprehensive Plan designated a park open space as it offers locations for potential farmers markets, community events like the Father's Day Car Show, and more. The Town's desire is the property use to become more diversified and used more frequently. It is an integral part of the Town's identity. Without an active Horse Show Grounds, Warrenton will lose a piece of its public character that no number of new private residences can replace.

Since 2020, park usage has increased nationwide by 63% as communities have sought safe places to gather during the pandemic. The Town Council wishes to obligate federal ARPA funds to assist with long-term recovery from the COVID-19 pandemic and provide generational benefits to the Warrenton community. In light of the past three years, supporting residents' high quality of life is crucial, and a park could serve as part of the solution.

Consistent with the open space goals of the Town of Warrenton, additional parks and open space are a priority for the Town. The property located on the East Shirley Avenue corridor also fills a gap: there are no public parks or open spaces south of Main Street in the Town. This allows for a large segment of the Town's population access to the park and its existing and future amenities.

The Town of Warrenton will manage the facility as a public park. The facility has over 120 years of volunteer support for the "Oldest Pony Show in America," and the Town will work collaboratively with volunteers to ensure that the equine values of the property are maintained and enhanced.

The Town will ensure that the grounds are open to the public, which is currently not the case. The park will be part of a larger system of the Greenway Trail that connects Lord Fairfax Community College and Old Town, Eva Walker Park, the Aquatics Center, historic neighborhoods in the immediate vicinity, and schools.

On July 11th, 2023, a Public Hearing was held on this item.

Subsequent meetings between the Horse Show Grounds and the Town have been productive as to efforts to take in the future to preserve the grounds and the continuation of the shows. At the beginning of the year, 2024, the Horse Show Grounds Association and the Town reached a consensus on future collaboration to continue the shows while the Horse Show Grounds Association retains ownership of the property.

STAFF RECOMMENDATION

Consider a Resolution revoking the authorization and direct remaining funds for use in the WWTP/St Leaonard's Farm Deed settlement, continuing infrastructure improvements.

Service Level/Collaborative Impact

N/A

Policy Direction/Warrenton Plan 2040

Historic Resources Goals-

- HR-1: Conserve, reuse, and promote historic resources to enhance the Town's sense of place and grow the economy.
- HR-2: Preserve the authenticity and tell the stories of historic resources for generations to come through documentation.
- HR-4: Enhance the environment through preservation and sustainability best practices.
- HR-5: Protect the rich histories of existing neighborhoods.
- HR-6: Promote asset-based economic development through historic resources.

Open Space and Environment Goals-

- P-1: Preserve, enhance, and protect the environmental, scenic, and natural quality of the Town.
- P-2: The Town of Warrenton's parks, open space, and environment serve as key elements to the Town's public health.
- P-3: Infrastructure. All Town residents will have the opportunity to access its recreational assets and natural resources, including public spaces, and recreational amenities.

Fiscal Impact

Redirect associated funds towards additional infrastructure and WWTP improvement projects.

Legal Impact

N/A

ATTACHMENTS

1. VA Dept. of Historic Resources Survey
2. WRA Horse Show Observations Presentation
3. WRA Proposal for Grandstand Repair Engineering
4. WRA Proposal for Surveying Property
5. Draft Deed with Virginia Outdoor Foundation Stipulations
6. VOF Notice to Award Grant Letter
7. VOF Program Requirements

February 13th, 2024
Town Council
Regular Meeting

A RESOLUTION DIRECTING THE TOWN MANAGER TO END CONTRACT NEGOATIONS FOR THE PURCHASE OF REAL PROPERTY WITHIN TOWN BOUNDARIES: THE WARRENTON HORSE SHOW GROUNDS

WHEREAS, the 9.57-acre historic Warrenton Horse Show Grounds, located off of Shirley Avenue, is home to the country's oldest continuously operating horse show; and

WHEREAS, the Warrenton Horse Show Association ownership approached the Town to purchase the property to preserve the unique land and open it to the public year-round while continuing its popular use as an equine recreation facility; and

WHEREAS, The Town Council has previously directed the Town Manager to enter into Contract Negotiations for the Purchase of the property utilizing ARPA funding; and

WHEREAS, The Town Council has previously directed the Town Manager to enter into Contract Negotiations for the Purchase of the property utilizing ARPA funding; and

NOW, THEREFORE, BE IT RESOLVED that the Warrenton Town Council hereby directs the Town Manager to end contract negotiations with the Warrenton Horse Show Association for the purchase of the Warrenton Horse Show Grounds

ATTACHMENT:

Votes:
Ayes:
Nays:
Absent from Meeting:

For Information:
Town Clerk

ATTEST: _____
Town Recorder

February 13, 2024
Town Council
Regular Meeting
Res. No.

A RESOLUTION TO AMEND THE FISCAL YEAR 2024 ADOPTED BUDGET TO DE-APPROPRIATE GRANT FUNDING FROM VIRGINIA OUTDOORS FOUNDATION

WHEREAS, Warrenton, VA (Hereinafter "the Town") is a municipal corporation located within the County of Fauquier; and

WHEREAS, the Warrenton Town Council is charged by the Code of Virginia with the preparation of an annual budget for the Town of Warrenton; and

WHEREAS, at the May 9, 2023, Town Council meeting, the Town Council authorized the Town Manager to execute a grant agreement with the Virginia Outdoors Foundation and by resolution appropriated the grant award in the amount of $100,000 from the Virginia Outdoors Foundation under the Preservation Trust Fund – Public Access Program to assist with the purchase of a 9.57 parcel commonly referred to as the Warrenton Horse Show Grounds; and

WHEREAS, the purchase of said parcel will not move forward, negating the need for the grant agreement and the appropriation for the award; and

NOW, THEREFORE, BE IT RESOLVED this 13th day of February 2024 that the Warrenton Town Council Hereby authorizes the Town Manager to notify the Virginia Outdoors Foundation that the Town does not intend to move forward with the acquisition of the parcel; and

BE IT FURTHER RESOLVED that the Fiscal Year 2024 Adopted Budget is hereby amended to de-appropriate $100,000 in grant funding from the Virginia Outdoors Foundation.

Votes:
Ayes:
Nays:
Absent from Vote:
Absent from Meeting:

For Information:
Budget Manager

ATTEST: _____
Town Recorder

February 13, 2024
Town Council
Regular Meeting
Res. No.

A RESOLUTION TO REALLOCATE CORONAVIRUS STATE AND LOCAL FISCAL RECOVERY FUNDS

WHEREAS, Warrenton, VA (Hereinafter "the Town") is a municipal corporation located within the County of Fauquier; and

WHEREAS, the U.S. Congress passed and the President signed the American Rescue Plan (ARP) Act of 2021 which established the Coronavirus State and Local Fiscal Recovery Fund (CSLFRF); and

WHEREAS, the United States Treasury distributed funding under the CSLFRF to the Commonwealth of Virginia and mandated that Non-Entitlement Unit funds be distributed according to a formula based on population; and

WHEREAS, the Town of Warrenton is considered a Non-Entitlement Unit and has received a total allocation of $10,403,180 according to the prescribed formula; and

WHEREAS, the Town Council appropriated the entire allocation of CSLFRF funds by resolutions passed at the June 16, 2022, September 13, 2022, June 13, 2023, and July 11, 2023 Council meetings; and

WHEREAS, at the June 13, 2023, Council meeting, as part of the Fiscal Year 2023-2024 budget appropriation, the Town Council appropriated $1,600,000 of CSLFRF funding to be used for park land acquisition; and

WHEREAS, it has been determined that the acquisition of park land will not move forward, and other pressing needs have been identified that are qualifying uses under the applicable United States Treasury guidance for CSLFRF, to include a $500,000 allocation to the Wastewater Treatment Plant capital payment, and a $1,100,000 allocation to infrastructure improvements; and

NOW, THEREFORE, BE IT RESOLVED this 13th day of February 2024 that the Warrenton Town Council Hereby authorizes the reallocation of previously appropriated Coronavirus State and Local Fiscal Recovery funds in the amount of $500,000 to the Wastewater Treatment Plant capital payment and $1,100,000 to infrastructure improvements.

Votes:
Ayes:
Nays:
Absent from Vote:
Absent from Meeting:

For Information:
Budget Manager

ATTEST: _____
Town Recorder

Office of the Town Manager
Frank Cassidy

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	February 13th, 2024.
Agenda Title:	St. Leonard's Farm
Requested Action:	Remove, and satisfy, the "Deed of Gift" restriction at the wastewater plant
Department / Agency Lead:	Town Manager
Staff Lead:	Frank Cassidy, Town Manager

EXECUTIVE SUMMARY

In 1988 a Deed of Gift was finalized between Mr. Van Roijen, as property owner and representative of St. Leonard's Farm, and the Town of Warrenton. The deed was to provide land to the Town for use of the wastewater treatment facility. The deed-restricted operations of the plant to 2.5 MGD.

Over the years, as the plant was undergoing studies for required replacement and repairs, studies were conducted for the capacity and capability of plant operations. These studies continued to recommend the plant be modernized to handle 3.0 MGD.

The plant operates under a required DEQ permit which currently restricts the plant to 90% of the permit maximum of 2.5 MGD. Given the restrictions of the permit, the plant, based on several studies and recommendations throughout the years, will exceed this permitted maximum; therefore, the permit must be upgraded to 3.0 MGD, with a 90% maximum outflow (2.7 MGD).

To increase the permit requirements, modernize the plant for effective and efficient operations, and to provide the expected capacity needs of the plant, we must increase our operations to 3.0 MGD. To do this, we must satisfy the existing "Deed of Gift." To satisfy the deed, the Town engaged in an appraisal that met all minimum requirements outlined in the deed as necessary for consideration of lifting the deed and presented this to M. Van Roijen. This year, Mr. Van Roijen accepted the conditions of release, and we are proceeding with releasing the deed.

BACKGROUND

Deed restriction-

Deed Book 1035 Page 2041 (attached) calls out the commitment to pay St. Leonard's Farm 1.5 times the value of 8 buildable lots (pages 11-12). This attachment also contains the Court Order where a survey of the WARF property was boundary line adjusted into the Town of Warrenton. Mr. Van Roijen previously owned the WARF property as well.

STAFF RECOMMENDATION

Proceed with the required steps to release the Deed of Gift for $1,500,000.00.

Service Level/Collaborative Impact

This will provide a clear path for required maintenance and modernizations to the WWTP to ensure safe, healthy, and effective wastewater treatment in the Town.

Policy Direction/Warrenton Plan 2040

COMMUNITY FACILITIES GOALS
CF-1: Serve as the central inviting public service center for Town and County residents with a proportionate share of community.
services provided by other governments, including a fair and reasonable balance in funding sources for community facilities.

CF-2: Public safety services and policies are viewed as amongst the best in similar Virginia towns for their responsiveness,
community trust, and effectiveness.

CF-3: Green infrastructure and sustainability are incorporated into community facilities to promote energy efficiency and
environmental protections.

CF-4: Ensure healthy, safe, and adequate water and wastewater services.

CF-5: To provide a fiscally responsible infrastructure that maintains a high quality of life for residents, supports current businesses,
and attracts new employers with a stable tax structure.

Fiscal Impact

$1,500,000.00- $1,000,000.00 has already been appropriated; require additional $500,000.00 of ARPA funds be appropriated for the requirements of the satisfaction and release of the Deed of Gift.

Legal Impact

Legal has been actively engaged in the process including review of all documents.

ATTACHMENTS

1.

by SLF for purposes of such payment, an amount in cash equal to one and one-half times the then fair market value of (i) such portion or all of said 2-acre parcel not so reconveyed and (ii) all property of SLF included in any such buffer zone. For purposes of determining such fair market value, the Town and SLF (or such successors or assigns) shall each promptly appoint a qualified appraiser, each of whom shall promptly make a determination of such fair market value. If the two appraisals shall differ by twenty percent (20%) of the lower appraisal or less, such fair market value shall be deemed to be the average of such two appraisals. If the two appraisals shall differ by more than twenty percent of the lower appraisal, the two appraisers shall promptly appoint a third qualified appraiser, who shall promptly make a determination of the fair market value of said property, and such fair market value for purposes hereof shall be the middle appraisal of the three appraisals. If the first two appraisers are unable promptly to agree upon a third appraiser, then the parties shall request the Circuit Court of Fauquier County to appoint the third appraiser. If either the Town or SLF (or its designated successors or assigns) fails to timely appoint its respective appraiser or to provide its appraisal in timely fashion, then such defaulting party shall be deemed to have forfeited its right to an appraisal, and the fair market value of such property for purposes hereof shall be the appraisal value of the other party. Each party shall bear all costs and expenses of its appraiser and appraisal, and the two parties shall share equally the costs and expenses of the third appraiser and appraisal, if any.

Additional Covenant.

The Town, for itself and its successors and assigns, further covenants and agrees with SLF, its successors and assigns, that the Town will not at any time increase, to a level greater than two and one-half million (2,500,000) gallons per day, the

capacity of service of the aforesaid sewage treatment plant as expanded by the Expansion, if such increase would result in any increased discharge into the stream running from said plant and across the lands of SLF, its successors and assigns. Any failure by the Town to abide by the terms of this covenant shall be deemed a breach of contract, and SLF shall be entitled in such event to seek legal and/or equitable remedies for such breach.

WITNESS the following signatures and seals:

WITNESS

By: _____ (SEAL)
V.P.

ST. LEONARD'S FARM, INC.

By: _____ (SEAL)
David M. van Roijen, President

TOWN OF WARRENTON

By _____ (SEAL)
J. Willard Lineweaver, Mayor

STATE OF VIRGINIA
COUNTY OF FAUQUIER, to-wit:

The foregoing instrument was acknowledged before me this 20th day of July, 1988, by David M. van Roijen, President of and on behalf of St. Leonard's Farm, Inc., a Virginia Corporation.

_____
NOTARY PUBLIC

My Commission Expires: Nov. 16, 1990

STATE OF VIRGINIA
COUNTY OF FAUQUIER, to-wit:

The foregoing instrument was acknowledged before me this 14th day of July, 1988, by J. Willard Lineweaver, Mayor of and on behalf of the Town of Warrenton, a Virginia Municipal Corporation.

_____
NOTARY PUBLIC

My Commission Expires: Jan. 12, 1991

Virginia In the Clerk's Office of Fauquier Circuit Court JUL 2 1 1988
This instrument was this day received in said Office and with certificate admitted to record at 2:20 P.M.
Tax of $_____ imposed by Section 58.1-802 Paid
State Tax — County Tax —
Transfer Fee 1.00 Clerk's Fee 17.00 Total 18.00

Teste _____ Clerk

REAL ESTATE APPRAISAL REPORT

Appraisal of:

No Numerical Address
North of Frost Avenue (Rt. 211) & South of Waterloo Road (Rt. 678)
Warrenton (Town of Warrenton), VA 20186

Property owned by: Town of Warrenton

Tax Map #: 6974-75-9148-000

File #: B-34-1

Date of Value (Date of Inspection): February 21, 2023

Date of Report: March 27, 2023

Wright Realty, Inc.
9009 Sudley Road
Manassas, Virginia 20110

WRIGHT
REALTY, INC.
est. 1946

9009 SUDLEY ROA
MANASSAS, VIRGINIA 201
Telephone (703) 368-8136
Fax (703) 368-7238
www.wright-realty.com

March 27, 2023

WRI File #: B-34-1

Town of Warrenton
C/O: Tommy Cureton, M.S., CPRP
Acting Town Manager
21 Main Street
Warrenton, VA 20186

RE: Property owned by:

Town of Warrenton

No Numerical Address – North of Frost Avenue (Rt. 211) & South of Waterloo Road (Rt. 678)
Warrenton (Town of Warrenton), VA 20186
Tax Map #: 6974-75-9148-000

Dear Mr. Cureton:

Pursuant to your request, please find the enclosed appraisal report of the above referenced property. The purpose of the appraisal is to assist you, the Client, in determining the market value of the fee simple market value of the property (as of the date of property inspection on 02/21/2023). Valuation assumes the property is free and clear of all liens and encumbrances. The appraisal is intended for internal use in association with Gifting purposes.

The subject property is currently an improved parcel used in conjunction with the southern adjoining Town's waste management facility/property. It currently contains about 2.9183-acres or 127,121 SF of PSP, Public-Semi-Public Institutional District zoned land. It has a gentle slope and its eastern portion is wooded with overgrowth. It is currently accessed through the southern adjoining Town waste management property, via an ingress/egress easement. To obtain access to Rt. 211 and Rt. 678, an ingress/egress easement through the larger western Aquatic & Recreational Center property that is owned by the Town.

Per the Town's request and per deed requirement between the Town and St. Leonard's Farm (Deed Book: 1035 / Page: 2041 ~ see "History of Property"), the property has been valued "as-if " vacant and permitted by the Town for its subdivision into eight (8) raw and developable residential lots ("as-if" not adjacent to a sewer treatment facility). This is to be the Highest & Best Use of the property. As the subject is currently improved without any known permits for subdivision. These factors require a "Hypothetical Conditions" (see page #4). The Town of Warrenton is the intended user of this appraisal report.

The opinion of market value is based on our analysis of the property, the market and the statement of Assumptions and Limiting Conditions including a hypothetical condition related to the existing improvements on the subject.

In our opinion, the market value of the fee simple interest of the subject property subject to an "Extraordinary Assumption", "Hypothetical Conditions" and limited conditions stated in this report is approximately:

One Million Dollars ($1,000,000)

It has been the intent to include sufficient detail in the report to support the opinion of value and give the intended user of the report the opportunity to form opinions and make decisions. The appraisal represents an effort to provide a market value estimate that is a judgment call based on data available as well as the experience of the appraiser.

Respectfully Submitted,

Edward B. Wright Jr

Edward B. (Barry) Wright, Jr.
Certified General Real Estate Appraiser
License No. 4001-001032

TABLE OF CONTENTS

PROPERTY APPRAISED....1
PURPOSE AND INTENDED USE OF THE APPRAISAL....2
TYPE OF REPORT....2
DATE OF VALUATION....2
REAL PROPERTY INTEREST BEING APPRAISED....2
TYPE AND DEFINITION OF VALUE....2
APPRAISAL REPORTING FORMAT....3
SCOPE OF WORK....3
EXPOSURE TIME & MARKETING TIME....4
HYPOTHETICAL CONDITIONS....4
EXTRAORDINARY ASSUMPTIONS....4
GENERAL ASSUMPTIONS AND LIMITING CONDITIONS....4
HISTORY OF THE PROPERTY....6
AREA AND NEIGHBORHOOD DATA....7
PAST, CURRENT AND PROJECTED MARKET CONDITIONS....7
LAND DESCRIPTION....8
IMPROVEMENT DESCRIPION....10
ZONING AND PLANNED LAND USE....11
HIGHEST AND BEST USE....12
VALUATION....12
DIRECT SALES COMPARISION APPROACH....13
COMMENTS ON MARKET COMPARISON (AS IMPROVED)....14
RECONCILIATION OF THE DIRECT SALES COMPARISON APPROACH....15
CERTIFICATION OF THE APPRAISER....16

ADDENDA:

Subject Photos
Plat (Excerpt)
Plat (Excerpt) (Showing Sewerline Easement)
Town of Warrenton (Subject Aerial Tax Map)
Town of Warrenton (Subject Location Map)
Comparable Sales
Subject & Comparable (Location Map)
Qualification of Appraiser

PROPERTY APPRAISED

Address:	No Numerical Address (North of Frost Avenue Rt. 211 & South of Waterloo Road (Rt. 678)) Warrenton (Town of Warrenton), VA 20186
Tax Map #:	6974-75-9178-000
Lot Size:	2.9183-acres or 127,121 SF
Improvement Size:	**N/A. "As-If" subdivided into eight (8) vacant/raw lots (See "Hypothetical Condition "on page #4).**
Zoning:	PSP, Public-Semi-Public Institutional District (Comprehensive Planned: Public/Semi-Public Non-Intensive)
Legal Description:	2.9183-acres ("as-if") vacant land described by, Metes & Bounds, Town of Warrenton / Fauquier County.
Owner:	Town of Warrenton
2023-yr. Real Estate Assessment:	Land – $365,000 / *Improvements – $365,000 / TOTAL =$840,000 Fauquier County re-assessments occur every four years. Last assessment occurred in the 2022 -year which are based upon 2021-year sales figures. *At the request of the Client, the property has been appraised "as-if" vacant (see below "Hypothetical Condition". Therefore, the improvement value above is considered $0 and the total assessment is $356,000.
2023-yr. Real Estate Tax:	$0 The subject is owned by the Client (Town) and is tax exempt at this time.
Deed Reference:	Deed Book: 601 / Page: 559 (See "History of Property" on page #c for additional information.
Transfers / Listings / Contracts / Leases:	No sales, contracts, listings, or leases on the subject property were reported or known to the appraiser in the past 3 years.

The subject property is shown below from an aerial excerpt obtained from the Town of Warrenton tax map system.

PURPOSE AND INTENDED USE OF THE APPRAISAL

The appraisal problem is to form an opinion of the fee simple interest market value of the property as it existed as of the date of inspection on February 21, 2023. The purpose is for the appraisal to establish an estimate of market value for its internal use associated with Deed requirements indicated in the transfer between St. Leonard' Farm and the Town of Warrenton (Deed Book: 1035 / Page: 2041 ~ see "History of Property" for additional information).

The intended user of this appraisal is the Town of Warrenton, VA, in care of the Acting Town Manager, Tommy Cureton, M.S., CPRP. Use or reliance on this report by any other party for any other purpose is strictly prohibited. This appraisal cannot be utilized for any 3rd party lending purposes.
f

TYPE OF REPORT

This Appraisal Report conforms to the Uniform Standards of Professional Appraisal Practice (USPAP).

DATE OF VALUATION

The date of valuation of the fee simple interest, as it existed on the date of inspection on February 21, 2023. The date of this report is March 27, 2023.

REAL PROPERTY INTEREST BEING APPRAISED

This appraisal provides an estimate of the market value of the fee simple interest of the subject property. Fee simple is the absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by governmental powers of taxation, eminent domain, police power, and escheat.[1]

TYPE AND DEFINITION OF VALUE

This appraisal is made to form an opinion of market value, which is defined as:

The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

1. buyer and seller are typically motivated;
2. both parties are well informed or well advised, and acting in what they consider their best interests;
3. a reasonable time is allowed for exposure in the open market;
4. payment is made in terms of cash in United States dollars or in terms of financial arrangements comparable thereto; and
5. the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale. [2]

[1] Appraisal Institute, The Dictionary of Real Estate Appraisal, Sixth Edition, (Chicago, Appraisal Institute, 2015).
[2] Ibid.

APPRAISAL REPORTING FORMAT

This Appraisal Report presents only brief discussions of the data, reasoning and analysis that were used in the appraisal process to develop the appraiser's opinion of value. Supporting documentation is included in the report or the Appendix. Some additional information concerning the data, reasoning and analyses may be retained in the appraiser's file. The depth of discussion contained in the report is specific to the needs of the client and for their intended use of this report. The appraiser is not responsible for unauthorized use of this report.

SCOPE OF WORK

The scope of the work for this appraisal included an inspection of the subject property, which was conducted by walking a portion of the property. In addition, various characteristics of the land such as topography, soils, and flood plain were researched using the county mapping service and aerial imagery provided by Bing and/or Google mapping services. Research related to zoning, planned use, and the like was conducted. A search was made for recent sales of properties that were similar to the subject. A search was made for information about the market including consultations with market participants. Market participants include Edward B. Wright, III, Broker with Wright Realty, Inc.

In estimating the subject's market value, an orderly, systematic procedure is followed which should lead the appraiser to an opinion of value. The first steps would include office research, which consists of locating, describing the property, verifying current assessment information and legal descriptions as are made available, etc. This data will assist the appraiser in determining various market factors, rental, comparable sales, etc. The property is then inspected in order to determine condition and marketability. Other sources of information, which are typically utilized, would include costs data, which is extracted from the appraiser's general knowledge, cost books and cost estimated when available. Financing, as well as economic and other influences, is also considered, as they may be pertinent to the subject property. The appraiser was supplied with and reviewed a title report supplied by the Client's acting attorney.

Dean F. Schreiner, Jr., a Virginia Licensed Residential Real Estate Appraiser, contributed significant professional assistance in the research, analysis, and reporting of this appraisal.

In preparing an appraisal there generally are three approaches used to obtain indications of a property's market value, including the Cost Approach, the Income Approach, and the Direct Sales Comparison Approach. Not all approaches are used for all properties. For this appraisal, the Direct Sales Comparison Approach to value have been used to form an opinion of value of the improvements and land. Properties like the subject are seldom purchased for rental income, therefore data is insufficient for the Income Approach. The Cost Approach is not considered applicable due to the subject property being considered "as-if" vacant, at the request of the Client.

The appraisal also reviewed the Deed between St. Leonard's Farm and the Town of Warrenton. Per the Town's request and per deed requirement between the Town and St. Leonard's Farm (Deed Book: 1035 / Page: 2041 ~ see "History of Property")

The Direct Sales Comparable Approach to value is used to form an opinion of value of the improvements and the land. This Direct Sales Comparison Approach, or market approach, entails research of properties that have sold or are that are for sale which, when adjusted, can provide an indication of subject value. In considering and comparing comparable sales to the subject property, it is necessary to evaluate economic trends as they affected the subject and analyze development costs for the subject and competing properties where possible.

Compilation of the data is developed and considered. It should then lead the appraiser to a determination of his opinion of the subjects' value range. The appraiser's expertise in real estate valuation is not to be construed as an engineer, attorney, or other specialist.

EXPOSURE TIME & MARKETING TIME

Exposure time was estimated to be about 6 months. This is the "estimated length of time that the property interest being appraised would have been offered on the market prior to the hypothetical consumption of a sale at market value on the effective date of the appraisal."[3]

The marketing time was estimated to be about 6 months. The reasonable marketing time is an estimate of the amount of time it might take to sell a property interest in real estate at the estimated market value level during the period immediately after the effective date of an appraisal.[4]

HYPOTHETICAL CONDITIONS

A hypothetical condition a condition that is presumed to be true when it is known to be false.[5]

Per the Town's request and per deed requirement between the Town and St. Leonard's Farm (Deed Book: 1035 / Page: 2041 ~ see "History of Property"), the subject has been appraised "as-if" if it were eight (8) individual and raw/vacant lots. As such, and per the Client's request, the adjacent sewer treatment plant is assumed to not exist. These factors are contrary to what exists. Therefore, for purposes of this report a Hypothetical Condition has been made that the subject property is vacant with no improvements contributing to value and it not located next to a sewer treatment facility.

EXTRAORDINARY ASSUMPTIONS

An extraordinary assumption is an assumption, directly related to a specific assignment as of the effective date of the assignment results, which, if found to be false, could alter the appraiser's opinions or conclusions[6]. For purposes of this report, an Extraordinary Assumption has been made that the subject is suitable for its development in to eight (8) developable residential lots. This assumption is due to the request of the Client for the property to be appraised "as-if" vacant. Should the subject not be approved for eight (8) residential lots, this would have an unknown impact on the value determined herein.

GENERAL ASSUMPTIONS AND LIMITING CONDITIONS

1. It is assumed that the subject property is free and clear of liens or encumbrances, unless otherwise set forth in the appraisal report.

2. The title is marketable and is not subject to restrictions or covenants that would affect marketability unless set forth in this appraisal report.

[3] Ibid
[4] USPAP, Advisory Opinion AO-7.
[5] Appraisal Institute, The Dictionary of Real Estate Appraisal, Sixth Edition, (Chicago, Appraisal Institute, 2015).
[6] Ibid

3. Ownership of the property has been accepted as given and no responsibility is assumed as to ownership or existing and outstanding rights involved in property. It is assumed that restrictions running with the land or local ordinances have not been violated unless otherwise stated in this appraisal report.

4. It is assumed that there are no hidden or unapparent conditions of the property, subsoil or structures that would render it more or less valuable. No responsibility is assumed for such conditions or for engineering that may be required to discover such factors.

5. Sundry plats and surveys furnished or otherwise obtained and used are accepted as accurate.

6. The subject property as it exists (including usage), or as it might be utilized, is assumed to be in compliance with governmental regulations, including those applying to the environment. Exceptions, if noted by the appraiser, will be set forth in the appraisal report.

7. The distribution of the total valuation in this report between land and improvements applies only under the reported highest and best use of the property. The allocation of value for land and improvements must not be used in conjunction with any other appraisal and is invalid if so used.

8. The appraisers certify that, to the best of their knowledge and belief, the statements in this appraisal, subject to the limiting conditions outlined herein, are correct. Information in this report has been provided from sources believed to be reliable; however, such information is not guaranteed to be correct and the appraisers assume no responsibility for inaccuracies.

9. The appraisal represents an opinion as to the Market Value without regard to any special value to a particular buyer or seller and assumes intelligent buyer and seller, dealing in the open market.

10. The appraisal contract is fulfilled upon delivery of appraisal report.

11. The appraisers herein, by reason of this report, are not required to give testimony in court or any legal hearing, with reference to the property appraised, unless arrangements have been previously made.

12. No discussion regarding the value estimated or other details of report will be required of appraiser except with the party to whom this report is addressed, and this will be restricted to reasonable time involvement.

13. The by-laws and Regulations of the professional organizations of which the appraiser is a member govern disclosure of the contents of this report. Neither all nor any part of the contents of this report especially any conclusion to value, the identity of the appraiser or the firm with which connected, or any reference to any professional society or institute or to any initialed designations conferred upon the appraiser shall be disseminated to the public through advertising media, public relations media, news media, sales media, or any other public means of communications, without the prior written consent and approval of the appraiser.

14. It is assumed that the property will be efficiently managed and that ownership is in responsible hands.

15. If the appraisal is for a, to be built, property or one that is under construction, it is assumed that the construction will be completed as outlined in the report.

16. Unless otherwise noted, no consideration has been given to personal property located on the premises or to the cost of moving or relocating such personal property. Only the real property has been considered.

17. No responsibility is assumed for conditions, which were hidden or were not apparent that would render the property more or less valuable.

18. The value estimated in this report is based on the assumption that the property is not negatively affected by the existence of hazardous substances or detrimental environmental conditions. The appraiser is not an expert in the identification of hazardous substances or detrimental environmental conditions. The appraiser's routine inspection of inquiries about the subject property did not develop any information that

indicated any apparent significant hazardous substance or detrimental environmental conditions that would affect the property negatively unless otherwise stated in this report. It is possible that tests and inspections made by a qualified environmental expert would reveal the existence of hazardous substances or detrimental environmental conditions on or around the property that would negatively affect is value. Hazardous substances could include but are not necessarily limited to the presence of asbestos, lead based paint, urea formaldehyde foam insulation, radon gas, toxic substances, and any other hazardous materials.

HISTORY OF THE PROPERTY

The appraiser was supplied with and reviewed a title report supplied by the Client's acting attorney. The subject property was previously part of a larger tract of land owned by the Town. The majority of this previous area is now the western recreational center property under the control of the Town.

Rob Walton, Director of Community Development for the Town of Warrenton reported the following to the appraiser:

"Deed Book 601 Page 559 is the Deed between St. Leonard's Farm and the Town of Warrenton. The initial Deed appears to have transferred the property to the Town around November 5, 1957 at Deed Book 201 Page 1; .sets forth the 2.5 mgd of sewage treatment limitation. This instrument also includes the plat showing the subject 2-acre transfer to the Town.

Deed Book 1035 Page 2041 calls out the commitment to pay St. Leonard's Farm (who previously owned the adjacent and current WARF property) 1.5 times the value of 8 buildable lots (pages 11-12); also contains the Court Order where a survey of the WARF property had a boundary line adjustment into the Town of Warrenton.

I did not find a proposed subdivision of the 2-acre parcel to determine the 8 buildable lots, however, I believe this was based on the gross acreage of the parcel and the zoning at that time. Old zoning maps show the 2-acre parcel to be zoned R-10 (10,000 sf. lots – minimum), therefore you could conceivably divide 8 lots from the 2 acres."

Based on the above, the appraiser has been instructed the Client/Town to value the property as permitted and suitable for its subdivision into eight (8) raw and developable residential lots. The appraiser was supplied with an reviewed a title report supplied by the Client's acting attorney. The appraiser was supplied with any researched or approved subdivision potential of the subject. The appraiser did review the above supplied deeds, and it appears the covenants/restrictions are reflected therein.

Additionally, these deeds indicate the necessity to gather two separate appraisals to estimate the fair market value of property. If the two appraisals differ in value by more than 20% of the lower appraisal or less, the value is to be an average of both. If the two appraisals differ by more than 20% of the amount of the lower apprise, the two appraisers shall appoint a third qualified appraiser who will determine the fair market value which will be deemed to be the middle appraisal of the three. If the first two appraiser's fail to agree on a third appraiser than one is to be appointed by the Fauquier County Court system.

A title report was supplied with and reviewed a title report supplied the Client's acting attorney. Should it be found any hypothetical matter, related to the chain of title, does not or should not apply, this would have unknown impact of value.

AREA AND NEIGHBORHOOD DATA

The Town of Warrenton is located centrally within the Fauquier County. It was settled in the late seventeenth century. It is the "County Seat" and the largest town within the County. It is located in the Upper Piedmont region of Virginia at the foot of the Blue Ridge mountains about 45 miles southwest of Washington, D.C. This area is an outer suburb of Washington, D.C., and is part of the Washington-Baltimore SMSA.

The Town's proximity to the Washington metropolitan area, in particular to Fairfax and Loudoun Counties and Dulles International Airport have contributed to population, median income, and economic growth, over the past decade. It has become a desirable location for new residents and businesses. Dense residential development has been occurring in and around the Town of Warrenton. Suburban residential growth is also planned or occurring in the Town of Warrenton off of Winchester Street, and the County in the Bealeton area south of Warrenton, and around the Marshall area to the north.

The Town is easily accessible via four U.S. primary routes – 17, 15, 29 and 211. These routes provide access to Interstates 66, 64, 95 and 81, which link Warrenton to major trade routes across the Nation.

More specifically, the subject is located off the north side of Frost Avenue (Rt. 211)/south of Waterloo Road (Rt. 678). Via Rt. 211, it is less than ½-mile west of the intersection of Broadview Avenue/W. Shirley Avenue (Rt. 29/17/15 – Bypass)/Waterloo Street. It is also less than ½-mile east of the Town of Warrenton/Fauquier County line.

The immediate area around the subject include by is not limited to: the property currently used for the Warrenton Aquatic & Recreational Facility is adjacent to the west; Fauquier High School is north across Waterloo Road; east is the Virginia Army National Guard Readiness Center, and Town Center (a strip mall that is anchored by a Food Lion) just further west; the Virginia Department of Forestry is t to the southeast. To the south/southwest and further west/northwest the area becomes more rural in nature in Fauquier County. Further east is the bypass where to the north/south the area is primarily commercial oriented with various businesses/services, strip malls (will grocery), restaurants, a fire department, the Fauquier Hospital, and gas/convenient stores. Encompassing this commercial area is generally densely developed with residential detached dwellings, townhomes, and condominiums.

Historic Old Town Warrenton is about 1-mile to the northeast via Waterloo Street. Old Town offers commercial shopping/services, restaurant/bar, library, churches. The County police station is also in this area.

In summation, the subject is well situated for residential development. It has very convenient access to schools, shopping, other necessary facilities in addition to major commuter corridors to surrounding areas.

PAST, CURRENT AND PROJECTED MARKET CONDITIONS

The Town of Warrenton and surrounding areas have experienced strong growth in population over the last decade which has contributed to good economic conditions with substantial real estate value increases since 2015. Since that time, some market area values had increased more than others with an uptick in activity in the 2021-year.

The residential real estate market typically drives other market sector activity, and home pricing began to fluctuate in the summer months of 2021, which is typical for that time of year. However, these increases began to stabilize around the end of the 1st Quarter of 2022, due to the global political and

economic shifts at that time when values were stabilizing to potentially decreasing as a result of the FED increasing interest rates.

Since the beginning of 2022 the FED has increased interest rates eight (8) consecutive times since the beginning of 2022-year with the most recent around 02/01/2023. These interest rate hikes now total 4.50%, making it almost the highest interest rate since 2008-year, with more hikes expected. The increases have been an attempt by the FED to offset inflation (at a 40-year high – reaching about 6.5% in the year end December 2022), and to combat the potential of another recession.

These rate hikes have driven mortgage rates to recently top 7%. As interest rates continue to fluctuate, values have stabilized with a trend downward. As such at this time, in the midst of a global political/economic shifts, the market has generally been cooling and shifting from a seller's market to a buyer's market with longer exposure and marketing times. Since the endo of 1st-Quarter 2022, the appraiser has recognized a 5% to 15% value decline is some market areas. Additionally, there is potential for more economic uncertainty as the U.S. nears a national debt default that is approaching is July 2023.

It should be noted that as of mid-March 2023 a few banking institutions have defaulted which has a negative impact on the stock market. There could be a ripple effect in the banking sector which could further impact lending and economic conditions. The extend of these impacts/potential impacts is too soon to specify.

In summary, it is expected to see a slowing in all sectors of the market, due to the current transitioning global economic/political conditions with the potential for more interest rate increases/concern of a pending recession and national debt default. At this time demand for properties like the subject still appears to be viable. However, the ongoing impact of economic factors was speculative and too soon to specify. Mortgage interest rates have substantially increased by at least 30% since the beginning of the year. These trends will have an adverse impact an impact on the market in the foreseeable future. However, this adverse impact on the market was too new to be specifically measured in the comparable data used herein. This was due to there being no new/recent comparable data available, as of the date of valuation, and time adjustments are attributable to the appraiser's experience.

The Town is primarily developed and sales of vacant land within Town are scarce. Recent vacant land sales similar to the subject parcel were also limited in surrounding Fauquier County. The most recent available/similar land sales have been used as shown in the Direct Sales Comparison Approach on page #13 of this report.

LAND DESCRIPTION

(See attached photos, plat/survey (excerpt), and aerial(s) exhibits)

Size:	2.9183-acres or 127,121 SF
Shape:	Rectangular (Per plat/survey: Approximately 318.8-feet X 400-feet)
Road Type:	The subject is not directly served by a public roadway. The private drive serving the subject is an unmarked asphalt paved drive with concrete curbing and storm drainage. There is street lighting further north but not in the area of the subject. This drive is located on the western adjoining western property occupied by the George

	B. Fitch Warrenton Aquatic & Recreational Facility and primarily serves that recreational property. However, this drive also serves the subject and southern adjoining sewer management facility which the subject must traverse through. Both of these adjoining properties are also under the control of the Town of Warrenton.
Road Maintenance:	The ingress/egress easement serving the subject is a private drive primarily intended for the adjoining recreational facility property traffic. This ingress/egress easement also serves the adjoining southern property. A road maintenance agreement was not reported to the appraiser; however, it is assumed a maintenance agreement exists between the subject and two other properties.
Road Frontage:	The subject does not have any public roadway frontage, as it is off of an ingress/egress easement though the western and southern adjoining properties.
Visibility:	The subject does not have any visibility from a public roadway or the private drive running just west of the subject. This is due to distance and the adjoining properties perimeter treed/buffer area with foliage/overgrowth.
Access / Entry:	The subject currently has entry/access via an ingress/egress easement through the southern adjoining property that is under the control of the Town and currently used for the Town's sewage treatment facility. This ingress/egress easement extend into and through the larger western property also under the control of the Town and is currently used for the Warrenton Aquatic & Recreational Facility. This current access/entry for the subject (through the sewage facility) is not desirable for residential development. **It is believed entry could be relocated to northern perimeters via an ingress/egress through the recreational facility property, as there appears to be an ingress/egress easement from Waterloo Road to the subject.** Overall, vehicular/pedestrian access is average from varying directions. Via the ingress/egress easement entrance for the subject and sewer treatment facility property, east/westbound lane of Frost Avenue (Rt. 211) is less than 100-feet to the south where there is a median divide. Waterloo Road is less than ¼-mile to the north. From the entrance/exit to Rt. 211, this road has a controlled intersection with Broadview Avenue/West Shirley Avenue (Rt. 29 – Business) and Winchester Street. From this intersection, Rt. 29 – Business provides access to James Madison Highway (Rt. 17 – Business) less than 1-mile to the northeast and an interchange with Lee Highway (Rt. 29 – Bypass) / James Madison Highway (Rt. 17/15) about a 1-mile further east. Additionally from this intersection, Rt. 29 – Business has an interchange with Lee Highway (Rt. 29 – Bypass). Most of the Town's interior roadways area within about 1-mile and lead to the centralized Old Town Warrenton, with Winchester Street being the most direct for the subject. The subject is well located for residential development. It has very convenient access to schools (all grades)/community college, shopping, and other necessities. Surrounding major/minor road lead to further areas of the Fauquier County and surrounding Counties. The appeal to the market would be improved if the entrance were relocated and southern property line were to be screened to block the view/noise of the sewer treatment facility.
Sewer & Water:	Public sewer and water are available. A public sewer line easement traverses through property, and it is assumed this line could be tapped or upgraded to serve eight (8) residential properties.
Other Utilities:	Telephone, electric and cable are available for connection.

Topography & Water Features:	The property appears generally level. About 2/3rd of the subjects western portion is mostly cleared for the existing improvements (not valued herein). About 1/3rd of the subjects east portion is treed with undergrowth. In this treed area, there is a small stream that encumbers and traverses through the subject in generally a north/south direction.
Soils:	No geotechnical report was provided. However, soils that are mapped on the property are typical of the area. As the majority of the surrounding area is developed and there are existing improvements on the property (not valued herein), it is assumed the subject could be redeveloped for eight (8) residential lots.
Flood Plain:	No areas of Flood Plain are shown on Town tax records. Zone X, Per FEMA Map #: 51061C0304C (Dated: 02/06/2008)
Easements:	The appraiser was supplied with an reviewed a title report supplied by the Client's acting attorney. The attached plat/survey excerpt indicates the subject is encumbered with a 20-foot-wide sanitary sewer easement. This sewer line is shown to traverse through the subject's western part of the north perimeter and continues southward before redirecting the near the middle of the southern perimeter. It is presumed that the subject is currently encumbered with existing public electric utility easement(s) serving to operate the existing improvements (not valued herein). **However, as the subject is being valued "as-if" vacant and permitted for its subdivision into eight (8) raw/developable lots, no utility easement or service exist.** The subject is encumbered with a 20-foot-wide sanitary sewer easement (see attached plat (excerpt). This easement traverses southward through the northern perimeter, between the mid-line and northwestern corner. This easement continues southward before redirecting about 45-degrees southeast ward and through the mid-southern perimeter. As scaled from the attached plat, this easement encumbers about 7,050 SF of the subject. This easement does not appear to hinder a potential eight (8) lot subdivision. However, without relocation of this easement, improving each lot with a dwelling could be problematic. No other easements were noted on inspection.
Environmental:	No environmental issues have been reported to or were observed by the appraiser. It should be noted that the appraiser is not an expert in the matters.

IMPROVEMENT DESCRIPION

N/A. Though improved as of the date of valuation, at the request of the Client, the property has been appraised "as-if" vacant (see "Hypothetical Condition" in page #4).

ZONING AND PLANNED LAND USE

The subject property is zoned PSP, Public-Semi-Public Institutional District. According to the Town of Warrenton Zoning Ordinance (Article 3 / 3-4.9.1) the PSP District is described as follows:

Town Zoning further states PSP zoning has no minimum lot size; therefore the subject property is of legal conforming size. As the subject is being appraised "as-if" vacant land, a complying use is not applicable.

The appraiser was not supplied with any subdivision site plans, etc., with regard to a potential eight (8) lot residential subdivision.

Residential uses is not a by-right permitted used in the PSP zoning district. However, residential use is a special use should it be permitted by the Town Council.

This zoning district permits a minimum lot frontage of 50-feet. As the subject exists, its northern perimeter if 400-feet wide. This would allow for eight (8) narrow lots with a depth of about 318.8-feet (see attached plat).

Frontage along the southern perimeter is not considered viable as an owner would need to cross through the southern adjoining sewer treatment plant property and would detract from potential value.

Frontage along the western perimeter would not likely allow to achieve eight (8) equal lots and required additional site work/infrastructure reducing lot sizes, etc.
The site could also be potential configurated a cul-de-sac, this too would reduce overall lot sizes compared to if each lot had individual entry from the northern perimeter.

The subject property is in an area of which the Town of Warrenton has long range land use planned for Public/Semi-Public Non-Intensive. The Town 2040-year comprehensive plan (adopted 04/13/21) describes this district as follows:

"Intensive. This designation includes hospitals, utility plants, government administrative uses, and other uses which have a relatively high degree of development intensity and building coverage.

Non-Intensive. Schools which have significant outdoor recreational components, cemeteries, churches, buffer areas, and similar areas of very low intensity development.

A number of areas on the future land use map have been designated as public/semipublic.
These designations provide for the maintenance and expansion of existing community facilities. specific decisions about locating these services should be made in the context of their impact and
location on other related decisions which are made by both the Town Council, County Board of Supervisors, and Fauquier County School Board. Therefore, as specified in the Community Facilities section, the Town and County should coordinate their planning and capital programming efforts.

The areas designated for public and semipublic uses include both County and Town facilities, as well as semi-public facilities such as the hospital. Town residents are also County residents, and receive the same services that the County residents receive. Warrenton has historically been the center of governmental and commercial activity for the County and plans to remain so for the foreseeable future. Thus, the Town is an appropriate location to provide the full range of public and semi-public.
services such as a library, schools, and fire and rescue services, as well as various state agencies.

It will be necessary to provide public services to not only the residents of the Town, but too day-time employees, customers, and visitors, as well. This larger population will place additional demands upon the services provided by the Town, including solid waste collection, water and sewer, fire and rescue, and police services. This overall population will continue to grow and increase demands for services."

HIGHEST AND BEST USE

Land – (As if Vacant)

The Client/Town has instructed to the appraiser to estimate a market value of the subject property, as if permitted to be subdivided into eight (8) residential raw lots, suitable for development. This is contrary, as there is no current subdivision potential research reported the appraiser and is not known if the subject's current zoning district would be permitted.

For purposes of this report, this is to be the Highest and Best Use (see "Hypothetical Condition" on page #4) of the subject property as vacant. Should it be found the subject is not suitable for its subdivision as stated above, this would have a negative impact on value determined herein.

Improved –

N/A. At the direction of the Client, the subject is appraised "as-if" unimproved vacant land.

First the highest and best use of land or a site as though vacant must be determined. It is the use among all reasonable, alternate uses that yield the highest present land value, after payments are made for labor, capital, and coordination. It is the use of a property based on the assumption that the parcel of land is vacant or can be made vacant by demolishing any improvements.

Highest and best use of property as improved is the use that should be made of a property, as it exists. An existing property should be renovated or retained as is so long as it continues to contribute to the total market value of the property, or until the return from a new improvement would more than offset the cost of demolishing the existing building and constructing a new one.[7]

VALUATION

There are generally three approaches to the valuation of real estate. These are the Cost Approach, Income Approach, and the Direct Sales Comparison Approach. For this report, only the Direct Sales Comparison Approach is considered applicable.

[7] The Dictionary of Real Estate Appraisal, Sixth Edition, Appraisal Institute, 2015, (Chicago, (IL).

DIRECT SALES COMPARISION APPROACH

	Subject	Comparable #1		Comparable #2		Comparable #3		Comparable #4		Comparable #5		*Comparable #6 (UNDER CONTRACT)*	
	North of Frost Ave. (211) & South of Waterloo Road (Rt. 678)	No Numerical Address - Waterloo Street		220 Norma Dean Drive		50 Oak Street		Lot 6 - Trafalgar Place		7546A Keith Road		*Lots 121A & 122 &137 Cadet Lane*	
	Warrenton, VA (Town of Warrenton)	Warrenton, VA (Town of Warrenton)		Warrenton, VA (Town of Warrenton)		Warrenton, VA (Town of Warrenton)		Warrenton, VA (Fauquier County)		Warrenton, VA (Fauquier County)		*Warretnon, VA (Fauquier County)*	
Tax Map #'s	6974-75-9148-000	6984-15-12275-000		6984-37-2904-000		6984-13-9896-000		6974-45-3866-000		6975-68-0877-000		*6986-13-2814-000 & 6986-13-5606-000 & 6986-13-7448-000*	
Proximity To Subject		0.60 Miles		1.14 Miles		0.83 Miles		0.65 Miles		2.63 Miles		*3.57 Miles*	
Sales Price $		$275,000		$165,000		$650,000		$200,000		$120,000		*Asking Price - $315,000*	
Lot Subdivision Potential	8 Residential Lots (Assumed)	4 Residential Lots (Potential)		1 Residential Lot		6 Residential Lots (Subseqeunt Subdivided)		1 Residential Lot		1 Residental Lot		*3 Recorded Residential Lots*	
Sales $ Per Lot		$68,750		$165,000		$108,333		$200,000		$120,000		*$105,000*	
Sale Date	TO: 02/21/2023 - Date of Inspection	05/22 - DD	0%	03/21 - DD	-10%	08/20 - CD / 11/20 - DD	-10%	12/22- CD / 02/23 - DD	0%	01/22 - CD / 02/22 - DD	-15%	*10/22 - CD / Scheduled 04/23) - DD*	*0%*
Conditions At Sale		Cash to Seller	0%	Unknown	0%	Cash to Seller	0%	Cash to Seller	0%	Cash to Seller	0%	*TBD*	*0%*
Adjusted Sales $ Per Lot		$68,750		$148,500		$97,500		$200,000		$102,000		*$105,000*	
Location	Good (Next to Aquatic/Rec Center & Near School)	Average	10%	Average	10%	Good (Adj. School & Nr. Old Town)	0%	Superior Subdivision	-25%	Average - (N. Outside of Town)	10%	*Average - (N. Outside of Town)*	*10%*
Access / Entry	Average	Average - (Undeveloped Stem Drive) (To Be Shared Drive)	15%	Average		Average - (Undeveloped Stem Drive) (To Be Shared Drive)	15%	Average		Average - (Shared Driveway)	5%	*Inferior (Undeveloped ROW x2)*	*10%*
Lot Size	2.9183 acres	1.7811 acres	0%	0.1397 acres (Finished Lot)	-25%	2.7200 acres	0%	1.2619 acres	-5%	1.0000 acres	-5%	*4.9305 acres (3 Recorded Lots - (Potential Additional Subd.)*	*-10%*
	127,121 SF	77,585 SF		6,085 SF		118,483 SF		54,968 SF		43,560 SF		*214,773 SF*	
Lot Shape	Rectangular	Irregular	20%	Rectangle	0%	Irregular	20%	Irregular (But Ok as Single Lot)	0%	Irregular Rectangle	0%	*Rectangular Lots*	*0%*
Sewer & Water	Public Available	Public Available		Public Available		Public Available		Public Water Available (Tap Paid) Require Private Septic	-10%	Require Private Well & Septic	10%	*Public Available*	
Easements	Possible Sanitary Sewer (As If Vacated)	Sanitary Sewer (Northwest Portion)	25%	None Noted		None Noted		None Noted		None Noted		*None Noted*	
Topography	Generally Level / Treed Perimeters	Gentle Slope / Partly Wooded	0%	Gentle Slope / Cleared	0%	Slope / Partly Overgrown	0%	Sloping / Wooded	0%	Generally Level / Wooded	0%	*Gentle Slope / Overgrown*	*0%*
Zoning	PSP, Public-Semi-Public Inst. District (As Prior R-10, Residential (Deed))	R-10, Residential District	0%	R-10, Residential District	0%	R-10, Residential District	0%	R-1, Residential & RA, Agricultural	5%	V, Village	5%	*R-1, Residential (1 DU/AC)*	*5%*
Improvements	"As If" Vacant	None		None		Old Dwelling (Demolish)	0%	None		None		*None*	
Adjusted Price Per Lot		$116,875		$126,225		$131,625		$130,000		$127,500		*$120,750*	
Indicated Value Of The Subject Property (ROUNDED)	8 Potential Subject Lots X $ Per Adjusted Lot	$935,000		$1,009,800		$1,053,000		$1,040,000		$1,020,000		*$966,000*	

COMMENTS ON MARKET COMPARISON (AS IMPROVED)

None of the comparables analyzed were reported as having transferred as arms-length within one year of their date of transfer used herein.

All comparables area located in the 20186 zip-code for Town of Warrenton and adjacent Fauquier County. All comparables except Comparable #2 are undeveloped raw lots like the subject is assumed to be. Comparable #2 is a finished lot in a newer residential subdivision.

Comparable #6 is an active listing that is reported to be under contract. This comparable has been supplied more for informational purposes as it has not yet settled and still could be subject to further buyer/seller negotiations.

Sale Date/Conditions of Sale – Interest rate have risen significantly since the beginning of 2022-year and now topping 7% with more FED rate hikes expected. As rates have risen since the contract dates/dates of sale of all of the comparables. This is having an impact on the market but is too soon to specifically determine. However, this appraiser has seen 10%-15% market decreases in some residential market areas. This is supported by the time adjustments extracted from within the sale comparison grid on the previous page. Additionally, in the appraiser's experience, the current national/global political/economic conditions are and going to continue having an impact on values and it is expected to see continued slowing/drop in sales prices. As such and though the market had been increasing into the beginning of the year, the comparables have been given time adjustments from their dates of sale to offset the current economic conditions, as seen by the appraiser. All sales are arms-length market transactions with no known unusual conditions of sale.

Location – Comparables #1-#3 are located within the Town of Warrenton and have been presented in order of their dates of transfer. Comparable #1 and #2 are located on the opposite side of Broadview Avenue and are in a slightly less convenient area for local amenities in walking distance and were adjusted upward. Comparable #3 is located next to a school and is in closer proximity to desirable Old Town and was not adjusted for location. Comparables #4-#6 are located nearby in surrounding Fauquier County and have also been presented in order of their dates of transfer. Comparable #4 is very nearby the subject off Waterloo Road. However, this comparable was adjusted downward for being located in a superior more desirable estate style subdivision. Comparables #5 and #6 are located north of the Town and were adjusted upward for the less desirable aspect.

Access / Entry – Comparables #1 and #3 were adjusted upward for requiring extended entry for development which reduces potential lot sizes. The comparables were also adjusted upward for lots requiring to be off a less desirable shared drive. Comparables #2 and #4 are considered to have average access like the subject and were not adjusted. Comparable #5 was adjusted upward for being located off a less desirable shared driveway. Comparable #6 is partly located off a developed street (1 lot) and the other 2 lots are each located off undeveloped ROWs (right-of-was), and were adjusted upward for requiring additional development costs should they be developed.

Lot Size / Shape – Comparables #1 and #3 net an average lot size per lot not drastically different than the subject and were not adjusted. Comparable #2, #4, #5 and #6 were all adjusted downward for having additional land area per lot. Comparables #1 and #3 were adjusted upward for having flag/stem type shapes which hinder developable area. Comparables #2, 4, #5 and #6 have varying shapes but non that would inhibit significant developable area, and were not adjusted for this aspect.

Sewer & Water – Like the subject, Comparables #1, #2, #3 and #6 all have public sewer/water available and were not adjusted. Comparable #4 is reported to have a public water tap paid for and was adjusted downward for this positive aspect, however, this was offset for the lot requiring less desirable private septic system. Comparable #5 was adjusted upward for requiring less desirable private well/septic systems.

Easements – Comparables #1 and #3 have sewer line easement traversing through portion of their property which inhibit developable area for a lot, and were adjusted upward for this aspect. .

Zoning – The subject is zoned PSP, which has superior uses. However, the subject is appraised for an 8-lot subdivision as within the R-10 district (subjects previous zoning). Comparables #1-#3 are all located within the R-10 district and considered similar to the subject and were not adjusted. Comparables #4-#6 are located in Fauquier County with zoning districts that permit for less lot density, and were adjusted upward.

Improvements – Comparable #1, #2, #4, #5 and #6 were unimproved at sale and were not adjusted. Comparable #3 has an older dwelling of nominal contributing value and cost of demolition is expected to be a small fraction of the sales price, it has therefore not been adjusted for this aspect.

RECONCILIATION OF THE DIRECT SALES COMPARISON APPROACH

All comparables indicate a similar estimated value range for a raw/developable residential lot.

Based on the above Direct Sales Comparison Approach, the comparables indicated similar adjusted/estimated "per lot" values. These adjusted comparables indicate a range in value from approximately $116,875 to $131,625 per SF per raw lot or about $935,000 to $1,053,000 (rounded).

The comparables analyzed were either subdividable at sale or were a developable lot. All of the comparables' transfer prices have been divided by the number of lots suitable for each lot, and have been adjusted to indicate a raw lot value. Comparables #1, #2 and #3 are located within the Town of Warrenton and Comparable #4, #5 and #6 are located nearby adjacent Fauquier County. All of the comparables fall within a similar range in value and all have been given equal weight in the final approach to determined herein. It is the appraiser opinion the value range should more closely fall in the range of $120,000 to $130,000 per lot or $960,000 to $1,040,000 for a combined total for the subject's 8 potential lots.

Recent and ongoing global/national political/economic turmoil, recovery from Covid-19, rising interest rates, looming national debt ceiling and other uncertainties have negatively impacted real estate values. A slowing has already occurred in the market with residential values typically leading the way for other market areas.

More slowing is expected in the overall real estate market with potential and likely further adverse impacts into the foreseeable future. This is attributable to numerous factors including but not limited to: the current high inflation rate; eight national interest rate hikes (more expected); significantly rising mortgage rates; rising building costs; concerns of a pending recession; looming national debt ceiling; and current banking closures/bailouts An impact on the market has been seen by the appraiser and is indicated in the time adjustments deemed viable for some of the comparables analyzed. However, it is still too soon to be specifically measured. At this time, demand for raw building lots appears to have slowed even with limited inventory. With the current mortgage market and construction costs being more costly along with expected future higher interest rates, properties like the subject are expected to be less attractive for its purchase as an investment venture.

Giving recognition to the above mentioned factors, but with limited availability for similar properties in the vicinity of the subject and surrounding area, for purposes herein, the point in this range has been called **in the middle of the range at $125,000 per lot or $1,000,000 for the combined potential eight(8) subject lots.**

Of note, the appraiser also reviewed a few active listings in the Town that are comparable to the subject. However, as these sale listings have not settled and are still subject to buyer/seller negotiations, they have not been analyzed and have been supplied for informational purposed. If analyzed and adjusted it is expected that they would fall within the range of value indicated above.

No Numerical Address – Academy Hill Road, Warrenton, VA 20186 (6984-53-9508-000) – This is a vacant, wooded, and sloping lot containing about 5.3053-acres of R-6, Residential zoned land with public/sewer water available. It is located next to the Visitor Center in an inferior area of the Town compared to the subject. It has a preliminary site plan for its subdivision into 17 lots. Its current asking price is $1,800,000 or $105,882 per raw lot. As of the date of the report it had been on the market for about 1,605 days. Since its original listing price the price had been decreased by about 10%. (Source: Bright MLS)

Various Addresses – Off Walker Drive, Warrenton, VA 20186 (Various Tax Maps) – This is a 28 lot subdivision that is platted and approved with public sewer/water available. It is currently partly wooded and overgrown. It appears the lots have been subdivided in the county mapping system. Asking price is $3,500,000 or $120,000 per lot. Interest is currently limited. (Source: Ed Wright, Broker – Wright Realty, Inc.)

FINAL VALUE CONCLUSION

In this appraisal only the Direct Sales Comparison Approach to value is considered the most pertinent for properties of this type as it considers the local sales market activity in the Town of Warrenton and nearby surrounding Fauquier County. It has therefore been given the most reliance in the final approach to value determined herein.

The Direct Sales Comparison Approach employs the principle of substitution and reflects the consideration of competing properties that may be available. This approach indicates the most reliable indicator of value as the subject is vacant land that which is very seldom leased for income. Therefore, the Cost Approach and Income Approach are not viable. Once the sales are analyzed and adjusted to the subject property's characteristics, the comparables supplied a reconciled value range of approximately $125,000 to $130,000 per lot which equates to about $960,000 to $1,040,000 for the subject's eight (8) lots. The point in this range has been in the middle of the range at $125,000 per lot or $1,000,000.

CERTIFICATION OF THE APPRAISER

We hereby certify that we have personally inspected the property; and in our opinion the fee simple "market value" as of February 21, 2023 is approximately:

ONE MILLION DOLLARS

$1,000,000

We certify that, to the best of our knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are our personal impartial and unbiased professional analyses, opinions, and conclusions.
- We have no present or prospective interest in the property that is the subject of this report, and we have no personal interest with respect to the parties involved.
- We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
- Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.
- We each have made a personal inspection of the property that is the subject of this report.
- Dean F. Schreiner, Jr., a Virginia Licensed Residential Real Estate Appraiser, contributed significant professional assistance in the research, analysis, and reporting of this appraisal.
- No one else provided significant real property appraisal assistance to the person(s) signing this certification.
- The appraisal assignment was not based on a requested minimum valuation, a specific valuation, or the approval of a loan.
- The undersigned have not appraised the subject property or performed any other work in connection with the property within the prior three years.

Respectfully Submitted,

Edward B. Wright JR

Edward B. (Barry) Wright, Jr.
Certified General Real Estate Appraiser
License No. 4001-001032

ADDENDA

SUBJECT PHOTOS

EASTERLY VIEW ALONG WATERLOO ROAD (RT. 678) FROM THE "WHARF" PROPERTY INGRESS/EGRESS EASEMENT. SUBJECT NOT VISIBLE TO RIGHT.

WESTERLY VIEW ALONG WATERLOO ROAD (RT. 678) FROM "WHARF" INGRESS/EGRESS EASEMENT. SUBJECT NOT VISIBLE TO LEFT.

SOUTHERLY VIEW OF THE SUBJECT FROM NEAR WATERLOO ROAD (RT. 678)

NORTHERLY VIEW ALONG INGRESS/EGRESS THROUGH "WHARF" PROPERTY. TAKEN FROM NEAR SUBJECT'S INGRESS/EGRESS EASEMENT.

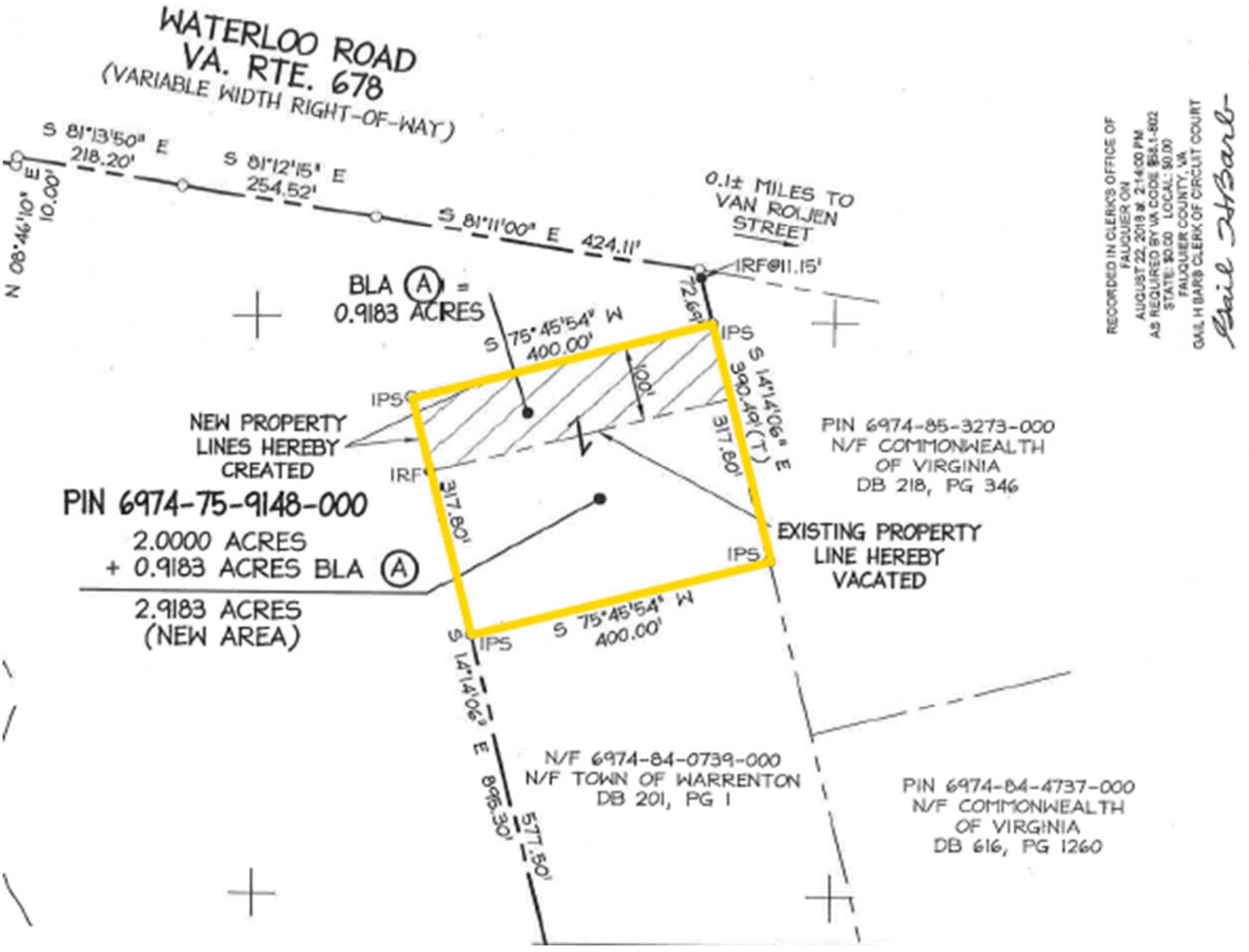
SOUTHERLY VIEW ALONG INGRESS/EGRESS THROUGH "WHARF" PROPERTY. TAKEN FROM NEAR SUBJECT'S INGRESS/EGRESS EASEMENT. ENTRANCE FROM FROST AVENUE (RT. 211) IN BACKGROUND. SUBJECT NOT VISIBLE.

WESTERLY VIEW ALONG FROST AVENUE (RT. 211) FROM THE ENTRANCE FOR THE "WHARF" PROPERTY INGRESS/EGRESS EASEMENT. SUBJECT NOT VISIBLE.

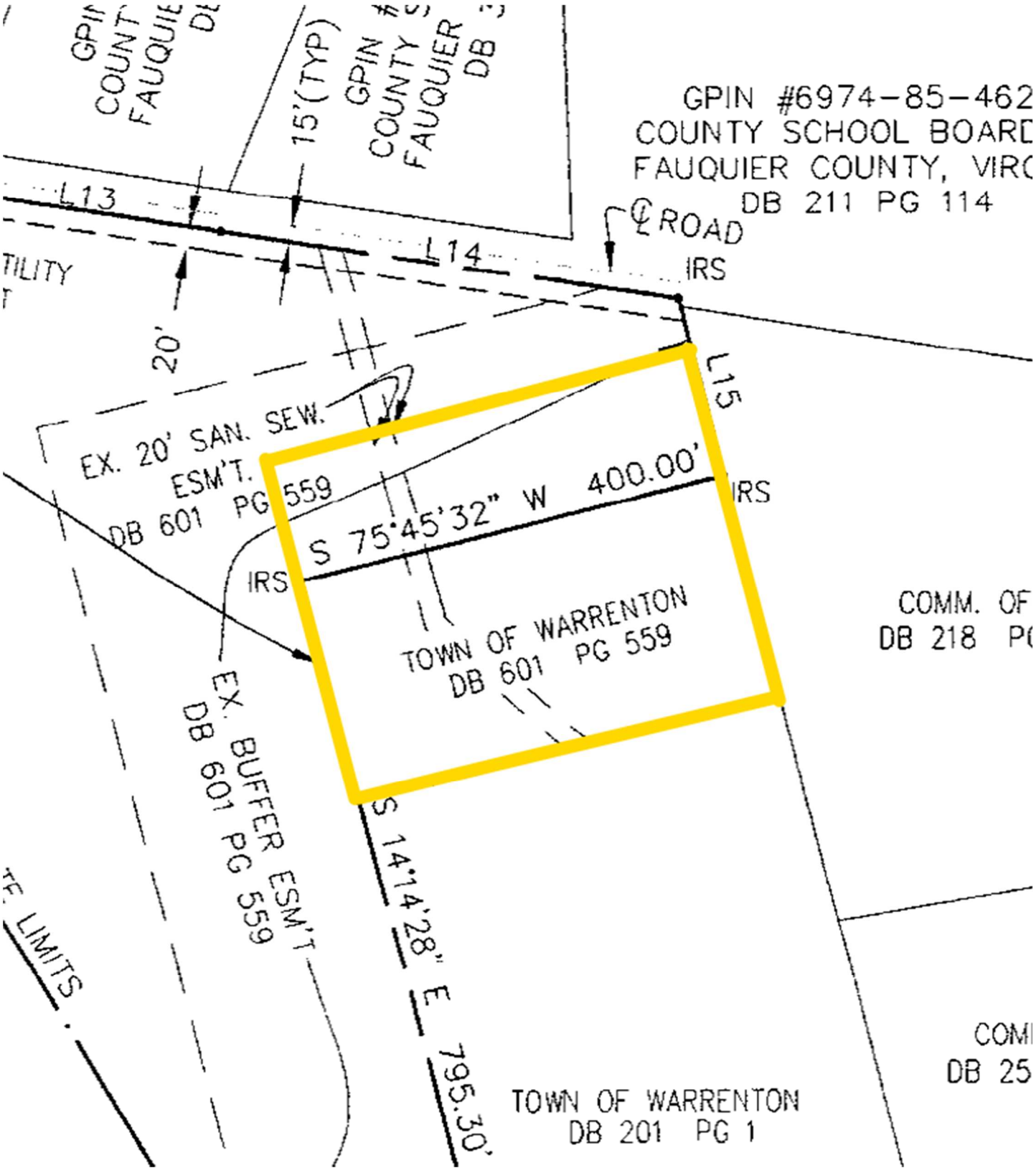
EASTERLY VIEW ALONG FROST AVENUE (RT. 211) FROM THE ENTRANCE FOR THE "WHARF" PROPERTY INGRESS/EGRESS EASEMENT. SUBJECT NOT VISIBLE.

NORTHERLY VIEW ACROSS SUBJECT FROM NEAR SUBJECT'S SOUTHERN PROPERTY LINE ENTRANCE.

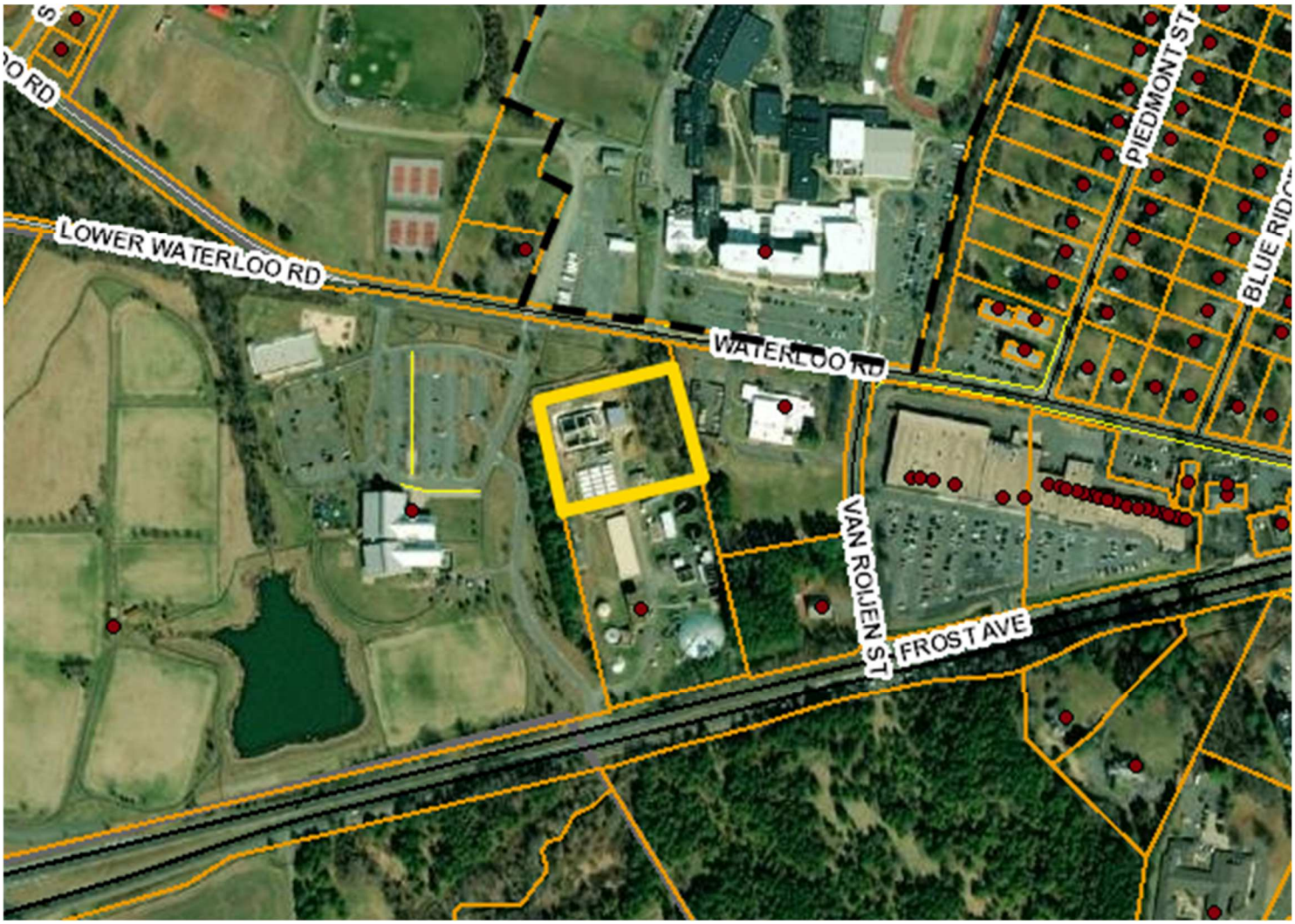
PLAT (EXCERPT)



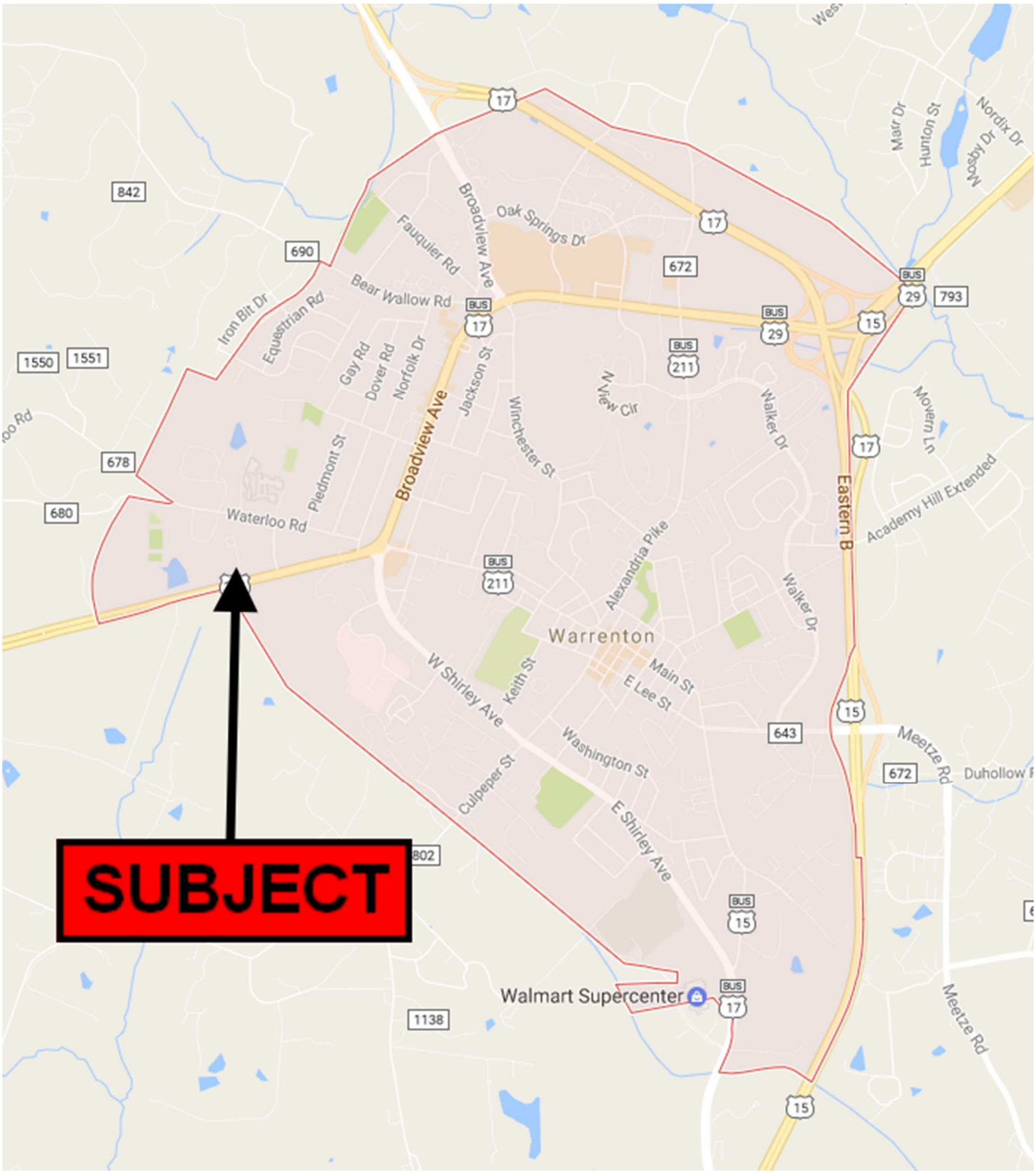
PLAT (EXCERPT) (SHOWING SEWER LINE EASEMENT)



TOWN OF WARRENTON (SUBJECT AERIAL TAX MAP)



TOWN OF WARRENTON (SUBJECT LOCATION MAP)



COMPARABLE LAND SALES

LAND SALE #1

Address: No Numerical Address – Waterloo Street
Warrenton, VA
(Town of Warrenton)
Tax Map #: 6984-15-1227-000

Grantor: Summerfield Investments, LLC & Thomas James Ross, II, TEE U / Restatement of Revocable Trust #MSTS1214 For Equity Trust Company
Grantee: Kingston Ranch Development, LLC

Deed Reference: Book: 1726 / Page: 684
Recordation Date: May 9, 2022

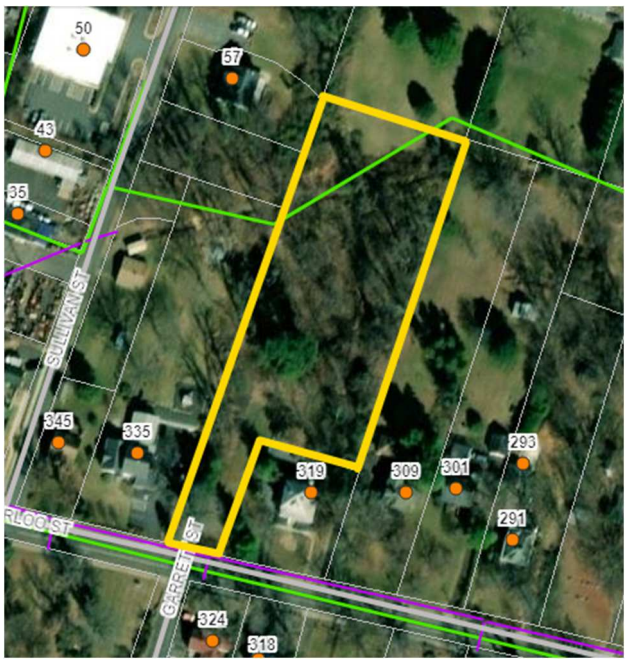
Lot Size: 1.7811 acres or 77,585 SF
Assessment: $176,800 (2022 yr.)
Zoning: R-10, Residential District
(Planned: Medium Density Residential)
Sewer/Water: Available (Public along Waterloo Street Frontage)

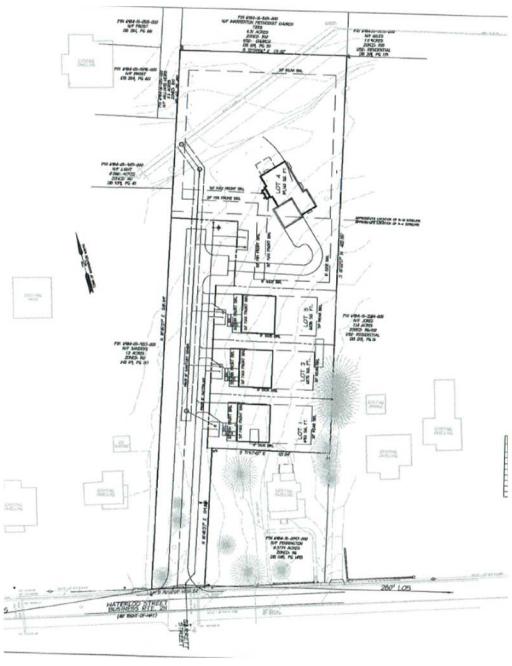
Consideration: **$275,000**
Unit Price: **$68,750 per lot**

Financing: Cash to Seller

Source: Public Records, Town of Warrenton (Community Development)

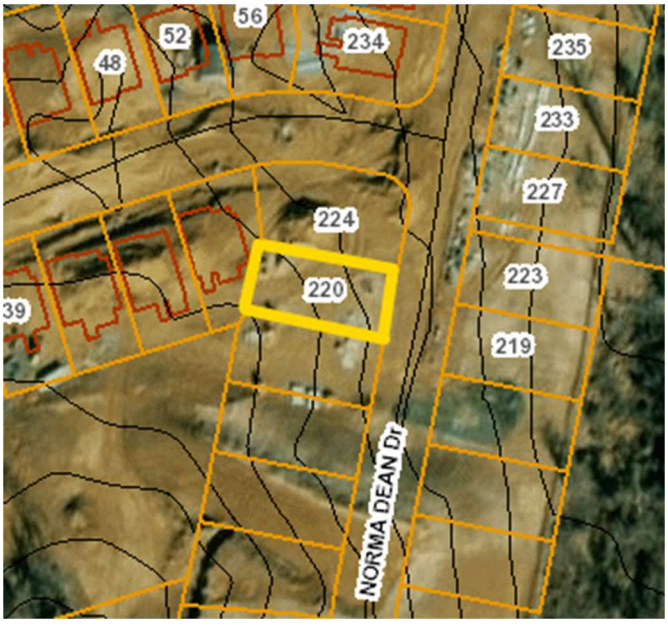
Remarks: Property is vacant and partly wooded with a gentle slope. It has about 60-feet of frontage along Waterloo Road and directly across from Garrett Street to the south. It is encumbered with a sewer line easement that traverses through the northwest corner of the property. Development in this type of encumbered area is typically restricted per the deed of easement. Town reported last known activity was for a 4-lot subdivision.





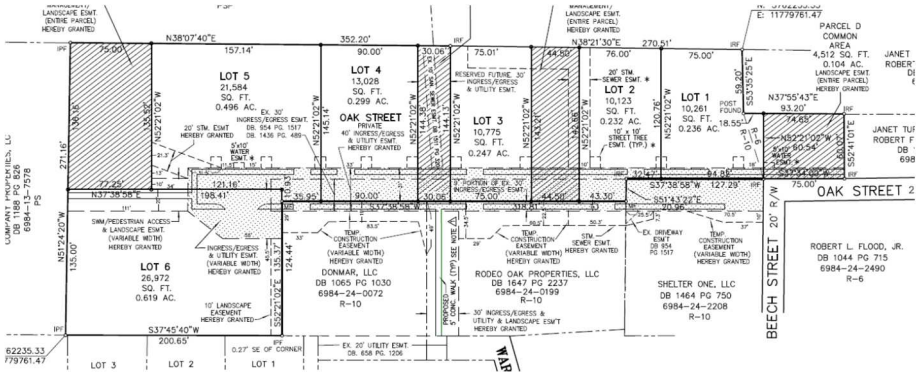
LAND SALE #2

Address:	220 Norma Drive Warrenton, VA (Town of Warrenton)
Tax Map #:	6984-37-2904-000
Grantor:	NVP, Inc.
Grantee:	Estela Osorio De Dosa & Leyla Y. Sosa Osorio
Deed Reference:	Book: 1675 / Page: 90
Recordation Date:	March 8, 2021
Lot Sizes:	0.1397 acres or 6,085 SF
Assessments:	$160,000 (2022 yr.)
Zoning:	R-10, Residential District (Planned: Low Density Residential)
Sewer/Water:	Available
Consideration:	**$165,000**
Unit Price:	**$165,000 per lot**
Source:	Public Records
Remarks:	Property is a single vacant finished lot that has a gentle slope. It is within a newer Winchester Chase subdivision adjacent to the shopping center anchored by Harris Teeter off Old Alexandria Turnpike.



LAND SALE #3

Address:	50 Oak Street Warrenton, VA (Town of Warrenton)
Tax Map #:	6984-13-9896-000
Grantor:	Undisclosed
Grantee:	Rodeo Oak Properties, LLC
Deed Reference:	Book: 1660 / Page: 687
Recordation Date:	November 24, 2000
Lot Size:	2.72 acres or 118,483 SF
Assessments:	$180,900 (2020 yr.)
Zoning:	R-6 & R-10, Residential Districts (Planned: Medium Density Residential & PSP, Public/Semi-Public Non-Intensive)
Sewer/Water:	Available
Consideration:	**$650,000**
Unit Price:	**$108,333 per lot**
Financing:	Cash to Seller
Source:	Public Records, Bright MLS, Town of Warrenton
Remarks:	Property was improved with an older dwelling of no contributing value. This property was otherwise vacant, partly overgrown and sloping. It was subsequently subdivided into 6 residential lot subdivision with 4 supporting common areas. It is encumbered with a sewer line easement though the stem that is the most northern part of the property. It is adjacent to the Warrenton Middle School along its west perimeter and backs to a muti-family apartment building property along its southern perimeter.



LAND SALE #4

Address:	Lot 6 – Trafalgar Place Warrenton, VA (Fauquier County)
Tax Map #:	6974-45-3866-000
Grantor:	Trustees of the David P. J9ohnson Revocable Trust
Grantee:	To Be Recorded
Deed Reference:	To Be Recorded
Recordation Date:	Approx. – 02/07/2023
Lot Size:	1.2619-acres or 54,968 SF
Assessments:	$156,500 (2022 yr.)
Zoning:	RA, Agricultural & R-1, Residential (1 DU/AC) (Planned: Rural)
Sewer/Water:	Public Water Tap Paid / Require Private Septic
Consideration:	**$200,000**
Unit Price:	**$200,000 per lot**
Financing:	Cash to Seller
Source:	Public Records, Bright MLS

Remarks: This property is just over ½-mile northwest of the subject off Old Waterloo Road, and less than ½-mile east of the Town of Warrenton/Fauquier County line.

This is a finished vacant lot that is wooded and sloping. It is within an HOA subdivision with covenants/restrictions with annual fees reported to be $550. About 1-acre of the rear of the parcel is zoned agricultural (no impact on value as would be legal non-conforming size. It is encumbered with an ingress/egress easement along a portion of it northern perimeter. This encumbered area is a shared driveway.

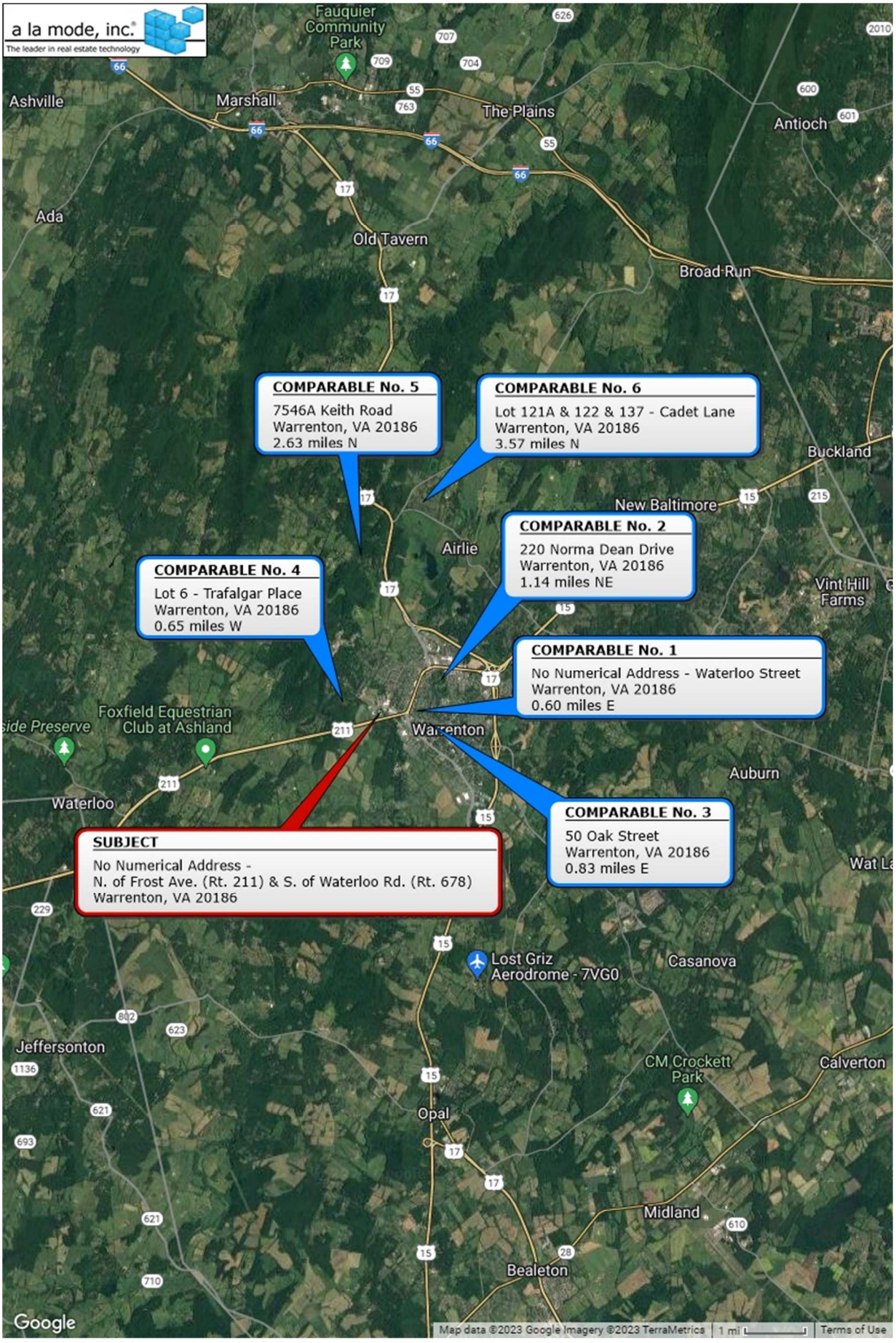
LAND SALE #5

Address:	7546A Keith Road Warrenton, VA (Fauquier County)
Tax Map #:	6975-68-0877-000
Grantor:	MSH Construction, Inc.
Grantee:	Justin F. Bancroft
Deed Reference:	Book: 1717 / Page: 1909
Recordation Date:	February 10, 2022
Lot Size:	1.00-acres or 43,560 SF
Assessments:	$125,000 (2032 yr.)
Zoning:	V, Village (Planned: Rural)
Sewer/Water:	Require Private Well & Septic
Consideration:	**$120,000**
Unit Price:	**$120,00 per lot**
Financing:	Cash to Seller
Source:	Public Records, Bright MLS
Remarks:	This is a newly created vacant lot that is wooded and appears generally level. It is less than 2-miles north of the Town of Warrenton in Fauquier County. It is accessed via an ingress/egress easement through the adjoining property. This easement area will also be the shared driveway between the two properties. It was subsequently improved with a single-family detached dwelling in the 2022-year.

LAND SALE #6 (*UNDER CONTRACT*)

Addresses:	Lots 121A & 122 & 137 Cadet Lane Warrenton, VA (Fauquier County)
Tax Map #'s:	6986-13-2814-000 & 6986-13-5606-000 & 6986-13-7448-000
Grantor:	Twila J. Adams, Co-Trustee & George D. Scheulen, Co-Trustee of the Alexander Yurgaitis, Jr. Living Trust
Grantee:	**TBD**
Contract Date:	October 17, 2022 (Scheduled To Close: April 23, 2023)
Deed Reference:	**TBD**
Recordation Date:	**TBD**
Lot Sizes:	Lot 121A: 4.00-acres or 174,240 SF Lot 122: 0.4591-acres or 19,998 SF Lot 137: 0.4714-acres or 20,534 SF **COMBINED TOTAL = 4.9305-acres or 214,773 SF**
Assessments:	$262,000 (2022 yr.)
Zoning:	R-1, Residential (1 DU/AC) (Planned: Rural)
Sewer/Water:	Public Water Available / Private Septic Required
Listing Price:	**$315,000**
Unit Price:	**$105,000 per lot (3 Existing)**
Financing:	**TBD**
Source:	Public Records, Bright MLS, Listing Agent (Ed Wright)
Remarks:	Properties are vacant, mostly overgrown and sloping. Lots 121A & 122 do not currently have frontage along any developed streets, however, they both have access via the undeveloped ROW access.

SUBJECT & COMPARABLE (LOCATION MAP)



QUALIFICATIONS OF APPRAISER

EDWARD B. (BARRY) WRIGHT, JR.

EDUCATION:

Bachelor of Arts, Economics; Hampden-Sydney College,
Hampden-Sydney, Virginia – 1972

REAL ESTATE EDUCATION:

IR/WA Course 401, Appraisal of Partial Acquisitions,
Bordentown, New Jersey – 1987

Instructor, Residential Real Estate Appraising Course,
Northern Virginia Community College,
Manassas, Virginia – 1986 to 1987

Instructor, Property Management Course,
Northern Virginia Community College,
Manassas, Virginia – 1987

Instructors Clinic, Society Course 201,
Harvey, Illinois – November 1990

Instructors Clinic, Society Course 101,
Tempe, Arizona – April 1987

Society Course 202, Applied Income Property Valuation,
Manassas, Virginia – 1985

Miscellaneous Seminars, Conferences and Courses on Real Estate,
Feasibility Analysis, Mortgage Lending Techniques

CONTINUING EDUCATION – 1993 to 2017 – Appraisal Institute Seminars & Virginia re-licensing

Standards of Professional Appraisal Practice
The Uniform Commercial/Industrial Appraisal Report
Special Purpose Properties
Virginia Law
Introduction to Environmental Issues
Appraisal Standards and Ethics
Tax Free Exchange
7.0 National USPAP Review (CMPT)
7 Hour USPAP Course
Developing & Growing an Appraisal Practice
Virginia Real Estate Trends & Legal Ethics
Fixed Fee In "DC"
Eminent Domain & Court Procedures
2006 National USPAP Update
A Legal Update Including the Particulars of the FNMA, FHLMC Agreement
The Proffer System
Limited Service Agency
Appraisal Institute Seminar (Using Spreadsheet Programs In Real Estate Appraisals)
Mandatory Topics
Brokerage Management
Spotlight on USPAP: Reappraising, Readdressing & Reassigning
16 Hour ~ Real Estate Medley (2011)
Mold, Pollution & The Appraiser (2012)
16 Hour ~ Real Estate Medley (2012)
Water & Wetlands Update (2013)
Income Property Valuation for the 1990's
Cash Equivalency
Lease Abstracting and Analysis
Internet Search Strategies for the Appraiser
Dynamics of Office Building Valuation
Virginia Real Estate and Technology
Evaluating Commercial Construction
Quadrennial Realtor Code of Ethics Training
Construction Details & Trends
Fair Housing
Virginia Real Estate Law Update
CLE International – Eminent Domain Conference (2011)
Market Conditions And How It is Affecting Sales
Land Valuations
8.0 Real Estate Mandatory Topics 2007-2008
2010-2011 National USPAP Update Equivalent
Virginia Eminent Domain Law & Practice Seminar (2010)
VA CE Real Estate Trends & Legal Ethics
8.0 Environment Hazards – What Every Broker Should Know (2011)
CLE International – Eminent Domain Conference (2012)
Marketability Studies: Six-Step Process & Basic Applications (2013)
2014-2015 National USPAP Update Equivalent

Residential Standard Agency (2014)
Broker Management (2014)
2016-2017 National USPAP Update Course (2016)
The New FHA Handbook 4000.1 (2016)
The Sale Comparison Approach (2016)
Even Odder – More Oddball Appraisals (2016)
Real Estate Investing: Beyond The Basics (2016)
Millennials Are Changing Real Estate: Are You Ready? (2016)
Virginia Real Estate Combo (2016)
Brokerage Management (2016)
Virginia Legal Updates, Emerging Trends & Ethics (2016)
Hot Topics and Myths In Appraiser Liability (2016)
Aquatic Resources Awareness Course for Real Estate Appraisers (2017)
Broker Law Update (2018)
2018-2019 National USPAP Update Course (2018)
Introduction to Legal Descriptions (2018)
Appraisal of Owner-Occupied Commercial Properties (2018)
The Basics of Expert Witness for Commercial Appraisers (2018)
Defensible Appraising (2020)
FHA and VA Today (2020)
2020-2021 7-Hour USPAP Equivalent Update Course (2020)
Basic Construction Review (2020)
The FHA Handbook 4000.1 (2022)
Residential Construction and the Appraiser (2022)
2022-2023 7-Hour USPAP Update Course (2022)
Fannie Mae Appraisal Guidelines: Debunking the Myths (2022)
Market Disturbances – Appraisals in Atypical Markets and Cycles (2022)
Virginia CE – Broker Law Update (2022)

EXPERIENCE:

Licensed Certified General Real Estate Appraiser for Virginia
January 1992 – License Number: 4001 001032

President, Wright Realty, Inc. - 1985 to Present

Licensed Real Estate Broker, State of Virginia – 1974 to Present

Wright Realty, Inc., Manassas, Virginia
Full Time Appraiser – March 1977 to Present

Wills and VanMetre Associates, Inc., Alexandria, Virginia
New Home Sales Manager – July 1976 to March 1977

Mount Vernon Realty, Inc., Vienna, Virginia
Real Estate Sales – December 1975 to July 1976

Wright Realty, Inc., Manassas, Virginia
Part-Time Appraiser – July 1973 to March 1977

Virginia Mortgage and Investment Company, Arlington, Virginia
Commercial Loan Officer/Appraiser – September 1973 to December 1975

General Real Estate Business (investment, managing, leasing, selling and consulting) – 1973

LEGAL EXPERIENCE:

Qualified Expert Witness – Circuit Court - Prince William, Fairfax, Fauquier, Stafford & Loudoun Counties
U.S. Federal Court - Alexandria, Virginia
U.S. Federal Bankruptcy Court - Alexandria, Virginia

PARTIAL LIST OF CLIENTS APPRAISED FOR IN THE PAST THREE YEARS:

"FINANCIAL INSTITUTIONS"

BB&T Wealth Management
Citibank, N.A.
The Fauquier Bank
Fulton Bank
Fulton Financial Corporation
John Marshall Bank
Middleburg Bank
M&T Bank
Oak View National Bank
Pendleton Community Bank
SunTrust Mortgage, Inc

"RELOCATION COMPANIES"

Cartus Corporation
Prudential Relocation
Primacy Relocation
Weichert Relocation Resources, Inc.

"GOVERNMENT AGENCIES"

City of Manassas
City of Manassas Park
Prince William County
Virginia Department of Transportation

Miscellaneous appraisals for the purpose of mortgage loans, taxes, estate, sale or purchase. Types of appraisals include residential, proposed subdivisions, industrial, warehouses, manufacturing, commercial, service stations, apartment buildings and acreage tracts (commercial, industrial, agricultural and residential). Involved in ownership and/or management of commercial, industrial and residential properties which are improved and/or unimproved.

PROFESSIONAL AFFILIATIONS:

Prince William Association of Realtors (Resigned ~ member in good standing)

Virginia Association of Realtors (Resigned ~ member in good standing)

National Association of Realtors (Resigned ~ member in good standing)

Appraisal Institute (SRA & SRPA Designations) – 1985/1990
(Resigned ~ 12/1999, member in good standing)

Stonewall Jackson Chapter No. 216
President – 1988 to 1989

Member, Rotary Club of Manassas, Chapter No. 77
1978 to 2011 (President – 1989 to 1990)

Nominated to Society of Real Estate Appraisers, Young Advisory Council
1987 to 1989

ADDITIONAL INFORMATION:

http://www.wright-realty.com

Revised –July 2022

PROFFER STATEMENT

REZONING:	Project No. RZ03-M-09 R-A to R-1
PROPERTY:	79 acres; Geographic Parcel Identification Number (G.P.I.N.) 6974-45-6306 and a portion of 6974-62-2223, Marshall Magisterial District, Fauquier County, Virginia ("the Property")
RECORD OWNERS:	St. Leonard's Farm, Inc.
PROJECT NAME:	St. Leonard's Farm
ORIGINAL DATE OF PROFFERS:	January 9, 2003
REVISION DATA:	February 28, 2003 March 13, 2003

The undersigned hereby proffers that the use and development of the subject property ("Property"), as described above, shall be in strict conformance with the following conditions, which shall supersede all other proffers that may have been made prior hereto. In the event the above referenced rezoning is not granted as applied for by the applicant ("Applicant"), these proffers shall be withdrawn and shall be null and void. Further, these proffers are contingent upon final rezoning of the Property with "final rezoning" defined as that rezoning which is in effect on the day following the last day upon which the Fauquier County Board of County Supervisors (the "Board") decision granting the rezoning may be contested in the appropriate court or, if contested, the day following entry of a final court order affirming the decision of the Board which has not been appealed, or, if appealed, the day following which the decision has been affirmed on appeal. If this application is denied by the Board, but in the event an appeal is for any reason thereafter remanded to the Board for reconsideration by a court of competent jurisdiction, then these proffers shall be deemed withdrawn unless the Applicant shall affirmatively readopt all or any portion hereof, in a writing specifically for that purpose. The headings of the proffers set forth below have been prepared for convenience or reference only and shall not control or affect the meaning or be taken as an interpretation of any provision of the proffers. The improvements proffered herein shall be provided at the time of development of that portion of the Property adjacent to or including the improvement or other proffered requirement, unless otherwise specified herein. The term "Applicant" as referenced herein shall include within its meaning all future owners and successors in interest. When used in these proffers, the "Development Plan" shall refer to the plan entitled "Town Of Warrenton, St. Leonard's Farm Residual Property, General Development Plan" dated January 2, 2003, and revised March 5, 2003 (the "Plan").

1. LAND USE:

   1.1. Residential development on the Property shall not exceed 41 dwelling units.

   1.2. Single family detached lot sizes shall be no less than the minimum required for the R-1 zoning classification, and may be developed as conventional or clustered lots, in conformity with the requirements of the Ordinance.

   1.3. The development shall retain not less than the minimum open space as required for a clustered or conventional development.

2. BUFFERING:

   2.1. A 150 foot buffer shall be preserved on the southernmost Property line measured from the edge of existing right-of-way of Route 211, as generally depicted on the Development Plan.

   2.2. A 100 foot buffer shall be preserved along the northern and western Property lines, measured from the existing Property line, as generally depicted on the Development Plan.

   2.3. The Applicant shall further maintain a conservation buffer on the Property as otherwise provided in these Proffers.

3. WATER AND SEWER

   3.1. The Property shall be connected to Town public water and sewer, at the Applicant's expense.

4. CREATION OF HOMEOWNERS' ASSOCIATION:

   4.1. A homeowners' association ("HOA") shall be created and shall be made responsible for the maintenance and repair of all common areas, including any common open space which may be established in accordance with the requirements of the County Zoning Ordinance or these proffers. The HOA shall be granted such other responsibilities, duties, and powers as are customary for such associations, or as may be

required to effect the purposes for which such HOA is created. Such HOA shall also be granted sufficient powers as may be necessary, by regular or special dues or assessment, to raise revenues sufficient to perform the duties assigned hereby, or by the documents creating the Association.

4.2. In addition to any other duties and responsibilities as may be assigned to it, the HOA shall have title to and responsibility for (i) all common open space areas not dedicated to public use in accordance with these proffers and (ii) any common buffer areas located outside of residential lots. It shall also have (iii) responsibility for the perpetual maintenance of any entrance feature (subdivision) signs, street, and perimeter or road buffers located within any easements for those purposes to be granted to the HOA.

5. TRANSPORTATION

5.1. Subject to review and approval by the Fauquier County Department of Community Development and the Virginia Department of Transportation ("VDOT"), the Applicant shall dedicate 50' of its property as right-of-way for a future access road to Route 211, in the general location depicted on the Development Plan, and as the location of that access road across the Property may be finally determined.

5.2. The Applicant shall enter into a separate agreement with the Town of Warrenton with respect to the sharing of costs of construction of any such access road.

5.3. Subject to review and approval by the Fauquier County Department of Community Development and the Virginia Department of Transportation ("VDOT"), a traffic-calming device shall be installed on the said future access road at the point of a shared entrance to the Town's proposed recreation facility on its adjacent land.

5.4. The Applicant shall further maintain on the Property a 250 foot conservation buffer along the common property boundary with the Town; provided that this buffer area shall encompass, and shall not be in addition to, any area to be dedicated or reserved for public street purposes pursuant to these Proffers.

5.5. Primary access to the development shall be restricted to a single entrance from the proposed 50' access road.

5.6. A controlled emergency access fitted with a gate or other control feature acceptable to the Office of Emergency Services shall be provided in a suitable location at the Property line and Lower Waterloo Road. No residential lots adjoining Lower Waterloo Road shall be permitted direct access to such emergency access.

5.7. Within one year (1) year of completion of a realigned Route 211 median break necessary to accommodate the aforesaid access road, as generally depicted on the Development Plan, the Applicant may connect to a relocated farm entrance road constructed by others, so as to align that entrance with the said median break. This relocation to the said median break shall be accomplished in order to permit the Applicant to continue agricultural and silvicultural activities on its retained Property. The Applicant may continue, in its discretion, to use the existing farm road access.

5.8. Any additional road improvements that may be necessitated by the development of the property shall be determined at the time of final subdivision approval subdivision approval for that development.

5.9. In the event that development is initiated on the Property before the Town commences construction of a road in the right-of-way to be dedicated for public street purposes hereunder, the Applicant shall construct so much of that road as is reasonably necessary to provide access to Old Waterloo Road in substantial conformity with such access as depicted on the General Development Plan, and subject to VDOT's approval of plans therefor. Plans for such access shall be approved and bonded prior to the issuance of the first residential occupancy permit for the Property.

6. CONSERVATION EASEMENT.

6.1. St. Leonard's Farm, Inc. shall convey to the Virginia Outdoors Foundation ("VOF"), or such other conservation organization as may be deemed mutually agreeable by the Board and the Applicant, a conservation easement for approximately 800 acres more or less of the Applicant's Property located in Fauquier County and not including any land to be conveyed to the Town of Warrenton, on the south side of Route 211, which is to be retained by the Applicant and which is not the subject of this rezoning application. The Applicant shall be entitled to subdivide the 800 acres into no more than eight (8) lots. The grant

of such easement shall be contingent upon the rezoning of the Property as applied for, and shall be recorded within one (1) year from the Final Rezoning of the Property but in any event prior to the subdivision of any of the forty-one (41) lots permitted under Section 1.1 above. The conservation easement shall be similar in form and content to the draft easement attached hereto and shall be recorded among the land records of Fauquier County.

OWNER: ST. LEONARD'S FARM, INC.

By: _____
David M. van Roijen, President

Date: 3/12/03

J:\43\4325\002\REZONING\PROFFERS\PROFFER STATEMENT.7.doc

LEGEND

Existing Property Lines
Existing Structures
Existing Topographic Lines
Existing Roads
Adjacent/Site Property Owners
Existing Floodplain
Existing Stream
Proposed Centerline
Proposed Connecting Road, Fixed Location
Proposed Internal Road, Not Fixed
Conservation Buffer Area

OLD WATERLOO ROAD
TRAFALGAR
RT-1540
LOWER WATERLOO
RT-600
RT-678
LEE HWY RT-211
PROPOSED REALIGNED ACCESS FOR LOWER WATERLOO RD.
Existing 30' Right-of-Way
Existing 40' Right-of-Way
Proposed 50' Right-of-Way Dedication
Entrance to Future Housing Area
Traffic Calming Intersection Design
EX. FLOODPLAIN
Entrance to Park
PROPOSED TO BE REZONED FROM RA TO R-1 41 LOTS MAX.
PROPOSED FUTURE TOWN OF WARRENTON RECREATION CENTER PROPOSED TO BE INCORPORATED INTO TOWN LIMITS
Future 41 Unit Single Family Housing Area
NEW PROPOSED TOWN LIMIT LINE
50' Farm Equipment Access Easement
Existing Waterway
SWM Facility
Conservation Buffer Area, Typ.
Proposed New Median Cross-over
Existing Access Cross-over
Warrenton Corporate Limits
GRAPHIC SCALE
(IN FEET)
1 inch = 200 ft.

RECEIVED
APR 18 2003
COMMUNITY DEVELOPMENT
FAUQUIER COUNTY, VA.

BEFORE DIGGING CALL "MISS UTILITY" OF VIRGINIA AT 1-800-552-7001

Rickmond Engineering, Inc.
Land Planning
Engineering
Surveying
Visit HB - P.O. Box 861847
Warrenton, VA 20187
Voice: (540)349-7730
Fax: (540)349-7731
1843 Merrimac Trail
Williamsburg, VA 23185
Voice: (757)229-7776
Fax: (757)259-4865
www.rickmond.com

Designed By: PAB
Drawn By:
Scale: 1" = 200'
Date: 01/03

COMMONWEALTH OF VIRGINIA
PAUL A. BERNARD
No. 012668
PROFESSIONAL ENGINEER

No.	By	Revision	Date
1	PAB	Added Buffer Label	03/05/03

St. Leonard's Farm
Residual Property
Concept Development Plan
Rezoning Application
Fauquier County, Virginia

Job Number 02520

BK0601PG0559

88-06435

THIS DEED OF GIFT, EASEMENT, COVENANTS AND REVERSIONARY AGREEMENT (this "Deed"), entered into this 14th day of July, 1988, by and between ST. LEONARD'S FARM, INC., a Virginia Corporation (referred to as "SLF"), and THE TOWN OF WARRENTON, a Virginia Municipal Corporation (referred to as the "Town").

W I T N E S S E T H:

Deed of Gift.

SLF as Grantor, hereby gives, grants and conveys WITH COVENANTS OF GENERAL WARRANTY OF TITLE, unto the said Town of Warrenton, as Grantee, all of SLF'S right, title and interest, being a fee simple interest, in and to the following described real estate, to-wit:

> All of that certain tract or parcel of land situate in the Town of Warrenton consisting of 2 acres which lies immediately to the north of a 5.3 acre tract or parcel of land owned by the Town of Warrenton and acquired from the predecessor in title of SLF by Deed dated 5 November 1957 and found of record in the Office of the Clerk of the Circuit Court of Fauquier County, Virginia, in Deed Book 201 at Page 1. Said 2 acre parcel is more particularly described by plat and survey of James H. Harris & Associates, Inc., dated 1/14/88 Rev.7/12&13/1988, attached hereto and intended to be recorded contemporaneously herewith in the aforesaid Clerk's Office.

Easements and Covenants.

SLF, as Grantor, hereby further grants to the Town, as Grantee, a temporary easement over and upon the area comprising approximately 2.25 acres situated immediately to the north of and contiguous to the aforesaid 2-acre parcel (hereby conveyed) and fronting on State Route 678, which 2.25 acre area is more particularly described on the above-mentioned plat and survey of James H. Harris & Associates, Inc. dated 1/14/88, Rev. 7/12&13, 1988, attached hereto (referred to as the "Plat"). Such temporary easement shall be for use by the Town, its agents, employees and independent contractors, for ingress and egress and passage between the aforesaid 2-acre parcel hereby conveyed

Town of Warrenton
P.O. Drawer 341
Warrenton, VA 22186

Examined and Returned to:
C.J. HARTIN
ATTORNEY
JUL 21 1988
D.N.K.

SHEET 3

BK0601PG0560

SEE 4 OF 4
SEE 3 OF 4

U.S.

S 82°45

200

TOWN OF

WARRENTON

S 07°15'00"E 795.30'

6.36

S 82° 45' 00" W 400.00'

COMMONWEALTH OF VIRGINIA

379.34'

217.80'

2.0000 AC.

217.80'

S 82°45'00"W 400.00'

S 07°15'00"E 161.54'

TEMPORARY CONSTRUCTION ESMT TO BE ABANDONED WHEN SITE IS COMPLETED.

20' SAN. SEW. ESMT.

I.P.F.

CREEK

SEE 2 OF 4
SEE 3 OF 4

S74°08'59"W 99.02'

N82° 45' 00" W

50

SHEET 4

SEE 4 of 4
SEE 3 of 4

BK0601PG0561

CERTIFICATE OF APPROVAL
THIS SUBDIVISION TO BE KNOWN AS
COMPLIES WITH EXISTING RULES
& REGULATIONS & THEREFORE MAY BE PUT
TO RECORD
may be offered to record.
Dionne E Boyer
Zoning Administrator Date 12
ZONING ADMINISTRATOR
TOWN OF WARRENTON

U.S. HWY. 211

S 82°45'00" W
200.00'

S 07°15'00" E 785.30'

6.3665 AC.

200' WIDE BUFFER ESM'T

N 07°15'00" E 995.30'

217.30'

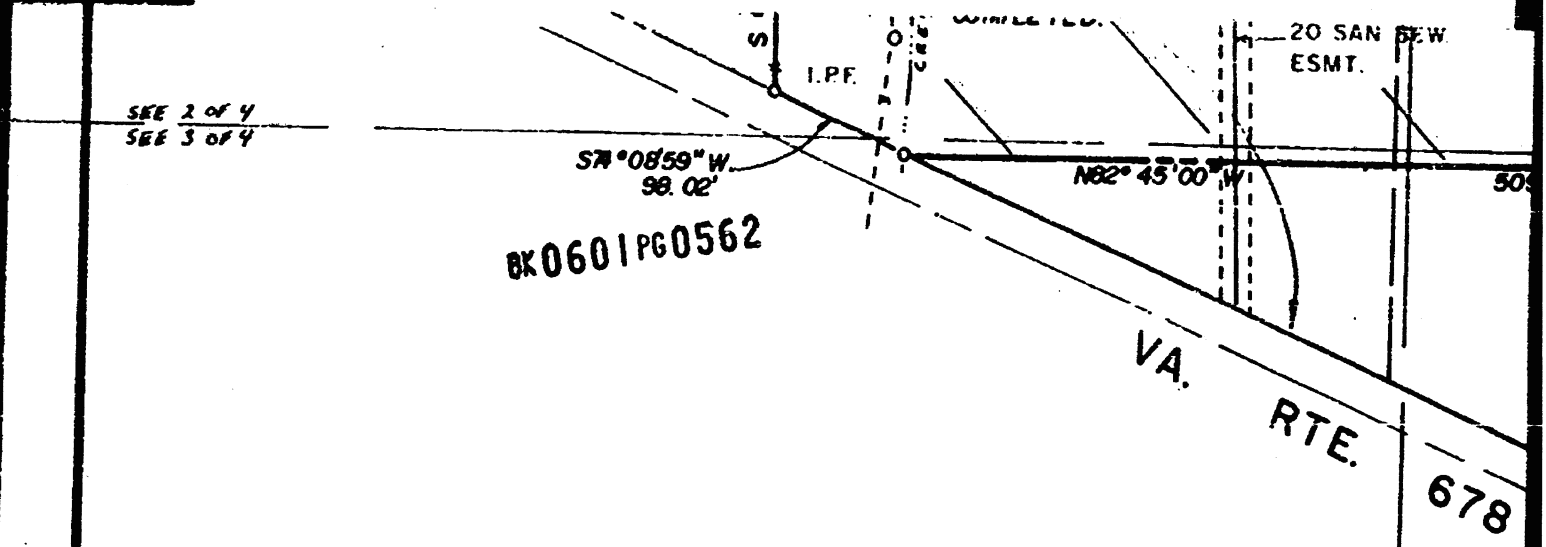
ST LEONARD'S FARM, INC

N

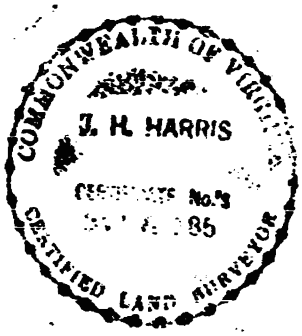
D' SAN. SEW.
SMT.

509.83'

SEE 1 of 4
SEE 4 of 4



BK0601PG0562



SURVEYORS CERTIFICATE

I JAMES H. HARRIS, A DULY CERTIFIED LAND SURVEYOR, DO HEREBY CERTIFY THAT THE PROPERTY SHOWN IS IN THE NAME OF ST. LEONARD'S FARM, INC.

JAMES H. HARRIS C.L.S. NO(S) 847 & 185

THIS SURVEY HAS BEEN PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND DOES NOT THEREFORE NECESSARILY INDICATE ALL ENCUMBRANCES ON THE PROPERTY.

SEE 1 of 4
SEE 2 of 4

PROP. DRIVEWAY ESMT.

509.83'

SEE 1 OF 4
SEE 4 OF 4

BK 0601 PG 0563

RTE. 678

OWNERS CONSENT STATEMENT

THIS DIVISION OF LAND IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS, PROPRIETORS AND TRUSTEES.

St. Leonard's Farm, Inc. by: [signature] President

St. Leonard's Farm, Inc.

CERTIFICATE OF ACKNOWLEDGMENT OF SIGNATURE:

CITY / COUNTY OF: Fauquier

COMMONWEALTH / STATE OF: Virginia

ACKNOWLEDGED BEFORE ME THIS 26th DAY OF July, 1988

[signature]
NOTARY PUBLIC

MY COMMISSION EXPIRES: Nov. 16, 1988

DATE	BY	REVISION
7-12-88	J.H.	REVISED BUFFER AREA & ADDED 2AC. PARCEL
7-14-88	JHH	REVISED BUFFER AREA

PLAT SHOWING

AN EASEMENT FOR NON-DEVELOPMENT
ON THE PROPERTY OF
ST. LEONARD'S FARM, INC.
TOWN OF WARRENTON
FAUQUIER COUNTY, VIRGINIA

SCALE: 1" = 100'

JANUARY 14, 1988

James H. Harris & Associates, Inc.

LAND SURVEYING & LAND PLANNING
Warrenton, Virginia

DES:
DWN:
CHK:

SEE 1 OF 4
SEE 2 OF 4

7248

and State Route 678, for use as a storage yard, and generally for use in connection with construction activity to be undertaken on the aforesaid 2-acre parcel as well as the 5.3 acre parcel previously conveyed, it being understood that the Town's sewage treatment plant expansion to be undertaken upon recordation of this Deed (the "Expansion") shall be built on 7.3 acres.

Such temporary easement over the aforesaid 2.25 acre area shall terminate and expire without further action by either party upon completion of the Expansion but in any event no later than three (3) years from the date of recordation of this Deed. Upon termination of said temporary easement, the Town covenants and agrees promptly at its own expense (i) to repair any damage to the surface or undersurface of, or to the fencing upon, the aforesaid 2.25-acre area, (ii) to clean up all trash, debris and litter from said 2.25-acre area, and (iii) to restore said 2.25 acre area as closely as practicable to its condition prior to the commencement of such temporary easement, including by seeding the same with a mixture of orchard grass, bluegrass and red clover, so that SLF may resume and continue its farming operation on said site.

The Town further covenants and agrees that during the effectiveness of such temporary easement, the Town, its agents, employees and independent contractors, shall not disturb, encroach upon, use, traverse or permit trash or debris to be placed or fall upon the lands of SLF adjoining the aforesaid 2.25-acre area. The Town further covenants and agrees to indemnify and hold harmless SLF, its successors and assigns, against all claims, losses, damages, amounts paid in settlement, costs and expenses (including reasonable attorneys' fees) incurred by SLF, its successors and assigns, and arising out of or in connection with any act, occurrence or omission occurring upon or with respect to said 2.25-acre area during the effectiveness of such temporary easement, or otherwise arising in

connection with the Expansion. The Town shall provide to SLF evidence of insurance to secure this covenant.

Covenants as to Buffer Zone.

In connection with the Expansion, the Virginia State Water Control Board presently requires (i) the imposition of a two hundred (200) foot buffer zone to the west and north of the sewage treatment plant, as expanded, within which buffer zone no residential development may occur, and (ii) the erection of a wind screen within such buffer zone to the west and north of said plant, as expanded, to consist of rows of white pine trees or similar landscaping. Such 200-foot buffer zone, comprising an area of approximately 6.4 acres, is more particularly described upon the Plat attached hereto. Accordingly, SLF, for itself and its successors and assigns, hereby covenants and agrees that it will not undertake any residential development within such 200-foot buffer zone for so long as applicable state and local law require such restriction in connection with the operation of the Town's sewage treatment plant (as so expanded) situated on the aforesaid 5.3-acre and 2-acre parcels. All costs and expenses of planting, erecting and maintaining said wind screen, or any replacement thereof or substitute therefor, shall be borne exclusively by the Town.

At such time as either (a) the Town ceases to operate the aforesaid sewage treatment plant as so expanded, or (b) applicable state and local law cease to require the imposition of such 200-foot buffer zone in connection with the operation of said sewage treatment plant as so expanded, then all covenants and restrictions imposed by this Deed upon the land included within such buffer zone shall be lifted and shall be of no further force or effect.

The Town covenants and agrees that, upon the request of SLF, its successors and assigns, the Town shall cooperate with SLF, its successors and assigns, upon the termination of

the aforesaid covenants and restrictions in order at the Town's expense to evidence of record such termination.

Additional Easement.

SLF hereby grants to the Town an easement twenty (20) feet wide from Route 678 across the aforesaid 2.25-acre area to the aforementioned 2-acre parcel hereby conveyed and across said 2-acre parcel to the boundary of the aforesaid 5.3-acre parcel, all as more specifically shown on the Plat attached hereto. Said easement hereby conveyed is for the purpose of installing, constructing, repairing and maintaining a sanitary sewer line. All piping and other installations along said easement (on both the 2.25-acre area and the 2-acre parcel) shall not be less than thirty (30) inches below the surface of the ground in order to allow SLF to continue or resume its farming operation upon said property. For so long as this easement shall remain in effect, the Town covenants and agrees with SLF, its successors and assigns, that promptly after any construction, repairing or maintenance activity upon said property encumbered by this easement, the Town at its expense shall restore said property to its condition prior to the commencement of said activity.

Reversionary Agreement.

SLF and its predecessors in title deeded to the Town the aforesaid 5.3-acre parcel (the site of the present sewage treatment plant) by Deed of Gift dated November 5, 1957 and recorded in the aforesaid Clerk's Office in Deed Book 201 at Page 1.

The Town, for itself and its successors and assigns, hereby covenants and agrees with SLF, its successors and assigns, that at such time (referred to as the "Trigger Time") as the Town shall make any arrangements for sewage service in addition to that provided by the present sewage treatment plant as expanded by the Expansion, or shall to any extent use, operate or enjoy the benefit of any regional sewage treatment facility or

any sewage treatment plant other than the aforesaid sewage treatment plant and Expansion, the Town shall promptly reconvey to SLF, or to SLF's successors or assigns specifically designated by SLF for purposes of such conveyance, any portion of the aforesaid 5.3-acre and 2-acre parcels which is not utilized as a pre-treatment facility or a pumping station to a regional facility. Such reconveyance shall be by general warranty deed to be recorded in the aforesaid Clerk's Office and shall be at the sole expense of the Town. In connection with such reconveyance, the Town for itself, its successors and assigns, hereby covenants and agrees with SLF, its successors and assigns, to dismantle any portion of the plant and Expansion that will not be further utilized, and to use all reasonable efforts to restore the reconveyed area so that the same may be utilized by SLF, its successors and assigns, for any permitted use, all of the foregoing to be at the sole expense of the Town.

Such reconveyance shall be subject, however, to (a) the retention by the Town of the minimum sanitary sewer easement as shall be necessary to the Town in connection with the operation of its sewage facilities on said site either as a pumping station or a pre-treatment facility, and (b) imposition of such buffer zone, if any, as shall be the minimum size buffer zone then required by applicable state and local law in connection with the operation of said pumping station or pre-treatment facility, such buffer zone in no event, however, to exceed two hundred (200) feet in width.

Appraisal and Payment.

If, upon the occurrence of the Trigger Time, the Town shall fail to reconvey as provided above any portion or all of the aforesaid 2-acre parcel hereby conveyed, or applicable law shall require the imposition or continued imposition of any buffer zone as aforesaid, then the Town at such time shall pay to SLF, or to SLF's successors or assigns specifically

by SLF for purposes of such payment, an amount in cash equal to one and one-half times the then fair market value of (i) such portion or all of said 2-acre parcel not so reconveyed and (ii) all property of SLF included in any such buffer zone. For purposes of determining such fair market value, the Town and SLF (or such successors or assigns) shall each promptly appoint a qualified appraiser, each of whom shall promptly make a determination of such fair market value. If the two appraisals shall differ by twenty percent (20%) of the lower appraisal or less, such fair market value shall be deemed to be the average of such two appraisals. If the two appraisals shall differ by more than twenty percent of the lower appraisal, the two appraisers shall promptly appoint a third qualified appraiser, who shall promptly make a determination of the fair market value of said property, and such fair market value for purposes hereof shall be the middle appraisal of the three appraisals. If the first two appraisers are unable promptly to agree upon a third appraiser, then the parties shall request the Circuit Court of Fauquier County to appoint the third appraiser. If either the Town or SLF (or its designated successors or assigns) fails to timely appoint its respective appraiser or to provide its appraisal in timely fashion, then such defaulting party shall be deemed to have forfeited its right to an appraisal, and the fair market value of such property for purposes hereof shall be the appraisal value of the other party. Each party shall bear all costs and expenses of its appraiser and appraisal, and the two parties shall share equally the costs and expenses of the third appraiser and appraisal, if any.

Additional Covenant.

The Town, for itself and its successors and assigns, further covenants and agrees with SLF, its successors and assigns, that the Town will not at any time increase, to a level greater than two and one-half million (2,500,000) gallons per day, the

BK0601PG0569

capacity of service of the aforesaid sewage treatment plant as expanded by the Expansion, if such increase would result in any increased discharge into the stream running from said plant and across the lands of SLF, its successors and assigns. Any failure by the Town to abide by the terms of this covenant shall be deemed a breach of contract, and SLF shall be entitled in such event to seek legal and/or equitable remedies for such breach.

WITNESS the following signatures and seals:

WITNESS:

By: _____ (SEAL)
V.P.

ST. LEONARD'S FARM, INC.

By _____ (SEAL)
David M. van Roijen, President

TOWN OF WARRENTON

By _____ (SEAL)
J. Willard Lineweaver, Mayor

STATE OF VIRGINIA
COUNTY OF FAUQUIER, to-wit:

The foregoing instrument was acknowledged before me this 20th day of July, 1988, by David M. van Roijen, President of and on behalf of St. Leonard's Farm, Inc., a Virginia Corporation.

_____
NOTARY PUBLIC

My Commission Expires: Nov. 16, 1990

STATE OF VIRGINIA
COUNTY OF FAUQUIER, to-wit:

The foregoing instrument was acknowledged before me this 14th day of July, 1988, by J. Willard Lineweaver, Mayor of and on behalf of the Town of Warrenton, a Virginia Municipal Corporation.

_____
NOTARY PUBLIC

My Commission Expires: Jan. 12, 1991

Virginia In the Clerk's Office of Fauquier Circuit Court JUL 21 1988
This instrument was this day received in said Office and with certificate admitted to record at 2:20 P.M.
Tax of $_____ imposed by Section 58.1-802 Paid
State Tax — County Tax —
Transfer Fee 1.00 Clerks Fee 17.00 Total 18.00

February 13th, 2024
Town Council
Regular Meeting

A RESOLUTION DIRECTING THE TOWN MANAGER TO TAKE NECESSARY ACTION TO REMOVE THE DEED OF GIFTOM THE ST. LEONARD'S FARM PROPERTY

WHEREAS, in 1988 a Deed of Gift was finalized between Mr. Van Roijen, as property owner and representative of St. Leonard's Farm, and the Town of Warrenton; and

WHEREAS, the deed was to provide land to the Town for use of the wastewater treatment facility limiting operations of the plant to 2.5 MGD; and

WHEREAS, the plant operates under a required Department of Environmental Quality (DEQ) permit which currently restricts the plant to 90% of the permit maximum of 2.5 MGD; and

WHEREAS, various studies of capacity of the plant and operations have recommended upgrading the DEQ permit to 3.0 MGD with a 90% maximum outflow (2.7MGD); and

WHEREAS, to increase the permit requirements, modernize the plant for effective and efficient operations, and to provide the expected capacity needs of the plant the deed restriction must be lifted; and

WHEREAS, to satisfy the deed, the Town engaged in an appraisal that met all minimum requirements outlined in the deed as necessary for consideration of lifting the deed and presented this to Mr. Van Roijen; and

WHEREAS, The Town Council has identified the use of ARPA funding to satisfy the conditions of the Deed of Gift; and

NOW, THEREFORE, BE IT RESOLVED that the Warrenton Town Council hereby directs the Town Manager take the necessary actions to remove the Deed of Gift from the St. Leonard's Farm Property.

ATTACHMENT:

Votes:
Ayes:
Nays:
Absent from Meeting:

For Information:
Town Manager

ATTEST: _____
Town Recorder