

MINI-STORAGE DEVELOPMENT

Located at 1055 Plantation Road

**PLANNED COMMERCIAL DISTRICT
CONDITIONAL USE PERMIT**

Located in:

Town of Blacksburg, Virginia

Prepared For:

**Broad Street Partners LLC
148 River Street., Suite 205
Greenville, SC 29601**

Project Number: 3322.0

Date: October 3, 2022



ENGINEERING • LAND PLANNING • SURVEYING
1260 Radford Street • Christiansburg, Virginia 24073
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Planned Commercial District Conditional Use Permit for Mini-Storage Development

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Planned Commercial District Conditional Use Permit for
Mini-Storage Development

APPLICATION

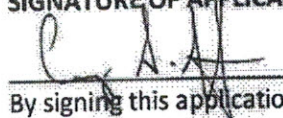
TOWN OF BLACKSBURG CONDITIONAL USE PERMIT APPLICATION

This application and all accompanying information must be submitted in full before the Conditional Use Permit can be accepted by Town staff. Once the Planning and Building Department accepts the application, it will be referred to the Planning Commission and Town Council for consideration. The application and all accompanying information will become conditions of approval. Any conditions of approval are binding. Other conditions may apply. Please contact the Planning and Building Department at (540) 443-1300 for application deadline or questions, or to schedule the **required** pre-submittal meeting.

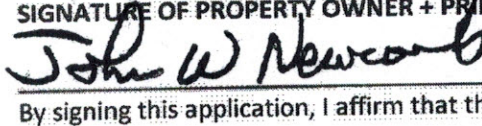
The following items **MUST** accompany this application for the Town of Blacksburg to accept this application for processing and review. Any items submitted cannot be larger than 11x17 in size:

- 1) Digital copies (PDF) of all application materials are required at the time of submittal, or within 5 working days of the submittal date.
- 2) Written, signed consent of the property owner. If the applicant is the contract purchaser, the written consent of the property owner is required (§1182)
- 3) Concept plan with surveyed boundaries for the property showing the lot, existing and proposed structures, site improvements, parking areas and spaces, and any other information necessary to determine the ability to meet the Zoning Ordinance site development standards, Use & Design standards, and compatibility with the neighborhood. A stormwater management concept plan with calculations is required. Application should also include projected water and sewer flows to determine impact to Town infrastructure
- 4) Vicinity map showing surrounding uses, zoning districts, buildings and other improvements
- 5) Building elevations for all proposed buildings, or elevations showing any changes to existing buildings
- 6) Sketch depicting any proposed signage including size, location, and materials
- 7) Completed Town of Blacksburg VDOT TIA Supplemental Form, and any other traffic information required by Town Staff as identified in the pre-submittal meeting
- 8) A list of adjacent property owners (including properties across a street) and their addresses. Reimbursement to the Town for Certified First Class Mail will be required upon Town verification of recipients and postage necessary to mail the application to all adjacent property owners.
- 9) Fee of \$500 for Conditional Use Permit or amendments to existing Conditional (special) Use Permits.
- 10) Proof of pre-submittal meeting between Town staff and applicant/agent (email correspondence or calendar appointment is sufficient) (§1182)
- 11) Prior to the initiation of an application for Conditional Use Permit, or prior to the issuance of final approval, the applicant shall produce satisfactory evidence that any delinquent real estate taxes owed, which have been properly assessed against the subject property, have been paid (§1182)
- 12) Any applicant for a Conditional Use Permit shall make complete disclosure of the equitable ownership of the real estate to be affected including, in the case of corporate ownership, the names of stockholders, officers and directors, and in any case the names and addresses of all of the real parties of interest. The requirement of listing names of stockholders shall not apply to a corporation whose stock is traded on a national or local stock exchange, and which corporation has more than 500 shareholders (§1110)

SIGNATURE OF APPLICANT/CONTACT PERSON + PRINTED NAME:

 CRAIG A. STIPES DATE: 9/28/22
By signing this application, I affirm that this application is complete and all required items are included

SIGNATURE OF PROPERTY OWNER + PRINTED NAME:

 John W. Newcomb DATE: 9/29/22
By signing this application, I affirm that this application is complete and all required items are included

Location or Address of Property for Conditional Use Permit:

1055 Plantation Road, Blacksburg, VA 24060

Tax Parcel Number(s): 254-A-18 (Parcel ID: 014114)

Acreage 4.573

Present Zoning District: Planned Commercial (PC)

Present Use of Property: Vacant

Proposed Use for the Property Mini-Warehouse

Conditional Use Requested: Mini-Warehouse Code Section 3151 (b)

Is this request for an amendment to an existing Conditional (Special) Use Permit? No

Previous Conditional (Special) Use Permit Number/Resolution Number _____

APPLICANT/CONTACT PERSON (Contract Purchaser if applicable)

NAME: Broadstreet Partners, LLC (c/o Craig Stipes)

ADDRESS: 148 River Street, Suite 205

Greenville, SC 29601

PHONE: (864) 640-6440

EMAIL: craig@broadstreetcre.com

PROPERTY OWNER(s) (If property is held in an LLC or other corporation, names of all partners must be disclosed.
Signatures may be obtained and submitted on a separate sheet if needed)

NAME: Blacksburgs Green BLD LLC (c/o John Newcomb Ent Inc.)

ADDRESS: 898 Triangle Street

Blacksburg, VA 24060

PHONE: (540) 443-8421

EMAIL: peggy@m.willbventures.com

ENGINEER/ARCHITECT (optional)

NAME: Foresight Design Services (c/o John T. Neel)

ADDRESS: 1260 Radford Street

Christiansburg, VA 24073

PHONE: (540) 381-6011

EMAIL: info@foresightdesignservices.com

Please provide the following information - attach separate pages if necessary:

Description of the proposed use including any site modification

See attached narrative.

Please demonstrate how the proposed use, when complemented with additional measures, if any, will be in harmony with the purposes of the specific district in which it will be placed.

See attached narrative.

Please demonstrate how there will be no undue adverse impacts on the surrounding neighborhood in terms of public health, safety, or general welfare, and show the mitigation of impacts to achieve the goals.

See attached narrative.

Any modifications or exceptions to Use and Design Standards or Development Standards must also be requested at the time of CUP evaluation. Identify and provide a justification for modification/exception

See attached narrative.

If the application is an amendment to an existing approved S/CUP, provide an identification of any proposed changes requested below and on a plan, and a strike-through and italic edit of any conditions proposed to be changed

See attached narrative.

Planned Commercial District Conditional Use Permit for
Mini-Storage Development

NARRATIVE

**Planned Commercial District – 1055 Plantation Road
Conditional Use Permit for Mini-Storage Development**

Description of the proposed use (or site modification)

The site is a 4.573 acre parcel located at 1055 Plantation Road in the Town of Blacksburg, Virginia. The site is currently contained within an existing Planned Commercial District and this application is to request a Conditional Use Permit to allow for Mini-Storage use type within this PC district.

The existing site is currently vacant with an existing old parking lot on the South side of the parcel adjacent to Prices Fork Road. This parking lot is from a previous development that has since been abandoned. The proposed development will create a new entrance off of the existing Plantation Road cul-de-sac to access the site and also complete a cross-connection to Crisp Road in the The Retreat student housing development directly to the West of this parcel. This proposed roadway will be private with a dedicated public access easement to allow for public traffic to utilize the cross-connection. The development will be comprised of an approximate 100,000 square foot multi-story climate controlled storage facility with office space attached, associated parking and drive aisles, as well as the necessary utilities and stormwater management to serve the building. An approximately 1.17 acres-commercial parcel shall be reserved along the frontage of Prices Fork Road for future development.

Please demonstrate how the proposed use, when complemented with additional measures, if any, will be in harmony with the purposes of the specific district in which it will be placed.

The proposed development is for the construction of a mini-storage facility within an existing Planned Commercial District. The location of this storage facility directly adjacent to The Retreat, a large student housing development, as well as other student housing and residential neighborhoods in the vicinity of this parcel, will make it a prime location for these storage services.

Please demonstrated how there will be no undue adverse impacts on the surrounding neighborhood in terms of public health, safety, or general welfare, and show the mitigation impacts to achieve the goals.

As a mini-storage facility, the impacts to public health, safety and general welfare of surrounding neighborhoods will be extremely minimal. The facility will require minimal public utilities service and therefore pose little-to-no impact on the Town's water and sanitary sewer facilities. From a traffic standpoint, a TIA has been provided with this submittal demonstrating minimal impact to the Town's transportation infrastructure and the adjacent signals, intersections and roadways. Furthermore, a cross-connection is being proposed to directly connect to Crisp Road at The Retreat to the West, allowing for ease of access of these storage facilities without the need to exit onto Prices Fork Road, mitigating additional traffic on this roadway. This cross connection will also improve the overall transportation network and

connectivity between the Hotel, Convenience Store, Proposed Mini-Storage, Future Commercial Parcel, and The Retreat.

Any modifications or exceptions to Use and Design Standards or Development Standards must also be requested at the time of the CUP evaluation. Identify and provide a justification for modification/exception.

The applicant is not requesting any exceptions to the existing use and design standards or development standards for this existing Planned Commercial District other than the modification proposed to the PC district submitted concurrently with this CUP request.

If the application is an amendment to an existing application S/CUP, provide an identification of any proposed changes requested below and on a plan, and a strike-through and italic edit or any conditions proposed to be changed.

This application is a Conditional Use Permit request for the existing Planned Commercial District. The amendment to the existing Planned Commercial District is being handled in a separate application package.

Planned Commercial District Conditional Use Permit for
Mini-Storage Development

APPENDICES

Planned Commercial District Conditional Use Permit for
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APPENDIX A – TRAFFIC IMPACT ANALYSIS

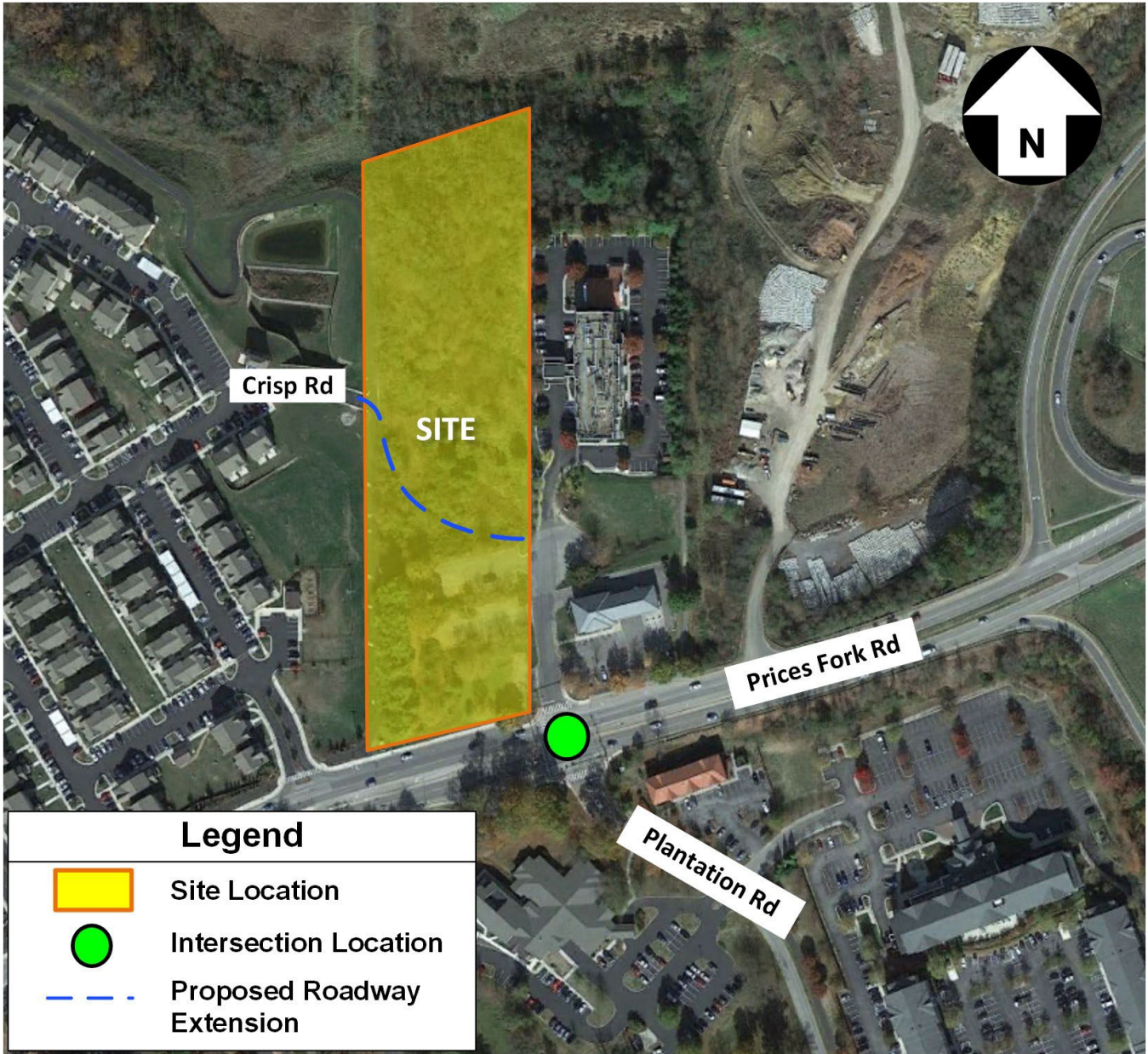


Figure 1: Site Location and Study Intersection

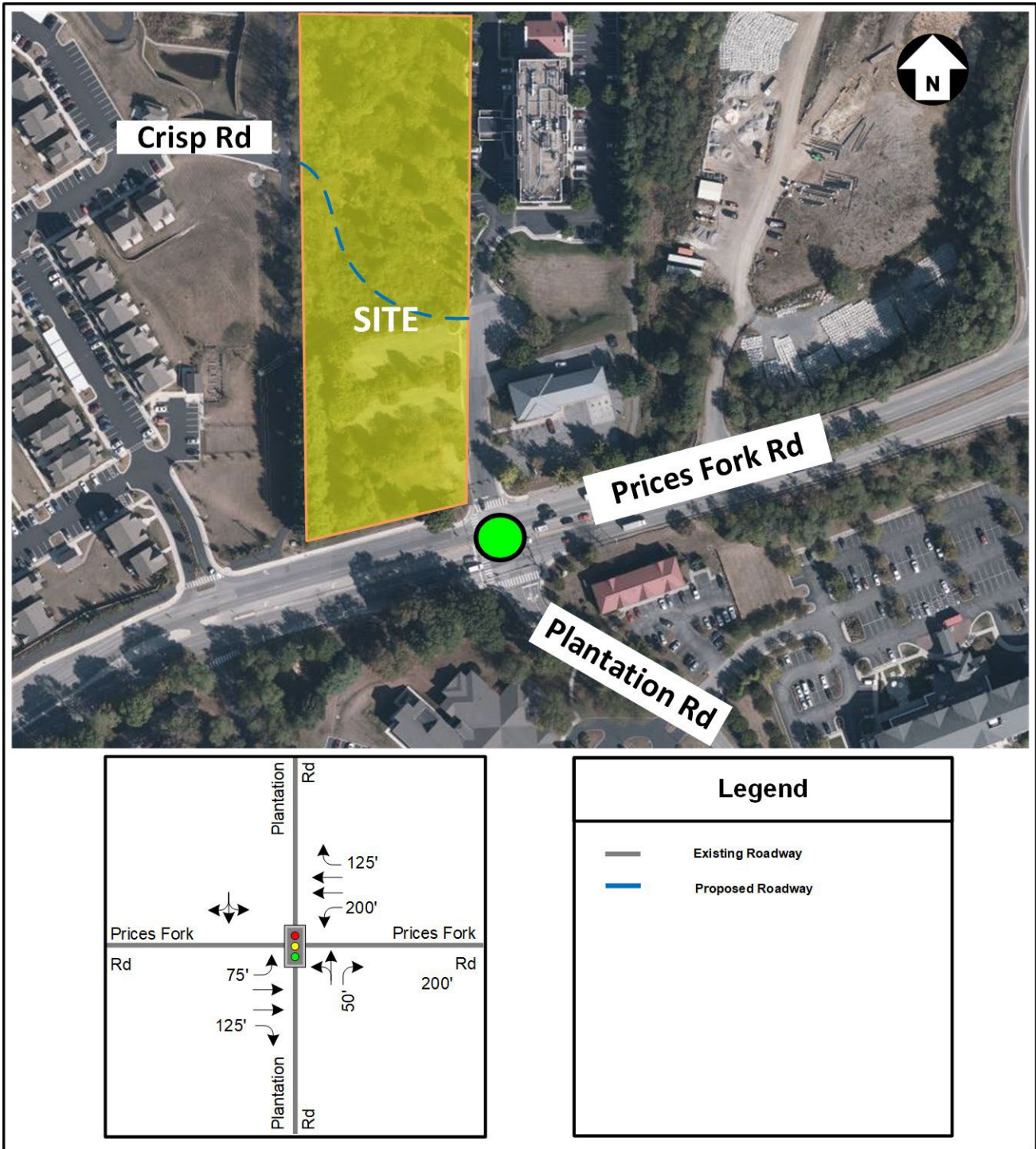


Figure 2: Existing Lane Configuration

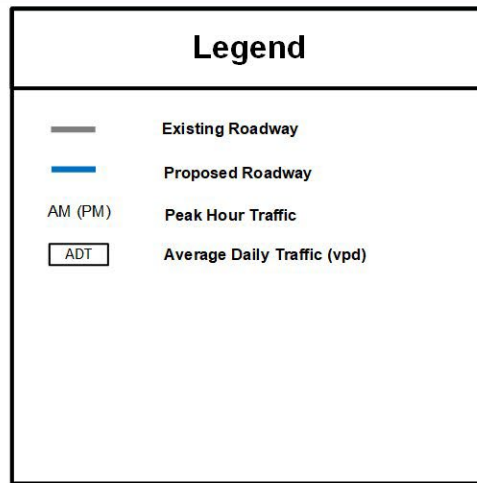
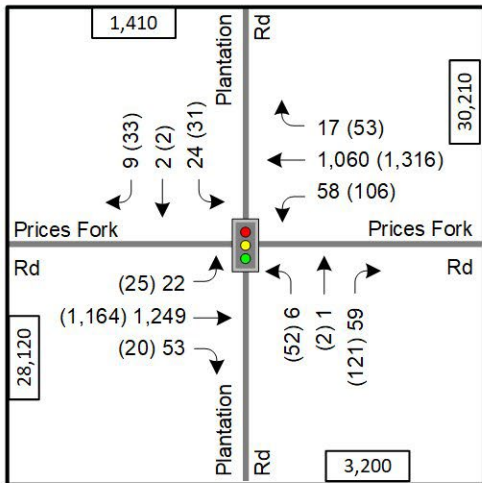


Figure 3: Existing (2022) Peak Hour Traffic Volumes

Future (2024) Conditions

Background Traffic Growth

The anticipated project build-out year is 2024. Regional growth was added to the existing traffic volumes to estimate the future without development (2024) traffic volumes.

Table 3 shows the total approach volume at the study intersection based on the 2013 traffic counts that were performed for The Retreat TIA, and the traffic counts we performed in September 2022. The volumes at the study intersection have increased by just 2.4% since 2013. This is an annual growth rate of just 0.3%, and this includes the trips generated by The Retreat neighborhood. To be conservative, this analysis assumes an annual growth rate of 1.0% per year.

Table 3: Traffic Volume Comparison

Traffic Count Date	AM Total Intersection Approach Volume	PM Total Intersection Approach Volume	Total AM + PM Intersection Approach Volume
April 2013	2,410	2,993	5,403
September 2022	2,560	2,925	5,485

Figure 4 shows the projected 2024 no-build traffic volumes at the study intersection with the 1.0% annual growth rate.

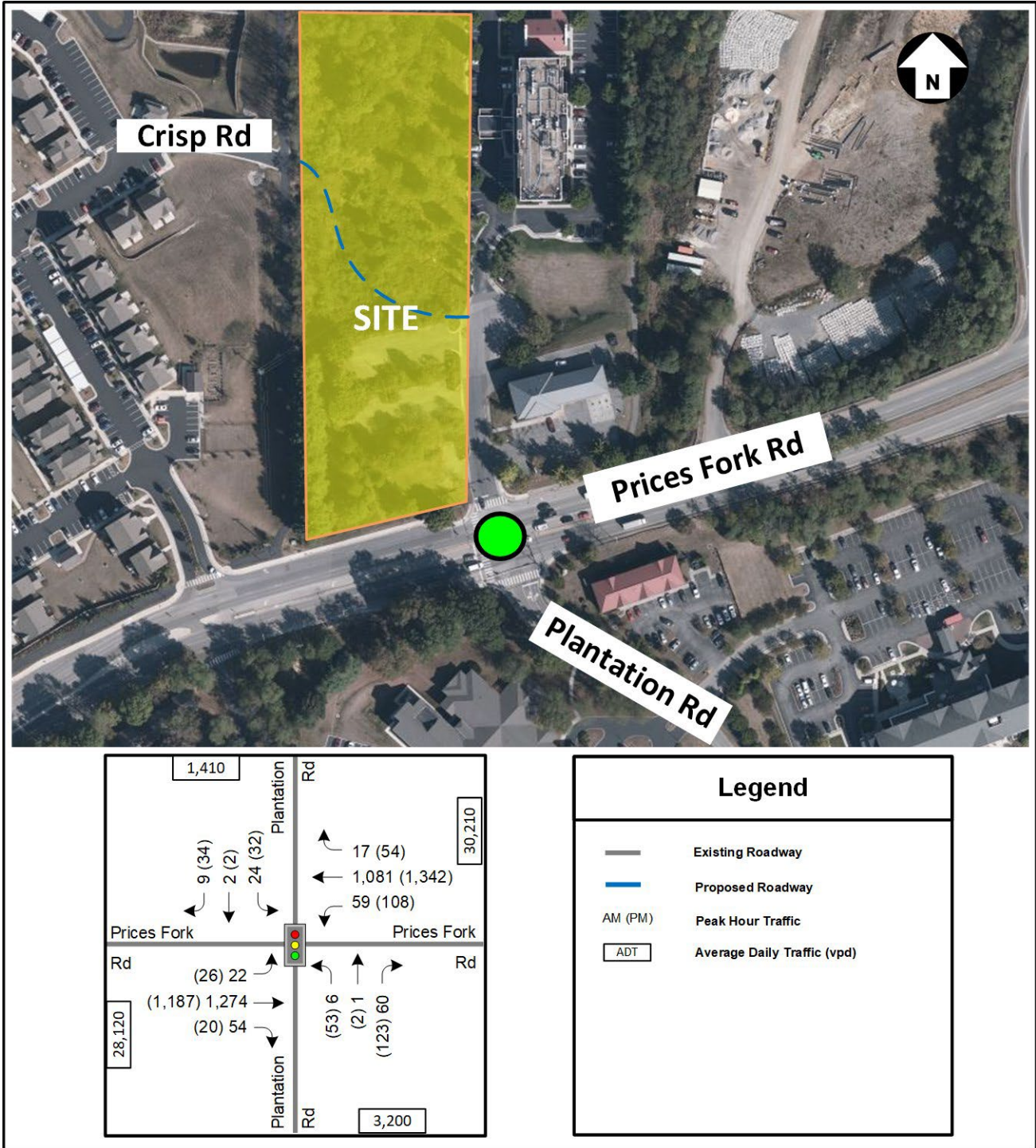


Figure 4: No-Build 2024 Volumes

Diverted Traffic Volumes from The Retreat

The Retreat neighborhood currently has two access points on Prices Fork Road – one full-movement signalized driveway and one right-in / right-out driveway. As part of the proposed self-storage facility, Crisp Road will be extended to connect to Plantation Road. Therefore, it was assumed that a portion of residents living in The Retreat will use this connection to access Plantation Road. Figure 5 shows the revised trip distribution based in The Retreat TIA.

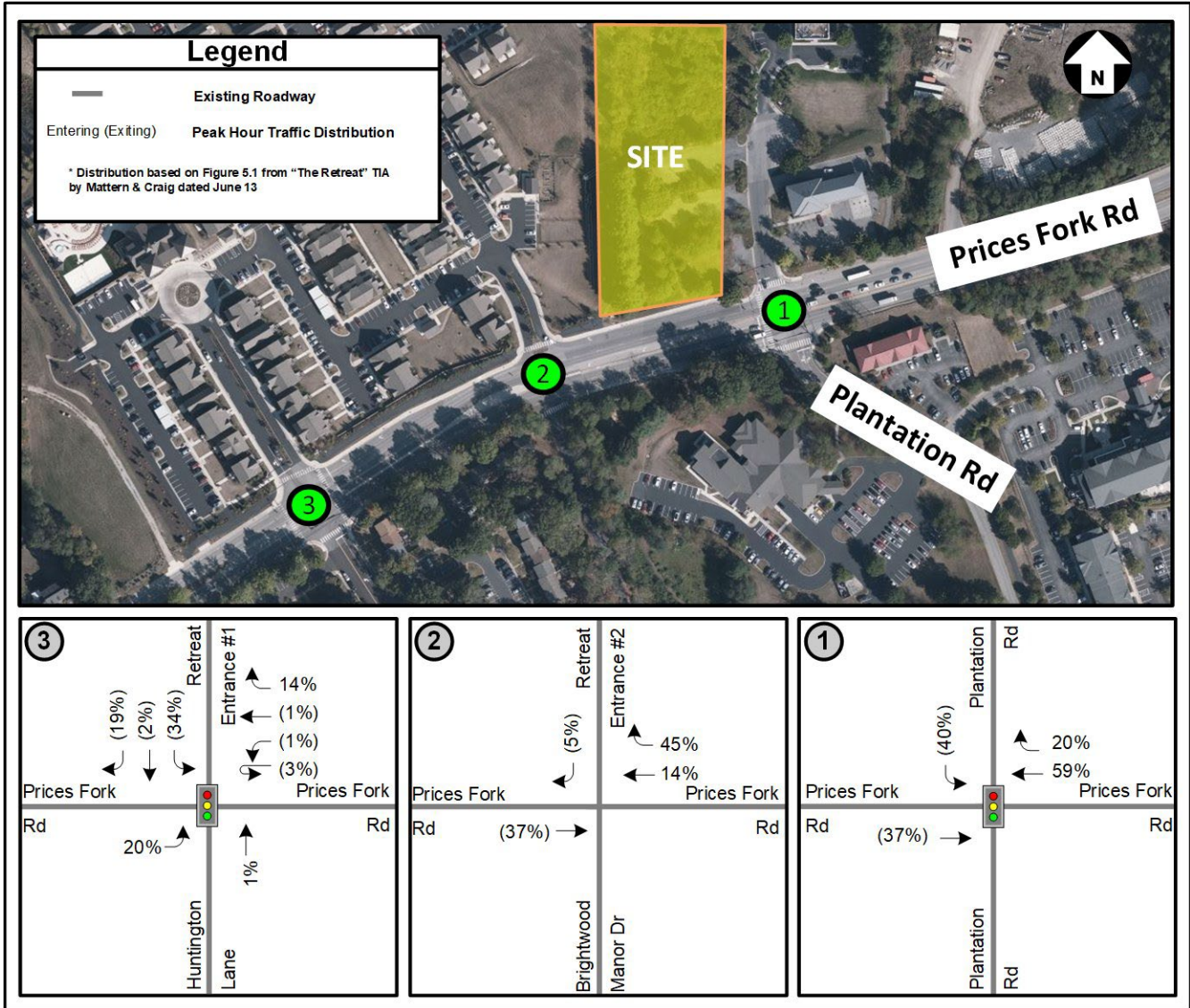


Figure 5: The Retreat – New Trip Distribution

Based on discussion with the Town, it was assumed that 20% of The Retreat trips will enter on Plantation Road, and 40% of The Retreat trips will exit on Plantation Road. Figure 6 shows the anticipated redistribution of The Retreat trips.

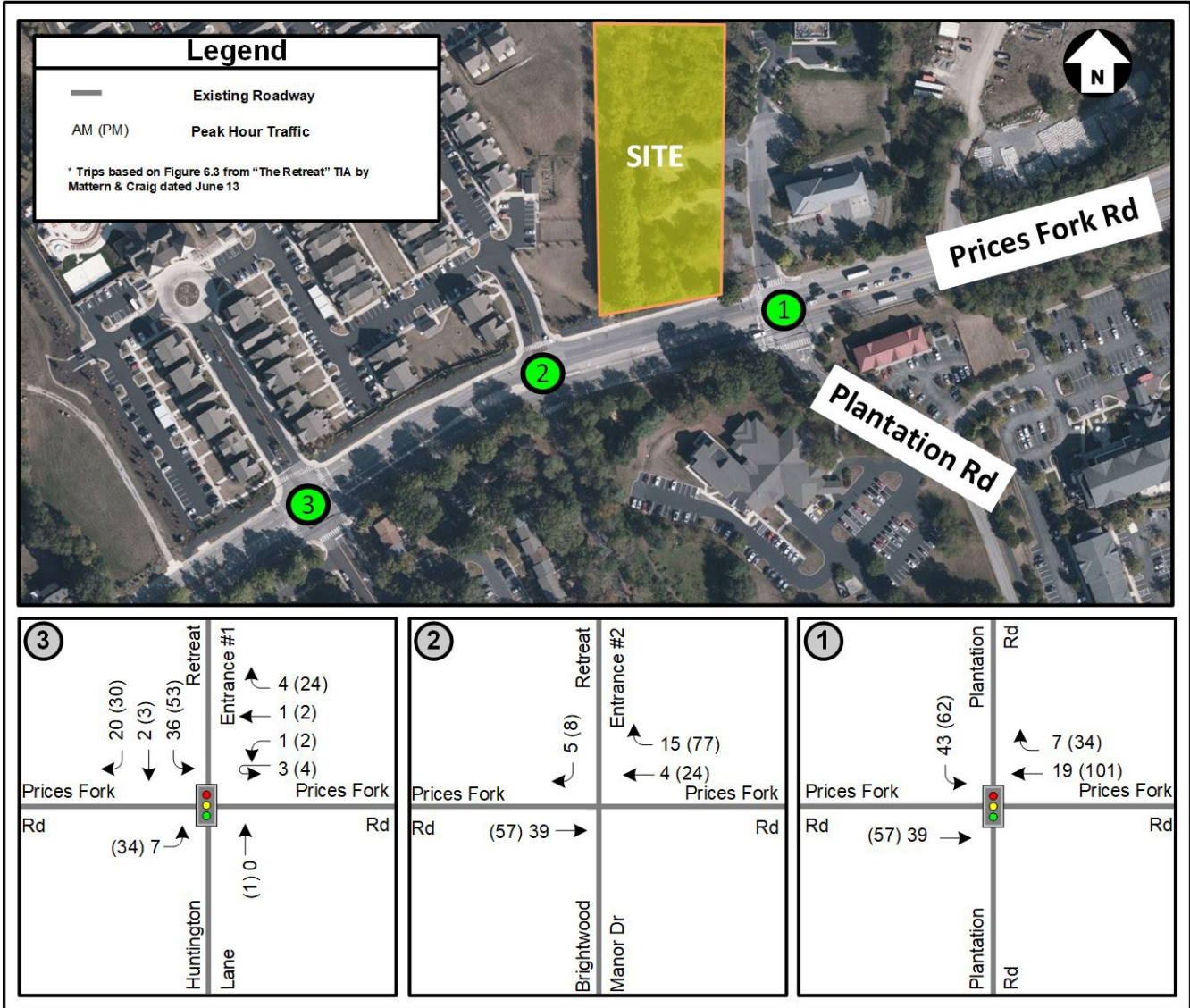


Figure 6: The Retreat – New Trip Assignment

Site Generated Trips

The proposed self-storage facility consists of 100,000 s.f. of mini-warehouse space. The trip generation potential of the proposed facility is shown in Table 2 and the proposed site trip distribution and assignment are shown in Figure 7.

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

Land Use (ITE Land Use Code)	Size	Average Daily Traffic (vpd)		AM Peak Hour (vph)		PM Peak Hour (vph)	
		Enter	Exit	Enter	Exit	Enter	Exit
Mini-Warehouse (151)	100,000 s.f.	73	73	5	4	7	8



Figure 7: Site Trip Distribution and Assignment

Figure 8 shows the estimated traffic volumes for 2024 including The Retreat's diverted trips and the proposed self-storage trips.

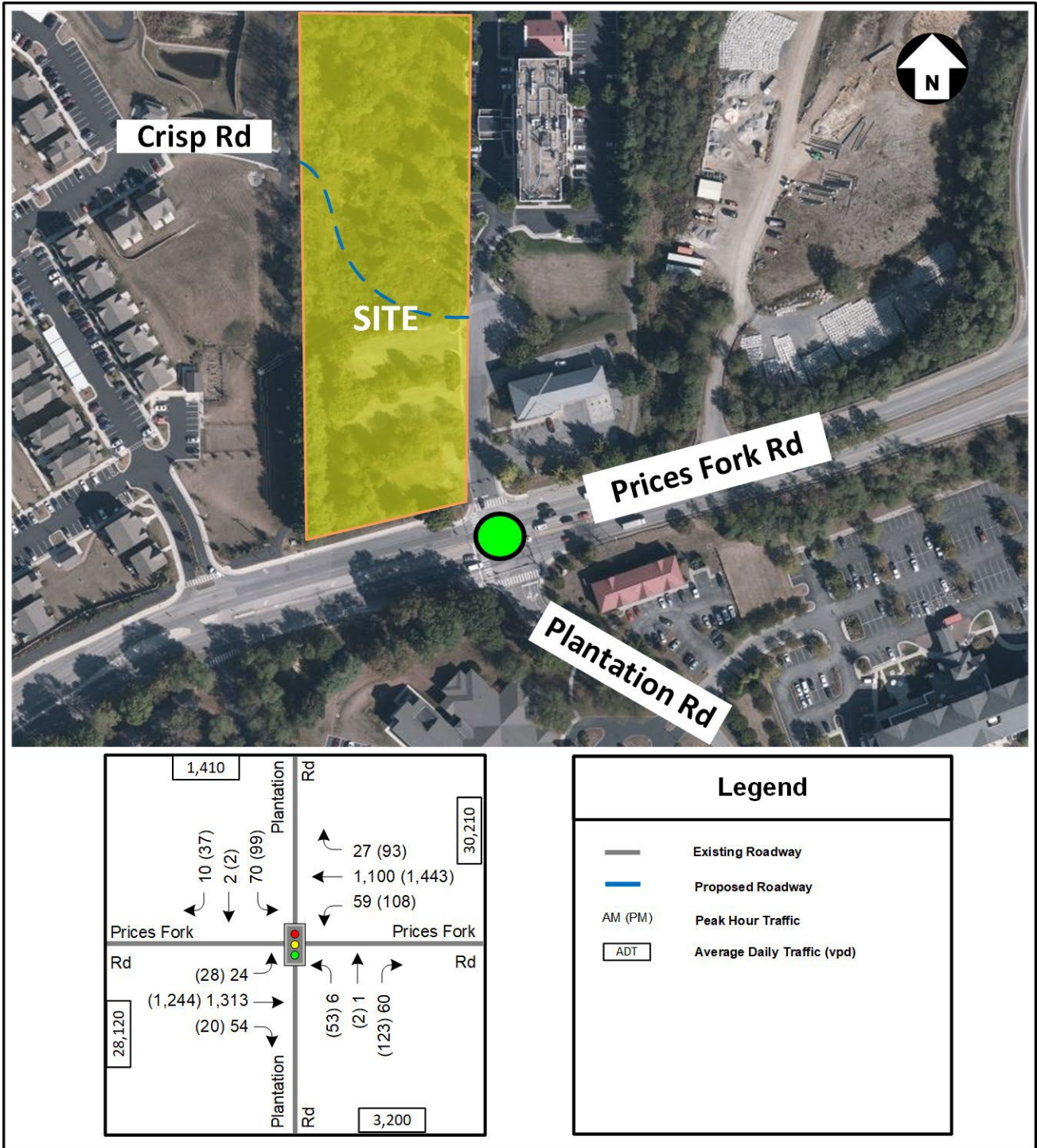


Figure 8: Build 2024 Volumes

Traffic Capacity Analysis

Capacity analysis was performed at the study intersection during the weekday morning and evening peak hours under existing conditions. Synchro Version 11 was used to analyze the study intersections based on the Highway Capacity Manual (HCM) 6th methodology and includes level of service (LOS), delay, and queue length comparisons for the turning movements analyzed. HCM 2000 methodology was used to generate capacity and queuing results if HCM 6th was not applicable at a study intersection.

Signal timings provided by the Town were used as a base for the existing analysis. Existing peak hour factors found in the field were used, except where the field peak hour factor was lower than 0.85, in which case a minimum value of 0.85 was used consistent with VDOT analysis guidelines. Heavy vehicle percentages determined by existing traffic counts were used for analysis. Pedestrian volumes were also collected during the intersection traffic counts and were included in the analysis.

The results of the intersection analysis are presented in Table 4, and are expressed in LOS and delay (seconds per vehicle) per lane group. The 95th percentile queue results for each intersection are also presented in Table 4 and are expressed in feet. The detailed analysis worksheets are included in the Appendix.

Table 4: Capacity Analysis Results – Prices Fork Road / Plantation Road

Condition	Lane Group	Lane Storage (ft.)	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec)	Queue (ft.)	Overall LOS	LOS	Delay (sec)	Queue (ft.)	Overall LOS
Existing (2022) Traffic Conditions	EBL	75	A	4.8	13	B (15.5 sec)	A	7.0	19	B (19.8 sec)
	EBT	-	B	16.4	502		B	18.5	512	
	EBR	125	A	0.1	0		A	0.1	0	
	WBL	200	A	7.6	27		B	10.2	58	
	WBT	-	B	14.8	418		B	19.5	613	
	WBR	-	A	0.1	0		A	0.1	0	
	NBL/T	-	E	70.8	24		E	77.5	104	
	NBR	50	A	4.4	0		B	14.4	51	
SBL/T/R	-	E	63.1	65	E	55.6	95			
No-Build (2024) Traffic Conditions	EBL	75	A	4.8	13	B (15.8 sec)	A	7.1	19	C (21.5 sec)
	EBT	-	B	16.8	521		C	21.1	580	
	EBR	125	A	0.1	0		A	0.1	0	
	WBL	200	A	7.8	28		A	9.7	60	
	WBT	-	B	15.0	430		C	20.9	687	
	WBR	-	A	0.1	0		A	0.1	0	
	NBL/T	-	E	70.8	24		E	77.5	105	
	NBR	50	A	4.5	0		B	14.9	52	
SBL/T/R	-	E	63.1	65	D	54.0	95			
Build (2024) Traffic Conditions	EBL	75	A	6.6	17	C (21.5 sec)	B	10.4	25	C (29.3 sec)
	EBT	-	C	22.5	621		C	28.3	714	
	EBR	125	A	0.1	0		A	0.1	0	
	WBL	200	B	11.1	34		B	14.6	74	
	WBT	-	B	19.3	497		C	28.8	943	
	WBR	-	A	0.0	0		A	1.5	15	
	NBL/T	-	E	70.8	24		E	77.5	105	
	NBR	50	A	4.5	0		B	14.9	52	
SBL/T/R	-	E	75.9	135	E	74.3	202			

The analysis shows that the study intersection currently operates at LOS B during the AM and PM peak hours. In the no-build condition, the intersection is projected to operate at LOS B during the AM peak hour and LOS C during the PM peak hour. For the build condition, the intersection is projected to operate at LOS C during the AM and PM peak hours with all movements operating at LOS E or better.

Note that The Retreat is expected to add 50 vehicles to Plantation Road in the AM peak hour and 96 vehicles in the PM peak hour. The proposed self-storage facility will add just 9 vehicles to Plantation Road in the AM peak hour (one every 7 minutes) and only 15 vehicles in the PM peak hour (one every 4 minutes).

No improvements are warranted or recommended at build-out of the project.

APPENDIX

Traffic Count Data

Traffic Signal Timing Plans

Synchro Output



TRAFFIC DATA COLLECTION

File Name : Blacksburg(Price Fork Rd and Plantation Rd) 09-06-22
 Site Code :
 Start Date : 9/6/2022
 Page No : 1

Groups Printed- Cars + - Trucks

Start Time	Plantation Rd Southbound						Price Fork Rd Westbound						Plantation Rd Northbound						Price Fork Rd Eastbound						Int. Total
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	
07:00 AM	4	0	1	0	0	5	4	107	6	0	0	117	8	0	1	0	0	9	0	141	2	0	0	143	274
07:15 AM	1	0	4	0	0	5	4	233	7	0	0	244	9	0	2	0	0	11	9	220	1	0	1	231	491
07:30 AM	2	0	6	0	0	8	3	386	13	0	0	402	9	0	5	0	0	14	12	331	4	0	3	350	774
07:45 AM	4	0	6	0	0	10	5	287	31	3	0	326	21	0	2	0	0	23	14	434	4	0	0	452	811
Total	11	0	17	0	0	28	16	1013	57	3	0	1089	47	0	10	0	0	57	35	1126	11	0	4	1176	2350
08:00 AM	2	0	3	0	0	5	2	127	19	0	0	148	19	1	0	0	0	20	7	290	2	0	0	299	472
08:15 AM	0	0	5	0	1	6	1	155	10	0	0	166	18	0	3	0	0	21	4	207	6	0	1	218	411
08:30 AM	1	0	8	0	0	9	6	187	10	0	0	203	20	0	4	0	0	24	6	230	1	0	3	240	476
08:45 AM	3	2	7	0	0	12	4	161	13	1	0	179	11	1	1	0	2	15	13	355	3	0	1	372	578
Total	6	2	23	0	1	32	13	630	52	1	0	696	68	2	8	0	2	80	30	1082	12	0	5	1129	1937
09:00 AM	7	3	7	0	0	17	10	116	18	2	0	146	31	0	6	0	2	39	24	289	4	0	3	320	522
09:15 AM	3	0	3	0	0	6	2	138	22	1	0	163	16	1	4	0	2	23	5	205	3	0	2	215	407
09:30 AM	4	1	3	0	0	8	7	141	12	0	0	160	13	0	3	0	1	17	5	161	5	0	10	181	366
09:45 AM	3	1	5	0	0	9	7	121	9	0	0	137	13	0	5	0	0	18	2	189	4	0	1	196	360
Total	17	5	18	0	0	40	26	516	61	3	0	606	73	1	18	0	5	97	36	844	16	0	16	912	1655
10:00 AM	3	0	8	0	1	12	2	100	12	0	0	114	9	0	4	0	0	13	4	142	6	0	3	155	294
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10:30 AM	3	0	5	0	0	8	5	109	12	0	0	126	19	0	2	0	2	23	11	164	3	0	1	179	336
10:45 AM	1	1	2	0	1	5	6	144	9	1	0	160	17	0	5	0	2	24	8	152	0	0	3	163	352
Total	9	2	16	0	4	31	16	462	44	1	0	523	56	0	17	0	4	77	32	623	9	0	8	672	1303
11:00 AM	1	1	4	0	1	7	3	180	23	0	0	206	15	1	9	0	1	26	6	138	4	0	5	153	392
11:15 AM	2	0	5	0	0	7	3	148	12	1	0	164	18	1	6	0	1	26	4	108	1	0	1	114	311
11:30 AM	6	0	3	0	1	10	2	125	9	0	2	138	16	1	1	0	4	22	3	137	4	0	1	145	315
11:45 AM	4	0	3	0	0	7	8	130	19	1	0	158	20	0	6	0	0	26	6	183	2	0	2	193	384
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12:30 PM	4	0	2	0	0	6	9	181	22	2	0	214	18	0	8	0	2	28	6	181	1	0	7	195	443
12:45 PM	9	0	7	0	0	16	13	189	28	2	0	232	19	0	2	0	1	22	7	185	8	0	3	203	473
Total	23	1	18	0	2	44	34	704	91	4	0	833	88	0	25	0	8	121	25	711	14	0	14	764	1762
01:00 PM	8	1	9	0	0	18	8	163	14	1	0	186	19	0	3	0	0	22	6	143	5	0	1	155	381
01:15 PM	3	3	3	0	2	11	7	150	11	0	0	168	15	2	1	0	2	20	8	182	2	0	1	193	392
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Total	16	5	26	0	4	51	28	648	54	2	0	732	76	6	17	0	3	102	27	702	14	0	9	752	1637



TRAFFIC DATA COLLECTION

File Name : Blacksburg(Price Fork Rd and Plantation Rd) 09-06-22
 Site Code :
 Start Date : 9/6/2022
 Page No : 2

Groups Printed- Cars + - Trucks

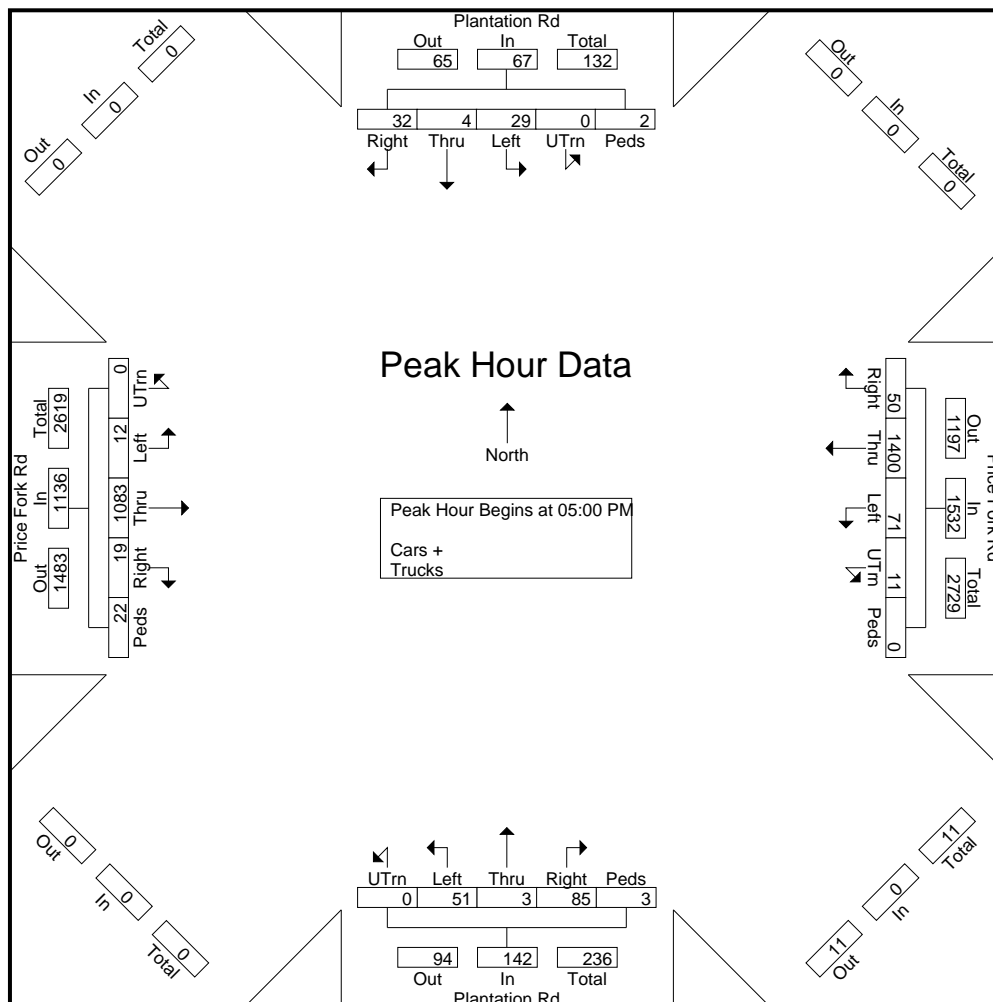
Start Time	Plantation Rd Southbound						Price Fork Rd Westbound						Plantation Rd Northbound						Price Fork Rd Eastbound						Int. Total
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	
02:00 PM	7	2	5	0	3	17	5	206	22	0	0	233	29	0	13	0	0	42	2	153	3	0	11	169	461
02:15 PM	2	0	4	0	0	6	5	194	14	2	0	215	12	0	6	0	1	19	4	154	1	0	3	162	402
02:30 PM	2	1	8	0	0	11	8	217	21	1	0	247	8	1	6	0	0	15	12	139	3	0	3	157	430
02:45 PM	2	0	5	0	0	7	9	182	16	0	0	207	27	0	5	0	0	32	3	208	4	0	2	217	463
Total	13	3	22	0	3	41	27	799	73	3	0	902	76	1	30	0	1	108	21	654	11	0	19	705	1756
03:00 PM	2	0	10	0	0	12	1	159	20	2	0	182	25	1	8	0	3	37	9	409	7	0	0	425	656
03:15 PM	0	1	9	0	1	11	6	227	10	0	0	243	14	0	13	0	1	28	9	245	2	0	6	262	544
03:30 PM	6	1	8	0	3	18	9	291	23	0	0	323	23	1	15	0	3	42	2	199	5	0	12	218	601
03:45 PM	5	1	5	0	0	11	8	217	12	3	0	240	12	0	4	0	2	18	5	246	5	0	7	263	532
Total	13	3	32	0	4	52	24	894	65	5	0	988	74	2	40	0	9	125	25	1099	19	0	25	1168	2333
04:00 PM	9	1	9	0	2	21	14	245	13	0	0	272	18	2	5	0	1	26	4	212	3	0	1	220	539
04:15 PM	7	0	8	0	0	15	8	251	12	2	0	273	24	0	7	0	1	32	1	259	3	0	2	265	585
04:30 PM	14	0	0	0	0	14	11	261	13	3	0	288	19	0	11	0	0	30	3	270	2	0	3	278	610
04:45 PM	6	0	3	0	4	13	13	247	20	2	0	282	20	1	15	0	0	36	3	295	1	0	6	305	636
Total	36	1	20	0	6	63	46	1004	58	7	0	1115	81	3	38	0	2	124	11	1036	9	0	12	1068	2370
05:00 PM	10	3	14	0	1	28	16	369	22	4	0	411	27	1	23	0	2	53	5	250	4	0	6	265	757
05:15 PM	9	1	5	0	0	15	11	397	20	4	0	432	22	0	10	0	0	32	5	217	3	0	8	233	712
05:30 PM	8	0	6	0	1	15	13	361	18	1	0	393	21	1	10	0	0	32	7	306	3	0	2	318	758
05:45 PM	5	0	4	0	0	9	10	273	11	2	0	296	15	1	8	0	1	25	2	310	2	0	6	320	650
Total	32	4	29	0	2	67	50	1400	71	11	0	1532	85	3	51	0	3	142	19	1083	12	0	22	1136	2877
06:00 PM	7	2	6	0	0	15	7	276	20	0	0	303	16	0	10	0	0	26	5	237	3	0	1	246	590
06:15 PM	6	0	2	0	1	9	8	269	15	1	0	293	11	1	7	0	4	23	5	207	1	0	5	218	543
06:30 PM	8	0	4	0	1	13	10	242	21	2	0	275	19	0	13	0	0	32	4	218	7	0	0	229	549
06:45 PM	4	2	4	0	0	10	7	237	32	5	0	281	11	0	7	0	2	20	1	227	4	0	9	241	552
Total	25	4	16	0	2	47	32	1024	88	8	0	1152	57	1	37	0	6	101	15	889	15	0	15	934	2234
Grand Total	214	31	252	0	30	527	328	9677	777	50	2	10834	850	22	313	0	49	1234	295	10415	153	0	158	11021	23616
Apprch %	40.6	5.9	47.8	0	5.7		3	89.3	7.2	0.5	0		68.9	1.8	25.4	0	4		2.7	94.5	1.4	0	1.4		
Total %	0.9	0.1	1.1	0	0.1	2.2	1.4	41	3.3	0.2	0	45.9	3.6	0.1	1.3	0	0.2	5.2	1.2	44.1	0.6	0	0.7	46.7	
Cars +	212	28	248	0	23	511	322	9418	772	50	2	10564	846	22	309	0	31	1208	292	10142	151	0	155	10740	23023
% Cars +	99.1	90.3	98.4	0	76.7	97	98.2	97.3	99.4	100	100	97.5	99.5	100	98.7	0	63.3	97.9	99	97.4	98.7	0	98.1	97.5	97.5
Trucks	2	3	4	0	7	16	6	259	5	0	0	270	4	0	4	0	18	26	3	273	2	0	3	281	593
% Trucks	0.9	9.7	1.6	0	23.3	3	1.8	2.7	0.6	0	0	2.5	0.5	0	1.3	0	36.7	2.1	1	2.6	1.3	0	1.9	2.5	2.5



TRAFFIC DATA COLLECTION

File Name : Blacksburg(Price Fork Rd and Plantation Rd) 09-06-22
 Site Code :
 Start Date : 9/6/2022
 Page No : 3

Start Time	Plantation Rd Southbound						Price Fork Rd Westbound						Plantation Rd Northbound						Price Fork Rd Eastbound						Int. Total
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:00 PM																									
05:00 PM	10	3	14	0	1	28	16	369	22	4	0	411	27	1	23	0	2	53	5	250	4	0	6	265	757
05:15 PM	9	1	5	0	0	15	11	397	20	4	0	432	22	0	10	0	0	32	5	217	3	0	8	233	712
05:30 PM	8	0	6	0	1	15	13	361	18	1	0	393	21	1	10	0	0	32	7	306	3	0	2	318	758
05:45 PM	5	0	4	0	0	9	10	273	11	2	0	296	15	1	8	0	1	25	2	310	2	0	6	320	650
Total Volume	32	4	29	0	2	67	50	1400	71	11	0	1532	85	3	51	0	3	142	19	1083	12	0	22	1136	2877
% App. Total	47.8	6	43.3	0	3		3.3	91.4	4.6	0.7	0		59.9	2.1	35.9	0	2.1		1.7	95.3	1.1	0	1.9		
PHF	.800	.333	.518	.000	.500	.598	.781	.882	.807	.688	.000	.887	.787	.750	.554	.000	.375	.670	.679	.873	.750	.000	.688	.888	.949





TRAFFIC DATA COLLECTION

File Name : Blacksburg(Price Fork Rd and Plantation Rd) 09-07-22

Site Code :

Start Date : 9/7/2022

Page No : 1

Groups Printed- Cars + - Trucks

Start Time	Plantation Rd Southbound						Price Fork Rd Westbound						Plantation Rd Northbound						Price Fork Rd Eastbound						Int. Total
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	
07:00 AM	2	2	7	0	0	11	9	114	8	0	0	131	6	0	1	0	1	8	1	167	2	0	0	170	320
07:15 AM	2	0	9	0	0	11	6	235	11	1	0	253	8	0	0	0	0	8	6	191	2	0	0	199	471
07:30 AM	1	2	9	0	2	14	4	386	7	0	0	397	15	0	5	0	0	20	21	332	8	0	2	363	794
07:45 AM	6	0	3	0	0	9	4	307	27	2	0	340	23	1	0	0	1	25	16	388	3	0	1	408	782
Total	11	4	28	0	2	45	23	1042	53	3	0	1121	52	1	6	0	2	61	44	1078	15	0	3	1140	2367
08:00 AM	0	0	3	0	1	4	3	132	13	1	0	149	13	0	1	0	2	16	10	338	9	0	0	357	526
08:15 AM	4	0	8	0	0	12	3	145	16	0	0	164	22	0	5	0	0	27	10	213	3	0	1	227	430
08:30 AM	1	0	7	0	1	9	4	163	15	0	0	182	13	1	2	0	0	16	13	271	5	1	1	291	498
08:45 AM	4	1	5	0	0	10	6	180	29	0	0	215	22	0	2	0	3	27	7	335	3	0	1	346	598
Total	9	1	23	0	2	35	16	620	73	1	0	710	70	1	10	0	5	86	40	1157	20	1	3	1221	2052
09:00 AM	3	0	4	0	0	7	3	145	15	2	0	165	24	0	9	0	2	35	4	195	3	0	3	205	412
09:15 AM	3	1	4	0	0	8	6	124	9	0	0	139	11	1	4	0	0	16	8	182	4	0	0	194	357
09:30 AM	3	1	9	0	0	13	3	112	17	0	0	132	31	0	1	0	0	32	15	200	2	0	0	217	394
09:45 AM	3	1	5	0	0	9	5	121	15	1	0	142	18	2	5	0	0	25	19	220	1	0	3	243	419
Total	12	3	22	0	0	37	17	502	56	3	0	578	84	3	19	0	2	108	46	797	10	0	6	859	1582
10:00 AM	1	1	6	0	1	9	3	136	14	2	0	155	17	0	6	0	0	23	4	129	5	0	3	141	328
10:15 AM	2	0	5	0	0	7	0	143	16	0	0	159	18	0	6	0	0	24	3	152	4	0	2	161	351
10:30 AM	0	0	4	0	0	4	0	129	20	0	0	149	16	1	8	0	0	25	6	152	3	0	2	163	341
10:45 AM	1	0	9	0	0	10	8	109	13	4	0	134	15	0	2	0	1	18	2	200	4	1	3	210	372
Total	4	1	24	0	1	30	11	517	63	6	0	597	66	1	22	0	1	90	15	633	16	1	10	675	1392
11:00 AM	5	1	7	0	2	15	12	103	14	0	0	129	15	1	10	0	2	28	3	147	4	0	2	156	328
11:15 AM	2	3	2	0	0	7	4	153	17	1	0	175	19	0	5	0	0	24	4	158	0	0	9	171	377
11:30 AM	3	1	3	0	0	7	5	130	18	0	0	153	22	0	8	0	0	30	4	175	6	0	0	185	375
11:45 AM	6	1	8	0	0	15	9	144	21	1	0	175	10	0	5	0	1	16	6	183	3	0	5	197	403
Total	16	6	20	0	2	44	30	530	70	2	0	632	66	1	28	0	3	98	17	663	13	0	16	709	1483
12:00 PM	1	0	4	0	0	5	3	181	13	2	0	199	30	0	5	0	1	36	7	162	3	0	1	173	413
12:15 PM	3	0	7	0	0	10	7	186	16	5	0	214	21	1	9	0	0	31	2	168	0	0	10	180	435
12:30 PM	3	0	2	0	0	5	3	165	31	1	0	200	25	0	9	0	2	36	1	170	4	0	1	176	417
12:45 PM	4	2	6	0	0	12	10	166	24	3	0	203	23	1	3	0	0	27	7	198	2	0	2	209	451
Total	11	2	19	0	0	32	23	698	84	11	0	816	99	2	26	0	3	130	17	698	9	0	14	738	1716
01:00 PM	1	0	7	0	1	9	4	168	22	3	0	197	19	0	3	0	0	22	8	178	4	0	2	192	420
01:15 PM	3	0	6	0	0	9	8	165	20	0	0	193	28	0	7	0	1	36	9	165	1	0	6	181	419
01:30 PM	2	3	7	0	0	12	4	193	27	1	0	225	17	0	7	0	0	24	4	160	7	0	5	176	437
01:45 PM	6	1	8	0	1	16	7	140	24	2	0	173	20	0	7	0	0	27	8	185	3	0	3	199	415
Total	12	4	28	0	2	46	23	666	93	6	0	788	84	0	24	0	1	109	29	688	15	0	16	748	1691



TRAFFIC DATA COLLECTION

File Name : Blacksburg(Price Fork Rd and Plantation Rd) 09-07-22
 Site Code :
 Start Date : 9/7/2022
 Page No : 2

Groups Printed- Cars + - Trucks

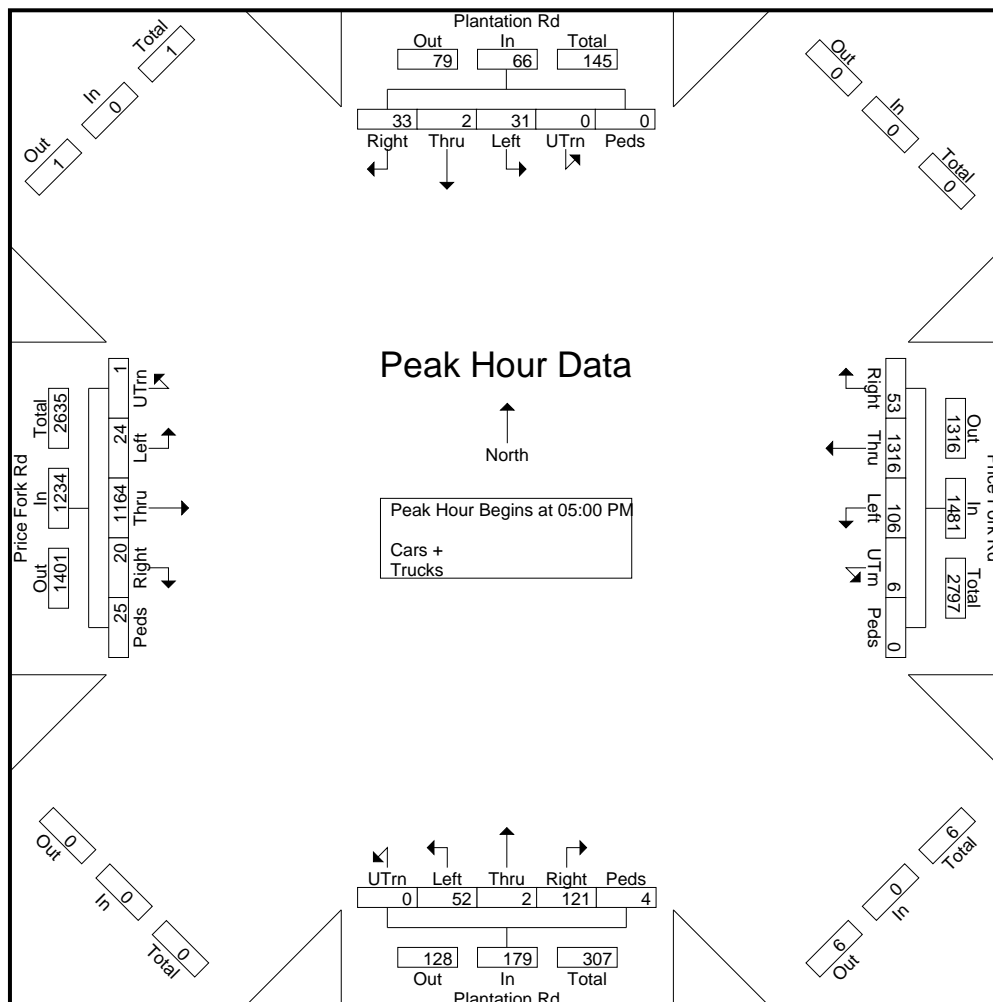
Start Time	Plantation Rd Southbound						Price Fork Rd Westbound						Plantation Rd Northbound						Price Fork Rd Eastbound						Int. Total
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	
02:00 PM	3	0	0	0	0	3	3	164	25	0	0	192	17	0	8	0	0	25	9	164	2	0	0	175	395
02:15 PM	4	0	4	0	0	8	5	221	16	1	0	243	26	0	4	0	4	34	6	184	1	1	5	197	482
02:30 PM	4	1	3	0	0	8	12	243	12	1	0	268	16	0	11	0	3	30	4	156	2	0	10	172	478
02:45 PM	5	2	3	0	0	10	4	222	17	3	0	246	11	1	6	0	0	18	3	206	2	0	2	213	487
Total	16	3	10	0	0	29	24	850	70	5	0	949	70	1	29	0	7	107	22	710	7	1	17	757	1842
03:00 PM	1	0	7	0	0	8	5	224	19	1	0	249	30	0	11	0	1	42	6	415	3	1	1	426	725
03:15 PM	3	1	4	0	2	10	5	184	19	1	0	209	20	1	9	0	1	31	6	216	3	0	4	229	479
03:30 PM	1	1	4	0	0	6	10	219	19	1	0	249	18	1	3	0	0	22	7	232	1	0	5	245	522
03:45 PM	5	2	7	0	0	14	10	200	11	1	0	222	23	2	11	0	1	37	8	325	3	0	2	338	611
Total	10	4	22	0	2	38	30	827	68	4	0	929	91	4	34	0	3	132	27	1188	10	1	12	1238	2337
04:00 PM	8	0	8	0	0	16	7	296	32	2	0	337	19	0	13	0	1	33	8	254	6	0	11	279	665
04:15 PM	5	0	14	0	3	22	11	276	13	0	0	300	36	2	11	0	0	49	3	210	8	0	5	226	597
04:30 PM	7	0	8	0	1	16	7	292	18	4	0	321	19	1	9	0	1	30	6	240	5	1	3	255	622
04:45 PM	11	2	7	0	0	20	16	258	14	3	0	291	20	2	13	0	1	36	5	291	6	0	4	306	653
Total	31	2	37	0	4	74	41	1122	77	9	0	1249	94	5	46	0	3	148	22	995	25	1	23	1066	2537
05:00 PM	12	1	5	0	0	18	17	296	20	1	0	334	42	1	18	0	1	62	3	262	6	0	6	277	691
05:15 PM	5	0	9	0	0	14	11	336	35	1	0	383	32	0	21	0	0	53	7	310	2	0	6	325	775
05:30 PM	10	1	2	0	0	13	15	372	31	1	0	419	28	1	8	0	2	39	7	311	8	0	5	331	802
05:45 PM	6	0	15	0	0	21	10	312	20	3	0	345	19	0	5	0	1	25	3	281	8	1	8	301	692
Total	33	2	31	0	0	66	53	1316	106	6	0	1481	121	2	52	0	4	179	20	1164	24	1	25	1234	2960
06:00 PM	8	1	12	0	0	21	10	282	32	1	0	325	28	1	5	0	4	38	1	191	7	1	1	201	585
06:15 PM	6	1	8	0	0	15	15	250	22	1	0	288	17	1	7	0	2	27	6	226	5	0	3	240	570
06:30 PM	6	0	4	0	0	10	10	238	23	2	0	273	22	0	9	0	0	31	3	254	3	0	2	262	576
06:45 PM	4	2	5	0	0	11	7	237	31	6	0	281	19	0	4	0	0	23	11	242	3	0	5	261	576
Total	24	4	29	0	0	57	42	1007	108	10	0	1167	86	2	25	0	6	119	21	913	18	1	11	964	2307
Grand Total	189	36	293	0	15	533	333	9697	921	66	0	11017	983	23	321	0	40	1367	320	10684	182	7	156	11349	24266
Apprch %	35.5	6.8	55	0	2.8		3	88	8.4	0.6	0		71.9	1.7	23.5	0	2.9		2.8	94.1	1.6	0.1	1.4		
Total %	0.8	0.1	1.2	0	0.1	2.2	1.4	40	3.8	0.3	0	45.4	4.1	0.1	1.3	0	0.2	5.6	1.3	44	0.8	0	0.6	46.8	
Cars +	187	36	290	0	10	523	329	9347	912	66	0	10654	970	23	318	0	24	1335	316	10333	179	7	150	10985	23497
% Cars +	98.9	100	99	0	66.7	98.1	98.8	96.4	99	100	0	96.7	98.7	100	99.1	0	60	97.7	98.8	96.7	98.4	100	96.2	96.8	96.8
Trucks	2	0	3	0	5	10	4	350	9	0	0	363	13	0	3	0	16	32	4	351	3	0	6	364	769
% Trucks	1.1	0	1	0	33.3	1.9	1.2	3.6	1	0	0	3.3	1.3	0	0.9	0	40	2.3	1.2	3.3	1.6	0	3.8	3.2	3.2



TRAFFIC DATA COLLECTION

File Name : Blacksburg(Price Fork Rd and Plantation Rd) 09-07-22
 Site Code :
 Start Date : 9/7/2022
 Page No : 3

Start Time	Plantation Rd Southbound						Price Fork Rd Westbound						Plantation Rd Northbound						Price Fork Rd Eastbound						Int. Total
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:00 PM																									
05:00 PM	12	1	5	0	0	18	17	296	20	1	0	334	42	1	18	0	1	62	3	262	6	0	6	277	691
05:15 PM	5	0	9	0	0	14	11	336	35	1	0	383	32	0	21	0	0	53	7	310	2	0	6	325	775
05:30 PM	10	1	2	0	0	13	15	372	31	1	0	419	28	1	8	0	2	39	7	311	8	0	5	331	802
05:45 PM	6	0	15	0	0	21	10	312	20	3	0	345	19	0	5	0	1	25	3	281	8	1	8	301	692
Total Volume	33	2	31	0	0	66	53	1316	106	6	0	1481	121	2	52	0	4	179	20	1164	24	1	25	1234	2960
% App. Total	50	3	47	0	0		3.6	88.9	7.2	0.4	0		67.6	1.1	29.1	0	2.2		1.6	94.3	1.9	0.1	2		
PHF	.688	.500	.517	.000	.000	.786	.779	.884	.757	.500	.000	.884	.720	.500	.619	.000	.500	.722	.714	.936	.750	.250	.781	.932	.923



Prices Fork Road & Plantation Road

Check/reset time clock

Check/verify standard Ring Structure

Input Traffic Events

Input Equate Data

Vehicle Recalls - Min for Phases 2 & 6

Lock/Non-Lock - Check settings

Check Dual Entry settings - 2, 6

Switch Phase: None

Detector Delay - 10 sec Phases 1, 3, 4, 5

Coordination Settings							
OPER	MODE	MAX	CORR	OFST	FRCE	MX DWLL	YIELD
1 - AUTO	0 - PRM	0 - INH	2 - SW	1 - END	0 - PLAN	0	0

Clearance Intervals								
Phase	1 - WBL	2 - EBT	3 - NB	4 - SB	5 - EBL	6 - WBT	7 -	8 -
Min Green	5	15	5	5	15	5	x	x
Yellow	4.6	4.6	3.4	3.0	4.6	4.6	x	x
Red	3.8	3.8	3.1	3.6	3.8	3.8	x	x

Pedestrian Clearance Intervals								
Phase	1 - WBL	2 - EBT	3 - NB	4 - SB	5 - EBL	6 - WBT	7 -	8 -
Walk	x	5	x	5	x	5	x	x
Flash D/W	x	12	x	23	x	12	x	x

150s Cycle	Pattern 2/1/1 - Inbound Peak				Offset: 4			
Phase	1 - WBL	2 - EBT	3 - NB	4 - SB	5 - EBL	6 - WBT	7 -	8 -
Split	20	80	20	30	15	85	x	x
Mode	0	1	0	0	0	1	x	x

120s Cycle	Pattern 3/1/1 - Midday Peak				Offset: 8			
Phase	1 - WBL	2 - EBT	3 - NB	4 - SB	5 - EBL	6 - WBT	7 -	8 -
Split	20	55	20	25	15	60	x	x
Mode	0	1	0	0	0	1	x	x

150s Cycle	Pattern 2/2/1 - Outbound Peak				Offset: 148			
Phase	1 - WBL	2 - EBT	3 - NB	4 - SB	5 - EBL	6 - WBT	7 -	8 -
Split	20	85	23	22	15	90	x	x
Mode	0	1	0	0	0	1	x	x

100s Cycle	Pattern 1/2/1 - Off Peak				Offset: 6			
Phase	1 - WBL	2 - EBT	3 - NB	4 - SB	5 - EBL	6 - WBT	7 -	8 -
Split	20	40	20	20	15	45	x	x
Mode	0	1	0	0	0	1	x	x

Local TBC Traffic Data

Updated: 8-24-2016

Corridor: Prices Fork Road West

Intersections: [Plantation Road, Huntington Lane, Heather Drive, Hethwood Boulevard]

Day	HH	MM	Pattern	Cycle Length (seconds)
1	0	00	Free	Max Times
1	9	00	1/2/1	100
1	11	00	2/1/1	120
1	18	00	1/2/1	100
1	20	00	Free	Max Times
2	0	00	Free	Max Times
2	06	30	2/1/1	150
2	11	00	3/1/1	120
2	14	30	2/1/1	150
2	16	00	2/2/1	150
2	19	00	1/2/1	100
2	21	00	Free	Max Times
6	0	00	Free	Max Times
6	06	30	2/1/1	150
6	11	00	2/2/1	150
6	14	30	2/1/1	150
6	16	00	2/2/1	150
6	19	00	1/2/1	100
6	21	00	Free	Max Times

1800 Prices Fork Rd
1: Plantation Rd & Prices Fork Rd

Existing (2022) Volumes
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1249	53	58	1060	17	6	1	59	24	2	9
Future Volume (vph)	22	1249	53	58	1060	17	6	1	59	24	2	9
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		125	200		125	0		50	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1785	1583	0	1736	0
Flt Permitted	0.156			0.111				0.958			0.966	
Satd. Flow (perm)	291	3539	1583	207	3539	1583	0	1785	1583	0	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			135			135			148		10	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		485			727			669			617	
Travel Time (s)		8.3			12.4			18.2			16.8	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	1542	65	72	1309	21	0	8	73	0	43	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases	2		2	6		6			3			
Detector Phase	5	2	2	1	6	6	3	3	3	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	25.4	25.4	13.4	25.4	25.4	16.0	16.0	16.0	34.6	34.6	
Total Split (s)	15.0	80.0	80.0	20.0	85.0	85.0	20.0	20.0	20.0	30.0	30.0	
Total Split (%)	10.0%	53.3%	53.3%	13.3%	56.7%	56.7%	13.3%	13.3%	13.3%	20.0%	20.0%	
Yellow Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	3.4	3.4	3.4	3.0	3.0	
All-Red Time (s)	3.8	3.8	3.8	3.8	3.8	3.8	3.1	3.1	3.1	3.6	3.6	
Lost Time Adjust (s)	-2.4	-2.4	-2.4	-2.4	-2.4	-2.4		-0.5	-0.5		-0.6	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Act Effct Green (s)	118.1	102.3	102.3	111.6	104.6	104.6		6.8	6.8		9.0	
Actuated g/C Ratio	0.79	0.68	0.68	0.74	0.70	0.70		0.05	0.05		0.06	
v/c Ratio	0.07	0.64	0.06	0.28	0.53	0.02		0.10	0.34		0.38	
Control Delay	4.8	16.4	0.1	7.6	14.8	0.1		70.8	4.4		63.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	4.8	16.4	0.1	7.6	14.8	0.1		70.8	4.4		63.1	
LOS	A	B	A	A	B	A		E	A		E	
Approach Delay		15.5			14.2			10.9			63.1	
Approach LOS		B			B			B			E	
Queue Length 50th (ft)	5	431	0	14	386	0		8	0		32	
Queue Length 95th (ft)	13	502	0	27	418	0		24	0		65	
Internal Link Dist (ft)		405			647			589			537	
Turn Bay Length (ft)	75		125	200		125			50			
Base Capacity (vph)	400	2412	1122	301	2467	1144		166	281		286	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	

1800 Prices Fork Rd
 1: Plantation Rd & Prices Fork Rd

Existing (2022) Volumes
 Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	
Reduced v/c Ratio	0.07	0.64	0.06	0.24	0.53	0.02		0.05	0.26		0.15	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 4 (3%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 15.5
 Intersection Capacity Utilization 65.5%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 1: Plantation Rd & Prices Fork Rd



1800 Prices Fork Rd
1: Plantation Rd & Prices Fork Rd

Existing (2022) Volumes
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1164	20	106	1316	53	52	2	121	31	2	33
Future Volume (vph)	25	1164	20	106	1316	53	52	2	121	31	2	33
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		125	200		125	0		50	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1777	1583	0	1696	0
Flt Permitted	0.120			0.157				0.954			0.977	
Satd. Flow (perm)	224	3539	1583	292	3539	1583	0	1777	1583	0	1696	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			135			135			148		27	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		485			727			669			617	
Travel Time (s)		8.3			12.4			18.2			16.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	1265	22	115	1430	58	0	59	132	0	72	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases	2		2	6		6			3			
Detector Phase	5	2	2	1	6	6	3	3	3	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	25.4	25.4	13.4	25.4	25.4	16.0	16.0	16.0	34.6	34.6	
Total Split (s)	15.0	85.0	85.0	20.0	90.0	90.0	23.0	23.0	23.0	22.0	22.0	
Total Split (%)	10.0%	56.7%	56.7%	13.3%	60.0%	60.0%	15.3%	15.3%	15.3%	14.7%	14.7%	
Yellow Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	3.4	3.4	3.4	3.0	3.0	
All-Red Time (s)	3.8	3.8	3.8	3.8	3.8	3.8	3.1	3.1	3.1	3.6	3.6	
Lost Time Adjust (s)	-2.4	-2.4	-2.4	-2.4	-2.4	-2.4		-0.5	-0.5		-0.6	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Act Effct Green (s)	109.6	94.2	94.2	105.0	97.9	97.9		10.8	10.8		10.2	
Actuated g/C Ratio	0.73	0.63	0.63	0.70	0.65	0.65		0.07	0.07		0.07	
v/c Ratio	0.08	0.57	0.02	0.37	0.62	0.05		0.46	0.53		0.51	
Control Delay	7.0	18.5	0.1	10.2	19.5	0.1		77.5	14.4		55.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	7.0	18.5	0.1	10.2	19.5	0.1		77.5	14.4		55.6	
LOS	A	B	A	B	B	A		E	B		E	
Approach Delay		17.9			18.1			33.9			55.6	
Approach LOS		B			B			C			E	
Queue Length 50th (ft)	6	354	0	28	493	0		56	0		43	
Queue Length 95th (ft)	19	512	0	58	613	0		104	51		95	
Internal Link Dist (ft)		405			647			589			537	
Turn Bay Length (ft)	75		125	200		125			50			
Base Capacity (vph)	332	2222	1044	344	2310	1080		201	310		205	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	

1800 Prices Fork Rd
 1: Plantation Rd & Prices Fork Rd

Existing (2022) Volumes
 Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	
Reduced v/c Ratio	0.08	0.57	0.02	0.33	0.62	0.05		0.29	0.43		0.35	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 148 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 19.8
 Intersection Capacity Utilization 74.4%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 1: Plantation Rd & Prices Fork Rd



1800 Prices Fork Rd
1: Plantation Rd & Prices Fork Rd

No-Build (2024) Conditions
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1274	54	59	1081	17	6	1	60	24	2	9
Future Volume (vph)	22	1274	54	59	1081	17	6	1	60	24	2	9
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		125	200		125	0		50	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1785	1583	0	1736	0
Flt Permitted	0.150			0.105				0.958			0.966	
Satd. Flow (perm)	279	3539	1583	196	3539	1583	0	1785	1583	0	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			135			135			148		10	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		485			727			669			617	
Travel Time (s)		8.3			12.4			18.2			16.8	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	1573	67	73	1335	21	0	8	74	0	43	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases	2		2	6		6			3			
Detector Phase	5	2	2	1	6	6	3	3	3	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	25.4	25.4	13.4	25.4	25.4	16.0	16.0	16.0	34.6	34.6	
Total Split (s)	23.0	84.0	84.0	15.0	76.0	76.0	16.0	16.0	16.0	35.0	35.0	
Total Split (%)	15.3%	56.0%	56.0%	10.0%	50.7%	50.7%	10.7%	10.7%	10.7%	23.3%	23.3%	
Yellow Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	3.4	3.4	3.4	3.0	3.0	
All-Red Time (s)	3.8	3.8	3.8	3.8	3.8	3.8	3.1	3.1	3.1	3.6	3.6	
Lost Time Adjust (s)	-2.4	-2.4	-2.4	-2.4	-2.4	-2.4		-0.5	-0.5		-0.6	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Act Effct Green (s)	118.0	102.2	102.2	111.7	104.6	104.6		6.8	6.8		9.0	
Actuated g/C Ratio	0.79	0.68	0.68	0.74	0.70	0.70		0.05	0.05		0.06	
v/c Ratio	0.07	0.65	0.06	0.29	0.54	0.02		0.10	0.35		0.38	
Control Delay	4.8	16.8	0.1	7.8	15.0	0.1		70.8	4.5		63.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	4.8	16.8	0.1	7.8	15.0	0.1		70.8	4.5		63.1	
LOS	A	B	A	A	B	A		E	A		E	
Approach Delay		15.9			14.4			10.9			63.1	
Approach LOS		B			B			B			E	
Queue Length 50th (ft)	5	447	0	15	398	0		8	0		32	
Queue Length 95th (ft)	13	521	0	28	430	0		24	0		65	
Internal Link Dist (ft)		405			647			589			537	
Turn Bay Length (ft)	75		125	200		125			50			
Base Capacity (vph)	392	2410	1121	257	2467	1144		119	243		343	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	

1800 Prices Fork Rd
 1: Plantation Rd & Prices Fork Rd

No-Build (2024) Conditions
 Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	
Reduced v/c Ratio	0.07	0.65	0.06	0.28	0.54	0.02		0.07	0.30		0.13	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 4 (3%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 15.8
 Intersection Capacity Utilization 66.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 1: Plantation Rd & Prices Fork Rd



1800 Prices Fork Rd
1: Plantation Rd & Prices Fork Rd

Build (2024) Conditions
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	1187	20	108	1342	54	53	2	123	32	2	34
Future Volume (vph)	26	1187	20	108	1342	54	53	2	123	32	2	34
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		125	200		125	0		50	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1777	1583	0	1696	0
Flt Permitted	0.114			0.142				0.954			0.977	
Satd. Flow (perm)	212	3539	1583	265	3539	1583	0	1777	1583	0	1696	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			135			135			148		30	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		485			727			669			617	
Travel Time (s)		8.3			12.4			18.2			16.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	1290	22	117	1459	59	0	60	134	0	74	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases	2		2	6		6			3			
Detector Phase	5	2	2	1	6	6	3	3	3	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	25.4	25.4	13.4	25.4	25.4	16.0	16.0	16.0	34.6	34.6	
Total Split (s)	24.0	63.0	63.0	20.0	59.0	59.0	32.0	32.0	32.0	35.0	35.0	
Total Split (%)	16.0%	42.0%	42.0%	13.3%	39.3%	39.3%	21.3%	21.3%	21.3%	23.3%	23.3%	
Yellow Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	3.4	3.4	3.4	3.0	3.0	
All-Red Time (s)	3.8	3.8	3.8	3.8	3.8	3.8	3.1	3.1	3.1	3.6	3.6	
Lost Time Adjust (s)	-2.4	-2.4	-2.4	-2.4	-2.4	-2.4		-0.5	-0.5		-0.6	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Act Effct Green (s)	108.1	91.3	91.3	106.5	96.9	96.9		10.9	10.9		10.1	
Actuated g/C Ratio	0.72	0.61	0.61	0.71	0.65	0.65		0.07	0.07		0.07	
v/c Ratio	0.08	0.60	0.02	0.36	0.64	0.06		0.47	0.53		0.52	
Control Delay	7.1	21.1	0.1	9.7	20.9	0.1		77.5	14.9		54.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	7.1	21.1	0.1	9.7	20.9	0.1		77.5	14.9		54.0	
LOS	A	C	A	A	C	A		E	B		D	
Approach Delay		20.5			19.4			34.2			54.0	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	7	387	0	29	510	0		57	0		42	
Queue Length 95th (ft)	19	580	0	60	687	0		105	52		95	
Internal Link Dist (ft)		405			647			589			537	
Turn Bay Length (ft)	75		125	200		125			50			
Base Capacity (vph)	340	2154	1016	342	2285	1070		308	396		352	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	

1800 Prices Fork Rd
 1: Plantation Rd & Prices Fork Rd

Build (2024) Conditions
 Timing Plan: PM Peak Hour

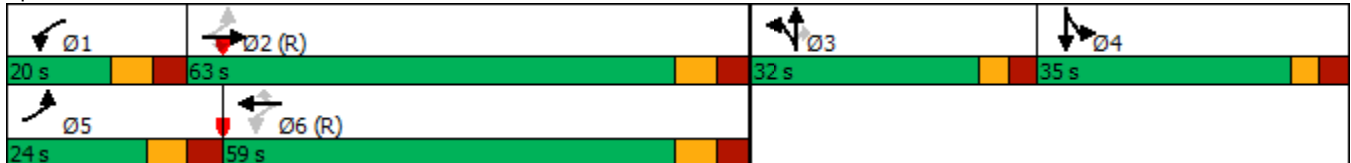
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	
Reduced v/c Ratio	0.08	0.60	0.02	0.34	0.64	0.06		0.19	0.34		0.21	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 148 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 21.5
 Intersection Capacity Utilization 75.2%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 1: Plantation Rd & Prices Fork Rd



1800 Prices Fork Rd
1: Plantation Rd & Prices Fork Rd

Build (2024) Conditions
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	1313	54	59	1100	27	6	1	60	70	2	10
Future Volume (vph)	24	1313	54	59	1100	27	6	1	60	70	2	10
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		125	200		125	0		50	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1785	1583	0	1758	0
Flt Permitted	0.132			0.083				0.958			0.959	
Satd. Flow (perm)	246	3539	1583	155	3539	1583	0	1785	1583	0	1758	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			135			135			148		4	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		485			727			669			617	
Travel Time (s)		8.3			12.4			18.2			16.8	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	1621	67	73	1358	33	0	8	74	0	100	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases	2		2	6		6			3			
Detector Phase	5	2	2	1	6	6	3	3	3	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	25.4	25.4	13.4	25.4	25.4	16.0	16.0	16.0	34.6	34.6	
Total Split (s)	23.0	84.0	84.0	15.0	76.0	76.0	16.0	16.0	16.0	35.0	35.0	
Total Split (%)	15.3%	56.0%	56.0%	10.0%	50.7%	50.7%	10.7%	10.7%	10.7%	23.3%	23.3%	
Yellow Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	3.4	3.4	3.4	3.0	3.0	
All-Red Time (s)	3.8	3.8	3.8	3.8	3.8	3.8	3.1	3.1	3.1	3.6	3.6	
Lost Time Adjust (s)	-2.4	-2.4	-2.4	-2.4	-2.4	-2.4		-0.5	-0.5		-0.6	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Act Effct Green (s)	110.5	94.6	94.6	104.1	97.0	97.0		6.8	6.8		14.2	
Actuated g/C Ratio	0.74	0.63	0.63	0.69	0.65	0.65		0.05	0.05		0.09	
v/c Ratio	0.08	0.73	0.06	0.33	0.59	0.03		0.10	0.35		0.59	
Control Delay	6.6	22.5	0.1	11.1	19.3	0.0		70.8	4.5		75.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	6.6	22.5	0.1	11.1	19.3	0.0		70.8	4.5		75.9	
LOS	A	C	A	B	B	A		E	A		E	
Approach Delay		21.4			18.4			10.9			75.9	
Approach LOS		C			B			B			E	
Queue Length 50th (ft)	7	530	0	17	453	0		8	0		92	
Queue Length 95th (ft)	17	621	0	34	497	0		24	0		135	
Internal Link Dist (ft)		405			647			589			537	
Turn Bay Length (ft)	75		125	200		125			50			
Base Capacity (vph)	357	2231	1047	222	2289	1071		119	243		343	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	

1800 Prices Fork Rd
 1: Plantation Rd & Prices Fork Rd

Build (2024) Conditions
 Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	
Reduced v/c Ratio	0.08	0.73	0.06	0.33	0.59	0.03		0.07	0.30		0.29	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 4 (3%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 21.5
 Intersection Capacity Utilization 69.2%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 1: Plantation Rd & Prices Fork Rd



1800 Prices Fork Rd
1: Plantation Rd & Prices Fork Rd

Build (2024) Conditions
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	1244	20	108	1443	93	53	2	123	99	2	37
Future Volume (vph)	28	1244	20	108	1443	93	53	2	123	99	2	37
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		125	200		125	0		50	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1777	1583	0	1733	0
Flt Permitted	0.072			0.109				0.954			0.965	
Satd. Flow (perm)	134	3539	1583	203	3539	1583	0	1777	1583	0	1733	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			135			135			148		11	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		485			727			669			617	
Travel Time (s)		8.3			12.4			18.2			16.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	1352	22	117	1568	101	0	60	134	0	150	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases	2		2	6		6			3			
Detector Phase	5	2	2	1	6	6	3	3	3	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	25.4	25.4	13.4	25.4	25.4	16.0	16.0	16.0	34.6	34.6	
Total Split (s)	24.0	73.0	73.0	18.0	67.0	67.0	24.0	24.0	24.0	35.0	35.0	
Total Split (%)	16.0%	48.7%	48.7%	12.0%	44.7%	44.7%	16.0%	16.0%	16.0%	23.3%	23.3%	
Yellow Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	3.4	3.4	3.4	3.0	3.0	
All-Red Time (s)	3.8	3.8	3.8	3.8	3.8	3.8	3.1	3.1	3.1	3.6	3.6	
Lost Time Adjust (s)	-2.4	-2.4	-2.4	-2.4	-2.4	-2.4		-0.5	-0.5		-0.6	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Act Effct Green (s)	100.3	83.5	83.5	98.6	89.0	89.0		10.9	10.9		18.0	
Actuated g/C Ratio	0.67	0.56	0.56	0.66	0.59	0.59		0.07	0.07		0.12	
v/c Ratio	0.11	0.69	0.02	0.43	0.75	0.10		0.47	0.53		0.69	
Control Delay	10.4	28.3	0.1	14.6	28.8	1.5		77.5	14.9		74.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	10.4	28.3	0.1	14.6	28.8	1.5		77.5	14.9		74.3	
LOS	B	C	A	B	C	A		E	B		E	
Approach Delay		27.4			26.4			34.2			74.3	
Approach LOS		C			C			C			E	
Queue Length 50th (ft)	9	481	0	36	662	0		57	0		133	
Queue Length 95th (ft)	25	714	0	74	#943	15		105	52		202	
Internal Link Dist (ft)		405			647			589			537	
Turn Bay Length (ft)	75		125	200		125			50			
Base Capacity (vph)	286	1970	941	283	2100	994		213	320		343	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	

1800 Prices Fork Rd
 1: Plantation Rd & Prices Fork Rd

Build (2024) Conditions
 Timing Plan: PM Peak Hour

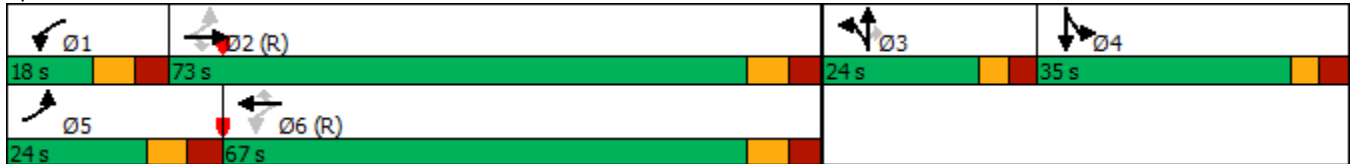
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	
Reduced v/c Ratio	0.10	0.69	0.02	0.41	0.75	0.10		0.28	0.42		0.44	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 148 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 29.3
 Intersection Capacity Utilization 81.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 1: Plantation Rd & Prices Fork Rd



Planned Commercial District Conditional Use Permit for Mini-Storage Development

APPENDIX B – ADJACENT PROPERTY OWNERS

1002-900 Glade Road

1920 Prices Fork Road

Map Number: 254-A-19A

Owner: RETREAT AT BLACKSBURG LLC C/O CARUTHERS & ASSOC IN

2075 MADISON AVE

MEMPHIS, TN 38104

1020 Plantation Road

Map Number: 254-8-2

Owner: BLACKSBURG HOSPITALITY GRP LLC C/O HOLIDAY LODGE INC

510 B S MAIN ST

BLACKSBURG, VA 24060

Prices Fork Road

Map Number: 256-A-1

Owner: VPI BLDGS & LAND

615 SOUTHGATE DR

BLACKSBURG

901 Plantation Road

Map Number: 254-A-27A

Owner: CARILION CLINIC PROPERTIES LLC

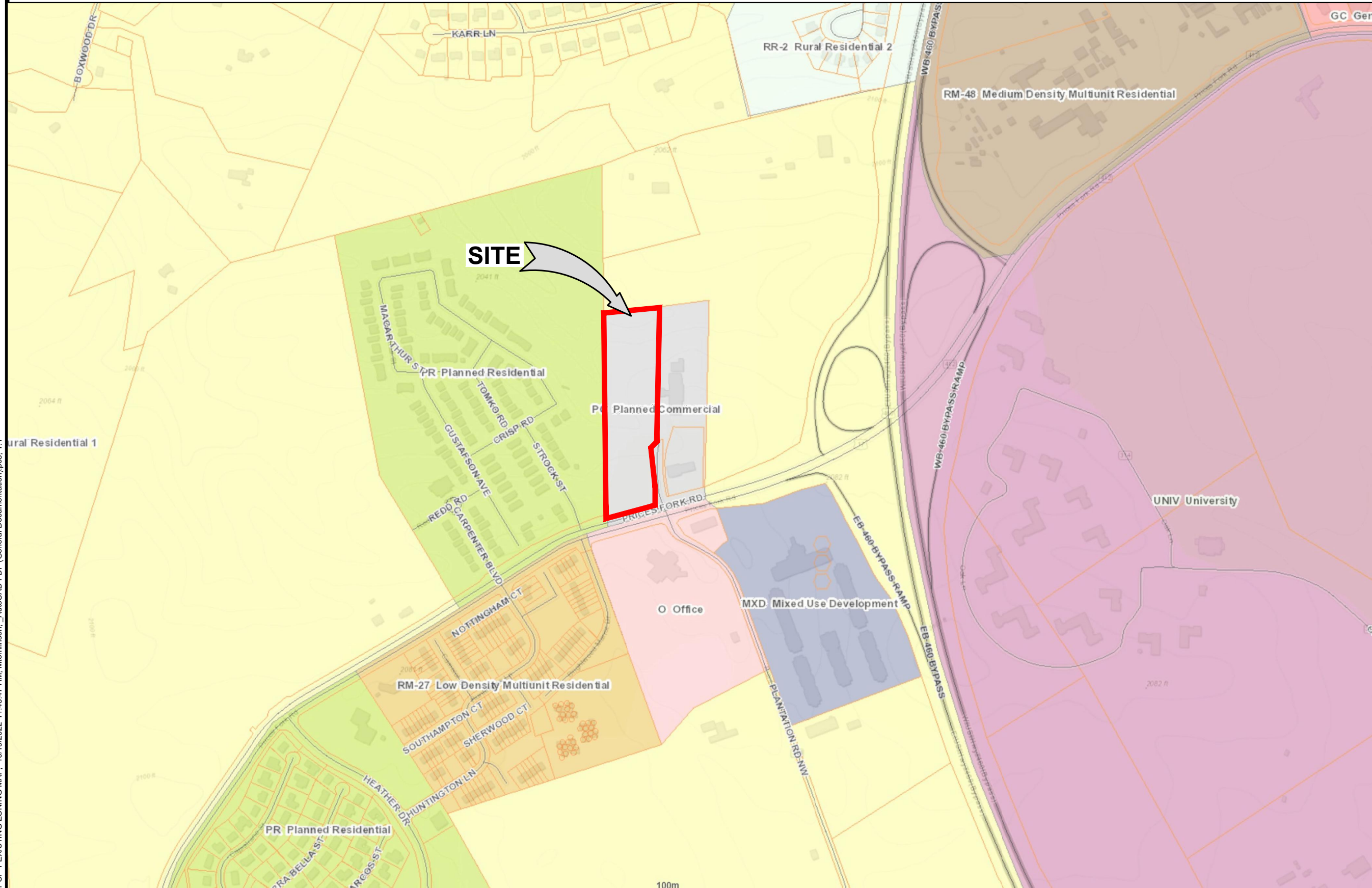
PO BOX 12385

ROANOKE, VA 24025-2385

Planned Commercial District Conditional Use Permit for
Mini-Storage Development

APPENDIX C – EXISTING ZONING MAP & EXISTING LAND USE MAP

APPENDIX C EXISTING ZONING MAP



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1 OF 1 EXISTING ZONING MAP, 10/19/2022 11:43:47 AM, Mtomlinson, AutoCAD PDF (General Documentation).pc3, 1:1



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EXISTING ZONING MAP

1055 PRICES FORK ROAD
REZONING
TOWN OF BLACKSBURG, VIRGINIA

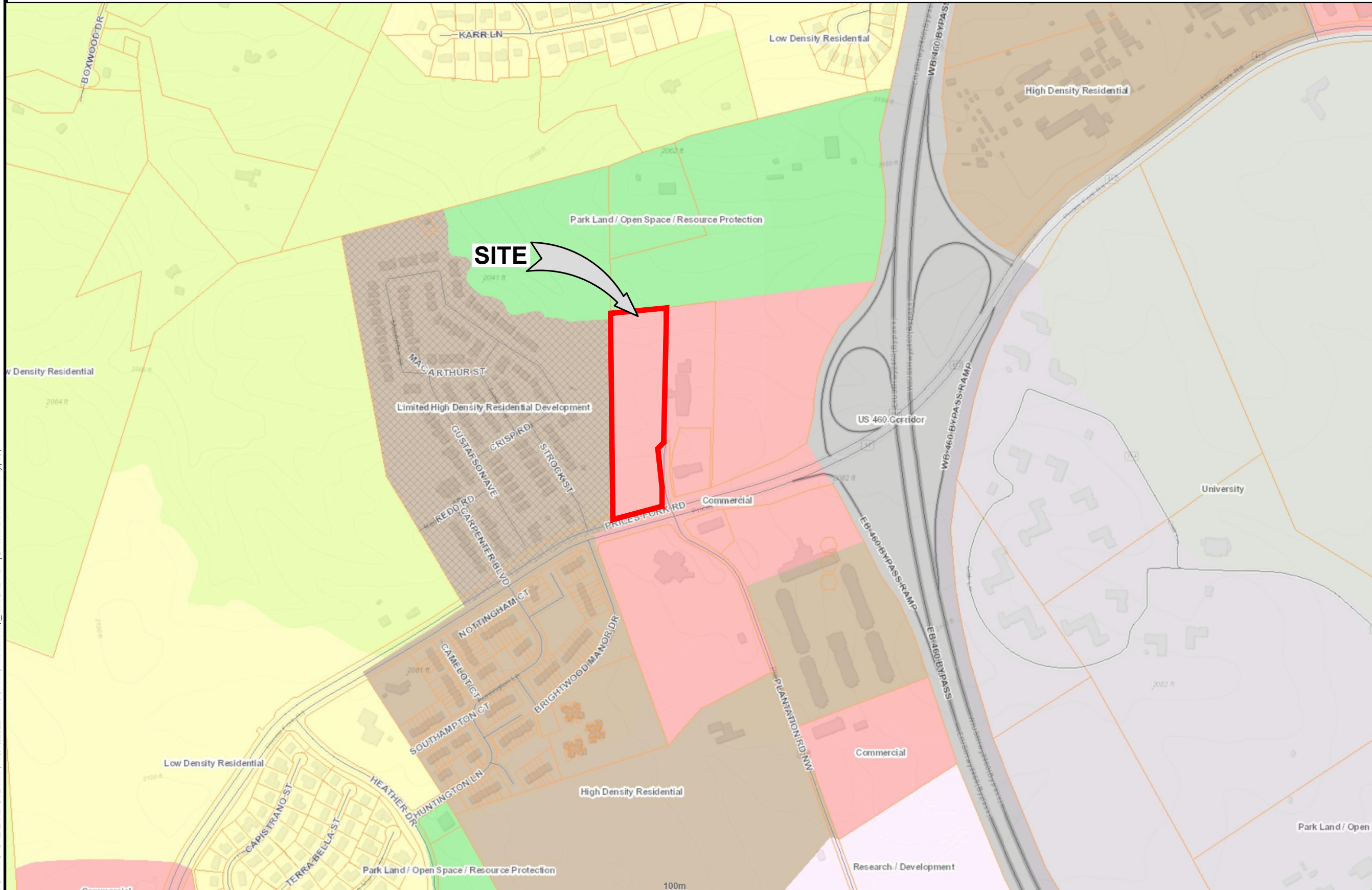
REVISIONS		
NO.	COMMENTS	DATE

PROJECT TEAM	
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PM	MATTHEW P. TOMLINSON, PE
DESIGN	MBL
FDS JOB NO.	ISSUE DATE
3322	10/19/2022
SHEET NUMBER	
1 OF 1	

Planned Commercial District Conditional Use Permit for
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APPENDIX D – FUTURE LAND USE MAP

APPENDIX D FUTURE LAND USE MAP



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1 OF 1 FUTURE LAND USE MAP_10/19/2022 11:43:54 AM, Mtomlinson, AutoCAD PDF (General Documentation), pc3, 1:1



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FUTURE LAND USE MAP

1055 PRICES FORK ROAD
REZONING

TOWN OF BLACKSBURG, VIRGINIA

REVISIONS

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PM	MATTHEW P. TOMLINSON, PE
DESIGN	MBL

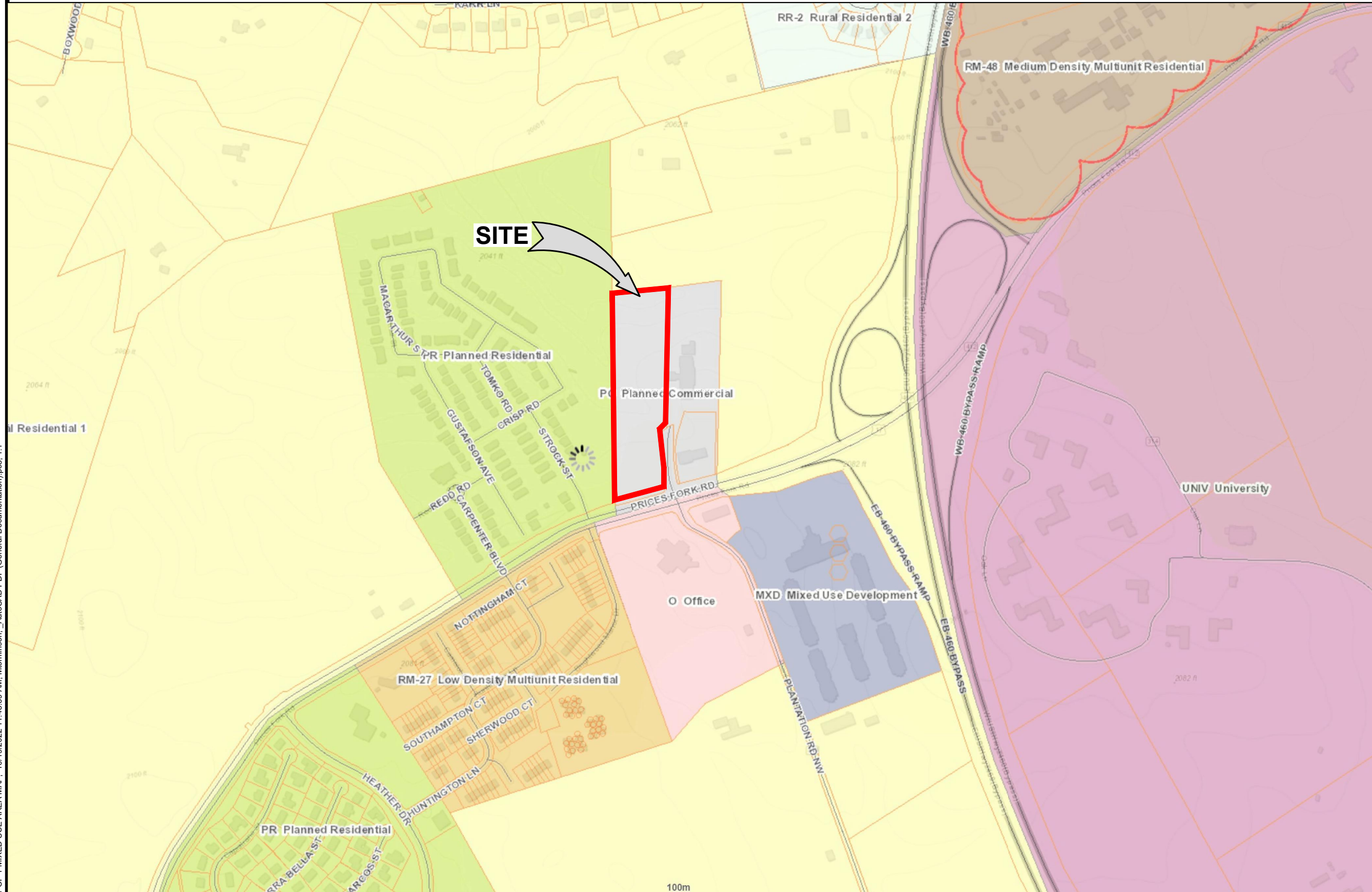
FDS JOB NO.	ISSUE DATE
3322	10/19/2022

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Planned Commercial District Conditional Use Permit for
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APPENDIX E – MIXED USE AREA MAP

APPENDIX E MIXED USE AREA MAP



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MIXED USE AREA MAP

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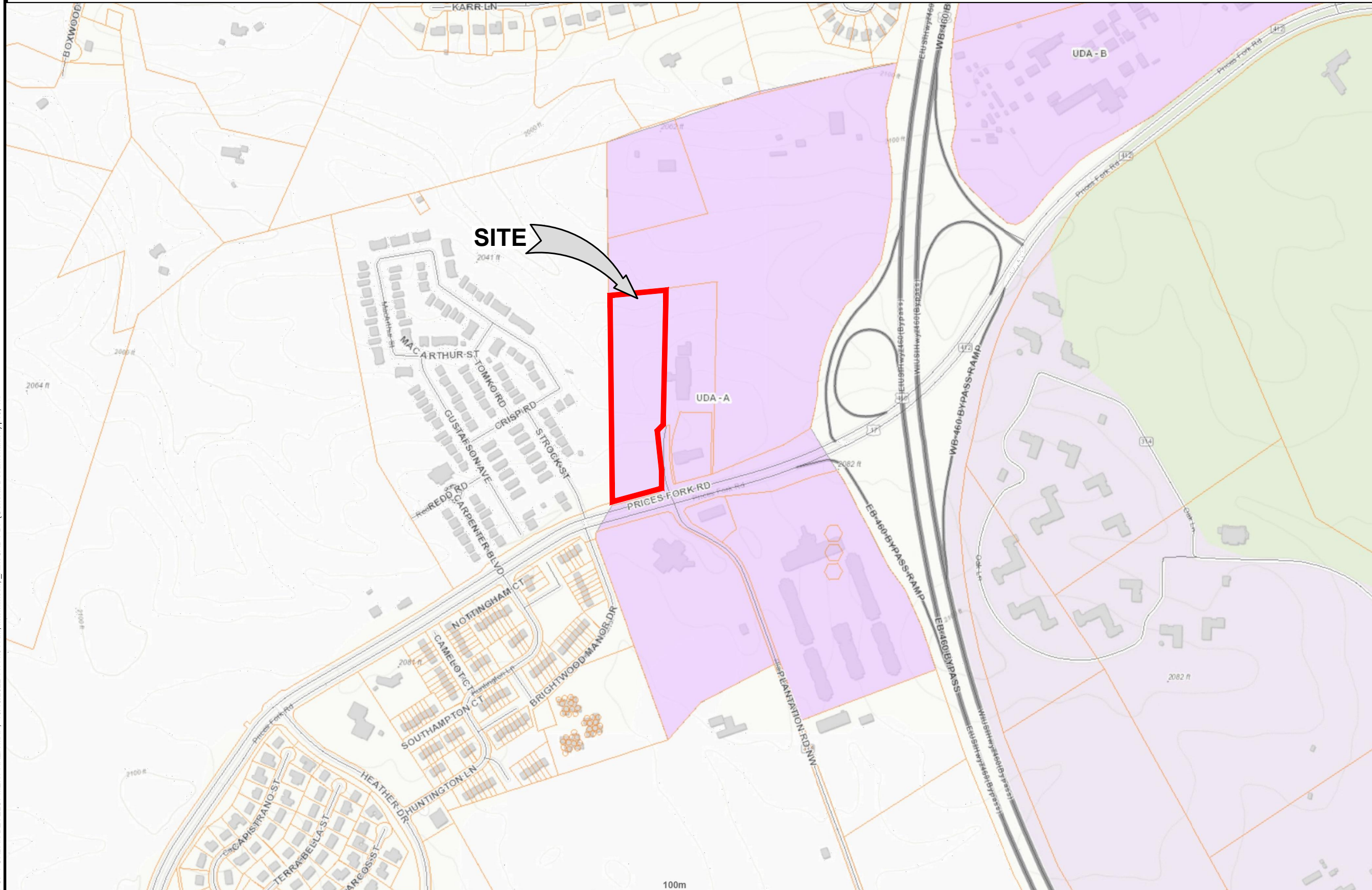
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3322	10/19/2022

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Planned Commercial District Conditional Use Permit for
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APPENDIX F – URBAN DEVELOPMENT AREA MAP

APPENDIX F URBAN DEVELOPMENT AREA MAP



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URBAN DEVELOPMENT AREA MAP

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 TOWN OF BLACKSBURG, VIRGINIA

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Planned Commercial District Conditional Use Permit for
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APPENDIX G – BT TRANSIT STOPS MAP

APPENDIX G BT BUS STOP MAP



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BT BUS STOP MAP

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TOWN OF BLACKSBURG, VIRGINIA

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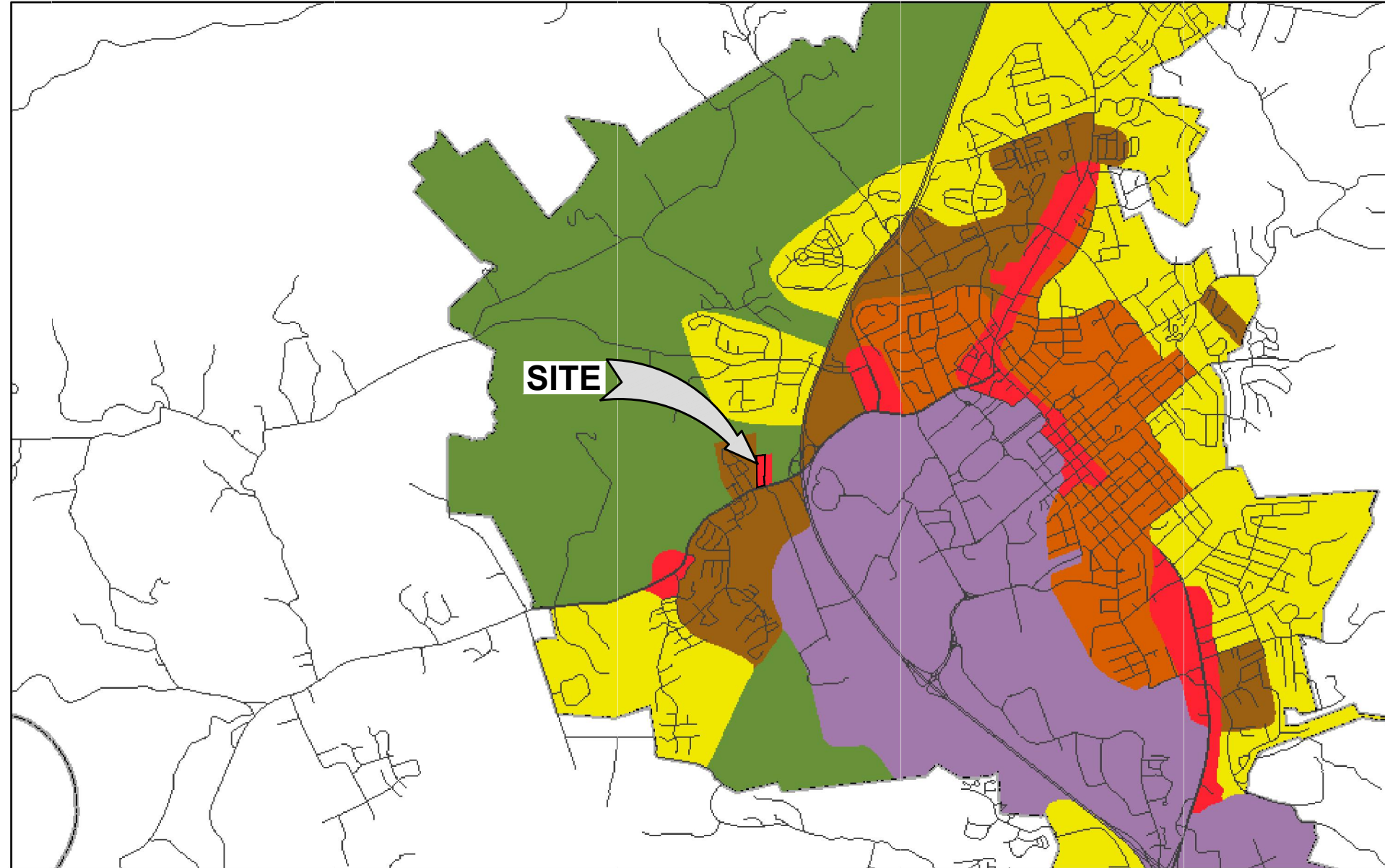
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Planned Commercial District Conditional Use Permit for
Mini-Storage Development

APPENDIX H – NEIGHBORHOOD, EMPLOYMENT, & SERVICES MAP

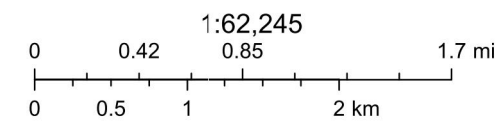
APPENDIX H NEIGHBORHOOD, EMPLOYMENT, AND SERVICE MAP

Town of Blacksburg, VA WebGIS Parcels - Subdivision:



May 19, 2022

- Neighborhood Employment and Service Areas
- Commercial Areas
 - Multi-Unit Residential Neighborhoods
 - Suburban Residential Neighborhoods
 - Employment Areas
 - Rural / Undeveloped Areas
 - Urban / Walkable Neighborhoods



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NEIGHBORHOOD,
EMPLOYMENT, AND SERVICE
MAP
1055 PRICES FORK ROAD
REZONING
TOWN OF BLACKSBURG, VIRGINIA

REVISIONS		
NO.	COMMENTS	DATE

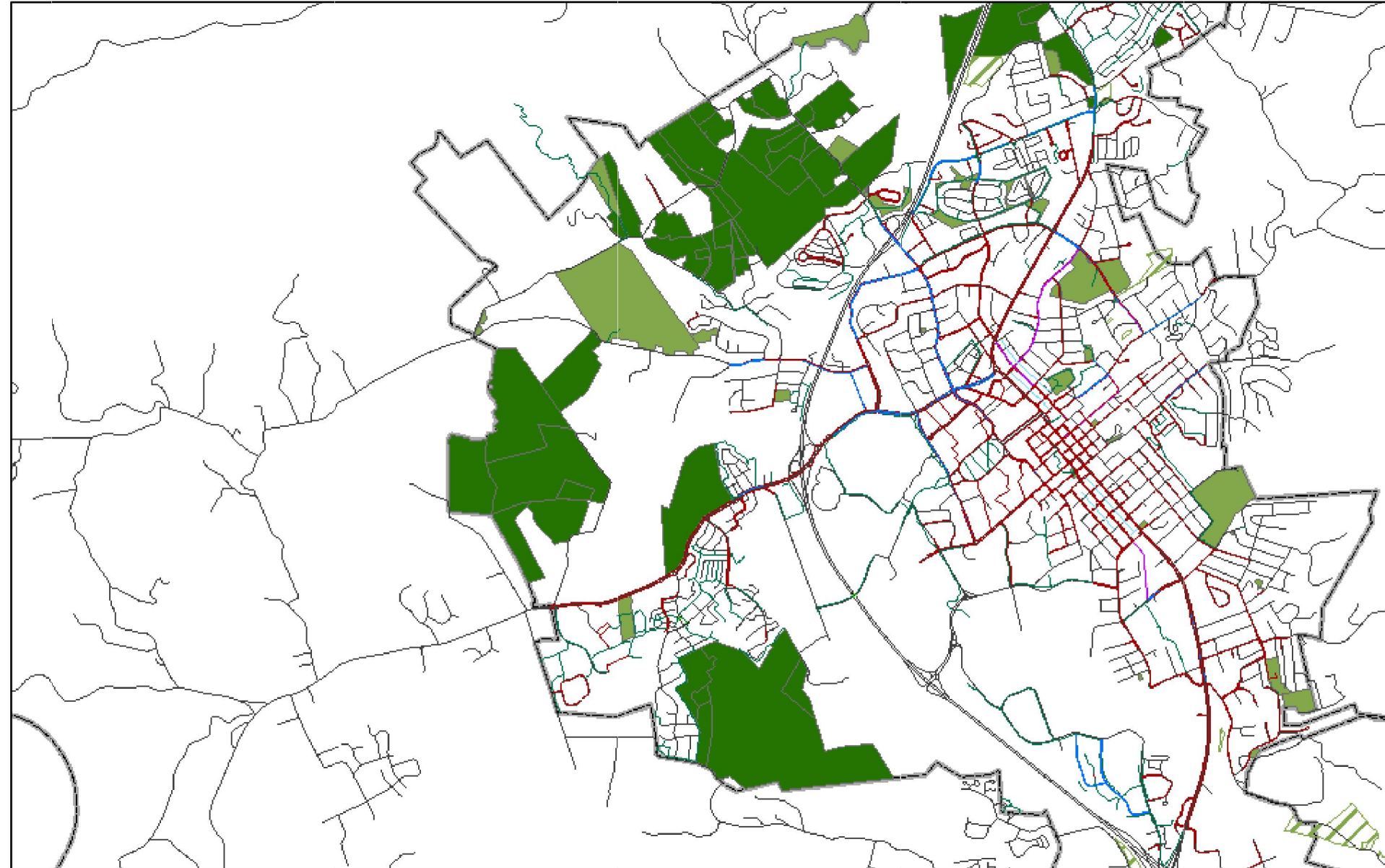
PROJECT TEAM	
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DESIGN	MBL
FDS JOB NO.	ISSUE DATE
3322	10/19/2022
SHEET NUMBER	
1 OF 1	

Planned Commercial District Conditional Use Permit for
Mini-Storage Development

APPENDIX I – PATHS TO THE FUTURE MAP

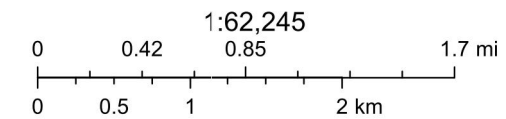
APPENDIX I PATHS TO THE FUTURE

Town of Blacksburg, VA WebGIS Parcels - Subdivision:



May 19, 2022

- | | | | | |
|---------------------------|--------------------|------------------|-------------------------|--|
| Existing Contra Flow Lane | Existing Sidewalk | Existing Sharrow | Existing Share the Road | Parks / Recreation
Developed
Undeveloped |
| Existing Alley | Existing Bike Lane | Existing Trail | Existing Trail Tunnel | |



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PATHS TO THE FUTURE

1055 PRICES FORK ROAD
REZONING

TOWN OF BLACKSBURG, VIRGINIA

REVISIONS

NO.	COMMENTS	DATE

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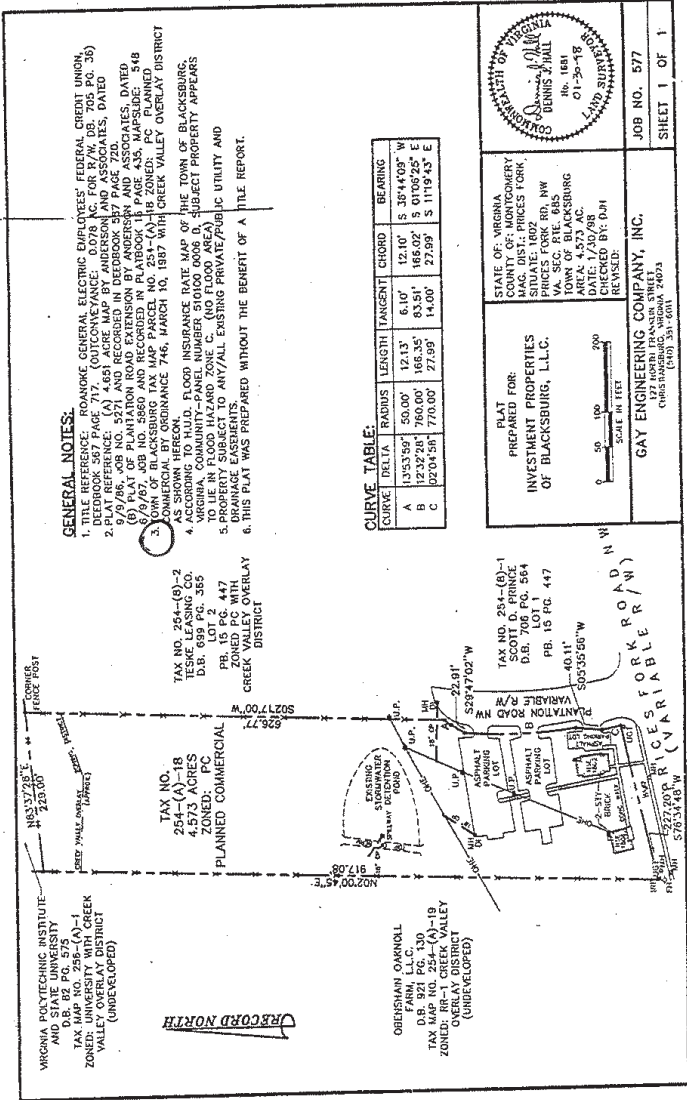
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DESIGN	MBL

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3322	10/19/2022

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Planned Commercial District Conditional Use Permit for
Mini-Storage Development

APPENDIX J – EXISTING SURVEY



GENERAL NOTES:

1. TITLE REFERENCE: ROANOKE GENERAL ELECTRIC EMPLOYEES' FEDERAL CREDIT UNION, DEEDBOOK 587 PAGE 71 AND DEEDBOOK 587 PAGE 72D.
2. 9/9/86, JOB NO. 5271 AND RECEIVED IN DEEDBOOK 587 PAGE 72D.
3. (B) PLAT OF PLANTATION ROAD EXTENSION BY ANDREWS & ASSOCIATES, DATED 9/9/86, JOB NO. 5271 AND RECEIVED IN DEEDBOOK 587 PAGE 72D.
4. COMMERCIAL BY ORDINANCE 746, MARCH 10, 1987 WITH CREEK VALLEY OVERLAY DISTRICT AS SHOWN HEREON.
5. FLOOD INSURANCE RATE MAP OF THE TOWN OF BLACKSBURG, VIRGINIA, COMMUNITY-PANEL NUMBER 510100 0006 D, SUBJECT PROPERTY APPEARS TO LIE IN FLOOD HAZARD ZONE C. (NO FLOOD AREA).
6. PROPERTY SUBJECT TO ANY/all EXISTING PRIVATE/PUBLIC UTILITY AND SERVICE EASEMENTS.
7. THIS PLAT WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT.

CURVE TABLE:

CURVE	DELTA	RADIUS	LENGTH	TANGENT	CHORD	BEARING
A	135°37'59"	50.00'	12.13'	6.10'	12.10'	S 38°44'09" W
B	123°32'28"	760.00'	166.35'	83.51'	166.02'	S 01°06'25" E
C	02°04'51"	770.00'	27.99'	14.00'	27.89'	S 11°18'45" E



STATE OF VIRGINIA
 COMMONWEALTH OF VIRGINIA
 DENNIS Z. HALL
 No. 181
 01-20-18
 LICENSED PROFESSIONAL SURVEYOR

PREPARED FOR:
 INVESTMENT PROPERTIES
 OF BLACKSBURG, L.L.C.

SCALE: AS SHOWN

GAY ENGINEERING COMPANY, INC.
 CHRISTIANBURG, VIRGINIA 22603
 (800) 331-6001

JOB NO. 577
 SHEET 1 OF 1

David J Mullins
6-26-91

THIS AGREEMENT, made and entered into this 25th day of April, 1991, by and between Teske Leasing Company, a Virginia Corporation, hereinafter referred to as Teske, and Roanoke General Electric Employees Federal Credit Union, a Virginia Corporation, hereinafter referred to as Credit Union;

W I T N E S S E T H :

WHEREAS, the parties hereto are owners of adjacent parcels of real estate located at the intersection of Price's Fork Road and Plantation Road, in the Town of Blacksburg, in the Price's Fork Magisterial District of Montgomery County, Virginia; and,

WHEREAS, the parties wish to reach an agreement on the possible future extension of Plantation Road in order to benefit their respective properties;

NOW, THEREFORE, in consideration of the mutual benefits which will accrue to each, and in further consideration of the covenants and conditions set out herein, the parties agree as follows:

1. The parties agree that any future extension of said Plantation Road shall be as shown on the attached plat of survey entitled "PLANTATION ROAD EXTENSION BLACKSBURG VIRGINIA", dated 17 APR 91, designated as Document No. 08616004, and drawn by Anderson and Associates, Inc.

2. The parties acknowledge that the exact location of said street may vary slightly from said plat due to topographic considerations; however, it is the intention of the parties that the boundary line between their properties shall serve as the approximate centerline for said street and future cul-de-sac as shown on said plat.

3. This agreement shall in no way bind either party to in fact build and improve said street extension, but shall instead operate as an agreement in principle as to the location of said street if and when constructed. Unless the parties shall

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Recorded in Plat Book
15 page 153

DAVID T. MULLINS
ATTORNEY AT LAW
108 WILSON AVENUE
BLACKSBURG, VA 24060

P. O. BOX 88

BOOK

707 PAGE 375

3283


subsequently agree otherwise, Teske shall be solely responsible for the cost of said street extension.

4. Upon making any such future extension of Plantation Road, Teske shall reimburse Credit Union for one-half of its expenses previously incurred in constructing and engineering the turn-in from Price's Fork Road and extending sewer service to the parcels owned by the parties, said one-half cost amounting to \$33,030.00. Said sum shall be paid by Teske to Credit Union upon the sale of the rear portion of its parcel, but in no event later than the completion of the Plantation Road Extension.

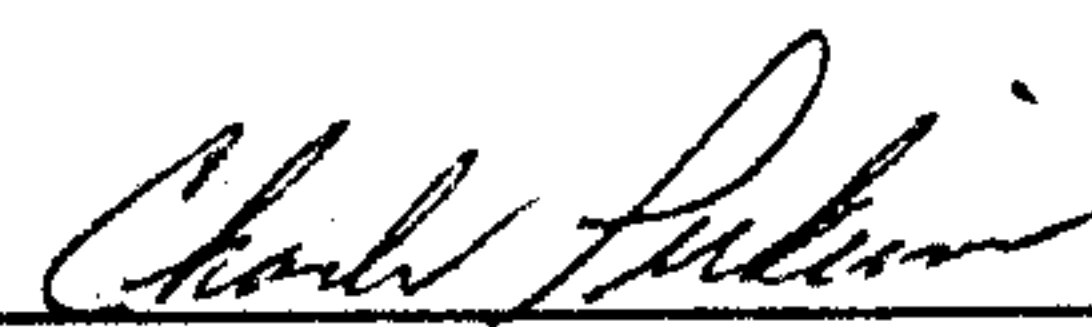
5. This agreement shall be binding upon the successors and assigns of the parties.

WITNESS the following signatures and seals:

TESKE LEASING COMPANY, a Virginia Corporation

BY:  (SEAL)
A. Frank Teske, Jr.
President

ROANOKE GENERAL ELECTRIC EMPLOYEES
FEDERAL CREDIT UNION

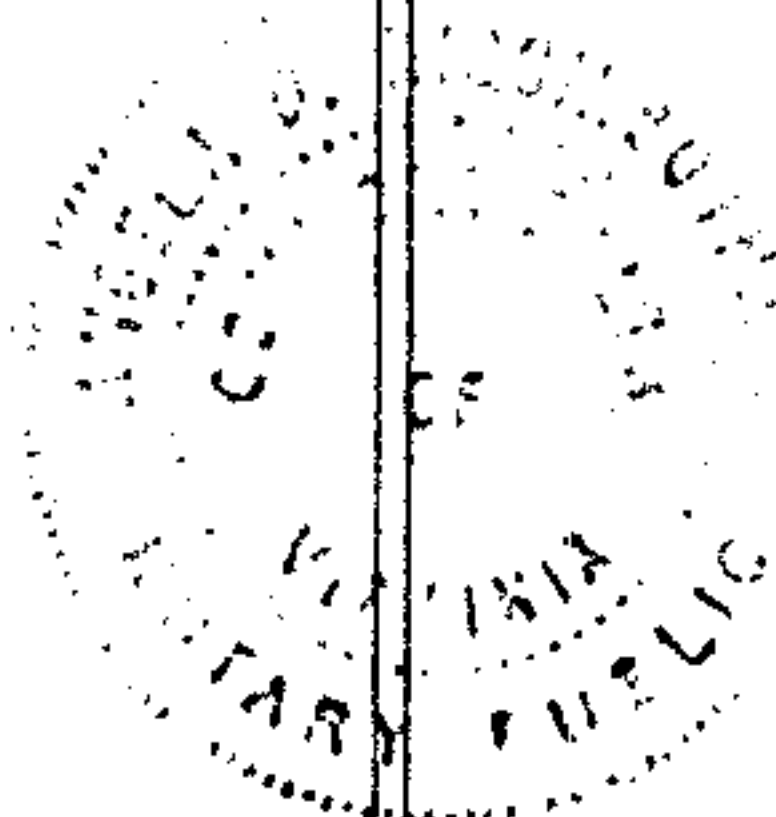
BY:  (SEAL)
Charles Perkins
General Manager and
Assistant Treasurer

STATE OF VIRGINIA AT LARGE,
COUNTY OF MONTGOMERY, to-wit:

The foregoing instrument was acknowledged before me this
3rd day of May, 1991, by A. Frank Teske, Jr.,
President of Teske Leasing Company, a Virginia Corporation, on
behalf of the corporation.

Angela D. Higginbotham
Notary Public
Angela D. Higginbotham

My Commission Expires: November 30, 1993.

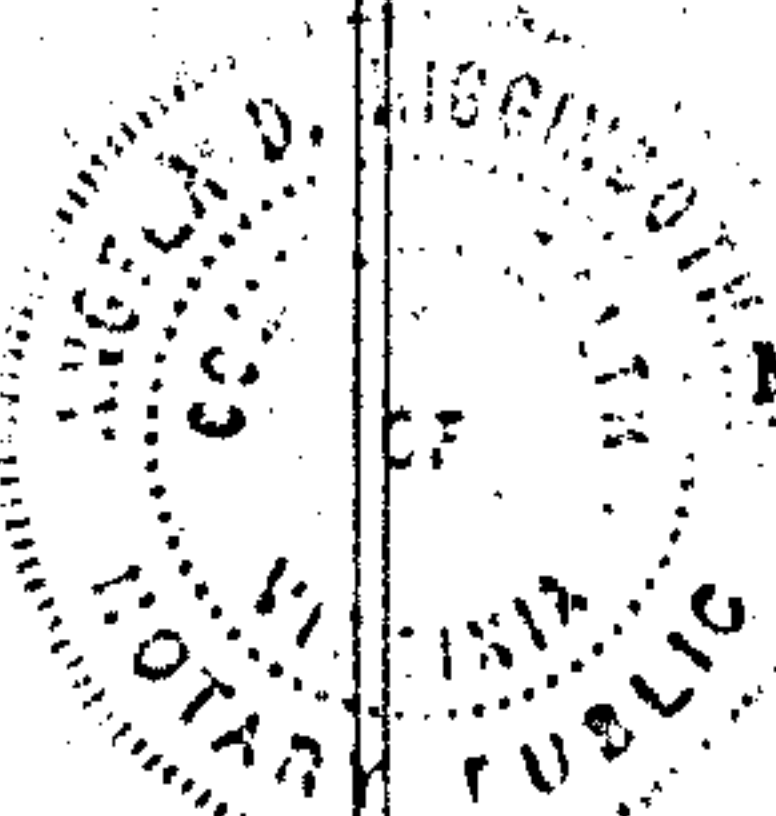


STATE OF VIRGINIA AT LARGE,
COUNTY OF MONTGOMERY, to-wit:

The foregoing instrument was acknowledged before me this
1st day of May, 1991, by Charles Perkins,
General Manager and Assistant Treasurer of Roanoke General
Electric Employees Federal Credit Union, a Virginia Corporation,
on behalf of the corporation.

Angela D. Higginbotham
Notary Public
Angela D. Higginbotham

My Commission Expires: November 30, 1993.



VIRGINIA: In the Office of the Circuit Court of Montgomery County
1st day of June, 1991. The foregoing
instrument was this day presented in said Office and with certificate
annexed admitted to record at 9:37 o'clock A. M.

Teste:

By Diana Laught JOHN B. MYERS, JR., CLERK
D.C.

TOWN OF BLACKSBURG
300 SOUTH MAIN ST

BLACKSBURG, VA 24060
705 0036

JUN 04 31

BOOK 705 PAGE 036

THIS DEED OF DEDICATION, made and entered into this 16th day of April, 1991, by and between ROANOKE GENERAL ELECTRIC EMPLOYEES FEDERAL CREDIT UNION, a Virginia Corporation, and TESKE LEASING COMPANY, a Virginia Corporation, Grantors, and TOWN OF BLACKSBURG, VIRGINIA, a Municipal Corporation, Grantee;

W I T N E S S E T H :

That for and in consideration of the sum of One (\$1.00) Dollar, and other good and valuable consideration, all cash in hand paid by the Grantee to the Grantors, the receipt of which is hereby acknowledged, the said Grantors do bargain, grant, sell and convey with covenants of GENERAL WARRANTY of Title, unto the said Town of Blacksburg, Virginia, a Municipal Corporation, Grantee, all of those certain tracts or parcels of land situate, lying and being in the Town of Blacksburg, in the Price's Fork Magisterial District of Montgomery County, Virginia, as follows:

(1) The Roanoke General Electric Employees Federal Credit Union grants and conveys that certain tract or parcel of real estate described as Area "A", as shown on a plat of survey entitled "PLAT SHOWING PLANTATION ROAD EXTENSION TOWN OF BLACKSBURG PRICES FORK MAG. DIST. MONTGOMERY CO. VA", dated 9 JUN 87, revised 23 July '87, designated J.N. 5860, and drawn by Anderson and Associates, Inc., which plat of survey is attached hereto and made a part of this deed.

(2) Teske Leasing Company, a Virginia Corporation, grants and conveys that certain tract or parcel of real estate described as Area "B", as shown on the said plat of survey recorded with this Deed of Dedication.

(3) Teske Leasing Company, a Virginia Corporation, further grants and conveys a temporary easement and right-of-way for a temporary cul-de-sac at the end of Plantation Road Extension as to that tract or parcel of real estate shown as Area "C", as shown on the said plat of survey recorded with this Deed of

PLAT
Recorded in Plat Book
15 page 135

DAVID T. MULLINS
ATTORNEY AT LAW
108 WILSON AVENUE
BLACKSBURG, VA 24060
P. O. BOX 22

2581

Dedication. The parties understand and agree that Area "C" shall revert back to Teske Leasing Company upon the further extension and dedication of Plantation Road.

The property herein conveyed by the Roanoke General Electric Employees Federal Credit Union is a portion of the same property acquired from Susan Pascoe Farrell et al., by deed dated March 13, 1987, and of record in the Clerk's Office of the Circuit Court of Montgomery County, Virginia, in Deed Book 567, Page 717. The property herein conveyed by Teske Leasing Company, a Virginia Corporation, is a portion of the same property acquired from Montgomery Farms, Inc., a Virginia Corporation, by deed dated February 13, 1991, and of record in the said Clerk's Office in Deed Book 699, Page 365.

This conveyance is made subject to all easements, reservations, restrictions and conditions of record affecting the hereinabove described property.

This conveyance is made with English covenants of title.

Exemption from recordation taxes is claimed under Section 58.1-811A(3), Code of Virginia, 1950, as amended.

WITNESS the following signatures and seals:

ROANOKE GENERAL ELECTRIC EMPLOYEES
FEDERAL CREDIT UNION

BY: Charles Perkins (SEAL)
Charles Perkins

ITS: David M. ...

TESKE LEASING COMPANY, a Virginia
Corporation

BY: A. Frank Teske, Jr. (SEAL)
A. Frank Teske, Jr.

ITS: David M. ...

BOOK 705 PAGE 037

STATE OF VIRGINIA AT LARGE,
COUNTY OF MONTGOMERY, to-wit:

The foregoing instrument was acknowledged before me this
1st day of May, 1991, by Charles Perkins, General
Manager and Assistant Treasurer of Roanoke General Electric
Employees Federal Credit Union, a Virginia Corporation, on behalf
of the corporation.

Angela D. Higginbotham
Notary Public
Angela D. Higginbotham



My Commission Expires: November 30, 1993.

STATE OF VIRGINIA AT LARGE,
COUNTY OF MONTGOMERY, to-wit:

The foregoing instrument was acknowledged before me this
3rd day of May, 1991, by A. Frank Teske, Jr.,
President of Teske Leasing Company, a Virginia Corporation, on
behalf of the corporation.

Angela D. Higginbotham
Notary Public
Angela D. Higginbotham



My Commission Expires: November 30, 1993.

VIRGINIA: In the Office of the Circuit Court of Montgomery County
day of May, 1991. The foregoing
instrument was this day presented in said Office and with certificate
annexed admitted to record at 2:20 o'clock P.M.

Tests:
JOHN B. MYERS, JR., CLERK
John B. Myers, Jr. D.C.

2-24-88

THIS DEED OF EASEMENT, made and entered into this 9th day of December, 1987, by and between SAMUEL S. OBENSHAIN and JOSEPHINE D. OBENSHAIN, husband and wife (Grantor), parties of the first part, ROANOKE GENERAL ELECTRIC EMPLOYEES' FEDERAL CREDIT UNION, party of the second part, and the TOWN OF BLACKSBURG, VIRGINIA, A Municipal Corporation, party of the third part;

WITNESSETH:

That for and in consideration of the sum of One Dollar (\$1.00) and other good and valuable consideration, all cash in hand paid by the party of the second part and the party of the third part to the Grantor, the receipt of which is hereby acknowledged, the said Grantor does bargain, grant, sell and convey with covenants of GENERAL WARRANTY of Title, unto the said Roanoke General Electric Employees' Federal Credit Union, party of the second part, an easement and right of way over, through, across and under certain property of the Grantor, lying in the Town of Blacksburg, Price's Fork Magisterial District of Montgomery County, Virginia, and being the right to lay and construct, within a ten (10) foot permanent easement and an adjacent fifteen (15) foot temporary construction easement, an 8-inch gravity sanitary sewer line. The boundaries of the said easements are as shown on a plat entitled "CREDIT UNION OF VA. TECH PRICES FORK ROAD BLACKSBURG, VIRGINIA", dated June 29, 1987, revised October 26, 1987 and October 27, 1987, prepared by Anderson and Associates, Inc., and designated J.N. 5860, (Sheet 4 of 8), a copy of which plat is attached hereto and made a part hereof by reference.

The Grantor does further bargain, grant, sell and convey, with covenants of General Warranty of Title, unto the Town of Blacksburg, Virginia, a Municipal Corporation, party of the third part, a permanent easement, ten (10) feet in width for the maintenance of the above

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Recorded in Plat Book
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DAVID T. MULLINS
ATTORNEY AT LAW
108 WILSON AVENUE
BLACKSBURG, VA 24050
P. O. BOX 38

593

698

described gravity sanitary sewer line. The boundaries of the said easement are as shown in the above referenced plat, a copy of which is attached hereto and made a part hereof by reference.

As part of the consideration for this easement, the party of the second part and the party of the third part covenant that in the construction, use, repair, replacement and removal of the said easement, they shall repair, replace, reseed and restore, insofar as possible, grass, gardens and driveways affected by the utility work in the easement area.

As additional consideration for this easement, the party of the second part agrees as follows:

1. That it will respect the Appalachian Power Company electric line easement that is in place close to the area for this sewer line.
2. That it will move the first row of pine trees recently planted along the common property line with the Grantor to prevent interference with the property line and line fence to be installed by the Grantor.
3. That it will provide a "stub out" on the aforesaid sewer line and access to the pumping station to be built at the rear of its property so as to provide future access to both by the Grantor and Grantor's heirs, successors and assigns.
4. That it will reseed the easement area with orchard grass and red clover. Prior to that, for the winter of 1987-88, it will plant winter rye and mulch the area to be reseeded.

Exemption from recordation taxes is claimed under Section 58.1-811A(3), Code of Virginia (1950), as amended.

WITNESS the following signatures and seals:

Samuel S. Obenshain (SEAL)
Samuel S. Obenshain

Josephine D. Obenshain (SEAL)
Josephine D. Obenshain

ROANOKE GENERAL ELECTRIC EMPLOYEES'
FEDERAL CREDIT UNION

BY: Charles Perkins (SEAL)
Charles Perkins
General Manager/CFO

STATE OF VIRGINIA,
COUNTY OF MONTGOMERY, to-wit:

The foregoing instrument was acknowledged before me this 26th
day of January, 1988, by Samuel S. Obenshain and Josephine D.
Obenshain, his wife.

William S. Myers
Notary Public



My Commission Expires: June 25, 1991

STATE OF VIRGINIA,
COUNTY OF MONTGOMERY, to-wit:

The foregoing instrument was acknowledged before me this 26th
day of January, 1988, by Charles Perkins, General Manager/CEO,
for Roanoke General Electric Employees' Federal Credit Union.

William S. Myers
Notary Public



My Commission Expires: June 25, 1991

VIRGINIA: In the Office of the Circuit Court of Montgomery County
26 day of January, 1988. The foregoing
instrument was this day p[ro]posed in said Office and with certificate
annexed admitted to reco[rd] at 2:26 o'clock P. M.

TESTE:
JOHN B. MYERS, JR., CLERK

John B. Myers, Jr.

911/381

Murphy Keister et als to F. H. Flanagan et als.

This Deed, made and entered into on this 10th day of June, 1930, by and between Murphy Keister, single, Charles T. Pascoe and Pearl C. Pascoe, his wife, M. B. Linkous and Mary B. Linkous, his wife, F. C. Linkous, widower, H. M. Linkous, single, F. H. Flanagan and Alma E. Flanagan, his wife, parties of the first part, and F. H. Flanagan and F. C. Linkous, parties of the second part, and J. W. Kitts, party of the third part, all of Montgomery County, Virginia,

Recd
Edwin H. H.
Winters
7/10/30

Witnesseth:

That for and in consideration of the sum of \$1.00 and other good and valuable considerations hereinafter set forth, the receipt whereof is hereby acknowledged, the said parties of the first part hereby grant and convey to the parties of the second part, their heirs and assigns, a perpetual easement, or right of way, of sufficient width for the complete use and enjoyment of said easement, with the right, privilege and authority to the said parties of the second part, their heirs and assigns, lessees and tenants, to construct, erect, operate and maintain an electric light and power transmission line or lines for the purpose of transmitting electric current for light and power in, on, along, over, through and across the following described lands, situate a and being in Blacksburg Magisterial District, in the County of Montgomery, State of Virginia, the center line of said easement or right of way through the lands of the parties of the first part being described as follows:

Beginning at a point in the line of Murphy Keister where a line in the easement granted to the parties of the second part by the Board of Visitors of the Agricultural and Mechanical College and Polytechnic Institute on the 10th day of June, 1930, intersects with the line dividing the said lands of Murphy Keister and the lands of the said Virginia Polytechnic Institute; thence running a straight line through the lands of the parties of the first part S. 59°45' W. 272 feet through the lands of Murphy Keister, 273 feet through the lands of Chas. T. Pascoe, 3,318 feet through the lands of M. B. Linkous, 1,864 feet through the land of F. C. and H. M. Linkous that adjoins the said land of the said M. B. Linkous, 1,823 feet through the lands of F. H. Flanagan and 420 feet through the lands of F. C. and H. M. Linkous that adjoin the said land of F. H. Flanagan to a point near the dwelling house on the lands of the said F. C. and H. M. Linkous.

Together with the right to the said parties of the second part, their heirs and assigns, to place, erect, maintain and inspect poles, cross-arms and fixtures, and string wires and cables across, through and over the above described premises; to cut, trim and remove from said premises and on either side thereof, any trees, overhanging branches, or other obstructions which may endanger the safety or interfere with the use of said poles, fixtures, cross-arms, or wires, attached thereto, and the right of ingress and egress to and from and over said above described premises at any and all times for the purpose of patrolling the line, repairing or renewing the poles, fixtures, cross-arms and wires, for doing anything necessary or useful or convenient for the enjoyment of the easement herein granted; also the privilege of removing at any time any or all of said improvements located upon, over, under, in or on said lands; together with the rights, easements, privileges and appurtenances in or about said lands which may be required for the full enjoyment of the rights herein granted.

The further consideration for the grant of the easement and rights and privileges hereinbefore set forth is that the parties of the second part agree to furnish the poles, wires, cross-arms and other necessary material and equipment and erect the said transmission line and put the same in condition for use, with the right to each of the parties of the first part to connect with the said transmission line for the purpose of procuring light and power therefrom, for which privilege of so connecting with the

DDA

said power line so erected and constructed by the parties of the second part each of the said parties of the first part is to pay to the parties of the second part the sum of \$100.00, which sum is to be paid when the connection with the said power line so constructed by the parties of the second part is made, and each of the said parties of the first part and the party of the third part is to pay to the Virginia Polytechnic Institute its charges for the electricity used by each of said parties for light and power.

When said line has been erected and connections made and put in operation for the benefit and use of the parties of the first part the expenses for future maintaining, repairing and keeping said line in proper condition is to be borne equally by the parties maintaining connection with said line.

The poles to be used in the construction of the said line are to be not less than thirty-two feet in length with a minimum diameter of eight inches at the top, and the said line is to be constructed and put in operation and maintained under specifications and the supervision of the electrician of the Virginia Polytechnic Institute.

It is agreed, if not objected to by the Virginia Polytechnic Institute, and J. W. Kitts is to have the right to connect with the said line and power line for power and light, and that in consideration of his right to connect with said lines he agrees and binds himself to haul 100 poles from Floyd County where the parties of the second part have contracted for said poles.

Witness the following signatures and seals, the day and year above written:

- Murphy Keister (SEAL)
- Chas. F. Pascoe (SEAL)
- Pearl G. Pascoe (SEAL)
- M. B. Linkous (SEAL)
- Mary V. Linkous (SEAL)
- F. H. Flanagan (SEAL)
- Alma E. Flanagan (SEAL)
- H. M. Linkous (SEAL)
- F. C. Linkous (SEAL)

State of Virginia, County of Montgomery, to-wit:

I, E. W. Sumner a Notary Public in and for the County and State aforesaid, do certify that Murphy Keister, Charles F. Pascoe and Pearl G. Pascoe, M. B. Linkous and Mary B. Linkous, F. C. Linkous, H. M. Linkous, F. H. Flanagan and Alma E. Flanagan whose names are signed to the foregoing and hereto annexed writing, bearing date on the 10th day of June, 1930, this day personally appeared before me and acknowledged the same before me in my County and State aforesaid.

Given under my hand on this 26 day of June, 1930. My commission expires on the 12 day of Feb., 1934.

E. W. Sumner, Notary Public.

Virginia: In the Clerk's Office of the Circuit Court of Montgomery County 1st day of July, 1930. The foregoing deed was this day presented in said office and with certificate annexed admitted to record at 10 o'clock A. M.

Tests: *Walter P. Johnson* Clerk.

Virgie O. Smith & husband to Mrs. M. M. Williams.

This Deed, made this the 19th day of November, 1929, between Virgie O. Smith and B. C. Smith, her husband, parties of the first part and Mrs. M. M. Williams party of the second part:

CTA
AM

Virgie O. Smith
B. C. Smith
Mrs. M. M. Williams

2-24-88

599/590

596

THIS DEED OF EASEMENT, made and entered into this 9th day of December, 1987, by and between ROANOKE GENERAL ELECTRIC EMPLOYEES' FEDERAL CREDIT UNION, party of first part, and SAMUEL S. OBENSHAIN and JOSEPHINE D. OBENSHAIN, husband and wife parties of the second part;

WITNESSETH:

That for and in consideration of the sum of One Dollar (\$1.00) and other good and valuable consideration, all cash in hand paid by the parties of the second part to the party of the first, the receipt of which is hereby acknowledged, the said party of the first part does bargain, grant, sell and convey with covenants of GENERAL WARRANTY of Title, unto the said Samuel S. Obenshain and Josephine D. Obenshain, his wife, parties of the second part, their heirs, successors and assigns a perpetual easement and right of way, fifteen (15) feet in width, over, through, across and under certain property of the party of the first part, lying in the Town of Blacksburg, Price's Fork Magisterial District of Montgomery County, Virginia, for the purpose of installing, connecting, repairing and maintaining a sewer line to the pumping station to be constructed on the rear portion of the said property of the party of the first part. The said right of way shall run on the most direct route possible between the property of the parties of the second part and said pumping station, in a path which is perpendicular to the common property line.

As part of the consideration for this easement, the parties of the second part covenant that in the construction, use, repair, replacement and removal of the said easement, they shall repair, replace, reseed and restore, insofar as possible, grass, gardens and driveways affected by the utility work in the easement area.

DAVID T. MULLINS
ATTORNEY AT LAW
128 WALDEN AVENUE
BLACKSBURG, VA 24060
P. O. BOX 22

699

WITNESS the following signatures and seals:

ROANOKE GENERAL ELECTRIC EMPLOYEES'
FEDERAL CREDIT UNION

BY: Charles Perkins (SEAL)
Charles Perkins
General Manager/CEO

Samuel S. Obenshain (SEAL)
Samuel S. Obenshain

Josephine D. Obenshain (SEAL)
Josephine D. Obenshain

STATE OF VIRGINIA,
COUNTY OF MONTGOMERY, to-wit:

The foregoing instrument was acknowledged before me this 26th
day of January, 1988, by Charles Perkins, General Manager/
CEO, for Roanoke General Electric Employees' Federal Credit Union.

William F. [Signature]
Notary Public

My Commission Expires: April 25, 1991

STATE OF VIRGINIA,
COUNTY OF MONTGOMERY, to-wit:

The foregoing instrument was acknowledged before me this 26th
day of January, 1988, by Samuel S. Obenshain and Josephine D.
Obenshain, his wife.

William F. [Signature]
Notary Public

My Commission Expires: April 25, 1991

597

DDA

said power line so erected and constructed by the parties of the second part each of the said parties of the first part is to pay to the parties of the second part the sum of \$100.00, which sum is to be paid when the connection with the said power line so constructed by the parties of the second part is made, and each of the said parties of the first part and the party of the third part is to pay to the Virginia Polytechnic Institute its charges for the electricity used by each of said parties for light and power.

When said line has been erected and connections made and put in operation for the benefit and use of the parties of the first part the expenses for future maintaining, repairing and keeping said line in proper condition is to be borne equally by the parties maintaining connection with said line.

The poles to be used in the construction of the said line are to be not less than thirty-two feet in length with a minimum diameter of eight inches at the top, and the said line is to be constructed and put in operation and maintained under specifications and the supervision of the electrician of the Virginia Polytechnic Institute.

It is agreed, if not objected to by the Virginia Polytechnic Institute, and J. W. Kitts is to have the right to connect with the said line and power line for power and light, and that in consideration of his right to connect with said lines he agrees and binds himself to haul 100 poles from Floyd County where the parties of the second part have contracted for said poles.

Witness the following signatures and seals, the day and year above written:

- Murphy Keister (SEAL)
- Chas. F. Pascoe (SEAL)
- Pearl G. Pascoe (SEAL)
- M. B. Linkous (SEAL)
- Mary V. Linkous (SEAL)
- F. H. Flanagan (SEAL)
- Alma E. Flanagan (SEAL)
- H. M. Linkous (SEAL)
- F. C. Linkous (SEAL)

State of Virginia, County of Montgomery, to-wit:

I, E. W. Sumner a Notary Public in and for the County and State aforesaid, do certify that Murphy Keister, Charles F. Pascoe and Pearl G. Pascoe, M. B. Linkous and Mary B. Linkous, F. C. Linkous, H. M. Linkous, F. H. Flanagan and Alma E. Flanagan whose names are signed to the foregoing and hereto annexed writing, bearing date on the 10th day of June, 1930, this day personally appeared before me and acknowledged the same before me in my County and State aforesaid.

Given under my hand on this 26 day of June, 1930. My commission expires on the 12 day of Feb., 1934.

E. W. Sumner, Notary Public.

Virginia: In the Clerk's Office of the Circuit Court of Montgomery County 1st day of July, 1930. The foregoing deed was this day presented in said office and with certificate annexed admitted to record at 10 o'clock A. M.

Tests: *Walter P. Johnson* Clerk.

Virgie O. Smith & husband to Mrs. M. M. Williams.

This Deed, made this the 19th day of November, 1929, between Virgie O. Smith and B. C. Smith, her husband, parties of the first part and Mrs. M. M. Williams party of the second part:

OTW
AM

Virgie O. Smith
B. C. Smith
M. M. Williams

*** This Deed of Conveyance was prepared without the benefit or request of a title search by this office. ***

THIS DEED made and entered into this 20th day of October, 2005, by and between **JOHN B. DOWDY** and **DENNIS M. DOWDY**, parties of the first part and **BLACKSBURG'S GREEN BUILDING, LLC**, party of the second part:

WITNESSETH:

That for and in consideration of the sum of Ten Dollars (\$10.00) cash in hand paid to the parties of the first part by the party of the second part, and other good and valuable consideration, the receipt of all of which is hereby expressly acknowledged, the said parties of the first part do hereby bargain, sell, grant and convey with General Warranty and English Covenants of Title unto the said **Blacksburg's Green Building, LLC**, in fee simple, all that certain tract or parcel of land, with all improvements thereon and appurtenances thereunto belonging, situate, lying and being in the Town of Blacksburg, Prices Fork Magisterial District of Montgomery County, Virginia, and more particularly described as follows:

All that certain lot containing **4.573 acres** as shown on a plat of same dated January 30, 1998, prepared by Dennis J. Hall, L. S., and further designated as Job No. 577, which plat is recorded in the Clerk's Office of the Circuit Court of Montgomery County, Virginia, in Deed Book 1007, Page 86.

HENRY A. WHITEBURST, P.C.
ATTORNEY AND COUNSELLOR
P.O. BOX 2006
CHRISTIANSBURG, VA 24008

Tax Map Number: 254-(A) 18

Being all the same property conveyed the grantors herein by deed dated December 12, 2001, from Motel Investments of Blacksburg I, L.L.C., which deed is recorded in the aforesaid Clerk's Office in Deed Book 1242, Page 673.

The land hereby conveyed may not be used or developed for motels, hotels, inns or any other type of commercial lodging facility.

This is a perpetual covenant and runs with the land hereby conveyed.

By the recordation of this instrument, the grantee indicates its acceptance and acknowledgement of the foregoing restriction and agrees that same will be binding upon its assigns, heirs or any successor in title.

This conveyance is made subject to all restrictions, easements and rights of way of record.

WITNESS the following signatures and seals.

 (SEAL)
JOHN B. DOWDY

 (SEAL)
DENNIS M. DOWDY

COMMONWEALTH OF VIRGINIA :

CITY/COUNTY OF Montgomery : to-wit:

The foregoing instrument was acknowledged before me this 2 day of ~~October~~ ^{November}, 2005, by John B. Dowdy.

My commission expires: 10/31/07



NOTARY PUBLIC

COMMONWEALTH OF VIRGINIA :

CITY/COUNTY OF Montgomery to-wit:

The foregoing instrument was acknowledged before me this 26th day of October, 2005, by Dennis M. Dowdy.

My commission expires: 31 January 2008


NOTARY PUBLIC

INSTRUMENT #05014065
RECORDED IN THE CLERK'S OFFICE OF
MONTGOMERY COUNTY ON
NOVEMBER 15, 2005 AT 03:01PM
\$750.00 GRANTOR TAX WAS PAID AS
REQUIRED BY SEC 58.1-802 OF THE VA. CODE
STATE: \$375.00 LOCAL: \$375.00
ALLAN C. BURKE, CLERK

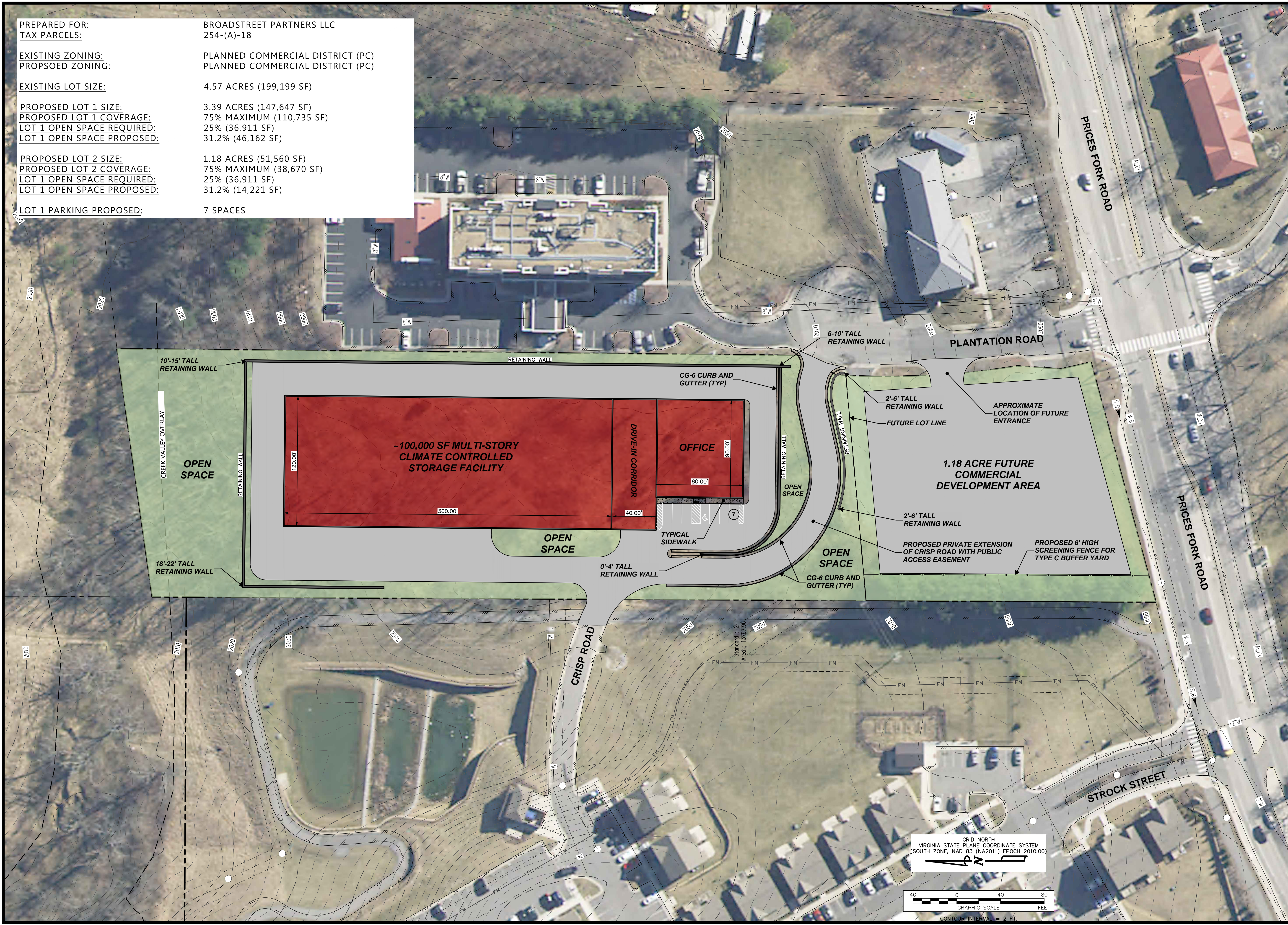
- 3 -

RECORDED BY: TLA

Planned Commercial District Conditional Use Permit for
Mini-Storage Development

APPENDIX K – SITE PLAN

PREPARED FOR: BROADSTREET PARTNERS LLC
TAX PARCELS: 254-(A)-18
EXISTING ZONING: PLANNED COMMERCIAL DISTRICT (PC)
PROPOSED ZONING: PLANNED COMMERCIAL DISTRICT (PC)
EXISTING LOT SIZE: 4.57 ACRES (199,199 SF)
PROPOSED LOT 1 SIZE: 3.39 ACRES (147,647 SF)
PROPOSED LOT 1 COVERAGE: 75% MAXIMUM (110,735 SF)
LOT 1 OPEN SPACE REQUIRED: 25% (36,911 SF)
LOT 1 OPEN SPACE PROPOSED: 31.2% (46,162 SF)
PROPOSED LOT 2 SIZE: 1.18 ACRES (51,560 SF)
PROPOSED LOT 2 COVERAGE: 75% MAXIMUM (38,670 SF)
LOT 1 OPEN SPACE REQUIRED: 25% (36,911 SF)
LOT 1 OPEN SPACE PROPOSED: 31.2% (14,221 SF)
LOT 1 PARKING PROPOSED: 7 SPACES



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**1055 PRICES FORK ROAD
 SITE DEVELOPMENT PLAN**

TOWN OF BLACKSBURG, VIRGINIA

PRELIMINARY
 NOT FOR CONSTRUCTION

REVISIONS

NO.	COMMENTS	DATE

PROJECT TEAM

PIC	JOHN T. NEEL, PE
PM	MATTHEW P. TOMLINSON, PE
DESIGN	MBL
ISSUE DATE	10/19/2022

FDS JOB NO. 3322

SHEET TITLE SITE LAYOUT

SHEET NUMBER 1 OF 1

GRID NORTH
 VIRGINIA STATE PLANE COORDINATE SYSTEM
 (SOUTH ZONE, NAD 83 (NA2011) EPOCH 2010.00)



CONTOUR INTERVAL = 2 FT.

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Planned Commercial District Conditional Use Permit for
Mini-Storage Development

APPENDIX L – UTILITY PLAN & STORMWATER PLAN

THE UTILITY AND STORM DRAIN LAYOUT AS SHOWN ON THE PLAN IS SCHEMATIC IN NATURE TO PROVIDE A GENERAL REPRESENTATION OF SERVICE ON THE SITE. FINAL ENGINEERING PLANS MAY VARY IN COORDINATION WITH TOWN OF BLACKSBURG ENGINEERING AND PUBLIC WORKS.

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1055 PRICES FORK ROAD
SITE DEVELOPMENT PLAN

TOWN OF BLACKSBURG, VIRGINIA

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS

NO.	COMMENTS	DATE

PROJECT TEAM

PIC	JOHN T. NEEL, PE
PM	MATTHEW P. TOMLINSON, PE
DESIGN	CJL/SAC/MBL

ISSUE DATE

10/19/2022

FDS JOB NO.

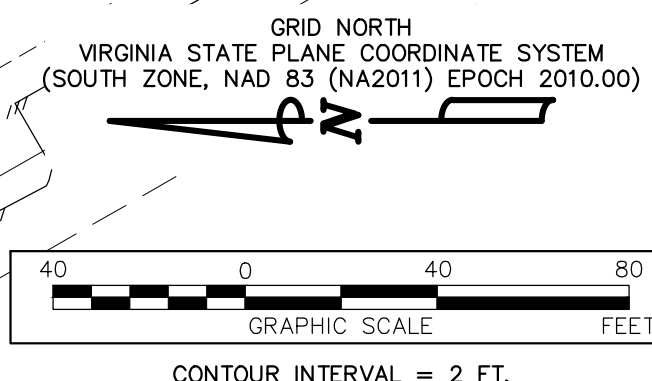
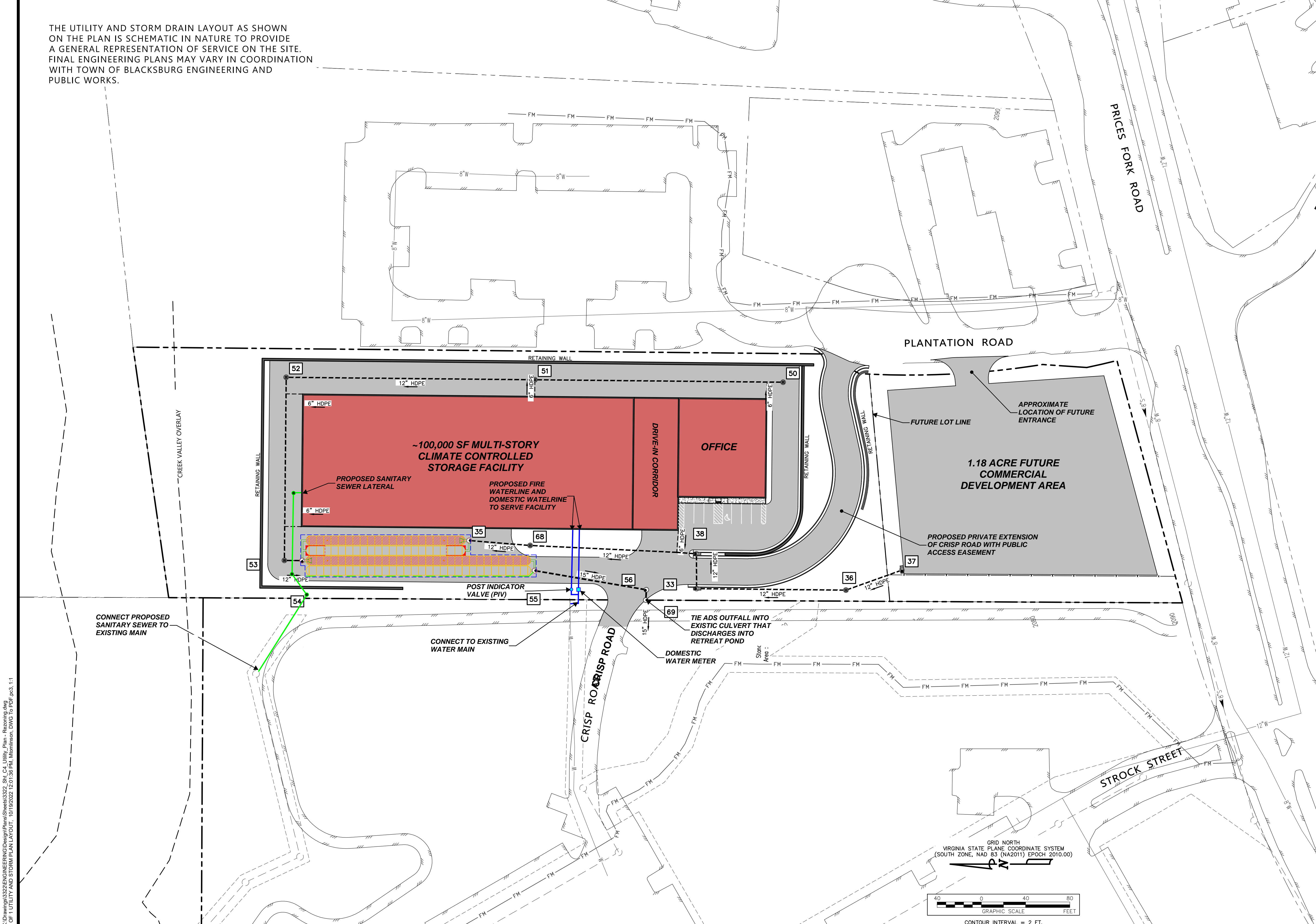
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SHEET TITLE

UTILITY AND STORM PLAN LAYOUT

SHEET NUMBER

1 OF 1



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PROJECT INFORMATION	
ENGINEERED PRODUCT MANAGER	
ADS SALES REP	
PROJECT NO.	



1800 PRICES FORK ROAD BLACKSBURG, VA

MC-7200 STORMTECH CHAMBER SPECIFICATIONS

1. CHAMBERS SHALL BE STORMTECH MC-7200.
2. CHAMBERS SHALL BE ARCH-SHAPED AND SHALL BE MANUFACTURED FROM VIRGIN, IMPACT-MODIFIED POLYPROPYLENE COPOLYMERS.
3. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 60x101.
4. CHAMBER ROWS SHALL PROVIDE CONTINUOUS, UNOBSTRUCTED INTERNAL SPACE WITH NO INTERNAL SUPPORTS THAT WOULD IMPEDE FLOW OR LIMIT ACCESS FOR INSPECTION.
5. THE STRUCTURAL DESIGN OF THE CHAMBERS, THE STRUCTURAL BACKFILL, AND THE INSTALLATION REQUIREMENTS SHALL ENSURE THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12, ARE MET FOR: 1) LONG-DURATION DEAD LOADS AND 2) SHORT-DURATION LIVE LOADS, BASED ON THE AASHTO DESIGN TRUCK WITH CONSIDERATION FOR IMPACT AND MULTIPLE VEHICLE PRESENCES.
6. CHAMBERS SHALL BE DESIGNED, TESTED AND ALLOWABLE LOAD CONFIGURATIONS DETERMINED IN ACCORDANCE WITH ASTM F2787, "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS". LOAD CONFIGURATIONS SHALL INCLUDE: 1) INSTANTANEOUS (<1 MIN) AASHTO DESIGN TRUCK LIVE LOAD ON MINIMUM COVER 2) MAXIMUM PERMANENT (75-YR) COVER LOAD AND 3) ALLOWABLE COVER WITH PARKED (1-WEEK) AASHTO DESIGN TRUCK.
7. REQUIREMENTS FOR HANDLING AND INSTALLATION:
 - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
 - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3".
 - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 450 LBS/FT/%. THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.
8. ONLY CHAMBERS THAT ARE APPROVED BY THE SITE DESIGN ENGINEER WILL BE ALLOWED. UPON REQUEST BY THE SITE DESIGN ENGINEER OR OWNER, THE CHAMBER MANUFACTURER SHALL SUBMIT A STRUCTURAL EVALUATION FOR APPROVAL BEFORE DELIVERING CHAMBERS TO THE PROJECT SITE AS FOLLOWS:
 - THE STRUCTURAL EVALUATION SHALL BE SEALED BY A REGISTERED PROFESSIONAL ENGINEER.
 - THE STRUCTURAL EVALUATION SHALL DEMONSTRATE THAT THE SAFETY FACTORS ARE GREATER THAN OR EQUAL TO 1.95 FOR DEAD LOAD AND 1.75 FOR LIVE LOAD, THE MINIMUM REQUIRED BY ASTM F2787 AND BY SECTIONS 3 AND 12.12 OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR THERMOPLASTIC PIPE.
 - THE TEST DERIVED CREEP MODULUS AS SPECIFIED IN ASTM F2418 SHALL BE USED FOR PERMANENT DEAD LOAD DESIGN EXCEPT THAT IT SHALL BE THE 75-YEAR MODULUS USED FOR DESIGN.
9. CHAMBERS AND END CAPS SHALL BE PRODUCED AT AN ISO 9001 CERTIFIED MANUFACTURING FACILITY.

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

1. STORMTECH MC-7200 CHAMBERS SHALL NOT BE INSTALLED UNTIL THE MANUFACTURER'S REPRESENTATIVE HAS COMPLETED A PRE-CONSTRUCTION MEETING WITH THE INSTALLERS.
2. STORMTECH MC-7200 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH MC-7200 CONSTRUCTION GUIDE".
3. CHAMBERS ARE NOT TO BE BACKFILLED WITH A DOZER OR EXCAVATOR SITUATED OVER THE CHAMBERS. STORMTECH RECOMMENDS 3 BACKFILL METHODS:
 - STONESHOOTER LOCATED OFF THE CHAMBER BED.
 - BACKFILL AS ROWS ARE BUILT USING AN EXCAVATOR ON THE FOUNDATION STONE OR SUBGRADE.
 - BACKFILL FROM OUTSIDE THE EXCAVATION USING A LONG BOOM HOE OR EXCAVATOR.
4. THE FOUNDATION STONE SHALL BE LEVELED AND COMPACTED PRIOR TO PLACING CHAMBERS.
5. JOINTS BETWEEN CHAMBERS SHALL BE PROPERLY SEATED PRIOR TO PLACING STONE.
6. MAINTAIN MINIMUM - 9" (230 mm) SPACING BETWEEN THE CHAMBER ROWS.
7. INLET AND OUTLET MANIFOLDS MUST BE INSERTED A MINIMUM OF 12" (300 mm) INTO CHAMBER END CAPS.
8. EMBEDMENT STONE SURROUNDING CHAMBERS MUST BE A CLEAN, CRUSHED, ANGULAR STONE MEETING THE AASHTO M43 DESIGNATION OF #3 OR #4.
9. STONE SHALL BE BROUGHT UP EVENLY AROUND CHAMBERS SO AS NOT TO DISTORT THE CHAMBER SHAPE. STONE DEPTHS SHOULD NEVER DIFFER BY MORE THAN 12" (300 mm) BETWEEN ADJACENT CHAMBER ROWS.
10. STONE MUST BE PLACED ON THE TOP CENTER OF THE CHAMBER TO ANCHOR THE CHAMBERS IN PLACE AND PRESERVE ROW SPACING.
11. THE CONTRACTOR MUST REPORT ANY DISCREPANCIES WITH CHAMBER FOUNDATION MATERIAL BEARING CAPACITIES TO THE SITE DESIGN ENGINEER.
12. ADS RECOMMENDS THE USE OF "FLEXSTORM CATCH IT" INSERTS DURING CONSTRUCTION FOR ALL INLETS TO PROTECT THE SUBSURFACE STORMWATER MANAGEMENT SYSTEM FROM CONSTRUCTION SITE RUNOFF.

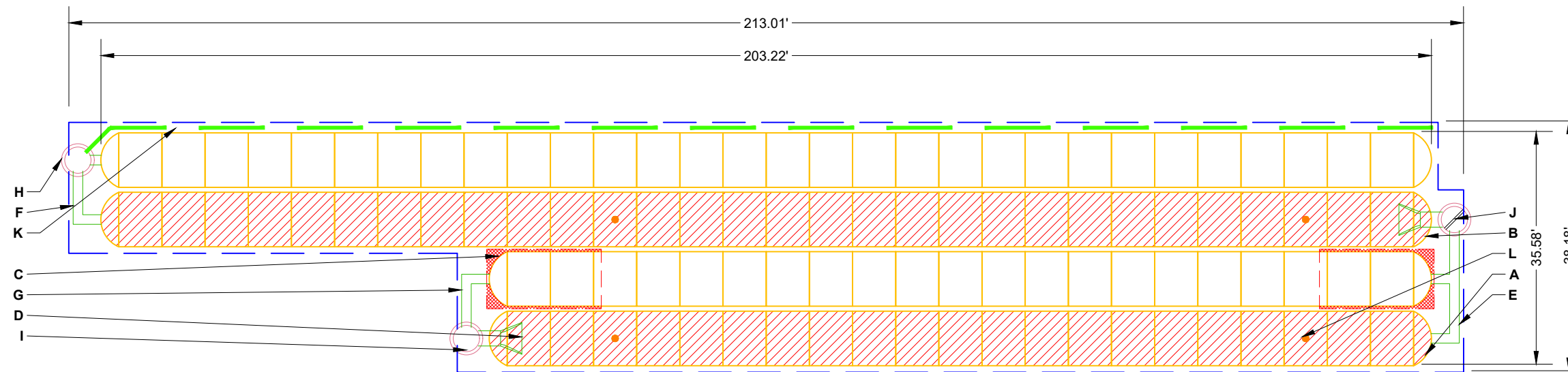
NOTES FOR CONSTRUCTION EQUIPMENT

1. STORMTECH MC-7200 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH MC-7200 CONSTRUCTION GUIDE".
2. THE USE OF EQUIPMENT OVER MC-7200 CHAMBERS IS LIMITED:
 - NO EQUIPMENT IS ALLOWED ON BARE CHAMBERS.
 - NO RUBBER TIERED LOADER, DUMP TRUCK, OR EXCAVATORS ARE ALLOWED UNTIL PROPER FILL DEPTHS ARE REACHED IN ACCORDANCE WITH THE "STORMTECH MC-3500/MC-7200 CONSTRUCTION GUIDE".
 - WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT CAN BE FOUND IN THE "STORMTECH MC-7200 CONSTRUCTION GUIDE".
3. FULL 36" (900 mm) OF STABILIZED COVER MATERIALS OVER THE CHAMBERS IS REQUIRED FOR DUMP TRUCK TRAVEL OR DUMPING.

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

CONTACT STORMTECH AT 1-888-892-2694 WITH ANY QUESTIONS ON INSTALLATION REQUIREMENTS OR WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT.

PROPOSED LAYOUT		CONCEPTUAL ELEVATIONS		*INVERT ABOVE BASE OF CHAMBER				
				PART TYPE	ITEM ON LAYOUT	DESCRIPTION	INVERT*	MAX FLOW
102	STORMTECH MC-7200 CHAMBERS	MAXIMUM ALLOWABLE GRADE (TOP OF PAVEMENT/UNPAVED):	12.75					
8	STORMTECH MC-7200 END CAPS	MINIMUM ALLOWABLE GRADE (UNPAVED WITH TRAFFIC):	8.25					
12	STONE ABOVE (in)	MINIMUM ALLOWABLE GRADE (UNPAVED NO TRAFFIC):	7.75	PREFABRICATED END CAP	A	15" BOTTOM PARTIAL CUT END CAP, PART#: MC7200IEPP15B / TYP OF ALL 15" BOTTOM CONNECTIONS	1.70"	
9	STONE BELOW (in)	MINIMUM ALLOWABLE GRADE (TOP OF RIGID CONCRETE PAVEMENT):	7.75					
40	STONE VOID	MINIMUM ALLOWABLE GRADE (BASE OF FLEXIBLE PAVEMENT):	7.75	PREFABRICATED END CAP	B	24" BOTTOM PARTIAL CUT END CAP, PART#: MC7200IEPP24B / TYP OF ALL 24" BOTTOM CONNECTIONS AND ISOLATOR PLUS ROWS	2.26"	
29897	INSTALLED SYSTEM VOLUME (CF) (PERIMETER STONE INCLUDED) (COVER STONE INCLUDED) (BASE STONE INCLUDED)	TOP OF STONE:	6.75	PREFABRICATED END CAP	C	15" TOP PARTIAL CUT END CAP, PART#: MC7200IEPP15T / TYP OF ALL 15" TOP CONNECTIONS	32.72"	
		TOP OF MC-7200 CHAMBER:	5.75	FLAMP	D	INSTALL FLAMP ON 24" ACCESS PIPE / PART#: MC720024RAMP (TYP 2 PLACES)		
		15" x 15" TOP MANIFOLD INVERT:	3.48	MANIFOLD	E	15" x 15" BOTTOM MANIFOLD, ADS N-12	1.70"	
		24" ISOLATOR ROW PLUS INVERT:	0.94	MANIFOLD	F	15" x 15" BOTTOM MANIFOLD, ADS N-12	1.70"	
7016	SYSTEM AREA (SF)	24" ISOLATOR ROW PLUS INVERT:	0.94	MANIFOLD	G	15" x 15" TOP MANIFOLD, ADS N-12	32.72"	
502.4	SYSTEM PERIMETER (ft)	15" x 15" BOTTOM MANIFOLD INVERT:	0.89	CONCRETE STRUCTURE	H	OCS (DESIGN BY ENGINEER / PROVIDED BY OTHERS)		5.4 CFS OUT
		15" x 15" BOTTOM MANIFOLD INVERT:	0.89	CONCRETE STRUCTURE	I	(DESIGN BY ENGINEER / PROVIDED BY OTHERS)		3.5 CFS IN
		15" BOTTOM CONNECTION INVERT:	0.89	CONCRETE STRUCTURE	J	(DESIGN BY ENGINEER / PROVIDED BY OTHERS)		7.0 CFS IN
		BOTTOM OF MC-7200 CHAMBER:	0.75	UNDERDRAIN	K	6" ADS N-12 DUAL WALL PERFORATED HDPE UNDERDRAIN		
		UNDERDRAIN INVERT:	0.00	INSPECTION PORT	L	4" SEE DETAIL (TYP 4 PLACES)		
		BOTTOM OF STONE:	0.00					



- ISOLATOR ROW PLUS
(SEE DETAIL/TYP 2 PLACES)
- PLACE MINIMUM 17.50' OF ADSPLUS175 WOVEN GEOTEXTILE OVER BEDDING STONE AND UNDERNEATH CHAMBER FEET FOR SCOUR PROTECTION AT ALL CHAMBER INLET ROWS
- BED LIMITS

NOTES

- MANIFOLD SIZE TO BE DETERMINED BY SITE DESIGN ENGINEER. SEE TECH NOTE #6.32 FOR MANIFOLD SIZING GUIDANCE.
- DUE TO THE ADAPTATION OF THIS CHAMBER SYSTEM TO SPECIFIC SITE AND DESIGN CONSTRAINTS, IT MAY BE NECESSARY TO CUT AND COUPLE ADDITIONAL PIPE TO STANDARD MANIFOLD COMPONENTS IN THE FIELD.
- THE SITE DESIGN ENGINEER MUST REVIEW ELEVATIONS AND IF NECESSARY ADJUST GRADING TO ENSURE THE CHAMBER COVER REQUIREMENTS ARE MET.
- THIS CHAMBER SYSTEM WAS DESIGNED WITHOUT SITE-SPECIFIC INFORMATION ON SOIL CONDITIONS OR BEARING CAPACITY. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR DETERMINING THE SUITABILITY OF THE SOIL AND PROVIDING THE BEARING CAPACITY OF THE INSITU SOILS. THE BASE STONE DEPTH MAY BE INCREASED OR DECREASED ONCE THIS INFORMATION IS PROVIDED.
- **NOT FOR CONSTRUCTION:** THIS LAYOUT IS FOR DIMENSIONAL PURPOSES ONLY TO PROVE CONCEPT & THE REQUIRED STORAGE VOLUME CAN BE ACHIEVED ON SITE.

1800 PRICES FORK ROAD
BLACKSBURG, VA

DATE: _____ DRAWN: SC

PROJECT #: _____ CHECKED: N/A

DESCRIPTION

DATE

DRW

CHK

StormTech®
Chamber System

888-892-2694 | WWW.STORMTECH.COM

4640 TRUEMAN BLVD
HILLIARD, OH 43026
1-800-733-7473

0 20' 40'

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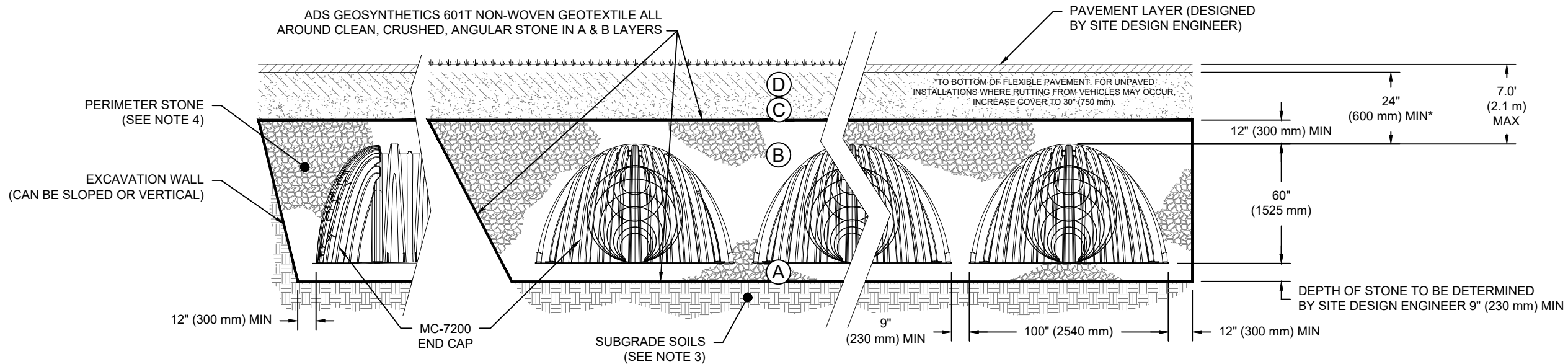
283 OF 5

ACCEPTABLE FILL MATERIALS: STORMTECH MC-7200 CHAMBER SYSTEMS

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

PLEASE NOTE:

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



NOTES:

- CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 60x101
- MC-7200 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
- THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
- PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
- REQUIREMENTS FOR HANDLING AND INSTALLATION:
 - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
 - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3".
 - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 450 LBS/FT/%. THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

1800 PRICES FORK ROAD

BLACKSBURG, VA

DATE:

DRAWN: SC

CHECKED: N/A

PROJECT #:

DESCRIPTION

CHK

DRW

DATE

888-892-2694 | WWW.STORMTECH.COM

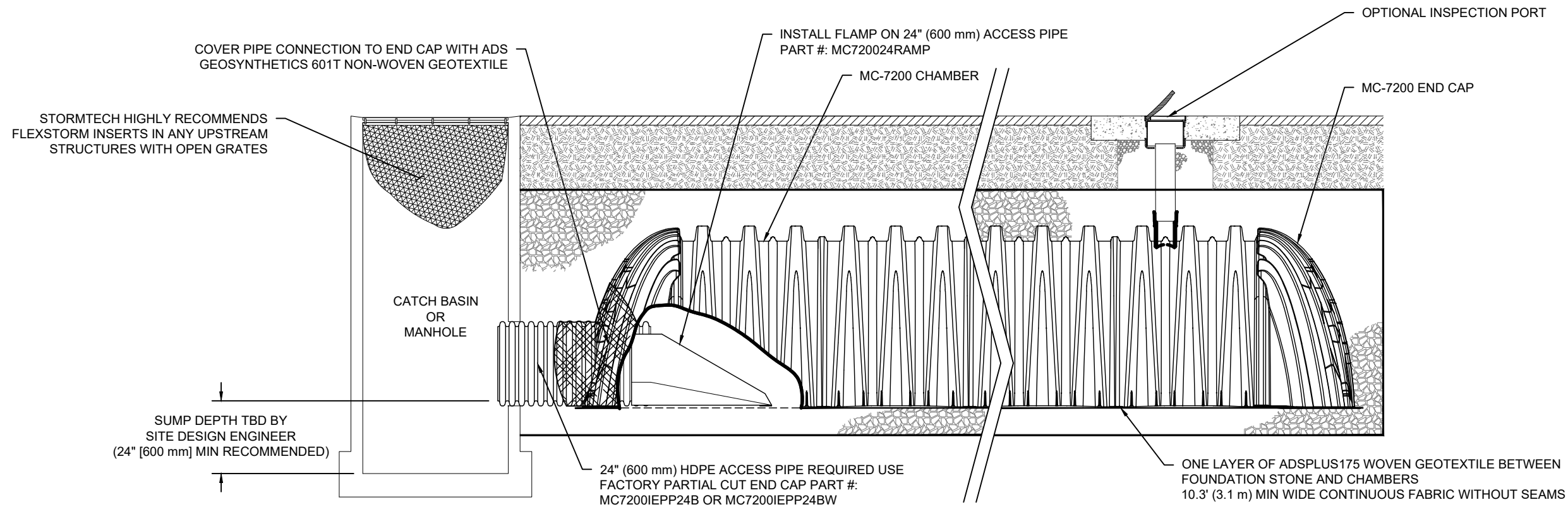
StormTech®
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4640 TRUEMAN BLVD
HILLIARD, OH 43026
1-800-733-7473



SHEET
384 OF 5

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MC-7200 ISOLATOR ROW PLUS DETAIL

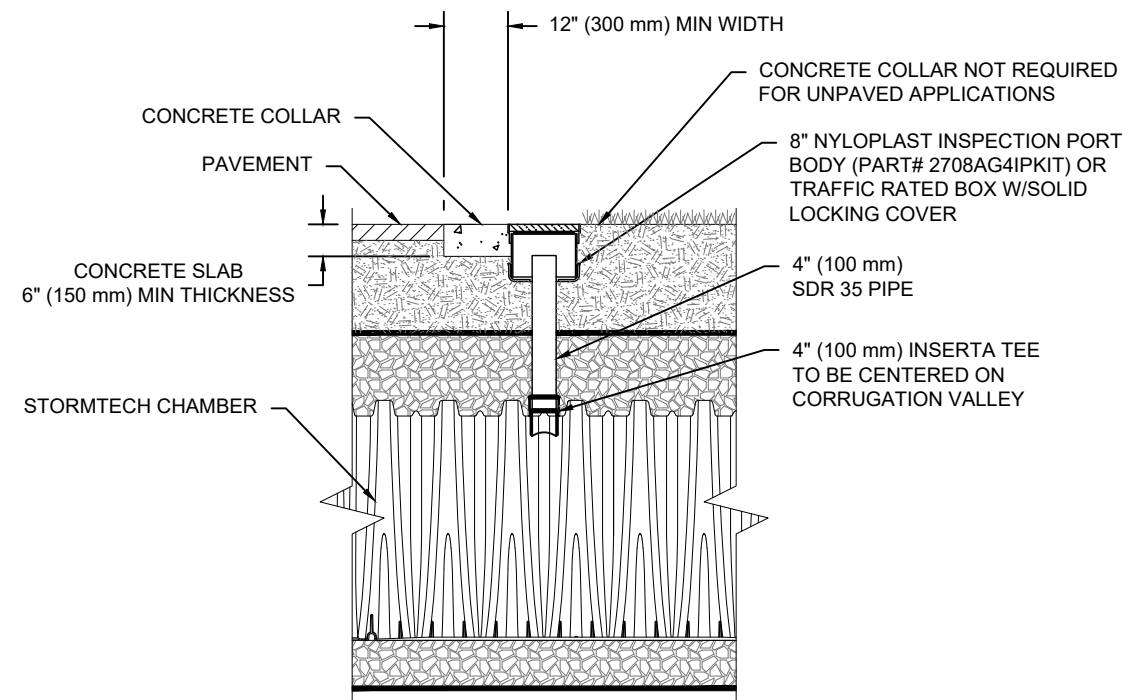
NTS

INSPECTION & MAINTENANCE

- STEP 1) INSPECT ISOLATOR ROW PLUS FOR SEDIMENT
 - A. INSPECTION PORTS (IF PRESENT)
 - A.1. REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
 - A.2. REMOVE AND CLEAN FLEXSTORM FILTER IF INSTALLED
 - A.3. USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
 - A.4. LOWER A CAMERA INTO ISOLATOR ROW PLUS FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
 - A.5. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
 - B. ALL ISOLATOR PLUS ROWS
 - B.1. REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW PLUS
 - B.2. USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW PLUS THROUGH OUTLET PIPE
 - i) MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
 - ii) FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
 - B.3. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- STEP 2) CLEAN OUT ISOLATOR ROW PLUS USING THE JETVAC PROCESS
 - A. A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45" (1.1 m) OR MORE IS PREFERRED
 - B. APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
 - C. VACUUM STRUCTURE SUMP AS REQUIRED
- STEP 3) REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS; RECORD OBSERVATIONS AND ACTIONS.
- STEP 4) INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

NOTES

- 1. INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.
- 2. CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.



NOTE:
INSPECTION PORTS MAY BE CONNECTED THROUGH ANY CHAMBER CORRUGATION VALLEY.

**4" PVC INSPECTION PORT DETAIL
(MC SERIES CHAMBER)**

NTS

1800 PRICES FORK ROAD		BLACKSBURG, VA
DATE:	DRAWN: SC	CHECKED: N/A
PROJECT #:		
DESCRIPTION	DRW	CHK
	DATE	

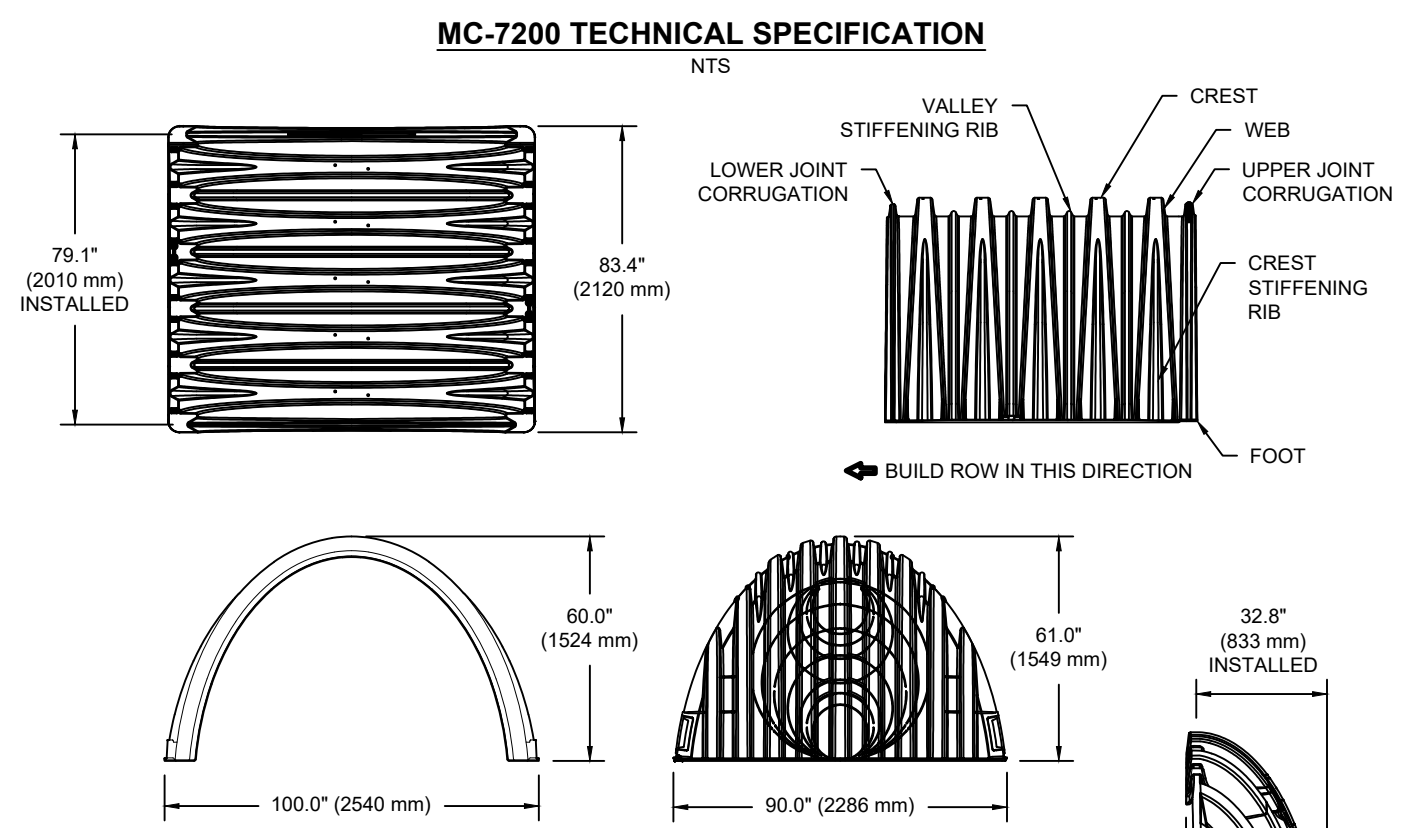
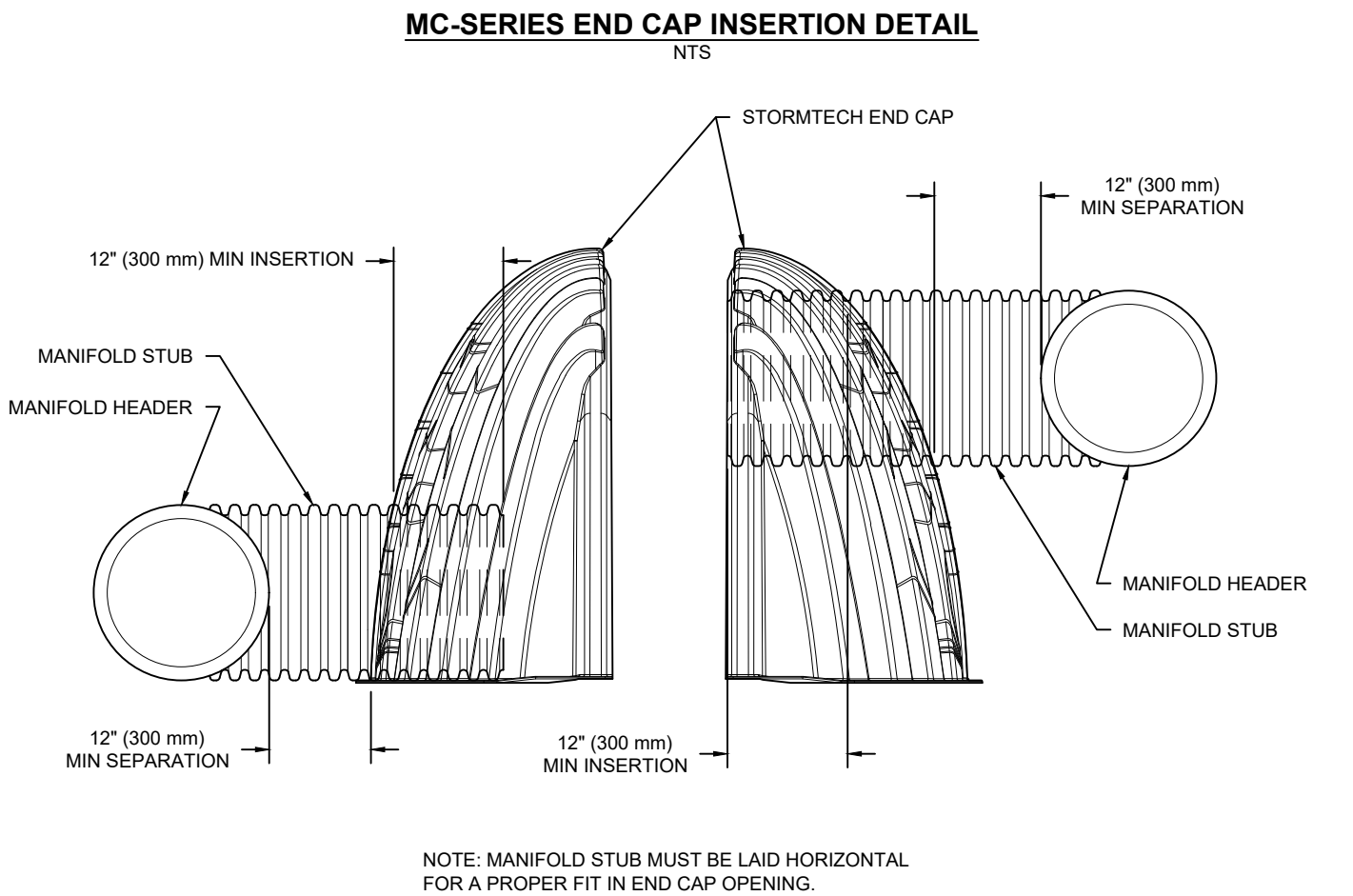
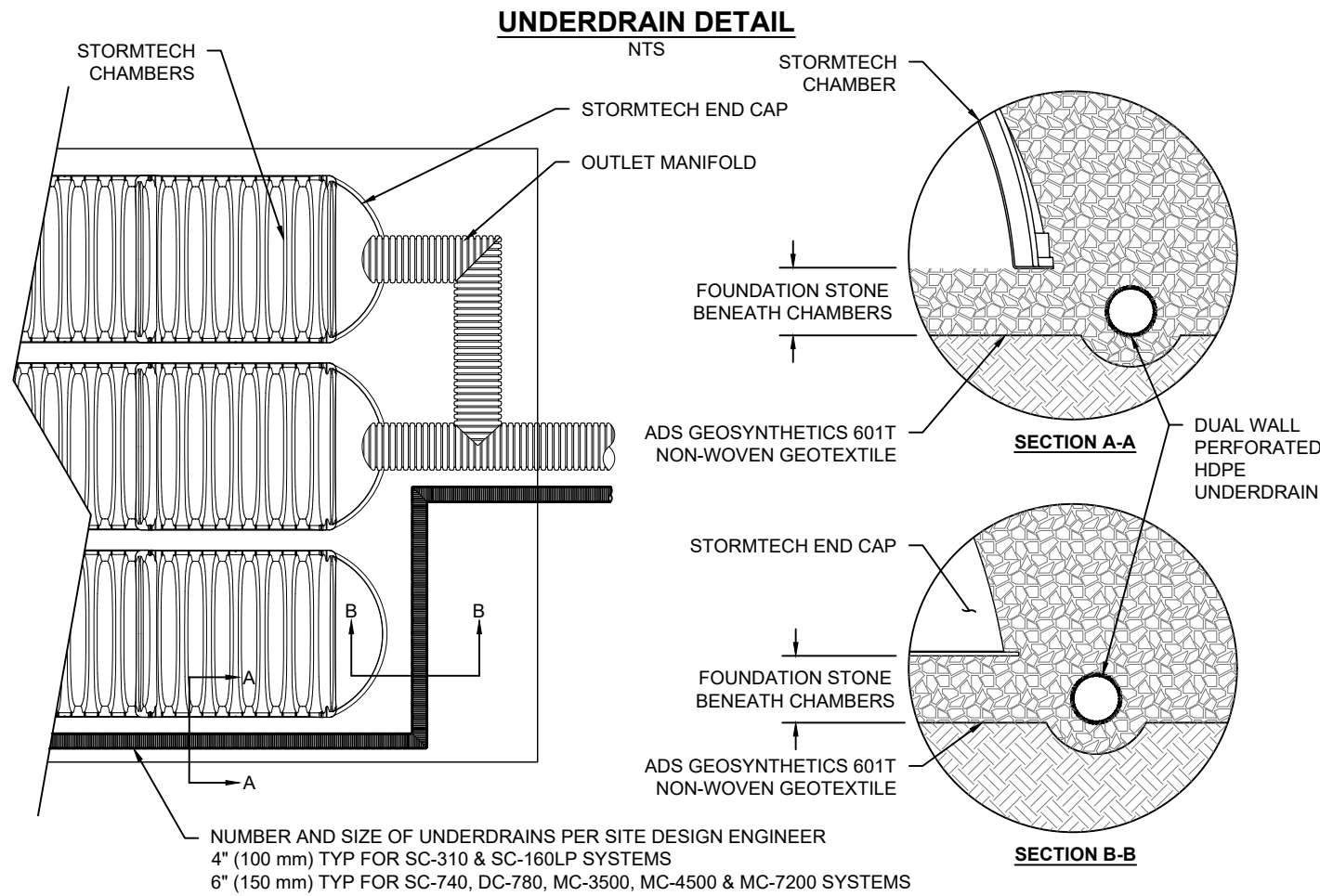
StormTech®
Chamber System

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HILLIARD, OH 43026
1-800-733-7473

ADS

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NOMINAL CHAMBER SPECIFICATIONS

SIZE (W X H X INSTALLED LENGTH)	100.0" X 60.0" X 79.1"	(2540 mm X 1524 mm X 2010 mm)
CHAMBER STORAGE	175.9 CUBIC FEET	(4.98 m ³)
MINIMUM INSTALLED STORAGE*	267.3 CUBIC FEET	(7.56 m ³)
WEIGHT (NOMINAL)	205 lbs.	(92.9 kg)

NOMINAL END CAP SPECIFICATIONS

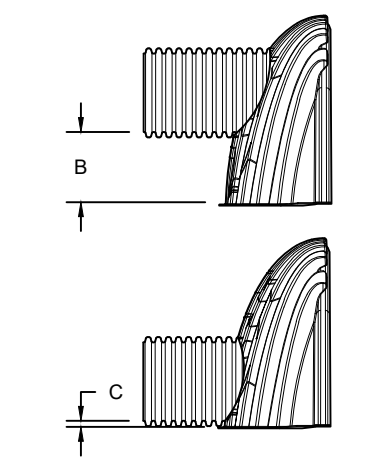
SIZE (W X H X INSTALLED LENGTH)	90.0" X 61.0" X 32.8"	(2286 mm X 1549 mm X 833 mm)
END CAP STORAGE	39.5 CUBIC FEET	(1.12 m ³)
MINIMUM INSTALLED STORAGE*	115.3 CUBIC FEET	(3.26 m ³)
WEIGHT (NOMINAL)	90 lbs.	(40.8 kg)

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

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

PART #	STUB	B	C
MC7200IEPP06T	6" (150 mm)	42.54" (1081 mm)	---
MC7200IEPP06B		---	0.86" (22 mm)
MC7200IEPP08T	8" (200 mm)	40.50" (1029 mm)	---
MC7200IEPP08B		---	1.01" (26 mm)
MC7200IEPP10T	10" (250 mm)	38.37" (975 mm)	---
MC7200IEPP10B		---	1.33" (34 mm)
MC7200IEPP12T	12" (300 mm)	35.69" (907 mm)	---
MC7200IEPP12B		---	1.55" (39 mm)
MC7200IEPP15T	15" (375 mm)	32.72" (831 mm)	---
MC7200IEPP15B		---	1.70" (43 mm)
MC7200IEPP18T	18" (450 mm)	29.36" (746 mm)	---
MC7200IEPP18TW		---	1.97" (50 mm)
MC7200IEPP18B		---	---
MC7200IEPP18BW		---	---
MC7200IEPP24T	24" (600 mm)	23.05" (585 mm)	---
MC7200IEPP24TW		---	2.26" (57 mm)
MC7200IEPP24B		---	---
MC7200IEPP24BW		---	---
MC7200IEPP30BW	30" (750 mm)	---	2.95" (75 mm)
MC7200IEPP36BW	36" (900 mm)	---	3.25" (83 mm)
MC7200IEPP42BW	42" (1050 mm)	---	3.55" (90 mm)

NOTE: ALL DIMENSIONS ARE NOMINAL



1800 PRICES FORK ROAD
BLACKSBURG, VA

DATE: _____ DRAWN: SC
PROJECT #: _____ CHECKED: N/A

DESCRIPTION

DATE _____ CHK _____
DATE _____ DRW _____

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Chamber System

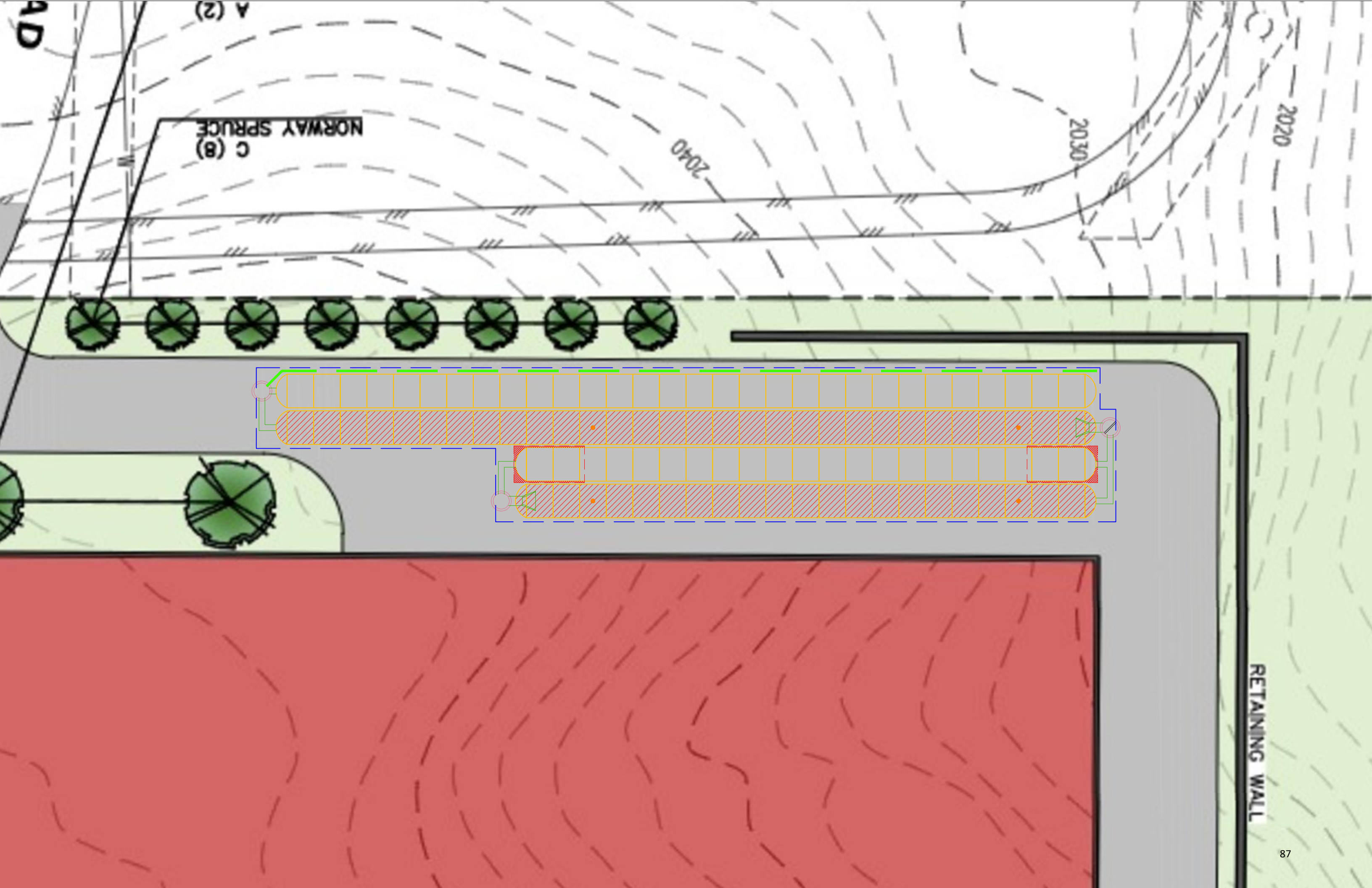
888-892-2694 | WWW.STORMTECH.COM

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HILLIARD, OH 43026
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ADS

SHEET
586 OF 5

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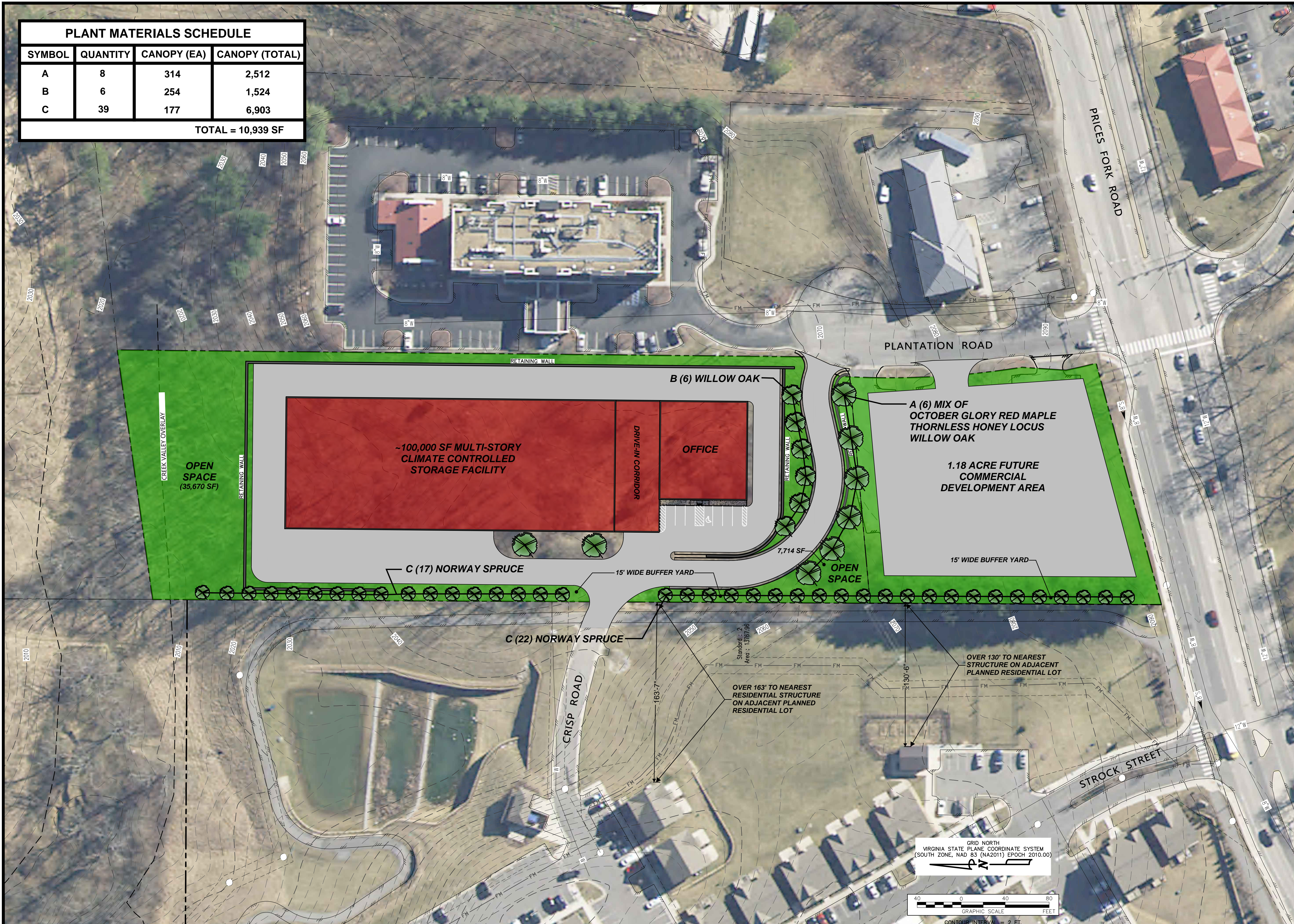


RETAINING WALL

Planned Commercial District Conditional Use Permit for
Mini-Storage Development

APPENDIX M – LANDSCAPE PLAN

PLANT MATERIALS SCHEDULE			
SYMBOL	QUANTITY	CANOPY (EA)	CANOPY (TOTAL)
A	8	314	2,512
B	6	254	1,524
C	39	177	6,903
TOTAL = 10,939 SF			



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**1055 PRICES FORK ROAD
SITE DEVELOPMENT PLAN**

TOWN OF BLACKSBURG, VIRGINIA

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS		
NO.	COMMENTS	DATE

PROJECT TEAM	
PIC	JOHN T. NEEL, PE
PM	MATTHEW P. TOMLINSON, PE
DESIGN	MBL
ISSUE DATE	

10/19/2022
FDS JOB NO.
3322
SHEET TITLE
LANDSCAPE PLAN
SHEET NUMBER
1 OF 1

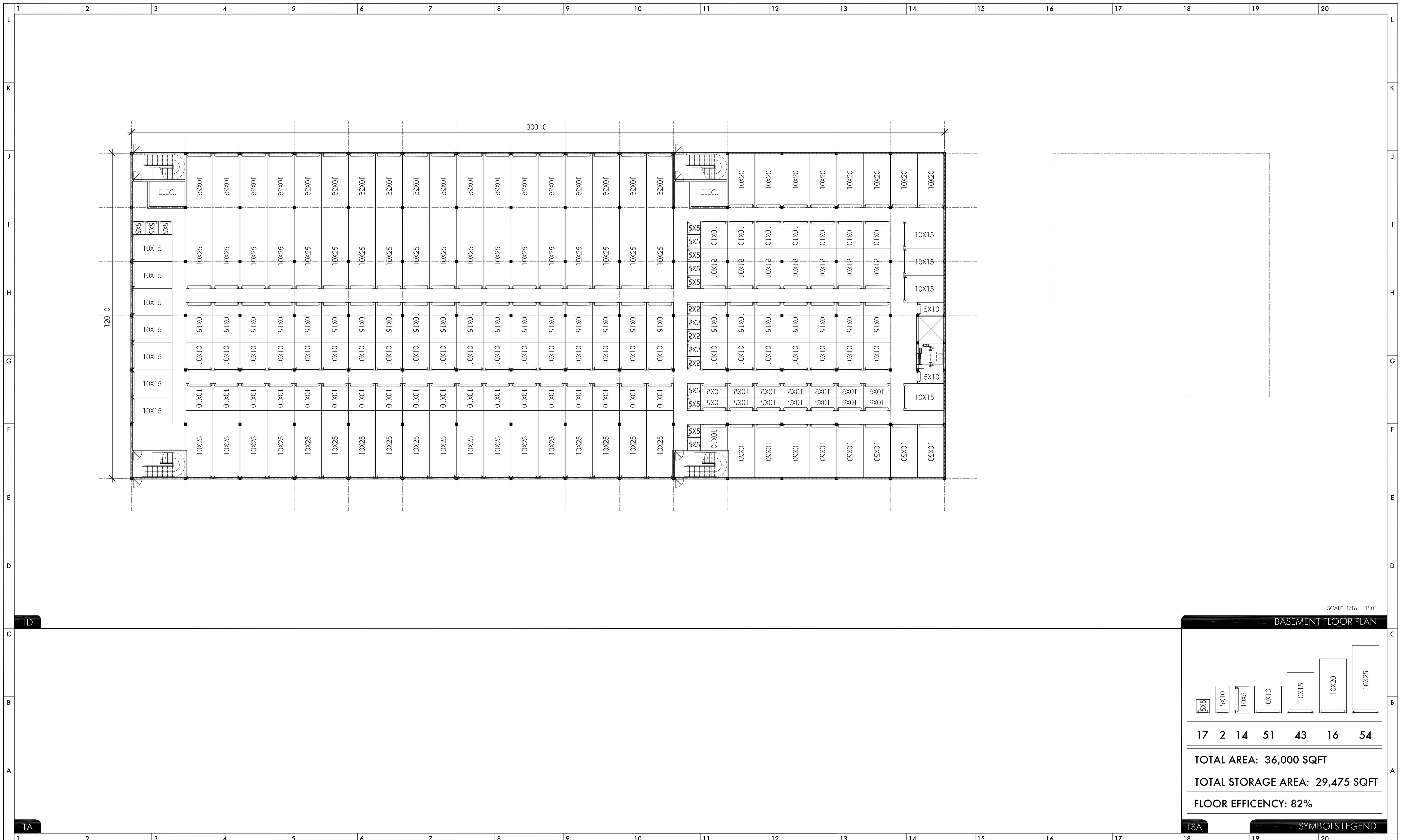
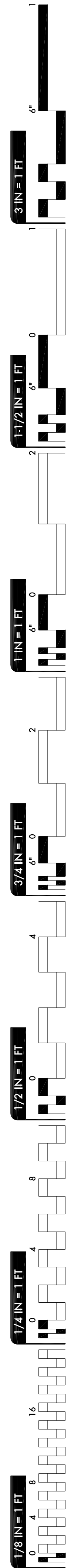
GRID NORTH
VIRGINIA STATE PLANE COORDINATE SYSTEM
(SOUTH ZONE, NAD 83 (NA2011) EPOCH 2010.00)



X:\Drawings\3322\ENGINEERING\Design\Plans\3322_Sht_C6_Landscape_Plan - Rezoning.dwg
1 OF 1 LANDSCAPE PLAN, 10/19/2022 2:38:12 PM, Mblomlinson, DWG To PDF.pcl, 1:1

Planned Commercial District Conditional Use Permit for
Mini-Storage Development

APPENDIX N – BUILDING ELEVATIONS/PLANS



SCALE: 1/16" = 1'-0"

BASEMENT FLOOR PLAN

5X5	5X10	10X5	10X10	10X15	10X20	10X25
17	2	14	51	43	16	54
TOTAL AREA: 36,000 SQFT						
TOTAL STORAGE AREA: 29,475 SQFT						
FLOOR EFFICIENCY: 82%						

18A **SYMBOLS LEGEND**

REVISIONS

16		
8		
4		
0		

Project Contacts List

Architect / Designer	MEP Engineers	Contractor
Christina Hasboun-Swenson	...	...
8 East Gazebo Lane	...	...
Savannah, GA 31410	...	...
P: 912-897-7272	...	...
E: chs2401@gmail.com	...	...
BlueLime Studio, Inc.	Structural Engineer	...
100 Blue Fin Circle, Suite 2	...	...
Savannah, GA 31410	...	...
E: scott@bluelime.com	...	...
Attn: Scott C. Swenson	...	...

EXTRA SPACE STORAGE
1800 PRICES FORK ROAD

XXXXXXXXXX
 XXXXXXXXXXXX, XXXXXXXXXXXX, XX XXXXX
 XXX-XXX-XXXX

Project Location: **BLACKSBURG, VA**

Sheet Title: **BASEMENT FLOOR PLAN**

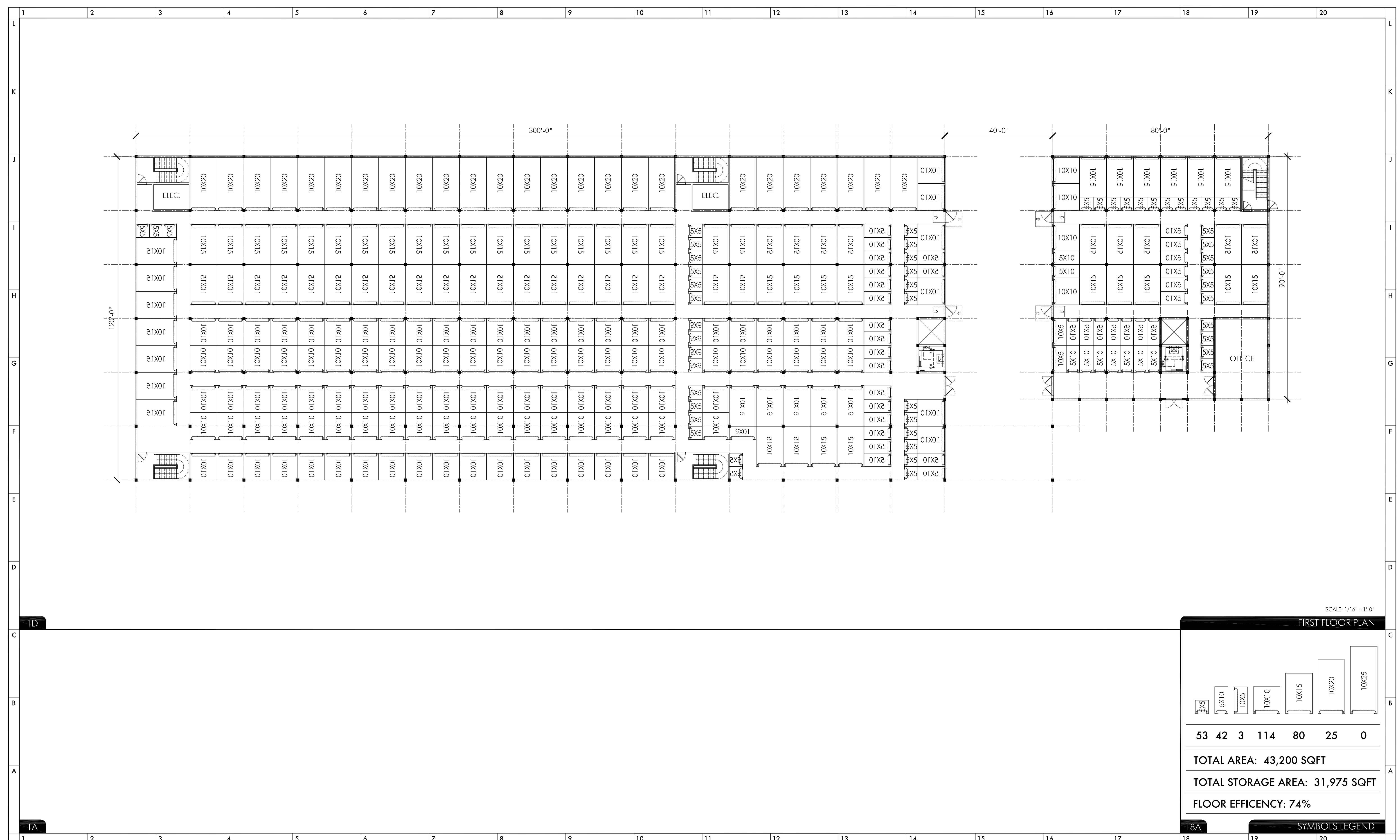
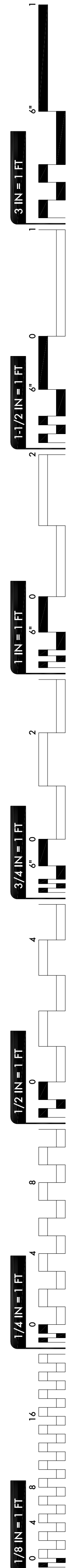
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Date	10/19/2022
Design	SCS
Drawn	SCS
Checked	XXX

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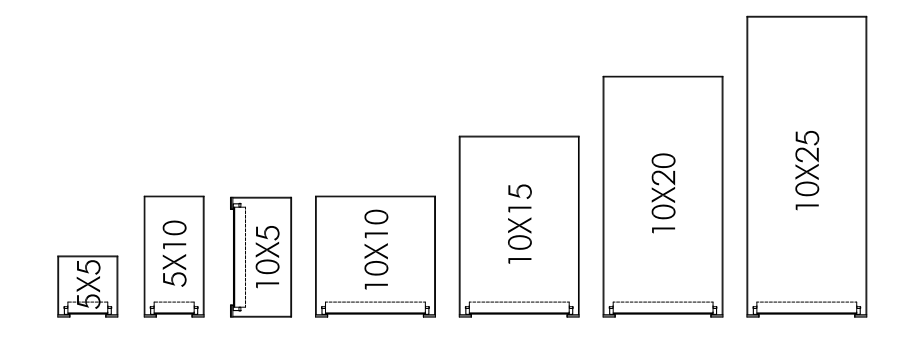
BLUE LIME

100 BLUE FIN CIRCLE, SUITE 2
 SAVANNAH, GA 31410
 912-201-0856



SCALE: 1/16" = 1'-0"

FIRST FLOOR PLAN



53	42	3	114	80	25	0
TOTAL AREA: 43,200 SQFT						
TOTAL STORAGE AREA: 31,975 SQFT						
FLOOR EFFICIENCY: 74%						

SYMBOLS LEGEND

NO.	REVISIONS
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Project Contacts List		
Architect / Designer	MEP Engineers	Contractor
Christina Hasboun-Swenson	...	...
8 East Gazebo Lane	...	...
Savannah, GA 31410	...	...
P: 912-897-7272	...	...
E: chs2401@gmail.com	...	...
Structural Engineer	...	...
BlueLine Studio, Inc.	...	...
100 Blue Fin Circle, Suite 2	...	...
Savannah, GA 31410	...	...
E: scott@bluelime.com
Attn: Scott C. Swenson

EXTRA SPACE STORAGE
1800 PRICES FORK ROAD

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 XXX-XXX-XXXX

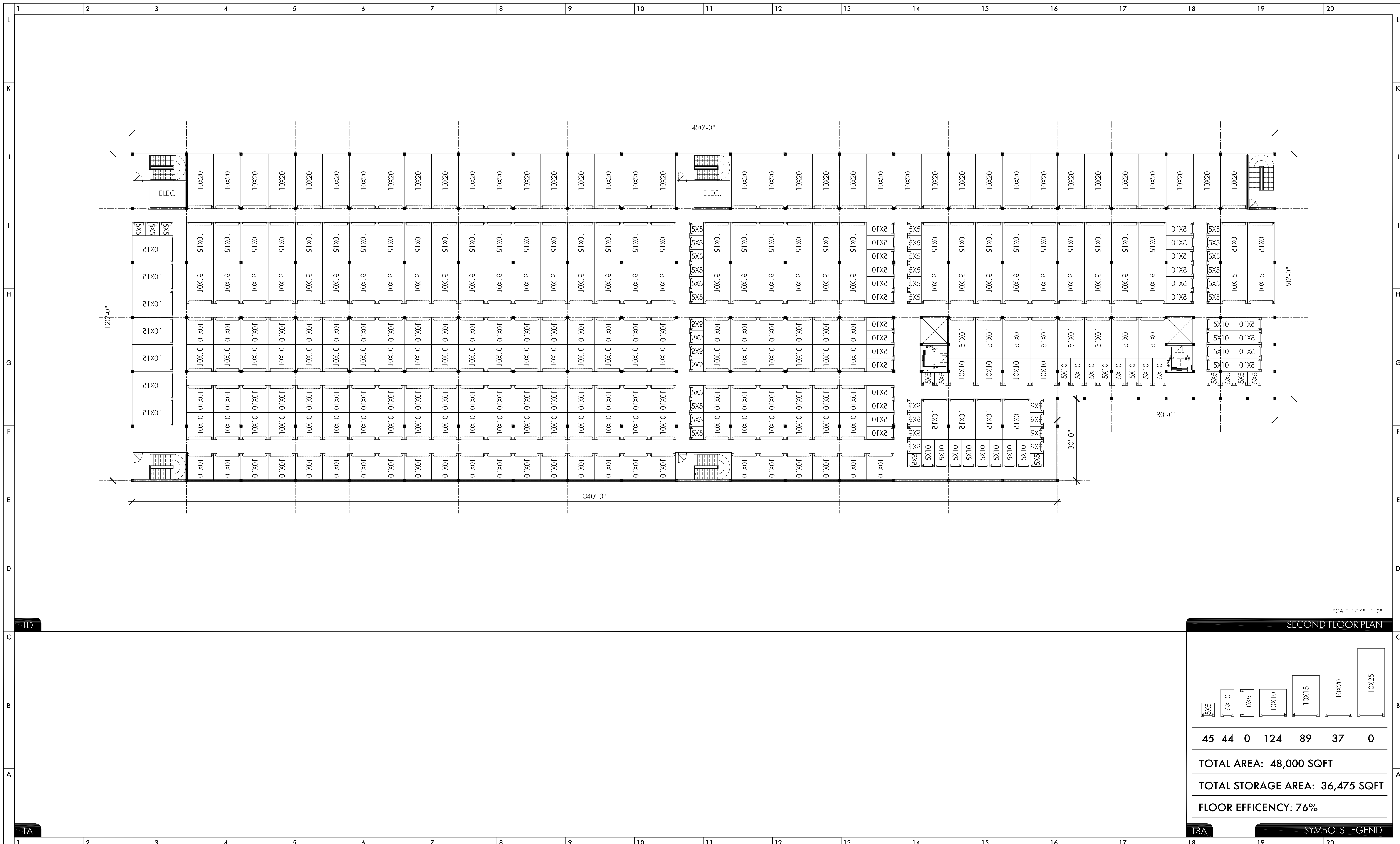
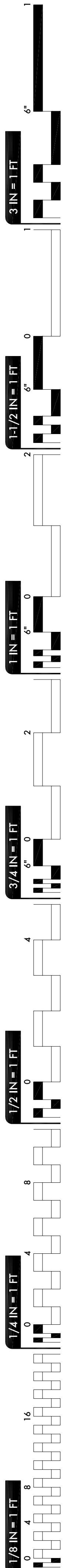
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Project No.	21-037
Date	10/19/2022
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Drawn	SCS
Checked	XXX

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 SAVANNAH, GA 31410
 912-201-0856



SCALE: 1/16" = 1'-0"

SECOND FLOOR PLAN

5x5	5x10	10x5	10x10	10x15	10x20	10x25
45	44	0	124	89	37	0
TOTAL AREA: 48,000 SQFT						
TOTAL STORAGE AREA: 36,475 SQFT						
FLOOR EFFICIENCY: 76%						

18A SYMBOLS LEGEND

REVISIONS

16		
8		
4		
0		

Project Contacts List

Architect / Designer	MEP Engineers	Contractor
Christina Hasboun-Swenson 8 East Gazebo Lane Savannah, GA 31410 P: 912-897-7272 E: chs2401@gmail.com
Structural Engineer
BlueLine Studio, Inc. 100 Blue Fin Circle, Suite 2 Savannah, GA 31410 E: scott@bluelime.com Attn: Scott C. Swenson

EXTRA SPACE STORAGE
1800 PRICES FORK ROAD

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XXX-XXX-XXXX

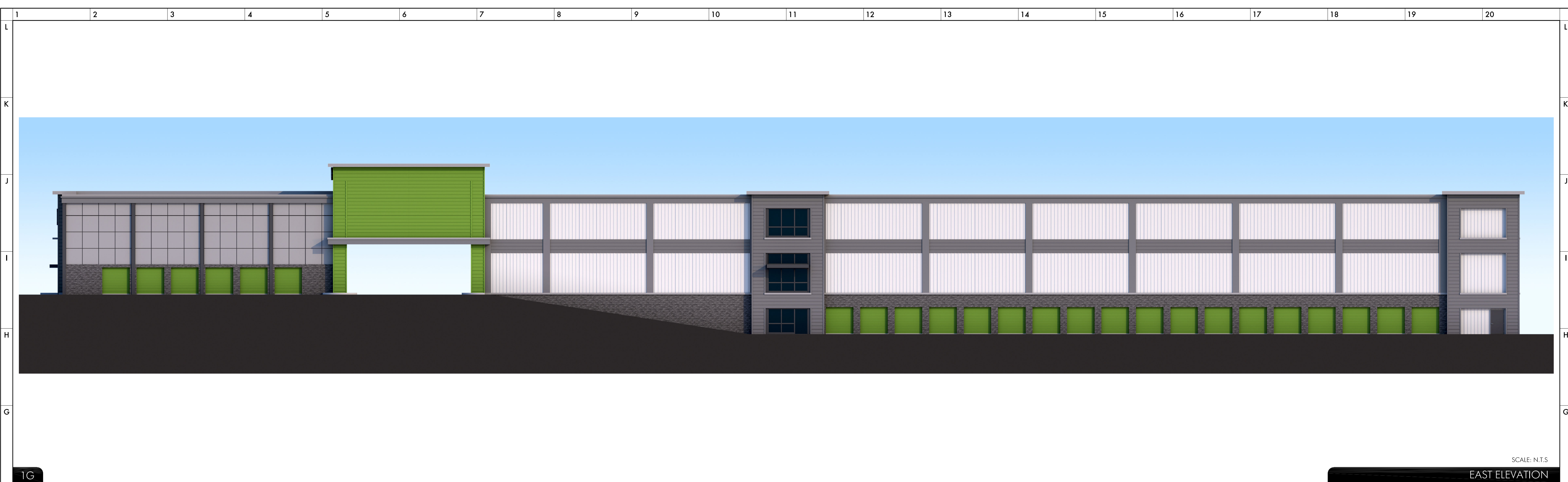
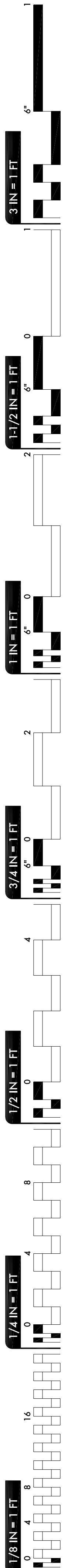
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Sheet Title	SECOND FLOOR PLAN

Project No.	21-037
Date	10/19/2022
Design	SCS
Drawn	SCS
Checked	XXX

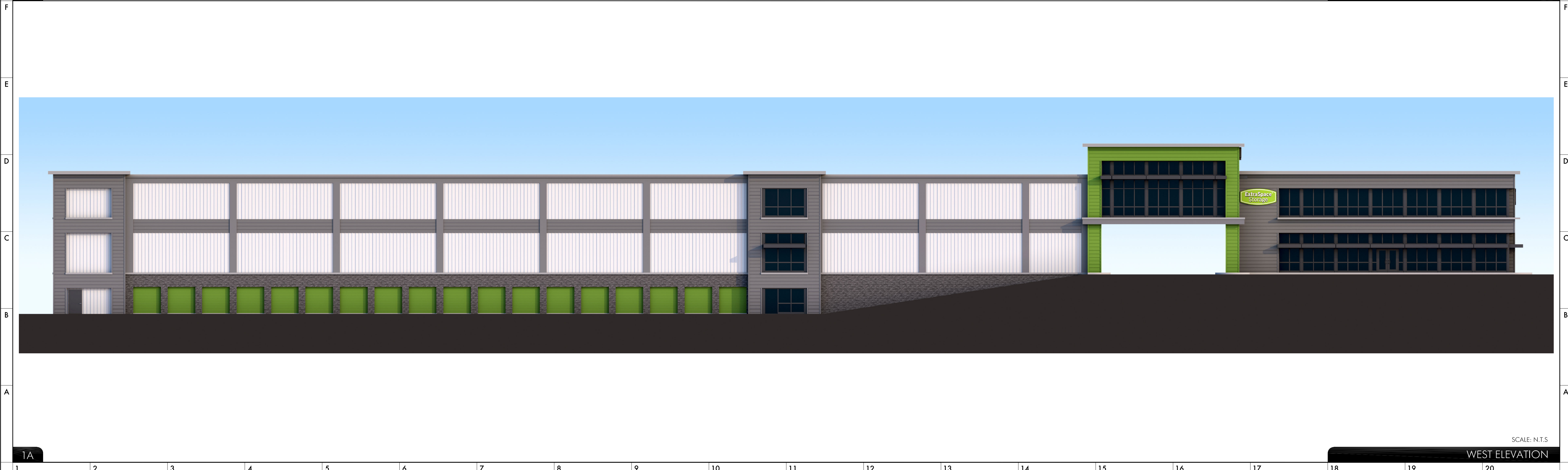
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100 BLUE FIN CIRCLE, SUITE 2
SAVANNAH, GA 31410
912-201-0856



SCALE: N.T.S
EAST ELEVATION



SCALE: N.T.S
WEST ELEVATION

REVISIONS

Project Contacts List			
Architect / Designer	MEP Engineers	Contractor	
Christina Hasboun-Swenson			
8 East Gazebo Lane			
Savannah, GA 31410			
P: 912-897-7272			
E: chs2401@gmail.com			
BlueLime Studio, Inc.	Structural Engineer		
100 Blue Fin Circle, Suite 2			
Savannah, GA 31410			
E: scott@bluelime.com			
Attn: Scott C. Swenson			

EXTRA SPACE STORAGE	
1800 PRICES FORK ROAD	
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XXX-XXX-XXXX	
Project Location	BLACKSBURG, VA
Sheet Title	ELEVATIONS

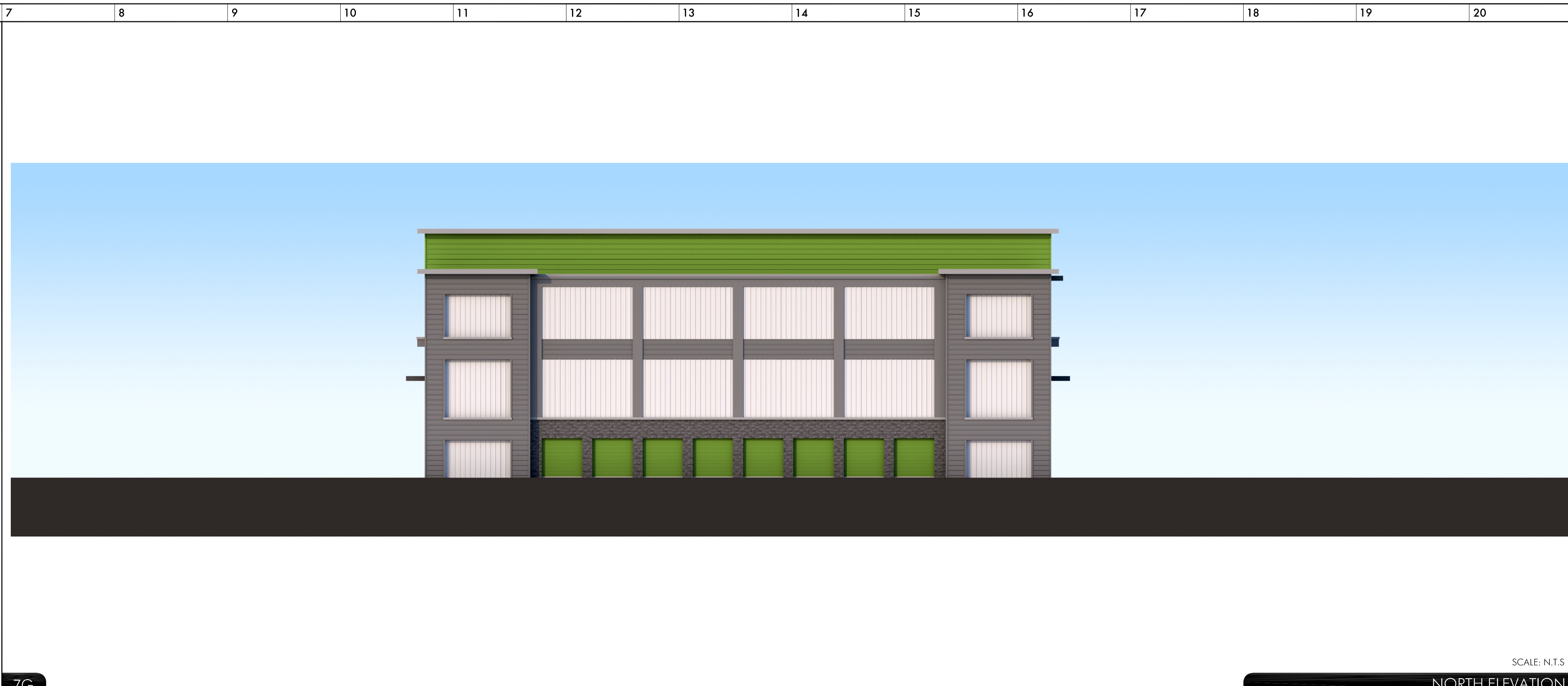
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Date	10/19/2022
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100 BLUE FIN CIRCLE, SUITE 2
SAVANNAH, GA 31410
912-201-0856

1/8 IN = 1 FT
 1/4 IN = 1 FT
 1/2 IN = 1 FT
 3/4 IN = 1 FT
 1 IN = 1 FT
 1 1/2 IN = 1 FT
 3 IN = 1 FT



SCALE: N.T.S
NORTH ELEVATION



SCALE: N.T.S
SOUTH ELEVATION

REVISIONS

Project Contacts List			
Architect / Designer	MEP Engineers	Contractor	
Christina Hasboun-Swenson	---	---	---
8 East Gazebo Lane	---	---	---
Savannah, GA 31410	---	---	---
P: 912-897-7272	---	---	---
E: chs2401@gmail.com	---	---	---
BlueLime Studio, Inc.	Structural Engineer	---	---
100 Blue Fin Circle, Suite 2	---	---	---
Savannah, GA 31410	---	---	---
E: scott@bluelime.com	---	---	---
Attn: Scott C. Swenson	---	---	---

EXTRA SPACE STORAGE
1800 PRICES FORK ROAD

XXXXXXXXXX
 XXXXXXXXXXXX, XXXXXXXXXXXX, XX XXXXX
 XXX-XXX-XXXX

Project Location	BLACKSBURG, VA	Sheet Title	ELEVATIONS
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Project No.	21-037
Date	10/19/2022
Design	SCS
Drawn	SCS
Checked	XXX

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 SAVANNAH, GA 31410
 912-201-0856

Planned Commercial District Conditional Use Permit for
Mini-Storage Development

APPENDIX O – LETTER REGARDING PRE-SUBMITTAL MEETINGS WITH TOWN STAFF

Matt Tomlinson

From: Kali Casper <KCasper@blacksburg.gov>
Sent: Wednesday, April 13, 2022 1:28 PM
To: John Neel; Anne McClung; Kinsey O'Shea; Kafi Howard; Randy Formica; Joshua Middleton; Margaret Dean; Lori Lester
Cc: Craig Stipes; Matt Tomlinson
Subject: RE: Prices Fork Road - Planned Commercial Amendment/CUP(JN3322)

Hi John,

With respect to the lot frontage requirements, we do agree that the requirement applies to the overall Planned Commercial District. Individual lot frontage is not specified for the District but would be reviewed along with the proposed layout as part of the amendment to the Planned Commercial District. Please let us know if you have any further questions. Thank you,

Kali

Kali Casper, AICP, ENV SP
Assistant Planning Director
Town of Blacksburg
540.443.1300
kcasper@blacksburg.gov
<http://www.blacksburg.gov>

From: Kali Casper
Sent: Friday, April 8, 2022 2:31 PM
To: 'John Neel' <jneel@gayandneel.com>; Anne McClung <amclung@blacksburg.gov>; Kinsey O'Shea <KOShea@blacksburg.gov>; Kafi Howard <KHoward@blacksburg.gov>; Randy Formica <RFormica@blacksburg.gov>; Joshua Middleton <JMiddleton@blacksburg.gov>; Margaret Dean <MDean@blacksburg.gov>; Lori Lester <LLester@blacksburg.gov>
Cc: Craig Stipes <craig@broadstreetcre.com>; Matt Tomlinson <mtomlinson@gayandneel.com>
Subject: RE: Prices Fork Road - Planned Commercial Amendment/CUP(JN3322)

Hi John,

A few notes on your summary – I've responded below in blue. Please let me know if you have questions. Thank you,

Kali

Kali Casper, AICP, ENV SP
Assistant Planning Director
Town of Blacksburg
540.443.1300
kcasper@blacksburg.gov
<http://www.blacksburg.gov>

From: John Neel

Sent: Tuesday, March 22, 2022 10:07 AM

To: Anne McClung <amcclung@blacksburg.gov>; Kinsey O'Shea <koshea@blacksburg.gov>; Kali Casper (kcasper@blacksburg.gov) <kcasper@blacksburg.gov>; Kafi Howard <khoward@blacksburg.gov>; Randy Formica (RFormica@blacksburg.gov) <rformica@blacksburg.gov>; Joshua Middleton (jmiddleton@blacksburg.gov) <jmiddleton@blacksburg.gov>; Margaret Dean <MDean@blacksburg.gov>; Lori Lester (llester@blacksburg.gov) <llester@blacksburg.gov>

Cc: Craig Stipes <craig@broadstreetcre.com>; Matt Tomlinson <mtomlinson@gayandneel.com>

Subject: Prices Fork Road - Planned Commercial Amendment/CUP(JN3322)

All – Thanks for the meeting last week to discuss the Prices Fork Road property. I wanted to provide the following summary for everyone as well as hopefully get a few questions resolved for us to move forward with the Planned Commercial Zoning Amendment.

- The overall project consists of the following:
 - Development of an approximately 100,000 sq. ft. multi-story climate controlled storage facility catering to individuals/companies needing storage space. The facility will have an office attached to the storage facility.
 - Crisp Lane from The Retreat will be extended and connect to Plantation Road. The connection will be private but have a public access easement over the travel way.
 - An approximately 1 acre commercial parcel shall be reserved along the frontage of Prices Fork Road for future development.
 - We have modified the permitted uses section of the Town's PC District as attached. We would remove all the lined out uses from the district via proffer.
- It is my understanding that the preferred method of revision to the existing Planned Commercial District is to revise the full district(including the BP station and the Hotel). The submittal would denote the existing uses and the application would be signed by those property owners as well.
 - Blacksburg Hospitality Group LLC(Hotel)
 - Nellies Cave LLC(BP)
 - The Town would reach out to these property Owner's to request the signatures. [The Town can reach out to the property owners and notify them that you are considering this process. We can also provide contact information to you all but further discussion and requesting signatures would be your and your client's responsibility.](#)
- The second alternative if those property owner's are unwilling to join in the PC Amendment would be to acknowledge the existing properties but only modify the PC District for the Blacksburg Green BLD LLC property.
- During our meeting, we discussed a few questions that we would like to resolve prior to submitting the PC Amendment
 - Requirement for a TIA
 - Our proposed development today is for a storage facility and undeveloped commercial lot. We would like to confirm that no TIA will be required for the rezoning at this time. We understand, and can acknowledge that a TIA may be required in the future for development of the 1 acre commercial parcel. [As you are requesting a CUP for the mini-warehouses, a traffic analysis is required at the time of submittal by the Town to determine the impacts of the proposed use. For the mini-warehouses, the requirements and assumptions of this traffic analysis should be coordinated with Engineering staff and agreed upon prior to the application submittal.](#)

We understand the challenges of further analyzing transportation impacts when a specific use has not been identified (for the undeveloped commercial lot). However, design decisions that are made now (for the mini-warehouse use) with respect to circulation, connectivity, etc. could impact the undeveloped parcel and potentially limit uses/options, make it less desirable, or perhaps unviable. As we mentioned in the meeting, it is important to consider the implications of the design decisions on the other parcel. If analysis is not provided at the time of submittal, the Town would look for a commitment to analyze and mitigate transportation impacts at the time of development, whether the development is a conditional use or a by-right use. This is particularly important as several new uses are being added that were not previously allowed.

- Storm Water Management
 - Currently there is a storm water management pond on site that will need to be removed/relocated during the development. As a part of developing our SWM Concept Plan for the PC Amendment, we would like to get a copy of the calculations for this pond including the drainage area maps, pond routing, etc. Could you please provide this from the Town's records?
- Lot Frontage
 - There appears to be some conflicting language in the PC District Section 3162. We would like to confirm that a subdivision of this property into the rear storage parcel and the front approximately 1 acre parcel would not have 75 feet of frontage required on a public street. [We are working on a response to this one and will update you next week.](#)
 - 3162(a) speaks to the minimum district size.
 - 3162(b) speaks to the minimum frontage of the district required for rezoning to PC.
 - 3162(c) speaks to 'lots internal to the site' and the 'master plan'.

Please do not hesitate to call and/or email me with any questions or concerns you may have.

Thanks,
John

John T. Neel

jneel@gayandneel.com

(540) 239-8174 (cell)

