William A. Vogle
Robertson County Mayor
Robertson County Plaza
502 8th Ave. E., Suite 101
Springfield, Tennessee 37172
Phone (615)384-2476
robertsoncountytn.gov

Regular Meeting
May 18, 2026 @ 7:00 p.m. **Juvenile Courtroom**

1. Call to Order
2. Roll Call
3. Invocation
4. Pledge to the Flag
5. Minutes of Previous Meeting
6. Communications from the County Mayor
7. Public Comments
8. Reports
9. Elections and Appointments
   - Equalization Board
   - Library Board
10. Public Hearing
    A) Agricultural/Residential District (AG-2) to Rural Preservation District (RP-80)
    1. Nick Changas Voting District 11
    2. Eric Hall Voting District 11---REMOVED
11. Resolutions
    1. Amend budget-General Fund/EMS **#051826043**
    2. Amend budget-General Fund/Circuit Court **#051826044**
    3. Amend budget-General Fund/Animal Control **#051826045 1st and 2nd readings**
    4. Amend budget-School Fund **#051826046**
    5. TCRS required resolution for RCEDB staff **#051826047**
    6. Increase Solid Waste fees **#051826048**
    7. Declare surplus property-Schools **#051826049**
12. Old Business
13. New Business

14. Notaries

15. Adjournment

******* Members of the public who wish to address the County Commission regarding any agenda item must sign in before the beginning of the meeting, indicating the item on the agenda for which they wish to comment. This includes any member of the public involved with specific agenda items, such as zoning requests, who want to express their views on issues affecting their property or surrounding areas. *******

Robertson County Commission
Monday, April 20, 2026 7:00 pm

Be it remembered that the Board of Commissioners of Robertson County, Tennessee, met in open public session, at the Robertson County Juvenile Courtroom in Springfield, Tennessee on Monday, April 20, 2026, at 7:00 pm

County Mayor, William A. Vogle, called the meeting to order. County Clerk, Angie H. Groves, was present to wit.

Roll Call
Quorum Present (22 Present, 3 Absent)
Present: MAYOR VOGLE, COUTS, THOMPSON, ROBERTS, RUMMEL, MARTIN, PIERCE, DELONG, BILLY R DORRIS, MOORE, WILSON, AYRES, STROUD, M. DORRIS, STUBBLEFIELD, HOGAN, MORGAN, HART, WHITE, ELLIS, HEAD-HIEBER, SUMMERS
Absent: BRINKLEY, JACKSON, WOODARD

Invocation and Pledge to the Flag - Commissioner Hogan

Minutes - March 23, 2026 Meeting
Motion by ROBERTS - Second by COUTS Passed by Voice Vote

Communications from the Mayor – Mayor Vogle reminded everyone of the Fallen Officer Memorial Ceremony, Day of Prayer, CASA Pinwheel Ceremony, and the King of the Craw festivities. Commissioner Stubblefield informed everyone of the Cross Plains Bluegrass Festival.

Reports – (On file in the Clerk's office and included in the online minutes.)
Highway Commission 7.1, Trustee (includes 2024 Assessor Change Report and Delinquent Real Property Tax) 7.2, Animal Control 7.3, Planning Commission 7.4, Solid Waste 7.5, Veterans Service 7.6, Emergency Management Agency 7.7, Fire 7.8, Finance 7.9 and Emergency Medical Services 7.10.
Motion by ROBERTS – Second by COUTS - Passed by Voice Vote

Resolution No. 042026025 Rezone Mary Henson
Rezone 5.94 acres, AG-2 to RP-80, Agricultural/Residential to Rural Preservation District, 6753 Hwy 76 E, 3rd Voting District
Motion by ROBERTS - Second by MARTIN - Passed With 13 Yes Votes Needed

Resolution No. 042026026
Amend Budget - General Fund - Planning & Zoning Fire Hydrant Abatement Funds
Motion by COUTS -Second by MARTIN Passed With 13 Yes Votes Needed

Resolution No. 042026027
Amend Budget - School Fund - Various Grants for Expenses
Motion by COUTS - Second by STUBBLEFIELD - Passed With 13 Yes Votes Needed

Resolution No. 042026028
Amend Budget - Solid Waste - Overtime Pay Expenses Due to the Motors in the Compactors Breaking Down
Motion by COUTS - Second by ROBERTS - Passed With 13 Yes Votes Needed

Resolution No. 042026029
Amend Budget - Highway Department - State Aid Projects - Mint Springs Road
Motion by COUTS - Second by WHITE - Passed With 13 Yes Votes Needed

Resolution No. 042026030
Amend Budget - General Fund - Election Office Expenses for May Primary
Motion by COUTS - Second by RUMMEL - Passed With 13 Yes Votes Needed

Resolution No. 042026031
Amend Budget - General Fund - Trustee's Office Postage
Motion by COUTS - Second by MOORE - Passed With 13 Yes Votes Needed

Resolution No. 042026032
Amend Budget - General Fund - ADA Compliant for the County's Website
Motion by COUTS - Second by HART - Passed With 13 Yes Votes Needed

Resolution No. 042026033
Amend Budget - General Fund - Law Enforcement Supplies
Motion by COUTS - Second by MOORE - Passed With 13 Yes Votes Needed

Resolution No. 042026034
Amend Budget - School Fund - Cooling Tower at WHHHS Damages caused by the Ice Storm
Motion by COUTS - Second by M. DORRIS - Passed With 13 Yes Votes Needed

Resolution No. 042026035
Amend Budget - General Fund - Emergency Notification Software System
Motion by COUTS - Second by HART - Passed With 13 Yes Votes Needed

Resolution No. 042026036
Amend Budget - General Fund - County Building Sewer Pipe Repair
Motion by COUTS - Second by MOORE - Passed With 13 Yes Votes Needed

Resolution No. 042026037
Declare Surplus Property - Board of Education Technology Department - Printers and Backup Equipment
Motion by MARTIN - Second by MOORE - Passed With 13 Yes Votes Needed

Resolution No. 042026038
Declare Surplus Property - Sheriff's Department - Unit 185, Unit 201, Unit 222
Motion by DELONG - Second by MOORE- Passed With 13 Yes Votes Needed

Resolution No. 042026039
Allow Staff of the Robertson County Economic Development Board to Participate in County Employee Benefits
Motion by COUTS - Second by MOORE - Passed With 13 Yes Votes Needed

New Business

Resolution No. 042026040
Amend Budget - Highway Department - Oil Index Price Increase
Motion by COUTS - Second by MOORE - Passed With 13 Yes Votes Needed

Commissioner M. Dorris asked if the county was in the horse trailer business. Mayor Vogle asked him if he had a question. Commissioner Stubblefield made the motion for Director of Schools, Danny Weeks, to be a part of the court for questions with a second by Commissioner M. Dorris. Passed by voice vote. Mr. Weeks explained the grant money that was received for High School Career & Technical Programs. East Robertson and Jo Byrns have built barns for cattle management training. The horse trailers were purchased with these funds.

Election of Notaries
C Allen, Taylor Mae Alley, Patsy D. Ayers, Anna Bellamy, David E. Boardman, Amanda Bussey, Jennifer Clinard, Jake Crum, Daniel A. Dixon, Wendy D. Glenn, John Hannah Jr., Rachel L. Hardaway, Jamie Hill, Jennifer R. Houston, Brandon Jewell, Heather Loope, Lindsey Metros, Anne Proctor, Carrie Sedlik, Jacob Sweat, Chern Valerio, Sarah Waldrop, Julie Welch, and Ashley Zumbroegel.
Motion by HOGAN - Second by HART - Passed by Voice Vote

Adjourn – 7:34 p.m.
Motion by M. DORRIS - Second by HART - Passed by Voice Vote

_____ _____

Mayor William A. Vogle **Angie H. Groves, County Clerk**

ROBERTSON COUNTY HIGHWAY DEPARTMENT

Commission
DONNIE MARTIN, Chairman
MARK A. HAND, SR.
RALPH (FRED) HEAD

TROY ADKINS, Superintendent
P.O. BOX 401 - 4751 HWY 41 N
SPRINGFIELD, TENNESSEE 37172
(615) 384-2507 FAX (615) 384-0211

STEVE ARMSTRONG
CHARLIE J. COOK
DAVID PEACH

MINUTES OF MEETING
ROBERTSON COUNTY HIGHWAY COMMISSION

1. The Robertson County Highway Commission met in regular session at 4:00 P.M., Thursday, March 26, 2026.

2. The following commissioners were present:

   Mr. Armstrong, Mr. Cook, Mr. Hand, Mr. Head, Mr. Martin and Mr. Peach. Chairman Martin presided.

3. The minutes of previous regular meeting were approved and ordered filed on a motion by Mr. Hand, seconded by Mr. Head and approved by voice vote.

4. Supervisor's Report:

Commission	Tons Hauled to Date	End Balance
Armstrong	55.71	677.09 tons
Peach	0.00	191.40 tons
Head	11.70	506.58 tons
Hand	0.00	561.91 tons
Cook	113.83	994.44 tons
Martin	29.70	2,180.53 tons

Date	Road Name	Work Performed	Loads & Tons of Rock

   On a motion by Mr. Head, seconded by Mr. Armstrong and approved by voice vote, the commission received and ordered these filed. (Copies of these reports are on file at the highway office.)

5. Rock allocation for the month of April was set at 1,500.17 tons. This is the carryover from March. (A copy of this report is on file at the highway office.)

6. A report showing the revenue and expenditures for 131 - Highway Fund for the period ending February 28, 2026 was reviewed by the commission. On a motion by Mr. Cook, seconded by Mr. Hand and approved by voice vote, the commission received and ordered this filed. (A copy of this report is on file at the highway office.)

7. The April meeting date is set for Thursday, April 23, 2026 at 4:00 P.M.

8. Delegation - None

9. State Aid Roads -

2025/2026 – Mint Springs Road

Bids were opened on Wednesday, March 18th. They were as follows:

Rogers Group, Inc.	$88.00	$453,728.00
Vulcan Materials Co.	$84.50	$435,682.00
Jones Bros. Contractors	$92.00	$474,352.00

On a motion by Mr. Hand, seconded by Mr. Head and approved by roll call vote, the commission approved the low bid by Vulcan Materials Co.

Roll Call Vote:	Mr. Peach - Yes	Mr. Martin - Yes
	Mr. Head – Yes	Mr. Hand - Yes
	Mr. Armstrong – Yes	Mr. Cook – Yes
Vote Total:	6 – Yes 0 – No	Motion Carried

(Copies of these bids are on file at the highway office.)

Supt. Adkins stated we will send this information to the state for them to work up our contract. We will be notifying them about their electronic signatures. Next, we will be scheduling a preconstruction meeting. Plans are to pave late April or early May.

2026/2027 – Hall Road

Supt. Adkins stated we will bid this Summer and pave late Summer or early Fall.

10. State Aid Road Bridge –

2023/2024 – Kinneys School Road Bridge

Supt. Adkins informed the commission about the update from our bridge engineer, Mr. Tom Sommers. The final plans and calculations submittal planned earlier this month was postponed. He is making some additional changes/updates to the plans that include modifying the guardrail to be compliant with the latest revisions to the TDOT Guardrail Standards and attempting to reduce needed ROW acquisition area a bit more. Also, the new TDOT Standard Specifications for Road and Bridge Construction are coming out on April 1st. He will review and make any necessary changes before submittal.

11. Driveway Permit Check List:

A report showing "Driveway Permit List" for the month of March 2026 was reviewed by the commission. It showed 30 permits were fully processed for a total of $9,300.00. On a motion by Mr. Cook, seconded by Mr. Peach and approved by voice vote, this report was received and ordered filed. (A copy of this report is on file at the highway office.)

12. Bids – A. Diesel -

1. Tri Star Energy, LLC	$3.35
2. Dean Oil Company	$3.399
3. Petroleum Traders Corporation	No Bid
4. Beach Oil Company	No Bid
5. Kimbro Oil Company	No Bid
6. Parman Energy Group	No Bid

On a motion by Mr. Head, seconded by Mr. Peach and approved by voice vote, the low bid by Tri Star Energy, LLC was approved.

(Copies of these bids are on file at the highway office.)

B. RS-2 and SS-1H –

	RS-2	SS-1H
1. Marathon Petroleum Company	$2.60	$3.05
2. Ergon Asphalt & Emulsion	$2.70	$3.30

On a motion by Mr. Peach, seconded by Mr. Armstrong and approved by voice vote, the low bid by Marathon Petroleum Company was approved.

(Copies of these bids are on file at the highway office.)

13. Resolution – Amending The Budget Of Robertson County, Tennessee For The Fiscal Year Ending June 30, 2026

Be it resolved by the Board of Commissioners of Robertson County that the budget of Robertson County for the fiscal year ending June 30, 2026 is hereby amended as follows:

Name of Fund / Department	Account Description	Account Number	Increase (Decrease)
Highway Department / Fund 131			
Revenue Amendments			
State of Tennessee	State Aid Program	46420	427,524
Total Revenue Amendment			427,524
Expense Amendments			
Capital Outlay	State Aid Projects Capital Outlay	68000-726	406,538
Total Expense Amendment			406,538
	(This is a budget amendment for Spring - Additional State Aid Funds Received for Infrastructure. Mint Springs Road.)		
Total Fund Balance Amendment, This Increases Fund Balance			20,986

Duly passed and approved this 20th day of April, 2026.

County Commissioner

County Mayor

ATTEST:

County Clerk

On a motion by Mr. Cook, seconded by Mr. Hand and approved by roll call vote, this budget amendment resolution was approved.

Roll Call Vote:	Mr. Cook – Yes		Mr. Armstrong - Yes
	Mr. Hand – Yes		Mr. Head – Yes
	Mr. Martin – Yes		Mr. Peach - Yes
Vote Total:	6 – Yes	0 – Absent	Motion Carried

(A copy of this budget amendment resolution is on file at the highway office.)

14. Set Dates for Highway Superintendent To Be Appointed:

Chairman Martin brought up the upcoming appointment for highway superintendent. The highway superintendent term will be from September 01, 2026 thru August 31, 2030. Mr. Martin stated there is a copy of the guidelines that was used in 2010, 2014, 2018 and 2022 and had current dates that would coincide with this to keep it the same as the last appointments. They are as follows:

1. Set deadline for affidavits to be filed with the Tennessee Highways Officials Certification Board – Tuesday, June 23, 2026 at 12:00 P.M.

2. Set appointment date for appointing a highway superintendent – Called Meeting, Thursday, August 20, 2026 at 4:00 P.M.

3. Set deadlines for resumes and state certifications to be mailed to Robertson County Highway Department, Attn: Lynette L. Crain, Secretary, P.O. Box 401, Springfield, TN 37172 – Wednesday, July 29, 2026 at 12:00 P.M.

4. Run a two week advertisement in the Connection – Tuesday, May 12, 2026 and Tuesday, May 19, 2026

The commission looked over the dates and discussed the upcoming appointment. On a motion by Mr. Hand, seconded by Mr. Peach and approved by voice vote, the commission agreed to the above deadlines for appointing a highway superintendent.

(A copy of this guideline is on file at the highway office.)

15. Supervisor/Commission Remarks:

1. Supt. Adkins informed the commission he has been working with our county engineer, Traye Fann, regarding our roof here at the office/shop. This will be paid out of the building and grounds funds. There will be a pre-bid meeting here at the highway department on April 22nd at 3:30 and bid opening date set for May 13th at 3:30.

16. There being no further business, the meeting was adjourned on a motion by Mr. Head, seconded by Mr. Hand and approved by voice vote.

Lynette L. Crain

Lynette L. Crain, Secretary

Donnie Martin, Chairman

Robertson County Tennessee
Kendra Shelton
Trustee for Robertson County
515 South Brown Street *Phone: (615) 384-4238*
Springfield, TN 37172 *Fax: (615) 382-2316*
Email: KShelton@RobCoTN.org
Website: https://RobertsonCountyTN.gov

ROBERTSON COUNTY TRUSTEE STATEMENT OF FUNDS

April 30, 2026

BANK	DESCRIPTION	Prior Year Balance: 4/30/2025	CURRENT BALANCE: 4/30/2026
Farmers Checking #1	Trustee's Checking	$ 39,047.04	$ 10,013.64
Farmers Checking #2	Vendor Clearing	$ 300,000.00	$ 300,000.00
Farmers Payroll	Payroll Clearing	$ 1,000.00	$ 1,000.00
Farmers Tax	Checking Acct	$ 22,590.27	$ 22,898.19
Farmers Money Mkt	Money Market	$ 5,134,966.33	$ 19,048,937.31
Farmers Med Insurance	County Funded Medical	$ 2,725,492.12	$ 2,961,135.98
Farmers SW	Solid Waste Acct	$ 1,000.00	$ 5,000.00
Farmers Development	Development Acct	$ 1,000.00	$ 1,000.00
Farmers Drug Fund	Drug Fund Acct	$ 1,000.00	$ 1,000.00
United Community Bank	Fire Hydrant	$ 124,309.01	$ 125,711.57
United Community Bank Tax	Money Market	$ 5,000.97	$ 5,628,411.82
United Community Bank ICS	Cash Sweep	$ 39,609,698.66	$ -
United Community Bank Opioid	Opioid Account	$ 922,964.20	$ 935,255.38
United Community Bank Sheriff G	Sheriff Grant	$ -	$ 301,325.97
Farmers CD	CD	$ -	$ 23,458,739.73
Moreton Capital CDs	CDs	$ -	$ 1,500,000.00
Bank OZK CDs	CDs	$ -	$ -
US Treasuries/Agencies	US Treasuries/Agencies	$ -	$ 35,850,000.00
USBank Money Mkt	Money Market	$ -	$ -
Local Govt Investment Pool	LGIP Investment	$ 75,266,327.31	$ 38,149,119.71
TOTAL COUNTY DEPOSITS:		**$ 124,154,395.91**	**$ 128,299,549.30**
Industrial Development Board - Farmers MMkt		$ 2,051,663.08	$ 3,012,572.45
GRAND TOTAL TRUSTEE FUNDS:		**$ 126,206,058.99**	**$ 131,312,121.75**

Kendra Shelton, Trustee

Kendra Shelton, Trustee

Robertson County Tennessee
Kendra Shelton
Trustee for Robertson County
515 South Brown Street *Phone: (615) 384-4238*
Springfield, TN 37172 *Fax: (615) 382-2316*
Email: KShelton@RobCoTN.org
Website: https://RobertsonCountyTN.gov

Robertson County Trustee

2025 Tax Aggregate

	PROPERTY TAX	PUBLIC UTILITIES	TOTAL
Beginning Tax:	$ 59,828,570.00	$ 2,065,181.00	$ 61,893,751.00
Additions:	216,588.00	-	216,588.00
Increases:	13,503.00	-	13,503.00
Deletions:	(2,858.00)	-	(2,858.00)
Decreases:	(12,773.00)	-	(12,773.00)
Total Tax To Collect:	$ 60,043,030.00	$ 2,065,181.00	$ 62,108,211.00
As of 4/30/2026			
Total Tax Collected:	$ 58,217,124.86	$ 2,053,619.00	$ 60,270,743.86
Unpaid Balance:	$ 1,825,905.14	$ 11,562.00	$ 1,837,467.14

Kendra Shelton, Trustee

Kendra Shelton, Trustee



Billy Vogle
Mayor

Randy Peach
Director

Intake Summary Report

Period: from **1-Apr-2025** 12:00 AM to **1-May-2026** 12:00 AM

Total Intake	63	
Outcome Summary Report		
Adoption	1	
Euthanasia	4	
Transfer	40	
Return to Owner	8	
Public Euthanasia	0	
Total Outcome	53	
In Foster	0	
Animal Inventory	40	

Donations for this month	$454.00
Donations Year to Date	$5,911.00
Revenue for this month	$190.00
Revenue Year to Date	$4,440.00
Spay/Neuter Deposits for this month	$50.00
Spay/Neuter Deposits Year to Date	$4,010.00
Spay/Neuter Refunds for this month	$500.00
Spay/Neuter Refunds Year to Date	$10,058.46
Spay/Neuter Fund Balance	$42,384.15

Calls Received	303
Calls Completed	300

(INCLUDES call from Central Dispatch and All the calls received in the Office)

ROBERTSON COUNTY REGIONAL PLANNING COMMISSION

Robertson County Office Building
527 South Brown Street
Springfield, Tennessee 37172
Tel. (615) 384-3666

PLANNING AND ZONING

04-01-2026 – 04-30-2026

To: All Robertson County Commissioners
From: Robertson County Planning Office

Re: Growth Data

Single-Family Dwelling Permit	21
Other Permits Issued	23
Plumbing Permits Issued	22
Mechanical Permits Issued	19
Total Permits Issued	85
Commercial / Industrial AFT Collected	$15,195.00

Permits	Rezonings	Site Plans	Subdivisions	Appeals Board	Adequate Facilities Tax
$65,425.00	$660.00	$.00	$ .00	$ .00	$ 229,828.50

ADEQUATE FACILITIES TAX

	2024-2025	Previous YTD	2025-2026	Year to Date
July	$ 110,952.50	$ 110,952.00	$ 201,615.00	$ 201,615.00
August	$ 223,539.00	$ 334,491.50	$ 217,755.00	$ 419,370.00
September	$ 148,609.10	$ 483,100.60	$ 138,904.50	$ 558,274.50
October	$ 163,118.60	$ 646,219.20	$ 152,966.50	$ 711,241.00
November	$ 111,467.55	$ 757,686.75	$ 150,991.70	$ 862,232.70
December	$ 132,346.00	$ 890,032.75	$ 138,692.00	$1,000,924.70
January	$ 112,040.00	$ 1,002,072.75	$ 178,112.50	$1,179,037.20
February	$ 170,713.00	$ 1,172,785.75	$ 238,312.60	$1,417,349.80
March	$ 203,898.70	$ 1,376,684.45	$ 219,362.70	$1,636,712.50
April	$ 183,782.50	$ 1,560,466.95	$ 229,828.50	$1,866,541.50
May	$ 313,483.80	$ 1,873,950.75	$	$
June	$ 167,397.50	$ 2,041,348.25	$	$

Group: CT

4/24/2026	CT	ADR ADEQUATE FACILITIES RESIDENTIAL	2,401.50
4/24/2026	CT	ADR ADEQUATE FACILITIES RESIDENTIAL	3,441.00
4/17/2026	CT	ADR ADEQUATE FACILITIES RESIDENTIAL	3,441.00
4/17/2026	CT	ADR ADEQUATE FACILITIES RESIDENTIAL	3,441.00
4/17/2026	CT	ADR ADEQUATE FACILITIES RESIDENTIAL	4,290.00
4/17/2026	CT	ADR ADEQUATE FACILITIES RESIDENTIAL	2,401.50
4/8/2026	CT	ADR ADEQUATE FACILITIES RESIDENTIAL	3,487.50
4/8/2026	CT	ADR ADEQUATE FACILITIES RESIDENTIAL	3,441.00
			$26,344.50

Group: GB

4/29/2026	GB	ADR ADEQUATE FACILITIES RESIDENTIAL	2,340.00
4/22/2026	GB	ADR ADEQUATE FACILITIES RESIDENTIAL	2,116.50
4/21/2026	GB	ADR ADEQUATE FACILITIES RESIDENTIAL	2,713.50
4/17/2026	GB	ADR ADEQUATE FACILITIES RESIDENTIAL	2,439.00
4/17/2026	GB	ADR ADEQUATE FACILITIES RESIDENTIAL	2,439.00
4/17/2026	GB	ADR ADEQUATE FACILITIES RESIDENTIAL	2,439.00
4/15/2026	GB	ADR ADEQUATE FACILITIES RESIDENTIAL	2,713.50
			$17,200.50

Group: MLV

4/24/2026	MLV	ADR ADEQUATE FACILITIES RESIDENTIAL	2,145.00
4/24/2026	MLV	ADR ADEQUATE FACILITIES RESIDENTIAL	2,163.00
4/24/2026	MLV	ADR ADEQUATE FACILITIES RESIDENTIAL	2,163.00
4/24/2026	MLV	ADR ADEQUATE FACILITIES RESIDENTIAL	2,163.00
4/24/2026	MLV	ADR ADEQUATE FACILITIES RESIDENTIAL	2,145.00
4/17/2026	MLV	ADR ADEQUATE FACILITIES RESIDENTIAL	2,163.00
4/17/2026	MLV	ADR ADEQUATE FACILITIES RESIDENTIAL	2,163.00
4/17/2026	MLV	ADR ADEQUATE FACILITIES RESIDENTIAL	2,145.00
4/17/2026	MLV	ADR ADEQUATE FACILITIES RESIDENTIAL	2,145.00
4/1/2026	MLV	ADR ADEQUATE FACILITIES RESIDENTIAL	2,275.50
4/1/2026	MLV	ADR ADEQUATE FACILITIES RESIDENTIAL	2,854.50
			$24,525.00

Group: SPF

4/24/2026	SPF	ADR ADEQUATE FACILITIES RESIDENTIAL	2,301.00
4/24/2026	SPF	ADR ADEQUATE FACILITIES RESIDENTIAL	1,746.00
4/24/2026	SPF	ADR ADEQUATE FACILITIES RESIDENTIAL	1,746.00
4/24/2026	SPF	ADR ADEQUATE FACILITIES RESIDENTIAL	1,746.00
4/24/2026	SPF	ADR ADEQUATE FACILITIES RESIDENTIAL	2,301.00

4/28/2026	SPF	ADR ADEQUATE FACILITIES RESIDENTIAL	1,815.00
4/28/2026	SPF	ADR ADEQUATE FACILITIES RESIDENTIAL	1,869.00
4/28/2026	SPF	ADR ADEQUATE FACILITIES RESIDENTIAL	1,794.00
4/28/2026	SPF	ADR ADEQUATE FACILITIES RESIDENTIAL	1,869.00
4/28/2026	SPF	ADR ADEQUATE FACILITIES RESIDENTIAL	1,794.00
4/28/2026	SPF	ADR ADEQUATE FACILITIES RESIDENTIAL	1,869.00
			$20,850.00

Group: WTH

4/23/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	3,625.50
4/27/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	3,999.00
4/16/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	3,766.50
4/16/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	2,661.00
4/16/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	3,948.00
4/16/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	3,400.50
4/16/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	3,927.00
4/16/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	2,427.00
4/16/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	3,400.50
4/16/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	2,427.00
4/16/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	2,661.00

4/16/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	3,766.50
4/16/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	3,927.00
4/24/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	3,117.00
4/24/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	3,117.00
4/24/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	3,117.00
4/16/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	2,958.00
4/16/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	3,232.50
4/13/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	2,334.00
4/13/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	2,142.00
4/2/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	4,348.50
4/2/2026	WTH	ADR ADEQUATE FACILITIES RESIDENTIAL	4,350.00
			$72,652.50
TOTAL APRIL 2026 $161,572.50			

ROBERTSON COUNTY
SOLID WASTE DEPARTMENT
MONTHLY REPORT

APRIL 2026

Tipping Fees & Sales Revenue:

	Month	Year to Date	April Last Yr.
Transfer Station Income	$319,420.62	$3,798,830.36	$376,571.87
Accts.Rec. Billed this month	$465,390.91	$4,110,529.99	$474,247.01
Credit Card Fees	$3,989.06	$29,397.14	$3,191.34
Payout for Disposal Waste & Tires	$355,398.51	$3,332,417.80	$350,897.47
Solid Waste Received (tons)	7,841.22	75,218.84	8,023.36
Solid Waste Shipped (tons)	7,930.51	77,366.05	8,220.69

	Month	Year to Date	April Last Yr.
Recycling Center Income:	$6,176.00	$50,831.92	$3,876.73
Recyclables Shipped (tons)			
Cardboard	21.56	243.10	10.32
Mixed Steel	30.88	274.01	31.65
Waste Oil (gallons)	343	3361	494
Recyclables Collected			
Refrigeration units	26	301	22
Mattress	295	3623	0

ROBERTSON COUNTY
EMERGENCY MANAGEMENT AGENCY

1305 HILL STREET
SPRINGFIELD, TENNESSEE 37172
615-384-2186

BILLY VOGLE
COUNTY MAYOR

BLAKE PIERCE
DIRECTOR

MONTHLY REPORT

INCIDENTS----------APRIL 1st --------APRIL 30TH 2026

MVA----------05
COMMERCIAL VEHICLE CRASH---------01
STRUCTURE FIRE----------03
MISSING PERSON----------01
HAZMAT ----------01
EXPLOSIVES----------00
VECHICLE FIRE----------02
WATER RESCUE----------00
SEVERE WEATHER ----------01
MEDICAL ----------02
PD MATTER----------00
GRASS FIRE ----------01
ILLEGAL BURN----------00
Technical Rescue----------00

TRAINING AND ACITVITY:
Winter Storm Fern Update
Tornado Response
EMAT Conference

ROBERTSON COUNTY VOLUNTEER FIRE SERVICE

UNIFORM MONTHLY REPORT

DEPARTMENT Adams MONTH April

NO.	CALL TYPE	NO.	CALL TYPE
____	STRUCTURE FIRE	____	MVA-10-45
____	BRUSH/GRASS FIRE	____	MVA-10-46
____	VEHICLE FIRE	____	EXTRICATION
____	MUTUAL AIDE ASSIST	____	EMS ASSIST
____	HAZMAT/CHEMICAL	4	FIRST RESPONDER
____	FALSE CALL	1	MISC. RUN

5 TOTAL CALLS

Adams City calls

2 AVERAGE MEN PER CALL

4 AVERAGE RESPONSE TIME DISPATCHE SCENE

2 AVERAGE MEN ON DUTY

4 AVERAGE MONTHLY HOURLY TRAINING PROGRAMS

COMMENTS:

Donovan Tucker
FIRE CHIEF

Note: Please turn in fire Report by the 5th of each month.

ROBERTSON COUNTY VOLUNTEER FIRE SERVICE

UNIFORM MONTHLY REPORT

DEPARTMENT Adams MONTH April

NO.	CALL TYPE	NO.	CALL TYPE
____	STRUCTURE FIRE	2	MVA-10-45
____	BRUSH/GRASS FIRE	1	MVA-10-46
____	VEHICLE FIRE	____	EXTRICATION
5	MUTUAL AIDE ASSIST	____	EMS ASSIST
____	HAZMAT/CHEMICAL	8	FIRST RESPONDER
____	FALSE CALL	7	MISC. RUN

23 TOTAL CALLS

County Fire Report

4 AVERAGE MEN PER CALL

10 AVERAGE RESPONSE TIME DISPATCHE SCENE

4 AVERAGE MEN ON DUTY

4 AVERAGE MONTHLY HOURLY TRAINING PROGRAMS

COMMENTS: _____

Donovan Tucker
FIRE CHIEF

Note: Please turn in fire Report by the 5th of each month.

ROBERTSON COUNTY VOLUNTEER FIRE SERVICE
UNIFORM MONTHLY REPORT

DEPARTMENT CROSS PLAINS MONTH 5-1-26

NO.	CALL TYPE	NO.	CALL TYPE
N	Structure Fires	4	MVA-10-45
3	Brush/Grass Fires	2	MVA-10-46
1	Vehicle Fires	N	Extrication's
5	Mutual Aid Assist	21	EMS Assist
N	Hazmat/Chemical Spills	5	First Responder
2	False Calls	9	Miscellaneous
	Total Calls		

3	Average Men per Call	7.8	Average Response Time Dispatch-scene
3	Average Men on Duty	8	Average Monthly Hourly Training

COMMENTS

Chief Date 5-1-26

Miles Gallons

Greenbrier Fire Department
April 2026 Fire Report – Robertson County Coverage Area

This is the information for the April 2026 Fire Report. Thank you.

Structure Fires: 0

Brush/Grass Fires: 2

Vehicle Fires: 0

Mutual Aid / Assist: 5

HAZMAT/Chemical Spills: 2

False Calls:

MVA 1046: 2

MVA 1045: 0

Extrications: 0

EMS Assist / First Responder: 12

Miscellaneous: 9

Total Calls for Service: 32

Average Men per Call: 2.27 Average Response Time: 08:19

Average men on Duty: 2.71

Note: (1) "EMS Assist/First Responder", (1) "HAZMAT/Chemical Spills" and (5) "Miscellaneous" calls occurred in other zones where the primary fire department did not respond.

ROBERTSON COUNTY VOLUNTEER FIRE SERVICE

UNIFORM MONTHLY REPORT FOR PLEASANT VIEW VFD

MONTH: April 2026

NO.	CALL TYPE	NO.	CALL TYPE
0	STRUCTURE FIRE	5	MVA 10-45
7	BRUSH/GRASS FIRE	6	MVA 10-46
1	VEHICLE FIRE	0	EXTRICATION
1	MUTUAL AID ASSIST	21	EMS ASSIST
1	HAZMAT CHEMICAL	1	FIRST RESPONDER
14	FALSE CALL	2	MISC RUN

58 + 1 MA TOTAL CALLS

2.1 AVERAGE MEN PER CALL

15:11 AVERAGE RESPONSE TIME FROM DISPATCH TO ONSCENE

8.20 AVERAGE MEN ON DUTY

360 HOURS OF TRAINING FROM DEPARTMENT PROGRAMS

Robertson County EMS
EMERGENCY MEDICAL SERVICES

1305 HILL STREET - SPRINGFIELD, TN 37172 - 615-384-2186 F615-384-1293

May 11, 2026

To: Mayor Vogle and Robertson County Commissioners

From: Brent Dyer, EMS Director

Re: Letter detailing balanced budget amendment request and proposed FY 26-27 budget requests

Mayor and Commissioners,

Please accept this report for the EMS Department for the month of May 2026. Tomorrow evening, May 12th, in the budget committee, we will present a proposed balanced budget amendment, another budget amendment that isn't balanced that will likely require two readings and present our proposed needs for the upcoming 2026-2027 fiscal year. Madam Chief of Staff, Mrs. Lea Ann Crockett assisted me in emailing out an informative letter detailing the balanced budget amendment and the proposed budget needs for FY 26-27. These are not new positions, they were current AEMTs who went to college programs to advance their training to be able to do much more to treat patients. It is a great problem to have, as many counties still can't get enough paramedics, and here we are finding ourselves with more than enough. This will be $4.84/hour differences for each of them (x7). We are requesting these funds about 1.5 months ahead of schedule to be able to start paying these employees for the higher functions they can bring to the table now, sooner than we expected.

In many EMS systems, it is not typical or common to see double paramedics on an ambulance. But in busy systems, or systems that see a lot of high acuity patient contacts and provide advanced protocols that improve patient care, it is a great thing to do. Our EMS system in Robertson County would most certainly be an example of one that sees a lot of serious injuries and critical illness. Our team runs around 1,000 calls per month, which is busy given our populations and having 8 full time 24 hour ambulances and a 9th ambulance that runs for 12 hours. Just yesterday, while transporting someone to the hospital, the crew had to stop on the side of 41S in Ridgetop and call for help to get someone to come drive them the rest of the way, so both crew members could start working on the patient in the back, who had stopped breathing, requiring intubation, advanced airway procedures, and artificial ventilation. Months ago, we had a terrible crash scene on the same road, 41S right at the Springfield/Greenbrier city limits. On that scene, a woman lost her life, and a 12-year-old girl in the passenger seat almost died too. It took 6 paramedics working on her at one time, but thankfully she lived, by the grace of our Creator.

When I was hired by Mayor Vogle in October of 2022, we had 17 of our 51 full time field positions open, unfilled. That caused Coopertown and Cedar Hill EMS stations/ambulances to be closed each day, and some days one of the Springfield ambulances. That left us trying to serve 75-80K people (at that time) with only 5-6 of the normal 8 ambulances. Our attrition rate was around 27% at that time, which was also costing us a lot of money being wasted on training people only for them to leave. We

Robertson County EMS
EMERGENCY MEDICAL SERVICES

1305 HILL STREET - SPRINGFIELD, TN 37172 - 615-384-2186 F615-384-1293

began working hard for Robertson County… and with the support and close working relationships with our Commissioners and Mayor, partnerships, and perhaps some luck, over the past 3 ½ or so years now, we have made so many improvements.

Aside from the staffing crisis mentioned above from that time period, years back,… our fleet was in poor shape, leaving us having to borrow ambulances from others some days, half of our older defibrillators were broken, we had a pay scale that was all over the place with inequities, no applications on file to fill the open positions with, only 2 reliable part timers, a failing two-way radio system, many employees without safety gear, pending litigation from HR issues and other situations, a poorly functioning billing operation, some poor relationships with other departments and hospitals, and a list of other problems. Like everyone else, we were still recovering from the COVID pandemic.

Looking back, about 3 ½ years later, with your help and support, we now have all positions filled, plus we have added another ambulance! Our EMS transport revenues have increased around $300K. We have multiple applications on file with people wanting and waiting for the opportunity to come work with us, we have a HR appropriate and attractive pay plan that has greatly helped is with recruitment and retention. Our attrition rate went from 27% turnover to almost none. We have two people who will leave before the end of this fiscal year, but they are retiring, on good terms. Our fleet is in the best shape is has ever been in, we have newer and reliable essential equipment, will soon go live carrying trauma blood in the field, have given medical equipment to our fire departments to use on medical scenes for the past 2 budget years, have a County wide $7M advanced radio system, all personnel have proper safety gear, morale is at a peak high, we have the best relationships with other departments, area hospitals, and most of all… our community through great public relations. I want to be sure to say this and reflect on how far we have come already. I also believe our community and our tax payers see this. EMS, public safety in general, is one of the things people can see and know they are getting for their money, and we work hard to give them the best we can afford. I think with your help, we have done a great job for Robertson County.

We realize the answer will not always be “yes”, but we still work to present what we belief will help the most along the way, and promise that whatever we have to work with, will be used wisely and as efficiently as possible to continue being good stewards of our citizens’ money. As we go forward into this year’s budget, let me end this letter with saying most of all… we appreciate the trust. Our citizens trust us to hold their lives in the hands of these paramedics and AEMTs. I appreciate that you all trust me to lead them. As always, please reach out if you or your constituents need anything.

Please reach out if there are any questions and thank you,

Brent N. Dyer

Brent Dyer, EMS Director
615-440-6657 direct cell

Robertson County Veteran Service Office
Scott Erwin, Director / Veteran Service Officer
Activity Report – **April 2026**

VA Annual GDX Report FY 2024

Total County Population (2024)	78,459 (est)
Veteran Population (Robertson County)	4,110 (est)
Annual VA Benefits Compensation & Pension	$52,602,000
Annual VA Benefits DIC & Survivors Pension	$ 2,882,000

OFFICE ACTIVITY

Number of Veteran File Maintained	2,989
Office Visits (Appointments & Walk-Ins)	63

COMMUNICATIONS

Communications (Email, In-Person, Phone, Mail, Other)	568
DD214 Requests	2
Virtual Hearings (BVA)	1
Claims Submitted	31

OUTREACH

Home Visits (Veteran/Surviving Spouse)	1
Nursing Home Visits	2
Transportation Requests (Mid-Cumberland Passes)	0
Veteran Assistance (Food, Fuel, Utilities, Housing)	$ 0.00
Financial Assistance (Food Boxes, Kroger/Walmart Cards)	$ 0.00

OTHER ACTIVITIES

WSGI 1190 – One Street Over w/ Lavern Vivio	1
Coffee and Comradery – Robertson Co Credit Union	1
Miscellaneous Events (see Page 3)	1

Veteran Service Office Monthly Report – April 2026 "Wins"

TVB 00007774

Army Veteran, aged 62 and bedridden, was awarded 100% Permanent and Total rate on April 14, 2026. This Veteran and spouse have struggled to make ends meet, relying on friends, family, and church members to pay for groceries. Moving forward, he will receive ~$4,000 in VA compensation monthly. Due to his need for assistance, we are currently working to get his wife recognized in the VA's Caregiver Program, which will further help financially as VA will pay her directly to care for him.

TVB 00109148

Air Force Veteran, aged 76, was (finally) granted VA compensation for PTSD on March 23, 2026. This was a fight that had to go to the Board of Veterans Appeals (BVA) - which is typically a 3-5 year process. However, we were able to expedite his appeal due to age (over 75). The BVA completed the process in record time: 7 months. The VA dated the decision back to the original date of claim (March 2025). This resulted in a retroactive payment of $5,420, and a new compensation rating at a total 40%, which will give him ~$800 per month moving forward, as well as healthcare coverage for his disabilities.

TVB 00192560

Army Veteran currently at the Tennessee State Veteran's Home in Clarksville was transported from NHC Hendersonville. The ambulance transportation bill of $1,724 was taken care of by the VFW Post 2120 in Greenbrier TN. Our VFW and American Legion Posts jointly take care of our veterans, relieving the financial burden from the veteran and their family when a need such as this arises.

Miscellaneous Events:

April was another jam-packed month. We had our Annual Spring Training with TDVS. Abigail and Gwen attended at Ft Sewart in Smyrna and Scott attended in Cookville. A lot of helpful new information came out of the meeting.

Our Coffee & Comradery continues to have strong attendance on the third Tuesday of the month. Abigail met with Lavern Vivio aka U-Turn Lavern for our monthly WSGI radio spot.

We signed up for the First Friday event on the Square in Springfield and were approved for May. We look forward to attending as many of these as possible.

Please continue to refer Veterans/widowed spouses/families to our office. We're open Monday-Friday 8am-4:30pm (home visits as needed)

We have created a QR code for our office Facebook page. Please feel free to "Like" and "Follow" for news and events.



ROBERTSON COUNTY, TENNESSEE

FINANCIAL REPORT

MARCH 31, 2026

UNAUDITED

PREPARED BY
FINANCE DEPARTMENT

JODY STEWART
FINANCE DIRECTOR

ROBERTSON COUNTY, TENNESSEE

UNAUDITED FINANCIAL REPORT

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Robertson County Tennessee

Jody Stewart, Finance Director
Finance Department
523 South Brown Street, Springfield, TN 37172
(615) 384-0202 Fax (615) 384-0237

April 30, 2026

Board of County Commissioners
Robertson County Courthouse
Springfield, Tennessee 37172

Dear Commissioners:

The unaudited financial report for the period ending March 31, 2026 is submitted herewith. This report was prepared by the Finance Department, and I believe the data is accurate in all material aspects, and that it is presented in a manner designed to set forth the financial position and results of operations of the various funds.

This report includes financial statements of all entities over which Robertson County exercises oversight responsibility, based upon criteria established by the Governmental Accounting Standards Board, except for the Robertson County Trustee, Clerks, Register and Sheriff.

The accounting records for the governmental fund types are maintained on a modified accrual basis. Revenues are recognized when they become both measurable and available as net current assets, except property taxes are recognized on a cash basis.

Expenditures are generally recognized when the liability is incurred, except principal and interest on long term debt is recognized when due, and encumbrances are recognized as expenditures for budgetary purposes in the period they are created. Reserve For Encumbrances represents contracts, purchase orders and other commitments to be completed in subsequent accounting periods.

All Reserves, with the exception of Reserve For Encumbrances, indicate unexpended revenues that are legally required to be expended for specific purposes in subsequent accounting periods.

The County is required by State statute to adopt annual budgets for the General Fund, Special Revenue Funds and Debt Service Fund. These budgets must be adopted on the basis where current available funds are sufficient to meet current expenditures. The sum of expenditures and encumbrances may not legally exceed authorized appropriations. All unencumbered appropriations lapse at year end.

In developing and evaluating the County's accounting system, consideration is given to the adequacy of internal accounting controls. Internal accounting controls are designed to provide reasonable, but not absolute, assurance regarding the safeguarding of assets and the reliability of financial records for the preparation of financial reports. The concept of reasonable assurance recognizes that the cost of an internal control should not exceed the benefits likely to be derived and the evaluation of costs and benefits requires estimates and judgments by management. All internal accounting control evaluations and judgments occur within this framework.

The accounts of the County are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures. Government resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled. The various funds included in this financial report are as follows:

General Fund - The General Fund is the general operating fund of the County. It is used to account for all financial resources except those required to be accounted for in another fund.

Special Revenue Funds - Special Revenue Funds are used to account for the proceeds of specific revenue sources, other than major capital projects, that are legally restricted to expenditures for specific purposes. Special Revenue Funds include the Sanitation/Solid Waste Fund, Highway Fund and School Fund.

Debt Service Fund - The Debt Service Fund is used to account for the accumulation of resources for and the payment of long-term debt principal and interest.

General Capital Projects Fund - The General Capital Projects Fund is used to account for financial resources specified to be used for the acquisition or construction of major capital facilities for the County other than those for the Sanitation/Solid Waste Fund, Highway Fund and School Fund.

Community Development / RCEDB / Red River Preserve PILOT Fund – The Community Development / RCEDB / Red River Preserve PILOT Fund is used to account for financial resources collected through Payments In Lieu Of Taxes (PILOT) and expenditures for the Red River Preserve Project. The Robertson County Industrial Development Board, also known as the Robertson County Economic Development Board (RCEDB) is required to request approval from the County legislative body if funds are required for any County project other than the Red River Preserve.

School Capital Projects Fund - The School Capital Projects Fund is used to account for financial resources specified to be used for the acquisition or construction of major capital facilities for the School Fund.

County Medical Self Insurance Fund – The County Medical Self Insurance Fund is used to account for financial resources regarding collections of insurance premiums from the County and employees. This fund also accounts for payment of all medical claims for County employees plus the payment of administrative and stop loss fees to Blue Cross Blue Shield of Tennessee. Blue Cross Blue Shield of Tennessee is the County's Third-Party Administrator (TPA) of the County Medical Self Insurance Plan.

The preparation of this report could not be accomplished without the efficient and dedicated services of the entire staff of the Finance Department. I express my appreciation to these employees. I also thank the County Commissioners and all other officials and employees for their cooperation and support in conducting the financial activities of the County in a progressive and responsible manner.

Should you have any questions, please advise.

Respectfully,

Jody Stewart

Jody Stewart

ROBERTSON COUNTY, TENNESSEE
BALANCE SHEET
GENERAL FUND
March 31, 2026

DESCRIPTION	AMOUNT	AMOUNT	BALANCE
ASSETS			
CURRENT ASSETS:			
CASH ON HAND		700.00	
CASH WITH TRUSTEE		36,974,888.16	
COUNTY SELF FUNDED INSURANCE - FUND 263 CASH		3,211,495.70	
AMERICAN RESCUE PLAN ACT OF 2021-FUND 127 CASH		1,333,078.17	
ACCOUNTS RECEIVABLE		0.00	
PROPERTY TAXES RECEIVABLE		0.00	
TOTAL CURRENT ASSETS			41,520,162.03
LIABILITIES AND FUND EQUITY			
CURRENT LIABILITIES:			
ACCOUNTS PAYABLE / ACCRUED PAYROLL		0.00	
AMERICAN RESCUE PLAN ACT OF 2021-FUND 127		1,333,078.17	
ESCROW PAYABLE - RENT DEPOSIT - BLDG. SOLD - SEPT 2022		0.00	
COUNTY SELF FUNDED INSURANCE - FUND 263		3,211,495.70	
TOTAL CURRENT LIABILITIES			4,544,573.87
FUND EQUITY:			
RESERVE FOR ENCUMBRANCES		950,797.33	
BEGINNING FUND BALANCE	23,061,844.36		
PLUS CURRENT REVENUES	48,603,721.39		
LESS CURRENT EXPENSES	38,586,220.46		
UNRESERVED FUND BALANCE		33,079,345.29	
PLUS RESERVED FUND BALANCE		2,945,445.54	
TOTAL FUND EQUITY			36,975,588.16
TOTAL LIABILITIES AND FUND EQUITY			41,520,162.03

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF REVENUES
GENERAL FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
CURRENT PROPERTY TAX COLLECTIONS	32,010,000.00	31,989,530.22	(20,469.78)
TRUSTEE'S P. T. COLLECTIONS - PRIOR YEAR	421,773.00	440,885.00	19,112.00
CHANCERY COURT P. T. COLLECTIONS - PRIOR YEARS	153,280.00	59,869.55	(93,410.45)
PROPERTY TAX INTEREST & PENALTY COLLECTIONS	160,521.00	97,903.65	(62,617.35)
PAYMENTS IN LIEU OF PROPERTY TAX	609,592.00	203,073.92	(406,518.08)
LOCAL OPTION SALES TAX	1,140,000.00	760,000.00	(380,000.00)
HOTEL / MOTEL TAX	1,300,000.00	530,517.23	(769,482.77)
LITIGATION TAXES - GENERAL	308,613.00	207,632.29	(100,980.71)
BANK EXCISE TAX	384,448.00	360,774.43	(23,673.57)
WHOLESALE BEER TAX	134,525.00	77,296.75	(57,228.25)
CABLE TV FRANCHISE	75,397.00	70,169.75	(5,227.25)
BUILDING PERMITS	650,000.00	530,424.66	(119,575.34)
CIRCUIT COURT FINES	53,262.00	25,981.76	(27,280.24)
GENERAL SESSION COURT FINES	529,887.00	313,011.85	(216,875.15)
JUVENILE COURT FINES	2,065.00	3,054.30	989.30
CHANCERY COURT OFFICERS COST	7,597.00	5,708.41	(1,888.59)
DRUG COURT FEES & VETERANS TREATMENT COURT FEES	60,778.00	35,425.60	(25,352.40)
AMBULANCE PATIENT CHARGES	2,600,000.00	2,220,084.24	(379,915.76)
SCHOOL PATROL OFFICERS	525,000.00	525,000.00	0.00
DRIVERS SCHOOL FEES / OTHER GEN SERVICES	206,396.00	214,994.75	8,598.75
COPYING, COMPUTER, PHONE VENDING & FEES	372,572.00	267,485.44	(105,086.56)
OTHER LOCAL REVENUES	270,461.00	357,003.92	86,542.92
COUNTY CLERK FEES	1,431,000.00	858,534.16	(572,465.84)
CIRCUIT COURT CLERK FEES	233,864.00	165,118.61	(68,745.39)
GENERAL SESSIONS COURT FEES	517,182.00	347,038.89	(170,143.11)
CHANCERY COURT FEES	171,003.00	95,148.61	(75,854.39)
JUVENILE COURT FEES	26,270.00	19,239.57	(7,030.43)
REGISTER OF DEEDS FEES	528,000.00	376,373.22	(151,626.78)
SHERIFF FEES	47,000.00	28,844.97	(18,155.03)
TRUSTEE FEES	2,275,000.00	1,925,248.55	(349,751.45)
SCHOOL RESOURCE OFFICER GRANTS	1,650,000.00	1,575,000.00	(75,000.00)
JUVENILE SERVICES PROGRAM	9,000.00	9,000.00	0.00
OTHER GENERAL GOVERNMENT GRANTS-SAFE BABY COURT	100,000.00	100,068.90	68.90
LAW ENFORCEMENT TRAINING PROGRAM & EMS ADD FY25/FY26	286,103.00	111,400.00	(174,703.00)
DRUG CONTROL GRANT - DRUG COURT - MHC	219,000.00	154,929.20	(64,070.80)
HEALTH DEPARTMENT PROGRAM	970,000.00	477,572.81	(492,427.19)
LITTER PROGRAM	56,400.00	38,983.00	(17,417.00)
STATE BEER TAX	17,752.00	9,212.27	(8,539.73)
VEHICLE CERTIFICATE OF TITLE FEES	12,546.00	8,849.35	(3,696.65)
STATE ALCOHOLIC BEVERAGE TAX	155,486.00	121,900.09	(33,585.91)
STATE SHARED SPORTS GAMING-OPIOID SETTLEMENT FUNDS	68,946.00	53,284.57	(15,661.43)
CONTRACTED PRISONER BOARDING	3,300,000.00	1,996,381.40	(1,303,618.60)
REGISTRAR OF VOTERS SALARY GRANT	15,164.00	7,582.00	(7,582.00)
OTHER STATE GRANTS & REVENUES	91,316.00	58,793.70	(32,522.30)
LAW ENFORCEMENT GRANT	512,522.00	383,103.34	(129,418.66)
OTHER FEDERAL THROUGH STATE - ELECTIONS	96,500.00	0.00	(96,500.00)
OTHER GOVERNMENTS - CONTRIB - OPIOID SETTLE PAST	37,486.00	88,705.62	51,219.62
INSURANCE RECOVERY	72,409.00	297,580.84	225,171.84
TOTAL REVENUES	54,876,116.00	48,603,721.39	(6,272,394.61)

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF EXPENSES
GENERAL FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
COUNTY COMMISSION	529,319.00	290,922.62	238,396.38
COUNTY MAYOR	610,593.00	337,772.74	272,820.26
ELECTION COMMISSION	610,014.00	401,271.49	208,742.51
REGISTER OF DEEDS	410,286.00	295,669.92	114,616.08
PLANNING	605,250.00	333,555.00	271,695.00
ENGINEERING	251,525.00	172,927.28	78,597.72
COUNTY BUILDINGS	1,659,821.00	1,134,363.08	525,457.92
ARCHIVES	197,058.00	125,924.54	71,133.46
FINANCE DEPARTMENT	767,761.00	537,753.04	230,007.96
PROPERTY ASSESSOR	674,828.00	484,473.00	190,355.00
COUNTY TRUSTEE	448,130.00	334,237.46	113,892.54
COUNTY CLERK	942,226.00	653,068.29	289,157.71
CIRCUIT COURT	1,264,046.00	881,070.82	382,975.18
GENERAL SESSIONS COURT	636,789.00	434,207.51	202,581.49
DRUG COURT	568,256.00	263,448.14	304,807.86
CHANCERY COURT	414,362.00	295,464.80	118,897.20
JUVENILE COURT	713,420.00	477,157.07	236,262.93
COUNTY SHERIFF	22,668,077.00	15,104,115.37	7,563,961.63
FIRE PREVENTION	1,985,775.00	1,479,069.13	506,705.87
EMERGENCY MANAGEMENT	314,067.00	162,745.49	151,321.51
HEALTH DEPARTMENT	1,139,200.00	577,883.37	561,316.63
ANIMAL CONTROL	431,496.00	291,888.17	139,607.83
AMBULANCE SERVICE	8,439,526.00	6,292,657.38	2,146,868.62
LITTER GRANT PROGRAM	103,599.00	69,802.14	33,796.86
AGRICULTURE EXTENSION SERVICE	238,340.00	114,155.42	124,184.58
OTHER CHARGES	8,957,364.00	6,380,646.19	2,576,717.81
CONTRIBUTIONS TO OTHER AGENCIES	659,971.00	659,971.00	0.00
OPERATING TRF TO GEN CAP PROJECTS - CRTHSE ROOF	0.00	0.00	0.00
TOTAL EXPENSES	56,241,099.00	38,586,220.46	17,654,878.54

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF CHANGES IN FUND BALANCE
GENERAL FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
TOTAL REVENUES	54,876,116.00	48,603,721.39	(6,272,394.61)
TOTAL EXPENSES	56,241,099.00	38,586,220.46	17,654,878.54
EXCESS REVENUES (EXPENSES)	(1,364,983.00)	10,017,500.93	11,382,483.93
BEGINNING UNRESERVED FUND BALANCE	23,061,844.36	23,061,844.36	0.00
ENDING UNRESERVED FUND BALANCE	21,696,861.36	33,079,345.29	11,382,483.93

ROBERTSON COUNTY, TENNESSEE
BALANCE SHEET
SOLID WASTE/SANITATION FUND
March 31, 2026

DESCRIPTION	AMOUNT	AMOUNT	BALANCE
ASSETS			
CURRENT ASSETS:			
CASH ON HAND		700.00	
CASH WITH TRUSTEE		3,873,956.08	
ACCOUNTS RECEIVABLE		0.00	
PROPERTY TAXES RECEIVABLE		0.00	
TOTAL CURRENT ASSETS			3,874,656.08
LIABILITIES AND FUND EQUITY			
CURRENT LIABILITIES:			
ACCOUNTS PAYABLE / ACCRUED PAYROLL		0.00	
OTHER LOANS PAYABLE - CURRENT (DEBT SERVICE FUND 151)		0.00	
TOTAL CURRENT LIABILITIES		0.00	
TOTAL CURRENT AND LONG - TERM LIABILITIES			0.00
FUND EQUITY:			
RESERVE FOR ENCUMBRANCES		21,525.00	
BEGINNING FUND BALANCE	3,351,067.59		
PLUS CURRENT REVENUES	4,235,823.14		
LESS CURRENT EXPENSES	4,133,759.65		
UNRESERVED FUND BALANCE		3,453,131.08	
PLUS RESERVED FUND BALANCE		400,000.00	
TOTAL FUND EQUITY			3,874,656.08
TOTAL LIABILITIES AND FUND EQUITY			3,874,656.08

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF REVENUES
SOLID WASTE/SANITATION FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
CURRENT PROPERTY TAX COLLECTIONS	660,000.00	659,583.02	(416.98)
TRUSTEE'S P. T. COLLECTIONS - PRIOR YEAR	17,790.00	9,141.26	(8,648.74)
CHANCERY COURT P. T. COLLECTIONS - PRIOR YEARS	5,784.00	1,234.43	(4,549.57)
PROPERTY TAX INTEREST & PENALTY COLLECTIONS	5,689.00	2,050.17	(3,638.83)
DISPOSAL FEE	4,990,000.00	3,479,409.74	(1,510,590.26)
RECYCLED MATERIALS	40,737.00	44,655.92	3,918.92
OTHER LOCAL REVENUES / MISC. REFUNDS	0.00	5,670.00	5,670.00
SALE OF EQUIPMENT	0.00	0.00	0.00
SOLID WASTE GRANTS	0.00	0.00	0.00
SOLID WASTE - OTHER STATE REVENUES	50,000.00	34,078.60	(15,921.40)
INSURANCE RECOVERY	0.00	0.00	0.00
TOTAL REVENUES	5,770,000.00	4,235,823.14	(1,534,176.86)

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF EXPENSES
SOLID WASTE/SANITATION FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
CONVENIENCE CENTERS	378,032.00	270,934.69	107,097.31
TRANSFER STATIONS	5,248,192.00	3,579,044.53	1,669,147.47
RECYCLING CENTER	80,596.00	42,702.71	37,893.29
POSTCLOSURE CARE COSTS	139,538.00	96,788.34	42,749.66
OTHER CHARGES	253,343.00	144,289.38	109,053.62
OPERATING TRANSFER	0.00	0.00	0.00
TOTAL EXPENSES	6,099,701.00	4,133,759.65	1,965,941.35

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF CHANGES IN FUND BALANCE
SOLID WASTE/SANITATION FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
TOTAL REVENUES	5,770,000.00	4,235,823.14	(1,534,176.86)
TOTAL EXPENSES	6,099,701.00	4,133,759.65	1,965,941.35
EXCESS REVENUES (EXPENSES)	(329,701.00)	102,063.49	431,764.49
BEGINNING UNRESERVED FUND BALANCE	3,351,067.59	3,351,067.59	0.00
ENDING UNRESERVED FUND BALANCE	3,021,366.59	3,453,131.08	431,764.49

ROBERTSON COUNTY, TENNESSEE
BALANCE SHEET
HIGHWAY FUND
March 31, 2026

DESCRIPTION	AMOUNT	AMOUNT	BALANCE
ASSETS			
CURRENT ASSETS:			
CASH WITH TRUSTEE		3,019,609.40	
ACCOUNTS RECEIVABLE		0.00	
TOTAL CURRENT ASSETS			3,019,609.40
LIABILITIES AND FUND EQUITY			
CURRENT LIABILITIES:			
ACCOUNTS PAYABLE / ACCRUED PAYROLL		0.00	
NOTES PAYABLE		0.00	
TOTAL CURRENT LIABILITIES			0.00
FUND EQUITY:			
RESERVE FOR ENCUMBRANCES		333,443.86	
BEGINNING FUND BALANCE	1,560,069.66		
PLUS CURRENT REVENUES	4,383,089.02		
LESS CURRENT EXPENSES	4,256,993.14		
UNRESERVED FUND BALANCE		1,686,165.54	
PLUS RESERVED FUND BALANCE		1,000,000.00	
TOTAL FUND EQUITY			3,019,609.40
TOTAL LIABILITIES AND FUND EQUITY			3,019,609.40

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF REVENUES
HIGHWAY FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
WHEEL TAX	1,912,774.00	1,398,119.23	(514,654.77)
MINERAL SEVERANCE TAX	200,000.00	110,497.55	(89,502.45)
PERMITS	15,400.00	21,450.00	6,050.00
GENERAL SERVICE CHARGES	40,400.00	68,000.00	27,600.00
OTHER LOCAL REVENUES	8,500.00	33,549.60	25,049.60
SALE OF EQUIPMENT	0.00	0.00	0.00
STATE OF TENNESSEE-LOCAL GOV DIRECT APP GRANT-LGDAG	0.00	0.00	0.00
BRIDGE PROGRAM	0.00	0.00	0.00
STATE AID PROGRAM	1,135,724.00	658,229.32	(477,494.68)
GASOLINE & MOTOR FUEL TAX	3,035,093.00	2,030,491.81	(1,004,601.19)
HYBRID / ELECTRIC VEHICLE REGISTRATION	36,595.00	30,592.83	(6,002.17)
PETROLEUM SPECIAL TAX	48,238.00	32,158.68	(16,079.32)
STATE OF TENNESSEE-OTHER STATE REVENUE	0.00	0.00	0.00
INSURANCE RECOVERY	0.00	0.00	0.00
TOTAL REVENUES	6,432,724.00	4,383,089.02	(2,049,634.98)

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF EXPENSES
HIGHWAY FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
ADMINISTRATION	469,080.00	329,752.55	139,327.45
HIGHWAY MAINTENANCE	3,432,133.00	2,175,773.88	1,256,359.12
EQUIPMENT OPERATION	581,784.00	374,243.55	207,540.45
OTHER CHARGES	504,003.00	380,956.34	123,046.66
CAPITAL OUTLAY	1,610,538.00	996,266.82	614,271.18
TOTAL EXPENSES	6,597,538.00	4,256,993.14	2,340,544.86

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF CHANGES IN FUND BALANCE
HIGHWAY FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
TOTAL REVENUES	6,432,724.00	4,383,089.02	(2,049,634.98)
TOTAL EXPENSES	6,597,538.00	4,256,993.14	2,340,544.86
EXCESS REVENUES (EXPENSES)	(164,814.00)	126,095.88	290,909.88
BEGINNING UNRESERVED FUND BALANCE	1,560,069.66	1,560,069.66	0.00
ENDING UNRESERVED FUND BALANCE	1,395,255.66	1,686,165.54	290,909.88

ROBERTSON COUNTY, TENNESSEE
BALANCE SHEET
SCHOOL FUND
March 31, 2026

DESCRIPTION	AMOUNT	AMOUNT	BALANCE
ASSETS			
CURRENT ASSETS:			
CASH WITH TRUSTEE		44,795,876.54	
ACCOUNTS RECEIVABLE		192,572.17	
PROPERTY TAXES RECEIVABLE		0.00	
TOTAL CURRENT ASSETS			44,988,448.71
LIABILITIES AND FUND EQUITY			
CURRENT LIABILITIES:			
ACCOUNTS PAYABLE		1,994,081.94	
RETAINAGE PAYABLE		0.00	
TOTAL CURRENT LIABILITIES			1,994,081.94
FUND EQUITY:			
RESERVE FOR ENCUMBRANCES		3,565,155.18	
BEGINNING FUND BALANCE	31,130,722.00		
PLUS CURRENT REVENUES	115,611,342.86		
LESS CURRENT EXPENSES	107,749,260.29		
UNRESERVED FUND BALANCE		38,992,804.57	
PLUS RESERVED FUND BALANCE (AFTER CARE & TECHNOLOGY)		436,407.02	
TOTAL FUND EQUITY			42,994,366.77
TOTAL LIABILITIES AND FUND EQUITY			44,988,448.71

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF REVENUES
SCHOOL FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
CURRENT PROPERTY TAX COLLECTIONS	19,470,000.00	19,466,557.57	(3,442.43)
TRUSTEE'S P. T. COLLECTIONS - PRIOR YEAR	350,000.00	272,551.87	(77,448.13)
CHANCERY COURT P. T. COLLECTIONS - PRIOR YEARS	205,000.00	36,415.51	(168,584.49)
PROPERTY TAX INTEREST & PENALTY COLLECTIONS	150,000.00	59,788.85	(90,211.15)
PAYMENTS IN LIEU OF PROPERTY TAX	1,100,000.00	594,641.22	(505,358.78)
SALES TAX	18,100,000.00	14,871,204.49	(3,228,795.51)
BUSINESS TAX	1,250,000.00	286,773.34	(963,226.66)
MIXED DRINK TAX	90,000.00	72,911.90	(17,088.10)
INTERSTATE TELECOMMUNICATIONS TAX	0.00	0.00	0.00
MARRIAGE LICENSES	5,000.00	3,192.00	(1,808.00)
CHARGES FOR CURRENT SERVICES	20,000.00	32,153.34	12,153.34
EDUCATION CHARGES	1,240,000.00	789,787.68	(450,212.32)
OTHER LOCAL REVENUES	333,006.00	84,015.73	(248,990.27)
STATE OF TENNESSEE	95,631,659.00	74,889,807.90	(20,741,851.10)
FEDERAL GOVERNMENT	5,874,668.00	4,033,247.17	(1,841,420.83)
CONTRACTED SERVICES	145,000.00	95,660.64	(49,339.36)
INSURANCE RECOVERY	836,316.00	22,633.65	(813,682.35)
OPERATING TRANSFERS IN FROM FEDERAL PROJECTS	0.00	0.00	0.00
TOTAL REVENUES	144,800,649.00	115,611,342.86	(29,189,306.14)

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF EXPENSES
SCHOOL FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
REGULAR EDUCATION PROGRAM	73,333,763.00	50,262,309.88	23,071,453.12
ALTERNATIVE EDUCATION PROGRAM	1,390,129.00	915,750.18	474,378.82
SPECIAL EDUCATION PROGRAM	10,901,545.00	7,318,929.38	3,582,615.62
VOCATIONAL EDUCATION PROGRAM	7,831,284.00	4,963,969.36	2,867,314.64
STUDENT BODY EDUCATION PROGRAM	417,300.00	312,765.99	104,534.01
ADULT EDUCATION PROGRAM	0.00	0.00	0.00
ATTENDANCE SERVICES SUPPORT	917,000.00	618,857.38	298,142.62
HEALTH SERVICES SUPPORT	2,677,900.00	1,743,223.59	934,676.41
OTHER STUDENT SUPPORT	3,729,480.00	2,690,520.55	1,038,959.45
REGULAR EDUCATION SUPPORT	3,149,642.00	2,164,982.36	984,659.64
ALTERNATIVE EDUCATION SUPPORT	0.00	0.00	0.00
SPECIAL EDUCATION SUPPORT	1,146,200.00	714,618.90	431,581.10
VOCATIONAL EDUCATION SUPPORT	377,725.00	256,398.54	121,326.46
TECHNOLOGY	2,210,700.00	1,507,324.36	703,375.64
BOARD OF EDUCATION	1,795,600.00	1,506,816.43	288,783.57
DIRECTOR'S OFFICE	881,200.00	638,953.90	242,246.10
PRINCIPALS' OFFICES	9,405,484.00	6,461,950.83	2,943,533.17
FISCAL SERVICES	370,350.00	275,668.45	94,681.55
HUMAN RESOURCES	475,700.00	330,744.12	144,955.88
PLANT OPERATION	7,353,200.00	5,867,583.40	1,485,616.60
PLANT MAINTENANCE	3,941,618.00	2,740,381.17	1,201,236.83
TRANSPORTATION	8,161,322.00	5,504,720.95	2,656,601.05
FOOD SERVICES	5,830,468.00	4,043,674.57	1,786,793.43
COMMUNITY SERVICES	1,300,400.00	787,101.29	513,298.71
PRE - K PROGRAM	1,456,700.00	948,107.51	508,592.49
CAPITAL OUTLAY	5,850,724.00	4,127,626.20	1,723,097.80
OPERATING TRANSFER	1,046,282.00	1,046,281.00	1.00
TOTAL EXPENSES	155,951,716.00	107,749,260.29	48,202,455.71

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF CHANGES IN FUND BALANCE
SCHOOL FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
TOTAL REVENUES	144,800,649.00	115,611,342.86	(29,189,306.14)
TOTAL EXPENSES	155,951,716.00	107,749,260.29	48,202,455.71
EXCESS REVENUES (EXPENSES)	(11,151,067.00)	7,862,082.57	19,013,149.57
BEGINNING UNRESERVED FUND BALANCE	31,130,722.00	31,130,722.00	0.00
ENDING UNRESERVED FUND BALANCE	19,979,655.00	38,992,804.57	19,013,149.57

ROBERTSON COUNTY, TENNESSEE
BALANCE SHEET
DEBT SERVICE FUND
March 31, 2026

DESCRIPTION	AMOUNT	AMOUNT	BALANCE
ASSETS			
CURRENT ASSETS:			
CASH WITH TRUSTEE		34,687,741.39	
ACCOUNTS RECEIVABLE		0.00	
PROPERTY TAXES RECEIVABLE		0.00	
TOTAL CURRENT ASSETS			
TOTAL CURRENT ASSETS			34,687,741.39
LIABILITIES AND FUND EQUITY			
CURRENT LIABILITIES:			
ACCOUNTS PAYABLE		0.00	
TOTAL CURRENT LIABILITIES			0.00
FUND EQUITY:			
RESERVE FOR ENCUMBRANCES		0.00	
BEGINNING FUND BALANCE	20,279,570.28		
PLUS CURRENT REVENUES	15,457,479.14		
LESS CURRENT EXPENSES	1,049,308.03		
UNRESERVED FUND BALANCE		34,687,741.39	
PLUS RESERVED FUND BALANCE		0.00	
PLUS RESERVED FUND BALANCE		0.00	
TOTAL FUND EQUITY			34,687,741.39
TOTAL LIABILITIES AND FUND EQUITY			34,687,741.39

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF REVENUES
DEBT SERVICE FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
CURRENT PROPERTY TAX COLLECTIONS	7,260,000.00	7,258,703.06	(1,296.94)
TRUSTEE'S P. T. COLLECTIONS - PRIOR YEAR	75,188.00	101,773.57	26,585.57
CHANCERY COURT P. T. COLLECTIONS - PRIOR YEARS	25,334.00	13,578.66	(11,755.34)
PROPERTY TAX INTEREST & PENALTY COLLECTIONS	28,282.00	22,505.08	(5,776.92)
WHEEL TAX	4,855,879.00	3,258,021.17	(1,597,857.83)
LITIGATION TAX - JAIL	335,124.00	253,898.63	(81,225.37)
ADEQUATE FACILITIES TAX	2,195,912.00	1,824,507.10	(371,404.90)
INTEREST EARNED - Other Investments	2,900,000.00	1,960,142.36	(939,857.64)
SALE OF EQUIPMENT	0.00	18,068.51	18,068.51
SALE OF PROPERTY	0.00	0.00	0.00
OTHER LOCAL REVENUES - RENT ON DMV BUILDING	0.00	0.00	0.00
BONDS ISSUED	0.00	0.00	0.00
REFUNDING DEBT ISSUED	0.00	0.00	0.00
PREMIUMS ON DEBT ISSUED	0.00	0.00	0.00
OPERATING TRANSFERS	746,281.00	746,281.00	0.00
TOTAL REVENUES	18,422,000.00	15,457,479.14	(2,964,520.86)

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF EXPENSES
DEBT SERVICE FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
GENERAL DEBT SERVICE:			
PRINCIPAL ON BONDS	2,895,804.00	0.00	2,895,804.00
PRINCIPAL ON NOTES	0.00	0.00	0.00
INTEREST ON BONDS	223,975.00	111,987.12	111,987.88
INTEREST ON NOTES	0.00	0.00	0.00
TOTAL GENERAL DEBT SERVICE	3,119,779.00	111,987.12	3,007,791.88
HIGHWAY DEBT SERVICE:			
PRINCIPAL ON BONDS	0.00	0.00	0.00
PRINCIPAL ON NOTES	0.00	0.00	0.00
INTEREST ON BONDS	0.00	0.00	0.00
INTEREST ON NOTES	0.00	0.00	0.00
TOTAL HIGHWAY DEBT SERVICE	0.00	0.00	0.00
SCHOOL DEBT SERVICE:			
PRINCIPAL ON BONDS	8,619,196.00	0.00	8,619,196.00
PRINCIPAL ON NOTES	0.00	0.00	0.00
INTEREST ON BONDS	1,456,222.00	728,111.01	728,110.99
INTEREST ON NOTES	0.00	0.00	0.00
TOTAL SCHOOL DEBT SERVICE	10,075,418.00	728,111.01	9,347,306.99
OTHER DEBT SERVICE EXPENSES:			
TRUSTEE'S COMMISSION	247,803.00	207,059.90	40,743.10
OTHER DEBT SERVICE COSTS	12,000.00	2,150.00	9,850.00
TOTAL OTHER DEBT SERVICE EXPENSES	259,803.00	209,209.90	50,593.10
OTHER DEBT SERVICE EXPENSES:			
OPERATING TRANSFER/GENERAL CAPITAL PROJECTS FUND 171	0.00	0.00	0.00
OPERATING TRANSFER/SCHOOL CAPITAL PROJECTS FUND 177	0.00	0.00	0.00
UNDERWRITER'S DISCOUNT	0.00	0.00	0.00
OTHER DEBT ISSUANCE COSTS	0.00	0.00	0.00
OTHER DEBT SERVICE COSTS	0.00	0.00	0.00
TOTAL OTHER DEBT SERVICE EXPENSES	0.00	0.00	0.00
TOTAL DEBT SERVICE FUND EXPENSES	13,455,000.00	1,049,308.03	12,405,691.97

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF CHANGES IN FUND BALANCE
DEBT SERVICE FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
TOTAL REVENUES	18,422,000.00	15,457,479.14	(2,964,520.86)
TOTAL EXPENSES	13,455,000.00	1,049,308.03	12,405,691.97
EXCESS REVENUES (EXPENSES)	4,967,000.00	14,408,171.11	9,441,171.11
BEGINNING UNRESERVED FUND BALANCE	20,279,570.28	20,279,570.28	0.00
ENDING UNRESERVED FUND BALANCE	25,246,570.28	34,687,741.39	9,441,171.11

ROBERTSON COUNTY, TENNESSEE
BALANCE SHEET
GENERAL CAPITAL PROJECTS FUND
March 31, 2026

DESCRIPTION	AMOUNT	AMOUNT	BALANCE
ASSETS			
CURRENT ASSETS:			
CASH WITH TRUSTEE		2,352,635.22	
ACCOUNTS RECEIVABLE		0.00	
TOTAL CURRENT ASSETS			2,352,635.22
LIABILITIES AND FUND EQUITY			
CURRENT LIABILITIES:			
RETAINAGE PAYABLE / AGRICULTURE EXTENSION BUILDING & ROOF		0.00	
RETAINAGE PAYABLE / RENOVATION HISTORIC COURTHOUSE		0.00	
RETAINAGE PAYABLE / DRUG COURT OFFICE SPACE RENOVATION		3,963.03	
TOTAL CURRENT LIABILITIES			3,963.03
FUND EQUITY:			
RESERVE FOR ENCUMBRANCES		508,174.35	
BEGINNING FUND BALANCE	1,724,973.17		
PLUS CURRENT REVENUES	2,451,647.58		
LESS CURRENT EXPENSES	2,336,122.91		
UNRESERVED FUND BALANCE		1,840,497.84	
ADJUSTMENT REQUIRED-IDB-RED RIVER PRESERVE-NOW 172		0.00	
TOTAL FUND EQUITY			2,348,672.19
TOTAL LIABILITIES AND FUND EQUITY			2,352,635.22

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF REVENUES
GENERAL CAPITAL PROJECTS FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	ACTUAL FY 2025-2026
LOCAL OPTION SALES TAX	800,000.00
OTHER STATE GRANTS-TDEC STORM WATER-PASS THRU TO VARIOUS ENTITIES	1,651,647.58
OTHER STATE GRANTS-TNECD BROADBAND-PASS THRU T0 CITY OF SPRINGFIELD	0.00
BOND PROCEEDS	0.00
PREMIUMS ON DEBT ISSUED	0.00
NOTE PROCEEDS	0.00
TRANSFER IN FOR ADDITIONAL FUNDS	0.00
TRANSFER IN FOR HISTORIC COURTHOUSE ROOF REPAIR	0.00
TRANSFER IN FOR EIGHT (8) HVAC UNITS FOR THE ROBCO OFFICE BUILDING (TRANE)	0.00
TRANSFER IN FOR DRUG COURT OFFICES	0.00
TRANSFER IN FOR ELECTION MACHINES ROOM - 3rd Floor	0.00
TRANSFER IN FOR SOLID WASTE FUND 116 SAFETY PROJECT	0.00
TRANSFER IN FOR PLUMBING PROJECT FOR SHERIFF DEPT.	0.00
TOTAL REVENUES	2,451,647.58

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF EXPENSES
GENERAL CAPITAL PROJECTS FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	ACTUAL FY 2025-2026
ARCHITECTS AND ENGINEERING FEES	0.00
CONSULTANTS	0.00
MAINTENANCE & REPAIR SERV-BUILDINGS / SHERIFF'S PLUMBING PROJECT	0.00
MAINTENANCE & REPAIR SERV-BUILDINGS / DENTAL CLINIC ROOF / HVAC	0.00
MAINTENANCE & REPAIR SERV-BUILDINGS / ADA	21,725.00
MAINTENANCE & REPAIR SERV-BUILDINGS / AGEXT ROOF	5,791.13
MAINTENANCE & REPAIR SERV-BUILDINGS / HIGHWAY DEPT ROOF	14,000.00
MAINTENANCE & REPAIR SERV-BUILDINGS / JAIL HOT WATER HEATERS	172,508.00
MAINTENANCE & REPAIR SERV-BUILDINGS / DENTAL / PREVIOUS FUNDS	0.00
MAINTENANCE & REPAIR SERV-BUILDINGS / COURTHOUSE RELOCATION	311.98
TRUSTEE'S COMMISSION	9,000.00
UNDERWRITERS DISCOUNT	0.00
OTHER DEBT ISSUANCE CHARGES	0.00
BUILDING IMPROVEMENTS / 2HVAC	33,642.00
BUILDING IMPROVEMENTS / COURTHOUSE / RENOVATIONS	64,018.94
BUILDING IMPROVEMENTS / ROBCO OFF BLDG / DRUG COURT OFF RENOVATION	341,900.00
BUILDING IMPROVEMENTS / ROBCO OFFICE BLDG / HVAC	0.00
BUILDING IMPROVEMENTS / ROBCO OFFICE BLDG / JHVAC (JAIL)	27,015.00
BUILDING IMPROVEMENTS / COURTHOUSE / ROOF REPAIRS	0.00
OTHER CAPITAL OUTLAY / TN DEVELOPMT ECONOMIC CONSERVATION-TDEC- (STORM WATER IMPROVE)	1,646,210.86
OTHER CAPITAL OUTLAY PROJECT / BROADBAND COMMUNITY DEVELOPMENT / TNECD	0.00
TOTAL EXPENSES	2,336,122.91

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF CHANGES IN FUND BALANCE
GENERAL CAPITAL PROJECTS FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	ACTUAL FY 2025-2026
TOTAL REVENUES	2,451,647.58
TOTAL EXPENSES	2,336,122.91
EXCESS REVENUES (EXPENSES)	115,524.67
BEGINNING UNRESERVED FUND BALANCE	1,724,973.17
ENDING UNRESERVED FUND BALANCE	1,840,497.84

ROBERTSON COUNTY, TENNESSEE
BALANCE SHEET
COMMUNITY DEVELOPMENT / RCEDB / RED RIVER PRESERVE PILOT FUND:
March 31, 2026

DESCRIPTION	AMOUNT	AMOUNT	BALANCE
ASSETS			
CURRENT ASSETS:			
CASH WITH TRUSTEE		2,997,433.59	
ACCOUNTS RECEIVABLE		0.00	
TOTAL CURRENT ASSETS			2,997,433.59
LIABILITIES AND FUND EQUITY			
CURRENT LIABILITIES:			
ACCOUNTS PAYABLE		0.00	
TOTAL CURRENT LIABILITIES			0.00
FUND EQUITY:			
RESERVE FOR ENCUMBRANCES		0.00	
BEGINNING FUND BALANCE	2,061,962.39		
PLUS CURRENT REVENUES	935,471.20		
LESS CURRENT EXPENSES	0.00		
UNRESERVED FUND BALANCE		0.00	
PLUS RESERVED FUND BALANCE FOR RED RIVER PRESERVE		2,997,433.59	
TOTAL FUND EQUITY			2,997,433.59
TOTAL LIABILITIES AND FUND EQUITY			2,997,433.59

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF REVENUES
COMMUNITY DEVELOPMENT / RCEDB / RED RIVER PRESERVE PILOT FUND:
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	ACTUAL FY 2025-2026
PAYMENT IN LIEU OF TAXES (PILOT)	889,193.00
INTEREST EARNED	46,278.20
NOTE PROCEEDS	0.00
OTHER LOANS ISSUED	0.00
TOTAL REVENUES	935,471.20

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF EXPENSES
COMMUNITY DEVELOPMENT / RCEDB / RED RIVER PRESERVE PILOT FUND:
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	ACTUAL FY 2025-2026
PROPERTY PURCHASE / WHITE HOUSE BUSINESS PARK / LAND	0.00
ARCHITECTS	0.00
BUILDING CONSTRUCTION / AIRPORT IMPROVEMENT	0.00
OTHER CONSTRUCTION / OTHER CONSTRUCTION / LIGHT	0.00
OTHER CONSTRUCTION / PORTLAND	0.00
LAND	0.00
SITE DEVELOPMENT	0.00
OTHER CAPITAL OUTLAY	0.00
TRANSFER TO DEBT SERVICE FUND	0.00
TOTAL EXPENSES	0.00

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF CHANGES IN FUND BALANCE
COMMUNITY DEVELOPMENT / RCEDB / RED RIVER PRESERVE PILOT FUND:
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	ACTUAL FY 2025-2026
TOTAL REVENUES	935,471.20
TOTAL EXPENSES	0.00
EXCESS REVENUES (EXPENSES)	935,471.20
BEGINNING UNRESERVED FUND BALANCE	2,061,962.39
ENDING UNRESERVED FUND BALANCE	2,997,433.59

ROBERTSON COUNTY, TENNESSEE
BALANCE SHEET
SCHOOL CAPITAL PROJECTS FUND
March 31, 2026

DESCRIPTION	AMOUNT	AMOUNT	BALANCE
ASSETS			
CURRENT ASSETS:			
CASH WITH TRUSTEE		480,873.01	
TOTAL CURRENT ASSETS			480,873.01
LIABILITIES AND FUND EQUITY			
CURRENT LIABILITIES:			
RETAINAGE PAYABLE / MOBILE FIXTURE & EQUIPMENT		0.00	
RETAINAGE PAYABLE / TENN-KY AUTOMATIC SPRINKLER		0.00	
TOTAL CURRENT LIABILITIES			0.00
FUND EQUITY:			
RESERVE FOR ENCUMBRANCES		428,753.21	
BEGINNING FUND BALANCE	998,299.31		
PLUS CURRENT REVENUES	300,000.00		
LESS CURRENT EXPENSES	1,246,179.51		
UNRESERVED FUND BALANCE		52,119.80	
PLUS RESERVED FUND BALANCE		0.00	
TOTAL FUND EQUITY			480,873.01
TOTAL LIABILITIES AND FUND EQUITY			480,873.01

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF REVENUES
SCHOOL CAPITAL PROJECTS FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	ACTUAL FY 2025-2026
TRANSFER IN FROM SCHOOL FUND 141	0.00
BOND PROCEEDS	0.00
PREMIUM ON DEBT ISSUED	0.00
NOTE PROCEEDS	0.00
OTHER SOURCES -TRANSFERS IN FROM DEBT SERVICE FUND 151	0.00
OTHER SOURCES -TRANSFERS IN FROM SCHOOL FUND 141	300,000.00
TOTAL REVENUES	300,000.00

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF EXPENSES
SCHOOL CAPITAL PROJECTS FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	ACTUAL FY 2025-2026
INSTRUCTIONAL SUPPLIES	0.00
ARCHITECTS	0.00
CONSTRUCTION MANAGER SERVICES	0.00
OTHER CHARGES	0.00
UNDERWRITER'S DISCOUNT	0.00
OTHER DEBT ISSUANCE CHARGES	0.00
LAND	0.00
BUILDING IMPROVEMENTS	1,246,179.51
BUILDING IMPROVEMENTS - INNOVATION ACADEMY (IA) RENOVATION	0.00
FOOD SERVICE EQUIPMENT	0.00
OTHER CAPITAL OUTLAY	0.00
TRANSFER TO DEBT SERVICE FUND	0.00
TOTAL EXPENSES	1,246,179.51

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF CHANGES IN FUND BALANCE
SCHOOL CAPITAL PROJECTS FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	ACTUAL FY 2025-2026
TOTAL REVENUES	300,000.00
TOTAL EXPENSES	1,246,179.51
EXCESS REVENUES (EXPENSES)	(946,179.51)
BEGINNING UNRESERVED FUND BALANCE	998,299.31
ENDING UNRESERVED FUND BALANCE	52,119.80

ROBERTSON COUNTY, TENNESSEE
BALANCE SHEET
COUNTY MEDICAL SELF INSURANCE FUND
March 31, 2026

DESCRIPTION	AMOUNT	AMOUNT	BALANCE
ASSETS			
CURRENT ASSETS:			
CASH WITH TRUSTEE		3,211,495.70	
ACCOUNTS RECEIVABLE		0.00	
TOTAL CURRENT ASSETS			3,211,495.70
LIABILITIES AND FUND EQUITY			
CURRENT LIABILITIES:			
CLAIMS AND JUDGEMENTS PAYABLE		1,990,219.57	
TOTAL CURRENT LIABILITIES			1,990,219.57
FUND EQUITY:			
RESERVE FOR ENCUMBRANCES			
BEGINNING FUND BALANCE	504,872.64		
PLUS CURRENT REVENUES	4,214,829.40		
LESS CURRENT EXPENSES	3,798,425.91		
UNRESERVED FUND BALANCE		921,276.13	
PLUS RESERVED FUND BALANCE		300,000.00	
TOTAL FUND EQUITY			1,221,276.13
TOTAL LIABILITIES AND FUND EQUITY			3,211,495.70

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF REVENUES
COUNTY MEDICAL SELF INSURANCE FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
PREMIUMS/CONTRIBUTIONS	0.00	3,871,469.67	3,871,469.67
INTEREST EARNED	0.00	57,844.67	57,844.67
MISCELLANEOUS REFUNDS - REBATES	0.00	285,515.06	285,515.06
TRANSFERS IN	0.00	0.00	0.00
TOTAL REVENUES	0.00	4,214,829.40	4,214,829.40

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF EXPENSES
COUNTY MEDICAL SELF INSURANCE FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
ADMINISTRATIVE COSTS & HANDLING COSTS	0.00	488,963.98	(488,963.98)
MEDICAL CLAIMS	0.00	2,314,305.89	(2,314,305.89)
MEDICAL - CLINIC	0.00	71,030.38	(71,030.38)
MEDICAL - RX / PRESCRIPTION CLAIMS	0.00	924,125.66	(924,125.66)
TOTAL EXPENSES	0.00	3,798,425.91	(3,798,425.91)

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF CHANGES IN FUND BALANCE
COUNTY MEDICAL SELF INSURANCE FUND
FOR THE PERIOD ENDED 3/31/2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
TOTAL REVENUES	0.00	4,214,829.40	4,214,829.40
TOTAL EXPENSES	0.00	3,798,425.91	(3,798,425.91)
EXCESS REVENUES (EXPENSES)	0.00	416,403.49	416,403.49
BEGINNING UNRESERVED FUND BALANCE	0.00	504,872.64	504,872.64
ENDING UNRESERVED FUND BALANCE	0.00	921,276.13	921,276.13

ROBERTSON COUNTY, TENNESSEE
SCHEDULE OF BOND PAYMENTS
FROM DEBT SERVICE FUND
REMAINING AFTER JUNE 30, 2025

DESCRIPTION	SCHOOL PRINCIPAL PAYMENTS	OTHER PRINCIPAL PAYMENTS	TOTAL PRINCIPAL PAYMENTS	TOTAL INTEREST PAYMENTS	TOTAL PRI. & INT. PAYMENTS
FISCAL YEAR ENDING 6/30/2026	8,619,196.00	2,895,804.00	11,515,000.00	1,680,196.26	13,195,196.26
FISCAL YEAR ENDING 6/30/2027	8,639,887.00	2,980,113.00	11,620,000.00	1,351,244.76	12,971,244.76
FISCAL YEAR ENDING 6/30/2028	7,303,600.00	686,400.00	7,990,000.00	1,008,961.76	8,998,961.76
FISCAL YEAR ENDING 6/30/2029	5,588,700.00	561,300.00	6,150,000.00	777,305.76	6,927,305.76
FISCAL YEAR ENDING 6/30/2030	3,265,000.00	25,000.00	3,290,000.00	597,891.76	3,887,891.76
FISCAL YEAR ENDING 6/30/2031	3,350,000.00	25,000.00	3,375,000.00	509,620.76	3,884,620.76
FISCAL YEAR ENDING 6/30/2032	3,445,000.00	25,000.00	3,470,000.00	423,288.26	3,893,288.26
FISCAL YEAR ENDING 6/30/2033	3,525,000.00	25,000.00	3,550,000.00	340,083.50	3,890,083.50
FISCAL YEAR ENDING 6/30/2034	3,620,000.00	25,000.00	3,645,000.00	252,387.00	3,897,387.00
FISCAL YEAR ENDING 6/30/2035	2,030,000.00	25,000.00	2,055,000.00	160,830.00	2,215,830.00
FISCAL YEAR ENDING 6/30/2036	1,345,000.00	30,000.00	1,375,000.00	100,400.00	1,475,400.00
FISCAL YEAR ENDING 6/30/2037	860,000.00	30,000.00	890,000.00	68,375.00	958,375.00
FISCAL YEAR ENDING 6/30/2038	880,000.00	30,000.00	910,000.00	46,125.00	956,125.00
FISCAL YEAR ENDING 6/30/2039	905,000.00	30,000.00	935,000.00	23,375.00	958,375.00
TOTAL REMAINING PAYMENTS	53,376,383.00	7,393,617.00	60,770,000.00	7,340,084.82	68,110,084.82

ROBERTSON COUNTY, TENNESSEE
SCHEDULE OF NOTE PAYMENTS
FROM DEBT SERVICE FUND
REMAINING AFTER JUNE 30, 2025

DESCRIPTION	SCHOOL PRINCIPAL PAYMENTS	OTHER PRINCIPAL PAYMENTS	TOTAL PRINCIPAL PAYMENTS	TOTAL INTEREST PAYMENTS	TOTAL PRI. & INT. PAYMENTS
FISCAL YEAR ENDING 06/30/2026	0.00	0.00	0.00	0.00	0.00
TOTAL REMAINING PAYMENTS	0.00	0.00	0.00	0.00	0.00

ROBERTSON COUNTY, TENNESSEE

SCHOOL FEDERAL PROJECTS
FINANCIAL REPORT

MARCH 31, 2026

UNAUDITED

PREPARED BY
FINANCE DEPARTMENT

JODY STEWART
FINANCE DIRECTOR

ROBERTSON COUNTY, TENNESSEE

SCHOOL FEDERAL PROJECTS
UNAUDITED FINANCIAL REPORT

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ROBERTSON COUNTY, TENNESSEE
BALANCE SHEET
SCHOOL FEDERAL PROJECTS FUND
March 31, 2026

DESCRIPTION	AMOUNT	AMOUNT	BALANCE
ASSETS			
CURRENT ASSETS:			
CASH ON HAND			
CASH WITH TRUSTEE		378,056.04	
ACCOUNTS RECEIVABLE		0.00	
DUE FROM OTHER GOVERNMENTS		0.00	
			378,056.04
LIABILITIES AND FUND EQUITY			
CURRENT LIABILITIES:			
ACCOUNTS PAYABLE AMERITAS VISION		7.32	
RETAINAGE PAYABLE		0.00	
ACCRUED PAYROLL		0.00	
TOTAL CURRENT LIABILITIES			7.32
FUND EQUITY:			
RESERVE FOR ENCUMBRANCES		43,040.70	
BEGINNING FUND BALANCE	0.00		
PLUS CURRENT REVENUES	4,464,390.52		
LESS CURRENT EXPENSES	4,629,382.50		
UNRESERVED FUND BALANCE		(164,991.98)	
PLUS RESERVED FUND BALANCE		500,000.00	
TOTAL FUND EQUITY			378,048.72
TOTAL LIABILITIES AND FUND EQUITY			378,056.04

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF REVENUES
SCHOOL FEDERAL PROJECTS FUND
FOR THE PERIOD ENDED 3/31//2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
VOCATIONAL PROGRAM IMPROVEMENT	188,437.73	150,775.00	(37,662.73)
TITLE I - IMPROVING BASIC PROGRAMS	2,651,024.87	1,437,442.81	(1,213,582.06)
IDEA PART B - SPECIAL EDUCATION	3,462,278.68	2,130,307.11	(1,331,971.57)
IDEA PRESCHOOL SPECIAL EDUCATION	149,096.70	38,343.94	(110,752.76)
TITLE III - ENGLISH LANGUAGE ACQUISITION	220,228.71	86,203.90	(134,024.81)
TITLE IX - HOMELESS EDUCATION	90,905.26	49,902.09	(41,003.17)
TITLE II - PROFESSIONAL DEVELOPMENT	642,052.56	271,213.42	(370,839.14)
COVID-19 GRANT #1	0.00	0.00	0.00
COVID-19 GRANT #3	0.00	0.00	0.00
COVID-19 GRANT A	0.00	0.00	0.00
COVID-19 GRANT B	0.00	0.00	0.00
COVID-19 GRANT D	0.00	0.00	0.00
AMERICAN RESCUE PLAN ACT GRANT #1	0.00	0.00	0.00
AMERICAN RESCUE PLAN ACT GRANT #2	0.00	0.00	0.00
AMERICAN RESCUE PLAN ACT GRANT #3	0.00	0.00	0.00
AMERICAN RESCUE PLAN ACT GRANT #4	0.00	0.00	0.00
OTHER FEDERAL THROUGH STATE	438,308.22	300,202.25	(138,105.97)
TRANSFERS IN	0.00	0.00	0.00
TOTAL REVENUES	7,842,332.73	4,464,390.52	(3,377,942.21)

ROBERTSON COUNTY, TENNESSEE
STATEMENT OF EXPENSES
SCHOOL FEDERAL PROJECTS FUND
FOR THE PERIOD ENDED 3/31//2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
REGULAR INSTRUCTION PROGRAM	1,618,922.85	972,009.43	646,913.42
SPECIAL EDUCATION PROGRAM	2,203,911.92	1,495,411.47	708,500.45
VOCATIONAL EDUCATION PROGRAM	129,654.17	112,158.08	17,496.09
HEALTH SERVICES	317,431.64	239,989.56	77,442.08
OTHER STUDENT SUPPORT	380,807.81	61,297.63	319,510.18
REGULAR INSTRUCTION PROGRAM SUPPORT	1,756,205.37	998,067.97	758,137.40
SPECIAL EDUCATION PROGRAM SUPPORT	1,407,463.46	744,187.18	663,276.28
VOCATIONAL EDUCATION PROGRAM SUPPORT	3,300.00	1,517.36	1,782.64
BOARD OF EDUCATION	0.00	0.00	0.00
TECHNOLOGY	0.00	0.00	0.00
OPERATION OF PLANT	0.00	0.00	0.00
TRANSPORTATION	24,635.51	4,743.82	19,891.69
REGULAR CAPITAL OUTLAY	0.00	0.00	0.00
FOOD SERVICE	0.00	0.00	0.00
OPERATING TRANSFER	0.00	0.00	0.00
TOTAL EXPENSES	7,842,332.73	4,629,382.50	3,212,950.23

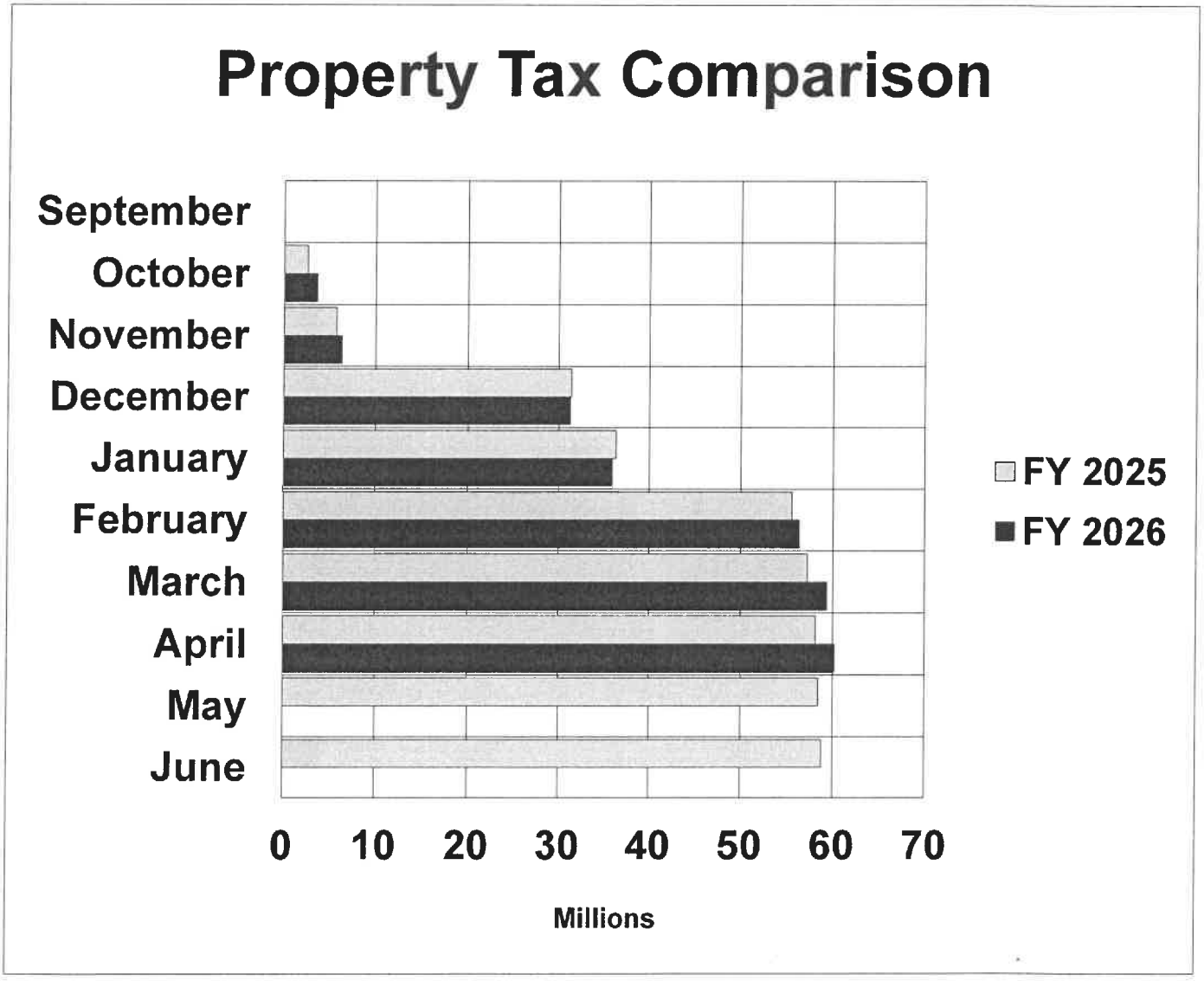
ROBERTSON COUNTY, TENNESSEE
STATEMENT OF CHANGES IN FUND BALANCE
SCHOOL FEDERAL PROJECTS FUND
FOR THE PERIOD ENDED 3/31//2026

DESCRIPTION	BUDGET FY 2025-2026	ACTUAL FY 2025-2026	POSITIVE (NEGATIVE) VARIANCE
TOTAL REVENUES	7,842,332.73	4,464,390.52	(3,377,942.21)
TOTAL EXPENSES	7,842,332.73	4,629,382.50	3,212,950.23
EXCESS REVENUES (EXPENSES)	0.00	(164,991.98)	(164,991.98)
BEGINNING UNRESERVED FUND BALANCE	0.00	0.00	0.00
ENDING UNRESERVED FUND BALANCE	0.00	(164,991.98)	(164,991.98)

ROBERTSON COUNTY, TENNESSEE
FOR FISCAL YEAR 2025-2026

FOR PERIOD ENDING APRIL 30, 2026
PROPERY TAX COLLECTION - COMPARISONS

	APRIL ACTUAL FY 24-25	APRIL ACTUAL FY 25-26	POSITIVE (NEGATIVE) VARIANCE	TOTAL BUDGET FY 25-26	APRIL ACTUAL FY 25-26	POSITIVE (NEGATIVE) VARIANCE
GENERAL FUND	31,335,443	32,465,271	1,129,828	32,010,000	32,465,271	455,271
SANITATION FUND	645,935	669,392	23,457	660,000	669,392	9,392
SCHOOL FUND	19,064,380	19,755,926	691,545	19,470,000	19,755,926	285,926
DEBT SERVICE	7,108,739	7,366,603	257,864	7,260,000	7,366,603	106,603
TOTAL	58,154,497	60,257,192	2,102,695	59,400,000	60,257,192	857,192



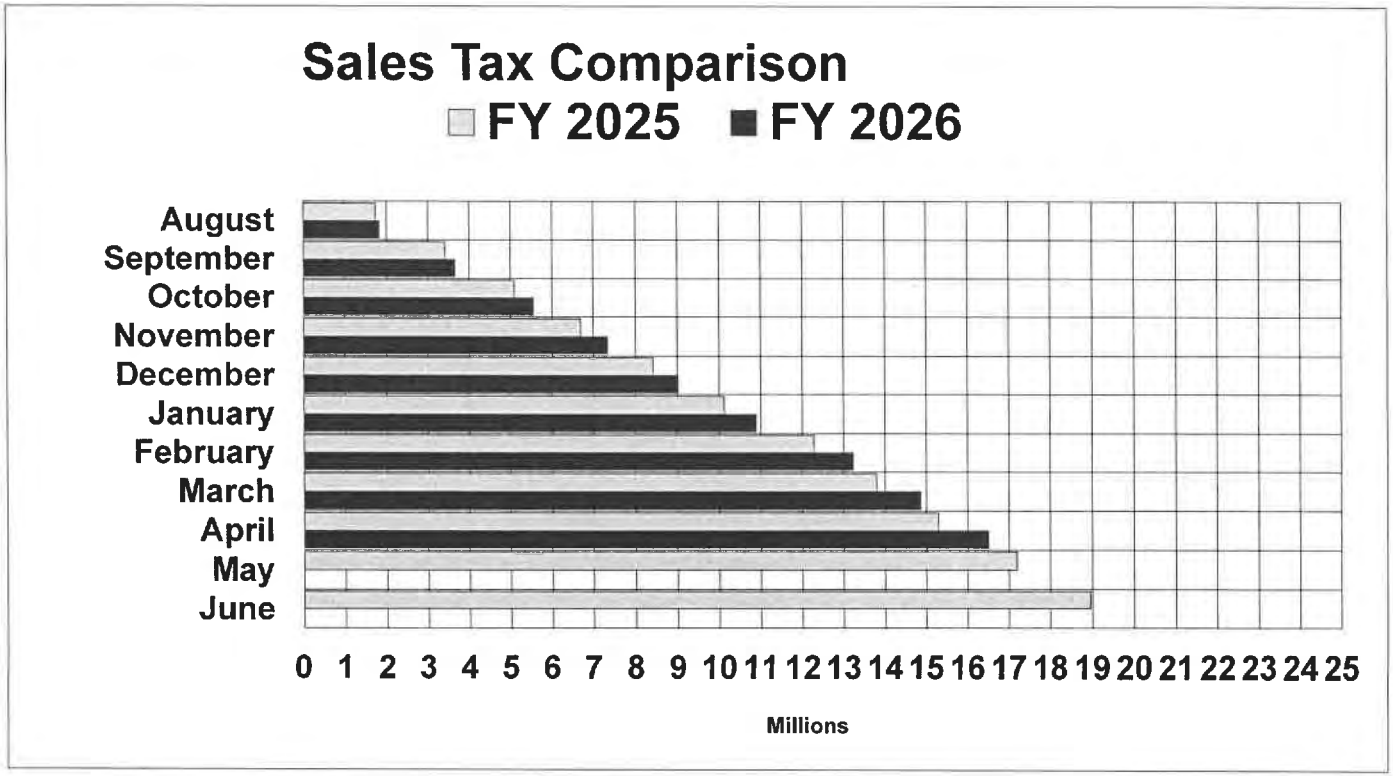
ROBERTSON COUNTY, TENNESSEE
FOR FISCAL YEAR 2025-2026

FOR PERIOD ENDING APRIL 30, 2026
SALES TAX COLLECTION - COMPARISONS

ACTUAL FY 24-25	ACTUAL FY 25-26	POSITIVE (NEGATIVE) VARIANCE	BUDGET FY 25-26	ACTUAL FY 25-26	POSITIVE (NEGATIVE) VARIANCE
15,304,049	16,510,368	1,206,319	18,100,000	16,510,368	(1,589,632)

7.88%
Increase Over FY25

75.00%	91.22%
BUDGET PERCENTAGE	ACTUAL PERCENTAGE



ELECTIONS AND APPOINTMENTS

Equalization Board (2-year terms)

- Bob Lipscomb
- David Lee
- David Love
- Doug Aldridge
- Jack Hollingsworth

Library Board

- Renée Wray-Davis to serve second 3-year term as county appointee, term runs 7/1/26-6/30/29.

ROBERTSON COUNTY PLANNING AND ZONING
ROBERTSON COUNTY OFFICE BUILDING
527 SOUTH BROWN STREET
SPRINGFIELD, TENNESSEE 37172
TEL. (615) 384-3666

MEMORANDUM

TO: The Robertson County Commission Members
FROM: Pam Groves, Planning and Zoning Director
DATE: May 11, 2026

The Robertson County Commission will hold its monthly meeting on Monday, May 18, 2026, at 7:00 P. M., in the Judicial Complex, 2nd Floor, Robertson County Office Building, Springfield, Tennessee. The following items have been placed on the agenda for your review.

Zoning Map Amendment Requests:

Rezoning Request AG-2 to RP-80

Resolution No. 051826041 – Nick Changas: Request to rezone 5.4 surveyed acres of the 8.38 acres of property from AG-2 to RP-80 located at 5369 Hoods Branch Rd. Tax Map 089, Part of Parcel 095.00 (11th Voting District).
The Planning Commission recommended approval by a vote of 5 – 0.

Resolution No. 051826042 – Eric Hall: Request to rezone 57.03 surveyed acres of property from AG-2 to RP-80 located on Kinneys School Rd. Tax Map 068, Parcel 134.00 (11th Voting District).
The Planning Commission did not recommend due to there not being enough information in the traffic study pertaining to Holman Rd. and the public safety of the Railroad Crossing by a vote of 4 – 1.

Should you have comments or questions upon receipt of this information, please feel free to contact the Development Office.

PG:hbm
Enclosures

Robertson County Commission Resolution No. 051826041

A RESOLUTION OF THE ROBERTSON COUNTY COMMISSION TO REZONE 5.4 SURVEYED ACRES OF THE 8.38 ACRES OF PROPERTY LOCATED AT 5369 HOODS BRANCH RD., SPRINGFIELD, MORE PARTICULARLY IDENTIFIED AS TAX MAP 089, PART OF PARCEL 095.00 FROM AG-2 TO RP-80, AND TO REPEAL ANY RESOLUTIONS OR PARTS OF RESOLUTIONS THAT CONFLICT HEREWITH.

Whereas Nick Changas requests to rezone 5.4 surveyed acres of the 8.38 acres of Tax Map 089, Part of Parcel 095.00, located at 5369 Hoods Branch Rd., from AG-2 to RP-80; and

Whereas, supporting documentation of the rezoning request is attached hereto as Exhibit A: Application Packet and Exhibit B: Staff Report from Planning Commission, with additional application information available to the public in the Robertson County Planning and Zoning Office; and

Whereas, the Robertson County Planning Commission evaluated and recommended the request at their April 23, 2026, regular meeting, finding the size of the subject parcel dimensionally appropriate for the RP-80 zoning designation, and water availability present.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COMMISSION OF ROBERTSON COUNTY, TENNESSEE THAT:

1. The Zoning Atlas of Robertson County, Tennessee be amended by rezoning Tax Map 089, Part of Parcel 095.00, located at 5369 Hoods Branch Rd., from AG-2 to RP-80; and
2. Any Resolutions or parts of Resolutions in conflict herewith shall be repealed.

THIS RESOLUTION SHALL BE IN EFFECT IMMEDIATELY AFTER ITS PASSAGE, THE PUBLIC WELFARE DEMANDING IT.

Approved and adopted the _____day of _____, 2026.

_____
Robertson County Mayor

ATTEST: _____
Robertson County Clerk

ROBERTSON COUNTY DEVELOPMENT OFFICE
ROBERTSON COUNTY OFFICE BUILDING
527 SOUTH BROWN STREET, SPRINGFIELD, TENNESSEE 37172
615-384-3666

Application for Rezoning

**** PLEASE READ CAREFULLY BEFORE SUBMITTING APPLICATION ****

ANY REZONING REQUIRING A TRAFFIC IMPACT ASSESSMENT OR A TRAFFIC IMPACT STUDY, AT THE DISCRETION OF THE DEPARTMENT DIRECTOR WILL BE CONSIDERED INCOMPLETE AND WILL NOT BE PLACED ON ANY PLANNING COMMISSION AGENDA UNTIL SUCH TIME AS THE STUDY IS SUBMITTED WITH THE APPLICATION.

Applicant Information:

Name: Nick Changas
Mailing Address: 5369 Hoods Branch Rd, Springfield, TN 37172
Email Address:
Phone Number:

Applicant's Representative Information:

Name: Clint Head
Name of Firm: Head Surveying + Engineering
Mailing Address: 1626 Stroudville Rd, Cedar Hill, TN 37032
Email:
Telephone Number:

Property Information:

Owner (if not applicant provide letter giving applicate permission): Applicant
Physical Address: 5369 Hoods Branch Rd, Springfield, TN 37172
Tax Map and Parcel Number: 089, 095.00 (part of)
Current Zoning Designation: Ag-2
Requested Zoning Designation: RP-80

Will this property be subdivided (or combined) in some way within the next year? (Yes) No

Purpose of rezoning request:

Requests Rezone to Subdivide a single 3 acre lot.
Reason for rezone is due to width of remaining tract. (5.4ac)

SUBMITTAL REVIEW PROCEDURE:

1. Deliver one (1) copy of this application & any supporting materials to the Development Office before or by the final due date (Please see attached schedule- the "Corrections Due" does not apply to this type of application)
2. Provide copy of deed to prove ownership.
3. Provide aerial photograph of the property from TN Property Viewer
4. Provide Legal description **AND** Survey of the areas to be rezoned including map and parcel number.
5. Provide water letter from utility company stating location and size of current water line, adequate pressure for domestic use and if/where fire hydrants are required.
6. Provide Traffic Assessment or Traffic Study if required.
7. Pay the review fee.
8. Email a .PDF of the application & supporting materials to hmantooth@robcotn.org
9. Attend the Planning Commission meeting. Be ready to present and answer questions. Failure to appear at the Planning Commission meeting may result in the denial of the application.

Owner of Record Signature & DATE

Applicant's Signature & DATE

Robertson County - Parcel: 089 095.00



Date: February 26, 2026

County: ROBERTSON
Owner: CHANGAS NICHOLAS CHARLES
Address: HOODS BRANCH RD 5369
Parcel ID: 089 095.00
Deeded Acreage: 8.38
Calculated Acreage: 0
Vexcel Imagery Date: 2023

1:4,514

0 0.03 0.06 0.12 mi

0 0.05 0.1 0.2 km

State of Tennessee, Comptroller of the Treasury, Division of Property Assessments (DPA), Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

The property lines are compiled from information maintained by your local county Assessor's office but are not conclusive evidence of property ownership in any court of law.

SURVEY NOTES:

INFORMATION REGARDING THE PRESENCE, SIZE AND LOCATION OF UNDERGROUND UTILITIES IS SHOWN HEREON. THIS INFORMATION HAS BEEN SHOWN BASED ON THE LOCATION OF ABOVE GROUND APPURTENANCES, AVAILABLE DESIGN PLANS, AND FLAGS AND PAINT PLACED BY THE UNDERGROUND PROTECTION SERVICE. NO CERTIFICATION IS MADE AS TO THE ACCURACY OF THOROUGHNESS OF THE INFORMATION CONCERNING UNDERGROUND UTILITIES AND STRUCTURES SHOWN HEREON. (TN ONE CALL SYSTEM, INC. 1-800-351-111 OR 811).

NO PRIVATE UTILITY LOCATE WAS PERFORMED ON THIS SITE AT THE TIME OF THIS SURVEY.

CONTACT PROPER AUTHORITIES BEFORE BUILDING NEAR UTILITY LINES. FOR EASEMENT WIDTH AND RESTRICTIONS. UTILITIES ARE APPROXIMATE AND SHOULD BE VERIFIED PRIOR TO ANY CONSTRUCTION.

THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF THE PERSON OR ENTITIES NAMED HEREON. NO EXPRESS OR IMPLIED WARRANTIES WITH RESPECT TO THE INFORMATION SHOWN HEREON IS TO BE EXTENDED TO ANY PERSONS OR ENTITIES OTHER THAN THOSE SHOWN HEREON.

THIS PROPERTY IS SUBJECT TO RESTRICTIONS OF RECORD IN RECORD BOOK 354, PAGE 740, SAID REGISTER'S OFFICE.

NO TITLE REPORT WAS PROVIDED TO THE SURVEYOR.

THIS SURVEY DOES NOT ADDRESS OR IMPLY OWNERSHIP OF ANY FENCE SHOWN HEREON, NOR DOES THIS SURVEY ADDRESS ANY ADVERSE CLAIM OF OWNERSHIP OF ANY ADJOINING PROPERTY. THE REMOVAL OF ANY PROPERTY LINE FENCE SHOULD BE COORDINATED WITH ADJACENT OWNER PRIOR TO REMOVAL.

UNLESS STATED OTHERWISE, ANY MONUMENT REFERRED TO HEREIN AS AN "IRON PIN SET OR IPS" IS A SET 1/2" DIAMETER REBAR, 18" IN LENGTH, WITH AN ORANGE PLASTIC CAP STAMPED "HEAD 2731"

THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH CHAPTER 0820-3, STANDARDS OF PRACTICE AS ADOPTED BY THE TENNESSEE STATE BOARD OF EXAMINERS FOR LAND SURVEYORS.

THIS IS AN EXHIBIT FOR REZONING PURPOSES; THIS DOES NOT CONSTITUTE A BOUNDARY SURVEY.

I HEREBY CERTIFY THAT THIS SURVEY HAS BEEN MADE USING THE RECORDED INFORMATION SHOWN, AND THAT THIS SURVEY IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AND I HEREBY CERTIFY THAT THIS IS A CATEGORY 4 SURVEY. FOR BOUNDARY ASPECTS OF THIS SURVEY, RTK GPS POSITIONAL DATA WAS OBSERVED ONBETWEEN THE DATES OF 11/11/25 UTILIZING A CARLSON BRX7 DUAL FREQUENCY BASE AND RECEIVER WITH THE FOLLOWING INFORMATION.

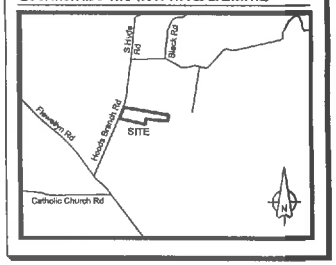
A.) TYPE OF SURVEY: REAL TIME KINEMATIC
B.) POSITIONAL ACCURACY: H=0.05±
C.) DATE OF SURVEY: NOVEMBER 11, 2025.
D.) DATUM/EPOCH: NAD83 (2011) EPOCH 2010.00.
E.) PUBLISHED/FIXED CONTROL USED: OPUS-RS SOLUTION
F.) GEOID MODEL: GEOID 18
G.) COMBINED GRID FACTOR: 0.99998491

N
W E
S

BASIS OF BEARINGS:
TENNESSEE STATE PLANE
COORDINATE SYSTEM
(NAD 83)(TN 4100)

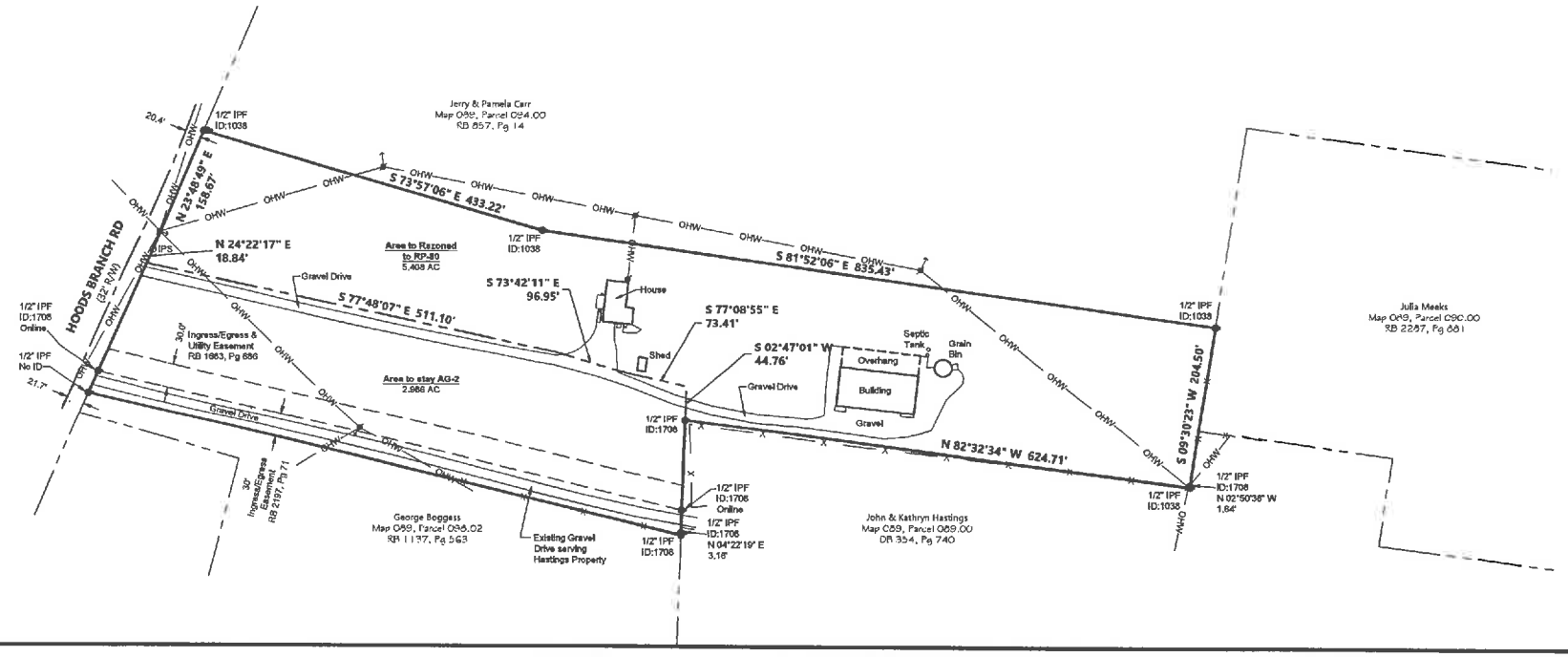
0 100 200 300
SCALE - 1"=100'

LOCATION MAP NTS (5369 Hoods Branch Rd)



LEGEND:

- IRON PIN SET
- IRON PIN FOUND
- UTILITY POLE
- WATER METER
- ADJACENT PROPERTY LINE
- BOUNDARY LINE
- WOODEN PRIVACY FENCE
- OVERHEAD WIRE
- CENTERLINE OF ROAD



HEAD
SURVEYING
&
ENGINEERING

1202 CROSSLAND AVE *
CLARKSVILLE, TN 37040
PHONE 615-207-4686 *
CHEAD711@GMAIL.COM

REVISIONS

DRAWN BY:	CTH
APPROVED BY:	CTH
JOB #	010-25
FIELD DATE:	11/11/25
OFFICE DATE:	12/7/25

OWNER INFORMATION

NICHOLAS CHANGAS
PROPERTY RECORDED IN
RECORD BOOK 2197,
PAGE 71, REGISTER'S
OFFICE FOR ROBERTSON
COUNTY, TENNESSEE.

MAP 089, PARCEL 095.00

8TH CIVIL DISTRICT
ROBERTSON COUNTY,
TENNESSEE

CLINTON T HEAD
REGISTERED LAND SURVEYOR
AGRICULTURE
TENNESSEE NO. 2731
12/7/25

CLINTON T HEAD, PLS 2731

REZONING EXHIBIT

LEGAL DESCRIPTION

LAND LYING IN THE 8TH CIVIL DISTRICT, COUNTY OF ROBERTSON, STATE OF TENNESSEE, BEING A PART OF THE NICHOLAS CHANGAS PROPERTY (PARENT TRACT) OF RECORD IN RECORD BOOK 2197, PAGE 71 IN THE REGISTER'S OFFICE OF ROBERTSON COUNTY, TENNESSEE, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A ½" IRON PIN FOUND (ID: 1038) IN THE EAST RIGHT OF WAY LINE OF HOODS BRANCH ROAD (32' R/W), SAID PIN BEING THE SOUTHWEST CORNER OF THE JERRY & PAMELA CARR PROPERTY (RB 857, PG 14);

THENCE LEAVING SAID EAST RIGHT OF WAY LINE WITH THE SOUTH LINE OF SAID CARR PROPERTY AS FOLLOWS: S 73°57'06" E A DISTANCE OF 433.22 FEET TO A 1/2" IRON PIN FOUND (ID: 1038); THENCE S 81°52'06" E A DISTANCE OF 835.43 FEET TO A 1/2" IRON PIN FOUND (ID: 1038) IN THE WEST LINE OF THE JULIA MEEKS PROPERTY (RB 2287, PG 881), SAID PIN BEING THE SOUTHEAST CORNER OF SAID CARR PROPERTY;

THENCE WITH THE WEST LINE OF SAID MEEKS PROPERTY AND THE NORTH LINE OF THE JOHN & KATHERINE HASTINGS PROPERTY S 09°30'23" W A DISTANCE OF 204.50 FEET TO A 1/2" IRON PIN FOUND (ID: 1038) IN SAID NORTH LINE;

THENCE WITH SAID NORTH LINE OF HASTINGS N 82°32'34" W A DISTANCE OF 624.71 FEET TO A 1/2" IRON PIN FOUND (ID: 1708);

THENCE LEAVING SAID NORTH LINE ACROSS SAID PARENT TRACT AS FOLLOWS: N 02°47'01" E A DISTANCE OF 44.76 FEET TO A POINT; THENCE N 77°08'55" W A DISTANCE OF 73.41 FEET TO A POINT; THENCE N 73°42'11" W A DISTANCE OF 96.95 FEET TO A POINT; THENCE N 77°48'07" W A DISTANCE OF 511.10 FEET TO A POINT IN SAID EAST RIGHT OF WAY LINE OF HOODS BRANCH ROAD;

THENCE WITH SAID EAST RIGHT OF WAY LINE AS FOLLOWS: N 24°22'17" E A DISTANCE OF 18.84 FEET TO A POINT; THENCE N 23°48'49" E A DISTANCE OF 158.67 FEET TO THE POINT OF BEGINNING,

CONTAINING AN AREA OF 235,586 SQUARE FEET OR 5.408 ACRES, ACCORDING TO A SURVEY BY CLINTON T. HEAD, RLS #2731, DATED 1/26/26.

THIS DESCRIPTION AND PROPERTY IS SUBJECT TO VALID AND ENFORCEABLE EASEMENTS, RESTRICTIONS, AND COVENANTS OF RECORD OR IN EXISTENCE.

CITY OF SPRINGFIELD
Water/Wastewater Department

924 Central Avenue • Springfield, Tennessee 37172 • (615) 382-1600 • FAX (615) 384-6951
www.springfieldtn.gov

November 13, 2025

TO WHO IT MAY CONCERN:

There has been a water availability letter requested by Mr. Nicholas Changas for a property located at 5369 Hoods Branch in Robertson County. The property is located by Tax Map 89 Parcel 95. This letter will serve as notice that there is an existing 6" water main adjacent to this property. The property is currently provided water services by the City of Springfield's Water and Wastewater Department. This availability is good for the period of one year. If nothing has been done by November 13, 2026 the property will need to be reevaluated.

If you need further information or have questions, please contact me at 615-382-1600.

Thank you,

David L. Brewer

David L. Brewer, P.E.
City Engineer
Springfield Water and Wastewater Department

Robertson County Planning and Zoning
Agenda Review Sheet
Amanda Harrington, AICP, Planning Advisor
Planning Commission Meeting
April 23, 2026

Applicant: Nick Changas
Surveyor: Clint Head

Request: Rezone **5.4 surveyed *acres***
Of the 8.38 acres
Tax Map 089, Part of Parcel 095.00
from AG-2 to RP-80



Figure 1: TN Property Viewer: Tax Map 089, Part of Parcel 095.00 In its entirety is highlighted

Property Information:

- Tax Map 089, Part of Parcel 095.00
- 5369 Hoods Branch Rd., Springfield
- Total lot acreage: 8.38 acres (365,032.80 sq. ft.)
- **Rezone Request: 5.4 surveyed acres. (235,224 sq. ft.)**

Project Narrative:
RP-80 Minimum Requirements
Minimum Lot Size: 80,000 sq. ft.
Front: 60'
Side: 25'
Rear: 35'
Min. Lot Width @ Front Bldg. Setback Line: 150'
Min Road Frontage: 50'
Maximum Height: 35'
Max Bldg. Coverage: 30%.

Discussion & Observations. The applicant wishes to rezone 5.4 surveyed acres of the 8.38 acres to divide the property. They want to cut off a 3-acre AG-2 lot, and it would make the lot width of the remaining 5.4 acres (where the current house sits) too narrow to remain AG-2. The subject property is surrounded by the AG-2 zone. Some of those lots are non-conforming and would be zoned RP-80 by today's standards. Please *see Exhibit 1 for excerpts from the Robertson County zoning map and Growth Plan.* The applicant's request to rezone RP-80 appears to be dimensionally appropriate.

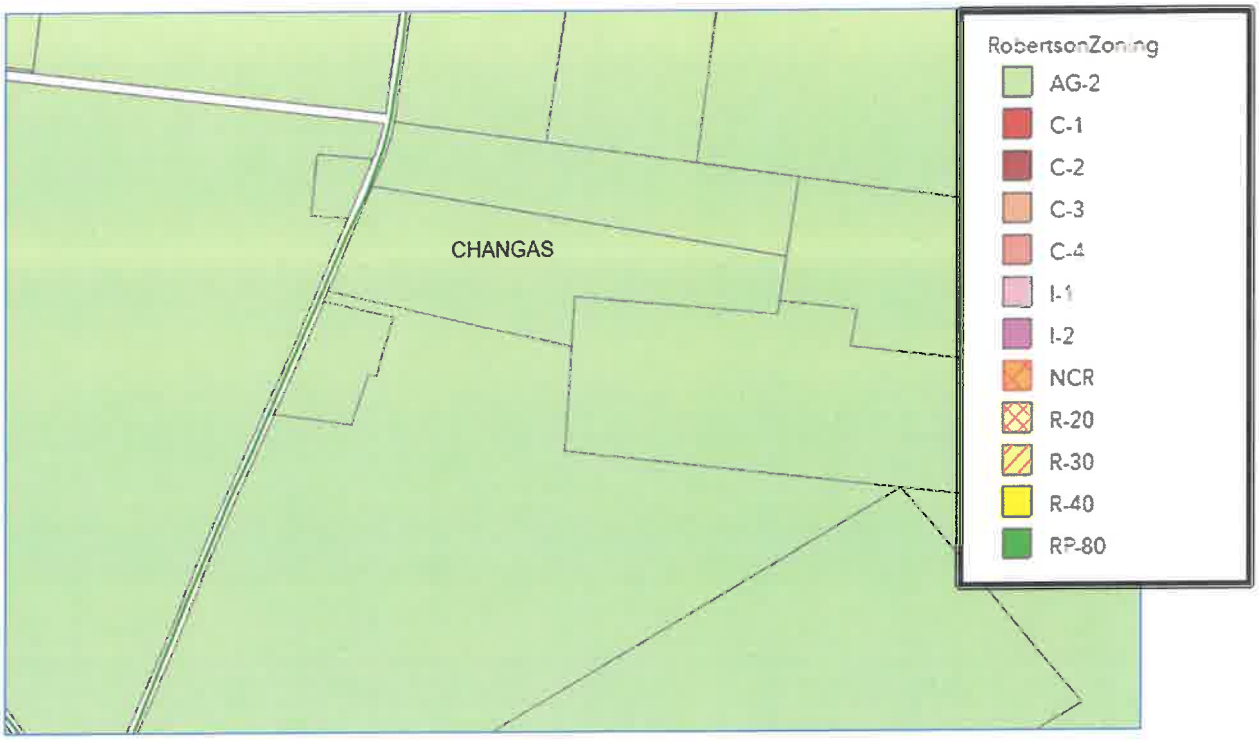
Growth Plan: This area is intended to stay Rural in nature; The majority of the County shall remain designated as Rural during the planning horizon of this land use plan. Uses in Rural Areas include agrarian and rural type uses ranging from open space to agriculture, homesteads associated with agricultural uses, and agriculture service businesses are encouraged within this category.

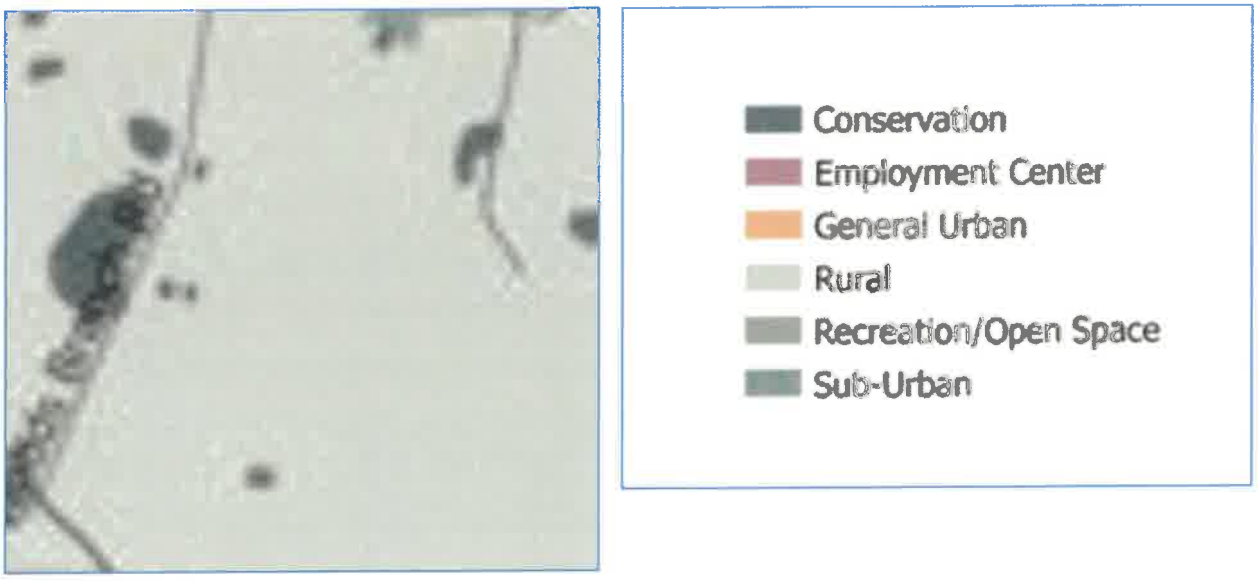
Recommendation: Approval for recommendation to the County legislative body.

**** END COMMENTS ****

Exhibit 1

Austin Peay University Zoning Map





Robertson County Commission Resolution No. 051826042

A RESOLUTION OF THE ROBERTSON COUNTY COMMISSION TO REZONE 57.03 SURVEYED ACRES OF PROPERTY LOCATED ON KINNEYS SCHOOL RD., SPRINGFIELD, MORE PARTICULARLY IDENTIFIED AS TAX MAP 068, PARCEL 134.00 FROM AG-2 TO RP-80, AND TO REPEAL ANY RESOLUTIONS OR PARTS OF RESOLUTIONS THAT CONFLICT HEREWITH.

Whereas Eric Hall requests to rezone 57.03 surveyed acres of Tax Map 068, Parcel 134.00, located on Kinneys School Rd., from AG-2 to RP-80; and

Whereas, supporting documentation of the rezoning request is attached hereto as Exhibit A: Application Packet and Exhibit B: Staff Report from Planning Commission, with additional application information available to the public in the Robertson County Planning and Zoning Office; and

Whereas, the Robertson County Planning Commission evaluated and did not recommend the request due to there not being enough information in the traffic study pertaining to Holman Rd. and the public safety of the railroad crossing at their April 23, 2026, regular meeting.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COMMISSION OF ROBERTSON COUNTY, TENNESSEE THAT:

1. The Zoning Atlas of Robertson County, Tennessee be amended by rezoning Tax Map 068, Parcel 134.00, located on Kinneys School Rd., from AG-2 to RP-80; and
2. Any Resolutions or parts of Resolutions in conflict herewith shall be repealed.

THIS RESOLUTION SHALL BE IN EFFECT IMMEDIATELY AFTER ITS PASSAGE, THE PUBLIC WELFARE DEMANDING IT.

Approved and adopted the _____day of _____, 2026.

_____
Robertson County Mayor

ATTEST: _____
Robertson County Clerk

ROBERTSON COUNTY DEVELOPMENT OFFICE
ROBERTSON COUNTY OFFICE BUILDING
527 SOUTH BROWN STREET, SPRINGFIELD, TENNESSEE 37172
615-384-3666

Application for Rezoning

** PLEASE READ CAREFULLY BEFORE SUBMITTING APPLICATION **

Applicant Information:

Name: Eric Hall
Mailing Address: 2330 Industrial Ct Greenbrier TN 37073
Email Address:
Phone Number:

Applicant's Representative Information:

Name: Todd Bollinger
Name of Firm: Todd Bollinger & Assoc.
Mailing Address: 1199 Fisher Dr, Greenbrier TN 37073
Email:
Telephone Number:

Property Information:

Owner (if not applicant provide letter giving applicate permission):
Physical Address: Kinneys School RD
Tax Map and Parcel Number: map 68, Pcl 134
Current Zoning Designation: Agz
Requested Zoning Designation: RP-80

Will this property be subdivided (or combined) in some way within the next year? (Yes) No

Purpose of rezoning request:

To Subdivide

SUBMITTAL REVIEW PROCEDURE:

1. Deliver one (1) copy of this application & any supporting materials to the Development Office before or by the final due date (Please see attached schedule- the "Corrections Due" does not apply to this type of application)
2. Provide copy of deed to prove ownership.
3. Provide aerial photograph of the property from TN Property Viewer
4. Provide Legal description **AND** Survey of the areas to be rezoned including map and parcel number.
5. Provide water letter from utility company stating location and size of current water line, adequate pressure for domestic use and if/where fire hydrants are required.
6. Provide Traffic Assessment or Traffic Study if required.
7. Pay the review fee.
8. Email a .PDF of the application & supporting materials to
9. Attend the Planning Commission meeting. Be ready to present and answer questions. Failure to appear at the Planning Commission meeting may result in the denial of the application.

E. Hee 12-15-25

Owner of Record Signature & DATE

E. Hee 12-15-25

Applicant's Signature & DATE

Robertson County - Parcel: 068 134.00



Date: December 15, 2025

County: ROBERTSON
Owner: ET PHONE HOME
Address: KINNEYS SCHOOL RD
Parcel ID: 068 134.00
Deeded Acreage: 0
Calculated Acreage: 58.6
Vexcel Imagery Date: 2023

1:4,514

0 0.03 0.06 0.12 mi

0 0.05 0.1 0.2 km

State of Tennessee, Comptroller of the Treasury, Division of Property Assessments (DPA), Esri Community Maps Contributors, Commonwealth of Kentucky, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

The property lines are compiled from information maintained by your local county Assessor's office but are not conclusive evidence of property ownership in any court of law.

PLAT CONTAINS 57.03 ACRES

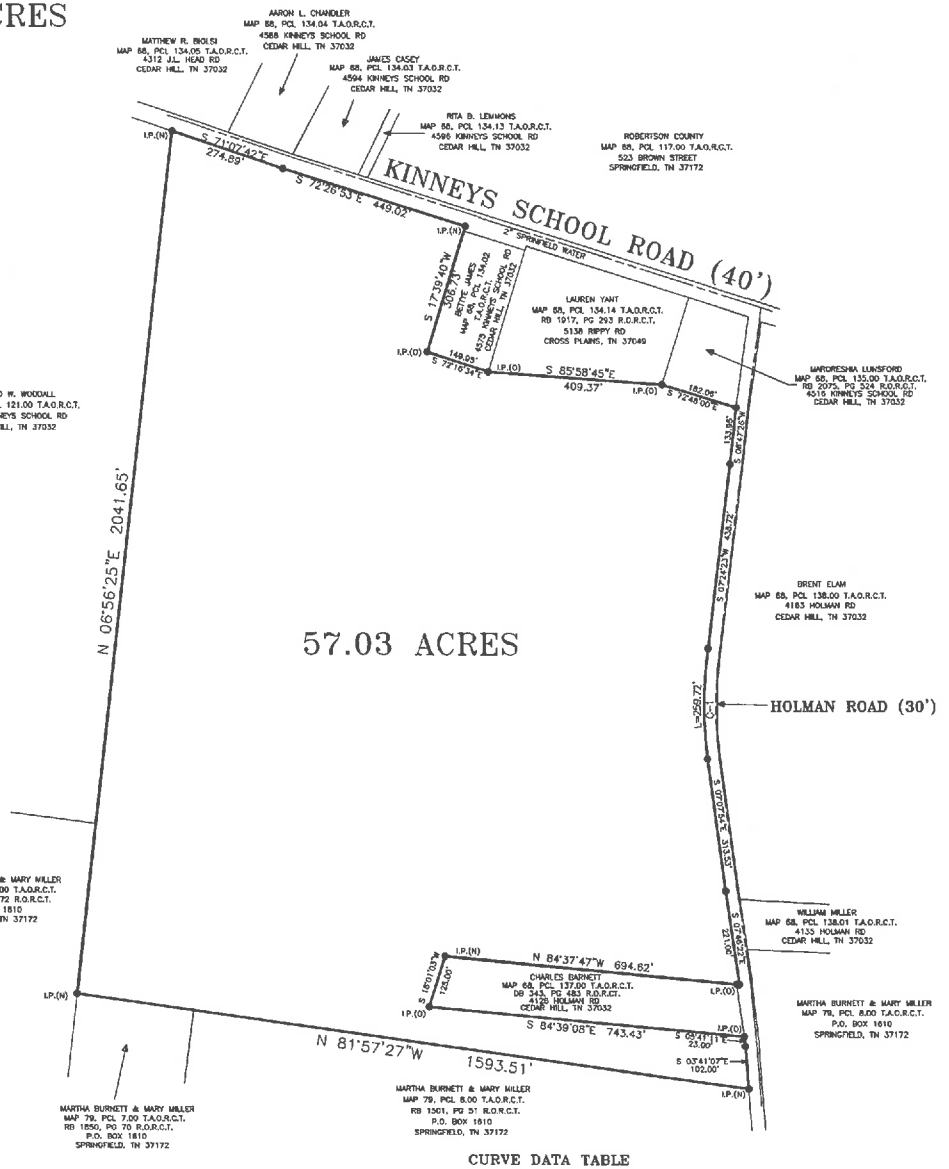
NOTE:
THIS SURVEY WAS PREPARED FROM CURRENT DEEDS OF RECORD AND DOES NOT REPRESENT A TITLE SEARCH OR A GUARANTEE OF TITLE. THIS SURVEY IS SUBJECT TO ANY STATE OF FACTS A CURRENT AND ACCURATE TITLE SEARCH MAY OR WILL REVEAL.

NOTE:
THIS SURVEYOR HAS NOT PHYSICALLY LOCATED ANY UTILITIES. UTILITIES, IF SHOWN HEREON, ARE AS PER INFORMATION FURNISHED BY THE ASSOCIATED UTILITY AUTHORITY AND ARE APPROXIMATE. THIS SURVEYOR MAKES NO GUARANTEE THAT THE UTILITIES, IF SHOWN, COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UTILITIES, IF SHOWN, HEREON ARE IN THE EXACT LOCATION INDICATED. THEREFORE, THE SIZE, TYPE, AVAILABILITY AND ACTUAL LOCATION OF ANY AND ALL UTILITIES SHOULD BE VERIFIED PRIOR TO MAKING ANY DECISION RELATIVE TO THIS PROPERTY.

IN TENNESSEE IT IS A REQUIREMENT OF THE "UNDERGROUND UTILITY DAMAGE PREVENT ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION OF ANY TYPE MUST NOTIFY ALL KNOWN UTILITY OWNER(S), NO LESS THAN (3) NOR MORE THAN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY HAZARD OR CONFLICT. TENNESSEE ONE CALL "811".

NOTE:
THE PROPERTY SHOWN HEREON IS NOT IN A CURRENT F.I.R.M. OR F.E.M.A. FLOOD HAZARD AREA, ACCORDING TO INFORMATION AVAILABLE TO ME AT THIS DATE. SEE PANEL NO. 47147C_____ 0218C_____ DATED 04/16/08 FOR DETAILED INFORMATION.





ZONED AG2
REQUESTING RP-80

PROPERTY REFERENCE
ET PHONE HOME
MAP 68, PCL 134.00 T.A.O.R.C.T.
RB 2411, PG 459 R.O.R.C.T.

CURVE DATA TABLE

CURVE	RADIUS	TANGENT	LENGTH	DELTA	CHORD	CH.BEARING
C-1	956.79'	130.66'	259.72'	15°33'10"	258.92'	S 00°54'21"W

1"= 200'
0 200 400 600

ANTHONY T. BOLLINGER, R.L.S.
119 FISHER DRIVE
GREENBRIER, TENNESSEE 37073
615/218-0169

REZONING PLAT FOR
MAP 68, PCL 134.00 T.A.O.R.C.T.
KINNEYS SCHOOL ROAD

SCALE	DRAWN BY	APPROVED	DATE
1" = 100'	A.T.B.	A.T.B.	12/14/25

9TH CIVIL DISTRICT
ROBERTSON COUNTY
TENNESSEE
DRAWING NO. EHOKSRD

Property Description

Kinneys School Road

57.03 Acres

Being a tract of land in the 9th Civil District of Robertson County Tennessee, and a portion of that property conveyed to ET PHONE HOME RB 2411, PG 459 R.O.R.C.T., and more accurately described according to a survey by Anthony T. Bollinger R.L.S. TN LIC. No. 2095 dated 12/14/25 as follows:

Beginning at an Iron Pin Set in the Southerly Margin of Kinneys School Road being a common corner to Howard W. Woodall RB 1921 PG 498 R.O.R.C.T. ,and the Northwest Corner of herein described tract; Thence leaving Woodall with the Southerly Margin of Kinneys Road for the next two calls: Thence S 71°07'42"E 274.89' to a point; Thence S 72°26'53"E 449.02' to a set Iron Pin; Thence leaving Margin passing through Betty James RB 1899 PG 150 R.O.R.C.T. Northwest Corner S17°39'40"W 306.73' to an Existing Iron Pin; Thence continuing with James S72°16'34"E 149.95' to an Existing Iron Pin being a common corner to Lauren Yant RB 1917 PG 293 R.O.R.C.T.; Thence Leaving James with said Yant S85°58'45"E 409.37' to an Existing Iron Pin being a common corner to Marqreshia Lunsford RB 2075 PG 524 R.O.R.C.T.; Thence leaving Yant with Lunsford S72°48'00"E 182.06' to an Iron Pin set in the Westerly Margin of Holman Road being 15' from the center; Thence with margin for the next 5 calls: Thence S06°47'26"W 133.95' to a point; Thence S07°24'23"W 438.72' to a point; Thence with a curve to the left having a radius of 956.79' and a Chord Bearing and Chord of S00°54'21"W 258.92' to a point; Thence S07°07'54"E 313.53' to a point; Thence S07°46'22"E 221.00' to an Iron Pin Set; Thence Leaving Holman Road passing through Charles Barnett DB 343 PG 483 R.O.R.C.T. Northeast corner N84°37'47"W 694.62' to Barnetts Northwest corner being an Iron Pin Set; Thence continuing with Barnett for the next two calls: Thence S18°01'03"W 125.00' to an Existing Iron Pin; Thence

S84°39'08"E 743.43' to an Iron Pin set in the Margin of Holman Road passing through Barnetts Southeast corner; Thence with Margin of Holman Road for the next two calls: S05°41'11"E 23.00' to a point; Thence S03°41'07"E 102.00' to an Iron Pin Set being a common corner to Martha Burnett and Mary Miller RB 1501 PG 51 R.O.R.C.T. ; Thence leaving Margin with Burnett and Miller N81°57'27"W 1593.51' to an Iron Pin Set Being a common corner to Martha Burnett and Mary Miller RB 1850 PG 72 R.O.R.C.T; Thence with Burnett and Miller and also continuing with previously said Woodall N06°56'25"E 2041.65' to the point of beginning containing 57.03 acres.

CITY OF SPRINGFIELD
Water/Wastewater Department

924 Central Avenue • Springfield, Tennessee 37172 • (615) 382-1600 • FAX (615) 384-6951
www.springfieldtn.gov

January 5, 2026

TO WHO IT MAY CONCERN:

There has been a letter of water availability requested by Mr. Eric Hall for twenty-nine (29) water services on property located at Kinney's School Rd. in Robertson County. The property is located on Tax Map 068 Parcel 134. This letter will serve as notice that there is an existing 2" water main adjacent to this property. However, there must be an off-site infrastructure improvement made to provide services for these proposed lots. The line will need to be upgraded to an 8" water main line. Once this work has been performed and accepted by the City of Springfield's Water and Wastewater Department, Service can be provided for both domestic and fire protection. This letter of availability will be valid till May 1, 2026. If there has been no activity until May 1,2026, the property will need to be re-evaluated for service.

If you need further information or have questions, please contact me at 615-382-1600.

Thank you,

David L. Brewer

David L. Brewer, P.E.
City Engineer
Springfield Water and Wastewater Department

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BY: .....

Traffic Impact Study

Kinneys School Road Subdivision
Robertson County, TN

Prepared For:
Eric Hall

Prepared by:
Houston Smith, PE
TTL, Inc
2971 International Blvd., Suite
Clarksville, TN 37040



TTL

March 2026

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EXECUTIVE SUMMARY

The analyses included in this report indicate that the new Kinneys School Road development will create no significant traffic impacts to the existing and potential intersections. In conclusion, the analyses contained in this study indicate that peak hour levels of service can be maintained at the intersections studied.

The purpose of this Traffic Impact Study is to assess the traffic impacts associated with the proposed Kinneys School Road property, in Robertson County, Tennessee and to identify if any off-site access or traffic control improvements will be required to address those impacts. The site is located along the Kinneys School Road corridor. There are existing rural developments along the corridor from Matthews Road to West Ridge Drive. This property was assumed to be a 28-unit residential development due to the traffic study guidelines set forth in the **Robertson County Commission Resolution 102025083**. Based on these guidelines, the traffic study is conducted based on these established rules as a worst-case scenario. That assumption is much higher than the owner intended use of the property. The future roadway connection of the development was assumed to tie to Kinneys School Road as assumed in Section 3.4 of this report.

This report includes analysis of the future roadway and intersection of Kinneys School Road/Road A. To provide data for the traffic analysis, manual traffic counts were provided to us by the client at the intersections of Kinneys Road / Holman Road and Kinneys School Road / Holman Road, on Thursday, March 12, 2026, during the AM peak, noon, and PM peak hour timeframes.

To determine the current operation of the study roadway, capacity analyses were performed for the existing traffic volumes for the AM and PM peak hours. The capacity calculations were performed according to the methods outlined in the *Highway Capacity Manual*. The capacity analyses result in the determination of a Level of Service (LOS) for a roadway. The LOS is a concept used to describe how well an intersection or roadway operates. LOS A is the best, while LOS F is the worst. LOS D is typically considered as the minimum acceptable LOS for a roadway or intersection in an urbanized area.

The results of the lane capacity analyses for the existing conditions at Kinneys School Road each operate with acceptable levels of service in all directions.

A trip generation process was used to estimate the amount of traffic expected to be generated by the proposed development. Factors for the trip generation were taken from ITE's *Trip Generation*, 12th Edition.

The total development can be expected to generate approximately 254 new trips per day. The AM and PM peak hour trip generations will equal approximately 20 and 26 new trips, respectively. The totals for the development are shown in Table 9 in this report. These trips represent the new traffic that will be generated by the proposed development according to the study.

1.0 INTRODUCTION

1.1 PURPOSE

The purpose of this Traffic Impact Study is to assess the traffic impacts associated with the proposed Kinneys School Road development project in Robertson County, Tennessee and to identify if any off-site access or traffic control improvements will be required to address those impacts. Additionally, the proposed road network is to be analyzed to determine acceptable road and intersection geometry prior to engineering design.

1.2 PROJECT DESCRIPTION

The site is a 56-acre tract located south of Kinneys School Road, west of Holman Road, and north of Kinneys Road in Robertson County, Tennessee. Around the property, there are agricultural fields and single-family homesteads in the vicinity of the property. The proposed development was assumed to include single family homes with 2 acres per lot. A likely access point is located on Kinneys School Road. A more detailed subdivision plan will be provided at a later time. A site exhibit is shown in Figure 1 and Appendix A.

In this study, the current operating characteristics of the study intersections are evaluated. The expected trips generated by the proposed development are determined and distributed to the roadway network. The study intersections are then re-evaluated to determine the anticipated traffic impacts of the project. Finally, recommendations are presented, including any needed roadway improvements and/or traffic control improvements to accommodate the expected traffic. For the purposes of this study, it was assumed that this development will be completed within five years (2031).



Figure 1: Project Location Map

2.0 EXISTING CONDITIONS

To establish a baseline for analysis, existing conditions within the vicinity of the Kinneys School Road property were inventoried. An existing roadway has been identified and described as follows.

2.1 ROADWAY NETWORK

Kinneys Road extends generally east to west with major intersections at TN SR 49 and Old Washington Road. The section that spans our site is mostly a mixture of residential and rural development. The road near the project site is a 2-lane, undivided asphalt road with 10-foot lanes. The posted speed limit is 55 mph in the vicinity of the site.

Kinneys School Road extends generally east to west with major intersections at West Ridge Road and Airport Road. The section that spans our site is mostly a mixture of residential and rural development. The road near the project site is a 2-lane, undivided asphalt road with 9-foot lanes. The posted speed limit is 40 mph in the vicinity of the site.

Holman Road extends generally north to south connecting Kinneys School Road and Kinneys Road. No trucks are allowed on this road as per signage at the two ends of the corridor. The road is a 2-lane, undivided tar & chip road. This road has very little traffic and is used for an access to four existing homes. The posted speed limit was assumed to be 30 mph within the vicinity of the project site.

The **intersection of Kinneys Road and Holman Road** is a 3-way intersection that is controlled by a stop sign on Holman Road. The intersection is relatively flat in all directions. An aerial image of the intersection lane configuration can be seen in Figure 2 below:



Figure 2. Kinneys Road/ Holman Road Intersection Aerial

The **intersection of Kinneys School Road and Holman Road** is a 3-way intersection that is controlled by a stop sign on Holman Road. The intersection is relatively flat in all directions. An aerial image of the intersection lane configuration can be seen in Figure 3 below:



Figure 3. Kinneys School Road/ Holman Road Intersection Aerial

2.2 EXISTING TRAFFIC VOLUMES

To provide data for the traffic analysis, manual traffic counts were provided to us from the client at the intersections of Kinneys Road / Holman Road and Kinneys School Road / Holman Road, on Thursday, March 12, 2026, during the AM peak, noon, and PM peak hour timeframes.

2.3 EXISTING TRAFFIC ANALYSIS

To determine the current operation of the study intersections, capacity analyses were performed for the adjusted existing traffic volumes for the AM and PM peak hours. The capacity calculations were performed according to the methods outlined in the *Highway Capacity Manual 7th Edition*. The capacity analyses result in the determination of a Level of Service (LOS) for an intersection. The LOS is a concept used to describe how well an intersection or roadway operates. LOS A is the best, while LOS F is the worst. LOS D is typically considered as the minimum acceptable LOS for an intersection in an urbanized area. Table 1 presents the descriptions of LOS for unsignalized intersections.

Table 1. Unsignalized Intersection LOS Description

LOS	Description	Control Delay (sec/veh)
A	This occurs when there is minimal or no delay.	≤ 10
B	This occurs when there is minor traffic delay.	>10 - 15
C	This occurs during average traffic delay.	>15 - 25
D	Long traffic delays begin to occur.	>25 - 35
E	This occurs when very long traffic delays occur.	>35 - 50
F	Extreme traffic delays are experienced.	>50.0

Source: *Highway Capacity Manual*

The results of the capacity analyses for the current conditions at the study roadway are presented in Tables 2-3. As shown, capacity analyses indicate that the studied roadway operates with acceptable levels of service in all directions.

Intersection	Critical Movement	EXISTING DATA								
		AM Peak Hour	Noon Hour	PM Peak Hour	Delay (sec/veh)			Intersection LOS		
					AM	Noon	PM	AM	Noon	PM
Kinneys Road / Holman Road (Unsignalized)	Eastbound Left Turn	0	0	0	0.0	0.0	0.0	A	A	A
	Eastbound Thru	175	66	98	0.0	0.0	0.0			
	Westbound Thru	73	75	209	0.0	0.0	0.0			
	Westbound Right Turn	0	0	1	0.0	0.0	0.0			
	Southbound Left Turn	0	0	0	0.0	8.7	9.4			
	Southbound Right Turn	0	4	1	0.0	8.7	9.4			

Table 2. Existing AM Noon PM Peak Hour Results for the Kinneys Road / Holman Road Intersection (2026)

Intersection	Critical Movement	EXISTING DATA								
		AM Peak Hour	Noon Hour	PM Peak Hour	Delay (sec/veh)			Intersection LOS		
					AM	Noon	PM	AM	Noon	PM
Kinneys School Road / Holman Road (Unsignalized)	Eastbound Thru	10	7	11	0.0	0.0	0.0	A	A	A
	Eastbound Right Turn	0	0	0	0.0	0.0	0.0			
	Westbound Left Turn	0	0	1	0.0	0.0	7.2			
	Westbound Thru	4	11	21	0.0	0.0	0.0			
	Northbound Left Turn	0	0	0	8.4	0.0	8.4			
	Northbound Right Turn	1	0	1	8.4	0.0	8.4			

Table 3. Existing AM Noon PM Peak Hour Results for the Kinneys School Road / Holman Road Intersection (2026)

2.4 FUTURE TRAFFIC CONDITIONS WITHOUT DEVELOPMENT ANALYSIS

A future traffic analysis of 2031 was conducted to account for the projected future traffic increase from the existing year 2026. This analysis will include the future traffic conditions without taking the proposed development into account. By using the existing volume traffic count provided by TDOT through the TCDS portal, a 10-year projected traffic growth percentage was calculated. The volumes on Kinneys Road near our project site (Location ID 7400034) from 2015 to 2025 can be seen below in Figure 4.

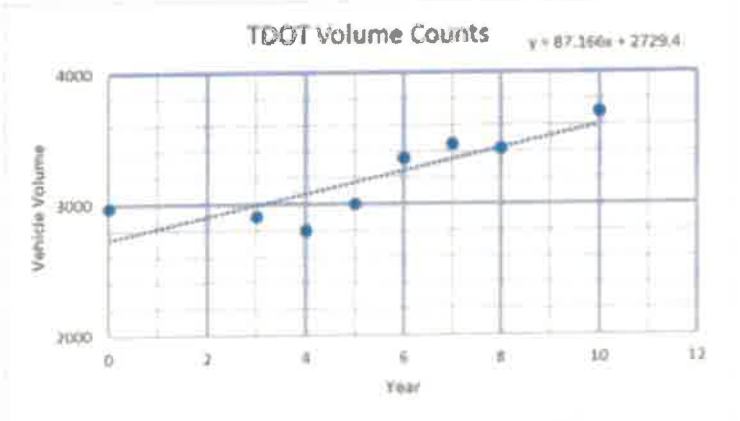


Figure 4. TDOT Volume Counts Chart

In the chart above, year '0' represents the year 2015, and year '10' represents the year 2025. By using the best fit linear regression line from the data above, the average growth rate from 2015-2025 was found to be 3.19%. By using this growth rate and the existing traffic counts, the future volume counts for 2029 and 2031 were estimated. The results of the capacity analyses for the projected 3- and 5-year conditions without development at the study intersection are presented in Tables 4-7.

Intersection	Critical Movement	EXISTING DATA 3-YEAR PROJECTION								
		AM Peak Hour	Noon Hour	PM Peak Hour	Delay (sec/veh)			Intersection LOS		
					AM	Noon	PM	AM	Noon	PM
Kinneys Road / Holman Road (Unsignalized)	Eastbound Left Turn	0	0	0	0.0	0.0	0.0	A	A	A
	Eastbound Thru	192	72	107	0.0	0.0	0.0			
	Westbound Thru	80	82	229	0.0	0.0	0.0			
	Westbound Right Turn	0	0	1	0.0	0.0	0.0			
	Southbound Left Turn	0	0	0	0.0	8.7	9.6			
	Southbound Right Turn	0	4	1	0.0	8.7	9.6			

Table 4. Existing AM Noon PM Peak Hour Results 3-Year Projection Data for the Kinneys Road / Holman Road Intersection (2029)

Intersection	Critical Movement	EXISTING DATA 3-YEAR PROJECTION								
		AM Peak Hour	Noon Hour	PM Peak Hour	Delay (sec/veh)			Intersection LOS		
					AM	Noon	PM	AM	Noon	PM
Kinneys School Road / Holman Road (Unsignalized)	Eastbound Thru	11	8	12	0.0	0.0	0.0	A	A	A
	Eastbound Right Turn	0	0	0	0.0	0.0	0.0			
	Westbound Left Turn	0	0	1	0.0	0.0	7.2			
	Westbound Thru	4	12	23	0.0	0.0	0.0			
	Northbound Left Turn	0	0	0	8.4	0.0	8.4			
	Northbound Right Turn	1	0	1	8.4	0.0	8.4			

Table 5. Existing AM Noon PM Peak Hour Results 3-Year Projection Data for the Kinneys School Road / Holman Road Intersection (2029)

Intersection	Critical Movement	EXISTING DATA 5-YEAR PROJECTION								
		AM Peak Hour	Noon Hour	PM Peak Hour	Delay (sec/veh)			Intersection LOS		
					AM	Noon	PM	AM	Noon	PM
Kinneys Road / Holman Road (Unsignalized)	Eastbound Left Turn	0	0	0	0.0	0.0	0.0	A	A	A
	Eastbound Thru	203	77	114	0.0	0.0	0.0			
	Westbound Thru	85	87	242	0.0	0.0	0.0			
	Westbound Right Turn	0	0	1	0.0	0.0	0.0			
	Southbound Left Turn	0	0	0	0.0	8.8	9.7			
	Southbound Right Turn	0	5	1	0.0	8.8	9.7			

Table 6. Existing AM Noon PM Peak Hour Results 5-Year Projection Data for the Kinneys Road / Holman Road Intersection (2031)

Intersection	Critical Movement	EXISTING DATA 5-YEAR PROJECTION								
		AM Peak Hour	Noon Hour	PM Peak Hour	Delay (sec/veh)			Intersection LOS		
					AM	Noon	PM	AM	Noon	PM
Kinneys School Road / Holman Road (Unsignalized)	Eastbound Thru	12	8	13	0.0	0.0	0.0	A	A	A
	Eastbound Right Turn	0	0	0	0.0	0.0	0.0			
	Westbound Left Turn	0	0	1	0.0	0.0	7.2			
	Westbound Thru	5	13	24	0.0	0.0	0.0			
	Northbound Left Turn	0	0	0	8.4	0.0	8.4			
	Northbound Right Turn	1	0	1	8.4	0.0	8.4			

Table 7. Existing AM Noon PM Peak Hour Results 5-Year Projection Data for the Kinneys School Road / Holman Road Intersection (2031)

3.0 IMPACTS

3.1 TRIP GENERATION

A trip generation process was used to estimate the amount of traffic expected to be generated by the proposed Kinneys School Road development. Anticipated trips from the proposed development were projected using the ITE's *Trip Generation*, 12th Edition. The ITE trip-generated calculations for the site are provided in Appendix B of this report. For planning purposes, the development is assumed to have 28 single-family detached housing units.

Trip distribution for each land use can be seen in section 3.1.1 the appropriate Land Use Code from the ITE's *Trip Generation*, 12th Edition.

3.1.1 Single-Family Detached Housing

The anticipated trips from the Single-Family Detached Housing were calculated using the Land Use: 210 (*Single-Family Detached Housing*). The description of this land use per ITE is as follows: "A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision." Anticipated trips for daily, AM, and PM peak hour can be seen in the table below:

Single Family Detached Housing (ITE Land Use Code 210)								
Prop Units:		28						
On a Weekday			A.M. Peak Hour of Adjacent Street			P.M. Peak Hour of Adjacent Street		
Average Rate Per Unit		9.09	Average Rate Per Unit		0.70	Average Rate Per Unit		0.93
Trip Ends	50% Enter	50% Exit	Trip Ends	27% Enter	73% Exit	Trip Ends	62% Enter	38% Exit
254	127	127	20	5	15	26	16	10

Table 8. ITE Trip Generation for Single-Family Detached Housing

3.1.2 Total Trips Generated

Table 9 presents the daily, AM, and PM peak hour trip generation for the ITE-generated land uses as shown below:

Daily	AM Peak		PM Peak	
	Enter	Exit	Enter	Exit
254	**5**	**15**	**16**	**10**

Table 9. 2026 Generated Traffic Count Totals for Total Development

3.2 TRIP DISTRIBUTION & ASSIGNMENT

Determining the directional distribution of the proposed traffic can be anticipated by nearly matching the distribution from the existing traffic at the studied intersections. The directional distributions accounted for the directions trips will likely use as a result of vehicular demand to the site from different locations in the county and surrounding areas. This approach will reasonably estimate the destinations of the existing traffic with the proposed traffic as the uses in the vicinity are similar to the proposed uses. Based on field-determined traffic counts, the traffic designer distributed traffic from the site at the study intersections that will serve the proposed development, specifically 90% of traffic from Kinneys Road and 10% from Kinneys School Road. This was done to calculate the traffic reasonably based on projected vehicular demands of the various site uses on the property when the site is fully built. This was also performed to capture a reasonable vehicular distribution at the AM peak, noon, and PM peak hour timeframes, which this study reflects. The directional distribution of the existing and proposed approaching and departing traffic numbers can be seen in the nine-peak hour 'Traffic Exhibit' sheets in Appendix F.

The Kinneys School Road use distributions had daily traffic count values represented in Table 9. Table 9 values were later calculated for the proposed daily traffic counts with

similar percentages of the directional distribution as the existing conditions while also accounting for the proposed impacts to the proposed Kinneys School Road development. For the proposed traffic numbers, the anticipated trips from Table 9 were distributed based on projected vehicular demands at the study intersections and calculated accordingly. That assumption was reflected in the traffic calculations and capacity analyses worksheets of this report in Appendices B-D. Those values were reflected in the ITE-generated and proposed traffic exhibit sheets in Appendix F below.

3.3 PROPOSED TRAFFIC ANALYSIS

The new site-generated traffic volumes were added to the adjusted existing peak hour traffic volumes to develop the total proposed traffic volumes for the study intersection. Exhibits showing the total proposed AM and PM peak hour traffic volumes assumed at the completion of the proposed Kinneys School Road development can be seen in the "Proposed Traffic" exhibits in Appendix F.

Capacity analyses were performed in order to determine the impact of the project on the study intersections. These capacity analyses were also used to assess the need for roadway modifications and traffic control improvements. The results of the capacity analyses for the projected conditions at the study area intersections are presented in Tables 10-12. As shown, capacity analyses indicate that the proposed intersection will operate at acceptable levels of service. Those improvements can be visually seen in Figures 6-8 using snapshots from Synchro 12. Capacity analyses worksheets are included in Appendices B-D.

Intersection	Critical Movement	PROPOSED DATA								
		AM Peak Hour	Noon Hour	PM Peak Hour	Delay (sec/veh)			Intersection LOS		
					AM	Noon	PM	AM	Noon	PM
Kinneys Road / Holman Road (Unsignalized)	Eastbound Left Turn	3	6	9	7.4	7.4	7.7	A	A	A
	Eastbound Thru	175	66	98	0.0	0.0	0.0			
	Westbound Thru	73	75	209	0.0	0.0	0.0			
	Westbound Right Turn	2	4	7	0.0	0.0	0.0			
	Southbound Left Turn	0	0	0	0.0	8.7	9.5			
	Southbound Right Turn	0	4	1	0.0	8.7	9.5			

Table 10. Proposed AM Noon PM Peak Hour Results
for the Kinneys Road / Holman Road Intersection (2026)

Intersection	Critical Movement	PROPOSED DATA								
		AM Peak Hour	Noon Hour	PM Peak Hour	Delay (sec/veh)			Intersection LOS		
					AM	Noon	PM	AM	Noon	PM
Kinneys School Road / Holman Road (Unsignalized)	Eastbound Thru	25	19	21	0.0	0.0	0.0	A	A	A
	Eastbound Right Turn	0	0	0	0.0	0.0	0.0			
	Westbound Left Turn	0	0	1	0.0	0.0	7.3			
	Westbound Thru	4	12	23	0.0	0.0	0.0			
	Northbound Left Turn	5	10	15	8.7	8.7	8.8			
	Northbound Right Turn	1	0	1	8.7	8.7	8.8			

Table 11. Proposed AM Noon PM Peak Hour Results
for the Kinneys School Road / Holman Road Intersection (2026)

Intersection	Critical Movement	PROPOSED DATA								
		AM Peak Hour	Noon Hour	PM Peak Hour	Delay (sec/veh)			Intersection LOS		
					AM	Noon	PM	AM	Noon	PM
Kinneys School Road / Road A (Unsignalized)	Eastbound Thru	10	7	11	0.0	0.0	0.0	A	A	A
	Eastbound Right Turn	0	0	0	0.0	0.0	0.0			
	Westbound Left Turn	5	11	16	7.2	7.2	7.3			
	Westbound Thru	4	11	21	0.0	0.0	0.0			
	Northbound Left Turn	0	0	0	8.4	8.4	8.4			
	Northbound Right Turn	15	12	10	8.4	8.4	8.4			

Table 12. Proposed AM Noon PM Peak Hour Results
for the Kinneys School Road / Road A Intersection (2026)

3.4 DRIVEWAY SIGHT DISTANCE ANALYSIS

As requested by Robertson County, a driveway sight distance analysis was performed to determine the access locations on site. For the purposes of this study, it was assumed that the access location lies on Kinneys School Road. Using that information, an access location was assumed to be located on Kinneys School Road directly opposite of the private access driveway that serves the 4586 Kinneys School Road property to reduce potential access point conflicts. This was only an assumption, and the subdivision plan provided at a later time may show different access locations than what this study assumes. Once the potential location was determined, values from AASHTO Table 3-2 were used to find the lengths of stopping sight distances on 3% grades at a design speed of 40 mph. The relevant AASHTO table is inserted in Appendix E of this report. Next, the criteria for measuring sight distance relative to the potential access location were derived from the AASHTO manual. According to AASHTO Section 3.2.6.1 page 3-15, "the height of the driver's eye is considered to be 3.50 ft [1.08 m] above the road surface." Plus, the decision point for the access location needed to be found relative to the edge of pavement or traveled way. According to AASHTO Section 9.5.3.2.1 page 9-43, "the vertex (decision point) of the departure sight triangle on the minor road should be 14.5 ft [4.4 m] from the edge of the major-road traveled way." Based on the given information, the decision point was determined by placing an offset 14.5 ft relative to the edge of pavement on our site. Next, the centerline of the potential access road was drawn perpendicular to the approximate location of the current 3-way intersection of 4586 Kinneys School Road / Kinneys School Road while maintaining perpendicularity with the 14.5 offset line. Next, the AASHTO provided values of 315 ft for a 3% downgrade and 289 ft for a 3% upgrade were drawn at the respective locations. Next, a sight distance analysis was performed by creating a profile view of the sight distance parameters relative to the existing grade. Next, 3.5' driver height eyes were determined at the endpoints of the sight distance parameters and the centerline of the potential access location. These driver eye heights were represented as closely dashed lines in the profile view as provided in Appendix E. From the analysis, it was determined that there are no access conflicts with grades at the potential location described. All relevant information and documentation can be found in Appendix E of this report.

3.5 FUTURE TRAFFIC CONDITIONS WITH DEVELOPMENT ANALYSIS

A future traffic analysis of 2036 was conducted to account for the projected future traffic increase from the existing year 2026. This analysis will include the future traffic conditions while taking the proposed development into account. By using the existing volume traffic

count provided by TDOT through the TCDS portal, a 10-year projected traffic growth percentage was calculated. The volumes on Kinneys Road near our project site (Location ID 7400034) from 2015 to 2025 can be seen in Figure 5.

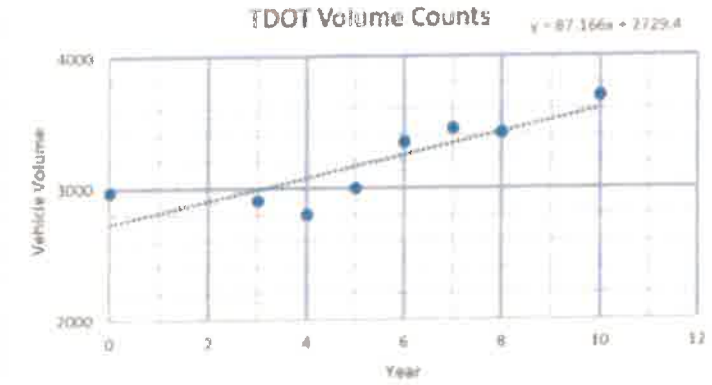


Figure 5. TDOT Volume Counts Chart

In the chart above, year '0' represents the year 2015, and year '10' represents the year 2025. By using the best fit linear regression line from the data above, the average growth rate from 2015-2025 was found to be 3.19%. By using this growth rate and the existing traffic counts, the future volume counts for 2029 and 2031 were estimated. The results of the capacity analyses for the projected 3- and 5-year conditions with the development at the study intersection are presented in Tables 13-18.

Intersection	Critical Movement	PROPOSED DATA 3-YEAR PROJECTION								
		AM Peak Hour	Noon Hour	PM Peak Hour	Delay (sec/veh)			Intersection LOS		
					AM	Noon	PM	AM	Noon	PM
Kinneys Road / Holman Road (Unsignalized)	Eastbound Left Turn	3	6	10	7.4	7.4	7.8	A	A	A
	Eastbound Thru	192	72	107	0.0	0.0	0.0			
	Westbound Thru	80	82	229	0.0	0.0	0.0			
	Westbound Right Turn	2	4	8	0.0	0.0	0.0			
	Southbound Left Turn	0	0	0	0.0	8.7	9.6			
	Southbound Right Turn	0	4	1	0.0	8.7	9.6			

Table 13. Proposed AM Noon PM Peak Hour Results 3-Year Projection Data for the Kinneys Road / Holman Road Intersection (2029)

Intersection	Critical Movement	PROPOSED DATA 3-YEAR PROJECTION								
		AM Peak Hour	Noon Hour	PM Peak Hour	Delay (sec/veh)			Intersection LOS		
					AM	Noon	PM	AM	Noon	PM
Kinneys School Road / Holman Road (Unsignalized)	Eastbound Thru	27	21	23	0.0	0.0	0.0	A	A	A
	Eastbound Right Turn	0	0	0	0.0	0.0	0.0			
	Westbound Left Turn	0	0	1	0.0	0.0	7.3			
	Westbound Thru	4	13	25	0.0	0.0	0.0			
	Northbound Left Turn	6	11	16	8.7	8.7	8.8			
	Northbound Right Turn	1	0	1	8.7	8.7	8.8			

Table 14. Proposed AM Noon PM Peak Hour Results 3-Year Projection Data for the Kinneys School Road / Holman Road Intersection (2029)

Intersection	Critical Movement	PROPOSED DATA 3-YEAR PROJECTION								
		AM Peak Hour	Noon Hour	PM Peak Hour	Delay (sec/veh)			Intersection LOS		
					AM	Noon	PM	AM	Noon	PM
Kinneys School Road / Road A (Unsignalized)	Eastbound Thru	11	8	12	0.0	0.0	0.0	A	A	A
	Eastbound Right Turn	0	0	0	0.0	0.0	0.0			
	Westbound Left Turn	6	12	18	7.2	7.3	7.3			
	Westbound Thru	4	12	23	0.0	0.0	0.0			
	Northbound Left Turn	0	0	0	8.4	8.4	8.4			
	Northbound Right Turn	16	13	11	8.4	8.4	8.4			

Table 15. Proposed AM Noon PM Peak Hour Results 3-Year Projection Data for the Kinneys School Road / Road A Intersection (2029)

Intersection	Critical Movement	PROPOSED DATA 5-YEAR PROJECTION								
		AM Peak Hour	Noon Hour	PM Peak Hour	Delay (sec/veh)			Intersection LOS		
					AM	Noon	PM	AM	Noon	PM
Kinneys Road / Holman Road (Unsignalized)	Eastbound Left Turn	3	7	10	7.4	7.4	7.8	A	A	A
	Eastbound Thru	203	77	114	0.0	0.0	0.0			
	Westbound Thru	85	87	242	0.0	0.0	0.0			
	Westbound Right Turn	2	4	8	0.0	0.0	0.0			
	Southbound Left Turn	0	0	0	0.0	8.8	9.7			
	Southbound Right Turn	0	5	1	0.0	8.8	9.7			

Table 16. Proposed AM Noon PM Peak Hour Results 5-Year Projection Data for the Kinneys Road / Holman Road Intersection (2031)

Intersection	Critical Movement	PROPOSED DATA 5-YEAR PROJECTION								
		AM Peak Hour	Noon Hour	PM Peak Hour	Delay (sec/veh)			Intersection LOS		
					AM	Noon	PM	AM	Noon	PM
Kinneys School Road / Holman Road (Unsignalized)	Eastbound Thru	29	22	24	0.0	0.0	0.0	A	A	A
	Eastbound Right Turn	0	0	0	0.0	0.0	0.0			
	Westbound Left Turn	0	0	1	0.0	0.0	7.3			
	Westbound Thru	5	14	26	0.0	0.0	0.0			
	Northbound Left Turn	6	11	17	8.7	8.7	8.8			
	Northbound Right Turn	1	0	1	8.7	8.7	8.8			

Table 17. Proposed AM Noon PM Peak Hour Results 5-Year Projection Data for the Kinneys School Road / Holman Road Intersection (2031)

Intersection	Critical Movement	PROPOSED DATA 5-YEAR PROJECTION								
		AM Peak Hour	Noon Hour	PM Peak Hour	Delay (sec/veh)			Intersection LOS		
					AM	Noon	PM	AM	Noon	PM
Kinneys School Road / Road A (Unsignalized)	Eastbound Thru	12	8	13	0.0	0.0	0.0	A	A	A
	Eastbound Right Turn	0	0	0	0.0	0.0	0.0			
	Westbound Left Turn	6	12	19	7.3	7.3	7.3			
	Westbound Thru	5	13	24	0.0	0.0	0.0			
	Northbound Left Turn	0	0	0	8.4	8.4	8.4			
	Northbound Right Turn	17	14	11	8.4	8.4	8.4			

Table 18. Proposed AM Noon PM Peak Hour Results 5-Year Projection Data for the Kinneys School Road / Road A Intersection (2031)

4.0 ROADWAY SIZING

To determine if any lane counts were required, analysis was performed at the study intersections. This analysis is to confirm the proper number of lanes required for left and right turn movements at each intersection to operate at an acceptable level of service. Synchro 12 was utilized to model and analyze the roadway network. Upon studying the intersections modeled with Synchro 12, the options to consider are as follows:

For the Kinneys Road / Holman Road intersection,

- No modifications

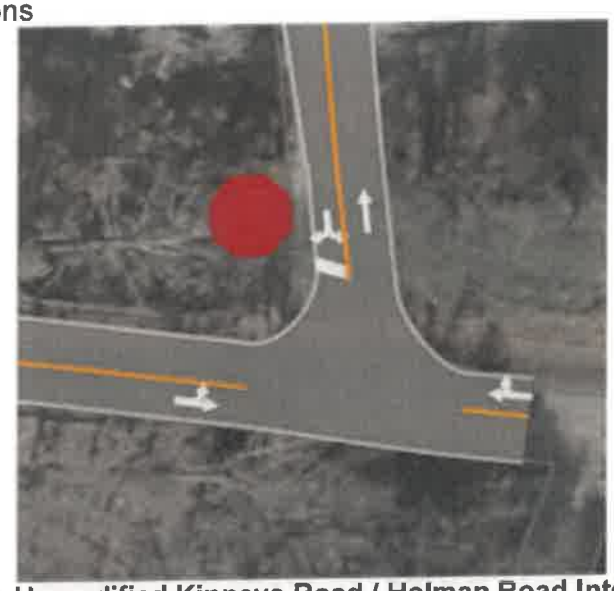


Figure 6. Unmodified Kinneys Road / Holman Road Intersection

For the Kinneys School Road / Holman Road intersection,

- No modifications

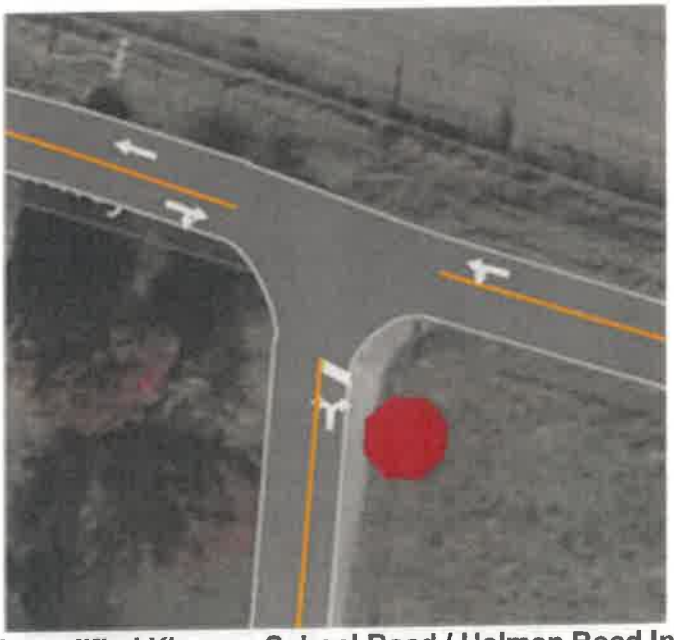


Figure 7. Unmodified Kinneys School Road / Holman Road Intersection

For the Kinneys School Road / Road A intersection,

- No modifications



Figure 8. Unmodified Kinneys School Road / Road A Intersection

As the land uses are conceptual at this point, the anticipated traffic must be presented with the same assumptions previously identified in this report. The assumed traffic is assumed to be distributed reasonably among the anticipated intersections.

Based on the traffic distribution assumptions provided in this report, the collector road segments will operate at acceptable levels of service.

5.0 CONCLUSIONS & RECOMMENDATIONS

The analyses included in this report indicate that the new Kinneys School Road development will create no significant traffic impacts to the study intersections. In conclusion, the analyses contained in this study indicate that peak hour levels of service can be maintained at the intersections studied.

Appendix A

Existing Count Data

Study Location: Kinneys Rd/Holman Rd
Study Date:
Name:

	Time	Eastbound		Westbound		Southbound	
		Left	Thru	Right	Thru	Left	Right
MORNING	6:00-6:15						
	6:15-6:30						
	6:30-6:45						
	6:45-7:00						
	7:00-7:15		41		19		
	7:15-7:30		47		23		
	7:30-7:45		43		20		
	7:45-8:00		44		11		
	8:00-8:15		40		8		
	8:15-8:30		25		13		
	8:30-8:45		27		15		
	8:45-9:00		29		15		
Mid-day	12:00-12:15		11		11		2
	12:15-12:30		16		29		1
	12:30-12:45		15		20		1
	12:45-1:00		24		15		
AFTERNOON	3:00-3:15		26		32		
	3:15-3:30		22	1	28		
	3:30-3:45		31		39		
	3:45-4:00		23		47		
	4:00-4:15		18	1	46		
	4:15-4:30		25	1	64		
	4:30-4:45		17		64		
	4:45-5:00		26		43		1
	5:00-5:15		30		38		
	5:15-5:30		16		37		1
	5:30-5:45		21		43		
	5:45-6:00		20		34		
	6:00-6:15	1	13		26		1
	6:15-6:30		12		42		
	6:30-6:45		29	1	16		
	6:45-7:00		16		15		

Study Location: Kinneys School Rd/Holman Rd
Study Date:
Name:

	Time	Eastbound		Westbound		Northbound	
		Right	Thru	Left	Thru	Left	Right
MORNING	6:00-6:15		2				
	6:15-6:30		2		1		
	6:30-6:45		2		2		
	6:45-7:00		3		1		
	7:00-7:15		2				
	7:15-7:30		3		1		1
	7:30-7:45		2		1		
	7:45-8:00		2		1		
	8:00-8:15		2				
	8:15-8:30				2		
	8:30-8:45		1	1	2		
	8:45-9:00						
Mid-day	12:00-12:15		3		1		
	12:15-12:30		1		4		
	12:30-12:45				3		
	12:45-1:00		3		3		
AFTERNOON	3:00-3:15		2		4		
	3:15-3:30		3		6		
	3:30-3:45		5	1	3		1
	3:45-4:00		2		5		
	4:00-4:15		1		7		
	4:15-4:30		2		1		
	4:30-4:45				3		
	4:45-5:00	1			7		
	5:00-5:15		3		3		
	5:15-5:30				5		
	5:30-5:45		3		2		
	5:45-6:00		3		6		
	6:00-6:15		2		3		
	6:15-6:30		1		2		
	6:30-6:45		1				
	6:45-7:00				1		

Appendix B

ITE Calculation Results

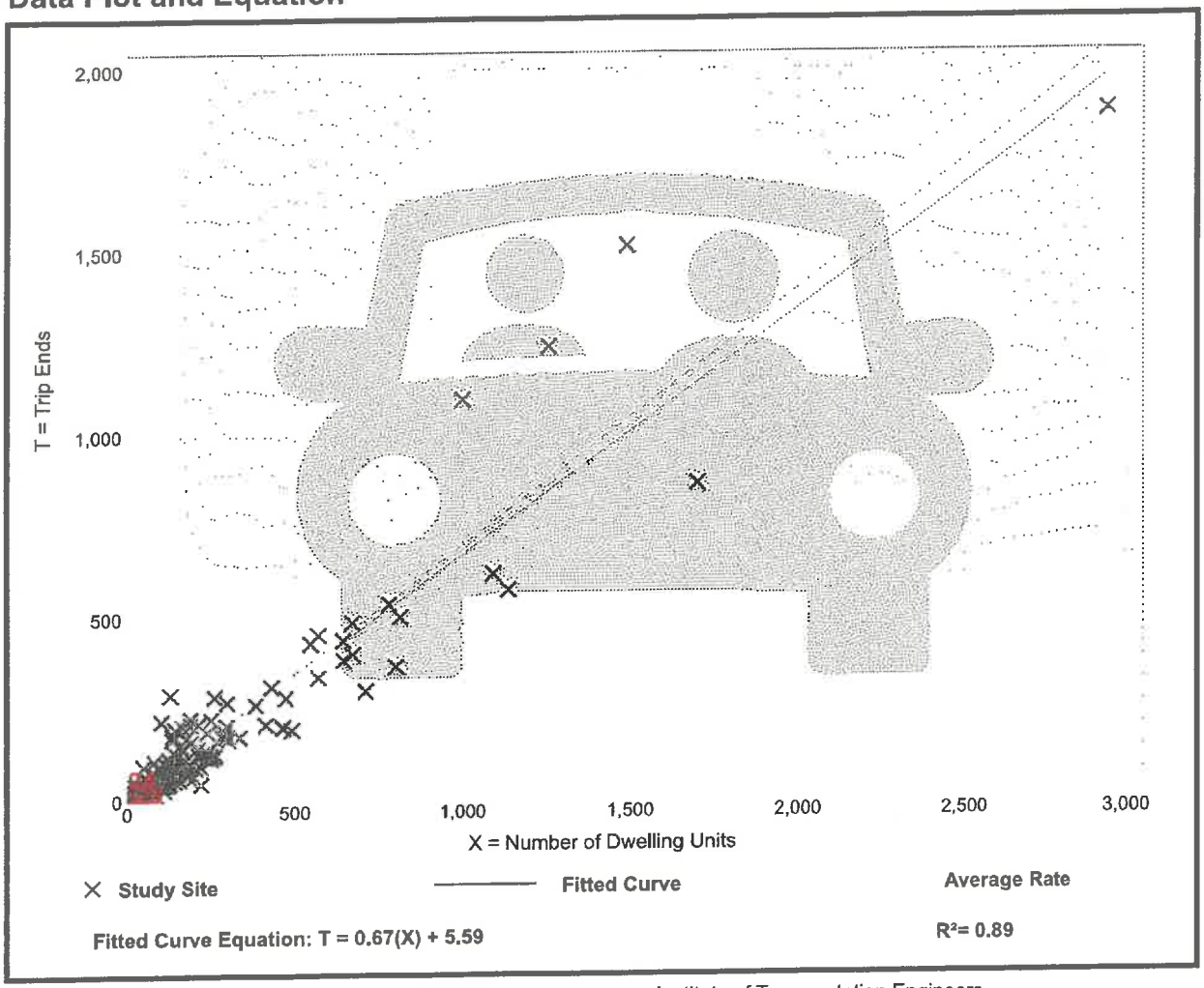
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 153
Avg. Num. of Dwelling Units: 239
Directional Distribution: 27% entering, 73% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.22 - 2.27	0.26

Data Plot and Equation



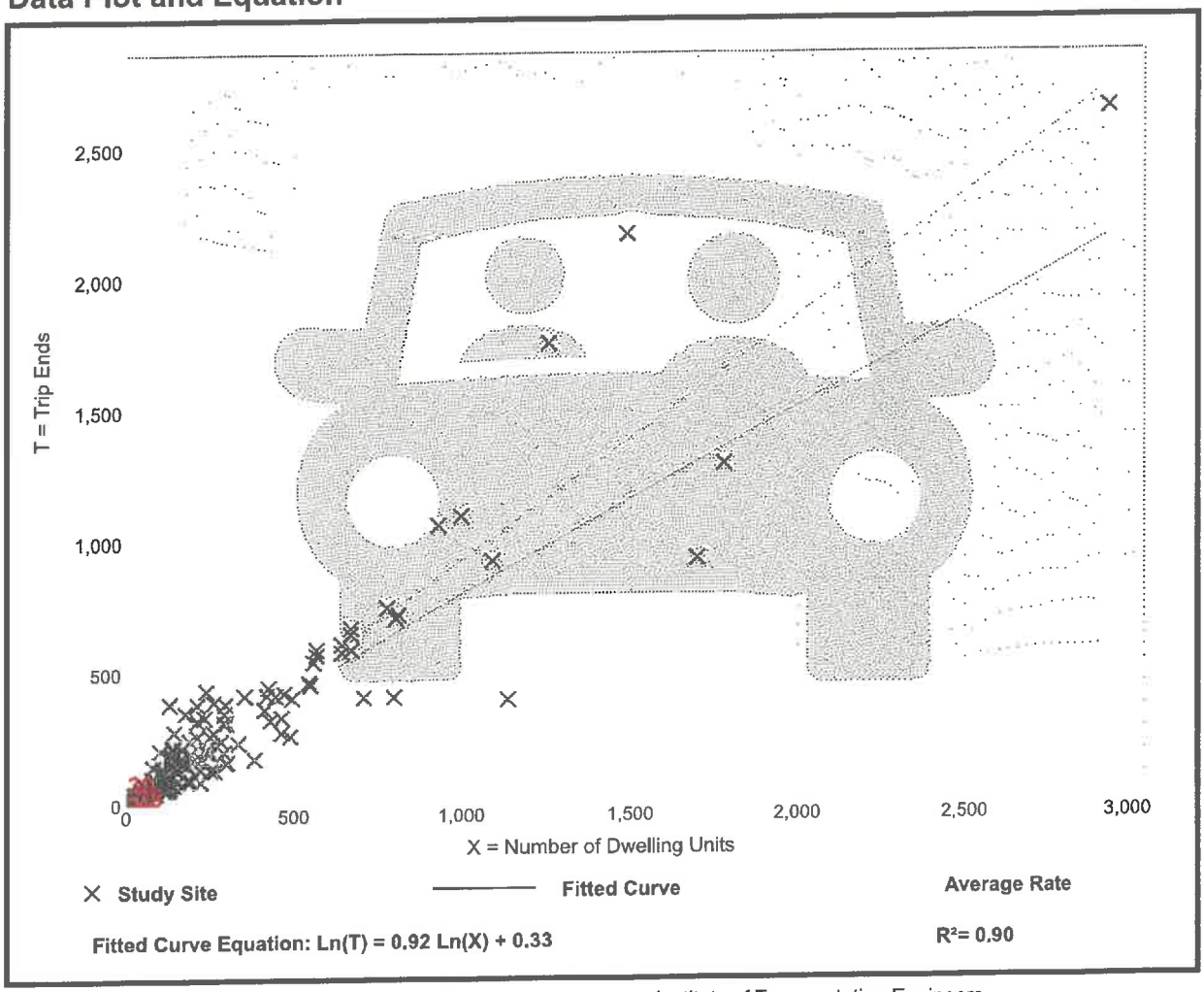
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 166
Avg. Num. of Dwelling Units: 266
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.93	0.35 - 2.98	0.33

Data Plot and Equation



Single-Family Detached Housing
(210)

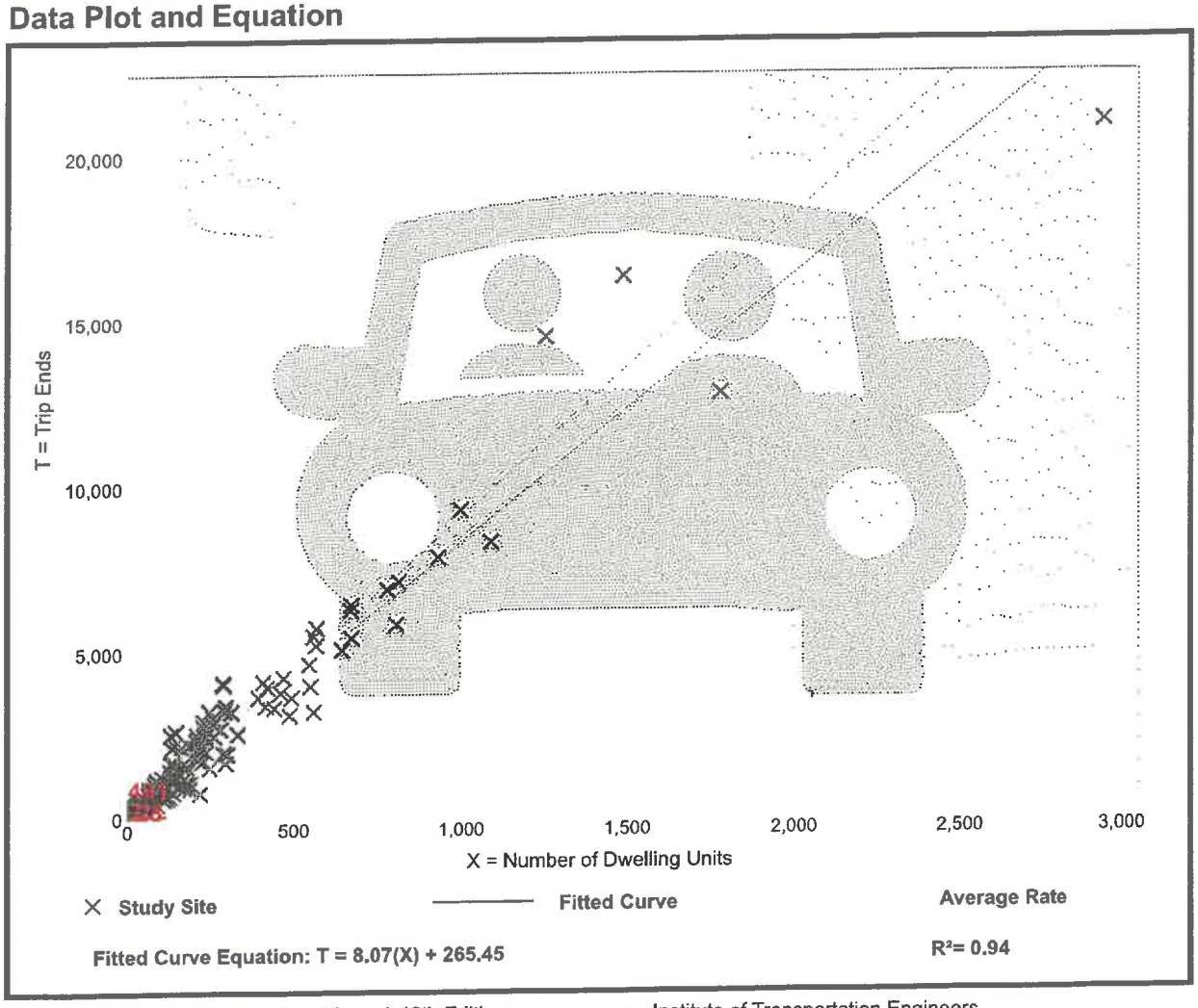
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 155
Avg. Num. of Dwelling Units: 261
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.09	3.47 - 23.80	2.29

Data Plot and Equation



Appendix C

Capacity Analysis

Synchro 12 Results
Existing Conditions

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	175	73	0	0	0
Future Vol, veh/h	0	175	73	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	190	79	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	79	0	-	0	270	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1519	-	-	-	720	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	842	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1519	-	-	-	720	981
Mov Cap-2 Maneuver	-	-	-	-	720	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	842	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1519	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 7th TWSC
7: Holman Road & Kinneys School Road 03/16/2026

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	0	0	4	0	1
Future Vol, veh/h	10	0	0	4	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	0	0	4	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	11	0	15	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	4	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1608	-	1003	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1608	-	1003	1070
Mov Cap-2 Maneuver	-	-	-	-	1003	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1019	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	8.37
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1070	-	-	1608	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Ctrl Dly (s/v)	8.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	66	75	0	0	4
Future Vol, veh/h	0	66	75	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	72	82	0	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	82	0	-	0	153	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1516	-	-	-	838	978
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1516	-	-	-	838	978
Mov Cap-2 Maneuver	-	-	-	-	838	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	951	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1516	-	-	-	978
HCM Lane V/C Ratio	-	-	-	-	0.004
HCM Ctrl Dly (s/v)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	11	0	0
Future Vol, veh/h	7	0	0	11	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	0	0	12	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	20	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	12	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1613	-	998	1075
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1613	-	998	1075
Mov Cap-2 Maneuver	-	-	-	-	998	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1011	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1613	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	98	209	1	0	1
Future Vol, veh/h	0	98	209	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	107	227	1	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	228	0	-	0	334	228
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	107	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1340	-	-	-	661	812
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	918	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1340	-	-	-	661	812
Mov Cap-2 Maneuver	-	-	-	-	661	-
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	918	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.44
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1340	-	-	-	812
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Ctrl Dly (s/v)	0	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	0	1	21	0	1
Future Vol, veh/h	11	0	1	21	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	1	23	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	12	0	37	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	25	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1607	-	975	1069
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	998	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1607	-	975	1069
Mov Cap-2 Maneuver	-	-	-	-	975	-
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	997	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.33	8.37
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1069	-	-	82	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 7th TWSC
3: Kinneys Road & Holman Road 03/16/2026

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	192	80	0	0	0
Future Vol, veh/h	0	192	80	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	209	87	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	87	0	-	0	296	87
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1509	-	-	-	695	972
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1509	-	-	-	695	972
Mov Cap-2 Maneuver	-	-	-	-	695	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	826	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1509	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 7th TWSC
7: Holman Road & Kinneys School Road 03/16/2026

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	0	0	4	0	1
Future Vol, veh/h	11	0	0	4	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	0	4	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	12	0	16	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	4	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1607	-	1002	1069
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1607	-	1002	1069
Mov Cap-2 Maneuver	-	-	-	-	1002	-
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	1019	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	8.37
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1069	-	-	1607	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Ctrl Dly (s/v)	8.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

EXISTING NOON HOUR 3-YEAR PROJECTION

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	72	82	0	0	4
Future Vol, veh/h	0	72	82	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	78	89	0	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	89	0	-	0	167	89
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	78	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1506	-	-	-	823	969
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	945	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1506	-	-	-	823	969
Mov Cap-2 Maneuver	-	-	-	-	823	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	945	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.73
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1506	-	-	-	969
HCM Lane V/C Ratio	-	-	-	-	0.004
HCM Ctrl Dly (s/v)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 7th TWSC
7: Holman Road & Kinneys School Road 03/16/2026

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	0	0	12	0	0
Future Vol, veh/h	8	0	0	12	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	0	0	13	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	9	0	22	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1611	-	995	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1611	-	995	1073
Mov Cap-2 Maneuver	-	-	-	-	995	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1611	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 7th TWSC
3: Kinneys Road & Holman Road 03/16/2026

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	107	229	1	0	1
Future Vol, veh/h	0	107	229	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	116	249	1	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	250	0	-	0	366	249
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	116	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1316	-	-	-	634	789
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	909	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1316	-	-	-	634	789
Mov Cap-2 Maneuver	-	-	-	-	634	-
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	909	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.57
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1316	-	-	-	789
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Ctrl Dly (s/v)	0	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

EXISTING PM PEAK HOUR 3-YEAR PROJECTION

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	0	1	23	0	1
Future Vol, veh/h	12	0	1	23	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	0	1	25	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	13	0	40	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	27	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1605	-	971	1067
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1605	-	971	1067
Mov Cap-2 Maneuver	-	-	-	-	971	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	995	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.3	8.38
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1067	-	-	75	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

EXISTING AM PEAK HOUR 5-YEAR PROJECTION

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	203	85	0	0	0
Future Vol, veh/h	0	203	85	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	221	92	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	92	0	-	0	313	92
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	221	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1502	-	-	-	680	965
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1502	-	-	-	680	965
Mov Cap-2 Maneuver	-	-	-	-	680	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	816	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1502	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 7th TWSC
7: Holman Road & Kinneys School Road 03/16/2026

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	0	0	5	0	1
Future Vol, veh/h	12	0	0	5	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	0	0	5	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	13	0	18	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	5	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1605	-	999	1067
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1605	-	999	1067
Mov Cap-2 Maneuver	-	-	-	-	999	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1018	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	8.38
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1067	-	-	1605	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Ctrl Dly (s/v)	8.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	77	87	0	0	5
Future Vol, veh/h	0	77	87	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	84	95	0	0	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	95	0	-	0	178	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	84	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1499	-	-	-	811	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	940	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1499	-	-	-	811	962
Mov Cap-2 Maneuver	-	-	-	-	811	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	940	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.76
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1499	-	-	-	962
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Ctrl Dly (s/v)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 7th TWSC
7: Holman Road & Kinneys School Road 03/16/2026

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	0	0	13	0	0
Future Vol, veh/h	8	0	0	13	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	0	0	14	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	9	0	23	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1611	-	993	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1611	-	993	1073
Mov Cap-2 Maneuver	-	-	-	-	993	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1009	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1611	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 7th TWSC
3: Kinneys Road & Holman Road 03/16/2026

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	114	242	1	0	1
Future Vol, veh/h	0	114	242	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	124	263	1	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	264	0	-	0	388	264
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	124	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1300	-	-	-	616	775
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1300	-	-	-	616	775
Mov Cap-2 Maneuver	-	-	-	-	616	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	902	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.65
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1300	-	-	-	775
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Ctrl Dly (s/v)	0	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

EXISTING PM PEAK HOUR 5-YEAR PROJECTION

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	0	1	24	0	1
Future Vol, veh/h	13	0	1	24	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	0	1	26	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	14	0	42	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1604	-	969	1066
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1604	-	968	1066
Mov Cap-2 Maneuver	-	-	-	-	968	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	994	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.29	8.38
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1066	-	-	72	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Appendix D

Capacity Analysis

Synchro 12 Results
Proposed Conditions

PROPOSED AM PEAK HOUR

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	175	73	2	0	0
Future Vol, veh/h	3	175	73	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	190	79	2	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	82	0	-	0	277	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	197	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1516	-	-	-	713	980
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	836	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1516	-	-	-	711	980
Mov Cap-2 Maneuver	-	-	-	-	711	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	836	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.12	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	30	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

PROPOSED AM PEAK HOUR

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	0	0	4	5	1
Future Vol, veh/h	25	0	0	4	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	0	0	4	5	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	27	0	32	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	4	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1587	-	982	1048
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1587	-	982	1048
Mov Cap-2 Maneuver	-	-	-	-	982	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	1019	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	8.65
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	993	-	-	1587	-
HCM Lane V/C Ratio	0.007	-	-	-	-
HCM Ctrl Dly (s/v)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

PROPOSED AM PEAK HOUR

Intersection	
Int Delay, s/veh	4.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	0	5	4	0	15
Future Vol, veh/h	10	0	5	4	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	0	5	4	0	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	11	0	26	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	15	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1608	-	989	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1608	-	986	1070
Mov Cap-2 Maneuver	-	-	-	-	986	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1004	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.03	8.42
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1070	-	-	1000	-
HCM Lane V/C Ratio	0.015	-	-	0.003	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

PROPOSED NOON HOUR

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	66	75	4	0	4
Future Vol, veh/h	6	66	75	4	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	72	82	4	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	86	0	-	0	168	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	85	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1510	-	-	-	822	976
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	939	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1510	-	-	-	818	976
Mov Cap-2 Maneuver	-	-	-	-	818	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	939	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.62	0	8.71
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	150	-	-	-	976
HCM Lane V/C Ratio	0.004	-	-	-	0.004
HCM Ctrl Dly (s/v)	7.4	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

PROPOSED NOON HOUR

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	0	0	12	10	0
Future Vol, veh/h	19	0	0	12	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	0	0	13	11	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	21	0	34	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1595	-	980	1057
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1595	-	980	1057
Mov Cap-2 Maneuver	-	-	-	-	980	-
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	8.72
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	980	-	-	1595	-
HCM Lane V/C Ratio	0.011	-	-	-	-
HCM Ctrl Dly (s/v)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

PROPOSED NOON HOUR

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	7	0	11	11	0	12
Future Vol, veh/h	7	0	11	11	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	0	12	12	0	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	43	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	36	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1613	-	967	1075
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1613	-	960	1075
Mov Cap-2 Maneuver	-	-	-	-	960	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	979	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.62	8.39
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1075	-	-	900	-
HCM Lane V/C Ratio	0.012	-	-	0.007	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

PROPOSED PM PEAK HOUR

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	98	209	7	0	1
Future Vol, veh/h	9	98	209	7	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	107	227	8	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	235	0	-	0	357	231
Stage 1	-	-	-	-	231	-
Stage 2	-	-	-	-	126	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1333	-	-	-	641	808
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	900	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1333	-	-	-	636	808
Mov Cap-2 Maneuver	-	-	-	-	636	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	900	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.65	0	9.46
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	151	-	-	-	808
HCM Lane V/C Ratio	0.007	-	-	-	0.001
HCM Ctrl Dly (s/v)	7.7	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

PROPOSED PM PEAK HOUR

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	0	1	23	15	1
Future Vol, veh/h	21	0	1	23	15	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	0	1	25	16	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	23	0	50	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	27	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1592	-	959	1054
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1592	-	958	1054
Mov Cap-2 Maneuver	-	-	-	-	958	-
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	995	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.3	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	964	-	-	75	-
HCM Lane V/C Ratio	0.018	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

PROPOSED PM PEAK HOUR

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	0	16	21	0	10
Future Vol, veh/h	11	0	16	21	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	17	23	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	12	0	70	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	58	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1607	-	935	1069
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	965	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1607	-	925	1069
Mov Cap-2 Maneuver	-	-	-	-	925	-
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	954	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.14	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1069	-	-	778	-
HCM Lane V/C Ratio	0.01	-	-	0.011	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

PROPOSED AM PEAK HOUR 3-YEAR PROJECTION

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	192	80	2	0	0
Future Vol, veh/h	3	192	80	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	209	87	2	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	89	0	-	0	303	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	215	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1506	-	-	-	688	970
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	821	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1506	-	-	-	687	970
Mov Cap-2 Maneuver	-	-	-	-	687	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	821	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.11	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	28	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	0	0	4	6	1
Future Vol, veh/h	27	0	0	4	6	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	0	0	4	7	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	29	0	34	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	4	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1584	-	980	1045
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1584	-	980	1045
Mov Cap-2 Maneuver	-	-	-	-	980	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1019	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	8.67
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	988	-	-	1584	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Ctrl Dly (s/v)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	0	6	4	0	16
Future Vol, veh/h	11	0	6	4	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	7	4	0	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	12	0	29	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	17	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1607	-	985	1069
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1607	-	981	1069
Mov Cap-2 Maneuver	-	-	-	-	981	-
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	1001	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.35	8.42
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1069	-	-	1080	-
HCM Lane V/C Ratio	0.016	-	-	0.004	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

PROPOSED NOON HOUR 3-YEAR PROJECTION

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	72	82	4	0	4
Future Vol, veh/h	6	72	82	4	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	78	89	4	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	93	0	-	0	183	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	91	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1501	-	-	-	807	966
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1501	-	-	-	803	966
Mov Cap-2 Maneuver	-	-	-	-	803	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	932	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.57	0	8.74
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	138	-	-	-	966
HCM Lane V/C Ratio	0.004	-	-	-	0.004
HCM Ctrl Dly (s/v)	7.4	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

PROPOSED NOON HOUR 3-YEAR PROJECTION

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	0	0	13	11	0
Future Vol, veh/h	21	0	0	13	11	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	0	0	14	12	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	23	0	37	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1592	-	975	1054
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1592	-	975	1054
Mov Cap-2 Maneuver	-	-	-	-	975	-
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	1009	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	8.74
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	975	-	-	1592	-
HCM Lane V/C Ratio	0.012	-	-	-	-
HCM Ctrl Dly (s/v)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

PROPOSED NOON HOUR 3-YEAR PROJECTION

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	0	12	12	0	13
Future Vol, veh/h	8	0	12	12	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	0	13	13	0	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	9	0	48	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	39	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1611	-	962	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1611	-	954	1073
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.63	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1073	-	-	900	-
HCM Lane V/C Ratio	0.013	-	-	0.008	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

PROPOSED PM PEAK HOUR 3-YEAR PROJECTION

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	107	229	8	0	1
Future Vol, veh/h	10	107	229	8	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	116	249	9	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	258	0	-	0	391	253
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	138	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1307	-	-	-	613	785
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	889	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1307	-	-	-	607	785
Mov Cap-2 Maneuver	-	-	-	-	607	-
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	889	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.66	0	9.59
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	154	-	-	-	785
HCM Lane V/C Ratio	0.008	-	-	-	0.001
HCM Ctrl Dly (s/v)	7.8	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

PROPOSED PM PEAK HOUR 3-YEAR PROJECTION

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	0	1	25	16	1
Future Vol, veh/h	23	0	1	25	16	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	0	1	27	17	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	25	0	54	25
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1589	-	954	1051
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1589	-	953	1051
Mov Cap-2 Maneuver	-	-	-	-	953	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.28	8.83
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	958	-	-	69	-
HCM Lane V/C Ratio	0.019	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

PROPOSED PM PEAK HOUR 3-YEAR PROJECTION

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	0	18	23	0	11
Future Vol, veh/h	12	0	18	23	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	0	20	25	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	13	0	77	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	64	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1605	-	926	1067
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1605	-	914	1067
Mov Cap-2 Maneuver	-	-	-	-	914	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	947	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.19	8.41
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1067	-	-	790	-
HCM Lane V/C Ratio	0.011	-	-	0.012	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

PROPOSED AM PEAK HOUR 5-YEAR PROJECTION

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Traffic Vol, veh/h	3	203	85	2	0	0
Future Vol, veh/h	3	203	85	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	221	92	2	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	95	0	-	0	321	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	227	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1499	-	-	-	673	964
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	811	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1499	-	-	-	671	964
Mov Cap-2 Maneuver	-	-	-	-	671	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	811	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.11	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	26	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

PROPOSED AM PEAK HOUR 5-YEAR PROJECTION

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	29	0	0	5	6	1
Future Vol, veh/h	29	0	0	5	6	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	0	0	5	7	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	32	0	37	32
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	5	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1581	-	975	1042
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1581	-	975	1042
Mov Cap-2 Maneuver	-	-	-	-	975	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	1018	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	8.69
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	984	-	-	1581	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Ctrl Dly (s/v)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

PROPOSED AM PEAK HOUR 5-YEAR PROJECTION

Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	0	6	5	0	17
Future Vol, veh/h	12	0	6	5	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	0	7	5	0	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	13	0	32	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1605	-	982	1067
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1004	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1605	-	978	1067
Mov Cap-2 Maneuver	-	-	-	-	978	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1000	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.96	8.43
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1067	-	-	982	-
HCM Lane V/C Ratio	0.017	-	-	0.004	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

PROPOSED NOON HOUR 5-YEAR PROJECTION

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	77	87	4	0	5
Future Vol, veh/h	7	77	87	4	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	84	95	4	0	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	99	0	-	0	196	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1494	-	-	-	793	960
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1494	-	-	-	789	960
Mov Cap-2 Maneuver	-	-	-	-	789	-
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	925	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.62	0	8.77
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	150	-	-	-	960
HCM Lane V/C Ratio	0.005	-	-	-	0.006
HCM Ctrl Dly (s/v)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

PROPOSED NOON HOUR 5-YEAR PROJECTION

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	22	0	0	14	11	0
Future Vol, veh/h	22	0	0	14	11	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	0	0	15	12	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	24	0	39	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	15	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1591	-	973	1053
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1591	-	973	1053
Mov Cap-2 Maneuver	-	-	-	-	973	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	1008	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	8.75
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	973	-	-	1591	-
HCM Lane V/C Ratio	0.012	-	-	-	-
HCM Ctrl Dly (s/v)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

PROPOSED NOON HOUR 5-YEAR PROJECTION

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	0	12	13	0	14
Future Vol, veh/h	8	0	12	13	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	0	13	14	0	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	9	0	49	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	40	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1611	-	960	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1611	-	953	1073
Mov Cap-2 Maneuver	-	-	-	-	953	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	974	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.48	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1073	-	-	864	-
HCM Lane V/C Ratio	0.014	-	-	0.008	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

PROPOSED PM PEAK HOUR 5-YEAR PROJECTION

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	114	242	8	0	1
Future Vol, veh/h	10	114	242	8	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	124	263	9	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	272	0	-	0	413	267
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1292	-	-	-	595	771
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1292	-	-	-	590	771
Mov Cap-2 Maneuver	-	-	-	-	590	-
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	882	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.63	0	9.67
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	145	-	-	-	771
HCM Lane V/C Ratio	0.008	-	-	-	0.001
HCM Ctrl Dly (s/v)	7.8	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

PROPOSED PM PEAK HOUR 5-YEAR PROJECTION

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	0	1	26	17	1
Future Vol, veh/h	24	0	1	26	17	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	0	1	28	18	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	26	0	57	26
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1588	-	951	1050
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1588	-	950	1050
Mov Cap-2 Maneuver	-	-	-	-	950	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	991	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.27	8.85
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	955	-	-	67	-
HCM Lane V/C Ratio	0.02	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

PROPOSED PM PEAK HOUR 5-YEAR PROJECTION

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	0	19	24	0	11
Future Vol, veh/h	13	0	19	24	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	0	21	26	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	14	0	82	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1604	-	921	1066
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	955	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1604	-	909	1066
Mov Cap-2 Maneuver	-	-	-	-	909	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	943	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.21	8.42
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1066	-	-	795	-
HCM Lane V/C Ratio	0.011	-	-	0.013	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Appendix E

Driveway Sight Distance Analysis Documentation

Table 3-2. Stopping Sight Distance on Grades

U.S. Customary						
Design Speed (mph)	Stopping Sight Distance (ft)					
	Downgrades			Upgrades		
	3%	6%	9%	3%	6%	9%
15	80	82	85	75	74	73
20	116	120	126	109	107	104
25	158	165	173	147	143	140
30	205	215	227	200	184	179
35	257	271	287	237	229	222
40	315	333	354	289	278	269
45	378	400	427	344	331	320
50	446	474	507	405	388	375
55	520	553	593	469	450	433
60	598	638	686	538	515	495
65	682	728	785	612	584	561
70	771	825	891	690	658	631
75	866	927	1003	772	736	704
80	965	1035	1121	859	817	782
85	1070	1149	1246	949	902	862

3.2.6 Criteria for Measuring Sight Distance

Sight distance is the distance along a roadway throughout which an object of specified height is continuously visible to the driver. This distance is dependent on the height of the driver's eye above the road surface, the specified object height above the road surface, and the height and lateral position of sight obstructions within the driver's line of sight.

3.2.6.1 Height of Driver's Eye

For all sight distance calculations for passenger vehicles, the height of the driver's eye is considered to be 3.50 ft [1.08 m] above the road surface. This value is based on a study (*19*) that found average vehicle heights have decreased to 4.25 ft [1.30 m] with a comparable decrease in average eye heights to 3.50 ft [1.08 m]. Because of various factors that appear to place practical limits on further decreases in passenger car heights and the relatively small increases in the lengths of vertical curves that would result from further changes that do occur, 3.50 ft [1.08 m] is considered to be the appropriate height of driver's eye for measuring both stopping and passing sight distances. For large trucks, the driver eye height ranges from 3.50 to 7.90 ft [1.80 to 2.40 m]. The recommended value of truck driver eye height for design is 7.60 ft [2.33 m] above the road surface.

3.2.6.2 Height of Object

For stopping sight distance and decision sight distance calculations, the height of object is considered to be 2.00 ft [0.60 m] above the road surface. For passing sight distance calculations, the height of object is considered to be 3.50 ft [1.08 m] above the road surface.

Stopping sight distance object—The selection of a 2.00-ft [0.60-m] object height was based on research indicating that objects with heights less than 2.00 ft [0.60 m] are seldom involved in crashes (*19*). Therefore, it is considered that an object 2.00 ft [0.60 m] in height is representative of the smallest object that involves risk to drivers. An object height of 2.00 ft [0.60 m] is representative of the height of automobile headlights and taillights. Using object heights of less than 2.00 ft [0.60 m] for stopping sight distance calculations would result in longer crest vertical curves without a documented decrease in the frequency or severity of crashes (*19*). Object height of less than 2.00 ft [0.60 m] could substantially increase construction costs because additional excavation would be needed to provide the longer crest vertical curves. It is also doubtful that the driver's ability to perceive situations involving risk of collisions would be increased because recommended stopping sight distances for high-speed design are beyond most drivers' capabilities to detect objects less than 2.00 ft [0.60 m] in height (*19*).

Passing sight distance object—An object height of 3.50 ft [1.08 m] is adopted for passing sight distance. This object height is based on a vehicle height of 4.35 ft [1.33 m], which represents the 15th percentile of vehicle heights in the current passenger car population, less an allowance of 0.85 ft [0.25 m], which represents a near-maximum value for the portion of the vehicle height that needs to be visible for another driver to recognize a vehicle as such (*35*). Passing sight dis-

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- Case B2—Right turns from the minor road; and
- Case B3—Crossing the major road from a minor-road approach.

Intersection sight distance criteria for stop-controlled intersections are longer than stopping sight distance to allow the intersection to operate smoothly. Minor-road vehicle operators can wait until they can proceed safely without forcing a major-road vehicle to stop.

9.5.3.2.1 Case B1—Left Turn from the Minor Road

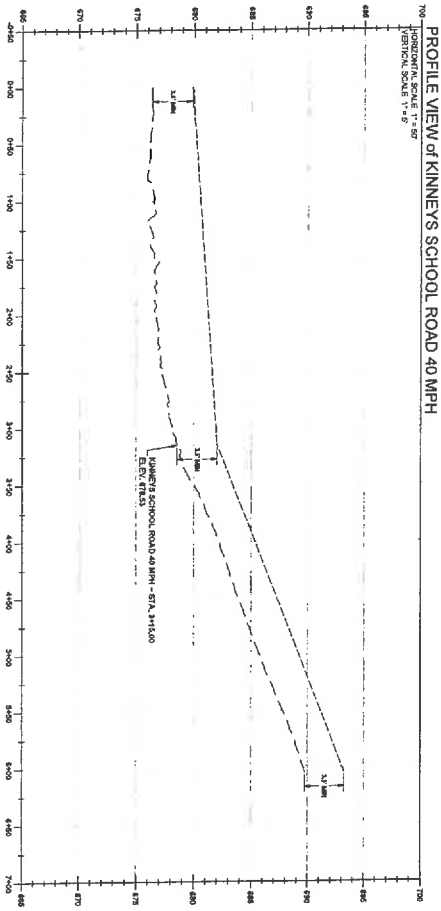
Departure sight triangles for traffic approaching from either the right or the left, like those shown in Figure 9-17, should be provided for left turns from the minor road onto the major road for all stop-controlled approaches. The length of the leg of the departure sight triangle along the major road in both directions, shown as distance b in Figure 9-17, is the recommended intersection sight distance for Case B1.

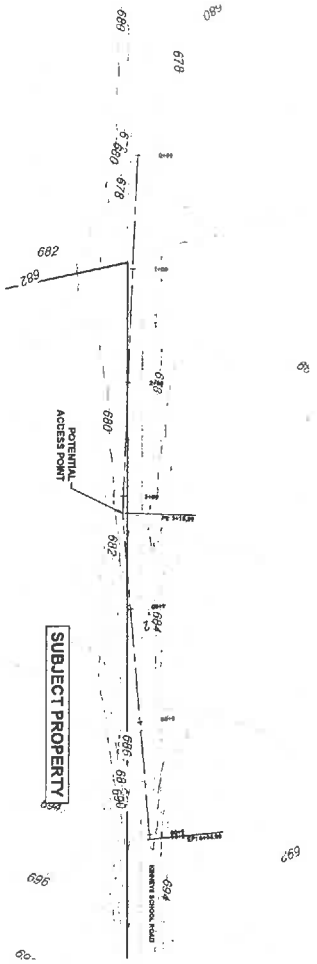
The vertex (decision point) of the departure sight triangle on the minor road should be 14.5 ft [4.4 m] from the edge of the major-road traveled way. This represents the typical position of the minor-road driver's eye when a vehicle is stopped relatively close to the major road. Field observations of vehicle stopping positions found that, where needed, drivers will stop with the front of their vehicle 6.5 ft [2.0 m] or less from the edge of the major-road traveled way. Measurements of passenger cars indicate that the distance from the front of the vehicle to the driver's eye for the current U.S. passenger car population is nearly always 8 ft [2.4 m] or less (*21*). Where practical, it is desirable to increase the distance from the edge of the major-road traveled way to the vertex of the clear sight triangle from 14.5 to 18 ft [4.4 m to 5.4 m]. This increase allows 10 ft [3.0 m] from the edge of the major-road traveled way to the front of the stopped vehicle, providing a larger sight triangle. The length of the sight triangle along the minor road (distance *a* in Figure 9-17) is the sum of the distance from the major road plus $^1/_2$ lane width for vehicles approaching from the left, or $1^1/_2$ lane widths for vehicles approaching from the right.

Field observations of the gaps in major-road traffic actually accepted by drivers turning onto the major road have shown that the values in Table 9-6 provide sufficient time for the minor-road vehicle to accelerate from a stop and complete a left turn without unduly interfering with major-road traffic operations. The time gap acceptance time does not vary with approach speed on the major road. Studies have indicated that a constant value of time gap, independent of approach speed, can be used as a basis for intersection sight distance determinations. Observations have also shown that major-road drivers will reduce their speed to some extent when minor-road vehicles turn onto the major road. Where the time gap acceptance values in Table 9-6 are used to determine the length of the leg of the departure sight triangle, most major-road drivers should not need to reduce speed to less than 70 percent of their initial speed (*21*).

The intersection sight distance in each direction should be equal to the distance traveled at the design speed of the major road during a period of time equal to the applicable time gap shown

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NORTH BASED ON TENNESSEE STATE PLANE COORDINATES N.A.D. 83 GEOID18 VERTICAL DATUM: N.A.V.D. 88

0 50 100 150
SCALE: 1" = 50'

N

P&P

Sheet Title
STOPPING SIGHT DISTANCE PLAN & PROFILE

No.	Date	Revision Description

Drawn By: GS | Checked By: HRS
Date: March 18, 2026 | Proj. No.: 25-12-00000 Hall
File Name: Kinneys School Rd_TIS Exhibits.dwg

MAP 68 PARCEL 134 PROPERTY EXHIBIT

THE HALL COMPANY LLC
KINNEY'S SCHOOL ROAD
ROBERTSON COUNTY, TENNESSEE

TTL
2971 International Blvd., Ste. C | Clarksville, TN 37040
931.647.6959 | www.ttlusa.com

Appendix F

Distribution and Assignment Figures

LEGEND

0 200 400 800
SCALE: 1" = 200'

NORTH BASED ON TENNESSEE STATE PLANE COORDINATES N.A.D. 83 EASTERN ZONE VERTICAL DATUM: N.A.V.D. 88

EX AM

Sheet Title

TRAFFIC EXHIBIT

No.	Date	Revision Description

Drawn By: GS	Checked By: HRS
Date: March 17, 2026	Proj. No.: 26-12-00000 Hall
File Name: Kinneys School Rd_TIS Exhibits.dwg	

MAP 68 PARCEL 134 PROPERTY EXHIBIT

THE HALL COMPANY LLC

KINNEY'S SCHOOL ROAD
ROBERTSON COUNTY, TENNESSEE

TTL

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LEGEND

BORROUGH / LIKE PROPERTY LINE

POINTS BASED ON TENNESSEE STATE PLANE COORDINATES N.A.D. 83 GRID NORTH VERTICAL DATUM N.A.V.D. 88

0 200 400 600

SCALE: 1" = 200'

Sheet No.
EX NN

Sheet Title
TRAFFIC EXHIBIT

No.	Date	Revision Description

Drawn By: CS | Checked By: HRS
Date: March 17, 2026 | Proj. No.: 25-13-00000 Hall
File Name: Kinneys School Rd_TIS Exhibits.dwg

MAP 68 PARCEL 134 PROPERTY EXHIBIT

THE HALL COMPANY LLC
KINNEY'S SCHOOL ROAD
ROBERTSON COUNTY, TENNESSEE

TTL
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LEGEND

PROPERTY LINE

0 200 400 600

SCALE: 1" = 200'

NORTH BASED ON TENNESSEE STATE PLANE COORDINATES N.A.D. 83 EAST ZONE VERTICAL DATUM N.A.V.D. 88

EX PM

Sheet Title

TRAFFIC EXHIBIT

No.	Date	Revision Description

Drawn By: GS | Checked By: HRS

Date: March 17, 2026 | Proj. No.: 25-12-00000 Hall

File Name: Kinneys School Rd_TIS Exhibits.dwg

MAP 68 PARCEL 134 PROPERTY EXHIBIT

THE HALL COMPANY LLC

KINNEY'S SCHOOL ROAD
ROBERTSON COUNTY, TENNESSEE

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LEGEND

BOUNDARY LINE
PROPERTY LINE

NORTH BASED ON TENNESSEE STATE PLANE COORDINATES N.A.D. 83 GRID NORTH VERTICAL DATUM: N.A.V.D. 88

0 200 400 600

SCALE: 1" = 200'

N

PJ AM

Sheet No.

Sheet Title

TRAFFIC EXHIBIT

No.	Date	Revision Description

Drawn By: CS | Checked By: WRS

Date: March 17, 2026 | Proj. No.: 25-12-00000 Hall

File Name: Kinneys School Rd_TIS Exhibits.dwg

MAP 68 PARCEL 134 PROPERTY EXHIBIT

THE HALL COMPANY LLC

KINNEY'S SCHOOL ROAD
ROBERTSON COUNTY, TENNESSEE

TTL

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LEGEND

BOUNDARY LINE

PROPERTY LINE

0 200 400 600

SCALE: 1" = 200'

NORTH BASED ON TENNESSEE STATE PLANE COORDINATES NAD 83 GRID NORTH VERTICAL DATUM: N.A.V.D. 88

Sheet Title

TRAFFIC EXHIBIT

No.	Date	Revision Description

Drawn By: CS | Checked By: HRS

Date: March 17, 2026 | Proj. No.: 25-52-00000 Hall

File Name: Mimosa School Rd_TIS Exhibits.dwg

Sheet No.

PJ NN

MAP 68 PARCEL 134 PROPERTY EXHIBIT

THE HALL COMPANY LLC

KINNEY'S SCHOOL ROAD
ROBERTSON COUNTY, TENNESSEE

TTL

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LEGEND

PROPERTY LINE

SCALE: 1" = 200'

0 200 400 600

NORTH BASED ON TENNESSEE STATE PLANE COORDINATES N.A.D. 83 GRID NAD 83 VERTICAL DATUM N.A.V.D. 88

PJ PM

Sheet No.

Sheet Title

TRAFFIC EXHIBIT

No.	Date	Revision Description

Drawn By: GS | Checked By: HRS

Date: March 17, 2026 | Proj. No.: 25-12-00000 Hall

File Name: Kinney School Rd_TIS Exhibits.dwg

MAP 68 PARCEL 134 PROPERTY EXHIBIT

THE HALL COMPANY LLC

KINNEY'S SCHOOL ROAD
ROBERTSON COUNTY, TENNESSEE

TTL

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LEGEND

PROPERTY LINE

SCALE: 1" = 200'

0 200 400 600

NORTH BASED ON TENNESSEE STATE PLANE COORDINATES N.A.D. 83 (2011) VERTICAL DATUM: N.A.V.D. 88

Sheet Title

TRAFFIC EXHIBIT

No.	Date	Revision Description

Drawn By: GS | Checked By: HRS

Date: March 17, 2024 | Proj. No.: 25-12-00000 Hall

File Name: Kinneys School Rd_TIS Exhibits.dwg

Sheet No.

PP AM

MAP 68 PARCEL 134 PROPERTY EXHIBIT

THE HALL COMPANY LLC

KINNEY'S SCHOOL ROAD
ROBERTSON COUNTY, TENNESSEE

TTL

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LEGEND

BOUNDARY LINE

PROPERTY LINE

HORIZ BASED ON TENNESSEE STATE PLANE COORDINATES N.A.D. 83

VERTICAL DATUM: N.A.V.D. 88

0 200 400 600

SCALE: 1" = 200'

Sheet No.: PP NN

Sheet Title: TRAFFIC EXHIBIT

No.	Date	Revision Description

Drawn By: GS | Checked By: HRS

Date: March 17, 2026 | Proj. No.: 25-12-00000 Hall

File Name: Kinneys School Rd_TIS Exhibits.dwg

MAP 68 PARCEL 134 PROPERTY EXHIBIT

THE HALL COMPANY LLC

KINNEY'S SCHOOL ROAD
ROBERTSON COUNTY, TENNESSEE

TTL

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931.647.6959 | www.ttlusa.com

LEGEND

BOUNDARY LINE
PROPERTY LINE

0 200 400 600
SCALE: 1" = 200'

NORTH BASED ON
TENNESSEE STATE PLANE COORDINATES
N.A.D. 83
ELEVATIONS
VERTICAL DATUM: N.A.V.D. 88

PP PM

Sheet No.

Sheet Title

TRAFFIC EXHIBIT

No.	Date	Revision Description

Drawn By: CS | Checked By: MRS
Date: March 27, 2026 | Proj. No.: 25-12-00000 Hall
File Name: Kinneys School Rd_TIS Exhibits.dwg

MAP 68 PARCEL 134 PROPERTY EXHIBIT

THE HALL COMPANY LLC

KINNEY'S SCHOOL ROAD
ROBERTSON COUNTY, TENNESSEE

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931.647.6959 | www.ttlusa.com

March 23, 2026
N-S Project No. 20550.001.002

Ms. Hunter Mantooth
Assistant Director
Robertson County Planning and Zoning
527 S Brown St.
Springfield, TN 37172

Subject: Review of Traffic Assessment Report
Kinneys School Road TIS_Updated Report Dated March 2026

Dear Hunter:

Please accept this correspondence as documentation of our review of the referenced Traffic Impact Study (TIS) prepared by TTL, Inc. on behalf of Eric Hall. This summary provides technical input to assist Robertson County staff in evaluating the proposed development and its potential transportation impacts.

At the County's request, we reviewed the Traffic Impact Study prepared for the proposed Map 68, Parcel 134 rezoning request (Kinneys School Road TA), located in the northwestern portion of Robertson County. The review evaluated the study's methodology, assumptions, operational analysis, and conclusions to determine consistency with accepted traffic engineering practice, applicable local requirements, and relevant state guidance.

The project consists of a proposed 56-acre residential subdivision with a density of approximately two (2) acres per lot, totaling 28 single-family residential units. The parcel is currently zoned AG-2 (Agricultural/Residential District) and is proposed to be rezoned to RP-80 (Rural Preservation District). This review does not evaluate zoning policy or land use considerations; it acknowledges the zoning reclassification only as documented in the TIS.

Remarks and Recommendations

We offer the following comments and recommendations for consideration by Robertson County officials. These remarks are provided as independent technical input based on engineering judgment and professional experience.

The review confirms that preparation of a Traffic Impact Study is appropriate based on the applicability thresholds established in Robertson County's Ordinance, Section 3012 – Traffic Studies and Assessments. The proposed development meets the following applicable criteria:

- The proposed development is projected to generate approximately **254 daily trip ends**.
- The number of residential lots proposed (28 units) and the sub-division of the existing 56-acre parcel into more than two (2) lots.

Review concluded that the study data and supporting information are consistent with what is typically expected for a Traffic Impact Study, as defined by the Robertson County ordinance.

NEEL-SCHAFFER
engineers | planners | surveyors | environmental scientists | landscape architects
P: 615.217.0500 | F: 615.383.9984
201 East Main Street, Suite 325
Murfreesboro, TN 37130
www.neel-schaffer.com

Project Description
TIS provides the necessary information to clearly establish the project location, defines the study area limits, and the existing and proposed site conditions.

Examine Existing Intersections
The study identified the applicable roadway intersections with the study area and performed level-of-service analysis based on methodologies and procedures provided by the *Highway Capacity Manual* (HCM) 7th Edition. The TIS followed customary practices for conducting Level-of-Service (LOS) traffic capacity analysis. The results concluded that ongoing intersection traffic operations experience LOS "A" conditions.

Baseline Traffic Counts
The study conducted intersection turning movement counts at the intersections of Kinneys Road at Holman Road and Kinneys School Road at Holman Road, on Thursday, March 12, 2026, during the AM peak, noon, and PM peak hour timeframes.

Trip Generation
The TIS utilized the *ITE Trip Generation Manual, 12th Edition*. Due to the very low traffic volumes expected to be generated by the development, the project is not anticipated to affect overall roadway performance. The study assumed 90% of site traffic will depart on Kinneys Road and the remaining 10% on Kinneys School Road.

Traffic Forecasts
Review noted that the TIS followed standard practices in estimating background traffic volume forecasts. To determine the growth rate within the project area, the TIS referenced TDOT count station 74000034, which indicated an average annual traffic growth rate of approximately 3.19% since 2015. The TIS applied an ambient growth rate of 3.19% per year. Review observed that TIS analysis did not identify or reference any third-party projects as contributing to background traffic volume demand.

Study Horizon Years
The traffic study estimated the build-out period for the project to be five years. The three and five traffic forecast years are 2029 and 2031, respectively.

Proposed Traffic Analysis
The TIS reported LOS results and forecasted average vehicle delays for total conditions. The review noted the following: Under total build conditions, all study intersections are projected to operate within acceptable LOS thresholds. All other intersections and movements, including Kinneys Road at Holman Road, Kinneys School Road at Holman Road, and the new site entrance on Kinneys School Road (Road A), are projected to operate at LOS A or better during the AM, Noon (midday), and PM peak periods.

Driveway Sight Distance Analysis
The TIS evaluated stopping sight distance requirements for vehicles traveling along Kinneys School Road at the proposed Road A (site driveway) intersection. The study references the AASHTO Green Book for guidance. Based on the analysis, the TIS concludes that the available approach sight distances meet minimum standards and that no existing conditions are expected to create visibility conflicts for approaching motorists. This review takes no exception to the study's sight distance evaluation.

Roadway Sizing
The study determined that no intersection modifications, specifically the addition of approach lanes, are necessary to maintain or improve operations at the study intersections. The review agrees that intersection improvements are not warranted based on the inclusion of site-generated traffic.

Conclusions and Recommendations
The TIS provides the flowing conclusion: "The analyses included in this report indicate that the new Kinneys School Road development will create no significant traffic impacts to the study intersections. In conclusion, the analyses contained in this study indicate that peak hour levels of service can be maintained at the intersections studied."

Final Remarks and Recommendations
In summary, the review finds the Traffic Impact Study to be adequate for the proposed project and the anticipated level of traffic impact associated with the residential development. The review confirms that the study was revised in response to comments from the previous review. No deficiencies were identified in the study methodology, analysis, or conclusions. Overall, the TIS sufficiently addresses traffic-related considerations associated with the proposed residential development.

Thank you for allowing us the opportunity to assist the County with this review. We are happy to answer any questions or provide clarification as needed. Please contact us if additional information is needed.

Sincerely,
NEEL-SCHAFFER, INC.

Jacob Carson

Jacob Carson, P.E., PTOE, RSP1
Engineer II

Robertson County Planning and Zoning
Agenda Review Sheet
Amanda Harrington, AICP, Planning Advisor
Planning Commission Meeting
April 23, 2026

Applicant: Eric Hall
Surveyor: Todd Bollinger

Request: Rezone **57.03 surveyed *acres***
Tax Map 068, Parcel 134.00
from AG-2 to RP-80

Property Information:

- Tax Map 068, Parcel 134.00
- Kinneys School Rd., Springfield
- Total lot acreage: 57.03 surveyed acres (2,484,226.80 sq. ft.)
- **Rezone Request: 57.03 surveyed acres (2,484,226.80 sq. ft.)**



Figure 1: TN Property Viewer: Tax Map 068, Parcel134.00 In its entirety is highlighted

Project Narrative:
RP-80 Minimum Requirements
Minimum Lot Size: 80,000 sq. ft.
Front: 60'
Side: 25'
Rear: 35'
Min. Lot Width @ Front Bldg. Setback Line: 150'
Min Road Frontage: 50'
Maximum Height: 35'
Max Bldg. Coverage: 30%.

Discussion & Observations:
The applicant intends to rezone 57.03 surveyed acres to enable property division. The property is surrounded by various zones, with some lots non-conforming and currently zoned R-40 and R-30, respectively, according to current standards. The rezoning request to RP-80 seems dimensionally suitable. Refer to Exhibit 1 for excerpts from the Robertson County zoning map and the 2040 Growth Plan.

Growth Plan Compatibility: The Growth Plan requires this area to remain Rural. The purpose of the Rural character area in the County is to ensure the continuation of agrarian and rural type uses. As rural areas are closer to cities and villages, the focus shifts from primarily agrarian to predominantly rural residential. Location of Rural Preservation Areas: Most of the County will remain designated as Rural during this land use plan's planning horizon. Uses in Rural Areas: agrarian and rural uses,

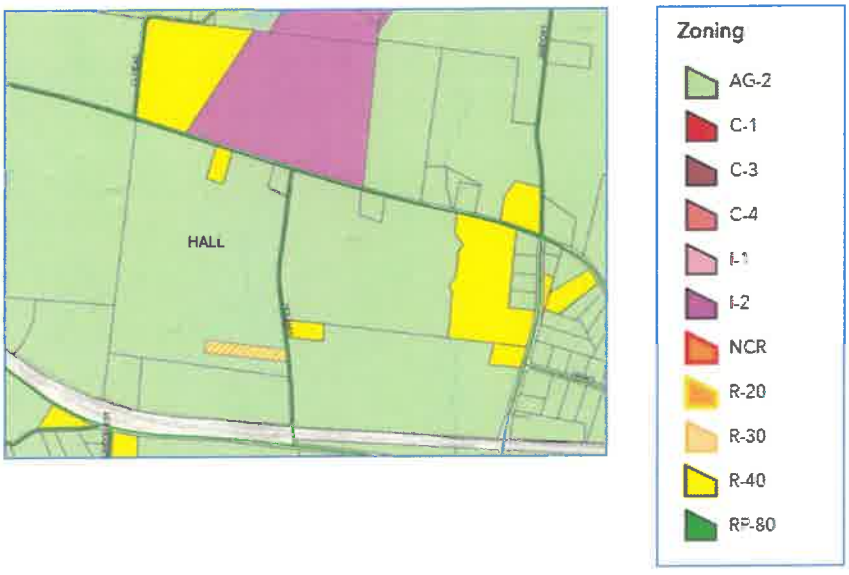
including open space, agriculture, homesteads related to agricultural activities, and agricultural service businesses, are encouraged within this category.

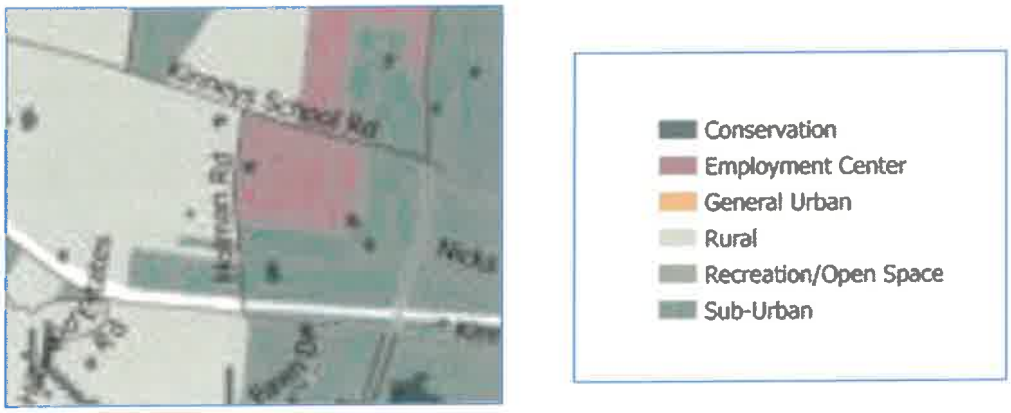
Review of Traffic Assessment Report: Neel-Schaffer and Associates provided a review of the Traffic Assessment Report for the Kinneys School Road under separate cover *(March 23, 2026, N-S Project No. 20550.001.002)*. In summary, the review finds the Traffic Impact Study adequate for the proposed project and for the anticipated level of traffic impact associated with the residential development. The review confirms that the study was revised in response to comments from the previous review. No deficiencies were identified in the study methodology, analysis, or conclusions. Overall, the TIS sufficiently addresses traffic-related considerations associated with the proposed residential development.

Recommendation: Staff respectfully recommends a positive recommendation to the County Legislative Body for the rezoning application. **** END COMMENTS ****

Exhibit 1

Austin Peay University Zoning Map





ROBERTSON COUNTY HIGHWAY DEPARTMENT

TROY ADKINS, Superintendent
P.O. BOX 401 - 4751 HWY 41 N
SPRINGFIELD, TENNESSEE 37172
(615) 384-2507 FAX (615) 384-0211

Commission
DONNIE MARTIN, Chairman
MARK A. HAND, SR.
RALPH (FRED) HEAD

STEVE ARMSTRONG
CHARLIE J. COOK
DAVID PEACH

April 09, 2026

Mrs. Pam Groves
Director of Planning and Zoning
527 South Brown Street
Springfield, TN 37172

RE: Traffic Assessment Report – Kinneys School Road

Dear Mrs. Groves,

This letter is regarding the traffic assessment report for Kinneys School Road.

In my opinion, TTL, Inc., on behalf of Eric Hall, should conduct an additional traffic study for this development located at Tax Map 68, Parcel 134. This is due to them not including evaluation of the railroad crossing located on Holman Road prior to Kinneys Road. The purpose of including this crossing in the study is to determine whether signal arms are warranted for safety and traffic control at this location.

If you have any questions, please feel free to contact me.

Sincerely,

Troy Adkins
Highway Superintendent

TA/llc

#45

RESOLUTION NO. 051826043

A RESOLUTION AMENDING THE BUDGET OF ROBERTSON COUNTY, TENNESSEE FOR THE FISCAL YEAR ENDING JUNE 30, 2026

Be it resolved by the Board of Commissioners of Robertson County that the budget of Robertson County for the fiscal year ending June 30, 2026 is hereby amended as follows:

NAME OF FUND / DEPARTMENT	ACCOUNT DESCRIPTION	ACCOUNT NUMBER	INCREASE (DECREASE)
General Fund - 101			
Revenue Amendments			
Charges for Services	Patient Charges	43120	200,000
Other Sources (Non-Revenue)	Insurance Recovery - EMS Wrecked Vehicles	49700	15,632
Total Revenue Amendment			215,632
Expense Amendments			
Ambulance Service	Overtime Pay	55130-187	50,000
Ambulance Service	Maintenance and Repair - Building / Land	55130-335	5,000
Ambulance Service	Maintenance and Repair - Equipt. / Computer	55130-336	5,000
Ambulance Service	Maintenance and Repair - Vehicles	55130-338	20,000
Ambulance Service	Other Contracted Services - 3rd Party Billing	55130-399-501	25,000
Ambulance Service	Drugs & Medical Supplies	55130-413	40,000
Ambulance Service	Tires and Tubes	55130-450	25,000
Ambulance Service	Training and Related Travel	55130-524	10,000
Ambulance Service	Licensed Vehicle Capital Outlay	55130-718	50,000
Ambulance Service	Various Capital Outlay	55130-799	(30,000)
Ambulance Service	Maintenance and Repair - Vehicles	55130-338	15,632
Total Expense Amendment			215,632
	(Miscellaneous Housekeeping Items. The Ice Storm Caused the Overtime Line Item Increase. The Increase in Expenses Are Offset by the Increase in Revenues Making this a Balanced Budget Amendment. There is also Insurance Insurance Recovery Funds To Reimburse EMS Operating Budget for Wrecked Vehicles.)		
Total Fund Balance Amendment			0

Duly passed and approved this 15th day of May, 2026.

County Commissioner

County Mayor

ATTEST:

County Clerk

#46

RESOLUTION NO. 051826044

A RESOLUTION AMENDING THE BUDGET OF ROBERTSON COUNTY, TENNESSEE FOR THE FISCAL YEAR ENDING JUNE 30, 2026

Be it resolved by the Board of Commissioners of Robertson County that the budget of Robertson County for the fiscal year ending June 30, 2026 is hereby amended as follows:

NAME OF FUND / DEPARTMENT	ACCOUNT DESCRIPTION	ACCOUNT NUMBER	INCREASE (DECREASE)
General Fund - 101			
Revenue Amendments			
None	None		
Total Revenue Amendment			0
Expense Amendments			
Circuit Court Clerk	Various Capital Outlay - Jury Selection Software	53100-799	25,000
Restricted Reserves-Gsess	Restricted Reserves for Gen Sess Court	34520-GSESS	(25,000)
Total Expense Amendment	.		0
	(Jury Selection Software as Needed for Chancery Court and Circuit Court at the Historic Courthouse. Reserve Funds - To Purchase New Jury Selection Software as Presented by Kristy.)		
Total Fund Balance Amendment			0

Duly passed and approved this 18th day of May, 2026.

County Commissioner

County Mayor

ATTEST:

County Clerk

#47

RESOLUTION NO. 051826045

A RESOLUTION AMENDING THE BUDGET OF ROBERTSON COUNTY, TENNESSEE FOR THE FISCAL YEAR ENDING JUNE 30, 2026

Be it resolved by the Board of Commissioners of Robertson County that the budget of Robertson County for the fiscal year ending June 30, 2026 is hereby amended as follows:

NAME OF FUND / DEPARTMENT	ACCOUNT DESCRIPTION	ACCOUNT NUMBER	INCREASE (DECREASE)
General Fund - 101			
Revenue Amendments			
Other Local Revenues	Other Local Revenues-Animal Control Donations	44990-ANIML	4,749
Total Revenue Amendment			4,749
Expense Amendments			
Animal Control	Animal Control Officers	55120-149	16,702
Animal Control	Social Security Tax	55120-201	1,036
Animal Control	State Retirement	55120-204	1,289
Animal Control	Medicare Tax	55120-212	242
Animal Control	Various Capital Outlay (Cat Cages)	55130-799	65,000
Restricted Reserves-Animl	Restricted Reserves for Animal Control	34510-ANIML	(12,000)
Committed Reserve-Animl	Committed Reserves - Animal Control Donations	34610-ANIML	(18,251)
Total Expense Amendment	.		54,019
	(The estimates for pay increases as per the pay study and approved by the Animal Control Committee is estimated for 2,080 hours. This will be the obligated cost for an entire Fiscal Year.) (Current Animal Control Donations, Committed Reserve Donations and Restricted Reserves total $35,000. An Additional $30,000 is Needed for Sturdy/More Permanent Cat Cages.)		
Total Fund Balance Amendment			(49,270)

Duly passed and approved this 18th day of May, 2026.

County Commissioner

County Mayor

Duly passed and approved this 15th day of June, 2026.

County Commissioner

County Mayor

ATTEST:

County Clerk

RESOLUTION NO. 051826046

#48

A RESOLUTION AMENDING THE BUDGET OF ROBERTSON COUNTY, TENNESSEE FOR THE FISCAL YEAR ENDING JUNE 30, 2026

Be it resolved by the Board of Commissioners of Robertson County that the budget of Robertson County for the fiscal year ending June 30, 2026 is hereby amended as follows:

NAME OF FUND / DEPARTMENT	ACCOUNT DESCRIPTION	ACCOUNT NUMBER	INCREASE (DECREASE)
School Fund -141			
Revenue Amendments			
Educational Charges	Tuition - Other - Before After Care	43517	6,765
State of Tennessee	Other State Education Funds - LRN	46590 - LRN	1,064,077
Federal Government	Lunch Program - Transfer to Cafeterias	47111	35,000
Federal Government	USDA - Other	47114	5,000
Federal Government	Other Federal Through State - LRN	47590 - LRN	192,995
Total Revenue Amendment			1,303,837
Expense Amendments			
Regular Education Program	Teachers - LRN	71100 116 - LRN	543,200
Regular Education Program	Educational Assistants - LRN	71100 163 - LRN	120,320
Regular Education Program	Social Security Tax - LRN	71100 201 - LRN	42,000
Regular Education Program	State Retirement - LRN	71100 204 - LRN	54,000
Regular Education Program	Medicare Tax - LRN	71100 212 - LRN	9,650
Regular Education Program	Retirement - Hybrid Stabilization - LRN	71100 217 - LRN	3,000
Regular Education Program	Instructional Supplies - LRN	71100 429 - LRN	71,952
Health Services Support	Medical Personnel - LRN	72120 131 - LRN	26,000
Health Services Support	Social Security Tax - LRN	72120 201 - LRN	1,650
Health Services Support	State Retirement - LRN	72120 204 - LRN	2,100
Health Services Support	Medicare Tax - LRN	72120 212 - LRN	400
Health Services Support	Retirement - Hybrid Stabilization - LRN	72120 217 - LRN	300
Other Student Services Support	School Resource Officers - LRN	72130 170 - LRN	72,000
Other Student Services Support	Social Security Tax - LRN	72130 201 - LRN	4,500
Other Student Services Support	State Retirement - LRN	72130 204 - LRN	3,000
Other Student Services Support	Medicare Tax - LRN	72130 212 - LRN	1,100
Principal's Offices	Principals - LRN	72410 104 - LRN	67,200
Principal's Offices	Social Security Tax - LRN	72410 201 - LRN	4,300
Principal's Offices	State Retirement - LRN	72410 204 - LRN	5,600
Principal's Offices	Medicare Tax - LRN	72410 212 - LRN	1,000
Principal's Offices	Retirement - Hybrid Stabilization - LRN	72410 217 - LRN	300
Transportation	Bus Drivers - Part-Time / Attendants - LRN	72710 146 - LRN	171,000
Transportation	Social Security Tax - LRN	72710 201 - LRN	10,700
Transportation	State Retirement - LRN	72710 204 - LRN	13,300
Transportation	Medicare Tax - LRN	72710 212 - LRN	2,500
Transportation	Diesel Fuel - LRN	72710 412 - LRN	23,000
Transportation	Gasoline - LRN	72710 425 - LRN	3,000
Food Services	Payments to Cafeterias - Lunch	73100 343	35,000
Food Services	Payments to Cafeterias - Other - Snacks	73100 345	5,000
Community Services	Other Full-Time Salaries	73300 189	4,500
Community Services	Other Supplies & Materials	73300 499	2,265

RESOLUTION NO. 051826046

#48

A RESOLUTION AMENDING THE BUDGET OF ROBERTSON COUNTY, TENNESSEE FOR THE FISCAL YEAR ENDING JUNE 30, 2026

NAME OF FUND / DEPARTMENT	ACCOUNT DESCRIPTION	ACCOUNT NUMBER	INCREASE (DECREASE)
School Fund -141			
Expense Amendments			
Regular Education Program	Teachers	71100 116	(500,000)
Regular Education Program	Social Security Tax	71100 201	(100,000)
Regular Education Program	TISA - On-Behalf Payments	71100 595	(50,000)
Special Education Program	Other Full-Time Salaries	71200 189	(17,000)
Vocational Education Program	Teachers	71300 116	(44,500)
Vocational Education Program	Medical Insurance - ISM	71300 207 ISM	(700)
Vocational Education Program	Dental Insurance - ISM	71300 208 ISM	(55)
Vocational Education Program	Retirement - Hybrid Stabilization - ISM	71300 217 ISM	(400)
Attendance Services Support	Supervisors	72110 105	(4,000)
Health Services Support	Medical Personnel	72120 131	(33,000)
Health Services Support	Medical Insurance	72120 207	(12,000)
Health Services Support	Contracts with Private Agencies	72120 312	(12,000)
Other Student Services Support	State Retirement	72130 204	(15,000)
Special Education Support	Psychological Personnel	72220 124	(21,000)
Special Education Support	Other Full-Time Salaries	72220 189	(22,000)
Board of Education	Other Full-Time Salaries	72310 189	(7,000)
Board of Education	State Retirement	72310 204	(6,400)
Board of Education	Medical Insurance	72310 207	(6,600)
Board of Education	Worker's Compensation Insurance	72310 513	(31,000)
Transportation	Bus Drivers - Part-Time / Attendants	72710 146	(37,100)
Transportation	Maintenance - Licensed Vehicles	72710 338	(20,000)
Transportation	Tires & Tubes	72710 450	(30,000)
Pre-K Education Program	Educational Assistants	73400 163	(2,000)
Capital Outlay	Other Capital Outlay	76100 799	(283,000)
Capital Outlay	Other Capital Outlay - Roof	76100 799 ROOF	(479,000)
Regular Education Program	Educational Assistants - GYO	71100 163 GYO	100,000
Regular Education Program	State Retirement	71100 204	100,000
Regular Education Program	Medical Insurance	71100 207	200,000
Special Education Program	Contracts with Private Agencies	71200 312	100,000
Special Education Program	TISA - On-Behalf Payments	71200 595	50,000
Vocational Education Program	State Retirement	71300 204	42,000
Vocational Education Program	State Retirement - ISM	71300 204 ISM	1,155
Vocational Education Program	Retirement - Hybrid Stabilization	71300 217	2,500
Attendance Services Support	Medical Insurance	72110 207	4,000
Other Student Services Support	Guidance Personnel	72130 123	10,000
Other Student Services Support	Medical Insurance	72130 207	5,000
Special Education Support	Secretaries	72220 161	1,000
Special Education Support	Communication - Phone	72220 307	1,000
Special Education Support	Travel Conducting Business	72220 355	15,000
Board of Education	Trustee's Commission	72310 510	20,000
Principal's Offices	Other Equipment	72410 790	49,000
Plant Operation	Electricity	72610 415	200,000
Plant Operation	Building Insurance	72610 502	31,000

RESOLUTION NO. 051826046

#48

A RESOLUTION AMENDING THE BUDGET OF ROBERTSON COUNTY, TENNESSEE FOR THE FISCAL YEAR ENDING JUNE 30, 2026

NAME OF FUND / DEPARTMENT	ACCOUNT DESCRIPTION	ACCOUNT NUMBER	INCREASE (DECREASE)
Expense Amendments			
Transportation	Mechanics	72710 142	30,000
Transportation	Bus Drivers - Part-Time / Attendants - RYH	72710 146 RYH	5,000
Transportation	Social Security Tax - RYH	72710 201 RYH	500
Transportation	State Retirement - RYH	72710 204 RYH	500
Transportation	Medicare Tax	72710 212	1,000
Transportation	Medicare Tax - RYH	72710 212 RYH	100
Transportation	Diesel Fuel	72710 412	50,000
Pre-K Education Program	Travel Conducting Business	73400 355	1,000
Pre-K Education Program	Other Charges	73400 599	1,000
Capital Outlay	Other Capital Outlay - HVAC	76100 799 HVAC	479,000
Capital Outlay	Other Capital Outlay - HVAC2	76100 799 HVAC2	234,000
Total Expense Amendment			1,303,837
	(Receipt of State/Federal grant funds, USDA and Other Local Revenues. Miscellaneous Housekeeping.)		
Total Fund Balance Amendment			0

Duly passed and approved this 18th day of May, 2026.

County Commissioner

County Mayor

ATTEST:

County Clerk

RESOLUTION NO. 051826047

Tennessee Consolidated Retirement System

A RESOLUTION to extend retirement coverage in the Tennessee Consolidated Retirement System to all remaining uncovered departments and instrumentalities of a political subdivision pursuant to Tennessee Code Annotated, Section 8-35-201.

WHEREAS, prior to July 1, 1979, the law governing the Tennessee Consolidated Retirement System ("TCRS") permitted any political subdivision to authorize all its employees in any of such of its departments or instrumentalities as it may have desired to participate in TCRS without extending retirement coverage to its remaining departments and instrumentalities; and

WHEREAS, the law governing TCRS further provides that if a political subdivision desires to extend additional retirement coverage to any of its non-participating departments or instrumentalities, the political subdivision must extend such coverage to all its remaining uncovered departments and instrumentalities under the same terms and conditions as its currently participating departments and instrumentalities; and

WHEREAS, Robertson County (the "Political Subdivision") elected to
(Name of Political Subdivision)

authorize all its employees in some of its department or instrumentalities to participate in TCRS without extending retirement coverage to all its departments and instrumentalities; and

WHEREAS, the Political Subdivision now desires to extend such coverage to all its employees in all its departments and instrumentalities under the same terms and conditions as other participating departments and instrumentalities of the Political Subdivision, including, but not limited to, all prior service authorized by the Political Subdivision; and

WHEREAS, the effective date of participation for the remaining departments and instrumentalities of the Political Subdivision shall be on a date as determined by the TCRS Board of Trustees, and the initial and future employer contribution rate for participation by the remaining departments and instrumentalities shall be the same as the employer contribution rate then in effect for the Political Subdivision; and

WHEREAS, all costs, including administrative costs, associated with the participation of the employees of the remaining departments and instrumentalities of the Political Subdivision shall be the liability of the Political Subdivision and not the State of Tennessee.

NOW, THEREFORE, BE IT RESOLVED that the County Commission
(Name of Governing Body)

of Robertson County hereby authorizes all its employees in all of its remaining
(Name of Political Subdivision)

uncovered departments and instrumentalities to become eligible to participate in TCRS under the same terms and conditions as its existing participating employees, subject to the approval by the TCRS Board of Trustees. It is acknowledged and understood that pursuant to Tennessee Code Annotated, Section 8-35-111 the Political Subdivision shall not make employer contributions to any other retirement or deferred compensation plans on behalf of any of its employees who participates in TCRS wherein the total combined employer contributions to such plans exceed 3% of the employee's salary.

STATE OF TENNESSEE

COUNTY OF ROBERTSON

I, _____, clerk of the County Commission
(Name of Governing Body)

of Robertson County, Tennessee do hereby certify that this is a true and
(Name of Political Subdivision)

exact copy of the resolution that was approved and adopted in accordance with applicable law at a meeting held on the ____ day of _____, 2026, the original of which is on file in this office.

IN WITNESS WHEREOF, I have hereunto set my hand, and the seal of the

Robertson County.
(Political Subdivision)

_____
As Clerk of the Board, as aforesaid

SEAL

_____
County Mayor

RESOLUTION NO. 051826048

A RESOLUTION TO ESTABLISH DISPOSAL FEES AT THE ROBERTSON COUNTY SOLID WASTE DEPARTMENT

WHEREAS, Robertson County, Tennessee operates the Robertson County Solid Waste Department including fees for acceptance and disposal of solid waste at the facility, Brush fees, and Tire fees; and

WHEREAS, the County Solid Waste Committee has reviewed the fees previously charged and recommends an increase in those fees as set forth herein, and it is the purpose of this Resolution to approve those new fees.

NOW, THEREFORE, BE IT RESOLVED by the Robertson County Commission, meeting in regular session this the 18th day of May, 2026 that the County Mayor is hereby authorized and directed to execute that effective with the passage of this Resolution, the solid waste disposal fee for "in County waste" will increase from $60.00 per ton to $85.00 per ton, and "out of County waste" fees will increase from $75.00 per ton to $100.00 per ton. The Brush fees will increase from $40 to $50 per ton and Tire fees will increase from $135 to $150 a ton.

Passed this the 18th day of May, 2026, to be effective on July 1, 2026, the public welfare requiring it.

_____
COUNTY COMMISSIONER

_____
WILLIAM A. VOGLE, County Mayor

ATTEST:

_____
ANGIE H. GROVES
County Clerk

RESOLUTION NO. 051826049

RESOLUTION TO DECLARE SURPLUS PROPERTY

WHEREAS, Robertson County, Tennessee, through its Board of Education Transportation Department is the owner of certain vehicles identified on Exhibit "A"; and

WHEREAS, these vehicles are no longer used by the Robertson County Board of Education Transportation Department, and the School Board approved these items to be declared as surplus at their May 11, 2026 meeting; and

It is requested that the Robertson County Commission declare this property surplus as provided by Tennessee Code Annotated and authorize the sale or disposal of said vehicles; and

NOW, THEREFORE, BE IT RESOLVED by the Robertson County Commission meeting in regular session this the 18th day of May, 2026, that these vehicles above described, previously used by the Robertson County Board of Education Transportation Department, is declared to be surplus property, and the County Mayor and/or the Director of Schools is hereby authorized to execute such documents of transfer of title for said equipment as they deem appropriate.

Passed this the 18th day of May, 2026, to be effective on the date of its passage, the public welfare requiring it.

_____ _____

COUNTY COMMISSIONER WILLIAM A. VOGLE, County Mayor

ATTEST:

_____

ANGIE H. GROVES, County Clerk

Robertson County Schools

800 M. S. Couts Boulevard • Springfield, Tennessee 37172 • Phone (615) 384-5588 •
Fax (615) 384-9749
Danny L. Weeks, Ed.D., Director of Schools

May 5, 2026

To Whom It May Concern,

Please allow this letter to serve to the Robertson County Director of Schools and School Board Members that the following pieces of transportation equipment are being declared surplus/salvaged and be sold on GovDeals.

1. Last 4 vin: 7975 / 2008 Thomas Bus Asset #1342
2. Last 4 vin: 7981 / 2008 Thomas Bus Asset #1347
3. Last 4 vin: 7977 / 2008 Thomas Bus Asset #1344
4. Last 4 vin: 7976 / 2008 Thomas Bus Asset #1343
5. Last 4 vin: 7974 / 2008 Thomas Bus Asset #1341
6. Last 4 vin: 7973 / 2009 Thomas Bus Asset #1340
7. Last 4 vin: 8927 / 2011 Ford Crown Vic

We request these items be sold as is.

Thank you,

Kenny Hardaway
Transportation Supervisor

SCHOOL BOARD

STEPEHEN AYRES • CONNIE HOGAN • DEMETRIA WHITE • JOSH WHITE • SCOTT RICE • JEFF WHITE

The Robertson County School System does not discriminate on the basis of race, color, national origin, sex, disability, age, religion or marital status.

ROBERTSON COUNTY CLERK
ANGIE H. GROVES COUNTY CLERK
511 SOUTH BROWN STREET
SPRINGFIELD TN 37172
Telephone 615-384-5895
Fax 615-384-2218

Notaries to be elected May 18,2026

LYNNE D ANDERSON
TIFFANY AUSTIN
REGINA H. BRATCHER
NICHOLE BRIGHAM
R E COPE JR
LISA COUNCE
DAVID DONNELLAN
TIFFANY GIVENS
DARLENE KEITH
KATHERINE KEY
GWENDOLOUS D MARTIN
ALMA ORTIZ
A OSBORNE
TAMMY H PALMORE
JENNIFER L. PARROTT
ANDREA CAMILA PEREZ PEREZ
JILL PRYOR
ELISABETH RILEY
NADIA RODRIGUEZ
BRITTANY UPCHURCH
SHEILA A. WALTON
JENNIFER L. E. WILLIAMS

PERSONAL SURETY