Appendix J

Intersection Photos and Traffic Modeling Output

Intersection Photos (J1)

HCM Traffic Modeling Output (J2)

Figure 1. Intersection A - on WV20 facing east toward Tom Raine

Figure 2. Intersection A - on WV20 facing south

Figure 3. Intersection B - on US60 facing west

Figure 4. Intersection B - on WV20 facing north

Figure 5. Intersection C - on US60 facing south toward Park Center Shopping area

Figure 6. Intersection C - on US60 facing east

Figure 7. Intersection D - on US60 facing east

Figure 8. Intersection D - on US60 facing west

Figure 9. Intersection E - on US60 facing northwest

Figure 10. Intersection E - on US60 facing northeast

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	A: WV20/Tom Raine Dr
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	11/04/04	Analysis Year	2004
Analysis Time Period	AM (May 13, Th 7:15-8:15)		
Project Description	WGC EIS		
East/West Street:	Tom Raine Dr	North/South Street:	WV20 (aka S. Sewell St.)
Intersection Orientation:	North-South	Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	3	137	4	3	55	8
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	3	137	4	3	55	8
Percent Heavy Vehicles	4	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	3	0	3	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	3	0	3	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		1			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR				
v (vph)	3	3		6				
C (m) (vph)	1527	1442		1560				
v/c	0.00	0.00		0.00				
95% queue length	0.01	0.01		0.01				
Control Delay	7.4	7.5		9.3				
LOS	A	A		A				
Approach Delay	--	--	9.3					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	A: WV20/Tom Raine Dr
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	11/04/04	Analysis Year	2004
Analysis Time Period	MID (May 12, W 12:10-1:10)		
Project Description	WGC EIS		
East/West Street:	Tom Raine Dr	North/South Street:	WV20 (aka S. Sewell St.)
Intersection Orientation:	North-South	Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	121	15	26	94	4
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	121	15	26	94	4
Percent Heavy Vehicles	1	--	--	1	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	25	2	26	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	25	2	26	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		1			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR				
v (vph)	0	26		53				
C (m) (vph)	1501	1454		1370				
v/c	0.00	0.02		0.04				
95% queue length	0.00	0.05		0.12				
Control Delay	7.4	7.5		9.7				
LOS	A	A		A				
Approach Delay	--	--	9.7					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	A: WV20/Tom Raine Dr
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	11/04/04	Analysis Year	2004
Analysis Time Period	PM (May 11, Tu 4:00-5:00)		

Project Description	WGC EIS
East/West Street: Tom Raine Dr	North/South Street: WV20 (aka S. Sewell St.)
Intersection Orientation: North-South	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	91	12	6	120	13
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	91	12	6	120	13
Percent Heavy Vehicles	1	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	28	4	10	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	28	4	10	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		1			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR				
v (vph)	0	6		42				
C (m) (vph)	1458	1489		974				
v/c	0.00	0.00		0.04				
95% queue length	0.00	0.01		0.14				
Control Delay	7.5	7.4		9.8				
LOS	A	A		A				
Approach Delay	--	--	9.8					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	A: WV20/Tom Raine Dr
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	Jan 2005	Analysis Year	NO BUILD 2008
Analysis Time Period	AM		

Project Description	WGC EIS
East/West Street: Tom Raine Dr	North/South Street: WV20 (aka S. Sewell St.)
Intersection Orientation: North-South	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	4	154	5	4	62	8
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	4	154	5	4	62	8
Percent Heavy Vehicles	3	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	4	0	4	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	4	0	4	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		1			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR				
v (vph)	4	4		8				
C (m) (vph)	1524	1420		1502				
v/c	0.00	0.00		0.01				
95% queue length	0.01	0.01		0.02				
Control Delay	7.4	7.5		9.4				
LOS	A	A		A				
Approach Delay	--	--	9.4					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	A: WV20/Tom Raine Dr
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	Jan 2005	Analysis Year	NO BUILD 2008
Analysis Time Period	MID		
Project Description	WGC EIS		
East/West Street:	Tom Raine Dr	North/South Street:	WV20 (aka S. Sewell St.)
Intersection Orientation:	North-South	Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	136	17	29	106	5
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	136	17	29	106	5
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	28	2	29	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	28	2	29	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		1			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR				
v (vph)	0	29		59				
C (m) (vph)	1492	1440		1312				
v/c	0.00	0.02		0.04				
95% queue length	0.00	0.06		0.14				
Control Delay	7.4	7.6		9.9				
LOS	A	A		A				
Approach Delay	--	--	9.9					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	A: WV20/Tom Raine Dr
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	JAN 2005	Analysis Year	NO BUILD 2008
Analysis Time Period	PM		
Project Description	WGC EIS		
East/West Street:	Tom Raine Dr	North/South Street:	WV20 (aka S. Sewell St.)
Intersection Orientation:	North-South	Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	103	13	7	135	14
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	103	13	7	135	14
Percent Heavy Vehicles	0	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	31	5	11	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	31	5	11	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		1			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR				
v (vph)	0	7		47				
C (m) (vph)	1445	1473		927				
v/c	0.00	0.00		0.05				
95% queue length	0.00	0.01		0.16				
Control Delay	7.5	7.5		10.0				
LOS	A	A		A				
Approach Delay	--	--	10.0					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	A: WV20/Tom Raine Dr
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	Apr 2006	Analysis Year	BUILD 2008
Analysis Time Period	AM		

Project Description: WGC EIS

East/West Street: Tom Raine Dr | North/South Street: WV20 (aka S. Sewell St.)

Intersection Orientation: North-South | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	4	154	10	34	62	8
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	4	154	10	34	62	8
Percent Heavy Vehicles	3	--	--	38	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	7	0	23	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	7	0	23	0	0	0
Percent Heavy Vehicles	15	0	55	0	0	0
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		1			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR				
v (vph)	4	34		30				
C (m) (vph)	1524	1223		998				
v/c	0.00	0.03		0.03				
95% queue length	0.01	0.09		0.09				
Control Delay	7.4	8.0		10.0				
LOS	A	A		B				
Approach Delay	--	--	10.0					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	A: WV20/Tom Raine Dr
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	Apr 2006	Analysis Year	BUILD 2008
Analysis Time Period	MID		

Project Description: WGC EIS

East/West Street: Tom Raine Dr | North/South Street: WV20 (aka S. Sewell St.)

Intersection Orientation: North-South | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	136	20	48	106	5
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	136	20	48	106	5
Percent Heavy Vehicles	0	--	--	27	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	31	2	48	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	31	2	48	0	0	0
Percent Heavy Vehicles	3	0	27	0	0	0
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		1			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR				
v (vph)	0	48		81				
C (m) (vph)	1492	1285		1416				
v/c	0.00	0.04		0.06				
95% queue length	0.00	0.12		0.18				
Control Delay	7.4	7.9		10.2				
LOS	A	A		B				
Approach Delay	--	--	10.2					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	A: WV20/Tom Raine Dr
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	Apr 2006	Analysis Year	BUILD 2008
Analysis Time Period	PM		

Project Description: WGC EIS

East/West Street: Tom Raine Dr — North/South Street: WV20 (aka S. Sewell St.)

Intersection Orientation: North-South — Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	103	16	26	135	14
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	103	16	26	135	14
Percent Heavy Vehicles	0	--	--	48	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	36	5	41	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	36	5	41	0	0	0
Percent Heavy Vehicles	3	0	31	0	0	0
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		1			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR				
v (vph)	0	26		82				
C (m) (vph)	1445	1228		1318				
v/c	0.00	0.02		0.06				
95% queue length	0.00	0.06		0.20				
Control Delay	7.5	8.0		10.1				
LOS	A	A		B				
Approach Delay	--	--	10.1					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	B: US60 & WV20
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., V
Date Performed	11/11/04	Analysis Year	2004
Analysis Time Period	AM (May 12, W 7:35-8:35)		

Project Description: WGC EIS

East/West Street: US60 — North/South Street: WV20 (aka S. Sewell St.)

Intersection Orientation: East-West — Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	6	122	13	65	133	29
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	6	122	13	65	133	29
Proportion of heavy vehicles, P_{HV}	5	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	1	1	0
Configuration	LTR			L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	18	2	161	0	0	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	18	2	161	0	0	0
Proportion of heavy vehicles, P_{HV}	5	0	5	10	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			1			0
Lanes	0	1	1	0	0	0
Configuration	LT		R			

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	L	LT		R			
Volume, v (vph)	6	65	20		161			
Capacity, c_m (vph)	1399	1401	549		914			
v/c ratio	0.00	0.05	0.04		0.18			
Queue length (95%)	0.01	0.15	0.11		0.64			
Control Delay (s/veh)	7.6	7.7	11.8		9.8			
LOS	A	A	B		A			
Approach delay (s/veh)	--	--	10.0					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	B: US60 & WV20
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	11/11/04	Analysis Year	2004
Analysis Time Period	MID (May 12, W 12:12-1:12)		

Project Description WGC EIS

East/West Street: US60	North/South Street: WV20 (aka S. Sewell St.)
Intersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	92	4	117	89	32
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	1	92	4	117	89	32
Proportion of heavy vehicles, P_{HV}	10	--	--	7	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	1	1	0
Configuration	LTR			L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	15	10	119	0	0	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	15	10	119	0	0	0
Proportion of heavy vehicles, P_{HV}	1	0	1	10	0	0
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			1			0
Lanes	0	1	1	0	0	0
Configuration	LT		R			

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	L	LT		R			
Volume, v (vph)	1	117	25		119			
Capacity, c_m (vph)	1418	1467	504		966			
v/c ratio	0.00	0.08	0.05		0.12			
Queue length (95%)	0.00	0.26	0.16		0.42			
Control Delay (s/veh)	7.5	7.7	12.5		9.3			
LOS	A	A	B		A			
Approach delay (s/veh)	--	--	9.8					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	B: US60 & WV20
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., W
Date Performed	11/11/04	Analysis Year	2004
Analysis Time Period	PM (May 11, Tu 4:45-5:45)		

Project Description WGC EIS

East/West Street: US60	North/South Street: WV20 (aka S. Sewell St.)
Intersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	88	13	145	124	13
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	1	88	13	145	124	13
Proportion of heavy vehicles, P_{HV}	4	--	--	1	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	1	1	0
Configuration	LTR			L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	12	8	109	0	0	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	12	8	109	0	0	0
Proportion of heavy vehicles, P_{HV}	1	0	1	10	0	0
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			1			0
Lanes	0	1	1	0	0	0
Configuration	LT		R			

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	L	LT		R			
Volume, v (vph)	1	145	20		109			
Capacity, c_m (vph)	1435	1498	447		966			
v/c ratio	0.00	0.10	0.04		0.11			
Queue length (95%)	0.00	0.32	0.14		0.38			
Control Delay (s/veh)	7.5	7.7	13.4		9.2			
LOS	A	A	B		A			
Approach delay (s/veh)	--	--	9.9					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	B: US60 & WV20
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	JAN 2005	Analysis Year	NO BUILD 2008
Analysis Time Period	AM		

Project Description: WGC EIS

East/West Street: US60 | North/South Street: WV20 (aka S. Sewell St.)

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	7	137	14	74	150	33
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	7	137	14	74	150	33
Proportion of heavy vehicles, P_{HV}	5	--	--	11	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	1	1	0
Configuration	LTR			L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	21	2	181	0	0	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	21	2	181	0	0	0
Proportion of heavy vehicles, P_{HV}	5	5	5	10	0	0
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			1			0
Lanes	0	1	1	0	0	0
Configuration	LT		R			

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	L	LT		R			
Volume, v (vph)	7	74	23		181			
Capacity, c_m (vph)	1374	1377	506		895			
v/c ratio	0.01	0.05	0.05		0.20			
Queue length (95%)	0.02	0.17	0.14		0.76			
Control Delay (s/veh)	7.6	7.8	12.5		10.0			
LOS	A	A	B		B			
Approach delay (s/veh)	--	--	10.3					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	B: US60 & WV20
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	JAN 2005	Analysis Year	NO BUILD 2008
Analysis Time Period	MID		

Project Description: WGC EIS

East/West Street: US60 | North/South Street: WV20 (aka S. Sewell St.)

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	104	5	131	100	36
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	1	104	5	131	100	36
Proportion of heavy vehicles, P_{HV}	10	--	--	8	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	1	1	0
Configuration	LTR			L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	17	11	134	0	0	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	17	11	134	0	0	0
Proportion of heavy vehicles, P_{HV}	1	0	1	10	0	0
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			1			0
Lanes	0	1	1	0	0	0
Configuration	LT		R			

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	L	LT		R			
Volume, v (vph)	1	131	28		134			
Capacity, c_m (vph)	1400	1445	465		951			
v/c ratio	0.00	0.09	0.06		0.14			
Queue length (95%)	0.00	0.30	0.19		0.49			
Control Delay (s/veh)	7.6	7.7	13.2		9.4			
LOS	A	A	B		A			
Approach delay (s/veh)	--	--	10.1					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	B: US60 & WV20
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	JAN 2005	Analysis Year	NO BUILD 2008
Analysis Time Period	PM		

Project Description WGC EIS

East/West Street: US60 | North/South Street: WV20 (aka S. Sewell St.)

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	99	14	163	140	14
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	1	99	14	163	140	14
Proportion of heavy vehicles, P_{HV}	0	--	--	1	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	1	1	0
Configuration	LTR			L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	13	8	123	0	0	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	13	8	123	0	0	0
Proportion of heavy vehicles, P_{HV}	1	0	1	10	0	0
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			1			0
Lanes	0	1	1	0	0	0
Configuration	LT		R			

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	L	LT		R			
Volume, v (vph)	1	163	21		123			
Capacity, c_m (vph)	1439	1483	405		951			
v/c ratio	0.00	0.11	0.05		0.13			
Queue length (95%)	0.00	0.37	0.16		0.45			
Control Delay (s/veh)	7.5	7.7	14.4		9.3			
LOS	A	A	B		A			
Approach delay (s/veh)	--	--	10.1					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	B: US60 & WV20
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	Apr 2006	Analysis Year	BUILD 2008
Analysis Time Period	AM		

Project Description WGC EIS

East/West Street: US60 | North/South Street: WV20 (aka S. Sewell St.)

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	7	137	19	99	150	33
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	7	137	19	99	150	33
Proportion of heavy vehicles, P_{HV}	5	--	--	19	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	1	1	0
Configuration	LTR			L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	24	2	197	0	0	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	24	2	197	0	0	0
Proportion of heavy vehicles, P_{HV}	13	5	10	10	0	0
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			1			0
Lanes	0	1	1	0	0	0
Configuration	LT		R			

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	L	LT		R			
Volume, v (vph)	7	99	26		197			
Capacity, c_m (vph)	1374	1327	452		880			
v/c ratio	0.01	0.07	0.06		0.22			
Queue length (95%)	0.02	0.24	0.18		0.86			
Control Delay (s/veh)	7.6	7.9	13.5		10.3			
LOS	A	A	B		B			
Approach delay (s/veh)	--	--	10.6					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	B: US60 & WV20
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	apr 2005	Analysis Year	BUILD 2008
Analysis Time Period	MID		

Project Description *WGC EIS*

East/West Street: *US60* North/South Street: *WV20 (aka S. Sewell St.)*

Intersection Orientation: *East-West* Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	104	8	147	100	36
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	1	104	8	147	100	36
Proportion of heavy vehicles, P_{HV}	10	--	--	14	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	1	1	0
Configuration	LTR			L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	20	11	151	0	0	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	20	11	151	0	0	0
Proportion of heavy vehicles, P_{HV}	11	0	8	10	0	0
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			1			0
Lanes	0	1	1	0	0	0
Configuration	LT		R			

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	L	LT		R			
Volume, v (vph)	1	147	31		151			
Capacity, c_m (vph)	1400	1406	431		930			
v/c ratio	0.00	0.10	0.07		0.16			
Queue length (95%)	0.00	0.35	0.23		0.58			
Control Delay (s/veh)	7.6	7.9	14.0		9.6			
LOS	A	A	B		A			
Approach delay (s/veh)	--	--	10.4					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	B: US60 & WV20
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	apr 2005	Analysis Year	BUILD 2008
Analysis Time Period	PM		

Project Description *WGC EIS*

East/West Street: *US60* North/South Street: *WV20 (aka S. Sewell St.)*

Intersection Orientation: *East-West* Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	99	17	179	140	14
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	1	99	17	179	140	14
Proportion of heavy vehicles, P_{HV}	0	--	--	7	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	1	1	0
Configuration	LTR			L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	18	8	148	0	0	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	18	8	148	0	0	0
Proportion of heavy vehicles, P_{HV}	12	0	8	10	0	0
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			1			0
Lanes	0	1	1	0	0	0
Configuration	LT		R			

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	L	LT		R			
Volume, v (vph)	1	179	26		148			
Capacity, c_m (vph)	1439	1442	374		930			
v/c ratio	0.00	0.12	0.07		0.16			
Queue length (95%)	0.00	0.42	0.22		0.57			
Control Delay (s/veh)	7.5	7.9	15.3		9.6			
LOS	A	A	C		A			
Approach delay (s/veh)	--	--	10.5					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	C: US60/WV20 & Locust St
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	11/11/04	Analysis Year	2004
Analysis Time Period	AM (May 13, Th 7:45-8:45)		

Project Description: WGC EIS

East/West Street: US60/WV20 (Kanawha Ave) | North/South Street: Locust St. & Park Center

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	5	269	27	58	231	4
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	5	269	27	58	231	4
Proportion of heavy vehicles, P_{HV}	5	--	--	4	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	11	0	51	2	4	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	11	0	51	2	4	0
Proportion of heavy vehicles, P_{HV}	1	0	1	0	0	0
Percent grade (%)	0			0		
Flared approach		N			Y	
Storage		1			1	
RT Channelized?			1			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LT		R		LTR	
Volume, v (vph)	5	58	11		51		6	
Capacity, c_m (vph)	1315	1254	370		759			
v/c ratio	0.00	0.05	0.03		0.07			
Queue length (95%)	0.01	0.15	0.09		0.22			
Control Delay (s/veh)	7.7	8.0	15.0		10.1		15.1	
LOS	A	A	C		B			
Approach delay (s/veh)	--	--	11.0			15.1		
Approach LOS	--	--	B			C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	C: US60/WV20 & Locust St
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., V
Date Performed	11/11/04	Analysis Year	2004
Analysis Time Period	MID (May 11, Tu 11:50-12:50)		

Project Description: WGC EIS

East/West Street: US60/WV20 (Kanawha Ave) | North/South Street: Locust St. & Park Center

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	294	63	132	273	10
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	294	63	132	273	10
Proportion of heavy vehicles, P_{HV}	3	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	43	3	149	16	1	4
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	43	3	149	16	1	4
Proportion of heavy vehicles, P_{HV}	1	0	1	0	0	0
Percent grade (%)	0			0		
Flared approach		N			Y	
Storage		1			1	
RT Channelized?			1			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LT		R		LTR	
Volume, v (vph)	0	132	46		149		21	
Capacity, c_m (vph)	1274	1202	249		718		246	
v/c ratio	0.00	0.11	0.18		0.21		0.09	
Queue length (95%)	0.00	0.37	0.68		0.78		0.28	
Control Delay (s/veh)	7.8	8.4	22.7		11.3		21.9	
LOS	A	A	C		B		C	
Approach delay (s/veh)	--	--	14.0			21.9		
Approach LOS	--	--	B			C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	C: US60/WV20 & Locust St
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	11/11/04	Analysis Year	2004
Analysis Time Period	PM (May 12, W 4:30-5:30)		

Project Description WGC EIS

East/West Street: US60/WV20 (Kanawha Ave) | North/South Street: Locust St. & Park Center

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	2	234	47	73	298	19
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	2	234	47	73	298	19
Proportion of heavy vehicles, P_{HV}	2	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	32	3	121	10	2	8
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	32	3	121	10	2	8
Proportion of heavy vehicles, P_{HV}	1	0	1	0	0	0
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		1			1	
RT Channelized?			1			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LT		R		LTR	
Volume, v (vph)	2	73	35		121		20	
Capacity, c_m (vph)	1243	1282	325		783		475	
v/c ratio	0.00	0.06	0.11		0.15		0.04	
Queue length (95%)	0.00	0.18	0.36		0.55		0.13	
Control Delay (s/veh)	7.9	8.0	17.4		10.4		14.9	
LOS	A	A	C		B		B	
Approach delay (s/veh)	--	--	12.0			14.9		
Approach LOS	--	--	B			B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	C: US60/WV20 & Locust St
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., W
Date Performed	JAN 2005	Analysis Year	NO BUILD 2008
Analysis Time Period	AM		

Project Description WGC EIS

East/West Street: US60/WV20 (Kanawha Ave) | North/South Street: Locust St. & Park Center

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	6	303	30	65	260	5
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	6	303	30	65	260	5
Proportion of heavy vehicles, P_{HV}	0	--	--	0	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	12	0	58	2	5	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	12	0	58	2	5	0
Proportion of heavy vehicles, P_{HV}	2	0	2	0	0	0
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		1			1	
RT Channelized?			1			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LT		R		LTR	
Volume, v (vph)	6	65	12		58		7	
Capacity, c_m (vph)	1311	1238	321		723			
v/c ratio	0.00	0.05	0.04		0.08			
Queue length (95%)	0.01	0.17	0.12		0.26			
Control Delay (s/veh)	7.8	8.1	16.7		10.4		16.5	
LOS	A	A	C		B			
Approach delay (s/veh)	--	--	11.5			16.5		
Approach LOS	--	--	B			C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	C: US60/WV20 & Locust St
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	JAN 2005	Analysis Year	NO BUILD 2008
Analysis Time Period	MID		

Project Description WGC EIS

East/West Street: US60/WV20 (Kanawha Ave)	North/South Street: Locust St. & Park Center
Intersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	330	71	148	308	11
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	330	71	148	308	11
Proportion of heavy vehicles, P_{HV}	0	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	48	4	168	18	1	5
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	48	4	168	18	1	5
Proportion of heavy vehicles, P_{HV}	1	0	1	0	0	0
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		1			1	
RT Channelized?			1			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LT		R		LTR	
Volume, v (vph)	0	148	52		168		24	
Capacity, c_m (vph)	1252	1158	207		681		198	
v/c ratio	0.00	0.13	0.25		0.25		0.12	
Queue length (95%)	0.00	0.44	0.99		0.98		0.41	
Control Delay (s/veh)	7.9	8.6	28.2		12.0		26.7	
LOS	A	A	D		B		D	
Approach delay (s/veh)	--	--	15.8			26.7		
Approach LOS	--	--	C			D		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	C: US60/WV20 & Locust St
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., W
Date Performed	JAN 2005	Analysis Year	NO BUILD 2008
Analysis Time Period	PM		

Project Description WGC EIS

East/West Street: US60/WV20 (Kanawha Ave)	North/South Street: Locust St. & Park Center
Intersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	2	263	53	82	335	22
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	2	263	53	82	335	22
Proportion of heavy vehicles, P_{HV}	0	--	--	0	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	36	4	136	11	2	8
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	36	4	136	11	2	8
Proportion of heavy vehicles, P_{HV}	0	0	0	0	0	0
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		1			1	
RT Channelized?			1			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LT		R		LTR	
Volume, v (vph)	2	82	40		136		21	
Capacity, c_m (vph)	1213	1256	282		754		388	
v/c ratio	0.00	0.07	0.14		0.18		0.05	
Queue length (95%)	0.00	0.21	0.49		0.66		0.17	
Control Delay (s/veh)	8.0	8.1	19.9		10.8		16.8	
LOS	A	A	C		B		C	
Approach delay (s/veh)	--	--	12.9			16.8		
Approach LOS	--	--	B			C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	C: US60/WV20 & Locust St
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	apr 2005	Analysis Year	BUILD 2008
Analysis Time Period	AM		

Project Description	WGC EIS
East/West Street: US60/WV20 (Kanawha Ave)	North/South Street: Locust St. & Park Center
Intersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	6	319	30	65	285	5
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	6	319	30	65	285	5
Proportion of heavy vehicles, P_{HV}	0	--	--	0	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	12	0	58	2	5	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	12	0	58	2	5	0
Proportion of heavy vehicles, P_{HV}	2	0	2	0	0	0
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		1			1	
RT Channelized?			1			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LT		R		LTR	
Volume, v (vph)	6	65	12		58		7	
Capacity, c_m (vph)	1283	1221	302		708			
v/c ratio	0.00	0.05	0.04		0.08			
Queue length (95%)	0.01	0.17	0.12		0.27			
Control Delay (s/veh)	7.8	8.1	17.4		10.5		17.2	
LOS	A	A	C		B			
Approach delay (s/veh)	--	--	11.7			17.2		
Approach LOS	--	--	B			C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	C: US60/WV20 & Locust St
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	apr 2006	Analysis Year	BUILD 2008
Analysis Time Period	MID		

Project Description	WGC EIS
East/West Street: US60/WV20 (Kanawha Ave)	North/South Street: Locust St. & Park Center
Intersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	346	71	148	324	11
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	346	71	148	324	11
Proportion of heavy vehicles, P_{HV}	0	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	48	4	168	18	1	5
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	48	4	168	18	1	5
Proportion of heavy vehicles, P_{HV}	1	0	1	0	0	0
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		1			1	
RT Channelized?			1			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LT		R		LTR	
Volume, v (vph)	0	148	52		168		24	
Capacity, c_m (vph)	1236	1142	196		667		187	
v/c ratio	0.00	0.13	0.27		0.25		0.13	
Queue length (95%)	0.00	0.45	1.07		1.01		0.44	
Control Delay (s/veh)	7.9	8.6	30.0		12.2		28.1	
LOS	A	A	D		B		D	
Approach delay (s/veh)	--	--	16.4			28.1		
Approach LOS	--	--	C			D		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	C: US60/WV20 & Locust St
Agency/Co.	PHE	Jurisdiction	Rainelle, Greenbrier Co., WV
Date Performed	apr 2005	Analysis Year	BUILD 2008
Analysis Time Period	PM		

Project Description: WGC EIS

East/West Street: US60/WV20 (Kanawha Ave) | North/South Street: Locust St. & Park Center

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	2	288	53	82	351	22
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	2	288	53	82	351	22
Proportion of heavy vehicles, P_{HV}	0	--	--	0	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	36	4	136	11	2	8
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	36	4	136	11	2	8
Proportion of heavy vehicles, P_{HV}	0	0	0	0	0	0
Percent grade (%)	0			0		
Flared approach		N			Y	
Storage		1			1	
RT Channelized?			1			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LT		R		LTR	
Volume, v (vph)	2	82	40		136		21	
Capacity, c_m (vph)	1197	1229	265		731		362	
v/c ratio	0.00	0.07	0.15		0.19		0.06	
Queue length (95%)	0.01	0.21	0.53		0.68		0.18	
Control Delay (s/veh)	8.0	8.1	21.0		11.0		17.6	
LOS	A	A	C		B		C	
Approach delay (s/veh)	--	--	13.3			17.6		
Approach LOS	--	--	B			C		

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SHORT REPORT

General Information		Site Information	
Analyst	CMO	Intersection	D: US60 & 7th St
Agency or Co.	PHE	Area Type	CBD or Similar
Date Performed	11/11/04	Jurisdiction	Rainelle, WV (Greenbrier Co.)
Time Period	AM (May 12, W 7:45-8:45)	Analysis Year	2004

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	10	234	1	4	224	13	9	4	6	9	5	6
% Heavy veh	6	6	0	0	8	8	0	0	0	16	0	16
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			4			4	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		16.0			16.0			12.0			12.0	
Parking/Grade/Parking	Y	0	N	Y	0	N	N	0	N	N	0	N
Parking/hr	3			3								
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 43.0	G = 0.0	G =	G =	G = 25.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 1.00 | Cycle Length C = 78.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB		WB		NB		SB	
Adj. flow rate		245		241		19		20
Lane group cap.		792		777		455		408
v/c ratio		0.31		0.31		0.04		0.05
Green ratio		0.55		0.55		0.32		0.32
Unif. delay d1		9.5		9.5		18.3		18.3
Delay factor k		0.50		0.50		0.50		0.50
Increm. delay d2		1.0		1.0		0.2		0.2
PF factor		1.000		1.000		0.969		0.969
Control delay		10.5		10.5		17.9		18.0
Lane group LOS		B		B		B		B
Apprch. delay	10.5		10.5		17.9		18.0	
Approach LOS	B		B		B		B	
Intersec. delay	11.0		Intersection LOS				B	

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SHORT REPORT

General Information		Site Information	
Analyst	CMO	Intersection	D: US60 & 7th St
Agency or Co.	PHE	Area Type	CBD or Similar
Date Performed	11/11/04	Jurisdiction	Rainelle, WV (Greenbrier Co.)
Time Period	MID (May 11, Tu 12:05-1:05)	Analysis Year	2004

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	15	311	11	3	311	11	26	3	5	11	2	20
% Heavy veh	4	4	0	0	4	4	0	0	0	13	0	13
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			4			4	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		16.0			16.0			12.0			12.0	
Parking/Grade/Parking	Y	0	N	Y	0	N	N	0	N	N	0	N
Parking/hr	5			5								
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 43.0	G =	G =	G =	G = 25.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 1.00 | Cycle Length C = 78.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB	
Adj. flow rate		337			325			34			33	
Lane group cap.		792			800			445			391	
v/c ratio		0.43			0.41			0.08			0.08	
Green ratio		0.55			0.55			0.32			0.32	
Unif. delay d1		10.3			10.1			18.5			18.5	
Delay factor k		0.50			0.50			0.50			0.50	
Increm. delay d2		1.7			1.5			0.3			0.4	
PF factor		1.000			1.000			0.969			0.969	
Control delay		11.9			11.7			18.2			18.4	
Lane group LOS		B			B			B			B	
Apprch. delay	11.9			11.7			18.2			18.4		
Approach LOS	B			B			B			B		
Intersec. delay	12.4			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	CMO	Intersection	D: US60 & 7th St
Agency or Co.	PHE	Area Type	CBD or Similar
Date Performed	11/11/04	Jurisdiction	Rainelle, WV (Greenbrier Co.)
Time Period	PM (May 12, W 4:30-5:30)	Analysis Year	2004

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	3	313	3	1	323	2	19	3	9	12	8	27
% Heavy veh	1	1	0	0	2	2	0	0	0	1	0	1
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			4			4	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		16.0			16.0			12.0			12.0	
Parking/Grade/Parking	Y	0	N	Y	0	N	N	0	N	N	0	N
Parking/hr	5			5								
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 43.0	G =	G =	G =	G = 25.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 1.00 | Cycle Length C = 78.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB	
Adj. flow rate		319			326			31			47	
Lane group cap.		826			819			442			439	
v/c ratio		0.39			0.40			0.07			0.11	
Green ratio		0.55			0.55			0.32			0.32	
Unif. delay d1		10.0			10.1			18.4			18.6	
Delay factor k		0.50			0.50			0.50			0.50	
Increm. delay d2		1.4			1.5			0.3			0.5	
PF factor		1.000			1.000			0.969			0.969	
Control delay		11.3			11.5			18.2			18.6	
Lane group LOS		B			B			B			B	
Apprch. delay	11.3			11.5			18.2			18.6		
Approach LOS	B			B			B			B		
Intersec. delay	12.2			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	CMO	Intersection	D: US60 & 7th St
Agency or Co.	PHE	Area Type	CBD or Similar
Date Performed	JAN 2005	Jurisdiction	Rainelle, WV (Greenbrier Co.)
Time Period	AM	Analysis Year	NO BUILD 2008

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	11	263	1	5	252	14	10	5	7	10	6	7
% Heavy veh	5	5	0	0	7	7	0	0	0	16	0	16
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			4			4	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		16.0			16.0			12.0			12.0	
Parking/Grade/Parking	Y	0	N	Y	0	N	N	0	N	N	0	N
Parking/hr	3			3								
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 43.0	G = 0.0	G =	G =	G = 25.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 1.00 Cycle Length C = 78.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	275	271	22	23
Lane group cap.	799	784	454	408
v/c ratio	0.34	0.35	0.05	0.06
Green ratio	0.55	0.55	0.32	0.32
Unif. delay d1	9.7	9.7	18.3	18.3
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	1.2	1.2	0.2	0.3
PF factor	1.000	1.000	0.969	0.969
Control delay	10.9	10.9	17.9	18.0
Lane group LOS	B	B	B	B
Apprch. delay	10.9	10.9	17.9	18.0
Approach LOS	B	B	B	B
Intersec. delay	11.4	Intersection LOS		B

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SHORT REPORT

General Information		Site Information	
Analyst	CMO	Intersection	D: US60 & 7th St
Agency or Co.	PHE	Area Type	CBD or Similar
Date Performed	JAN 2005	Jurisdiction	Rainelle, WV (Greenbrier Co.)
Time Period	MID	Analysis Year	NO BUILD 2008

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	17	350	12	4	350	12	29	4	6	12	2	23
% Heavy veh	4	4	0	0	4	4	0	0	0	13	0	13
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			4			4	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		16.0			16.0			12.0			12.0	
Parking/Grade/Parking	Y	0	N	Y	0	N	N	0	N	N	0	N
Parking/hr	5			5								
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 43.0	G =	G =	G =	G = 25.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 1.00 Cycle Length C = 78.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	379	366	39	37
Lane group cap.	790	799	443	389
v/c ratio	0.48	0.46	0.09	0.10
Green ratio	0.55	0.55	0.32	0.32
Unif. delay d1	10.7	10.5	18.5	18.6
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	2.1	1.9	0.4	0.5
PF factor	1.000	1.000	0.969	0.969
Control delay	12.8	12.4	18.4	18.5
Lane group LOS	B	B	B	B
Apprch. delay	12.8	12.4	18.4	18.5
Approach LOS	B	B	B	B
Intersec. delay	13.1	Intersection LOS		B

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SHORT REPORT

General Information		Site Information	
Analyst	CMO	Intersection	D: US60 & 7th St
Agency or Co.	PHE	Area Type	CBD or Similar
Date Performed	JAN 2005	Jurisdiction	Rainelle, WV (Greenbrier Co.)
Time Period	PM	Analysis Year	NO BUILD 2008

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	4	352	4	1	363	2	22	4	10	13	8	30
% Heavy veh	1	1	0	0	2	2	0	0	0	1	0	1
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			4			4	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		16.0			16.0			12.0			12.0	
Parking/Grade/Parking	Y	0	N	Y	0	N	N	0	N	N	0	N
Parking/hr	5			5								
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 43.0	G =	G =	G =	G = 25.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 1.00 Cycle Length C = 78.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		360			366			36			51	
Lane group cap.		825			819			441			438	
v/c ratio		0.44			0.45			0.08			0.12	
Green ratio		0.55			0.55			0.32			0.32	
Unif. delay d1		10.3			10.4			18.5			18.7	
Delay factor k		0.50			0.50			0.50			0.50	
Increm. delay d2		1.7			1.8			0.4			0.5	
PF factor		1.000			1.000			0.969			0.969	
Control delay		12.0			12.2			18.3			18.7	
Lane group LOS		B			B			B			B	
Apprch. delay	12.0			12.2			18.3			18.7		
Approach LOS	B			B			B			B		
Intersec. delay	12.8			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	CMO	Intersection	D: US60 & 7th St
Agency or Co.	PHE	Area Type	CBD or Similar
Date Performed	apr 2006	Jurisdiction	Rainelle, WV (Greenbrier Co.)
Time Period	AM	Analysis Year	BUILD 2008

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	13	275	3	5	272	14	13	5	7	10	6	9
% Heavy veh	4	9	0	0	11	7	0	0	0	16	0	13
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			4			4	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		16.0			16.0			12.0			12.0	
Parking/Grade/Parking	Y	0	N	Y	0	N	N	0	N	N	0	N
Parking/hr	3			3								
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 43.0	G = 0.0	G =	G =	G = 25.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 1.00 Cycle Length C = 78.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		291			291			25			25	
Lane group cap.		769			757			453			408	
v/c ratio		0.38			0.38			0.06			0.06	
Green ratio		0.55			0.55			0.32			0.32	
Unif. delay d1		9.9			10.0			18.3			18.4	
Delay factor k		0.50			0.50			0.50			0.50	
Increm. delay d2		1.4			1.5			0.2			0.3	
PF factor		1.000			1.000			0.969			0.969	
Control delay		11.3			11.4			18.0			18.1	
Lane group LOS		B			B			B			B	
Apprch. delay	11.3			11.4			18.0			18.1		
Approach LOS	B			B			B			B		
Intersec. delay	11.9			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	CMO	Intersection	D: US60 & 7th St
Agency or Co.	PHE	Area Type	CBD or Similar
Date Performed	apr 2006	Jurisdiction	Rainelle, WV (Greenbrier Co.)
Time Period	MID	Analysis Year	BUILD 2008

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	19	362	14	4	362	12	31	4	6	12	2	25
% Heavy veh	4	7	0	0	7	4	0	0	0	13	0	12
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			4			4	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		16.0			16.0			12.0			12.0	
Parking/Grade/Parking	Y	0	N	Y	0	N	N	0	N	N	0	N
Parking/hr	5			5								
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 43.0	G =	G =	G =	G = 25.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 1.00 Cycle Length C = 78.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		395			378			41			39	
Lane group cap.		768			778			442			390	
v/c ratio		0.51			0.49			0.09			0.10	
Green ratio		0.55			0.55			0.32			0.32	
Unif. delay d1		11.0			10.7			18.6			18.6	
Delay factor k		0.50			0.50			0.50			0.50	
Increm. delay d2		2.5			2.2			0.4			0.5	
PF factor		1.000			1.000			0.969			0.969	
Control delay		13.4			12.9			18.4			18.5	
Lane group LOS		B			B			B			B	
Apprch. delay	13.4			12.9			18.4			18.5		
Approach LOS	B			B			B			B		
Intersec. delay	13.7			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	CMO	Intersection	D: US60 & 7th St
Agency or Co.	PHE	Area Type	CBD or Similar
Date Performed	apr 2006	Jurisdiction	Rainelle, WV (Greenbrier Co.)
Time Period	PM	Analysis Year	BUILD 2008

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	6	372	7	1	375	2	24	4	10	13	8	32
% Heavy veh	1	4	0	0	5	2	0	0	0	1	0	1
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			4			4	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		16.0			16.0			12.0			12.0	
Parking/Grade/Parking	Y	0	N	Y	0	N	N	0	N	N	0	N
Parking/hr	5			5								
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 43.0	G =	G =	G =	G = 25.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 1.00 Cycle Length C = 78.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		385			378			38			53	
Lane group cap.		800			796			440			437	
v/c ratio		0.48			0.47			0.09			0.12	
Green ratio		0.55			0.55			0.32			0.32	
Unif. delay d1		10.7			10.6			18.5			18.7	
Delay factor k		0.50			0.50			0.50			0.50	
Increm. delay d2		2.1			2.0			0.4			0.6	
PF factor		1.000			1.000			0.969			0.969	
Control delay		12.8			12.7			18.3			18.7	
Lane group LOS		B			B			B			B	
Apprch. delay	12.8			12.7			18.3			18.7		
Approach LOS	B			B			B			B		
Intersec. delay	13.3			Intersection LOS						B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	E: US60 & CR1
Agency/Co.	PHE	Jurisdiction	Rupert, Greenbrier Co., WV
Date Performed	11/11/04	Analysis Year	2004
Analysis Time Period	AM (May 13, Th 7:30-8:30)		

Project Description WGC EIS

East/West Street: US60 | North/South Street: CR1 (Anjean Rd/Church)

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	69	244	0	0	237	58
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	69	244	0	0	237	58
Proportion of heavy vehicles, P_{HV}	10	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	46	0	90
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	46	0	90
Proportion of heavy vehicles, P_{HV}	10	0	10	6	0	6
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
Volume, v (vph)	69						136	
Capacity, c_m (vph)	1222						1153	
v/c ratio	0.06						0.12	
Queue length (95%)	0.18						0.40	
Control Delay (s/veh)	8.1						11.9	
LOS	A						B	
Approach delay (s/veh)	--	--				11.9		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	E: US60 & CR1
Agency/Co.	PHE	Jurisdiction	Rupert, Greenbrier Co., WV
Date Performed	11/11/04	Analysis Year	2004
Analysis Time Period	MID (May 13, Th 11:45-12:45)		

Project Description WGC EIS

East/West Street: US60 | North/South Street: CR1 (Anjean Rd/Church)

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	72	198	0	0	220	29
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	72	198	0	0	220	29
Proportion of heavy vehicles, P_{HV}	8	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	32	0	76
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	32	0	76
Proportion of heavy vehicles, P_{HV}	10	0	10	3	0	3
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
Volume, v (vph)	72						108	
Capacity, c_m (vph)	1282						1141	
v/c ratio	0.06						0.09	
Queue length (95%)	0.18						0.31	
Control Delay (s/veh)	8.0						11.0	
LOS	A						B	
Approach delay (s/veh)	--	--				11.0		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	E: US60 & CR1
Agency/Co.	PHE	Jurisdiction	Rupert, Greenbrier Co., WV
Date Performed	11/11/04	Analysis Year	2004
Analysis Time Period	PM (May 11, Tu 5-6)		

Project Description WGC EIS

East/West Street: US60 | North/South Street: CR1 (Anjean Rd/Church)

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	78	213	0	0	336	66
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	78	213	0	0	336	66
Proportion of heavy vehicles, P_{HV}	4	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	47	0	57
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	47	0	57
Proportion of heavy vehicles, P_{HV}	10	0	10	2	0	2
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
Volume, v (vph)	78						104	
Capacity, c_m (vph)	1146						794	
v/c ratio	0.07						0.13	
Queue length (95%)	0.22						0.45	
Control Delay (s/veh)	8.4						13.4	
LOS	A						B	
Approach delay (s/veh)	--	--				13.4		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	E: US60 & CR1
Agency/Co.	PHE	Jurisdiction	Rupert, Greenbrier Co., WV
Date Performed	JAN 2005	Analysis Year	NO BUILD 2008
Analysis Time Period	AM		

Project Description WGC EIS

East/West Street: US60 | North/South Street: CR1 (Anjean Rd/Church)

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	77	275	0	0	267	65
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	77	275	0	0	267	65
Proportion of heavy vehicles, P_{HV}	10	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	52	0	101
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	52	0	101
Proportion of heavy vehicles, P_{HV}	10	0	10	6	0	6
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
Volume, v (vph)	77						153	
Capacity, c_m (vph)	1184						1056	
v/c ratio	0.07						0.14	
Queue length (95%)	0.21						0.51	
Control Delay (s/veh)	8.3						12.8	
LOS	A						B	
Approach delay (s/veh)	--	--				12.8		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	E: US60 & CR1
Agency/Co.	PHE	Jurisdiction	Rupert, Greenbrier Co., WV
Date Performed	JAN 2005	Analysis Year	NO BUILD 2008
Analysis Time Period	MID		

Project Description WGC EIS

East/West Street: US60 | North/South Street: CR1 (Anjean Rd/Church)

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	81	223	0	0	247	33
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	81	223	0	0	247	33
Proportion of heavy vehicles, P_{HV}	8	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	36	0	86
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	36	0	86
Proportion of heavy vehicles, P_{HV}	10	0	10	3	0	3
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
Volume, v (vph)	81						122	
Capacity, c_m (vph)	1249						1095	
v/c ratio	0.06						0.11	
Queue length (95%)	0.21						0.38	
Control Delay (s/veh)	8.1						11.6	
LOS	A						B	
Approach delay (s/veh)	--	--				11.6		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	E: US60 & CR1
Agency/Co.	PHE	Jurisdiction	Rupert, Greenbrier Co., WV
Date Performed	JAN 2005	Analysis Year	NO BUILD 2008
Analysis Time Period	PM		

Project Description WGC EIS

East/West Street: US60 | North/South Street: CR1 (Anjean Rd/Church)

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	88	240	0	0	379	75
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	88	240	0	0	379	75
Proportion of heavy vehicles, P_{HV}	4	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	53	0	64
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	53	0	64
Proportion of heavy vehicles, P_{HV}	10	0	10	2	0	2
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
Volume, v (vph)	88						117	
Capacity, c_m (vph)	1096						689	
v/c ratio	0.08						0.17	
Queue length (95%)	0.26						0.61	
Control Delay (s/veh)	8.6						14.7	
LOS	A						B	
Approach delay (s/veh)	--	--				14.7		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	E: US60 & CR1
Agency/Co.	PHE	Jurisdiction	Rupert, WV
Date Performed	apr 2006	Analysis Year	BUILD 2008
Analysis Time Period	AM (source: Anj/JK/Donegan)		

Project Description *WGC EIS*

East/West Street: *US60* North/South Street: *CR1 (Anjean Rd/Church)*

Intersection Orientation: *East-West* Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	85	278	0	0	275	65
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	85	278	0	0	275	65
Proportion of heavy vehicles, P_{HV}	17	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	52	0	110
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	52	0	110
Proportion of heavy vehicles, P_{HV}	10	0	10	6	0	12
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
Volume, v (vph)	85						162	
Capacity, c_m (vph)	1140						1044	
v/c ratio	0.07						0.16	
Queue length (95%)	0.24						0.55	
Control Delay (s/veh)	8.4						13.1	
LOS	A						B	
Approach delay (s/veh)	--	--	13.1					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	E: US60 & CR1
Agency/Co.	PHE	Jurisdiction	Rupert, WV
Date Performed	apr 2006	Analysis Year	BUILD 2008
Analysis Time Period	MID (source: Anj/JK/Donegan)		

Project Description *WGC EIS*

East/West Street: *US60* North/South Street: *CR1 (Anjean Rd/Church)*

Intersection Orientation: *East-West* Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	88	226	0	0	250	33
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	88	226	0	0	250	33
Proportion of heavy vehicles, P_{HV}	15	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	36	0	93
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	36	0	93
Proportion of heavy vehicles, P_{HV}	10	0	10	3	0	10
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
Volume, v (vph)	88						129	
Capacity, c_m (vph)	1208						1046	
v/c ratio	0.07						0.12	
Queue length (95%)	0.24						0.42	
Control Delay (s/veh)	8.2						11.8	
LOS	A						B	
Approach delay (s/veh)	--	--	11.8					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	E: US60 & CR1
Agency/Co.	PHE	Jurisdiction	Rupert, WV
Date Performed	apr 2006	Analysis Year	BUILD 2008
Analysis Time Period	PM (source: Anj/JK/Donegan)		

Project Description *WGC EIS*

East/West Street: *US60* North/South Street: *CR1 (Anjean Rd/Church)*

Intersection Orientation: *East-West* Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	97	248	0	0	382	75
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	97	248	0	0	382	75
Proportion of heavy vehicles, P_{HV}	11	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	53	0	72
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	53	0	72
Proportion of heavy vehicles, P_{HV}	10	0	10	2	0	12
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
Volume, v (vph)	97						125	
Capacity, c_m (vph)	1058						696	
v/c ratio	0.09						0.18	
Queue length (95%)	0.30						0.66	
Control Delay (s/veh)	8.7						15.1	
LOS	A						C	
Approach delay (s/veh)	--	--				15.1		
Approach LOS	--	--				C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	E: US60 & CR1
Agency/Co.	PHE	Jurisdiction	Rupert, WV
Date Performed	apr 2006	Analysis Year	BUILD 2008
Analysis Time Period	AM (Green Valley source)		

Project Description *WGC EIS*

East/West Street: *US60* North/South Street: *CR1 (Anjean Rd/Church)*

Intersection Orientation: *East-West* Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	78	278	0	0	275	65
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	78	278	0	0	275	65
Proportion of heavy vehicles, P_{HV}	24	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	52	0	103
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	52	0	103
Proportion of heavy vehicles, P_{HV}	10	0	10	6	0	18
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
Volume, v (vph)	78						155	
Capacity, c_m (vph)	1106						1043	
v/c ratio	0.07						0.15	
Queue length (95%)	0.23						0.52	
Control Delay (s/veh)	8.5						13.1	
LOS	A						B	
Approach delay (s/veh)	--	--				13.1		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	E: US60 & CR1
Agency/Co.	PHE	Jurisdiction	Rupert, WV
Date Performed	apr 2006	Analysis Year	BUILD 2008
Analysis Time Period	MID (Green Valley source)		

Project Description	WGC EIS
East/West Street: US60	North/South Street: CR1 (Anjean Rd/Church)
Intersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	81	226	0	0	250	33
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	81	226	0	0	250	33
Proportion of heavy vehicles, P_{HV}	23	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	36	0	86
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	36	0	86
Proportion of heavy vehicles, P_{HV}	10	0	10	3	0	18
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
Volume, v (vph)	81						122	
Capacity, c_m (vph)	1168						1044	
v/c ratio	0.07						0.12	
Queue length (95%)	0.22						0.40	
Control Delay (s/veh)	8.3						11.8	
LOS	A						B	
Approach delay (s/veh)	--	--	11.8					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	E: US60 & CR1 - Green Valley
Agency/Co.	PHE	Jurisdiction	Rupert, WV
Date Performed	apr 2006	Analysis Year	BUILD 2008
Analysis Time Period	PM (Green Valley source)		

Project Description	WGC EIS
East/West Street: US60	North/South Street: CR1 (Anjean Rd/Church)
Intersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	90	248	0	0	382	75
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	90	248	0	0	382	75
Proportion of heavy vehicles, P_{HV}	18	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	53	0	65
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	53	0	65
Proportion of heavy vehicles, P_{HV}	10	0	10	2	0	20
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
Volume, v (vph)	90						118	
Capacity, c_m (vph)	1025						675	
v/c ratio	0.09						0.17	
Queue length (95%)	0.29						0.63	
Control Delay (s/veh)	8.9						15.2	
LOS	A						C	
Approach delay (s/veh)	--	--	15.2					
Approach LOS	--	--	C					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	F: US60 & WV20 (in Charmco)
Agency/Co.	PHE	Jurisdiction	Charmco, Greenbrier Co., W.
Date Performed	12/08/04	Analysis Year	2004
Analysis Time Period	AM (Oct 20, W 8:15-8:30)		

Project Description: WGC EIS

East/West Street: US60 | North/South Street: WV20 (in Charmco)

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	24	208	0	0	156	56
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	24	208	0	0	156	56
Proportion of heavy vehicles, P_{HV}	7	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	68	0	52
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	68	0	52
Proportion of heavy vehicles, P_{HV}	10	0	10	3	0	3
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
Volume, v (vph)	24					68		52
Capacity, c_m (vph)	1329					563		856
v/c ratio	0.02					0.12		0.06
Queue length (95%)	0.06					0.41		0.19
Control Delay (s/veh)	7.8					12.3		9.5
LOS	A					B		A
Approach delay (s/veh)	--	--	11.1					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	F: US60 & WV20 (in Charmco)
Agency/Co.	PHE	Jurisdiction	Charmco, Greenbrier Co., WV
Date Performed	12/08/04	Analysis Year	2004
Analysis Time Period	MID (Oct 19, Tu 12:30-12:45)		

Project Description: WGC EIS

East/West Street: US60 | North/South Street: WV20 (in Charmco)

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	84	140	0	0	120	64
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	84	140	0	0	120	64
Proportion of heavy vehicles, P_{HV}	7	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	52	0	60
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	52	0	60
Proportion of heavy vehicles, P_{HV}	10	0	10	11	0	11
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
Volume, v (vph)	84					52		60
Capacity, c_m (vph)	1361					509		871
v/c ratio	0.06					0.10		0.07
Queue length (95%)	0.20					0.34		0.22
Control Delay (s/veh)	7.8					12.9		9.4
LOS	A					B		A
Approach delay (s/veh)	--	--	11.0					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	F: US60 & WV20 (in Charmco)
Agency/Co.	PHE	Jurisdiction	Charmco, Greenbrier Co., W
Date Performed	12/08/04	Analysis Year	2004
Analysis Time Period	PM (Oct 20, W 5:04-6:23)		

Project Description: WGC EIS

East/West Street: US60 — North/South Street: WV20 (in Charmco)

Intersection Orientation: East-West — Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	80	183	0	0	167	76
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	80	183	0	0	167	76
Proportion of heavy vehicles, P_{HV}	1	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	61	0	35
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	61	0	35
Proportion of heavy vehicles, P_{HV}	10	0	10	11	0	11
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
Volume, v (vph)	80					61		35
Capacity, c_m (vph)	1329					453		813
v/c ratio	0.06					0.13		0.04
Queue length (95%)	0.19					0.47		0.13
Control Delay (s/veh)	7.9					14.2		9.6
LOS	A					B		A
Approach delay (s/veh)	--	--	12.5					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	F: US60 & WV20 (in Charmco)
Agency/Co.	PHE	Jurisdiction	Charmco, Greenbrier Co., WV
Date Performed	JAN 2005	Analysis Year	NO BUILD 2008
Analysis Time Period	AM		

Project Description: WGC EIS

East/West Street: US60 — North/South Street: WV20 (in Charmco)

Intersection Orientation: East-West — Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	27	234	0	0	176	63
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	27	234	0	0	176	63
Proportion of heavy vehicles, P_{HV}	7	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	77	0	59
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	77	0	59
Proportion of heavy vehicles, P_{HV}	10	0	10	3	0	3
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
Volume, v (vph)	27					77		59
Capacity, c_m (vph)	1299					520		830
v/c ratio	0.02					0.15		0.07
Queue length (95%)	0.06					0.52		0.23
Control Delay (s/veh)	7.8					13.1		9.7
LOS	A					B		A
Approach delay (s/veh)	--	--	11.6					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	F: US60 & WV20 (in Charmco)
Agency/Co.	PHE	Jurisdiction	Charmco, Greenbrier Co., W
Date Performed	JAN 2005	Analysis Year	NO BUILD 2008
Analysis Time Period	MID		

Project Description: WGC EIS

East/West Street: US60 — North/South Street: WV20 (in Charmco)

Intersection Orientation: East-West — Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	95	158	0	0	135	72
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	95	158	0	0	135	72
Proportion of heavy vehicles, P_{HV}	5	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	59	0	68
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	59	0	68
Proportion of heavy vehicles, P_{HV}	10	0	10	11	0	11
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
Volume, v (vph)	95					59		68
Capacity, c_m (vph)	1346					467		850
v/c ratio	0.07					0.13		0.08
Queue length (95%)	0.23					0.43		0.26
Control Delay (s/veh)	7.9					13.8		9.6
LOS	A					B		A
Approach delay (s/veh)	--	--	11.6					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	F: US60 & WV20 (in Charmco)
Agency/Co.	PHE	Jurisdiction	Charmco, Greenbrier Co., WV
Date Performed	JAN 2005	Analysis Year	NO BUILD 2008
Analysis Time Period	PM		

Project Description: WGC EIS

East/West Street: US60 — North/South Street: WV20 (in Charmco)

Intersection Orientation: East-West — Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	90	206	0	0	188	86
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	90	206	0	0	188	86
Proportion of heavy vehicles, P_{HV}	1	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	69	0	39
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	69	0	39
Proportion of heavy vehicles, P_{HV}	10	0	10	11	0	11
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
Volume, v (vph)	90					69		39
Capacity, c_m (vph)	1295					408		786
v/c ratio	0.07					0.17		0.05
Queue length (95%)	0.22					0.61		0.16
Control Delay (s/veh)	8.0					15.6		9.8
LOS	A					C		A
Approach delay (s/veh)	--	--	13.5					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	F: US60 & WV20
Agency/Co.	PHE	Jurisdiction	Charmco, WV
Date Performed	apr 2006	Analysis Year	BUILD 2008
Analysis Time Period	AM (source: Anj/JK/Donegan)		

Project Description WGC EIS

East/West Street: US60 | North/South Street: WV20 (in Charmco)

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	28	245	0	0	193	66
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	28	245	0	0	193	66
Proportion of heavy vehicles, P_{HV}	7	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	77	0	62
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	77	0	62
Proportion of heavy vehicles, P_{HV}	10	0	10	3	0	3
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
Volume, v (vph)	28					77		62
Capacity, c_m (vph)	1277					499		811
v/c ratio	0.02					0.15		0.08
Queue length (95%)	0.07					0.54		0.25
Control Delay (s/veh)	7.9					13.5		9.8
LOS	A					B		A
Approach delay (s/veh)	--	--	11.9					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	F: US60 & WV20
Agency/Co.	PHE	Jurisdiction	Charmco, WV
Date Performed	apr 2006	Analysis Year	BUILD 2008
Analysis Time Period	MID (source: Anj/JK/Donegan)		

Project Description WGC EIS

East/West Street: US60 | North/South Street: WV20 (in Charmco)

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	96	169	0	0	146	72
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	96	169	0	0	146	72
Proportion of heavy vehicles, P_{HV}	8	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	59	0	69
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	59	0	69
Proportion of heavy vehicles, P_{HV}	10	0	10	26	0	11
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
Volume, v (vph)	96					59		69
Capacity, c_m (vph)	1317					428		838
v/c ratio	0.07					0.14		0.08
Queue length (95%)	0.24					0.47		0.27
Control Delay (s/veh)	7.9					14.8		9.7
LOS	A					B		A
Approach delay (s/veh)	--	--	12.0					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	F: US60 & WV20
Agency/Co.	PHE	Jurisdiction	Charmco, WV
Date Performed	apr 2006	Analysis Year	BUILD 2008
Analysis Time Period	PM (source: Anj/JK/Donegan)		

Project Description *WGC EIS*

East/West Street: *US60* North/South Street: *WV20 (in Charmco)*

Intersection Orientation: *East-West* Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	93	223	0	0	199	86
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	93	223	0	0	199	86
Proportion of heavy vehicles, P_{HV}	1	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	69	0	40
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	69	0	40
Proportion of heavy vehicles, P_{HV}	10	0	10	11	0	11
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
Volume, v (vph)	93					69		40
Capacity, c_m (vph)	1283					389		775
v/c ratio	0.07					0.18		0.05
Queue length (95%)	0.23					0.64		0.16
Control Delay (s/veh)	8.0					16.2		9.9
LOS	A					C		A
Approach delay (s/veh)	--	--	13.9					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	F: US60 & WV20
Agency/Co.	PHE	Jurisdiction	Charmco, WV
Date Performed	apr 2006	Analysis Year	BUILD 2008
Analysis Time Period	AM (Green Valley source)		

Project Description *WGC EIS*

East/West Street: *US60* North/South Street: *WV20 (in Charmco)*

Intersection Orientation: *East-West* Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	35	238	0	0	186	66
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	35	238	0	0	186	66
Proportion of heavy vehicles, P_{HV}	16	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	77	0	69
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	77	0	69
Proportion of heavy vehicles, P_{HV}	10	0	10	16	0	3
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
Volume, v (vph)	35					77		69
Capacity, c_m (vph)	1236					474		818
v/c ratio	0.03					0.16		0.08
Queue length (95%)	0.09					0.58		0.28
Control Delay (s/veh)	8.0					14.1		9.8
LOS	A					B		A
Approach delay (s/veh)	--	--	12.1					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	F: US60 & WV20
Agency/Co.	PHE	Jurisdiction	Charmco, WV
Date Performed	apr 2005	Analysis Year	BUILD 2008
Analysis Time Period	MID (Green Valley source)		

Project Description WGC EIS	
East/West Street: US60	North/South Street: WV20 (in Charmco)
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	103	162	0	0	139	72
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	103	162	0	0	139	72
Proportion of heavy vehicles, P_{HV}	8	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	59	0	76
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	59	0	76
Proportion of heavy vehicles, P_{HV}	10	0	10	26	0	11
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
Volume, v (vph)	103					59		76
Capacity, c_m (vph)	1325					426		846
v/c ratio	0.08					0.14		0.09
Queue length (95%)	0.25					0.48		0.30
Control Delay (s/veh)	7.9					14.8		9.7
LOS	A					B		A
Approach delay (s/veh)	--	--	11.9					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CMO	Intersection	F: US60 & WV20
Agency/Co.	PHE	Jurisdiction	Charmco, WV
Date Performed	apr 2006	Analysis Year	BUILD 2008
Analysis Time Period	PM (Green Valley source)		

Project Description WGC EIS	
East/West Street: US60	North/South Street: WV20 (in Charmco)
Intersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	100	216	0	0	192	86
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	100	216	0	0	192	86
Proportion of heavy vehicles, P_{HV}	4	--	--	10	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	69	0	47
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	0	69	0	47
Proportion of heavy vehicles, P_{HV}	10	0	10	24	0	11
Percent grade (%)		0			0	
Flared approach		N			Y	
Storage		0			1	
RT Channelized?			1			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
Volume, v (vph)	100					69		47
Capacity, c_m (vph)	1273					369		782
v/c ratio	0.08					0.19		0.06
Queue length (95%)	0.26					0.69		0.19
Control Delay (s/veh)	8.1					17.0		9.9
LOS	A					C		A
Approach delay (s/veh)	--	--	14.1					
Approach LOS	--	--	B					

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