



Exhibit "M"

DATE: March 27, 2003
 TO: Dan Snyder
 FROM: C. Richard Keller
 SUBJECT: Breckenridge II CIS 2012 Traffic Analysis

The Breckenridge II project will consist of 750 single-family dwelling units to be built out by 2012. Primary access will be via Country Club Road and secondary access via Job Corp Road. At buildout in 2012, Breckenridge II will generate the following weekday and AM/PM peak hour weekday traffic using Institute of Transportation Engineers (ITE) trip generation rates (land use code 210 – Single Family Detached Homes).

	IN	OUT	TOTAL
Weekday AM Peak Hour	134	401	535
Weekday PM Peak Hour	422	238	660
Weekday 24 Hours	3,309	3,309	6,618

A traffic impact assessment was prepared to analyze the impact of the Breckenridge II traffic on the following key intersections:

- Breckenridge Way and Country Club Road (Breckenridge II's main entrance)
- Country Club Road and Flowing Springs Road
- Breckenridge Way and Job Corp Road
- Country Club Road and Posting Way (North)
- Country Club Road and Posting Way (South)

The study is derived from field traffic counts performed by KELLERCO personnel at the referenced intersections. The study incorporates the West Virginia State Highway Administration's projected traffic growth rates for the region as well as the additional traffic generated by Breckenridge I buildout.

EXISTING TRAFFIC SITUATION

Exhibits 1 and 1a show the existing AM/PM peak hour traffic at Posting Way's North and South intersections with Country Club Way (Breckenridge I entrances), the intersection of Flowing Springs Road and Country Club Road, and the intersection of Breckenridge Way and Job Corp Road (Breckenridge North entrance). This traffic reflects actual turning movement traffic counts made by KELLERCO on Wednesday, September 4, 2002 and Thursday, September 5, 2002. Using a 10% peak hour factor for the PM volumes on Country Club Road, the two-way daily volume would be 2,950 as shown on Exhibit 1a south of Breckenridge I. The West Virginia State Highway Administration's 2002 Average Daily Traffic count for Country Club Road was 2500.

2012 BACKGROUND TRAFFIC SITUATION

Exhibits 2 and 2a show the projected 2012 AM/PM peak hour traffic volumes resulting from the application of WV DOT annual growth rates to the Exhibit 1 and 1a 2002 volumes.

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Breckenridge II Traffic Analysis
March 28, 2003
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ADDITIONAL BRECKENRIDGE I AND II TRAFFIC

Exhibits 3 and 3a show the estimated additional Breckenridge I traffic created by the buildout of 167 more dwelling units. These volumes were taken from Exhibit 10 of a September 8, 2002 KELLERCO traffic impact study for the buildout of Breckenridge I prepared for WV DOT.

Next, the new traffic for the buildout of Breckenridge II was assigned to the study intersections as shown in Exhibits 4 and 4a.

Next, the total 2012 AM and PM peak hour volumes were achieved by adding the Exhibit 2 and 2a + Exhibit 3 and 3a + Exhibit 4 and 4a volumes with the total 2012 traffic with Breckenridge I built out and Breckenridge II built out shown in Exhibit 5 and 5a. Using a 10% peak hour factor for the PM volumes on Country Club Road, the two-way volume would be 8,600 as shown on Exhibit 5a south of Breckenridge I.

CRITICAL LANE VOLUME LEVELS OF SERVICE

To establish the overall intersection peak hour levels of service the Critical Lane Method was used with computation sheets included in the Appendix.

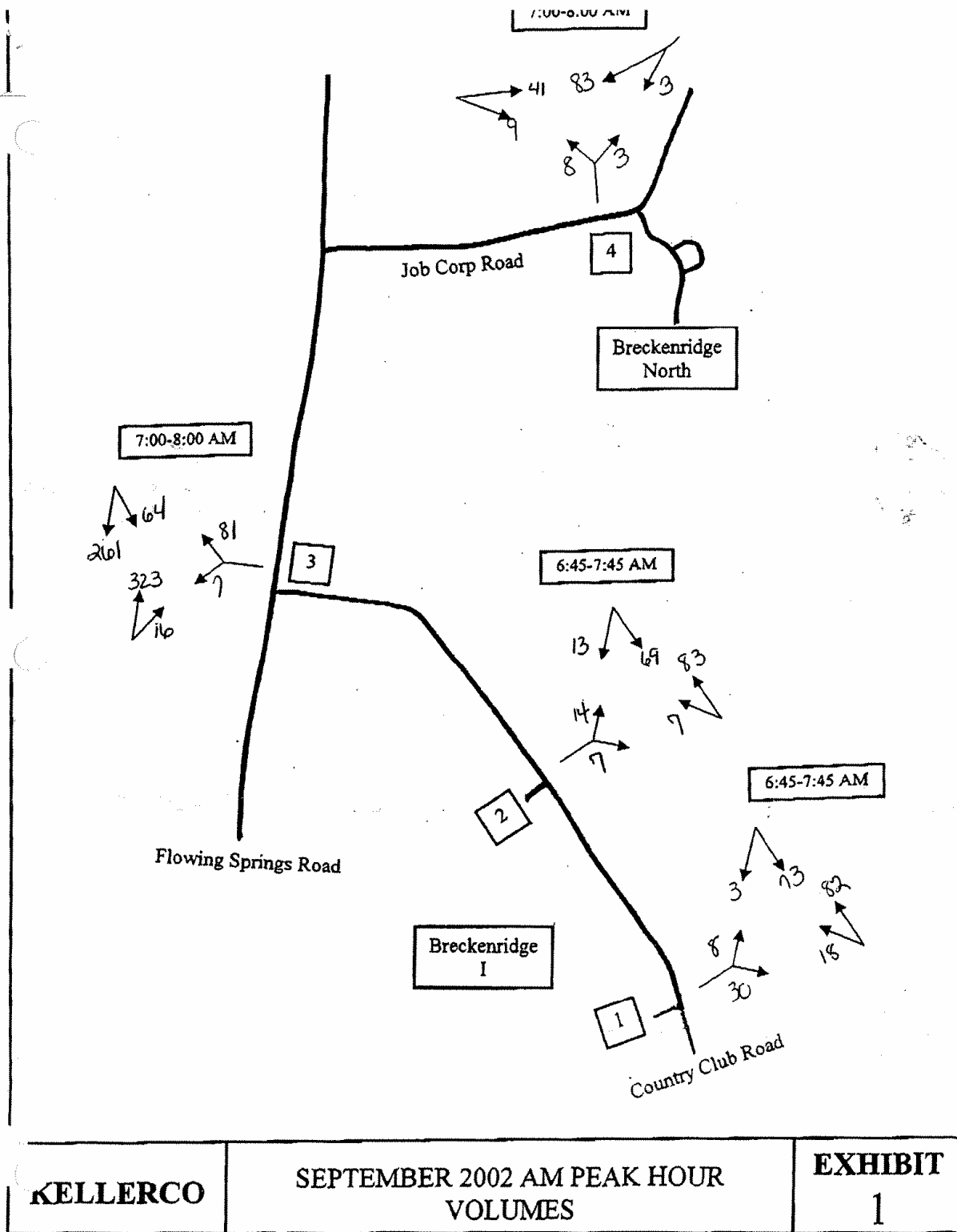
The Levels of Service (LOS) defined using the Critical Lane Method are as follows:

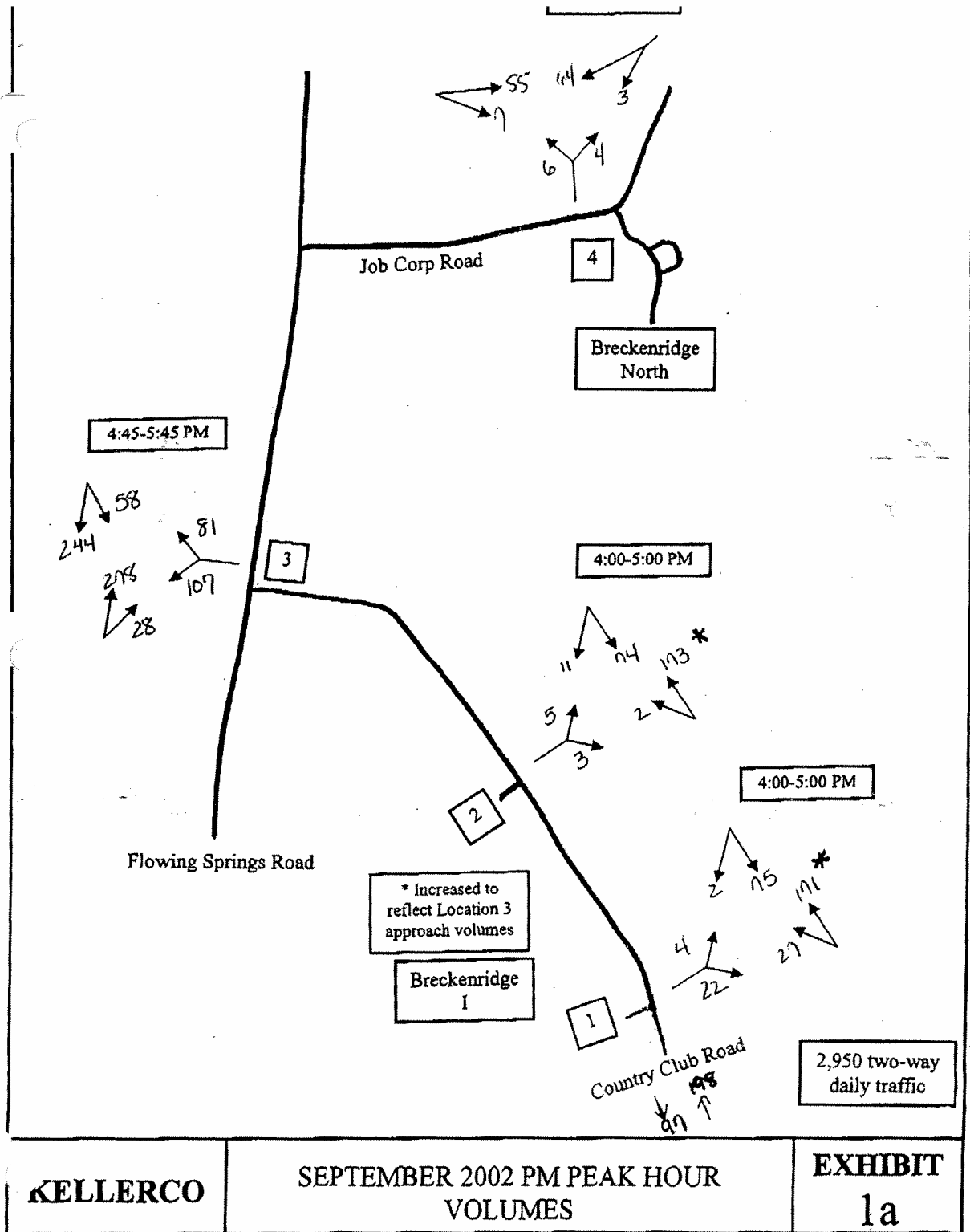
- **LOS A** – No significant vehicle delay, but side street vehicles on average may wait 5 to 10 seconds.
- **LOS B** – Delay increases slightly, with side street volumes on average wait 10 to 20 seconds.
- **LOS C** – Increased delay on the side street but signal not warranted.
- **LOS D** – Approaching significant side street delay; and a signal warrant.
- **LOS E** – Significant side street delay which may warrant signalization.
- **LOS F** – Very significant side street delay which will warrant signalization.

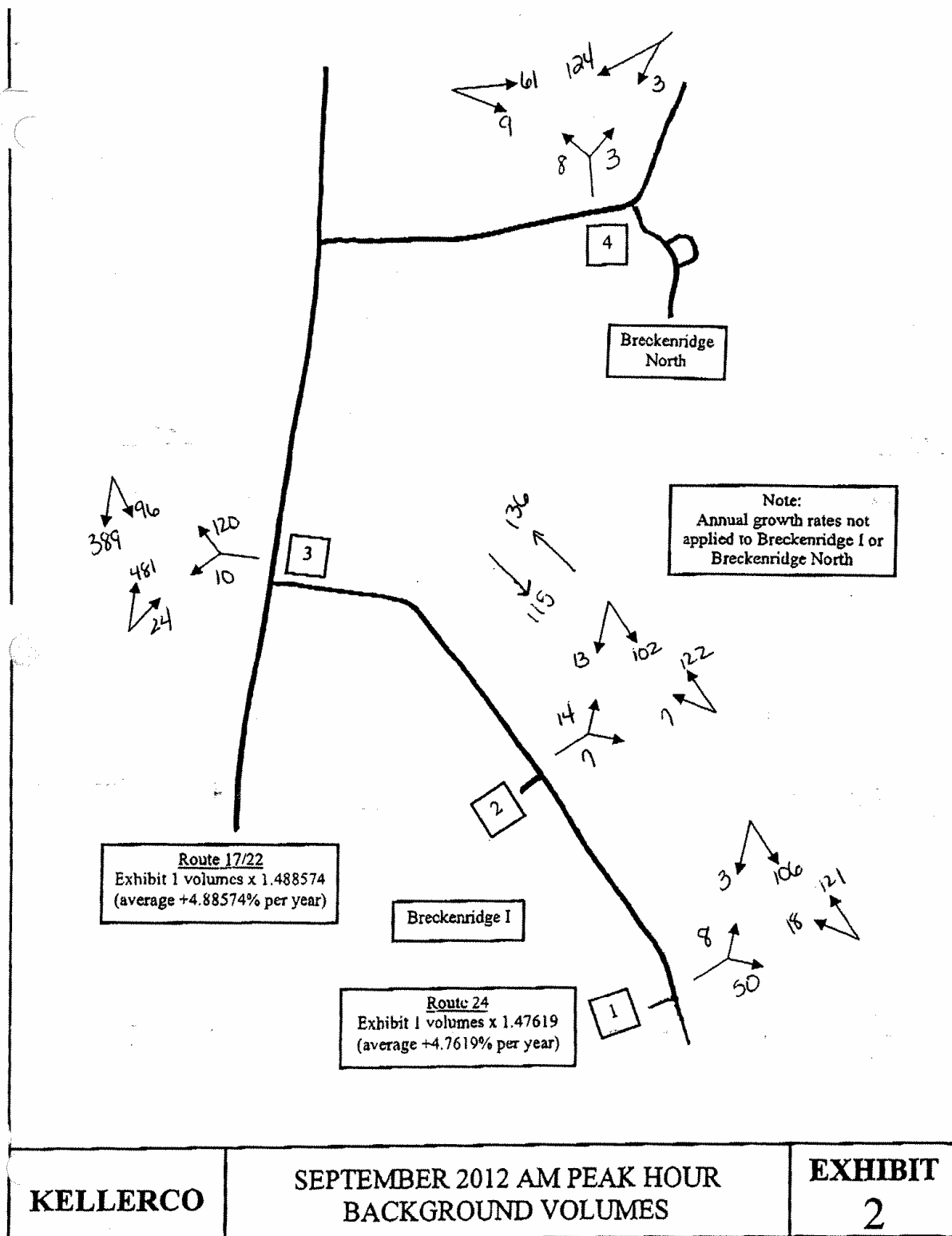
The Critical Lane Volume (CLV) results are shown below.

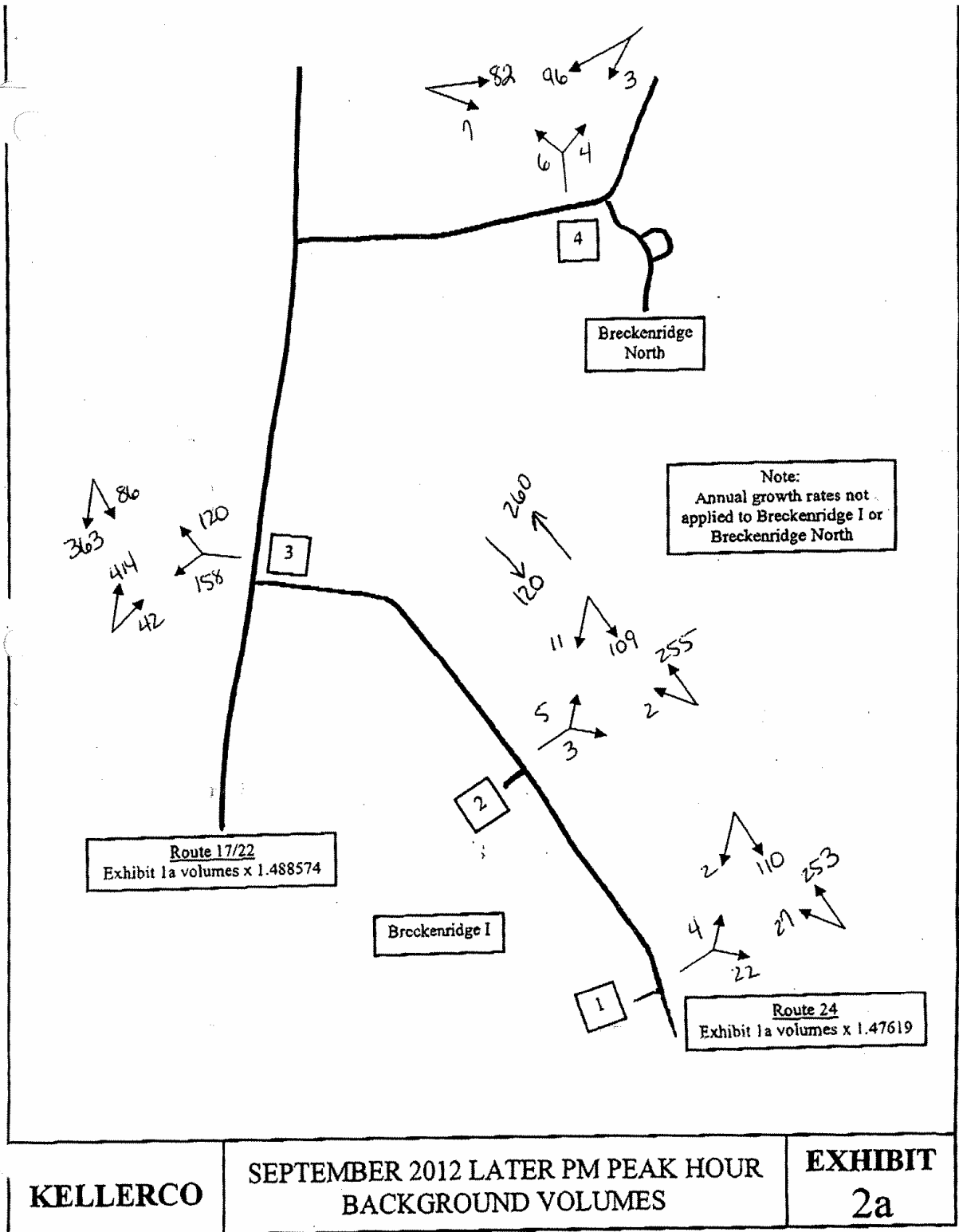
LOCATION	AM PEAK HOUR CLV LOS		PM PEAK HOUR CLV LOS	
	2002 Without Breckenridge I or Breckenridge II Buildout	2012 With Breckenridge I and Breckenridge II Buildout	2002 Without Breckenridge I or Breckenridge II Buildout	2012 With Breckenridge I and Breckenridge II Buildout
1. Posting Way (South)	A 140	A 540	A 227	A 673
2. Posting Way (North)	A 112	A 419	A 183	A 560
3. Flowing Springs Road	A 491	A 923	A 552	B 1070
4. Job Corp Road	A 97	A 234	A 77	A 234
5. Breckenridge Way	N/A	A 404	N/A	A 528

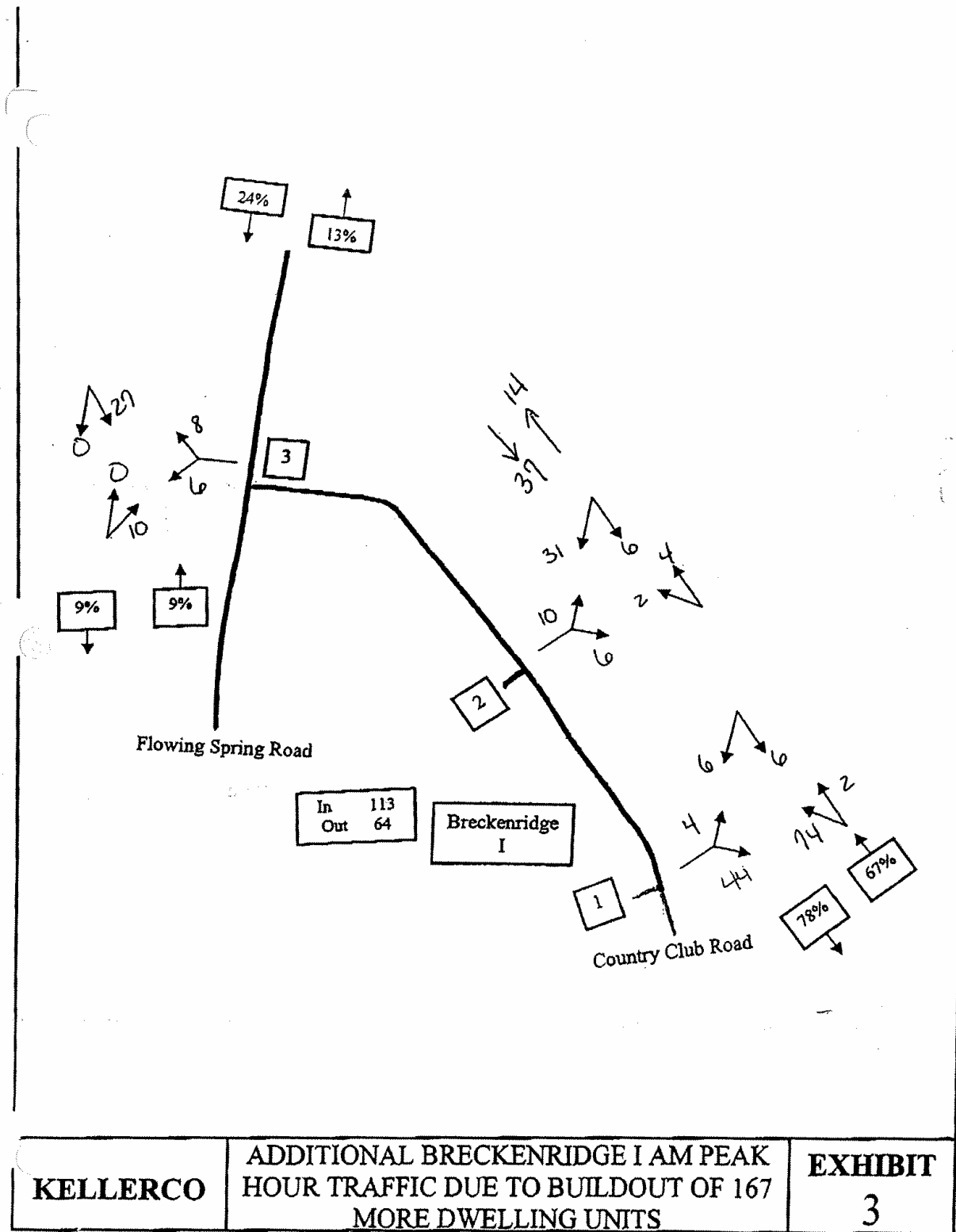
Very acceptable Levels of Service (A and B) are achieved at all of the intersections with the buildout of Breckenridge II.

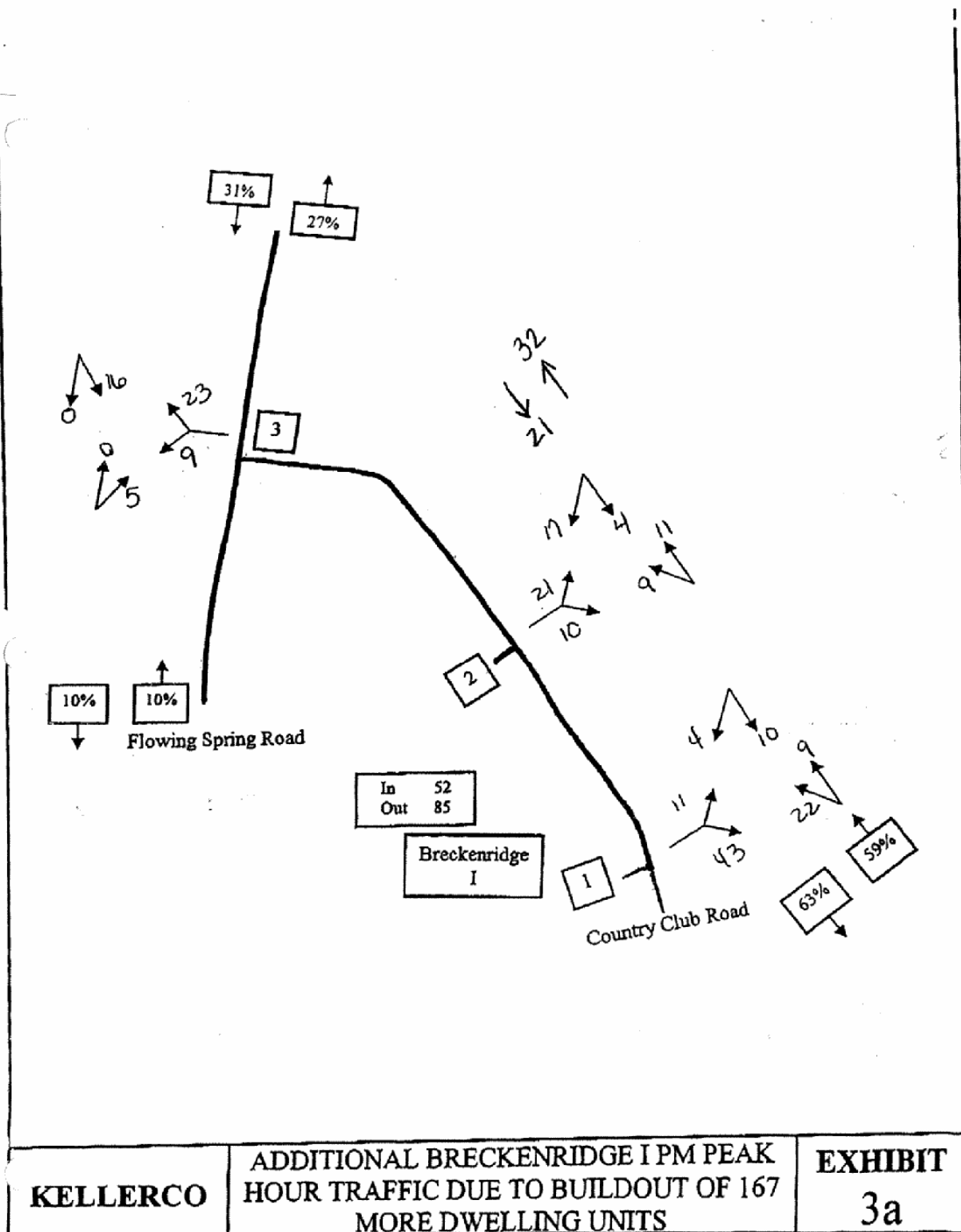


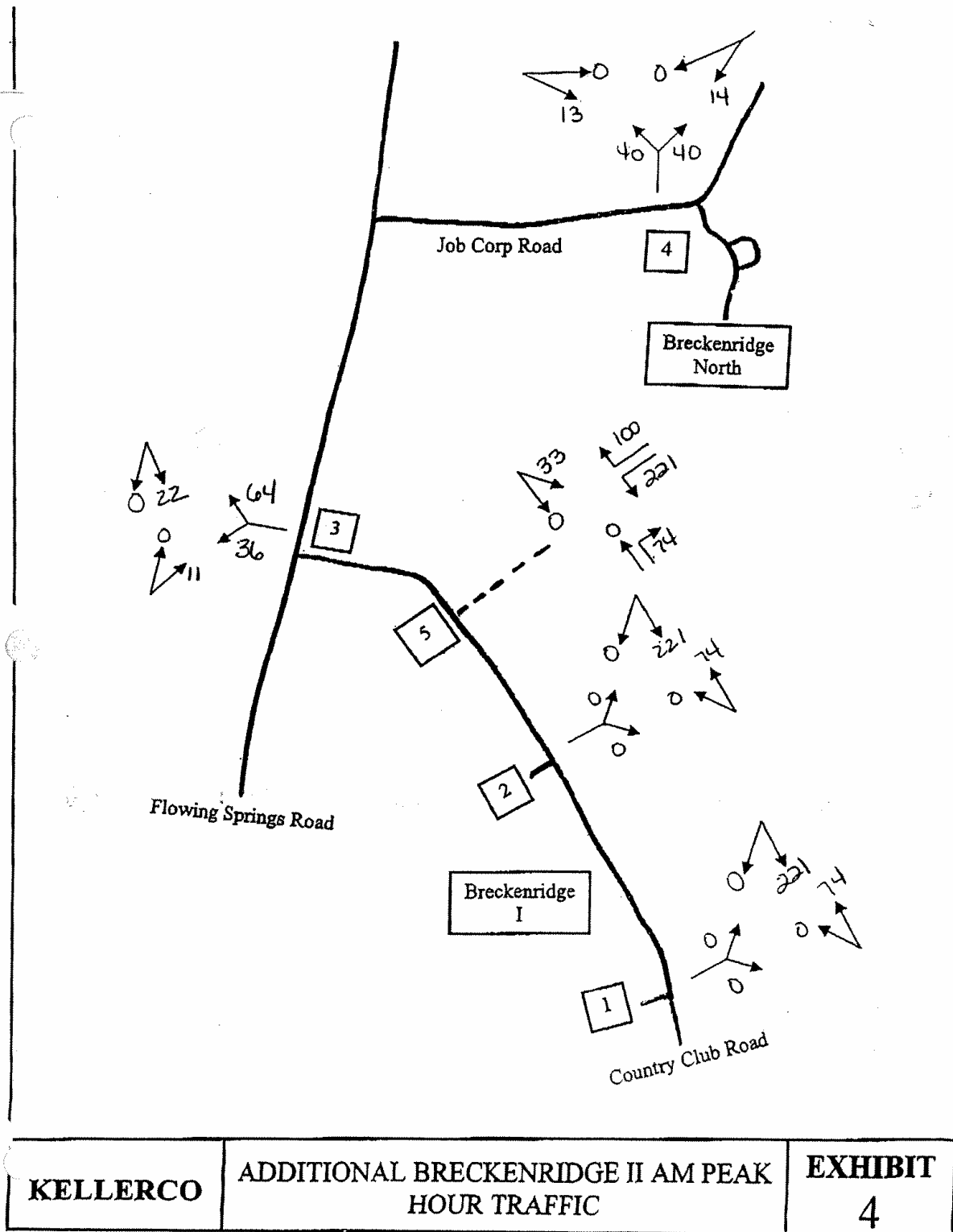


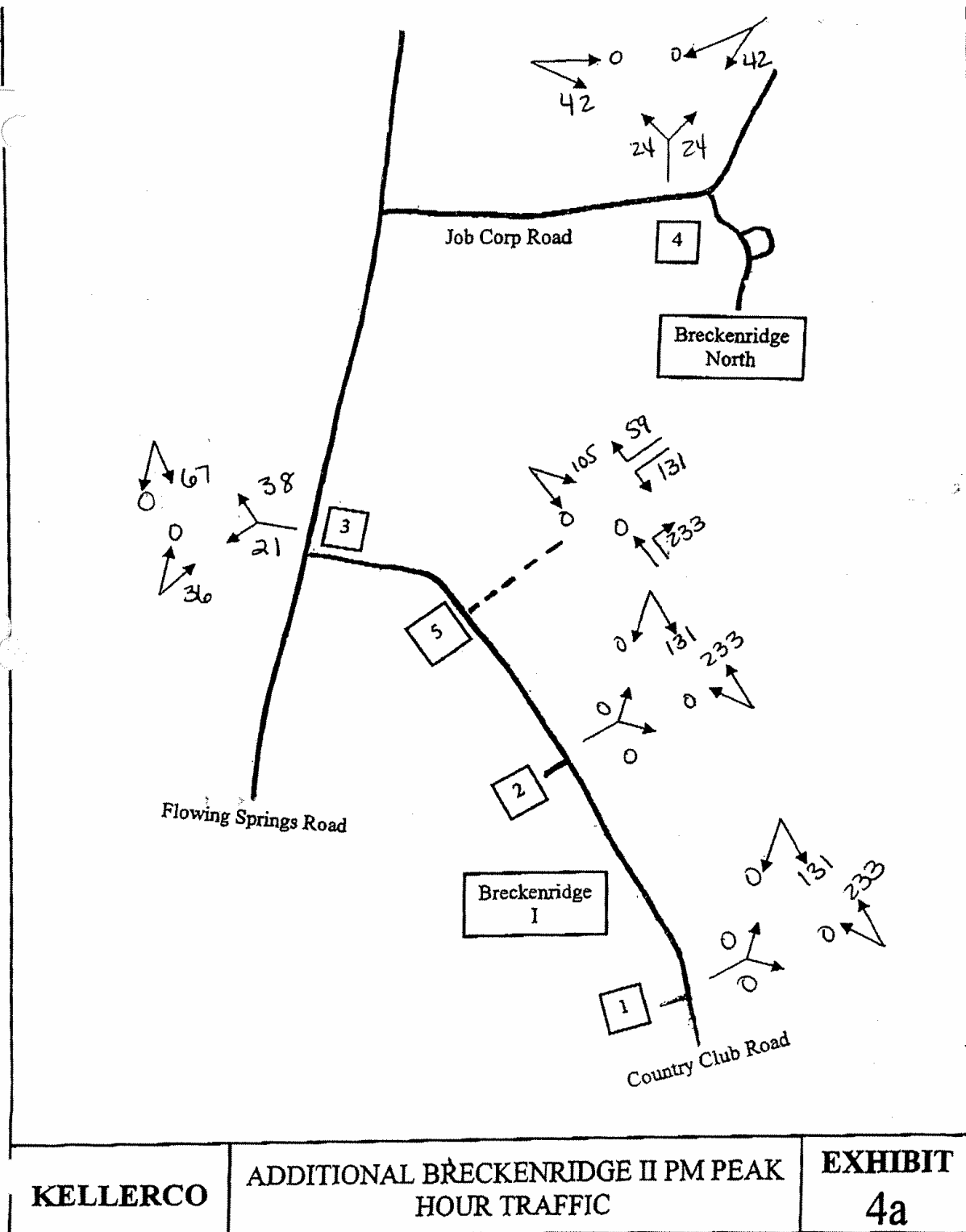


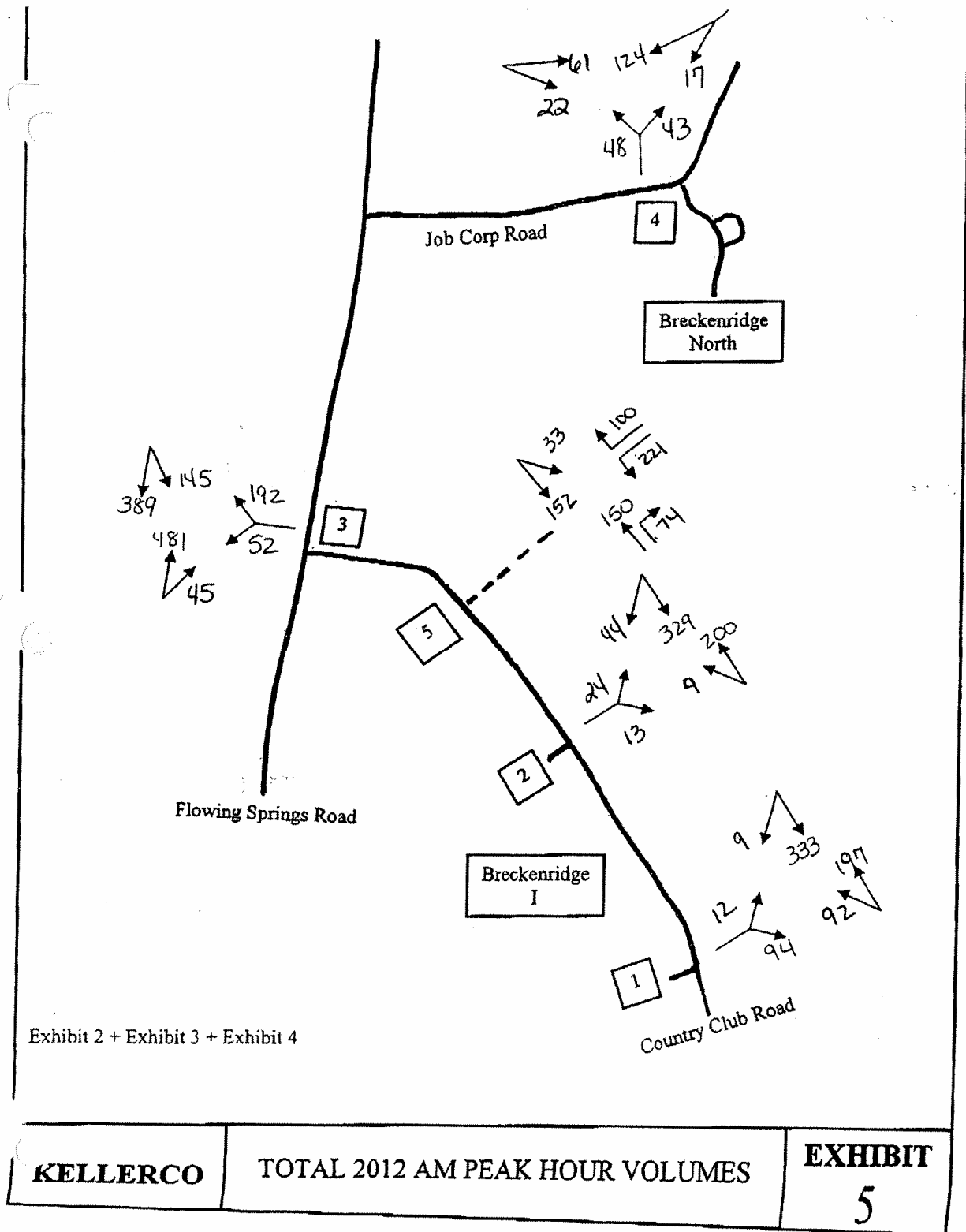


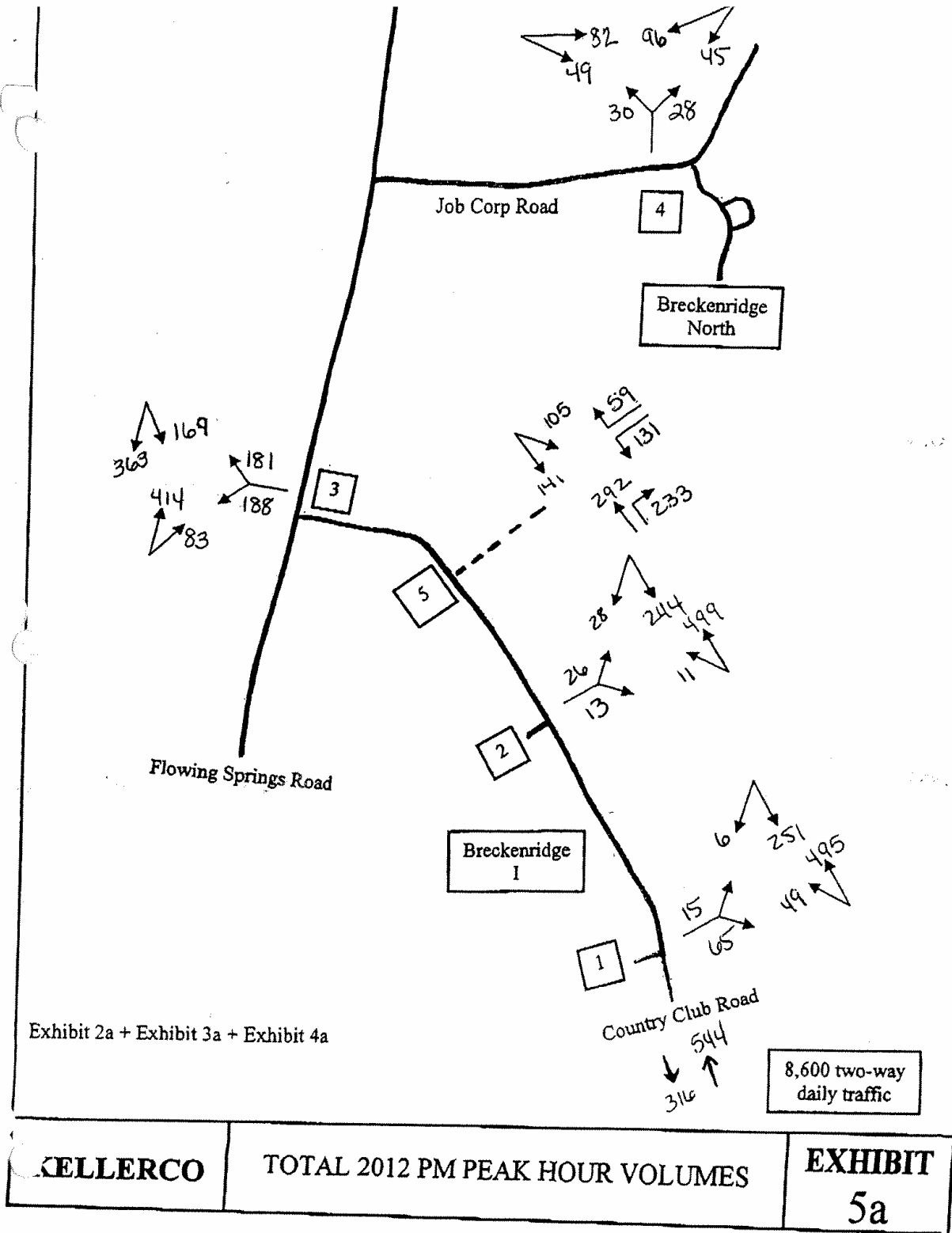












**EXHIBIT "E-1"**

DATE: September 5, 2003

TO: Dan Snyder

FROM: C. Richard Keller *CRK*

SUBJECT: Assessment Of 2012 Breckenridge II (Now Known As East) Traffic Impact At Two Job Corp Road Intersections For Three Traffic Assignment Scenarios For Breckenridge II Generated Traffic

This memo utilizes September 2002 AM/PM traffic counts performed by KELLERCO to establish the future 2012 AM/PM situation for two intersections on Job Corp Road.

- Flowing Springs Road/Job Corp Road
- Job Corp Road/Breckenridge North (Way)

2002 SITUATION

Exhibit 1 shows the 2002 AM/PM volumes. To determine the 2002 LOS the critical lane analysis (CLA) technique was applied to the Exhibit 1 volumes with the results also shown in Exhibit 1. Appendix A contains the CLA worksheets.

2012 SITUATION WITHOUT BRECKENRIDGE II

In order to project 2012 AM/PM traffic at these two intersections (without Breckenridge II traffic) to reflect the impact of other new development traffic a growth factor of 1.488574 provided by WVDOH was applied to the Exhibit 1 volumes on Flowing Springs Road, and likewise to Job Corp Road.

The resulting 2012 AM/PM volumes are shown on Exhibit 2. Note that the Breckenridge North volumes were not increased as new Breckenridge II homes would reflect additional traffic on this connector road.

THREE BRECKENRIDGE II TRIP ASSIGNMENT SCENARIOS

In order to show the range of possible traffic impact in 2012 at these two Job Corp Road intersections three possible Breckenridge II traffic assignment scenarios were developed as described below:

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Scenario A (least impact):

20% of Breckenridge II traffic uses Breckenridge North for access to Job Corp Road

Scenario B:

30% of Breckenridge II traffic uses Breckenridge North for access to Job Corp Road

Scenario C (greatest impact):

40% of Breckenridge II traffic uses Breckenridge North for access to Job Corp Road

The worse case Breckenridge II traffic estimate was used, i.e., the 750 single family units (rather than the 694 units proposed) as documented in the March 27, 2003 KELLERCO memo.

	In	Out	Total
Weekday AM Peak Hour	134	401	535
Weekday PM Peak Hour	422	238	660

Exhibits 3a, 3b and 3c show the geographic distribution assumed for making the Breckenridge II traffic assignment to these two intersections. Note that the overall geographic distribution for Breckenridge II traffic is shown in boxes as a percentage of total traffic. Also note that all scenarios reflect the least amount of traffic using Country Club Road south to Rt. 340; i.e., 55%. These three scenarios therefore reflect the worse possible impact on Job Corp Road since more than 55% of the traffic may use Country Club Road to access Rt. 340.

Note that the overall distributions are the same for scenario A and B but for scenario C the distribution was increased for Job Corp Road east to 15% intersection to "force" the worse case scenario traffic assignment on Job Corp Road.

2012 SCENARIOS WITH BRECKENRIDGE II

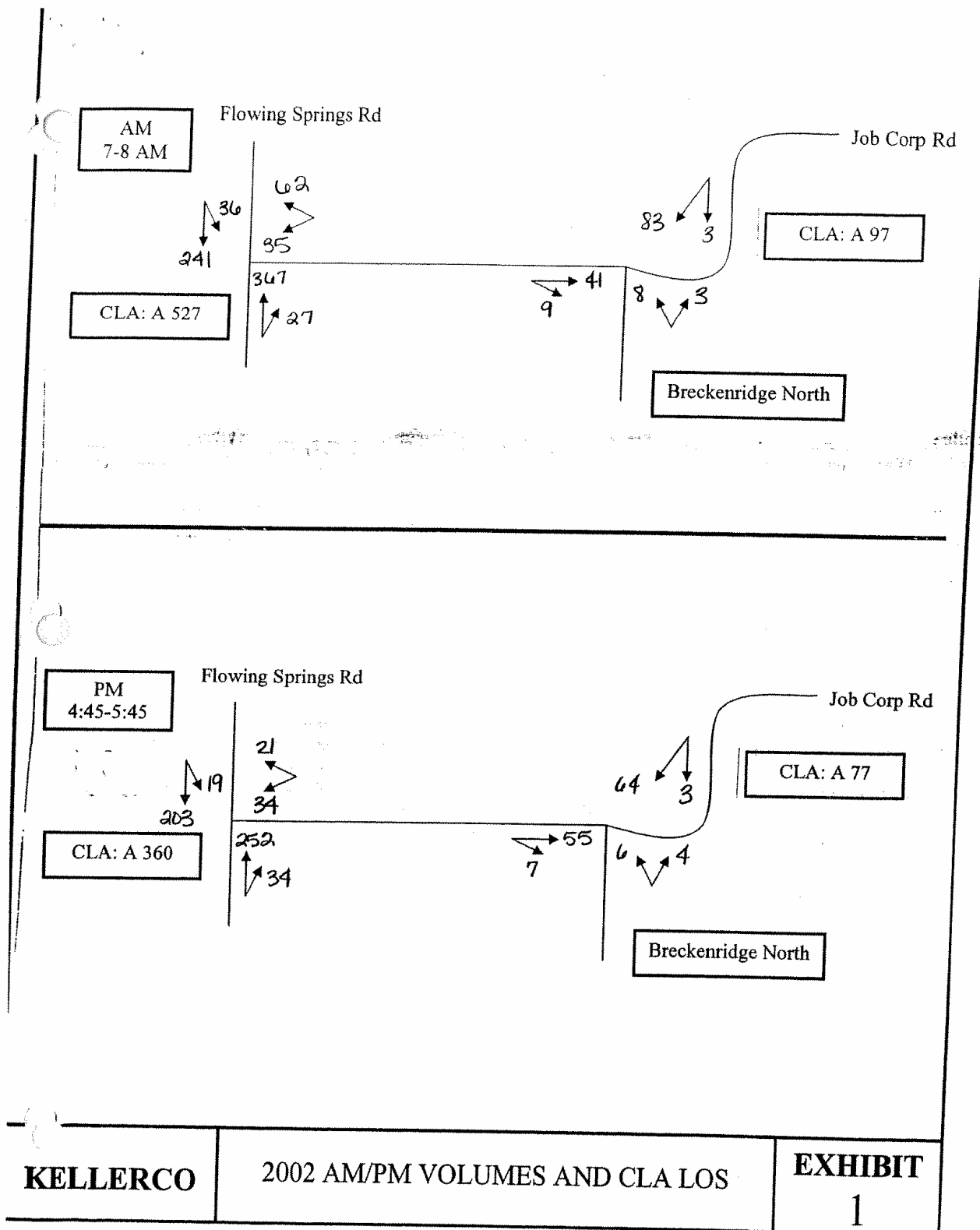
To achieve the 2012 AM/PM volumes at the two Job Corp Road intersections the Exhibit 2 volumes were added to the Exhibits 3a, 3b and 3c volumes with the results shown on Exhibits 4a, 4b and 4c. Applying the CLA technique to these volumes also indicated the CLA LOS for each scenario which is also shown on Exhibit 4a, 4b and 4c. Appendixes B, C, and D contain the CLA worksheets each scenario.

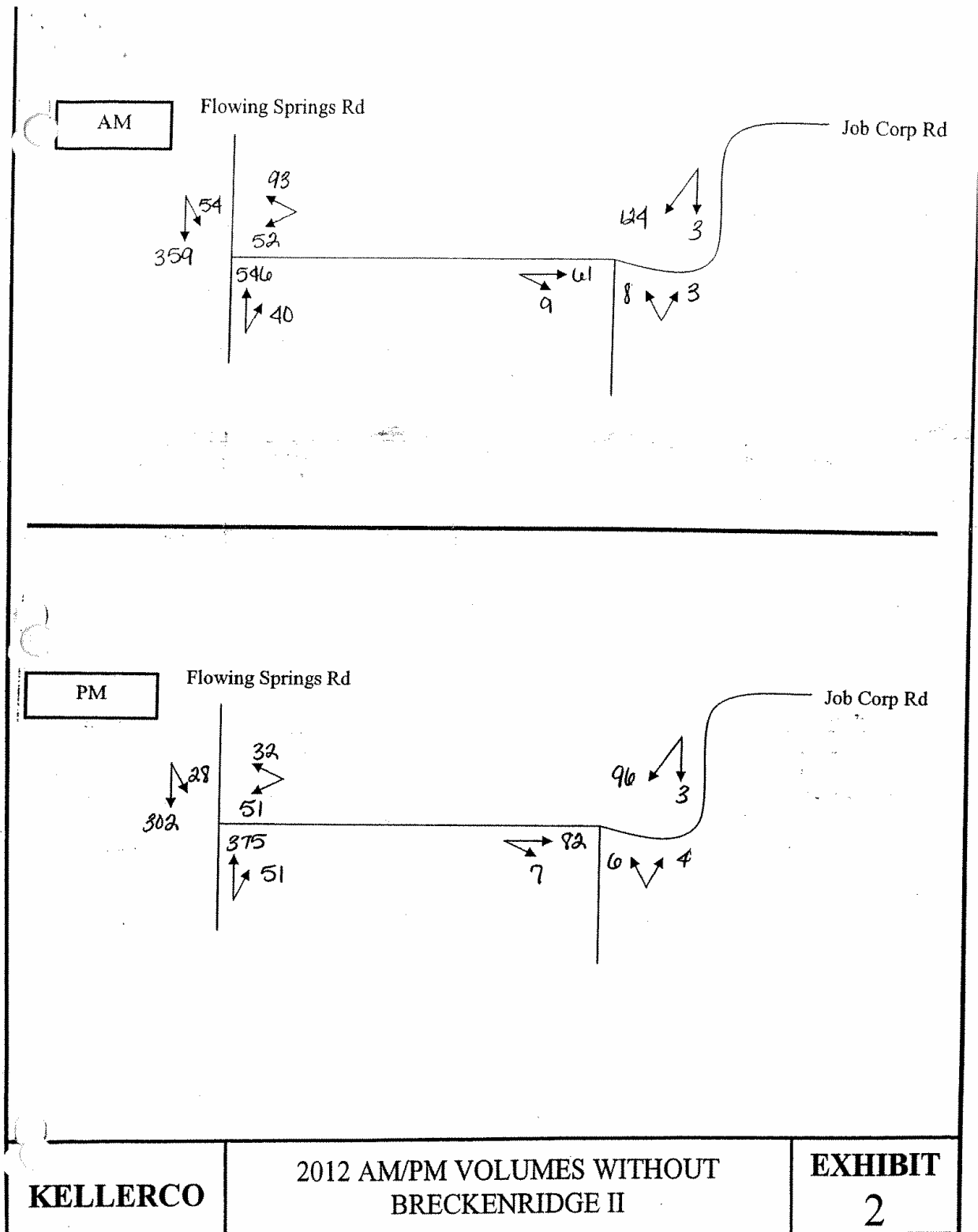
SUMMARY

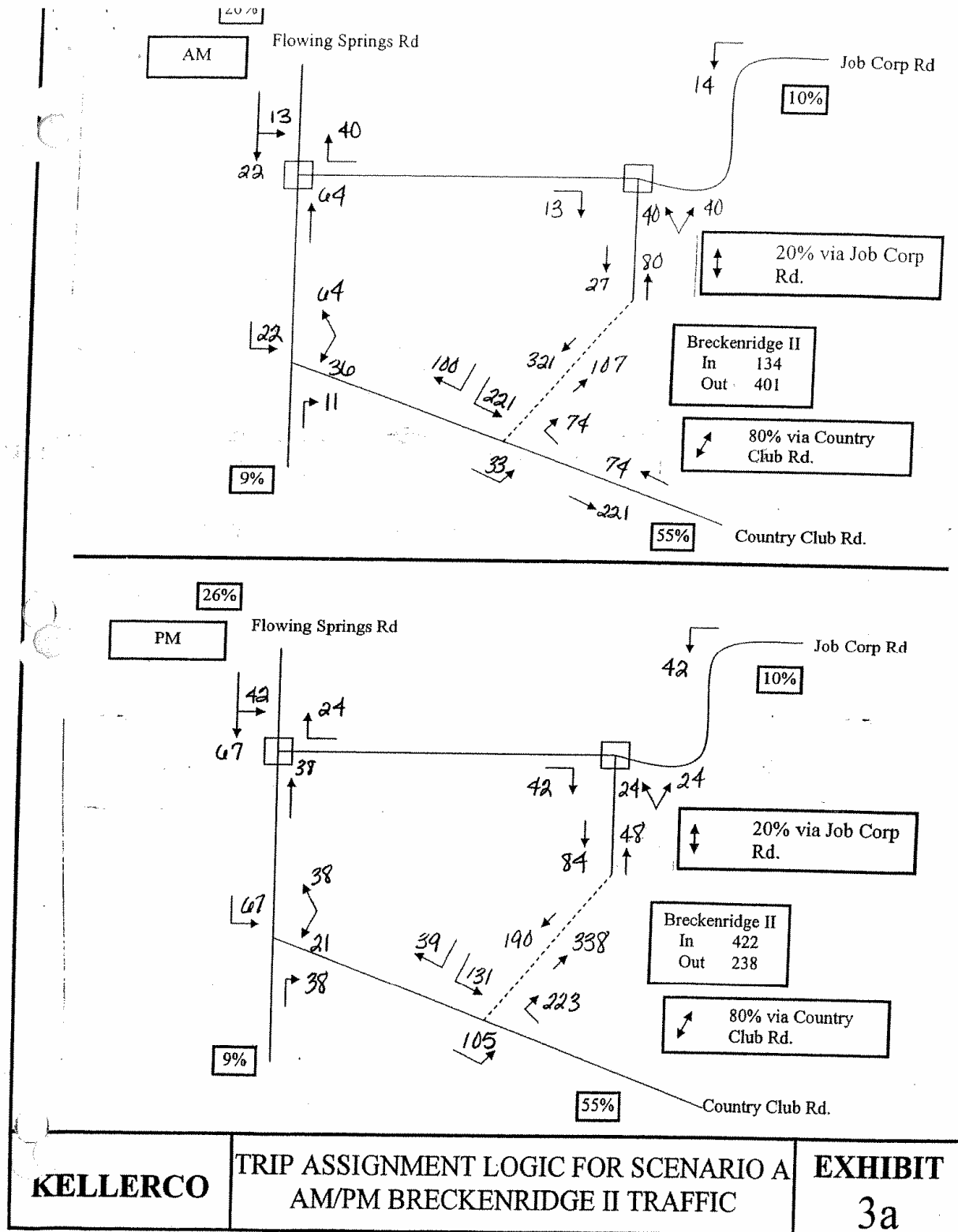
The CLA results are summarized below:

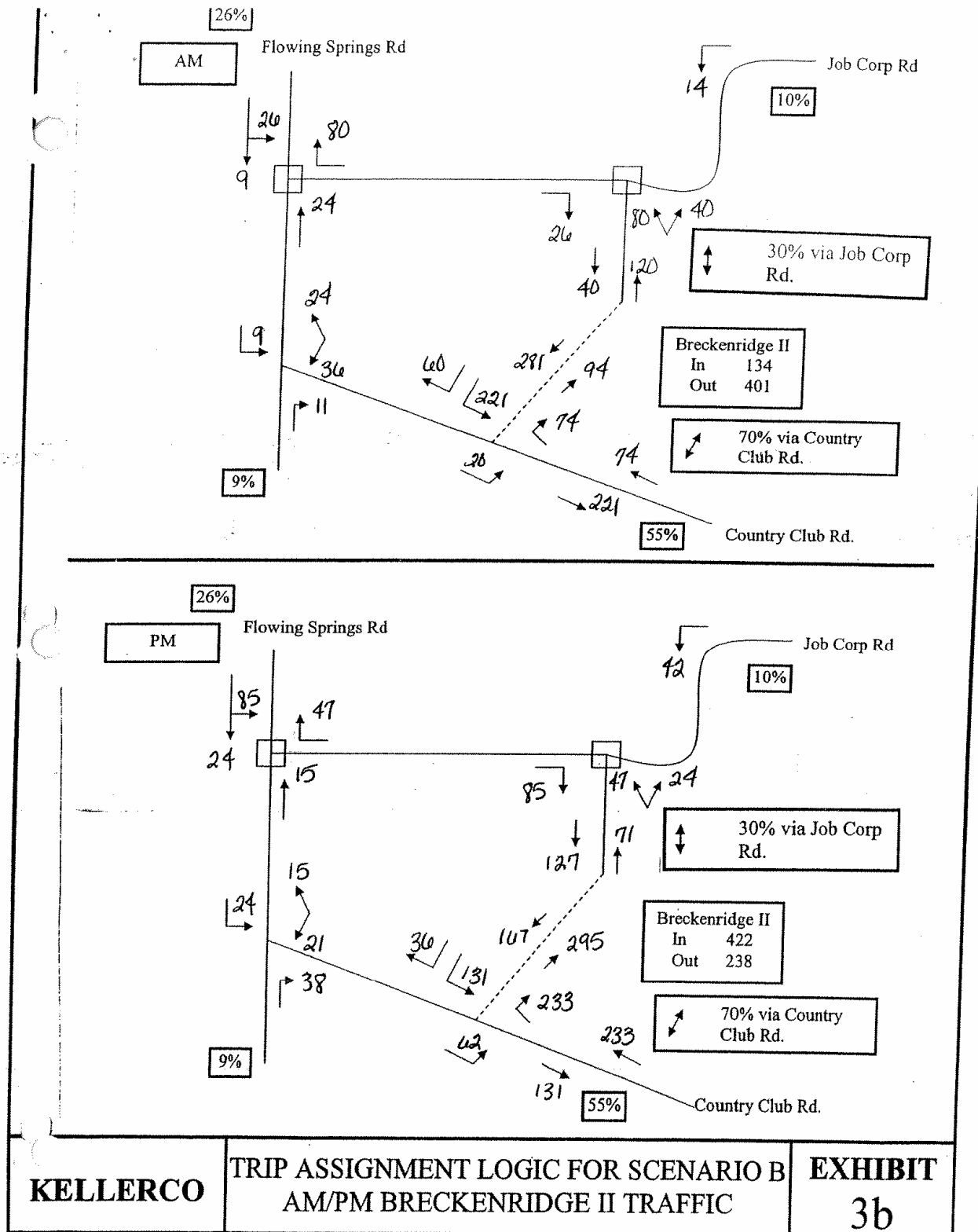
Scenario and Year	Flowing Springs Rd. Job Corp Rd.		Job Corp Rd. Breckenridge Way	
	AM	PM	AM	PM
2002	A 527	A 360	A 97	A 77
2012 Scenario A	A 902	A 641	A 234	A 234
2012 Scenario B	A 915	A 684	A 274	A 300
2012 Scenario C	A 924	A 713	A 319	A 366

These results indicate the following traffic impact due to Breckenridge II for the least and worse case scenarios. Note that LOS A is achieved for all conditions so the impact of Breckenridge II traffic does not change the impact enough to increase the LOS A to a B even in the worse scenario.





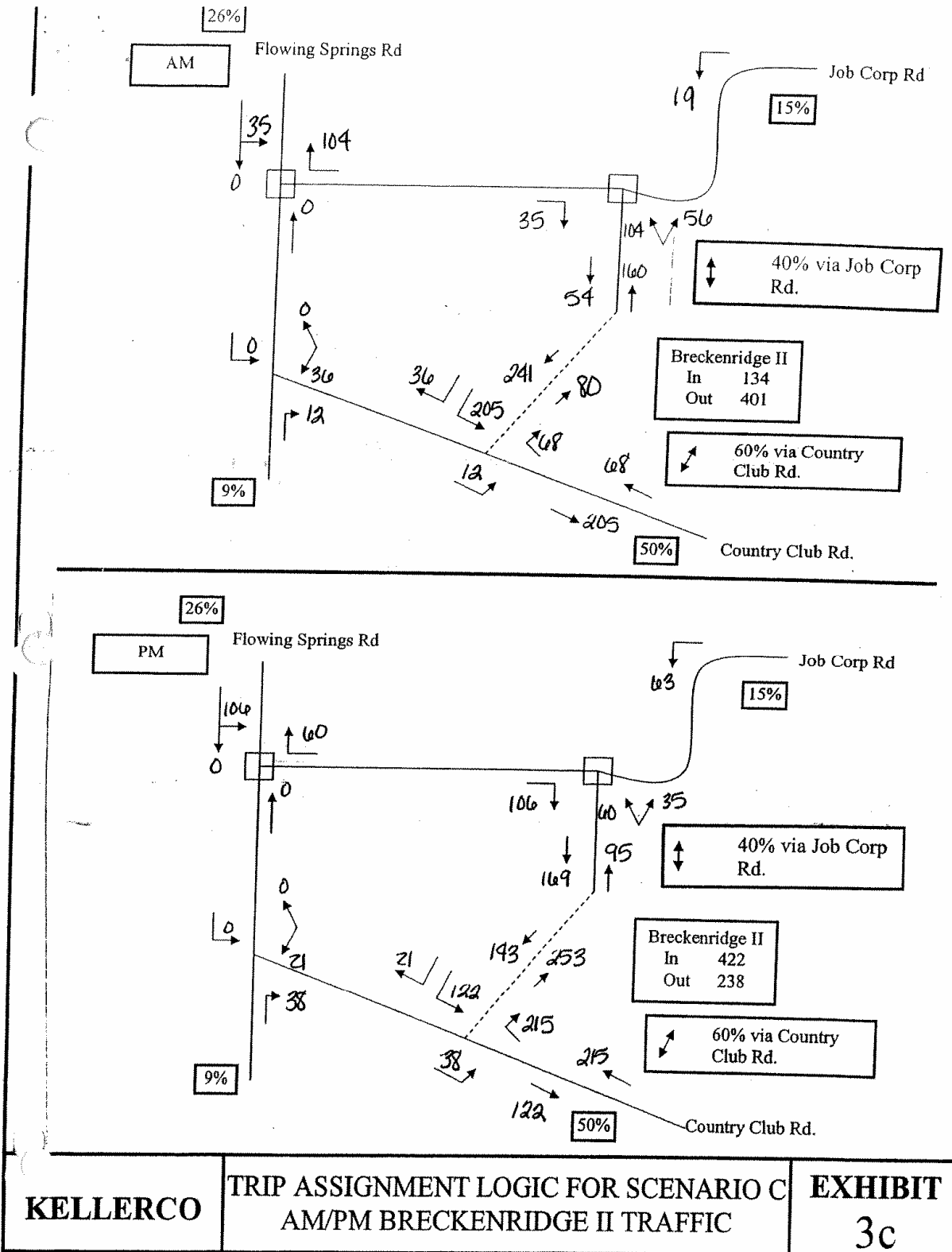


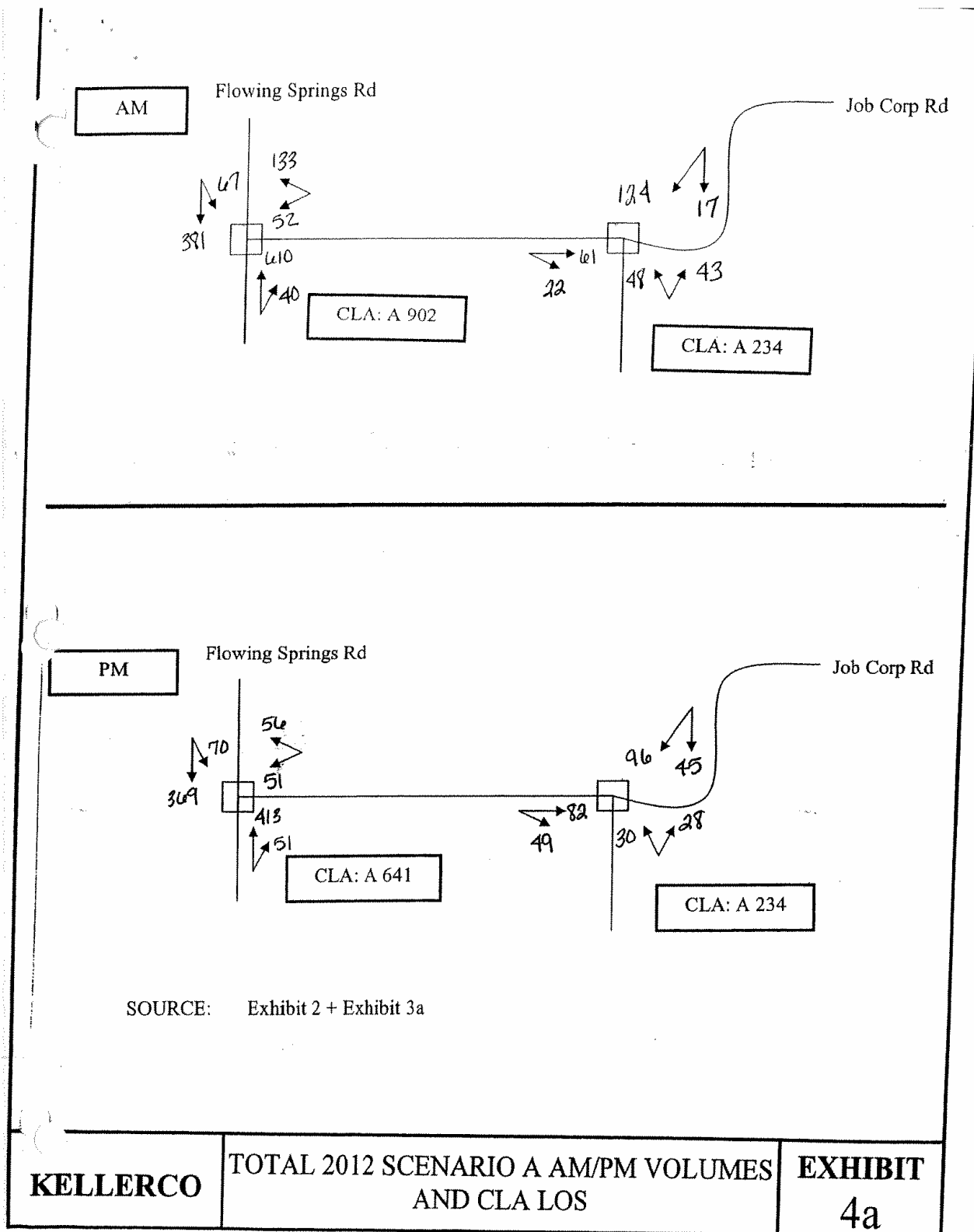


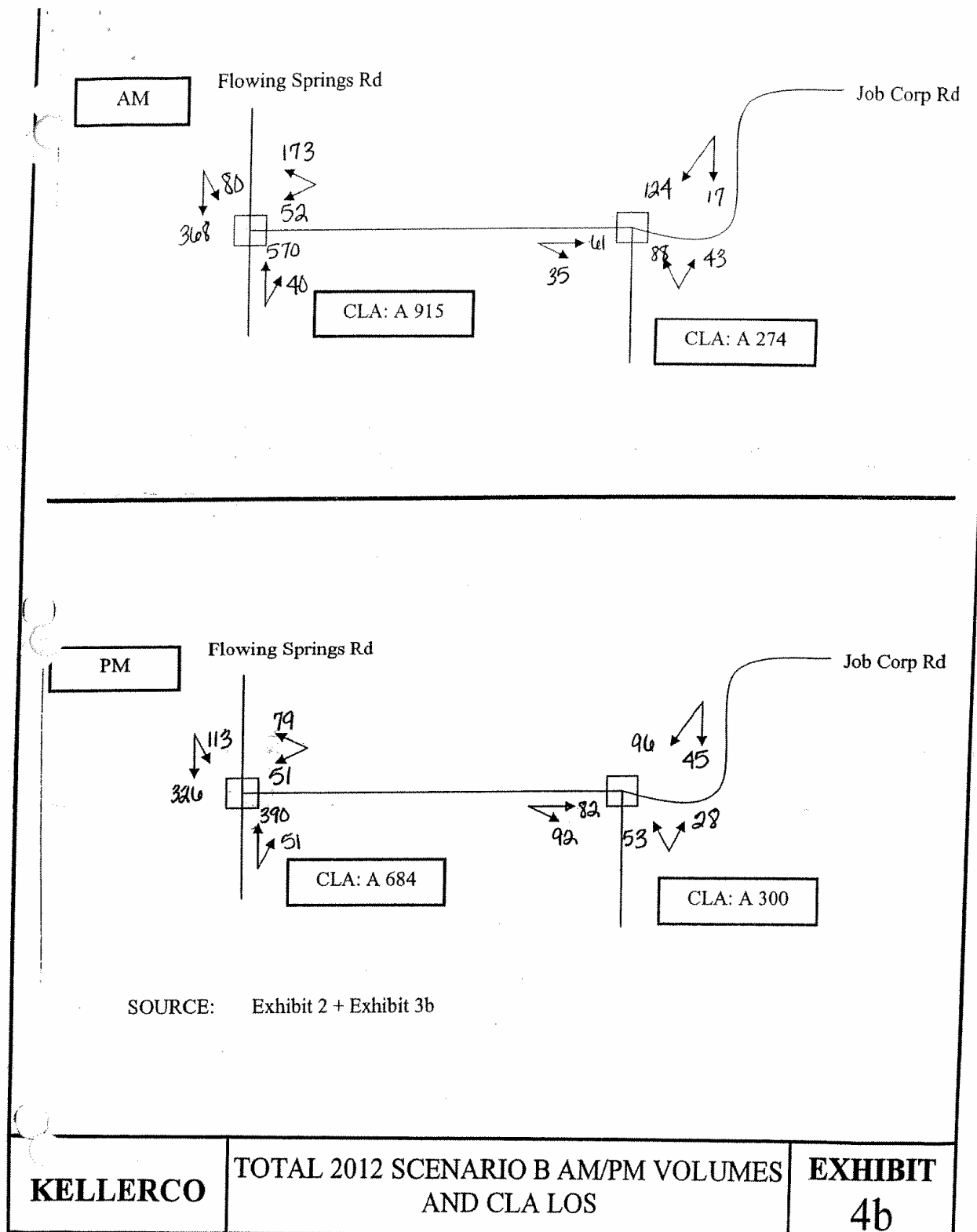
KELLERCO

**TRIP ASSIGNMENT LOGIC FOR SCENARIO B
AM/PM BRECKENRIDGE II TRAFFIC**

**EXHIBIT
3b**







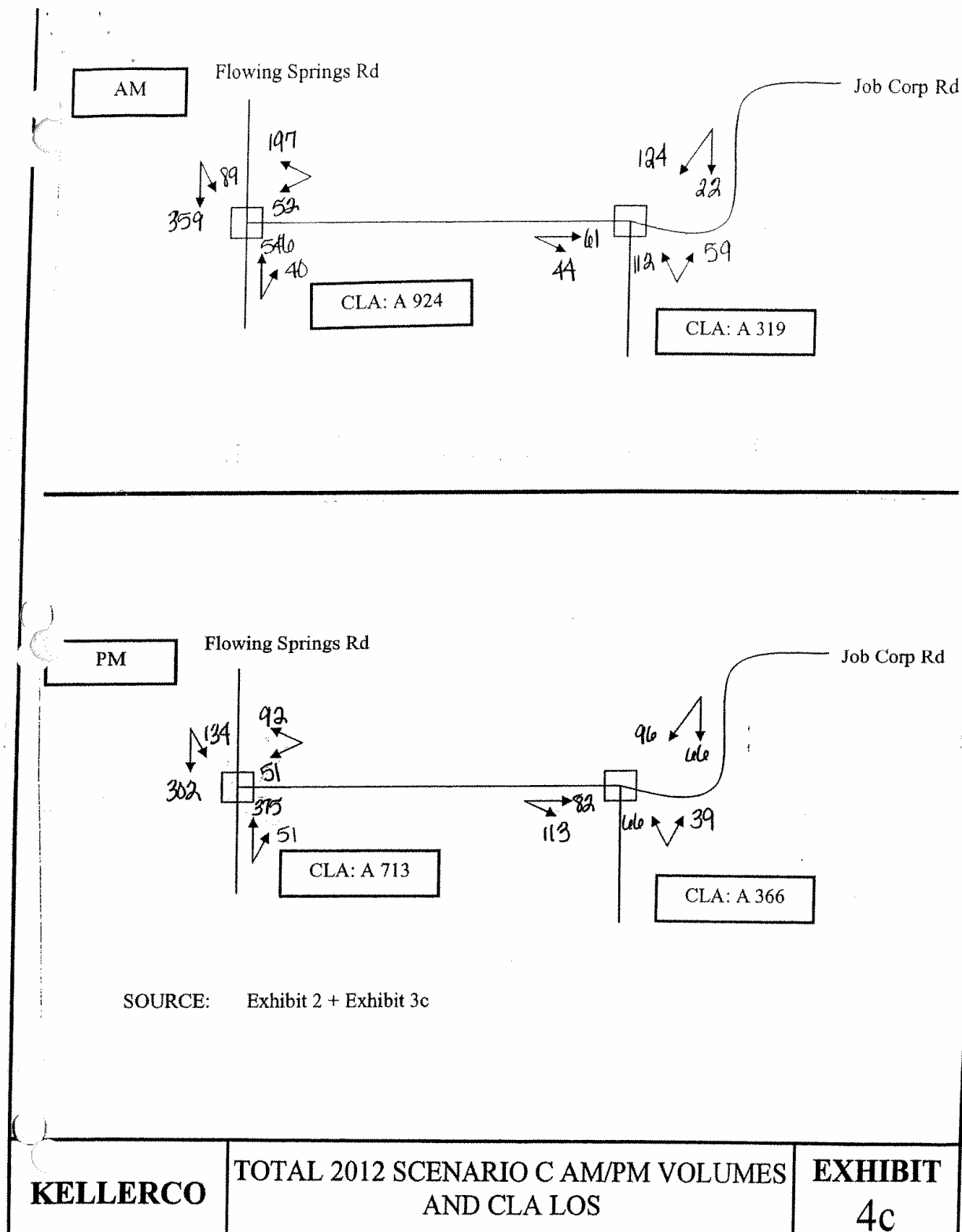


EXHIBIT “E-2”

**TRAFFIC REPORT ANALYZING THE COUNTRY CLUB
ROAD/ RT. 340 INTERSECTION**

**EXHIBIT "E-2"**

DATE: September 5, 2003
TO: Dan Snyder
FROM: C. Richard Keller *CRK*
SUBJECT: Assessment Of Breckenridge II (Now Known As East) Traffic Impact At
Signalized Route 340/ Country Club Road/Marlow Road Intersection

EXISTING 2003 SITUATION

In order to determine the AM/PM peak hour traffic impact at this intersection, a vehicular turning movement count was made on Wednesday, September 3, 2003 between 6:00-9:00 AM and 4:00-7:00 PM. The three-hour peak period data was then summarized to determine the AM and PM peak hour volumes which are illustrated on Exhibit 1.

Appendix A contains the traffic count data.

The critical lane analysis (CLA) technique was used to determine the 2003 AM and PM peak hour levels of service as shown on Exhibit 1. Appendix B includes the CLA worksheets.

2012 SITUATION WITHOUT BRECKENRIDGE II

In order to establish the 2012 situation without Breckenridge II traffic but with anticipated other new development traffic, the 2003 AM and PM volumes were increased to 2012 using the following annual growth rates provided by WV DOH.

- For Country Club Road and Marlow Road traffic, a 2012 growth rate factor of 1.409091 was applied to the 2003 volumes.
- For Route 340 through traffic, a 2012 growth rate factor of 1.242593 was applied to the 2003 volumes.

The resulting 2012 AM and PM volumes without Breckenridge II traffic are shown on Exhibit 2.

The CLA technique was used to determine the 2012 AM and PM peak hour levels of service without Breckenridge II traffic. Exhibit 2 shows the CLA results with the CLA worksheets included in Appendix C.

2012 SITUATION WITH BRECKENRIDGE II

Using the worse case situation for Breckenridge II traffic, the AM and PM peak hour traffic for 750 (not the proposed 694 units) single family units was used as documented in the March 27, 2003 KELLERCO memo.

	In	Out	Total
Weekday AM Peak Hour	134	401	535
Weekday PM Peak Hour	422	238	660

Next, the worse case geographic distribution was made for Breckenridge II traffic; i.e. 80% south to Route 340 and 20% west or north to Flowing Springs Road and Job Corps Road. The directional distribution of Breckenridge II traffic when it reaches Route 340 was based on the observed; i.e. counted Wednesday, traffic count data. The resulting Breckenridge II AM and PM trip assignment is shown on Exhibit 3.

Next, the Exhibit 3 volumes were added to the Exhibit 2 2012 volumes to achieve total 2012 AM and PM volumes shown in Exhibit 4.

Then the CLA level of service (LOS) was determined as also shown on Exhibit 4 with the CLA worksheets included in Appendix D.

SUMMARY

The AM and PM CLA results are summarized below.

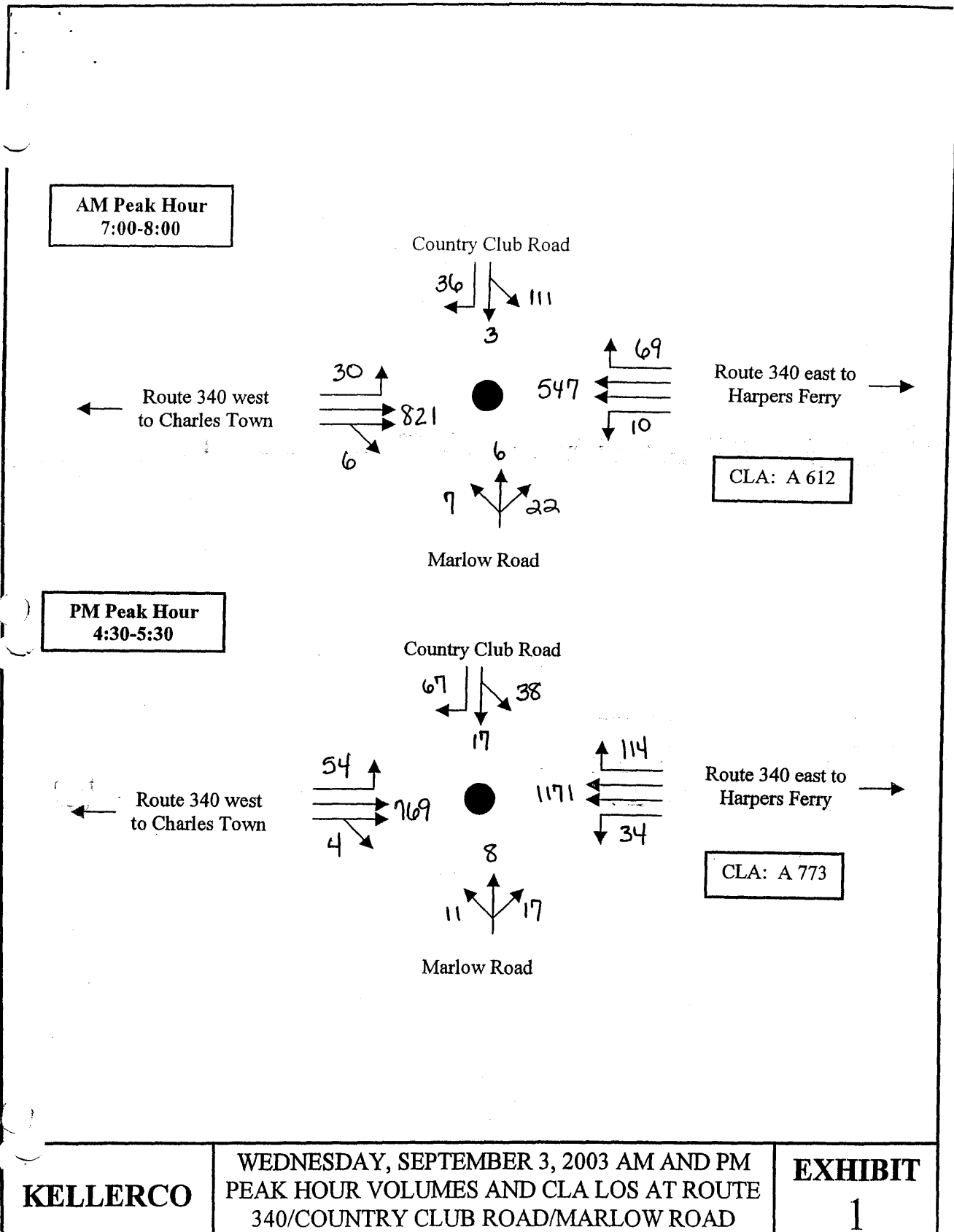
	AM CLA LOS	PM CLA LOS
2003	A 612	A 773
2012 Without Breckenridge II	A 785	A 983
2012 With Breckenridge II	B 1032	C 1161

The results indicate the following:

- Acceptable CL LOS is achieved in 2012 with Breckenridge II built out with 80% of the traffic using this intersection, i.e. the worse case situation.
- The change in LOS A to B in the AM and A to C in the PM due to Breckenridge II traffic is not as significant as it appears due to the LOS ranges as shown below:

Level of Service	CLA Value
LOS A	0 to 1000
LOS B	1000 to 1150
LOS C	1150 to 1300
LOS D	1300 to 1450

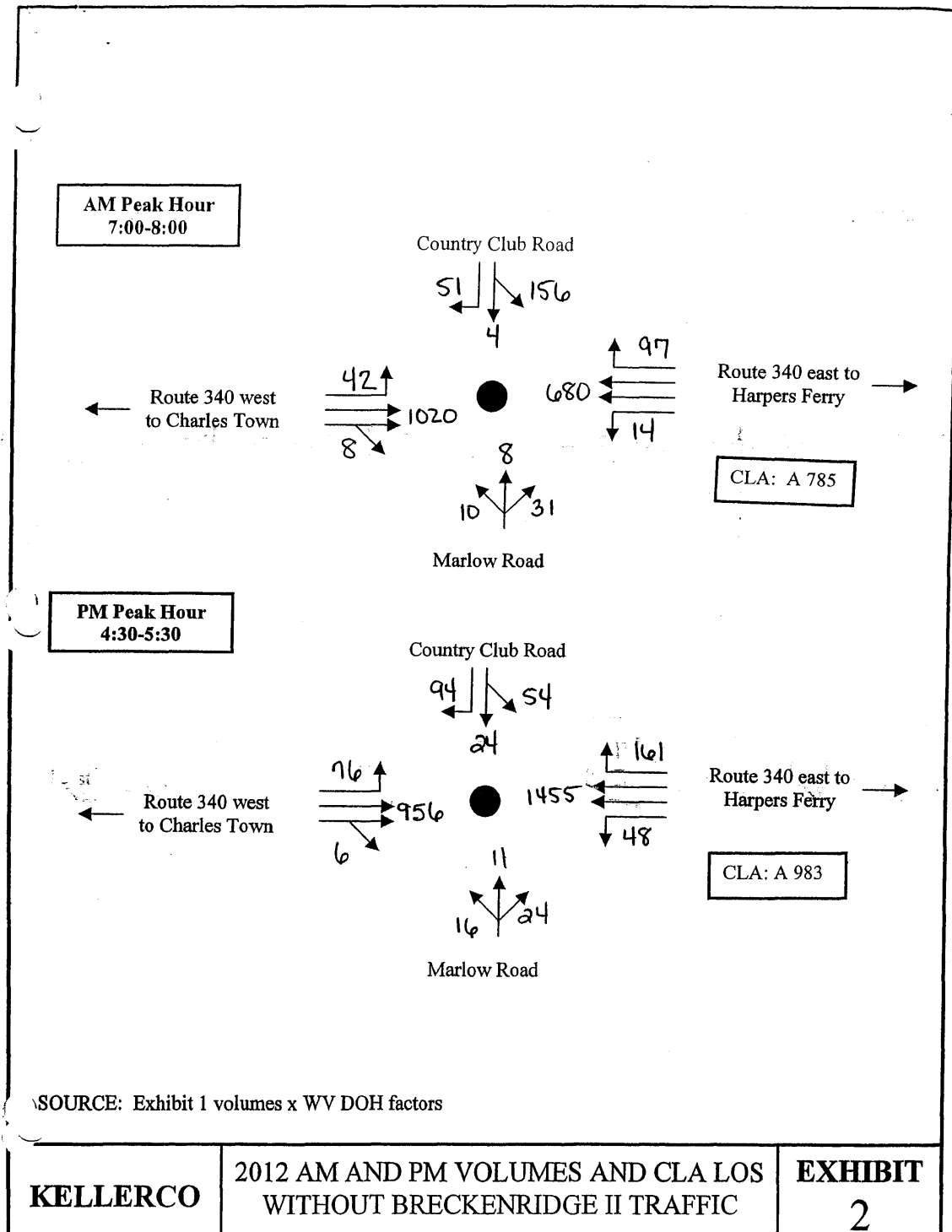
Note that in 2012 with Breckenridge II (worse case) the AM LOS B is only 32 above the 1000 limit with Breckenridge II the LOS C exceeds the LOS C criteria by only 11.

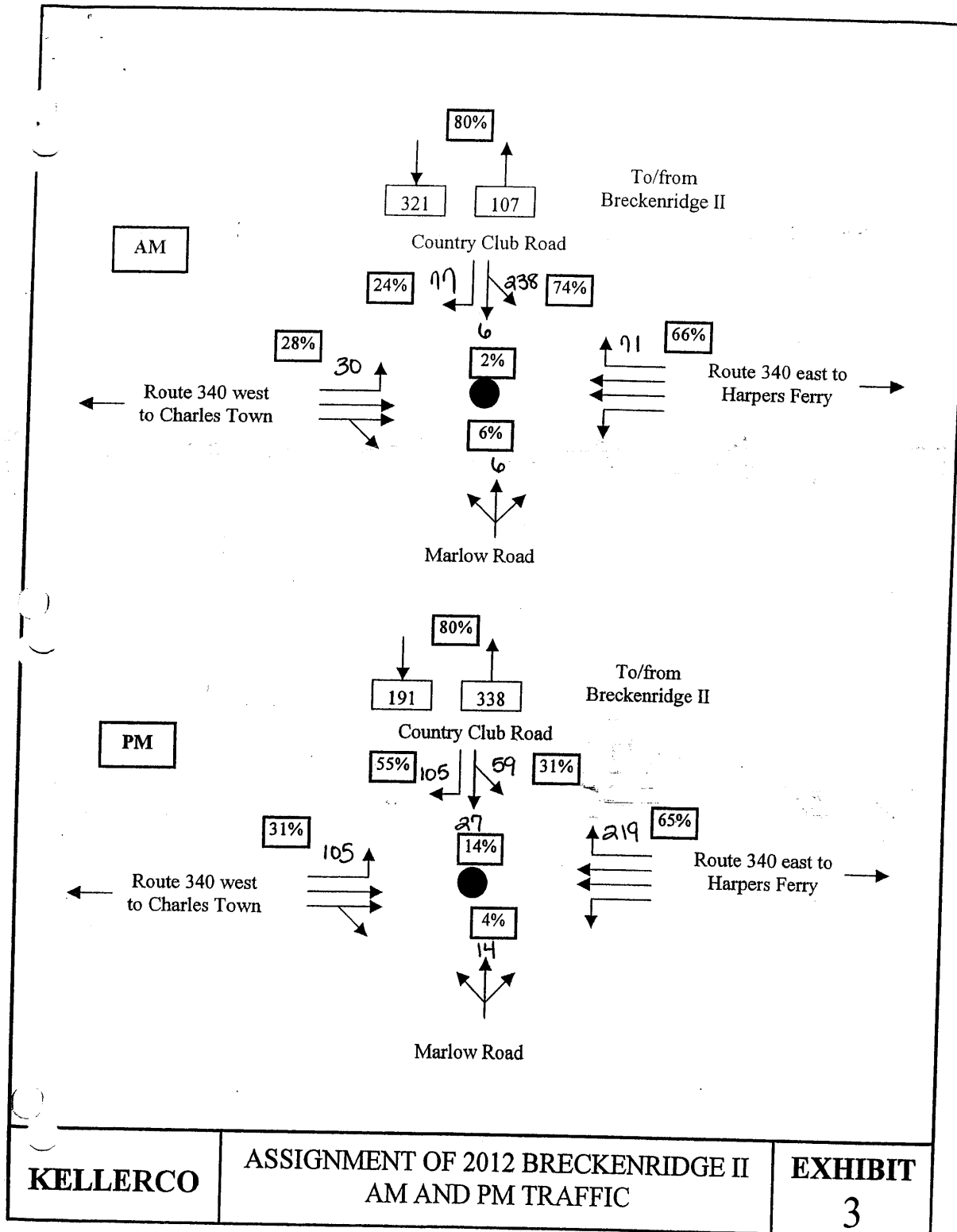


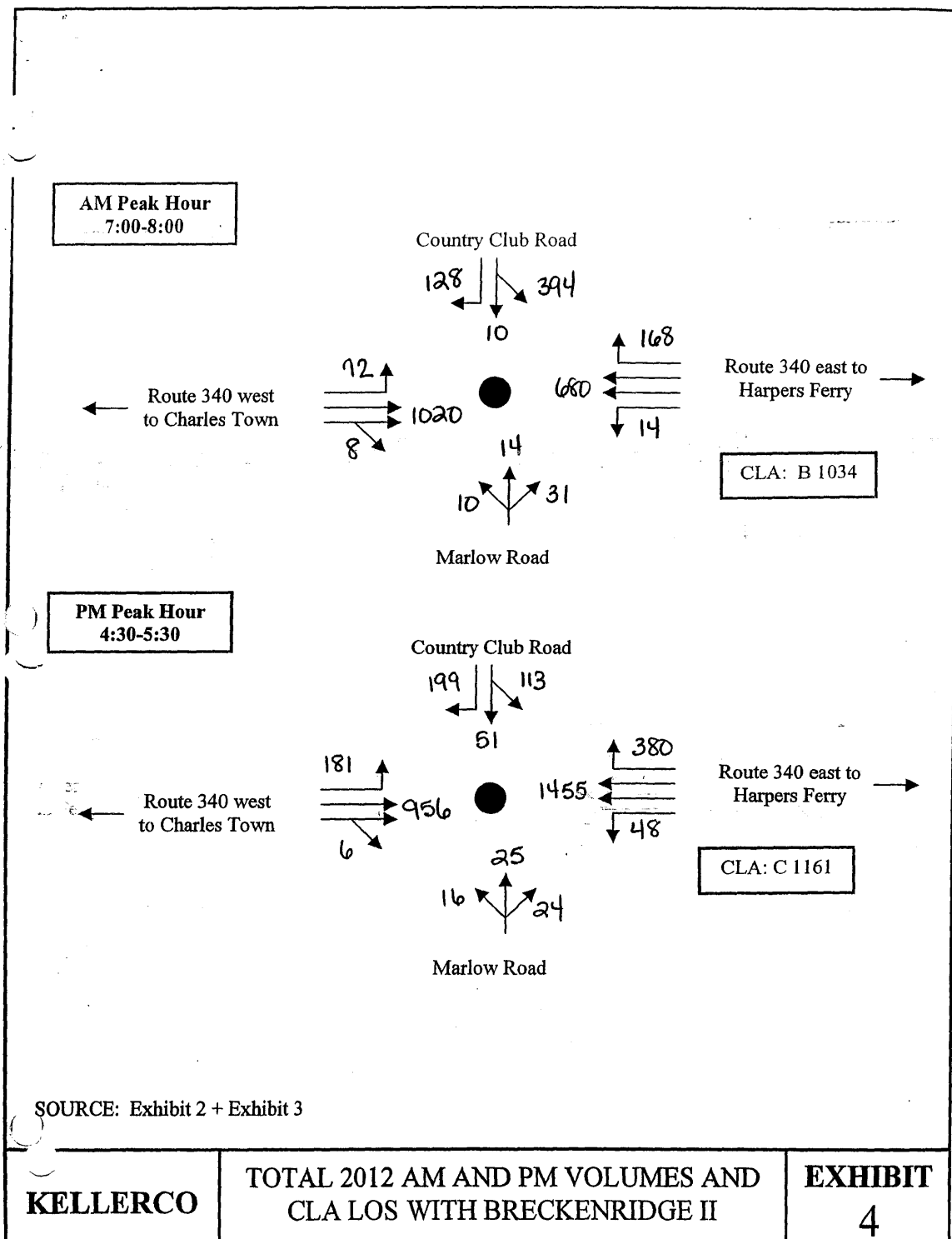
KELLERCO

WEDNESDAY, SEPTEMBER 3, 2003 AM AND PM
PEAK HOUR VOLUMES AND CLA LOS AT ROUTE
340/COUNTRY CLUB ROAD/MARLOW ROAD

EXHIBIT
1







Wells & Associates Traffic Letter**Exhibit M1**

**WELLS & ASSOCIATES, INC**TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

MEMORANDUM

TO: Dan Snyder, P.E.
FROM: Stephen Schmidt
DATE: October 17, 2007
RE: Breckenridge East
Traffic Count Comparison
Jefferson County, West Virginia

INTRODUCTION

This memorandum summarizes a comparison of traffic counts conducted in 2002 and 2007 for the Breckenridge East project. Breckenridge East is generally located north of U.S. Route 340, east of W.V. Route 24 (Country Club Road), and west of W.V. Route 230 (Shepherdstown Pike) in Jefferson County, West Virginia.

Breckenridge East consists of approximately 750 single family dwelling units with primary access via W.V. Route 24 (country Club Road) and secondary access via W.V. Route 22 (Job Corp Road).

BACKGROUND INFORMATION

A traffic study was completed for Breckenridge East by Kellerco back in 2003/2004. The West Virginia Department of Transportation (WVDOT) has approved the entrances to the project but Jefferson County is requiring an updated Community Impact Statement (CIS) be provided. This memorandum has been prepared to demonstrate that the traffic volumes on the roadway network surrounding Breckenridge East have not significantly changed since the Kellerco traffic study and therefore the previous study is still valid.

TRAFFIC COUNT COMPARISON

The Kellerco traffic study included weekday AM and PM peak hour counts of existing traffic in 2002/2003 at the following intersections:

1. U.S. Route 340/W.V. Route 24 (Country Club Road)
2. W.V. Route 24 (Country Club Road)/Posting Way South
3. W.V. Route 24 (Country Club Road)/Posting Way North
4. W.V. Route 24 (Country Club Road)/W.V. Route 17 (Flowing Springs Road)
5. W.V. Route 17 (Flowing Springs Road)/W.V. Route 22 (Job Corp Road)
6. W.V. Route 22 (Job Corp Road)/Breckenridge Way

These traffic counts are summarized on Figure 1.

Wells and Associates conducted AM and PM peak hour traffic counts at the same intersections on March 23, 2007. The results of these counts are included in Appendix A and summarized on Figure 2.

Figure 2 also indicates the percent of change in the AM and PM counts from the previous counts.

As indicated on Figure 2, at the primary intersection in the vicinity of the site, U.S. Route 340/W.V. Route 24 (Country Club Road), the traffic counts increased by 94 vehicles (or 6 percent) during the AM peak hour and 60 vehicles (or 3 percent) during the PM peak hour from 2002/2003 to 2007. The other intersections showed an average increase of 52 vehicles (or 15 percent) in the AM peak hour and 54 vehicles (or 18 percent) in the PM peak hour from 2002/2003 to 2007.

CONCLUSION

Given the relatively low volumes on these roadways and the small (less than 100 vehicles) increases in traffic from the 2002/2003 Kellerco traffic counts to the 2007 Wells traffic counts, it is reasonable to conclude that the analysis provided by Kellerco in 2004 is still valid.

Attachments:
Figures 1 and 2
Appendix A – Existing Traffic Counts

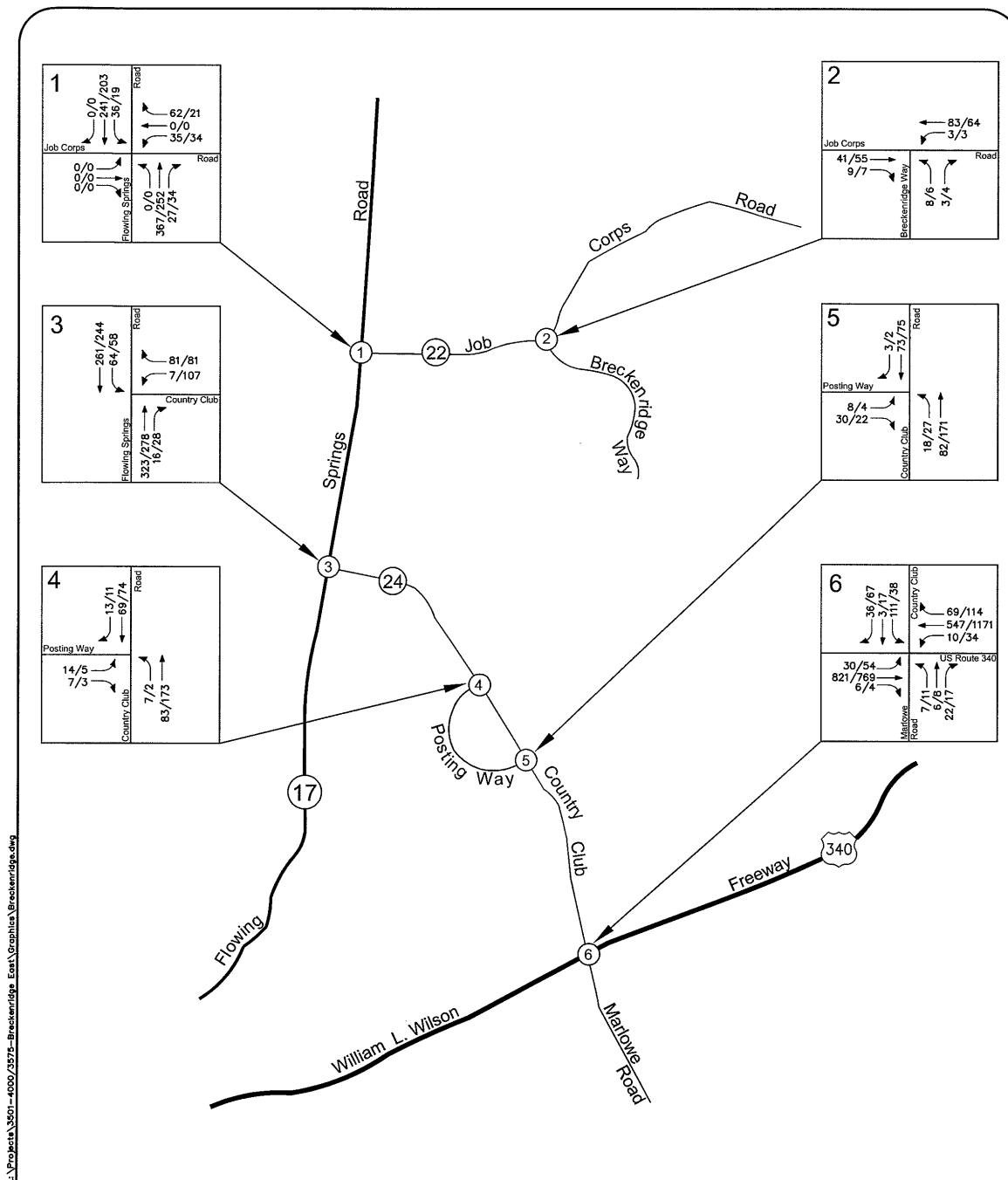


Figure 1
2002/2003 Existing Traffic Counts (Kellerco)

Breckenridge East
Jefferson County, West Virginia

WELLS & ASSOCIATES, LLC.
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

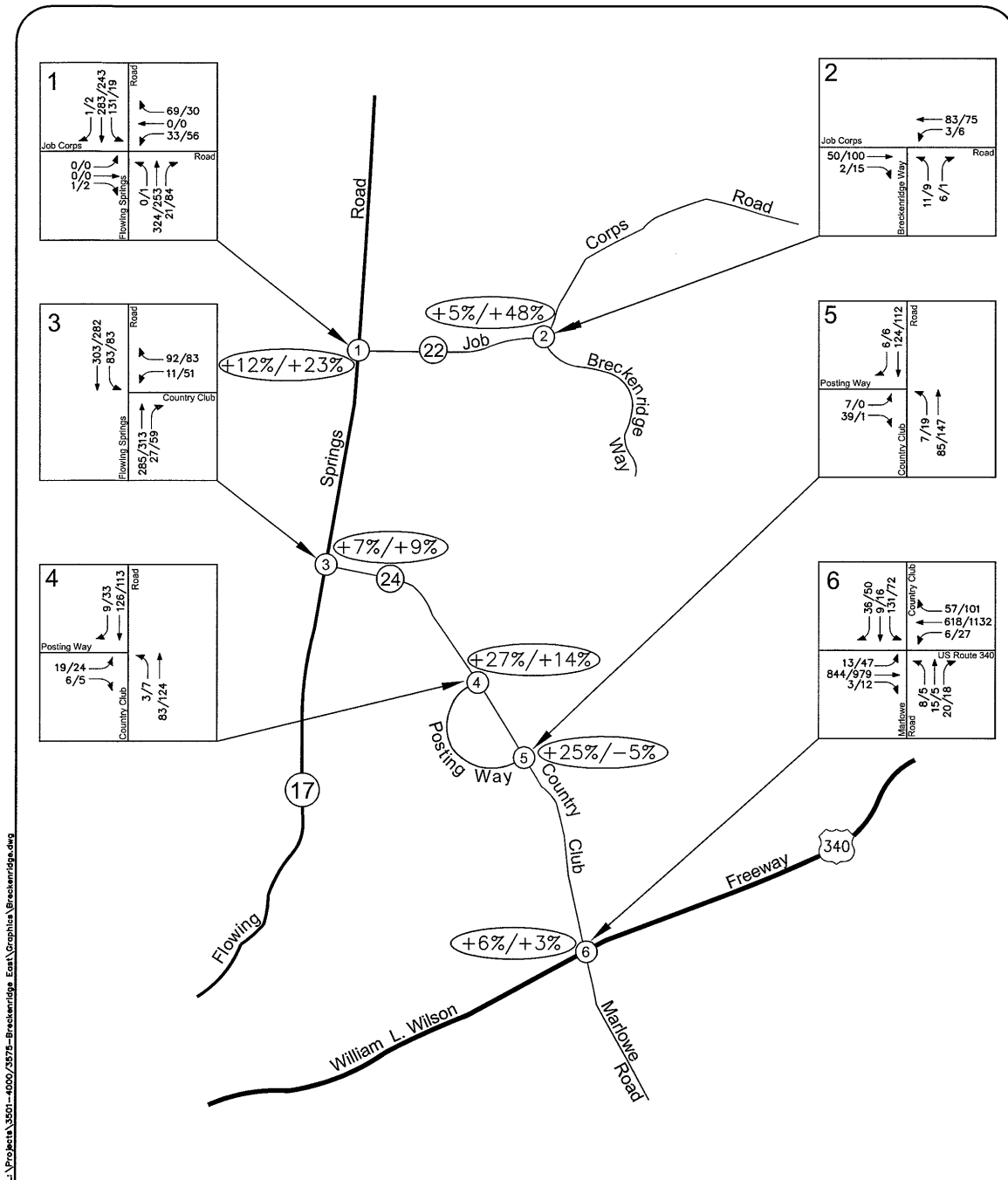


Figure 2
2007 Existing Traffic Counts (WELLS)

xx%/xx%
Changes in Counts

AM Peak Hour
PM Peak Hour

000/000

North
Schematic

Breckenridge East
Jefferson County, West Virginia

WELLS & ASSOCIATES, LLC.
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

Appendix A
Existing Traffic Counts

● Page 3

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Breckenridge East		DATE: 3/23/2007		SOUTHBOUND ROAD: WV Route 24/Country Club Road																	
W & A JOB NO.: 3575		DAY: Friday		NORTHBOUND ROAD: WV Route 24/Country Club Road																	
INTERSECTION: WV Route 24/Country Club Road & Posting Way		WEATHER: Clear in AM, Rain in PM		WESTBOUND ROAD: X																	
LOCATION: Jefferson County, West Virginia		COUNTED BY: Beien		EASTBOUND ROAD: Posting Way South																	
		INPUTED BY: ANM																			
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound				Westbound X				Northbound				Eastbound				North & South	East & West			
	V Route 24/Country Club Road								V Route 24/Country Club Road				Posting Way South								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	0	26	0	26	0	0	0	0	0	4	1	5	8	0	1	9	31	9	40	6:00-6:15	
6:15-6:30	0	24	0	24	0	0	0	0	0	5	2	7	8	0	0	8	31	8	39	6:15-6:30	
6:30-6:45	0	33	0	33	0	0	0	0	0	7	0	7	10	0	0	10	40	10	50	6:30-6:45	
6:45-7:00	0	30	0	30	0	0	0	0	0	12	0	12	7	0	0	7	42	7	49	6:45-7:00	
7:00-7:15	2	28	0	30	0	0	0	0	0	22	2	24	13	0	4	17	54	17	71	7:00-7:15	
7:15-7:30	2	37	0	39	0	0	0	0	0	29	1	30	5	0	2	7	69	7	76	7:15-7:30	
7:30-7:45	1	31	0	32	0	0	0	0	0	17	1	18	12	0	1	13	50	13	63	7:30-7:45	
7:45-8:00	1	28	0	29	0	0	0	0	0	17	3	20	9	0	0	9	49	9	58	7:45-8:00	
8:00-8:15	0	27	0	27	0	0	0	0	0	16	0	16	2	0	0	2	43	2	45	8:00-8:15	
8:15-8:30	0	18	0	18	0	0	0	0	0	13	0	13	5	0	0	5	31	5	36	8:15-8:30	
8:30-8:45	0	28	0	28	0	0	0	0	0	6	1	7	10	0	0	10	35	10	45	8:30-8:45	
8:45-9:00	3	24	0	27	0	0	0	0	0	17	2	19	5	0	0	5	46	5	51	8:45-9:00	
3 Hour Totals	9	334	0	343	0	0	0	0	0	165	13	178	94	0	8	102	521	102	623		
1 Hour Totals																					
6:00-7:00	0	113	0	113	0	0	0	0	0	28	3	31	33	0	1	34	144	34	178	0.89 6:00-7:00	
6:15-7:15	2	115	0	117	0	0	0	0	0	46	4	50	38	0	4	42	167	42	209	0.74 6:15-7:15	
6:30-7:30	4	128	0	132	0	0	0	0	0	70	3	73	35	0	6	41	205	41	246	0.81 6:30-7:30	
6:45-7:45	5	126	0	131	0	0	0	0	0	80	4	84	37	0	7	44	215	44	259	0.85 6:45-7:45	
7:00-8:00	6	124	0	130	0	0	0	0	0	85	7	92	39	0	7	46	222	46	268	0.88 7:00-8:00	
7:15-8:15	4	123	0	127	0	0	0	0	0	79	5	84	28	0	3	31	211	31	242	0.80 7:15-8:15	
7:30-8:30	2	104	0	106	0	0	0	0	0	63	4	67	28	0	1	29	173	29	202	0.80 7:30-8:30	
7:45-8:45	1	101	0	102	0	0	0	0	0	52	4	56	26	0	0	26	158	26	184	0.79 7:45-8:45	
8:00-9:00	3	97	0	100	0	0	0	0	0	52	3	55	22	0	0	22	155	22	177	0.87 8:00-9:00	
AM Peak 7:00-8:00	6	124	0	130	0	0	0	0	0	85	7	92	39	0	7	46	222	46	268	0.88 AM Peak 7:00-8:00	
PM																					
4:00-4:15	2	28	0	30	0	0	0	0	0	44	1	45	1	0	0	1	75	1	76	4:00-4:15	
4:15-4:30	3	23	0	26	0	0	0	0	0	40	5	45	3	0	1	4	71	4	75	4:15-4:30	
4:30-4:45	2	29	0	31	0	0	0	0	0	39	4	43	0	0	0	0	74	0	74	4:30-4:45	
4:45-5:00	2	29	0	31	0	0	0	0	0	43	2	45	0	0	0	0	76	0	76	4:45-5:00	
5:00-5:15	1	35	0	36	0	0	0	0	0	32	3	35	1	0	0	0	71	1	72	5:00-5:15	
5:15-5:30	1	19	0	20	0	0	0	0	0	33	10	43	0	0	0	0	63	0	63	5:15-5:30	
5:30-5:45	1	20	0	21	0	0	0	0	0	31	3	34	0	0	1	1	55	1	56	5:30-5:45	
5:45-6:00	0	24	0	24	0	0	0	0	0	26	12	38	3	0	0	3	62	3	65	5:45-6:00	
6:00-6:15	0	13	0	13	0	0	0	0	0	30	4	34	0	0	0	0	47	0	47	6:00-6:15	
6:15-6:30	0	15	0	15	0	0	0	0	0	26	6	32	0	0	0	0	47	0	47	6:15-6:30	
6:30-6:45	0	17	0	17	0	0	0	0	0	23	3	26	0	0	0	0	43	0	43	6:30-6:45	
6:45-7:00	0	15	0	15	0	0	0	0	0	32	4	36	0	0	0	0	51	0	51	6:45-7:00	
3 Hour Totals	12	267	0	279	0	0	0	0	0	399	57	456	8	0	2	10	735	10	745		
1 Hour Totals																					
4:00-5:00	9	109	0	118	0	0	0	0	0	166	12	178	4	0	1	5	296	5	301	0.99 4:00-5:00	
4:15-5:15	8	116	0	124	0	0	0	0	0	154	14	168	4	0	1	5	292	5	297	0.98 4:15-5:15	
4:30-5:30	6	112	0	118	0	0	0	0	0	147	19	166	1	0	0	1	284	1	285	0.94 4:30-5:30	
4:45-5:45	5	103	0	108	0	0	0	0	0	139	18	157	1	0	1	2	265	2	267	0.88 4:45-5:45	
5:00-6:00	3	98	0	101	0	0	0	0	0	122	28	150	4	0	1	5	251	5	256	0.89 5:00-6:00	
5:15-6:15	2	76	0	78	0	0	0	0	0	120	29	149	3	0	1	4	227	4	231	0.89 5:15-6:15	
5:30-6:30	1	72	0	73	0	0	0	0	0	113	25	138	3	0	1	4	211	4	215	0.83 5:30-6:30	
5:45-6:45	0	69	0	69	0	0	0	0	0	105	25	130	3	0	0	3	199	3	202	0.78 5:45-6:45	
6:00-7:00	0	60	0	60	0	0	0	0	0	111	17	128	0	0	0	0	188	0	188	0.92 6:00-7:00	
PM Peak 4:00-5:00	9	109	0	118	0	0	0	0	0	166	12	178	4	0	1	5	296	5	301	0.99 PM Peak 4:00-5:00	

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Breckenridge East		DATE: 3/23/2007		SOUTHBOUND ROAD: WV Route 24/Country Club Road																	
W & A JOB NO.: 3575		DAY: Friday		NORTHBOUND ROAD: WV Route 24/Country Club Road																	
INTERSECTION: WV Route 24/Country Club Road & Posting Way		WEATHER: Clear in AM, Rain in PM		WESTBOUND ROAD: X																	
LOCATION: Jefferson County, West Virginia		COUNTED BY: Ergys		EASTBOUND ROAD: Posting Way North																	
		INPUTED BY: ANM																			
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound				Westbound				Northbound				Eastbound								
	V Route 24/Country Club Road	1 Right	2 Thru	3 Left	4 Right	5 Thru	6 Left	Total	V Route 24/Country Club Road	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total	North & South			
AM																					
6:00-6:15	1	23	0	24	0	0	0	0	0	4	0	4	2	0	0	2	28	2	30	6:00-6:15	
6:15-6:30	0	25	0	25	0	0	0	0	0	4	0	4	0	0	1	1	29	1	30	6:15-6:30	
6:30-6:45	0	27	0	27	0	0	0	0	0	4	1	5	5	0	3	8	32	8	40	6:30-6:45	
6:45-7:00	0	27	0	27	0	0	0	0	0	8	0	8	4	0	2	6	35	6	41	6:45-7:00	
7:00-7:15	2	31	0	33	0	0	0	0	0	23	1	24	2	0	5	7	57	7	64	7:00-7:15	
7:15-7:30	3	36	0	39	0	0	0	0	0	30	0	30	1	0	8	9	69	9	78	7:15-7:30	
7:30-7:45	1	31	0	32	0	0	0	0	0	16	0	16	2	0	1	3	48	3	51	7:30-7:45	
7:45-8:00	3	28	0	31	0	0	0	0	0	14	2	16	1	0	5	6	47	6	53	7:45-8:00	
8:00-8:15	1	23	0	24	0	0	0	0	0	14	2	16	5	0	4	9	40	9	49	8:00-8:15	
8:15-8:30	1	17	0	18	0	0	0	0	0	10	2	12	1	0	9	10	30	10	40	8:15-8:30	
8:30-8:45	4	28	0	32	0	0	0	0	0	7	0	7	1	0	15	16	39	16	55	8:30-8:45	
8:45-9:00	8	26	0	34	0	0	0	0	0	16	0	16	3	0	12	15	50	15	65	8:45-9:00	
3 Hour Totals	24	322	0	346	0	0	0	0	0	150	8	158	27	0	65	92	504	92	596		
1 Hour Totals																					
6:00-7:00	1	102	0	103	0	0	0	0	0	20	1	21	11	0	6	17	124	17	141	0.86	6:00-7:00
6:15-7:15	2	110	0	112	0	0	0	0	0	39	2	41	11	0	11	22	153	22	175	0.68	6:15-7:15
6:30-7:30	5	121	0	126	0	0	0	0	0	65	2	67	12	0	18	30	193	30	223	0.71	6:30-7:30
6:45-7:45	6	125	0	131	0	0	0	0	0	77	1	78	9	0	16	25	209	25	234	0.75	6:45-7:45
7:00-8:00	9	126	0	135	0	0	0	0	0	83	3	86	6	0	19	25	221	25	246	0.79	7:00-8:00
7:15-8:15	8	118	0	126	0	0	0	0	0	74	4	78	9	0	18	27	204	27	231	0.74	7:15-8:15
7:30-8:30	6	99	0	105	0	0	0	0	0	54	6	60	9	0	19	28	165	28	193	0.91	7:30-8:30
7:45-8:45	9	96	0	105	0	0	0	0	0	45	6	51	8	0	33	41	156	41	197	0.90	7:45-8:45
8:00-9:00	14	94	0	108	0	0	0	0	0	47	4	51	10	0	40	50	159	50	209	0.80	8:00-9:00
AM Peak 7:00-8:00	9	126	0	135	0	0	0	0	0	83	3	86	6	0	19	25	221	25	246	0.79	AM Peak 7:00-8:00
PM																					
4:00-4:15	21	37	0	58	0	0	0	0	0	40	1	41	5	0	2	7	99	7	106		4:00-4:15
4:15-4:30	6	25	0	31	0	0	0	0	0	36	2	38	2	0	5	7	69	7	76		4:15-4:30
4:30-4:45	8	30	0	38	0	0	0	0	0	35	1	36	1	0	6	7	74	7	81		4:30-4:45
4:45-5:00	3	28	0	31	0	0	0	0	0	33	2	35	0	0	7	7	66	7	73		4:45-5:00
5:00-5:15	12	35	0	47	0	0	0	0	0	25	3	28	3	0	5	8	75	8	83		5:00-5:15
5:15-5:30	10	20	0	30	0	0	0	0	0	31	1	32	1	0	6	7	62	7	69		5:15-5:30
5:30-5:45	11	22	0	33	0	0	0	0	0	27	4	31	1	0	6	7	64	7	71		5:30-5:45
5:45-6:00	7	23	0	30	0	0	0	0	0	23	2	25	2	0	6	8	55	8	63		5:45-6:00
6:00-6:15	6	12	0	18	0	0	0	0	0	28	1	29	1	0	7	8	47	8	55		6:00-6:15
6:15-6:30	6	16	0	22	0	0	0	0	0	19	3	22	0	0	2	2	44	2	46		6:15-6:30
6:30-6:45	6	18	0	24	0	0	0	0	0	20	3	23	2	0	6	8	47	8	55		6:30-6:45
6:45-7:00	6	17	0	23	0	0	0	0	0	24	2	26	2	0	1	3	49	3	52		6:45-7:00
3 Hour Totals	102	283	0	385	0	0	0	0	0	341	25	366	20	0	59	79	751	79	830		
1 Hour Totals																					
4:00-5:00	38	120	0	158	0	0	0	0	0	144	6	150	8	0	20	28	308	28	336	0.79	4:00-5:00
4:15-5:15	29	118	0	147	0	0	0	0	0	129	8	137	6	0	23	29	284	29	313	0.94	4:15-5:15
4:30-5:30	33	113	0	146	0	0	0	0	0	124	7	131	5	0	24	29	277	29	306	0.92	4:30-5:30
4:45-5:45	36	105	0	141	0	0	0	0	0	116	10	126	5	0	24	29	267	29	296	0.89	4:45-5:45
5:00-6:00	40	100	0	140	0	0	0	0	0	106	10	116	7	0	23	30	256	30	286	0.86	5:00-6:00
5:15-6:15	34	77	0	111	0	0	0	0	0	109	8	117	5	0	25	30	228	30	258	0.91	5:15-6:15
5:30-6:30	30	73	0	103	0	0	0	0	0	97	10	107	4	0	21	25	210	25	235	0.83	5:30-6:30
5:45-6:45	25	69	0	94	0	0	0	0	0	90	9	99	5	0	21	26	193	26	219	0.87	5:45-6:45
6:00-7:00	24	63	0	87	0	0	0	0	0	91	9	100	5	0	16	21	187	21	208	0.95	6:00-7:00
PM Peak 4:00-5:00	38	120	0	158	0	0	0	0	0	144	6	150	8	0	20	28	308	28	336	0.79	PM Peak 4:00-5:00

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Breckenridge East		DATE: 3/23/2007		SOUTHBOUND ROAD: WV Route 17/Flowing Springs Road																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
W & A JOB NO.: 3575		DAY: Friday		NORTHBOUND ROAD: WV Route 17/Flowing Springs Road																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
INTERSECTION: WV Route 24/Country Club Road & WV Route 17		WEATHER: Clear in AM, Rain in PM		WESTBOUND ROAD: WV Route 24/Country Club Road																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
LOCATION: Jefferson County, West Virginia		COUNTED BY: Gary		EASTBOUND ROAD: X																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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	Route 17/Flowing Springs Road				Route 24/Country Club Road				Route 17/Flowing Springs Road				Route 24/Country Club Road																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Breckenridge East		DATE: 3/23/2007		SOUTHBOUND ROAD: WV Route 24/Country Club Road																	
W & A JOB NO.: 3575		DAY: Friday		NORTHBOUND ROAD: Marlow Road																	
INTERSECTION: WV Route 24/Country Club Road & US 340		WEATHER: Clear in AM, Rain in PM		WESTBOUND ROAD: US 340																	
LOCATION: Jefferson County, West Virginia		COUNTED BY: Homer & Jeanette (AM)		EASTBOUND ROAD: US 340																	
		INPUTED BY: ANM																			
Time Period	Turning Movements																Total	PHF	Time Period		
	Southbound V Route 24/Country Club Road				Westbound US 340				Northbound Marlow Road				Eastbound US 340							North & South	East & West
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	2	0	37	39	1	58	1	60	2	2	2	6	0	149	1	150	45	210	255		6:00-6:15
6:15-6:30	3	0	32	35	6	52	1	59	4	1	0	5	0	161	0	161	40	220	260		6:15-6:30
6:30-6:45	3	1	39	43	3	79	2	84	4	0	4	8	0	213	0	213	51	297	348		6:30-6:45
6:45-7:00	7	0	42	49	10	131	1	142	9	2	0	11	0	196	2	198	60	340	400		6:45-7:00
7:00-7:15	6	1	36	43	15	138	5	158	5	4	2	11	2	201	1	204	54	362	416		7:00-7:15
7:15-7:30	6	5	35	46	18	142	0	160	10	7	2	19	0	231	6	237	65	397	462		7:15-7:30
7:30-7:45	9	2	35	46	11	174	1	186	3	1	4	8	0	226	2	228	54	414	468		7:30-7:45
7:45-8:00	15	1	25	41	13	164	0	177	2	3	0	5	1	186	6	193	46	370	416		7:45-8:00
8:00-8:15	9	0	21	30	13	164	2	179	0	1	1	2	1	177	6	184	32	363	395		8:00-8:15
8:15-8:30	8	0	22	30	4	146	3	153	6	0	4	10	0	187	8	195	40	348	388		8:15-8:30
8:30-8:45	14	2	18	34	4	199	0	203	7	1	5	13	3	130	3	136	47	339	386		8:30-8:45
8:45-9:00	7	7	20	34	14	201	6	221	4	0	2	6	1	158	7	166	40	387	427		8:45-9:00
3 Hour Totals	89	19	362	470	112	1,648	22	1,782	56	22	26	104	8	2,215	42	2,265	574	4,047	4,621		
1 Hour Totals																					
6:00-7:00	15	1	150	166	20	320	5	345	19	5	6	30	0	719	3	722	196	1,067	1,263	0.79	6:00-7:00
6:15-7:15	19	2	149	170	34	400	9	443	22	7	6	35	2	771	3	776	205	1,219	1,424	0.86	6:15-7:15
6:30-7:30	22	7	152	181	46	490	8	544	28	13	8	49	2	841	9	852	230	1,396	1,626	0.88	6:30-7:30
6:45-7:45	28	8	148	184	54	585	7	646	27	14	8	49	2	854	11	867	233	1,513	1,746	0.93	6:45-7:45
7:00-8:00	36	9	131	176	57	618	6	681	20	15	8	43	3	844	15	862	219	1,543	1,762	0.94	7:00-8:00
7:15-8:15	39	8	116	163	55	644	3	702	15	12	7	34	2	820	20	842	197	1,544	1,741	0.93	7:15-8:15
7:30-8:30	41	3	103	147	41	648	6	695	11	5	9	25	2	776	22	800	172	1,495	1,667	0.89	7:30-8:30
7:45-8:45	46	3	86	135	34	673	5	712	15	5	10	30	5	680	23	708	165	1,420	1,585	0.95	7:45-8:45
8:00-9:00	38	9	81	128	35	710	11	756	17	2	12	31	5	652	24	681	159	1,437	1,596	0.93	8:00-9:00
AM Peak 7:00-8:00																					
PM	36	9	131	176	57	618	6	681	20	15	8	43	3	844	15	862	219	1,543	1,762	0.94	AM Peak 7:00-8:00
4:00-4:15																					
4:15-4:30	12	4	8	24	26	303	9	338	1	2	5	8	4	205	12	221	32	559	591		4:00-4:15
4:30-4:45	17	5	15	37	32	258	6	296	4	5	3	12	3	195	3	201	49	497	546		4:15-4:30
4:45-5:00	11	3	24	38	32	283	5	320	4	2	4	10	2	241	11	254	48	574	622		4:30-4:45
4:45-5:00	12	4	16	32	17	276	9	302	3	1	0	4	5	239	13	257	36	559	595		4:45-5:00
5:00-5:15	17	4	19	40	27	287	7	321	8	0	0	8	2	215	7	224	48	545	593		5:00-5:15
5:15-5:30	10	5	13	28	25	286	6	317	3	2	1	6	3	184	16	203	34	520	554		5:15-5:30
5:30-5:45	14	1	8	23	22	283	9	314	5	1	0	6	2	237	12	251	29	565	594		5:30-5:45
5:45-6:00	11	5	13	29	24	266	3	293	9	0	4	13	2	263	22	287	42	580	622		5:45-6:00
6:00-6:15	9	2	4	15	25	242	4	271	8	2	4	14	2	206	14	222	29	493	522		6:00-6:15
6:15-6:30	8	5	10	23	29	269	12	310	4	2	0	6	6	179	17	202	29	512	541		6:15-6:30
6:30-6:45	12	7	9	28	16	287	5	308	5	2	1	8	2	154	17	173	36	481	517		6:30-6:45
6:45-7:00	8	5	13	26	25	264	4	293	3	1	3	7	4	175	17	196	33	489	522		6:45-7:00
3 Hour Totals	141	50	152	343	300	3,304	79	3,683	57	20	25	102	37	2,493	161	2,691	445	6,374	6,819		
1 Hour Totals																					
4:00-5:00	52	16	63	131	107	1,120	29	1,256	12	10	12	34	14	880	39	933	165	2,189	2,354	0.95	4:00-5:00
4:15-5:15	57	16	74	147	108	1,104	27	1,239	19	8	7	34	12	890	34	936	181	2,175	2,356	0.95	4:15-5:15
4:30-5:30	50	16	72	138	101	1,132	27	1,260	18	5	5	28	12	879	47	938	166	2,198	2,364	0.95	4:30-5:30
4:45-5:45	53	14	56	123	91	1,132	31	1,254	19	4	1	24	12	875	48	935	147	2,189	2,336	0.98	4:45-5:45
5:00-6:00	52	15	53	120	98	1,122	25	1,245	25	3	5	33	9	899	57	965	153	2,210	2,363	0.95	5:00-6:00
5:15-6:15	44	13	38	95	96	1,077	22	1,195	25	5	9	39	9	890	64	963	134	2,158	2,292	0.92	5:15-6:15
5:30-6:30	42	13	35	90	100	1,060	28	1,188	26	5	8	39	12	885	65	962	129	2,150	2,279	0.92	5:30-6:30
5:45-6:45	40	19	36	95	94	1,064	24	1,182	26	6	9	41	12	802	70	884	136	2,066	2,202	0.89	5:45-6:45
6:00-7:00	37	19	36	92	95	1,062	25	1,182	20	7	8	35	14	714	65	793	127	1,975	2,102	0.97	6:00-7:00
PM Peak 4:30-5:30																					
PM Peak	50	16	72	138	101	1,132	27	1,260	18	5	5	28	12	879	47	938	166	2,198	2,364	0.95	PM Peak 4:30-5:30

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Breckenridge East		DATE: 3/23/2007		SOUTHBOUND ROAD: WV Route 17 (Flowing Springs Road)																	
W & A JOB NO.: 3575		DAY: Friday		NORTHBOUND ROAD: WV Route 17 (Flowing Springs Road)																	
INTERSECTION: WV Route 22 (Job Corp Road) & WV Route 1		WEATHER: Clear in AM, Rain in PM		WESTBOUND ROAD: WV Route 22 (Job Corp Road)																	
LOCATION: Jefferson County, West Virginia		COUNTED BY: Pablo		EASTBOUND ROAD: Zoar Lane																	
		INPUTED BY: ANM																			
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound				Westbound				Northbound				Eastbound				North & South	East & West			
	Route 17 (Flowing Springs Rd)				WV Route 22 (Job Corp Road)				Route 17 (Flowing Springs Rd)				Zoar Lane								
1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total						
AM																					
6:00-6:15	0	13	37	50	3	0	1	4	2	7	0	9	0	0	0	0	59	4	63	6:00-6:15	
6:15-6:30	0	19	32	51	1	0	2	3	1	8	0	9	1	0	0	1	60	4	64	6:15-6:30	
6:30-6:45	0	27	39	66	7	0	4	11	4	28	0	32	0	0	0	0	98	11	109	6:30-6:45	
6:45-7:00	0	29	42	71	6	0	9	15	2	24	1	27	0	0	0	0	98	15	113	6:45-7:00	
7:00-7:15	0	26	36	62	13	0	7	20	6	60	0	66	1	0	0	1	128	21	149	7:00-7:15	
7:15-7:30	1	90	35	126	25	0	7	32	2	105	0	107	0	0	0	0	233	32	265	7:15-7:30	
7:30-7:45	0	89	35	124	24	0	7	31	7	107	0	114	0	0	0	0	238	31	269	7:30-7:45	
7:45-8:00	0	78	25	103	7	0	12	19	6	52	0	58	0	0	0	0	161	19	180	7:45-8:00	
8:00-8:15	0	34	21	55	7	0	10	17	7	24	0	31	0	0	0	0	86	17	103	8:00-8:15	
8:15-8:30	0	29	22	51	2	0	9	11	7	14	0	21	0	0	0	0	72	11	83	8:15-8:30	
8:30-8:45	0	45	18	63	13	0	14	27	5	37	1	43	0	0	0	0	106	27	133	8:30-8:45	
8:45-9:00	0	51	20	71	13	0	18	31	19	37	0	56	0	0	1	1	127	32	159	8:45-9:00	
3 Hour Totals	1	530	362	893	121	0	100	221	68	503	2	573	2	0	1	3	1,466	224	1,690		
1 Hour Totals																					
6:00-7:00	0	88	150	238	17	0	16	33	9	67	1	77	1	0	0	1	315	34	349	0.77 6:00-7:00	
6:15-7:15	0	101	149	250	27	0	22	49	13	120	1	134	2	0	0	2	384	51	435	0.73 6:15-7:15	
6:30-7:30	1	172	152	325	51	0	27	78	14	217	1	232	1	0	0	1	557	79	636	0.60 6:30-7:30	
6:45-7:45	1	234	148	383	68	0	30	98	17	296	1	314	1	0	0	1	697	99	796	0.74 6:45-7:45	
7:00-8:00	1	283	131	415	69	0	33	102	21	324	0	345	1	0	0	1	760	103	863	0.80 7:00-8:00	
7:15-8:15	1	291	116	408	63	0	36	99	22	288	0	310	0	0	0	0	718	99	817	0.76 7:15-8:15	
7:30-8:30	0	230	103	333	40	0	38	78	27	197	0	224	0	0	0	0	557	78	635	0.59 7:30-8:30	
7:45-8:45	0	186	86	272	29	0	45	74	25	127	1	153	0	0	0	0	425	74	499	0.69 7:45-8:45	
8:00-9:00	0	159	81	240	35	0	51	86	38	112	1	151	0	0	1	1	391	87	478	0.75 8:00-9:00	
AM Peak 7:00-8:00	1	283	131	415	69	0	33	102	21	324	0	345	1	0	0	1	760	103	863	0.80 AM Peak 7:00-8:00	
PM																					
4:00-4:15	1	48	1	50	11	0	12	23	19	51	0	70	0	0	0	0	120	23	143	4:00-4:15	
4:15-4:30	0	44	0	44	6	0	11	17	10	71	0	81	1	0	0	1	125	18	143	4:15-4:30	
4:30-4:45	1	56	3	60	5	0	7	12	14	60	0	74	0	0	0	0	134	12	146	4:30-4:45	
4:45-5:00	0	76	4	80	15	0	17	32	21	67	0	88	1	0	0	1	168	33	201	4:45-5:00	
5:00-5:15	1	58	3	62	5	0	23	28	23	67	1	91	1	0	0	1	153	29	182	5:00-5:15	
5:15-5:30	0	53	9	62	5	0	9	14	26	59	0	85	0	0	0	0	147	14	161	5:15-5:30	
5:30-5:45	0	45	12	57	3	0	14	17	19	49	0	68	0	0	0	0	125	17	142	5:30-5:45	
5:45-6:00	0	52	9	61	6	0	16	22	16	31	0	47	0	0	0	0	108	22	130	5:45-6:00	
6:00-6:15	0	39	5	44	4	0	14	18	21	46	1	68	0	0	0	0	112	18	130	6:00-6:15	
6:15-6:30	0	50	6	56	7	0	15	22	13	46	0	59	1	0	0	1	115	23	138	6:15-6:30	
6:30-6:45	0	46	8	54	4	0	22	26	11	52	0	63	1	0	0	1	117	27	144	6:30-6:45	
6:45-7:00	0	36	7	43	10	0	16	26	14	43	0	57	0	0	0	0	100	26	126	6:45-7:00	
3 Hour Totals	3	603	67	673	81	0	176	257	207	642	2	851	5	0	0	5	1,524	262	1,786		
1 Hour Totals																					
4:00-5:00	2	224	8	234	37	0	47	84	64	249	0	313	2	0	0	2	547	86	633	0.79 4:00-5:00	
4:15-5:15	2	234	10	246	31	0	58	89	68	265	1	334	3	0	0	3	580	92	672	0.84 4:15-5:15	
4:30-5:30	2	243	19	264	30	0	56	86	84	253	1	338	2	0	0	2	602	88	690	0.86 4:30-5:30	
4:45-5:45	1	232	28	261	28	0	63	91	89	242	1	332	2	0	0	2	593	93	686	0.85 4:45-5:45	
5:00-6:00	1	208	33	242	19	0	62	81	84	206	1	291	1	0	0	1	533	82	615	0.84 5:00-6:00	
5:15-6:15	0	189	35	224	18	0	53	71	82	185	1	268	0	0	0	0	492	71	563	0.87 5:15-6:15	
5:30-6:30	0	186	32	218	20	0	59	79	69	172	1	242	1	0	0	1	460	80	540	0.95 5:30-6:30	
5:45-6:45	0	187	28	215	21	0	67	88	61	175	1	237	2	0	0	2	452	90	542	0.94 5:45-6:45	
6:00-7:00	0	171	26	197	25	0	67	92	59	187	1	247	2	0	0	2	444	94	538	0.93 6:00-7:00	
PM Peak 4:30-5:30	2	243	19	264	30	0	56	86	84	253	1	338	2	0	0	2	602	88	690	0.86 PM Peak 4:30-5:30	

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Breckenridge East		DATE: 3/23/2007				SOUTHBOUND ROAD: X				X											
W & A JOB NO.: 3575		DAY: Friday				NORTHBOUND ROAD: Breckenridge Way				Breckenridge Way											
INTERSECTION: WV Route 22 (Job Corp Road) & Breckenridge		WEATHER: Clear in AM, Rain in PM				WESTBOUND ROAD: WV Route 22 (Job Corp Road)				WV Route 22 (Job Corp Road)											
LOCATION: Jefferson County, West Virginia		COUNTED BY: Alicia M (AM) & David				EASTBOUND ROAD: WV Route 22 (Job Corp Road)				WV Route 22 (Job Corp Road)											
		INPUTED BY: ANM																			
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound				Westbound				Northbound				Eastbound				North & South	East & West			
	X				WV Route 22 (Job Corp Road)				Breckenridge Way				WV Route 22 (Job Corp Road)								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	0	6	6:00-6:15		
6:15-6:30	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	1	2	6:15-6:30		
6:30-6:45	0	0	0	0	0	11	0	11	0	0	0	0	1	7	0	8	0	19	6:30-6:45		
6:45-7:00	0	0	0	0	0	11	0	11	4	0	3	7	0	5	0	5	7	16	6:45-7:00		
7:00-7:15	0	0	0	0	0	16	0	16	1	0	2	3	1	8	0	9	3	25	7:00-7:15		
7:15-7:30	0	0	0	0	0	27	1	28	0	0	5	5	0	10	0	10	5	38	7:15-7:30		
7:30-7:45	0	0	0	0	0	25	0	25	3	0	3	6	1	17	0	18	6	43	7:30-7:45		
7:45-8:00	0	0	0	0	0	15	2	17	2	0	1	3	0	15	0	15	3	32	7:45-8:00		
8:00-8:15	0	0	0	0	0	10	0	10	3	0	6	9	2	9	0	11	9	21	8:00-8:15		
8:15-8:30	0	0	0	0	0	9	1	10	1	0	1	2	2	12	0	14	2	24	8:15-8:30		
8:30-8:45	0	0	0	0	0	26	1	27	0	0	4	4	1	9	0	10	4	37	8:30-8:45		
8:45-9:00	0	0	0	0	0	23	0	23	1	0	4	5	1	24	0	25	5	48	8:45-9:00		
3 Hour Totals	0	0	0	0	0	178	5	183	15	0	30	45	9	118	0	127	45	310	355		
1 Hour Totals																					
6:00-7:00	0	0	0	0	0	27	0	27	4	0	4	8	1	14	0	15	8	42	0.54 6:00-7:00		
6:15-7:15	0	0	0	0	0	39	0	39	5	0	6	11	2	20	0	22	11	61	0.64 6:15-7:15		
6:30-7:30	0	0	0	0	0	65	1	66	5	0	10	15	2	30	0	32	15	98	0.66 6:30-7:30		
6:45-7:45	0	0	0	0	0	79	1	80	8	0	13	21	2	40	0	42	21	122	0.73 6:45-7:45		
7:00-8:00	0	0	0	0	0	83	3	86	6	0	11	17	2	50	0	52	17	135	0.79 7:00-8:00		
7:15-8:15	0	0	0	0	0	77	3	80	8	0	15	23	3	51	0	54	23	134	0.80 7:15-8:15		
7:30-8:30	0	0	0	0	0	59	3	62	9	0	11	20	5	53	0	58	20	140	0.71 7:30-8:30		
7:45-8:45	0	0	0	0	0	60	4	64	6	0	12	18	5	45	0	50	18	114	0.80 7:45-8:45		
8:00-9:00	0	0	0	0	0	68	2	70	5	0	15	20	6	54	0	60	20	130	0.71 8:00-9:00		
AM Peak 7:15-8:15																					
7:15-8:15	0	0	0	0	0	77	3	80	8	0	15	23	3	51	0	54	23	134	0.80 AM Peak 7:15-8:15		
PM																					
4:00-4:15	0	0	0	0	0	21	2	23	1	0	1	2	3	21	0	24	2	47	4:00-4:15		
4:15-4:30	0	0	0	0	0	16	1	17	1	0	0	1	0	15	0	15	1	32	4:15-4:30		
4:30-4:45	0	0	0	0	0	14	2	16	0	0	1	1	6	15	0	21	1	37	4:30-4:45		
4:45-5:00	0	0	0	0	0	24	0	24	1	0	3	4	2	32	0	34	4	58	4:45-5:00		
5:00-5:15	0	0	0	0	0	25	3	28	0	0	3	3	5	26	0	31	3	59	5:00-5:15		
5:15-5:30	0	0	0	0	0	12	1	13	0	0	2	2	2	27	0	29	2	42	5:15-5:30		
5:30-5:45	0	0	0	0	0	16	6	22	0	0	2	2	1	28	0	29	2	51	5:30-5:45		
5:45-6:00	0	0	0	0	0	16	1	17	0	0	2	2	2	16	0	18	2	35	5:45-6:00		
6:00-6:15	0	0	0	0	0	14	1	15	0	0	3	3	4	23	0	27	3	42	6:00-6:15		
6:15-6:30	0	0	0	0	0	21	1	22	0	0	1	1	1	15	0	16	1	38	6:15-6:30		
6:30-6:45	0	0	0	0	0	28	1	29	0	0	0	0	2	19	0	21	0	50	6:30-6:45		
6:45-7:00	0	0	0	0	0	20	2	22	4	0	1	5	0	18	0	18	5	40	6:45-7:00		
3 Hour Totals	0	0	0	0	0	227	21	248	7	0	19	26	28	255	0	283	26	531	557		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	75	5	80	3	0	5	8	11	83	0	94	8	174	0.73 4:00-5:00		
4:15-5:15	0	0	0	0	0	79	6	85	2	0	7	9	13	88	0	101	9	186	0.79 4:15-5:15		
4:30-5:30	0	0	0	0	0	75	6	81	1	0	9	10	15	100	0	115	10	196	0.83 4:30-5:30		
4:45-5:45	0	0	0	0	0	77	10	87	1	0	10	11	10	113	0	123	11	210	0.89 4:45-5:45		
5:00-6:00	0	0	0	0	0	69	11	80	0	0	9	9	10	97	0	107	9	187	0.79 5:00-6:00		
5:15-6:15	0	0	0	0	0	58	9	67	0	0	9	9	9	94	0	103	9	170	0.84 5:15-6:15		
5:30-6:30	0	0	0	0	0	67	9	76	0	0	8	8	8	82	0	90	8	166	0.82 5:30-6:30		
5:45-6:45	0	0	0	0	0	79	4	83	0	0	6	6	9	73	0	82	6	165	0.86 5:45-6:45		
6:00-7:00	0	0	0	0	0	83	5	88	4	0	5	9	7	75	0	82	9	170	0.90 6:00-7:00		
PM Peak 4:45-5:45																					
4:45-5:45	0	0	0	0	0	77	10	87	1	0	10	11	10	113	0	123	11	210	0.89 PM Peak 4:45-5:45		

Exhibit M2 Portions of Traffic Study Submitted & accepted by WVDOH



DATE: July 19, 2004
TO: Dan Snyder
FROM: C. Richard Keller 
SUBJECT: Assessment Of 2012 Breckenridge East Traffic Impact At Signalized
Route 340/ Country Club Road/Marlow Road Intersection And
Assessment Of 2012 Daily Traffic On Country Club Road

EXISTING 2003 SITUATION

In order to determine the AM/PM peak hour traffic impact at this intersection, a vehicular turning movement count was made on Wednesday, September 3, 2003 between 6:00-9:00 AM and 4:00-7:00 PM. The three-hour peak period data was then summarized to determine the AM and PM peak hour volumes which are illustrated on Exhibit 1.

Appendix A contains the traffic count data and current signal timing.

HCS software and Department of Highways (DOH) signal timing was used to determine the 2003 AM and PM peak hour levels of service (LOS B/B) as shown on Exhibit 1a. Appendix B includes the HCS results.

2012 SITUATION WITHOUT BRECKENRIDGE East

In order to establish the 2012 situation without Breckenridge East traffic but with anticipated other new development traffic, the 2003 AM and PM volumes were increased to 2012 using the following annual growth rates provided by WV DOH.

- For Country Club Road and Marlow Road traffic, a 2012 growth rate factor of 1.409091 was applied to the 2003 volumes.
- For Route 340 through traffic, a 2012 growth rate factor of 1.242593 was applied to the 2003 volumes.

The resulting 2012 AM and PM volumes without Breckenridge East traffic are shown on Exhibit 2.

Corporate Headquarters
307 South Loudoun Street, Winchester, VA 22601, 540/535-0081, FAX 540/535-0109
kellerco@earthlink.net

HCS software was used to determine the 2012 AM and PM peak hour levels of service (LOS B/B) without Breckenridge East traffic. Exhibit 2a shows the HCS results with the HCS results included in Appendix C.

2012 SITUATION WITH BRECKENRIDGE EAST

Using the current buildout situation for Breckenridge East traffic, the AM and PM peak hour traffic for 694 single family units was used.

	In	Out	Total
Weekday AM Peak Hour	124	371	495
Weekday PM Peak Hour	386	227	613

Next, the worse case geographic distribution was made for Breckenridge East traffic; i.e. 80% south to Route 340 and 20% west or north to Flowing Springs Road and Job Corps Road. The directional distribution of Breckenridge East traffic when it reaches Route 340 was based on the observed; i.e. counted Wednesday, traffic count data. The resulting Breckenridge East AM and PM trip assignment is shown on Exhibit 3.

Next, the Exhibit 3 volumes were added to the Exhibit 2 2012 volumes to achieve total 2012 AM and PM volumes shown in Exhibit 4.

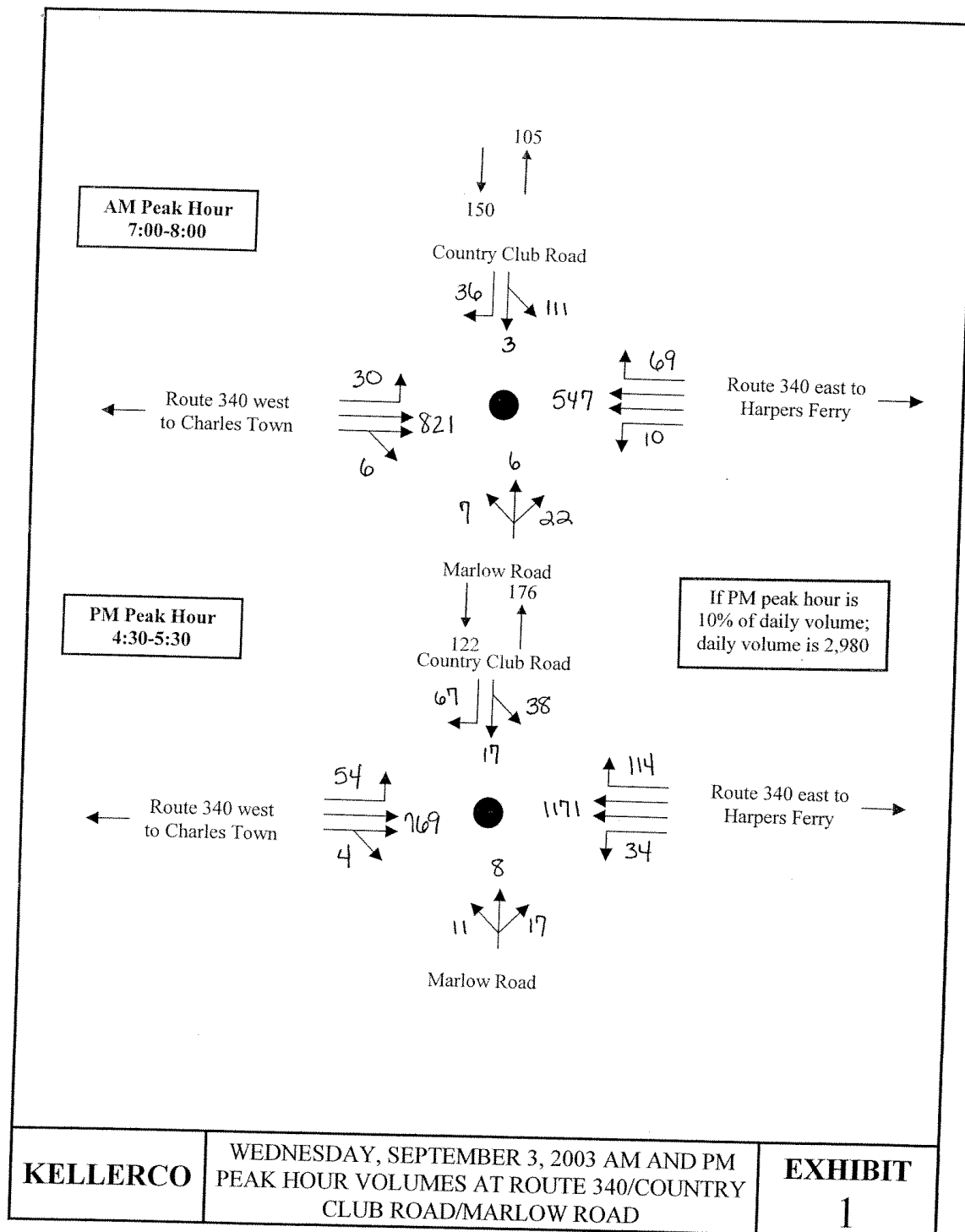
Then the HCS level of service was determined (LOS C/C) as also shown on Exhibit 4 with the HCS worksheets included in Appendix D. Note that to achieve LOS C it was necessary to change the signal timing.

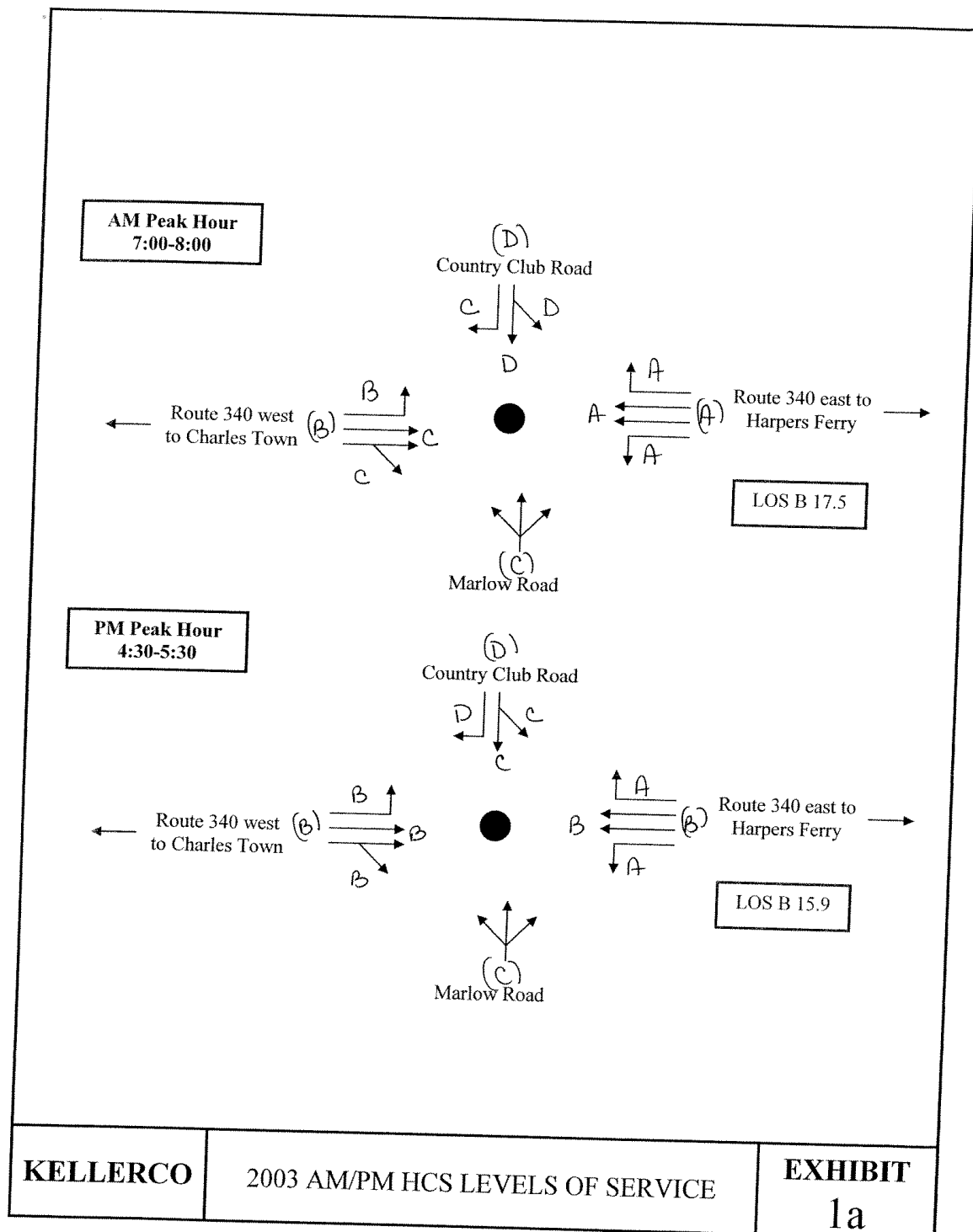
ASSESSMENT OF DAILY TRAFFIC ON TWO-LANE COUNTRY CLUB ROAD

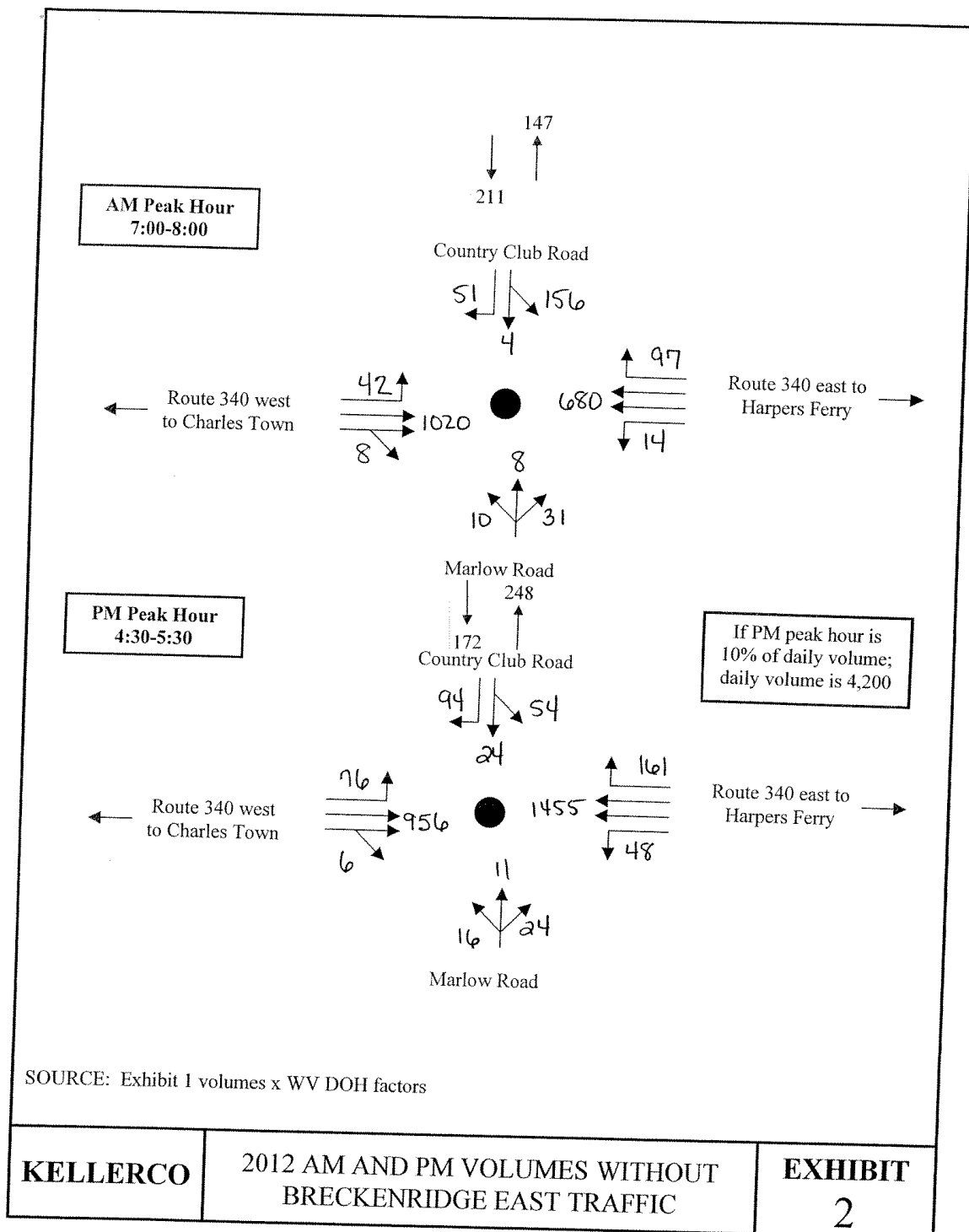
Using the daily traffic shown on Exhibits 1, 2 and 4, an assessment was made of the change in daily traffic on this two-lane roadway.

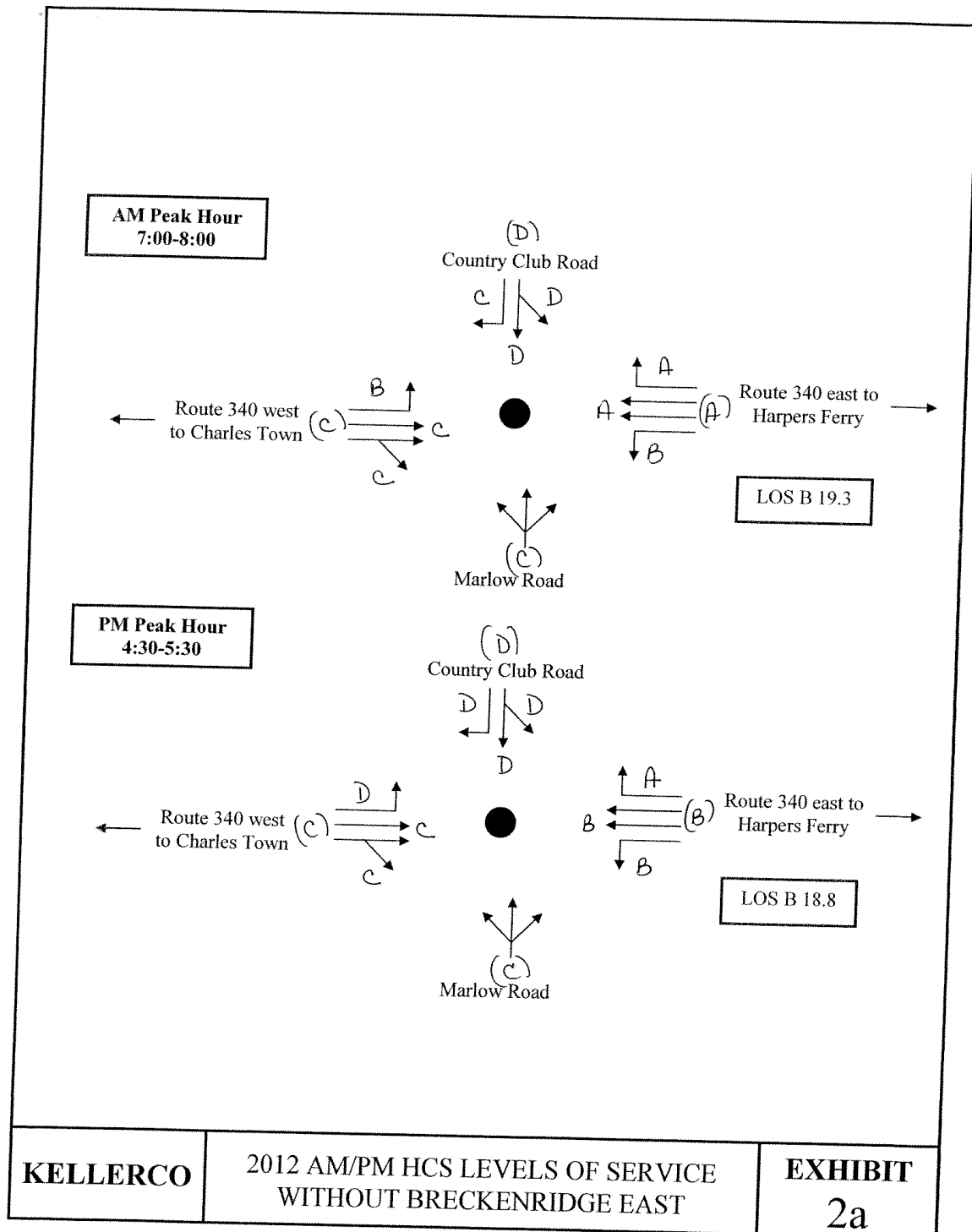
2003 daily traffic	↓ ↑	2980
2012 daily traffic without Breckenridge II	↓ ↑	4200
2012 daily traffic with Breckenridge II	↓ ↑	9090

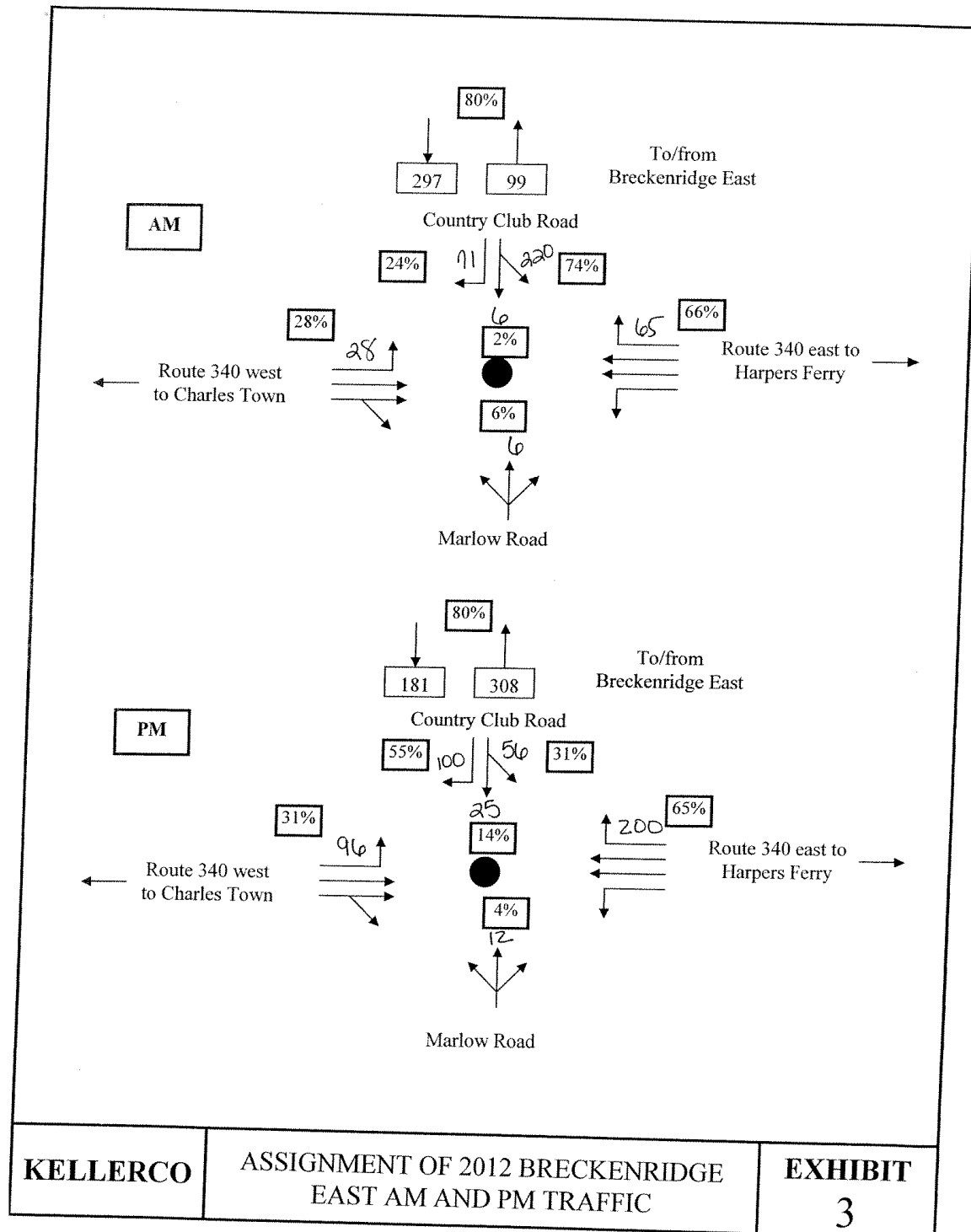
In order to determine the road link LOS it would be necessary to determine the two-lane roadway capacity. The necessary two-lane roadway characteristics are not available to KELLERCO at this time, so the v/c ratios were not determined.

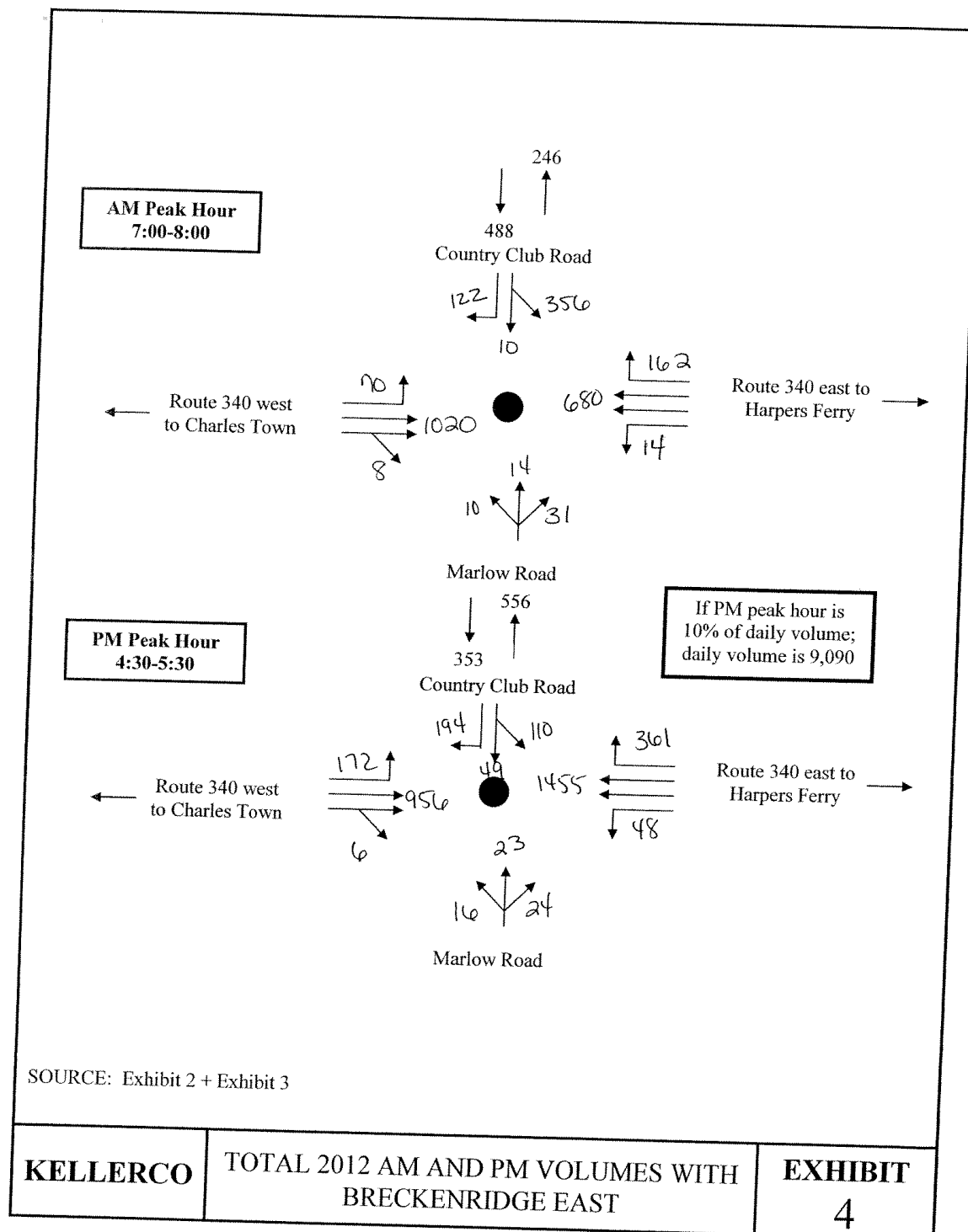


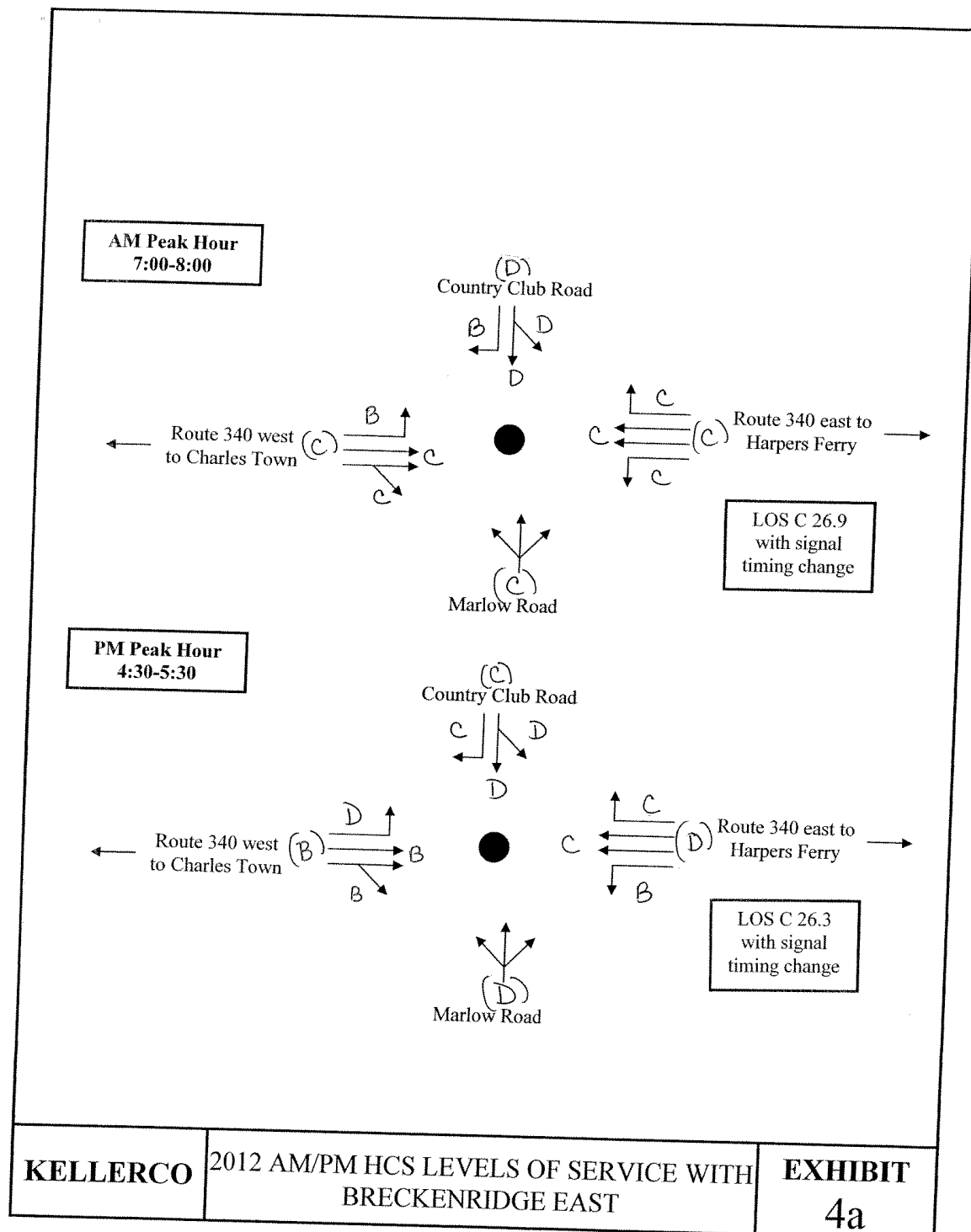










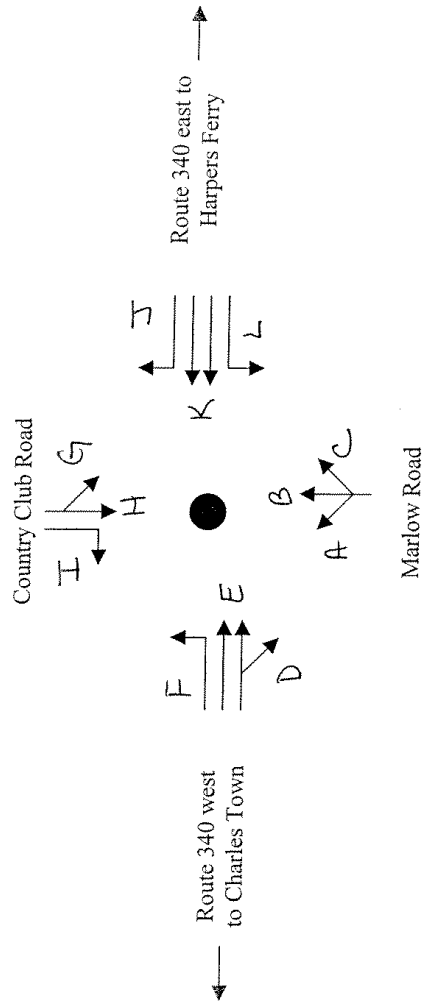


APPENDIX A

Traffic Count Data For
Wednesday, September 3, 2003
and Current Signal Timing

LOCATION: Route 340/Country Club Road
DATE: September 3, 2003

TIME	A	B	C	D	E	F	G	H	I	J	K	L	TOTAL	CUMULATIVE 1 HOUR TOTAL
6:00-6:15	0	1	4	0	158	1	20	2	1	2	61	1	251	
6:15-6:30	0	0	4	1	174	4	35	0	5	4	90	2	319	
6:30-6:45	0	1	6	0	158	2	22	1	2	2	83	5	282	
6:45-7:00	0	0	3	4	218	4	35	3	1	13	105	5	391	1243
7:00-7:15	6	2	4	2	224	7	30	1	5	24	123	1	429	1421
7:15-7:30	0	4	8	3	236	6	21	2	8	22	120	2	432	1534
7:30-7:45	1	0	5	1	174	7	34	0	10	14	159	3	408	1660
7:45-8:00	0	0	5	0	187	10	26	0	13	9	145	4	399	1668
8:00-8:15	0	1	4	1	173	5	17	0	6	8	133	1	349	1588
8:15-8:30	3	1	5	1	166	2	14	1	4	5	126	2	330	1486
8:30-8:45	1	4	1	3	141	3	16	0	12	9	130	3	323	1401
8:45-9:00	0	0	1	0	151	3	13	7	10	10	160	2	357	1359
PEAK HOUR 7:00-8:00	7	6	22	6	821	30	111	3	36	69	547	10	1668	



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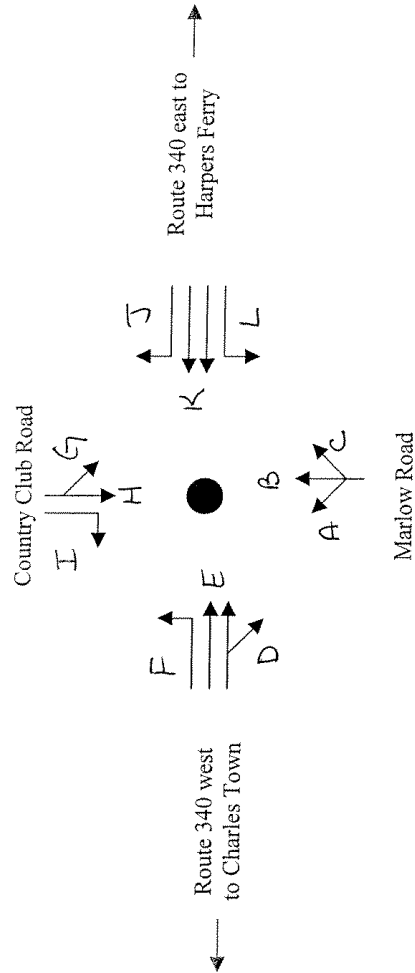
AM PEAK HOUR

EXHIBIT

A1

LOCATION: Route 340/Country Club Road
 DATE: September 3, 2003

TIME	MOVEMENT												TOTAL	CUMULATIVE 1 HOUR TOTAL
	A	B	C	D	E	F	G	H	I	J	K	L		
4:00-4:15	2	2	4	4	170	16	21	0	18	32	247	8	524	
4:15-4:30	2	3	4	1	223	4	10	6	14	23	240	12	542	
4:30-4:45	1	1	2	0	197	9	7	2	20	31	288	6	564	
4:45-5:00	5	2	4	2	199	11	12	6	18	39	290	10	598	2228
5:00-5:15	1	2	7	1	185	18	9	6	15	26	295	12	577	2281
5:15-5:30	4	3	4	1	188	16	10	3	14	18	298	6	565	2304
5:30-5:45	2	1	12	3	191	14	8	3	13	33	276	14	570	2310
5:45-6:00	0	3	6	3	170	15	14	2	20	31	256	10	530	2242
6:00-6:15	1	5	4	3	175	12	16	4	15	33	296	7	571	2236
6:15-6:30	3	4	3	3	153	7	17	2	12	18	262	10	494	2165
6:30-6:45	2	2	9	0	186	13	13	2	10	15	188	3	443	2038
6:45-7:00	0	3	2	2	172	12	13	1	15	20	189	4	433	1941
PEAK HOUR 4:30-5:30	11	8	17	4	769	54	38	17	67	114	1171	34	2304	

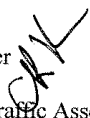


KELLERCO

PM PEAK HOUR

EXHIBIT
A2



DATE: July 19, 2004
TO: Dan Snyder
FROM: C. Richard Keller 
SUBJECT: Updated 2012 Traffic Assessment For Breckenridge East

The following process was used to achieve this updated traffic impact analysis for the buildout of Breckenridge East by 2012.

Step 1: September 2002 AM and PM peak hour traffic volumes were established as shown on Exhibits 1 and 1a. Since the school traffic at Locations 3 and 4 was significant earlier in the PM peak hour, Exhibit 1b was prepared to show the volumes at 2:45 to 3:45 as compared to the volumes at 4:45 to 5:45.

Step 2: The 2002 peak hour volumes were projected to 2012 by applying West Virginia DOH growth factors with the results shown in Exhibits 2 and 2a. It was assumed that this additional growth rate traffic would include potential traffic generated by such projects as Daniels Forest and Roderick Planes.

Step 3: Next, additional AM/PM peak hour traffic was generated and assigned to the study intersections for the following tracts.

- Breckenridge I: Exhibits 3 and 3a
- Beallair: Exhibits 4 and 4a

Step 4: Next, the new tract development traffic was added to the 2012 traffic to achieve the total AM/PM volumes in 2012 without Breckenridge East as shown on Exhibits 5 and 5a.

Step 5: Breckenridge East AM/PM traffic was projected and assigned as shown on Exhibits 6 and 6a.

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307 South Loudoun Street, Winchester, VA 22601, 540/535-0081, FAX 540/535-0109
kellerco@earthlink.net

Step 6: Finally, the Breckenridge East traffic was added to the Step 4 traffic to achieve total 2012 AM/PM traffic shown on Exhibits 7 and 7a.

Step 7: The peak hour intersection levels of service were then determined using unsignalized Highway Capacity software. The results are discussed below.

- 2002 LOS Situation

Exhibit 8 shows that all intersections are LOS B or better during the AM peak hour.

Exhibit 8a shows that during the PM peak hour Location 3 becomes LOS C and all other locations are LOS B or better.

Appendix A contains the HCS results.

- 2012 LOS Situations Without Breckenridge East

Exhibit 9 shows that in 2012 without Breckenridge East the AM peak hour traffic at Locations 3 and 4 achieve LOS D. All other locations achieve LOS B or better. The LOS D at Location 3 would be eliminated with signalization.

Exhibit 9a shows the 2012 PM peak hour situation without Breckenridge East. Note that Location 3 fails (LOS F). All other locations are LOS C or better. The LOS F at Location 3 would be eliminated with signalization.

Appendix B contains the HCS results.

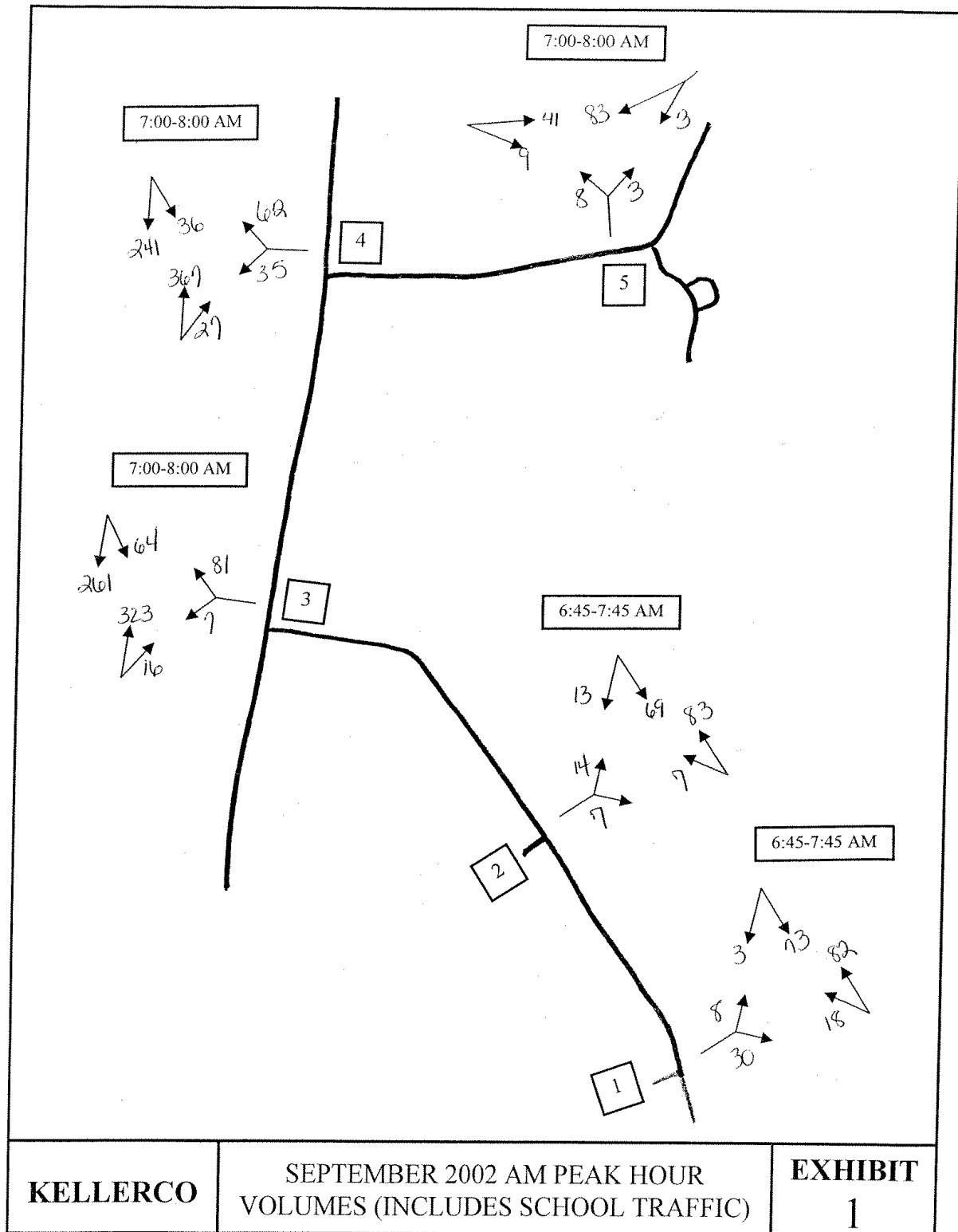
- 2012 LOS Situation With Breckenridge East

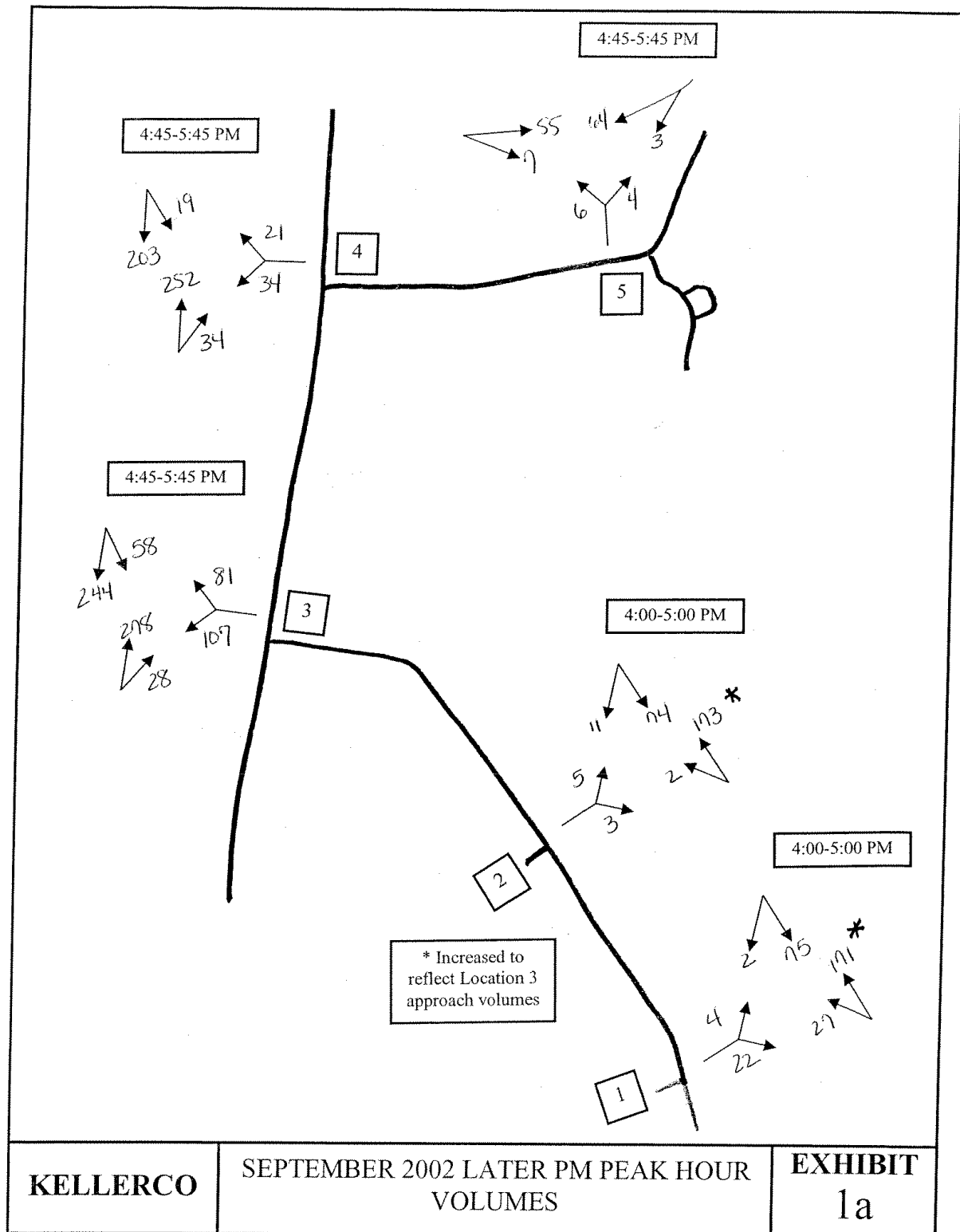
Exhibit 10 shows that Locations 3 and 4 fail in the AM but all other locations are LOS B or better.

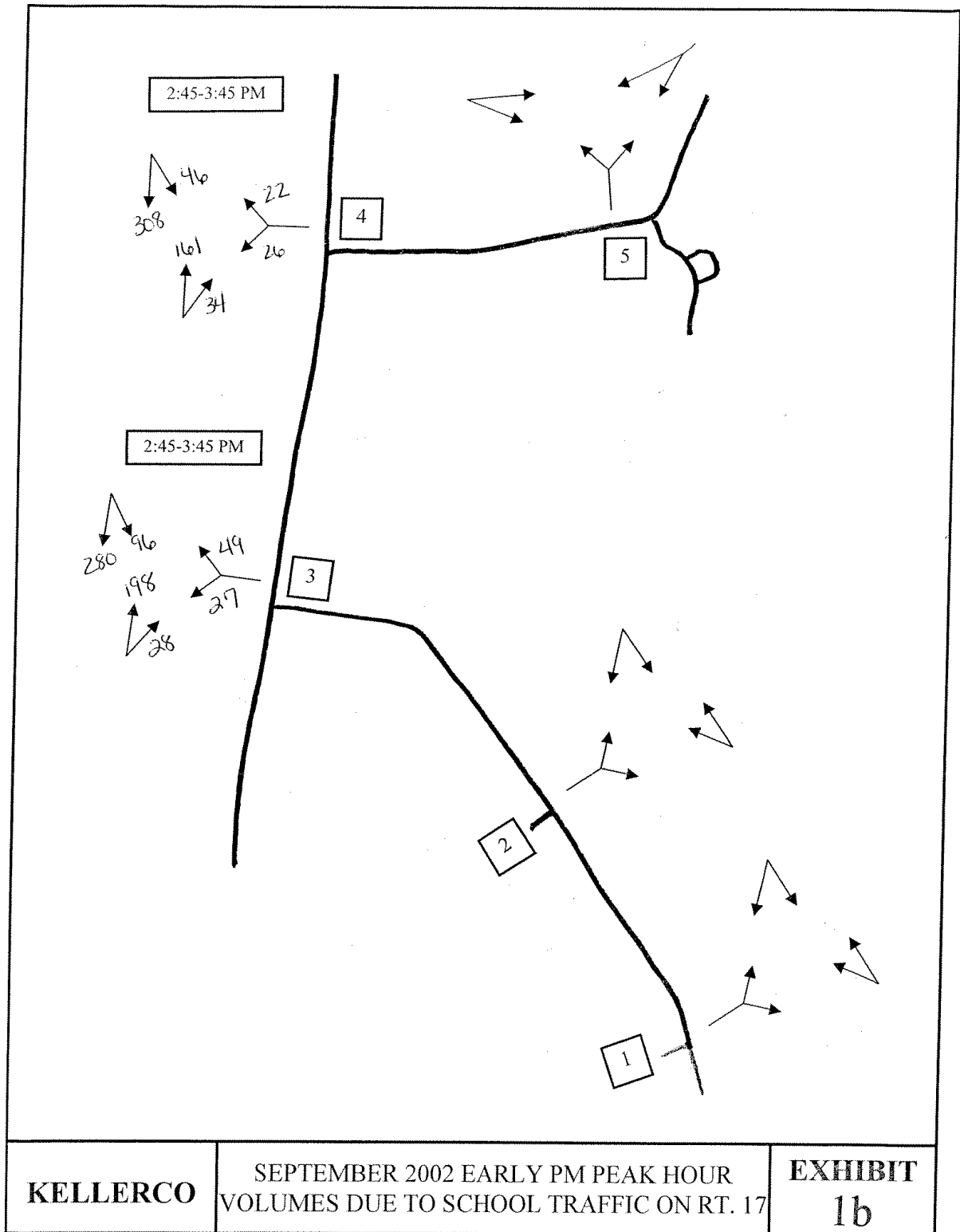
Exhibit 10a shows that Location 3 fails in the PM but all other locations are LOS C or better.

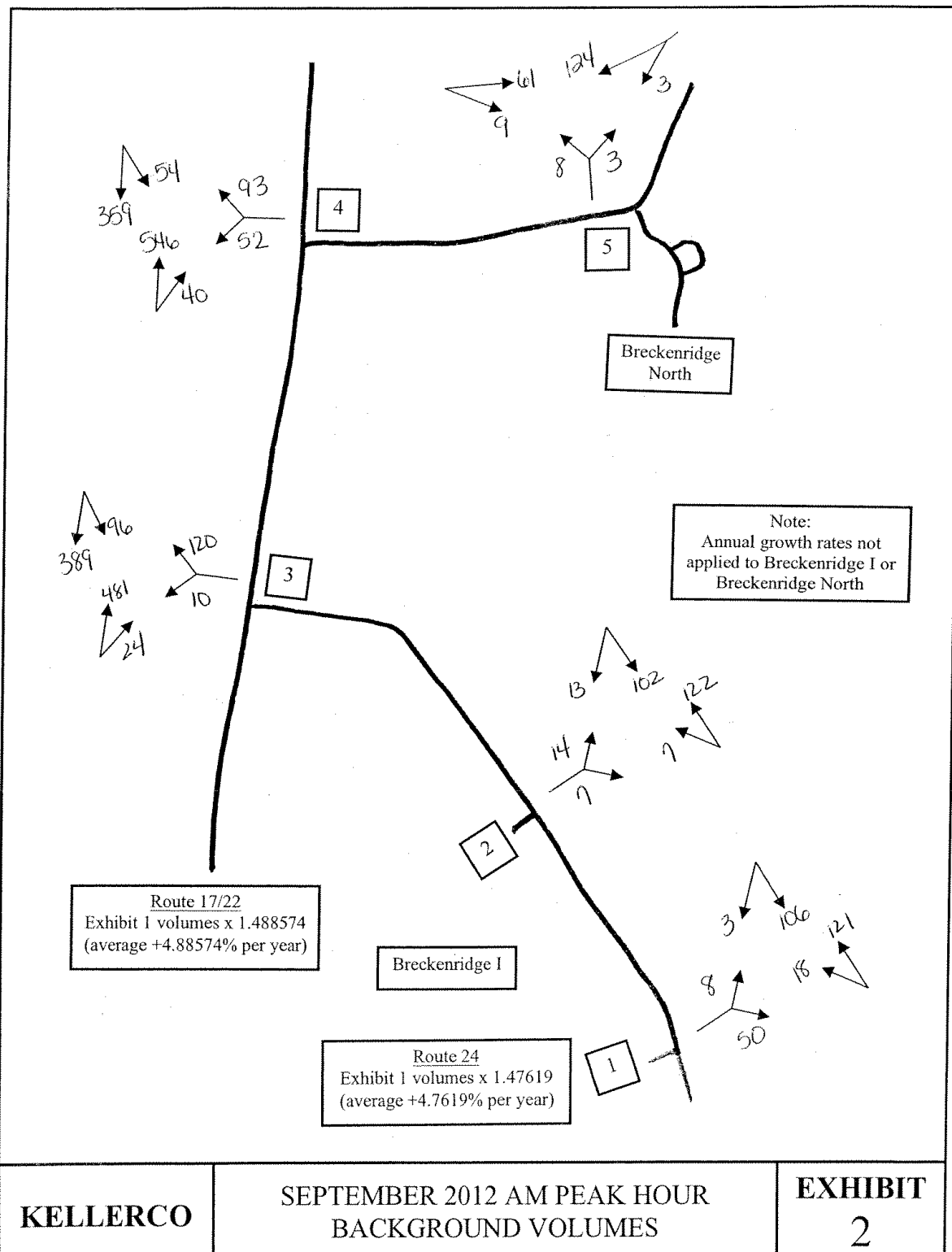
The LOS F situation at Location 3 would be eliminated by signalization. Widening the westbound approach at Location 4 improves the LOS C/E to C/C.

Please review this information and call me to discuss these preliminary findings.



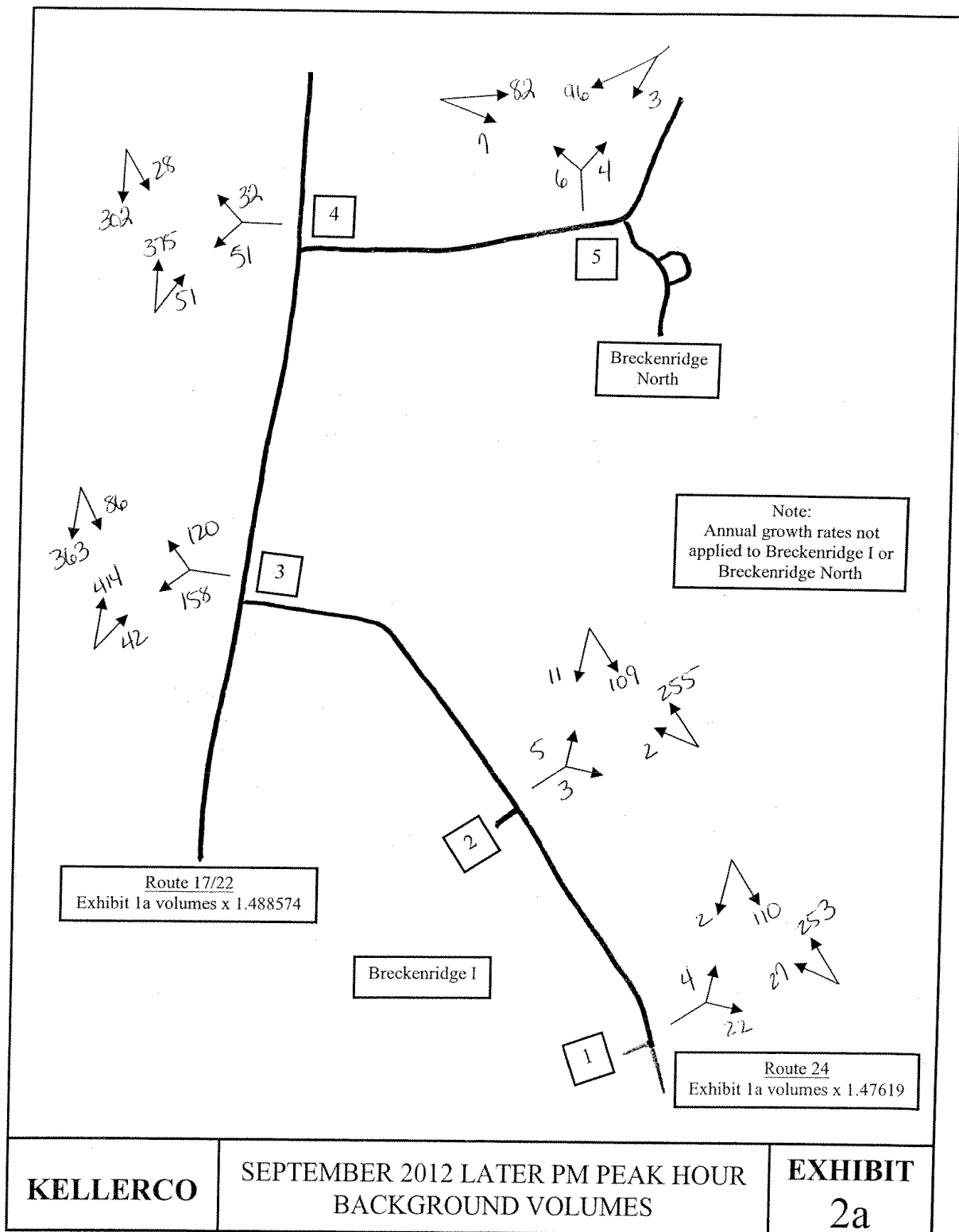


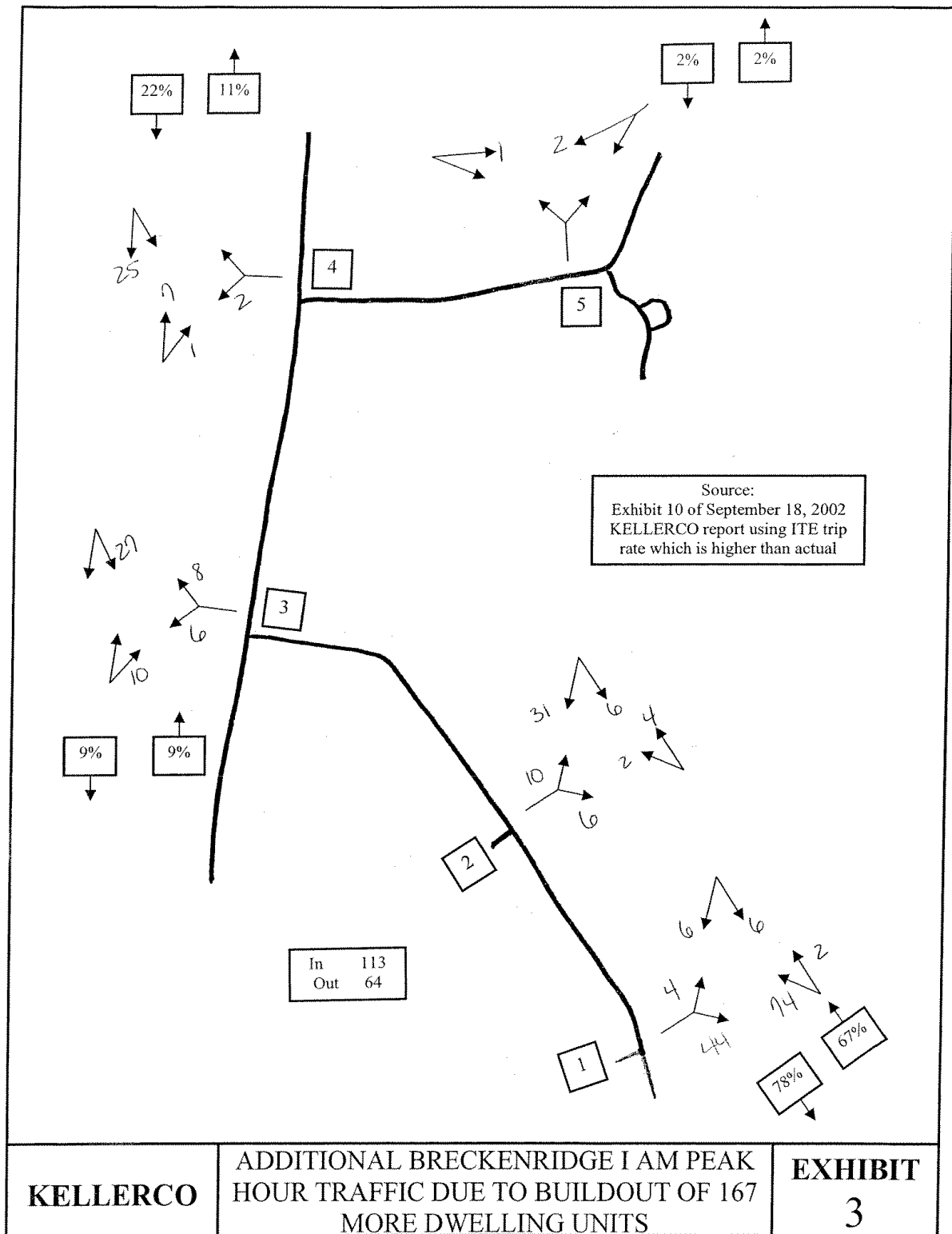


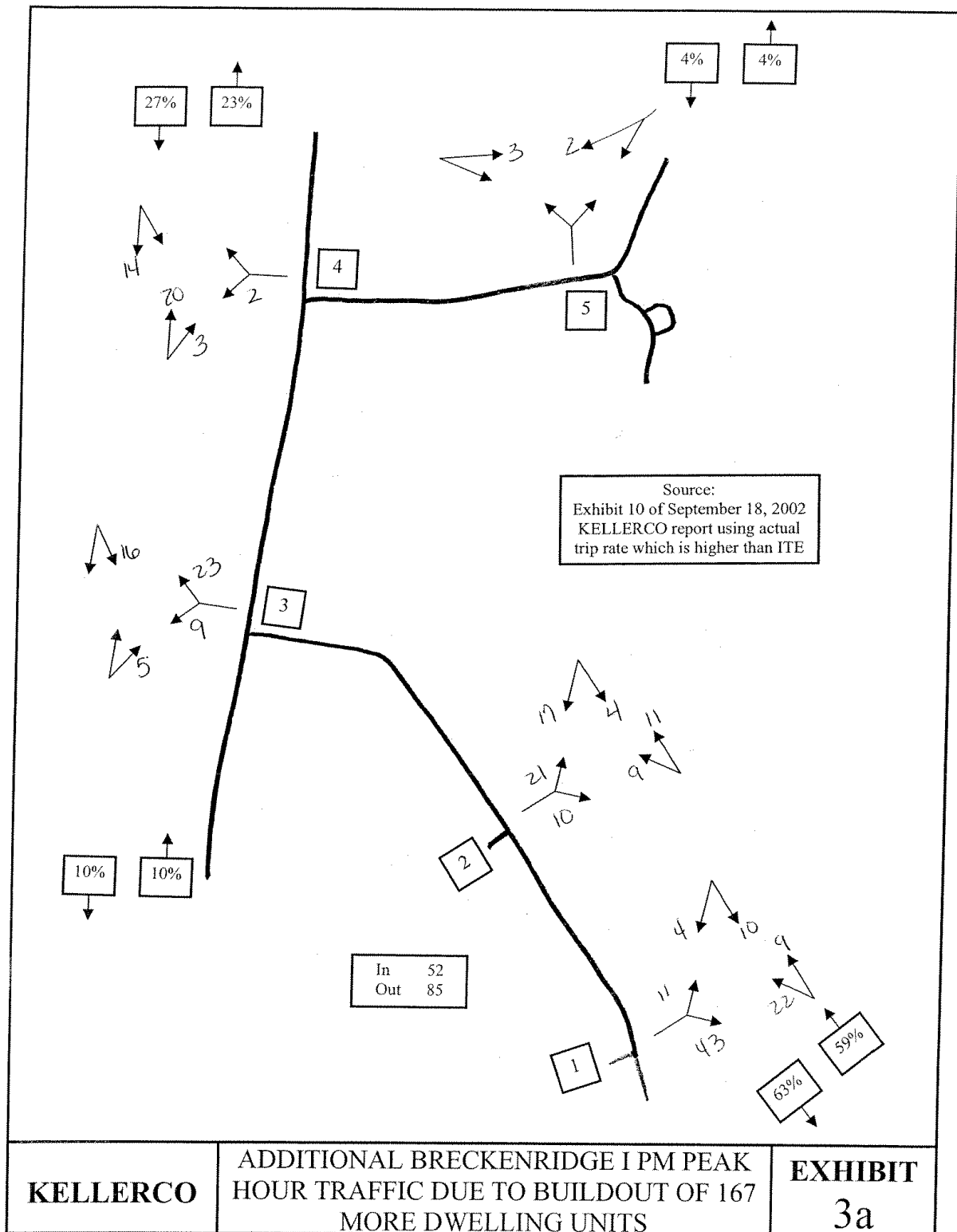


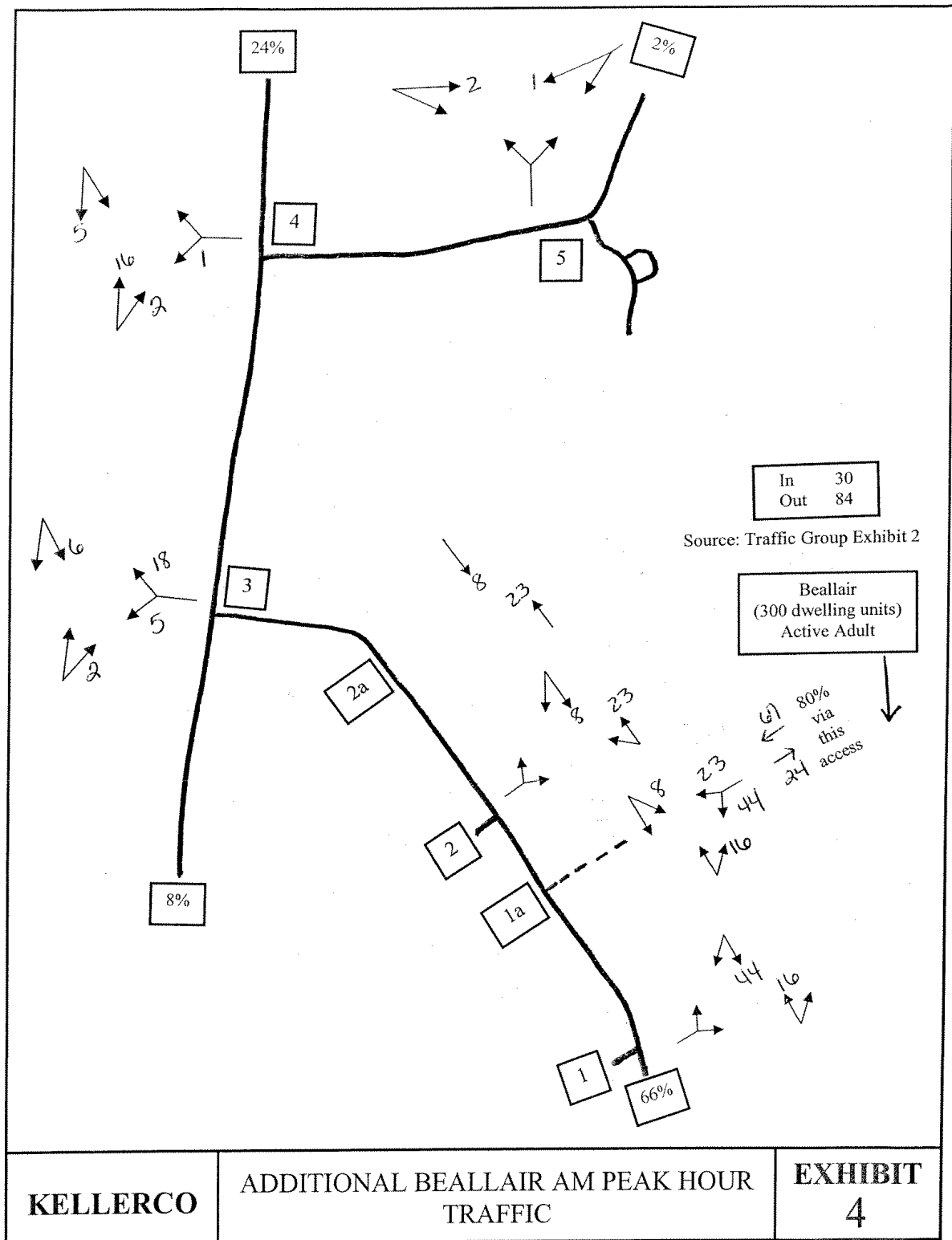
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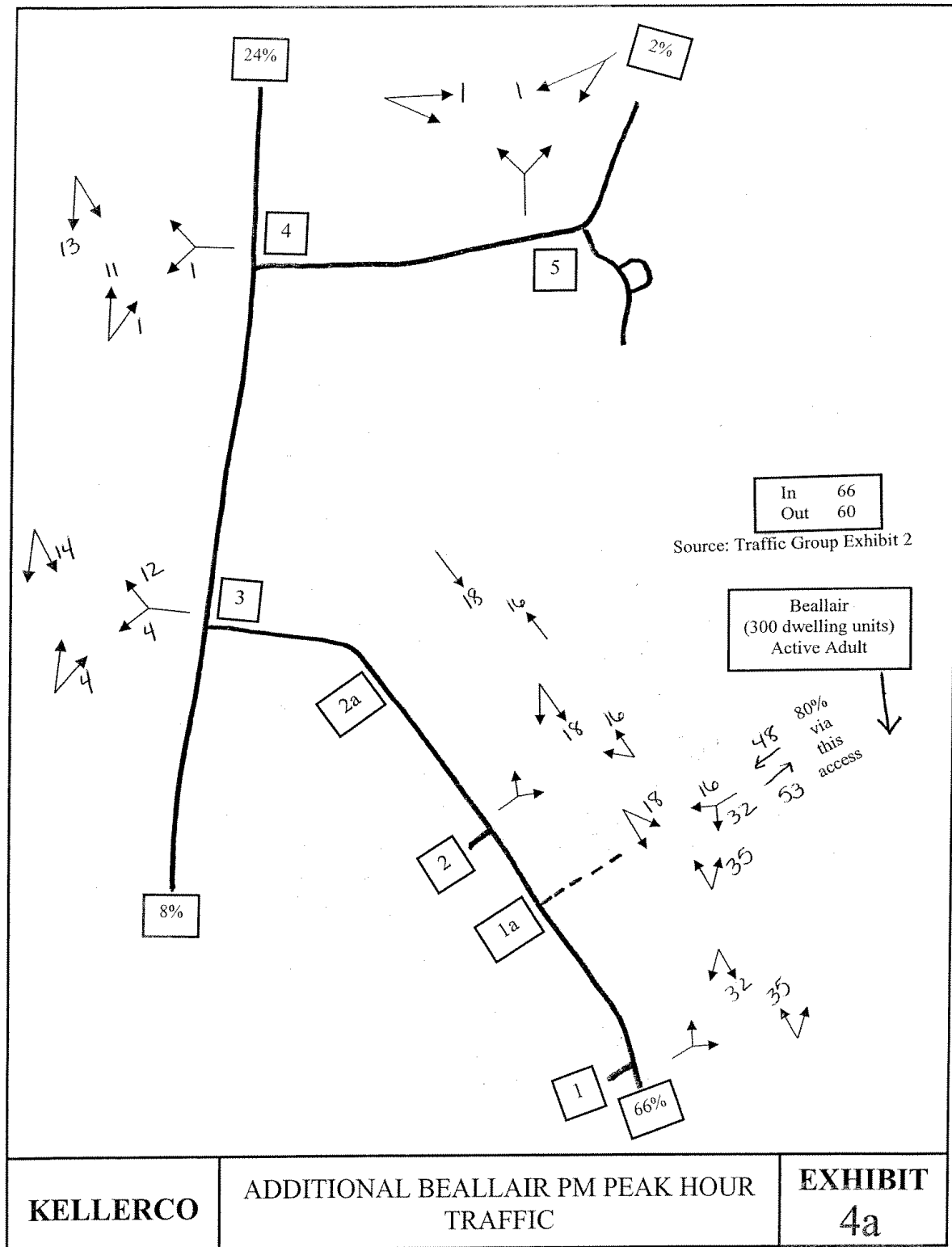
SEPTEMBER 2012 AM PEAK HOUR
BACKGROUND VOLUMESEXHIBIT
2

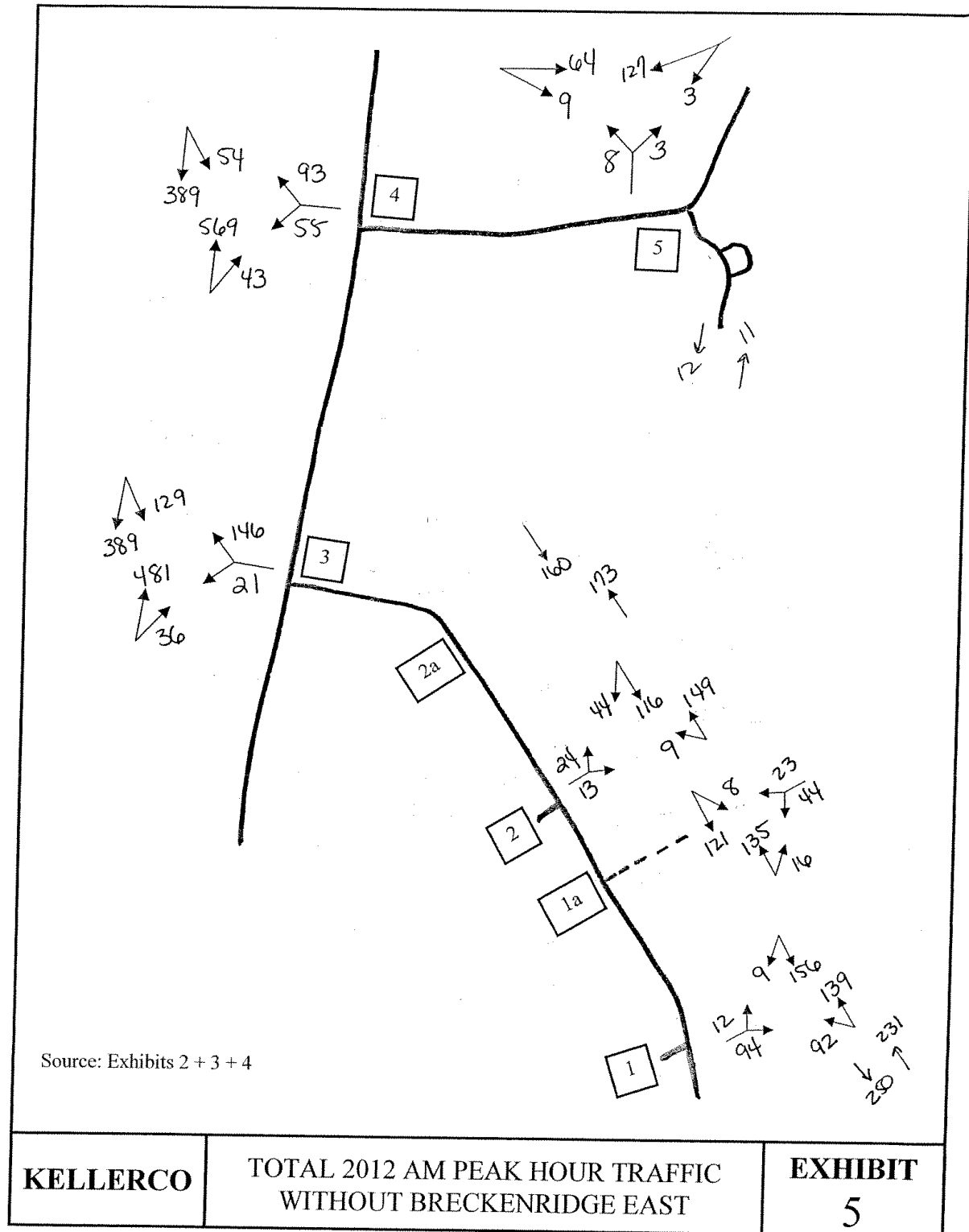


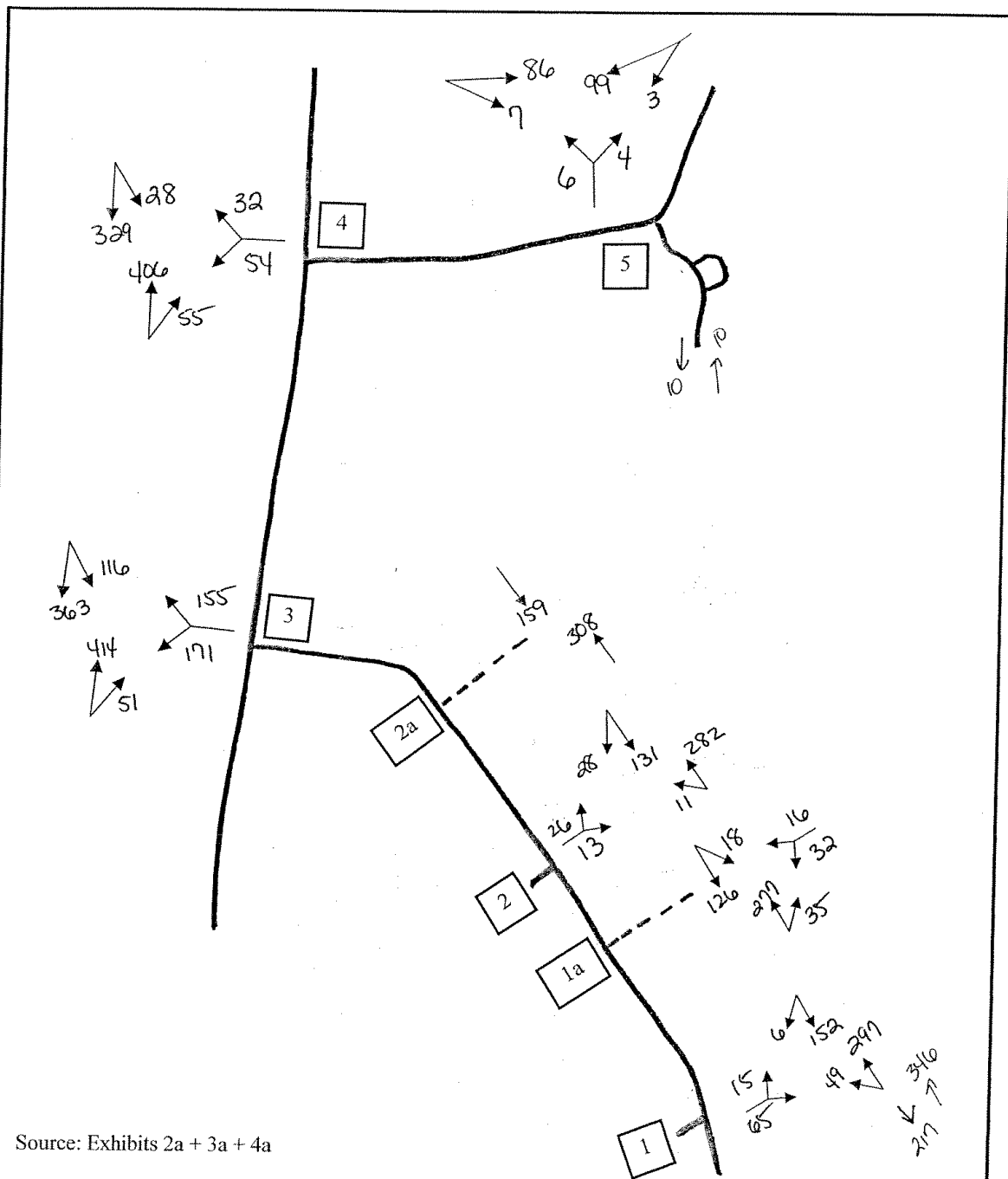






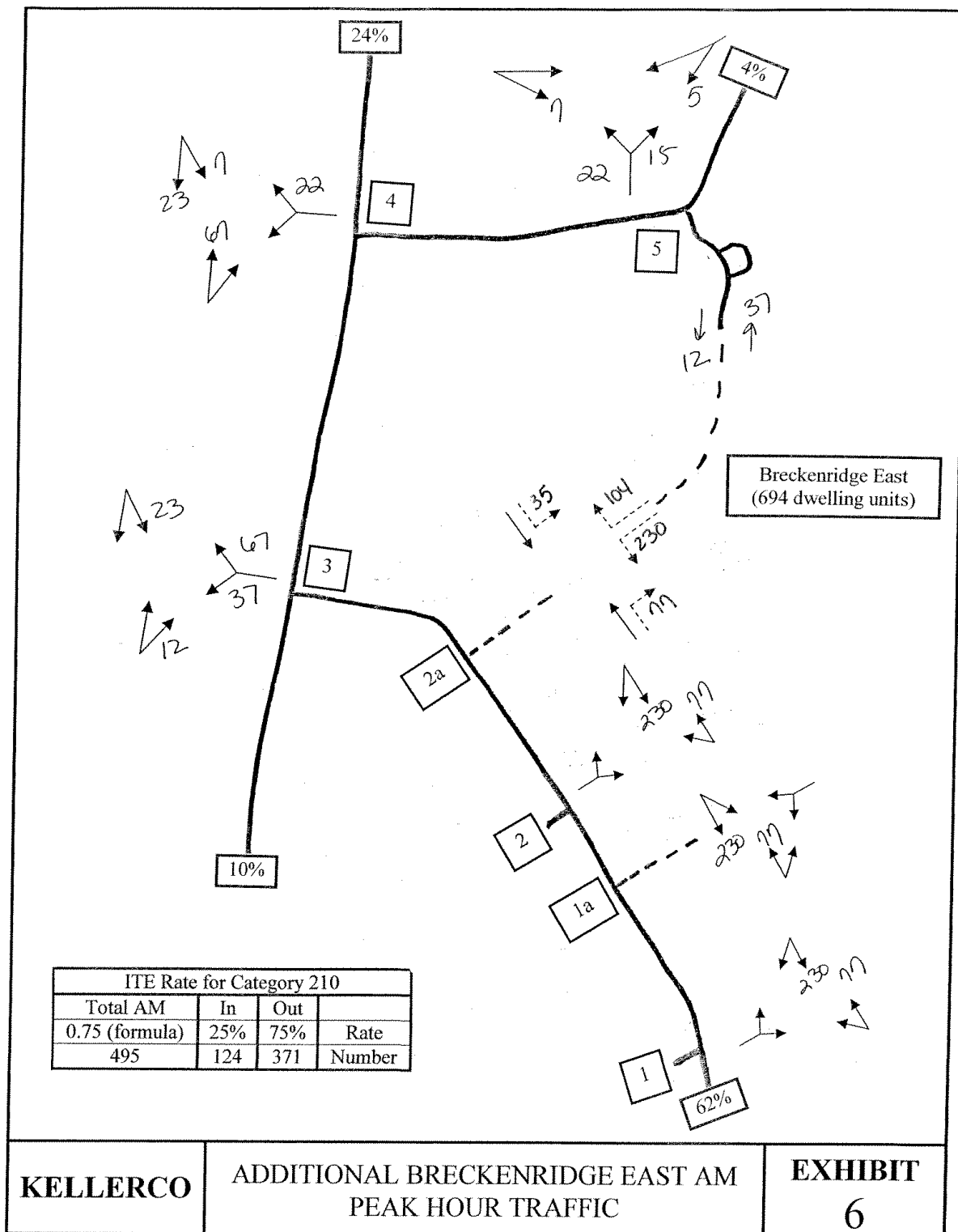


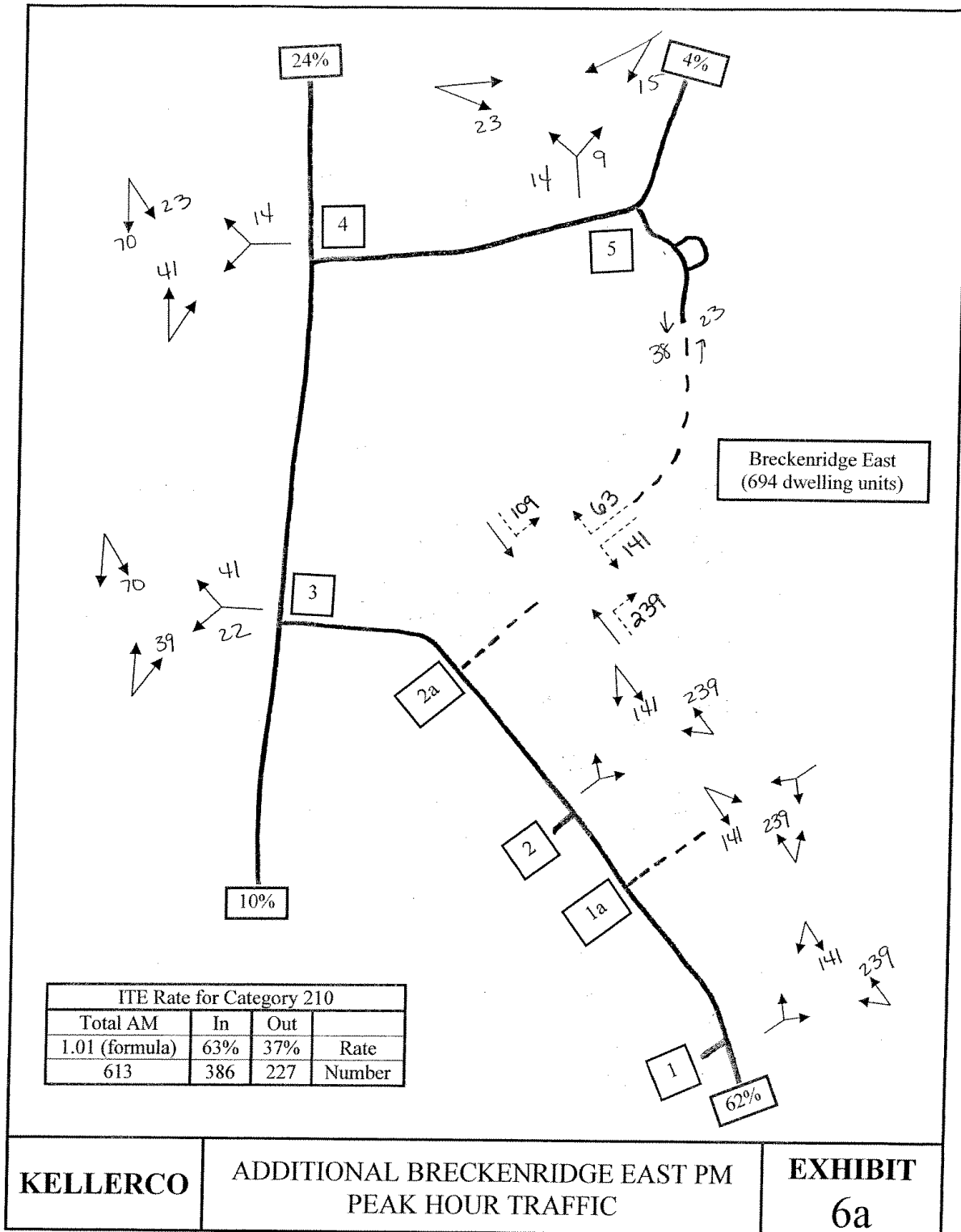


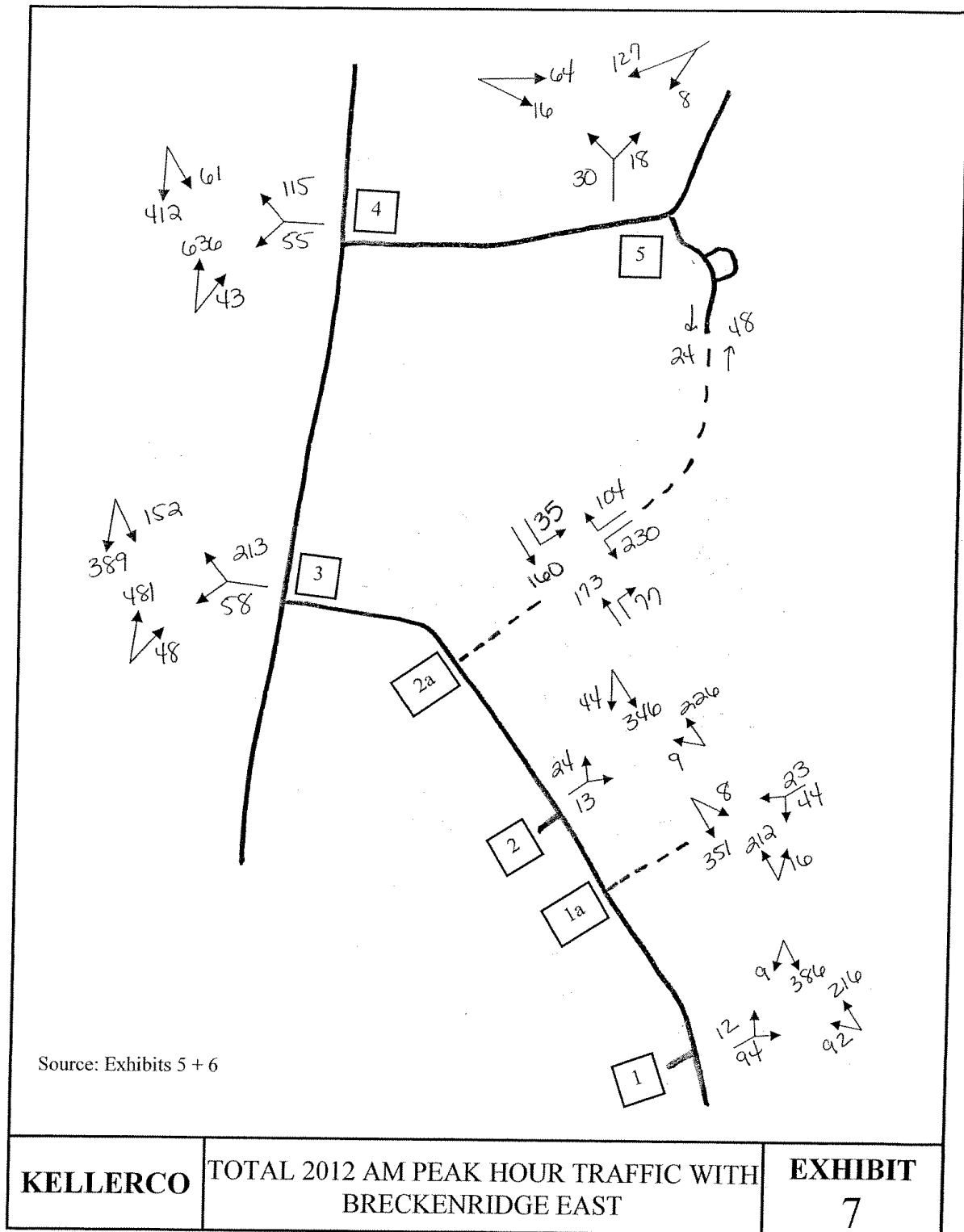
**KELLERCO**

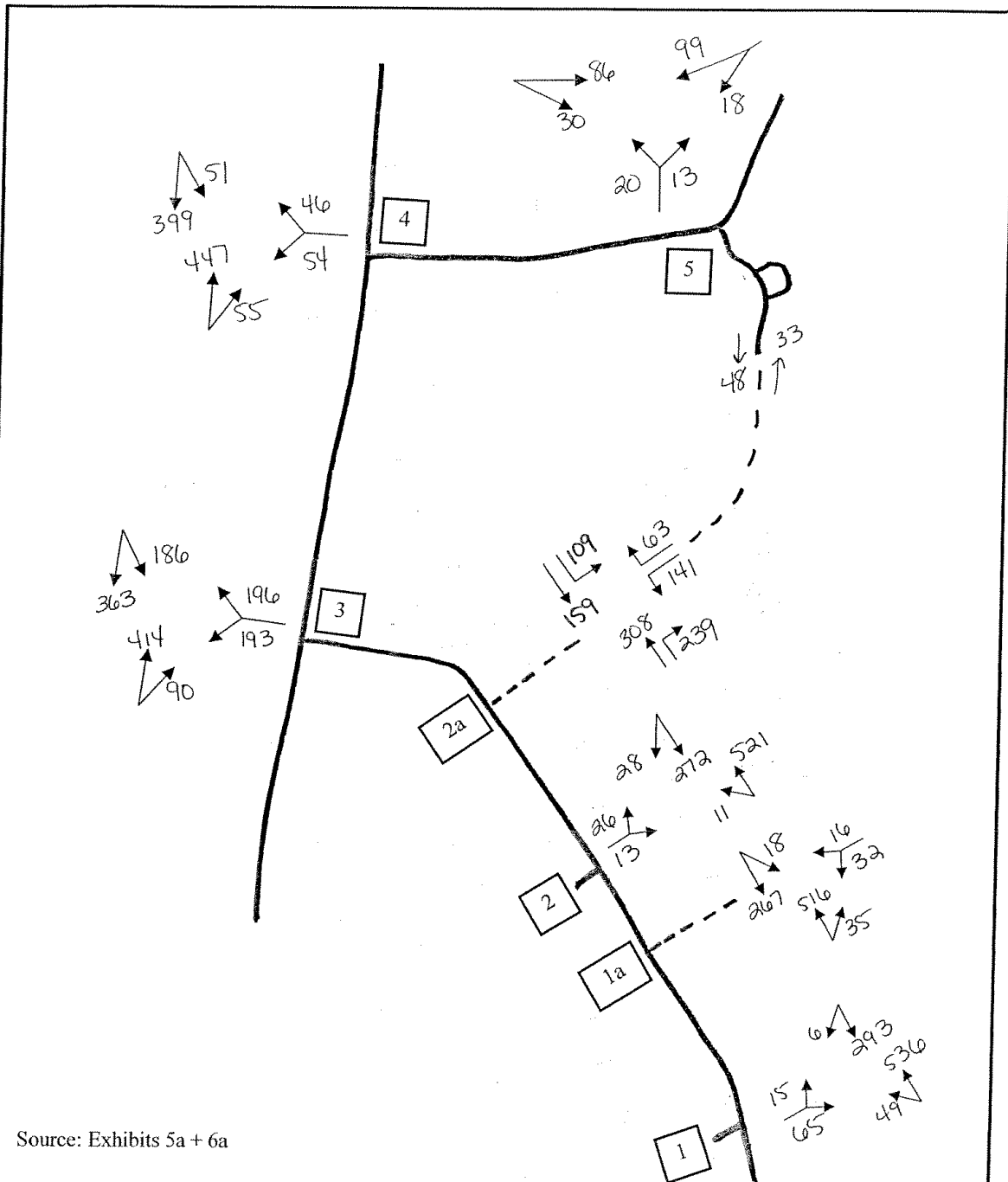
**TOTAL 2012 PM PEAK HOUR TRAFFIC
WITHOUT BRECKENRIDGE EAST**

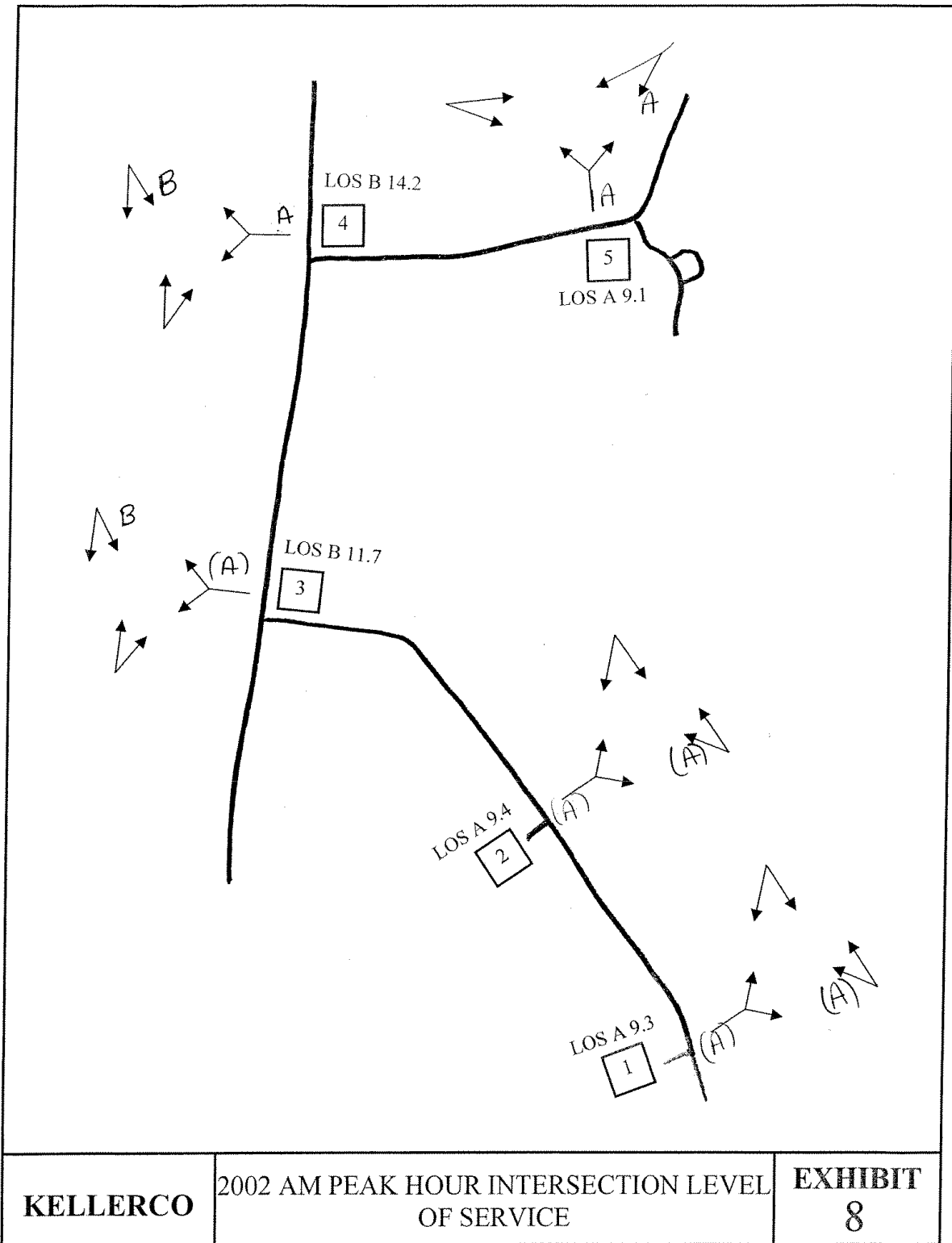
**EXHIBIT
5a**

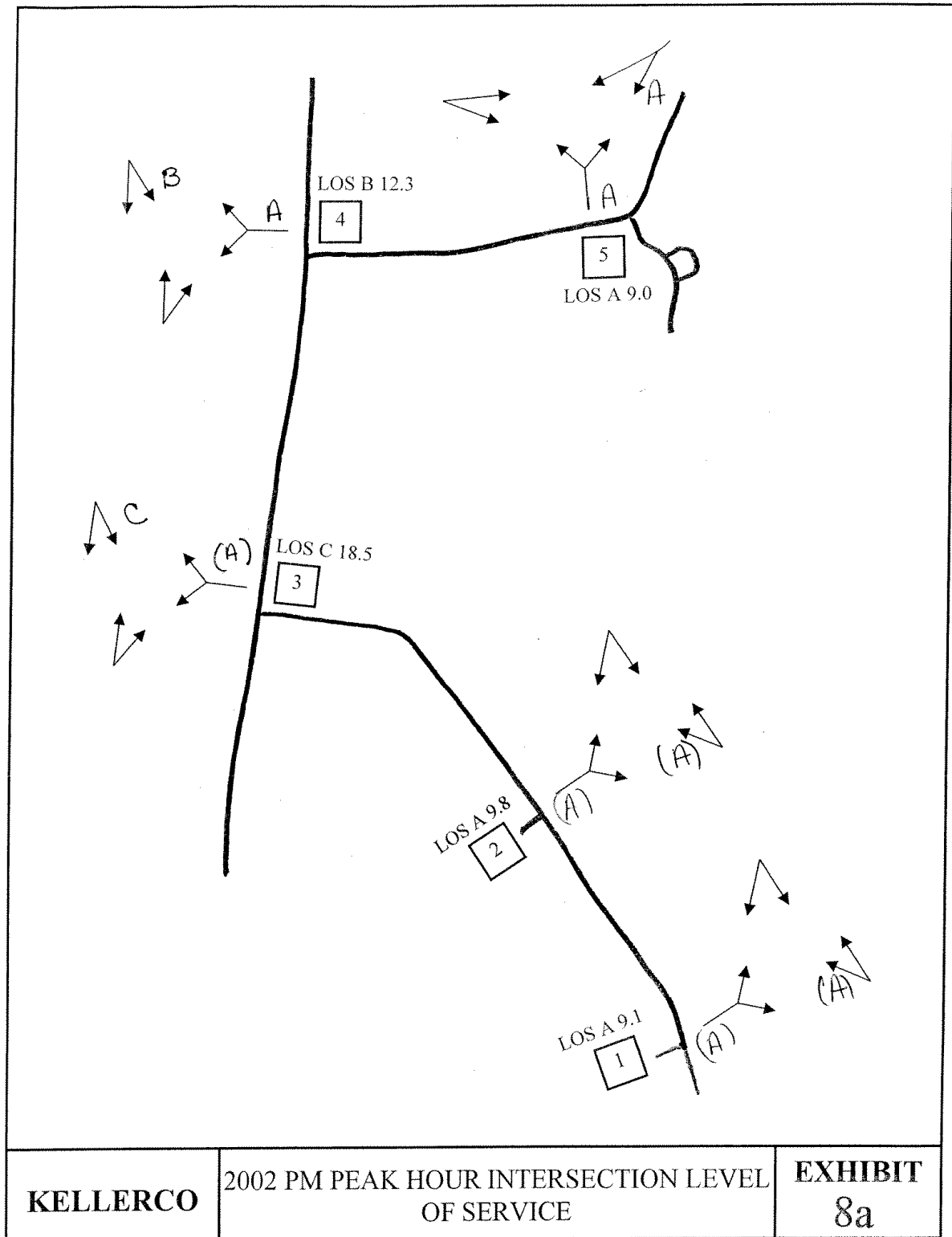


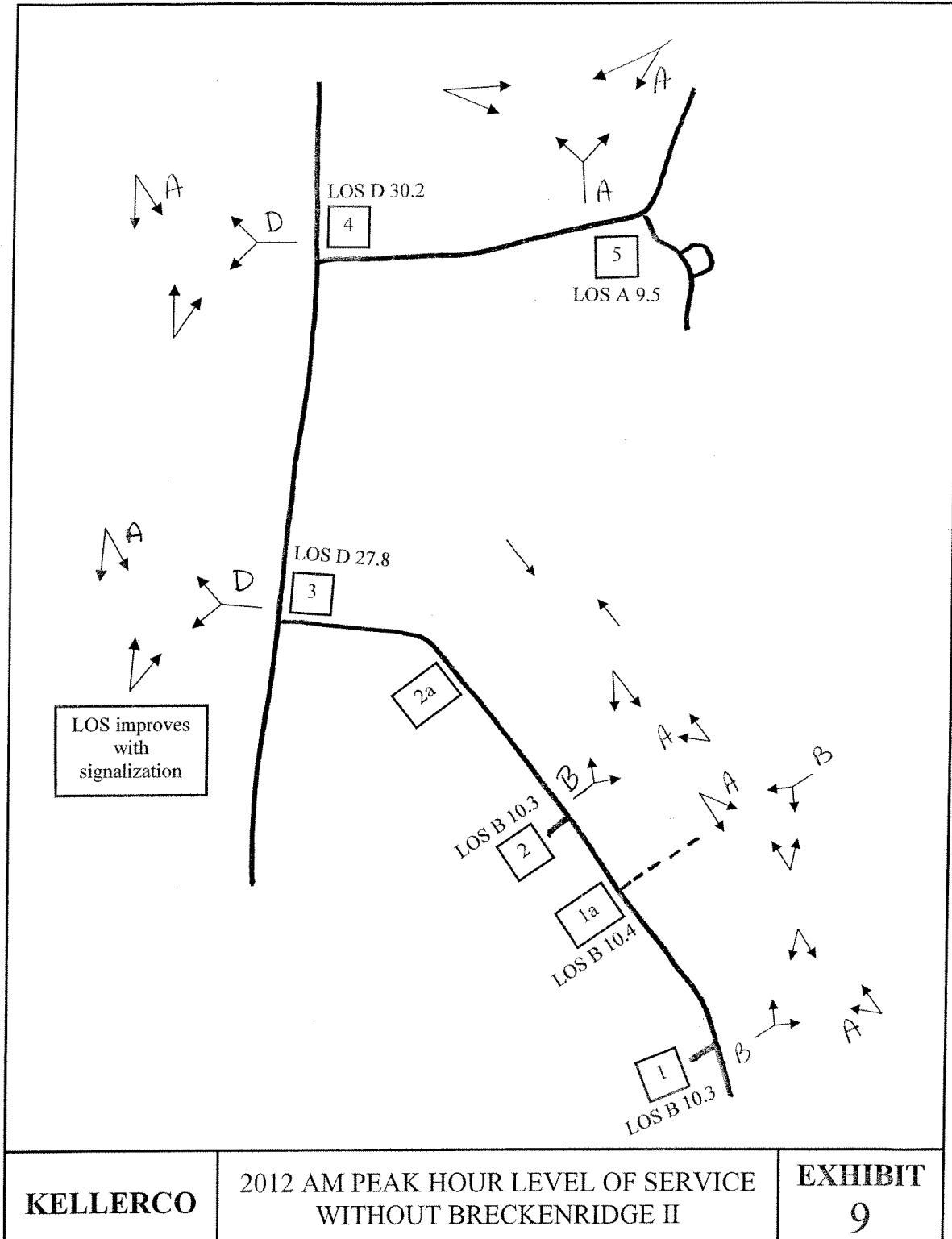


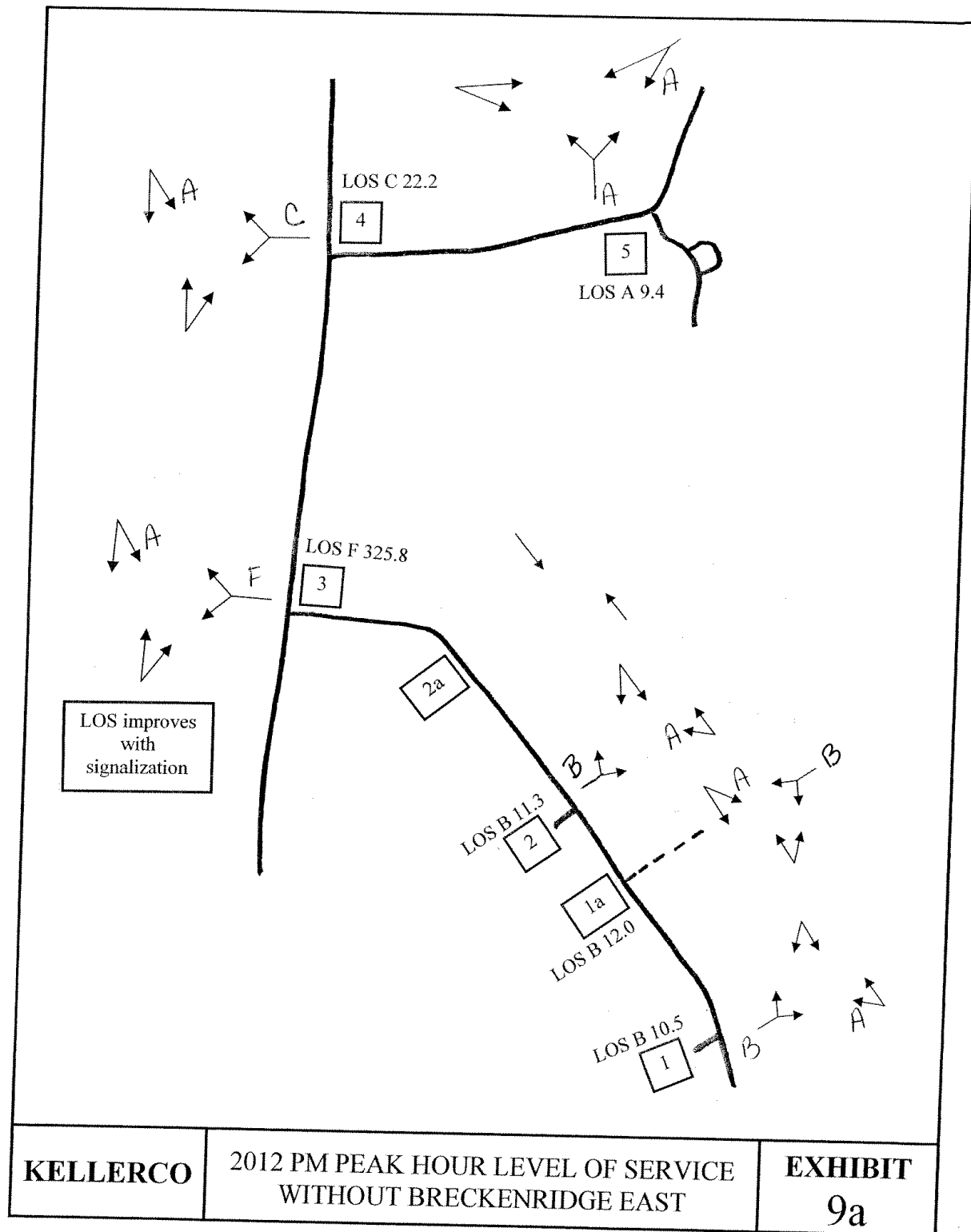


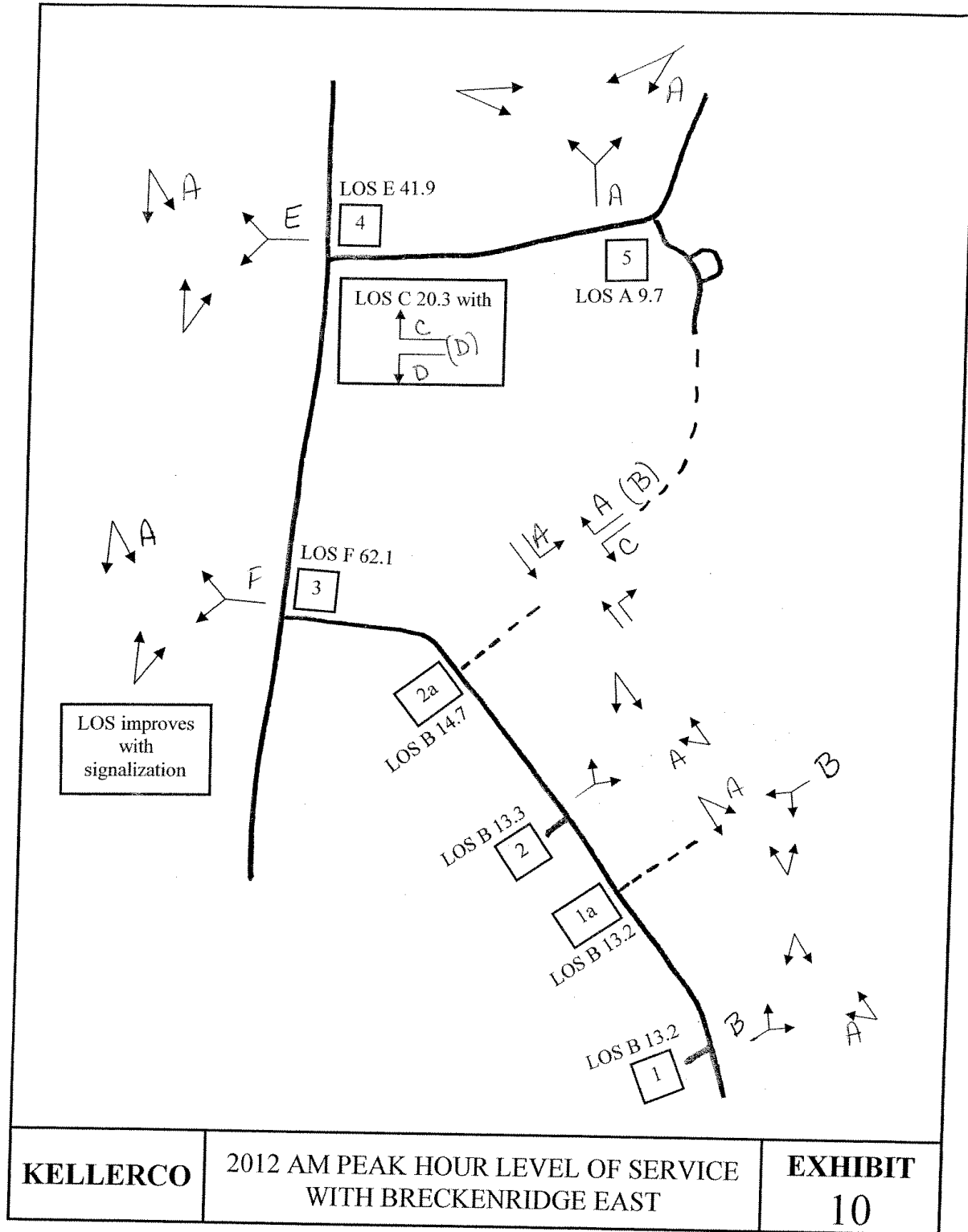
**KELLERCO**TOTAL 2012 PM PEAK HOUR TRAFFIC WITH
BRECKENRIDGE EAST**EXHIBIT**
7a





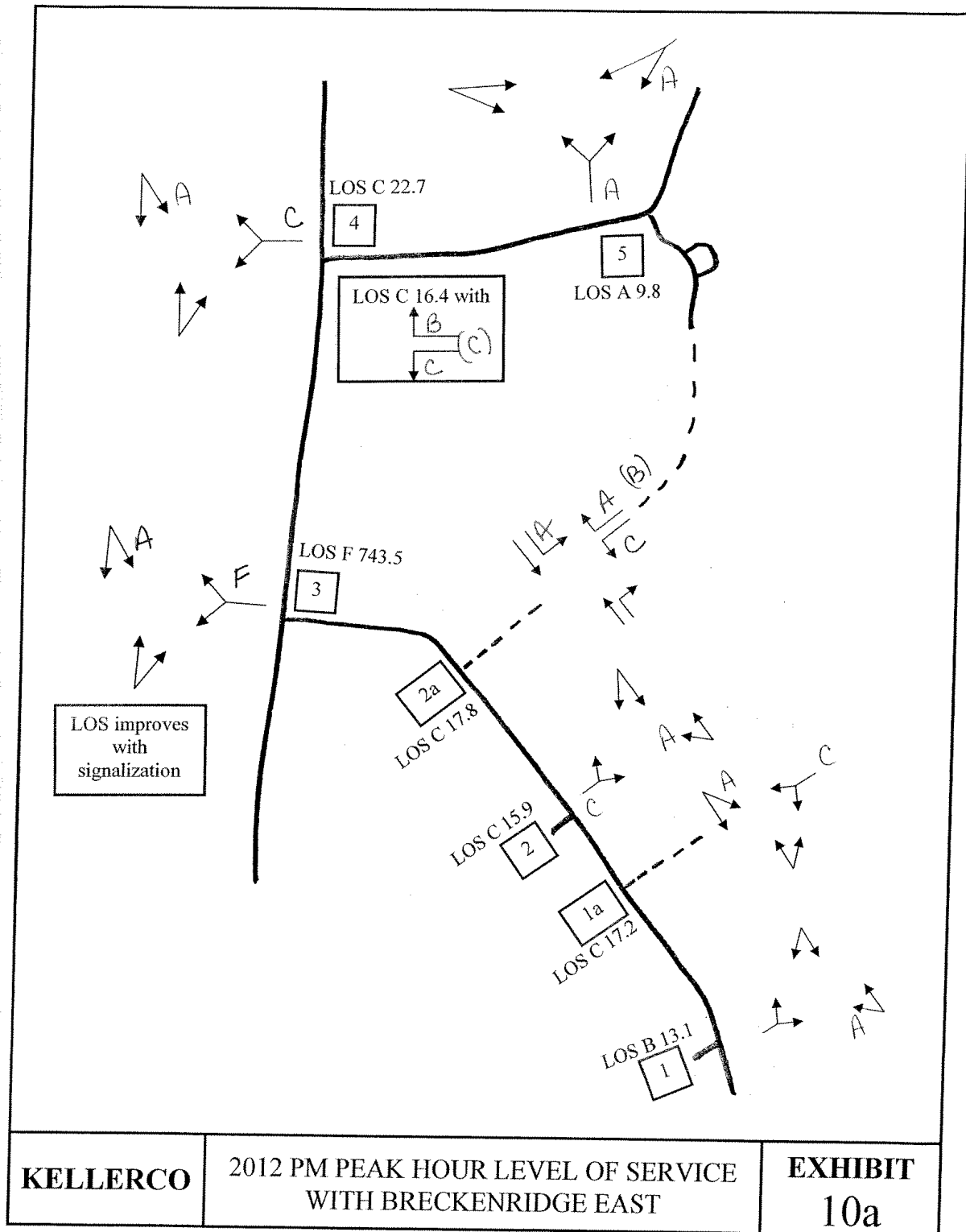


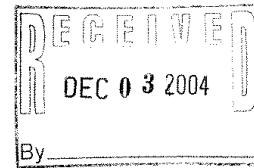




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2012 AM PEAK HOUR LEVEL OF SERVICE
WITH BRECKENRIDGE EASTEXHIBIT
10





December 1, 2004

Roger Russell
Traffic Operations Engineer
WV Division of Highway
1900 Kanawha Boulevard East
Building 5, Room 550
Charleston, West Virginia 25305

Ref: Traffic Impact Study Comments For Breckenridge East Located in Jefferson County,
West Virginia

Dear Roger:

In response to your email of October 26, 2004, we have developed additional information regarding trip distributions, discussions of findings, specific recommendations and have fully addressed the other issues raised during your review of the initial TIS. You indicated in your email that all the comments except 2, 7 and 8 needed to be addressed. The outstanding comments are summarized below with 2 included because it refers to 3.

1. There is no written report that provides any recommendations on improvements needed. We prefer to have a report format to review and not simply analyses or traffic assessment.
2. There is no map showing the area of the development or the proposed approaches.
3. Because of No. 2, there is no way we can adequately review the trip distribution, projected volumes, or unsignalized intersection analyses.
4. The analyses at the intersection of US 340 with Country Club Road and Marlow Road assumes there will be no substantial development on the Marlow Road side.
5. For the signalized HCS analyses of US 340 with Country Club Road and Marlow Road the left turn phasing should be protected only as it is currently.
6. Queue lengths for the left turn lanes on US 340 are critical and may dictate the lengthening of the turn lanes.

To address these outstanding comments, we are providing the following.

Comment 1: The attached supplemental addendum includes discussions of findings and recommendations of specific improvements.

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