SUBDIVISION IMPROVEMENTS AGREEMENT

THIS AGREEMENT, made between Challenger Communities, LLC, hereinafter called the "Subdivider," and El Paso County by and through the Board of County Commissioners of El Paso County, Colorado, hereinafter called the "County," shall become effective the date of approval of the Final Plat by the Board of County Commissioners.

WITNESSETH:

WHEREAS, the Subdivider, as a condition of approval of the final plat of Bent Grass Filing 2 subdivision wishes to enter into a Subdivision Improvements Agreement, as provided for by Section 30-28-137, C.R.S., Chapter 5 of the El Paso County Engineering Criteria Manual and Chapter 8 of the El Paso County Land Development Code, all incorporated herein by reference; and

WHEREAS, pursuant to the same authority, the Subdivider is obligated to provide security or collateral sufficient in the judgment of the Board of County Commissioners to make reasonable provision for completion of certain public improvements set forth on Exhibit $\underline{\mathbf{A}}$ attached hereto and incorporated herein; and

WHEREAS, the Subdivider wishes to provide collateral to guarantee performance of this Agreement including construction of the above-referenced improvements by means of a performance bond.

NOW, THEREFORE, in consideration of the following mutual covenants and agreements, the Subdivider and the County agree as follows:

- 1. The Subdivider agrees to construct and install, at its sole expense, all of those improvements as set forth on Exhibit A attached hereto. To secure and guarantee performance of its obligations as set forth herein, the Subdivider agrees to provide collateral to remain in effect at all times until the improvements are completed and accepted in accordance with Chapter 5 of the ECM. Collateral shall be posted in the form of performance bonds issued by Harco National Insurance Company in the amounts of \$7,807,211.45 (2019 Financial Assurance Estimate Form), \$370,810 (2019 Financial Assurance Estimate Form Pond WU), and in the form of cash in the amount of \$33,750.00 (2019 Financial Assurance Estimate Form Woodmen/Golden Sage Protected/Permitted Phasing).
- 2. In addition to and notwithstanding any other provision of this Agreement, the following additional provisions shall apply to the Subdivider's obligation to construct Bent Grass Meadows Drive from its terminus just west of Sea Oats Drive to its terminus approximately 1,770 feet north of Woodmen Frontage Road including, as necessary for safety, temporary transitions around the unsafe projecting manhole cover north of Woodmen Frontage Road:
 - a. Two (2) building permits for model homes may be issued following plat recording.
 - b. An additional twenty-three (23) building permits will be issued following Subdivider submittal and County approval of the Paving Design Report for and commencement by Subdivider of base course installation on Bent Grass Meadows Drive.
 - c. The first lift of asphalt along the length of Bent Grass Meadows Drive and asphalt transition around the projecting manhole cover must be completed in compliance with the approved construction drawings before the Subdivider commences

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- construction of the improvements at the intersection of Bent Grass Meadows Drive and Meridian Road.
- d. An additional twenty-three (23) building permits will be issued following substantial completion of Phase 3 of the construction of the Bent Grass Meadows Drive extension improvements, as determined by the PCD Executive Director. Such construction shall be in compliance with the approved construction drawings, as set forth in the accepted Traffic Impact Study Addendum dated March 3, 2020 for the Subdivision, attached hereto as Exibit B.
- 3. In addition to and notwithstanding any other provision of this Agreement, the following additional provisions shall apply to the Subdivider's obligation to construct improvements to the intersection of Bent Grass Meadows Drive and Meridian Road:
 - a. No site plans or building permits shall be approved by the County, with the exception of those site plans and building permits associated with the two model homes identified in paragraph 2.a. above, until and unless the construction drawings for the intersection improvements have been approved by the County. No certificates of occupancy shall be authorized by the County, including for the two model homes identified in paragraph 2.a. above, until such construction drawings have been approved by the County.
 - c. In an effort to minimize the disruption of existing traffic flows, Subdivider shall phase construction of the intersection improvements so as to provide safe conditions for two-way traffic at the intersection at all times unless otherwise approved by El Paso County Department of Public Works (DPW) under the Traffic Control Plan required with the Work Within the Right-of-Way Permit issued by DPW.
 - d. As set forth herein, no more than a total of forty-eight (48) building permits may be issued in the Subdivision until the intersection improvements have been substantially completed, as determined by the ECM Administrator.
- 4. Subdivider is responsible for providing any renewals of collateral to ensure that there is never a lapse in security coverage. Subdivider shall procure renewal/extension/replacement collateral at least fifteen (15) days prior to the expiration of the original or renewal/extension/replacement collateral then in effect. Failure to procure renewal/extension/replacement collateral within this time limit shall be a default under this Agreement and shall allow the County to execute on the collateral. In addition, if Subdivider allows collateral to lapse at any time, no lots in the subdivision may be sold, conveyed or transferred, whether by Deed or Contract, after the expiration date of such collateral until the improvements identified on Exhibit A have been completed and final acceptance is received from the County. If replacement collateral is used for renewal, approval by Board of County Commissioners is required.
- 5. No lots in the subdivision shall be sold, conveyed or transferred, whether by Deed or by Contract, to any third party purchaser, except for transfers or sales between Subdivider and any direct affiliate, nor shall building permits be issued until and unless the required improvements for the subdivision have been constructed and completed in accordance with the approved construction plans and preliminary acceptance is received from the County. Under no circumstances shall lots be sold, conveyed, or transferred, whether by Deed or by Contract, by any successor direct affiliate until and unless the required improvements for the subdivision have been constructed and

completed in accordance with the approved construction plans and preliminary acceptance is received from the County. In the alternative, lots within the subdivision may be sold, conveyed or transferred and / or have building permits issued upon receipt of collateral acceptable to the County, pursuant to this Agreement, which is sufficient to guarantee construction of the improvements in the attached Exhibit A.

- 6. The Subdivider agrees that all of those certain public improvements to be completed as identified on Exhibit A shall be constructed in compliance with the following:
 - a. All laws, resolutions and regulations of the United States, State of Colorado, El Paso County and its various agencies, affected special districts and/or servicing authorities.
 - b. Such other designs, drawings, maps, specifications, sketches and other matter submitted to and approved by any of the above-stated governmental entities.
- 7. All improvements except the Woodmen/Golden Sage Protected/Permitted Phasing shall be completed by the Subdivider, meeting all applicable standards for preliminary acceptance, within 24 (twenty-four) months from the date of notice to proceed in the Construction Permit for the Subdivision. If the Subdivider determines that the completion date needs to be extended, the Subdivider shall submit a written request for a change in the completion date to the ECM Administrator at least 90 days in advance of the required completion date. The request shall include the reasons for the requested change in completion date, the proposed new completion date, and prove collateral is in place to cover the extension time requested. The completion date for the Subdivision may be extended one time, for a period no longer than 6 months at the discretion of the ECM Administrator. Any additional requests for extension of the completion date will be scheduled for hearing by the Board of County Commissioners. The ECM Administrator or the Board of County Commissioners may require an adjustment in the amount of collateral to take into account any increase in cost due to the delay including inflation.

For the Woodmen/Golden Sage Protected/Permitted Phasing ("Signal Phasing"), signal modification plans shall be prepared and submitted to the County for review prior to opening Bent Grass Meadows Drive for public use. If the Signal Phasin is not warranted at the time of preliminary acceptance of the other Subdivision improvements, a follow-up traffic memorandum shall be submitted to the County prior to final acceptance of such other improvements addressing the anticipated need for and timing of the Signal Phasing. If it is determined that the Signal Phasing is not warranted at the time of full buildout of the Subdivision, the County will release the collateral for the Signal Phasing. At any time prior to release of the collateral, if it is determined that the Signal Phasing is warranted, the Subdivider shall install such improvement within six (6) months of such determination and coordinate with the County and the City of Colorado Springs for such installation.

8. It is mutually agreed pursuant to the provisions of Section 30-28-137 (3) C.R.S. that the County or any purchaser of any lot, lots, tract or tracts of land subject to a plat restriction which is the security portion of a Subdivision Improvements Agreement shall have the authority to bring an action in any District Court to compel the enforcement of any Subdivision Improvements Agreement on the sale, conveyance, or transfer of any such lot, lots, tract or tracts of land or of any other provision of this article. Such authority shall include the right to compel rescission of any sale, conveyance, or transfer of any lot, lots, tract or tracts of land contrary to the provisions of any such restrictions set forth on the plat or in any separate recorded instrument, but any such action shall be commenced

prior to the issuance of a building permit by the County where so required or otherwise prior to commencement of construction on any such lot, lots, tract or tracts of land.

- 9. It is further mutually agreed that, pursuant to the provisions of Section 30-28-137 (2) C.R.S., and Chapter 5 of the County's Engineering Criteria Manual, as improvements are completed, the Subdivider may apply to the Board of County Commissioners for a release of part or all of the collateral deposited with said Board. Upon inspection and approval, the Board shall release said collateral. The County agrees to respond to an inspection request in a reasonable time upon receipt of the request. If the Board determines that any of such improvements are not constructed in substantial compliance with specifications it shall furnish the Subdivider a list of specific deficiencies and shall be entitled to withhold collateral sufficient to ensure such substantial compliance. If the Board of County Commissioners determines that the Subdivider will not construct any or all of the improvements in accordance with all of the specifications, the Board of County Commissioners may withdraw and employ from the deposit of collateral such funds as may be necessary to construct the improvements in accordance with the specifications.
- 10. The Subdivider agrees, and both parties acknowledge that the construction of the improvements identified and guaranteed through this Subdivision Improvements Agreement shall follow the inspection, collateral, and acceptance process that is identified in Chapter 5 of the County's Engineering Criteria Manual. This is to include among other things, a Preliminary Acceptance process, replacement of performance collateral with appropriate Warranty collateral at that time, and a 2-year warranty period prior to final acceptance. Where any inconsistency exists between Chapter 5 of the Engineering Criteria Manual and the Land Development Code with respect to these inspections, collateral and acceptance processes, the Engineering Criteria Manual is the controlling document.
- 11. The Subdivider agrees to provide the County with a title insurance commitment at time of final platting evidencing that fee simple title of all lands in the subdivision is vested with the subdivider.
- 12. This Subdivision is included within the boundaries of the Woodmen Road Metropolitan District and shall not be required to participate in the El Paso County Road Impact Fee Program, in accordance with the provisions of the First Amendment to the Intergovernmental Agreement Concerning Woodmen Road adopted pursuant to Resolution No. 13-041.
- 13. The County agrees to approval of the final plat of Bent Grass Residential Filing No. 2 Subdivision subject to the terms and conditions of this Agreement.
- 14. The provisions of this Agreement supersede and replace condition #14 of approval of the final plat of this Subdivision, as set forth in Resolution No. 20-161.
- 15. Parties hereto mutually agree that this Agreement may be amended from time to time provided that such amendment be in writing and signed by all parties hereto.
- 16. This Agreement shall take effect on the date of approval of the Final Plat by the Board of County Commissioners.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals the day and year below written.

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(Date Final Plat Approved)	OF EL PASO COUNTY, COLORADO By: Mark Waller, Chair
County Clerk and Recorder EST. 1861	Approved as to form: Soci L. Llago County Attorney's Office
	SUBDIVIDER Challenger Communities, LLC
	Name: James Byers Title: YP of LAND DEV.
Subscribed, sworn to and acknowledged be	·
	Community/Land of Challenger Communities, LLC.
JULIE K. EDMUNDS Notary Public State of Colorado Notary ID # 20134054579 My Commission Expires 08-26-2021	Notary Public

Exhibit A – Financial Assurance Estimate

Exhibit B - TIS Report Addendum Dated March 3, 2020

Updated: 7/16/2019

2019 Financial Assurance Estimate Form

(with pre-plat construction)

		PROJECT	PERFORMATE	ON				
			5/22/2020	281,101,2			#45-614	
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Silt Fence		LF	\$ 2.50		\$ 40,920.00		\$ 40,920	
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Insert items not listed but part of construction plans) Subject to defect warranty financial assurance. A minimum of 20% shall be ined until final acceptance (MAXIMUM OF 80% COMPLETE ALLOWED) ADWAY IMPROVEMENTS Construction Traffic Control Aggregate Base Course (135 lbs/cf) Aggregate Base Course (135 lbs/cf) Asphalt Pavement (3" thick) Asphalt Pavement (6" thick) Asphalt Pavement (6" thick) Asphalt Pavement (6" thick) Asphalt Pavement (147 lbs/cf) Regulatory Sign/Advisory Sign Guide/Street Name Sign Epoxy Pavement Marking Thermoplastic Pavement Marking Barricade - Type 3 Delineator - Type 1 Curb and Gutter, Type A (6" Vertical) Curb and Gutter, Type B (Median) Curb and Gutter, Type B (Median) Curb and Gutter, Type B (Median)	AAIRTENANCE (3	LS Tons CY SY Tons SF EA EA SF EA LF LF	\$ 5,000.00 \$ 28.00 \$ 14.00 \$ 19.00 \$ 19.00 \$ 8.00 \$ 8.00 \$ 30.00 \$ 23.00 \$ 20.00 \$ 20.00 \$ 30.00 \$ 30.00		\$ 43,234.45 \$ 485,578.45 \$ 5,000.00 \$ 399,840.00 \$ \$ \$ 839,520.00 \$ \$ 9,000.00 \$ 4,800.00 \$ 13,650.00 \$ \$		\$ 43,234 \$ 485,578.4 \$ 5,000 \$ 399,840 \$ \$ 839,520 \$ 9,000 \$ 4,800 \$ 13,650 \$ \$	
Insert items not listed but part of construction plans Subject to defect warranty financial assurance. A minimum of 20% shall be ined until final acceptance (MAXIMUM OF 80% COMPLETE ALLOWED) ADWAY IMPROVEMENTS Construction Traffic Control Aggregate Base Course (135 lbs/cf) Aggregate Base Course (135 lbs/cf) Asphalt Pavement (3" thick) Asphalt Pavement (4" thick) Asphalt Pavement (4" thick) Asphalt Pavement (6" thick) Regulatory Sign/Advisory Sign Guide/Street Name Sign Epoxy Pavement Marking Thermoplastic Pavement Marking Barricade - Type 3 Delineator - Type I Curb and Gutter, Type A (6" Vertical) Curb and Gutter, Type B (Median) Curb and Gutter, Type C (Ramp) 4" Sidewalk (common areas only)	AZINTENANCE (3	LS Tons CY SY Tons SF EA EA EA LF LF LF SY	\$ 5.000.00 \$ 28.00 \$ 50.00 \$ 14.00 \$ 19.00 \$ 88.00 \$ 8.00 \$ 300.00 \$ 23.00 \$ 23.00 \$ 24.00 \$ 30.00 \$ 30.00 \$ 30.00 \$ 30.00 \$ 30.00		\$ 43,234.45 \$ 485,578.45 \$ 5,000.00 \$ 399,840.00 \$		\$ 43,234 \$ 485,578.4 \$ 5,000 \$ 399,840 \$ 5 \$ 839,520 \$ 9,000 \$ 4,800 \$ 13,650 \$ 5 \$ 227,910	
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Insert items not listed but part of construction plans subject to defect warranty financial assurance. A minimum of 20% shall be ined until final acceptance (MAXIMUM OF 80% COMPLETE ALLOWED) ADWAY IMPROVEMENTS Construction Traffic Control Aggregate Base Course (135 lbs/cf) 8"Thick Apphalt Pavement (3" thick) Asphalt Pavement (4" thick) Asphalt Pavement (6" thic	AZINTENANCE (3	LS Tons CY SY Tons SF EA EA LF LF LF LF SY SY SY	\$ \$,000.00 \$ 28.00 \$ 19.00 \$ 19.00 \$ 19.00 \$ 88.00 \$ 300.00 \$ 300.00 \$ 300.00 \$ 30.00 \$ 30.00		\$ 43,234.45 \$ 485,578.45 \$ 5,000.00 \$ 399,840.00 \$ \$ \$ \$ 9,000.00 \$ 4,800.00 \$ 13,650.00 \$ \$ \$ \$ \$ 420,000.00 \$		\$ 43,234 \$ 485,578.4 \$ 5,000 \$ 399,840 \$ 5 \$ 839,520 \$ 9,000 \$ 4,800 \$ 13,650 \$ 5 \$ 227,910	
Insert terms not listed but part of construction plans! Subject to defect warranty financial assurance. A minimum of 20% shall be ned until final acceptance (MAXIMUM OF 80% COMPLETE ALLOWED) CTI	AAIRTENANCE (3	LS Tons CY SY Tons SF EA EA LF LF LF SY SY	\$ 5,000.00 \$ 28.00 \$ 14.00 \$ 19.00 \$ 29.00 \$ 86.00 \$ 300.00 \$ 200.00 \$ 300.00 \$ 300.00 \$ 300.00 \$ 200.00 \$ 200.00 \$ 300.00 \$ 24.00 \$ 300.00 \$ 300.0		\$ 43,234.45 \$ 485,578.45 \$ 5,000.00 \$ 399,840.00 \$ - \$ - \$ 839,520.00 \$ 9,000.00 \$ 4,800.00 \$ 13,650.00 \$ - \$ 227,910.00 \$ 420,000.00 \$ - \$ 715,536.00		\$ 43,234 \$ 485,578.4 \$ 5,000 \$ 399,840 \$ \$ \$ 839,520 \$ 9,000 \$ 4,800 \$ 13,650 \$ \$ \$ 227,910 \$ 420,000 \$ 4	
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Insert items not listed but part of construction plans) Subject to defect warranty financial assurance. A minimum of 20% shall be ined until final acceptance (MAXIMUM OF 80% COMPLETE ALLOWED) ADVAY IMPROVEMENTS Construction Traffic Control Aggregate Base Course (135 lbs/cf) Asphalt Pavement (3" thick) Asphalt Pavement (4" thick) Asphalt Pavement (6" thick) Asphalt Pavement (6" thick) Regulatory Sign/Advisory Sign Guide/Street Name Sign Epoxy Pavement Marking Thermoplastic Pavement Marking Barricade - Type 3 Delineator - Type 1 Curb and Gutter, Type A (6" Vertical) Curb and Gutter, Type C (Ramp) 4" Sidewalk (common areas only) 5" Sidewalk (common areas only) 5" Sidewalk (Pavement (6" thick, 6" wide to include return) Cross Pan, local (6" thick, 6" wide to include return) Cross Pan, collector (9" thick, 6" wide to include return)	AAINTENANCE (3	LS Tons CY SY Tons SF EA EA LF LF SY SY SF EA LF LF LF SY SY SY LF	\$ 5.00.00 \$ 28.00 \$ 50.00 \$ 14.00 \$ 19.00 \$ 8.00 \$ 8.00 \$ 300.00 \$ 23.00 \$ 24.00 \$ 30.00 \$ 30.		\$ 43,234.45 \$ 485,578.45 \$ 5,000.00 \$ 399,840.00 \$		\$ 43,234 \$ 485,578.4 \$ 5,000 \$ 399,840 \$ 399,840 \$ 4,800 \$ 13,650 \$ 227,910 \$ 420,000 \$ 5 \$ 715,536 \$ 51,750 \$ 48,800	
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Insert items not letter but part of construction plans) Subject to defect warranty financial assurance. A minimum of 20% shall be ined until final acceptance (MAXIMUM OF 80% COMPLETE ALLOWED) ADWAY INPROVEMENTS Construction Traffic Control Aggregate Base Course (135 lbs/cf) Aggregate Base Course (135 lbs/cf) Aggregate Base Course (135 lbs/cf) Asphalt Pavement (3" thick) Asphalt Pavement (6" thick) Asphalt Pavement (6" thick) Asphalt Pavement (6" thick) Asphalt Pavement (147 lbs/cf) Regulatory Sign/Advisory Sign Guide/Street Name Sign Epoxy Pavement Marking Thermoplastic Pavement Marking Barricade - Type 3 Delineator - Type 1 Curb and Gutter, Type A (6" Vertical) Curb and Gutter, Type B (Median) Curb and Gutter, Type C (Ramp) 4" Sidewalk (common areas only) 5" Sidewalk 8" Sidewalk 9" Sidewalk	AAINTENANCE (3	LS Tons CY SY SY Tons SF EA EA LF LF SY SY SF EA LF	\$ \$,000.00 \$ 28.00 \$ 14.00 \$ 19.00 \$ 88.00 \$ 80.00 \$ 300.00 \$ 300.00 \$ 23.00 \$ 24.00 \$ 30.00 \$ 30.00 \$ 30.00 \$ 30.00 \$ 1,150.00 \$ 96.00 \$ 1,150.00 \$ 1,480.00		\$ 43,234.45 \$ 485,578.45 \$ 5,000.00 \$ 399,840.00 \$ -\$ \$ -\$ \$ 839,520.00 \$ 4,800.00 \$ 13,650.00 \$ 13,650.00 \$ 13,650.00 \$ 5 227,910.00 \$ 5 48,000.00 \$ 5 15,750.00 \$ 5 15,750.00 \$ 5 15,750.00		\$ 43,234 \$ 485,578.4 \$ 5,000 \$ 399,840 \$ 399,840 \$ 4,800 \$ 13,650 \$ 227,910 \$ 420,000 \$ 5 \$ 715,536 \$ 51,750 \$ 48,800	
Insert items not listed but part of construction plans) Subject to defect warranty financial assurance. A minimum of 20% shall be ined until final acceptance (MAXIMUM OF 80% COMPLETE ALLOWED) ADJWAY IMPROVEMENTS Construction Traffic Control Aggregate Base Course (135 lbs/cf) Aggregate Base Course (135 lbs/cf) Asphalt Pavement (3" thick) Asphalt Pavement (6" thick) Asphalt Pavement (6" thick) Asphalt Pavement (6" thick) Asphalt Pavement (6" thick) Asphalt Pavement (147 lbs/cf) Regulatory Sign/Advisory Sign Guide/Street Name Sign Epoxy Pavement Marking Thermoplastic Pavement Marking Barricade - Type 3 Delineator - Type 1 Curb and Gutter, Type A (6" Vertical) Curb and Gutter, Type B (Median) Curb and Gutter, Type C (Ramp) 4" Sidewalk (common areas only) 5" Sidewalk Pedestrian Ramp Cross Pan, local (6" thick, 6" wide to include return) Cross Pan, collector (9" thick, 8" wide to include return) Curb Curbase Guardrall Type 3 (W-Beam) Guardrall Type 3 (W-Beam) Guardrall Type 7 (Concrete)	AAINTENANCE (3	LS Tons CY SY SY SY Tons SF EA SF EA LF LF SY SY SY LF	\$ \$,000.00 \$ 28.00 \$ 14.00 \$ 19.00 \$ 88.00 \$ 88.00 \$ 88.00 \$ 80.00 \$ 30.00 \$ 23.00 \$ 23.00 \$ 20.00 \$ 30.00 \$ 20.00 \$ 30.00 \$ 3		\$ 43,234.45 \$ 485,578.45 \$ 5,000.00 \$ 399,840.00 \$ \$ \$ \$ 8,839,520.00 \$ \$ 9,000.00 \$ 4,800.00 \$ 13,650.00 \$ \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00		\$ 43,234 \$ 485,578.4 \$ 5,000 \$ 399,840 \$ 399,840 \$ 4,800 \$ 13,650 \$ 227,910 \$ 420,000 \$ 5 \$ 715,536 \$ 51,750 \$ 48,800	
Insert items not listed but part of construction plans) Subject to defect warranty financial assurance. A minimum of 20% shall be ined until final acceptance (MAXIMUM OF 80% COMPLETE ALLOWED) ADWAY IMPROVEMENTS Construction Traffic Control Aggregate Base Course (135 lbs/cf) 8"Thick Apphalt Pavement (3" thick) Asphalt Pavement (6" thick) Courb and Gutter, Type A (6" Vertical) Curb and Gutter, Type B (Median) Curb and Gutter, Type B (Median) Curb and Gutter, Type B (Median) Curb and Gutter, Type C (Ramp) 4" Sidewalk (common areas only) 5" Sidewalk 8" Sidewalk 8" Sidewalk 8" Sidewalk 8" Sidewalk 9" Sidewalk 9" Sidewalk 1" Sidewalk (common areas only) Cross Pan, local (6" thick, 6" wide to include return) Cross Pan, collector (9" thick, 8" wide to include return) Curb Chase Guardrall Type 3 (W-Beam) Guardrall Type 7 (Concrete) Guardrall Impact Attenuator	AAINTENANCE (3	LS Tons CY SY Tons SF EA EA LF LF LF SY SY SY EA LF LF LF EA LF EA	\$ 5,000.00 \$ 28.00 \$ 14.00 \$ 18.00 \$ 88.00 \$ 80.00 \$ 300.00 \$ 23.00 \$ 23.00 \$ 23.00 \$ 24.00 \$ 30.00 \$ 30.00 \$ 30.00 \$ 1,150.00 \$ 1,150.00 \$ 1,480.00 \$ 1,480.00		\$ 43,234.45 \$ 485,578.45 \$ 5,000.00 \$ 399,840.00 \$ \$ \$ \$ 8,839,520.00 \$ \$ 9,000.00 \$ 4,800.00 \$ 13,650.00 \$ \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00 \$ \$ 127,910.00		\$ 43,234 \$ 485,578.4 \$ 5,000 \$ 399,840 \$ 399,840 \$ 4,800 \$ 13,650 \$ 227,910 \$ 420,000 \$ 5 \$ 715,536 \$ 51,750 \$ 48,800	
Insert items not listed but part of construction plans) Subject to defect warranty financial assurance. A minimum of 20% shall be ined until final acceptance (MAXIMUM OF 80% COMPLETE ALLOWED) ADWAY IMPROVEMENTS Construction Traffic Control Aggregate Base Course (135 lbs/cf) 8" Thick Apprograte Base Course (135 lbs/cf) Asphalt Paverment (3" thick) Asphalt Paverment (6" thick) Asphalt Paverment (6" thick) Asphalt Paverment (6" thick) Asphalt Paverment (6" thick) Asphalt Paverment (7" thick) Asphalt Paverment (8" thick) Asphalt Paverment (8" thick) Asphalt Paverment (147 lbs/cf) Raised Median, Paved Regulatory Sign/Advisory Sign Guide/Street Name Sign Epoxy Paverment Marking Thermoplastic Paverment Marking Barricade - Type 3 Delineator - Type 1 Curb and Gutter, Type A (6" Vertical) Curb and Gutter, Type B (Median) Curb and Gutter, Type C (Ramp) 4" Sidewalk (common areas only) 5" Sidewalk 8" Sidewalk 8" Sidewalk 8" Sidewalk Pedestrian Ramp Cross Pan, collector (6" thick, 6" wide to include return) Cross Pan, collector (6" thick, 8" wide to include return) Curb Chase Guardrall Type 3 (W-Beam) Guardrall Type 7 (Concrete) Guardrall Type 7 (Concrete) Guardrall Impact Attenuator Sound Barrier Fence (CMU block, 6" high)	MAINTENANCE (3	LS Tons CY SY SY Tons SF EA SF EA LF LF SY SY SY LF	\$ \$,000.00 \$ 22.00 \$ 14.00 \$ 18.00 \$ 14.00 \$ 19.00 \$ 80.00 \$ 300.00 \$ 300.00 \$ 23.00 \$ 24.00 \$ 30.00 \$ 24.00 \$ 30.00 \$ 1,150.00 \$ 60.00 \$ 72.00 \$ 60.00 \$ 72.00 \$ 96.00 \$ 1,480.00 \$ 1,480.00 \$ 72.00 \$ 96.00 \$ 72.00 \$ 96.00 \$ 72.00 \$ 96.00 \$ 72.00 \$ 96.00 \$ 72.00 \$ 72.00		\$ 43,234.45 \$ 485,578.45 \$ 5,000.00 \$ 399,840.00 \$ 399,840.00 \$ 4,800.00 \$ 13,650.00 \$ 227,910.00 \$ 420,000.00 \$ 51,750.00 \$ 48,800.00 \$ 22,080.00 \$ 51,750.00		\$ 43,234 \$ 485,578.4 \$ 5,000 \$ 399,840 \$ 399,840 \$ 4,800 \$ 13,650 \$ 227,910 \$ 420,000 \$ 5 \$ 715,536 \$ 51,750 \$ 48,800	
Subject to defect warranty financial assurance. A minimum of 20% shall be inted until final acceptance (MAXIMUM OF 80% COMPLETE ALLOWED) ADMAY IMPROVEMENTS Construction Traffic Control Aggregate Base Course (135 lbe/cf) Aggregate Base Course (135 lbe/cf) Asphalt Pavement (3" thick) Asphalt Pavement (6" thick) Asphalt Pavement (6" thick) Asphalt Pavement (6" thick) Asphalt Pavement (6" thick) Asphalt Pavement (147 lbe/cf) Rejulatory Sign/Advisory Sign Guide/Street Name Sign Epoxy Pavement Marking Thermoplastic Pavement Marking Barricade - Type 3 Delineator - Type 1 Curb and Gutter, Type A (6" Vertical) Curb and Gutter, Type B (Median)	AAINTENANCE (3	LS Tons CY SY Tons SF EA EA LF LF LF SY SY SY EA LF LF LF EA LF EA	\$ 5.00.00 \$ 14.00 \$ 19.00 \$ 14.00 \$ 19.00 \$ 29.00 \$ 88.00 \$ 30.00 \$ 23.00 \$ 24.00 \$ 30.00 \$ 30.00 \$ 14.00 \$ 10.00 \$ 10		\$ 43,234.45 \$ 485,578.45 \$ 5,000.00 \$ 399,840.00 \$ 399,840.00 \$ 4,800.00 \$ 13,650.00 \$ 227,910.00 \$ 420,000.00 \$ 51,750.00 \$ 48,800.00 \$ 22,080.00 \$ 51,750.00		\$ 43,234 \$ 485,578.4 \$ 5,000 \$ 399,840 \$ 399,840 \$ 4,800 \$ 13,650 \$ 227,910 \$ 420,000 \$ 5 \$ 715,536 \$ 51,750 \$ 48,800	

	PROJECT INFORMATION	
	5/12/2020	9-10-10
Project Name	Date	PCD File No.

Description	Quantity	Units	Unit Cost		Total	(with Pr % Complete	e-Plat Construction) Remaining
			and the state of t	=	\$	a de la companya de l	\$ -
[insert items not listed but part of construction plans]			to walle	-	•		\$ -
STORM DRAIN IMPROVEMENTS		managa manga padah sarah sarah		-	, any otenno araona no antan' ao araona amin'ny faritr'i Arao amin		
Concrete Box Culvert (M Standard), Size (16 x 6)	240	LF	\$ 2,000.00	=	\$ 480,000.00	gage place on the same many first	\$ 480,000.00
18" Reinforced Concrete Pipe	1,004	LF	\$ 65.00	-	\$ 70,460.00		\$ 70,460.00
24" Reinforced Concrete Pipe	136	LF	\$ 78.00	=	\$ 10,608.00	and the second	\$ 10,608.00
30" Reinforced Concrete Pipe	127	LF	\$ 97.00	=	\$ 12,319.00	and the state of t	\$ 12,319.00
36" Reinforced Concrete Pipe	365	LF	\$ 120.00	-	\$ 29,400.00		\$ 29,400.00
42" Reinforced Concrete Pipe	39	LF	\$ 160.00	-	\$ 9,280.00		\$ 9,280.00
48" Reinforced Concrete Pipe	den and the same of	LF	\$ 195.00	= '	\$	in the straight was a series	. <u> </u>
54" Reinforced Concrete Pipe		LF	\$ 245.00		***************************************		. <u> </u>
60" Reinforced Concrete Pipe		LF	\$ 288.00			and the second	<u> </u>
66" Reinforced Concrete Pipe		LF	\$ 332.00	=	<u> </u>		<u> </u>
72" Reinforced Concrete Pipe		LF	\$ 380.00	.	<u> </u>		<u>. \$.</u>
18" Corrugated Steel Pipe		LF	\$ 84.00	=	<u> </u>		
24" Corrugated Steel Pipe	المراجعة والمتاريخين	LF	\$ 96.00				<u> </u>
30" Corrugated Steel Pipe		LF	\$ 122.00				
36" Corrugated Steel Pipe		LF	\$ 147.00		\$		
42" Corrugated Steel Pipe		LF	\$ 168.00				
48" Corrugated Steel Pipe		LF	\$ 178.00				<u> </u>
54" Corrugated Steel Pipe		LF	\$ 260.00		<u> </u>	L	
60" Corrugated Steel Pipe		LF	\$ 280.00	-	 \$		
66" Corrugated Steel Pipe		LF	\$ 340.00				
72" Corrugated Steel Pipe		LF	\$ 400.00		\$	L	<u>.</u>
78" Corrugated Steel Pipe		LF	\$ 460.00		\$		
84" Corrugated Steel Pipe		LF	\$ 550.00		<u> </u>		
Flared End Section (FES) RCP Size = 16 (unit cost = 6x pipe unit cost)		EA		=	\$ 1,560.00	1.0	\$ 1,560.00
Flared End Section (FES) RCP Size =						*****	
(unit cost = 6x pipe unit cost)		EA	440.00	-	\$ 468.00		\$ 468.00
Flered End Section (FES) RCP Size =		EA	1 736.00		\$ 720.00		\$ 720.00
(unit cost = 6x pipe unit cost)					4-1		
End Treatment- Headwall		EA .					
End Treatment-Wingwell		EA					
End Treatment - Cutoff Wall		EA	£ 540.00				
Curb inlet (Type R) L=5', Depth < 5'		EA EA	\$ 5,542.00				
Curb Inlet (Type R) L=5', 5' ≤ Depth < 10'		EA EA	\$ 7,188.00 \$ 8,345.00			.	***************************************
Curb Inlet (Type R) L =5', 10' ≤ Depth < 15'		EA	former or and the second second				
Curb Inlet (Type R) L =10', Depth < 5'		EA EA	\$ 7,627.00 \$ 7.861.00		\$ - \$ 15.722.00		15 722 00
Curb Inlet (Type R) L =10', 5' ≤ Depth < 10'		EA.	and the second second second				\$ 15,722.00
Curb Inlet (Type R) L =10', 10' ≤ Depth < 15'		EA	\$ 9,841.00		\$		
Curb Inlet (Type R) L =15', Depth < 5'		EA	\$ 9,918.00 \$ 10,633.00		\$ - \$ 31,899.00		\$ 31,899.00
Curb Inlet (Type R) L =15', 5' ≤ Depth < 10' Curb Inlet (Type R) L =15', 10' ≤ Depth < 15'		EA	\$ 10,633.00 \$ 11,627.00		\$ -	· · · · · · · · · · · · · · · · · · ·	\$ 31,099.00
en announcement de la comparta de l		EA EA	\$ 10,570.00		+		
any are a country, a country to proper property for the property of the country o		EA EA	\$ 11,667.00		\$ 58,335.00		\$ 58,335.00
and the control of th		EA EA	\$ 4,640.00		and the state of the contract of the state o		\$ 30,333.00
Grated inlet (Type C), Depth < 5' Grated inlet (Type D), Depth < 6'	*	EA	\$ 5,731.00	<u> </u>	\$ - \$ 5,731.00		\$ 5,731.00
Storm Sewer Manhole, Box Base		EA EA	\$ 11,627.00		\$ 3,731.00		\$ 3,751.00
Storm Sewer Manhole, Box Base Storm Sewer Manhole, Slab Base		EA	\$ 6,395.00		\$ 23,234.00		23,231.W
Geotextile (Erosion Control)		SY	\$ 6.00	f <u>-</u>	1.4		
Rip Rap, d50 size from 6" to 24"	600	Tons	\$ 80.00		\$ 64,000.00		\$ 64,000.00
The first and provided by the control of the contro			1		¢ -		¢ 57,000.00
Rip Rap, Grouted Cramage Cramad Compression, Sta (25 x 5.)	1,300	Tons	\$ 95.00 \$ 200.00		\$ 260,000.00		\$ 260,000.00
Drainage Channel Lining, Concrete		CY	\$ 570.00		\$ -		\$ -
Drainage Channel Lining, Concrete Drainage Channel Lining, Rip Rap	3,672	CY	\$ 112.00		\$ 635,264.00		\$ 635,264.00
Drainage Channel Lining, Rip Rap Drainage Channel Lining, Grass		AC	\$ 1,469.00		\$ 4,407.00		\$ 4,407.00
Drainage Channel Lining, Other Stabilization			,-08.00		T,70/.00		7,70/.00
Statings Chairing Limity, Color Security		- 114 14 14 1		ere commercial second	+2		h [
Resert terms not listed but part of construction plane!		-			1. T		
- Subject to defect warranty financial assurance. A minimum of 20% shall be		Land Bollenia (Kri				- American	

	PROJECT INFORMATION	
	5/13/2020	37.10.00
Project Name	Date	PCD File No.

			Unit			(with Pre-P	lat Construction)
Description	Quantity	Units	Cost	l i	Total	% Complete	Remaining
ECTION 3 - COMMON DEVELOPMENT IMPR	OVEMENTS (PH	vate or Die	trict and NO	Maintaine	by EPC)**		
OADWAY IMPROVEMENTS							
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	and the second second			4		The control of the co	
paragraphy from the second construction where it will be a sixt of the first of the second configuration of the	a para di Para Para di Para d						
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The first of the first of the first first the second secon	A designation that we have the said of the said		14/3/16/4 Auto-16	,	Name of the second		
e de la companya de	e to the south the server	Military and a series	Danier British Com		ta e ann e i ta		
					\$	[13]	
TORM DRAIN IMPROVEMENTS (Exce	eption: Permanent Por	nd/BMP shall I	oe itemized under	Section 1)		A CONTRACTOR OF THE CONTRACTOR	
				=	\$ -	\$. •
		Maria Adalah Salah		-	\$	 	-
				-	\$ -	\$ 7.50	
				=	•	\$	•
and the state of t	and and the second second second second			_	s -	S	· · · · · · · · · · · · · · · · · · ·
				_	\$		
VATER SYSTEM IMPROVEMENTS	The transfer of the Co.	ob ten de Zaluddi.	Bull din ere e wee	1	*	1	
Water Main Pipe (PVC), Size 8"	7,979	LF	\$ 64.00	1 - 11	\$ 510,656.00	TRIBUD CAREED T	510,656.
and was a server as a contract of the confidence of the contract of the contra	anagaraya a Rose	LF	\$ 75.00	k - I k	\$ 310,030.00		310,030.
Water Main Pipe (Ductile Iron), Size 8"	and the second s	(f 	A Processia Program	∔ <u>T</u> }	\$ 150,498.00	grander that is the second	150 400
Gate Valves, 8"	81	EA	\$ 1,858.00		A company of the contract of t	and the second	150,498.
Fire Hydrant Assembly, w/ all valves		EA	\$ 6,597.00	-	\$ 184,716.00	For the second \$	184,716.
Water Service Line Installation, inc. tap and valves	178	EA	\$ 1,324.00		\$ 235,672.00	\$	235,672.
Fire Cistern Installation, complete		EA	a law and representations after 1 and	=	\$	***************************************	
Water Main Pipe (PVC), Size 10"	3,004	LF	\$ 84.00		\$ 252,336.00	\$	252,336.
Gate Valves, 10"	13	EA	\$ 2,158.00	=	\$ 28,054.00	\$	28,054.
[insert items not listed but part of construction plans]				=	\$ -	\$	•
ANITARY SEWER IMPROVEMENTS	Complete and the second professional		Marine to the second that			Section for twenty while to the	
Sewer Main Pipe (PVC), Size 8"	10,556	LF	\$ 64.00	- 1	\$ 675,584.00		675,584.
Sanitary Sewer Manhole, Depth < 15 feet	6	EA	\$ 4,386.00		\$ 298,248.00		298,248.
Sanitary Service Line Installation, complete	178	M	\$ 1,402.00		\$ 249,556.00		249,556.
Sanitary Sewer Lift Station, complete		EA	36775667-179-1997	<u> </u>		The state of the s	
Califary Gener Lift Claudi, Complete			Apple of the second second	(The second second second second	
an and a survival and the state of the state		distribution of	And the second s	ļ	ļ	The second secon	
[Insert items not listed but part of construction plans]				<u> </u>		lerteren waa	· · · · · ·
ANDSCAPING IMPROVEMENTS	(For subdivision sp	agentina in a man in a man		(טטי	2 t 3 t t	sala vidan salaman sa arabahan s	
	Total Colonia Company	LS	\$ 210,000.00		\$ 210,000.00	ļ.,	210,000.
and the second of the second o		EA	A Charles of the Control of the	-	§		
		EA		=	•	\$	
		EA		-	\$ -	*	-
		EA	The second section of the section of th	=	\$ ·	\$	-
- Section 3 is not subject to defect warranty requirements	Contract of the Contract of th	Secti	on 3 Subtotal	= 1.	\$ 2,795,320.00	Account of the second	2,795,320.0

	PROJECT INFORMATION	
	5/12/3000	8-10-00
Project Name	Date	PCD File No.

			Unit			(with Pre-	Plat Construction)
Description	Quantity	Units	Cost		Total	% Complete	Remaining
AS-BUILT PLANS (Public Improvements Inc. Perma	nent WQCV BMPs)	LS	\$ 40,000.00	=	\$ 40,000.00		\$ 40,000.00
POND/BMP CERTIFICATION (inc. elevations and vo	lume calculations)	LS	\$ 15,000.00	=	\$ 15,000.00		\$ 15,000.00
				Total	Construction Financi	al Assurance	\$ 7,807,211.45

Total Remaining Construction Financial Assurance (with Pre-Plat Construction) __s

nown on the Grading and Erosion Control Plan and Construction Drawings associated with the

(Sum of all section totals less credit for items complete plus as-builts and pond/BMP certification)

Total Defect Warranty Financial Assurance _ \$ (20% of all items identified as (*). To be collateralized at time of preliminary acceptance)

Approvals

I hereby certify that this is an accurate and comp

(P.E. Seal Required)

4/2/20

Approved by El Paso County Engineer / ECM Administrator

04/20/2020 **Approved**

By: Elizabeth Nijkamp

Date:05/13/2020

El Paso County Planning & Community Development

2019 Financial Assurance Estimate Form - Pond WU

(with pre-plat construction)

(with pre-plat construction)		Updated: 7/16/2019
	PROJECT INFORMATION	·
	Visita	
Project Name	Date	PCD File No.

escription	Quantity	Units	Unit Cost		Tetal	(with Pr % Complete	Remaining
ECTION 1 - GRADING AND EROSION CONTRO					IOLEI	To Conspicuo	regingmony
* Earthwork	(C						
less than 1,000; \$5,300 min	No. 30 - 74 CASA - 4-34	CY	\$ 8.00		\$ -	Are Conservations	T\$.
1,000-5,000; \$8,000 min		CY	\$ 6.00	-	\$ -	Andreas conservation of the contract of	\$
5,001-20,000; \$30,000 min		CY	\$ 5.00	-		Calaba and Assessment	
20,001-50,000; \$100,000 min		CY	\$ 3.50			that yet in the bad on the base out	
The state of the s		CY	\$ 2.50		\$		
50,001-200,000; \$175,000 min		was a second accordance to	. I See . was a desire.				1
greater then 200,000; \$500,000 min		CY			<u></u>		<u> </u>
* Permanent Seeding (inc. noxious weed mgmnt.)	*****	AC	\$ 800.00		<u>.</u>		:
* Mulching		AC	\$ 750.00				
* Permanent Erosion Control Blanket		SY	\$ 6.00				
* Permanent Pond/BMP Construction	2,400	CY	\$ 20.00		\$ 48,000.00	L	\$ 48,000.0
* Permanent Pond/BMP (Spillway)		EA	3 5,000		·		<u>.</u>
* Permanent Pond/BMP (Outlet Structure)	1	EA	\$ 00,000.00	-	\$ 80,000.00		\$ 80,000.0
Safety Fence		LF	\$ 3.00	=	<u>.</u>		.
Temporary Erosion Control Blanket		SY	\$ 3.00	=	\$ -		
Vehicle Tracking Control		EA	\$ 2,370.00	=	\$ -		\$
Silt Fence		LF	\$ 2.50	=	\$ -		\$.
Temporary Seeding		AC	\$ 628.00	=	\$ -		\$ -
Temporary Mulch		AC	\$ 750.00	=	\$ -		\$.
Erosion Bales		EA	\$ 25.00	=	\$		\$
Erosion Logs/Straw Waddle		LF	\$ 5.00	=	\$ -		\$ -
Rock Check Dams		EA	\$ 500.00	=	\$		\$
Inlet Protection		EA	\$ 167.00		\$ -		\$
Sediment Besin		EA	\$ 1,762.00		\$		
Concrete Washout Basin		EA	\$ 900.00		\$ -		•
		Ē.	3 100.00		\$ -		
	h		#*************************************	} <u>-</u>			- 1
finsert Norms not listed but part of construction plans)	AINTENANCE (35			-	\$		\$ -
ined until final acceptance (MAXIMUM OF 80% COMPLETE ALLOWED)		Sect	ion 1 Subtotal	=	\$ 128,000.00		\$ 128,000.0
ned until final acceptance (MAXIMUM OF 80% COMPLETE ALLOWED)	Pocone					r	
ned until final acceptance (MAXIMUM OF 80% COMPLETE ALLOWED) CLEGA 2 - COMPLETE ALLOWED ADWAY IMPROVEMENTS Construction Traffic Control	a transfer	LS				1	
Ined until final acceptance (MAXIMUM OF 80% COMPLETE ALLOWED) COMPLETE ALLOWED		LS Tons	\$ 28.00				
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ADWAY IMPROVEMENTS Construction Traffic Control Aggregate Base Course (135 lbs/cf) Approvement (3" thick)		LS Tons CY SY	\$ 28.00 \$ 50.00 \$ 14.00			1.50	
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Ined until final acceptance (MAXIMUM OF 80% COMPLETE ALLOWED) ICTUST 2 - FOR SC TO TO THE CONSTRUCTION OF 80% COMPLETE ALLOWED) ADWAY PROVEMENTS Construction Traffic Control Aggregate Base Course (135 lbs/cf) Aggregate Base Course (135 lbs/cf) Aggregate Base Course (135 lbs/cf) Asphalt Pavement (3" thick) Asphalt Pavement (6" thick) Asphalt Pavement (6" thick) Asphalt Pavement (147 lbs/cf) Raised Median, Paved Regulatory Sign/Advisory Sign		LS Tons CY SY SY SY Tons SF EA	\$ 28.00 \$ 50.00 \$ 14.00 \$ 19.00 \$ 29.00 \$ 88.00				
ined until final acceptance (MAXIMUM OF 80% COMPLETE ALLOWED) ADWAY IMPROVEMENTS Construction Traffic Control Aggregate Base Course (135 lbs/cf) Apphalt Pavement (3" thick) Asphalt Pavement (4" thick) Asphalt Pavement (6" thick) Asphalt Pavement (6" thick) Asphalt Pavement (6" thick) Asphalt Pavement (147 lbs/cf) Raised Median, Paved Raised Median, Paved Raised Median, Paved Raised Median, Paved Guide/Street Name Sign		LS Tons CY SY SY SY Tons SF EA EA	\$ 28.00 \$ 50.00 \$ 14.00 \$ 19.00 \$ 29.00 \$ 88.00 \$ 8.00 \$ 300.00				
ADWAY INPROVEMENTS Construction Traffic Control Aggregate Base Course (135 lbs/cf) Aggregate Base Course (135 lbs/cf) Agphait Pavement (3" thick) Asphait Pavement (6" thick) Asphait Pavement (6" thick) Asphait Pavement (147 lbs/cf) Reised Median, Paved Regulatory Sign/Advisory Sign Guide/Street Name Sign Epoxy Pavement Marking		LS Tons CY SY SY SY Tons SF EA EA SF	\$ 28.00 \$ 50.00 \$ 14.00 \$ 19.00 \$ 29.00 \$ 88.00 \$ 8.00 \$ 300.00			The state of the s	
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	PROJECT INFORMATION	
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Project Name	Date	PCD File No.

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Concrete Box Culvert (M Standard), Size (W x H) 18" Reinforced Concrete Pipe 24" Reinforced Concrete Pipe 30" Reinforced Concrete Pipe 36" Reinforced Concrete Pipe 42" Reinforced Concrete Pipe 42" Reinforced Concrete Pipe 48" Reinforced Concrete Pipe 54" Reinforced Concrete Pipe 56" Reinforced Concrete Pipe 66" Reinforced Concrete Pipe 72" Reinforced Concrete Pipe 18" Corrugated Steel Pipe 24" Corrugated Steel Pipe 30" Corrugated Steel Pipe 36" Corrugated Steel Pipe 42" Corrugated Steel Pipe 42" Corrugated Steel Pipe 54" Corrugated Steel Pipe 66" Corrugated Steel Pipe 66" Corrugated Steel Pipe 66" Corrugated Steel Pipe 72" Corrugated Steel Pipe 66" Corrugated Steel Pipe 67" Corrugated Steel Pipe 68" Corrugated Steel Pipe 78" Corrugated Steel Pipe 78" Corrugated Steel Pipe 84" Corrugated Steel Pipe 84" Corrugated Steel Pipe 84" Corrugated Steel Pipe 84" Corrugated Steel Pipe Flared End Section (FES) RCP Size = 18" (unit cost = 0x pipe unit cost) Flared End Section (FES) CSP Size =			\$ 78.00 \$ 97.00 \$ 120.00 \$ 160.00 \$ 195.00 \$ 245.00 \$ 332.00 \$ 380.00 \$ 84.00 \$ 96.00 \$ 122.00 \$ 147.00		\$ 8,190,00 \$		8,190.
Concrete Box Culvert (M Standard), Size (W x H) 18" Reinforced Concrete Pipe 24" Reinforced Concrete Pipe 36" Reinforced Concrete Pipe 36" Reinforced Concrete Pipe 42" Reinforced Concrete Pipe 42" Reinforced Concrete Pipe 54" Reinforced Concrete Pipe 54" Reinforced Concrete Pipe 66" Reinforced Concrete Pipe 72" Reinforced Concrete Pipe 72" Reinforced Concrete Pipe 18" Corrugated Steel Pipe 24" Corrugated Steel Pipe 30" Corrugated Steel Pipe 42" Corrugated Steel Pipe 42" Corrugated Steel Pipe 54" Corrugated Steel Pipe 56" Corrugated Steel Pipe 72" Corrugated Steel Pipe 72" Corrugated Steel Pipe 84" Corrugated Steel Pipe 78" Corrugated Steel Pipe 84" Corrugated Steel Pipe 85" Corrugated Steel Pipe 86" Corrugated Steel Pipe 86" Corrugated Steel Pipe 87" Corrugated Steel Pipe 88" Corrugated Steel Pipe 88" Corrugated Steel Pipe 89" Corrugated Steel Pipe 80" Corrugated Stee			\$ 78.00 \$ 97.00 \$ 120.00 \$ 160.00 \$ 195.00 \$ 245.00 \$ 332.00 \$ 380.00 \$ 84.00 \$ 96.00 \$ 122.00 \$ 147.00		\$ 8,190.00 \$ 5 5		5,190.1
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35° Reinforced Concrete Pipe 42° Reinforced Concrete Pipe 48° Reinforced Concrete Pipe 54° Reinforced Concrete Pipe 50° Reinforced Concrete Pipe 66° Reinforced Concrete Pipe 66° Reinforced Concrete Pipe 72° Reinforced Concrete Pipe 18° Corrugated Steel Pipe 24° Corrugated Steel Pipe 30° Corrugated Steel Pipe 30° Corrugated Steel Pipe 42° Corrugated Steel Pipe 42° Corrugated Steel Pipe 42° Corrugated Steel Pipe 60° Corrugated Steel Pipe 60° Corrugated Steel Pipe 60° Corrugated Steel Pipe 72° Corrugated Steel Pipe 72° Corrugated Steel Pipe 72° Corrugated Steel Pipe 78° Corrugated Steel Pipe 84° Corrugated Steel Pipe Flared End Section (FES) RCP (unit cost = 0x pipe unit cost) Flared End Section (FES) RCP Flared End Section (FES) CSP			\$ 120.00 \$ 160.00 \$ 195.00 \$ 245.00 \$ 288.00 \$ 332.00 \$ 360.00 \$ 96.00 \$ 122.00 \$ 147.00				
42" Reinforced Concrete Pipe 48" Reinforced Concrete Pipe 54" Reinforced Concrete Pipe 60" Reinforced Concrete Pipe 60" Reinforced Concrete Pipe 66" Reinforced Concrete Pipe 72" Reinforced Concrete Pipe 18" Corrugated Steel Pipe 24" Corrugated Steel Pipe 30" Corrugated Steel Pipe 30" Corrugated Steel Pipe 42" Corrugated Steel Pipe 44" Corrugated Steel Pipe 44" Corrugated Steel Pipe 54" Corrugated Steel Pipe 60" Corrugated Steel Pipe 60" Corrugated Steel Pipe 72" Corrugated Steel Pipe 72" Corrugated Steel Pipe 73" Corrugated Steel Pipe 84" Corrugated Steel Pipe 84" Corrugated Steel Pipe 84" Corrugated Steel Pipe 78" Corrugated Steel Pipe Flared End Section (FES) RCP Flared End Section (FES) RCP Flared End Section (FES) RSP Flared End Section (FES) RSP Flared End Section (FES) RSP			\$ 160.00 \$ 195.00 \$ 245.00 \$ 288.00 \$ 332.00 \$ 380.00 \$ 84.00 \$ 96.00 \$ 122.00 \$ 147.00				
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54" Reinforced Concrete Pipe 60" Reinforced Concrete Pipe 66" Reinforced Concrete Pipe 72" Reinforced Concrete Pipe 72" Reinforced Steel Pipe 18" Corrugated Steel Pipe 24" Corrugated Steel Pipe 30" Corrugated Steel Pipe 36" Corrugated Steel Pipe 42" Corrugated Steel Pipe 42" Corrugated Steel Pipe 54" Corrugated Steel Pipe 54" Corrugated Steel Pipe 56" Corrugated Steel Pipe 66" Corrugated Steel Pipe 72" Corrugated Steel Pipe 72" Corrugated Steel Pipe 84" Corrugated Steel Pipe 850 Steel Pipe 860 Steel Pipe 860 Steel Pipe 87" Corrugated Steel Pipe 860 Steel Pipe 87" Corrugated Steel Pipe 88" Corrugated Steel Pipe 88" Corrugated Steel Pipe 89" Corrugated Steel Pipe 80" Corrugated Steel Pipe		LF LF LF LF LF LF LF	\$ 288.00 \$ 332.00 \$ 380.00 \$ 84.00 \$ 96.00 \$ 122.00 \$ 147.00 \$ 168.00				
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66" Reinforced Concrete Pipe 72" Reinforced Concrete Pipe 18" Corrugated Steel Pipe 24" Corrugated Steel Pipe 30" Corrugated Steel Pipe 36" Corrugated Steel Pipe 42" Corrugated Steel Pipe 42" Corrugated Steel Pipe 44" Corrugated Steel Pipe 54" Corrugated Steel Pipe 66" Corrugated Steel Pipe 66" Corrugated Steel Pipe 66" Corrugated Steel Pipe 72" Corrugated Steel Pipe 72" Corrugated Steel Pipe 72" Corrugated Steel Pipe 78" Corrugated Steel Pipe Flared End Section (FES) RCP (unit cost = 0x pipe unit cost) Flared End Section (FES) RCP Flared End Section (FES) RSP Size =		LF LF LF LF LF LF LF	\$ 380.00 \$ 84.00 \$ 96.00 \$ 122.00 \$ 147.00 \$ 168.00				
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18" Corrugated Steel Pipe 24" Corrugated Steel Pipe 30" Corrugated Steel Pipe 36" Corrugated Steel Pipe 42" Corrugated Steel Pipe 44" Corrugated Steel Pipe 54" Corrugated Steel Pipe 54" Corrugated Steel Pipe 60" Corrugated Steel Pipe 60" Corrugated Steel Pipe 72" Corrugated Steel Pipe 72" Corrugated Steel Pipe 78" Corrugated Steel Pipe 84" Corrugated Steel Pipe 84" Corrugated Steel Pipe Flared End Section (FES) RCP Size = 14" (uni cost = 6x pipe unit cost) Flared End Section (FES) CSP Size =		LF LF LF LF LF	\$ 96.00 \$ 122.00 \$ 147.00 \$ 168.00				-
24" Corrugated Steel Pipe 30" Corrugated Steel Pipe 36" Corrugated Steel Pipe 42" Corrugated Steel Pipe 44" Corrugated Steel Pipe 54" Corrugated Steel Pipe 50" Corrugated Steel Pipe 60" Corrugated Steel Pipe 66" Corrugated Steel Pipe 72" Corrugated Steel Pipe 72" Corrugated Steel Pipe 84" Corrugated Steel Pipe 84" Corrugated Steel Pipe 84" Corrugated Steel Pipe Flared End Saction (FES) RCP Size = 148 (unit cost = 6x pipe unit cost) Flared End Saction (FES) CSP Size =		LF LF LF LF	\$ 122.00 \$ 147.00 \$ 168.00				
30" Corrugated Steel Pipe 36" Corrugated Steel Pipe 42" Corrugated Steel Pipe 48" Corrugated Steel Pipe 54" Corrugated Steel Pipe 50" Corrugated Steel Pipe 60" Corrugated Steel Pipe 72" Corrugated Steel Pipe 72" Corrugated Steel Pipe 78" Corrugated Steel Pipe 84" Corrugated Steel Pipe Flared End Saction (FES) RCP Size = 18 (unit cost = 0x pipe unit cost) Flared End Saction (FES) CSP Size =		LF LF LF LF	\$ 147.00 \$ 168.00		and the same and the same of t		•
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48" Corrugated Steel Pipe 54" Corrugated Steel Pipe 60" Corrugated Steel Pipe 66" Corrugated Steel Pipe 72" Corrugated Steel Pipe 72" Corrugated Steel Pipe 78" Corrugated Steel Pipe 84" Corrugated Steel Pipe 84" Corrugated Steel Pipe Flared End Section (FES) RCP Size = 14" (uni cost = 6x pipe unit cost) Flared End Section (FES) CSP Size =		LF LF	Carrier Contract of the Contra	=			i
54" Corrugated Steel Pipe 60" Corrugated Steel Pipe 66" Corrugated Steel Pipe 72" Corrugated Steel Pipe 72" Corrugated Steel Pipe 78" Corrugated Steel Pipe 84" Corrugated Steel Pipe 84" Corrugated Steel Pipe Flared End Section (FES) RCP Size = 148 (unit cost = 6x pipe unit cost) Flared End Section (FES) CSP Size =		LF		=	- Total Control of the Control of th		\$
60" Corrugated Steel Pipe 66" Corrugated Steel Pipe 72" Corrugated Steel Pipe 78" Corrugated Steel Pipe 84" Corrugated Steel Pipe Flared End Section (FES) RCP Size = (18) (unit cost = 0x pipe unit cost) Flared End Section (FES) CSP Size =		the second of the second or the court of	\$ 260.00	=	\$		•
66" Corrugated Steel Pipe 72" Corrugated Steel Pipe 78" Corrugated Steel Pipe 84" Corrugated Steel Pipe 84" Corrugated Steel Pipe Flared End Section (FES) RCP Size = (18) (unit cost = 5 pipe unit cost) Flared End Section (FES) CSP Size =			\$ 280.00				\$
72" Corrugated Steel Pipe 78" Corrugated Steel Pipe 84" Corrugated Steel Pipe Flared End Section (FES) RCP Size = 18 (mit cost = 5 pipe unit cost) Flared End Section (FES) CSP Size =		LF	\$ 340.00	=			\$ -
78" Corrugated Steel Pipe 84" Corrugated Steel Pipe Flared End Section (FES) RCP Size = 148 (unit cost = 5xpb cult cost) Flared End Section (FES) CSP Size =		LF	\$ 400.00		the Charles and Albert American accompany to the first transformation	7	\$
84" Corrugated Steel Pipe Flared End Section (FES) RCP Size = 14 (unit cost = 6x pipe unit cost) Flared End Section (FES) CSP Size =		LF	\$ 460.00		\$		MARKET TO THE TOTAL PROPERTY OF THE PARTY OF
Flared End Section (FES) RCP Size = 14 (unit cost = 6x pipe unit cost) Flared End Section (FES) CSP Size =		LF	\$ 550.00				
(unit cost = 6x pipe unit cost) Flared End Section (FES) CSP Size =			120000000000000000000000000000000000000				
	3	EA	\$ 300.00	=	\$ 780.00		\$ 780.0
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raining and a contract contract representation and the contract of the contrac		EA				4	ragioni vicini in a second a constituit de la constituit de la constituit de la constituit de la constituit de
End Treatment- Headwall	المتحربية المتحد	EA			\$		\$
End Treatment- Wingwall	and the second second	EA			\$		
End Treatment - Cutoff Wall		EA			\$		
Curb inlet (Type R) L=5', Depth < 5'		EA	\$ 5,542.00		\$ -		<u> </u>
Curb Inlet (Type R) L=5', 5' ≤ Depth < 10'		EA	\$ 7,188.00		\$ -		
Curb Inlet (Type R) L =5', 10' ≤ Depth < 15'		EA	\$ 8,345.00		\$		
Curb inlet (Type R) L =10', Depth < 5'		EA	\$ 7,627.00		\$ -		l\$.
Curb inlet (Type R) L =10', 5' ≤ Depth < 10'		EA	\$ 7,861.00	=	\$ -	4.0	! *
Curb inlet (Type R) L =10', 10' ≤ Depth < 15'		EA	\$ 9,841.00	=	\$		-
Curb inlet (Type R) L =15', Depth < 5'		EA	\$ 9,918.00	=	\$ -		
Curb inlet (Type R) L =15', 5' ≤ Depth < 10'		EA	\$ 10,633.00	=	\$ -		\$ -
Curb inlet (Type R) L =15', 10' ≤ Depth < 15'		EA	\$ 11,627.00	=	\$ -		\$ -
Curb inlet (Type R) L =20', Depth < 5'		EA	\$ 10,570.00	=	\$ -		\$ -
Curb inlet (Type R) L =20', 5' ≤ Depth < 10'		EA	\$ 11,667.00	=	\$ -		\$ -
Grated Inlet (Type C), Depth < 5'		EA	\$ 4,640.00	=	\$ -		\$ -
Grated Inlet (Type D), Depth < 5'		EA	\$ 5,731.00	=	\$ -		-
Storm Sewer Manhole, Box Base		EA	\$ 11,627.00	=	\$ -		\$ -
Storm Sewer Manhole, Slab Base		EA	\$ 6,395.00	=	\$ -		-
Geotextile (Erosion Control)		SY	\$ 6.00	=	\$ -		-
Rip Rap, d50 size from 6" to 24"	3,200	Tons	\$ 80.00	=	\$ 183,840.00		\$ 183,840.0
Rip Rap, Grouted		Tons	\$ 95.00	=	\$ -		\$ -
Drainige Channel Communica, Size (W x 11)	7.7	LF		=	\$ -		•
Drainage Channel Lining, Concrete		CY	\$ 570.00	=			š -
Drainage Channel Lining, Rip Rap		CY	\$ 112.00	=	\$ -		\$ -
Drainage Channel Lining, Grass		AC	\$ 1,469.00		\$		<u> </u>
Drainage Channel Lining, Other Stabilization				=	\$ -	***************************************	\$
			t				·
[insert items not listed but part of construction plans]			-		enganisa and a transfer of project was any open and a super-	and the second second	<u> </u>
Subject to defect warranty financial assurance. A minimum of 20% shall be			de esta esta esta esta esta esta esta est				

	PROJECT INFORMATION	
	3/26/2020	84-19-61A
Project Name	Date	PCD File No.

	1	Unit			(with Pre-		lat Construction)
Description	Quantity	Units	Cost		Total	% Complete	Remaining
SECTION 3 - COMMON DEVELOPMENT IMPR		rate or Die	rict and NO	Malatala			
ROADWAY IMPROVEMENTS	AARLIENIA (L.III		<u> </u>				
	91 4 110 1940 1971 1910	HETSKET SAM	presentation en	r		Pozartionna .	
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and the second of the second second of the second of the second second second second second second second second	All the second s	The short to construct		=	\$ -	\$	
				=	\$	\$	-
				=	\$ -	\$	-
TORM DRAIN IMPROVEMENTS (Exce	ption: Permanent Por	nd/BMP shall b	e itemized under	Section 1)		1	
					\$ -	Service s	•
and the state of the	Mary State of Section 1997	, reddiname its commission					
and the state of the	and the second section of the section of t						
A BANDES BANDA CANADA SA	a sala and a special profession relatives and	ene, i servino, e sua e sull'interpre	Activities of the contract of the contract		The second of the	e contratantes established	
and a gradultural programmer of graph of the consequence and a second of the consequence of the consequence of	and the state of t	and the state of the second	Andrew Section Section Section	-	•	**************************************	· · · · · · · ·
	One design of the second second second second			=	5	\$	· · · · · · · · · · · · · · · · · · ·
			Example 1	=	\$	\$	
ATER SYSTEM IMPROVEMENTS						1	
Water Main Pipe (PVC), Size 8"		LF	\$ 64.00	=	\$ -		-
Water Main Pipe (Ductile Iron), Size 8"		LF	\$ 75.00	=	\$ -	I s	
Gate Valves, 8"	# 15 - 15 - 15 - 15 - 15 - 15 - 15 - 15	EA	\$ 1,858,00	=	\$.	\$	
Fire Hydrant Assembly, w/ all valves	A STATE OF THE STA	EA	\$ 6.597.00	_	· [· · · · · · · · · · · · · · · · · ·	The state of the s	
Water Service Line Installation, inc. tap and valves	and the forest transfer of the con-	EA	\$ 1,324.00			(1) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4	
realization of the contract of			3 1,324.00	j	· · · · · · · · · · · · · · · · · · ·		
Fire Cistern Installation, complete	- Indiana managan	EA	en de la como en estado de la como estado de la	-	· •	\$	
and the control of the second state of the control	The state of the s	Anna an Arabina an Ara	energy (August 1997) Andrew (August 1997)	-	\$	\$	
[insert items not listed but part of construction plans]				-	\$	\$	-
ANITARY SEWER IMPROVEMENTS	A I I I I I I I I I I I I I I I I I I I					1	
Sewer Main Pipe (PVC), Size 8"		LF	\$ 64.00	=	•		-
Sanitary Sewer Manhole, Depth < 15 feet		EA	\$ 4,386.00	=	•	l s	-
Sanitary Service Line Installation, complete	Bert and an artist of the second	EA	\$ 1,402,00	-	\$ -	1 \$	
Sanitary Sewer Lift Station, complete		EA	SOME VIEW	_	· · · · · · · · · · · · · · · · · · ·	1	
	· · · · · · · · · · · · · · · · · · ·		and the state of the second special particles and	t	· · · · · · · · · · · · · · · · · · ·		
[insert items not listed but part of construction plans]	- na salah salah di Arabanan da kabupaten da kabupaten da kabupaten da kabupaten da kabupaten da kabupaten da k	Representation of the second	and the secondary of the company of the secondary of the			+	
		bini ii Kilin		-	i Daniela i di d	iliyangan Sagi.	
ANDSCAPING IMPROVEMENTS	(For subdivision spe			(OD)		r mengana ang ang ang ang ang ang ang	
	1	EA	\$ 50,000.00	-	\$ 50,000.00	\$	50,000.
		EA		=	. \$		
	1	EA		-	\$ -	s	-
		EA		=	\$ -		
a promo esta como ante en esta esta esta esta esta esta esta esta	embaggi, ang kilipaging papagan menganggan salah d	EA		-	\$ -	1	· · · · · · · · · · · · · · · · · · ·
- Section 3 is not subject to defect warranty requirements	ere we in on soviational Addition		on 3 Subtotal	\$	\$ 50,000.00	The second second second	50,000.0

	PROJECT INFORMATION	
The second secon	3/29/2026	
Project Name	Date	PCD File No.

			Unit				(with Pr	e-Plat Construction)
Description	Quantity	Units	Cost		Total		% Complete	Remaining
AS-BUILT PLANS (Public Improvements Inc. Permane	ant WOCV RMDa)	LS	s et var vite i et a Raie.	_		_		
POND/BMP CERTIFICATION (Inc. elevations and volu	to be the contract the common transmission and destroy to be a contract to	LS			\$	-		\$
				Total	Construction	Financia	l Assurance	\$ 370,810.00
			(Sum of all se	tion subtota	ls plus as-builts ar	d pond/Bi	#P certification)	
	T-4-1 D	-ll				- DI-4 O		
	i oun remi	mund cou	nstruction Final	ICIZI ASSU	Hance (with Fr		•	
	(Sum of	all section to	tals less credit for i	ems comple	te plus as-builts ar	d pond/Bi	AP certification)	
	(Sum of	all section to	tals less credit for it	•	·	•	•	
	•		tals less credit for it	Total De	fect Warranty	Financia	i Assurance	\$ 64,162.0

Approvals

I hereby certify that this is an accurate and comple Project.

(P.E. Seal Required)

04/20/2020

4/2/20

own on the Grading and Erosion Control Plan and Construction Drawings associated with the

Approved by El Paso County Engineer / ECM Administrator

Approved

By: Elizabeth Nijkamp Date:05/13/2020

El Paso County Planning & Community Development

EXHIBITA

2019 Financial Assurance Estimate Form

(with pre-plat construction) Updated: 7/16/2019

(Wild pic plac consciuction)		opuncu: // Inters
The state of the s	PROJECT INFORMATION	on the first the second of the
Bont Grass Residential Filing No. 2 - Woodmen Traffic - Signal	7/28/2020	SF-19-014
Project Name	Date	PCD File No.

		1	Unit		•		e-Plat Construction)
escription	Quantity	Units	Cost	L	<u>Total</u>	1 % Complete	Remaining
CTION 1 - GRADING AND EROSION CONTRO	OL (Construction	and Perms	nent BMPs]	88'- 1 - 12 - 12 - 12 - 12 - 12 - 12 - 12	A) Sec.		er i ergeliete gewischen ge
Earthwork	Taglick And Taglick And Take Take Take (Take And Take And				Particular and American States	T	· · · · · · · · · · · · · · · · · · ·
less than 1,000; \$5,300 min		CY	\$ 8.00	=	\$ -	-	The resum () en :
1,000-5,000; \$8,000 min	- British and the Control of the Con			*]	- marin began es	- serventum -
5,001-20,000; \$30,000 min		CY	\$ 5.00 \$ 3.50		enter communicación de describió e	and the second second second	<u>}</u>
20,001-50,000; \$100,000 min		CY	\$ 2.50			The water that the second	
50,001-200,000; \$175,000 min		CY	\$ 2.00				
* Permanent Seeding (Inc. noxious weed mgmnt.)	100	AC	\$ 800.00			-	The same of the sa
* Mulching		AC	\$ 750.00	-			
* Permanent Erosion Control Blanket	 	SY	\$ 6.00	=	*		3
* Permanent Pond/BMP Construction		CY	\$ 20.00		-		7
* Permanent Pond/BMP (Spillway)		EA	\$ 5,000.00			and the Landson and	
Permanent Pond/BMP (Outlet Structure)		EA	\$ 55,000.00	aran tan is alima and will			[*
Safety Fence		LF	\$ 3.00		<u> </u>	and the second second	i .
Temporary Erosion Control Blanket	100000000	SY	\$ 3.00	*	The state of the s	And the second section April	١.
Vehicle Tracking Control		EA	\$ 2,370.00		•	The North Add of the Add	
Sili Fence		LF.	\$ 2.50	trate or all the attended of	enT ₁ •	****	<u> </u>
Temporary Seeding	100	AC	\$ 628.00	# ***	\$. ا
Temporary Mulch		AC	\$ 750.00	1 🐷	\$	1	ls .
Erosion Bales		EA	\$ 25.00		\$	1	13
Erosion Logs/Straw Waddie		LF	\$ 5.00	-	\$	77 (2.7	l's
Rock Check Dams		EA	\$ 500.00		***************************************		15
Inlet Protection		EA	\$ 167.00		\$	- 14-41-41	
Sediment Basin		EA	5 1,762.00				
Concrete Washout Basin		EA	\$ 900.00		\$		١, .
Straw Bale Check Dams	7.5	EA	\$ 100.00	_	\$		Š
nsert items not listed but part of construction plans!	and the second		1.00	1.57 (3.99°)	Carrier Constitution of the section	- One order (Francisco)	l: .
	iaenterance (2	J% of Const	suction 614Ps)				i 🤻 '
	iazotanance (X	JAL OF COUR	paction (MPs)				Assert Saltina vidas Saltini ricora vidar responsibilito de controlha estrupa e solvinos
Subject to defect warranty financial assurance. A infiltrium of 20% shall be	esperantalisme (3		inction (14175) Ion 1 Subtotal				annen selleta milita Salita I mines militar musem Stera Alemant intre austrum e vintener
idified to defect warranty financial assurance. A Infilintum of 20% shall be ned until final acceptance (MAXIMAM OF 80% COMPLETE ALLOWED)	Abrandie (2						\$
idified to defect wanterly financial assurance. A infiltration of 20% shall be ned until final acceptance (MAXIMAM OF 80% COMPLETE ALLOWED) CTION 2 - PUBLIC IMPROVEMENTS *				•	•		
ubject to defect venerally finencial essurance. A philippian of 20% shall be ned until final acceptance (MANIMAM OF 60% COMPLETE ALL OWED). CTION 2 - PUBLIC IMPROVEMENTS * ADWAY IMPROVEMENTS.		Soci	en 1 Sublotal	•	•	- NEWSCHOOL STATE OF THE STATE	
utified to defect mannerly financial assurance. A prisimum of 20% shall be ned until final acceptance (MANIMUM OF 80% COMPLETE ALLOWED) CTION 2 - PUBLIC IMPROVEMENTS * ADWAY IMPROVEMENTS Construction Traffic Control		Sodi LS	en 1 Subtotal			- NEWSCHOOL STATE OF THE STATE	
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Application of the content of the co		LS Tons CY	\$ 5,000.00 \$ 28.00 \$ 50.00				The state of the s
Aprilation of 20% shall be need until final acceptance (MAXIMAMA) OF 80% COMPLETE ALLOWED) CTION 2 - PUBLIC IMPROVEMENTS * ADWAY OF ROY IN THE CONTROL Aggregate Base Course (135 lbs/cf) 8* Thick Aggregate Base Course (135 lbs/cf) Asphalt Payement (3* thick)		LS Tons CY SY	\$ 5,000,00 \$ 28,00 \$ 50,00 \$ 14,00				
iddied to defect warrarry financial assurance. A principum of 20% shall be need until final acceptance (MAXIMAM OF 80% COMPLETE ALLOWED) CTION 2 - PUBLIC IMPROVEMENTS ADWAY SUPPOYMENTS Construction Traffic Control Aggregate Base Course (135 (bs/cf) 8" Thick Aggregate Base Course (135 (bs/cf) Asphalt Pavement (3" thick) Asphalt Pavement (4" thick)		LS Tons CY SY SY	\$ 5,000,00 \$ 28,00 \$ 50,00 \$ 14,00 \$ 19,00				
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	PROJECT INFORMATION	
Bent Grass Residential Filing No. 2 - Woodmen Traffic Signal	7/28/2820	SF-19-014
Project Name	Date	PCD File No.

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LSC TRANSPORTATION CONSULTANTS, INC. 545 East Pikes Peak Avenue, Suite 210 Colorado Springs, CO 80903 (719) 633-2868 FAX (719) 633-5430

E-mail: <u>lsc@lsctrans.com</u>
Website: http://www.lsctrans.com

March 3, 2020

Jim Byers
VP of Community Development
Challenger Homes
8605 Explorer Dr, Suite 250
Colorado Springs, CO 80920

For File

By: Elizabeth Nijkamp

Date:05/13/2020

El Paso County Planning & Community Development

RE:

Bent Grass Residential Filing No. 2 El Paso County, Colorado TIS Report Addendum LSC #194460

Dear Jim:

LSC Transportation Consultants, Inc. completed a traffic impact study (TIS) for the Bent Grass Residential Filing No. 2 dated January 24, 2020. This memorandum is an addendum to that report to address a County comment about the initial impact of the Bent Grass Meadows Drive connection and the first 48 lots of the proposed Filing No. 2 development at intersection of the Woodmen north frontage road and Bent Grass Meadows Boulevard.

REPORT CONTENTS

The report contains the following as a supplement/addendum to the TIS Report:

- Updated short-term background traffic volumes based on development of approved land uses only.
- The projected average weekday and peak-hour vehicle-trips to be generated by the site following buildout of the first 48 lots.
- The assignment of the projected Phase 1 site-generated traffic volumes to the study area roadways and intersections
- The projected Phase 1 short-term traffic volumes on the study area roadway network
- The projected levels of service at the key area intersections.
- A vehicle queueing analysis at the intersection of Woodmen north frontage road/Bent Grass Meadows Drive.

SF1914

BACKGROUND TRAFFIC

Background traffic is the traffic estimated to be on the roadways without the Bent Grass Residential Filing No. 2 traffic. The short-term (Year 2020) background traffic volumes are shown in Figure 1. The background traffic volumes are based on the existing traffic volumes shown in Figure 3 of the January 24, 2020 TIS with a portion of the volumes assumed to be rerouted with the construction of Bent Grass Meadows Drive between the existing sections located north of the Woodmen frontage road and west of Meridian Road. The short-term background traffic volumes also include additional traffic projected to be generated **buildout of Falcon Marketplace** located northwest of the intersection of Woodmen Road/Meridian Road. As buildout of Falcon Marketplace has been assumed, these short-term volumes may be conservative if commercial buildout takes several years to occur.

The short-term background traffic volumes shown in Figure 1 **do not** include additional traffic projected to be generated by buildout of the Bent Grass East Commercial development (as was assumed in the January 24, 2020 TIS). The short-term background traffic volumes also assume a right-in-only access to Woodmen Road just west of Meridian Road. Through traffic on Meridian Road was assumed to grow based on two percent growth per year.

TRIP GENERATION

Estimates of the vehicle-trips generated by the first phase of Bent Grass Residential Filing No. 2 have been made using the nationally published trip generation rates found in *Trip Generation, 10th Edition* by the Institute of Transportation Engineers (ITE). The results of the trip generation estimate are shown in Table 2.

Following buildout of the first 48 lots of the Bent Grass Residential Filing No. 2 the site can be expected to generate about 453 vehicle-trips on the average weekday, with about half entering and half exiting in a 24-hour period. During the morning peak hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about nine vehicles would enter, and 27 vehicles would exit the site. During the afternoon peak hour, which generally occurs for one hour between 4:15 and 6:15 p.m., about 30 vehicles would enter, and 18 vehicles would exit the site.

TRIP DISTRIBUTION AND ASSIGNMENT

When the external trip distribution percentages (from Figure 6 of the January 24, 2020 TIS) are applied to the trip generation estimates (from Table 1), the resulting Phase 1 site-generated traffic volumes can be determined. Figure 2 shows the short-term Phase 1 only site-generated traffic volume estimates. The short-term site-generated traffic volumes assume Bent Grass Meadows Drive has been constructed between Meridian Road and the Woodmen frontage road.

TOTAL TRAFFIC

Figure 3 shows the projected short-term total traffic volumes at the site access points and key area intersections. The short-term total traffic volumes are the sum of the short-term background traffic volumes from Figure 1 plus the short-term Phase 1 site-generated traffic volumes from Figure 2.

PROJECTED LEVELS OF SERVICE

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A represents control delay of less than 10 seconds for unsignalized and signalized intersections. LOS F represents control delay of more than 50 seconds for unsignalized intersections and more than 80 seconds for signalized intersections. Table 2 shows the level of service delay ranges.

Table 2 Intersection Levels of Service Delay Ranges						
Signalized Intersecti Average Control De Level of Service (seconds per vehicl		Unsignalized Intersections Average Control Delay (seconds per vehicle) ⁽¹⁾				
Α	10.0 sec or less	10.0 sec or less				
В	10.1-20.0 sec	10.1-15.0 sec				
С	20.1-35.0 sec	15.1-25.0 sec				
D	35.1-55.0 sec	25.1-35.0 sec				
E	55.1-80.0 sec	35.1-50.0 sec				
F	80.1 sec or more	50.1 sec or more				

⁽¹⁾ For unsignalized intersections if V/C ratio is greater than 1.0 the level of service is LOS F regardless of the projected average control delay per vehicle.

The site access points and key area intersections were analyzed to determine the projected short-term levels of service based on the unsignalized method of analysis procedures found in the *Highway Capacity Manual, 6th Edition* by the Transportation Research Board or using Synchro. Figures 2 and 3 show the level of service analysis results. The level of service technical reports are attached.

Meridian/Bent Grass Meadows

The intersection of Meridian/Bent Grass Meadows is currently two-way, stop sign controlled. It is our understanding that this intersection will be required to be converted to traffic signal control with any additional development within Bent Grass East Commercial located southwest of this

intersection. It is likely that this intersection would need to be converted to signal control, even without additional development, once Bent Grass Meadows Drive is constructed between the two existing sections north of the Woodmen frontage road and west of Meridian Road. As a signal-controlled intersection, all movements are projected to operate at LOS D or better during the peak hours based on the Phase 1 short-term total traffic volumes.

Per El Paso County requirement alternatives to a conventional, signalized, full-movement intersection were analyzed as part of the January 24, 2020 TIS.

Woodmen/Golden Sage

All movements at the intersection of Woodmen/Golden Sage are projected to operate at LOS D or better during the peak hours based on the projected Phase 1 short-term total traffic volumes.

Woodmen Frontage Road/Golden Sage

The intersection of the Woodmen frontage road/Golden Sage is currently stop sign-controlled. All movements at this intersection are projected to operate at LOS B or better during the peak hours, based on the projected Phase 1 short-term total traffic volumes.

Woodmen Frontage Road/Bent Grass Meadows

All movements at the stop sign-controlled intersection of the Woodmen frontage road/Bent Grass Meadows are projected to operate at LOS B or better during the peak hours, based on the projected short-term and 2040 total traffic volumes.

Site Access Points

Both full-movement site access points to Bent Grass Meadows Drive are projected to operate at LOS A for all movements as stop sign-controlled intersections based on the Phase 1 short-term total traffic volumes.

VEHICLE QUEUING ANALYSIS

A queuing analysis was performed using Synchro/SimTraffic at the intersection of the Woodmen north frontage road and Bent Grass Meadows Drive. The Phase 1 short-term total peak-hour traffic volumes were entered into the Synchro model. The simulation was run five times. The queuing reports are attached.

The projected maximum eastbound approach queue on the Woodmen north frontage road approaching Bent Grass Meadows Drive is about 61 feet based on the Phase 1 short-term total morning peak-hour volume. There is about 135 feet of stacking distance Bent Grass Meadows Drive and the first access point to the west.

IMPROVEMENTS - PHASING AND TIMING

Per the applicant, the following is a phasing schedule for the roadway improvements:

Bent Grass Meadows extension

- Phase 1 County Approval of Construction Drawings for Bent Grass Filing 2. March 2020
- Phase 2 Complete Bent Grass Meadows Drive extension (west of channel crossing) wet utilities, curb gutter, and pave (by August 1, 2020)
- Phase 3 Complete Bent Grass Meadows Drive extension (east of channel crossing) wet utilities, curb gutter, and pave (mid-July, 2020)

Bent Grass Meadows and Meridian Intersection

- Phase 1 County Approval of Intersection plans. June 1, 2020
- Phase 2 Construct Meridian south bound acceleration lane, order culverts if pre-fab. (+/-3 weeks) Start June 8th
- Phase 3 Construction of right-turn lane from Bent Grass Meadows Drive, east-bound lane closure, add lane, and southside culvert construction (1 Month)
- Phase 4 Construction of northern lane west bound Bent Grass Meadows Drive, westbound lane closure, add lane, and northside culvert construction (1 Month)
- Phase 5 Installation of Span Wire Traffic Signal for Intersection (projected start 1st week Sept.)
- Phase 6 Install signal loop wire, final lane striping, and pave. (10 days)
- Phase 7 Remove Traffic Control and open Intersection. (by October 1, 2020)

Regarding the eastbound left-turn lane improvement on the Woodmen North Frontage Road at the Bent Grass Meadows Drive intersection, it is our understanding that this will be the responsibility of the Bent Grass Metropolitan District and this left-turn lane will be constructed as part of future improvements.

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March 4, 2020 TIS Report Addendum

Please contact me if you have any questions.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.E. Principal

JCH:KDF:jas

Enclosures: Table 1

Figures 1-3

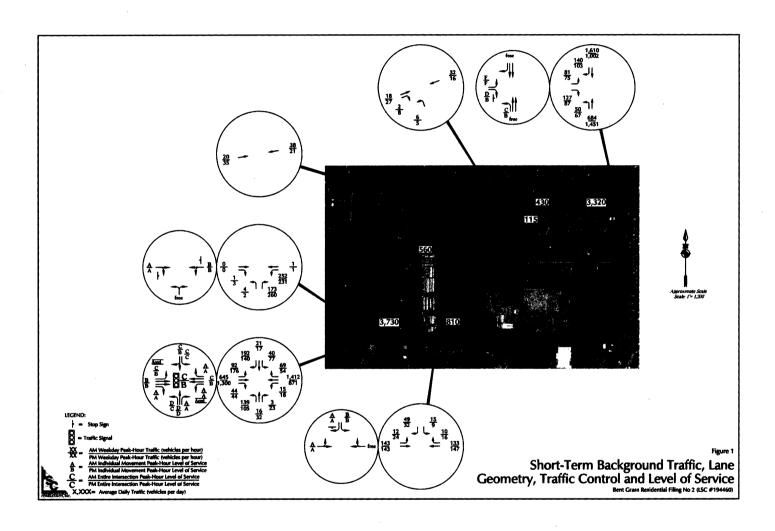
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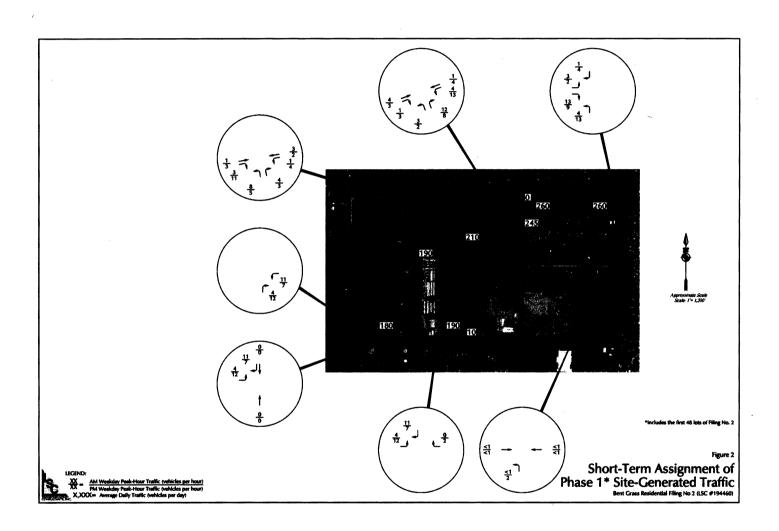
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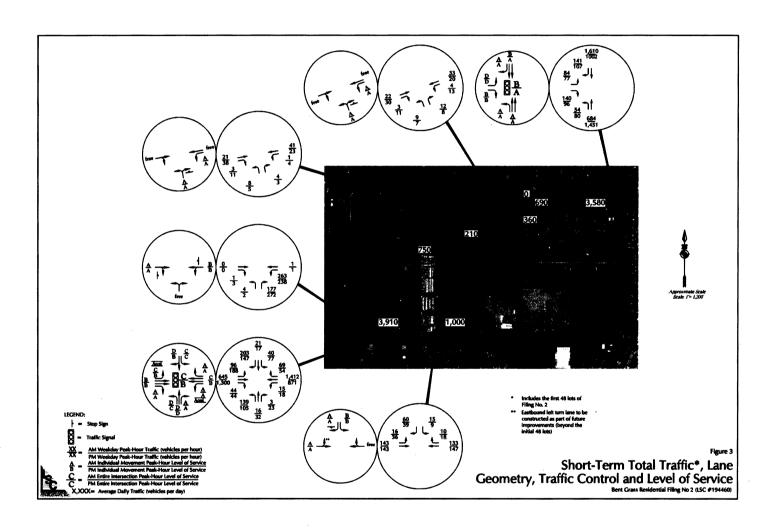
Tables and Figures



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ICM Control Delay, s ICM LOS	1114 1.4 0
apacity (veh/h) ICM Lane V/C Ratio	286 - 75 275 0.203 - 1.125 0.481
ICM Control Delay (s)	the control of the co
ICM Lane LOS	C - F D
ICM 95th %tile Q(veh)	
- "*	

	•	_	`		-	•	•	†	<i>></i>	-	1
			_	•			`	ı	,	-	V
Lane Configurations	ħ	^	7	*	^	7	ħ	†	7	ሻ	ĥ
Traffic Volume (vph)	92	645	- 44	15	1412	69	139	16	3	40	21
Future Volume (vph)	92	645	44	15	1412	69	139	16	3	40	21
Turn Type	pm+pt	NA	Perm	pm+pt	· NA	Perm	pm+pt	NA:	Perm	pm+pt	NA .
Protected Phases	5	2		1	6		3	8	C NOTICE BUT TO SERVE SE	7	4
Permitted Phases	2		2	6	186	6	- 8		- 8	4	
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase								8 m 2 m 2 m 2 m 2 m 2 m 2 m 2 m 2 m 2 m			
Minimum Initial (s)	5.0	4.0	4.0	5.0	4.0	4.0	5.0	4.0	4.0	5.0	4.0
Minimum Split (s)	10.0	11.0	11.0	10.0	11.0	11,0	10.0	21.0	21.0	10.0	21.0
Total Split (s)	11.0	54.0	54.0	10.0	53.0	53.0	15.0	21.0	21.0	15.0	21.0
Total Split (%)	11.0%	54.0%	54.0%	10.0%	53.0%	53.0%	15.0%	21.0%	21.0%	15,0%	21.0%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5,0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	55.6	54.4	54.4	54.3	49.7	49.7	22.5	16.7	16.7	20.1	11.2
Actuated g/C Ratio	0.60	0.58	0.58	0.58	0.53	0.53	0.24	0.18	0.18	0.22	0.12
v/c Ratio	0.52	0.34	0.05	0.04	0.84	0.09	0.65	0.06	0.01	0.13	0.77
Control Delay	22.1	12.0	0.1	8.1	25.5	0.7	42.1	36.5	0.0	26.2	33.9
Queue Delay	0.0	0.0	0.0	0,0	0.0	0,0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.1	12.0	0.1	8.1	25.5	0.7	42.1	36.5	0.0	26.2	33.9
LOS	C	В	A	Α	· · · · · · · · · · · · · · · · · · ·	A	D	D	A	C	C
Approach Delay	**	12.6			24.1			40.6			32.7
Approach LOS		В			C			D			C

Cycle Length: 100

Actuated Cycle Length: 93.1

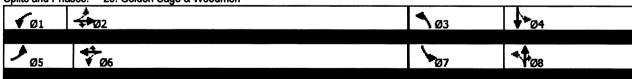
Natural Cycle: 80

Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.84 and the state of the first of the plantage of the control of the c Intersection Signal Delay: 22.8 Intersection Capacity Utilization 79.8% ICU Level of Service D

Intersection LOS: C

Analysis Period (min) 15

Splits and Phases: 25: Golden Sage & Woodmen



Int Delay, s/veh	6.7
Lane Configurations	
Traffic Vol, veh/h	0 0 1 252 1 0 4 0 173 0 0 0
Future Vol, veh/h	0 0 1 252 1 0 4 0 173 0 0 0
Conflicting Peds, #/hr	
Sign Control RT Channelized	Stop Stop Stop Stop Stop Stop Free Free Free Free Free Free Free None None None
Storage Length	Noile Noile Noile Noile
Veh in Median Storage,	# - 0 0 0 0
Grade, %	- 0 0 0 0 -
Peak Hour Factor	78 78 78 87 87 87 87 87 92 92 92
Heavy Vehicles, %	2 2 2 2 2 2 2 2 2 2 2
Mymt Flow	0 0 1 290 1 0 5 0 199 0 0 0
Conflicting Flow All	- 210
Stage 1	- 210 - 110 110
Stage 2	- 209 - 2 1
Critical Hdwy	- 6.52 6.22 7.12 6.52 - 4.12 4.12 -
Critical Hdwy Stg 1	- 5.52 - 6.12 5.52
Critical Hdwy Stg 2	- 5.52 - 6.12 5.52
Follow-up Hdwy	- 4.018 3.318 3.518 4.018 - 2.218 2.218
Pot Cap-1 Maneuver	0 687 1084 866 779 0 1622 1373
Stage 1	0 895 - 895 804 0
Stage 2	0 729 - 1021 895 0
Platoon blocked, %	
Mov Cap-1 Maneuver	- 684 1084 863 776 - 1622 1373
Mov Cap-2 Maneuver	- 684 - 863 776
Stage 1 Stage 2	- 895 - 891 801
Staye 2	- 720 - 1020 090
And Control of the Co	
HCM Control Delay, s	
HCM LOS	. A. Control a sersem plant the cost seem as meeting the meeting the cost of the cost of the cost of the cost of the
Capacity (veh/h)	1622 1084 863 1373
HCM Lane V/C Ratio	0.003 0.001 0.337
HCM Control Delay (s)	7.2 0 - 8.3 11.3 0
HCM Lane LOS	AAA - ABABAA - ABAA - ABAA - AAA BAA AAA BAA
HCM 95th %tile Q(veh)	0 - 0 15 0

Heavy Vehicles, %

Int Delay, s/veh	2						

Lane Configurations		£ 1	ኝ 7	r			
Traffic Vol, veh/h	12 14	3 133 1	10 15 49)	An all the same	SA SEA SEA SEA	Lian Mila da Garaga
Future Vol, veh/h	12 14	i 3 133 1	10 15 49				
Conflicting Peds, #/hr	0	0 0	0 0 0	0 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -		Maria de Aria	
Sign Control	Free Fre		ee Stop Stop)			
RT Channelized	- Nor	ie - Nor	ie - None)			ente de la Company
Storage Length	•		()			
Veh in Median Storage),# 🔸 🦠	0 0		s in de agradición.	Control (Section)	arminis vistava	Filler Britan Edition (1986)
Grade, %	-	0 0	- 0	-			
Peak Hour Factor	82 8	2 83 8	33 83 83	3.		andry by desident	en kan ka kiji a maja da da da

2

Conflicting Flow All	172	0 -	- 0 :	370 16	6					
Stage 1	÷.,	dien.		166		alt Sherid	i jan ayang		edde Brain.	9-2-4-2
Stage 2	-			204	-					
Critical Hdwy	4.12	esta H istoria de A	editors in militario il sociali di setti per co-	.42 6.2	2	filmega, sven	eri de estado	r 18 4-	1 To 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	tarifory ex
Critical Hdwy Stg 1				.42	-					
Critical Hdwy Stg 2	(1) - (1) • (1)	e e e	ar a rest to a resistant	.42	+61		radio de la Prime			
Follow-up Hdwy	2.218	.		518 3.31	8					
Pot Cap-1 Maneuver	1405	762 - 5176 (4. 20.0 0.17.2	30 87 83 B	8					de grand
Stage 1	-		and a statement of the early	363	-	Edward Commence	A Maria Carta Gardini (1919)	man to the same of the same		
Stage 2	14 × 16		(330	•					
Platoon blocked, %	Charles and the second			the second second second	range makanahan	- No. 10 (1900 - No. 1900 - No. 1		. The sankle of the sankle of	What is also a first a set of the	MARKET AND THE RESERVE OF THE
Mov Cap-1 Maneuver	1405		Contract to the con-	822 87	8					
Mov Cap-2 Maneuver	-			322	-	NATIONAL TO A SECURITION OF STREET	- en Beart matt. Settem som verse.	and the state of t	COST Manage or accompleted of the St.	contraction and a second
Stage 1		•		353	•					
Stage 2	-		(330	-	Control of Control of Annie	ele andre est alla est	Challebraican ann ann amhair ann an Albardheann an	Stand a walker on the William (Standard on a co	-Wilhard Suffrience - Associated Support
								760		

Mymt Flow 15 174 160 12 18 59

UCM Control Delay a 0.0	9.8		
HUM COMMO Delay, S U.C) ao		
HCM LOS	A		
		C. Savia III in Alexandra na instituciona di Parina a casa n	ada da sata sata sata sa basa da basa bada Alba diya. Ama wa sata da

Capacity (veh/h)	1405	te de la company	- 622	2 878
HCM Lane V/C Ratio	0.01		- 0.029	
HCM Control Delay (s)	7.6	0	11	1 9.4
HCM Lane LOS	Α	Α -	- B	B A
HCM 95th %tile Q(veh)	0		- 0.1	1 0.2

15.1 / 1	0.4						
nt Delay, s/veh	2.4						
ane Configurations	ሻ	7	ሻ	44	1 1	7	
raffic Vol, veh/h	75	87	67	↑↑ 1451	1002	r 103	
uture Vol, veh/h	75	87	67	1451	1002	103	
Conflicting Peds, #/hr	0	- 0	0	0	C	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	and was not to be a finished as the distance of the control of the set presentations of the control of the cont
RT Channelized		None	700	None:		lone :	
Storage Length /eh in Median Storage	0 1,# 1	0	700	- 0		330	
Grade, %	ът 1 О) (0	0	-	
Peak Hour Factor	86	86	96		100	100	
leavy Vehicles, %	2	2	2	2	2	2	The state of the s
/wmt Flow	87	101	70	1511	1002	103	
Conflicting Flow All	1898	501	1105	0	• Salahan da salahan salah	O	and the first of the control of the first of the control of the co
Stage 1	1002		•	, 190 8	•	•	
Stage 2 Critical Hdwy	896 6.84	6.94	4.14				
Critical Hdwy Stg 1	5.84	- U.OT	9350 (35) -	. + 514572 -	-	-	
Critical Hdwy Stg 2	5.84	1.43		1		•	
ollow-up Hdwy	3.52	3.32	2.22	-	-	•	
ot Cap-1 Maneuver	~ 61	515	628	•			
Stage 1	316 3 59	- Walanta Ca		-	- 2/16/30/19	•	
Stage 2 Platoon blocked, %	J09	=			interi	_	
Nov Cap-1 Maneuver	~ 54	515	628			-	
Nov Cap-2 Maneuver	155	- -	- -	- -	- (2000)	 A control of the second second	and the common control of the state of the control of the control of the state of the control of
Stage 1	281	10.00					
Stage 2	359			- 3565 69	- 3667867402	-	
		utan negativa yetiya	50-1912/4-177	or the second second	SOFFICE TO THE		CONTRACTOR AND CONTRACTOR CONTRAC
ICM Control Delay, s			0.5		0		
ICM LOS	D	ANNEED.					
	100 200 300 300		William Chr				
		600	egan izana	455	E46	The second secon	
Capacity (veh/h) ICM Lane V/C Ratio		628 0.111		0.563	515 0 196		
ICM Control Delay (s)		11,4	104. 40		13.7		
ICM Lane LOS		В	entre in 1929.	F	В	- en el la merchael gregorien, much mil el me e agree fet e se -	s are in in conserved in electronic Massach to great the Total Transfer Massach Massach All Time (1977) 1975 (
ICM 95th %tile Q(veh		0.4	7-14	2.9	0.7		
: Volume exceeds cap	nacity	t Da	lay exc	oode 3	100	Computation Not Defined	All major volume in platoon

	•	→	•	•	←	•	4	†	/	-	↓
Lane Configurations	Ŋ	^	7	ሻ	^	7	7	↑	75	ሻ	ĥ
Traffic Volume (vph)	176	1300	44	. 18	871	54	105	32	23	77	17
Future Volume (vph)	176	1300	44	18	871	54	105	32	23	77	17
Turn Type	pm+pt	NA	Perm	pm+pt	. NA	Perm	pm+pt	NA	Perm	pm+pt	NA NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases	2.		2	`∕⊸6.		6	8		- 8	4	
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	4.0	4.0	5.0	4.0	4.0	5.0	4.0	4.0	5.0	4.0
Minimum Split (s)	10.0	11.0	11.0	10.0	11.0	11.0	10.0	21.0	21.0	10.0	21.0
Total Split (s)	11.0	54.0	54.0	10.0	53.0	53.0	15.0	21.0	21.0	15.0	21.0
Total Split (%)	11.0%	54.0%	54.0%	10.0%	53.0%	53.0%	15.0%	21.0%	21.0%	15.0%	21.0%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	57.6	56.3	56.3	55.1	49.1	49.1	20.5	11.0	11.0	16.5	8.0
Actuated g/C Ratio	0.63	0.62	0.62	0.60	0.54	0.54	0.22	0.12	0.12	0.18	0.09
v/c Ratio	0.51	0.65	0.05	0.08	0.49	0.06	0.48	0.17	0.09	0.31	0.63
Control Delay	12.9	14.8	0.1	7.4	14.9	0.1	33.3	40.2	0.5	30.3	19.2
Queue Delay	0.0	0.0	* 0.0	.0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0
Total Delay	12.9	14.8	0.1	7.4	14.9	0.1	33.3	40.2	0.5	30.3	19.2
LOS	В	В	- A	Α	В	A	C	D	Α	C	В
Approach Delay	Securities a security of the con-	14.1	and the same of th		13.9			29.9	Maranhara II 67		22.9
Approach LOS		8		A. (*)	В			C			C

Cycle Length: 100

Actuated Cycle Length: 91.3

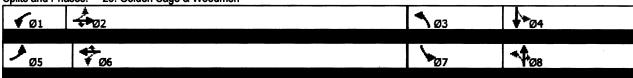
Natural Cycle: 75

Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.65 Intersection Signal Delay: 15.8 Intersection Capacity Utilization 69.6% ICU Level of Service C

Intersection LOS: B

Analysis Period (min) 15

Splits and Phases: 25: Golden Sage & Woodmen



Int Delay, s/veh	5.6
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Lane Configurations	<u> </u>
Traffic Vol, veh/h	→
Future Vol, veh/h	0 0 3 231 1 0 2 0 260 0 0 0
Conflicting Peds, #/hr	
Sign Control	Stop Stop Stop Stop Stop Free Free Free Free Free Free
RT Channelized	None None None
Storage Length	CONTRACT OF CONTRACT OF CONTRACTOR OF CONTRA
Veh in Median Storage	The state of the s
Grade, %	- 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Peak Hour Factor Heavy Vehicles, %	78 78 78 87 87 87 87 87 92 92 92 2 2 2 2 2 2 2 2 2 2 2 2 2
Mymt Flow	0 0 4 266 1 0 2 0 299 0 0 0
MYTHIA OH	
Confliction Flow All	204 4 457 455 4 0 0 000 0
Conflicting Flow All Stage 1	- 304
Stage 2	- 303 - 3 1
Critical Hdwy	6.52 6.22 7.12 6.52 - 4.12 4.12 -
Critical Hdwy Stg 1	- 5.52 - 6.12 5.52
Critical Hdwy Stg 2	- 5.52 - 6.12 : 5.52
Follow-up Hdwy	- 4.018 3.318 3.518 4.018 - 2.218 2.218
Pot Cap-1 Maneuver	0 609 1084 809 737 0 1622 - 1262
Stage 1	0 895 - 848 770 0
Stage 2 Platoon blocked, %	000 - 000 - 1020 - 000
Mov Cap-1 Maneuver	- 608 1084 805 736 - 1622 1262 -
Mov Cap-2 Maneuver	- 608 - 805 736
Stage 1	895 - 846 768
Stage 2	- 663 - 1016 895
HCM Control Delay, s	8.3
HCM LOS	в в в в в в в в в в в в в в в в в в в
446 (2.6/2011)	
Capacity (veh/h)	1622 - 1084 805 1262 -
HCM Lane V/C Ratio	0.001 0.004 0.331
HCM Control Delay (s)	
HCM Lane LOS	A A - A B A
HCM 95th %tile Q(veh)	

nt Delay, s/veh	1.6	
ane Configurations	ፈ ጉ 24 143 147 16 9 32	riskirtika i
raffic Vol, veh/h uture Vol, veh/h	24 143 147 16 9 32	
onflicting Peds, #/h		
Sign Control	Free Free Free Stop Stop	
RT Channelized	- None - None - None	04.5 (1992) Sulton 1880
Storage Length	0	
Veh in Median Stora	e,# - 0 0 0 0 - 1	a Walter
Grade, %	- 0 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -	. 404.000.00
Peak Hour Factor	87 87 83 83 78 78	
Heavy Vehicles, %	2 2 2 2 2 2	
Mvmt Flow	28 164 177 19 12 41	
Conflicting Flow All	196 0 - 0 407 187	
Stage 1	. 187	said.
Stage 2	- 220	
Critical Hdwy	4.12 - 6.42 6.22	
Critical Hdwy Stg 1		Custa viško
Critical Hdwy Stg 2	542	Library.
Follow-up Hdwy	2.218 3.518 3.318 1377 600 855	nanga
Pot Cap-1 Maneuver	845 -	Andrew Con-
Stage 1 Stage 2		
Platoon blocked, %		AND SHOP OF THE PARTY
Mov Cap-1 Maneuve	1377 587 855	
Mov Cap-2 Maneuve		100 v 40 000
Stage 1	÷ 826	
Stage 2	817 -	
Commence of the Control of the Contr		indrination Literatur
HCM Control Delay,	11 0 98	流淌
HCM LOS	A	17% W.S
Amarical of card cares calculation	"我们不知识我们还是自己的,我们就是一个人,我们就是一个人,我们就是我们的,我们就是一个人,我们就是一个人,我们就会不是一个人,我们就是一个人,我们就是一个人, "我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人	115-9-501

- 0.02 0.048

В

1377 - - - 587 855

77 0 - - 113 94

0.1 - - - 0.1 0.2

Capacity (veh/h)

HCM Control Delay (s)

HCM 95th %tile Q(veh)

0.02

HCM Lane V/C Ratio

HCM Lane LOS

		•	4	†	1	4		
		-	•	-	•			
Lane Configurations	7	7	ħ	ተተ	什	7		
Traffic Volume (vph)	84	140	54	684	1610	141		
Future Volume (vph)	84	140	54	684	1610	141	endler den 19 kette i 19 kette i 19 kette 200 europen ende 190 kette 2000 bet 190 bet 190 bet 190 bet 190 bet	90000 (4884) 10 10 1844) (8840) (8
Tum Type	pm+pt	Perm	pm+pt	NA	NA	Perm		
Protected Phases	7	ACC 387 CORECUMO, DATE.	5	2	6	and the control of th	tinentitiinistettiinistettiinistetti. Attivistiinis Statious 20 millionisee alke aastiisilija	British County Anna Strate County County
Permitted Phases	4	4	2		10	6		
Detector Phase	7	4	5	2	6	6	internal Research (1972) and the contraction of the	
Switch Phase		14						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	the control agency of the control of	
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	23.0		
Total Split (s)	25.0	25.0	15.0	65.0	50.0	50.0	This control of the C	CHANNES THE STATES OF THE STATES (GASTAN)
Total Split (%)	27.8%	27.8%	16.7%	72.2%	55.6%	55.6%	1.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	m getter til der sett, 1977, som som den detter i vent se skriftstimstet i fills Africa i om til	A 785. 119-56-119 (10 SP 4P 4 L 7 % P , 20 SP (1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		
_ost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	electuration entress, a temporal separate service and in decision in Sequences and	Production of the second second second second
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		
_ead/Lag		ant 1300 Mag 195 (115 m	Lead	- 123 - 04. 1151 (1000) - 1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	Lag	Lag		da i et til et elektrisk men en under tilben værlett til tilben
Lead-Lag Optimize?			Yes		Yes	Yes		
Recall Mode	None	None	None	Max	Max	Max	and Committee on the complete and Statement States - No. 2 - March States - No. (Co., ALC) - 177, Village.	
Act Effct Green (s)	9,4	9.4	62.9	62.9	53.5	53.5		
Actuated g/C Ratio	0.11	0.11	0.76	0.76	0.65	0.65	and and and the first \$1 th management, and definition of the second on the shakes in the second	27-0202-0-012-0-1-1-1-1-1-1-1-1-1-1-1-1-1-
//c Ratio	0.44	0.47	0.29	0.29	0.80	0.15		
Control Delay	39.5	11.3	6.4	3.5	15.6	1.7	and the management of the month and the state of the stat	901-0070 km 127-05-0 1-023,1-015,04
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	39.5	11.3	6.4	3.5	15.6	1.7	s volta. A villa terretini, indicatori a saturari a dia sosioni filtati per spezio (1995) della per	ecu con equipological Services (coloreda selection est.
LOS	D	В	-A	Α	В	A		
Approach Delay	21.9	an. va : 441 - 300 00 00 00 00 00 00 00 00 00 00 00 00	a	3.7	14.5	amentaliser navor nambosing nast. Shapping has part et men paste fing of the mast Million	(a) An international stransfer production of the State College State	na se emetalizata disenna profites (1967-1969)
Approach LOS	C			Α	В			

Actuated Cycle Length: 82.3

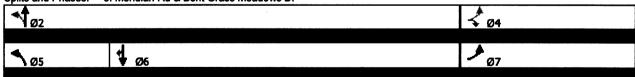
Natural Cycle: 80

Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 12.1
Intersection Capacity Utilization 61.5%

Intersection LOS: B
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Meridian Rd & Bent Grass Meadows Dr



•	Otal	Hamo	
	AM F	Peak Hour	

	•	→	•	1	-	•	1	†		-	↓
:											
Lane Configurations	J.	十 个	7	٦	^	7	٦	↑	7	ሻ	4
Traffic Volume (vph)	96	645	44	. 15	1412	69	139	16	3	40	21
Future Volume (vph)	96	645	44	15	1412	69	139	16	3	40	21
Turn Type	_pm+pt	NA	Perm	pm+pt	· · NA	Perm	pm+pt	NA NA	Perm	pm+pt	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases	2		2	6		- 6	8	and the	8	4	
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	4.0	4.0	5.0	4.0	4.0	5.0	4.0	4.0	5.0	4.0
Minimum Split (s)	10.0	11.0	11.0	10.0	11.0	11.0	10.0	21.0	21.0	10.0	21.0
Total Split (s)	11.0	54.0	54.0	10.0	53.0	53.0	15.0	21.0	21.0	15.0	21.0
Total Split (%)	11.0%	54.0%	54.0%	10.0%	53.0%	53.0%	15.0%	21.0%	21.0%	15.0%	21.0%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4,0	4.0	4.0	4.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	55.6	54.4	54,4	54.3	49.7	49.7	22.9	17.1	17.1	20.6	11.8
Actuated g/C Ratio	0.59	0.58	0.58	0.58	0.53	0.53	0.24	0.18	0.18	0.22	0.13
v/c Ratio	0.55	0.34	0.05	0.04	0.85	0.09	0,66	0.06	0.01	0.13	0.79
Control Delay	23.8	12.3	0.1	8.2	26.0	0.7	42.8	36.5	0.0	26.1	36.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0
Total Delay	23.8	12.3	0.1	8.2	26.0	0.7	42.8	36.5	0.0	26.1	36.5
LOS	C	В	A	A	C	A	D	· D	A	C	i D
Approach Delay		13.0			24.6			41.3			34.9
Approach LOS		В			C			D	i A		C

Actuated Cycle Length: 93.6

Natural Cycle: 80

Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.85 Intersection Signal Delay: 23.5 Intersection Capacity Utilization 80.7% ICU Level of Service D

Intersection LOS: C

Analysis Period (min) 15

Splits and Phases: 25: Golden Sage & Woodmen



Int Delay, s/veh	6.9							
•								
Lane Configurations	4		<u>4</u>	Ąĵ.				
Traffic Vol., veh/h	0 0	1 263	1 0	4 0	177 0	0 0		
Future Vol, veh/h	0 0	1 263	1 0	4 0	177 0	0 0	SANTANIA SA	er og en
Conflicting Peds, #/hr	. 0 0	0 0	0 0	0 0	0 0	0 0		
Sign Control	Stop Stop	Stop Stop	Stop Stop	Free Free	Free Free	Free Free	and the second s	Procedure may commence to the
RT Channelized		None -	- None	•	None -	- None		
Storage Length	erran i arres la care	-	- Nacional al Salar Sa	- Januaren eta		eser o as sete stratero.	derlig in the State of the Stat	San Carren
Veh in Median Storage,	Take a rest to the second section of the Person of the Second section of the Second sect		0 -	0	*	0 -		
Grade, % Peak Hour Factor	- 0 78 78	 78 87	0 - 87 87	- 0 87 8 7	 87 92	0 - 92 92		
Heavy Vehicles, %	2 2	2 2	2 2	2 2	sturibultum retreshoethii isti wasaa ida tuostaa	2 2		
Mymt Flow	0 0		1 0	5 0		0 0	i.	Mara Marahada
alus su sia della seggi graficio i controllor in propositioni	aler manashin i hami	er treat is included and by	en i relitario e anterio in in	and well state of the state of	- 18.44-eg a talkon y savillaklar g.t.;	rake a statistic unitation in	e promes i i i i njektorije i i suprimatija i indik	san engan i Ngo
Conflicting Flow All	- 214	1 114	113 -	1 0	0 203	0 0		
Stage 1	- 214	- 112	112 -	1 0	0 200	U U		Wallah City
Stage 2	- 213	- 2	1 -		-		and the second s	and a still be a dilla
Critical Hdwy		6.22 7.12	6.52 -	4.12 -	- 4.12			
Critical Hdwy Stg 1	- 5.52	- 6.12	5.52 -	- The control of the		ene yer anumente ayyaranan i.i.	enwers in the tetropologic PATESTS WASTERNOON BOOK	green in a supply so to the
Critical Hdwy Stg 2	- 5.52	- 6.12	5.52 -		· .	i i i i i i i i i i i i i i i i i i i		
Follow-up Hdwy	as the form of the self-board for a manufactor of	3.318 3.518		2.218 -	- 2.218	edymony, by 1975 in the control of the	September 1981 and the	skania special es
Pot Cap-1 Maneuver	0 684	1084 863		1622 -	- 1369		195	
Stage 1	0 895	- 893	803 0			• Prografika sasat sa		#574;#0K#79K
Stage 2 Platoon blocked, %	0 726	- 1021	895 0					
Mov Cap-1 Maneuver	- 681	1084 860	774 -	- 1622 -	- - 1369			
Mov Cap-2 Maneuver	- 681	- 860	774 -	9.4 464 95.455.5€ -	- -			40211 CASHIGH (CAS
Stage 1	- 895	- 889	800 -					
Stage 2	- 723	- 1020	895 -		- Commence to the control of the con	our (1.5 mgsgrift TVF TSgrift V s	" stock our retrainmental state the said (S) regi	ender i st. et i degrega, de juit
					erana manana menangan			Control of the second
HCM Control Delay, s	8.3	11.5		0.2	0			
HCM LOS	A	В		and the second s		entering personal property (000 A (748) A (410) A
	age (Chiene) (1967)		2874		The other some			
					2000 1000	A Section Control (Section)		
Capacity (veh/h)	1622		1084 860	1369 -				
HCM Lane V/C Ratio	0.003		0.001 0.353	1969 -		87-5757a - (1950)		ASSESSED FOR
HCM Control Delay (s)				0 -				Englishten
HCM Lane LOS	Α	A -	A B	Α -		service Barrier California	et en en de la	APPENDENCE OF STORY
HCM 95th %tile Q(veh)								
	Tare		2015 - Print 1971 -		The second section of	The second secon		Learning of the Control of the Contr

Int Delay, s/veh	2.3															
Lane Configurations		र्स	4		ሻ	7										
Traffic Vol, veh/h	: 16	143	133	10	15											
Future Vol, veh/h	16	143	133	10	15	60					MY 1-4:10-1-14()			w. granding		v 41. 188* 11.51
Conflicting Peds, #/hr	0	0	0.	1662-11-5EG-185	. 0	and confirm a tank " to be	to de la		1 4 PS6		10 P	4.75	44	714 (A)	-144 ×	CASA.
Sign Control	Free	Free	Free	Free	Stop	Stop			and the second second	N. C	and the deep of the			de a Santon Barbar	A . 4 . Paris . 11	W
RT Channelized		None		None		None		4.000.118					4.5			1974
Storage Length	• Nakata kasas	- 1908 (1889 -	- Godine - A	_ .56% (3660) 289	- ALTERNOON	0	etosisasiois as	Rit-(2909) Al (8)	decarl sista en el	DATE des participates est	s de vigoakok		ALSONARIA ST	Sander (santas)	2540.2000.0	Hikatatika (ca)
Veh in Median Storage	9, ₩ -	U O	0		0	**************************************										
Grade, % Peak Hour Factor	- 82	0 82	0 83	83	0 83	83	多 以2数45%			to, Vija dikara	Diana Spa		METERSON S		58454836	松神经验
Heavy Vehicles, %	02 2	oz 2	. ဝ၁ 2	- စ ာ 2	ာဝ၁ 2	ം ദാ 2		A MAN LOOKE	andr A		to Anaki	KY6240		计解认图	Mark Comment	W.Zaki
Mymt Flow	20		160	12	- 18	72	14 A					2007		10132		
	en (Sharid Ayar)		rice and warmers.		CHARLES AND	rangst oktor	014-1-1887 F. W.	o social seeds		4 (22 DAS)		eran (SAR)		245000000000000000000000000000000000000		eyekilmini.774
Conflicting Flow All	172	0		0	380	166										
Stage 1	. 3.4.) 			166							26.47		1.4842.0		Marke A
Stage 2	eelysperistie. •	-	- politika kaza	_ 	214	_ _		Pi sadak salah da	en contraction of	Antonia (n. 1862)	AN AND SECURE	and a second	S. D. CALDELLE	Section 2	and the second	
Critical Hdwy	4.12		an L	ger Li		6.22	t Arri	dia.	i da ka	1.22 (6.2)	4000	A det		ar al to A	W. 700	£ 5.4
Critical Hdwy Stg 1	-	-	•	-	5.42	-	San Libraries	a .sm.		e company describ	er Anne er	\$2		er didirink	Traum; 77, 1	
Critical Hdwy Stg 2	eriti 275g		1967		5.42	47.12						**		147	eng di	
Follow-up Hdwy	2.218	-	-	-		3.318										
Pot Cap-1 Maneuver	1405			1.	622	878										
Stage 1	e forteen voor		= Sverski i distri	■ Program cons	863		Substrate to see	N 1/44的 电影像。	- 483 - 2840 - 28	errolles e voersoog	Ween November asset	707867378-4-7	ARK SAMBAT T	5-0288 1598s	- earsfarin	satha datha an
1-12	r-Karlif.		AMINIS.	A - A T	822	# 14.5	(Lake)	anger (1)	1 m 149 A	All Ass			dr 4, 344	_devisid		de Auto
Platoon blocked, % Mov Cap-1 Maneuver	4405	20.261.75	- Lagrada	- .e. 941.9	- 612	878	ANGAR VIA	loge et	ovije i projekt	en Mar Maria	e alko Hibi	elik enikele	e de la composição de la Composição de la composição de l		teidheiden i	Arapa d
Mov Cap-1 Maneuver	1700		-	Cally or the reside	612	- U/U -	4,41							ales des		
Stage 1		4	Maria Li		849	78. K.	i Projecti	ci par B	16.49.6	ha.Boldini	11.20	No. sini	iorana	14.444	A dist	li setera
Stage 2	- 5 - 4950 - 3400 -	- Age water and	-	-	822	- cotto - cot - co	50 HE 15 180	e unitage i Adiesa	Action (Sec.)	er investigation	h. signifier	uper rees.	AND CLANCE CO.	e i semana).	AN REPORT OF	de vide
		* 41%			ety sa yey					010213041						44 X 44
							4									
HCM Control Delay, s	0.8		n		9.8	(35.30)	¥-(17-5)				1075E			F 94.8	(Moreo	\$1,531/3
HCM LOS		13 AT 14	, s y .	name par di sala pilata	Α		in de la companie		- 1400 A. S.		I villa sadi	157 A.B.	(1975)	in suffer laws.		
		***	Talystopy	97756					785 - 185 - 18		de grant	707 (S. 1)				
The world the second of the second	e emilion	e i dema i sudd		, m Teagraph Raff	00-1840 - 186	1981 (1983), 188	om vakti. Dill	. 1 1988 1348	endeken salih ya "	andersal s	o tala Samilla Belia	e este consti	service per	garares Er	1000	er carrie
Constitution of the second		1405		1 2 4 TO 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		040	070				0.565.266			St (\$2.45)	Y . S . S . S . S	267 JRS 20
Capacity (veh/h) HCM Lane V/C Ratio	* 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1	0.014					878 0.082					- 14 m			400	
HCM Control Delay (s)		7.6	- 0			11,1	9.5				historia		veries		5521865	
HCM Lane LOS	1940 Jan	7.0 A	A	Vin 146-74	श,013 व् ढ -	В	9.5 A		Con Hist	nuski spilit	to i starición.	nido Addil	\$ - CEN 13	a izālijās	talle Nobert	at, fitter
HCM 95th %tile Q(veh)	0	i, gysterdigen Wilder von			0.1	0.3	5- 1874 L. 166 L. 466 A. 26		artist krisa ist Karak, saasa 7					2.3	de de la
	r a nesier (st. ±455.c.)	us nytyvski	es elektrigene	ongs Tolkis Albin	10 THE SAG	complete and in	pari di di mangaran di di	g=-198). 1987.	0.00000 to 18800 to 1980,	iga etagmen alastili)	ga 1980 1983	ngan (app	(5) - PA(17) - (1)	ostali i postali	1.87.888.7	ogalasgenetti

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int Delay, s/veh	1.5
Lane Configurations	β ἡ ἡ ἡ
Traffic Vol, veh/h	21 3 1 41 8 4
Future Vol, veh/h	21 3 1 41 8 4 0 0 0 0 0 0
Conflicting Peds, #/hr Sign Control F	Tree Free Free Stop Stop
RT Channelized	- None - None - None
Storage Length	155 - 0 -
Veh in Median Storage, #	
Grade, %	
Peak Hour Factor	92 92 92 92 92
Heavy Vehicles, % Mvmt Flow	2 2 2 2 2 2 23 3 1 45 9 4
MANICEION	
Conflicting Flow All	0 0 26 0 72 25
Stage 1	
Stage 2	
Critical Hdwy	4.12 - 6.42 6.22
Critical Hdwy Stg 1	5.42
Critical Hdwy Stg 2	
Follow-up Hdwy Pot Cap-1 Maneuver	2.218 - 3.518 3.318 1588 - 932 1051
Stage 1	998 -
Stage 2	975
Platoon blocked, %	
Mov Cap-1 Maneuver	1588 931, 1051
Mov Cap-2 Maneuver	874 - 997
Stage 1 Stage 2	975 -
Olayo Z	
The second secon	
HCM Control Delay, s	0 0.2 8.9
HCM LOS	Ä
Capacity (veh/h)	928
HCM Lane V/C Ratio	0.014 0.001 -
	8.9
HCM Lane LOS	A A A A A A
HCM 95th %tile Q(veh)	

Int Delay, s/veh	2.6																
Lane Configurations	ß		ሻ	↑	¥												
Traffic Vol, veh/h	22	. 3	4	33	9.	. 12	19 M M	and the				ement in a t		ornes de Maria de Silve	grande (1746) grande (1746)		erana Bisala
Future Vol, veh/h	22	3	4	33	9	12	nge 1,00, value onto	handa steki ini	contracting of the se	main san e	outstand -	e de la companio de la companio	No. 30 modern a	smale e	paració activida	s servere 1980 mi	وروسوري
Conflicting Peds, #/hr	_ 0	_ 0	- 0	_ 0	0	- 0		100	414		7.60	AMP N		f with	100		u A
Sign Control	Free	Free	Free	Free	Stop	Stop	ida dikadi balik	odkovani oto	vojetini sligijaj	See Contract	dines es s	a sasabasis	dear Was	olisathaulitt	and the second	k fan Nobelse	\$689855°
RT Channelized		None	155	None	0	None	4355				A Sheet Co	a Ast		in tell, the	ar is a c		\$1165
Storage Length Veh in Median Storage	# A		IJJ	- 0	0		LEAST.	A.	161491-114						LEN	2000 kg nings i Silaabka Sii S	
Grade, %	, n O	-	-	0	0	-	i de alemaña	er dan seleta in inc					Er sak Silvadi		and the second		(S) (S)(S)
Peak Hour Factor	92	92	92	92	92	92	6 67 W	Agrifolia.	in ordinaliza		uterit XII	W. Jan		细胞物	经间接		144 ¹ :
Heavy Vehicles, %	2	2	2	2	2	2	vi2w u 0037 v 5,85 v 5,45	orania de la como		940 XV 783 AV 1.180	n palential for a filter of a	welling and all and	an ing agamba	uptratedric Sect	20. night- 27, 63%	in 1845-1948 to 11	201 47 144
Mymt Flow	24	3	4	36.	10	. 13		ingeneral So de As		en Signali Lista de la		samprii e Sampliipe				egerijan sajeri Lapinsyrijan	FACE Payla
				-													
Conflicting Flow All	0	0	27	0	70	26											
Stage 1	L				26					ergerialis Kanadas		2 0.00		ali per			gianger nga 100
Stage 2	_	-	-	-	44	-		100 000 000									
Critical Hdwy	e de pr	i Syry,1€	4.12	a we		6.22	Approximation	Page Au	Sagnia de	1534	districted	ar grain	ta piles	All Cares	in (min)	+1.5	l) b
Critical Hdwy Stg 1	-	no osto saturo co	■ di tano niariin di	■ Letutal Sees s	5.42		nde del autori ela	Sadar Make	ka sect. A	Local various	. K. 162 . S	utas karofak	6. (1964-28E) - 8E	odrovitano d	ida calendario dalla	antenii kaa ahaa	Alaba a fi i
Critical Hdwy Stg 2	· ·	•	0.040		5.42	2 240											
Follow-up Hdwy	- #454.90		2.218		3.518	3.318 1050	geriesie er	W-25-5	iğ gerçele	LACTE		Talge - One Spill.			Oracina, a		green.
Pot Cap-1 Maneuver Stage 1	-	1646 (165 <u>7)</u> _	1007		997	1000	y effectives		學學學學的					- Market		era en 12 a	
Stage 2		original de		hajdi .	978	i ki ana	(A)	884	4144		344	Metalos i	g-dalsing.		all and the	* A. S.	
Platoon blocked, %	**************************************	91.247.07.24 -	Walk a Black	**************************************	: April (TA)	. 584 - 645 BES	ajoa sapoa.	1960 militaria	TOTAL MONEY	i po Kirili	1111 - Anna 1817 (18	- 670 M V V	W.144.604.76	.dp/% -46%	ili. Study M		:ES 19/1
Mov Cap-1 Maneuver	anioni September		1587		931	1050		n di da Kalaba				erannere Medikera	ik - 17 jan di A 1821-aan il		in Karloski Grafi kali	alleria ile Santa del	erio.
Mov Cap-2 Maneuver	-	-	-	-	873	-											
Stage 1	1000	•	ta a 🛎	4	994	4.481.60	4.444	w.j.w	To introduce		100		NIM #	**	er in a serie	au ba	
Stage 2	■ codced%sialies	- Kodinaktiko	-	- Jahrstan di Selak	978	er Stokkanisti	ala diambinda	oddavlale (d.).	najbrokii taskii Vi	esta Martini	uta situkkies	Jakowy Cala	lii eharel kan	erikalika liika	Martininis (n.i.)	nikalastiin elikirist	Star Philip
	No.			1.33								weczyw rach Josef Gradia					365 W.
HCM Control Delay, s	0	e general	0.8		8.8		10.00	an day	age of the same and	engenorm	100	Marine Sec	engenerana A-W				A COLOR
HCM LOS					Α		no salto one e a	4 . 7 .									
	-04/14/44 								中央电路								
Capacity (veh/h)		966	Mercal		1587	のなどを検索 た 3 - 声	PAR MAR		77 - 77 - 78 - 18 - 18 - 18 - 18 - 18 -	Arma o sud	egeskäge sakt säg		. 2		gentler (*		6 1 K
HCM Lane V/C Ratio	2.5 % (\$1.1)	0.024	•		0.003	-											
HCM Control Delay (s)	448	8.8	* > +	1975 - W.	7.3	11.	31\$ \$40	444		of Ag	(er de la colonia	ak Janja			11.00		74
HCM Lane LOS	diam'r	Α	-	• •	A	-											
HCM 95th %tile Q(veh)		0.1			. 0	ng rijete - 1. 1. In			76/46 (1.50) 1.50 (1.51)					TAU.			



		-	-	-	-	
					4.4	
Lane Configurations		.	merce e e e e e e e e e e e e e e e e e e	什	竹	erikasi kan kan kan kan anga sa
Traffic Volume (vph)	77	96	80	1451	1002	to 107 com a sum to serve a sum sum a serve a sum a serve a se
Future Volume (vph)	77	96	80	1451	1002	
Turn Type	pm+pt	Perm	pm+pt	NA	NA.	Perm
Protected Phases	7		5	2	6	
Permitted Phases	4	4	. 2	NOT BUT	tari mengela	6
Detector Phase	7	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	23.0
Total Split (s)	25.0	25.0	15.0	65.0	50.0	50.0
Total Split (%)	27.8%	27.8%	16.7%	72.2%	55.6%	55.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	- 5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes	art Frances	Yes	Yes
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	9.4	9.3	63.0	64.0	54.6	54.6
Actuated g/C Ratio	0.12	0.12	0.79	0.80	0.68	0.68
v/c Ratio	0.44	0.40	0.19	0.53	0.42	0:10
Control Delay	39.2	11.2	3.8	4.9	8.6	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	11.2	3.8	4.9	8.6	প্ৰকৃষ্ণ ক্ষাপ্ৰকাৰ কৰে কৰে প্ৰতি পৰাৰ এইটা পূল-ক্ষেত্ৰ কৰা বিশ্ব প্ৰতিশ্বস্থা প্ৰতিশ্বস্থা প্ৰতি ক্ষিত্ৰ কৰে 2.0
LOS	D	В	A	A	. A	CONTRACTOR CONTRACTOR CONTRACTOR AND A CONTRACTOR CONTR
Approach Delay	23.7	Several or all the second		4.8	8.0	a same tanka a makasaka sada sada saka saka saka saka sa
Approach LOS	C	Various Selec		Δ	· · · · · · · · · · · · · · · · · · ·	
· · · · · · · · · · · · · · · · · · ·		· Der Weiter	76 (18 (19) (18	a wat menadah	200 中华东 图像印	· 1986 - 15일 - - 15일 - 1

Actuated Cycle Length: 80.2 Natural Cycle: 60

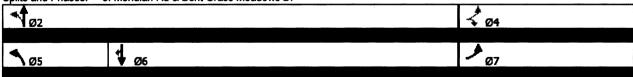
Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.53

Intersection Signal Delay: 7.3 Intersection Capacity Utilization 52.7% ICU Level of Service A

Analysis Period (min) 15

Intersection LOS: A

Splits and Phases: 3: Meridian Rd & Bent Grass Meadows Dr



	•	→	•	1	—	•	1	†	-	-	ļ
Lane Configurations	ሻ	^	7	N.	^	7	7	↑	7	ሻ	4
Traffic Volume (vph)	188	-1300	- 44	18	871	54	105	32	23 -	- 77	17
Future Volume (vph)	188	1300	44	18	871	54	105	32	23	77	17
fum Type	pm+pt	· NA	Perm	pm+pt	NA	Perm	pm+pt	NA.	Perm	pm+pt	NA :
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases	2		2	- 6		6.	- 8	e e e e	8 -	4	the first services
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase			4.7			da SARA (S					eret en e
Vinimum Initial (s)	5.0	4.0	4.0	5.0	4.0	4.0	5.0	4.0	4.0	5.0	4.0
Vlinimum Split (s)	10.0	11.0	11.0	10.0	11.0	11.0	10.0	21.0	21.0	- 10.0∦	21.0
Total Split (s)	11.0	54.0	54.0	10.0	53.0	53.0	15.0	21.0	21.0	15.0	21.0
Fotal Split (%)	11.0%	54.0%	54.0%	. 10.0%	53.0%	53.0%	15.0%	21.0%	21.0%	15.0%	21.0%
rellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ost Time Adjust (s)	0.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0
_ead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	57.6	56,3	56.3	55,1	49.1	49.1	20.6	. 11,1	11.1	16.6	8.0
Actuated g/C Ratio	0.63	0.62	0.62	0.60	0.54	0.54	0.23	0.12	0.12	0.18	0.09
//c Ratio	0.55	0.65	0.05	0.08	0.49	0.06	0,47	0.17	0.09	0:31	0.64
Control Delay	14.2	14.8	0.1	7.4	15.0	0.1	33.2	40.1	0.5	30.2	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	- 0.0	0.0	- 40.0
Total Delay	14.2	14.8	0.1	7.4	15.0	0.1	33.2	40.1	0.5	30.2	19.1
LOS	В	В	Α	A	. В	A	C	D	A	C	В
Approach Delay Approach LOS		14.3 B			14.0 B			29.9 C			22.7 C

Actuated Cycle Length: 91.4

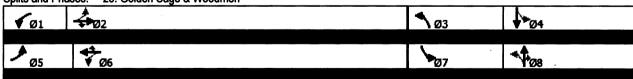
Natural Cycle: 75

Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0:65 Intersection Signal Delay: 15.9 Intersection Capacity Utilization 70.1% ICU Level of Service C

Intersection LOS: B

Analysis Period (min) 15

Splits and Phases: 25: Golden Sage & Woodmen



Int Delay, s/veh	5.6	
Lane Configurations	6 4 4	
Traffic Vol, veh/h	0 0 3 238 1 0 2 0 272 0 0 0	
Future Vol, veh/h	0 0 3 238 1 0 2 0 272 0 0 0	care Sea
Conflicting Peds, #/hr	0 0 0 0 0 0 0 0 0 0	dest
Sign Control	top Stop Stop Stop Stop Free Free Free Free Free	and the
RT Channelized	None None None	
Storage Length		- sails
Veh in Median Storage,	and a series of the series of	
Grade, %	- 0 0 0 0 -	Lusteck
Peak Hour Factor	78 78 78 87 87 87 87 87 92 92 92	
Heavy Vehicles, %	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 0 0 4 274 1 0 2 0 313 0 0 0	\$484°
Mymt Flow	0 0 4 274 1 0 2 0 313 0 0 0	74
Conflicting Flow All	- 318	
Stage 1	. 1 - 161 161	
Stage 2	- 317 - 3 1	
Critical Hdwy	- 6.52 6.22 7.12 6.52 - 4.12 4.12	
Critical Hdwy Stg 1	- 5.52 - 6.12 5.52	
Critical Hdwy Stg 2	- 5.52 - 6.12 5.52	
Follow-up Hdwy	- 4.018 3.318 3.518 4.018 - 2.218 2.218	
Pot Cap-1 Maneuver	0 598 1084 801 730 0 1622 1247	
Stage 1	0 895 - 841 765 0	et nas
Stage 2	0 654 - 1020 895 0	
Platoon blocked, %		.**2.1
Mov Cap-1 Maneuver	- 597 1084 797 729 - 1622 1247	
Mov Cap-2 Maneuver		
Stage 1	895 - 839 763	
Stage 2	- 653 - 1016 895	5.6366
		107
HCM Control Delay, s	8.3 11.9 0.1 0	
HCM LOS	A B	-20.7
		No.3
Consoity (yet/h)	1622 1084 797 1247	58775 18775
Capacity (veh/h) HCM Lane V/C Ratio	1622 1084 797 1247 0.001 0.004 0.345	444
HCM Control Delay (s)	7.2 0 - 8.3 11.9 0	aviã:
HCM Lane LOS	A A - A B A	1.04,9
HCM 95th %tile Q(veh)		893
FICHT DOUR MUIG OX (YOLL)	하는 하는 이렇게 하나에게 되어 그 않지 수 있다면 생각이었다. 목표를 하고 말씀하고 있다. 그렇게 그렇게 그렇게 되었다는 이렇게 이렇게 되었다. 그렇게	

Int Delay, s/veh 2	
Traffic Vol. Veh/hr 36 143 147 18 9 39 Future Vol, veh/h 36 143 147 18 9 39 Conflicting Peds, #/hr 0 0 0 0 0 Sign Control Free Free Free Stop Stop RT Channelized • None - None - None Storage Length - - - - 0 - Veh in Median Storage, # - 0 0 - 0 - Grade, % - 0 0 - 0 -	
Traffic Vol. Veh/ft 36 143 147 18 9 39 Future Vol, veh/h 36 143 147 18 9 39 Conflicting Peds, #/hr 0 0 0 0 0 Sign Control Free Free Free Stop Stop RT Channelized • None • None • None Storage Length - - - 0 Veh in Median Storage, # - 0 0 - Grade, % - 0 0 -	
Traffic Vol. veh/h 36 143 147 18 9 39 Future Vol, veh/h 36 143 147 18 9 39 Conflicting Peds, #/hr 0 0 0 0 0 Sign Control Free Free Free Stop Stop RT Channelized • None • None • None Storage Length - - - 0 Veh in Median Storage, # - 0 0 - Grade, % - 0 0 -	
Conflicting Peds, #hr 0	arpet injection
Sign Control Free Free Free Stop Stop RT Channelized - None - None Storage Length 0 Veh in Median Storage, # - 0 0 - 0 - Grade, % - 0 0 - 0 -	
RT Channelized • None • None • None Storage Length 0 Veh in Median Storage, # - 0 0 - 0 - Grade, % - 0 0 - 0 -	es a receptor.
Storage Length 0 Veh in Median Storage, # - 0 0 - 0 - Grade, % - 0 0 - 0 -	
Veh in Median Storage, # 0 0 - 0 - Grade, % - 0 0 - 0 -	
Grade, % - 0 0 - 0 -	ste Shop of this
Peak Hour Factor 87 87 83 83 78 78	tedo residirist rituasion is
也是是我们的我们就是我们的,我们就是我们的,我们就是我们的,我们就是我们的,我们就是我们的,我们就是我们的,我们就是我们的,我们就是我们的,我们就是我们的,我们	gallingist ASAAA a. E. S. desk tal
Heavy Vehicles, % 2 2 2 2 2 2	Nogelatin water
Mymt Flow 41 164 177 22 12 50	ka wasan
Conflicting Flow All 199 0 - 0 434 188	altoriques a estás servicios o
Stage 1 188 Stage 2 246 -	100000000000000000000000000000000000000
Stage 2 246 - Critical Howy 4.12 6.42 6.22	ir is divined the
Critical Hdwy Stg 1 5.42 -	VA-Section Physiology
Critical Howy Stg 2 5.42	AND ENGINEERS
Follow-up Hdwy 2.218 3.518 3.318	10.19(10)475247635100
Pot Cap-1 Maneuver 1373 579 854*	
Stage 1 844	i Shi Shahalin Garani karas
Stage 2 795 Platoon blocked, %	
Mov Cap-1 Maneuver 1373 560 854	Salay Salay
Mov Cap-2 Maneuver 560 -	Marian Carte Ar
Stage 1 816 -	Sandrick Conference
Stage 2 - 795	mand and an ordinal transfer and
HCM Control Delay, s 1.5 0 9.9	elli farquit valuel Lari-e
HCM LOS A	
	ing state spile and Toky on the Nation
Capacity (veh/h) 1373 560 854	
HCM Lane V/C Ratio 0.03 0.021 0.059	Kata Teoresi Armani IN
HCM Control Delay (s) 7.7 0 11.6 9.5	11444
HCM Lane LOS A A B A HCM 95th %tile Q(veh) 0.1 0.1 0.2	ide Actions, asse
HCM 95th %tile Q(veh) 0.1 0.1 0.2	nderfold Ward

Int Delay, s/veh	1.2																
Lane Configurations	î,		Ŋ	↑	¥												
Traffic Vol, veh/h	38	11	4	23	5	3	相约集	es de la	114	og abide	ale e	er bes	Nought.	e projecti	48.48	\$140	600
Future Vol, veh/h	38	11	4	23	5	3											
Conflicting Peds, #/hr		0	. 0	0	. 0	. 0											
Sign Control	Free	Free	Free	Free	Stop	Stop	orthe a Andon	de a resonanc	doetextorial state	850.06.00e.	odalize seake to k	Demale Safat.	1401 1400 x 8	era attache	s i telli agra	SERVICE SERVICE	No
RT Channelized	•	None	*	None	rana 😁	None	443°-6			1. S. W.	Algorith A		A Property of	1,600	to the William	7-3-94	
Storage Length	- 	- Lagazani	155	Madeira	0		:/ed/SASSASS	Briodes Sala	an in the same	in Section 1	i stol ina liibaaki	i valeniasi.	es Selected de Level	\$1.066 udi	Artikas (UKA)	ales ale final	Ware the
Veh in Median Storage Grade, %				0° 0	or miner overline.					1031							
Peak Hour Factor	0 92	92	92	92	0 92	92		Secretary (V CANAGO 1	mat ne		7 1 3 6758)					3 .422
Heavy Vehicles, %	2	34 2	2	2	2	2	bel til vil	14.865	euro de la composición dela composición de la composición dela composición de la composición de la composición de la com			No. of the last					
Mymt Flow	41	- 12	4	25	- 5	. 3	a kiralian g	e i ja		de la cele		a desta	A THE STATE OF	\$6.58.10	8-101 Ma	Na dila	awa.
A CONTRACTOR OF THE CONTRACTOR	-955-350-350		Nurs Amerika		arthur Ballinia	erak sutur ci n ek	. akta (##1.17)			Street militaria series	net lateral	M. Sierro Ser	, Mark Constitution	en <u>e</u> n 198	s and district	. AND JOSEPH	980,3846
Conflicting Flow All	^	^	E2	^	80	47											
Conflicting Flow All Stage 1	0	0	53	0	47	41 303531	**********	SCAPPE S	ar streets						Y-1500 PAN-9	THE MELTIN	NE ST
Stage 2	200 d Z Z		973.4F** T 4		33										441.069		A Chile
Critical Hdwy			- 4 1 2		6.42	6.22	e de Seri			£ 42.40		radi. Ali		Let St. A	o a la l	#25A	K.M.
Critical Hdwy Stg 1	AMERICAN -	-	- -	-	5.42	•	. skill seeks eli	\$11.1 6 1.43	Salata (Labora)	an registrope		Lesiste idilis.	naka Liberi'ya		es Bellings.		Saga 19384
Critical Hdwy Stg 2					5.42	* *************************************				W 10154			THE STATE	1 1 2 2			
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	25446157 X381140	5 15 15 4 15 4 1 1 1 1 1 1 1 1 1 1 1 1 1	e duction and the	er in the Section of		LIPTINGS WYS	Contraction of the Contraction o			gr 100 m r.	158911 - 1911
Pot Cap-1 Maneuver		1.00 × 180	1553			1022				g italians	187 A 545		Žive.		, English	ila je	\$ \$ \$ \$
Stage 1	-		- -	. National Property Section	975	- -		e	tos okus i saka o	and that there's	* A	arres on one	ment be an and	est con es es es		one o de ac	so to
Stage 2		antary.		· ·	989	*				y de Alberta				intar in			
Platoon blocked, %	-	-	. AFFA	ersannariyad	A46	****	F12001989608	BSXXII APS		S STATE OF THE STA	rwski jara	genninger væjet.	02148603	#675467.5.Ab	Cv.gegaptec	iyozerije. V	455-98-986
Mov Cap-1 Maneuver			1553			1022			Libera (S)	5 (5 (E	16.15.1		Sept. Alg.		144		ilo-de
Mov Cap-2 Maneuver Stage 1	- 455455	Tabinina	e de la composition della comp	1864818	866 972	alakan.	or and			a Seria	SE udska			s.	: W- 136	6876 JAS JA	dal diba
Stage 2			_		989			3. 15.00		-92 AMS -782						SHIT PR	
Otage 2	w. olojy			in a bistory		arme su	e e e	naryan-f	(e.g. 45.)	NAT W	un e	* **		krijari	- 180	80000	PAR.
- 1995 - 1904 - 1905 1806 - 1905 - 1905 - 1905 1	ewo o nestre dev	Br. Effentbyrin	y (217)#4 (600%)	A SAPAREST VIE		Vinasiniin tahba	10843.0421977	26°, 4847°, 45	(5) (395) (19 ₀ 4-1)	un centrologio,	J. 1884 - 1787 118	gen salte er kri	14661, 1959 18	k Trabbelli	0.18846-619.m	rin septemb	enyertele-
HOM Control		190	4.4	12.5		10 Jan (28)	1855 P.	Secretary Secretary	er om egget	211 Pro 946 MST	mar de la	* - 1 * Charge	75577996	F () (0 × 1)	Applications	4.768655	Q175%
HCM Control Delay, s HCM LOS	0				** '9' ^	764.48											
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	ente de de			TOP MENTS	h (haif)es										\$160,654		(Benjish)
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Capacity (veh/h)	44.	919		All y	1553	4	i aki i	(V) (A)			SPACE N			# \$# · ·	116-36	1907	
HCM Lane V/C Ratio	935-285-08	0.009	<u> </u>	-	0.003	-	Jackson (Carlo	Kalippine (C	Ke Jeinentsteb Fes	eligi syriji ya 1940a	6.78884003.Lev	alustaver.	regely likes re	industrial artic	Stavana :	Nggayaaa (w.)	209 LPJÁL
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HCM Lane LOS HCM 95th %tile Q(veh	S ERVE SERVE	A 0	- 21-41-494		A 0			e Englis		27 Y - 27	12 44 E		Terri	80 2 8 P. LE		11 - 13 H.	
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Int Delay, s/veh	2.6														
Lane Configurations	î,		K	Å	W										
Traffic Vol, veh/h	30	11	13	20	7	8	market teal	April 1	5-9-48-8	giri (fariya d	alter to	erin (m.	la glapasia	ende vieto	
Future Vol, veh/h	30	11	13	20	7	8	86 JELYSVIS	Alle State of the Control	12 + 90 paga-26	(B) 200947 (A)		- (E),(198,(1965)	E-7600E-06		28/274
Conflicting Peds, #/hr	. 0	. 0	0	0	0	0		eir, eiritti, ses 7				orcon in			**
Sign Control	Free	Free	Free	Free		Stop	Decree of the annual section of the		ing an equipment	- (m.) (dilutum + 900)	, g. ga regard aye arriga	entitle and the second of the	46- m/104/1-440-1-1711	* 40 6 96137 (9001) 17 7 7 1	450 200
RT Channelized	•	None		None	N	lone		Andrewski († 1865) Produktion († 1865)				e de acesto. La casa de la casa		arthur tar	東京 長等
Storage Length	Edition delle sillerate delle	-	155	en de la	0	- Poporados de ta	nia Antonomia utien	direkti saturd militira sitana	albert auch veilber, arbeit	Skire, esse salvator, colec	nes at chic educacións	Contract and State of the Contract of the Cont	eden Japan (14 central)	terra de l'Alban de la California	rodell week
Veh in Median Storage		ak Maria D		0	0			er er er er er er						Angeriae (d)	
Grade, %	0	-	-	0	0	- Carrent	Die unbasiele wits	nar ottato i Signa		na in the second of the second	ogranis, milasis	errores de la como	acatacota est	15 142952 1-98-450-7-5	19656/15
Peak Hour Factor	92	92	92 2	92	92	92	1346			9 S. S. S.	Killer Barris	e de la composition della comp		****	
Heavy Vehicles, % Mvmt Flow	2 33	2 12	14	2 22	2 8	2 9		er Everenie				CHEST SEC	E STATES		
MAINELINE SECTION			and the state of t	***	TO BE TO BE SHIP		190. SEC. (\$1.25)	ongradisti Al-Al-A		2.5 11.346-56					965
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Critical Hdwy	easi Basil	- SEASSE	112	- 2011-18	50 6.42 (- 200	5.42 X 5		Asia de Li	ERS I	A. 3. 4. 4. 4.		94 1 V		900.11.35 4550 sa
Critical Hdwy Stg 1			→:1 ∠	- March College	5.42	J. LL -			100 m						386-87
Critical Hdwy Stg 2			(4.4. <u>4</u>	di Assa	5.42		A CONTRACT	3.446.8	Section 1	all arthur	444	A KLAND KO	Salah Se	WALKE, W.	10 A
Follow-up Hdwy	# 1200 - BACKET	- Gram paca	2.218	■ altu alt deiri	3.518 3.	318	10.5781.081.081	Spring-right w	ger og gere		A1198 . 18 . A	osa especial e		Major Person) 14 14 14 14 14 14 14 14 14 14 14 14 14
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Stage 1	-	-	-	-	983	-				*** ****** * ***			en en 200 de 190 - 200 e	200 400 400 400	
Stage 2	er e	er e e e		v V 🕶	972	# PP	(Application)	igi er di igi		\$15.3 7499S	juli pida il				904
Platoon blocked, %	en saka a sa sa saka a	• . du c.≅eSu d	Danisha ta Lore	-	ta o applicate store d	and and the	ose velka alitarana	or was Noted by	rigum kan sanga Ata	carried as a	. cuta fan a Swaph S	1. 63 a esc. 184 e	ar sie ook ok	Smith Williams	
Mov Cap-1 Maneuver			1563		ht. 1912/2012/1925/1949/9/968/	033	William Company		Alexandria Sind out the						
Mov Cap-2 Maneuver	- hwanan	e Nationalia	− Napakinsia kalan	- 0%/25.3543	853	- Hafani Mirinana	Alebalace (d	SASSBAR NASBARA	i Danisan 20	ille skirter och		catharia tanta	l-34/1624	(80 July 1420 1734)	· · · · · · · · · · · · · · · · · · ·
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	5(196:050vv)	14.5 V 9.14E 1.18	\$5.661 SOLAN	polifikas faut			4.5.54,155,36				19,450,500		Carlot Pictor	au Charle Gha	\$\$ 2.
LIOUES TO LEAD TO		100				Section 1	and the		(4-12) to 12		the areas are	T. (1) (7) (1)	7. 80.01.22	eta tetan	St 201
HCM Control Delay, s	0		2.9		8.9									de la Medie	egy-b
HCM LOS	holigiya (1971)	Section 1-1	prig reers		A	r spiralphos : ((in the plants	riko si ziyasa	ing data is see	Action (1985)	in the special	nga Pangalan		er joskept	riger i i
i kandida kata kandan dan dan dan dan dan dan dan dan da	rsjälskall				Taria Abertija 198	or that the second	3000k.4	distribution (Ass.	Alia Azerik Alber	2-36-5	Apple (CH)		13 to 2006.	sto de librale	2.9
	Section and the section	ange sanga in di si wata	es Sources Nove	y protest at a program is	encessa e per espera e com	CS-MONTH CONTRACT	geri 2000. oznak dela		30.00	Discount top 100	and the same areas	PLESME TROOLS IN	She can be delicated as	our risk their constitution	
Capacity (veh/h)	erence de la composition della	940			1563						erang Maran Parana		To the Committee		
HCM Lane V/C Ratio	86809888	0.017	• gyllwtigggdan		0.009	- .ugj.a.8418887	ja-jarjaran	r-frangsk-tilgerises	estatelestes (1811)	aggitgern jak yess	rghe kokranuwih	i Ne akedan	griger, kalsa 1985	(3): -9k5-kj- 201-3	side of
HCM Control Delay (s)		8.9			7.3	a de la constante de la consta	2-4-E.V	53.530	44.5.8	1.4.54	al fed a	ade griefs	a kalist	& 40J. 40	\$ 4
HCM Lane LOS HCM 95th %tile Q(veh)	V Palistrais	A O 1	- 015##4.94	. 1819, 1941	A 0	- -3000-60	er Fregra	generalia.	4.000年度。	徐溥智.弘	如序 標準				· S. · ·
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Queuing Reports



Intersection: 40: frontage rd & Bent Grass Meadows Dr

Directions Served	LT	L	R	
Maximum Queue (ft)	61	45	60	A second of the second
Average Queue (ft)	8	13	35	
95th Queue (fl)	36	39	53	
Link Distance (ft)	1221	1889	1889	
Upstream 6tk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft) 🛨 🕮			San Parantina	
Storage Blk Time (%)				
Queuing Penalty (veh).	10.00			

Intersection: 40: frontage rd & Bent Grass Meadows Dr

Directions Served	LT	L	R	
Maximum,Quetie (ft)	30	- 35	34	Margarita Contraction of the Con
Average Queue (ft)	5	5	22	
96th Queue (#)	26	25	41	
Link Distance (ft)		1889	1889	
Upstream Elk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	44.0	and the	e de la compa	
Storage Blk Time (%)				
Queuing Penalty (veh)				