Mayberry PUD2 Submittal 1
EDARP Agency Comments Summary
LJA Response

June 15, 2026

Please refer to the table below for responses to the El Paso County review comments. For ease of review, responses have been provided directly within the table to correspond with each individual comment.

Link	Agency	Review #	Comment	Date
	Schriever AFB	1	No comments. **Resp: Noted.**	11/14/2025 8:25:07 AM
	Parks Advisory Board	1	The Park Advisory Board endorses the following El Paso County Parks Department comments, recommendations, and requirements as they relate to Mayberry Phase 2 PUDSP : (1) designate and provide to El Paso County 25-foot trail easements along the southern side of Positive Place for the Highway 94 Regional Trail, (2) the easements shall allow for public access, as well as construction and maintenance by El Paso County of the Highway 94 Primary Regional Trail, (3) the easements shall be shown on this preliminary plan and future final plats, and the aforementioned easements shall be dedicated to El Paso County on the forthcoming final plat(s), (4) the Highway 94 Regional Trail shall be constructed of concrete and be min 8-ft wide in place of the standard sidewalk, (5) fees in lieu of land dedication for regional park purposes in the	11/13/2025 6:58:49 AM

Link	Agency	Review #	Comment	Date
			amount of $49,490, and urban park purposes in the amount of $29,694 will be required at the time of the recording of the forthcoming final plat(s), (6) an Urban Park Lands Agreement may be an acceptable alternative to urban park fees provided the agreements are approved by the County and executed prior to recording the forthcoming final plat(s). **Resp: As discussed with the County Parks Department, the regional trail will be shown on the south side of Positive Place as an 8-ft concrete trail. This trail will connect to HWY 94 on the western and eastern end of the development. This trail is within the 90-ft ROW. The trail can be accessed and maintained by the County since it is in the ROW.** **Easements have been shown on the lot typicals and on the roadway cross sections. Park fees will be paid as part of the previously approved Parklands agreement and may be deferred with on site improvements.**	
View	EPC Health Department	1	**Resp: EPCHD provided a letter finding sufficiency for water quality and waste water treatment capacity. No response required.**	10/29/2025 7:14:57 PM
	EPC Parks Department	1	See attached. This will be presented to the Park Advisory Board on November 12, 2025. The Park Advisory Board endorses the following El Paso County Parks Department comments, recommendations, and requirements as they relate to	10/29/2025 3:05:01 PM

Link	Agency	Review #	Comment	Date
			Mayberry Phase 2 PUDSP : (1) designate and provide to El Paso County 25-foot trail easements along the southern side of Positive Place for the Highway 94 Regional Trail, (2) the easements shall allow for public access, as well as construction and maintenance by El Paso County of the Highway 94 Primary Regional Trail, (3) the easements shall be shown on this preliminary plan and future final plats, and the aforementioned easements shall be dedicated to El Paso County on the forthcoming final plat(s), (4) the Highway 94 Regional Trail shall be constructed of concrete and be min 8-ft wide in place of the standard sidewalk, (5) fees in lieu of land dedication for regional park purposes in the amount of $49,490, and urban park purposes in the amount of $29,694 will be required at the time of the recording of the forthcoming final plat(s), (6) an Urban Park Lands Agreement may be an acceptable alternative to urban park fees provided the agreements are approved by the County and executed prior to recording the forthcoming final plat(s)." **Resp: As discussed with the County Parks Department, the regional trail will be shown on the south side of Positive Place as an 8-ft concrete trail. This trail will connect to HWY 94 on the western and eastern end of the development. This trail is within the 90-ft ROW. The trail can be accessed and maintained by the County since it is in the ROW.** **Easements have been shown on the lot typicals and on the roadway cross sections. Park fees will be paid as part of the previously approved Parklands agreement and may be deferred with on site improvements.**	

Link	Agency	Review #	Comment	Date
View	Mountain View Electric Association, Inc.	1	See attached comment letter **Resp: Easements are included on the lot typicals and roadway cross sections to reflect site conditions within this high-density area.**	10/29/2025 11:18:57 AM
	Ellicott Fire Protection District	1	Ellicott Fire needs more clarification on road widths, parking allowances, what's being asked with the deviations, and spacing on houses for the duplex's. **Resp:** **Per our meeting with Roland Peterson and Norma Houghton at Ellicott Fire Department on June 10, 2026, we reviewed private roadway widths, designated no-parking areas, PUD setback standards, and the Special Standard Zoning Form.** **• Road widths and deviations: The requested roadway modifications are detailed in the Special Standard PUD form and reflected on the PUD plans.** **• Parking restrictions: "No Parking Fire Lane" sign graphics will be included on the plans. Final sign locations will be determined and shown during the Final Plat Phase.** **• Paired and Single Family Home setbacks: Building spacing is governed by the PUD development standards in accordance with LDC Table 5-4. These standards are summarized on Page 2 of the June 15, 2026 PUD submittal.**	10/27/2025 2:55:27 PM

Link	Agency	Review #	Comment	Date
			• Fire-resistant construction: Details related to required exterior fire ratings for the paired home and single family units will be provided at the time of building permit submittal.	
View	Upper Black Squirrel Creek GWMD	1	**Resp: These comments were received and addressed with the updated Water Resources Report.**	10/24/2025 12:37:22 PM
View	PCD Engineering Division	1	Deviation 003 **Resp: This deviation request for a reduced ROW and regional trail placement along Positive Place was incorporated Mayberry Phase 2 Special Standard PUD Zoning District form**	10/23/2025 3:29:53 PM
View	PCD Engineering Division	1	Deviation 002 **Resp: This deviation request for the parking and raised crosswalks along Mayberry Drive was incorporated Mayberry Phase 2 Special Standard PUD Zoning District form.**	10/23/2025 3:29:17 PM
View	PCD Engineering Division	1	Deviation 001 **Resp: This deviation request for the minimum curb return radius was incorporated Mayberry Phase 2 Special Standard PUD Zoning District form.**	10/23/2025 3:32:04 PM

Link	Agency	Review #	Comment	Date
View	PCD Engineering Division	1	TIS_V1 **Resp: These comments were addressed with the updated Traffic Impact Study. See the responses on the County's Comment PDF document.**	10/23/2025 3:26:00 PM
View	PCD Engineering Division	1	PDR_V1 **Resp: These comments were addressed with the updated Preliminary Drainage Report. Responses are provided on the County's Comment pdf document.**	10/23/2025 3:25:26 PM
	PCD Administrative Notice	1	On 10/23/2025, PCD mailed "Notice of Application" letters to surrounding property owners within a 500-foot range (50 addresses). Copies of the notice, mailing labels, and selected range have been uploaded to the EDARP file. Cost of postage to be billed to the applicant = $37.00. JM **Resp: Noted.**	10/23/2025 3:24:45 PM
View	PCD Engineering Division	1	LOI_V1 **Resp: Comments have been addressed on the LOI and updated for this submittal.**	10/23/2025 3:20:42 PM
View	PCD Engineering Division	1	GEOTECH Report_V1 **Resp: These comments were addressed with the CTL comment response packet.**	10/23/2025 3:18:38 PM

Link	Agency	Review #	Comment	Date
View	PCD Engineering Division	1	V1_Fire Protection Report **Resp: These comments were addressed with the updated Fire Protection Report. Responses are provided on the pdf document.**	10/23/2025 3:17:49 PM
View	PCD Engineering Division	1	V1_Landscape Plan drawings **Resp: See LJA response to comments on the landscaping drawings.**	10/23/2025 3:17:16 PM
View	PCD Engineering Division	1	PUDSP_V1 **Resp: See LJA response to comments on the PUD / Development Plan drawings.**	10/23/2025 3:16:38 PM
	County Attorney - Water	1	Please identify in the WSIS that the commercial use refers to the clubhouse. Please provide a more detailed explanation in the Water Resources Report about how the estimated demand for the clubhouse (including the pool) was calculated. There is a concession building depicted on the PUD; please discuss that in the Water Resource Report and include in the estimated water demand if appropriate. Please provide more recent water usage data from EUC than that provided in Table 1 to justify the low estimated demand for residential use. After clarification has been received, and a letter from the Colorado Division of Water Resources showing sufficient water, our office will begin review. **Resp: These comments were received and addressed. Please see the updated Water Resources report.**	10/23/2025 2:51:47 PM

Link	Agency	Review #	Comment	Date
	EPC DPW Stormwater	1	Review 1: EPC DPW Stormwater comments have been provided (in orange text boxes) on the following uploaded documents (to be uploaded by development services engineering): - Preliminary Drainage Report -Note: A final signed PCM Applicability Form is not required with this PUDSP but will be with the final development projects associated with this PUDSP. Please, at that time, make sure to use the current PCM Applicability Form and checklists that can be found on the County stormwater website: https://publicworks.elpasoco.com/stormwater/ Reviewed by: Zachary Jannusch Associate Engineer - Stormwater 719.500.3170 ZacharyJannusch@elpasoco.com Mikayla Hartford, P.E. Engineer - Stormwater 719.339.5053 MikaylaHartford@elpasoco.com	10/23/2025 3:04:30 PM

Link	Agency	Review #	Comment	Date
			Resp: These comments were addressed with the updated Preliminary Drainage Report. Responses are provided on the pdf document.	
View	PCD Project Manager	1	V1: Water Supply Information Summary comments attached **Resp: These comments were received and addressed. Please see the updated Water Supply Information Summary.**	10/22/2025 4:28:03 PM
View	PCD Project Manager	1	V1: Water resources report comments attached **Resp: These comments were received and addressed. Please see the updated Water Resources Report.**	10/22/2025 4:28:17 PM
View	PCD Project Manager	1	V1: Wastewater disposal report comments attached **Resp: These comments were received and addressed. Please see the updated Wastewater Disposal Report.**	10/22/2025 4:16:41 PM
View	PCD Project Manager	1	V1: Application comments attached **Resp: Please see the updated Application.**	10/22/2025 4:16:14 PM
	PCD Project Manager	1	Review 1: PCD Planning Division comments have been provided (in green) on the following uploaded documents: - Application/Petition Form - Fire Protection Report (to be uploaded by engineering)	10/22/2025 4:31:34 PM

Link	Agency	Review #	Comment	Date
			- Landscape Plan (to be uploaded by engineering) - Letter of Intent (to be uploaded by engineering) - PUDSP Drawings (to be uploaded by engineering) - Soils & Geology Report (to be uploaded by engineering) - Wastewater Treatment Report - Water Resources Report - Water Supply Information Summary Please note that due to the nature and quantity of comments, subsequent reviews will have extended review timelines and additional comments may be provided. **Resp: We appreciate the County's review and the feedback provided. The project team has been coordinating with all applicable agencies to address the comments. Please see the submitted documents for the corresponding revisions. Based on these updates, we respectfully request a timely review of this resubmittal in accordance with County code.**	
	PCD Engineering Division	1	Engineering Review Ver. 1 Please see engineer comments on the following documents PUDSP_V1 Landscape Plan_V1 (A ROW maintenance agreement will be required if approved	10/23/2025 3:31:48 PM

Link	Agency	Review #	Comment	Date
			for trees in the ROW) Fire Protection Report_V1 GEOTECH Report_V1 LOI_V1 PDR_V1 TIS_V1 Deviation #1 Deviation #2 Deviation #3 Submit additional deviations as noted in comments. A ROW landscaping maintenance agreement will be required. Submit request for PID for EPC Road Impact Fees as applicable if a PID will be requested. Provide copy of the Noise Study Due to the nature and volume of comments next submittal will be treated as a first review with additional comments. Edward Schoenheit, Engineer E.P.C. Dept. of Public Works 2880 International Circle Colorado Springs, CO. 80910 Office: 719.520.6813 Cell: 719.502.9659	

Link	Agency	Review #	Comment	Date
			edwardschoenheit@elpasoco.com https://publicworks.elpasoco.com/department-public-works/county-engineer/ Charlene Durham, P.E. Principal Engineer E.P.C. Department of Public Works 2880 International Circle Colorado Springs, CO. 80910 Office: 719.520.7951 Cell: 719.500.9524 https://planningdevelopment.elpasoco.com/ **Resp: Per previous coordination with the County's Planning Staff, a Special Standard PUD Zoning form was prepared. This document summarizes the deviations to the roadways and development strategies used to support the higher density as shown in the approved Sketch Plan. A separate deviation form has been submitted for the pedestrian movements at T-intersections.** **A draft ROW maintenance agreement has been included in the submittal documents. We recognize further coordination will be required to insert final roadway names and Exhibit A.**	

Link	Agency	Review #	Comment	Date
			No PID is being requested at this time and fees will be paid as standard at time of platting and building permit. **There is a Sound Wall proposed along the north side of the Site and therefore a noise study is not recommended.** **We appreciate the County's review and the feedback provided. The project team has been coordinating with all applicable agencies to address the comments. Please see the submitted documents for the corresponding revisions. Based on these updates, we respectfully request a timely review of this resubmittal in accordance with County code**	
	Colorado Geological Survey	1	The site is not exposed to any geologic hazards or geotechnical constraints that preclude the proposed residential development. CTL|Thompson's report (Geologic Hazard Evaluation and Preliminary Geotechnical Investigation, Mayberry – 540 Acre Site, State Highway 94 and Log Road, El Paso County, Colorado, CTL|T Project No. CS18969.004-105, March 13, 2023) that the conditions that may pose hazards or constraints to development include expansive soil lenses, potentially collapse-prone soils, existing undocumented fill, and shallow groundwater. In our previous reviews for the Mayberry Development, CGS reviewed the Geotechnical Investigation for Tract K, prepared by CTL Thompson and dated September 9, 2022. CTL's characteristics of the subsurface materials and geotechnical recommendations are valid.	10/22/2025 9:50:35 AM

Link	Agency	Review #	Comment	Date
			Additionally, groundwater was encountered in CTL's borings at depths of 10.5 to 15 feet within the western portion of the Mayberry development. Groundwater was not encountered within Tract K or Filing No. A, however, the test holes were backfilled immediately after drilling by the consultant and not rechecked to verify fluctuations in groundwater levels. If basements are planned, CGS recommends that the county require groundwater monitoring/observation to verify that proposed floor levels are at least three feet above maximum anticipated groundwater levels and maintained year-round. This monitoring/observation program should be conducted immediately and/or before the installation of public infrastructure to determine if basements are feasible. CGS recommends no below-grade construction in areas with seasonal shallow groundwater levels within three feet of proposed floor levels. Reference to CTL's geologic hazard report and geotechnical investigation, geologic hazards/constraints, and mitigation measures should be noted in the PUD Development Plan. Additionally, an Engineering Geology Map was not included in CTL's reports. Submitted 10/22/2025 by Amy Crandall, Engineering Geologist, Colorado Geological Survey (303-384-2632 or acrandall@mines.edu) **Resp: Please see the responses on the attached comment letter and additional data appendix.**	

Link	Agency	Review #	Comment	Date
	County Attorney - Development Review	1	No Comments from County Attorney – Development Review at this time. Reviewed by: Erika Keech, Senior County Attorney, erikakeech2@elpasoco.com. **Resp: Noted.**	10/20/2025 2:25:51 PM
	EPC Fire and Wildfire Program Manager	1	Ellicott Fire must approve the deviations. The Colorado Wildfire Resiliency Code will be implemented on or before July 1, 2026. This will effect the site development plans for the individual houses. Provide fire flow at 20psi at the final plat stage. Roland Peterson Fire Safety and Wildfire Mitigation Program Manager Planning & Community Development 719.520.6075 rolandpeterson@elpasoco.com **Resp: The previous deviations have been combined, per the County's request, into the Special Standard PUD Zoning District form. This document discusses the roadway modifications presented with this PUD.**	10/17/2025 1:29:00 PM

Link	Agency	Review #	Comment	Date
			We met with Roland and Norma on June 10, 2026 to discuss the Mayberry Phase 2 PUD. We are adding the fire lane signage graphics to the PUD Tract K site plan and will place the signage with the Final Plat and Construction Plan submittal. **The PUD has a summary of setbacks and building heights for the development in accordance with the EPLDC.**	
	Pikes Peak Regional Building Department	1	Enumerations has the following comments: 1. Enumerations agrees with the 911 Authority that the alleyways shown for the proposed residences on current Tract K must be named private streets. Addressing for those homes will be assigned from these named alleys. 2. The application, the letter of intent and the development plan make reference to duplexes as part of this development. Based on the site plans shown on pages 5 and 6 of the DP, these attached units are NOT duplexes. These are single family attached units and all references anywhere in this submittal to duplexes need to be removed or changed to show as single family attached. 3. The letter of intent states that at least some side yard setbacks will be 3 feet. This size setback triggers requirements for fire ratings on exterior walls. Contact any of our Construction plan reviewers with any questions regarding this requirement. 4. Once this DP has been approved, submit a copy of the site plan to Enumerations for address assignment. Indicate with (XXXX) all locations which will require an address. This included locations of any electric services intended	10/16/2025 4:34:41 PM

Link	Agency	Review #	Comment	Date
			to serve the various sport fields shown in the plan. Brent Johnson Enumerations Plans Examiner Pikes Peak Regional Building Department O: 719-327-2888 E: brent@pprbd.org W: pprbd.org **Resp: The development consists of single-family detached and attached (paired) homes as described in the Letter of Intent, and references to "duplexes" have been removed. The PUD establishes the applicable development standards, including 3-foot side yard setbacks per LDC Table 5-4, as shown in the Development Standards on page 2 of the submitted Mayberry Phase 2 PUD document. Exterior wall fire rating requirements will be addressed at time of building permit. Proposed street names have been verified as unique through the County database. Following Development Plan approval, a detailed site plan will be submitted to Enumerations for address assignment, identifying all required address locations**	
	Colorado Department of Transportation - Pueblo Office	1	A benchmark permit for the access to the state highway system is currently under draft. **Resp: Construction has begun on the highway improvements.**	10/10/2025 3:10:58 PM

Link	Agency	Review #	Comment	Date
	911 Authority - El Paso/Teller County	1	Comments for E911 as follows: This submittal depicts two private drives and multiple alleyways (A-G). For the purpose of efficient emergency response and enumeration, these should all be named roadways. Private roadways should be assigned the following suffixes - Grove, Heights, Point, or View. Street naming information (criteria, existing/reserved street names) can be found at: http://elpasoteller911.org/191/Street-Name-Database Thank you. Justin **Resp: Proposed street names have been verified as unique through the County database. We have placed the preferred street names on the Site Plan. Following Development Plan approval, a detailed site plan will be submitted to Enumerations for address assignment, identifying all required address locations.**	10/10/2025 10:58:46 AM

Link	Agency	Review #	Comment	Date
View	EPC Environmental Services	1	**Resp: This department had no comments at this time.**	10/3/2025 11:48:43 AM
View	Colorado Parks and Wildlife	1	**Resp: The State's comments on wildlife habitats and species is noted.**	10/2/2025 12:30:34 PM

Plan is missing the purpose and intent statement as well as the following, authority, applicability, adoption, relation to County regulations, enforcement, conflict, maximum level of development, and project tracking blocks as required on all PUD Development Plans per Sec. 4.2.6 of the LDC and as included in the PUD checklist.

Once these blocks are added to the face of the plan set, several of the notes below may no longer be needed and can be deleted as necessary.

These blocks have been added to the plans as requested and notes have been modified or removed as necessary to not have repeat information.

This should be Phase 2. The Preliminary Plan shouldn't be called "PUD"

MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

A PORTION OF MAYBERRY FILING NO. 1A

LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.
COUNTY OF EL PASO, STATE OF COLORADO

PUD Development Plan and Preliminary Plan

Wording has been changed as requested.

LEGAL DESCRIPTION

LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., COUNTY OF EL PASO, STATE OF COLORADO

Full legal description from Sheet 2 has been added here.

This is not the full legal description. You need to include the full legal description and total acreage. OR state "see sheet 2" since the legal description is included there.

GENERAL PROVISIONS

identify which district

1. ALL PUBLIC STREETS SHALL BE CONSTRUCTED TO EL PASO COUNTY STANDARDS AND SHALL QUALIFY FOR AND UPON ACCEPTANCE BY EL PASO COUNTY, AND SHALL BE MAINTAINED BY THE DEPARTMENT OF TRANSPORTATION EXCEPT LANDSCAPING AS INDICATED IN NOTE #2.
2. LANDSCAPE ENTRY FEATURES, OPEN SPACE TRACTS, PARKS AND TRAILS SHALL BE OWNED (WHEN APPROPRIATE) AND MAINTAINED BY THE SPECIAL DISTRICT. ALL DOUBLE FRONTAGE LOTS SHALL RECEIVE A COMBINATION OF BERMING, FENCING, AND LANDSCAPE BETWEEN THE PROPERTY LINE AND THE CURB. ALL MEDIANS SHALL BE LANDSCAPED AND MAINTAINED BY THE SPECIAL DISTRICT. ALL DOUBLE FRONTAGE STREETS SHALL HAVE A MINIMUM OF ONE TREE PER 30 FEET OF FRONTAGE. THESE TREES CAN BE CLUSTERED ALONG THE FRONTAGE AS DETERMINED BY THE SUBDIVIDER.
3. NO RESIDENTIAL LOTS SHALL HAVE ACCESS TO STATE HIGHWAY 94.
4. MINIMUM PUBLIC UTILITY/DRAINAGE EASEMENTS SHALL BE PROVIDED ON ALL LOTS AS FOLLOWS:
   A. FRONT: EIGHT (8) FEET.
   B. SIDE: THREE (3) FEET.
   C. REAR: SEVEN AND ONE-HALF (7.5) FEET OR FIVE (5) FEET ADJACENT TO AN ALLEY TRACT.
5. ALL OPEN SPACE/TRAIL/LANDSCAPE TRACTS SHALL BE LIMITED TO NON-MOTORIZED USE ONLY, EXCEPT FOR MAINTENANCE AND EMERGENCY VEHICLES.
6. NO 100-YEAR FEMA FLOODPLAIN EXISTING ON THE PHASE I. PRIOR TO APPROVAL OF ANY FINAL PLAT WITHIN 300 FEET OF THE DESIGNATED 100-YEAR FLOODPLAIN A CLOMR OR LOMR MUST BE APPROVED BY FEMA.
7. DEVELOPMENT OF THE PROPERTY SHALL BE IN ACCORDANCE WITH THE OVERALL PUD DEVELOPMENT PLAN APPROVAL. MINOR MODIFICATIONS MAY BE SUBJECT TO THE LIMITATIONS CONTAINED IN THE EL PASO COUNTY LAND DEVELOPMENT CODE.
8. DEVELOPMENT PLAN SHALL ADHERE TO THE REQUIREMENTS OF THE EL PASO COUNTY LAND DEVELOPMENT CODE AND REVISIONS REFLECTED IN THE PRELIMINARY PLAN CONDITIONS.
9. MAYBERRY 2 SHALL BE LIMITED TO A TOTAL MAXIMUM DENSITY AS ILLUSTRATED ON THE PLAN.

Language has been revised to note ownership by Mayberry Metro District 2 and maintenance by Mayberry Metro District 1

Removed.

not sure what is meant by this

Did this mean to say double frontage lot? I'm not sure why this note is necessary since the landscape plan will be approved alongside the PUD

Language has been revised to note double frontage lots

Removed.

What is the purpose of this note?

DEVELOPMENT STANDARDS AND GUIDELINES:

Be consistent with the naming throughout. Sometimes "Phase 2" is used, sometimes the word "Phase" is dropped. I recommend to use "Phase 2" for clarity and ease of understanding.

All references to the project have been changed to Mayberry Phase 2 for consistency and clarity.

Notes 2 and 3 don't appear to serve a purpose. Recommend delete.

Notes have been retained to provide clarity of relationship between Mayberry Phase 1 and 2.

1. THESE STANDARDS SHALL APPLY TO ALL PROPERTY CONTAINED IN MAYBERRY PHASE 2 PLANNED UNIT DEVELOPMENT (PUD) AND SHALL GOVERN THE LAND USE, THE DIMENSIONAL ZONING REGULATIONS, AND ALONG WITH THE COVENANTS, THE REGULATIONS FOR COMPLIANCE WITH THE PROVISIONS OF THE MAYBERRY PHASE 2 PUD.
2. MAYBERRY 2 PUDSP (MAYBERRY 2) IS A CONTINUATION OF DEVELOPMENT GUIDELINES ASSOCIATED WITH MAYBERRY PHASE 1 PUDSP.
3. SPECIFIC GUIDELINES WITHIN MAYBERRY 2 WILL CONTAIN DEVELOPMENT STANDARDS ASSOCIATED WITH PREVIOUSLY PLATTED TRACT "A", TRACT "K" AND TRACT "O" OF MAYBERRY, COLORADO SPRINGS FILING NO. 1, RECEPTION NO. 14655, ALONG WITH A PORTION OF UNPLATTED LAND ADJACENT TO TRACT "O".
4. ACCESSORY USES AND BUILDINGS:
   A. RECREATIONAL FACILITIES, ENTERTAINMENT STRUCTURE, RETAIL FACILITY, FENCE, DESIGN WALLS AND HEDGE.
   B. HOME OCCUPATION AS DEFINED BY THE LAND DEVELOPMENT CODE MEETING ALL REQUIREMENTS AND CONDITIONS CONTAINED THEREIN.
   C. DEVELOPMENT REQUIREMENTS FOR ACCESSORY BUILDINGS SHALL MATCH DEVELOPMENT STANDARDS FOR SPECIFIC LOT TYPES.
   D. EACH STRUCTURE WILL BE DESIGNED AND DEVELOPED AT ITS RESPECTIVE SITE DEVELOPMENT PLAN PROCESS.
5. THE PRELIMINARY PLAN | PUD DEVELOPMENT PLAN AND THE FINAL PLAT ESTABLISH THE LOT SIZES FOR EACH LOT.
6. STREETS WITHIN MAYBERRY 2 PUD PROVIDE GENERAL VEHICULAR CIRCULATION THROUGHOUT THE DEVELOPMENT. EXISTING STREETS IDENTIFIED AS MAYBERRY DRIVE (FORMERLY NEW LOG ROAD), VILLAGE MAIN STREET AND POSITIVE PLACE (FORMERLY MAYBERRY DRIVE), ALONG WITH THE PROPOSED BUILD OUT AND EXTENSION OF SAID ROADS SHALL BE PUBLICLY OWNED AND MAINTAINED. CONSTRUCTION WILL BE TO EL PASO COUNTY STANDARDS EXCEPT FOR DEVIATIONS APPROVED SEPARATELY BY ENGINEERING DIVISION OF DEVELOPMENT SERVICES. SIDEWALKS SHALL BE PROVIDED ON BOTH SIDES OF ALL STREETS ILLUSTRATED ON THIS PLAN UNLESS SPECIFICALLY EXCLUDED.
7. COVENANTS FOR MAYBERRY 2 HAVE BEEN CREATED BY SEPARATE DOCUMENTS. THE COVENANTS ESTABLISH RULES AND REGULATIONS FOR THE PROPERTY WITHIN THE SUBDIVISIONS AND ESTABLISH THE GOVERNANCE MECHANISM OF THE SUBDIVISION, INCLUDING THE CREATION OF THE ARCHITECTURAL CONTROL COMMITTEE.
8. THE AUTHORITY OF THIS DEVELOPMENT PLAN IS PART IV, SECTION 16 (PLANNED UNIT DEVELOPMENT DISTRICT) OF THE EL PASO COUNTY ZONING RESOLUTION. THE AUTHORITY FOR SECTION 16 OF THE EL PASO COUNTY ZONING RESOLUTION IS THE COLORADO PLANNED UNIT DEVELOPMENT ACT OF 1972.
9. THE ADOPTION OF THIS DEVELOPMENT PLAN SHALL EVIDENCE THE FINDINGS AND DECISION OF THE BOARD OF EL PASO COUNTY COMMISSIONERS THAT THIS DEVELOPMENT PLAN RELATIONSHIP TO COUNTY REGULATIONS FOR MAYBERRY PHASE 2 PUD IS IN GENERAL CONFORMANCE WITH THE EL PASO COUNTY MASTER PLAN, IS AUTHORIZED BY THE PROVISIONS OF PART IV, SECTION 16, AND THIS DEVELOPMENT PLAN COMPLIES WITH THE COLORADO PLANNED UNIT DEVELOPMENT ACT OF 1972, AS AMENDED.
10. THE PROVISIONS OF THIS DEVELOPMENT PLAN SHALL PREVAIL AND GOVERN THE DEVELOPMENT OF MAYBERRY 2, PROVIDED, HOWEVER THAT WHERE THE PROVISIONS OF THIS DEVELOPMENT PLAN DO NOT ADDRESS A PARTICULAR SUBJECT, THE RELEVANT PROVISION OF THE EL PASO COUNTY ZONING RESOLUTION, AS AMENDED, OR ANY OTHER APPLICABLE RESOLUTIONS OR REGULATIONS OF EL PASO COUNTY, SHALL BE APPLICABLE.

Principal uses are not included in the development standards on this page. See comment below regarding dimensional standards and use the same logic here. All related information should be in the same place.

Setbacks, dimensional standards, and principal uses have been added to Sheet 2.

What are the recreational facilities, entertainment structure, and retail facility? These don't seem relevant to the residential lots but maybe should be included for lot 99 only. Fences, walls, and hedges are not uses.

Fences, walls, and hedges are removed from the accessory uses, and remaining accessory uses of line A are limited to Lot 99 (Clubhouse & Pool)

This should specify residential home occupation

Residential description added to line B

Delete these notes. They will be replaced by the required blocks as identified above as missing.

Notes have been deleted as requested.

FLOODPLAIN NOTE

THIS PROPERTY IS NOT LOCATED WITHIN A DESIGNATED FEMA FLOODPLAIN AS DETERMINED BY THE FLOOD INSURANCE RATE MAP, EL PASO COUNTY AND INCORPORATED AREAS, PANEL 810 OF 1300, MAP NUMBER 08041C0810G, DATED DECEMBER 7, 2018.

This note has been replaced as requested.

This note will be replaced with the standard note when the revised soils & geology report is submitted.

Setback requirements and dimensional standards should be included on this page; or put a reference to the other page on this page and move all of the dimensional standards to that page.

Setbacks, dimensional standards, and principal uses have been added to Sheet 2

SOILS NOTE

HYDROLOGIC SOIL GROUP AND K FACTOR, WHOLE SOIL REPORTS (DATED 4/5/2022) HAVE BEEN COLLECTED FROM THE NATIONAL RESOURCES CONSERVATION SERVICE NO SOILS HAVE BEEN IDENTIFIED AS IMPACTED BY GEOLOGIC HAZARDS.

Double check all these contacts to ensure they are up to date. Some of them apepar outdated.

Contact information has been updated as necessary.

SITE DATA

This line has been removed

Not applicable. This plan has not existed since 2021. Delete.

TAX ID NUMBER:	3414201024, 3414205001, 3400000472, 3414206001, 3400000473
TOTAL AREA:	18.85 AC.
DEVELOPMENT SCHEDULE:	2025
SMALL AREA PLAN:	THE ELLICOTT VALLEY COMPREHENSIVE PLAN
SKETCH PLAN:	ELLICOTT TOWN CENTER OVERALL PUD PLAN (SKP 05-005)
CURRENT ZONING:	
CURRENT USE:	
TRACT K	
TOTAL AREA:	
PLANNED USE:	MULTI-FAMILY RESIDENTIAL
AVERAGE LOT SIZE:	2,035 SF
MINIMUM LOT SIZE:	2,035 SF
MINIMUM LOT WIDTH:	37'
MAX. LOT COVERAGE:	60%
GROSS DENSITY:	21.4 DU/AC
R.O.W.:	N/A
TOTAL TRACT AREA:	2.98 AC
MAX. BUILDING HEIGHT:	27.83'
OPEN SPACE:	
REQUIRED:	0.83 AC (10%)
USABLE:	0.21 AC (25% OF 0.83 AC REQUIRED)
PROVIDED:	1.09 AC
USABLE:	0.27 AC

Tract K planned use amended to SFA and SFD

single-family attached and single-family detached - NOT multi-family

Not accurate. Update to reflect new sketch plan.

New sketch plan is now referenced

How is it possible that the average lot size and the minimum lot size is the same? There are some lots that are larger than 2,035 sq. ft.

The average lot size has been updated

This is different than what is discussed in the LOI

This is conflicting with information on page 10.

This seems oddly specific. Why not 30 ft? Letter of intent says 40 ft.

This line has been removed

Recommend to remove this requirement. It is unnecessarily restrictive and may lead to future amendments

This line has been removed.

Information is now congruent and located on the same

GRIFFITH SQAURE PAR	
TOTAL AREA:	
PLANNED USE:	PARK & PUBLIC ROADS
R.O.W.:	5.50 AC
TOTAL TRACT AREA:	3.78 AC
MAX. BUILDING HEIGHT:	27.83'
AMENITY & OPEN SPACE:	
REQUIRED:	1.05 AC (10%)
USABLE:	0.26 AC (25% OF 0.83 AC REQUIRED)
PROVIDED:	4.87 AC
USABLE:	1.22 AC

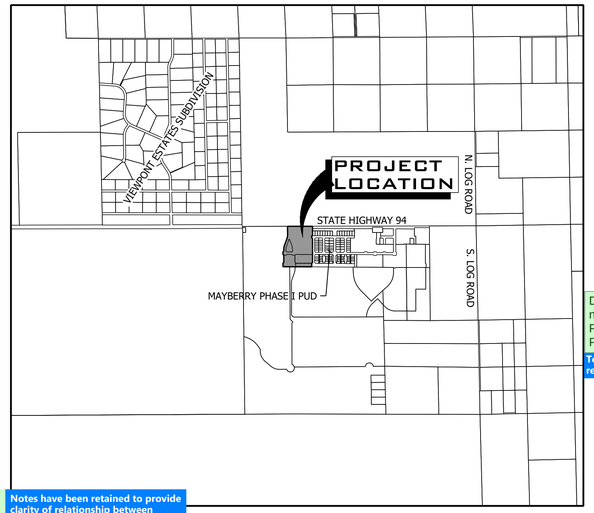
Identify total number of lots. Clubhouse lot is excluded. Is clubhouse supposed to be located on a lot or will it be a tract owned and maintained by the district?

The future clubhouse will remain as shown as a lot and is listed along with the total number of residential lots on Sheet 2.

You have overcomplicated the open space calculations. I recommend looking at this holistically. You have 18.8 acres - all calculations should be based on that. How much open space are you providing in the overall boundary from that 18.8 acres?

For density, you can include the calculation from just the residential portion of the 18/8 acres (which you have identified as 8.31 acres).

The open space calculation has been simplified per the EPC direction



VICINITY MAP
SCALE 1" = 2,000'

SHEET LIST TABLE

SHEET NUMBER	SHEET TITLE
1	COVER SHEET
	SURVEY - PUD 2 BOUNDARY
	SURVEY - TRACT K BOUNDARY DETAIL
	SURVEY - PARKS BOUNDARY DETAIL
5	TRACT SUMMARY
	OVERALL SITE PLAN
	ROAD CROSS SECTIONS I
8	ROAD CROSS SECTIONS II
9	ROAD CROSS SECTIONS III
10	TRACT K SITE PLAN
11	LOT DETAILS
12	PARKS SITE PLAN
13	OVERALL UTILITY PLAN
14	OVERALL GRADING PLAN

CONTACT LIST

DEVELOPER	CIVIL ENGINEER	SURVEYOR	PLANNING AND LANDSCAPING
MAYBERRY COMMUNITIES, LLC	R&R ENGINEERS-SURVEYORS, LLC	R&R ENGINEERS-SURVEYORS, LLC	KIMLEY-HORN
22108 CATTLEMAN RUN	1635 WEST 13TH AVENUE, SUITE 310	1635 13TH AVENUE, SUITE 310	2 NORTH NEVADA AVENUE, SUITE 900
CALHAN, CO 80808	DENVER, CO 80204	DENVER, CO 80204	COLORADO SPRINGS, CO 80903
719-922-2181	303-753-6730	303-753-6730	719-284-7829
CONTACT: SCOTT SOUDERS, P.E.	CONTACT: CLIF DAYTON, P.E.	CONTACT: DARELL DeLAP	CONTACT: LARRY SALAZAR, CNU-A
STATE HIGHWAY	**WATER/WASTEWATER**	**GAS DEPARTMENT**	**ELECTRIC DEPARTMENT**
COLORADO DEPARTMENT OF TRANSPORATION, REGION 2	ELLICOTT UTILITIES COMPANY, LLC	BLACK HILLS ENERGY	MOUNTAIN VIEW ELECTRIC ASSOCIATION
5615 WILLS BLVD.	PO BOX 64257	1515 WYNKOOP ST #500	11140 E. WOODMEN ROAD
PUEBLO, CO 81008	COLORADO SPRINGS, CO 80962	DENVER, CO 80202	COLORADO SPRINGS, CO 80908
MR. ART GONZALES	719-426-7810	719-359-3176	719-495-2283
(REFERENCE CDOT ACCESS PERMITS NO. 218053 & 218054)	CONTACT: JASON KVOLS	CONTACT:	ER

Typical easements for Utilities, Drainage, and Access have been shown on the lot typicals

This modification has been removed from the table and is instead included in the dimensional standards on Sheet 2

This is not an appropriate PUD modification. This needs to be identified in the setbacks in the dimensional standards of the PUD.

This doesn't appear to be depicted on the plan set. This should be included in the lot typicals to visually depict what is being proposed.

I don't understand what is being modified here

The placement of easements is modified with this line item for the private storm line within the Tract K space. Storm lines outside this area are within public ROW and additional easements are not required.

Signature section has been revised to match what is shown here.

For PUD

OWN

LAND OWNER CERTIFICATION

IN WITNESS WHEREOF: _____

NAME OF L

HAS EXECUTED THESE PRESENTS THIS _____ DAY OF _____ 20___ A.D. ,
A COLORADO LIMITED LIABILITY COMPANY

_____
AUTHORIZED AGENT, MANAGER

LANDOWNI

STATE OF COLORADO
COUNTY OF _____

I/WE _____
INSURANC
QUALIFIED SIGNED BEFORE ME ON _____, 20___
THAT I/WE BY _____ (NAME(S) OF INDIVIDUAL(S) MAKING STATEMENT).
AND THAT

_____
(NOTARY'S OFFICIAL SIGNATURE)

NOTARIZE

_____
(TITLE OF OFFICE)

OR NAME

_____
(COMMISSION EXPIRATION)

Wording has been changed as requested.

Correct language is "PUD Development Plan and Preliminary Plan"

BOARD OF COUNTY COMMISSIONERS CERTIFICATION

Delete. This text is not applicable for a PUD / Preliminary Plan.

Text has been removed as requested.

THIS PUD/PRELIMINARY PLAN FOR MAYBERRY PHASE 1 WAS APPROVED FOR FILING BY THE EL PASO COUNTY, COLORADO BOARD OF COUNTY COMMISSIONERS ON THE _____ DAY OF _____, 20__ SUBJECT TO ANY NOTES SPECIFIED HEREON AND ANY CONDITIONS INCLUDED IN THE RESOLUTION OF APPROVAL. THE DEDICATIONS OF LAND TO THE PUBLIC (STREETS, TRACTS, EASEMENTS) ARE ACCEPTED, BUT PUBLIC IMPROVEMENTS THEREON WILL NOT BECOME THE MAINTENANCE RESPONSIBILITY OF EL PASO COUNTY UNTIL PRELIMINARY ACCEPTANCE OF THE PUBLIC IMPROVEMENTS IN ACCORDANCE WITH THE REQUIREMENTS OF THE LAND DEVELOPMENT CODE AND ENGINEERING CRITERIA MANUAL, AND THE SUBDIVISION IMPROVEMENTS AGREEMENT.

Revised.

chair

PRESIDENT, BOARD OF COUNTY COMMISSIONERS DATE

DIRECTOR, PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT DATE

CLERK AND RECORDER CERTIFICATION

STATE OF COLORADO)
) SS.
EL PASO COUNTY)

I HEREBY CERTIFY THAT THIS PLAN WAS FILED IN MY OFFICE ON THIS _____(DAY) OF _____ (MONTH), 20___ AT _____ O'CLOCK A.M./P.M. AND WAS RECORDED PER RECEPTION NO. _____.

EL PASO COUNTY CLERK AND RECORDER

The modification table title has been revised to indicate approved modifications for Mayberry Phase 1 PUD.

Approved for what Filing or PUD # ?

APPROVED PUD MODIFICATION TABLE

LDC/ECM SECTION	STANDARD	MOTIFICATION	JUSTIFICATION
ECM 2.3.2	URBAN NON-RESIDENTIAL COLLECTOR DESIGN STANDARDS	MODIFIED CROSS-SECTION	COMPARABLE ROADWAY DESIGN IS PROPOSED AND TRAFFIC OPERATIONS WILL PROVIDE ACCEPTABLE LEVELS OF SERVICE
ECM 2.3.2	URBAN MINOR ARTERIAL DESIGN STANDARDS	MODIFIED CROSS-SECTION	COMPARABLE ROADWAY DESIGN IS PROPOSED AND TRAFFIC OPERATIONS WILL PROVIDE ACCEPTABLE LEVELS OF SERVICE
ECM I.7.3	FOREBAY REQUIRED IN STORMWATER DETENTION POND	A CONCRETE TRICKLE CHANNEL PROPOSED AS AN ALTERNATE TO A FOREBAY	THE TEMPORARY NATURE OF THE DETENTION BASIN AND COMPARABLE ALTERNATIVE DESIGN COMPONENTS ARE PROPOSED
ECM 2.3.2	URBAN RESIDENTIAL COLLECTOR DESIGN STANDARDS	MODIFIED CROSS-SECTION	COMPARABLE ROADWAY DESIGN IS PROPOSED AND TRAFFIC OPERATIONS WILL PROVIDE ACCEPTABLE LEVELS OF SERVICE

PROPOSED PUD MODIFICATION TABLE

LDC/ECM SECTION	STANDARD	MOTIFICATION	JUSTIFICATION
ECM 2.3.2	URBAN RESIDENTIAL COLLECTOR DESIGN STANDARDS	MODIFIED CROSS-SECTION	A COMPARABLE OR SUPERIOR ROADWAY DESIGN IS PROPOSED TO SUPPORT THE PEDESTRIAN-FRIENDLY NATURE OF THE DEVELOPMENT
ECM 2.3.7	MINIMUM CURB RETURN RADIUS BETWEEN MINOR ARTERIAL & COLLECTOR IS 30'	CURB RETURN RADIUS OF 15'	ABILITY OF DESIGN VEHICLE TO NAVIGATE TURN
ECM 2.3.2	URBAN PRINCIPAL ARTERIAL DESIGN STANDARDS	MODIFIED CROSS-SECTION	A COMPARABLE OR SUPERIOR ROADWAY DESIGN IS PROPOSED TO SUPPORT THE PEDESTRIAN-FRIENDLY NATURE OF THE DEVELOPMENT
LDC 5.4	MINIMUM 25' FRONT SETBACK FOR COMMERCIAL PROPERTY	10' FRONT SETBACK	ACHIEVE AERIAL FIRE ACCESS FROM ADJACENT ROAD
LDC 8.4.3.B.2.e & 8.4.4(E)	LOTS REQUIRED TO HAVE 30' FRONTAGE AND ACCESS FROM A PUBLIC ROAD	LOTS WILL BE ACCESS PRIMARILY FROM PRIVATE SHARED ROADS	PRIVATE ROADS ENCOURAGE A WALKABLE COMMUNITY AND ASSIST IN CREATING RESIDENTIAL UNIT OPPORTUNITIES
LDC 8.4.5.G.4.b.i	URBAN DENSITY DRNG ESMT WIDTH: SIDE LOT LINES: 5 FEET REAR LOT LINES: 7 FEET	ALTERNATE DRNG ESMTS HAVE BEEN PROVIDED INTERNALLY WITHIN COMMON TRACTS AND ESMTS	IMPROVES EFFICIENCY OF THE SITE SYSTEM AND ALLOW FLEXIBILITY FOR INDIVIDUAL LOT NEEDS
LDC 8.4.6.C.2.c	WHERE ESMTS ARE COMBINED WITH A WATER COURSE OR DRAINAGE WAY, AN ADDITIONAL UTIL. ESMT SHALL BE PROVIDED IF THE USE IS IN CONFLICT WITH DRNG REQUIREMENTS	WATER, STORM, AND SANITARY MAINS ARE REQUIRED TO HAVE 10' SEPARATION	THE WATER, STORM, AND SANITARY MAINS ARE SEPARATED PER REQUIRED DISTANCES
LDC 6.2.2.B.1	TABLE 6-1 LISTS 10' DEPTH OF LANDSCAPE AREA REQUIRED ALONG NON ARTERIAL ROADWAYS	8' LANDSCAPE SETBACK AREA BETWEEN MARKET PLACE DRIVE R.O.W. AND THE SINGLE FAMILY ATTACHED DWELLINGS	ALL LANDSCAPING HAS BEEN PROPOSED WITHIN THE R.O.W. ALONG THE ENTIRETY OF MARKET PLACE DRIVE IN EFFORTS TO MEET OR EXCEED THE REQUIRED LANDSCAPE AREA

NO.	REVISION	BY	DATE

R&R ENGINEERS SURVEYORS INC

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730
WWW.RRENGINEERS.COM

MAYBERRY PUD 2
MAYBERRY
EL PASO COUNTY

SITE ADDRESS:
MAYBERRY COMMUNITIES, LLC
22108 CATTLEMAN RUN
CALHAN, CO 80808

PREPARED FOR:

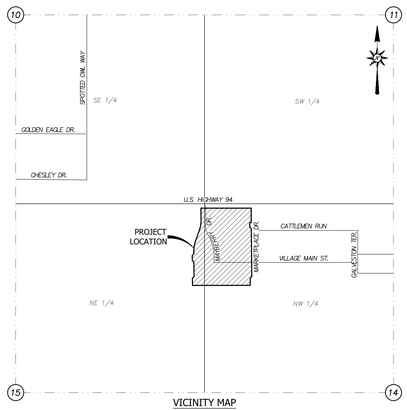
PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO. MC24145
ORG. SUBM. DATE 02/24/2025
DWN: JAM CHKD: LAO
NAME
COVER SHEET
NO.
1

PATH-P:\MC24145_PUDSP — TRACT K\ENGINEERING\5_DRAWINGS\PLANS\PUDSP (SITE PLAN)\MC24145-PUD-CVR DWG, PLOT DATE: 2/24/2025, 9:24:20 AM, BY: JENNY MARKS

MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO



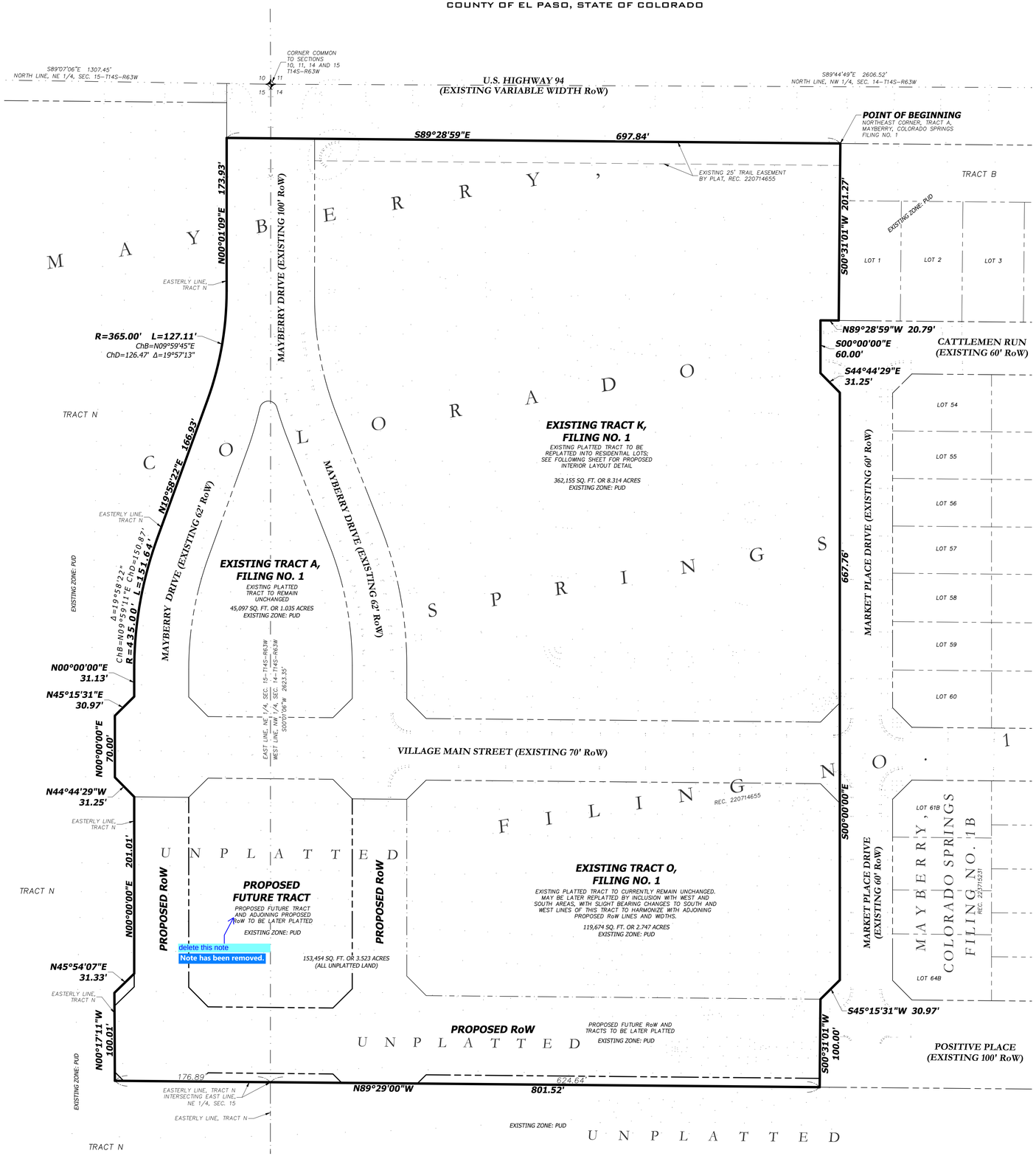
VICINITY MAP
SECTIONS 14 AND 15-T14S-R63W OF THE 6TH P.M.
-NOT TO SCALE-



SCALE: 1"=60'

LEGEND

✦	SECTION CORNER, AS NOTED
RoW	RIGHT-OF-WAY
R=	RADIUS
L=	ARC LENGTH
ChB	CHORD BEARING
ChD	CHORD DISTANCE
Δ	INTERIOR ANGLE (DELTA)
	OVERALL PUD BOUNDARY LINE
	PROPOSED RIGHT-OF-WAY LINE
	EXTERIOR SUBDIVISION BOUNDARY
	EXISTING RIGHT-OF-WAY LINE
	EXISTING PLATTED LOT LINE
	SECTION LINE



OVERALL PUD DESCRIPTION

An assembly of contiguous parcels and Right-of-Ways herein described for the purpose of a Planned Unit Development and Preliminary Plan, being all of Tracts A, K and O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, a subdivision of land in the Northwest Quarter of Section 14 and the Northeast Quarter of Section 15, Township 14 South, Range 63 West of the 6th Principal Meridian, El Paso County, Colorado, the plat of said subdivision recorded December 23, 2020 as Reception Number 220714655 in the Office of the Clerk and Recorder of El Paso County, Colorado;

AND

Unplatted land in said Northwest and Northeast Quarters, lying between and adjoining the West line of said Tract O and the easterly line of Tract N, said MAYBERRY, COLORADO SPRINGS FILING NO. 1, also lying North of that easterly/westerly segment of the easterly line of said Tract N that intersects the East line of said Northeast 1/4 of said Section 15 and extended easterly to the Southeast corner of the Right-of-Way of Positive Place (formerly known as Mayberry Drive) established by said plat;

AND

The Right-of-Ways of Mayberry Drive (formerly known as New Log Road) and Village Main Street lying in said Northwest and Northeast Quarters, established by said plat and adjoining the easterly, westerly and southerly lines of said Tract A and adjoining the westerly and South lines of said Tract K;

All together more particularly described as follows:
BEGINNING at the Northeast corner of said Tract K, Thence southerly on the easterly line of said Tract K the following 4 courses and distances: 1) South 00° 31' 01" West, 201.27 feet; 2) Thence North 89° 28' 59" West, 20.79 feet; 3) Thence South 00° 00' 00" East, 60.00 feet; 4) Thence South 44° 44' 29" East, 21.25 feet; Thence South 00° 00' 00" East, 667.76 feet on the East line of said Tract K and its southerly extension and on the East line of said Tract O to the most northerly Southeast corner of said Tract O; Thence South 45° 15' 31" West, 30.97 feet on the southeast line of said Tract O to the most southerly Southeast corner of said Tract O; Thence South 00° 31' 01" West on the West line of said Positive Place Right-of-Way to the Southeast corner thereof and being the Southeast corner of said unplatted land; Thence North 89° 20' 00" West, 801.52 feet on the South line of said unplatted land, intersecting the East line of said Northeast 1/4 of Section 15 and continuing on said easterly/westerly segment of the easterly line of said Tract N; Thence North 00° 17' 11" West, 100.01 feet continuing on said easterly line of Tract N; Thence North 45° 54' 07" East, 31.33 feet continuing on said easterly line; Thence North 00° 00' 00" East, 201.01 feet continuing on said easterly line to the Northwest corner of said unplatted land; Thence northerly continuing on said easterly line of Tract N being coterminous with the westerly Right-of-Way lines of said Village Main Street and said Mayberry Drive (formerly known as New Log Road) the following 8 courses and distances: 1) North 44° 44' 29" West, 31.25 feet; 2) Thence North 00° 00' 00" East, 70.00 feet; 3) Thence North 45° 15' 31" East, 30.97 feet; 4) Thence North 00° 00' 00" East, 31.13 feet to the beginning of a tangent curve to the right and concave southeasterly; 5) Thence northerly on said curve an arc length of 151.64 feet, said curve having a radius of 435.00 feet, a chord bearing of North 09° 59' 11" East, a chord distance of 150.87 feet and an interior angle of 19° 58' 22" to a point of tangency; 6) Thence North 19° 58' 22" East, 166.93 feet to the beginning of a tangent curve to the left and concave northwesterly; 7) Thence northerly on said curve an arc length of 127.11 feet, said curve having a radius of 365.00 feet, a chord bearing of 09° 59' 45" East, a chord distance of 126.47 feet and an interior angle of 19° 57' 13" to a point of tangency; 8) Thence North 00° 01' 09" East, 173.93 feet; Thence departing said easterly line of Tract N South 89° 28' 59" East, 697.84 feet on the North line of said Tract K and its westerly extension to the POINT OF BEGINNING, containing 821,002 square feet or 18.848 acres.

NO.	REVISION	BY	DATE

R&R ENGINEERS SURVEYORS INC
R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730
WWW.RRENGINEERS.COM

MAYBERRY PUD 2
SITE ADDRESS: MAYBERRY, EL PASO COUNTY
PREPARED FOR: MAYBERRY COMMUNITES, LLC, 22108 CATTLEMAN RUN, CALHAN, CO 80808

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO.	MC24145
ORG. SUBM. DATE	02/24/2025
DWN: JAM	CHKD: LAO
NAME	

SURVEY - PUD 2 BOUNDARY

NO. 2

PATH-P:\MC24145 PUD\SP — TRACT K & ORFETH SQUARE PARKS\SURVEY — LEGAL GROUP\30-CAD DRAWINGS\MC24145-PUD(SRVY).DWG, PLOT DATE: 2/24/2025 8:57:21 AM, BY: JENNY MARKS

MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO

I think the information on this sheet can be combined with sheet 10. It's not a requirement, but it may improve the readability of the plan set.

This sheet and the previous sheet 10 have been kept separated.

General comment:

Tract A needs to be comprised of private roads. They cannot be driveways and they must be named. Coordinate with PPRBD and E911 / addressing regarding appropriate names and suffixes, as well as alley naming requirements. According to E911 and Enumerations, all private drives and alleys are to be considered private roads.

The preferred Street Names for the private roads have been shown on the plans and checked against the 911 database.



LEGEND

RoW	RIGHT-OF-WAY
R=	RADIUS
L=	ARC LENGTH
ChB	CHORD BEARING
ChD	CHORD DISTANCE
Δ	INTERIOR ANGLE (DELTA)
SQ. FT.	SQUARE FEET
	PHASE 1 BOUNDARY (REPLAT OF TRACT K)
	PROPOSED LOT LINE
	EXISTING RIGHT-OF-WAY LINE
	EXISTING PLATTED LOT LINE



NO.	REVISION	BY	DATE

R&R ENGINEERS SURVEYORS INC

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730

WWW.RRENGINEERS.COM

MAYBERRY PUD 2
SITE ADDRESS: MAYBERRY, EL PASO COUNTY
PREPARED FOR: MAYBERRY COMMUNITES, LLC, 22108 CATTLEMAN RUN, CALHAN, CO 80808

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO.	MC24145		
ORG. SUBM. DATE	02/24/2025		
DWN:	JAM	CHKD:	LAO

NAME: SURVEY - TRACT K BOUNDARY DETAIL

NO. 3

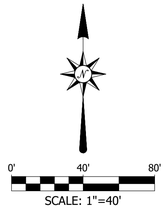
PATH-P:\MC24145_PUDSP - TRACT K & GRIFFITH SQUARE PARK\SURVEY - LEGAL GROUP\3D-CAD DRAWINGS\MC24145-PUD(SERV).DWG, PLOT DATE: 2/24/2025 8:57:29 AM, BY: JENNY MARKS

MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO

I think the information on this sheet can be combined with sheet 11. It's not a requirement, but it may improve the readability of the plan set.

This sheet and the previous sheet 11 have been kept separated.



SCALE: 1"=40'

LEGEND

RoW	RIGHT-OF-WAY
R=	RADIUS
L=	ARC LENGTH
SQ. FT.	SQUARE FEET
	EXTERIOR SUBDIVISION BOUNDARY
	PROPOSED RIGHT-OF-WAY LINE (PHASE 3)
	EXISTING RIGHT-OF-WAY LINE
	EXISTING PLATTED LOT LINE
	EXISTING PARCEL LINE

Adjacent property info added.
Provide adjacent property owner information

R=10.00'
L=26.28'
R=373.00'
L=30.72'
R=427.00'
L=38.98'
62.00'
62.00'
S21°29'20"E 139.02'
N19°58'22"E 126.83'
MAYBERRY DRIVE (EXISTING 62' RoW)
(SOUTHBOUND)
MAYBERRY DRIVE (EXISTING 62' RoW)
(NORTHBOUND)
EXISTING TRACT K, FILING NO. 1
(SEE SHEET 3)
EXISTING TRACT A, FILING NO. 1
EXISTING PLATTED TRACT TO REMAIN UNCHANGED
45,097 SQ. FT. OR 1.035 ACRES
EXISTING ZONE: PUD
R=373.00'
L=130.02'
R=373.00'
L=139.69'
N00°00'00"E 31.69'
S00°00'00"E 37.50'
N44°44'29"W 31.25'
S45°15'31"W 30.97'
N89°28'59"W 142.01'
EXISTING TRACT K, FILING NO. 1
(SEE SHEET 3)
VILLAGE MAIN STREET (EXISTING 70' RoW)
70.00'
VILLAGE MAIN STREET (EXISTING 70' RoW)
S89°28'59"E 142.00'
S89°28'59"E 62.00'
N45°15'31"E 30.97'
S44°44'29"E 31.25'
S89°28'59"E 62.00'
N45°15'31"E 30.97'
S89°28'59"E 448.42'
S44°44'29"E 31.25'
Tract name added.
What Tract #?
PROPOSED TRACT BY LATER PLAT
47,392 SQ. FT. OR 1.089 ACRES
EXISTING ZONE: PUD
MAYBERRY DRIVE (PROPOSED 62' RoW)
(SOUTHBOUND)
N00°00'00"E 216.01'
S00°00'00"E 216.01'
MAYBERRY DRIVE (PROPOSED 62' RoW)
(NORTHBOUND)
N00°01'14"W 201.01'
EXISTING TRACT O, FILING NO. 1
EXISTING PLATTED TRACT TO CURRENTLY REMAIN UNCHANGED. MAY BE LATER REPLATTED BY INCLUSION WITH WEST AND SOUTH AREAS, WITH SLIGHT BEARING CHANGES TO SOUTH AND WEST LINES OF THIS TRACT TO HARMONIZE WITH ADJOINING PROPOSED RoW LINES AND WIDTHS.
119,674 SQ. FT. OR 2.747 ACRES
EXISTING ZONE: PUD
S00°00'00"E 201.01'
60.00'
MARKET PLACE DRIVE (EXISTING 60' RoW)
PROPOSED TRACT BY LATER PLAT
S00°00'00"E 15.00'
N45°54'07"E 31.33'
N00°17'11"W 15.00'
S45°48'42"W 31.27'
N44°44'30"W 31.25'
S45°15'30"W 30.97'
N89°28'59"W 142.00'
ROW shown as 75' and label has been updated.
ROW appears to be 75Ft not 65ft
75.00'
POSITIVE PLACE (PROPOSED 65' RoW)
N44°44'30"W 31.25'
S45°15'31"W 30.97'
N89°28'58"W 448.41'
90.00'
S00°31'01"W 100.00'
POSITIVE PLACE (PROPOSED 90' RoW)
POSITIVE PLACE (EXISTING 100' RoW)
Same comment for this area as for areas along south boundary
The lower boundary of the project/PUD has been revised to align with the future final plat and construction plans.
N00°17'11"W 10.01'
°15'31"E 14.09'
S89°28'59"E 142.00'
N89°29'00"W 186.00'
S44°44'29"E 14.22'
85.99'
N45°15'36"E 14.08'
N89°29'00"W 457.52'
S89°28'59"E 447.61'
S00°31'01"W 10.00'
N89°29'00"W 9.98'
PROPOSED TRACTS BY LATER PLAT
PROPOSED TRACT BY LATER PLAT
What are these? These tracts are not identified anywhere else on this plan set but they are depicted in the page 2 boundary. If they're not a part of this PUD, remove them; otherwise, identify them with a tract alpha label and put them in the tract table
The lower boundary of the project/PUD has been revised to align with the future final plat and construction plans.

NO.	REVISION	BY	DATE

R&R ENGINEERS
SURVEYORS INC

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730

WWW.RRENGINEERS.COM

MAYBERRY PUD 2

SITE ADDRESS: MAYBERRY
EL PASO COUNTY

PREPARED FOR: MAYBERRY COMMUNITIES, LLC
22108 CATTLEMAN RUN
CALHAN, CO 80808

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO.	MC24145
ORG. SUBM. DATE	02/24/2025
DWN: JAM	CHKD: LAO

NAME
SURVEY - PARKS BOUNDARY DETAIL

NO.
4

PATH-P:\MC24145 PUDSP - TRACT K, GRIFFITH SQUARE PARKS\SURVEY - LEGAL GROUP\30-CAD DRAWINGS\MC24145-PUD(SRVY).DWG, PLOT DATE: 2/24/2025 8:57:32 AM, BY: JENNY MARKS

MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO

Advice on the tract naming: all tracts are required to start over at A with each final plat filing, so it might be beneficial to name them according to filings if there is going to be more than one filing (example, Filing 1 Tract A, etc.), or if you intend on having one filing in this area, you can just name them all sequentially from A to H.

Tract naming has been revised and clarified.

Tract naming has been revised and clarified.

Can't have two Tract A's in the same PUD

Ownership and maintenance information has been included.

Identify proposed ownership and maintenance responsibilities

PUD 2 TRACT SUMMARY TABLE

NAME	SIZE (ACRES)	HATCH LEGEND	LAND USE
TRACT A (EXISTING)	1.04		PARK/OPEN SPACE, HARDSCAPING, & PUBLIC IMPROVEMENT/PUBLIC UTILITY/LANDSCAPING/SIDEWALKS
TRACT A	1.89		PRIVATE ROAD & DRAINAGE/PUBLIC IMPROVEMENT/PUBLIC UTILITY/LANDSCAPING/SIDEWALKS
TRACT B	0.62		PARK/OPEN SPACE, HARDSCAPING, SIGNAGE/ENTRY FEATURE, & DRAINAGE/PUBLIC IMPROVEMENT/PUBLIC UTILITY/LANDSCAPING/SIDEWALKS
TRACT C	0.25		PARK/OPEN SPACE & HARDSCAPING, DRAINAGE/PUBLIC IMPROVEMENT/PUBLIC UTILITY/LANDSCAPING/SIDEWALKS
TRACT D	0.19		PARK/OPEN SPACE, HARDSCAPING, & DRAINAGE/PUBLIC IMPROVEMENT/PUBLIC UTILITY/LANDSCAPING/SIDEWALKS
TRACT E	0.03		PARK/OPEN SPACE, HARDSCAPING, & DRAINAGE/PUBLIC IMPROVEMENT/PUBLIC UTILITY/LANDSCAPING/SIDEWALKS
TRACT O	2.75		PARK/OPEN SPACE, HARDSCAPING, & DRAINAGE/PUBLIC IMPROVEMENT/PUBLIC UTILITY/LANDSCAPING/SIDEWALKS
PROPOSED TRACT	1.09		PARK, HARDSCAPING, DRAINAGE/PUBLIC IMPROVEMENT/PUBLIC UTILITY/SIDEWALKS, PICKLEBALL COURTS & SMALL CONCESSION STAND

Rename to a sequential letter if this is going to be included in this PUD

Tract naming has been revised and clarified.

Why is this one not named? If this is included in this PUD it needs to be named - likely Tract G or H.

Tract naming has been revised and clarified.

If clubhouse is to be a tract, include it in the table

Lot 99 containing the Clubhouse & Pool is intended to remain as a lot

Regarding the parks, unless they are owned and maintained by a public entity like the metro district, then they cannot be located in tracts.

Parks are located in tracts and owned and maintained by metro district entities

The majority of the alleys are shorter than 150ft and a turn around is not required. We will post a sign on eastern alley to depict the end of the Fire Dept access. See the updated plans for the proposed language

Fire District to review and endorse access and circulation plan. The dead ends require an approved turn around

Alley ways not to be used for property access

See notes throughout and on following pages. All alleys to be named roads and built to support 2 way traffic width with min of 24ft

We have submitted a Standard Special PUD Zoning District form to discuss the roadway deviations requested for this project. We have also met with Ellicott Fire Department to confirm the preliminary acceptance of the lane with with parking restrictions. NO PARKING signs will be included on the construction plans and the signage graphics have been included on the Phase 2 PUD plans.

The preferred Street Names have been shown on the plans and checked against the 911 database.

name all streets with a private road name (Grove, Heights, Point or View

Why is this labeled as phase 3? This should be part of this phase as identified in the boundary and other road connections

ROW is included within this Phase 2 and now labeled as such.

denote width at these

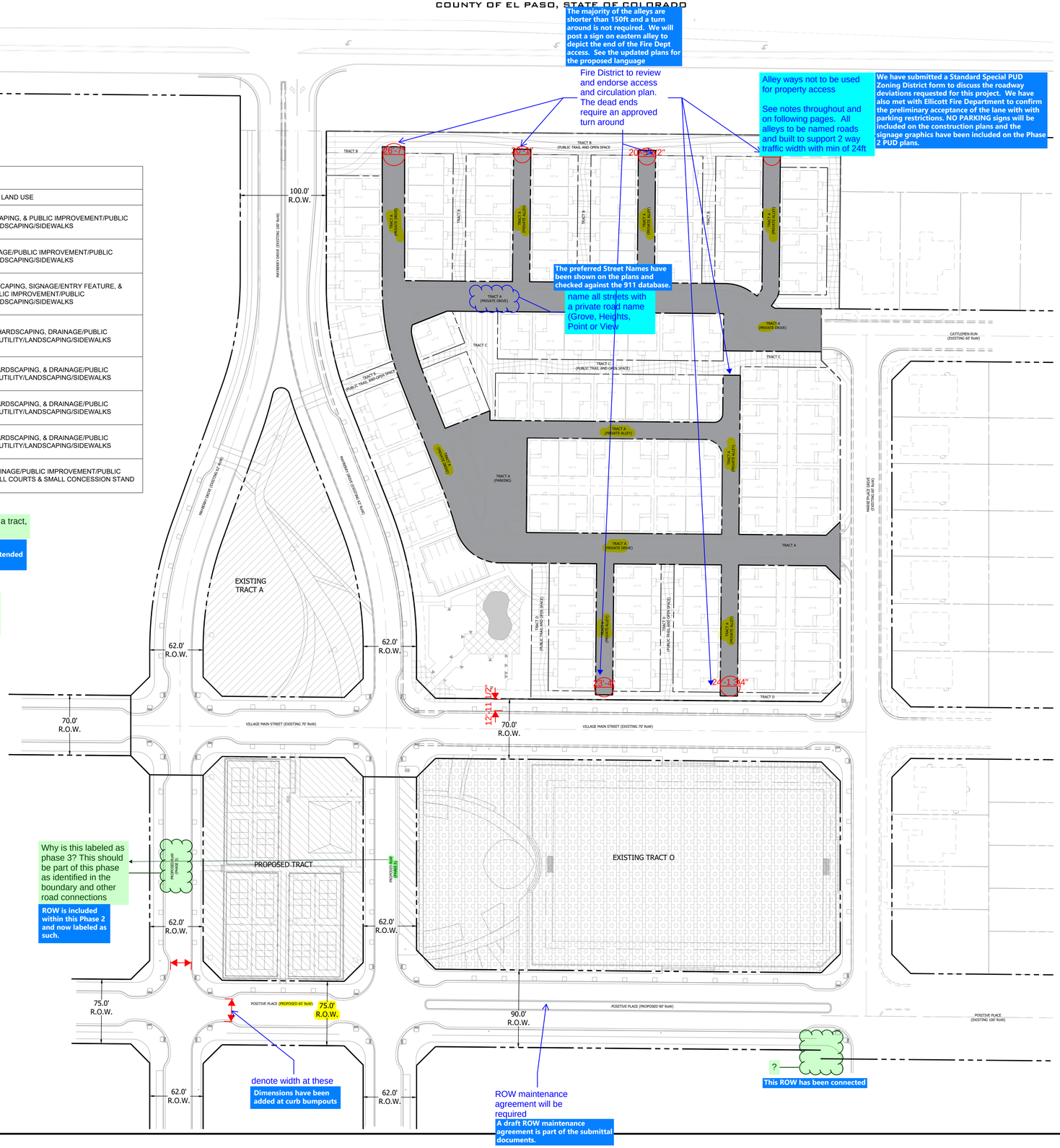
Dimensions have been added at curb bumpouts

ROW maintenance agreement will be required

A draft ROW maintenance agreement is part of the submittal documents.

?

This ROW has been connected



0 60' 120' 180'

SCALE: 1" = 60'

NO.	REVISION	BY	DATE

R&R ENGINEERS SURVEYORS INC

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730

WWW.RRENGINEERS.COM

MAYBERRY PUD 2

SITE ADDRESS: MAYBERRY, EL PASO COUNTY

PREPARED FOR: MAYBERRY COMMUNITES, LLC, 22108 CATTLEMAN RUN, CALHAN, CO 80808

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO.	MC24145
ORG. SUBM. DATE	02/24/2025
DWN: JAM	CHKD: LAO
NAME	TRACT SUMMARY
NO.	5

PLOTTED: 2/24/2025 8:40 AM BY: JENNY MARKS
PATH: P:\MC24145 SUBDIVISION\DRAWINGS\ENGINEERING\PLANNING\SUBDIVISION\MAYBERRY PUD 2\MAYBERRY PUD 2 SHEETS.DWG

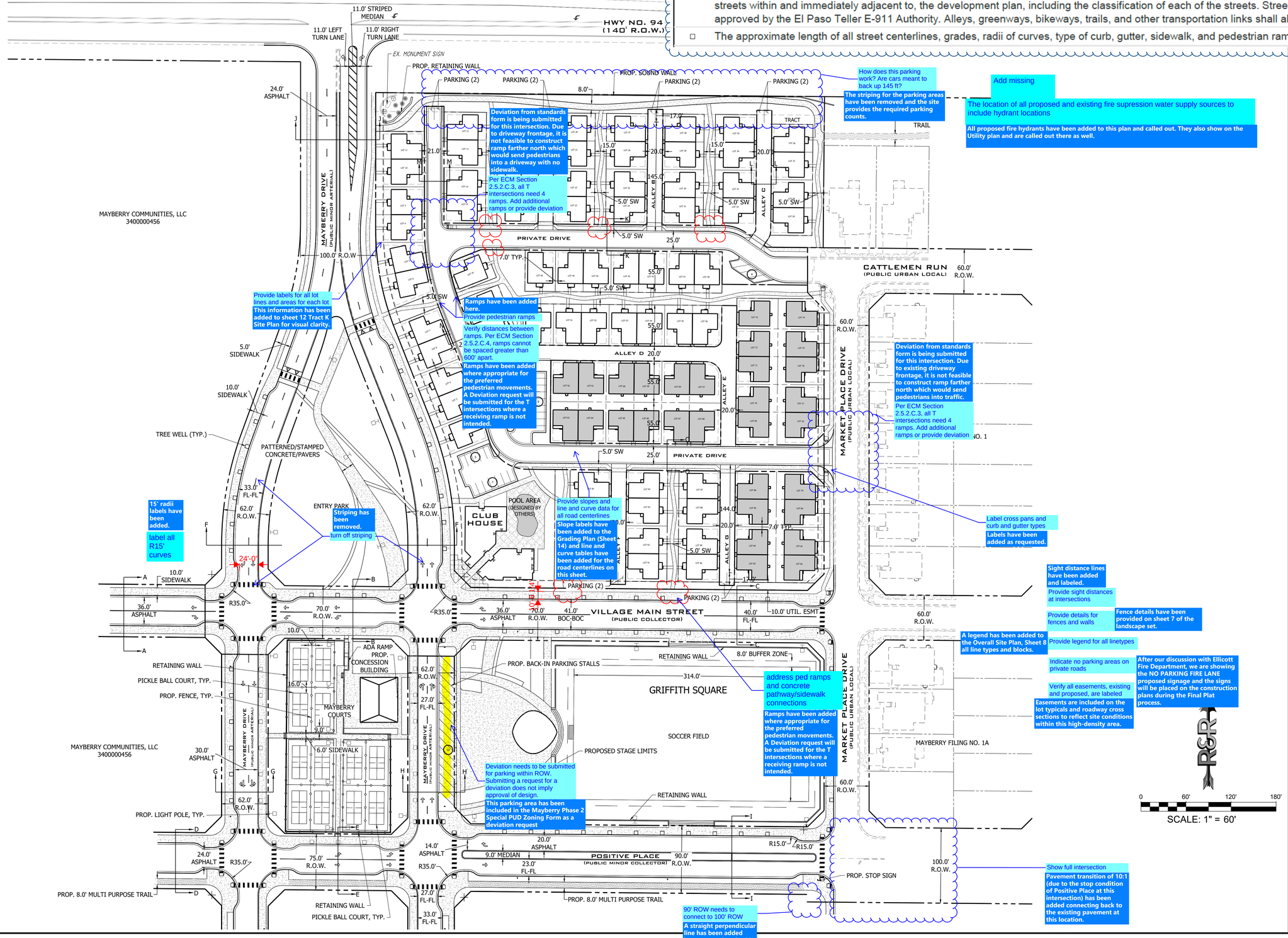
MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO

All missing info as shown in this table has been added to the plans.

add missing info

Streets, Roads, Easements
☐ Right-of-way lines, widths, locations, surfacing, street names, and proposed ownership (public or private) of all existing and proposed streets within and immediately adjacent to, the development plan, including the classification of each of the streets. Street names shall be approved by the El Paso Teller E-911 Authority. Alleys, greenways, bikeways, trails, and other transportation links shall also be depicted.
☐ The approximate length of all street centerlines, grades, radii of curves, type of curb, gutter, sidewalk, and pedestrian ramps.



Add missing

The location of all proposed and existing fire supression water supply sources to include hydrant locations

All proposed fire hydrants have been added to this plan and called out. They also show on the Utility plan and are called out there as well.

NO.	BY	DATE

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730
WWW.RRENGINEERS.COM

MAYBERRY PUD 2
SITE ADDRESS: MAYBERRY, EL PASO COUNTY
PREPARED FOR: MAYBERRY COMMUNITIES, LLC, 22108 CATTLEMAN RUN, CALHAN, CO 80808

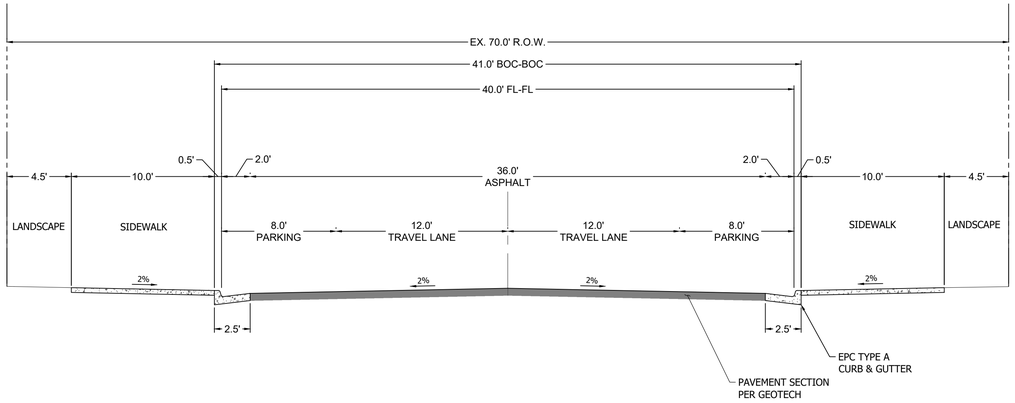
PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO. MC24145
ORG. SUBM. DATE 02/24/2025
DWN: JAM CHKD: LAO
NAME
OVERALL SITE PLAN
NO. 6

PLOTTED: 4/1/2025 9:45:09 AM BY: JENNY MARKS
PATH: P:\MC\2024\MC24145\DWG\SP 10-ATT\MC24145 SP 10-ATT.DWG

MAYBERRY PUD 2

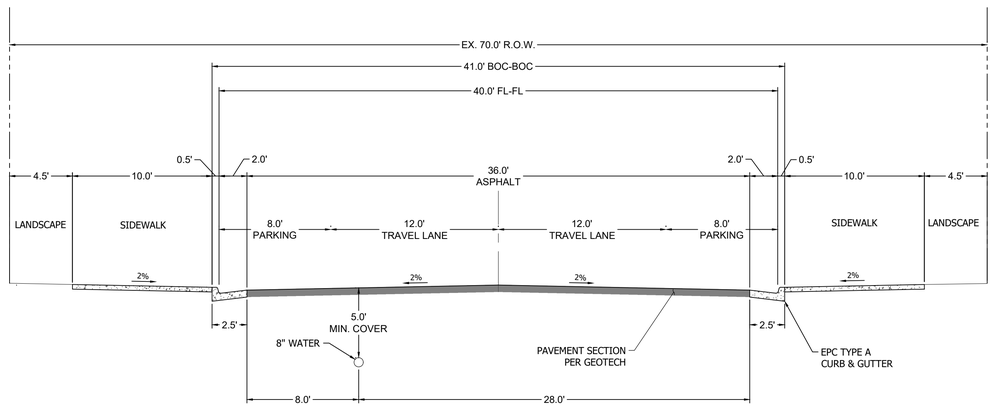
PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO



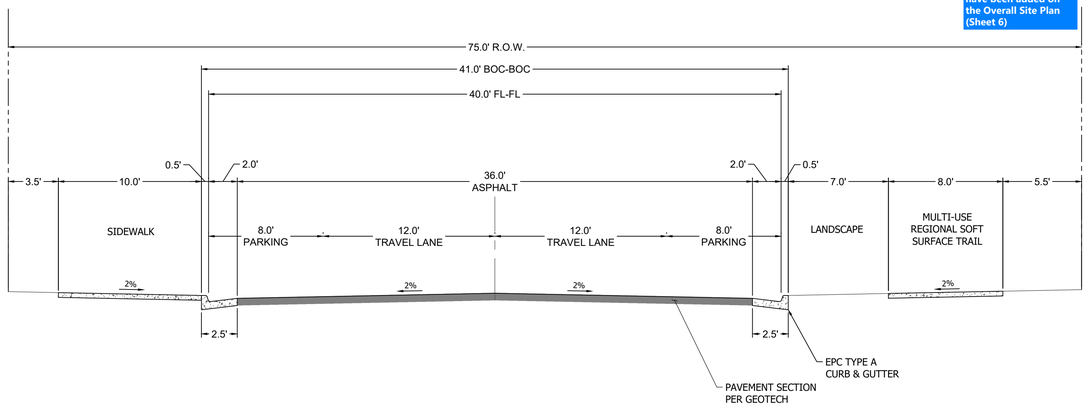
VILLAGE MAIN STREET COMMERCIAL SECTION A-A & B-B
APPROVED WITH PUD 1
DESIGN SPEED: 30 MPH
(NON-RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'

label all these section identifiers on the plan for all for clarity

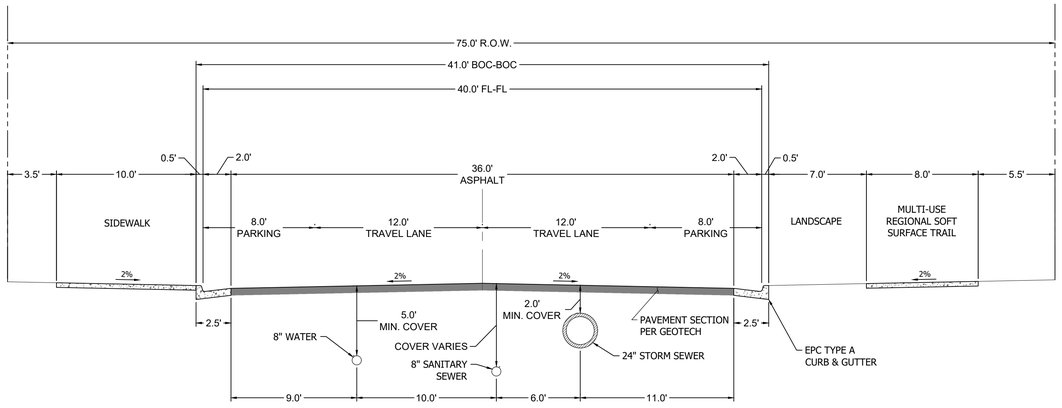
Cross section indicators have been added on the Overall Site Plan (Sheet 6)



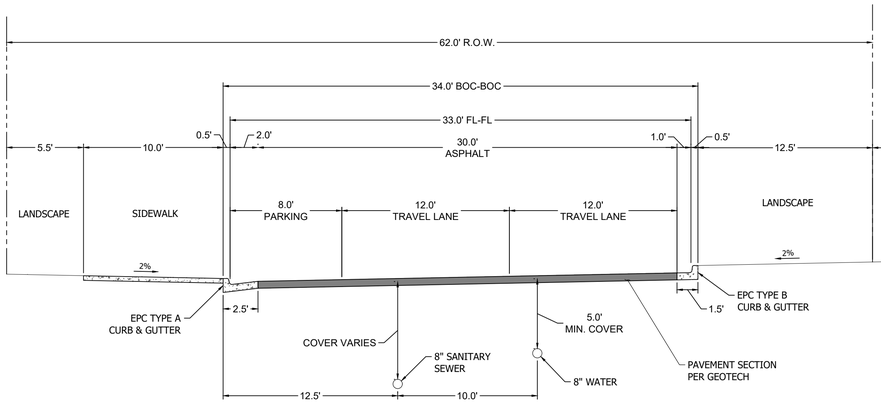
VILLAGE MAIN STREET COMMERCIAL SECTION C-C
APPROVED WITH PUD 1
DESIGN SPEED: 30 MPH
(URBAN RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'



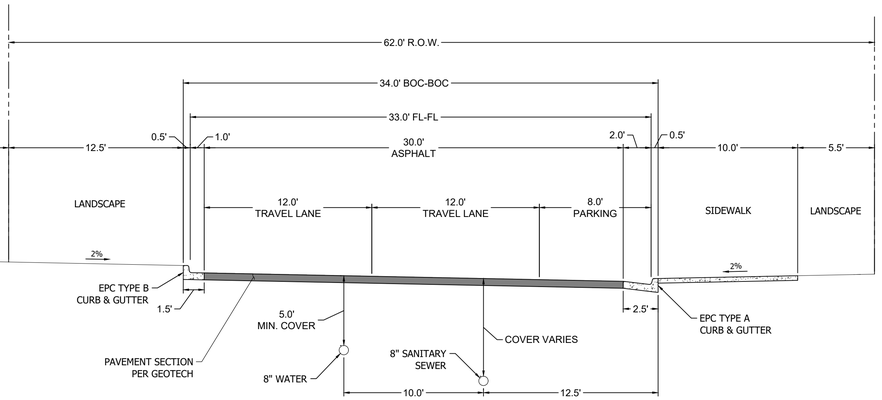
POSITIVE PLACE SECTION D-D
75' R.O.W.
DESIGN SPEED: 30 MPH
(NON-RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'



POSITIVE PLACE SECTION E-E
75' R.O.W.
DESIGN SPEED: 30 MPH
(NON-RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'



PARK TRACT
(WIDTH VARIES)



MAYBERRY DRIVE (FORMELY NEW LOG ROAD)
SECTION F-F AT COUPLET
APPROVED WITH PUD 1
DESIGN SPEED: 30 MPH
(URBAN ARTERIAL)
SCALE: 1" = 5'

NO.	REVISION	BY	DATE

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730
WWW.RRENGINEERS.COM

MAYBERRY PUD 2
SITE ADDRESS: MAYBERRY, EL PASO COUNTY
PREPARED FOR: MAYBERRY COMMUNITES, LLC, 22108 CATTLEMAN RUN, CALHAN, CO 80808

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO.	MC24145
ORG. SUBM. DATE	02/24/2025
DWN: JAM	CHKD: LAO
NAME	

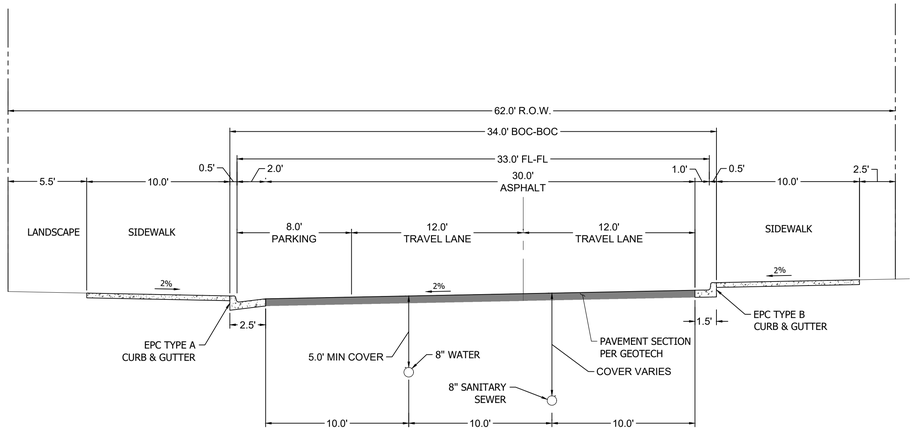
ROAD CROSS SECTIONS I

NO. 7

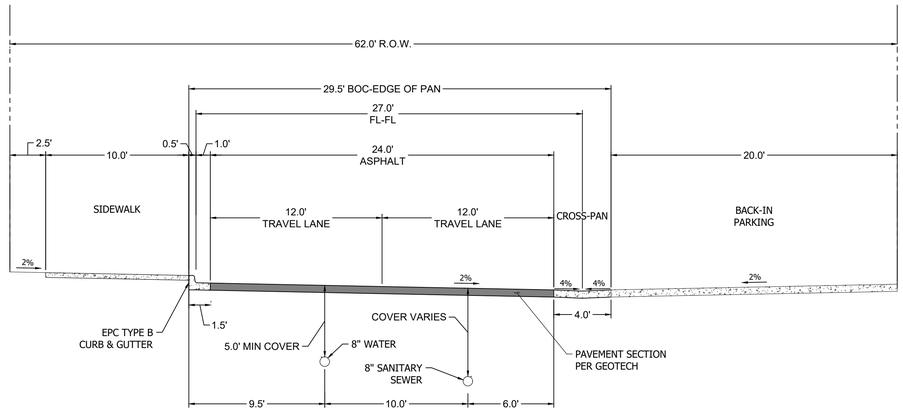
PATH-P:\MC24145_PUDSP – TRACT K & GRIFFITH SQUARE PARKS\ENGINEERING\5_DRAWINGS\PLANS\PUDSP (SITE PLAN)\MC24145 – TYPICAL ROAD SECTIONS & DETAILS.DWG, PLOT DATE:2/24/2025 8:57:50 AM, BY:JENNY MARKS

MAYBERRY PUD 2

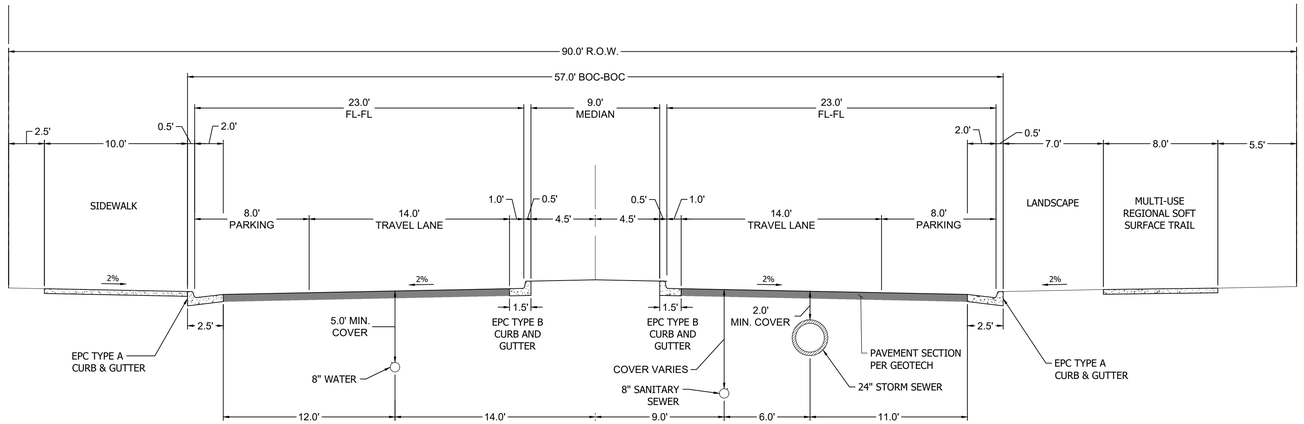
PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO



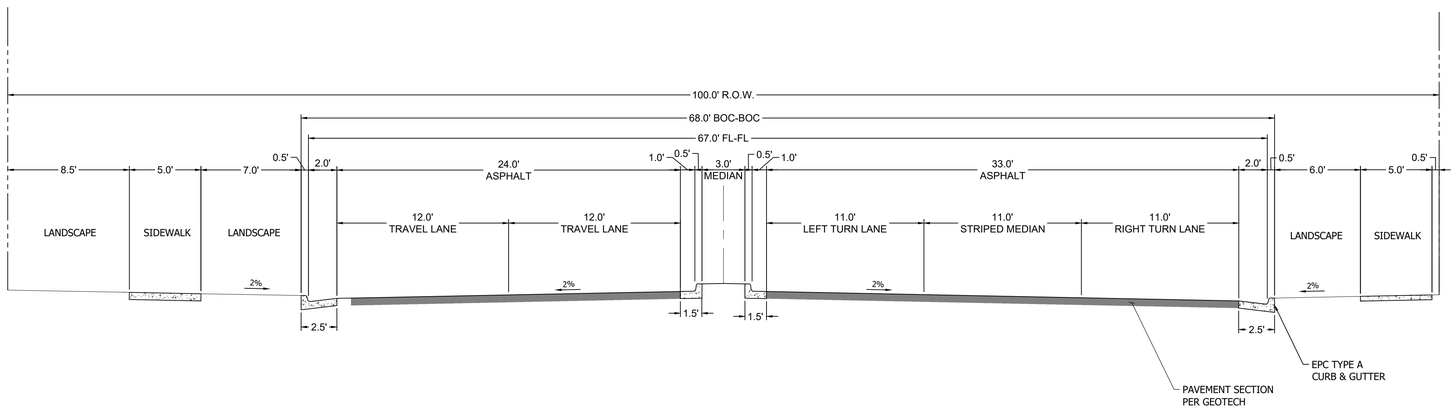
MAYBERRY DRIVE SECTION G-G
62' R.O.W. 6" VERTICAL CURB
DESIGN SPEED: 30 MPH
(URBAN LOCAL; DESIGN ATTRIBUTES TO MEET CURRENT COLLECTOR STANDARDS)
SCALE: 1" = 5'



MAYBERRY DRIVE (FORMELY NEW LOG ROAD) SECTION H-H
DESIGN SPEED: 30 MPH
(URBAN ARTERIAL)
SCALE: 1" = 5'



POSITIVE PLACE (FORMERLY MAYBERRY DRIVE) TYPICAL BOULEVARD SECTION I-I
90' R.O.W. 6" VERTICAL CURB
AMENDED TO PUD 1
DESIGN SPEED: 30 MPH
(URBAN RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'



MAYBERRY DRIVE SECTION J-J
100' R.O.W. 6" VERTICAL CURB
DESIGN SPEED: 30 MPH
(URBAN LOCAL; DESIGN ATTRIBUTES TO MEET CURRENT COLLECTOR STANDARDS)
SCALE: 1" = 5'

NO.	REVISION	BY	DATE

R&R ENGINEERS
ENGINEERS SURVEYORS INC

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730

WWW.RRENGINEERS.COM

MAYBERRY PUD 2

SITE ADDRESS: MAYBERRY
EL PASO COUNTY

PREPARED FOR: MAYBERRY COMMUNITES, LLC
22108 CATTLEMAN RUN
CALHAN, CO 80808

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO.	MC24145
ORG. SUBM. DATE	02/24/2025
DWN: JAM	CHKD: LAO
NAME	

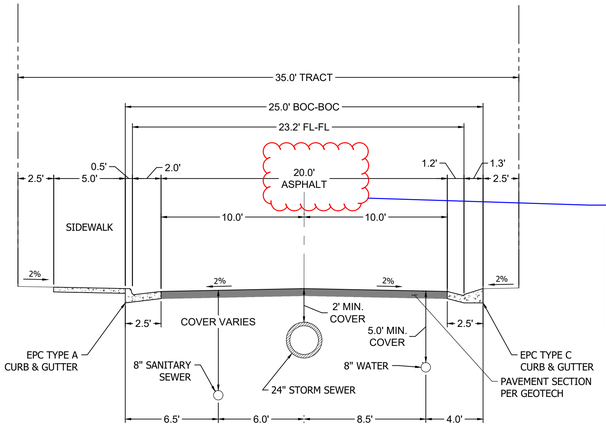
ROAD CROSS SECTIONS II

NO. 8

PATH: P:\MC24145 PUDSP – TRACT K & GRIFFITH SQUARE PARKS\ENGINEERING\5 DRAWINGS\PLANS\PUDSP (SITE PLAN)\MC24145 – TYPICAL ROAD SECTIONS & DETAILS.DWG, PLOT DATE:2/24/2025 8:57:51 AM, BY:JENNY MARKS

MAYBERRY PUD 2

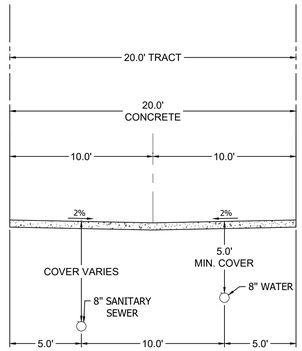
PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO



PRIVATE DRIVE SECTION K-K
35' TRACT 6" VERTICAL CURB AND 6" ROLL OVER CURB
DESIGN SPEED: 20 MPH
SCALE: 1" = 5'

24ft for 2 way traffic per LDC 6.3.3.

We have submitted a Standard Special PUD Zoning District form to discuss the roadway deviations requested for this project. We have also met with Ellicott Fire Department to confirm the preliminary acceptance of the lane with with parking restrictions. NO PARKING signs will be included on the construction plans and the signage graphics have been included on the Phase 2 PUD plans.

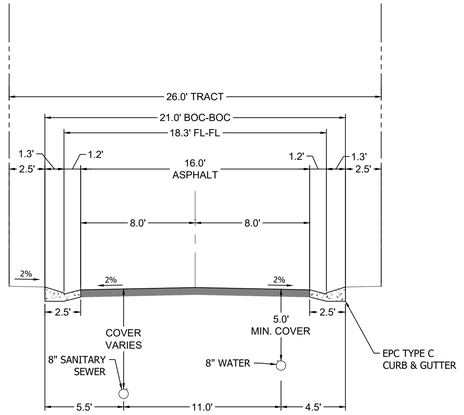


PRIVATE ALLEY SECTION L-L
20' TRACT INVERTED CROWN
DESIGN SPEED: 10 MPH
SCALE: 1" = 5'

Alley way cross sections cannot be used for access roads to homes

Correct all drawings

We have submitted a Standard Special PUD Zoning District form to discuss the roadway deviations requested for this project. It is our intention to promote a mulitmodal neighborhood.



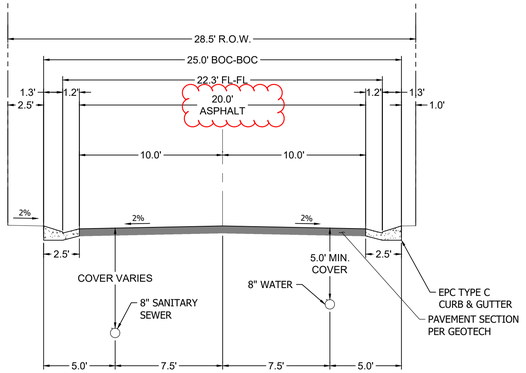
PRIVATE DRIVE SECTION M-M
26' TRACT 6" ROLL OVER CURB
DESIGN SPEED: 20 MPH
SCALE: 1" = 5'

Road cross sections are deficient for two way traffic and general traffic circulation for fire dept and service type vehicles

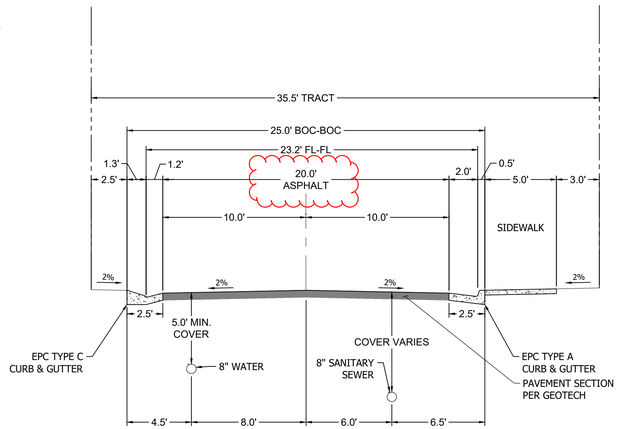
We have submitted a Standard PUD Zoning District form to discuss the roadway deviations requested for this project. We have also met with Ellicott Fire Department. NO PARKING signs will be included on the construction plans and the signage graphics have been included on the Phase 2 PUD plans.

Add all private road names for all cross section to match the PUD drawing The sections K-K, L-L, M-M etc are not labeled

Private road names have been added to the plans and the sections. The Overall Site Plan, Sheet 8, does have cross sections called out that match the sections .



PRIVATE DRIVE SECTION N-N
28.5' TRACT 6" ROLL OVER CURB
DESIGN SPEED: 20 MPH
SCALE: 1" = 5'



PRIVATE DRIVE SECTION O-O
35.5' TRACT 6" VERTICAL CURB AND 6" ROLL OVER CURB
DESIGN SPEED: 20 MPH
SCALE: 1" = 5'

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730
WWW.RRENGINEERS.COM

NO.	REVISION	BY	DATE

MAYBERRY PUD 2
SITE ADDRESS: MAYBERRY, EL PASO COUNTY
PREPARED FOR: MAYBERRY COMMUNITIES, LLC, 22108 CATTLEMAN RUN, CALHAN, CO 80808

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO. MC24145
ORG. SUBM. DATE 02/24/2025
DWN: JAM CHKD: LAO
NAME

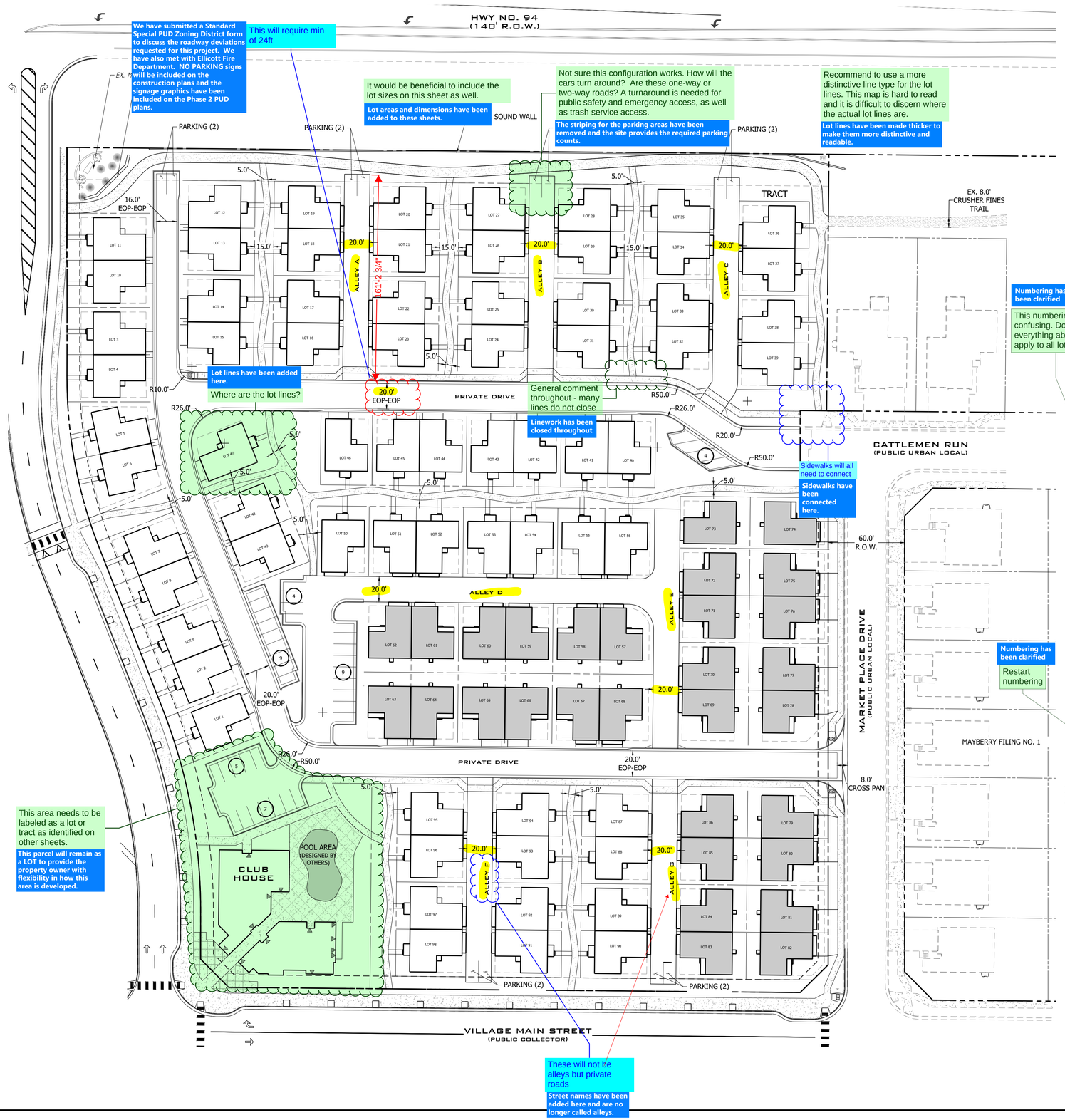
ROAD CROSS SECTIONS III

NO. 9

PATH-P:\MC24145_PUDSP - TRACT K, & GRIFFITH SQUARE PARKS\ENGINEERING\5 DRAWINGS\PLANS\PUDSP (SITE PLAN)\MC24145 - TYPICAL ROAD SECTIONS & DETAILS.DWG, PLOT DATE:2/24/2025 8:57:56 AM, BY:JENNY MARKS

MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO



Typical lot detail has been added on this sheet.
Provide lot typical detail

See comments on page 6

All comments from sheet 6 have been addressed here.

TRACT K LOT COUNT	
	TOTAL
DUPLEX	92
SINGLE FAMILY	6
TOTAL UNITS	98

Numbering has been clarified

This numbering is confusing. Does everything above C1 apply to all lots?

Lot options are detailed on the Lot Options sheet, Sheet 13

FRONT LOADED UNITS

Identify which lots are which option.

Minimum residential lot sizes now match.

Conflicts with first page

DEVELOPMENT STANDARDS AND GUIDELINES

RESIDENTIAL USE STANDARDS:

1. FOR PROPERTY LOCATED IN RESIDENTIAL DESIGNATED TRACT "K" CONTAINS A MINIMUM LOT SIZE F 2,000 SQUARE FEET:
   A. AWNINGS, EAVES AND OTHER SIMILAR ARCHITECTURAL FEATURES MAY PROJECT NOT MORE THAN TWO (2) FEET INTO REQUIRED FRONT, SIDE OR REAR YARD SETBACKS.

C1. DEVELOPMENT REQUIREMENTS FOR LOT OPTION A, SINGLE-FAMILY ATTACHED UNITS WITH REAR GARAGE ACCESS:
1. MAXIMUM LOT COVERAGE: 90 %
2. MAXIMUM BUILDING HEIGHT: 40 FEET.
3. SETBACK MINIMUMS:
   A. FRONT SETBACK: TEN (10) FEET.
   B. INTERNAL SIDE SETBACK: ZERO (0) FEET.
   C. EXTERNAL SIDE SETBACK: THREE (3) FEET.
   D. REAR SETBACK: THREE (3) FEET.
4. NO ACCESSORY BUILDINGS ARE ALLOWED ON SINGLE FAMILY LOTS.

Be consistent. Other lot options state "individual lots." I recommend to change it to just say "no accessory buildings are allowed" for all of them.

Text has been revised to note no accessory buildings allowed for all residential lots.

C2. DEVELOPMENT REQUIREMENTS FOR LOT OPTION B, SINGLE-FAMILY ATTACHED UNITS WITH FRONT GARAGE ACCESS:
1. MAXIMUM LOT COVERAGE: 90%
2. MAXIMUM BUILDING HEIGHT: 40 FEET.
3. SETBACK MINIMUMS:
   A. FRONT SETBACK: THREE (3) FEET.
   B. INTERNAL SIDE SETBACK: ZERO (0) FEET.
   C. EXTERNAL SIDE SETBACK: THREE (3) FEET.
   D. REAR SETBACK: TEN (10) FEET.
4. NO ACCESSORY BUILDINGS ARE ALLOWED ON INDIVIDUAL LOTS.

C3. DEVELOPMENT REQUIREMENTS FOR LOT OPTION C, SINGLE-FAMILY DETACHED UNITS WITH REAR GARAGE ACCESS:
1. MAXIMUM LOT COVERAGE: 90%
2. MAXIMUM BUILDING HEIGHT: 40 FEET.
3. SETBACK MINIMUMS:
   A. FRONT SETBACK: TEN (10) FEET.
   B. SIDE SETBACK: THREE (3) FEET.
   C. REAR SETBACK: TEN (10) FEET.
4. NO ACCESSORY BUILDINGS ARE ALLOWED ON INDIVIDUAL LOTS.

Numbering has been clarified

Restart numbering

C4. DEVELOPMENT REQUIREMENTS FOR LOT OPTION D, SINGLE-FAMILY DETACHED UNITS WITH FRONT GARAGE ACCESS:
5. MAXIMUM LOT COVERAGE: 90%
6. MAXIMUM BUILDING HEIGHT: 40 FEET.
7. SETBACK MINIMUMS:
   A. FRONT SETBACK: THREE (3) FEET.
   B. SIDE SETBACK: THREE (3) FEET.
   C. REAR SETBACK: TEN (10) FEET.
8. NO ACCESSORY BUILDINGS ARE ALLOWED ON INDIVIDUAL LOTS.
9. A PROPOSED PRIVATE DRIVE FOR RESIDENTIAL UNITS LOCATED WITHIN TRACT "K" SHALL PROVIDE VEHICULAR CIRCULATION THROUGHOUT THE AREA AND SHALL BE PRIVATELY OWNED AND MAINTAINED BY A SPECIAL DISTRICT.

Does this apply to all lots or just Option D?

Text has been moved ahead of lot option section to apply to all residential units.

Clubhouse lot is excluded. Provide dimensional standards for clubhouse lot if it's going to be a lot.

The Clubhouse & Pool lot has been included in the dimensional standards as Lot Option E.

0 40' 80' 120'

SCALE: 1" = 40'

NO.	REVISION	BY	DATE

R&R ENGINEERS-SURVEYORS, INC.
ENGINEERS SURVEYORS INC
5619 DTC PARKWAY, SUITE 1310
GREENWOOD VILLAGE, COLORADO 80244
PHONE: 303-753-6730
WWW.RRENGINEERS.COM

MAYBERRY PUD 2

SITE ADDRESS: MAYBERRY, EL PASO COUNTY

PREPARED FOR: MAYBERRY COMMUNITIES, LLC, 22108 CATTLEMAN RUN, CALHAN, CO 80808

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO.	MC24145
ORG. SUBM. DATE	02/24/2025
DWN: JAM	CHKD: LAO

NAME: TRACT K SITE PLAN

NO. 10

PLOTTED: 2/24/2025 @ 8:55 AM, BY: JENNY MARKS

MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO

DEVELOPMENT STANDARDS AND GUIDELINES
RESIDENTIAL USE STANDARDS:

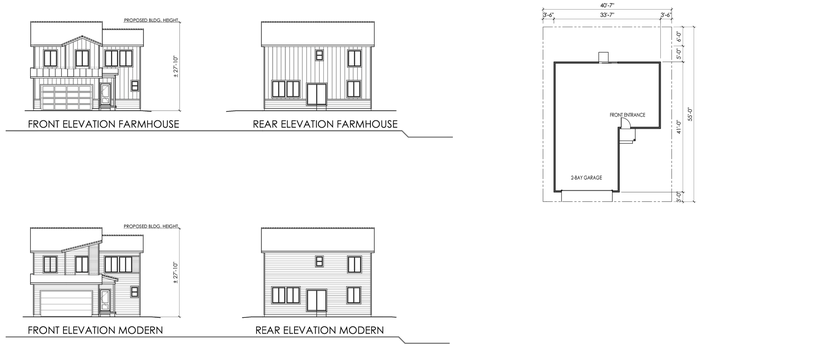
1. PRINCIPAL USE(S) SHALL BE LIMITED TO ONE (1) SINGLE-FAMILY RESIDENCE PER LOT.
2. PERMITTED USES WITHIN THE MAYBERRY PUD 2 INCLUDE: SINGLE FAMILY RESIDENTIAL, MAIL KIOSKS, TRAIL CORRIDORS, DEVELOPMENT SIGNAGE, PEDESTRIAN PATHS, WALKWAYS, & PUBLIC SIDEWALKS, FENCING, UTILITIES, STORM WATER FACILITIES, DRAINAGE IMPROVEMENTS, OPEN SPACE AND LANDSCAPE IMPROVEMENTS, PARKS AND ASSOCIATED PARK RELATED EQUIPMENT, AND PUBLIC AND PRIVATE ROADS.
3. MODEL HOME/ SUBDIVISION SALES OFFICE ARE PERMITTED TEMPORARY USES. TEMPORARY USES ARE SUBJECT TO THE REQUIREMENTS OF THE EL PASO COUNTY LAND DEVELOPMENT CODE SECTION 5.3.1, AS AMENDED.
4. RESIDENTIAL HOME OCCUPATIONS ARE PERMITTED PURSUANT TO APPLICANT COMPLIANCE WITH THE EL PASO COUNTY LAND DEVELOPMENT CODE, AS AMENDED. COMPLIANCE WITH VISITOR/GUEST PARKING REQUIREMENTS NECESSARY TO OBTAIN A HOME OCCUPATION PERMIT SHALL BE THE SOLE RESPONSIBILITY OF THE HOME OWNER/APPLICANT. HOME OCCUPATIONS MAY BE LIMITED OR OTHERWISE RESTRICTED BASED ON APPLICANT'S ABILITY TO MEET ALL REQUIRED STANDARDS AND COMPLIANCE WITH ANY APPLICABLE STATE OF COLORADO REQUIREMENTS.
5. REFUSE AND GARBAGE DISPOSAL SERVICES TO BE PROVIDED BY PRIVATE GARBAGE SERVICE COMPANIES. SOLE RESPONSIBILITY FOR GARBAGE COLLECTION SERVICES SHALL REST INDIVIDUALLY AND SOLELY WITH THE INDIVIDUAL LOT OWNER.
6. PRIOR TO BUILDING PERMIT APPROVAL, A FINAL SUBDIVISION PLAT SHALL BE SUBMITTED FOR REVIEW BY THE EL PASO COUNTY PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT AND APPROVAL BY THE BOARD OF COUNTY COMMISSIONERS, AND THE PLAT MUST BE RECORDED.
7. NOTWITHSTANDING ANYTHING DEPICTED IN THIS PLAN IN WORDS OR GRAPHIC REPRESENTATION, ALL DESIGN AND CONSTRUCTION RELATED TO ROADS, STORM DRAINAGE AND EROSION CONTROL SHALL CONFORM TO THE STANDARDS AND REQUIREMENTS OF THE MOST RECENT VERSION OF THE RELEVANT ADOPTED EL PASO COUNTY STANDARDS, INCLUDING THE LAND DEVELOPMENT CODE (LDC), THE ENGINEERING CRITERIA MANUAL, THE DRAINAGE CRITERIA MANUAL (DCM), AND DCM VOLUME 2. ANY DEVIATIONS FROM THESE STANDARDS MUST BE SPECIFICALLY REQUESTED AND APPROVED IN WRITING TO BE ACCEPTABLE. THE APPROVAL OF THIS PUD PLAN DOES NOT IMPLICITLY ALLOW ANY DEVIATIONS OR WAIVERS THAT HAVE NOT BEEN OTHERWISE APPROVED THROUGH THE DEVIATION APPROVAL PROCESS.
8. DEVELOPMENT OF THE PROPERTY WILL BE IN ACCORDANCE WITH THE MOST RECENT VERSION OF THE EL PASO COUNTY LAND DEVELOPMENT CODE FOR PUD ZONING, AND THE CRITERIA ESTABLISHED BY THIS PUD DEVELOPMENT PLAN.
9. LANDSCAPE IMPROVEMENTS AND MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE METROPOLITAN DISTRICT.
10. DEVELOPMENT OF THE PROPERTY WILL BE IN ACCORDANCE WITH THE MOST RECENT VERSION OF THE EL PASO COUNTY LAND DEVELOPMENT CODE FOR PUD ZONING, AND THE CRITERIA ESTABLISHED BY THIS PUD DEVELOPMENT PLAN.
11. ALL BUILDINGS WILL BE CONSTRUCTED AS, CRAWL SPACES, LOTS ARE NOT PERMITTED TO HAVE BASEMENTS.

Metro district gives the district rights to provide solid waste service. Is it no longer the desire of the district to provide this service?

Ellicott Utility Company provides trash service for all residents within Mayberry as part of their monthly utility bill. Language has been revised to clarify.

If the water finding is made with this application, the plats can be administrative

Language has been revised to reflect administrative approval.



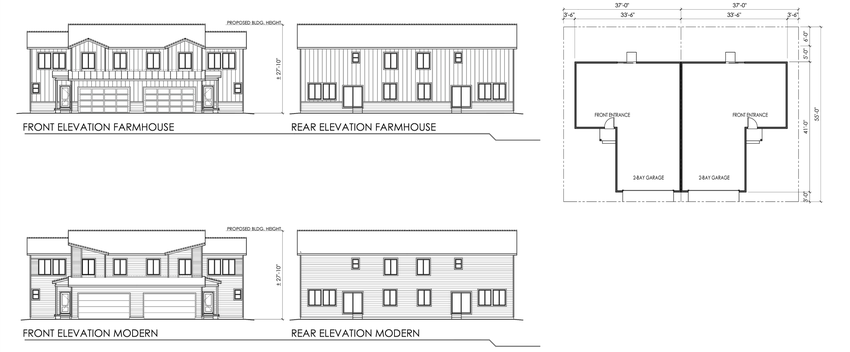
02.07.2025

FRONT-LOADED SINGLE

MAYBERRY DUPLEXES | MAYBERRY COLORADO SPRINGS
COLORADO SPRINGS, COLORADO

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

IFAB-2401



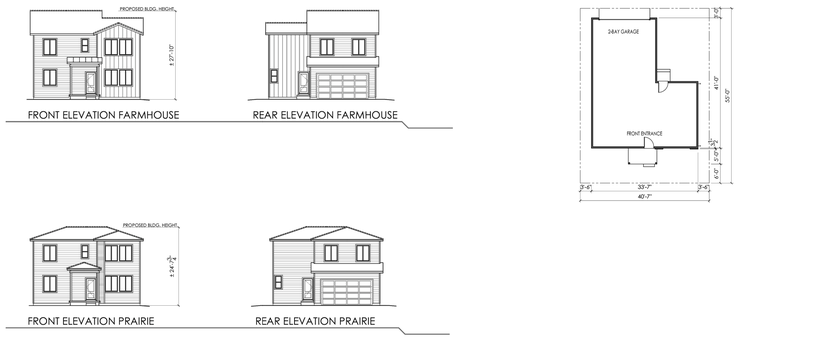
02.07.2025

FRONT-LOADED DUPLEX

MAYBERRY DUPLEXES | MAYBERRY COLORADO SPRINGS
COLORADO SPRINGS, COLORADO

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

IFAB-2401



02.07.2025

REAR-LOADED SINGLE

MAYBERRY DUPLEXES | MAYBERRY COLORADO SPRINGS
COLORADO SPRINGS, COLORADO

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

IFAB-2401



02.07.2025

REAR-LOADED DUPLEX

MAYBERRY DUPLEXES | MAYBERRY COLORADO SPRINGS
COLORADO SPRINGS, COLORADO

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

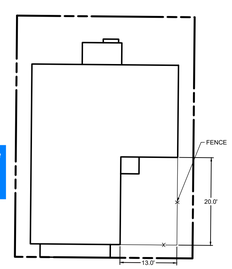
IFAB-2401

Lot typicals need to show setbacks and easements for drainage and utilities.

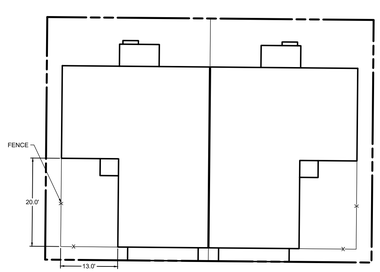
Fence typicals now show easements and setbacks.

Identify which option each of these applies to.

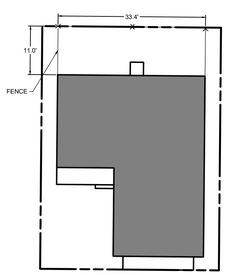
Lot option labels have been added to each fence typical and elevation.



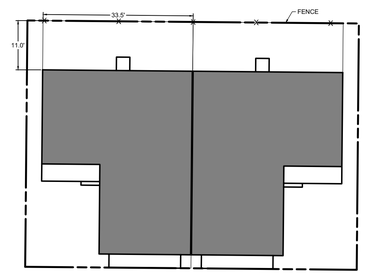
REAR LOADED SINGLE FAMILY FENCE LAYOUT
SCALE: NTS



REAR LOADED DUPLEX FENCE LAYOUT
SCALE: NTS



FRONT LOADED SINGLE-FAMILY FENCE LAYOUT
SCALE: NTS



FRONT LOADED DUPLEX FENCE LAYOUT
SCALE: NTS

NO.	REVISION	BY	DATE

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730
WWW.RRENGINEERS.COM

MAYBERRY PUD 2
SITE ADDRESS: MAYBERRY, EL PASO COUNTY
PREPARED FOR: MAYBERRY COMMUNITIES, LLC, 22108 CATTLEMAN RUN, CALHAN, CO 80808

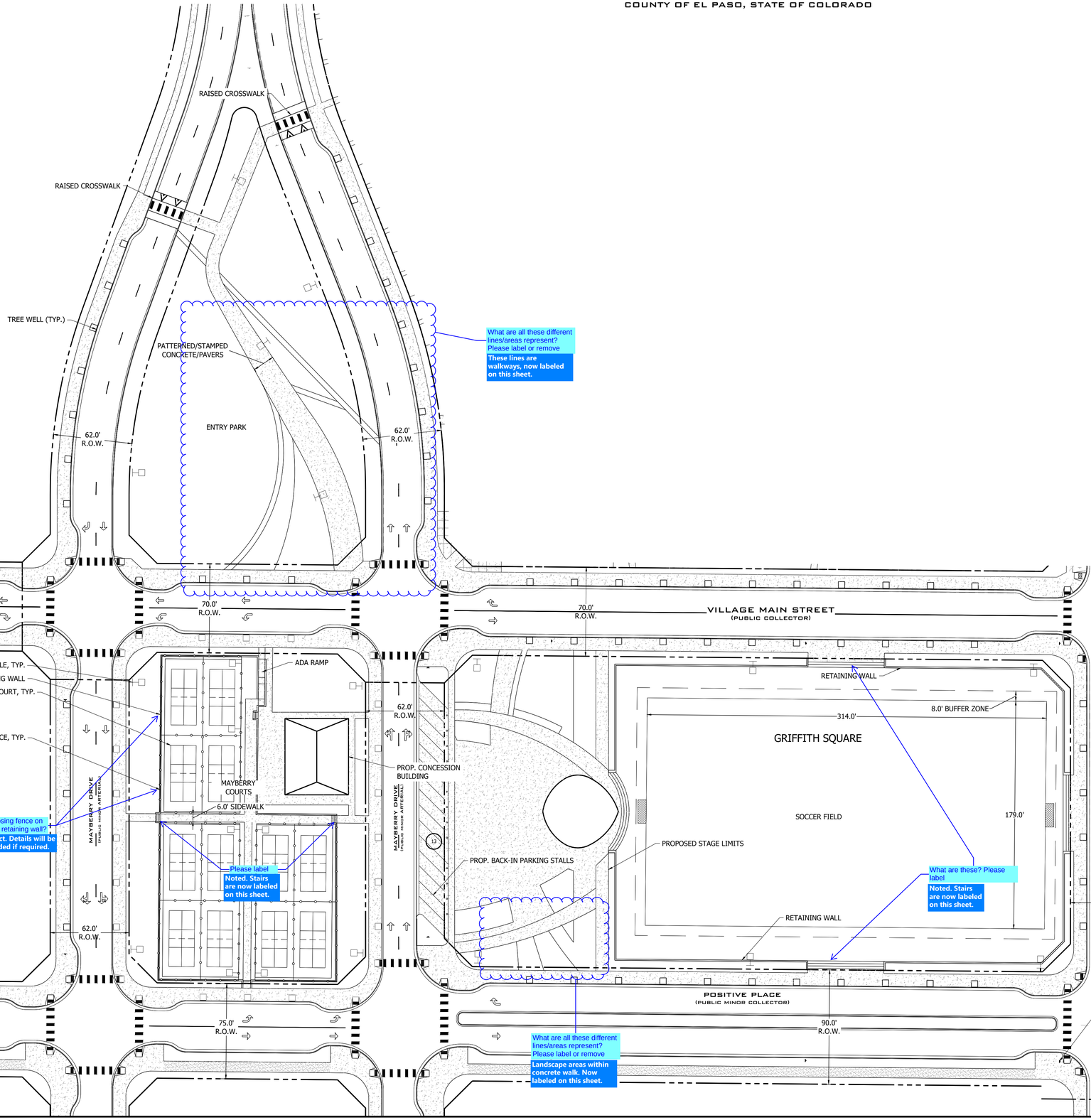
PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO.	MC24145
ORG. SUBM. DATE	02/24/2025
DWN: JAM	CHKD: LAO
NAME	LOT DETAILS
NO.	11

PATH-P:\MC24145 PUDSP – TRACT K & GRIFFITH SQUARE PARKS\ENGINEERING\5 DRAWINGS\PLANS\PUDSP (SITE PLAN)\MC24145 – TYPICAL ROAD SECTIONS & DETAILS.DWG, PLOT DATE: 2/24/2025 8:58:08 AM, BY: JENNY MARKS

MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO



What are all these different lines/areas represent? Please label or remove

These lines are walkways, now labeled on this sheet.

Proposing fence on top of retaining wall?

Correct. Details will be provided if required.

Please label

Noted. Stairs are now labeled on this sheet.

What are these? Please label

Noted. Stairs are now labeled on this sheet.

What are all these different lines/areas represent? Please label or remove

Landscape areas within concrete walk. Now labeled on this sheet.

Standards structure has been amended and renamed appropriately.

The park spaces are not residential uses

Wording has been amended

Site Development Plan

DEVELOPMENT STANDARDS AND GUIDELINES

RESIDENTIAL USE STANDARDS:

1. THE MAYBERRY COMMUNITY SEEKS TO DEVELOP A COHESIVE, SUSTAINABLE, AND VIBRANT ENVIRONMENT THAT ALIGNS WITH BOTH COUNTY REGULATIONS AND COMMUNITY OBJECTIVES
   A. PROMOTE ACCESSIBLE, WELL-DESIGNED, AND CONNECTED RECREATION SPACES AND TRAILS.
   B. ENCOURAGE A MIX OF ACTIVE AND PASSIVE RECREATIONAL AREAS
2. EACH PARK SPACE WILL BE DESIGNED THROUGH THE COUNTY SITE DEVELOPMENT PROCESS AND THE OVERALL PRIMARY TRACTS WILL IN CONSIST OF:
   A. TRACT A, A DESIGNATED WELCOMING AND GRAND COMMUNITY LANDSCAPE FEATURE.
   B. TRACT O, WILL PROVIDE THE MAIN COMMUNITY GATHERING, EVENT AND MULTI-USE SPACE
   C. PICKLE BALL TRACT WILL BE ANCHORED BY PICKLEBALL AND SMALL POP UP RETAIL SPACES.

This should provide a similar level of detail to the residential section with regard to the allowable uses. You should identify here what uses are appropriate in these areas and be specific.

Parks uses have been included and expanded upon.

Define this

Additional detail has been provided to describe this feature.

Please label the tracts the same way they are labeled elsewhere in this plan set.

Tract naming has been revised to be consistent.

0 40' 80' 120'

SCALE: 1" = 40'

NO.	REVISION	BY	DATE

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730
WWW.RRENGINEERS.COM

MAYBERRY PUD 2

SITE ADDRESS: MAYBERRY, EL PASO COUNTY

PREPARED FOR: MAYBERRY COMMUNITIES, LLC, 22108 CATTLEMAN RUN, CALHAN, CO 80808

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO.	MC24145
ORG. SUBM. DATE	02/24/2025
DWN: JAM	CHKD: LAO

NAME

PARKS SITE PLAN

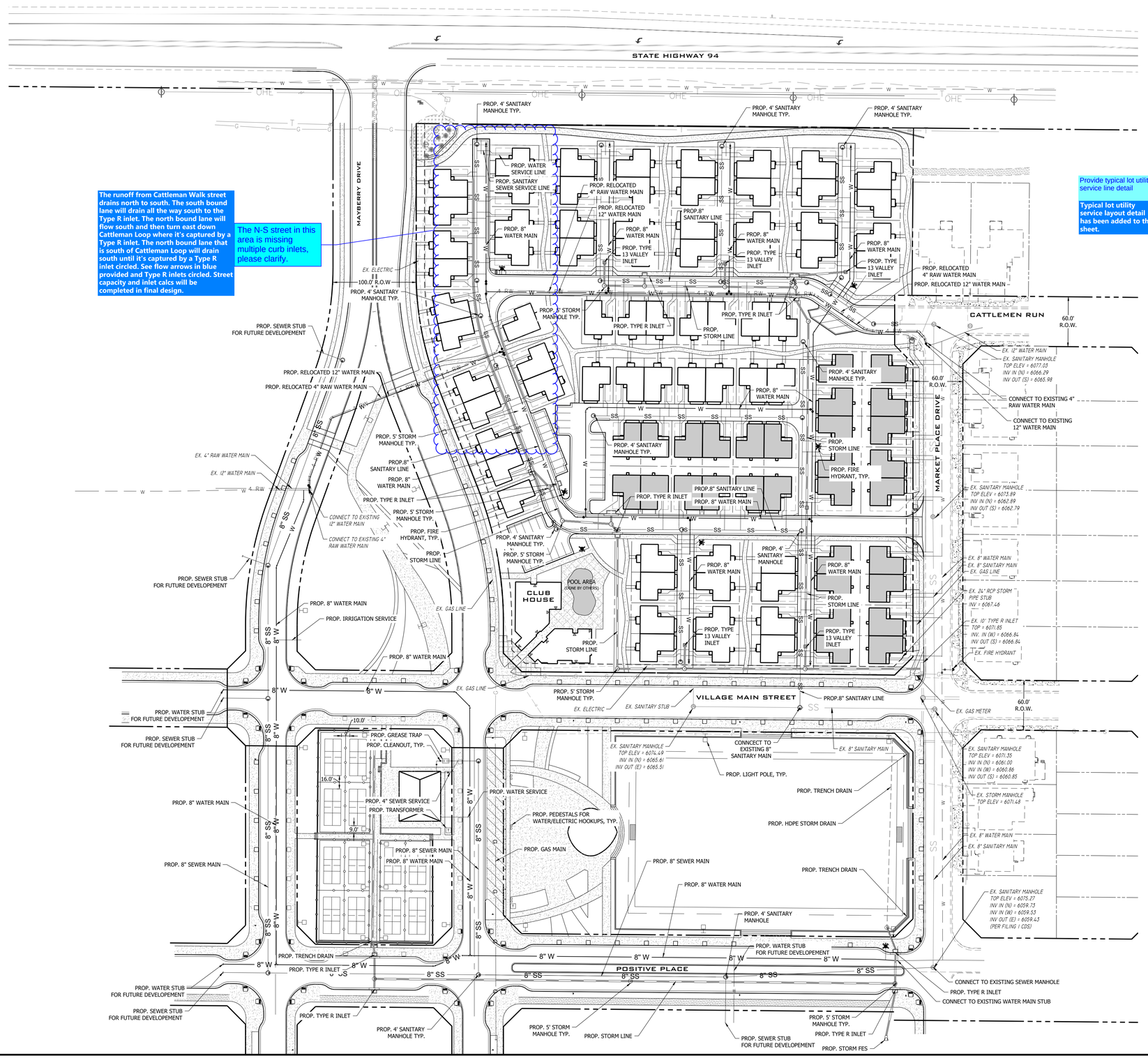
NO.

12

PATH: P:\MC24145 PUDSP - TRACT K & GRIFFITH SQUARE PARKS\ENGINEERING\5 DRAWINGS\PLANS\PUDSP (SITE PLAN)\MC24145 - INDIVIDUAL SITE PLANS (TRACT K & PARKS) - DWG, PLOT DATE:2/24/2025 8:58:14 AM, BY: JENNY MARKS

MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO



0 60' 120' 180'
SCALE: 1" = 60'

NO.	REVISION	BY	DATE

R&R ENGINEERS SURVEYORS INC
R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730
WWW.RRENGINEERS.COM

MAYBERRY PUD 2
SITE ADDRESS: MAYBERRY, EL PASO COUNTY
PREPARED FOR: MAYBERRY COMMUNITES, LLC, 22108 CATTLEMAN RUN, CALHAN, CO 80808

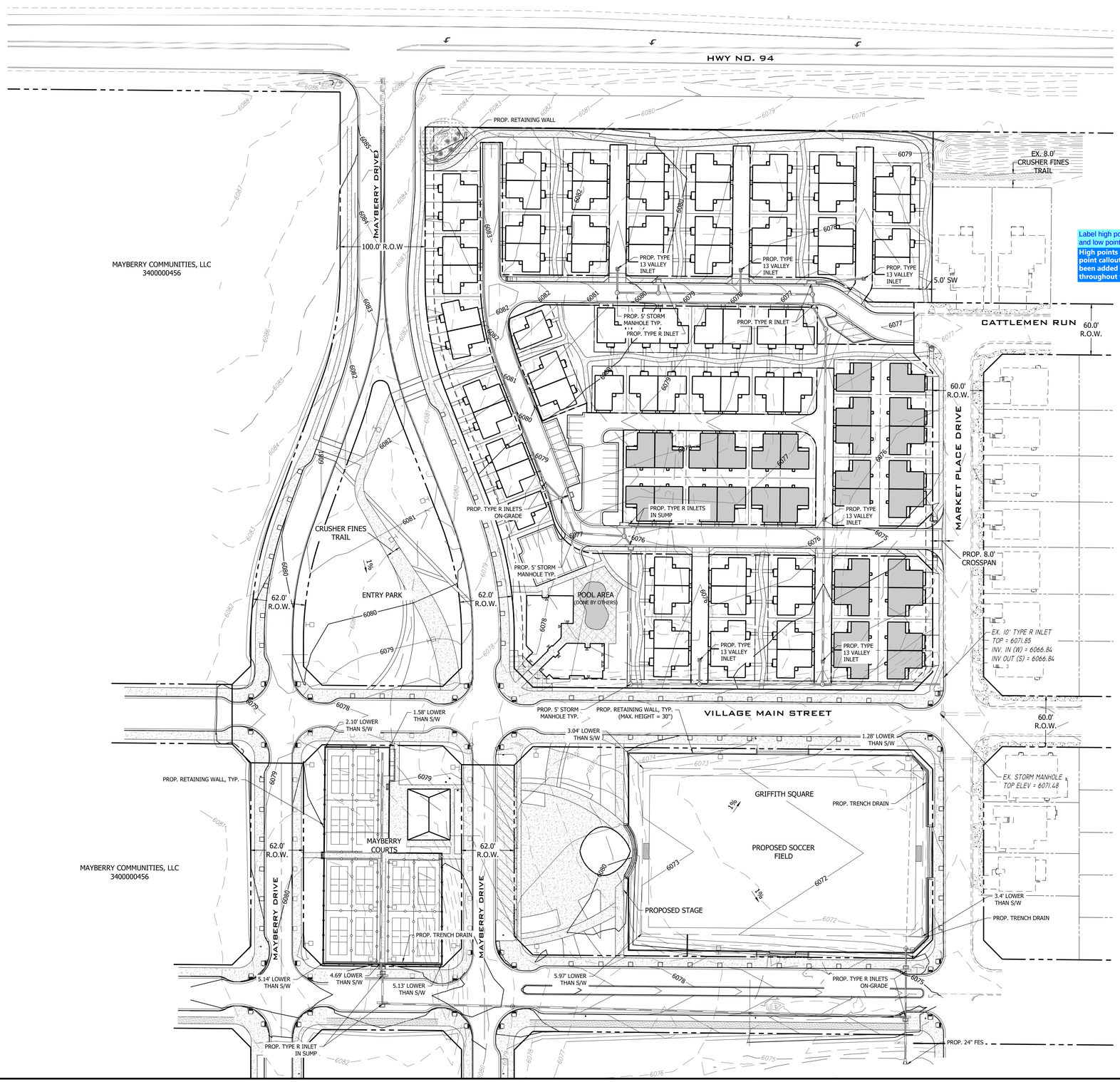
PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO. MC24145
ORG. SUBM. DATE 02/24/2025
DWN: JAM CHKD: LAO
NAME
OVERALL UTILITY PLAN
NO. 13

PLOTTED: 4/1/61 (MAYBERRY) DWG: C:\USERS\JMCCORMICK.RRENGINEERS\DESKTOP\MAYBERRY\ENGINEERING\PLANNING\SUBMITTAL\MAYBERRY PUD 2 - OVERALL UTILITY PLAN.DWG

MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO



Label high points (HP) and low points (LP)
High points and low point callouts have been added throughout this sheet.

0 60' 120' 180'
SCALE: 1" = 60'

NO.	REVISION	BY	DATE

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730
WWW.RRENGINEERS.COM

MAYBERRY PUD 2
SITE ADDRESS: MAYBERRY, EL PASO COUNTY
PREPARED FOR: MAYBERRY COMMUNITIES, LLC, 22108 CATTLEMAN RUN, CALHAN, CO 80808

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

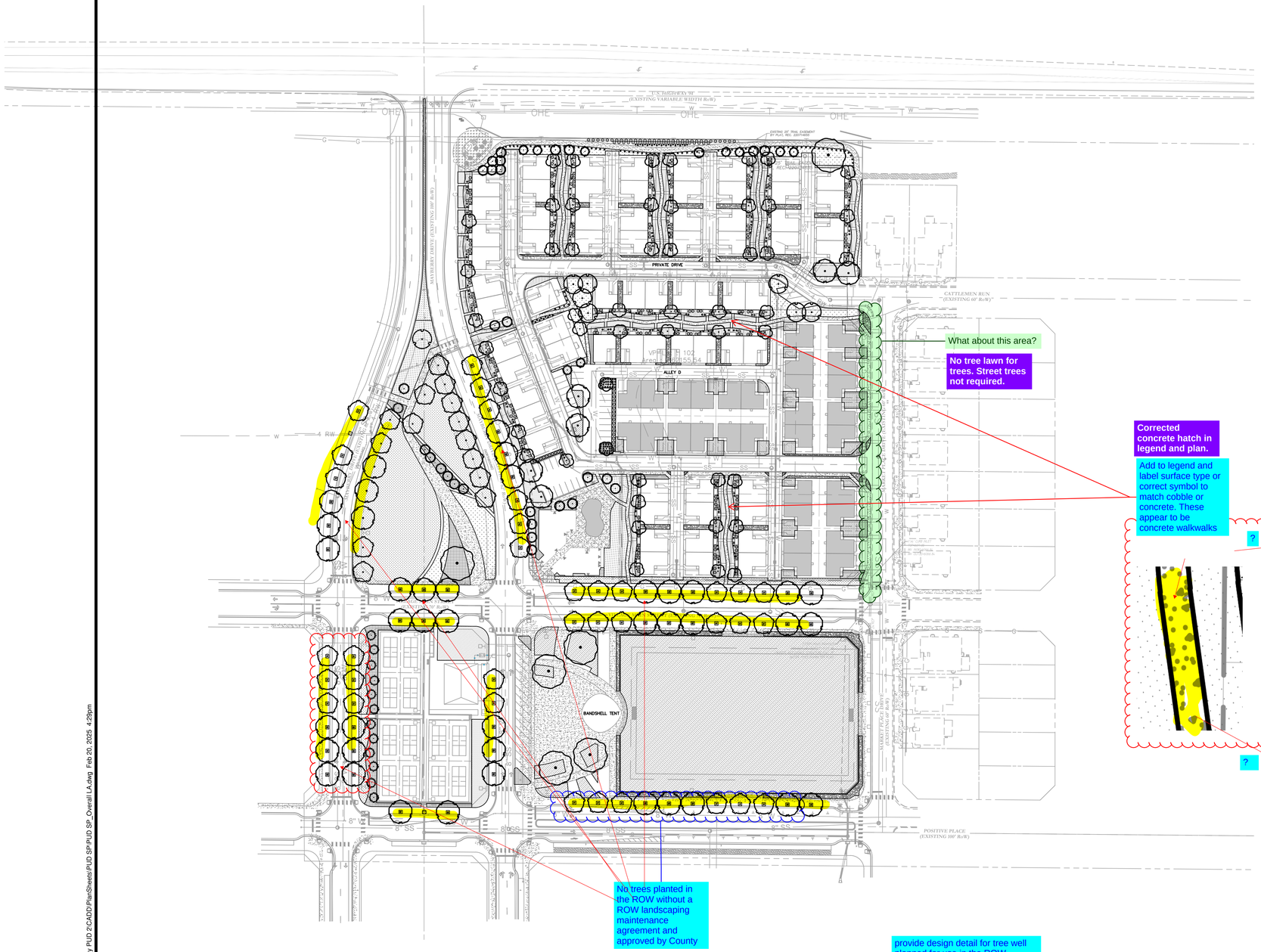
JOB NO. MC24145
ORG. SUBM. DATE 02/24/2025
DWN: JAM CHKD: LAO
NAME
OVERALL GRADING PLAN

NO.
14

PLOTTED: 2/24/2025 8:49:29 AM, BY: JENNY MARKS

MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY, COLORADO SPRINGS, FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., COUNTY EL PASO, STATE OF COLORADO

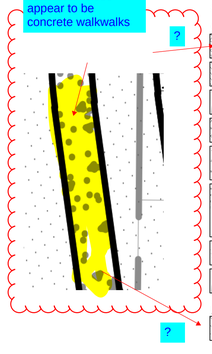


PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	SIZE / CAL	WIDTH	HEIGHT
DECIDUOUS TREES							
	AA	49	ACER X FREEMANII 'JEFFERSRED' AUTUMN BLAZE® FREEMAN MAPLE	B & B	2" CAL MIN	30`-40`	40`-60`
	AB	8	ACER SACCHARUM 'BAILSTA' FALL FIESTA® SUGAR MAPLE	B & B	2" CAL MIN	30`-40`	60`+
	AC	51	ACER SACCHARUM 'CADDO' CADDO SUGAR MAPLE	B & B	2" CAL MIN	15`-25`	20`-30`
	QM	6	QUERCUS MACROCARPA BURR OAK	B & B	2" CAL MIN	50`-80`	50`-80`
	QS	47	QUERCUS SHUMARDII SHUMARD OAK	B & B	2" CAL MIN	40`-60`	40`-60`
EVERGREEN TREES							
	JE	21	JUNIPERUS VIRGINIANA EASTERN REDCEDAR	B & B	6` HT.	10`-20`	35`-50`
ORNAMENTAL TREES							
	MS	30	MALUS X 'SPRING SNOW' SPRING SNOW CRABAPPLE	B & B	1.5" CAL MIN	15`-20`	20`-30`

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	SIZE/WTR USE	SPACING	WIDTH	HEIGHT
SHRUBS							
	-S	404	PROPOSED SHRUB SHRUBS REFER TO PLANT LIST FOR APPROVED PLANTS AND SIZING	5 GAL			
GRASSES							
	PG	369	PROPOSED GRASS/PERENNIAL ORNAMENTAL GRASSES OR PERENNIALS	3 GAL			

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	TYPE	INSTALL RATE	WEED FABRIC	MFR.
GROUND COVERS							
	COBBLE	13,194 SF	BLUE GREY RIVER ROCK 2-4`` RIVER ROCK	ROCK MULCH	6" DEPTH	YES	C&C SAND
	GC	10,923 SF	GROUNDCOVER LOW GROUNDCOVER	PLANTINGS			
	ROCK 1	19,068 SF	1-1/2" SADDLEBACK SWIRL ROCK	ROCK MULCH	4"	YES	C&C SAND
	ROCK 2	13,694 SF	3/4" BLACK GRANITE	ROCK MULCH	4"	YES	C&C SAND
	SEED	17,079 SF	EPC ALL PURPOSE MIX INSTALL PER TABLE 5-1. SUBMIT SUPPLIER CUT-SHEET FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.	SEED	PER CHART		
	SEED2	50,930 SF	EPC LOW GROW MIX TILL SOIL TO A MIN. DEPTH OF 8" PRIOR TO INSTALLATION. INSTALL PER TABLE 5-2. SUBMIT SUPPLIER CUT-SHEET FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.	SEED	42 LBS / ACRE		
	SOD	29,993 SF	KENTUCKY BLUEGRASS SOD SOD	SOD			
	SODH	87,075 SF	SOD HYDROSEEDING KENTUCKY BLUE GRASS	HYDRO-SEED			
HARDSCAPE							
	CONC	1,607 SF	STAMPED CONCRETE STANDARD GREY	CONCRETE			



NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

Kimley»Horn

© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
2 NORTH NEVADA AVENUE, SUITE 900
COLORADO SPRINGS, COLORADO 80903 (719) 453-0180

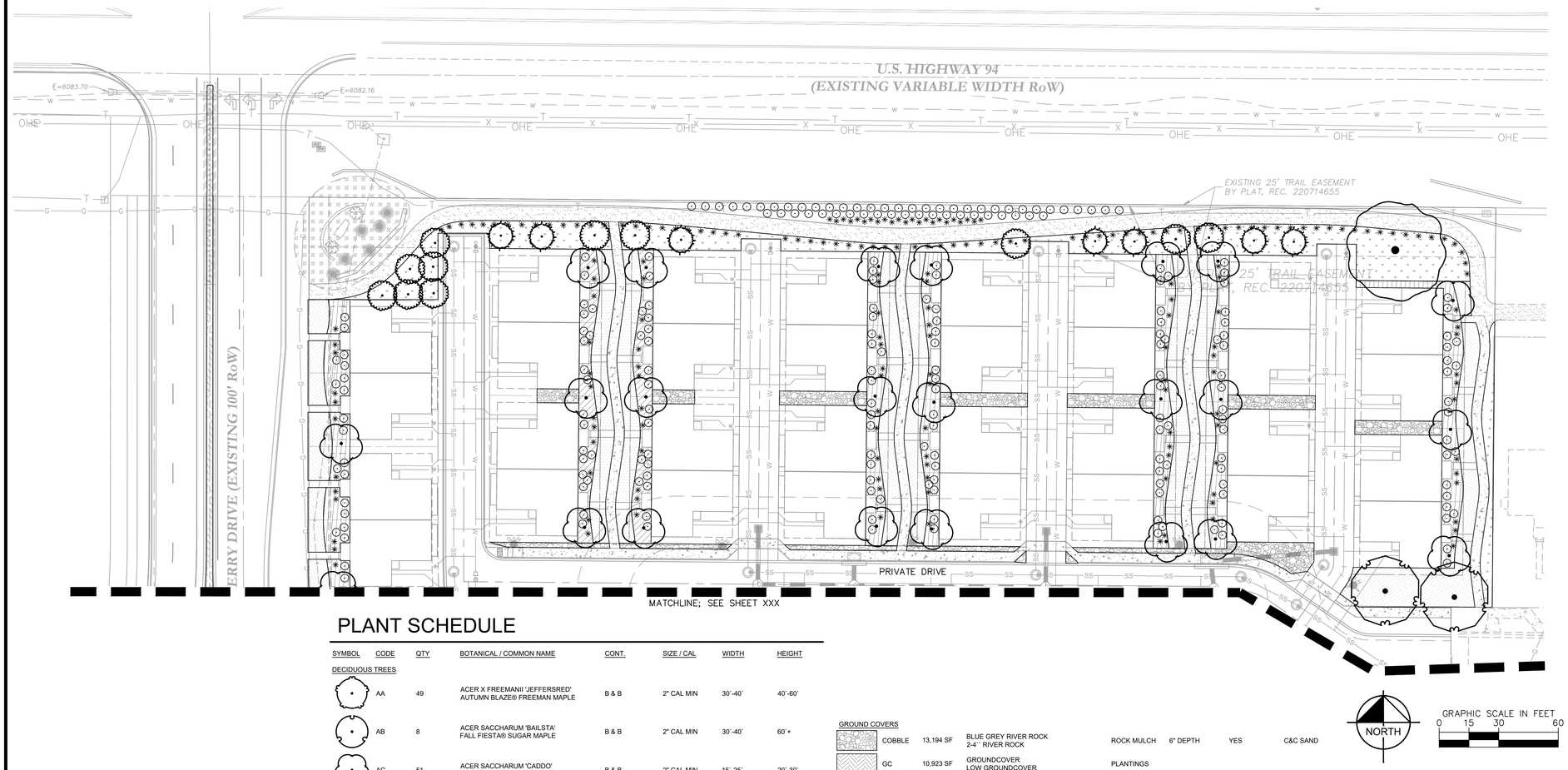
LANDSCAPE COVER
SHEET 1 OF 6

K:\COS_LA\195820008 - Mayberry PUD 2\CADD\PlanSheets\PUD SP\PUD SP_Overall LA.dwg Feb 20, 2025 4:29pm

MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY, COLORADO SPRINGS, FILING NO. 1A

LOCATED IN THE NORTHWEST QUARTER OF SECTION 14, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., COUNTY EL PASO, STATE OF COLORADO



PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	SIZE / CAL	WIDTH	HEIGHT
DECIDUOUS TREES							
	AA	49	ACER X FREEMANII 'JEFFERSRED' AUTUMN BLAZE® FREEMAN MAPLE	B & B	2" CAL MIN	30'-40'	40'-60'
	AB	8	ACER SACCHARUM 'BAILSTA' FALL FIESTA® SUGAR MAPLE	B & B	2" CAL MIN	30'-40'	60'+
	AC	51	ACER SACCHARUM 'CADDO' CADDO SUGAR MAPLE	B & B	2" CAL MIN	15'-25'	20'-30'
	QM	6	QUERCUS MACROCARPA BURR OAK	B & B	2" CAL MIN	50'-80'	50'-80'
	QS	47	QUERCUS SHUMARDII SHUMARD OAK	B & B	2" CAL MIN	40'-60'	40'-60'
EVERGREEN TREES							
	JE	21	JUNIPERUS VIRGINIANA EASTERN REDCEDAR	B & B	6' HT.	10'-20'	35'-50'
ORNAMENTAL TREES							
	MS	30	MALUS X 'SPRING SNOW' SPRING SNOW CRABAPPLE	B & B	1.5" CAL MIN	15'-20'	20'-30'

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	SIZE/WTR USE	SPACING	WIDTH	HEIGHT
SHRUBS							
	-S	404	PROPOSED SHRUB SHRUBS REFER TO PLANT LIST FOR APPROVED PLANTS AND SIZING	5 GAL			
GRASSES							
	PG	369	PROPOSED GRASS/PERENNIAL ORNAMENTAL GRASSES OR PERENNIALS	3 GAL			

GROUND COVERS							
	COBBLE	13,194 SF	BLUE GREY RIVER ROCK 2-4'' RIVER ROCK	ROCK MULCH	6" DEPTH	YES	C&C SAND
	GC	10,923 SF	GROUNDCOVER LOW GROUNDCOVER	PLANTINGS			
	ROCK 1	19,068 SF	1-1/2" SADDLEBACK SWIRL ROCK	ROCK MULCH	4"	YES	C&C SAND
	ROCK 2	13,694 SF	3/4" BLACK GRANITE	ROCK MULCH	4"	YES	C&C SAND
	SEED	17,079 SF	EPC ALL PURPOSE MIX INSTALL PER TABLE 5-1. SUBMIT SUPPLIER CUT-SHEET FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.	SEED	PER CHART		
	SEED2	50,930 SF	EPC LOW GROW MIX TILL SOIL TO A MIN. DEPTH OF 8" PRIOR TO INSTALLATION. INSTALL PER TABLE 5-2. SUBMIT SUPPLIER CUT-SHEET FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.	SEED	42 LBS / ACRE		
	SOD	29,993 SF	KENTUCKY BLUEGRASS SOD SOD	SOD			
	SODH	87,075 SF	SOD HYDROSEEDING KENTUCKY BLUE GRASS	HYDRO-SEED			
HARDSCAPE							
	CONC	1,607 SF	STAMPED CONCRETE STANDARD GREY	CONCRETE			

Kimley»Horn

© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
2 NORTH NEVADA AVENUE, SUITE 900
COLORADO SPRINGS, COLORADO 80903 (719) 453-0180

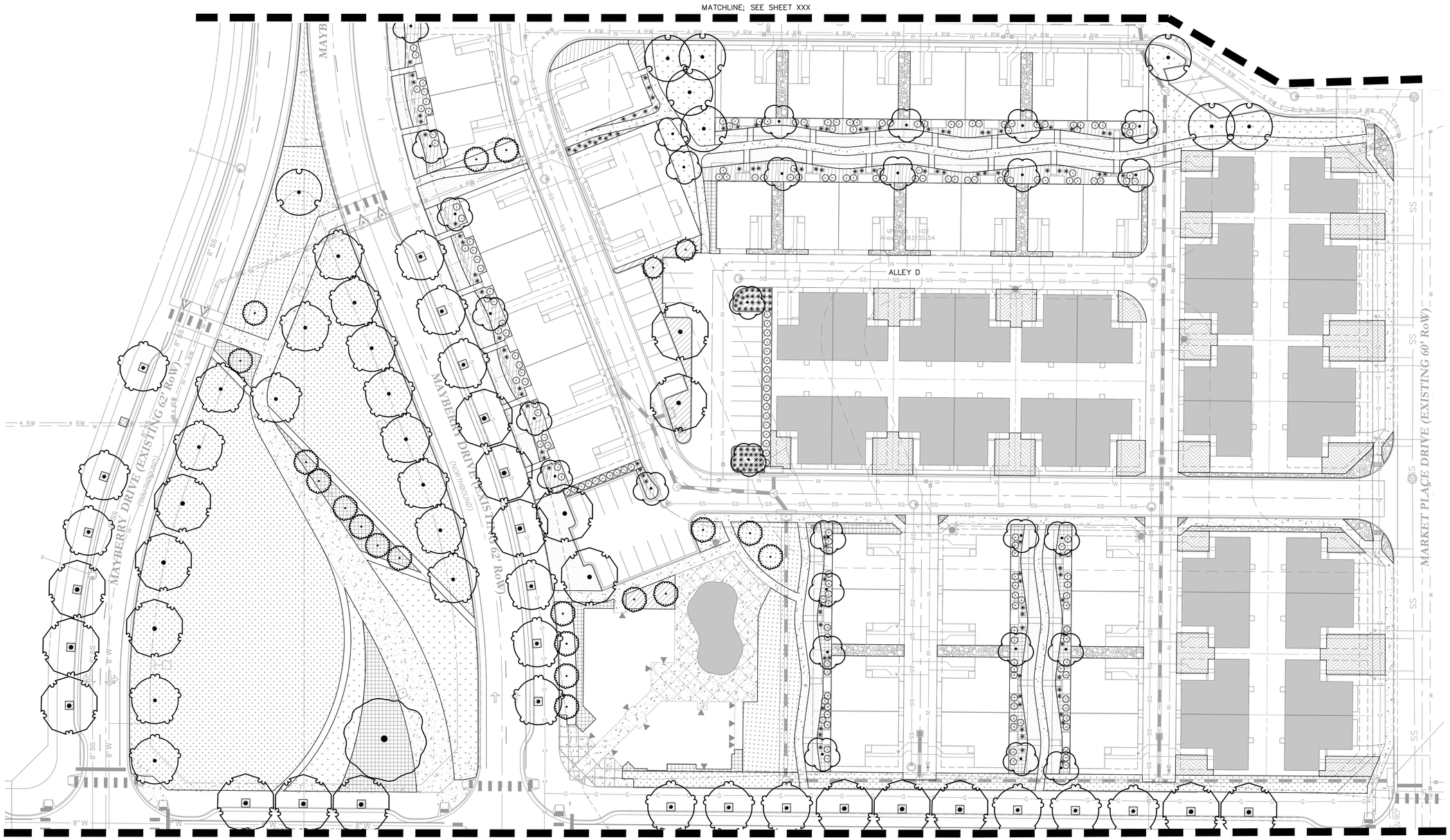
PRELIMINARY LANDSCAPE PLAN
SHEET 2 OF 6

K:\COS_LA\198208 - Mayberry PUD 2\CADD\PlanSheets\PUD SP\PUD SP_Overall LA.dwg Feb 20, 2025 4:29pm

MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY, COLORADO SPRINGS, FILING NO. 1A

LOCATED IN THE NORTHWEST QUARTER OF SECTION 14, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., COUNTY EL PASO, STATE OF COLORADO



GRAPHIC SCALE IN FEET
0 15 30 60

NORTH

Kimley»Horn

© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
2 NORTH NEVADA AVENUE, SUITE 900
COLORADO SPRINGS, COLORADO 80903 (719) 453-0180

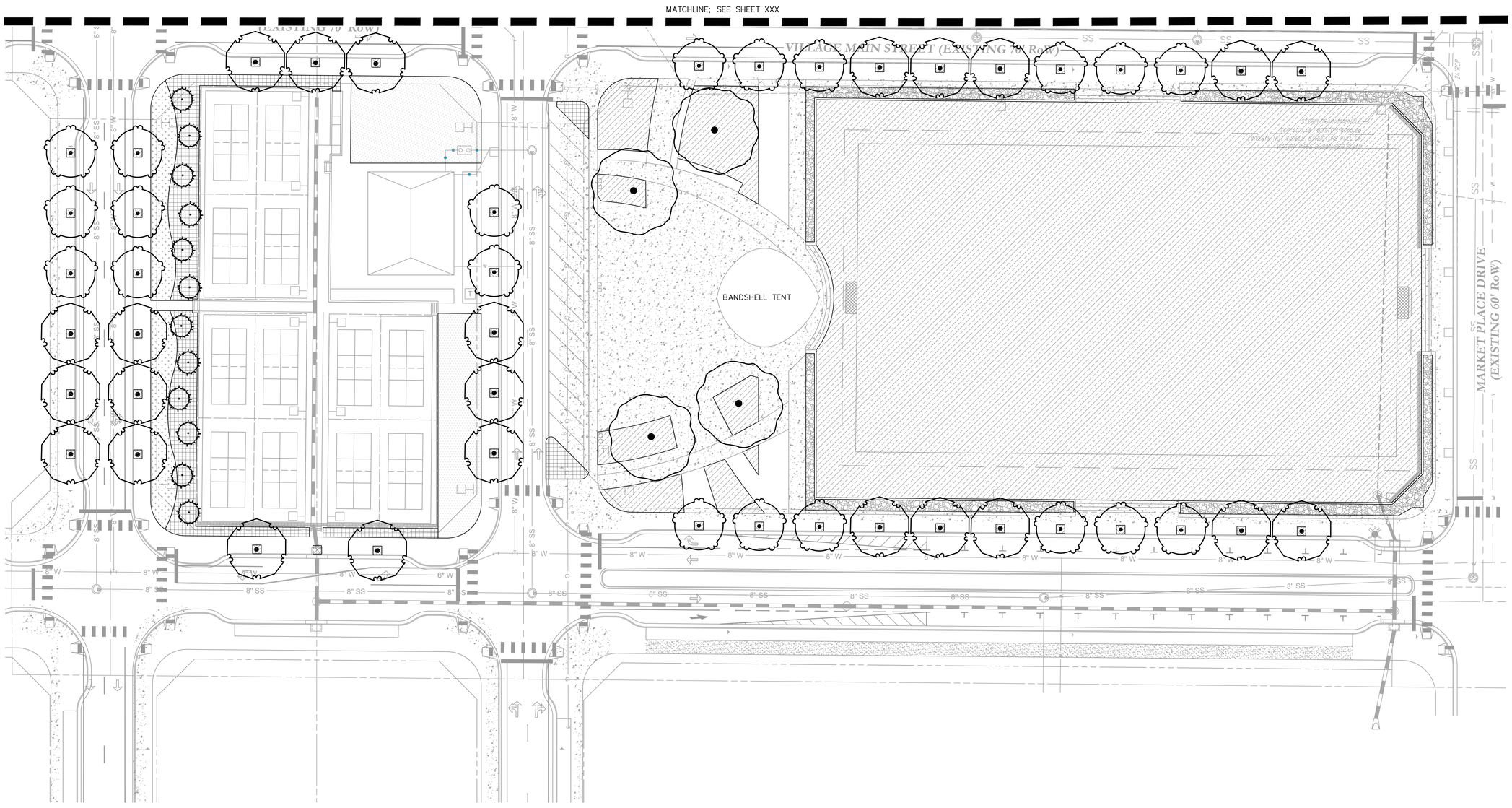
PRELIMINARY LANDSCAPE PLAN
SHEET 3 OF 6

K:\COS_LA\195820008 - Mayberry PUD 2\CADD\PlanSheets\PUD SP\PUD SP_Overall LA.dwg Feb 20, 2025 4:29pm

MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY, COLORADO SPRINGS, FILING NO. 1A

LOCATED IN THE NORTHWEST QUARTER OF SECTION 14, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., COUNTY EL PASO, STATE OF COLORADO



Kimley»Horn

© 2025 KIMLEY-HORN AND ASSOCIATES, INC.

2 NORTH NEVADA AVENUE, SUITE 900
COLORADO SPRINGS, COLORADO 80903 (719) 453-0180

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

PRELIMINARY LANDSCAPE PLAN
SHEET 4 OF 6

K:\COS_LA\193823008 - Mayberry PUD 2\CADD\PlanSheets\PUD SP\PUD SP_Overall LA.dwg Feb 20, 2025 4:23pm

MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY, COLORADO SPRINGS, FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., COUNTY EL PASO, STATE OF COLORADO

GENERAL LANDSCAPE SPECIFICATIONS

A. SCOPE OF WORK

1. THE WORK CONSISTS OF- FURNISHING ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, TRANSPORTATION, AND ANY OTHER APPURTENANCES NECESSARY FOR THE COMPLETION OF THIS PROJECT AS SHOWN ON THE DRAWINGS AND AS SPECIFIED HEREIN.

2. WORK SHALL INCLUDE MAINTENANCE AND WATERING OF ALL CONTRACT PLANTING AREAS UNTIL CERTIFICATION OF ACCEPTANCE BY THE OWNER.

B. PROTECTION OF EXISTING STRUCTURES

1. ALL EXISTING BUILDINGS, WALKS, WALLS, PAVING, PIPING, OTHER SITE CONSTRUCTION ITEMS, AND PLANTING ALREADY COMPLETED OR ESTABLISHED AND DESIGNATED TO REMAIN SHALL BE PROTECTED FROM DAMAGE BY THE CONTRACTOR UNLESS OTHERWISE SPECIFIED. ALL DAMAGE RESULTING FROM NEGLIGENCE SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER, AT NO COST TO THE OWNER.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL NECESSARY BEST MANAGEMENT PRACTICES (BMP) DEVICES ACCORDING TO ALL REGULATORY AGENCY'S STANDARDS THROUGH THE DURATION OF ALL CONSTRUCTION ACTIVITIES.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MAINTENANCE OF TRAFFIC (MOT) THAT MAY BE REQUIRED FOR THE PROJECT.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES, WHETHER PUBLIC OR PRIVATE, PRIOR TO EXCAVATION. THE OWNER AND DESIGN PROFESSIONAL SHALL NOT BE RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF ANY SUCH INFORMATION OR DATA. THE CONTRACTOR SHALL HAVE FULL RESPONSIBILITY FOR; REVIEWING AND CHECKING ALL SUCH INFORMATION AND DATA; LOCATING ALL UNDERGROUND FACILITIES DURING CONSTRUCTION; THE SAFETY AND PROTECTION THEREOF; REPAIRING ANY DAMAGE THERETO RESULTING FROM THE WORK. THE COST OF ALL WILL BE CONSIDERED AS HAVING BEEN INCLUDED IN THE CONTRACT PRICE. THE CONTRACTOR SHALL NOTIFY ANY AFFECTED UTILITY COMPANIES OR AGENCIES IN WRITING AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.

C. PROTECTION OF EXISTING PLANT MATERIALS

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UNAUTHORIZED CUTTING OR DAMAGE TO TREES AND SHRUBS EXISTING OR OTHERWISE, CAUSED BY CARELESS EQUIPMENT OPERATION, MATERIAL STOCKPILING, ETC... THIS SHALL INCLUDE COMPACTION BY DRIVING OR PARKING INSIDE THE DRIP-LINE AND SPILLING OIL, GASOLINE, OR OTHER DELETERIOUS MATERIALS WITHIN THE DRIP-LINE. NO MATERIALS SHALL BE BURNED ON SITE. EXISTING TREES KILLED OR DAMAGED SO THAT THEY ARE MISSHAPEN AND/OR UNSIGHTLY SHALL BE REPLACED AT THE COST TO THE CONTRACTOR OF FOUR HUNDRED DOLLARS ($400) PER CALIPER INCH ON AN ESCALATING SCALE WHICH ADDS AN ADDITIONAL TWENTY (20) PERCENT PER INCH OVER FOUR (4) INCHES CALIPER AS FIXED AND AGREED LIQUIDATED DAMAGES. CALIPER SHALL BE MEASURED SIX (6) INCHES ABOVE GROUND LEVEL FOR TREES UP TO AND INCLUDING FOUR (4) INCHES IN CALIPER AND TWELVE (12) INCHES ABOVE GROUND LEVEL FOR TREES OVER FOUR (4) INCHES IN CALIPER.

2. SEE TREE MITIGATION PLAN AND NOTES, IF APPLICABLE.

D. MATERIALS

1. GENERAL

MATERIAL SAMPLES LISTED BELOW SHALL BE SUBMITTED FOR APPROVAL, ON SITE OR AS DETERMINED BY THE OWNER. UPON APPROVAL, DELIVERY OF MATERIALS MAY COMMENCE.

MATERIAL	SAMPLE SIZE
MULCH	ONE (1) CUBIC FOOT
TOPSOIL MIX	ONE (1) CUBIC FOOT
PLANTS	ONE (1) OF EACH VARIETY (OR TAGGED IN NURSERY)

2. PLANT MATERIALS

a. FURNISH NURSERY-GROWN PLANTS TRUE TO GENUS, SPECIES, VARIETY, CULTIVAR, STEM FORM, SHEARING, AND OTHER FEATURES INDICATED IN PLANT SCHEDULE SHOWN ON DRAWINGS AND COMPLYING WITH ANSI Z60.1 AND THE COLORADO NURSERY ACT; AND WITH HEALTHY ROOT SYSTEMS DEVELOPED BY TRANSPLANTING OR ROOT PRUNING. PROVIDE WELL-SHAPED, FULLY BRANCHED, HEALTHY, VIGOROUS STOCK, DENSELY FOLIATED WHEN IN LEAF AND FREE OF DISEASE, PESTS, EGGS, LARVAE, AND DEFECTS SUCH AS KNOTS, SUN SCALD, INJURIES, ABRASIONS, AND DISFIGUREMENT.

b. TREES FOR PLANTING IN ROWS SHALL BE UNIFORM IN SIZE AND SHAPE.

c. NO SUBSTITUTIONS SHALL BE MADE WITHOUT WRITTEN PERMISSION FROM THE PROJECT LANDSCAPE ARCHITECT. ANY ROW TREES MUST BE APPROVED BY OFFICE OF THE CITY FORESTER.

d. PROVIDE PLANTS OF SIZES, GRADES, AND BALL OR CONTAINER SIZES COMPLYING WITH ANSI Z60.1 AND COLORADO NURSERY ACT FOR TYPES AND FORM OF PLANTS REQUIRED. PLANTS OF A LARGER SIZE MAY BE USED IF ACCEPTABLE TO PROJECT LANDSCAPE ARCHITECT WITH A PROPORTIONATE INCREASE IN SIZE OF ROOTS OR BALLS.

e. PLANTS SHALL BE SUBJECT TO INSPECTION AND APPROVAL AT THE PLACE OF GROWTH, OR UPON DELIVERY TO THE SITE, AS DETERMINED BY THE OWNER, FOR QUALITY, SIZE, AND VARIETY. SUCH APPROVAL SHALL NOT IMPAIR THE RIGHT OF INSPECTION AND REJECTION AT THE SITE DURING PROGRESS OF THE WORK OR AFTER COMPLETION FOR SIZE AND CONDITION OF ROOT BALLS OR ROOTS, LATENT DEFECTS OR INJURIES. REJECTED PLANTS SHALL BE REMOVED IMMEDIATELY FROM THE SITE. NOTICE REQUESTING INSPECTION SHALL BE SUBMITTED IN WRITING BY THE CONTRACTOR AT LEAST ONE (1) WEEK PRIOR TO ANTICIPATED DATE.

f. TREES WITH DAMAGED, CROOKED, OR MULTIPLE LEADERS; TIGHT VERTICAL BRANCHES WHERE BARK IS SQUEEZED BETWEEN TWO BRANCHES OR BETWEEN BRANCH AND TRUNK ("INCLUDED BARK"); CROSSING TRUNKS; CUT-OFF LIMBS MORE THAN $\frac{3}{4}$ INCH (19 MM) IN DIAMETER; OR WITH STEM GIRDLING ROOTS WILL BE REJECTED.

g. FURNISH TREES AND SHRUBS WITH ROOTS BALLS MEASURED FROM TOP OF ROOT BALL, WHICH SHALL BEGIN AT ROOT FLARE ACCORDING TO ANSI Z60.1 AND COLORADO NURSERY ACT. ROOT FLARE SHALL BE VISIBLE BEFORE PLANTING.

h. LABEL AT LEAST ONE PLANT OF EACH VARIETY, SIZE, AND CALIPER WITH A SECURELY ATTACHED, WATERPROOF TAG BEARING LEGIBLE DESIGNATION OF COMMON NAME AND FULL SCIENTIFIC NAME, INCLUDING GENUS AND SPECIES. INCLUDE NOMENCLATURE FOR HYBRID, VARIETY, OR CULTIVAR, IF APPLICABLE FOR THE PLANT AS SHOWN ON DRAWINGS.

i. IF FORMAL ARRANGEMENTS OR CONSECUTIVE ORDER OF PLANTS IS SHOWN ON DRAWINGS, SELECT STOCK FOR UNIFORM HEIGHT AND SPREAD, AND NUMBER THE LABELS TO ASSURE SYMMETRY IN PLANTING.

E. SOIL MIXTURE

1. CONTRACTOR SHALL TEST EXISTING SOIL AND AMEND AS NECESSARY IN ACCORDANCE WITH THE GUIDELINES BELOW:

2. SOIL MIXTURE SHALL CONSIST OF TWO PARTS OF TOPSOIL AND ONE PART SAND, AS DESCRIBED BELOW. CONTRACTOR TO SUBMIT SAMPLES AND PH TESTING RESULTS OF SOIL MIXTURE FOR OWNER'S REPRESENTATIVE APPROVAL PRIOR TO PLANT INSTALLATION OPERATIONS COMMENCE.

a. TOPSOIL FOR USE IN PREPARING SOIL MIXTURE FOR BACKFILLING PLANT OPENINGS SHALL BE FERTILE, FRIABLE, AND OF A LOAMY CHARACTER; REASONABLY FREE OF SUBSOIL, CLAY LUMPS, BRUSH WEEDS AND OTHER LITTER; FREE OF ROOTS, STUMPS, STONES LARGER THAN 2" IN ANY DIRECTION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH. IT SHALL CONTAIN THREE (3) TO FIVE (5) PERCENT DECOMPOSED ORGANIC MATTER, HAVE A PH BETWEEN 5.5 AND 8.0, AND SOLUBLE SALTS LESS THAN 3.0 MMHOS/CM. SUBMIT SOIL SAMPLE AND PH TESTING RESULTS FOR APPROVAL.

b. SAND SHALL BE COARSE, CLEAN, WELL-DRAINING, NATIVE SAND.

3. TREES SHALL BE PLANTED IN THE EXISTING NATIVE SOIL ON SITE, UNLESS DETERMINED TO BE UNSUITABLE - AT WHICH POINT THE CONTRACTOR SHALL CONTACT THE PROJECT LANDSCAPE ARCHITECT TO DISCUSS ALTERNATE RECOMMENDATION PRIOR TO PLANTING.

F. WATER

1. WATER NECESSARY FOR PLANTING AND MAINTENANCE SHALL BE OF SATISFACTORY QUALITY TO SUSTAIN ADEQUATE PLANT GROWTH AND SHALL NOT CONTAIN HARMFUL, NATURAL OR MAN-MADE ELEMENTS DETRIMENTAL TO PLANTS. WATER MEETING THE ABOVE STANDARD SHALL BE OBTAINED ON THE SITE FROM THE OWNER, IF AVAILABLE, AND THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE ARRANGEMENTS FOR ITS USE BY HIS TANKS, HOSES, SPRINKLERS, ETC... IF SUCH WATER IS NOT AVAILABLE AT THE SITE, THE CONTRACTOR SHALL PROVIDE SATISFACTORY WATER FROM SOURCES OFF THE SITE AT NO ADDITIONAL COST TO THE OWNER.

* WATERING/IRRIGATION RESTRICTIONS MAY APPLY - REFER TO PROPERTY'S JURISDICTIONAL AUTHORITY.

G. FERTILIZER

1. CONTRACTOR SHALL PROVIDE FERTILIZER APPLICATION SCHEDULE TO OWNER, AS APPLICABLE TO SOIL TYPE, PLANT INSTALLATION TYPE, AND SITE'S PROPOSED USE. SUGGESTED FERTILIZER TYPES SHALL BE ORGANIC OR OTHERWISE NATURALLY-DERIVED.

* FERTILIZER RESTRICTIONS MAY APPLY - REFER TO PROPERTY'S JURISDICTIONAL AUTHORITY.

H. MULCH

1. MULCH MATERIAL SHALL BE MOISTENED AT THE TIME OF APPLICATION TO PREVENT WIND DISPLACEMENT, AND APPLIED AT A DEPTH OF THREE (3) INCHES CLEAR MULCH FROM EACH PLANT'S CROWN (BASE) OR AS SHOWN IN PLANTING DETAILS. MULCH SHALL BE DOUBLE SHREDDED HARDWOOD MULCH. DYED MULCH IS NOT ACCEPTABLE. SUBMIT SAMPLES TO PROJECT LANDSCAPE ARCHITECT FOR APPROVAL. MULCH SHALL BE PROVIDED OVER THE ENTIRE AREA OF EACH SHRUB BED, GROUND COVER, VINE BED, AND TREE RING (6' MINIMUM) PLANTED UNDER THIS CONTRACT, AS WELL AS FOR ANY EXISTING LANDSCAPE AREAS AS SHOWN ON PLANS.

I. DIGGING AND HANDLING

1. ALL TREES SPECIFIED SHALL BE BALLED AND BURLAPPED (B&B) UNLESS OTHERWISE APPROVED BY PROJECT LANDSCAPE ARCHITECT.

2. PROTECT ROOTS OR ROOT BALLS OF PLANTS AT ALL TIMES FROM SUN, DRYING WINDS, WATER AND FREEZING, AS NECESSARY UNTIL PLANTING. PLANT MATERIALS SHALL BE ADEQUATELY PACKED TO PREVENT DAMAGE DURING TRANSIT. TREES TRANSPORTED MORE THAN TEN (10) MILES OR WHICH ARE NOT PLANTED WITHIN THREE (3) DAYS OF DELIVERY TO THE SITE SHALL BE SPRAYED WITH AN ANTITRANSPIRANT PRODUCT ("WILTPRUF" OR EQUAL) TO MINIMIZE TRANSPIRATIONAL WATER LOSS.

3. B&B, AND FIELD GROWN (FG) PLANTS SHALL BE DUG WITH FIRM, NATURAL BALLS OF SOIL OF SUFFICIENT SIZE TO ENCOMPASS THE FIBROUS AND FEEDING ROOTS OF THE PLANTS. NO PLANTS MOVED WITH A ROOT BALL SHALL BE PLANTED IF THE BALL IS CRACKED OR BROKEN. PLANTS SHALL NOT BE HANDLED BY STEMS.

J. CONTAINER GROWN STOCK

1. ALL CONTAINER GROWN MATERIAL SHALL BE HEALTHY, VIGOROUS, WELL-ROOTED PLANTS ESTABLISHED IN THE CONTAINER IN WHICH THEY ARE SOLD. THE PLANTS SHALL HAVE TOPS WHICH ARE OF GOOD QUALITY AND ARE IN A HEALTHY GROWING CONDITION.

2. AN ESTABLISHED CONTAINER GROWN PLANT SHALL BE TRANSPLANTED INTO A CONTAINER AND GROWN IN THAT CONTAINER SUFFICIENTLY LONG ENOUGH FOR THE NEW FIBROUS ROOTS TO HAVE DEVELOPED SO THAT THE ROOT MASS WILL RETAIN ITS SHAPE AND HOLD TOGETHER WHEN REMOVED FROM THE CONTAINER. CONTAINER GROWN STOCK SHALL NOT BE HANDLED BY THEIR STEMS.

3. ROOT BOUND PLANTS ARE NOT ACCEPTABLE AND WILL BE REJECTED.

K. MATERIALS LIST

1. QUANTITIES NECESSARY TO COMPLETE THE WORK ON THE DRAWINGS SHALL BE FURNISHED BY THE CONTRACTOR. QUANTITY ESTIMATES HAVE BEEN MADE CAREFULLY, BUT THE LANDSCAPE ARCHITECT OR OWNER ASSUMES NO LIABILITY FOR OMISSIONS OR ERRORS. SHOULD A DISCREPANCY OCCUR BETWEEN THE PLANS AND THE PLANT LIST QUANTITY, THE PLANS SHALL GOVERN. ALL DIMENSIONS AND/OR SIZES SPECIFIED SHALL BE THE MINIMUM ACCEPTABLE SIZE.

L. FINE GRADING

1. FINE GRADING UNDER THIS CONTRACT SHALL CONSIST OF FINAL FINISHED GRADING OF LAWN AND PLANTING AREAS THAT HAVE BEEN DISTURBED DURING CONSTRUCTION.

2. THE CONTRACTOR SHALL FINE GRADE THE LAWN AND PLANTING AREAS TO BRING THE ROUGH GRADE UP TO FINAL FINISHED GRADE ALLOWING FOR THICKNESS OF SOD AND/OR MULCH DEPTH.

3. ALL PLANTING AREAS SHALL BE GRADED AND MAINTAINED FOR POSITIVE DRAINAGE TO SURFACE/SUBSURFACE STORM DRAIN SYSTEMS. AREAS ADJACENT TO BUILDINGS SHALL SLOPE AWAY FROM THE BUILDINGS. REFER TO CIVIL ENGINEER'S PLANS FOR FINAL GRADES, IF APPLICABLE.

M. PLANTING PROCEDURES

1. THE CONTRACTOR SHALL CLEAN WORK AND SURROUNDING AREAS OF ALL RUBBISH OR OBJECTIONABLE MATTER DAILY. ALL MORTAR, CEMENT, BUILDING MATERIALS, AND TOXIC MATERIAL SHALL BE COMPLETELY REMOVED FROM PLANTING AREAS. THESE MATERIALS SHALL NOT BE MIXED WITH THE SOIL. SHOULD THE CONTRACTOR FIND SUCH SOIL CONDITIONS IN PLANTING AREAS WHICH WILL ADVERSELY AFFECT THE PLANT GROWTH, THE CONTRACTOR SHALL IMMEDIATELY CALL IT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE. FAILURE TO DO SO BEFORE PLANTING SHALL MAKE THE CORRECTIVE MEASURES THE RESPONSIBILITY OF THE CONTRACTOR.

2. VERIFY LOCATIONS OF ALL UTILITIES, CONDUITS, SUPPLY LINES AND CABLES, INCLUDING BUT NOT LIMITED TO: ELECTRIC, GAS (LINES AND TANKS), WATER, SANITARY SEWER, STORMWATER SYSTEMS, CABLE, AND TELEPHONE. PROPERLY MAINTAIN AND PROTECT EXISTING UTILITIES. CALL COLORADO (811) TO LOCATE UTILITIES AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.

3. CONTRACTOR IS RESPONSIBLE TO REMOVE ALL EXISTING AND IMPORTED LIMEROCK AND LIMEROCK SUB-BASE FROM ALL PLANTING AREAS TO A MINIMUM DEPTH OF 36" OR TO NATIVE SOIL. CONTRACTOR IS RESPONSIBLE TO BACKFILL THESE PLANTING AREAS TO ROUGH FINISHED GRADE WITH CLEAN TOPSOIL FROM AN ON-SITE SOURCE OR AN IMPORTED SOURCE. IF LIMEROCK OR OTHER ADVERSE CONDITIONS OCCUR IN PLANTED AREAS AFTER 36" DEEP EXCAVATION BY THE CONTRACTOR, AND POSITIVE DRAINAGE CAN NOT BE ACHIEVED, CONTRACTOR SHALL UTILIZE POOR DRAINAGE CONDITION PLANTING DETAIL.

4. FURNISH NURSERY'S CERTIFICATE OF COMPLIANCE WITH ALL REQUIREMENTS AS SPECIFIED HEREIN. INSPECT AND SELECT PLANT MATERIALS BEFORE PLANTS ARE DUG AT NURSERY OR GROWING SITE.

5. COMPLY WITH APPLICABLE FEDERAL, STATE, COUNTY, AND LOCAL REGULATIONS GOVERNING LANDSCAPE MATERIALS AND WORK. UPON ARRIVAL AT THE SITE, PLANTS SHALL BE THOROUGHLY WATERED AND PROPERLY MAINTAINED UNTIL PLANTED. PLANTS STORED ONSITE SHALL NOT REMAIN UNPLANTED OR APPROPRIATELY HEALED IN FOR A PERIOD EXCEEDING TWENTY-FOUR (24) HOURS. AT ALL TIMES WORKMANLIKE METHODS CUSTOMARY IN ACCEPTED HORTICULTURAL PRACTICES AS USED IN THE TRADE SHALL BE EXERCISED.

6. WORK SHALL BE COORDINATED WITH OTHER TRADES TO PREVENT CONFLICTS. COORDINATE PLANTING WITH IRRIGATION WORK TO ASSURE AVAILABILITY OF WATER AND PROPER LOCATION OF IRRIGATION APPURTENANCES AND PLANTS.

7. ALL PLANTING OPENINGS SHALL BE EXCAVATED TO SIZE AND DEPTH IN ACCORDANCE WITH ANSI Z60.1-2014 AMERICAN STANDARD FOR NURSERY STOCK.

8. TEST ALL TREE OPENINGS WITH WATER BEFORE PLANTING TO ASSURE PROPER DRAINAGE PERCOLATION IS AVAILABLE. NO ALLOWANCE WILL BE MADE FOR LOST PLANTS DUE TO IMPROPER DRAINAGE. IF POOR DRAINAGE EXISTS, UTILIZE "POOR DRAINAGE CONDITION" PLANTING DETAIL.

9. TREES SHALL BE SET PLUMB AND HELD IN POSITION UNTIL THE PLANTING MIXTURE HAS BEEN FLUSHED INTO PLACE WITH A SLOW, FULL HOSE STREAM. ALL PLANTING SHALL BE PERFORMED BY PERSONNEL FAMILIAR WITH PLANTING PROCEDURES AND UNDER THE SUPERVISION OF A QUALIFIED LANDSCAPE FOREMEN.

10. PRIOR TO EXCAVATION OF TREE OPENINGS, AN AREA EQUAL TO TWO TIMES THE DIAMETER OF THE ROOT BALL SHALL BE ROTO-TILLED TO A DEPTH EQUAL TO THE DEPTH OF THE ROOT BALL.

11. EXCAVATION OF TREE OPENINGS SHALL BE PERFORMED USING EXTREME CARE TO AVOID DAMAGE TO SURFACE AND SUBSURFACE ELEMENTS SUCH AS UTILITIES OR HARDSCAPE ELEMENTS, FOOTERS AND PREPARED SUB-BASES.

12. IN CONTINUOUS SHRUB AND GROUND COVER BEDS, THE ROTO-TILLED PERIMETER SHOULD EXTEND TO A DISTANCE OF ONE FOOT BEYOND THE DIAMETER OF A SINGLE ROOT BALL. THE BED SHALL BE TILLED TO A DEPTH EQUAL TO THE ROOT BALL DEPTH PLUS 6".

13. TREE OPENINGS FOR WELL DRAINED SOILS SHALL BE DUG SO THAT THE BOTTOM OF THE ROOT BALL WILL REST ON UNDISTURBED SOIL AND THE TOP OF THE ROOT BALL WILL BE FLUSH WITH FINISH GRADE. IN POORLY DRAINED SOILS THE TREE OPENING SHALL BE DUG SO THAT THE ROOT BALL RESTS ON UNDISTURBED SOIL AND THE TOP OF THE ROOT BALL IS 1" ABOVE FINISH GRADE. PLANT PIT WALLS SHALL BE SCARIFIED PRIOR TO PLANT INSTALLATION.

14. TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO BUILDINGS AND BUILDING STRUCTURES WHILE INSTALLING TREES.

15. SOIL MIXTURE SHALL BE AS SPECIFIED IN SECTION 'E'.

16. TREES AND SHRUBS SHALL BE SET STRAIGHT AT AN ELEVATION THAT, AFTER SETTLEMENT, THE PLANT CROWN WILL STAND ONE (1) TO TWO (2) INCHES ABOVE GRADE. EACH PLANT SHALL BE SET IN THE CENTER OF THE PIT. SOIL MIXTURE SHALL BE BACK FILLED, THOROUGHLY TAMPED AROUND THE BALL, AND SETTLED BY WATER (AFTER TAMPING).

17. AMEND PINE AND OAK PLANT OPENINGS WITH ECTOMYCORRHIZAL SOIL APPLICATION PER MANUFACTURER'S RECOMMENDATION. ALL OTHER PLANT OPENINGS SHALL BE AMENDED WITH ENDOMYCORRHIZAL SOIL APPLICATION PER MANUFACTURER'S RECOMMENDATION. PROVIDE PRODUCT INFORMATION SUBMITTAL PRIOR TO INOCULATION.

18. FILL HOLE WITH SOIL MIXTURE, MAKING CERTAIN ALL SOIL IS SATURATED. TO DO THIS, FILL HOLE WITH WATER AND ALLOW TO SOAK MINIMUM TWENTY (20) MINUTES, STIRRING IF NECESSARY TO GET SOIL THOROUGHLY WET. PACK LIGHTLY WITH FEET, ADD MORE WET SOIL MIXTURE. DO NOT COVER TOP OF BALL WITH SOIL MIXTURE.

19. ALL BURLAP, ROPE, WIRES, BASKETS, ETC.., SHALL BE REMOVED FROM THE SIDES AND TOPS OF BALLS, BUT NO BURLAP SHALL BE PULLED FROM UNDERNEATH.

20. TREES SHALL BE PRUNED, IN ACCORDANCE WITH ANSI A-300, TO PRESERVE THE NATURAL CHARACTER OF THE PLANT. ALL SOFT WOOD OR SUCKER GROWTH AND ALL BROKEN OR BADLY DAMAGED BRANCHES SHALL BE REMOVED WITH A CLEAN CUT. ALL PRUNING TO BE PERFORMED BY CERTIFIED ARBORIST.

21. SHRUBS AND GROUND COVER PLANTS SHALL BE EVENLY SPACED IN ACCORDANCE WITH THE DRAWINGS AND AS INDICATED ON THE PLANT LIST. MATERIALS INSTALLED SHALL MEET MINIMUM SPECIMEN REQUIREMENTS OR QUANTITIES SHOWN ON PLANS, WHICHEVER IS GREATER. CULTIVATE ALL PLANTING AREAS TO A MINIMUM DEPTH OF 6", REMOVE AND DISPOSE ALL DEBRIS. MIX TOP 4" THE PLANTING SOIL MIXTURE AS SPECIFIED IN SECTION E. THOROUGHLY WATER ALL PLANTS AFTER INSTALLATION.

22. TREE GUYING AND BRACING SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH THE PLANS TO INSURE STABILITY AND MAINTAIN TREES IN AN UPRIGHT POSITION. IF THE CONTRACTOR AND OWNER DECIDE TO WAIVE THE TREE GUYING AND BRACING, THE OWNER SHALL NOTIFY THE PROJECT LANDSCAPE ARCHITECT IN WRITING AND AGREE TO INDEMNIFY AND HOLD HARMLESS THE PROJECT LANDSCAPE ARCHITECT IN THE EVENT UNSUPPORTED TREES PLANTED UNDER THIS CONTRACT FALL AND DAMAGE PERSON OR PROPERTY.

23. ALL PLANT BEDS SHALL BE KEPT FREE OF NOXIOUS WEEDS UNTIL FINAL ACCEPTANCE OF WORK. IF DIRECTED BY THE OWNER, "ROUND-UP" SHALL BE APPLIED FOR WEED CONTROL BY QUALIFIED PERSONNEL TO ALL PLANTING AREAS IN SPOT APPLICATIONS PER MANUFACTURER'S RECOMMENDATIONS. PRIOR TO FINAL INSPECTION, TREAT ALL PLANTING BEDS WITH AN APPROVED PRE-EMERGENT HERBICIDE AT AN APPLICATION RATE RECOMMENDED BY THE MANUFACTURER. (AS ALLOWED BY JURISDICTIONAL AUTHORITY)

N. LAWN SODDING

1. THE WORK CONSISTS OF LAWN BED PREPARATION, SOIL PREPARATION, AND SODDING COMPLETE, IN STRICT ACCORDANCE WITH THE SPECIFICATIONS AND THE APPLICABLE DRAWINGS TO PRODUCE A TURF GRASS LAWN ACCEPTABLE TO THE OWNER.

2. ALL AREAS THAT ARE TO BE SODDED SHALL BE CLEARED OF ANY ROUGH GRASS, WEEDS, AND DEBRIS BY MEANS OF A SOD CUTTER TO A DEPTH OF THREE (3) INCHES, AND THE GROUND BROUGHT TO AN EVEN GRADE. THE ENTIRE SURFACE SHALL BE ROLLED WITH A ROLLER WEIGHING NOT MORE THAN ONE-HUNDRED (100) POUNDS PER FOOT OF WIDTH. DURING THE ROLLING, ALL DEPRESSIONS CAUSED BY SETTLEMENT SHALL BE FILLED WITH ADDITIONAL SOIL, AND THE SURFACE SHALL BE REGRADED AND ROLLED UNTIL PRESENTING A SMOOTH AND EVEN FINISH TO THE REQUIRED GRADE.

3. PREPARE LOOSE BED FOUR (4) INCHES DEEP. HAND RAKE UNTIL ALL BUMPS AND DEPRESSIONS ARE REMOVED. WET PREPARED AREA THOROUGHLY.

4. SODDING

a. THE CONTRACTOR SHALL SOD ALL AREAS THAT ARE NOT PAVED OR PLANTED AS DESIGNATED ON THE DRAWINGS WITHIN THE CONTRACT LIMITS, UNLESS SPECIFICALLY NOTED OTHERWISE.

b. SOD PANELS SHALL BE LAID TIGHTLY TOGETHER SO AS TO MAKE A SOLID SODDED LAWN AREA. SOD SHALL BE LAID UNIFORMLY AGAINST THE EDGES OF ALL CURBS AND OTHER HARDSCAPE ELEMENTS, PAVED AND PLANTED AREAS. ADJACENT TO BUILDINGS, A 24 INCH STONE MULCH STRIP SHALL BE PROVIDED. IMMEDIATELY FOLLOWING SOD LAYING, THE LAWN AREAS SHALL BE ROLLED WITH A LAWN ROLLER CUSTOMARILY USED FOR SUCH PURPOSES, AND THEN THOROUGHLY IRRIGATED. IF, IN THE OPINION OF THE OWNER, TOP-DRESSING IS NECESSARY AFTER ROLLING TO FILL THE VOIDS BETWEEN THE SOD PANELS AND TO EVEN OUT INCONSISTENCIES IN THE SOD, CLEAN SAND, AS APPROVED BY THE OWNER'S REPRESENTATIVE, SHALL BE UNIFORMLY SPREAD OVER THE ENTIRE SURFACE OF THE SOD AND THOROUGHLY WATERED IN. FERTILIZE INSTALLED SOD AS ALLOWED BY PROPERTY'S JURISDICTIONAL AUTHORITY.

5. DURING DELIVERY, PRIOR TO, AND DURING THE PLANTING OF THE LAWN AREAS, THE SOD PANELS SHALL AT ALL TIMES BE PROTECTED FROM EXCESSIVE DRYING AND UNNECESSARY EXPOSURE OF THE ROOTS TO THE SUN. ALL SOD SHALL BE STACKED SO AS NOT TO BE DAMAGED BY SWEATING OR EXCESSIVE HEAT AND MOISTURE.

6. LAWN MAINTENANCE

a. WITHIN THE CONTRACT LIMITS, THE CONTRACTOR SHALL PRODUCE A DENSE, WELL ESTABLISHED LAWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR AND RE-SODDING OF ALL ERODED, SUNKEN OR BARE SPOTS (LARGER THAN 12"X12") UNTIL CERTIFICATION OF ACCEPTANCE BY THE OWNER'S REPRESENTATIVE. REPAIRED SODDING SHALL BE ACCOMPLISHED AS IN THE ORIGINAL WORK, INCLUDING REGRADING IF NECESSARY.

b. CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING SOD/LAWN UNTIL ACCEPTANCE BY THE OWNER'S REPRESENTATIVE. PRIOR TO AND UPON ACCEPTANCE, CONTRACTOR TO PROVIDE WATERING/IRRIGATION SCHEDULE TO OWNER. OBSERVE ALL APPLICABLE WATERING RESTRICTIONS AS SET FORTH BY THE PROPERTY'S JURISDICTIONAL AUTHORITY.

O. EDGING

a. CONTRACTOR SHALL INSTALL 4"X$\frac{1}{4}$" ROLLED TOP STEEL EDGING BETWEEN ALL SOD/SEED AREAS AND PLANTING BEDS.

P. CLEANUP

1. UPON COMPLETION OF ALL PLANTING WORK AND BEFORE FINAL ACCEPTANCE, THE CONTRACTOR SHALL REMOVE ALL MATERIAL, EQUIPMENT, AND DEBRIS RESULTING FROM CONTRACTORS WORK. ALL PAVED AREAS SHALL BE CLEANED AND THE SITE LEFT IN A NEAT AND ACCEPTABLE CONDITION AS APPROVED BY THE OWNER'S REPRESENTATIVE.

Q. PLANT MATERIAL MAINTENANCE

1. ALL PLANTS AND PLANTING INCLUDED UNDER THIS CONTRACT SHALL BE MAINTAINED BY WATERING, CULTIVATING, SPRAYING, PRUNING, AND ALL OTHER OPERATIONS (SUCH AS RE-STAKING OR REPAIRING GUY SUPPORTS) NECESSARY TO INSURE A HEALTHY PLANT CONDITION BY THE CONTRACTOR UNTIL CERTIFICATION OF ACCEPTANCE BY THE OWNER'S REPRESENTATIVE.

R. FINAL INSPECTION AND ACCEPTANCE OF WORK

1. FINAL INSPECTION AT THE END OF THE WARRANTY PERIOD SHALL BE ON PLANTING, CONSTRUCTION AND ALL OTHER INCIDENTAL WORK PERTAINING TO THIS CONTRACT. ANY REPLACEMENT AT THIS TIME SHALL BE SUBJECT TO THE SAME ONE (1) YEAR WARRANTY (OR AS SPECIFIED BY THE LANDSCAPE ARCHITECT OR OWNER IN WRITING) BEGINNING WITH THE TIME OF REPLACEMENT AND ENDING WITH THE SAME INSPECTION AND ACCEPTANCE HEREIN DESCRIBED.

S. WARRANTY

1. THE LIFE AND SATISFACTORY CONDITION OF ALL PLANT MATERIAL INSTALLED (INCLUDING SOD) BY THE LANDSCAPE CONTRACTOR SHALL BE WARRANTED BY THE CONTRACTOR FOR A MINIMUM OF ONE (1) CALENDAR YEAR COMMENCING AT THE TIME OF CERTIFICATION OF ACCEPTANCE BY THE OWNER'S REPRESENTATIVE.

2. ANY PLANT NOT FOUND IN A HEALTHY GROWING CONDITION AT THE END OF THE WARRANTY PERIOD SHALL BE REMOVED FROM THE SITE AND REPLACED AS SOON AS WEATHER CONDITIONS PERMIT. ALL REPLACEMENTS SHALL BE PLANTS OF THE SAME KIND AND SIZE AS SPECIFIED IN THE PLANT LIST. THEY SHALL BE FURNISHED PLANTED AND MULCHED AS SPECIFIED AT NO ADDITIONAL COST TO THE OWNER.

3. IN THE EVENT THE OWNER DOES NOT CONTRACT WITH THE CONTRACTOR FOR LANDSCAPE AND IRRIGATION MAINTENANCE, THE CONTRACTOR SHOULD VISIT THE PROJECT SITE PERIODICALLY DURING THE ONE (1) YEAR WARRANTY PERIOD TO EVALUATE MAINTENANCE PROCEDURES BEING PERFORMED BY THE OWNER. CONTRACTOR SHALL NOTIFY THE OWNER IN WRITING OF MAINTENANCE PROCEDURES OR CONDITIONS WHICH THREATEN VIGOROUS AND HEALTHY PLANT GROWTH.

T. PARKING LOT ISLAND NOTE

1. THE SOIL OF ANY PLANTER WITHIN THE PARKING LOT SHALL BE STRUCTURALLY RENOVATED (TILLED) OR REMOVED TO A DEPTH OF THIRTY INCHES (30") AND REPLACED WITH AN ACCEPTABLE GROWING MEDIUM FOR THE SPECIES INDICATED FOR INSTALLATION.

U. MAINTENANCE

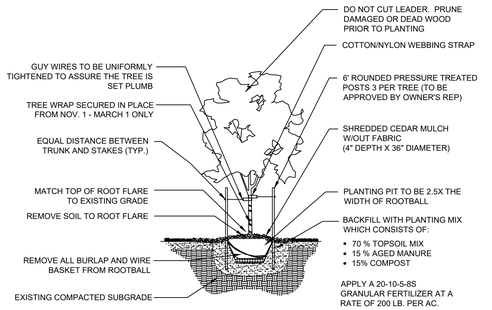
1. LANDSCAPE IMPROVEMENTS AND MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE OWNER, AND/ OR THEIR ASSIGNS.

2. ALL STREET TREES AND STREETSCAPE IMPROVEMENTS LOCATED IN THE R.O.W. WILL BE MAINTAINED BY THE ABUTTING PROPERTY OWNER.

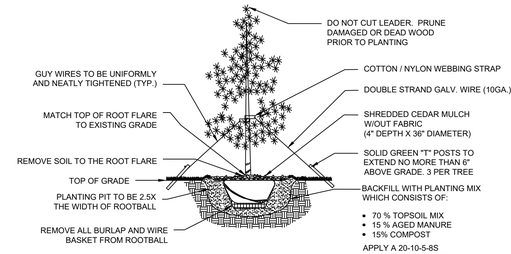
Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
2 NORTH NEVADA AVENUE, SUITE 900
COLORADO SPRINGS, COLORADO 80903 (719) 453-0180

MAYBERRY PUD 2

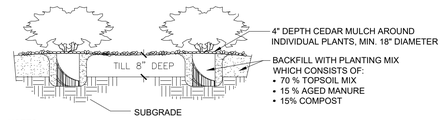
PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY, COLORADO SPRINGS, FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., COUNTY EL PASO, STATE OF COLORADO



1 DECIDUOUS TREE PLANTING
NTS 196-582-008-02

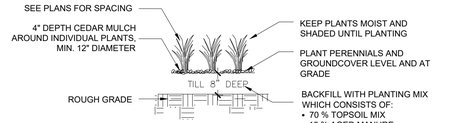


2 EVERGREEN TREE PLANTING
NTS 196-582-008-03



NOTES:
1. CONTRACTOR TO WATER PLANT MATERIAL DAILY UNTIL AN AUTOMATIC IRRIGATION SYSTEM IS OPERATIONAL OR OTHER IRRIGATION PROVISIONS ARE PROVIDED.
2. THE FINISH GRADES SHALL PROVIDE POSITIVE DRAINAGE AWAY FROM WALLS AND BUILDINGS.
3. THE TILLING OF PLANTING BEDS AND PLACEMENT OF BACKFILL IS TO OCCUR JUST PRIOR TO PLANTING; THEREAFTER, PROTECTION FROM COMPACTION AND CONSTRUCTION TRAFFIC SHOULD BE PROVIDED.

3 SHRUB PLANTING
NTS 196-582-008-05



NOTES:
1. CONTRACTOR TO WATER PLANT MATERIAL DAILY UNTIL AN AUTOMATIC IRRIGATION SYSTEM IS OPERATIONAL.
2. THE FINISH GRADES SHALL PROVIDE POSITIVE DRAINAGE AWAY FROM WALLS AND BUILDINGS.
3. THE TILLING OF PLANTING BEDS AND PLACEMENT OF BACKFILL IS TO OCCUR JUST PRIOR TO PLANTING; THEREAFTER, PROTECTION FROM COMPACTION AND CONSTRUCTION TRAFFIC SHOULD BE PROVIDED.

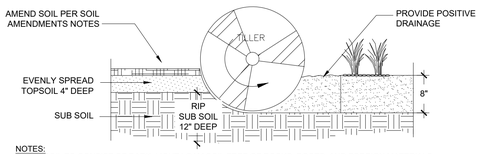
4 GRASS AND PERENNIAL PLANTING
NTS 196-582-008-06

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	SIZE / CAL	WIDTH	HEIGHT
DECIDUOUS TREES							
	AA	49	ACER X FREEMANII 'JEFFERSRED' AUTUMN BLAZE® FREEMAN MAPLE	B & B	2" CAL MIN	30'-40'	40'-60'
	AB	8	ACER SACCHARUM 'BAILSTA' FALL FIESTA® SUGAR MAPLE	B & B	2" CAL MIN	30'-40'	60'+
	AC	51	ACER SACCHARUM 'CADDO' CADDO SUGAR MAPLE	B & B	2" CAL MIN	15'-25'	20'-30'
	QM	6	QUERCUS MACROCARPA BURR OAK	B & B	2" CAL MIN	50'-80'	50'-80'
	QS	47	QUERCUS SHUMARDII SHUMARD OAK	B & B	2" CAL MIN	40'-60'	40'-60'
EVERGREEN TREES							
	JE	21	JUNIPERUS VIRGINIANA EASTERN REDCEDAR	B & B	6' HT.	10'-20'	35'-50'
ORNAMENTAL TREES							
	MS	30	MALUS X 'SPRING SNOW' SPRING SNOW CRABAPPLE	B & B	1.5" CAL MIN	15'-20'	20'-30'

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	SIZE/WTR USE	SPACING	WIDTH	HEIGHT
SHRUBS							
	-S	404	PROPOSED SHRUB SHRUBS REFER TO PLANT LIST FOR APPROVED PLANTS AND SIZING	5 GAL			
GRASSES							
	PG	369	PROPOSED GRASS/PERENNIAL ORNAMENTAL GRASSES OR PERENNIALS	3 GAL			

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	TYPE	INSTALL RATE	WEED FABRIC	MFR.
GROUND COVERS							
	COBBLE	13,194 SF	BLUE GREY RIVER ROCK 2-4'' RIVER ROCK	ROCK MULCH	6" DEPTH	YES	C&C SAND
	GC	10,923 SF	GROUNDCOVER LOW GROUNDCOVER	PLANTINGS			
	ROCK 1	19,068 SF	1-1/2" SADDLEBACK SWIRL ROCK	ROCK MULCH	4"	YES	C&C SAND
	ROCK 2	13,694 SF	3/4" BLACK GRANITE	ROCK MULCH	4"	YES	C&C SAND
	SEED	17,079 SF	EPC ALL PURPOSE MIX INSTALL PER TABLE 5-1. SUBMIT SUPPLIER CUT-SHEET FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. EPC LOW GROW MIX TILL SOIL TO A MIN. DEPTH OF 8" PRIOR TO INSTALLATION. INSTALL PER TABLE 5-2. SUBMIT SUPPLIER CUT-SHEET FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.	SEED	PER CHART		
	SEED2	50,930 SF		SEED	42 LBS / ACRE		
	SOD	29,993 SF	KENTUCKY BLUEGRASS SOD SOD	SOD			
	SODH	87,075 SF	SOD HYDROSEEDING KENTUCKY BLUE GRASS	HYDRO-SEED			
HARDSCAPE							
	CONC	1,607 SF	STAMPED CONCRETE STANDARD GREY	CONCRETE			



NOTES:
1. TOPSOIL TO CONSIST OF DARK, LIGHT LOAM SOIL FREE OF ROCKS, ROOTS, AND FOREIGN MATERIALS.
2. THE FERTILIZER APPLICATION SHOULD BE DELAYED IF PLANTING DOES NOT OCCUR WITHIN 2-3 DAYS OF FERTILIZING
3. COMPOST TO CONSIST OF 1 YEAR OLD ORGANIC MATERIAL AND SHOULD NOT INCLUDE CHICKEN MANURE.
4. FROZEN MATERIALS OR MATERIALS GREATER THAN 1" DIA. SHOULD BE REMOVED.
5. REFER TO SPECS FOR COMPLETE SOIL PREPARATION REQUIREMENTS.
6. THE ROTO-TILLED PERIMETER SHOULD EXTEND TO A DISTANCE OF 1 FOOT BEYOND THE DIAMETER OF A SINGLE ROOT BALL.

5 SOIL PREP
NTS 196-582-008-01

LANDSCAPE SETBACKS AND BUFFERS			
STREET NAME OR BOUNDARY:	HIGHWAY 94	MAYBERRY DRIVE	VILLAGE MAIN STREET
ZONE DISTRICT BOUNDARY:	NO	NO	NO
STREET CLASSIFICATION:	EXPRESSWAY	PUBLIC MINOR COLLECTOR	PUBLIC COLLECTOR
SETBACK DEPTH REQUIRED / PROVIDED:	25' / 25'	25 ' / 25'	10' /10'
LINEAR FOOTAGE:	699'	1,022'	802'
TREE PER FEET REQ.:	1 TREE PER 20 LF	1 TREE PER 20 LF	1 TREE PER 30 LF
NUMBER OF TREES REQ. / PROV.	35 / 16	51 / 53	27 / 28
EVERGREEN TREES REQ. / PROV.	N/A	N/A	N/A
SHRUB SUBSTITUTES REQ. / PROV.	190 / X*	N/A	N/A
ORN. GRASS SUBSTITUTES REQ. / PROV.	N/A	N/A	N/A
OPAQUE SCREEN REQ. / PROV.	N/A	N/A	N/A
PLANT ABBREVIATION DENOTED ON PLAN:	HW	MB	VM

* SHRUB SUBSTITUTES WILL BE PROVIDED AT A LATER SUBMITTAL

Why is this so deficient?

The remaining 15 trees required are substituted by 150 shrubs as outlined in the landscape code. The shrub substitutions are now shown in the table.

Why are the evergreens listed as n/a? This is not consistent with the landscape code.

According to table 6-1 of section 6.2.2.(B).(1). of the landscape code, 1/3 of the trees for non-arterial roads must be evergreen trees. The required number of evergreen trees for Village Main Street is now provided.

Provide with the next submittal - or if no substitutions are being made, state 0

The shrub substitutions are now provided on the landscape plan and in this table for this submittal. The table has been updated to show the provided shrub substitutions.

INTERNAL LANDSCAPING	
NET SITE AREA (LOT 1 + TRACTS A & B):	821,002 SF (18.85 AC)
PERCENT MINIMUM INTERNAL AREA:	N/A
INTERNAL LANDSCAPE AREA REQ. / PROV.	N/A
TREE PER FEET REQ.	N/A
INTERNAL TREES REQ. / PROV.	N/A
SHRUB SUBSTITUTES REQ. / PROV.	N/A
ORN. GRASS SUBSTITUTES REQ. / PROV.	N/A
PLANT ABBREVIATION DENOTED ON PLAN:	IN

Internal landscaping will be required for the commercial / clubhouse lot. That can be provided with the site development plan for the clubhouse, but stating n/a is not accurate.

Internal landscaping for the Clubhouse lot is now provided and the internal landscaping table has been updated.

Kimley»Horn

© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
2 NORTH NEVADA AVENUE, SUITE 900
COLORADO SPRINGS, COLORADO 80903 (719) 453-0180

K:\COS_LA\196582008 - Mayberry PUD 2\CADD\PlanSheets\PUD SP\PUD SP_Overall LA.dwg Feb 20, 2025 4:30pm

Planning and Community Development Department
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 02/18/2025

PROJECT INFORMATION

LJA

Comment response 2026/06/15

Comment noted. File No. has been filled in on the Special Standard PUD Zoning District Form.

Fill in PUDSP251

PCD File No. _____

Project Name :	Mayberry PUD 2
Schedule No.(s) :	
Legal Description :	Mayberry Filing No. 1A located in the northwest quarter of section 14 and northeast quarter of section 15, township 14 south, range 63 west of the 6th p.m., county of El Paso, state of Colorado

APPLICANT INFORMATION

Company :	Mayberry Communities, LLC
Name :	Scott Souders
	☒ Owner ☐ Consultant ☐ Contractor
Mailing Address :	22108 Cattleman Run Calhan, CO 80808
Phone Number :	719-922-2181
FAX Number :	
Email Address :	scottsouders@mayberrycoloradosprings.com

ENGINEER INFORMATION

Company :	R&R Engineers-Surveyors		
Name :	Clif Dayton	Colorado P.E. Number :	48189
Mailing Address :	1635 West 13th Avenue, Suite 310 Denver, Colorado 80204		
Phone Number :	303-753-6730		
FAX Number :			
Email Address :			

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

Signature of owner (or authorized representative) Date

Engineer's Seal, Signature And Date of Signature

Signature and stamp required

Comment noted. File No. has been filled in on the Special Standard PUD Zoning District Form. Only a PE stamp is required.

Deviations are for ECM standards only Waivers are for LDC sections.

DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Section **5.4** of the Land Development Code (LDC) is r

Comment noted. File No. has been filled in on the Special Standard PUD Zoning District Form.

PCD File No. _____

Identify the specific ECM standard which a deviation is requested:

ECM Section 2.3.7 (Table 2-31 Minimum Curb Return Radius at Intersection (Urban Roads)).
The proposed deviation includes a 15' radius curb return into the bulb out at the intersection of a Minor Arterial and Collector and the intersection of two Collectors in addition to raised crosswalks.

State the reason for the requested deviation:

The proposed deviation allows curb "bulb outs" that provide on-street parking while not increasing crosswalk travel lengths from the approved cross-sections in the Ellicott Town Center PUD. The raised crosswalks will slow traffic flow and highlight the presence of the crosswalk to drivers.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

The proposed deviation provides additional parking access to the community park, soccer field, and pickleball courts while maintaining pedestrian safety at intersections by maintaining minimum crosswalk travel distance. The raised crosswalks improve pedestrian safety by making the crosswalks more apparent and slowing down traffic.

PCD File No. _____

LIMITS OF CONSIDERATION
(At least one of the conditions listed below must be met for this deviation request to be considered.)

☐ The ECM standard is inapplicable to the particular situation.
☐ Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
☒ A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

Provide justification:

The curb return deviation is justified by the ability for a WB-67 design vehicle to make the turn around the curb return. Crosswalk travel distances are maintained from the cross-sections approved in the Ellicott Town Center PUD which supports the pedestrian-friendly nature of the overall development plan. The raised crosswalk deviation is justified by slowing traffic in this highly used pedestrian area.

Provide complete auto-turn exhibits in the TIS and in this deviation request.

Explain the difference in PED crossing times with this change and detail the difference in the crossing path width in term of feet.

State what the reduced roadway width will be with the R15 bulb out will be i.e roadway width reduced to 24ft.

Provide exhibit of the design of a raised crosswalk and a state or federal design reference.

CRITERIA FOR APPRO

Per ECM section 5.8.7 t **exclusively on financial considerations**. The d The applicant must include supporting information c

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

The proposed deviations will result in a comparable or superior roadway design, consistent with El Paso County standards and the approved Ellicott Town Center PUD. The previously approved PUD seeks to create a high-quality community enhancing property values in eastern El Paso County. The proposed deviations support the pedestrian-friendly nature of the overall development plan, resulting in a superior design.

An auto-turn exhibit for a WB-67 design vehicle has been provided (see page 11 of the Special Standard PUD Zoning District Form).

PED crossing times have been discussed and crossing width reduction in terms of feet has been provided (see page 4 of the Special Standard PUD Zoning District Form)

The reduced roadway width has been discussed on page 4 of the Special Standard PUD Zoning District Form.

The deviation will not adversely affect safety or operations.

The proposed roadway improvements will be constructed to County standards, and the requested deviations will not adversely affect safety or operations. The LSC Traffic Study for this project demonstrates that traffic operations through the proposed couplet will provide an acceptable level of service while creating the desired Town Center entry to the project. The proposed roadway deviations will generally improve pedestrian safety and will not adversely affect traffic operations.

Bulb out and raised crosswalk create issue for snow plows and damage to ROW C&G
Explain impact to road maintenance and costs to the County

Impact to road maintenance and costs to the County have been discussed (see page 5 of the Special Standard PUD Zoning District Form).

Provide State of Federal transportation safety references that show that raised pedestrian crossing and bulb out increase safety.
Generally improve not sufficient justification.

References to FHWA have been made and discussed; justification has been improved (see pages 4 & 5 of the Special Standard PUD Zoning District Form).

The deviation will not adversely affect maintenance and its associated cost.

Maintenance will not be adversely affected based on the proposed deviations. The proposed road cross sections and site layout will provide ample access and clearance for maintenance, and all pavement designs will be subject to County approval.

Bulb out create issue for snow plows and damage to ROW C&G. Service truck have a greatly increase likelihood of running over and into curbs

See page 5 of the Special Standard PUD Zoning District Form for discussion of mitigation of these issues.

The deviation will not adver

Aesthetic appearance will n ed deviations. The proposed deviations in typical road cross sections will enhance the streetscape resulting in improved aesthetic appearance.

The deviation meets the design intent and purpose of the ECM standards.

The proposed deviations consist of relatively minor changes to County standard road sections, consistent with the previously approved Ellicott Town Center PUD.

The Ellicott Town Center PUD was never built and no longer applicable. Explain what current approved PUD provides justification.

The Special Standard PUD Zoning District Form has been provided for the County's review and approval.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

This deviation request has no impact on control measure requirements of the County's MS4 permit.

REVIEW AND RECOMMENDATION:

Approved by the LDC Administrator
This request has been determined to have met the criteria for approval. A deviation from Section _____ of the LDC is hereby granted based on the justification provided.

Denied by the LDC Administrator
This request has been determined not to have met criteria for approval. A deviation from Section _____ of the LDC is hereby denied.

LDC ADMINISTRATOR COMMENTS/CONDITIONS:

PCD File No. _____

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the LDC Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the LDC shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the LDC.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the LDC establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the LDC are subject to deviation by the LDC Administrator provided that one of the following conditions is met:

- The LDC standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

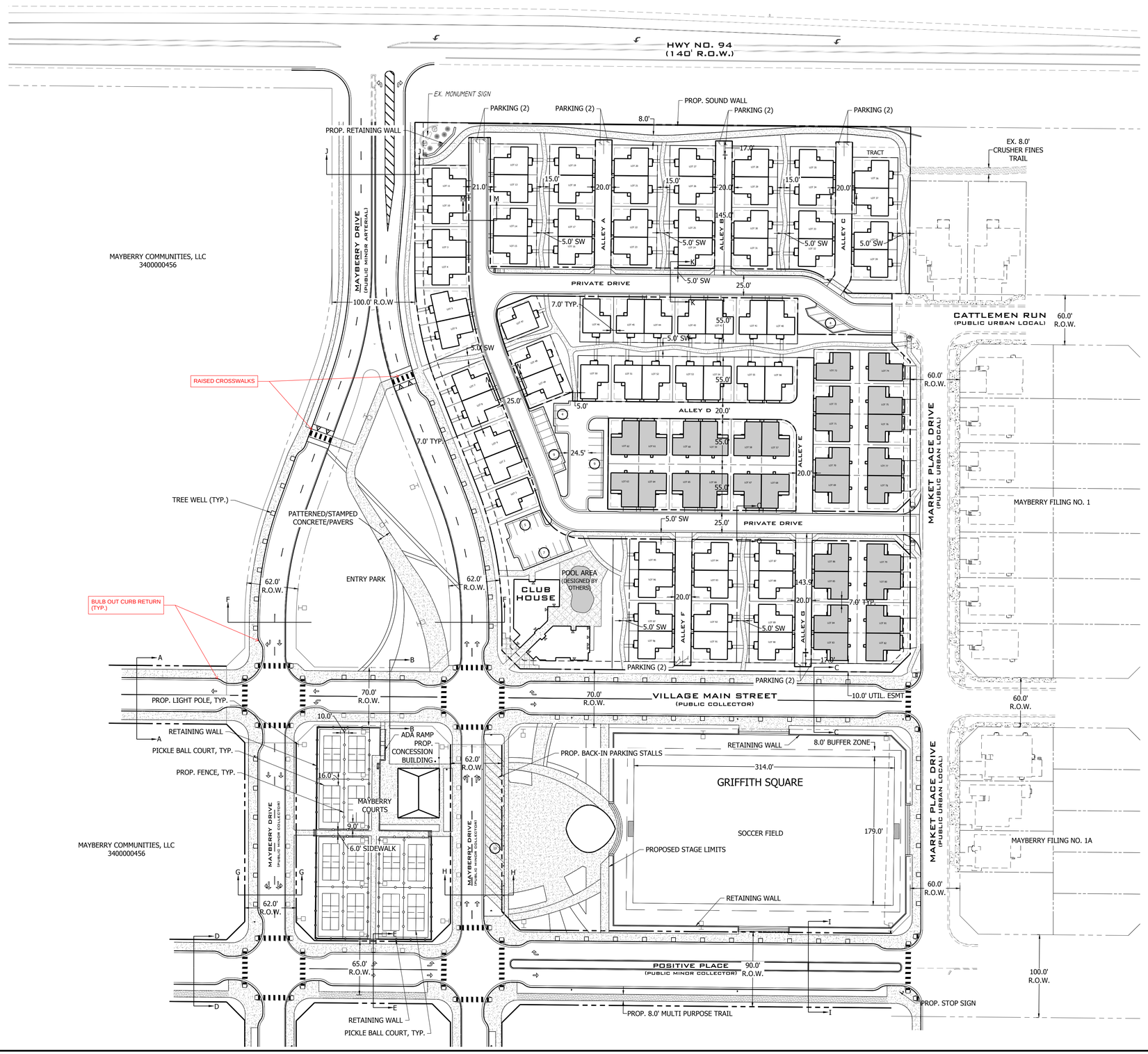
Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO



SCALE: 1" = 60'

NO.	REVISION	BY	DATE

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730
WWW.RRENGINEERS.COM

MAYBERRY PUD 2

SITE ADDRESS: MAYBERRY
EL PASO COUNTY

PREPARED FOR: MAYBERRY COMMUNITIES, LLC
22108 CATTLEMAN RUN
CALHAN, CO 80808

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO. MC24145
ORG. SUBM. DATE 02/14/25
DWN: JAM CHKD: LAO
NAME

OVERALL SITE PLAN

NO. 5

PLOTTED: 4/1/25 BY: LYNN O'GRADY
FILE NAME: P:\MC\24145\DWG\PUD\PUD OVERALL SITE PLAN.DWG

Planning and Community Development Department
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 02/18/2025

PROJECT INFORMATION

Comment noted. File No. has been filled in on the Special Standard PUD Zoning District Form.

PUDSP251

PCD File No. _____

Project Name :	Mayberry PUD 2
Schedule No.(s) :	
Legal Description :	Mayberry Filing No. 1A located in the northwest quarter of section 14 and northeast quarter of section 15, township 14 south, range 63 west of the 6th p.m., county of El Paso, state of Colorado

APPLICANT INFORMATION

Company :	Mayberry Communities, LLC
Name :	Scott Souders
	☒ Owner ☐ Consultant ☐ Contractor
Mailing Address :	22108 Cattleman Run Calhan, CO 80808
Phone Number :	719-922-2181
FAX Number :	
Email Address :	scottsouders@mayberrycoloradosprings.com

ENGINEER INFORMATION

Company :	R&R Engineers-Surveyors		
Name :	Clif Dayton	Colorado P.E. Number :	48189
Mailing Address :	1635 West 13th Avenue, Suite 310 Denver, Colorado 80204		
Phone Number :	303-753-6730		
FAX Number :			
Email Address :			

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

Signature of owner (or authorized representative) Date

Engineer's Seal, Signature
And Date of Signature

DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Section **5.4** of the Land Development Code (LDC) is requested.

PUDSP251

Comment noted. File No. has been filled in on the Special Standard PUD Zoning District Form.

PCD File

Identify the specific ECM standard which a deviation is requested:

ECM Section 2.3.2 Design Standards by Functional Class (Table 2-6 Roadway Design Standards). Additionally, an amendment to the previous deviation request for this cross section in Mayberry Filing No. 1 that was approved on 06/03/2020 and included in the approved Mayberry Phase 1 amendment to the Ellicott Town Center PUD.

Mayberry Drive (formerly New Log Road) is ultimately classified as an Urban Minor Arterial roadway. The proposed deviations consist of modified cross-section elements including 10' attached sidewalk, parallel and back-in on-street parking and a reduced minimum horizontal centerline radius of 400.5 feet at couplet transitions. The proposed deviations are depicted on the Road Cross Sections I Drawing.

State the reason for the requested deviation:

The proposed roadway design deviations are requested based on the new urbanist development program which seeks to create a pedestrian-friendly community. The proposed typical road cross-sections are amending the road-cross sections that were included in the previously approved Ellicott Town Center PUD.

This PUD is no longer valid

The Special Standard PUD Zoning District Form has been provided for the County's review and approval.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

The ultimate road section of Mayberry Drive consists of a 2-lane, 1-way Couplet through the Town Center area in accordance with the approved Ellicott Town Center PUD, as depicted in Section A, Sheet TY2.

The proposed deviation will provide additional parking access for the community's use of the park, soccer field, and pickleball courts. The back-in parking spots will improve safety, efficiency, pedestrian safety, and accessibility.

Show in the exhibits what was previously approved and what is being requested as a direct comparison.

Previously approved plans with highlights of changes have been provided at the end of the Special Standard PUD Zoning District Form (pages 19 to end).

Provide a map exhibit showing where the street parking would be planned with highlights areas and the number of parking spots expected.

An exhibit has been provided to highlight street parking areas and to provide the number of parking spaces. See page 12 of the The Special Standard PUD Zoning District Form.

PCD File No. _____

LIMITS OF CONSIDERATION
(At least one of the conditions listed below must be met for this deviation request to be considered.)

☐ The ECM standard is inapplicable to the particular situation.
☐ Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
☒ A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

Provide justification:

The requested deviations are justified by the previously approved LSC Traffic Study, the Ellicott Town Center PUD, and the Deviation Request for the Mayberry Drive Typical Road Section. The traffic study demonstrates that traffic operations will provide acceptable levels of service. Additional parking access for the community's use of the park, soccer field, and pickleball courts will be provided. The back-in parking spots will improve safety, efficiency, pedestrian safety, and accessibility.

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

The proposed deviations will result in a comparable or superior roadway design, consistent with El Paso County standards and the approved Ellicott Town Center PUD. The previously approved PUD seeks to create a high-quality community enhancing property values in eastern El Paso County. The proposed deviations support the pedestrian-friendly and accessible nature of the overall development plan, resulting in a superior design.

The deviation will not adversely affect safety or operations.

The proposed roadway improvements will be constructed to County standards, and the requested deviations will not adversely affect safety or operations. The LSC Traffic Study for this project demonstrates that traffic operations through the proposed couplet will provide an acceptable level of service while creating the desired Town Center entry to the project. The proposed roadway deviations will generally improve pedestrian safety and will not adversely affect traffic operations.

The proposed deviations will reduce traffic speed and improve accessibility.

PCD File No. _____

The deviation will not adversely affect maintenance and its associated cost.

Maintenance will not be adversely affected based on the proposed deviations. The proposed road cross sections and site layout will provide ample access and clearance for maintenance, and all pavement designs will be subject to County approval.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance will not be adversely affected based on the proposed deviations. The proposed deviations in typical road cross sections will enhance the streetscape resulting in improved aesthetic appearance.

The deviation meets the design intent and purpose of the ECM standards.

The proposed deviations consist of relatively minor changes to County standard road sections, consistent with the previously approved Ellicott Town Center PUD.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

This deviation request has no impact on control measure requirements of the County's MS4 permit.

PCD File No. _____

REVIEW AND RECOMMENDATION:

Approved by the LDC Administrator
This request has been determined to have met the criteria for approval. A deviation from Section _____ of the LDC is hereby granted based on the justification provided.

Denied by the LDC Administrator
This request has been determined not to have met criteria for approval. A deviation from Section _____ of the LDC is hereby denied.

LDC ADMINISTRATOR COMMENTS/CONDITIONS:

PCD File No. _____

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the LDC Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the LDC shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the LDC.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the LDC establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the LDC are subject to deviation by the LDC Administrator provided that one of the following conditions is met:

- The LDC standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

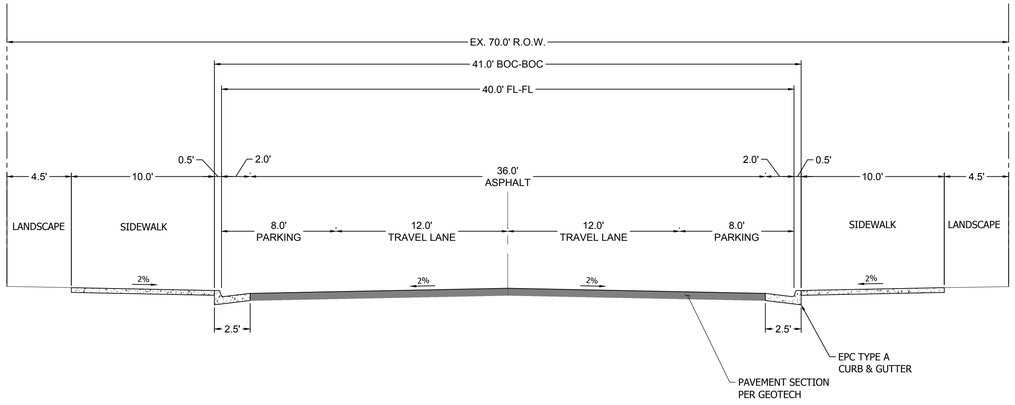
Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

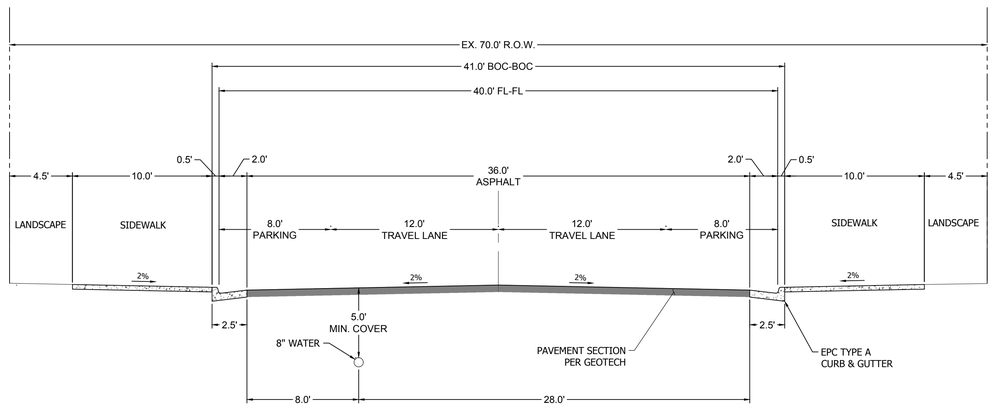
A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

MAYBERRY PUD 2

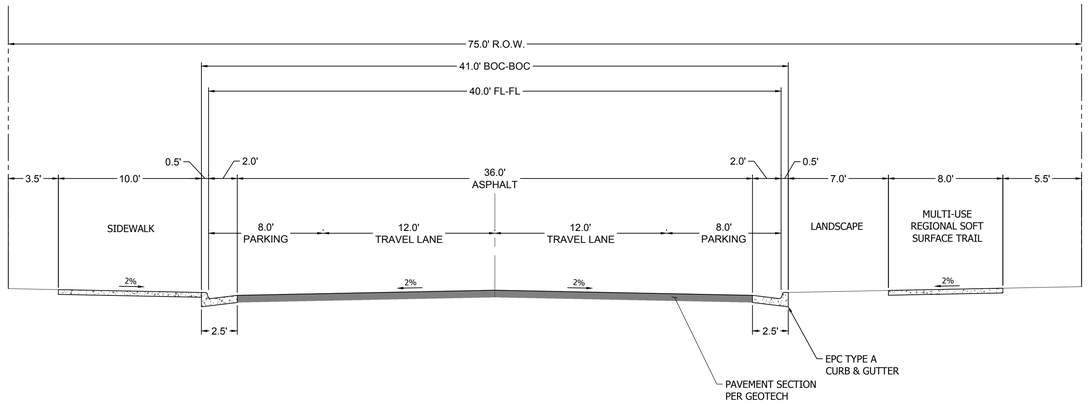
PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO



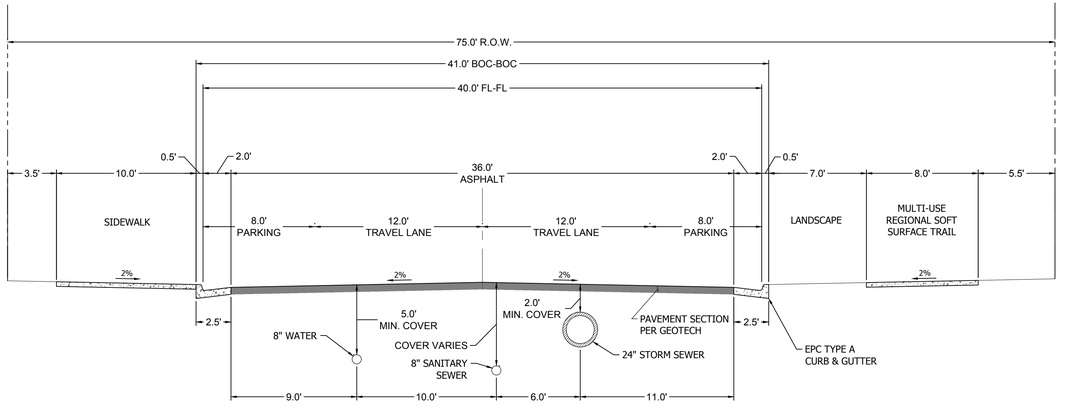
VILLAGE MAIN STREET COMMERCIAL SECTION A-A & B-B
APPROVED WITH PUD 1
DESIGN SPEED: 30 MPH
(NON-RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'



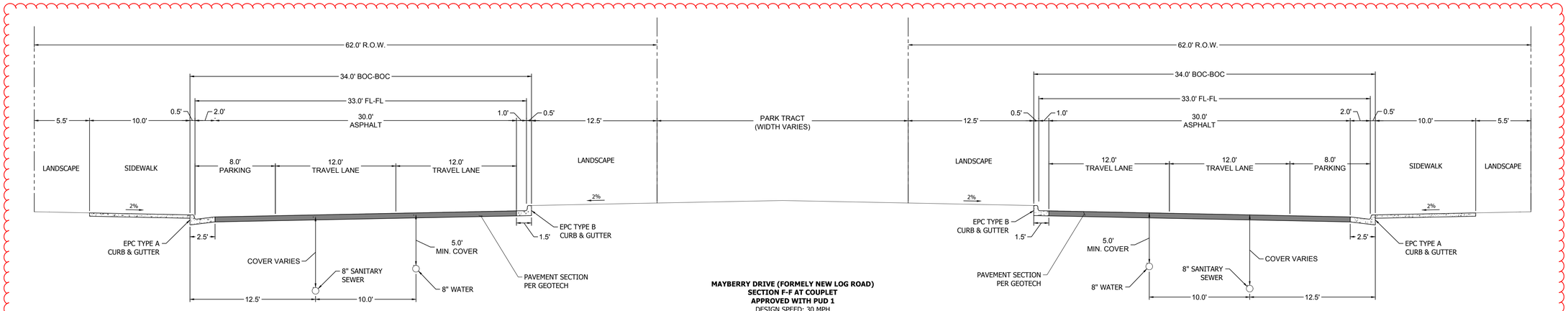
VILLAGE MAIN STREET COMMERCIAL SECTION C-C
APPROVED WITH PUD 1
DESIGN SPEED: 30 MPH
(URBAN RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'



POSITIVE PLACE SECTION D-D
75' R.O.W.
DESIGN SPEED: 30 MPH
(NON-RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'



POSITIVE PLACE SECTION E-E
75' R.O.W.
DESIGN SPEED: 30 MPH
(NON-RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'



MAYBERRY DRIVE (FORMELY NEW LOG ROAD)
SECTION F-F AT COUPLET
APPROVED WITH PUD 1
DESIGN SPEED: 30 MPH
(URBAN ARTERIAL)
SCALE: 1" = 5'

NO.	REVISION	BY	DATE

R&R ENGINEERS
SURVEYORS INC

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730

WWW.RRENGINEERS.COM

MAYBERRY PUD 2

SITE ADDRESS: MAYBERRY
EL PASO COUNTY

PREPARED FOR: MAYBERRY COMMUNITIES, LLC
22108 CATTLEMAN RUN
CALHAN, CO 80808

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO. MC24145
ORG. SUBM. DATE 02/14/25
DWN: JAM CHKD: LAO
NAME

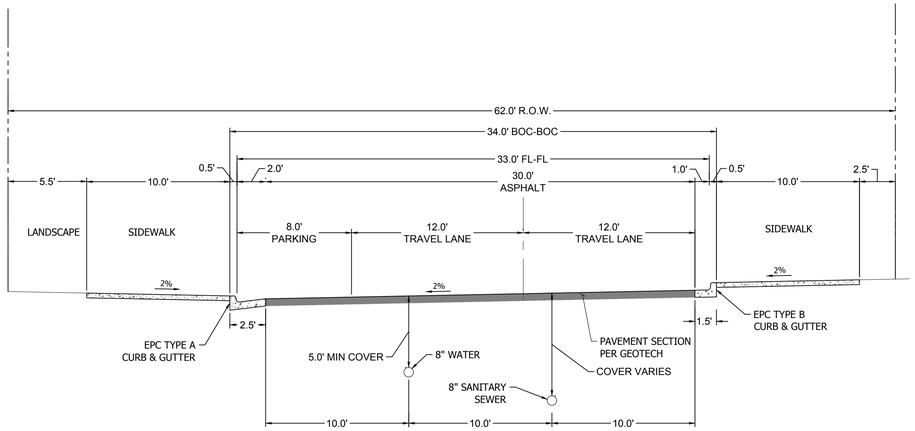
ROAD CROSS SECTIONS I

NO. 6

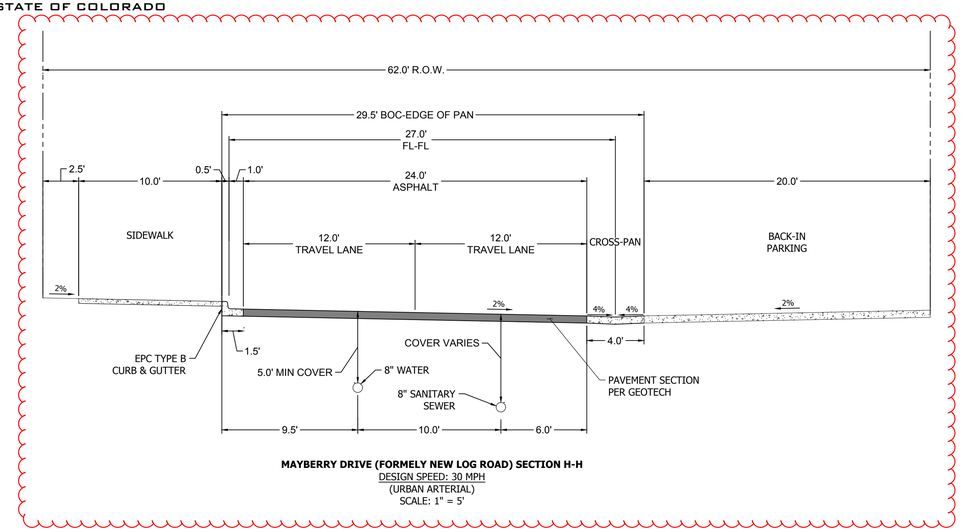
PATH: P:\MC24145 PUDSP – TRACT K & GRIFFITH SQUARE PARKS\ENGINEERING\5 DRAWINGS\PLANS\PUDSP (SITE PLAN)\MC24145 – TYPICAL ROAD SECTIONS & DETAILS.DWG, PLOT DATE: 2/19/2025 1:41:45 PM, BY: LYNN O'GRADY

MAYBERRY PUD 2

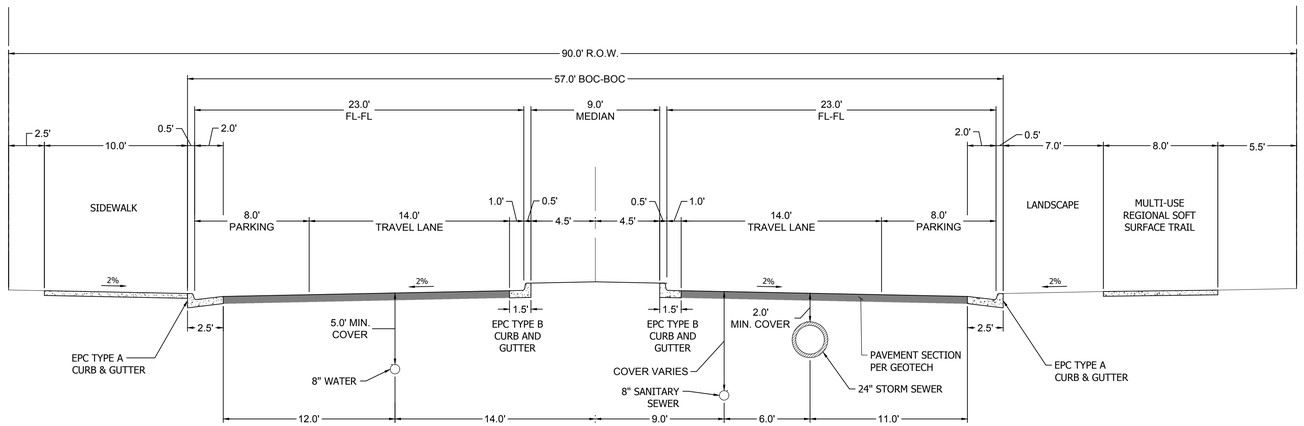
PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO



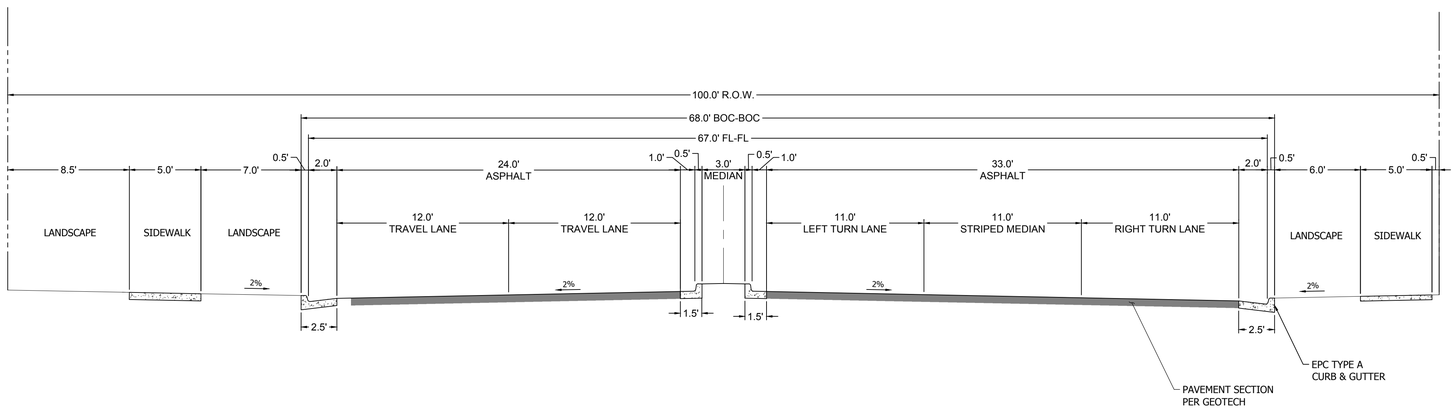
MAYBERRY DRIVE SECTION G-G
62' R.O.W. 6" VERTICAL CURB
DESIGN SPEED: 30 MPH
(URBAN LOCAL; DESIGN ATTRIBUTES TO MEET CURRENT COLLECTOR STANDARDS)
SCALE: 1" = 5'



MAYBERRY DRIVE (FORMELY NEW LOG ROAD) SECTION H-H
DESIGN SPEED: 30 MPH
(URBAN ARTERIAL)
SCALE: 1" = 5'



POSITIVE PLACE (FORMERLY MAYBERRY DRIVE) TYPICAL BOULEVARD SECTION I-I
90' R.O.W. 6" VERTICAL CURB
AMENDED TO PUD 1
DESIGN SPEED: 30 MPH
(URBAN RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'



MAYBERRY DRIVE SECTION J-J
100' R.O.W. 6" VERTICAL CURB
DESIGN SPEED: 30 MPH
(URBAN LOCAL; DESIGN ATTRIBUTES TO MEET CURRENT COLLECTOR STANDARDS)
SCALE: 1" = 5'

NO.	REVISION	BY	DATE

R&R ENGINEERS
SURVEYORS INC

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730

WWW.RRENGINEERS.COM

MAYBERRY PUD 2

SITE ADDRESS: MAYBERRY
EL PASO COUNTY

PREPARED FOR: MAYBERRY COMMUNITES, LLC
22108 CATTLEMAN RUN
CALHAN, CO 80808

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO.	MC24145
ORG. SUBM. DATE	02/14/25
DWN: JAM	CHKD: LAO
NAME	

ROAD CROSS SECTIONS II

NO. 7

PATH: P:\MC24145 PUDSP – TRACT K & GRIFFITH SQUARE PARKS\ENGINEERING\5 DRAWINGS\PLANS\PUDSP (SITE PLAN)\MC24145 – TYPICAL ROAD SECTIONS & DETAILS.DWG, PLOT DATE: 2/19/2025 1:41:46 PM, BY: LYNN O'GRADY

Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 02/18/2025

PROJECT INFORMATION

PCD File No. _____

Project Name :	Mayberry PUD 2
Schedule No.(s) :	
Legal Description :	Mayberry Filing No. 1A located in the northwest quarter of section 14 and northeast quarter of section 15, township 14 south, range 63 west of the 6th p.m., county of El Paso, state of Colorado

APPLICANT INFORMATION

Company :	Mayberry Communities, LLC
Name :	Scott Souders
	☒ Owner ☐ Consultant ☐ Contractor
Mailing Address :	22108 Cattleman Run Calhan, CO 80808
Phone Number :	719-922-2181
FAX Number :	
Email Address :	scottsouders@mayberrycoloradosprings.com

ENGINEER INFORMATION

Company :	R&R Engineers-Surveyors		
Name :	Clif Dayton	Colorado P.E. Number :	48189
Mailing Address :	1635 West 13th Avenue, Suite 310 Denver, Colorado 80204		
Phone Number :	303-753-6730		
FAX Number :			
Email Address :			

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

[redacted] _____

Signature of owner (or authorized representative) Date

[redacted]

Engineer's Seal, Signature
And Date of Signature

DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Section **5.4** of the Land Development Code (LDC) is requested.

PCD File No. _____

Identify the specific ECM standard which a deviation is requested:

ECM Section 2.3.2 Design Standards by Functional Class (Table 2-7 Roadway Design Standards). Additionally, an amendment to the previous deviation request for this cross section in Mayberry Filing No. 1 that was approved on 11/05/2020 and included in the approved Mayberry Phase 1 amendment to the Ellicott Town Center PUD.

Positive Place (formerly Mayberry Drive) is ultimately classified as a divided section Urban Residential Collector with landscape median. The proposed deviations consist of modified cross-section elements including a decreased R.O.W. width of 100' to 90' and addition of a regional trail. The proposed deviations are depicted on the Road Cross Sections II Drawing.

State the reason for the requested deviation:

The addition of the regional trail will result in a reduced pavement section by moving bike access from the road to the regional trail. The reduced pavement section allows for a decreased R.O.W. width.

The proposed typical road cross-sections are amending the road-cross sections that were included in the previously approved Ellicott Town Center PUD.

No longer valid PUD Update with a current PUD justification.

The Special Standard PUD Zoning District Form has been provided for the County's review and approval.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

The ultimate road section of Positive Place consists of a 1-lane, 2-way divided section Urban Residential Collector with landscape median in accordance with the approved Ellicott Town Center PUD, as depicted on the Road Cross Sections II Drawing.

The proposed deviation will improve pedestrian safety and reduce the pavement section.

Provide a map exhibit showing where the street parking would be planned with highlights areas and the number of parking spots expected.

An exhibit has been provided to highlight street parking areas and to provide the number of parking spaces. See page 12 of the The Special Standard PUD Zoning District Form.

Show in the exhibits what was previously approved and what is being requested as a comparison.

Previously approved plans with highlights of changes have been provided at the end of the Special Standard PUD Zoning District Form (pages 19 to end).

PCD File No. _____

LIMITS OF CONSIDERATION
(At least one of the conditions listed below must be met for this deviation request to be considered.)

☐ The ECM standard is inapplicable to the particular situation.
☐ Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
☒ A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

Provide justification:

The proposed roadway design deviations provide increased pedestrian safety by moving bike access from the road to the regional trail. This results in a reduced pavement section and therefore the R.O.W. width can be reduced. Pedestrian safety is also improved by relocating the regional trail that runs adjacent to HWY 94 into the community and along Positive Place.

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

The proposed deviations will result in a comparable or superior roadway design, consistent with El Paso County standards and the approved Ellicott Town Center PUD. The previously approved PUD seeks to create a high-quality community enhancing property values in eastern El Paso County. The proposed deviations support the pedestrian-friendly nature of the overall development plan, resulting in a superior design.

The deviation will not adversely affect safety or operations.

The proposed roadway improvements will be constructed to County standards, and the requested deviations will not adversely affect safety or operations. The proposed roadway deviations will improve pedestrian safety and will not adversely affect traffic operations.

PCD File No. _____

The deviation will not adversely affect maintenance and its associated cost.

Maintenance will not be adversely affected based on the proposed deviations. The proposed road cross sections and site layout will provide ample access and clearance for maintenance, and all pavement designs will be subject to County approval.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance will not be adversely affected based on the proposed deviations. The proposed deviations in typical road cross sections will enhance the streetscape resulting in improved aesthetic appearance.

The deviation meets the design intent and purpose of the ECM standards.

The proposed deviations consist of relatively minor changes to County standard road sections, consistent with the previously approved Ellicott Town Center PUD.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

This deviation request has no impact on control measure requirements of the County's MS4 permit.

PCD File No. _____

REVIEW AND RECOMMENDATION:

Approved by the LDC Administrator
This request has been determined to have met the criteria for approval. A deviation from Section _____ of the LDC is hereby granted based on the justification provided.

Denied by the LDC Administrator
This request has been determined not to have met criteria for approval. A deviation from Section _____ of the LDC is hereby denied.

LDC ADMINISTRATOR COMMENTS/CONDITIONS:

PCD File No. _____

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the LDC Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the LDC shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the LDC.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the LDC establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the LDC are subject to deviation by the LDC Administrator provided that one of the following conditions is met:

- The LDC standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

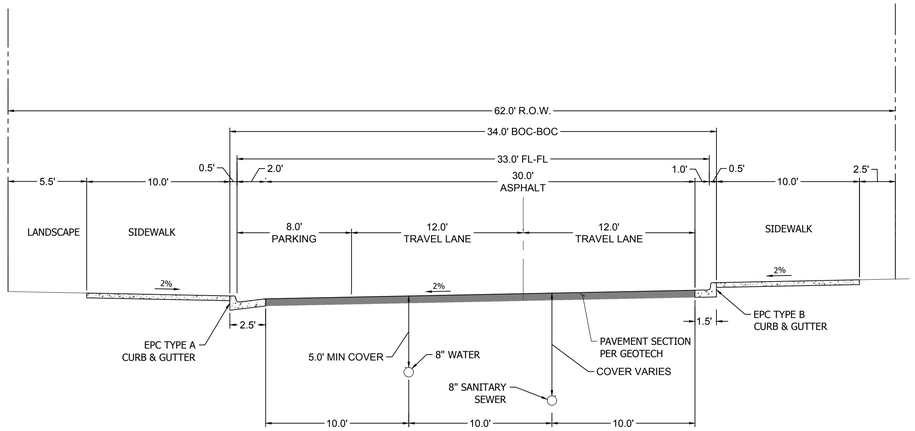
Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

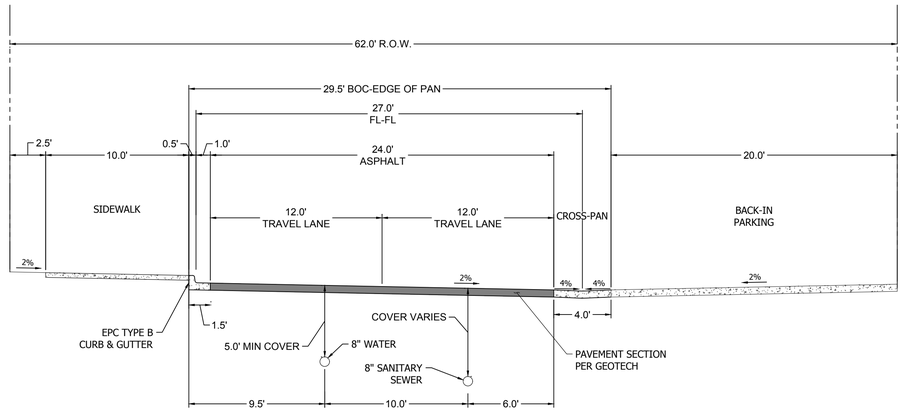
A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

MAYBERRY PUD 2

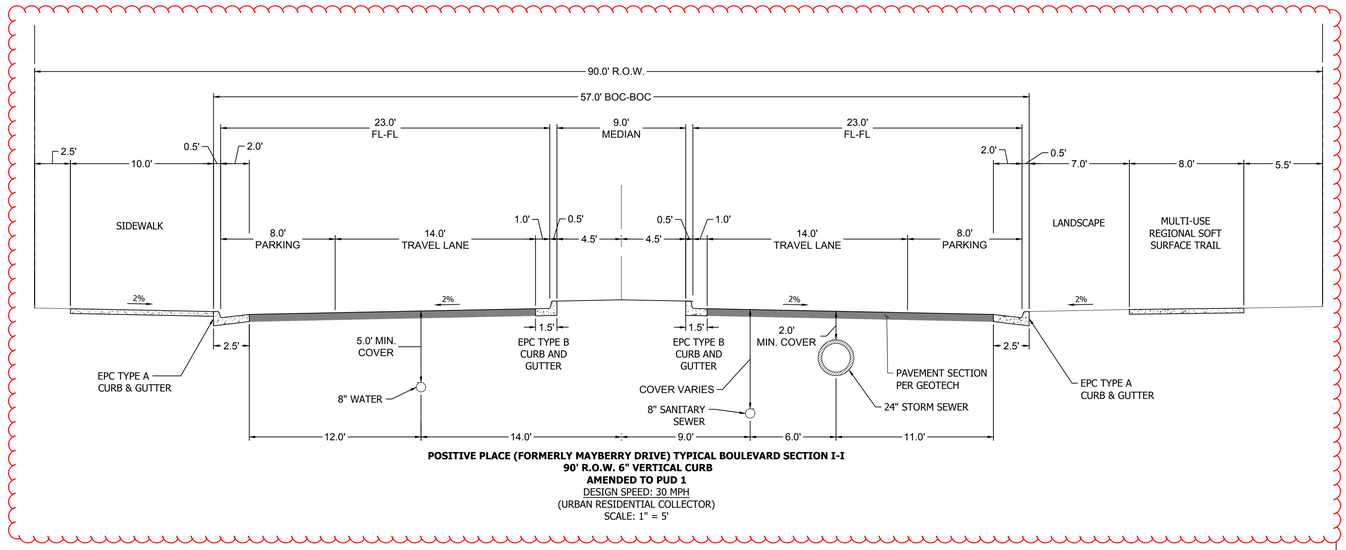
PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO



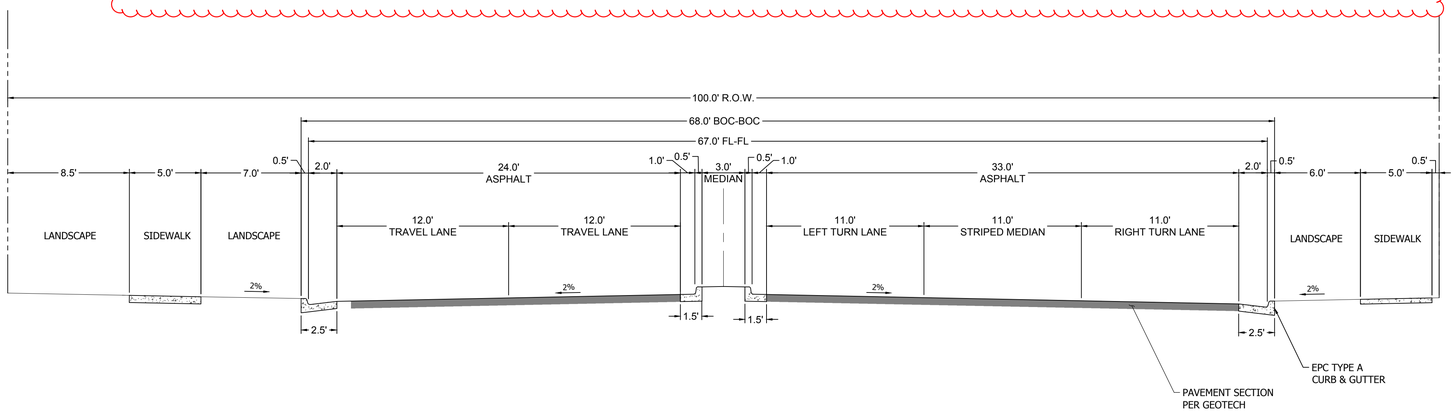
MAYBERRY DRIVE SECTION G-G
62' R.O.W. 6" VERTICAL CURB
DESIGN SPEED: 30 MPH
(URBAN LOCAL; DESIGN ATTRIBUTES TO MEET CURRENT COLLECTOR STANDARDS)
SCALE: 1" = 5'



MAYBERRY DRIVE (FORMELY NEW LOG ROAD) SECTION H-H
DESIGN SPEED: 30 MPH
(URBAN ARTERIAL)
SCALE: 1" = 5'



POSITIVE PLACE (FORMERLY MAYBERRY DRIVE) TYPICAL BOULEVARD SECTION I-I
90' R.O.W. 6" VERTICAL CURB
AMENDED TO PUD 1
DESIGN SPEED: 30 MPH
(URBAN RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'



MAYBERRY DRIVE SECTION J-J
100' R.O.W. 6" VERTICAL CURB
DESIGN SPEED: 30 MPH
(URBAN LOCAL; DESIGN ATTRIBUTES TO MEET CURRENT COLLECTOR STANDARDS)
SCALE: 1" = 5'

NO.	REVISION	BY	DATE

R&R ENGINEERS
SURVEYORS INC

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730
WWW.RRENGINEERS.COM

MAYBERRY PUD 2

SITE ADDRESS: MAYBERRY
EL PASO COUNTY

PREPARED FOR: MAYBERRY COMMUNITIES, LLC
22108 CATTLEMAN RUN
CALHAN, CO 80808

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO.	MC24145
ORG. SUBM. DATE	02/14/25
DWN: JAM	CHKD: LAO
NAME	ROAD CROSS SECTIONS II
NO.	7

PATH: P:\MC24145 PUDSP – TRACT K & GRIFFITH SQUARE PARKS\ENGINEERING\5 DRAWINGS\PLANS\PUDSP (SITE PLAN)\MC24145 – TYPICAL ROAD SECTIONS & DETAILS.DWG, PLOT DATE: 2/19/2025 1:41:46 PM, BY: LYNN O'GRADY

Kimley»Horn

Comment response 2026/06/15

MAYBERRY PUD 2 (First Place @ Mayberry)

FIRE PROTECTION REPORT 2025

OWNER/APPLICANT:
Mayberry Communities, LLC
0 Mayberry Drive,
Calhan, CO 80808

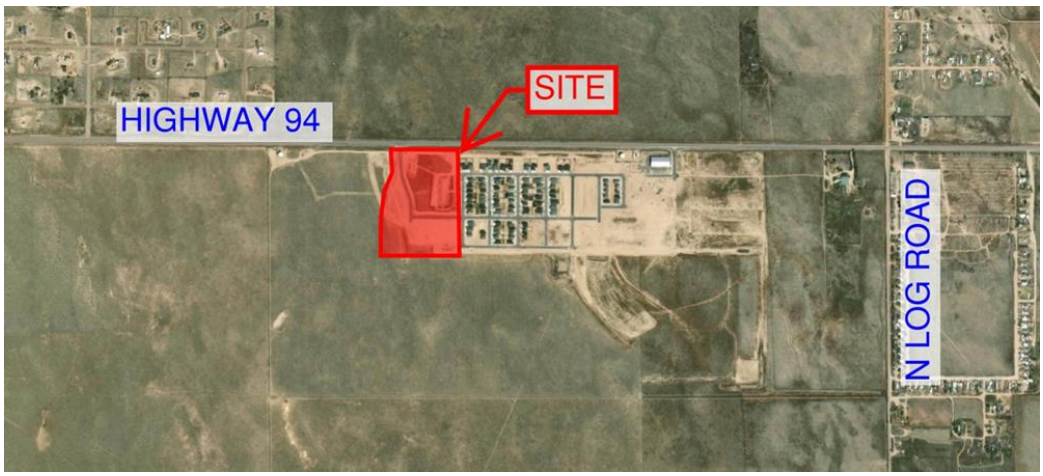
CONSULTANT:
Kimley-Horn and Associates
2 N. Nevada Avenue, Suite 900
Colorado Springs, Colorado 80903

Fire Protection report does not appear to be complete or make any mention of water for the site

Comment noted. Fire report has been revised to follow previous approved reports and a section for proposed water design has been added.

LOCATION, ACREAGE, PARCEL ID INFO, & Z

The application for a PUD/SP Development plan includes Parcel Nos. 3414201024, 3400000472, 3414205001,3400000473, 3414206001. The proposed subdivision is located near the southeast corner of the intersection of State Highway 94 and Mayberry Drive (see vicinity map). The total acreage of the site is ±18.85. Currently Zoned: Planned Unit Development (PUD).



REQUEST

Preliminary Plan and site-specific PUD

Wording was revised to Preliminary Plan and site-specific PUD, as requested.

The application is to establish a site development plan, PUD design guidelines to consist of approximately 18.85 acres dedicated for parks and open space as well as public right of way, long with establishing 98 dwelling units with a mixture of duplex and single family detached residents. The application includes the following request:

This should note that all lots contain one unit since the "duplex" products are split across two lots.

Wording for lots containing one unit has been added.

Bullet points were removed since paragraphs were irrelevant to this report.

the PUD and Preliminary Plan would establish the number of single-family lots.

- Approval to establish Parcel Nos. 3414201024, 3400000472, 3414205001,3400000473, 3414206001 outright as PUD Zones.
- The application includes PUD modifications (and associated deviations) for the use of private streets (with modified cross sections) and to permit a 3' modified side yard setback and utility easements on residential lots.

Mayberry PUD 2 is within the Ellicott Fire Protection District (EFPD). The proposed subdivision lies approximately 1 mile from Station No. 1 at 23650 State Hwy. 94.

THE DISTRICT:

Ellicott Fire Protection District (EFPD), founded in 1984, covers an estimated 276 square miles in El Paso County including the towns and areas of Mayberry Communities, Amerald Acres, Antelope Acres, Antelope Park Ranchettes, Black Squirrel Creek, Calhan, Eaglecrest, Langness Wilderness, Grand View, Range View, Silver Bonnett, Viewpoint & Western Horizons. The district is mostly a residential community with some small business and light commercial.

The EFPD is a local district supported by property taxes. It operates through an elected board which in turn contracts with the Volunteer Department for the operation and maintenance of the District and its equipment. The EFPD maintains 11 vehicles including 3 ambulance and has present membership of 34 active volunteers and 2 full time fire fighters.

The department responds to about 774 calls a year in the Ellicott area. And also provides Advanced Life Support transport of the sick and injured to area hospitals. Response time is currently unstudied. The department operates from four stations.

As noted by Ellicott Volunteer Fire Department (5280fire.com)

Station 1 Ellicott: 23650 State Hwy. 94
Station 2 Mid Jones Road: 75 N. Ellicott Hwy.
Station 3 Fondis: 3525 Private Rd. 112
** Station 4 Fondis: 3525 Private Rd. 112
Station 6 Jones Road: 15355 Jones Rd.
** Station Closed

Analysis has been added for compliance with LDC Section 6.3.3.C.A.c. along with hydrant design guidelines discussions.

Provide analysis for compliance with LDC Sec. 6.3.3.C.1.c. No discussion of hydrant provision has been provided.

FIRE MITIGATION

Some treatments have been planned on the property to be accomplished by individual landowners taking the responsibility upon themselves to create[d] owners have hired a third party to preform mitigation activities [on] following activities are planned to be performed on site:

Paragraph was updated to more closely related future development site conditions.

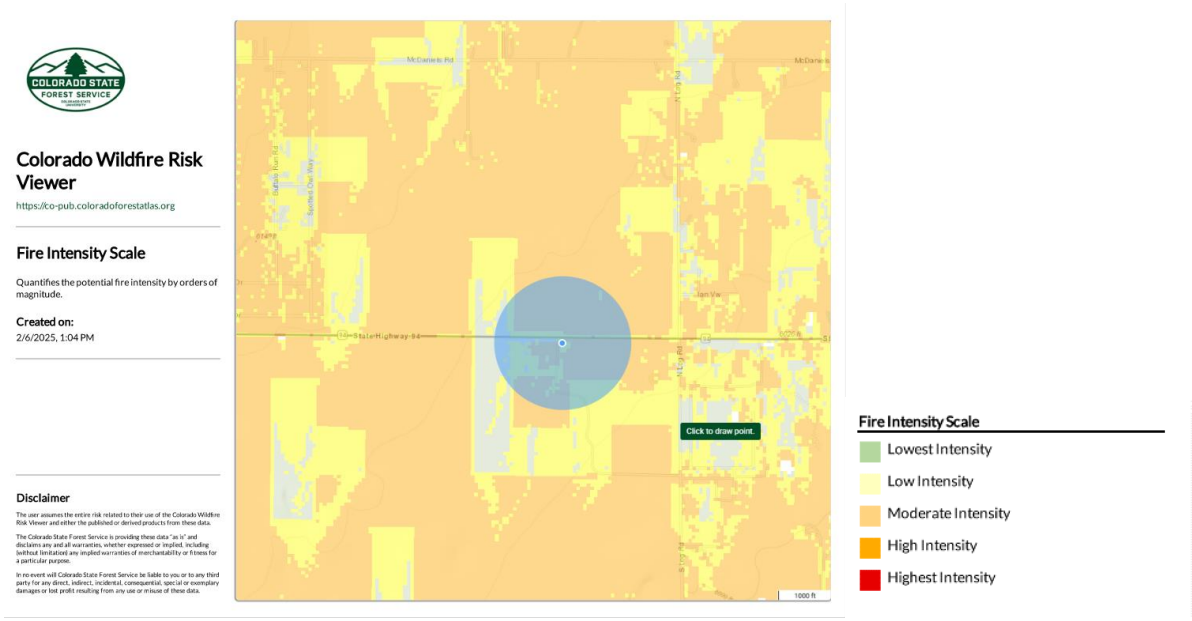
- Cut undergrowth
- Removed dead and diseased trees (beetle kill trees)

This is an urban setting with duplexes and no native trees. Please update this to be applicable to the actual site conditions

- Removed low hanging ladder fuels
- Returned chips to site to help with soil rejuvenation

According to the site planning and maintenance within defensible zones, the subdivision will address the principles of protection zones within this environment with the goal of reducing dense and tall landscape materials within the initial 30' zone around structures. This will include removal, thinning and branching-up of existing tress and ground plain materials.

Mitigation efforts can be reviewed in the EPC Community Wildfire Protection Plan for Unincorporated El Paso County, with reference to Forest Action Plan, provided by the Colorado State Forest Service.



FACILITIES

As noted by Ellicott Volunteer Fire Department (5280fire.com)

Station 1 Ellicott: 23650 State Hwy. 94
Station 2 Mid Jones Road: 75 N. Ellicott Hwy.
Station 3 Fondis: 3525 Private Rd. 112
** Station 4 Fondis: 3525 Private Rd. 112
Station 6 Jones Road: 15355 Jones Rd.
** Station Closed

repeated

Repeated equipment has been removed from the District section.

Equipment includes:

- Chief 3300
- Engine 3310
- Engine 3311
- Engine 3312
- Engine 3313
- Engine 3314
- Engine 316
- Engine 3320
- Engin 3355
- Medic 3380
- Medic 3381
- Medic 3382
- Medic 380
- Rescue 3370
- Rescue 3372
- Rescue 3374
- Rescue 3377
- Brush 3340
- Brush 3341
- Brush 3342
- Brush 3343
- Brush 3345
- Brush 3346
- Brush 340
- Tanker 3361
- Tender 3320
- Tender 3321
- Tender 3344
- Tender 3360
- Tender 3361
- Tender 3362
- Tender 3363
- Tender 3364
- Tender 3366
- Tender 360
- Tender 366
- Ambulance 3381

EPC STORMWATER REVIEW COMMENTS
IN ORANGE BOXES WITH BLACK TEXT

PRELIMINARY DRAINAGE REPORT
FOR
MAYBERRY PUD 2
A PORTION OF MAYBERRY, FILING NO. 1A
EL PASO COUNTY, COLORADO

Please see LJA responses provided adjacent to comment.

Prepared for:

Mayberry Communities, LLC
22108 Cattleman Run
Calhan, CO 80808

Prepared by:

R&R Engineers-Surveyors

1635 W. 13th Ave., Suite 310
Denver, CO 80204
Contact: Clif Dayton, P.E.
Phone: 303-753-6730
MC24145

February 21, 2025

Add text:

PCD File No. PUDSP251

PUD No. has been added

Signature Page

Engineer's Statement

The attached drainage plan and report were prepared under my direction and supervision and are correct to the best of my knowledge and belief. Said drainage report has been prepared according to the criteria established by the County for drainage reports and said report is in conformity with the master of the drainage basin. I accept responsibility for liability caused by negligent acts, errors or omissions on my part in preparing this report.

Document will be signed as a draft. Final signatures will be completed when requested for approval.

SIGNATURE (Affix Seal): _____

Clif Dayton, P.E.
Colorado P.E. No. 48189 Date

Developer's Statement:

I, the developer have read and will comply with all of the requirements specified in this drainage report and plan.

By:

Document will be signed once county has reviewed and requested it for approval.

_____

John Mick Date
Mayberry Communities, LLC

El Paso County's Statement

Filed in accordance with the requirements of the El Paso County Land Development Code, Drainage Criteria Manual, Volumes 1 and 2, and Engineering Criteria Manual as amended.

Joshua J. Palmer, P.E." Name has been revised. _____

Joshua Palmer, P.E. Date
County Engineer/ECM Administrator

Conditions:

TABLE OF CONTENTS

1 General Location and Description 4
1.1 Site Location 4
1.2 Description of Property 4
2 Drainage Basins and Sub-Basins 5
2.1 Major Basin Descriptions 5
2.2 Sub-basin Description 5
3 Drainage Design Criteria 6
3.1 Development Criteria Reference 6
3.2 Hydrologic Criteria 6
4 Drainage Facility Design 6
4.1 General Concept 6
4.2 Specific Details 6
5 Conclusion 8
References 9

APPENDIX A – Vicinity, FIRM, Soils Maps
APPENDIX B – Hydrology Calculations
APPENDIX C – Drainage Maps

1 General Location and Description

1.1 Site Location

The proposed Mayberry PUD 2 project (hereafter, the Site) is located within a portion of Mayberry Filing No. 1A located in the northwest quarter of section 14 and northeast quarter of section 15, township 14 south, range 63 west of the 6th p.m., county of El Paso, state of Colorado (see Vicinity Map in Appendix A). The Site is located at the intersection of Mayberry Drive (formerly "New Log Road") and State Highway 94 and is approximately 19.21 acres in size.

The Site is bounded to the north by State Highway 94 and to the east by Mayberry Filing No. 1 (residential).

Does not match with area shown in other documents and legal

Area has been updated to match other docs.

1.2 Description of Property

The total area of the property is 19.21 acres, with a majority of th art of this development. A portion of the site, known as Tract K, incl lots (duplexes and single-family homes), a clubhouse, parking lots, drive aisles and associated utilities. The rest of the site cor occer field, public roadways, and associated utilities.

25% is correct. There is an existing small hill on site that has a 25% slope on the side. Narrative has been revised to state the slopes for the majority of the site and keep this hill slope as a separate part of the text.

The existing terrain 2.5%? o southeast at grades ranging from 1%-25%. The existing native grasses, brush, and vegetation where the site has verlot grading being done as part of the overall development.

The Soil Survey of El Paso County Area, Colorado, prepared Agriculture Soil Conservation Service, shows the site is underlain 9 percent slopes, and Truckton-Bresser complex, eroded – both Group A. The NRCS Soils Survey Report for this site is included i

There are no existing irrigation facilities or canals on the Site.

The current zoning is PUD.



Existing topo shows the temporary sediment basin graded in where the future soccer field will be. Report text has been updated.

Development site is already over graded Discuss if an TSB has been installed.

Include floodplain statement indicating if development is within a FEMA floodplain or not.

Floodplain statement has been added in Section 1.2, Description of Property.

2 Drainage Basins and Sub-Basins

2.1 Major Basin Descriptions

Existing available drainage studies that impact the site are:

- "Final Drainage Report for Mayberry, Colorado Springs – Filing No. 1A Replat" prepared by JPS Engineering, dated November 19, 2021, revised April 8, 2022, and El Paso County approved June 27, 2022.
- "Preliminary Drainage Report Amendment for Mayberry, Colorado Springs – Phase 1 PUD" prepared by JPS Engineering, dated May 5, 2021, revised February 15, 2022
- "Mayberry Communities Master Development Drainage Plan for Mayberry, Colorado Springs" prepared by R&R Engineers-Surveyors, dated July 2023, revised December 2024, and currently under review with El Paso County.
- "Preliminary & Final Drainage Report for Mayberry, Colorado Springs – Filing No. 1" prepared by JPS Engineering, dated January 15, 2007, most recently revised October 27, 2020.
- Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) El Paso County, Colorado and Incorporated Areas, Panel 810 of 1300, Map 08041C0810G (December 2018).

PCD File No./ EPC No. have been added. I coudl not find a PCD No. for Filing No. 1.

Please include PCD file no. whenever referencing a past project.

PCD File No. has been added

Include PCD file no.

2.2 Sub-basin Description

A majority of the Site was analyzed in the Mayberry Filing No. 1A Developed Drainage Plan and is encompassed by drainage basins C1.1, C1.2, C1.7B (see Drainage maps from Mayberry Filing No. 1A Drainage report in Appendix C). These existing basins in addition to the remaining area of the Site make up the two proposed basins, Basin C and Basin A.

add something like- Submitted with Mayberry Sketch Plan (SKP236)

Text has been revised.

In the existing condition, basins C1.1, C1.2, and C1.7B from Filing No. 1 are ultimately conveyed to Pond C1. In the proposed condition, basins C1.1, C1.2, and the additional area of the proposed Basin C, will be conveyed to Pond C1 while basin C1.7B and the additional area of proposed Basin A will be conveyed to Pond A, as identified by the Master Drainage Report.

Basin C will be captured within a proposed storm network that will tie into the existing Mayberry Filing 1A storm network. Basin A will be captured within a proposed storm network that will be conveyed to Pond A of the Mayberry Master Development Drainage Plan. If the detention pond, Pond A is not developed before the construction of Basin A of PUD 2, an interim pond will be constructed to collect and treat this basin.

Runoff will be discharged from Pond C1 and Pond A to the southeast, ultimately tributary to the West Fork of Black Squirrel Creek.

Discuss why this would occur

Where would the interim pond be constructed?

Is there any offsite flows which enter the development site?

Offsite basin discussion has been added

Temporary pond is now shown on drainage plans. Pond A as shown onthe MDDP is farther away from the proposed development and nothing has been developed that far south yet. With so much of Pond A tributary area still undeveloped, we are proposing a smaller temporary pond for this Phase 2 development. The temporary pond will be closer to the site making it easier to access. Also, waiting to build the full build out of Pond A will allow for more flexibility for future development.

3 Drainage Design Criteria

3.1 Development Criteria Reference

The Site's drainage analysis is performed in accordance with the current El Paso County Drainage Criteria Manual (DCM) and Mile High Flood District (MHFD) "Urban Storm Drainage Criteria Manual" (USDCM).

The drainage design for the Site is influenced by the following previous studies: •"Final Drainage Report for Mayberry, Colorado Springs – Filing No. 1A Replat" prepared by JPS Engineering, dated November 19, 2021, revised April 8, 2022. • "Mayberry Communities Master Development Drainage Plan for Mayberry, Colorado Springs" dated July 2023, revised December 2024.

3.2 Hydrologic Criteria

Calculations were performed to determine the existing and proposed runoff quantities for the 5-yr (minor storm) and 100-yr (major storm) 1-hour storm events for developed conditions using the Rational Method as required by El Paso County for basins containing less than 100 acres. Percent imperviousness and runoff coefficients for different land uses were calculated using Eq 5-2 of the DCM. Times of concentration (t_c) were calculated as described in Section 5.2.3 of the DCM. Rainfall intensity (i) was calculated using the IDF equations in Figure 5-1. Figures and equations used are included in Appendix B. Flows will ultimately be routed to the existing Detention Pond C1 and proposed Detention Pond A.

design is provided in Appendix B now and is shown on drainage plans.

4 Drainage Facility Design

show this design and routing on the drainage maps and show Pond A

4.1 General Concept

Consistent with generally accepted practices in eastern El Paso County, the general concept for stormwater management from development of Mayberry PUD 2 proposes to construct a storm sewer system which will outfall into existing detention pond, Pond C1 and proposed detention pond, Pond A.

The existing drainage ditch south of Highway 94 will be enhanced if necessary to keep CDOT R.O.W. offsite drainage from flowing into Tract K.

4.2 Specific Details

A. Existing Drainage Conditions

Mayberry Drive (formerly named "New Log Road"), a portion of Village Main Street, and Marketplace Drive currently exist as part of Mayberry Filing No. 1A. The rest of the Site is undeveloped.

A majority of the site is located within basins designated as C1.1, C1.2, and C1.7B in the Filing No. 1A approved Drainage Report. See existing drainage map prepared by JPS and Proposed Basin Overlay map in Appendix C.

Basin C1.1 is a total of 9.38 acres and is ultimately captured by the existing inlet at design point C1.1 along Catt t K (of the proposed Basin A) contains ed to the existing inlet at design point n sized adequately for this area.

Text has been revised. Part of this basin is going to temp. pond A1 and other portion is going to Pond C1.

Please clarify the statement is consistent with the concept to drain to pond A.

Basin C1.2 is a total of 7.97 ac f Tract K, the existing Mayberry Drive, and p uting is to remain, and this basin will be collected at the same design point (existing C1.2C) in the proposed condition (proposed C1.0). Stormwater will be conveyed from this design point to Pond C1.

Basin C1.7B is a total of 4.34 acres and encompasses the proposed soccer field within proposed Basin A. Basin C1.7B is ultimately captured by the existing inlet at design point C1.7B and conveyed to Pond C1. In the proposed condition, basin C1.7B will be conveyed to Pond A of the Mayberry Master Development Drainage Plan.

Majority of the project site falls within basins C1.2 and C1.7B, which had a combined allowance to Pond C1 of 25.10 cfs for the 5-year storm and 53.20 cfs for the 100-year storm as determined by JPS. See Appe ved Drainage Report supporting calculations.

Pond C1 is correct. Text has been revised

state what pond this basin will drain to (I'm assuming C1)

B. Proposed On-Site Basins

Refer to the Proposed Drainage Map located in Appendix C for drainage basin locations and boundaries.

Basin C (13.69 ac) consists of Village Main Street, South and North Mayberry Drive, the Entry Park, and Tract K. Land use type is a mix of landscape, hardscape, and roof coverage. Surface runoff (sheet flow) will be captured by proposed curb and gutter and various storm inlets and will be conveyed to an existing Type R inlet at design point C1.0. Should any inlets become clogged or otherwise nonfunctional, stormwater will overtop into existing Basin C1.3. from Filing No. 1. (Q_5=23.80 cfs, Q_{100}=49.33 cfs).

Basin A (5.52 ac) consists of Positive Place, Mayberry Courts, and Griffith Square. Land use type is a mix of landscape, hardscape, and roof coverage. Surface runoff (sheet flow) will be captured by proposed curb and gutter, various storm inlets, and trench drains and will be conveyed to a proposed 24" flared end section at design point A1.0 that outfalls to Pond A. If the detention pond, Pond A is not developed before PUD 2, the proposed 24" flared end section will outfall to an interim pond. Should any inlets or trench drains become clogged or otherwise nonfunctional, stormwater will overtop into existing Basins C1.7B and C1.10. from Filing No. 1. (Q_5=10.12 cfs, Q_{100}=24.13 cfs).

Please call for the construction of Pond A or the Temporary pond.

A temporary pond will constructed for the A basins. Text has been revised.

Several basins have been added. see Table 1 in drainage report and see revised drainage plan

Additional basin are needed with drainage routing and analysis. See comments on drainage maps.

5 Conclusion

The proposed Mayberry PUD 2 will not generate developed runoff greater than volumes accounted for when sizing Detention Ponds C1 and A. These detention ponds will ensure that developed flows from Mayberry Communities remain below historic levels. Construction of the proposed drainage facilities will ensure that this development will not adversely affect downstream or surrounding areas.

All drainage facilities described herein and shown on the included drainage plans are subject to change due to final design considerations. Any changes that are made after approval of this report will require an addendum to this report.

This drainage analysis has been prepared in accordance with the current El Paso County Drainage Criteria Manual and the Urban Storm Drainage Criteria Manual. Supporting information is included in the Appendix.

Now provided in section 3.2 of report

Include 4-step process
- Runoff Reduction
- Stabilization of drainageways
- Proposed Stormwater Quality Capture Volume
- Identify Best Management Practices to be used to control industrial and commercial pollutants

Provide discussion of suitable outfall. Indicate what release flows are and where they will go after being released from pond. Is there existing facilities or will new offsite facilities need to be constructed?

Text has been updated in section 3.3 and 4.2.5.

Provide general design of Pond A. Full design does not need to be complete and finalized, but provide general design to show what flows will be leaving the site and to know a general footprint area needed for pond.

Concept design for Pond A1 is provided in Appendix B.

References

1. City of Colorado Springs & El Paso County "Drainage Criteria Manual," revised October 12, 1994.

2. City of Colorado Springs "Drainage Criteria Manual, Volumes 1 and 2," revised May, 2014.

3. El Paso County "Engineering Criteria Manual," January 9, 2006.

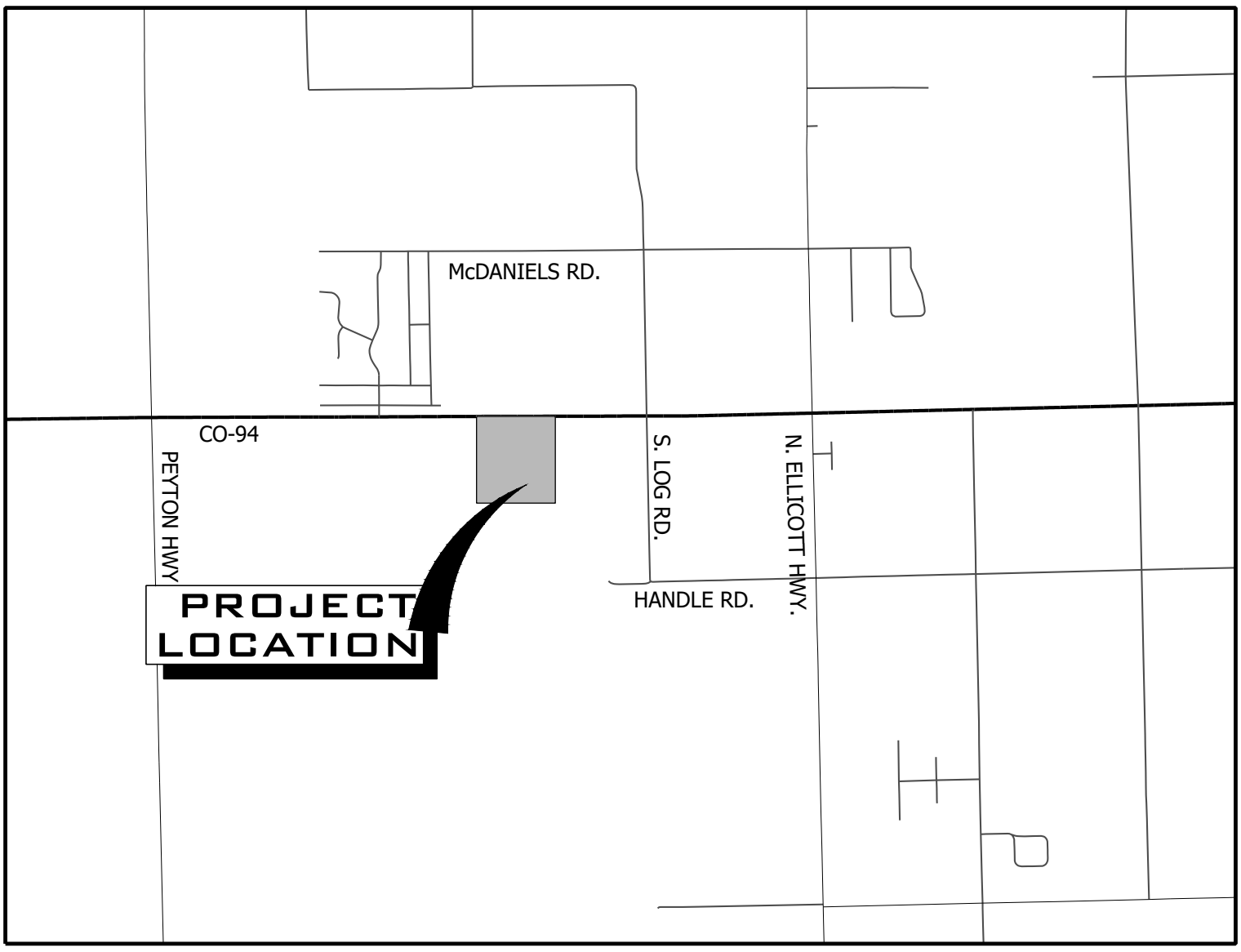
4. USDA/NRCS, "Soil Survey of El Paso County Area, Colorado," June, 1981.

5. JPS Engineering, Inc., "Final Drainage Report for Mayberry, Colorado Springs – Filing No. 1A Replat", dated November 19, 2021, revised April 8, 2022, approved by EPC June 6, 2022.

6. R&R Engineers – Surveyors, Inc., "Mayberry Communities Master Development Drainage Plan for Mayberry, Colorado Springs" dated July 2023, revised December 2024. Currently under review.

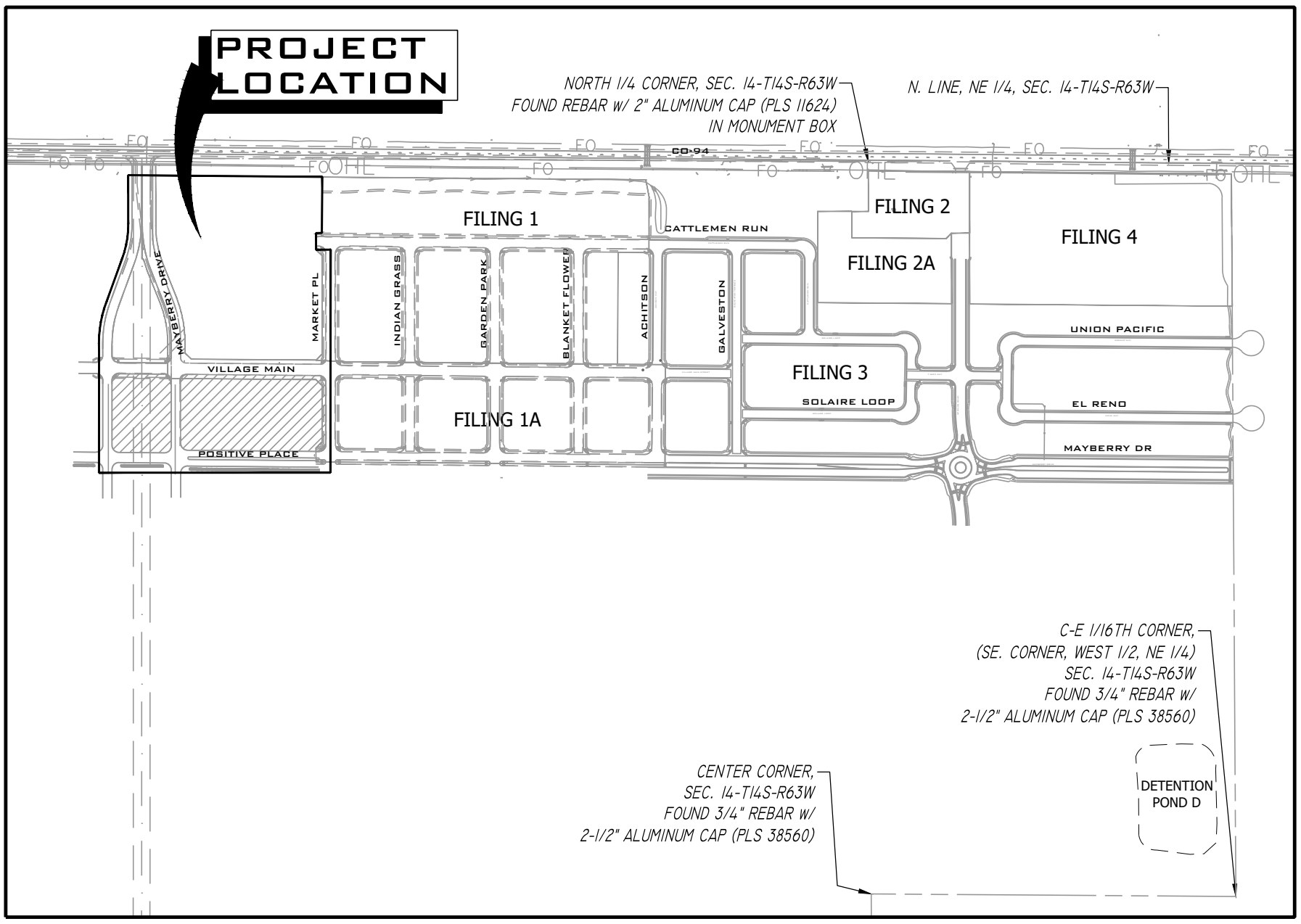
APPENDIX A

VICINITY MAP
FEMA FIRM MAP
SOILS MAP



VICINITY MAP

SCALE 1" = 5,000'



SITE MAP

SCALE 1" = 500'

REVISIONS

R&R ENGINEERS SURVEYORS INC
WWW.RRENGINEERS.COM

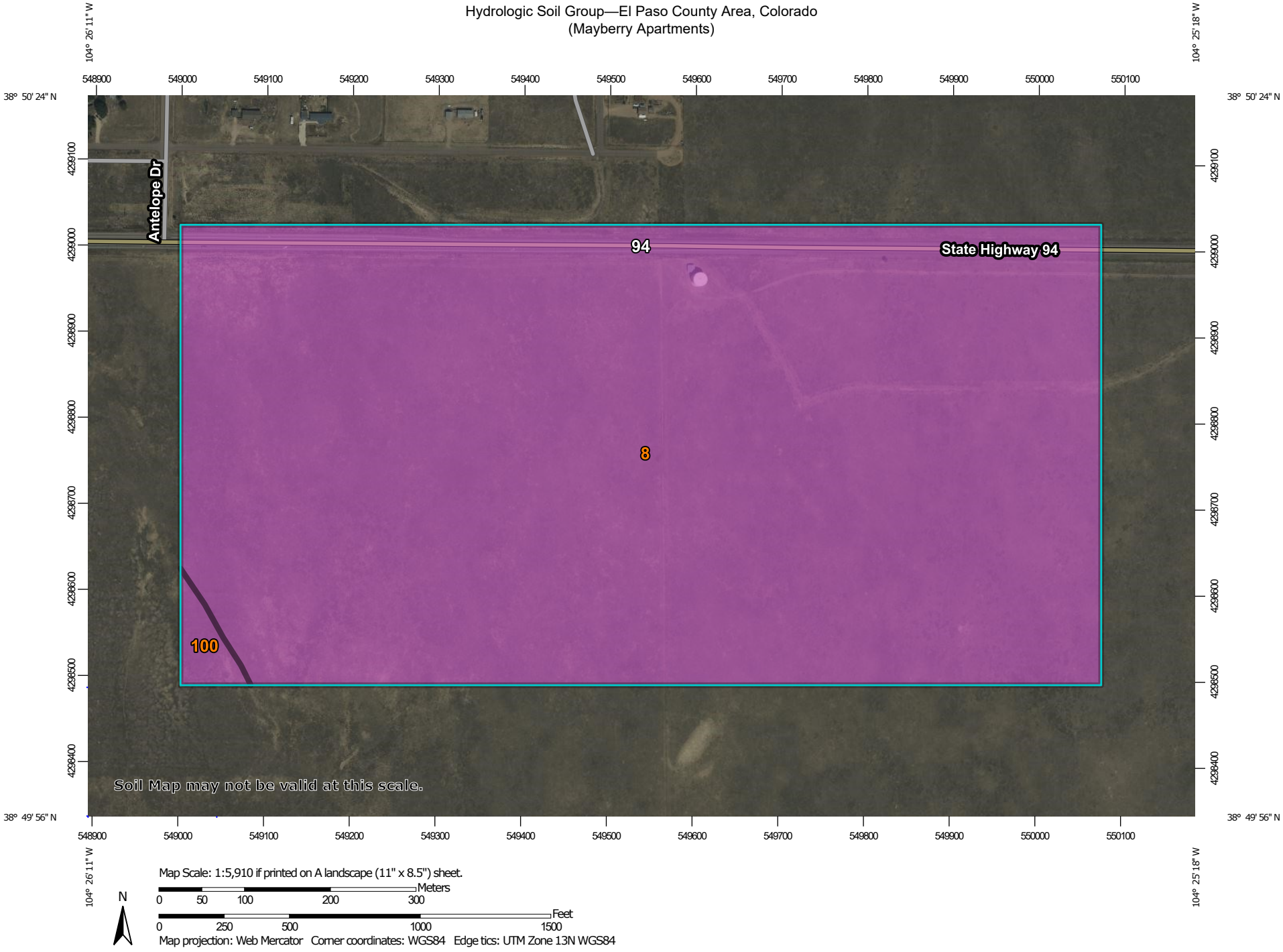
SITE MAP

MAYBERRY PUD 2

JOB NO.	MC24145
DATE	2/13/25
DRN	JAM
CHK	LAO
EXHIBIT NAME	SITE MAP
SHEET NO.	1 OF 1

PATH: P:\MC24145 PUDSP - TRACT K & GRIFFITH SQUARE PARKS\ENGINEERING\5 DRAWINGS\PLANS\PUDSP (SITE PLAN)\MC24145-PUD-CVR.DWG, PLOT DATE: 2/13/2025 2:03:54 PM, BY: JENNY MARKS

Hydrologic Soil Group—El Paso County Area, Colorado
(Mayberry Apartments)



Map Scale: 1:5,910 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 50 100 200 300

Feet
0 250 500 1000 1500

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 13N WGS84

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Rating Polygons

A
A/D
B
B/D
C
C/D
D
Not rated or not available

Soil Rating Lines

A
A/D
B
B/D
C
C/D
D
Not rated or not available

Soil Rating Points

A
A/D
B
B/D
C
C/D
D
Not rated or not available

Water Features

Streams and Canals

Transportation

Rails
Interstate Highways
US Routes
Major Roads
Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: El Paso County Area, Colorado
Survey Area Data: Version 19, Aug 31, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Sep 11, 2018—Oct 20, 2018

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
8	Blakeland loamy sand, 1 to 9 percent slopes	A	141.2	99.0%
100	Truckton-Bresser complex, eroded	A	1.4	1.0%
Totals for Area of Interest			**142.6**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

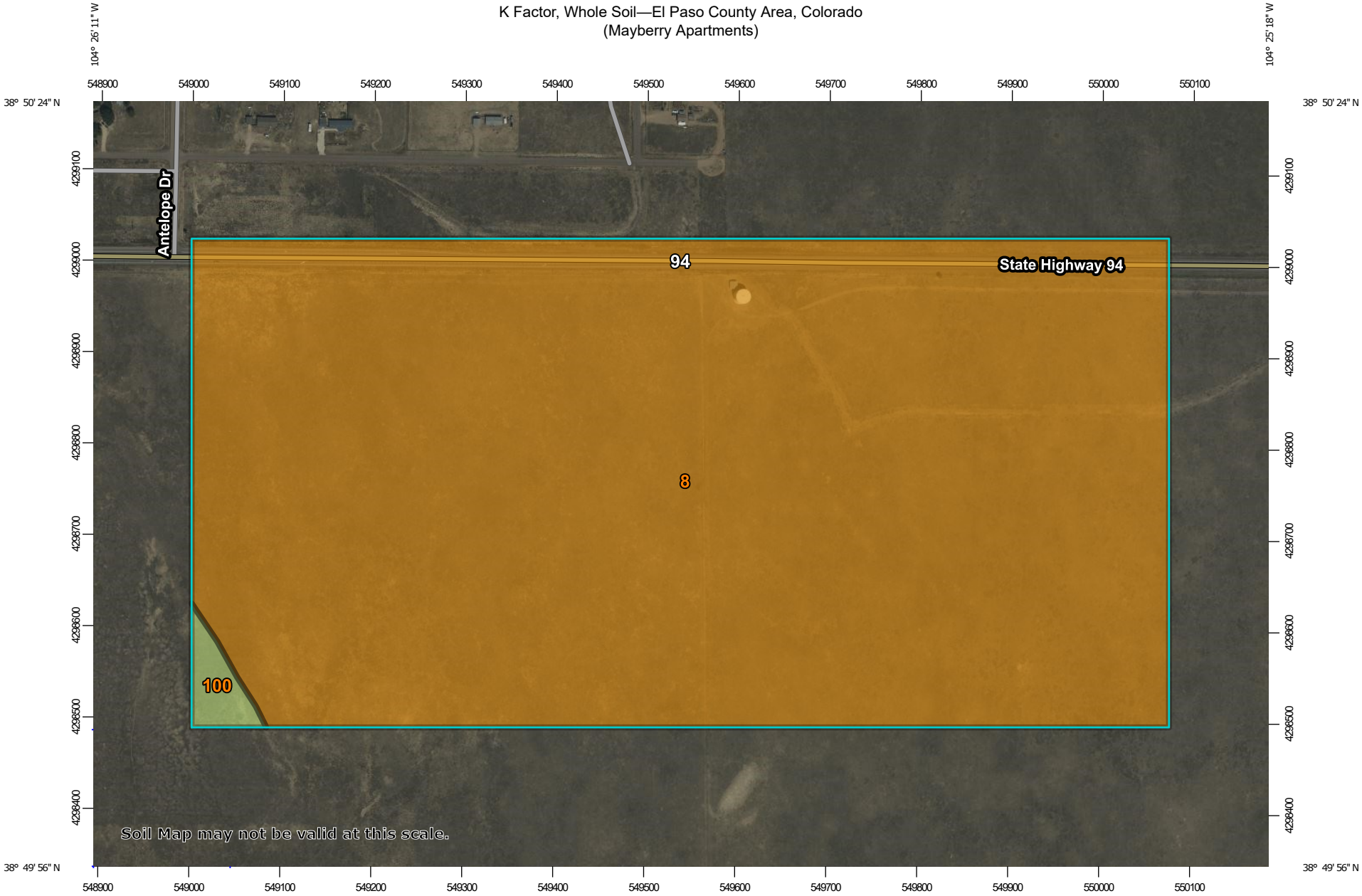
If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher



Map Scale: 1:5,910 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 50 100 200 300

Feet
0 250 500 1000 1500

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 13N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- .02
- .05
- .10
- .15
- .17
- .20
- .24
- .28
- .32
- .37
- .43
- .49
- .55
- .64
- Not rated or not available

Soil Rating Lines
- .02
- .05
- .10
- .15
- .17
- .20
- .24
- .28
- .32
- .37
- .43
- .49
- .55
- .64
- Not rated or not available

Soil Rating Points
- .02
- .05
- .10
- .15
- .17
- .20
- .24
- .28
- .32
- .37
- .43
- .49
- .55
- .64
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: El Paso County Area, Colorado
Survey Area Data: Version 19, Aug 31, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Sep 11, 2018—Oct 20, 2018

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

K Factor, Whole Soil

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
8	Blakeland loamy sand, 1 to 9 percent slopes	.10	141.2	99.0%
100	Truckton-Bresser complex, eroded	.24	1.4	1.0%
Totals for Area of Interest			**142.6**	**100.0%**

Description

Erosion factor K indicates the susceptibility of a soil to sheet and rill erosion by water. Factor K is one of six factors used in the Universal Soil Loss Equation (USLE) and the Revised Universal Soil Loss Equation (RUSLE) to predict the average annual rate of soil loss by sheet and rill erosion in tons per acre per year. The estimates are based primarily on percentage of silt, sand, and organic matter and on soil structure and saturated hydraulic conductivity (Ksat). Values of K range from 0.02 to 0.69. Other factors being equal, the higher the value, the more susceptible the soil is to sheet and rill erosion by water.

"Erosion factor Kw (whole soil)" indicates the erodibility of the whole soil. The estimates are modified by the presence of rock fragments.

Factor K does not apply to organic horizons and is not reported for those layers.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

Layer Options (Horizon Aggregation Method): Surface Layer (Not applicable)

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 13. The **horizontal datum** was NAD83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the **North American Vertical Datum of 1988 (NAVD88)**. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov/ or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, MD 20910-3282

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242 or visit its website at http://www.ngs.noaa.gov/.

Base Map information shown on this FIRM was provided in digital format by El Paso County, Colorado Springs Utilities, and Anderson Consulting Engineers, Inc. These data are current as of 2008.

This map reflects more detailed and up-to-date **stream channel configurations and floodplain delineations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study Report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map. The profile baselines depicted on this map represent the hydraulic modeling baselines that match the flood profiles and Floodway Data Tables if applicable, in the FIS report. As a result, the profile baselines may deviate significantly from the new base map channel representation and may appear outside of the floodplain.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact **FEMA Map Service Center** (MSC) via the FEMA Map Information eXchange (FMIX) 1-877-336-2627 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. The MSC may also be reached by Fax at 1-800-358-9620 and its website at http://www.msc.fema.gov/.

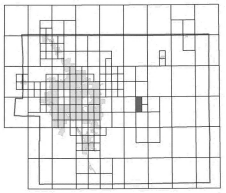
If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1-877-FEMA MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/business/nfip.

El Paso County Vertical Datum Offset Table

Flooding Source	Vertical Datum Offset (ft)

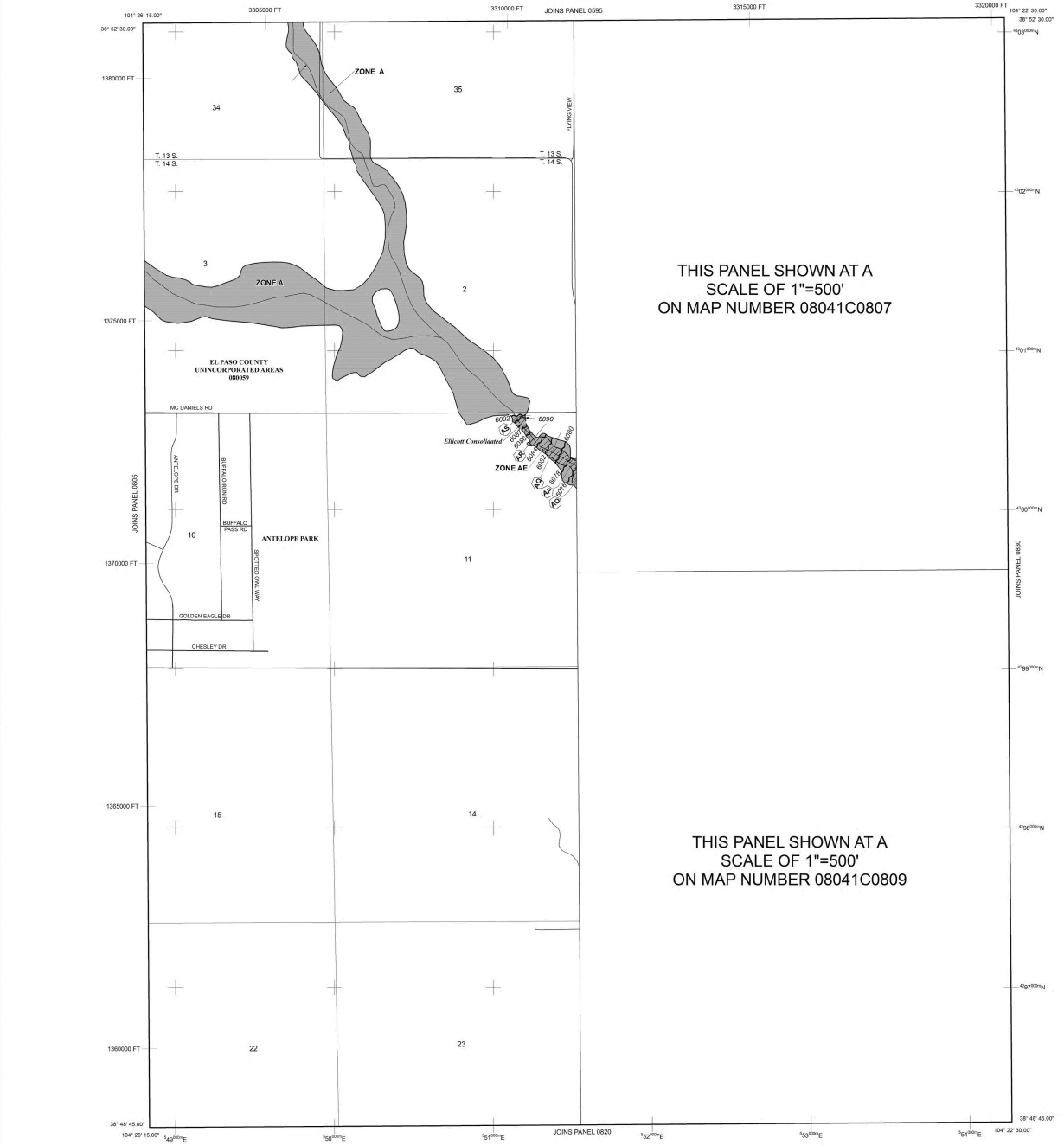
REFER TO SECTION 3.3 OF THE EL PASO COUNTY FLOOD INSURANCE STUDY FOR STREAM BY STREAM VERTICAL DATUM CONVERSION INFORMATION

Panel Location Map



This Digital Flood Insurance Rate Map (DFIRM) was produced through a Cooperating Technical Partner (CTP) agreement between the State of Colorado Water Conservation Board (CWCB) and the Federal Emergency Management Agency (FEMA).

Additional Flood Hazard information and resources are available from local communities and the Colorado Water Conservation Board.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAS) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A No Base Flood Elevations determined.

ZONE AE Base Flood Elevations determined.

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE AR Special Flood Hazard Area Formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

ZONE A99 Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

Floodplain boundary

Floodway boundary

Zone D Boundary

CBRS and OPA boundary

Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

513 Base Flood Elevation line and value; elevation in feet*

(EL 987) Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988 (NAVD 88)

A — A Cross section line

23 — 23 Transect line

97° 07' 30.00"
32° 22' 30.00" Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)

4275000 mN 1000-meter Universal Transverse Mercator grid ticks, zone 13

6000000 FT 5000-foot grid ticks: Colorado State Plane coordinate system, central zone (FIPSZONE 0502), Lambert Conformal Conic Projection

DX5510 Bench mark (see explanation in Notes to Users section of this FIRM panel)

M1.5 River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
MARCH 17, 1997

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
DECEMBER 7, 2018 - to update corporate limits, to change Base Flood Elevations and Special Flood Hazard Areas, to update map format, to add roads and road names, and to incorporate previously issued Letters of Map Revision.

For community map revision history prior to countywide mapping, refer to the Community Map History Table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'
500 0 1000 2000 FEET
300 0 300 600 METERS

NFIP

PANEL 0810G

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

EL PASO COUNTY, COLORADO AND INCORPORATED AREAS

PANEL 810 OF 1300

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
EL PASO COUNTY	080059	0810	G

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
08041C0810G

MAP REVISED
DECEMBER 7, 2018

Federal Emergency Management Agency

APPENDIX B

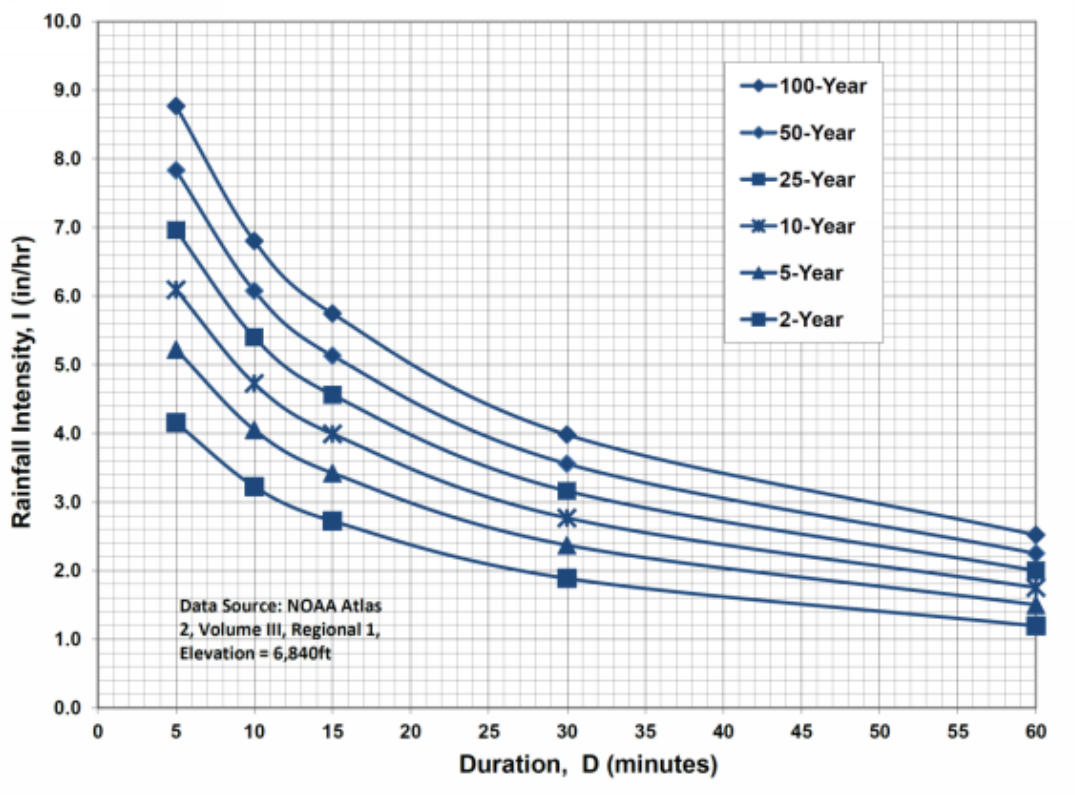
SITE HYDROLOGY CALCULATIONS

Table 6-6. Runoff Coefficients for Rational Method

(Source: UDFCD 2001)

Land Use or Surface Characteristics	Percent Impervious	Runoff Coefficients											
		2-year		5-year		10-year		25-year		50-year		100-year	
		HSG A&B	HSG C&D	HSG A&B	HSG C&D	HSG A&B	HSG C&D	HSG A&B	HSG C&D	HSG A&B	HSG C&D	HSG A&B	HSG C&D
Business													
Commercial Areas	95	0.79	0.80	0.81	0.82	0.83	0.84	0.85	0.87	0.87	0.88	0.88	0.89
Neighborhood Areas	70	0.45	0.49	0.49	0.53	0.53	0.57	0.58	0.62	0.60	0.65	0.62	0.68
Residential													
1/8 Acre or less	65	0.41	0.45	0.45	0.49	0.49	0.54	0.54	0.59	0.57	0.62	0.59	0.65
1/4 Acre	40	0.23	0.28	0.30	0.35	0.36	0.42	0.42	0.50	0.46	0.54	0.50	0.58
1/3 Acre	30	0.18	0.22	0.25	0.30	0.32	0.38	0.39	0.47	0.43	0.52	0.47	0.57
1/2 Acre	25	0.15	0.20	0.22	0.28	0.30	0.36	0.37	0.46	0.41	0.51	0.46	0.56
1 Acre	20	0.12	0.17	0.20	0.26	0.27	0.34	0.35	0.44	0.40	0.50	0.44	0.55
Industrial													
Light Areas	80	0.57	0.60	0.59	0.63	0.63	0.66	0.66	0.70	0.68	0.72	0.70	0.74
Heavy Areas	90	0.71	0.73	0.73	0.75	0.75	0.77	0.78	0.80	0.80	0.82	0.81	0.83
Parks and Cemeteries	7	0.05	0.09	0.12	0.19	0.20	0.29	0.30	0.40	0.34	0.46	0.39	0.52
Playgrounds	13	0.07	0.13	0.16	0.23	0.24	0.31	0.32	0.42	0.37	0.48	0.41	0.54
Railroad Yard Areas	40	0.23	0.28	0.30	0.35	0.36	0.42	0.42	0.50	0.46	0.54	0.50	0.58
Undeveloped Areas													
Historic Flow Analysis--Greenbelts, Agriculture	2	0.03	0.05	0.09	0.16	0.17	0.26	0.26	0.38	0.31	0.45	0.36	0.51
Pasture/Meadow	0	0.02	0.04	0.08	0.15	0.15	0.25	0.25	0.37	0.30	0.44	0.35	0.50
Forest	0	0.02	0.04	0.08	0.15	0.15	0.25	0.25	0.37	0.30	0.44	0.35	0.50
Exposed Rock	100	0.89	0.89	0.90	0.90	0.92	0.92	0.94	0.94	0.95	0.95	0.96	0.96
Offsite Flow Analysis (when landuse is undefined)	45	0.26	0.31	0.32	0.37	0.38	0.44	0.44	0.51	0.48	0.55	0.51	0.59
Streets													
Paved	100	0.89	0.89	0.90	0.90	0.92	0.92	0.94	0.94	0.95	0.95	0.96	0.96
Gravel	80	0.57	0.60	0.59	0.63	0.63	0.66	0.66	0.70	0.68	0.72	0.70	0.74
Drive and Walks	100	0.89	0.89	0.90	0.90	0.92	0.92	0.94	0.94	0.95	0.95	0.96	0.96
Roofs	90	0.71	0.73	0.73	0.75	0.75	0.77	0.78	0.80	0.80	0.82	0.81	0.83
Lawns	0	0.02	0.04	0.08	0.15	0.15	0.25	0.25	0.37	0.30	0.44	0.35	0.50

Figure 6-5. Colorado Springs Rainfall Intensity Duration Frequency



IDF Equations

$I_{100} = -2.52 \ln(D) + 12.735$

$I_{50} = -2.25 \ln(D) + 11.375$

$I_{25} = -2.00 \ln(D) + 10.111$

$I_{10} = -1.75 \ln(D) + 8.847$

$I_{5} = -1.50 \ln(D) + 7.583$

$I_{2} = -1.19 \ln(D) + 6.035$

Note: Values calculated by equations may not precisely duplicate values read from figure.

Ellocott Town Center is not a valid plan Update with the correct plan name and

These are Filing No. 1 excerpts for reference only. We cannot revise the text in this as it is just a PDF reference. Phase 2 calculations have been added before these sheets now and a note has been added at top of page to state it's a reference.

MAYBERRY, COLORADO SPRINGS (ELLICOTT TOWN CENTER)
COMPOSITE RUNOFF COEFFICIENTS

DEVELOPED CONDITIONS
5-YEAR C VALUES

BASIN	TOTAL AREA (AC)	(AC)	SUB-AREA 1 DEVELOPMENT/ COVER	C	AREA (AC)	SUB-AREA 2 DEVELOPMENT/ COVER	C	(AC)	SUB-AREA 3 DEVELOPMENT/ COVER	C	WEIGHTED C VALUE
A1A	2.80	0.9	ROADWAY	0.9	1.9	GRASS	0.08				0.355
C1.2	7.97	8.0	COMMERCIAL	0.49							0.490
C1.7A	0.58	0.6	SF LOTS (1/6-AC)	0.375							0.375
C1.7B	4.34	4.3	COMMERCIAL	0.49							0.490
C1.7A,C1.7B	4.92										0.476
C1.2,C1.7	12.89										0.485
C1.3	3.02	3.0	SF LOTS (1/6-AC)	0.375							0.375
C1.2,C1.3,C1.7	15.91										0.464
C1.4	3.23	3.2	SF LOTS (1/6-AC)	0.375							0.375
C1.2-C1.4,C1.7	19.14										0.449
C1.5	3.18	3.2	SF LOTS (1/6-AC)	0.375							0.375
C1.2-C1.5,C1.7	22.32										0.438
C1.1	9.38	3.0	RESIDENTIAL	0.375	1.2	COMMERCIAL	0.49	5.2	OPEN SPACE	0.08	0.226
C1.6	3.01	3.0	SF LOTS (1/6-AC)	0.375							0.375
C1.1,C1.6	12.39										0.262
C1.1-C1.7	34.71										0.376
C1.8	3.89	3.9	SF LOTS (1/6-AC)	0.375							0.375
C1.9	4.39	4.4	SF LOTS (1/6-AC)	0.375							0.375
C1.8-C1.9	8.28										0.375
C1.1-C1.9	42.99										**0.375**
C1.10	1.82	1.8	SF LOTS (1/6-AC)	0.375							0.375
C1.1-C1.10	44.81										**0.375**
C2.1	2.55	1.6	RESIDENTIAL	0.375	1.0	OPEN SPACE	0.08				0.259
C2.2	1.99	2.0	SF LOTS (1/6-AC)	0.375							0.375
C2.1-C2.2	4.54										0.310
C2.3	3.01	3.0	SF LOTS (1/6-AC)	0.375							0.375
C2.5	6.43	6.4	SF LOTS (1/6-AC)	0.375							0.375
C2.1-C2.3,C2.5	13.98										0.354
C2.4	2.89	2.9	SF LOTS (1/6-AC)	0.375							0.375
C2.1-C2.5	16.87										0.358
C3	20.25	20.3	PARK / OS	0.08							0.080
C2.1-C2.5,C3	37.12										0.206

Ellocott Town Center is not a valid plan

These are Filing No. 1 excerpts for reference only. We cannot revise the text in this as it is just a PDF reference. Phase 2 calculations have been added before these sheets now and a note has been added at top of page to state it's a reference.

MAYBERRY, COLORADO SPRINGS (ELLICOTT TOWN CENTER)
COMPOSITE RUNOFF COEFFICIENTS

DEVELOPED CONDITIONS
100-YEAR C VALUES

BASIN	TOTAL AREA (AC)	(AC)	SUB-AREA 1 DEVELOPMENT/ COVER	C	AREA (AC)	SUB-AREA 2 DEVELOPMENT/ COVER	C	(AC)	SUB-AREA 3 DEVELOPMENT/ COVER	C	WEIGHTED C VALUE
A1A	2.80	0.9	ROADWAY	0.96	1.9	GRASS	0.35				0.555
C1.2	7.97	8.0	COMMERCIAL	0.62							0.620
C1.7A	0.58	0.6	SF LOTS (1/6-AC)	0.545							0.545
C1.7B	4.34	4.3	COMMERCIAL	0.62							0.620
C1.7A,C1.7B	4.92										0.611
C1.2,C1.7	12.89										0.617
C1.3	3.02	3.0	SF LOTS (1/6-AC)	0.545							0.545
C1.2,C1.3,C1.7	15.91										0.603
C1.4	3.23	3.2	SF LOTS (1/6-AC)	0.545							0.545
C1.2-C1.4,C1.7	19.14										0.593
C1.5	3.18	3.2	SF LOTS (1/6-AC)	0.545							0.545
C1.2-C1.5,C1.7	22.32										0.586
C1.1	9.38	3.0	RESIDENTIAL	0.545	1.2	COMMERCIAL	0.62	5.2	OPEN SPACE	0.35	0.447
C1.6	3.01	3.0	SF LOTS (1/6-AC)	0.545							0.545
C1.1,C1.6	12.39										0.471
C1.1-C1.7	34.71										0.545
C1.8	3.89	3.9	SF LOTS (1/6-AC)	0.545							0.545
C1.9	4.39	4.4	SF LOTS (1/6-AC)	0.545							0.545
C1.8-C1.9	8.28										0.545
C1.1-C1.9	42.99										**0.545**
C1.10	1.82	1.8	SF LOTS (1/6-AC)	0.545							0.545
C1.1-C1.10	44.81										**0.545**
C2.1	2.55	1.6	SF LOTS (1/6-AC)	0.545	1.0	OPEN SPACE	0.35				0.469
C2.2	1.99	2.0	SF LOTS (1/6-AC)	0.545							0.545
C2.1-C2.3	4.54										0.502
C2.3	3.01	3.0	SF LOTS (1/6-AC)	0.545							0.545
C2.5	6.43	6.4	SF LOTS (1/6-AC)	0.545							0.545
C2.1-C2.3,C2.5	13.98										0.531
C2.4	2.89	2.9	SF LOTS (1/6-AC)	0.545							0.545
C2.1-C2.5	16.87										0.533
C3	20.25	20.3	PARK / OS	0.35							0.350
C2.1-C2.5,C3	37.12										0.433

These are Filing No. 1 excerpts for reference only. We cannot revise the text in this as it is just a PDF reference. Phase 2 calculations have been added before these sheets now and a note has been added at top of page to state it's a reference.

MAYBERRY, COLORADO SPRINGS (ELLICOTT TOWN CENTER)
RATIONAL METHOD - HYDROLOGIC CALCULATIONS

DEVELOPED FLOWS

					Overland Flow			Channel flow										
BASIN	DESIGN POINT	AREA (AC)	C 5-YEAR	C 100-YEAR	LENGTH (FT)	SLOPE (FT/FT)	Tco [1] (MIN)	CHANNEL LENGTH (FT)	CONVEYANCE COEFFICIENT C	SLOPE (FT/FT)	SCS [2] VELOCITY (FT/S)	Tt [3] (MIN)	TOTAL Tc [4] (MIN)	TOTAL Tc [4] (MIN)	INTENSITY [5] 5-YR (IN/HR)	INTENSITY [5] 100-YR (IN/HR)	PEAK FLOW Q5 [6] (CFS)	PEAK FLOW Q100 [6] (CFS)
FILING NO. 1																		
A1A	A1A	2.80	0.355	0.555	40	0.020	6.8	2035	15	0.011	1.57	21.6	28.4	28.4	2.56	4.30	2.55	6.68
C1.2	C1.2	7.97	0.490	0.620			0.0	1000	20	0.009	1.90	8.8	8.8	8.8	4.32	7.26	16.88	35.87
C1.7A	C1.7A	0.58	0.375	0.545			0.0	680	20	0.013	2.28	5.0	5.0	5.0	5.17	8.68	1.12	2.74
C1.7B	C1.7B	4.34	0.490	0.620	100	0.020	8.9	400	20	0.01	2.00	3.3	12.2	12.2	3.83	6.43	8.15	17.31
C1.7A,C1.7B	C1.7B1	4.92	0.476	0.611									12.2	12.2	3.83	6.43	8.97	19.33
C1.2,C1.7	C1.2D	12.89	0.485	0.617									12.2	12.2	3.83	6.43	23.95	51.15
C1.3		3.02	0.375	0.545			0.0	280	20	0.01	2.00	2.3	2.3	5.0	5.17	8.68	5.85	14.29
C1.2,C1.3,C1.7	C1.3A	15.91	0.464	0.603									14.5	14.5	3.57	5.99	26.34	57.47
C1.4		3.23	0.375	0.545			0.0	300	20	0.01	2.00	2.5	2.5	5.0	5.17	8.68	6.26	15.28
C1.2-C1.4,C1.7	C1.4A	19.14	0.449	0.593									17.0	17.0	3.33	5.59	28.62	63.45
C1.5		3.18	0.375	0.545			0.0	300	20	0.01	2.00	2.5	2.5	5.0	5.17	8.68	6.16	15.04
C1.2-C1.5,C1.7	C1.5A	22.32	0.438	0.586									19.5	19.5	3.12	5.25	30.55	68.61
C1.1	C1.1	9.38	0.226	0.447	100	0.017	13.4	1800	20	0.01	2.00	15.0	28.4	28.4	2.56	4.30	5.43	18.04
C1.6		3.01	0.375	0.545			0.0	450	20	0.01	2.00	3.8	3.8	5.0	5.17	8.68	5.83	14.24
C1.1,C1.6	C1.6C	12.39	0.262	0.471									32.2	32.2	2.38	3.99	7.72	23.28
C1.1-C1.7	C1.7C	34.71	0.376	0.545									32.2	32.2	2.38	3.99	31.02	75.46
C1.8		3.89	0.375	0.545			0.0	600	20	0.016	2.53	4.0	4.0	5.0	5.17	8.68	7.54	18.40
C1.9		4.39	0.375	0.545			0.0	580	20	0.012	2.19	4.4	4.4	5.0	5.17	8.68	8.51	20.77
C1.1-C1.7, C1.9	C1.9A	39.10	0.375	0.545				272	20	0.01	2.00	2.3	34.4	34.4	2.27	3.82	33.35	81.34
Tt C1.7C to Pond C1								450	20	0.01	2.00	3.8						
C1.1-C1.9	**C1.9B**	**42.99**	**0.375**	**0.545**									**35.9**	**35.9**	**2.21**	**3.71**	**35.65**	**86.95**
C1.10	C1.10	1.82	0.375	0.545	50	0.020	7.5	1500	20	0.01	2.00	12.5	20.0	20.0	3.09	5.19	2.11	5.15
C1.1-C1.10	**C1.10A**	**44.81**	**0.375**	**0.545**									**35.9**	**35.9**	**2.21**	**3.71**	**37.16**	**90.63**

POST-DEVELOPMENT C VALUES

Designer: JAM
Company: R&R Engineers-Surveyors
Date: 2/13/2025
Project: Mayberry PUD 2
Location: El Paso County

Global Parameters[1]		
Land Use	% Imp.	C_5
Residential (1/8 -Acre or Less)	65	0.45
Drive/Walks	100	0.90
Landscape/Parks	7	0.12

Summary	
Total Area (ac)	19.21
Composite Impervious	60.8%

Cells of this color are for required user-input
Cells of this color are for optional user-input

[1] From Table 6-6 in El Paso County DCM

Basin Name	Area (ac)	NRCS Hydrologic Soil Group	Residential		Drive/Walks		Landscape/Parks		% Check	Percent Imperviousness	Runoff Coefficient, C^2				
			Area (ac)	%	Area (ac)	%	Area (ac)	%			2-yr	5-yr	10-yr	25-yr	100-yr
C	13.69	A	4.61	33.7%	5.99	43.8%	3.09	22.6%	100.00%	67.2%		0.57			0.71
A	5.52	A	0.00	0.0%	2.26	40.9%	3.26	59.1%	100.00%	45.0%		0.44			0.62

Break out the additional basins per notes on the drainage plan and provide complete analysis.

Please see additional basins provided

TIME OF CONCENTRATION

Designer:	JAM
Company:	R&R Engineers-Surveyors
Date:	2/13/2025
Project:	Mayberry Filing 4
Location:	El Paso County

$$t_i = \frac{0.395(1.1 - C_5)\sqrt{L_i}}{S_i^{0.33}}$$

$$t_t = \frac{L_t}{60K\sqrt{S_t}} = \frac{L_t}{60V_t}$$

$$\text{Regional } t_c = (26 - 17i) + \frac{L_t}{60(14i + 9)\sqrt{S_t}}$$

$$\text{Computed } t_c = t_i + t_t$$

$$\text{Selected } t_c = \max\{t_{minimum}, \min(\text{Computed } t_c, \text{Regional } t_c)\}$$

$t_{minimum}$ = 5 (urban)
$t_{minimum}$ = 10 (non-urban)

Non Urban Li max = 300'
Urban Li Max = 100'

Cells of this color are for required user-input

Subbasin Data				Overland (Initial) Flow Time			Channelized (Travel) Flow Time					Time of Concentration			
Basin	Area	% Impervious	C5	Overland Flow Length L_i (ft)	Overland Flow Slope S_i (ft/ft)	Overland Flow Time t_i (min)	Channelized Flow Length L_t (ft)	Channelized Flow Slope S_t (ft/ft)	NRCS Conveyance Factor K	Channelized Flow Velocity V_t (ft/sec)	Channelized Flow Time t_t (min)	Computed t_c (min)	Regional t_c (min)	Selected t_c (min)	Remarks
C	13.69	67.2%	0.57	10.00	0.010	3.01	1500.00	0.005	20	1.41	17.68	20.69	33.78	20.69	
A	5.52	45.0%	0.44	10.00	0.010	3.78	500.00	0.005	20	1.41	5.89	9.67	26.05	9.67	

PROPOSED STORM DRAINAGE SYSTEM DESIGN - 5-YEAR DESIGN STORM

Designer: JAM
Company: R&R Engineers-Surveyors
Date: 2/13/2025
Project: Mayberry PUD 2
Location: El Paso County

Cells of this color are for required user-input
Cells of this color are for optional user-input

$$I_5 = -1.50 \ln(D) + 7.583$$

DESGIN POINT	STREET/ CONTRIBUTING BASINS	DIRECT RUNOFF							TOTAL RUNOFF					STREET BYPASS		PIPE			TRAVEL TIME				Remarks
		Basin Name	Area (ac)	Coeff C	Tc (min)	C*A (ac)	I	Q (cfs)	Tc (min)	Sum Area (ac)	Sum C*A (ac)	I in/hr	Q cfs	Slope %	Street Q cfs	Design Q cfs	Slope %	PIPE SIZE	L ft	VEL ft/sec	Tt min	Q add'l	
		C	13.69	0.57	20.7	7.83	3.04	23.80															
C-1.0	C								20.7	13.69	7.83	3.04	23.80										
		A	5.52	0.44	9.7	2.42	4.18	10.12															
A-1.0	A								9.7	5.52	2.42	4.18	10.12										

PROPOSED STORM DRAINAGE SYSTEM DESIGN - 100-YEAR DESIGN STORM

Designer: JAM
Company: R&R Engineers-Surveyors
Date: 2/13/2025
Project: Mayberry PUD 2
Location: El Paso County

Cells of this color are for required user-input
Cells of this color are for optional user-input

$$I_{100} = -2.52 \ln(D) + 12.735$$

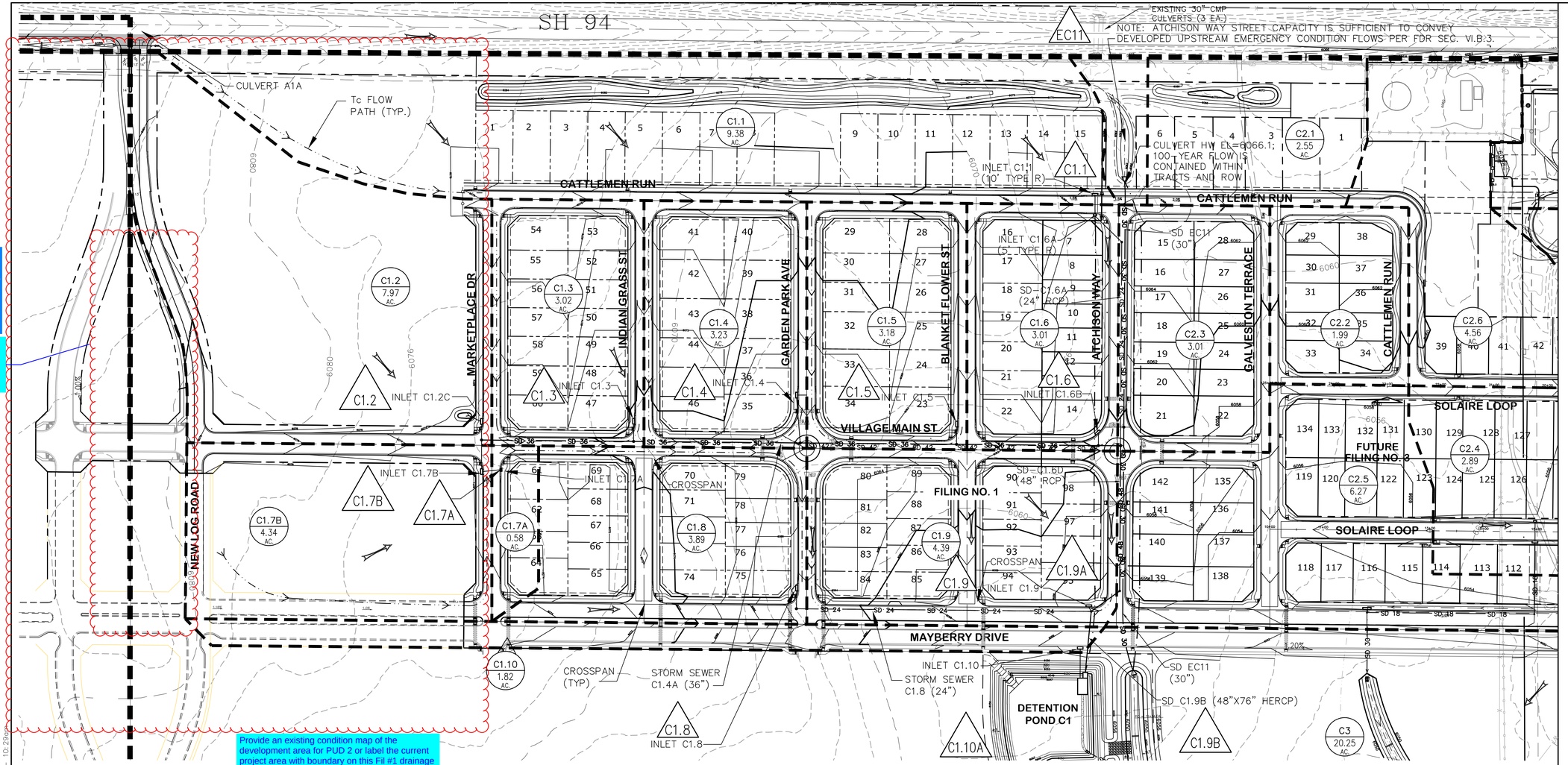
DESGIN POINT	STREET/ CONTRIBUTING BASINS	DIRECT RUNOFF							TOTAL RUNOFF					STREET BYPASS		PIPE			TRAVEL TIME				Remarks
		Basin Name	Area (ac)	Coeff C	Tc (min)	C*A (ac)	I	Q (cfs)	Tc (min)	Sum Area (ac)	Sum C*A (ac)	I in/hr	Q cfs	Slope %	Street Q cfs	Design Q cfs	Slope %	PIPE SIZE	L ft	VEL ft/sec	Tt min	Q add'l	
		C	13.69	0.71	20.7	9.67	5.10	49.33															
C-1.0	C								20.7	13.69	9.67	5.10	49.33										
		A	5.52	0.62	9.7	3.44	7.02	24.13															
A-1.0	A								9.7	5.52	3.44	7.02	24.13										

APPENDIX C

DRAINAGE MAPS

Please see additional basins provided on the Proposed Preliminary Drainage Plan for Phase 2. Note sheet 31 and 33 are the same sheet reference with different labels. On this submittal, these two sheets were condensed into one for simplicity.

These need to be separate basin break out on the runoff C tables and runoff tables.

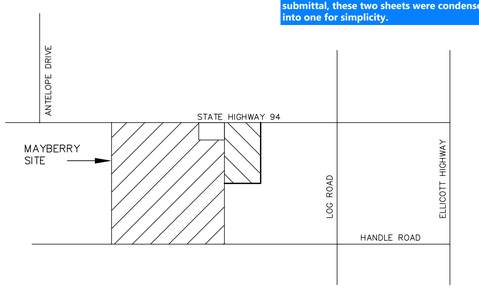


Provide an existing condition map of the development area for PUD 2 or label the current project area with boundary on this Fil #1 drainage map.

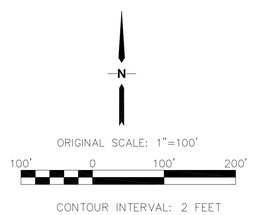
Phase 2 Boundary has been added to this sheet.
Note sheet 31 and 33 are the same sheet reference with different labels. On this submittal, these two sheets were condensed into one for simplicity.

Within this drainage map identify the limits of this PUDSP vs the other Filings. Also please show the location of Pond A and the potential interim pond for reference.

Phase 2 Boundary has been added to this sheet. Pond A locations have also been added to the Filing 1 excerpt and the MDDP excerpt.
Note sheet 31 and 33 are the same sheet reference with different labels. On this submittal, these two sheets were condensed into one for simplicity.



VICINITY MAP
NTS



SUMMARY HYDROLOGY TABLE

DESIGN POINT	Q5 (CFS)	Q100 (CFS)
EC11	24.4	149.5
C1.1	5.4	18.0
C1.2	16.9	35.9
C1.3	5.9	14.3
C1.4	6.3	15.3
C1.5	6.2	15.6
C1.6	3.8	9.4
C1.7A	1.1	2.7
C1.7B	8.2	17.3
C1.8	7.5	18.4
C1.9A	13.7	33.3
C1.9B	35.7	87.0
C1.10A	37.2	90.6

LEGEND:

- PROPERTY LINES
- DRAINAGE BASIN BOUNDARY
- SUB-BASIN BOUNDARY
- PROPOSED FLOW DIRECTION ARROW
- 5 — DESIGN POINT
- OA1 / 66.8 AC. — DEVELOPED BASIN DESIGNATION
- BASIN AREA (ACRES)
- 6490 — EXISTING CONTOURS
- 6490 — PROPOSED CONTOURS
- 1.5% — PROPOSED STREET PROFILE GRADE

MAYBERRY, COLORADO SPRINGS - FILING NO. 1

FILING NO. 1 DEVELOPED DRAINAGE PLAN

JPS ENGINEERING
19 E. Willamette Ave.
Colorado Springs, CO 80903
PH: 719-477-9429
FAX: 719-471-0766
www.jpsengr.com

CALL UTILITY NOTIFICATION CENTER OF COLORADO
1-800-922-1987
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

NO.	REVISION	BY	DATE

HORZ. SCALE:	1"=100'	DRAWN:	BJJ
VERT. SCALE:	N/A	DESIGNED:	JPS
SURVEYED:	RAMPART	CHECKED:	JPS
CREATED:	12/03/00	LAST MODIFIED:	4/7/22
PROJECT NO:	090001	MODIFIED BY:	JPS
SHEET:	D2.1		

G:\Users\Owner\Dropbox\jpsprojects\090001 Elliott TIC\dwg\Civil\02 1.DWG Apr 08, 2022 - 10:29

MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO

existing storm pipe has been labeled

Label structure

Label structure

This is a proposed sound wall. label has been provided.

MAYBERRY DRIVE (PUBLIC MINOR COLLECTOR)

PROP. TYPE 13 VALLEY INLET

PROP. 5' STORM MANHOLE TYP.

PROP. TYPE R INLET

TRACT K

C
13.69 67.2%

PROP. TYPE R INLETS ON-GRADE

PROP. TYPE R INLETS IN SUMP

MARKET PLACE DRIVE (PUBLIC URBAN LOCAL)

FILING NO. 1A

EX. 10' TYPE R INLET

C1.0

Additional drainage basins have been added.

Drainage basin analysis should delineate areas separate by defined roads

HP and LP have been labeled on the plans.

Label high and low points on map

Ensure all easements, existing and proposed are labeled

Specific utility easements will be depicted and labeled on the final plat; coordination with utility partners is ongoing.

Additional basins have been provided.

Basin?

ENTRY PARK

how and where is this area draining out provide a DP

The open park area will overland flow into the street. additional basins and flow arrows have been provided.

VILLAGE MAIN STREET (PUBLIC COLLECTOR)

SOUTH MAYBERRY DRIVE (PUBLIC MINOR COLLECTOR)

NORTH MAYBERRY DRIVE (PUBLIC MINOR COLLECTOR)

MAYBERRY COURTS

GRIFFITH SQUARE

SOCCER FIELD

PROP. TRENCH DRAIN

A
5.52 45.0%

Additional basins have been provided.

Basin?

Additional basins and DPs have been provided.

DP needed

Temporary Pond A is now shown on the plans and conceptual design is provided in Appendix B.

Show Pond A and the complete drainage plan that will connect to Pond A

PROP. TYPE R INLET IN SUMP

DP needed

Additional basins and DPs have been provided.

POSITIVE PLACE (PUBLIC MINOR COLLECTOR)

PROP. TYPE R INLETS ON-GRADE

A1.0

PROP. 24" FES

LEGEND

BASIN ID

BASIN AREA (ACRES)

PERCENT IMPERVIOUS

DRAINAGE BASIN BOUNDARY

FLOW DIRECTION & SLOPE

DESIGN POINT

BASIN SUMMARY TABLE

Basin	Area (acres)	5-yr (cfs)	100-yr (cfs)
C	13.69	23.80	49.33
A	5.52	10.12	24.13

DESIGN POINT SUMMARY TABLE

Design Point	Contributing Basins	Area (acres)	5-yr (cfs)	100-yr (cfs)
C-1.0	C	13.69	23.80	49.33
A-1.0	A	5.52	10.12	24.13

0 60' 120' 180'

SCALE: 1" = 60'

NO.	REVISION	BY	DATE

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730
WWW.RRENGINEERS.COM

MAYBERRY PUD 2

SITE ADDRESS: MAYBERRY, EL PASO COUNTY

PREPARED FOR: MAYBERRY COMMUNITIES, LLC, 22108 CATTLEMAN RUN, CALHAN, CO 80808

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO: MC24145
ORG. SUBM. DATE: 02/14/25
DWN: JAM CHKD: LAO
NAME

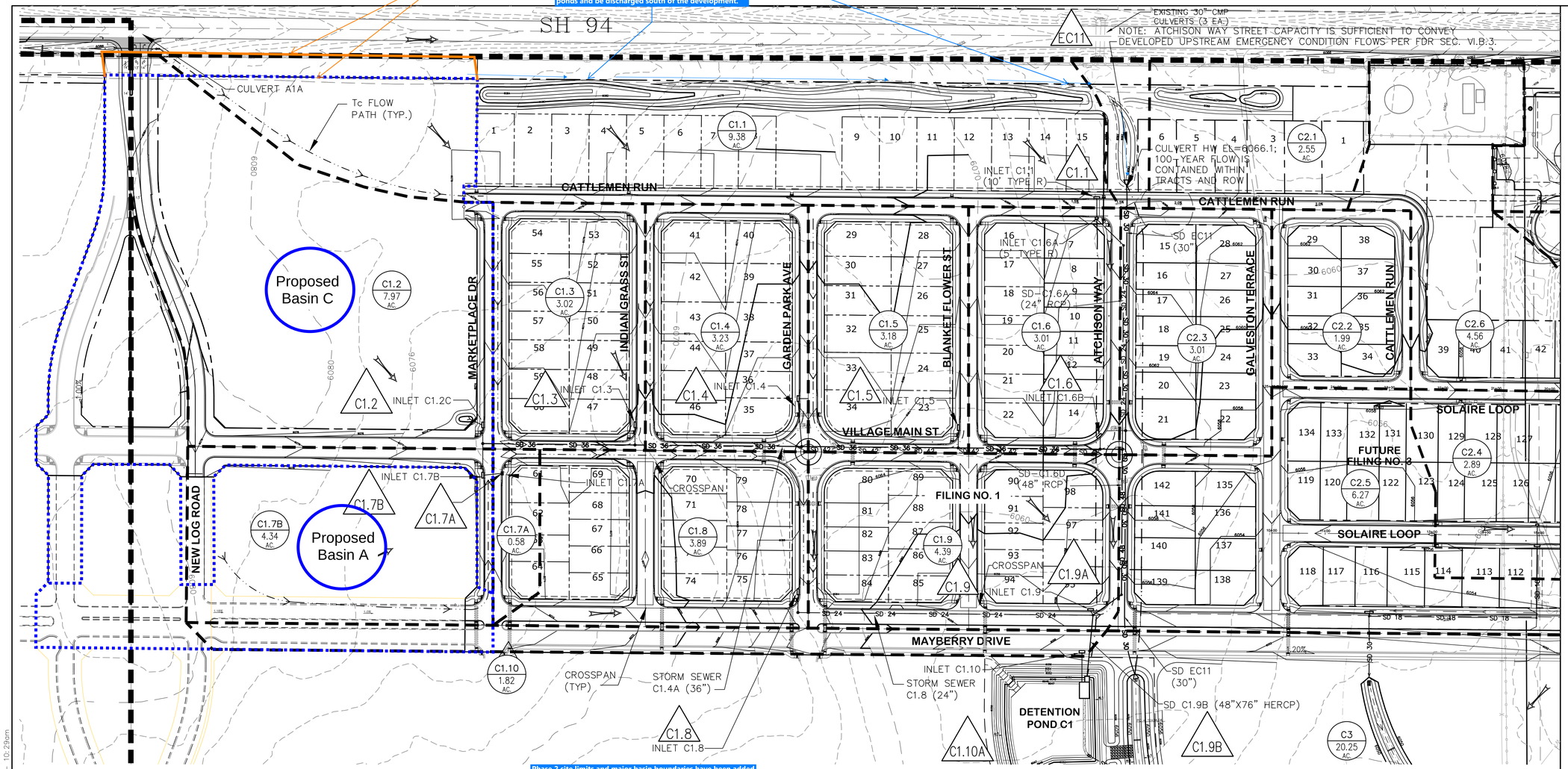
PROPOSED DRAINAGE MAP

NO. DR-1

PLOTTED: 2/21/2025 5:06:47 PM BY: JENNY MARKS

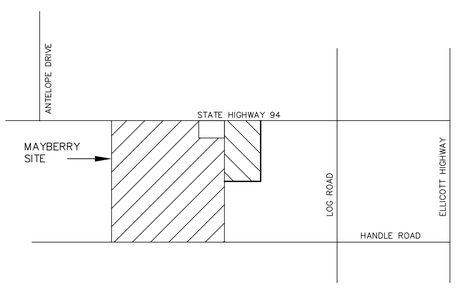
Shouldn't C extend to the road similar to the old basin line? If not, what caused the shift?

Yes, this is correct. Offsite Basin OS1 has been added for this area. The master development drainage plan (MDDP) does not include this area for Pond C even though Filing 1 did include it for Pond C1. Since this area is offsite, this runoff is directed east toward this existing swale where it will bypass Mayberry detention ponds and be discharged south of the development.

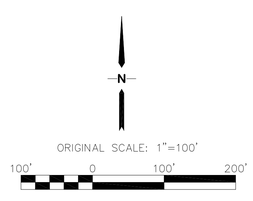


Phase 2 site limits and major basin boundaries have been added to this sheet. The Temporary Pond A1 location has also been identified on this plan as well. Ultimate Pond A is shown on the MDDP excerpt that has been added. Ultimate Pond A is outside the view of this plan.

Within this drainage map identify the limits of this PUDSP vs the other Filings. Also please show the location of Pond A and the potential interim pond for reference.



VICINITY MAP
NTS



SUMMARY HYDROLOGY TABLE

DESIGN POINT	Q5 (CFS)	Q100 (CFS)
EC11	24.4	149.5
C1.1	5.4	18.0
C1.2	16.9	35.9
C1.3	5.9	14.3
C1.4	6.3	15.3
C1.5	6.2	15.6
C1.6	3.8	9.4
C1.7A	1.1	2.7
C1.7B	8.2	17.3
C1.8	7.5	18.4
C1.9A	13.7	33.3
C1.9B	35.7	87.0
C1.10A	37.2	90.6

LEGEND:

- PROPERTY LINES
- DRAINAGE BASIN BOUNDARY
- SUB-BASIN BOUNDARY
- PROPOSED FLOW DIRECTION ARROW
- 5 — DESIGN POINT
- OA1 / 66.8 AC. — DEVELOPED BASIN DESIGNATION / BASIN AREA (ACRES)
- 6490 — EXISTING CONTOURS
- 6490 — PROPOSED CONTOURS
- 1.5% — PROPOSED STREET PROFILE GRADE

MAYBERRY, COLORADO SPRINGS - FILING NO. 1

FILING NO. 1 DEVELOPED DRAINAGE PLAN

JPS ENGINEERING
19 E. Willamette Ave.
Colorado Springs, CO 80903
PH: 719-477-9429
FAX: 719-471-0766
www.jpsengr.com

CALL UTILITY NOTIFICATION CENTER OF COLORADO
1-800-922-1987
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

NO.	REVISION	BY	DATE

HORZ. SCALE:	1"=100'	DRAWN:	BJJ
VERT. SCALE:	N/A	DESIGNED:	JPS
SURVEYED:	RAMPART	CHECKED:	JPS
CREATED:	12/03/00	LAST MODIFIED:	4/7/22
PROJECT NO:	090001	MODIFIED BY:	JPS

SHEET: PROPOSED BASIN OVERLAY MAP BY R&R ENGINEERS

C:\Users\Owner\Dropbox\jpsprojects\090001 Ellicott TC\dwg\Civil\D2.1.DWG Apr 08, 2022 - 10:29am

June 8, 2026

Mayberry Communities
5155 North Academy Boulevard
Colorado Springs, Colorado 80918

Attention: Scott Souders, P.E.

Subject: Response to Review Comments
Geologic Hazards Evaluation and Preliminary Geotechnical Investigation
Mayberry – 540 Acre Site – PUD2
Highway 94 and Log Road
El Paso County, Colorado
CTL|T Project No. CS18969.004-105-L1

CTL|Thompson, Inc. (CTL|T) prepared a Geologic Hazard Evaluation and Preliminary Geotechnical Investigation (CTL|T Project No. CS18969.004-105, dated March 13, 2023), for the Mayberry – 540 Acre Site. The site is located west of Ellicott, Colorado, in El Paso County. We have been provided with a copy of the review comments from El Paso County. The review comments we received were markups on a pdf of our report. The following are a summary of the review comments and our responses.

Review Comment in green text box on the cover page of our report:

> *"Provide a site-specific soils & geology report for phase 2. It is not possible from this report to discern the geologic hazards and constraints that may impact the phase 2 site. Please review Section 8.4.9 of the Land Development Code to ensure the proper information is included in the report."*

CTL|T Response:

We assume the reference to *"phase 2"* is a reference to PUD2 which has been misstated. PUD2 is a part of the 540 Acre Site which is covered by this report.

Section 8.4.9 – Geology and Soils Standards and Reports of the Land Development Code does not include a minimum spacing requirement of borings for Geotechnical Investigations. Section 8.4.9.B.1 specifies that the report be *"prepared by, or under the direction of, a professional geologist…, or a Professional Engineer".* The spacing of borings for a geotechnical investigation is determined by the professional geologist or Professional Engineer preparing the report, not by the County.

PUD2 is bracketed by borings TH-1, TH-3, and TH-6. As stated in the Limitations section of our report on page 15 *"The recommendations and conclusions presented in this report were prepared based on conditions disclosed by our exploratory borings, geologic reconnaissance, engineering analyses, and our experience."* In this case, our experience includes two additional design level investigations conducted within PUD2. We have revised Figure 1 to include an indication of the locations of the borings for the PUD2 investigations, and the laboratory testing is included in Appendices A and B of this letter. This information has been included to demonstrate that the subsurface conditions are consistent with the conditions discussed in our

Geologic Hazard Evaluation and Preliminary Geotechnical Investigation (CTL|T Project No. CS18969.004-105, dated March 13, 2023).

Review Comment in blue text box on Page 1 of our report:

"Should discuss and delineate Mayberry PUD #2"

CTL|T Response:

PUD2 is a part of the 540 Acre Site, which is covered by this report. We have revised Figure 1 to include a boundary for PUD2 and we have added a Figure 2, which is a detail of the PUD2 area from Figure 1, since the PUD2 area is relatively small compared to the overall 540 Acre site.

Review Comment in blue text box on Page 1 of our report:

"Summarization should also be in terms of notable geological hazards and constraints."

CTL|T Response:

We did not identify geologic hazards that we believe preclude the development of the project. Conditions we identified that may pose hazards or constraints to development include expansive soil lenses and collapse prone soils with low to moderate collapse potential. The design level Geotechnical Investigation reports for PUD2 included one subsurface sample in the commercial area which classified as having a moderate collapse potential, and the residential report identified areas of loose material.

Review Comments in overlapping blue text boxes on Page 2 of our report:

"Recommendations and Mitigation Plans. The report shall include recommendations and mitigation concerning but not limited to the following:

- *Allowable soil pressure*

Include discussion note if basements are or are not recommended."

CTL|T Response:

The design level Geotechnical Investigation reports for PUD2 included a 2 foot sub-excavation for buildings in the commercial area which will remediate materials which may have collapse potential, and the residential report includes individual structure recommendations which includes a 3 foot sub-excavation for identified structures which will mitigate loose material.

The design level Geotechnical Investigations both recommend an allowable soil pressure of 3,000 psf for structures. Retaining walls within the commercial area have a recommended allowable soil pressure of 2,000 psf.

Basements may be constructed.

Review Comment in blue text box on Fig. 1 of our report:

"Call out the specific project area for Mayberry PUD 2 with a boundary"

CTL|T Response:

PUD2 is a part of the 540 Acre Site, which is covered by this report. We have revised Figure 1 to include a boundary for PUD2 and we have added a Figure 2, which is detail of the PUD2 area from Figure 1, since the PUD2 area is relatively small compared to the overall 540 Acre site.

Limitations

This letter is based upon our observations, soil conditions found during our investigation, and our experience. We believe this investigation was conducted with the level of care and skill normally used by geotechnical engineers practicing under similar conditions. No warranty, express or implied, is made. If we can be of further service in discussing the contents of this letter or in the analysis of the influence of soils on the performance of the pavement section, please contact the undersigned.

If we can be of further service in discussing the contents of this report, please let us know.

Respectfully submitted,

CTL|THOMPSON, INC.



Gwendolyn Eberhart, P.E.
Senior Associate Engineer

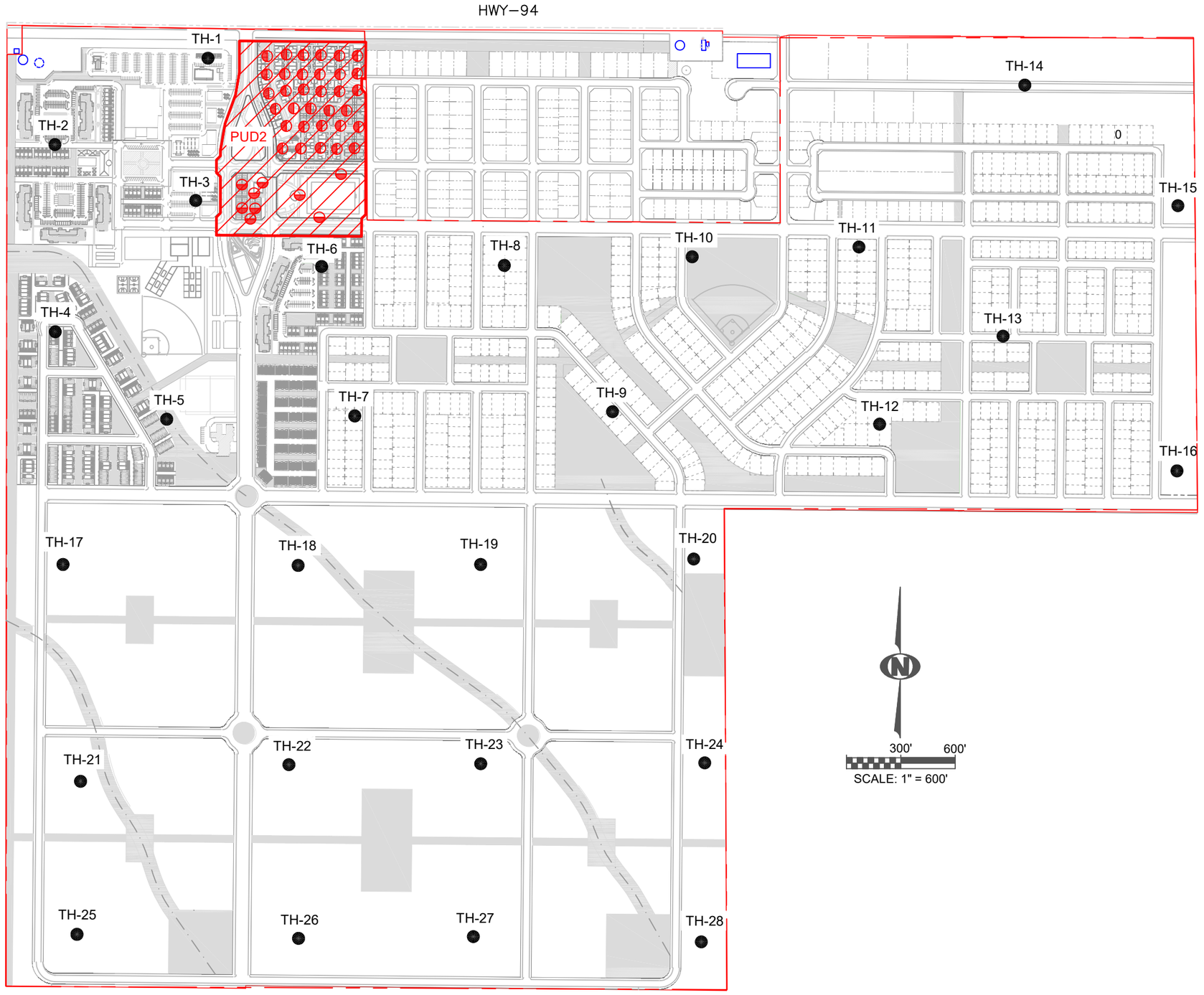
Reviewed by:

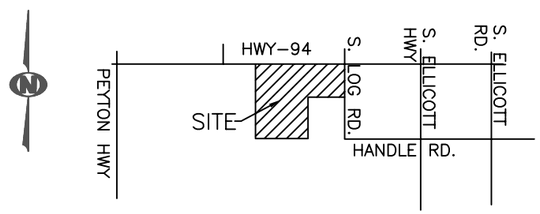
Jeffrey M. Jones, P.E.
Principal Engineer

GE:JMJ:cw

Via Email: scottsouders@mayberrycoloradosprings.com

Attachments: Revised Figure 1
Figure 2
Appendix A – select pages from CS19587.000-120, dated February 20, 2025
Appendix B – select pages from CS19587.001-125, dated February 18, 2025





VICINITY MAP

(NOT TO SCALE)

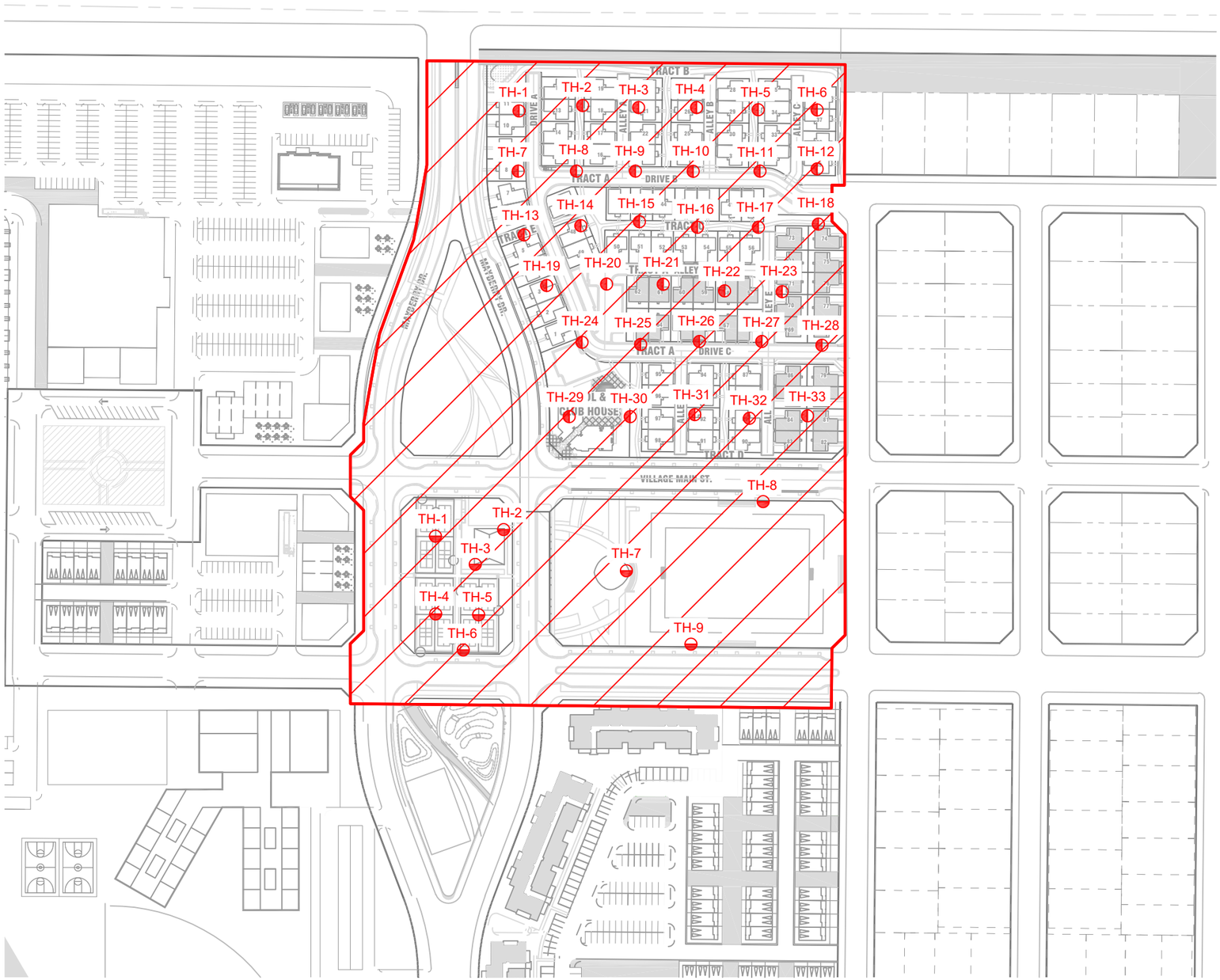
LEGEND:

TH-1 ●	APPROXIMATE LOCATION OF EXPLORATORY BORING.
◐	APPROXIMATE LOCATION OF EXPLORATORY BORING (CTL|T PROJECT NO. CS19587.000-120).
◒	APPROXIMATE LOCATION OF EXPLORATORY BORING (CTL|T PROJECT NO. CS19587.001-125).
▨	APPROXIMATE BOUNDARY PUD2
— - - —	APPROXIMATE SITE BOUNDARY

MAYBERRY COMMUNITIES
MAYBERRY - 540 ACRE SITE-PUD2
CTL|T PROJECT NO. CS18969.004-105-L!

Location of Exploratory Borings

FIG. 1



LEGEND:

- APPROXIMATE LOCATION OF EXPLORATORY BORING (CTL|T PROJECT NO. CS19587.000-120).
- APPROXIMATE LOCATION OF EXPLORATORY BORING (CTL|T PROJECT NO. CS19587.001-125).
- APPROXIMATE BOUNDARY PUD2

NOTES:
1. BASE DRAWING OF PUD2 WAS PROVIDED BY LJA (DATED JUNE 3, 2026).

N

100' 200'

SCALE: 1" = 200'

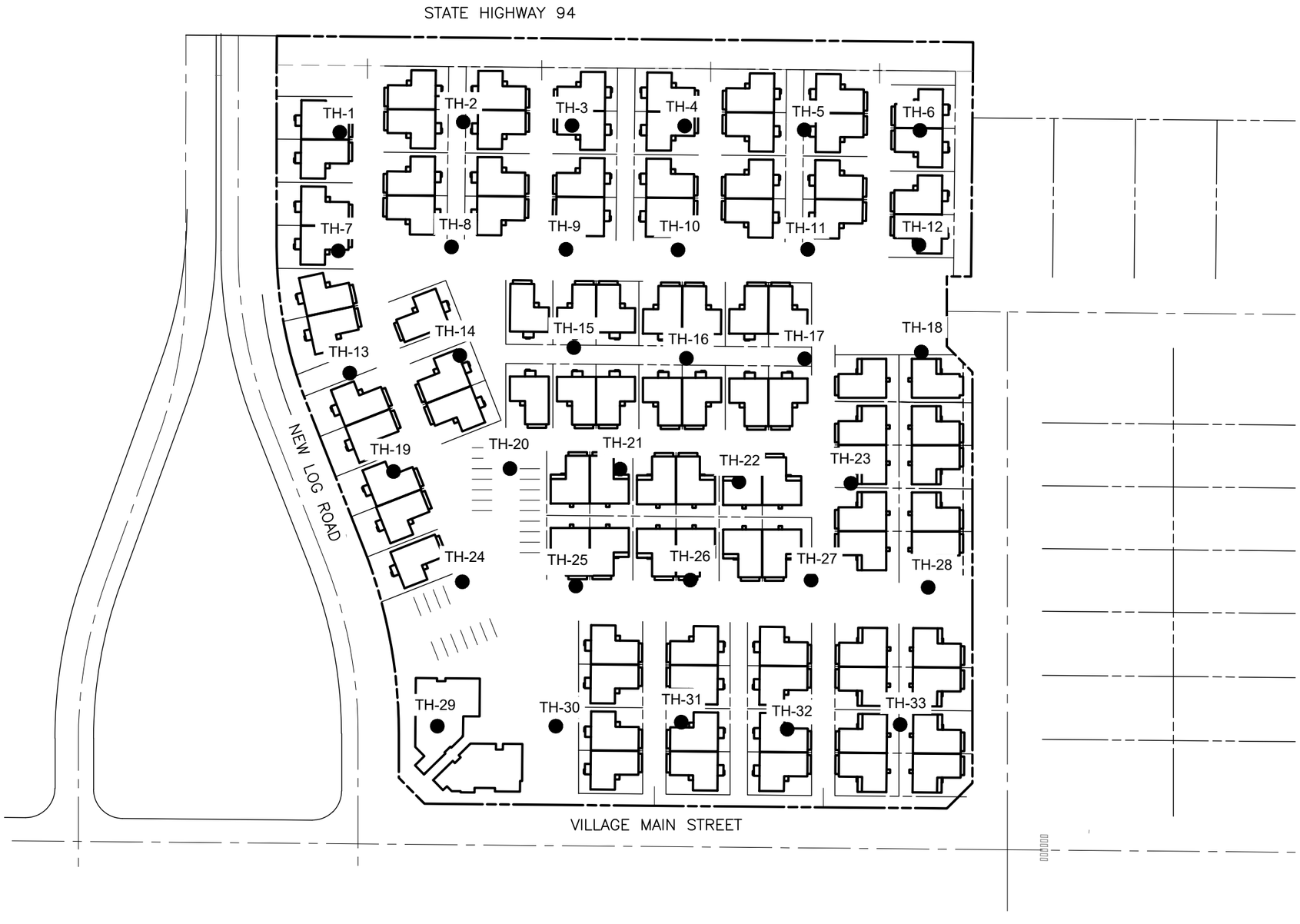
MAYBERRY COMMUNITIES
MAYBERRY - 540 ACRE SITE-PUD2
CTL|T PROJECT NO. CS18969.004-105-L1

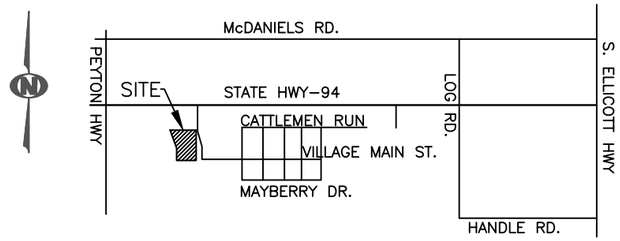
Location of Exploratory Borings - PUD2

FIG. 2

APPENDIX A

Select Pages from CS19587.000-120, dated February 20, 2025



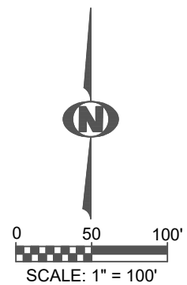


VICINITY MAP

(NOT TO SCALE)

LEGEND:

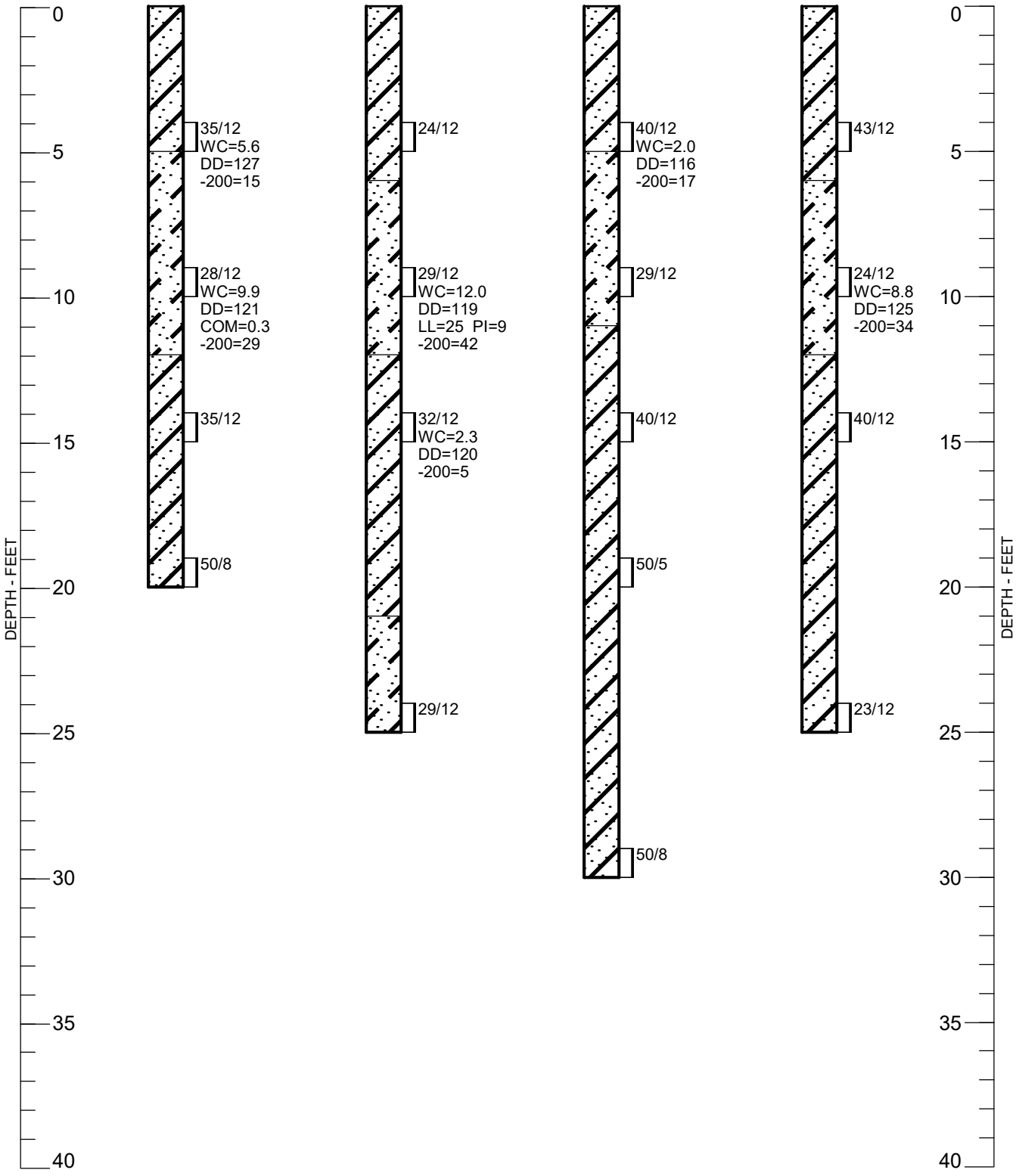
TH-1 ● APPROXIMATE LOCATION OF EXPLORATORY BORING.



MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

Location of Exploratory Borings

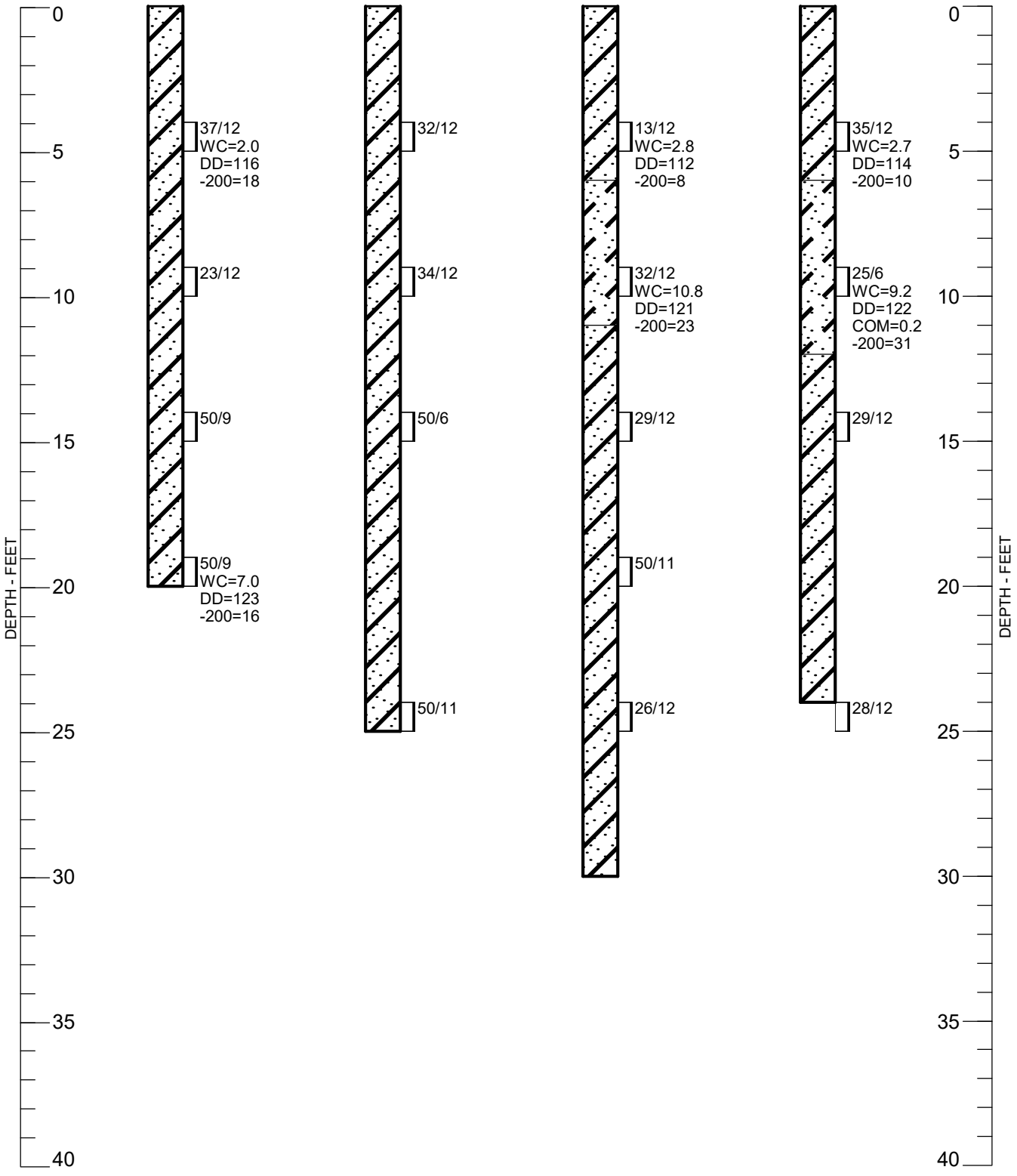
FIG. 1



MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

Summary Logs of Exploratory Borings

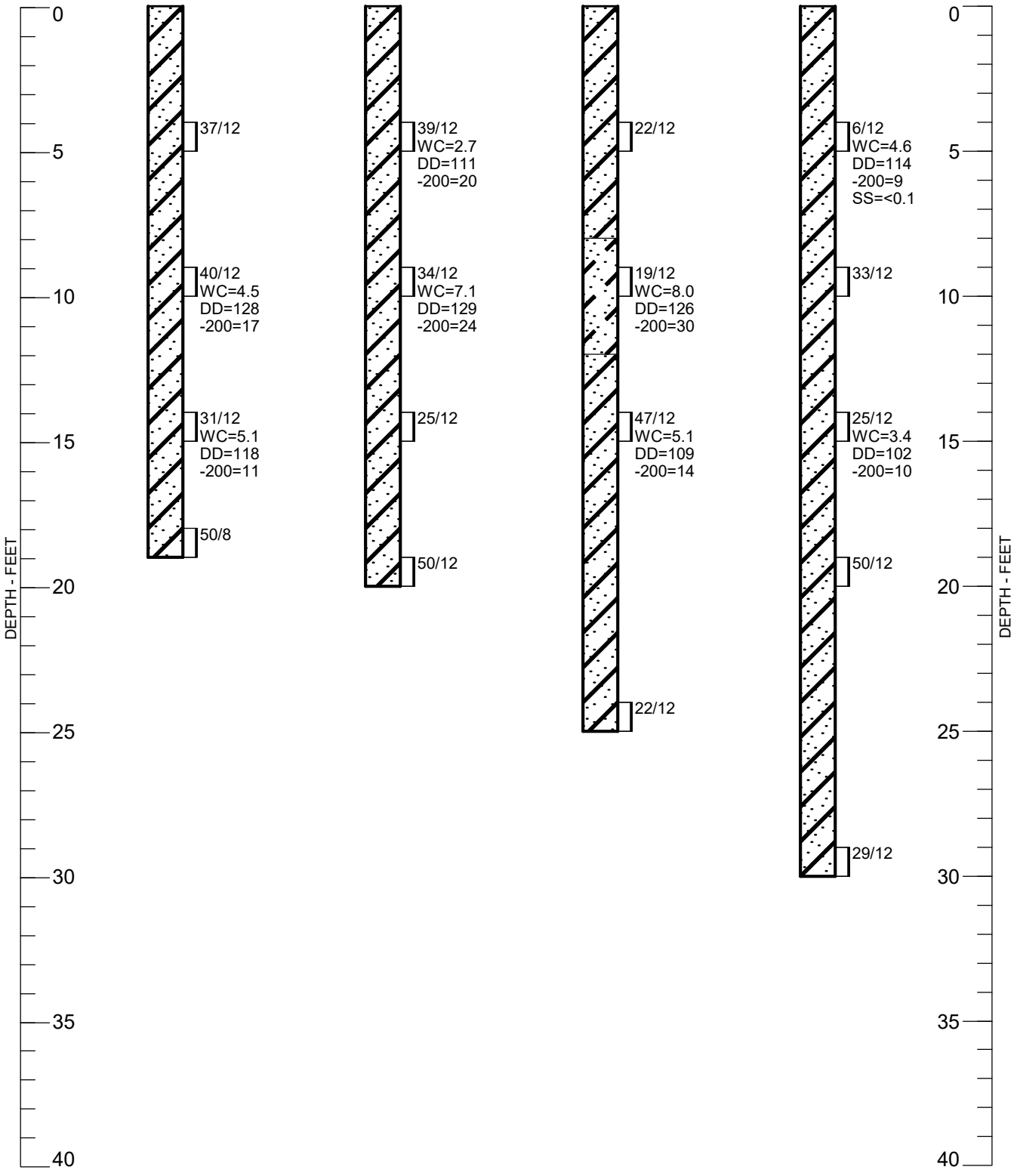
FIG. A-1



MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

Summary Logs of Exploratory Borings

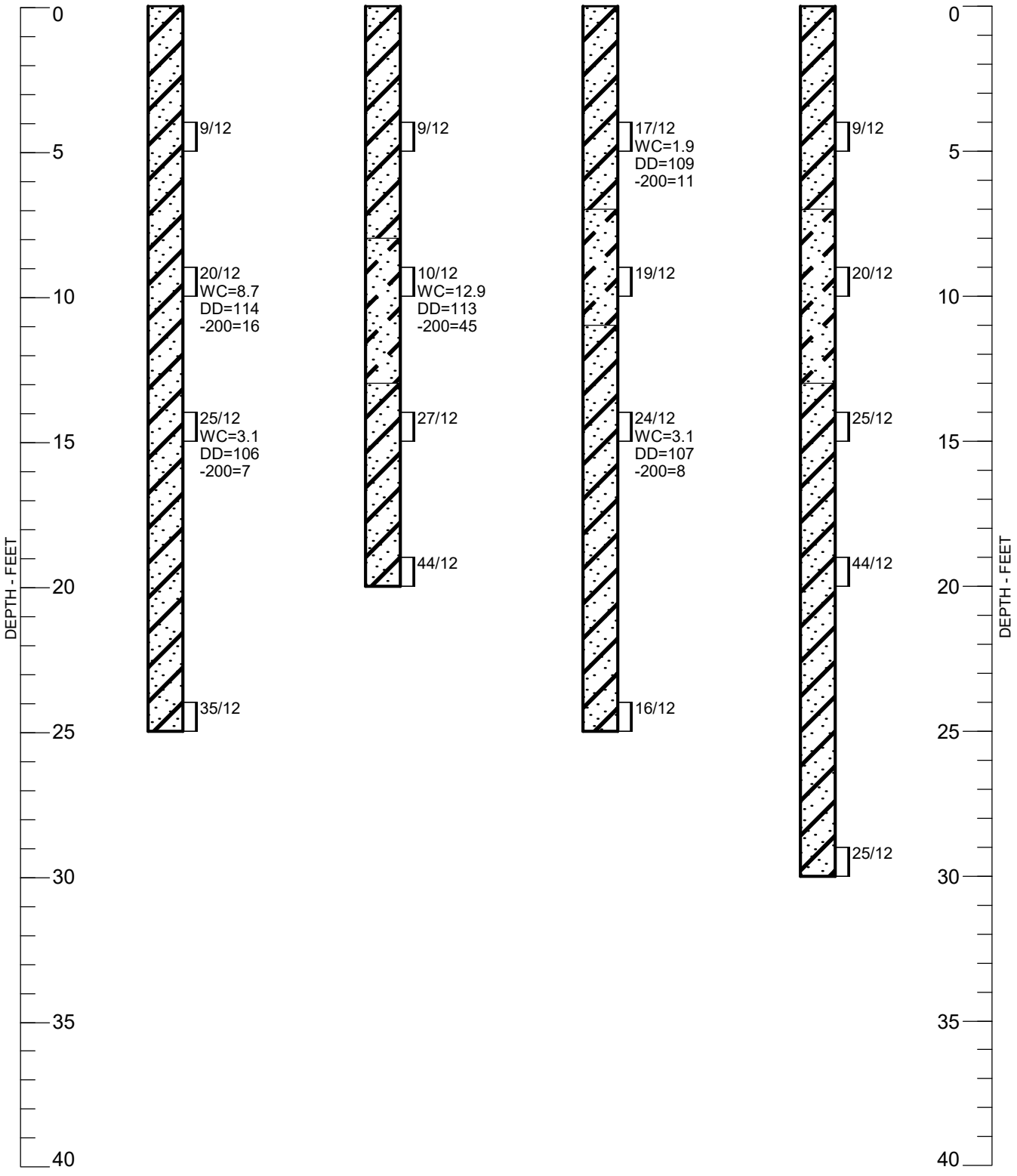
FIG. A-2



MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

Summary Logs of Exploratory Borings

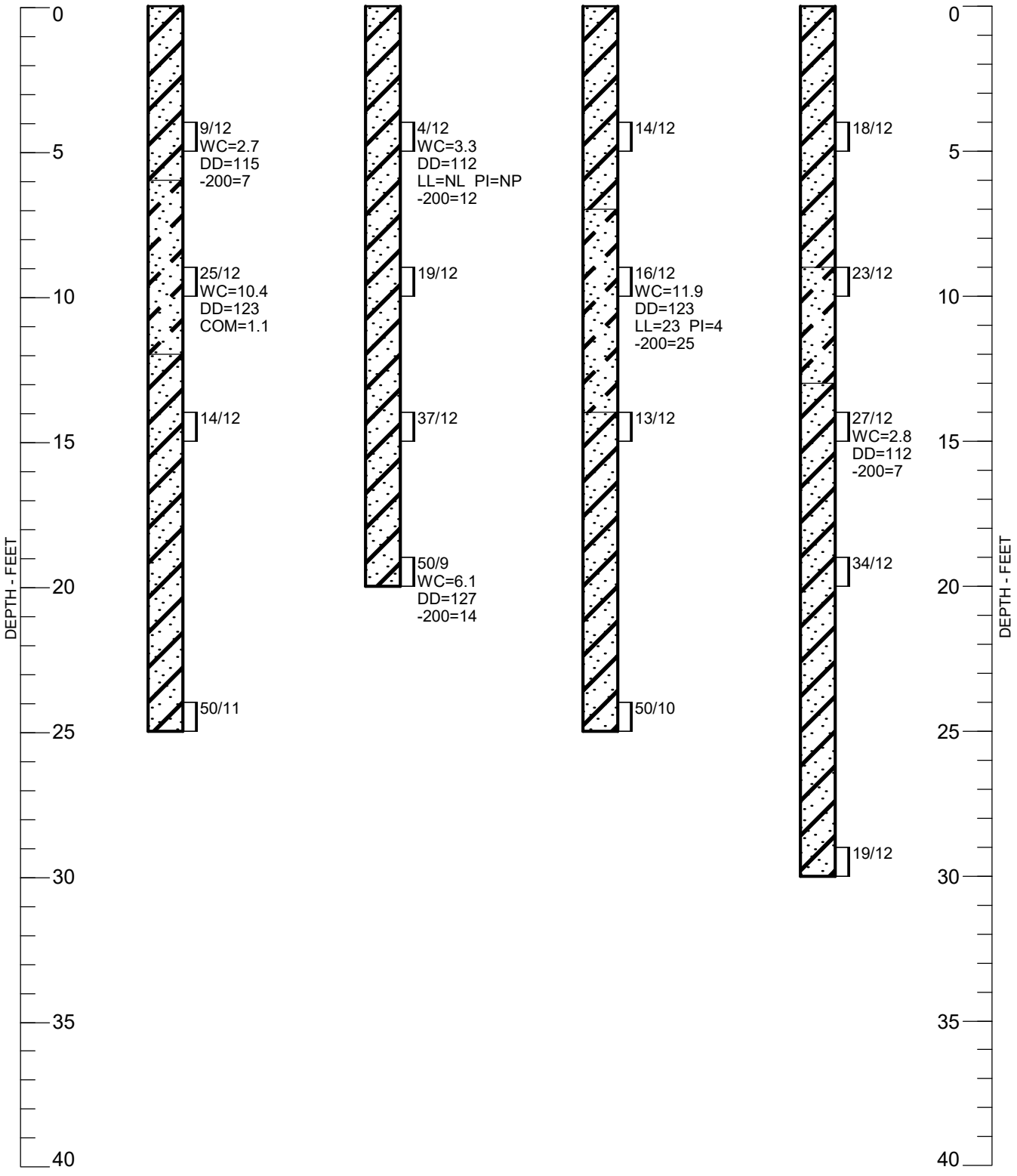
FIG. A-3



MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

Summary Logs of Exploratory Borings

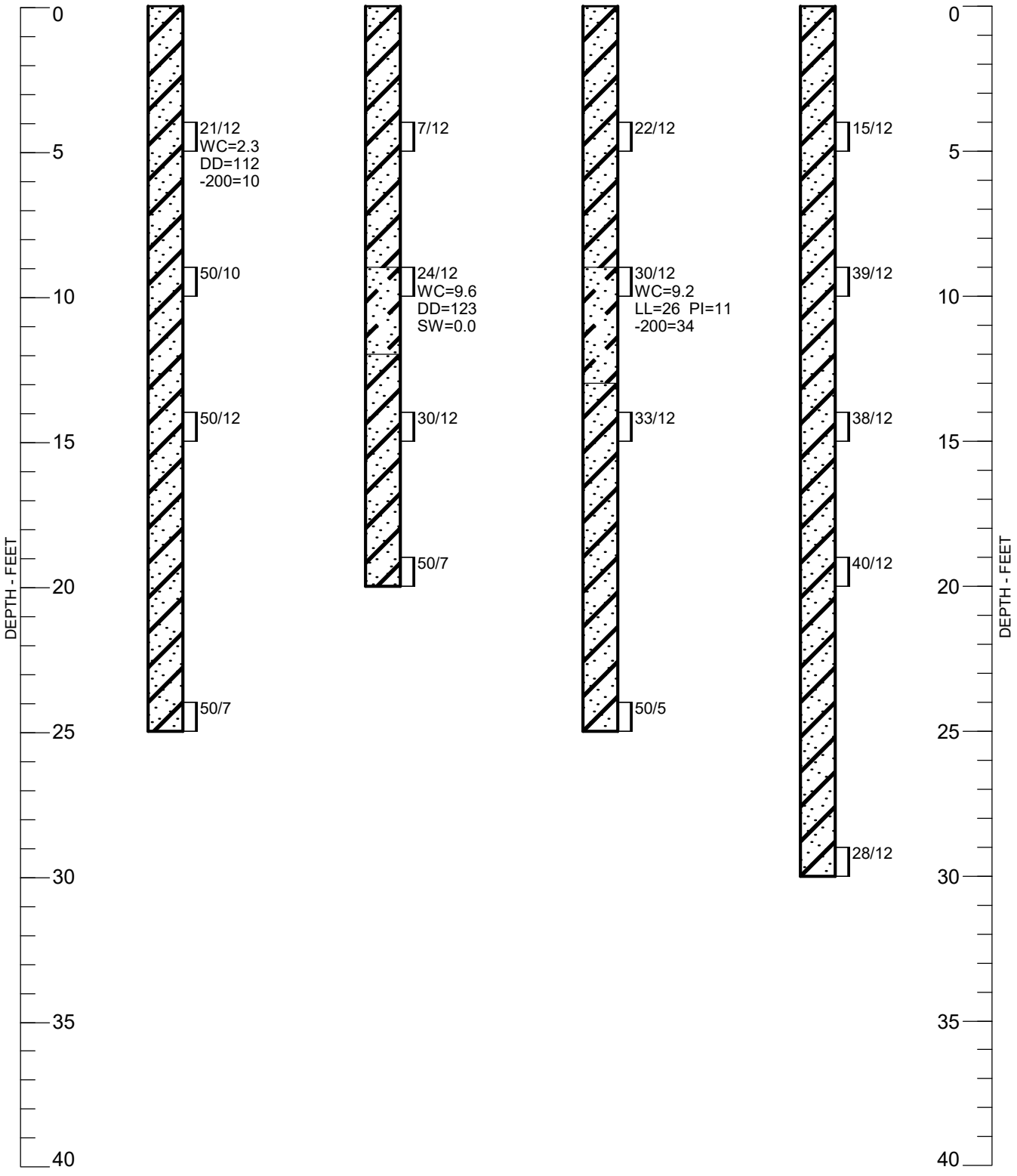
FIG. A-4



MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

Summary Logs of Exploratory Borings

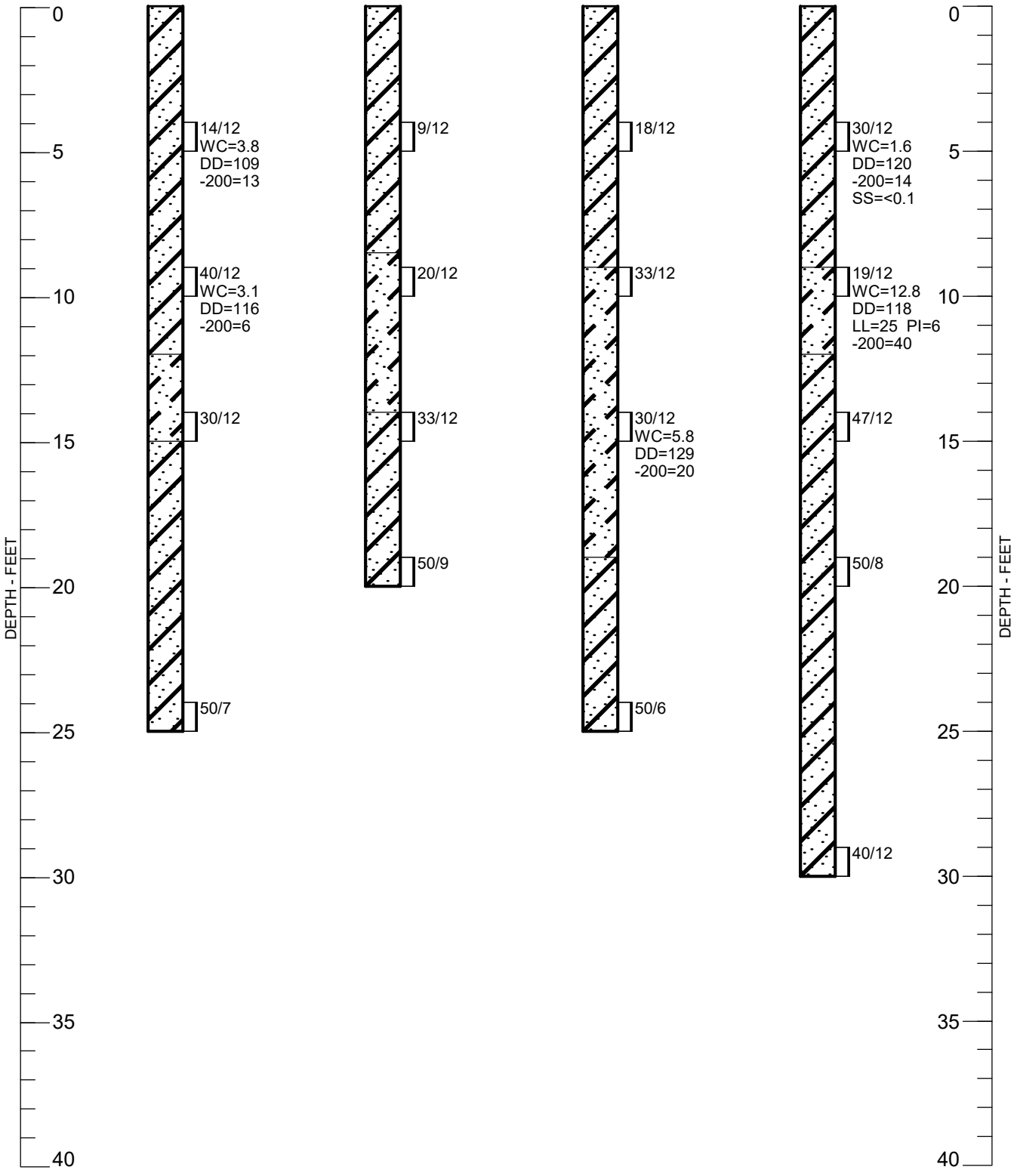
FIG. A-5



MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

Summary Logs of Exploratory Borings

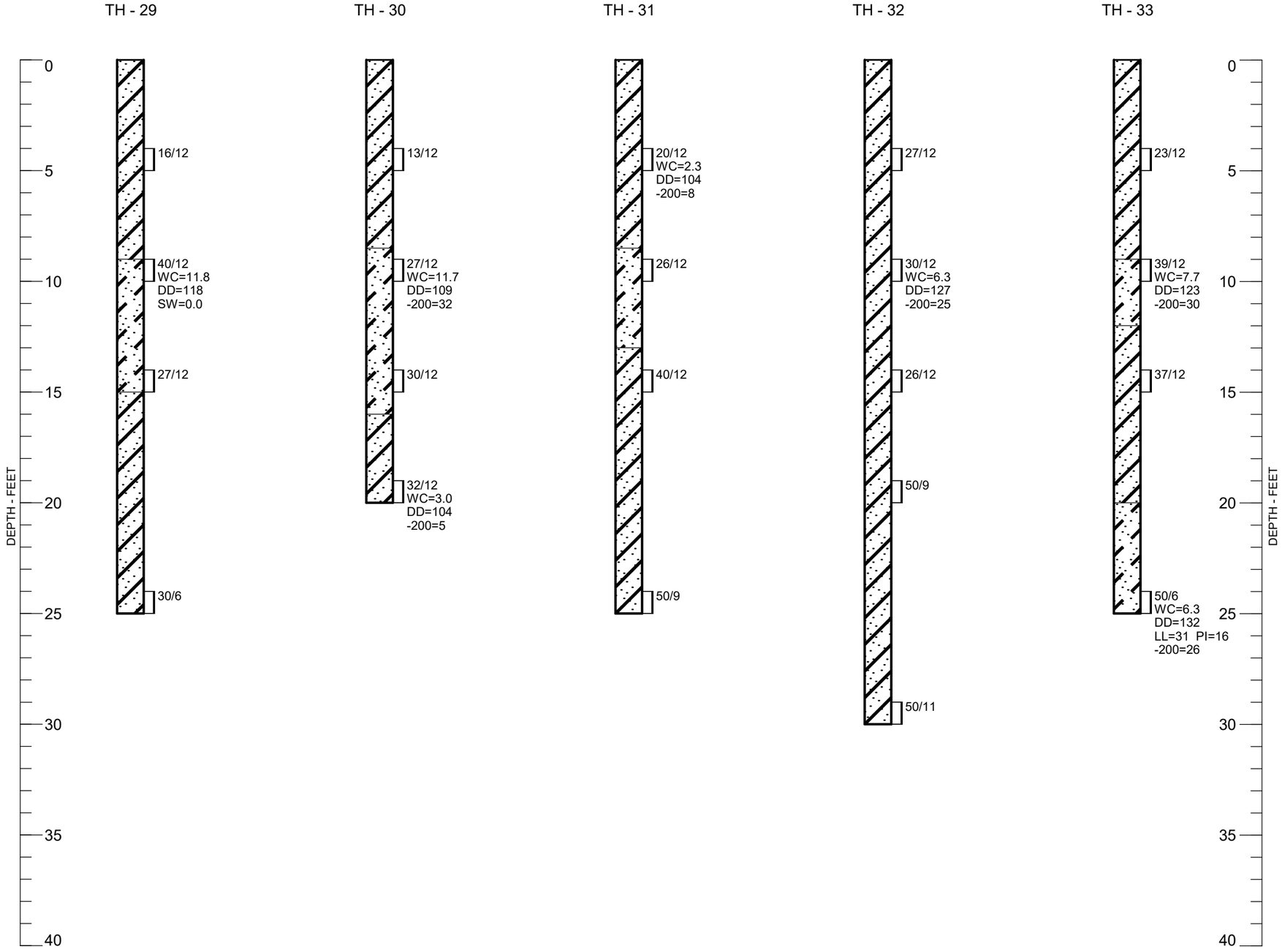
FIG. A-6



MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

Summary Logs of Exploratory Borings

FIG. A-7



LEGEND:

SAND, SLIGHTLY SILTY TO SILTY, LOOSE TO DENSE, SLIGHTLY MOIST, LIGHT BROWN, MEDIUM BROWN (SM).

SAND, CLAYEY TO VERY CLAYEY, SILTY TO CLAYEY, MEDIUM DENSE TO DENSE, SLIGHTLY MOIST, REDDISH BROWN, MEDIUM BROWN (SC, SC-SM).

DRIVE SAMPLE. THE SYMBOL 35/12 INDICATES 35 BLOWS OF A 140-POUND HAMMER FALLING 30 INCHES WERE REQUIRED TO DRIVE A 2.5-INCH O.D. SAMPLER 12 INCHES.

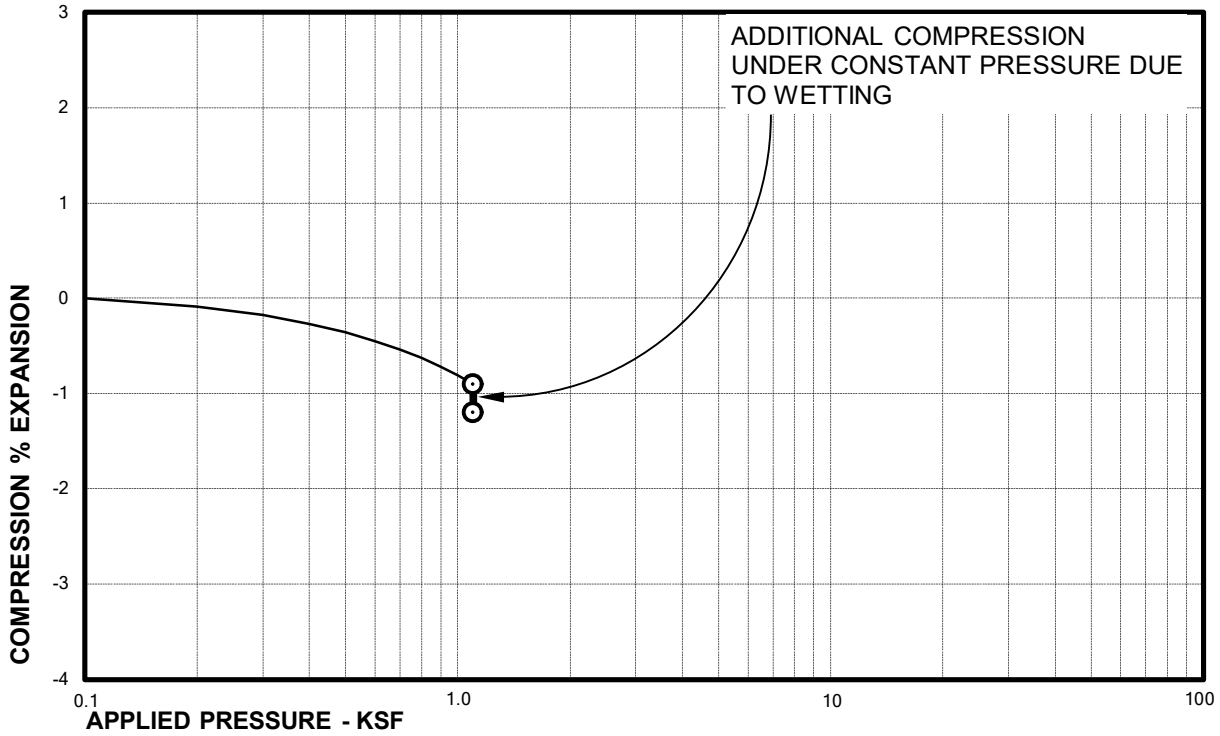
NOTES:

1. THE BORINGS WERE DRILLED AUGUST 3, 8 AND 9, 2022. USING A 4-INCH DIAMETER, CONTINUOUS-FLIGHT AUGER AND A CME-45 OR CME-55 DRILL RIG.
2. THESE LOGS ARE SUBJECT TO THE EXPLANATIONS, LIMITATIONS, AND CONCLUSIONS AS CONTAINED IN THIS REPORT.
3. GROUNDWATER WAS NOT ENCOUNTERED IN THE EXPLORATORY BORINGS DURING THIS INVESTIGATION.
4. WC - INDICATES MOISTURE CONTENT. (%)
   DD - INDICATES DRY DENSITY. (PCF)
   SW - INDICATES SWELL WHEN WETTED UNDER APPROXIMATE OVERBURDEN PRESSURE. (%)
   COM - INDICATES COMPRESSION WHEN WETTED UNDER APPROXIMATE OVERBURDEN PRESSURE. (%)
   LL - INDICATES LIQUID LIMIT. (NV : NO VALUE)
   PI - INDICATES PLASTICITY INDEX. (NP : NON-PLASTIC)
   -200 - INDICATES PASSING NO. 200 SIEVE. (%)
   SS - INDICATES WATER-SOLUBLE SULFATE CONTENT. (%)

MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

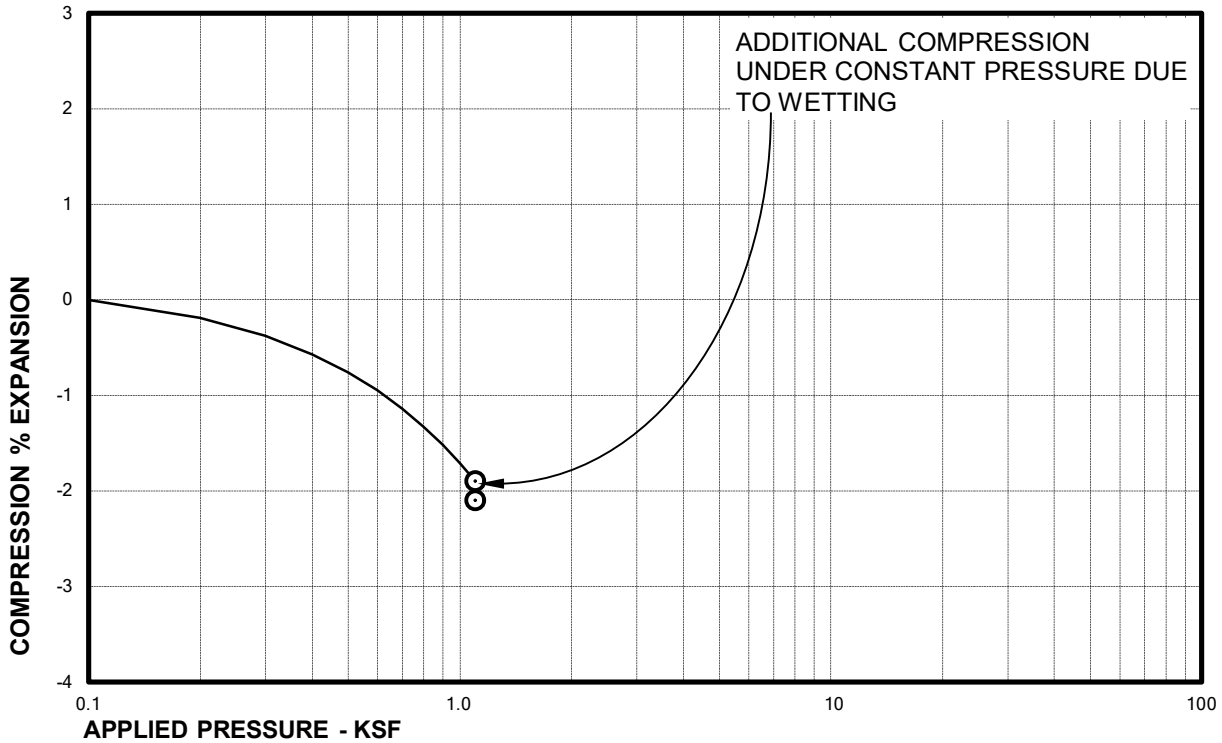
Summary Logs of Exploratory Borings

FIG. A-8



Sample of SAND, CLAYEY (SC)
From TH-1 AT 9 FEET

DRY UNIT WEIGHT= 121 PCF
MOISTURE CONTENT= 9.9 %



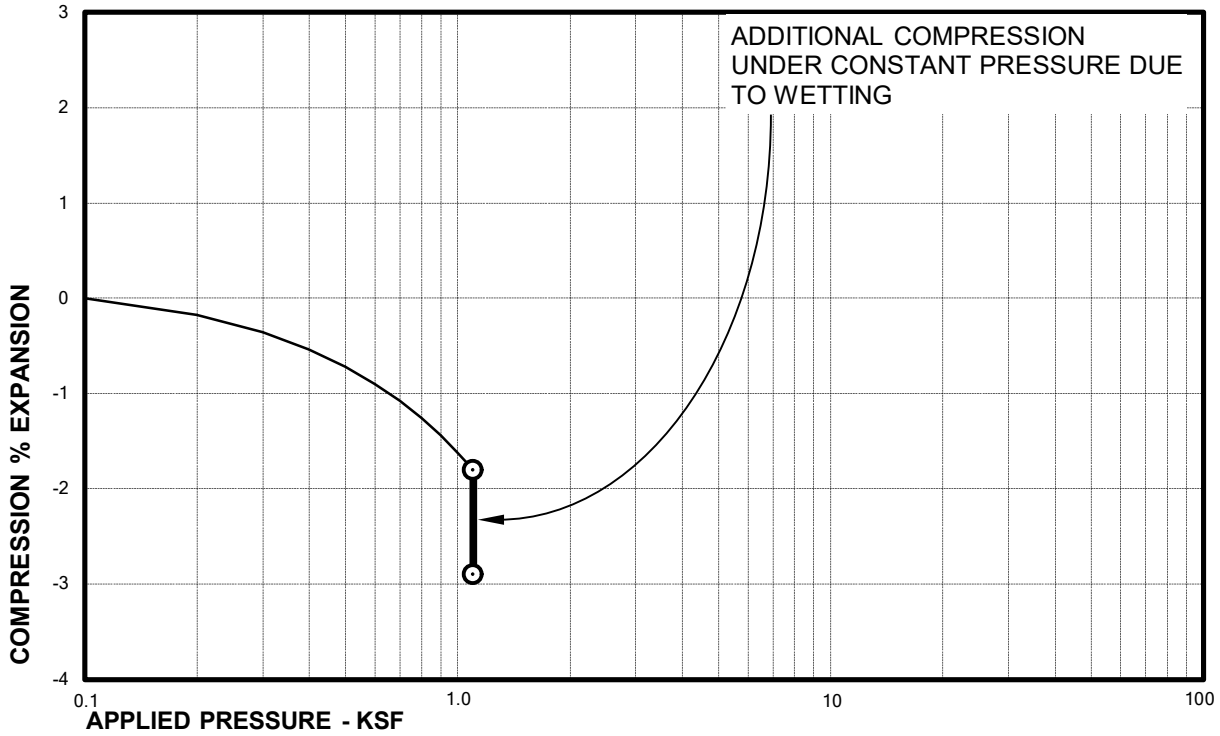
Sample of SAND, CLAYEY (SC)
From TH-8 AT 9 FEET

DRY UNIT WEIGHT= 120 PCF
MOISTURE CONTENT= 9.2 %

MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

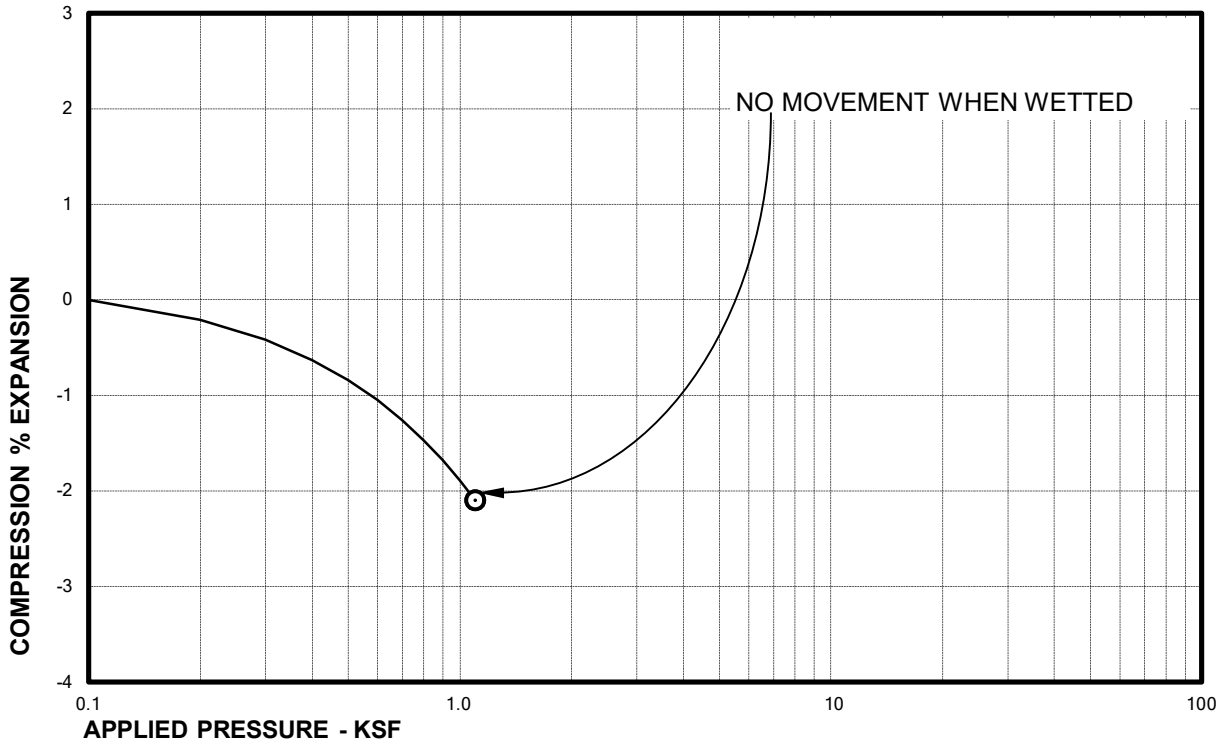
Swell Consolidation Test Results

FIG. B-1



Sample of SAND, CLAYEY (SC)
From TH-17 AT 9 FEET

DRY UNIT WEIGHT= 123 PCF
MOISTURE CONTENT= 10.4 %



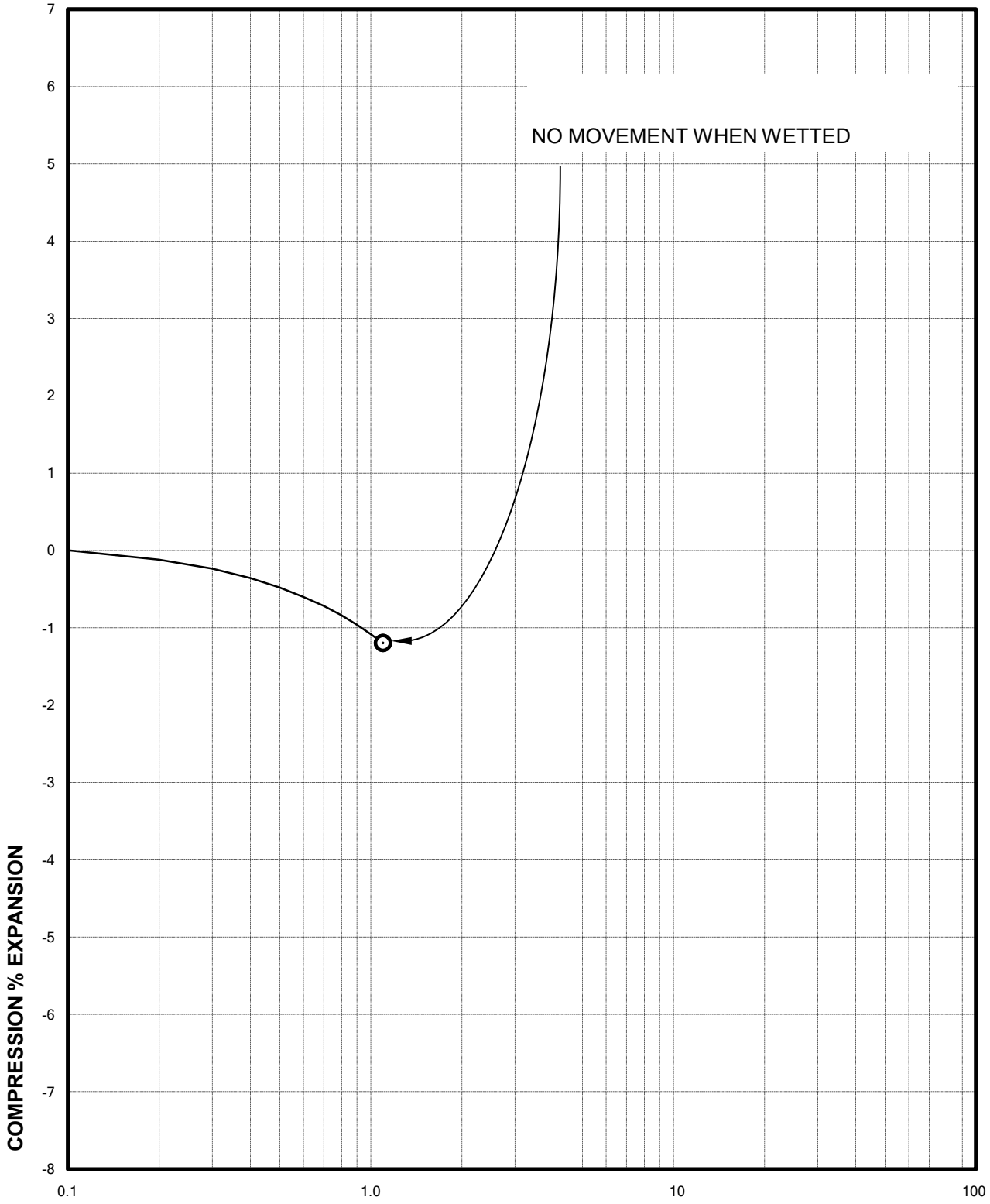
Sample of SAND, CLAYEY (SC)
From TH-22 AT 9 FEET

DRY UNIT WEIGHT= 123 PCF
MOISTURE CONTENT= 9.6 %

MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

Swell Consolidation Test Results

FIG. B-2



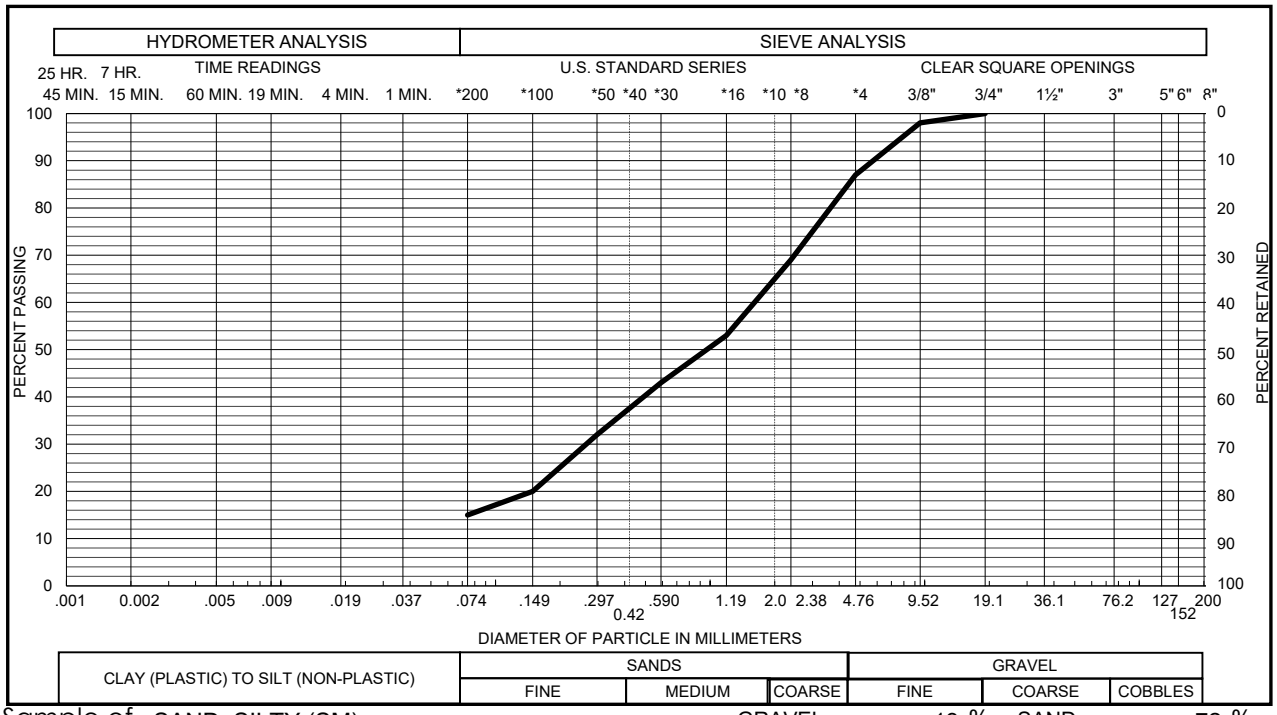
Sample of SAND, CLAYEY (SC)
From TH-29 AT 9 FEET

DRY UNIT WEIGHT= 118 PCF
MOISTURE CONTENT= 11.8 %

MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

Swell Consolidation Test Results

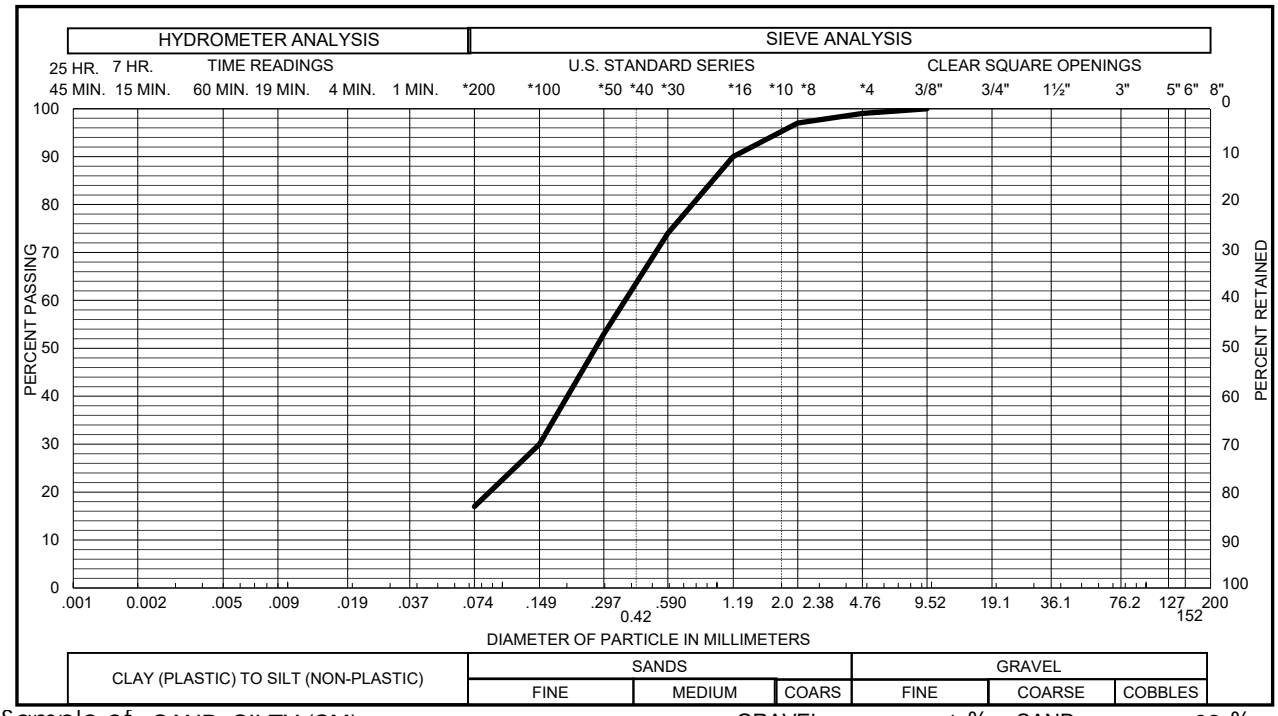
FIG. B-3



Sample of SAND, SILTY (SM) GRAVEL 13 % SAND 72 %

From TH - 1 AT 4 FEET SILT & CLAY 15 % LIQUID LIMIT %

PLASTICITY INDEX %



Sample of SAND, SILTY (SM) GRAVEL 1 % SAND 82 %

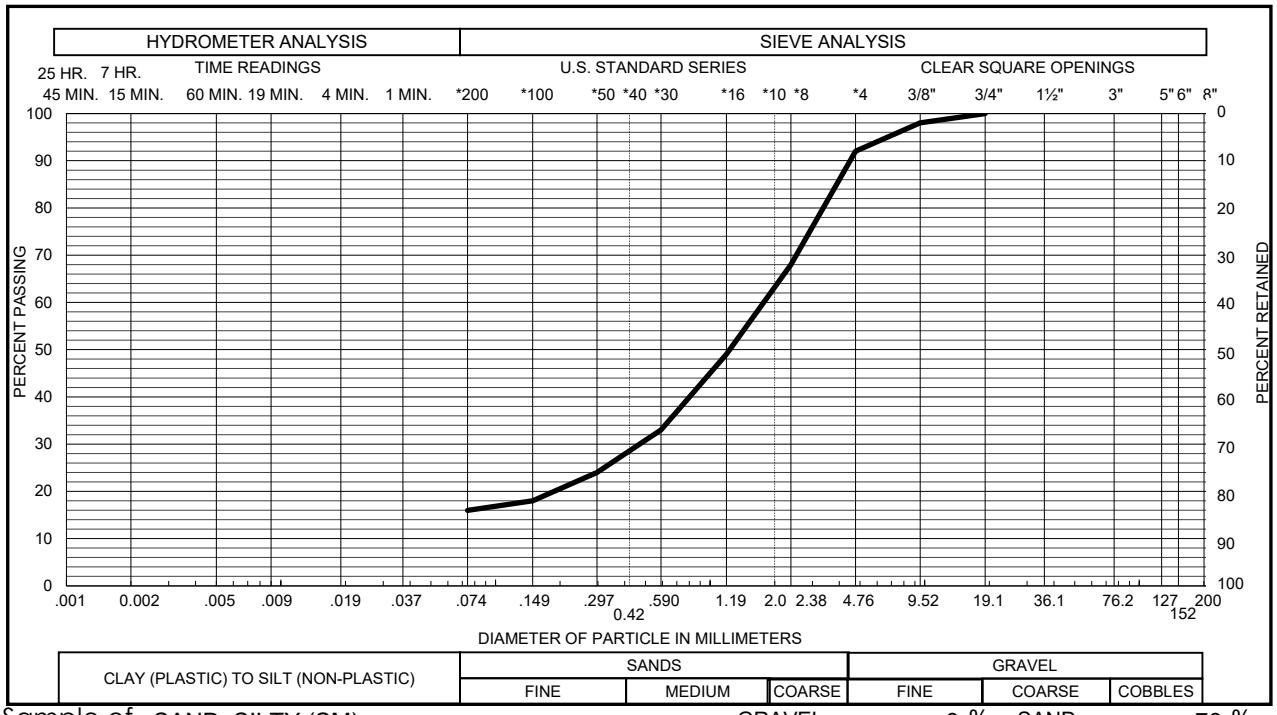
From TH - 3 AT 4 FEET SILT & CLAY 17 % LIQUID LIMIT %

PLASTICITY INDEX %

MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

Gradation Test Results

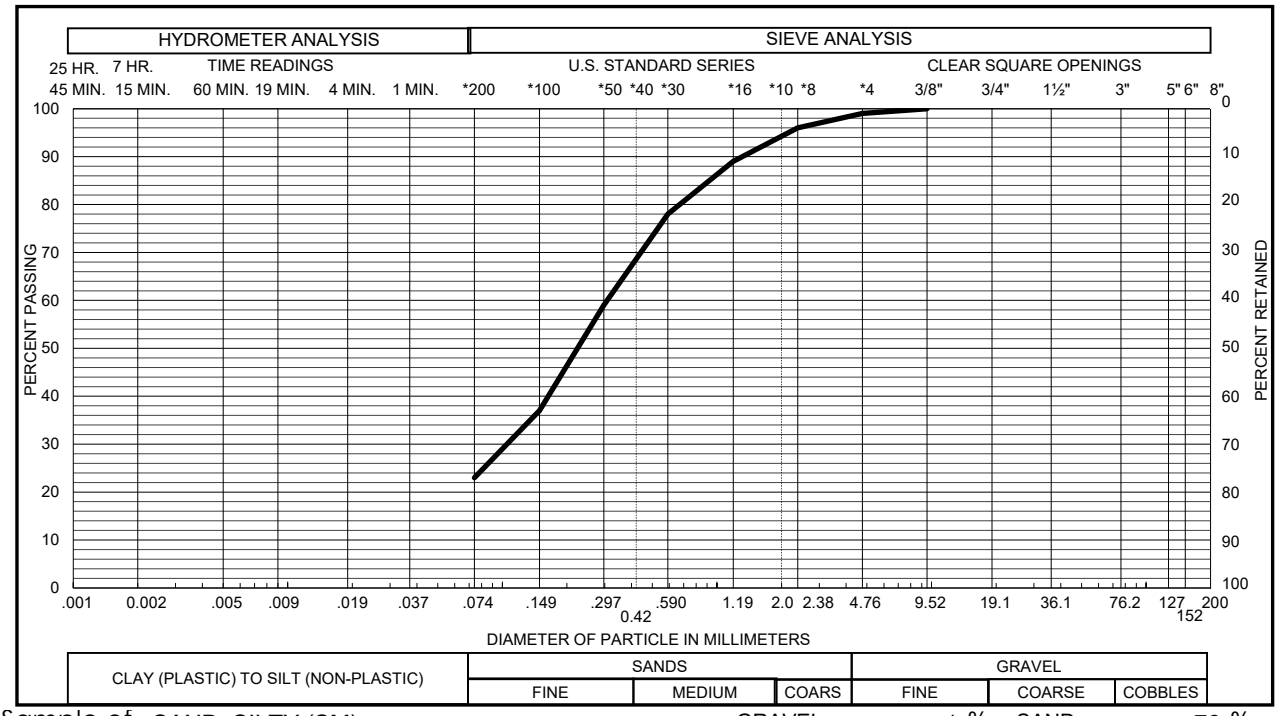
FIG. B-4



Sample of SAND, SILTY (SM) GRAVEL 8 % SAND 76 %

From TH - 5 AT 19 FEET SILT & CLAY 16 % LIQUID LIMIT %

PLASTICITY INDEX %



Sample of SAND, SILTY (SM) GRAVEL 1 % SAND 76 %

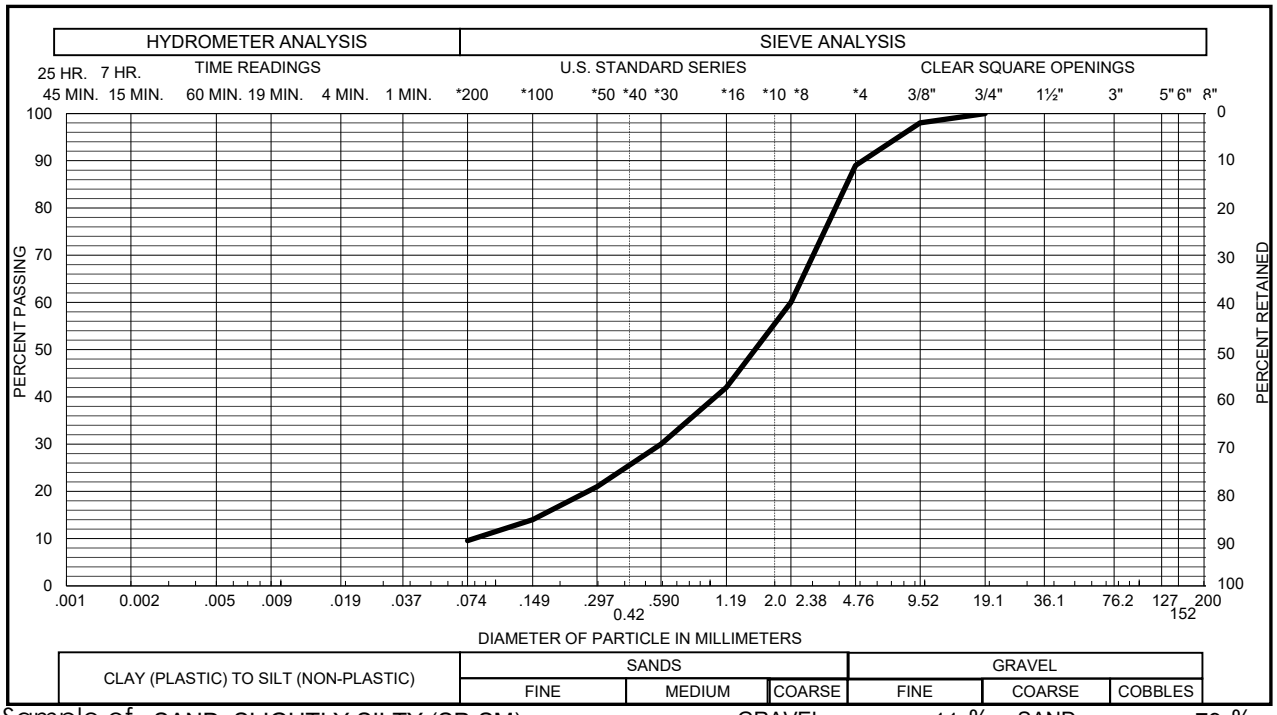
From TH - 7 AT 9 FEET SILT & CLAY 23 % LIQUID LIMIT %

PLASTICITY INDEX %

MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

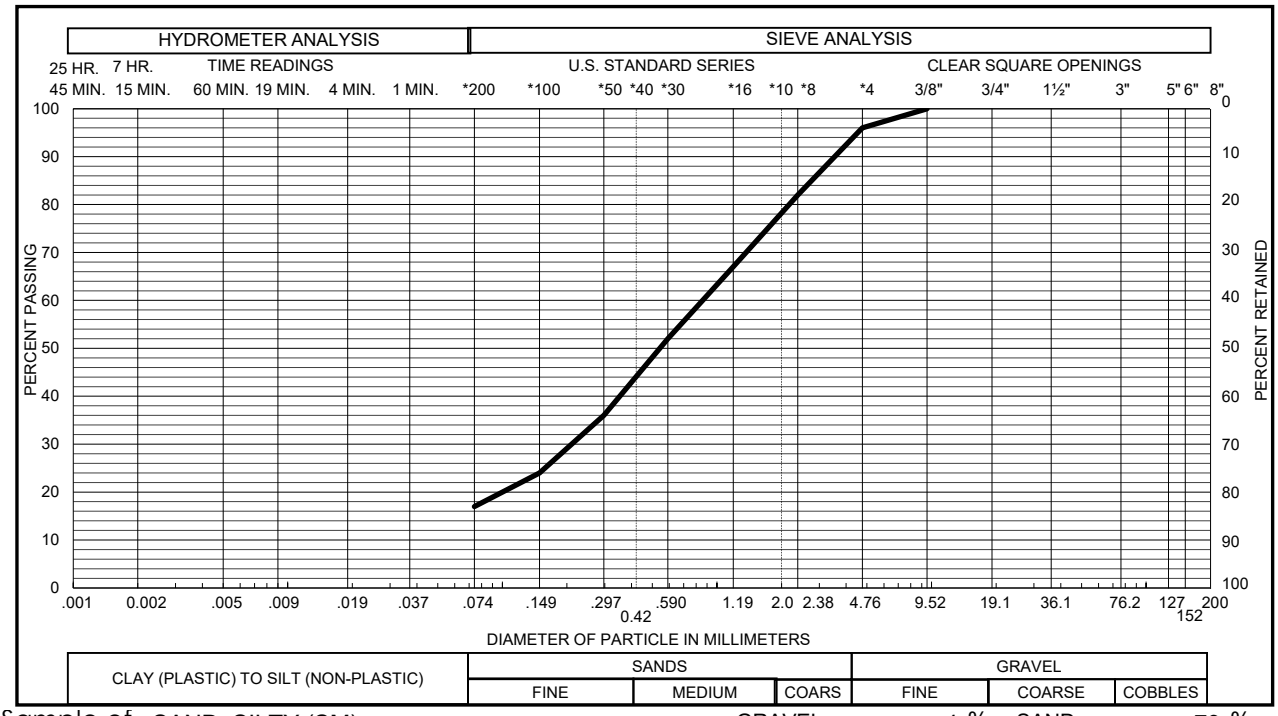
Gradation Test Results

FIG. B-5



Sample of SAND, SLIGHTLY SILTY (SP-SM)
From TH - 8 AT 4 FEET

GRAVEL 11 % SAND 79 %
SILT & CLAY 10 % LIQUID LIMIT %
PLASTICITY INDEX %



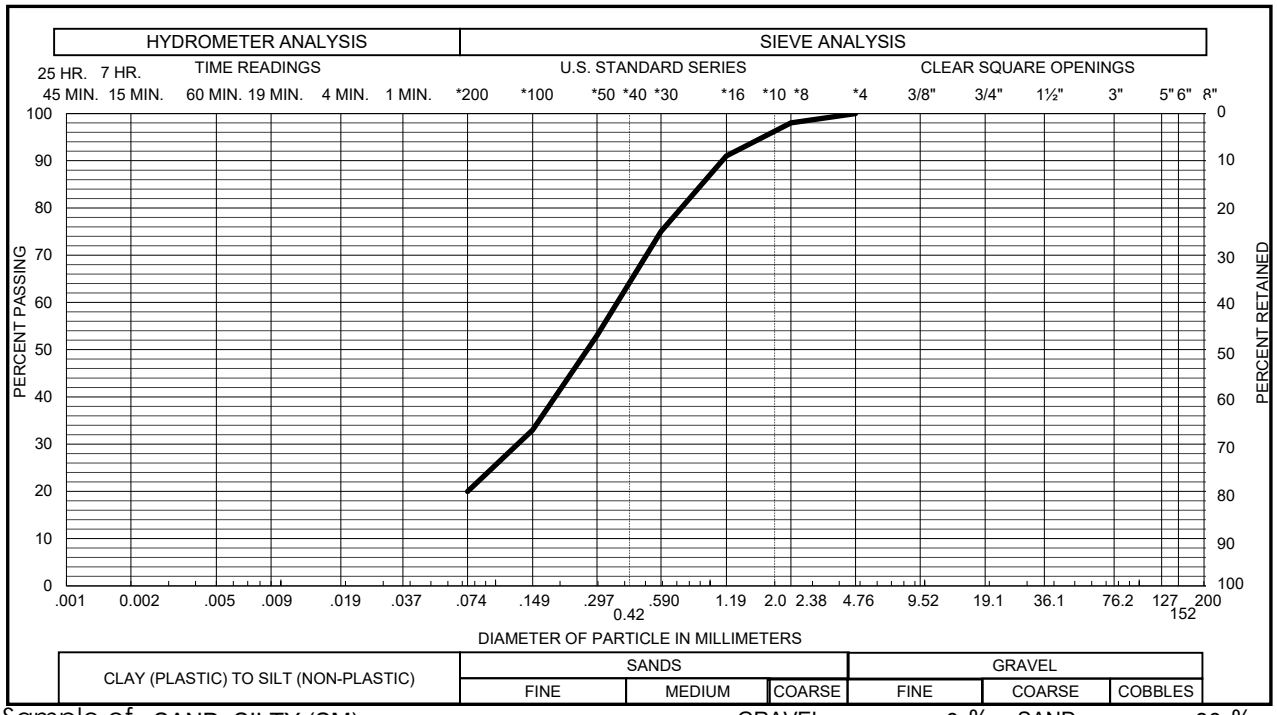
Sample of SAND, SILTY (SM)
From TH - 9 AT 9 FEET

GRAVEL 4 % SAND 79 %
SILT & CLAY 17 % LIQUID LIMIT %
PLASTICITY INDEX %

MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

Gradation Test Results

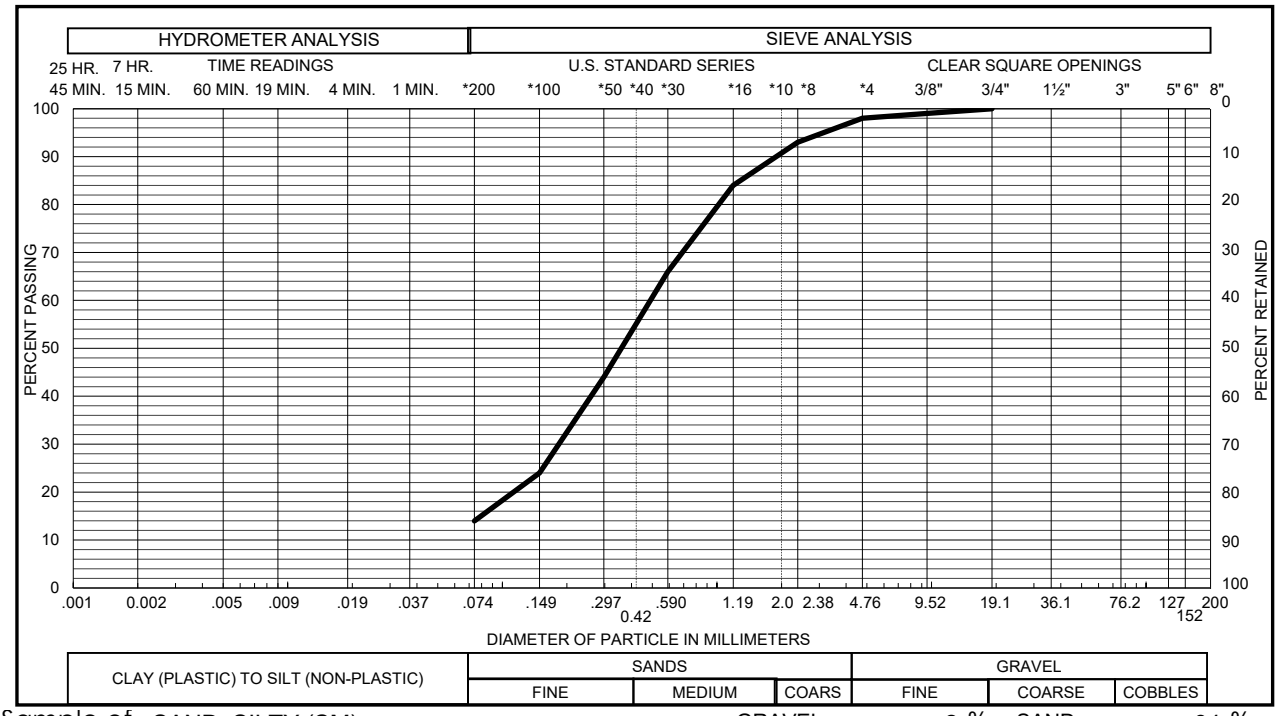
FIG. B-6



Sample of SAND, SILTY (SM) GRAVEL 0 % SAND 80 %

From TH - 10 AT 4 FEET SILT & CLAY 20 % LIQUID LIMIT %

PLASTICITY INDEX %



Sample of SAND, SILTY (SM) GRAVEL 2 % SAND 84 %

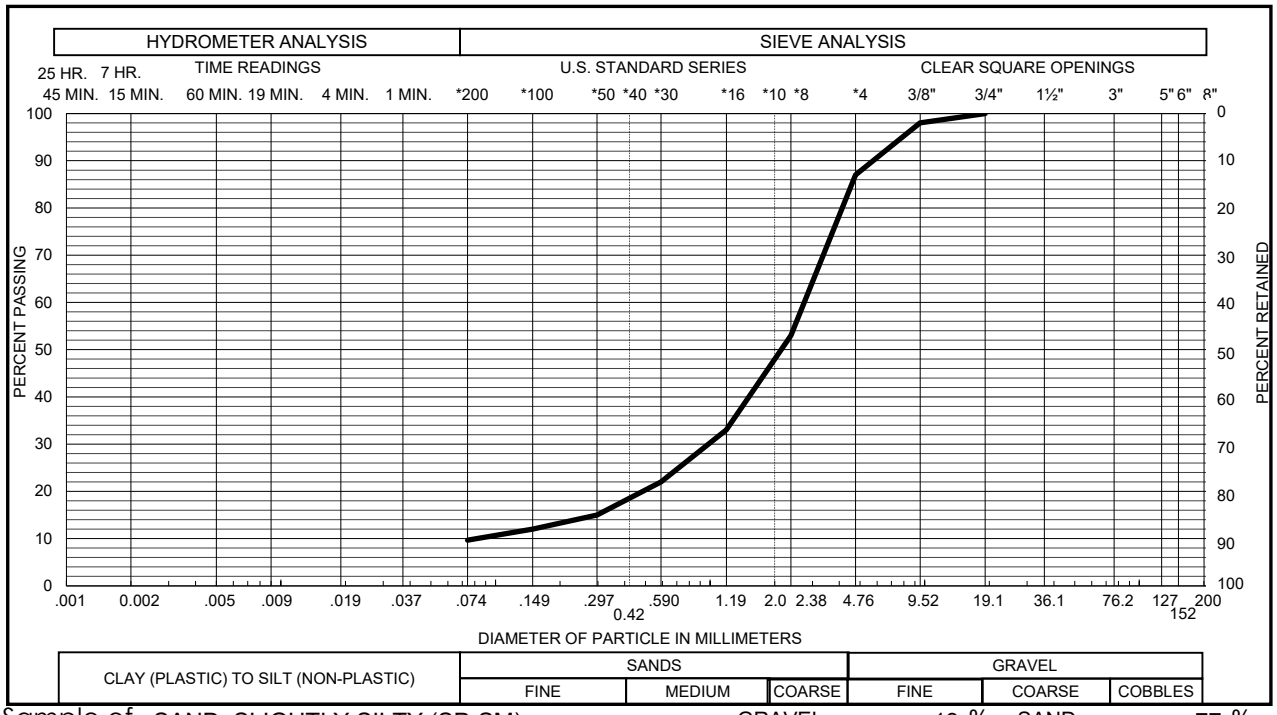
From TH - 11 AT 14 FEET SILT & CLAY 14 % LIQUID LIMIT %

PLASTICITY INDEX %

MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

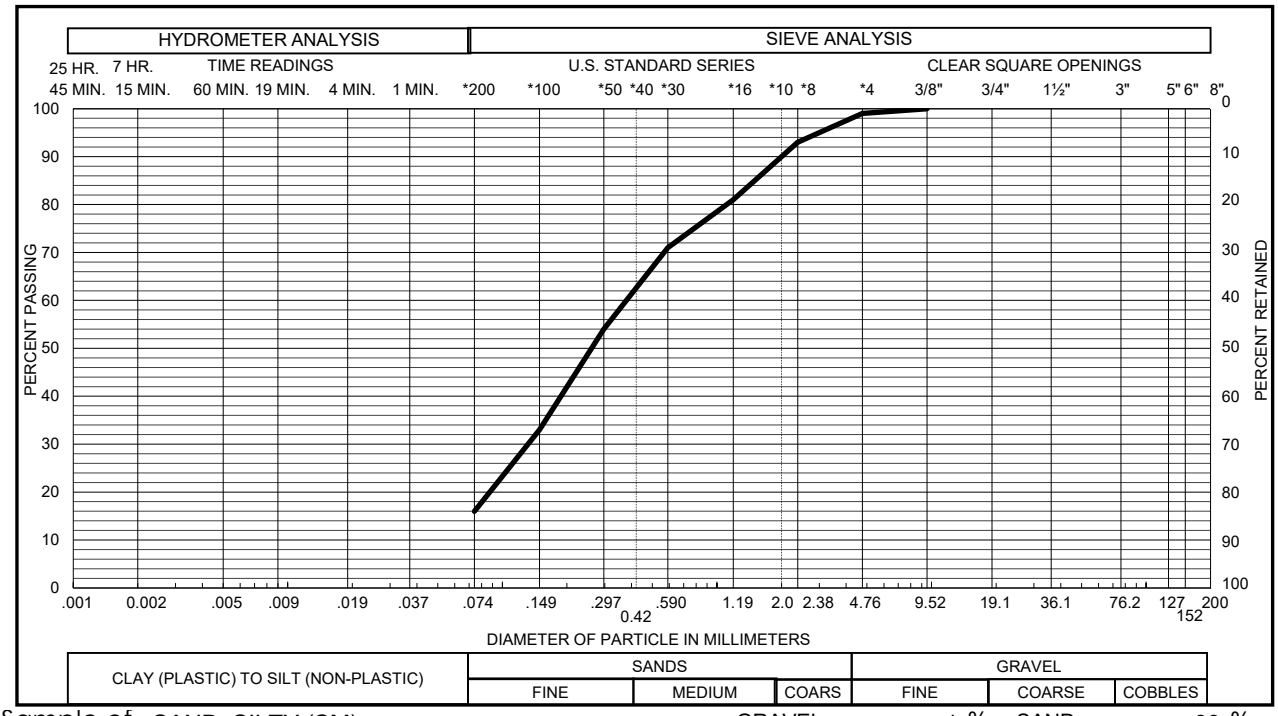
Gradation Test Results

FIG. B-7



Sample of SAND, SLIGHTLY SILTY (SP-SM)
From TH - 12 AT 14 FEET

GRAVEL 13 % SAND 77 %
SILT & CLAY 10 % LIQUID LIMIT %
PLASTICITY INDEX %



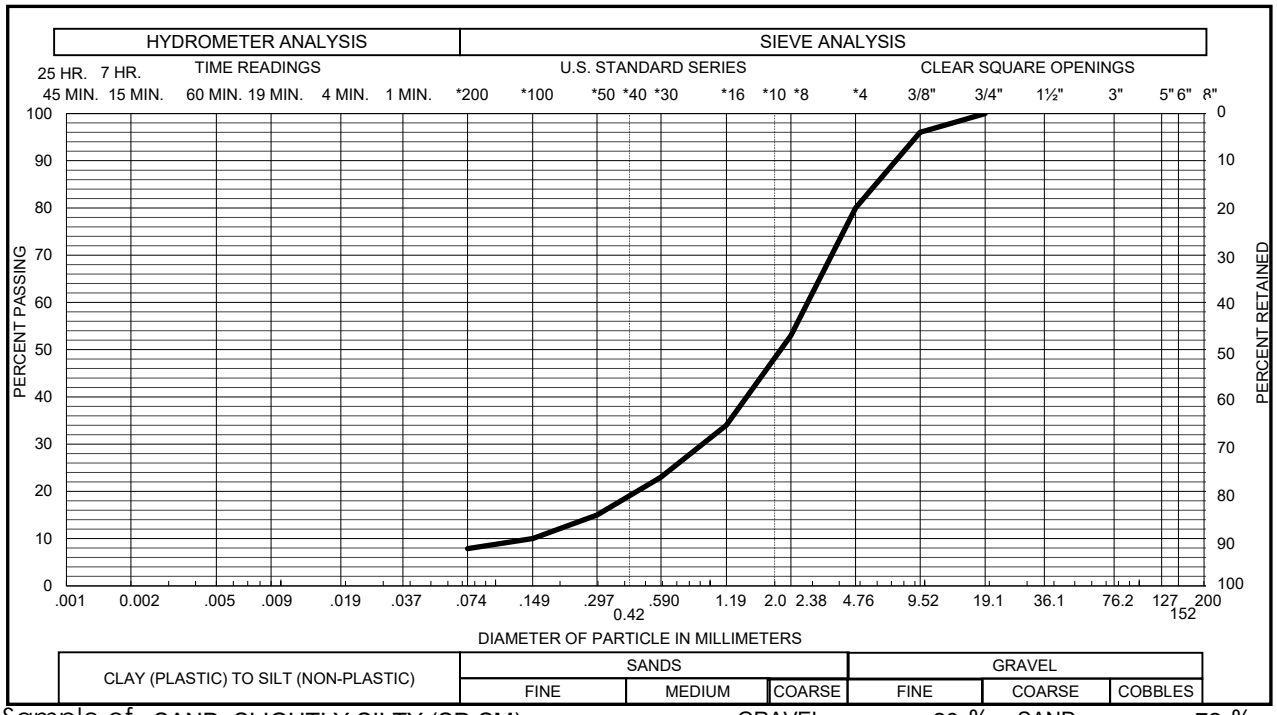
Sample of SAND, SILTY (SM)
From TH - 13 AT 9 FEET

GRAVEL 1 % SAND 83 %
SILT & CLAY 16 % LIQUID LIMIT %
PLASTICITY INDEX %

MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

Gradation Test Results

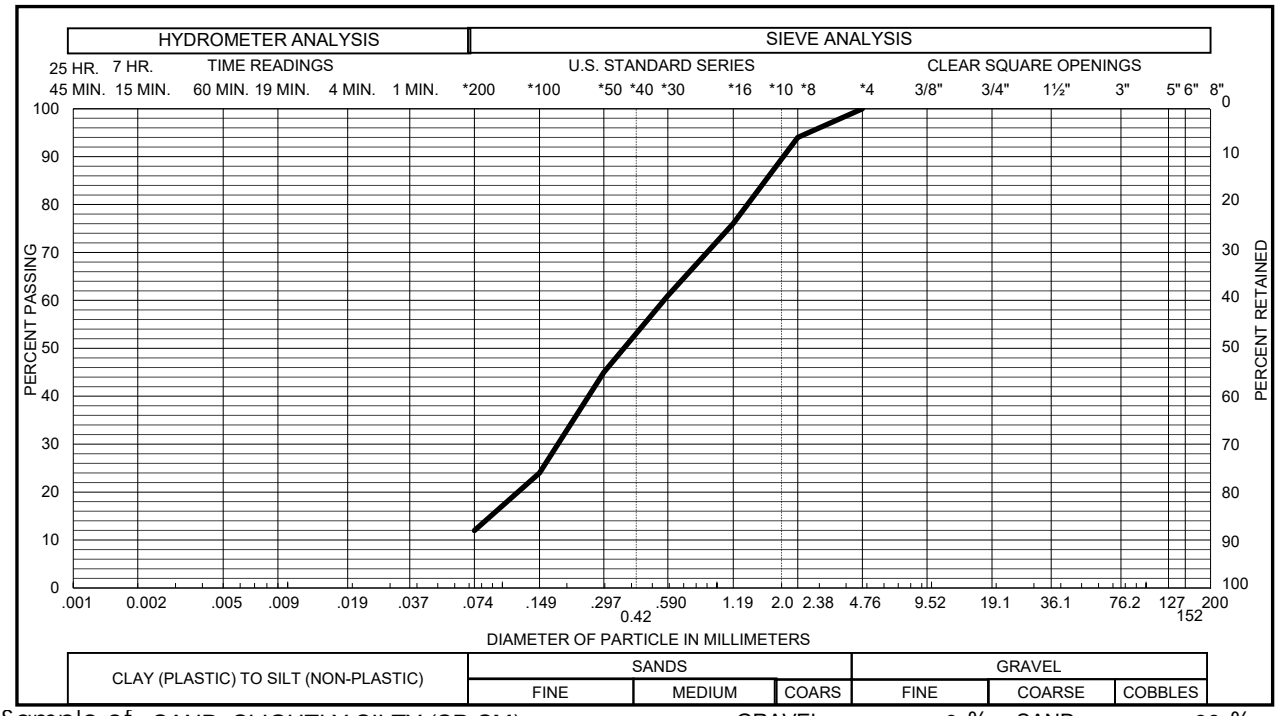
FIG. B-8



Sample of SAND, SLIGHTLY SILTY (SP-SM) GRAVEL 20 % SAND 72 %

From TH - 15 AT 14 FEET SILT & CLAY 8 % LIQUID LIMIT %

PLASTICITY INDEX %



Sample of SAND, SLIGHTLY SILTY (SP-SM) GRAVEL 0 % SAND 88 %

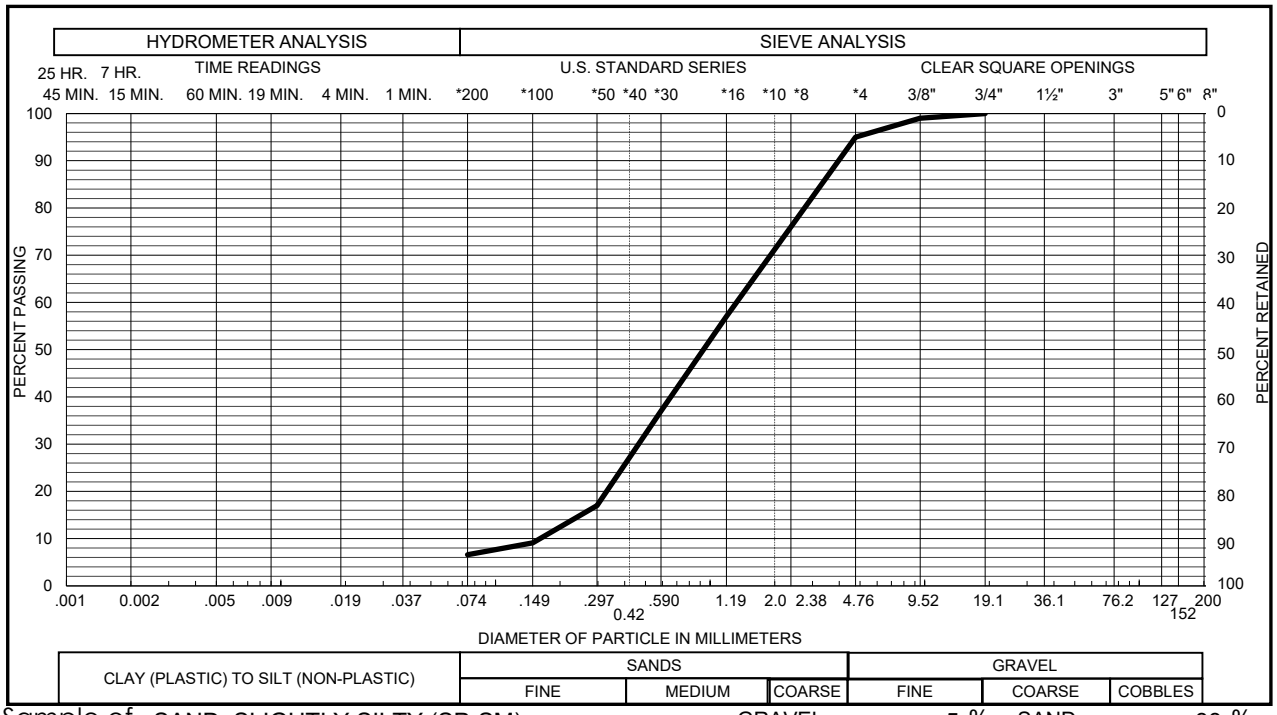
From TH - 18 AT 4 FEET SILT & CLAY 12 % LIQUID LIMIT %

PLASTICITY INDEX %

MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

Gradation Test Results

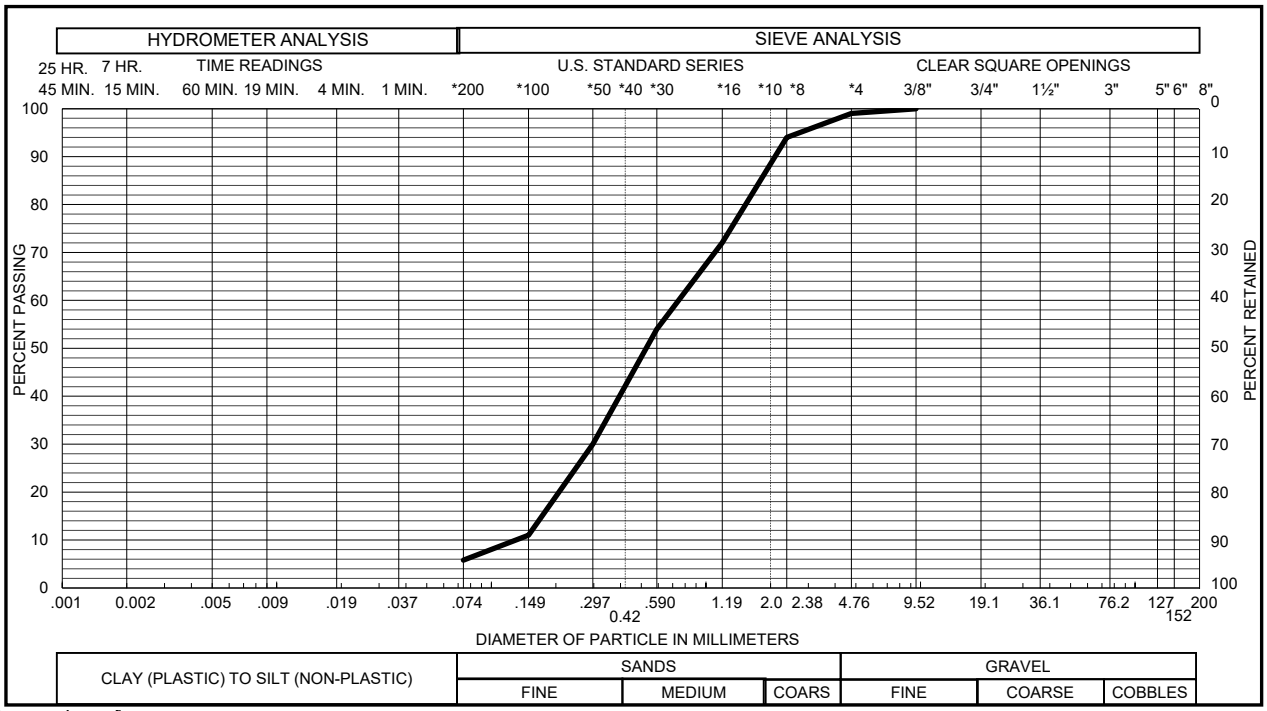
FIG. B-9



Sample of SAND, SLIGHTLY SILTY (SP-SM) GRAVEL 5 % SAND 88 %

From TH - 20 AT 14 FEET SILT & CLAY 7 % LIQUID LIMIT %

PLASTICITY INDEX %



Sample of SAND, SLIGHTLY SILTY (SP-SM) GRAVEL 1 % SAND 93 %

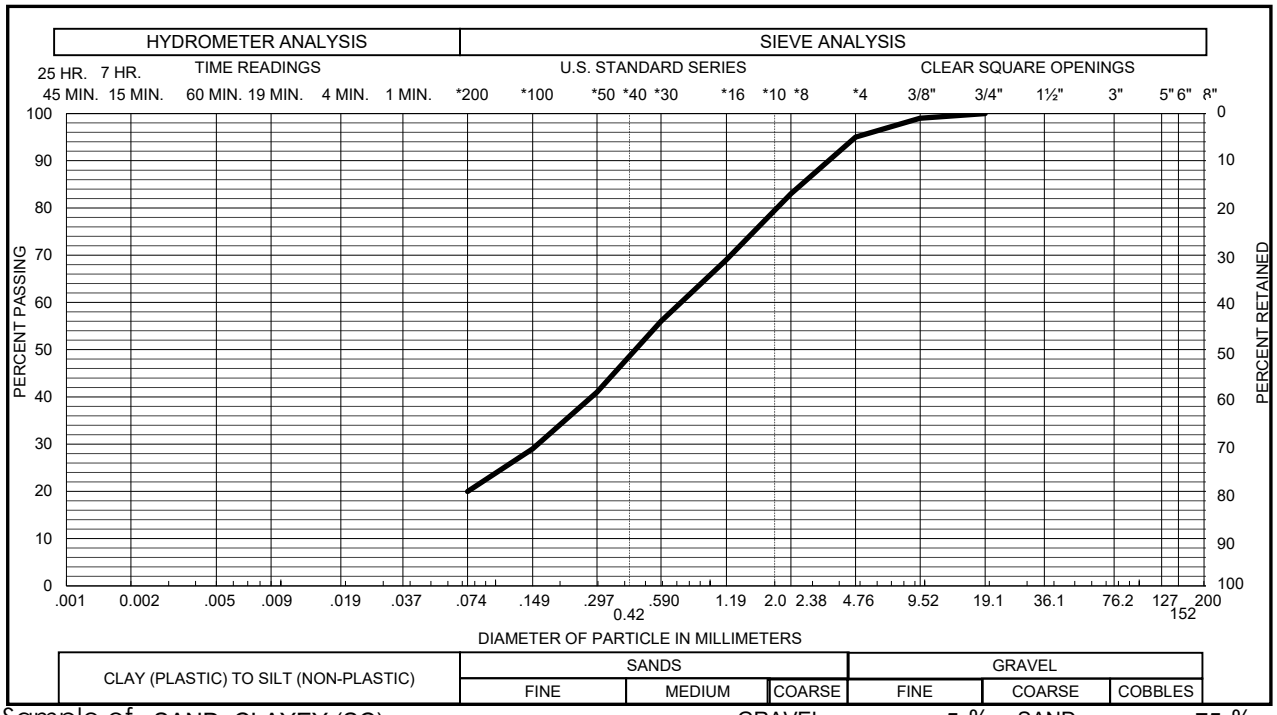
From TH - 25 AT 9 FEET SILT & CLAY 6 % LIQUID LIMIT %

PLASTICITY INDEX %

MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

Gradation Test Results

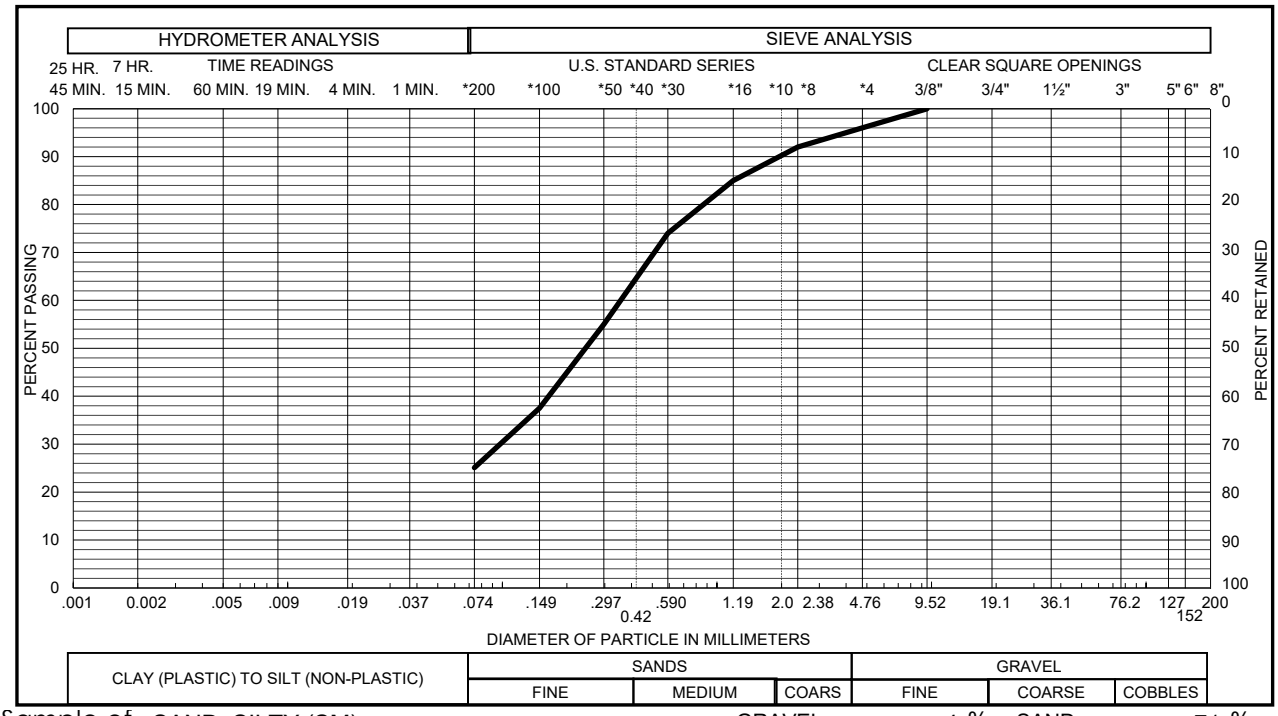
FIG. B-10



Sample of SAND, CLAYEY (SC) GRAVEL 5 % SAND 75 %

From TH - 27 AT 14 FEET SILT & CLAY 20 % LIQUID LIMIT %

PLASTICITY INDEX %



Sample of SAND, SILTY (SM) GRAVEL 4 % SAND 71 %

From TH - 32 AT 9 FEET SILT & CLAY 25 % LIQUID LIMIT %

PLASTICITY INDEX %

MAYBERRY COMMUNITIES
MAYBERRY COMMUNITY - TRACT K
CTL|T PROJECT NO. CS19587.000-120

Gradation Test Results

FIG. B-11

TABLE B-1

SUMMARY OF LABORATORY TESTING
CTL|T PROJECT NO. CS19587.000-120

BORING	DEPTH (FEET)	MOISTURE CONTENT (%)	DRY DENSITY (PCF)	ATTERBERG LIMITS		SWELL TEST RESULTS*			PASSING NO. 200 SIEVE (%)	WATER SOLUBLE SULFATES (%)	DESCRIPTION
				LIQUID LIMIT (%)	PLASTICITY INDEX (%)	SWELL (%)	APPLIED PRESSURE (PSF)	SWELL PRESSURE (PSF)			
TH-1	4	5.6	127						15		SAND, SILTY (SM)
TH-1	9	9.9	121			-0.3	1100		29		SAND, CLAYEY (SC)
TH-2	9	12.0	119	25	9				42		SAND, VERY CLAYEY (SC)
TH-2	14	2.3	120						5		SAND, SLIGHTLY SILTY (SP-SM)
TH-3	4	2.0	116						17		SAND, SILTY (SM)
TH-4	9	8.8	125						34		SAND, CLAYEY (SC)
TH-5	4	2.0	116						18		SAND, SILTY (SM)
TH-5	19	7.0	123						16		SAND, SILTY (SM)
TH-7	4	2.8	112						8		SAND, SLIGHTLY SILTY (SP-SM)
TH-7	9	10.8	121						23		SAND, SILTY (SM)
TH-8	4	2.7	114						10		SAND, SLIGHTLY SILTY (SP-SM)
TH-8	9	9.2	122			-0.2	1100		31		SAND, CLAYEY (SC)
TH-9	9	4.5	128						17		SAND, SILTY (SM)
TH-9	14	5.1	118						11		SAND, SLIGHTLY SILTY (SP-SM)
TH-10	4	2.7	111						20		SAND, SILTY (SM)
TH-10	9	7.1	129						24		SAND, SILTY (SM)
TH-11	9	8.0	126						30		SAND, CLAYEY (SC)
TH-11	14	5.1	109						14		SAND, SILTY (SM)
TH-12	4	4.6	114						9	<0.1	SAND, SLIGHTLY SILTY (SP-SM)
TH-12	14	3.4	102						10		SAND, SLIGHTLY SILTY (SP-SM)
TH-13	9	8.7	114						16		SAND, SILTY (SM)
TH-13	14	3.1	106						7		SAND, SLIGHTLY SILTY (SP-SM)
TH-14	9	12.9	113						45		SAND, VERY CLAYEY (SC)
TH-15	4	1.9	109						11		SAND, SLIGHTLY SILTY (SP-SM)
TH-15	14	3.1	107						8		SAND, SLIGHTLY SILTY (SP-SM)
TH-17	4	2.7	115						7		SAND, SLIGHTLY SILTY (SP-SM)
TH-17	9	10.4	123			-1.1	1100				SAND, CLAYEY (SC)
TH-18	4	3.3	112	NL	NP				12		SAND, SLIGHTLY SILTY (SP-SM)
TH-18	19	6.1	127						14		SAND, SILTY (SM)
TH-19	9	11.9	123	23	4				25		SAND, SILTY-CLAYEY (SC-SM)
TH-20	14	2.8	112						7		SAND, SLIGHTLY SILTY (SP-SM)
TH-21	4	2.3	112						10		SAND, SLIGHTLY SILTY (SP-SM)
TH-22	9	9.6	123			0.0	1100				SAND, CLAYEY (SC)
TH-23	9	9.2		26	11				34		SAND, CLAYEY (SC)
TH-25	4	3.8	109						13		SAND, SILTY (SM)
TH-25	9	3.1	116						6		SAND, SLIGHTLY SILTY (SP-SM)

* SWELL MEASURED UNDER ESTIMATED IN-SITU OVERBURDEN PRESSURE.
NEGATIVE VALUE INDICATES COMPRESSION.

TABLE B-1

SUMMARY OF LABORATORY TESTING
CTL|T PROJECT NO. CS19587.000-120

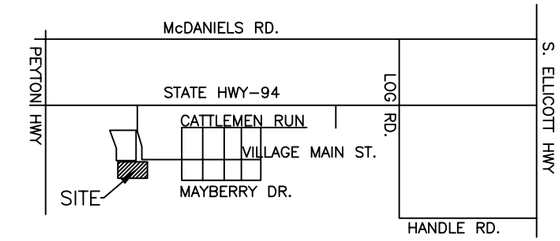
BORING	DEPTH (FEET)	MOISTURE CONTENT (%)	DRY DENSITY (PCF)	ATTERBERG LIMITS		SWELL TEST RESULTS*			PASSING NO. 200 SIEVE (%)	WATER SOLUBLE SULFATES (%)	DESCRIPTION
				LIQUID LIMIT (%)	PLASTICITY INDEX (%)	SWELL (%)	APPLIED PRESSURE (PSF)	SWELL PRESSURE (PSF)			
TH-27	14	5.8	129						20		SAND, CLAYEY (SC)
TH-28	4	1.6	120						14	<0.1	SAND, SILTY (SM)
TH-28	9	12.8	118	25	6				40		SAND, SILTY-CLAYEY (SC-SM)
TH-29	9	11.8	118			0.0	1100				SAND, CLAYEY (SC)
TH-30	9	11.7	109						32		SAND, CLAYEY (SC)
TH-30	19	3.0	104						5		SAND, SLIGHTLY SILTY (SP-SM)
TH-31	4	2.3	104						8		SAND, SLIGHTLY SILTY (SP-SM)
TH-32	9	6.3	127						25		SAND, SILTY (SM)
TH-33	9	7.7	123						30		SAND, SILTY (SM)
TH-33	24	6.3	132	31	16				26		SAND, CLAYEY (SC)

* SWELL MEASURED UNDER ESTIMATED IN-SITU OVERBURDEN PRESSURE.
NEGATIVE VALUE INDICATES COMPRESSION.

APPENDIX B

Select Pages from CS19587.001-125, dated February 18, 2025



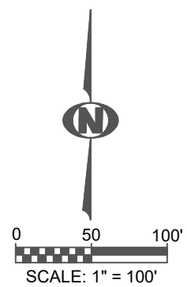


VICINITY MAP

(NOT TO SCALE)

LEGEND:

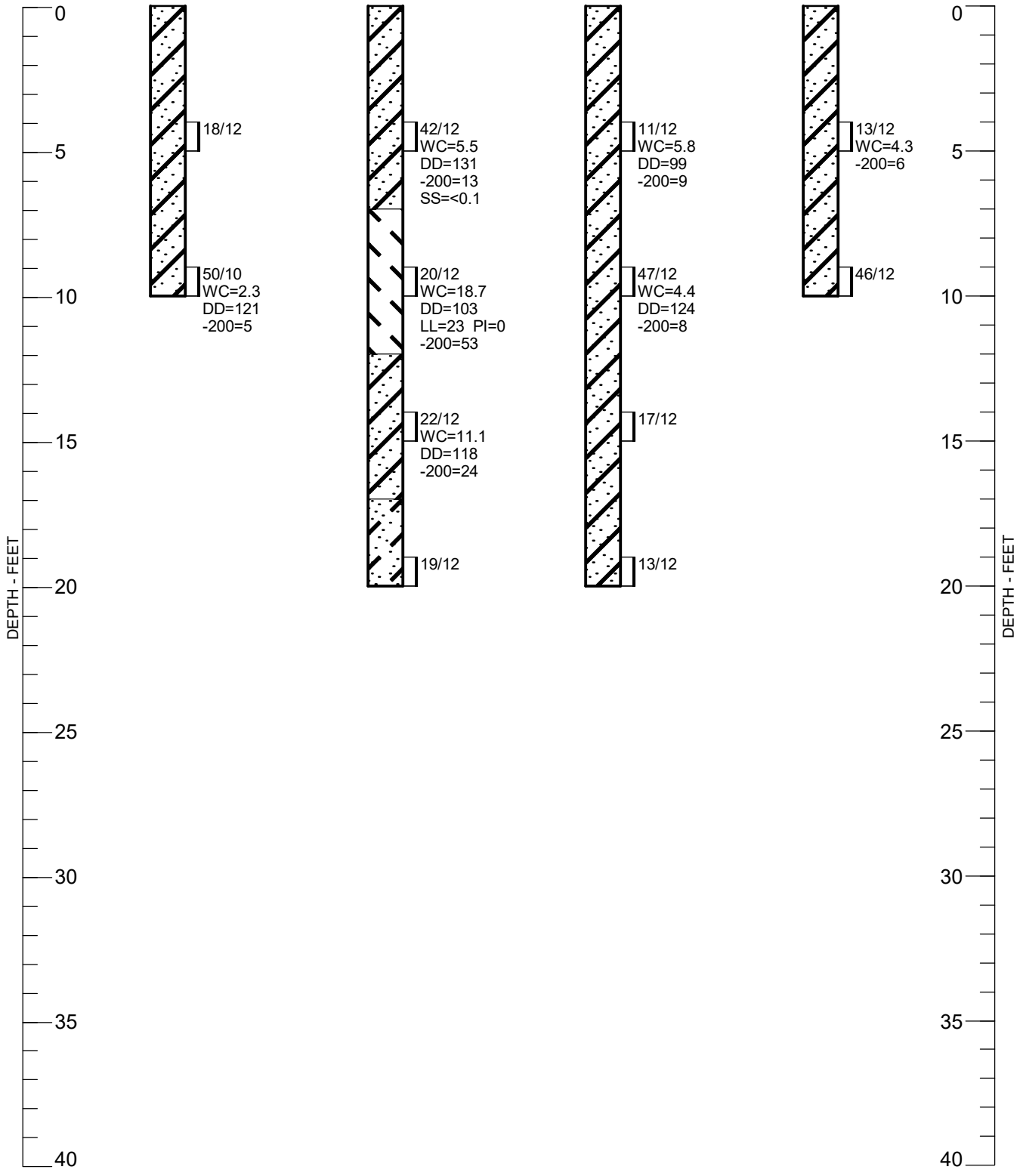
TH-1 ● APPROXIMATE LOCATION OF EXPLORATORY BORING.



MAYBERRY COMMUNITIES
MAYBERRY PARK
CTL|T PROJECT NO. CS19587.001-120

Location of Exploratory Borings

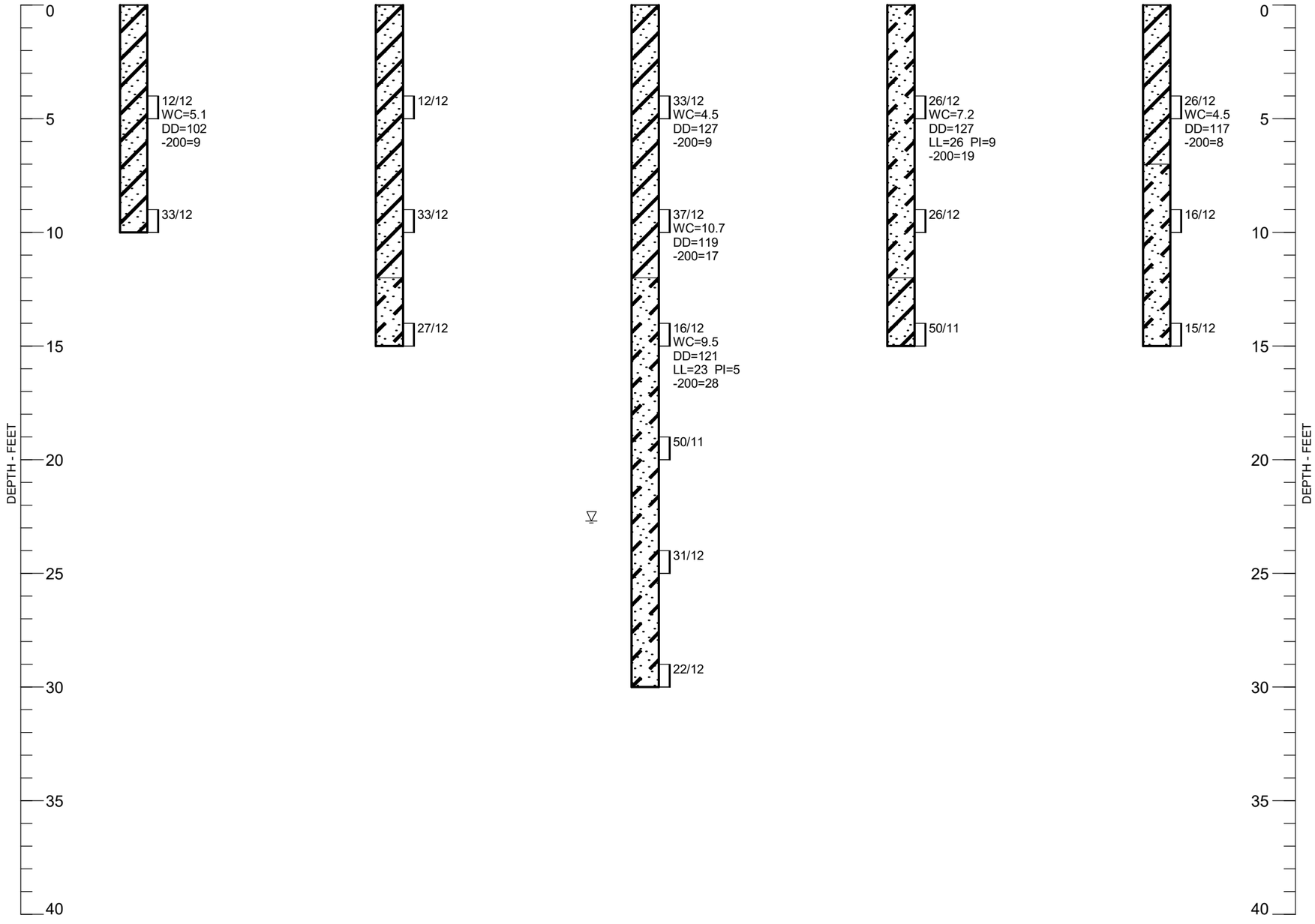
FIG. 1



MAYBERRY COMMUNITIES
MAYBERRY PARK
CTL|T PROJECT NO. CS19587.001-125

Summary Logs of Exploratory Borings

FIG. A-1



LEGEND:

SAND, CLAYEY, SLIGHTLY MOIST TO MOIST, MEDIUM DENSE TO VERY DENSE, BROWN, LIGHT RUSTIC BROWN (SC).

SAND, SILTY, SLIGHTLY MOIST, MEDIUM DENSE, BROWN, LIGHT YELLOWISH BROWN, LIGHT RUSTIC BROWN (SM, SW-SM, SP-SM).

SILT, VERY SANDY, MOIST, VERY STIFF, YELLOWISH-BROWN (ML).

DRIVE SAMPLE. THE SYMBOL 18/12 INDICATES 18 BLOWS OF A 140-POUND HAMMER FALLING 30 INCHES WERE REQUIRED TO DRIVE A 2.5-INCH O.D. SAMPLER 12 INCHES.

GROUNDWATER LEVEL MEASURED AT TIME OF DRILLING.

NOTES:

1. THE BORINGS WERE DRILLED JANUARY 24TH, 2025 USING A 4-INCH DIAMETER, CONTINUOUS-FLIGHT AUGER AND A CME-45, TRUCK-MOUNTED DRILL RIG.

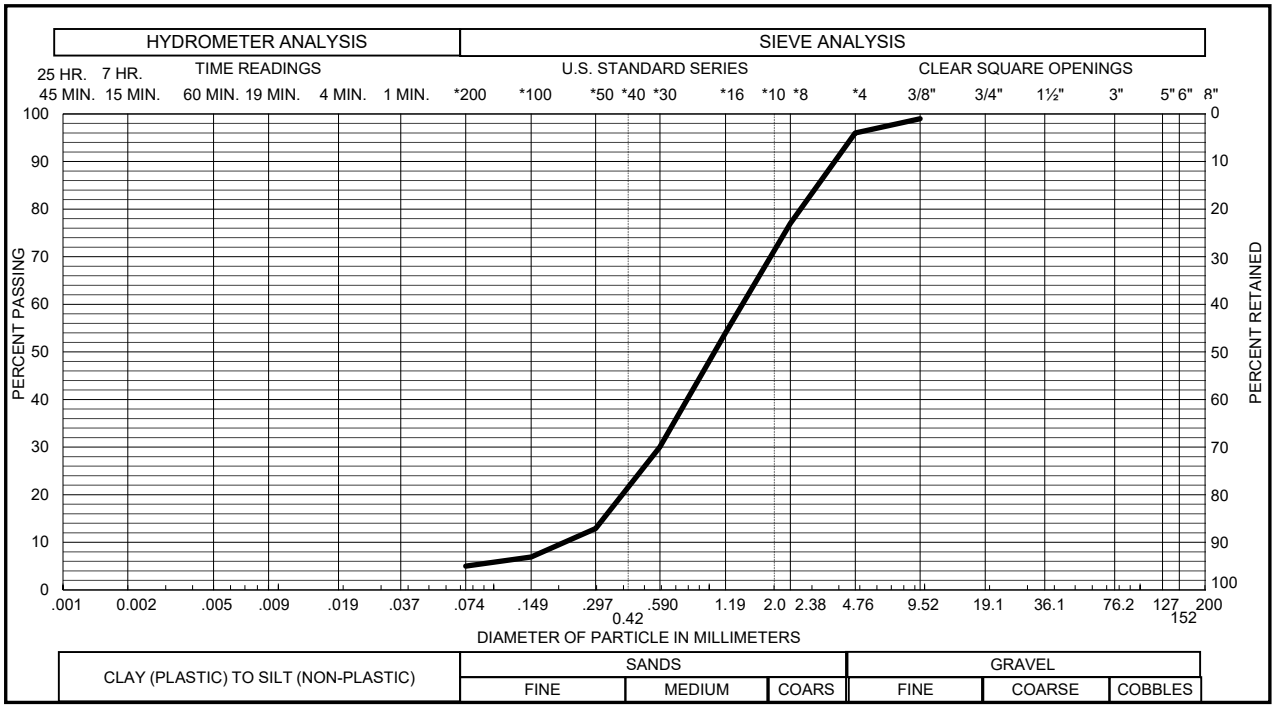
2. WC - INDICATES MOISTURE CONTENT. (%)
   DD - INDICATES DRY DENSITY. (PCF)
   LL - INDICATES LIQUID LIMIT. (NV : NO VALUE)
   PI - INDICATES PLASTICITY INDEX. (NP : NON-PLASTIC)
   -200 - INDICATES PASSING NO. 200 SIEVE. (%)
   SS - INDICATES WATER-SOLUBLE SULFATE CONTENT. (%)

3. THESE LOGS ARE SUBJECT TO THE EXPLANATIONS, LIMITATIONS, AND CONCLUSIONS AS CONTAINED IN THIS REPORT.

MAYBERRY COMMUNITIES
MAYBERRY PARK
CTL|T PROJECT NO. CS19587.001-125

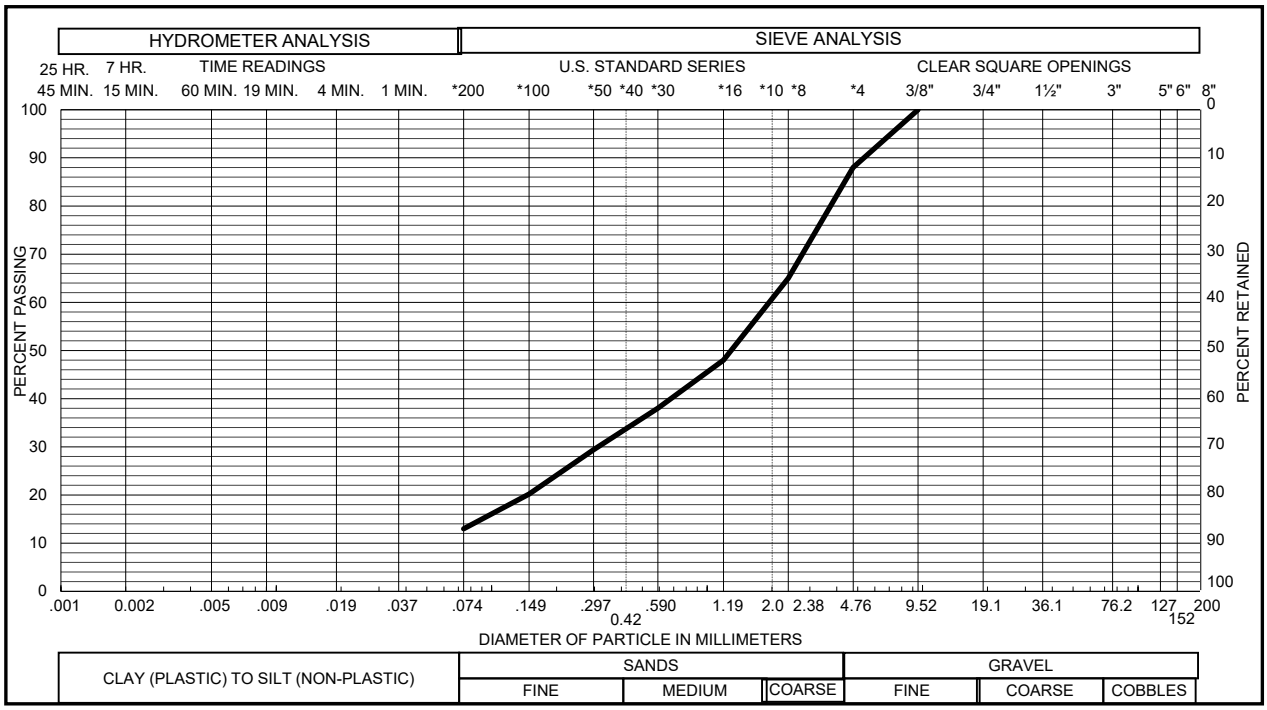
Summary Logs of Exploratory Borings

FIG. A-2



Sample of SAND, SLIGHTLY SILTY (SW-SM)
From TH - 1 AT 9 FEET

GRAVEL 4 % SAND 91 %
SILT & CLAY 5 % LIQUID LIMIT
PLASTICITY INDEX



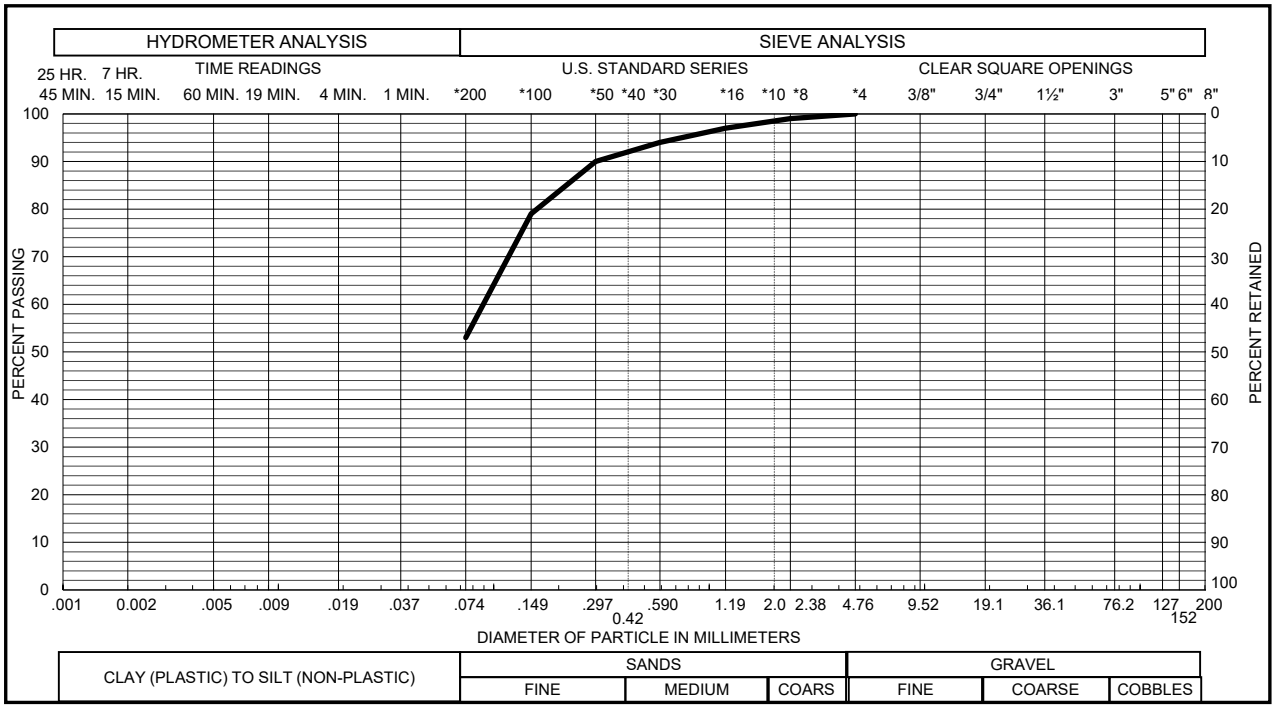
Sample of SAND, SILTY (SM)
From TH - 2 AT 4 FEET

GRAVEL 12 % SAND 75 %
SILT & CLAY 13 % LIQUID LIMIT
PLASTICITY INDEX

MAYBERRY COMMUNITIES
MAYBERRY PARK
CTL|T PROJECT NO. CS19587.001-125

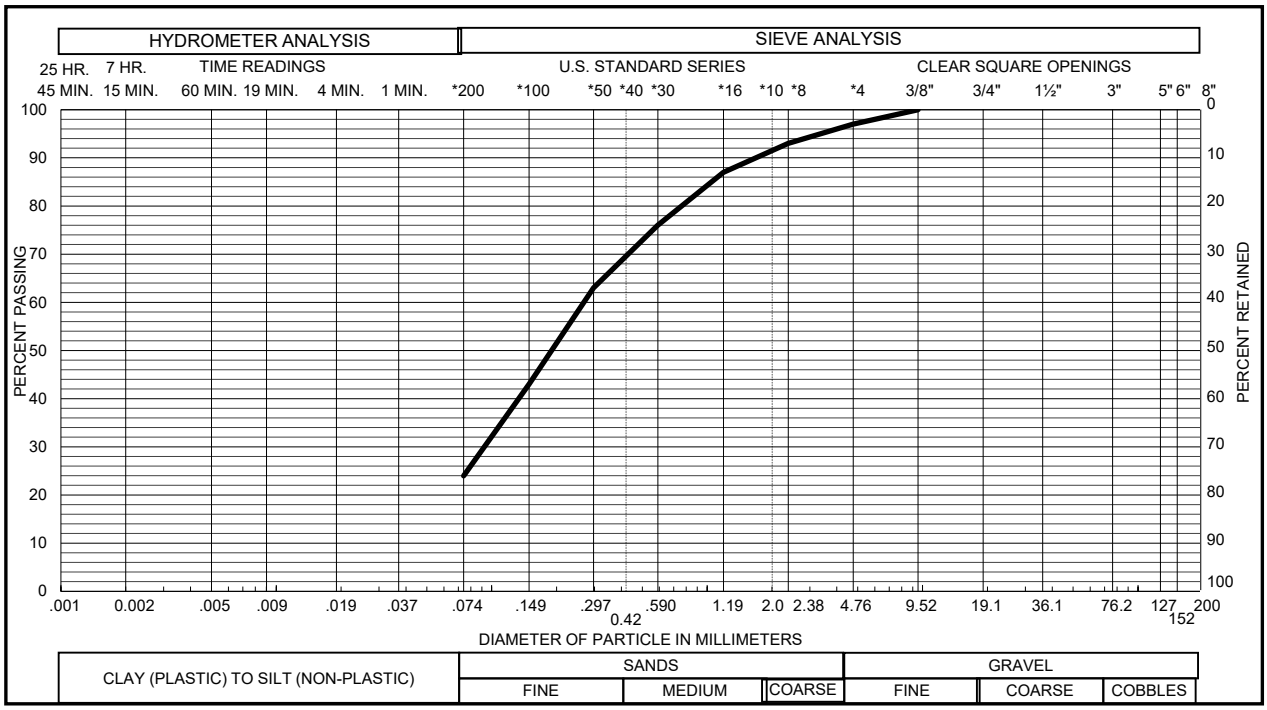
Gradation Test Results

FIG. B-1



Sample of FILL, SAND, CLAYEY
From TH - 2 AT 9 FEET

GRAVEL 0 % SAND 47 %
SILT & CLAY 53 % LIQUID LIMIT 23
PLASTICITY INDEX 0



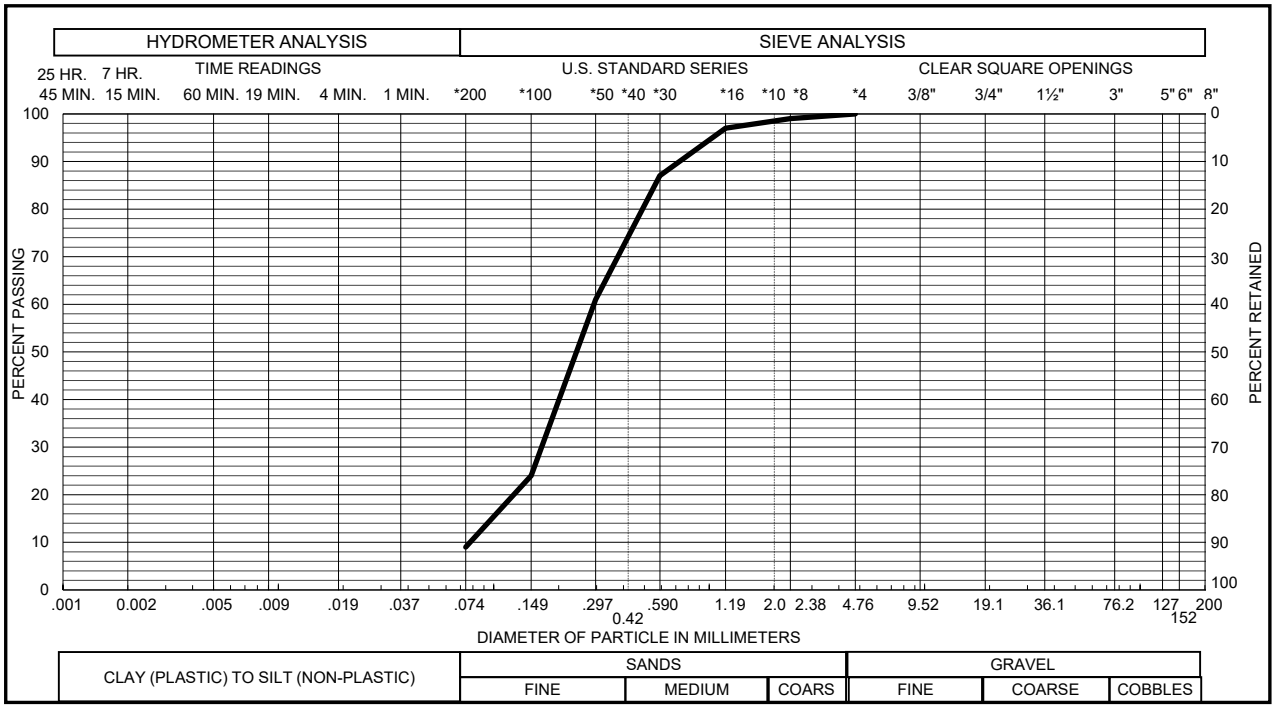
Sample of SAND, SILTY (SM)
From TH - 2 AT 14 FEET

GRAVEL 3 % SAND 73 %
SILT & CLAY 24 % LIQUID LIMIT
PLASTICITY INDEX

MAYBERRY COMMUNITIES
MAYBERRY PARK
CTL|T PROJECT NO. CS19587.001-125

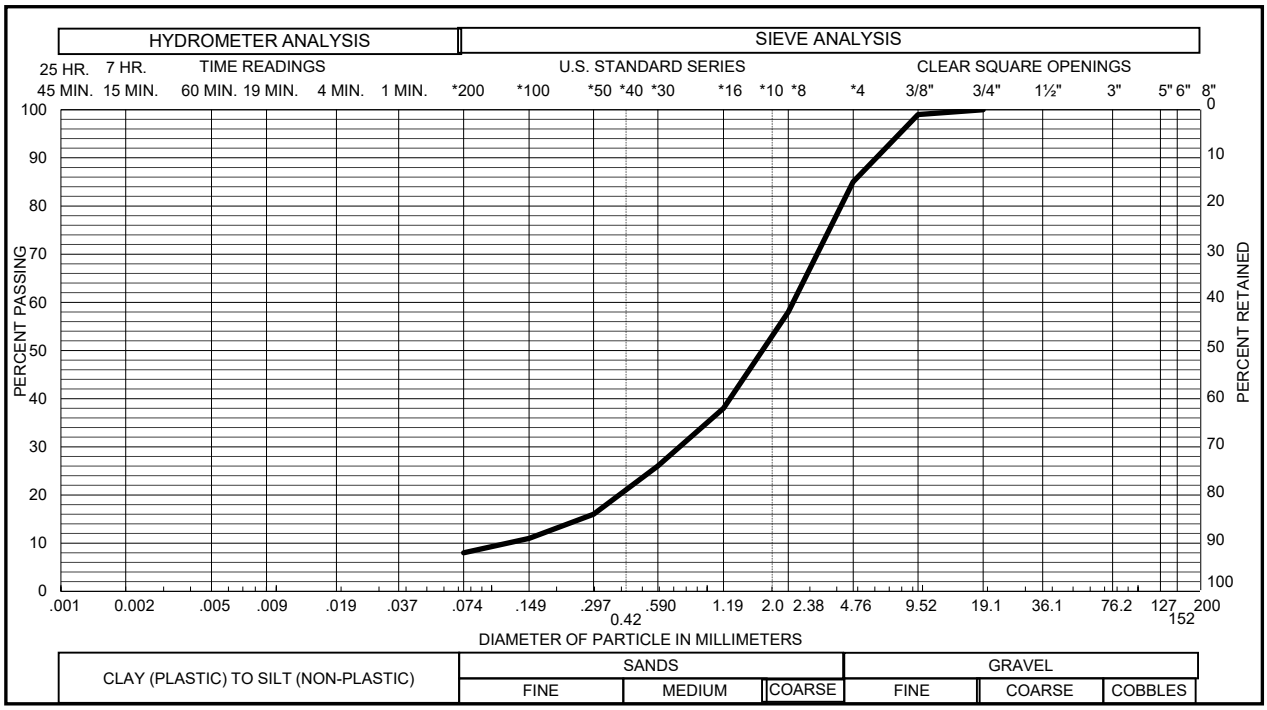
Gradation Test Results

FIG. B-2



Sample of SAND, SLIGHTLY SILTY (SP-SM)
From TH - 3 AT 4 FEET

GRAVEL 0 % SAND 91 %
SILT & CLAY 9 % LIQUID LIMIT
PLASTICITY INDEX



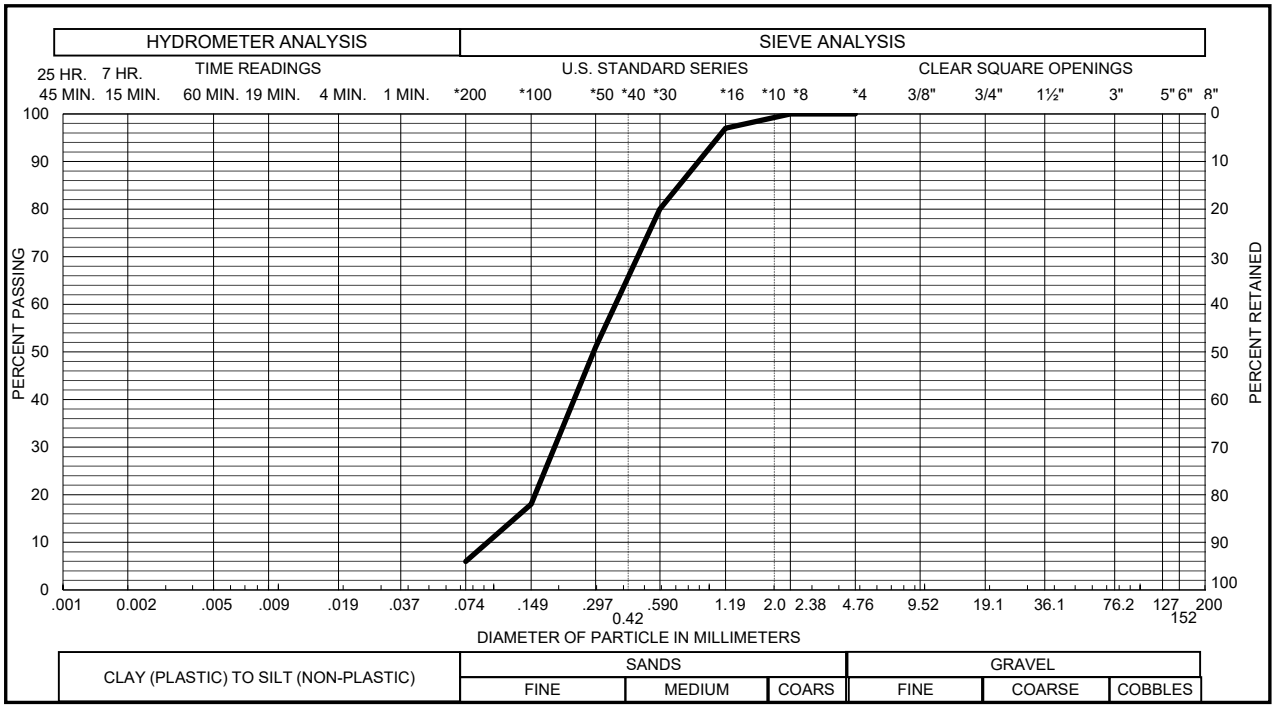
Sample of SAND, SLIGHTLY SILTY (SW-SM)
From TH - 3 AT 9 FEET

GRAVEL 15 % SAND 77 %
SILT & CLAY 8 % LIQUID LIMIT
PLASTICITY INDEX

MAYBERRY COMMUNITIES
MAYBERRY PARK
CTL|T PROJECT NO. CS19587.001-125

Gradation Test Results

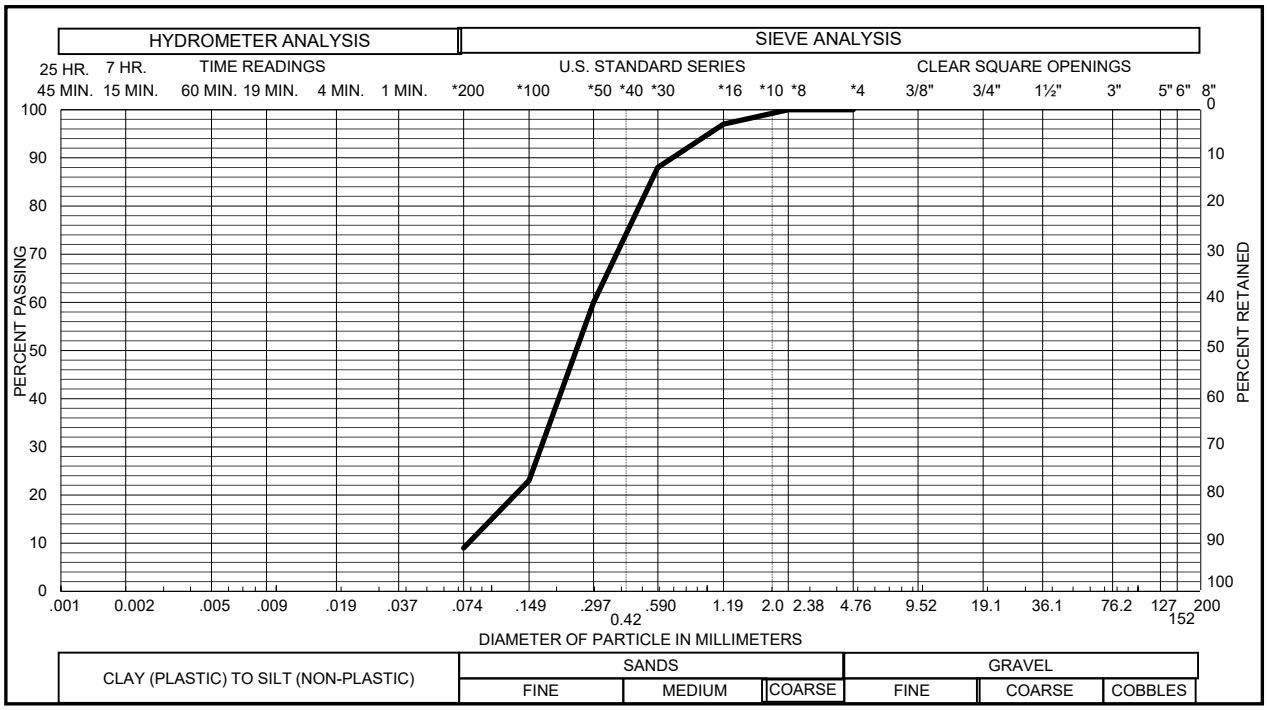
FIG. B-3



Sample of SAND, SLIGHTLY SILTY (SP-SM) GRAVEL 0 % SAND 94 %

From TH - 4 AT 4 FEET SILT & CLAY 6 % LIQUID LIMIT

PLASTICITY INDEX



Sample of SAND, SLIGHTLY SILTY (SP-SM) GRAVEL 0 % SAND 91 %

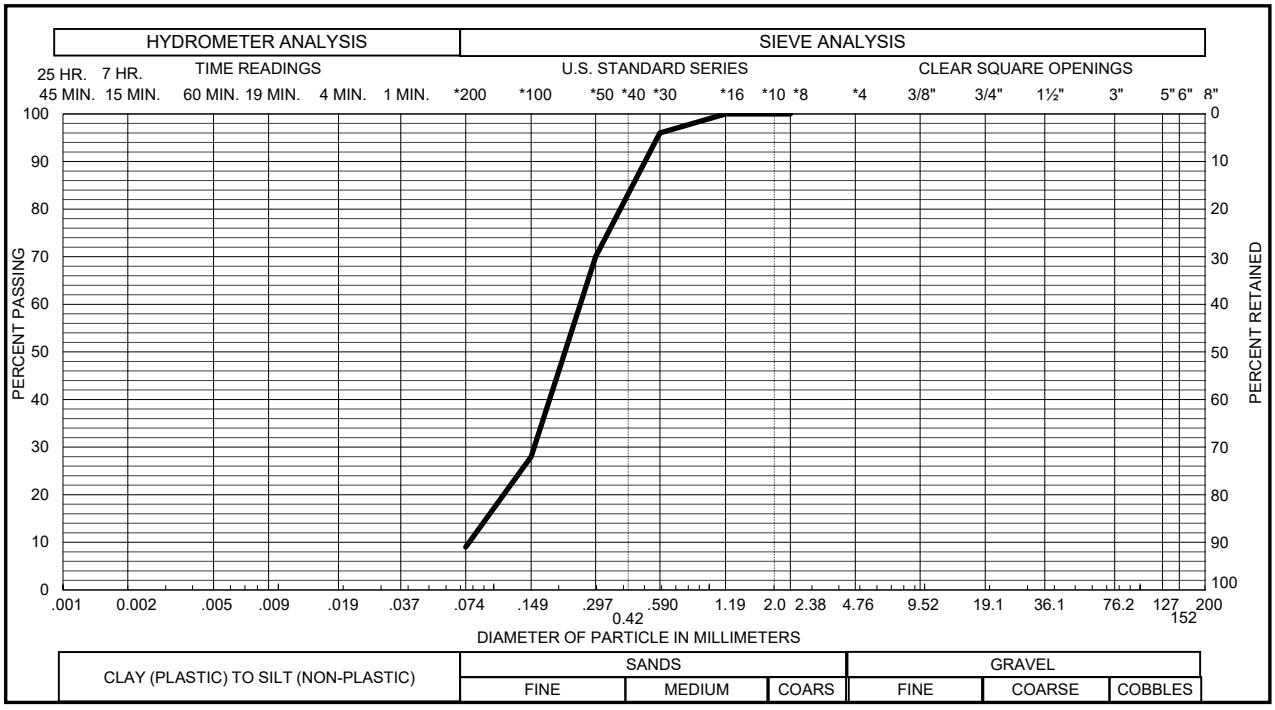
From TH - 5 AT 4 FEET SILT & CLAY 9 % LIQUID LIMIT

PLASTICITY INDEX

MAYBERRY COMMUNITIES
MAYBERRY PARK
CTL|T PROJECT NO. CS19587.001-125

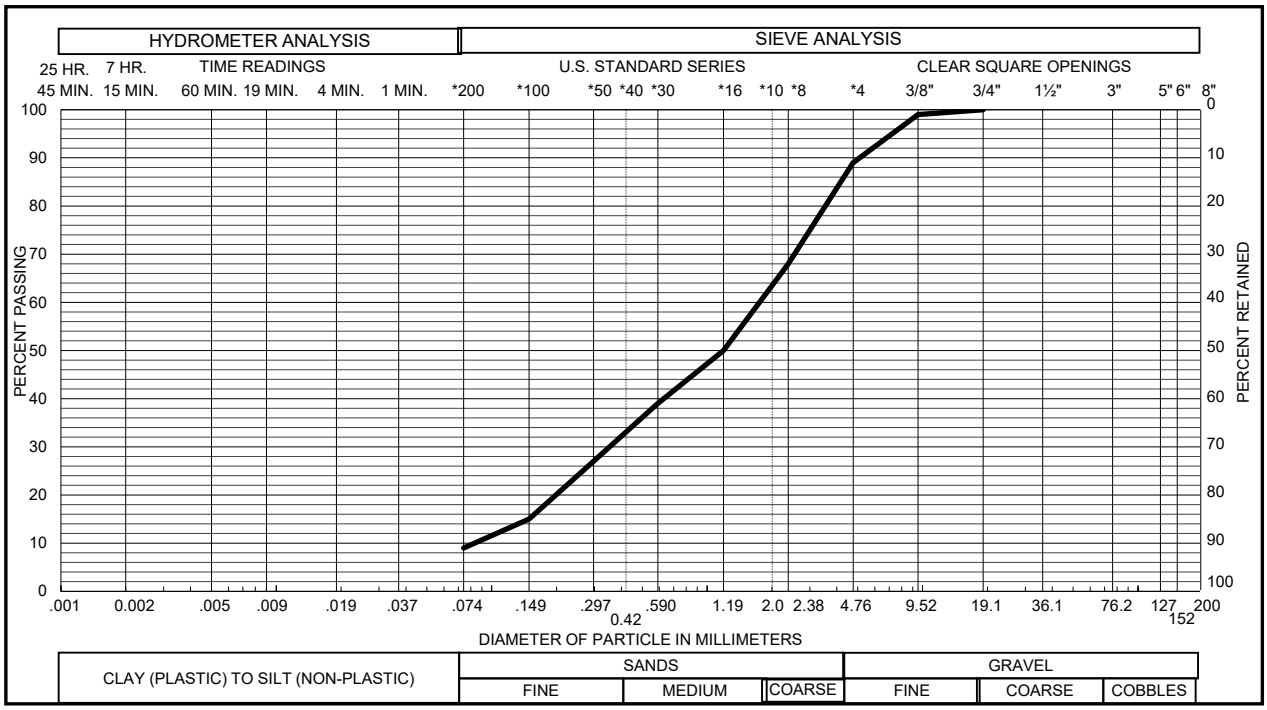
Gradation Test Results

FIG. B-4



Sample of SAND, SLIGHTLY SILTY (SP-SM)
From TH - 6 AT 4 FEET

GRAVEL 0 % SAND 91 %
SILT & CLAY 9 % LIQUID LIMIT
PLASTICITY INDEX



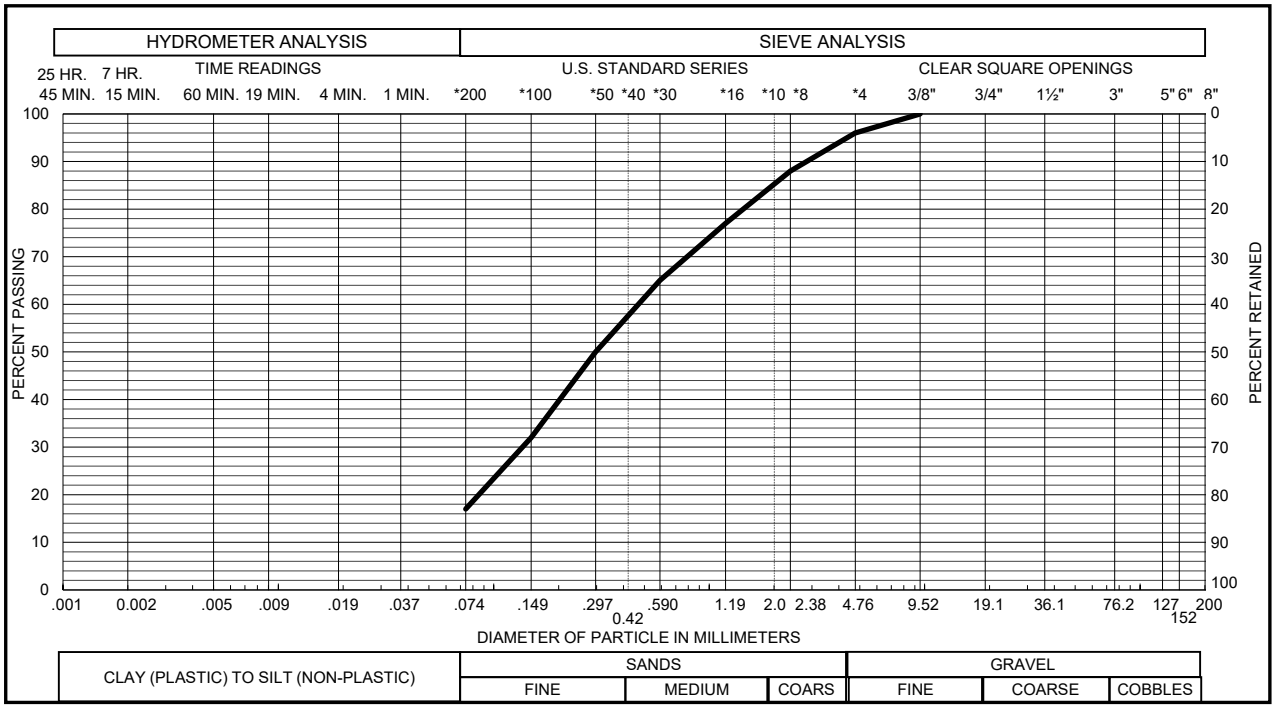
Sample of SAND, SLIGHTLY SILTY (SP-SM)
From TH - 7 AT 4 FEET

GRAVEL 11 % SAND 80 %
SILT & CLAY 9 % LIQUID LIMIT
PLASTICITY INDEX

MAYBERRY COMMUNITIES
MAYBERRY PARK
CTL|T PROJECT NO. CS19587.001-125

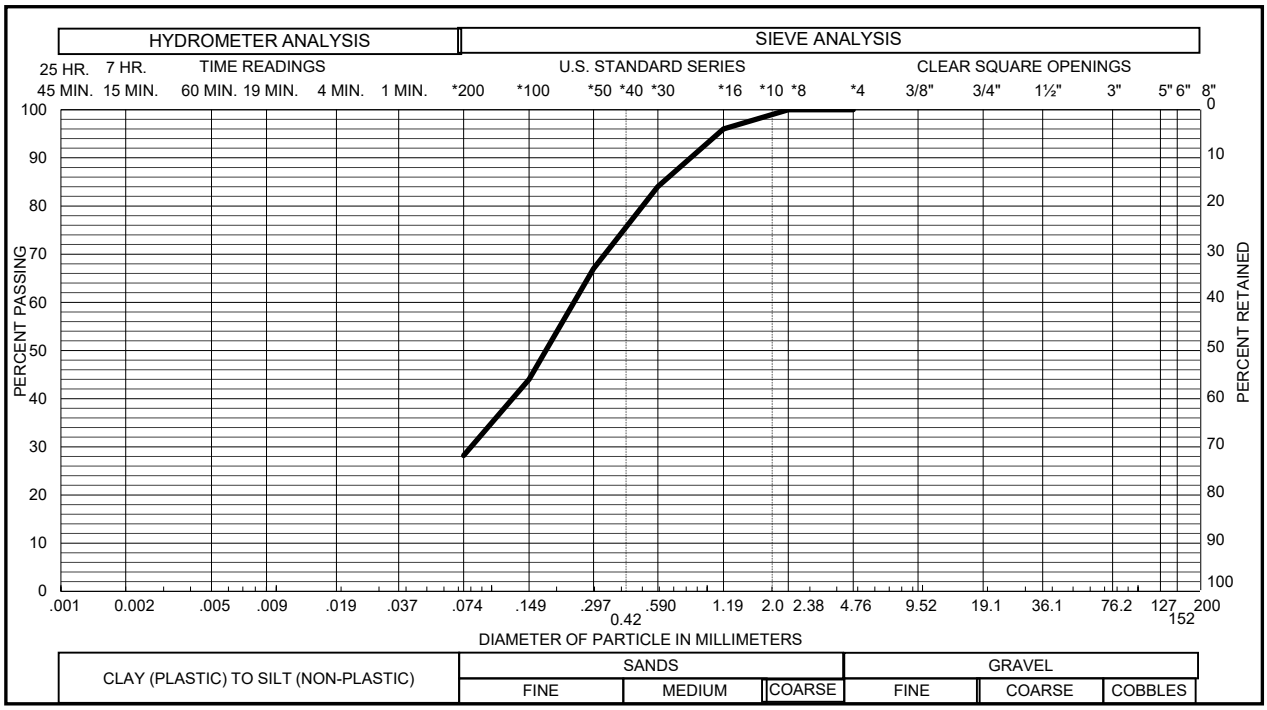
Gradation Test Results

FIG. B-5



Sample of SAND, SILTY (SM)
From TH - 7 AT 9 FEET

GRAVEL 4 % SAND 79 %
SILT & CLAY 17 % LIQUID LIMIT
PLASTICITY INDEX



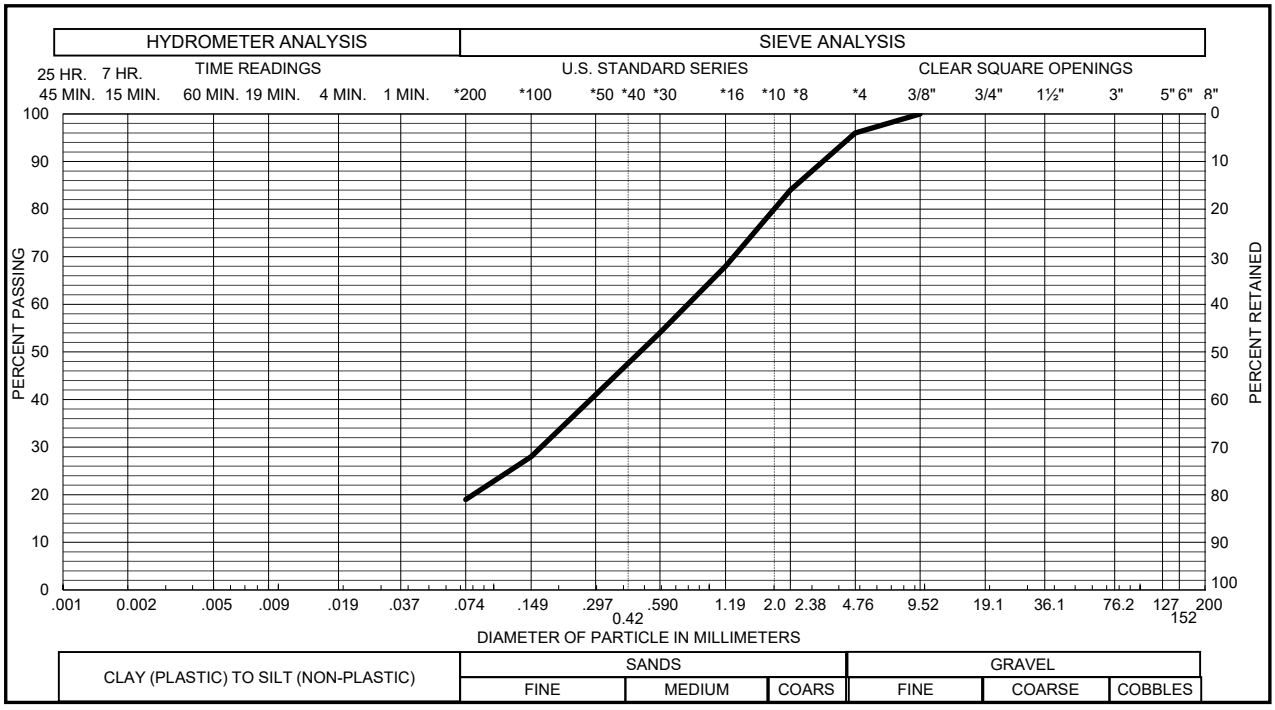
Sample of FILL, SAND, SLIGHTLY SILTY
From TH - 7 AT 14 FEET

GRAVEL 0 % SAND 72 %
SILT & CLAY 28 % LIQUID LIMIT 23
PLASTICITY INDEX 5

MAYBERRY COMMUNITIES
MAYBERRY PARK
CTL|T PROJECT NO. CS19587.001-125

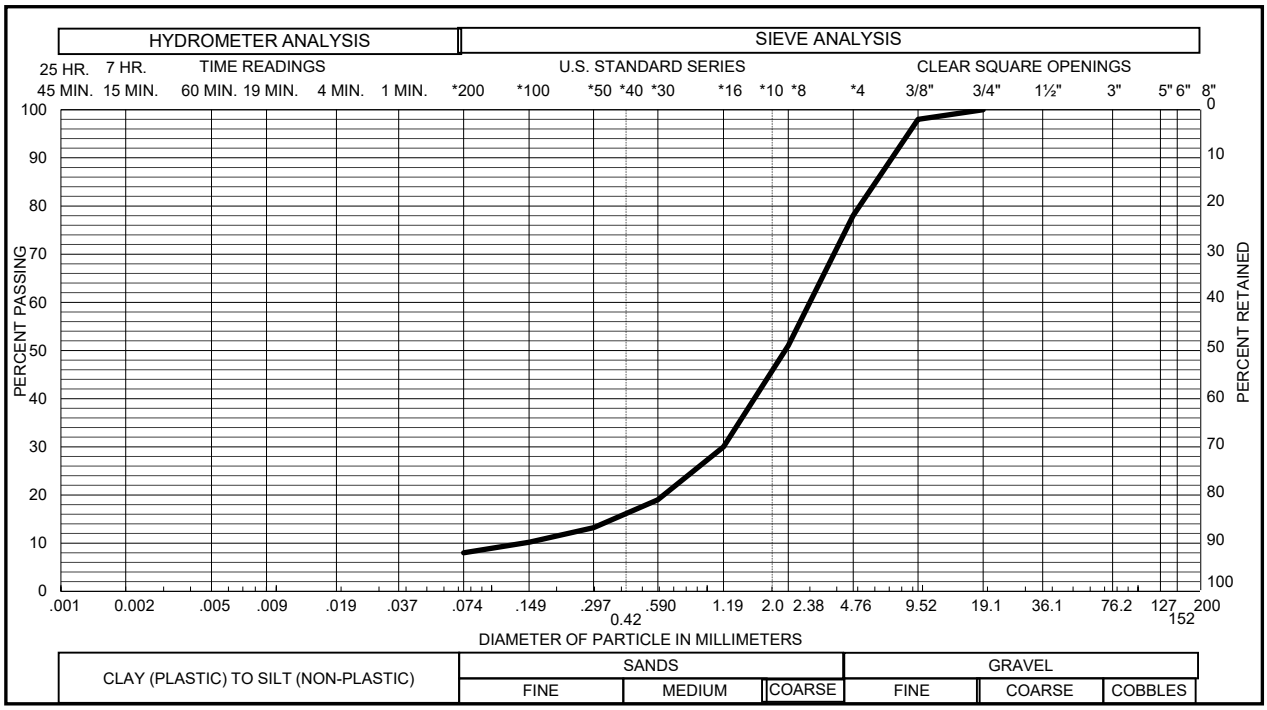
Gradation Test Results

FIG. B-6



Sample of SAND, CLAYEY (SC)
From TH - 8 AT 4 FEET

GRAVEL 4 % SAND 77 %
SILT & CLAY 19 % LIQUID LIMIT 26
PLASTICITY INDEX 9



Sample of SAND, SLIGHTLY SILTY (SP-SM)
From TH - 9 AT 4 FEET

GRAVEL 22 % SAND 70 %
SILT & CLAY 8 % LIQUID LIMIT
PLASTICITY INDEX

MAYBERRY COMMUNITIES
MAYBERRY PARK
CTL|T PROJECT NO. CS19587.001-125

Gradation Test Results

FIG. B-7

TABLE B-1

SUMMARY OF LABORATORY TESTING
CTL|T PROJECT NO. CS19587.001-125

BORING	DEPTH (FEET)	MOISTURE CONTENT (%)	DRY DENSITY (PCF)	ATTERBERG LIMITS		PASSING NO. 200 SIEVE (%)	WATER SOLUBLE SULFATES (%)	DESCRIPTION
				LIQUID LIMIT	PLASTICITY INDEX			
TH-1	9	2.3	121			5		SAND, SLIGHTLY SILTY (SW-SM)
TH-2	4	5.5	131			13	<0.1	SAND, SILTY (SM)
TH-2	9	18.7	103	23	0	53		SILT, VERY SANDY (ML)
TH-2	14	11.1	118			24		SAND, SILTY (SM)
TH-3	4	5.8	99			9		SAND, SLIGHTLY SILTY (SP-SM)
TH-3	9	4.4	124			8		SAND, SLIGHTLY SILTY (SW-SM)
TH-4	4	4.3				6		SAND, SLIGHTLY SILTY (SP-SM)
TH-5	4	5.1	102			9		SAND, SLIGHTLY SILTY (SP-SM)
TH-6	6	7.4	100			9		SAND, SLIGHTLY SILTY (SP-SM)
TH-7	4	4.5	127			9		SAND, SLIGHTLY SILTY (SP-SM)
TH-7	9	10.7	119			17		SAND, SILTY (SM)
TH-7	14	9.5	121	23	5	28		SAND, SILTY-CLAYEY (SC-SM)
TH-8	4	7.2	127	26	9	19		SAND, CLAYEY (SC)
TH-9	4	4.5	117			8		SAND, SLIGHTLY SILTY (SP-SM)

* SWELL MEASURED UNDER ESTIMATED IN-SITU OVERBURDEN PRESSURE.
NEGATIVE VALUE INDICATES COMPRESSION.

Traffic Impact Study

Mayberry Communities

PUD2 Traffic Impact Study

PCD File No. PUDSP####

El Paso County, Colorado

February 21, 2025

PCD File PUDSP251

Add company information and contact etc

Provide copy of e Noise Study

Provide auto-turn exhibits for all road restriction and bulb out with a 3-67

Traffic Impact Studies

Traffic Engineer's Statement

The attached traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.

2/21/2025

Phil Johnson, PE # 59119 Date



Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

Randy Goodson, President Date

Mayberry Communities

22108 Cattlemen Run

Mayberry, CO 80808

Contents

Executive Summary i
Project Description i
Land Use Assumptions i
Trip Generation ii
Internal Capture and Diverted Trips ii
Trip Distribution ii
Site Access ii
Traffic Analysis iii
Proposed Improvements iii
Introduction 1
Existing Conditions 4
Description of Key Existing Roadways 4
Existing Traffic Data 5
Proposed Development and Trip Generation 9
Land Use Assumptions 9
Trip Generation 10
Internal Capture and Diverted Trips 11
Trip Distribution 12
Other Traffic Studies in the Area 12
Site Access 12
Traffic Analysis Methodology 18
Highway Capacity Manual Methods 18
Analysis Scenarios 18
Background Traffic 18
Planned Improvements 19
Existing Conditions Analysis 20
Short-Range – Year 2028 Traffic Conditions 21
Long-Range – Year 2045 Traffic Conditions 26
Summary of Findings and Recommendations 29
Traffic Analysis Summary 29
Proposed Improvements 30
Developer Commitments 34

CDOT Permits 35
Road Impact Fees 35
Deviations 35
References 37
Appendix A: Existing Traffic Count Sheets 38
Appendix B: ITE Trip Generation Manual Sheets 39
Appendix C: Highway Capacity Manual Description 40
Appendix D: Synchro Outputs 41
Appendix E: Supporting Information from Approved Filing 4 TIS 42
Appendix F: Deviation Request Forms 43

Tables

Table 1: Summary of Daily and Peak Hour Trip Generation from PUD 2/Tract K 10
Table 2: Existing Conditions Level of Service Summary 20
Table 3: Short-Range – Year 2028 Level of Service Summary 21
Table 4: Long-Range – Year 2045 Level of Service Summary 26
Table 5: Level of Service Summary 29
Table 6: Improvements Warranted Without PUD2 33
Table 7: Mayberry PUD2 Improvements 34

Figures

Figure 1: Area Location Map 2
Figure 2: PUD 2 Site Plan 3
Figure 3: Existing Conditions 7
Figure 4: Existing Traffic Volumes 8
Figure 5: Trip Distribution Percentages 13
Figure 6: Filings 1&3 Diverted Traffic Volumes (On-site) 14
Figure 7: Filings 1&3 Diverted Traffic Volumes (Off-site) 15
Figure 8: PUD 2 Trip Assignment Volumes (On-site) 16
Figure 9: PUD 2 Trip Assignment Volumes (Off-site) 17
Figure 10: Short-Range Year 2028 Lane Configurations (Off-Site) 22
Figure 11: Short-Range Year 2028 Background Traffic (Off-Site) 23
Figure 12: Short-Range Year 2028 Total Traffic Volumes (On-Site) 24
Figure 13: Short-Range Year 2028 Total Traffic Volumes (Off-Site) 25
Figure 14: Long Range Year 2045 Background Traffic (Off-Site) 27
Figure 15: Long Range Year 2045 Total Traffic Volumes (Off-Site) 28

Executive Summary

Project Description

Mayberry Communities have retained HDR Engineering, Inc. to perform a Traffic Impact Study (TIS) for the proposed PUD Phase 2 (PUD2) development located in the southeast quadrant of Mayberry Drive and SH-94. The proposed land uses of PUD2 will consist of the following:

- 6 single-family dwelling units
- 92 duplex dwelling units
- 13,300 square-foot (SF) Clubhouse
- 4.8 acres of Parks and Recreation uses including:
    - 1 Soccer Field
    - 3 tennis courts which may be converted into 12 pickleball courts.

The project site is currently vacant, and the development is expected to be complete by 2027. PUD2 is a subarea of the broader proposed Mayberry Communities Development just west of Ellicott between Peyton Highway and Log Road. An update to the master plan for the community, known as the Mayberry Sketch Plan (PCD File No. SKP236) is currently under review with El Paso County. The PUD2 site is shown on the Sketch Plan as Tract K (formerly of PUD Phase 1), Griffith Square, and the additional parks north of Positive Place within the Mayberry Drive couplet (Couplet Parks). The Sketch Plan is being developed in phases, and this report details the traffic impacts only due to the PUD2 phase of development.

report already approved?

This TIS uses assumptions and traffic data from the *Mayberry Communities Sketch Plan Traffic Impact Study* prepared by HDR, which is currently under review by El Paso County, and additional assumptions and traffic data from the following previously approved traffic studies:

- *Mayberry Filing No. 3 TIS (PCD File No. SF2219)* prepared by LSC Transportation Consultants, Inc.
- *Mayberry Filing 4 TIS (PCD File Nos. CS233 & SF2317)* prepared by HDR.

Land Use Assumptions

The following ITE Land Use Codes (LUC) were assigned to the land uses of the PUD2 subarea to develop the trip generation calculations for the site:

- LUC 215 – Single Family Attached Housing – 98 Dwelling Units
- LUC 495 – Recreational Community Center – 13,300 SF
- LUC 488 – Soccer Complex – 1 Soccer Field
- LUC 490 - Tennis Courts – 3 Tennis Courts

These are designed as 12 pickle ball courts not three tennis courts

The types of residential dwelling units within Tract K will function as a duplex and townhome community. The clubhouse also within Tract K will only serve residents of the Mayberry Communities development, and therefore will draw most of its trips from the residential uses within the development. The purpose of the parks uses will be to serve the residents of the

Mayberry Communities development. The trips generated by the parks uses will be absorbed by the residential trips already occurring within the development and will have only a nominal impact on the offsite intersections along SH-94.

Trip Generation

Daily trips and peak hour traffic associated with the PUD2 subarea were calculated using recommendations and data from the ITE *Trip Generation Manual*. Upon buildout, the PUD2 subarea is expected to generate approximately 1,241 daily trips, 69 AM peak hour trips (29 inbound and 40 outbound), and 144 PM peak hour trips (79 inbound and 65 outbound). Based on the land uses of the site, this study does not use any pass-by, pedestrian, or bicycle traffic reductions in the trip generation which are reasonably expected but not easily calculated at this time.

Internal Capture and Diverted Trips

It is assumed that up to 80 percent of clubhouse trips are assumed to occur within the development, and the small number of trips assigned for the Tennis Courts and Soccer Field will be absorbed by the residential trips already occurring within the site. These uses will only have a nominal impact on the external transportation system adjacent to the Mayberry development.

Trips from the previously approved Filing 1 and Filing 3 residential developments are redistributed within the development to make use of the clubhouse and recreational uses. This is expressed as “diverted” trips, where trips are subtracted from originally assigned turning movements and then added to other turning movements to and from the clubhouse. Considering that 80 percent of the clubhouse and recreational uses are contained within the Mayberry development, this equates to 10 percent of residential trips internally captured within the development.

Trip Distribution

The directional distribution of site generated traffic is based on the approved *Filing 4 TIS*, with adjustments made based on conversations with El Paso County staff during development of the *Sketch Plan TIS*. This study also incorporates the internal capture assumptions discussed above. Residential external trips will follow a distribution of 75 percent to and from the west, 15 percent to and from the east, and the remaining 10 percent contained within the Mayberry development. External trips for the clubhouse and recreational uses will follow an even distribution of 10 percent to and from the west, and 10 percent to and from the east, with the remaining 80 percent contained within the Mayberry development.

Site Access

Access to the PUD2 subarea will be from SH-94 at Mayberry Drive. Vehicles will use Mayberry Drive, Village Main Street, Positive Place, and Marketplace Drive to access the parks. Vehicle access to the residential component and clubhouse on Tract K will be provided via two full-movement driveways along Marketplace Drive between Village Main Street and Cattlemen Run.

Traffic Analysis

To meet El Paso County requirements, the site was analyzed at one year following the opening year of the development, referred to as the Short-Range scenario, and at the MTCP planning year 2045, referred to as the Long-Range scenario. Study area intersections and roadways, both onsite and offsite, were analyzed in the Build and No-Build conditions within each scenario.

To analyze the No-Build conditions at each phase, ambient growth rate of existing volumes, and traffic from approved land uses within the Mayberry development were evaluated. Existing traffic volumes were grown by 1% per year to reach the desired analysis year for each travel condition. Since the Mayberry development is partially constructed and contains occupied dwelling units, the existing site trips were subtracted from the existing turning movement counts to estimate the baseline volumes without the existing Mayberry development. The total background traffic for each No-Build scenario was calculated by adding the ambient growth to the previously approved Filings 1-4 traffic volumes.

Highway Capacity Manual, 6th Edition methods were used to calculate the delays and levels of service (LOS) at study area intersections in each travel condition. Study area intersections and roadways were analyzed with their existing lane configurations and traffic controls, with the addition of planned improvements at SH-94/Mayberry Drive. The analysis results show that all offsite and onsite intersections are anticipated to operate at an acceptable LOS per El Paso County Requirements in all analysis scenarios.

The analysis assumes the existing half width construction of the Mayberry Drive couplet will remain in place, and no additional roadways will be constructed. This provides a conservative analysis and demonstrates that roadway improvements constructed with PUD2 within the Mayberry development are not driven by traffic operations deficiencies.

Proposed Improvements

The infrastructure that is anticipated to be in place by the time PUD2 is developed and operational are anticipated to have the capacity necessary to serve the generated traffic. No additional improvements to SH-94 will be triggered with the addition of PUD2 to the Mayberry Communities development. Potential improvements requested by El Paso County for analysis and discussed in previous TIS for the Mayberry development are summarized below.

Mayberry Drive Couplet

Construction of the full width of the Mayberry Drive couplet north of Positive Place would occur with the Filing associated with the development of the park space bound by Mayberry Drive, Village Main, and Positive Place in the couplet.

Positive Place

Positive Place will remain at its currently constructed half width throughout the development of PUD2. Positive Place will be extended with its currently constructed half width from Marketplace Drive to Mayberry Drive concurrent with the proposed completion of the Mayberry Drive couplet.

Provide dicussion of any road improvements outstanding from Mayberry 3 and 4

provide Deviation with analysis. Can combine these into one deviation with exhibits

Village Main Street & Marketplace Drive intersection

El Paso County criteria for exclusive turn lanes are met for the eastbound left turn and northbound left turn movements. However, the analysis shows that no LOS or queuing issues are expected at this intersection and therefore, it is not recommended to install exclusive turn lanes at this intersection.

Village Main Street and Marketplace Drive roadway capacities

The anticipated traffic volumes on Village Main Street and Marketplace Drive will both be less than 3,000 ADT. Therefore, both roadways will remain classified as Urban Local roadways.

Village Main Street & Mayberry Drive intersection

Exclusive turn lanes are not needed at this intersection. Traffic exiting the site will be able to use both Positive Place and Village Main Street to turn right and exit the development by the time PUD2 is completed.

Tract K Site Access points

Exclusive turn lanes are not recommended at the site access points due to the low speeds of the local roadways and the infrequent traffic conflicts due to the volumes. Both site access points along Marketplace Drive are designed to meet El Paso County criteria for emergency vehicle maneuverability and site distance.

SH-94 & Mayberry Drive westbound left turn lane

Currently approved improvements are awaiting construction at SH-94 & Mayberry Drive, which will include a westbound left turn deceleration lane. The deceleration length and storage length provided by these improvements will be sufficient to handle the left turning volumes forecasted with PUD2. Therefore, the left turn lane will not need lengthening.

Discuss westbound accel lane on HWY94

SH-94 & Mayberry Drive eastbound acceleration lane

The forecasted traffic volumes show that an acceleration lane is not warra
per CDOT Access Code requirements.

CDOT and El Paso County warrants met without PUD2

which ones? Please specify

Additional turn lane and acceleration lane warrants are met in the study area p
Code and El Paso County criteria. These warrants are met without the influence of PUD2, and they represent transportation needs not associated with the Mayberry development.

CDOT and El Paso County PUD2 improvements

. An updated CDOT access permit will be required for the construction of the Mayberry Drive couplet, due to the impacts to the existing SH-94/Mayberry Drive intersection. Appropriate road impact fees for El Paso County improvements, along with the specific Public Improvement District option will be provided with the final plats of each Filing. Several deviations from El Paso County's engineering criteria are proposed with the roadway and intersection improvements of PUD2, and appropriate deviation request forms are attached to this TIS.

see all comments on omitted deviations

Introduction

Mayberry Communities have retained HDR Engineering, Inc. to perform a Traffic Impact Study (TIS) for the proposed PUD Phase 2 (PUD2) development located in the southeast quadrant of Mayberry Drive and SH-94, as shown in **Figure 1**. The development is anticipated to consist of the following proposed land uses:

- 6 single-family dwelling units
- 92 duplex dwelling units
- 13,300 square-foot (SF) Clubhouse
- 4.8 acres of Parks and Recreation uses including:
    - 1 Soccer Field
    - 3 tennis courts which may be converted into 12 pickleball courts.

PUDSP shows 12 courts

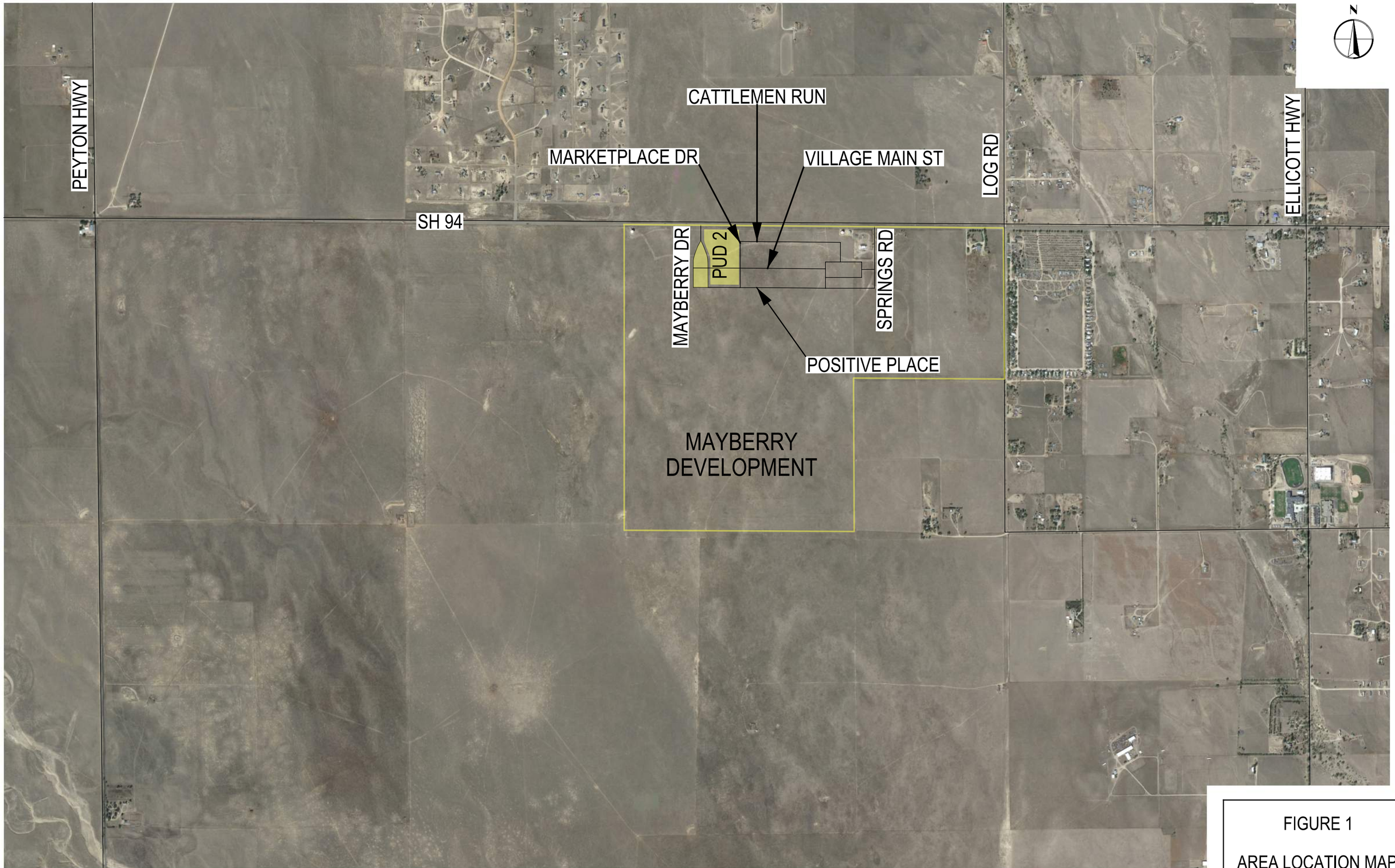
Approved?

The project site is currently vacant, and the development is expected to be complete by 2027. PUD2 is part of the broader proposed Mayberry Communities Development just west of Ellicott between Peyton Highway and Log Road. An update to the master plan for the community, known as The Mayberry Sketch Plan (PCD File No. SKP236) is currently under review with El Paso County. This includes the *2025 – January – Mayberry Communities Sketch Plan Traffic Impact Study* (Ref. 1) prepared by HDR. The PUD2 site is shown on the Sketch Plan as Tract K (formerly of PUD phase 1), Griffith Square, and the additional parks north of Positive Place within the Mayberry Drive couplet (Couplet Parks). Tract K is formerly part of PUD phase 1 and will receive a different designation under PUD2. For the purposes of this TIS at this stage of development, Tract K will be referred to as its existing designation from PUD1. The Sketch Plan is being developed in phases, and this report details the traffic impacts only due to the PUD2 phase of development.

This study supersedes the previously submitted *2023 – February – Mayberry Communities Filing 5 Traffic Impact Study (PCD File No. PUDSP233) (Ref. 2)* prepared by HDR. This study also uses assumptions and traffic data from the following previously approved traffic studies:

- *2022 - October - Mayberry Filing No. 3 TIS (PCD File No. SF2219) (Ref 3)* prepared by LSC Transportation Consultants, Inc.
- *2024 – January – Mayberry Filing No. 4 TIS (PCD File Nos. CS233 & SF2317) (Ref. 4)* prepared by HDR.

This preliminary site plan for PUD2 is shown in **Figure 2**.



Background Map Copyrighted by Google, 2022

FIGURE 1

AREA LOCATION MAP

MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO

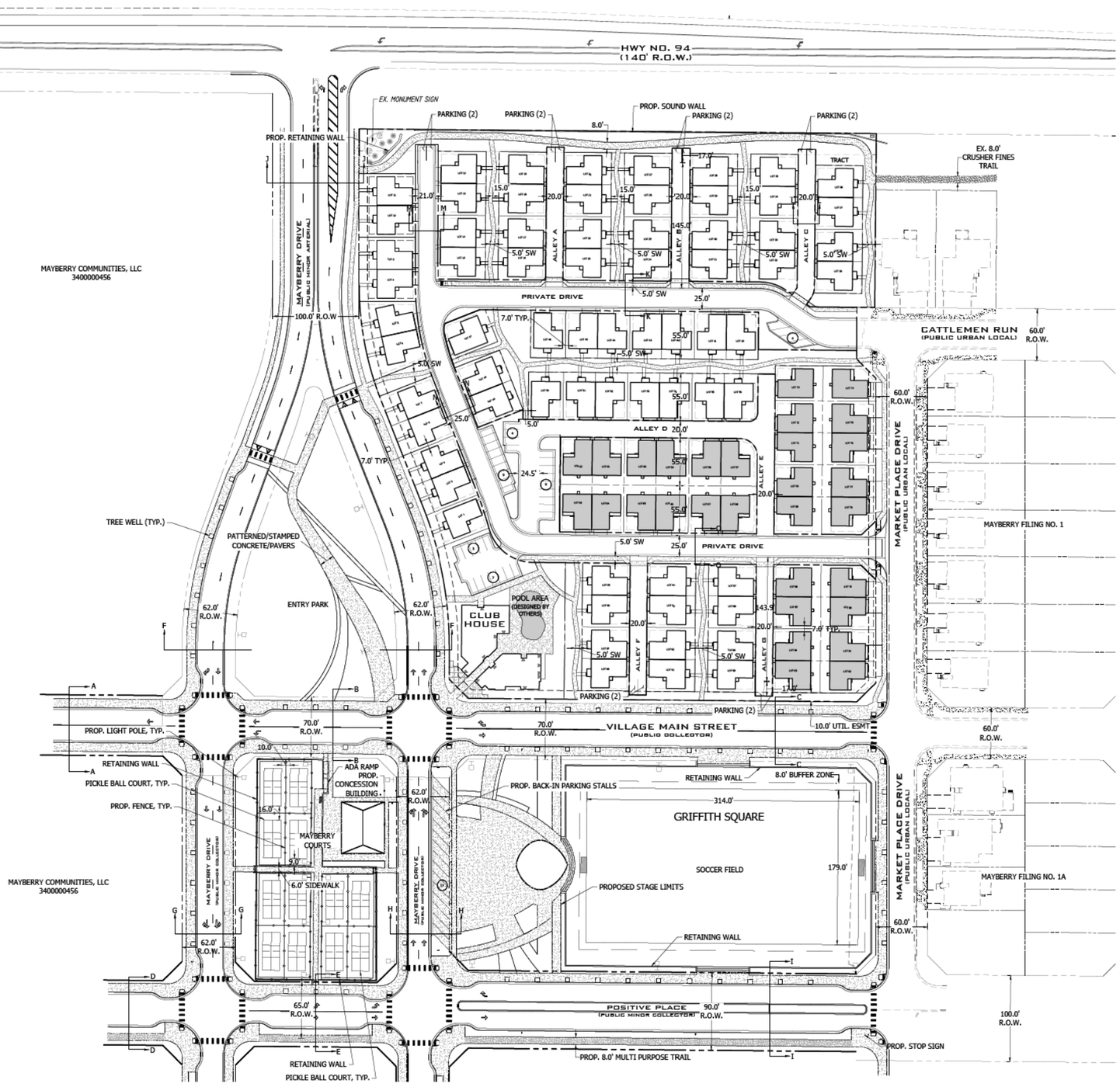


FIGURE 2

PUD 2 SITE PLAN

Existing Conditions

As indicated on the area location map and the conceptual site plan, the project is in the southeast quadrant of Mayberry Drive and SH-94, near Ellicott, CO. This section provides an overview of the key existing roadways near the proposed development. **Figure 3** shows the existing lane configurations and traffic controls at offsite study area intersections. To adequately describe these roadways, further characterization is provided for each adjacent major roadway to the development.

Description of Key Existing Roadways

SH-94

SH-94 is a 2-lane undivided roadway which runs east-west along the northerly boundary of the site. CDOT classifies SH-94 as a Minor Arterial functional type. The highway is an access control type Non-Rural Principal Highway (NR-A) west of Ellicott Highway and a Regional Highway (R-A) east of Ellicott Highway. The posted speed limit is 65 miles per hour near the site. Since SH-94 is a CDOT facility, it is not classified within the most current *El Paso County Major Transportation Corridors Plan (MTCP)* (Ref. 5).

Peyton Highway

Peyton Highway is a two-lane undivided rural roadway west of the development which runs north-south. Peyton Highway has a posted speed limit of 55 mph and is classified in the MTCP as a Rural Major Collector.

Ellicott Highway

Ellicott Highway is a two-lane undivided rural roadway east of the development which runs north-south. Ellicott Highway has a posted speed limit of 55 mph and is classified in the MTCP as a Rural Major Collector.

Log Road

Log Road is a two-lane undivided rural roadway which runs north-south along the easterly boundary of the greater Mayberry Communities development. North of SH-94, Log Road is unpaved, has a posted speed limit of 45 mph, and is classified in the MTCP as a Rural Major Collector. South of SH-94, Log Road is paved, has a posted speed limit of 45 mph, and is classified in the MTCP as a Rural Local.

Mayberry Drive

Mayberry Drive (formerly New Log Road) is a proposed Arterial roadway which is planned to be constructed as a couplet, with two separate two-lane, one-way roadways separated by a large parkway. Currently, the ultimate northbound-only portion of the couplet has been constructed for interim use in both directions. The northbound “half couplet” has a similar cross section to an Urban Local roadway, and it currently functions as such.

Positive Place

Positive Place (formerly Mayberry Drive) is a proposed Urban Residential Collector roadway which runs east-west internal to the Mayberry development. It is currently constructed as a two-lane undivided roadway and functions as an Urban Local roadway.

Village Main Street

Village Main Street is an east-west roadway that is the first access point reached after entering the development on the Mayberry Drive couplet. Village Main Street serves as the southerly boundary of Tract K and will connect to parks and residential uses east of Mayberry Drive. Village Main Street is classified as an Urban Local roadway and currently has a posted speed limit of 30 mph.

Marketplace Drive

Marketplace Drive is a north-south roadway that provides connectivity between the parks and residential uses east of Mayberry Drive. Marketplace Drive is classified as an Urban Local roadway and currently has a posted speed limit of 25 mph.

Existing Traffic Data

Existing traffic data was collected on a standard weekday while nearby schools were in session. Peak hour turning movement counts were collected at five (5) study area intersections during the AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak periods. Average Daily Traffic (ADT) counts were collected at three (3) locations for a 24-hour period. The data was collected on Tuesday, September 10, 2024. The study area intersections and roadway segments were selected based on coordination with El Paso County staff and are listed below along with the actual intersection peak hours used in the analysis..

Intersections:

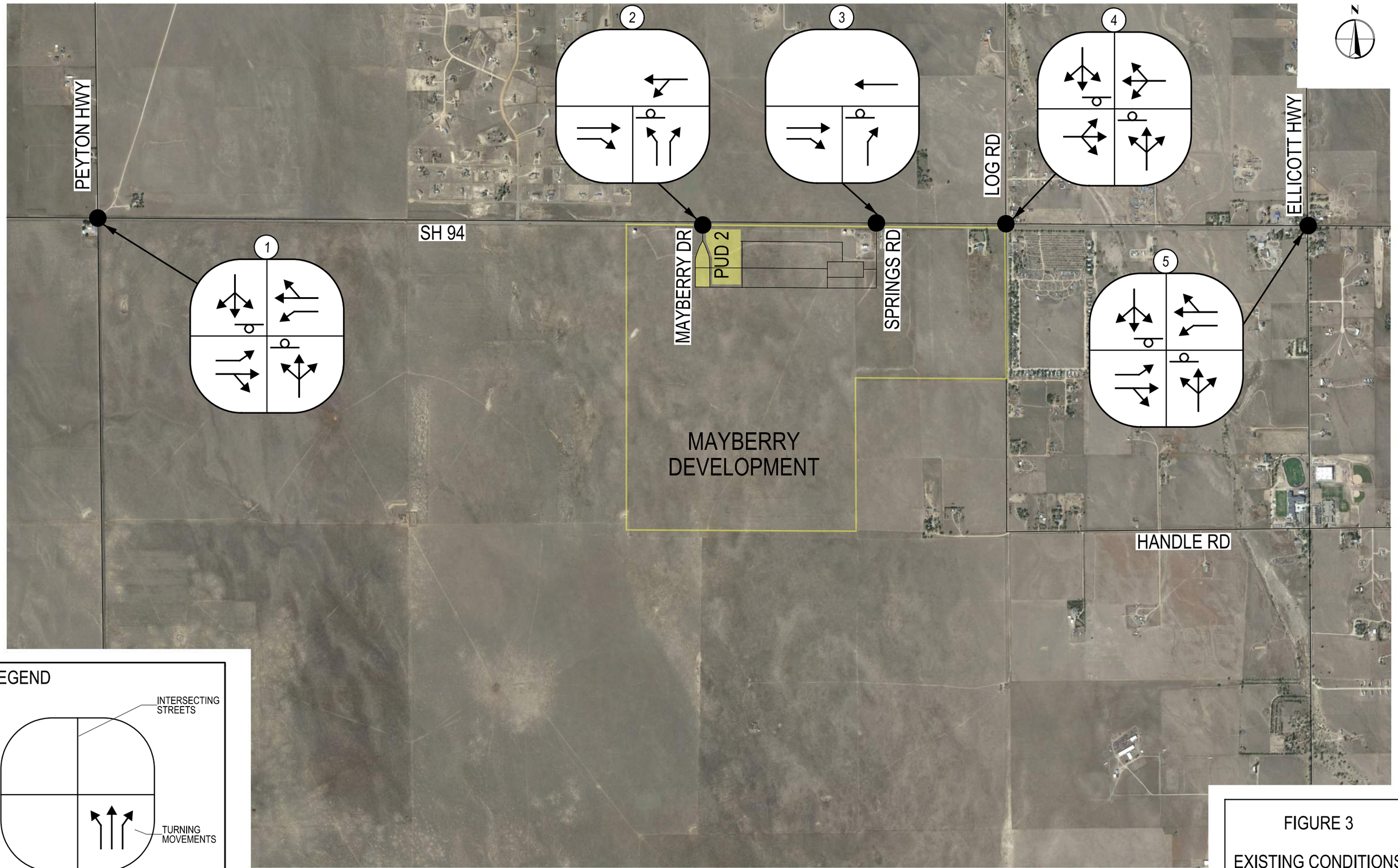
1. SH-94 and Peyton Highway
    - AM Peak Hour: 7:00-8:00 AM
    - PM Peak Hour: 5:00-6:00 PM
2. SH-94 and Mayberry Drive
    - AM Peak Hour: 7:00-8:00 AM
    - PM Peak Hour: 4:00-6:00 PM
3. SH-94 and Springs Road
    - AM Peak Hour: 7:00-8:00 AM
    - PM Peak Hour: 5:00-6:00 PM
4. SH-94 and Log Road
    - AM Peak Hour: 7:00-8:00 AM
    - PM Peak Hour: 5:00-6:00 PM
5. SH-94 and Ellicott Highway
    - AM Peak Hour: 7:00-8:00 AM
    - PM Peak Hour: 4:00-5:00 PM

Roadway Segments:

1. SH-94, west of Mayberry Drive
2. SH-94, east of Log Road
3. Log Road, south of SH-94

Existing counts at SH-94/Mayberry Drive report a different PM peak hour compared to the nearby intersections SH-94/Peyton Highway and SH-94/Springs Road. As a result, some apparent traffic volume imbalance is observed between these intersections. This TIS assumes the peak hour of individual intersections for a conservative analysis.

Figure 4 shows the existing traffic volumes that were collected. **Appendix A** contains the intersection and roadway segment count data sheets.

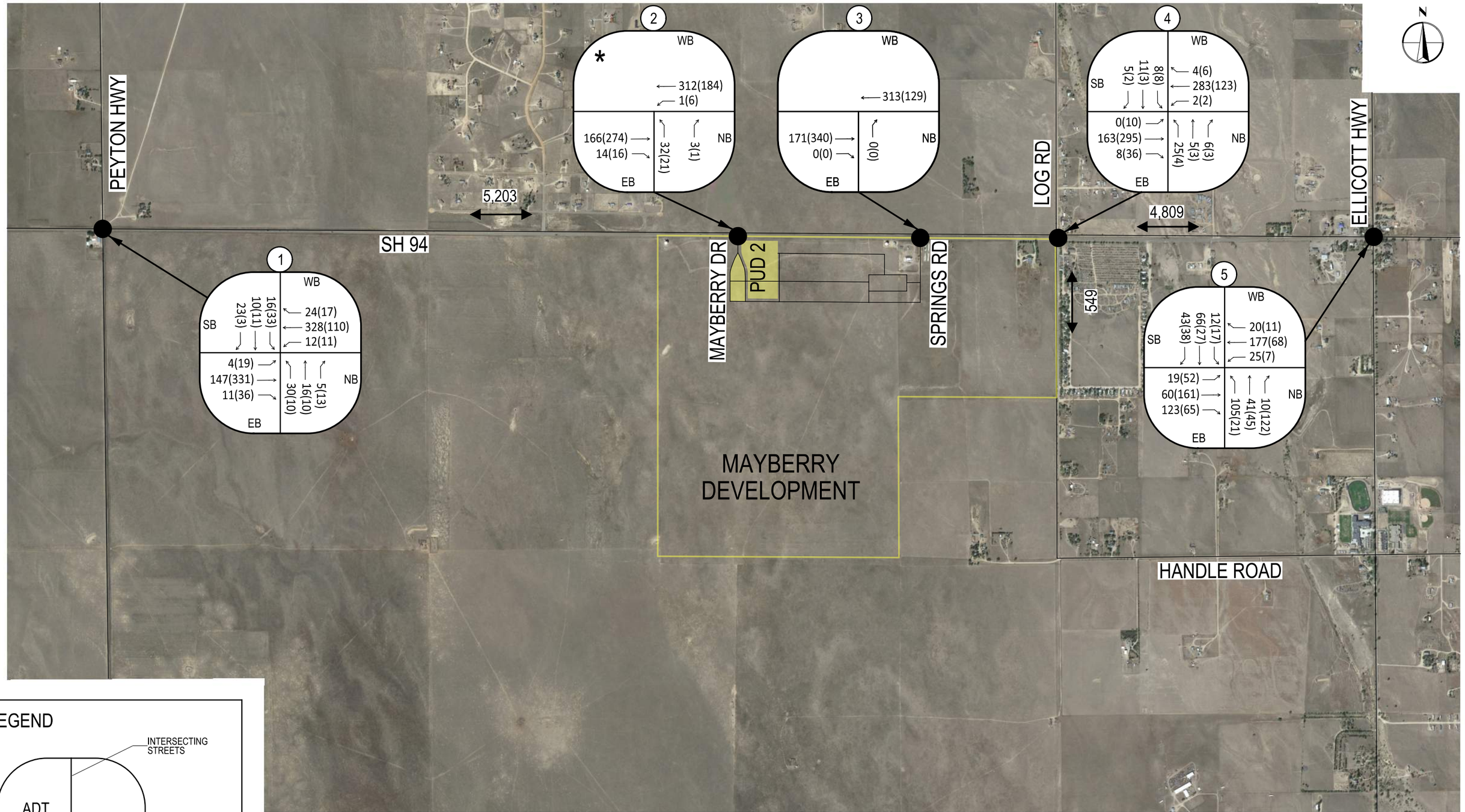


LEGEND

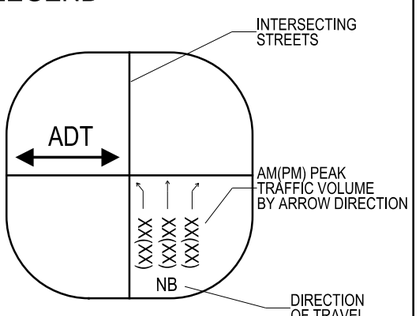
Background Map Copyrighted by Google, 2022

FIGURE 3

EXISTING CONDITIONS



LEGEND



* EXISTING COUNTS AT INTERSECTION 2 - SH-94/MAYBERRY DRIVE REPORT A DIFFERENT PEAK HOUR COMPARED TO SH-94/PEYTON HIGHTWAY AND SH-94/SPRINGS ROAD. THIS LEADS TO SOME DIFFERENT TRAFFIC VOLUME IMBALANCE BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS.

FIGURE 4

2024 EXISTING TRAFFIC VOLUMES

Background Map Copyrighted by Google, 2022

Proposed Development and Trip Generation

The subarea PUD2 has a planned opening year of 2027. The site will include residential dwelling units and recreational uses. The land use assumptions, site traffic characteristics, and site access points are discussed in this section.

Land Use Assumptions

The land use assumptions of the PUD2 site will be used to develop the trip generation calculations for the site. The site is anticipated to consist of a combination of single-family dwelling units, duplex dwelling units, and various recreational uses.

The types of residential dwelling units will all be contained within Tract K and will consist of attached and detached units. The development will function as a duplex and townhome community. Therefore, these types of residential dwelling units can be best categorized by ITE Land Use Code 215 – Single Family Attached Housing.

Tract K will also contain a 13,300 square-foot clubhouse, which will offer a variety of recreational amenities exclusively for residents of the Mayberry development. ITE Land Use Code 495 – Recreational Community Center is assigned to this land use. Since the purpose of the clubhouse is to serve residents of the Mayberry development, a majority of the trips generated by the Clubhouse will be drawn from the residential uses within the site.

The parks of PUD2 will include Griffith Square, a 2.8-acre park southeast of the intersection of Mayberry Drive and Village Main Street, and two additional 1-acre parks within the Mayberry Drive couplet on either side of Village Main Street. Within these parks there will be a soccer field, tennis courts which may be converted into pickleball courts, and concessions. ITE Land Use Code 488 – Soccer Complex, and Land Use Code 490 – Tennis Courts sufficiently cover these recreational uses. Each tennis court can be converted into four (4) pickleball courts, but ITE Land Use Code measures trips based on the number of tennis courts, so the number of tennis courts is used in the trip generation calculation. Since the purpose of these recreational uses is to serve residents of the Mayberry development, the trips of these uses will be absorbed by the residential trips already occurring on site, and will have only a nominal impact on the offsite intersections along SH-94.

Trip Generation

Verify accuracy of this statement. Could not find confirmation of this in approved sketch plan TIS.

Unadjusted daily trips and peak hour traffic associated with PUD2 were calculated based on recommendations and data from the Institute of Transportation Engineers' *Trip Generation Manual, 11th Edition* (Ref. 6).

The *Mayberry Sketch Plan TIS* currently under review by El Paso County conducted a trip generation analysis of the existing Mayberry development and the adjacent residential development to the northwest. The analysis suggests that actual trip rates of the existing single-family homes on both sites are lower than the trip rates in the *ITE Trip Generation Manual*. As such, the analysis in the *Sketch Plan TIS* applies a 40% reduction in trip generation rates to all residential uses of the Mayberry development. Until the *Sketch Plan TIS* is approved by El Paso County and CDOT, this PUD2 TIS will use the unadjusted *ITE Trip Generation Manual* trip rates to provide a more conservative analysis. Future TIS for subareas of the Mayberry development will follow the trip generation assumptions established in the *Sketch Plan TIS* once it is approved.

Upon buildout, PUD2 is expected to generate approximately 1,241 daily trips, 69 AM peak hour trips (29 inbound and 40 outbound), and 144 PM peak hour trips (79 inbound and 65 outbound). A detailed traffic generation summary of the assumed land use plan is provided in **Table 1**. The ITE *Trip Generation Manual* calculation sheets are provided in **Appendix B**. Based on the land uses of the site, this study does not use any pass-by, pedestrian, or bicycle traffic reductions in the trip generation. ITE *Trip Generation Manual* rates do consider some level of walk and bike trips in their data, and the proximity of homes to the recreational uses implies that there will be walk and bike trips between the residential uses and the recreational uses. These trips are considered in the internal capture assumptions described in the following sections.

Table 1: Summary of Daily and Peak Hour Trip Generation from PUD 2/Tract K

Site	Land Use	Land Use Code	Size	Trip Generation Method[1]	24-Hour Two-Way Volume	AM Peak Hour		PM Peak Hour	
						Enter	Exit	Enter	Exit
Tract K	Single Family Attached Housing	215	98 DU	Fitted Curve	696	11	32	31	21
Tract K	Recreational Community Center	495	13.3 KSF	Fitted Curve	383	17	8	30	33
PUD2	Soccer Complex	488	1 Field	Average Rate	71	1	0	11	5
PUD2	Tennis Courts	490	3 Courts	Average Rate	91	0	0	7	6
Total					1,241	29	40	79	65

[1]Trip Generation is based on the higher of the ITE's average rate and fitted curve method for all land uses.

Internal Capture and Diverted Trips

With the introduction of clubhouse and recreational uses for the Mayberry development, it is anticipated that there will be some interaction between these uses and the residential uses. These internal capture assumptions are based primarily on engineering judgement. Typical internal capture calculations per NCHRP Report 684 consider the interactions between retail, restaurant, office, and residential uses, and therefore, would not provide a realistic depiction of the internal capture of the recreational uses.

The purpose of the recreational uses is to provide amenities serving the residents of the Mayberry development. Based on this assumption, it is assumed that up to 80 percent of clubhouse trips are assumed to occur within the development, and the small number of trips assigned for the sport Courts and Field will be absorbed by the residential trips already occurring within the site. These uses will only have a nominal impact on the external transportation system adjacent to the Mayberry development.

Trips from the previously approved Filing 1 and Filing 3 residential developments are redistributed within the development to make use of the clubhouse and recreational uses. This is expressed as “diverted” trips, where trips are subtracted from originally assigned turning movements and then added to other turning movements to and from the clubhouse. Considering that 80 percent of the clubhouse and recreational uses are contained within the Mayberry development, this equates to 10 percent of residential trips internally captured within the development.

Trip Distribution

The directional distribution of site generated traffic is based on the approved *Filing 4 TIS*, with adjustments made based on conversations with El Paso County staff during development of the *Sketch Plan TIS*. This study also incorporates the internal capture assumptions discussed above. Residential external trips will follow a distribution of 75 percent to and from the west, 15 percent to and from the east, and the remaining 10 percent contained within the Mayberry development. External trips for the clubhouse and recreational uses will follow an even distribution of 10 percent to and from the west, and 10 percent to and from the east, with the remaining 80 percent contained within the Mayberry development.

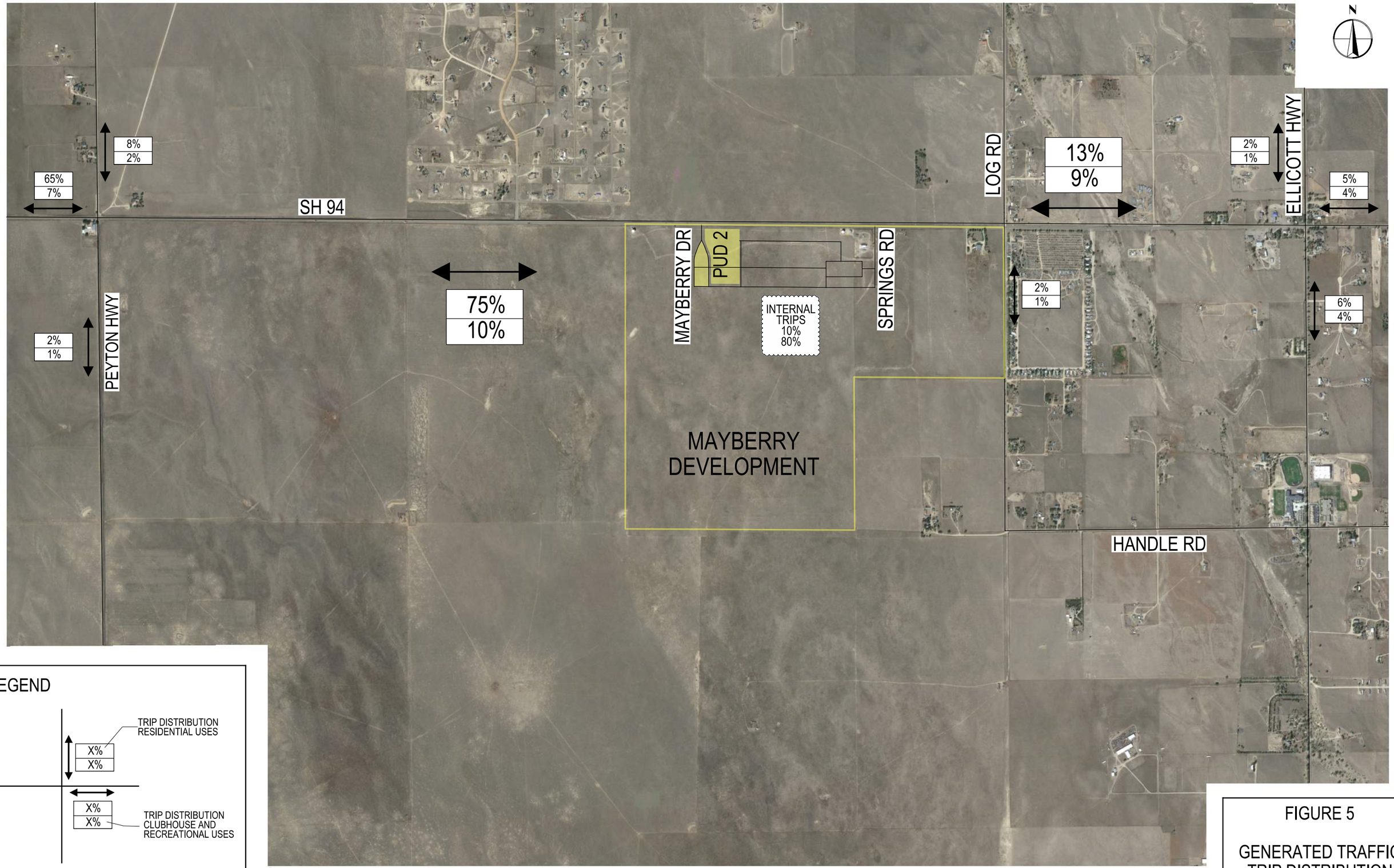
Figure 5 shows the trip distribution percentages of PUD2 site-generated traffic. **Figure 6** and **Figure 7** show the diverted trips for Filings 1 and 3 due to the PUD2 development of Filings 1 and 3, for on-site and offsite respectively. **Figure 8** and **Figure 9** show the net new site trips due to the PUD2 development, for onsite and offsite traffic respectively.

Other Traffic Studies in the Area

No other approved traffic studies are available in the project study area. PUD2 is part of the Mayberry Sketch Plan, which is an early development compliant with the El Paso County Master Plan that shows additional development in the vicinity in the long term. As more development occurs along the SH-94 corridor, developments making use of roadway improvements will also need to be accounted for. A new development of approximately 1,000 acres consisting of mostly residential uses in the parcels directly north of Schriever Space Force Base is currently in planning. However, the TIS for this development has not been approved. Approved traffic studies for Filings 1 through 4 of the Mayberry development are considered in the background traffic forecasts for the purposes of analyzing PUD2.

Site Access

Access to the PUD2 subarea will be from SH-94 at Mayberry Drive. Vehicles will use Mayberry Drive, Village Main Street, Positive Place, and Marketplace Drive to access the parks. Access to the residential component and clubhouse on Tract K will be provided via two full-movement driveways along Marketplace Drive between Village Main Street and Cattlemen Run. The driveways accessing Tract K are being designed in compliance with the *El Paso County Engineering Criteria Manual (ECM)* (Ref. 7). Specific recommendations regarding these driveways are discussed in the conclusions and recommendations section of this report.



LEGEND

Background Map Copyrighted by Google, 2022

FIGURE 5

GENERATED TRAFFIC TRIP DISTRIBUTION

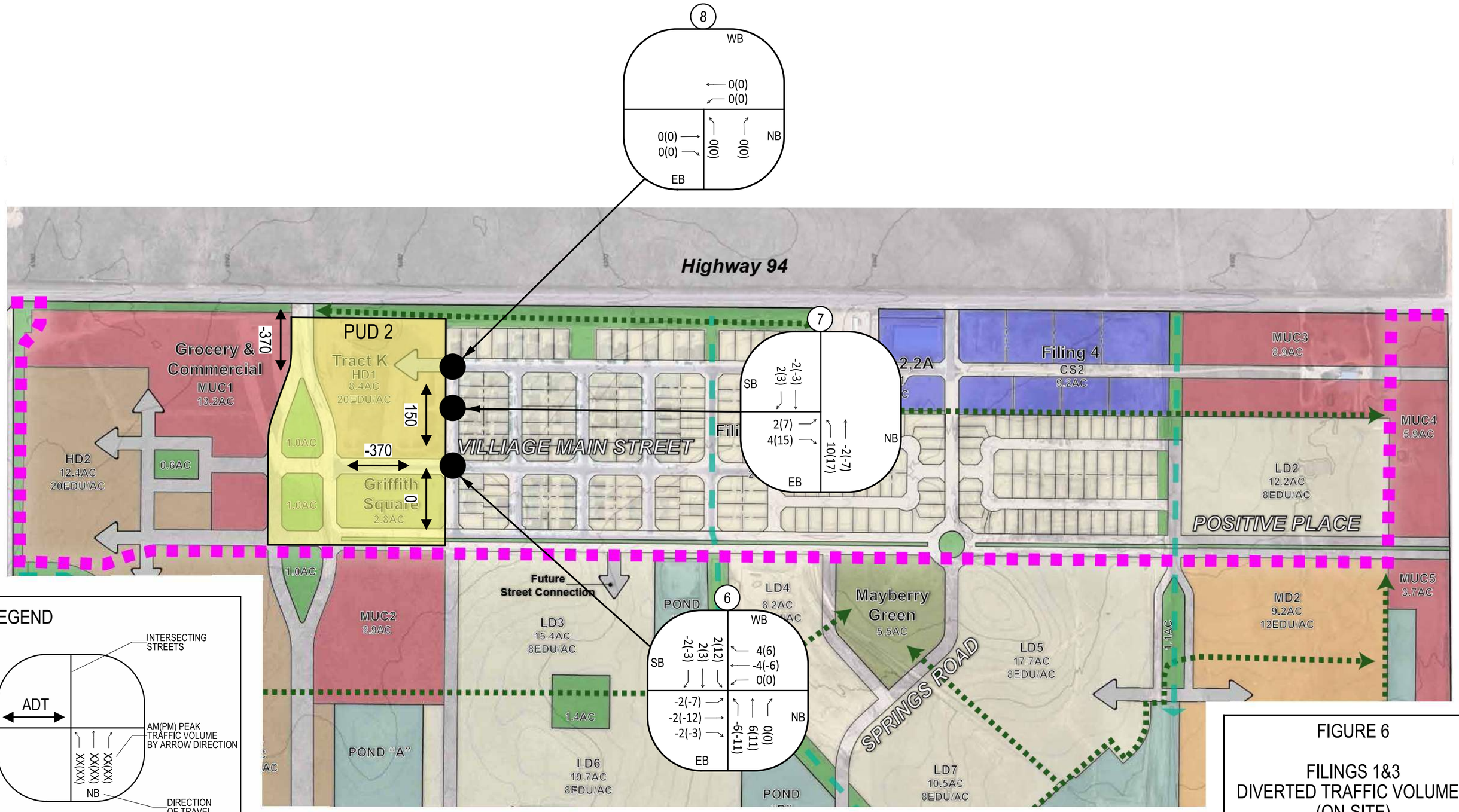


FIGURE 6

FILINGS 1&3
DIVERTED TRAFFIC VOLUMES
(ON-SITE)

PEYTON HWY

SH 94

-320

MAYBERRY DR

PUD 2

SPRINGS RD

LOG RD

-50

ELLICOTT HWY

0

MAYBERRY
DEVELOPMENT

HANDLE RD

1

WB
-1(-4)
-5(-13)
-1(-2)
SB
0(0) 0(0) -1(-3)
0(0)
-2(-10)
0(0)
0(0) 0(0) 0(-2)
NB
EB

2

WB
0(0)
-3(-7)
0(0)
-3(-15)
-7(-19)
-5(-1)
NB
EB

3

WB
-3(-7)
-5(-1)
0(0)
0(0)
NB
EB

4

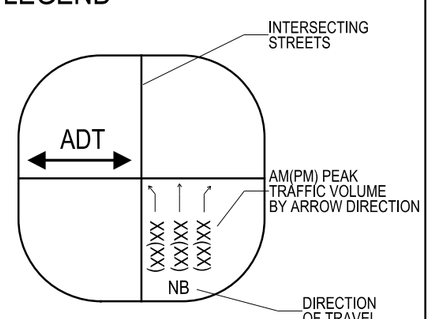
WB
SB
0(0) 0(0) 0(0)
0(0)
-3(-7)
0(0)
0(0)
-5(-1)
0(0)
0(0) 0(0) 0(0)
NB
EB

5

WB
SB
0(0) 0(0) 0(-1)
0(0)
-2(-4)
0(0)
0(0)
-3(-1)
-2(0)
0(0) 0(0) -1(-2)
NB
EB

N

LEGEND



Background Map Copyrighted by Google, 2022

FIGURE 7

FILINGS 1&3
DIVERTED TRAFFIC VOLUMES
(OFF-SITE)

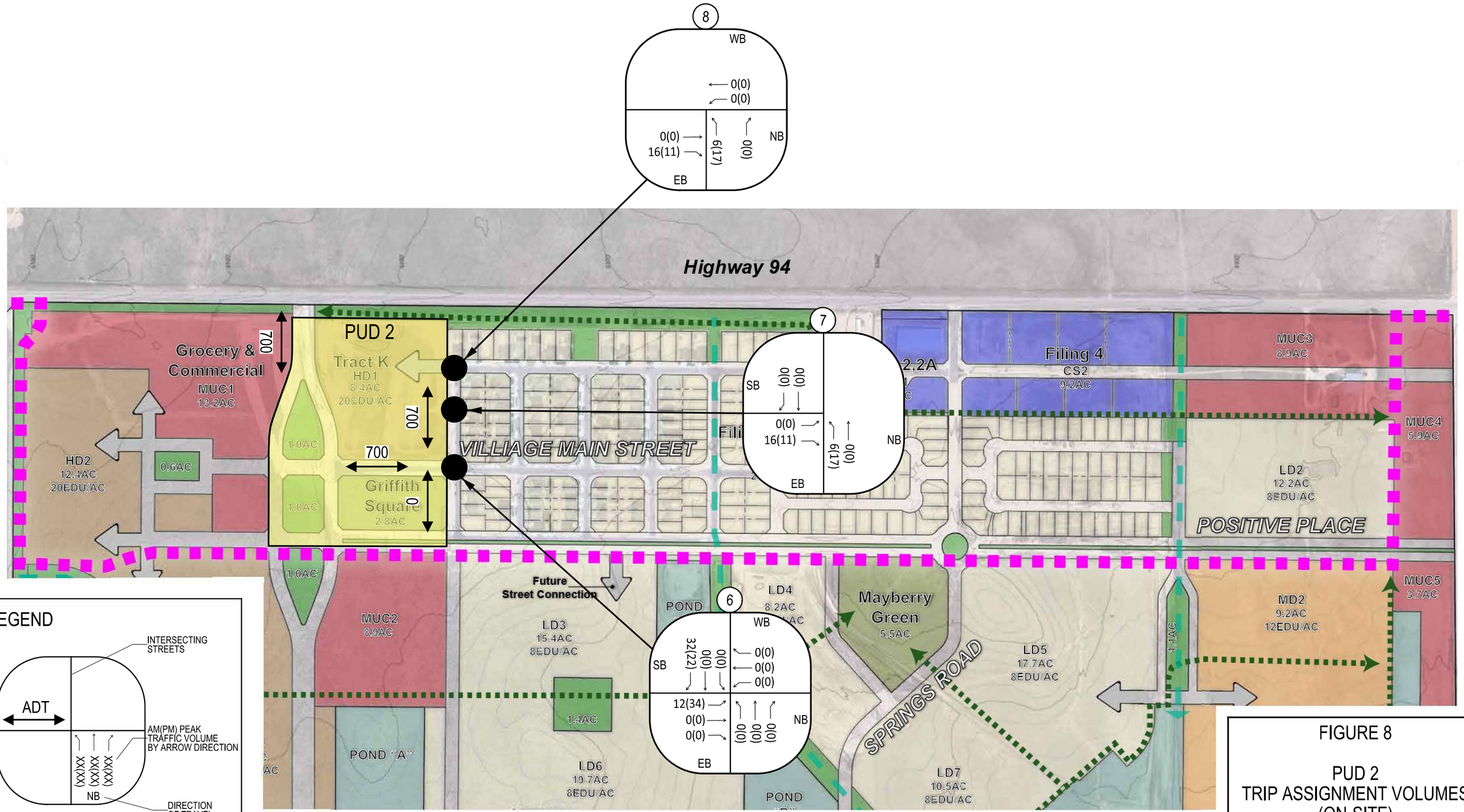
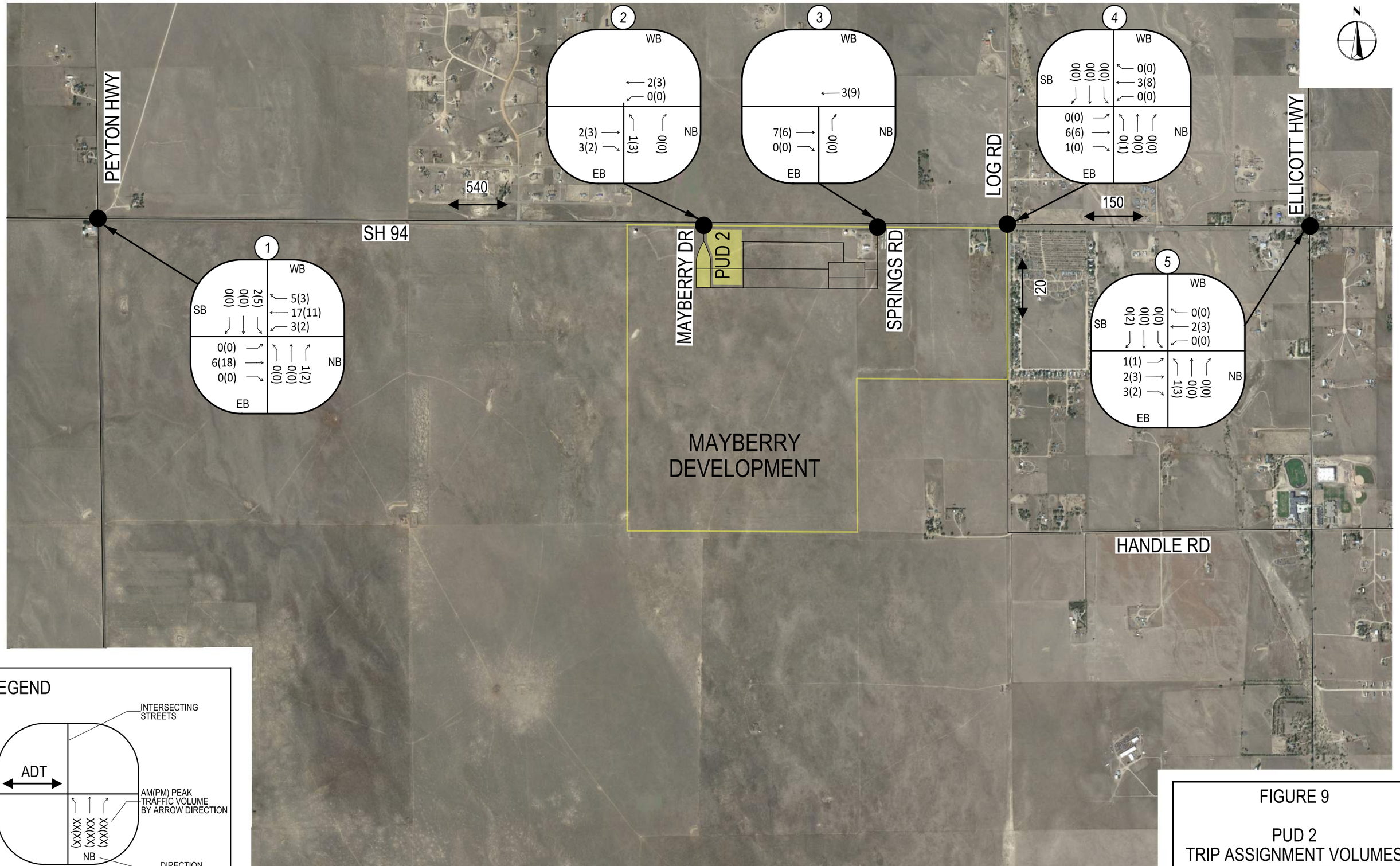


FIGURE 8

PUD 2
TRIP ASSIGNMENT VOLUMES
(ON-SITE)



LEGEND

Background Map Copyrighted by Google, 2022

FIGURE 9

PUD 2
TRIP ASSIGNMENT VOLUMES
(OFF-SITE)

Traffic Analysis Methodology

The following section provides an outline of methods used to evaluate the impacts of the PUD2 subarea per the requirements of the ECM. The traffic analysis evaluates study area intersections, roadways, and site access points currently, at full development of PUD2, and in the long term.

Highway Capacity Manual Methods

Study area intersections were evaluated at various analysis scenarios using methods as described in the *Highway Capacity Manual, 6th Edition (HCM)* (Ref. 8). The standard used to evaluate traffic conditions at intersections is Level of Service (LOS), which is a qualitative measure of the effect of factors such as speed, traffic volume, geometric features, traffic interruptions, freedom to maneuver, safety, driving comfort, convenience, and operating cost. This traffic analysis uses Synchro version 11 traffic software to calculate the LOS using HCM 6th Edition methods. Although a newer version of the HCM is currently available, the Synchro software used in this analysis uses the HCM 6th Edition. A detailed description of HCM 6th Edition analysis methods is provided in **Appendix C**.

Analysis Scenarios

The PUD2 subarea was analyzed for five (5) travel conditions in the AM peak and PM peak hour. The following travel conditions were analyzed:

- Existing Conditions
- Short-Range – Year 2028 – Background Conditions (Short-Range No-Build)
- Short-Range – Year 2028 – With Project Conditions (Short-Range Build)
- Long-Range – Year 2045 – Background Conditions (Long-Range No-Build)
- Long-Range – Year 2045 – With Project Conditions (Long-Range Build)

Background Traffic

Background traffic was estimated for the purposes of analyzing the no-build (without Project) travel conditions. The background traffic consists of two components: ambient growth of existing traffic, and the anticipated traffic generated by approved land uses on the Mayberry site.

The annual growth rate was estimated based on information obtained from CDOT's Online Transportation Information System (OTIS). Existing traffic volumes were grown by one percent per year to reach the desired analysis year for each travel condition. Since the Mayberry development is partially constructed and contains occupied dwelling units, the existing site trips were subtracted from the existing turning movement counts to estimate the baseline volumes without the existing Mayberry development.

The existing counts at SH-94/Mayberry Drive report a different peak hour compared to the nearby intersections SH-94/Peyton Highway and SH-94/Springs Road. As a result, some apparent traffic volume imbalance is observed in the background traffic between these intersections. This provides a more conservative analysis by reporting the highest peak hour at individual intersections.

The Mayberry development includes approved land uses from Filings 1-4. The latest of these approved land uses, Filing 4, includes an approved TIS which summarizes the anticipated traffic generated by each Filing. The traffic volumes from Filings 1-4 as stated in the Filing 4 TIS were assumed to be part of the background traffic in the No-Build travel conditions. The total background traffic for each No-Build scenario was calculated by adding the ambient growth to the Filings 1-4 volumes.

Planned Improvements

A westbound left turn deceleration lane and a northbound to westbound left turn acceleration lane are currently being developed for the SH-94/Mayberry Drive intersection. The project is currently nearing completion of final design and stamped plans have been approved by CDOT. These improvements are therefore assumed to be in place for the Short-Range and Long-Range analysis scenarios.

To provide a conservative analysis of intersections and roadways within the Mayberry development, the analysis assumes the half width construction of the Mayberry Drive couplet will remain in place, and no additional roadways will be constructed. New roadways and the Mayberry Drive couplet are discussed as potential improvements in the Recommendations section of this TIS.

Existing Conditions Analysis

Offsite intersections and roadways were evaluated with the existing lane geometrics, traffic controls, and counted traffic volumes. **Table 2** below shows that the existing study area intersections along SH-94 are anticipated to operate at an acceptable LOS under existing conditions.

Table 2: Existing Conditions Level of Service Summary

Intersection	Control Type	Existing Conditions	
		AM	PM
SH-94/Peyton Hwy	TWSC	B (14.7)	B (14.9)
SH-94/Mayberry Drive	TWSC	B (12.5)	B (12.3)
SH-94/Springs Road	TWSC	A (0.0)	B (10.3)
SH-94/Log Road	TWSC	B (12.7)	B (12.4)
SH-94/Ellicott Hwy	TWSC	C (18.6)	B (12.8)

Highest delay minor street lane is reported for all unsignalized intersections.
S = Traffic Signal; R = Roundabout; TWSC = Two Way Stop Control

Short-Range – Year 2028 Traffic Conditions

The Short-Range analysis incorporates the full buildout of the PUD2 subarea and evaluates traffic conditions at one year after full buildout of PUD2. The opening year for PUD2 is assumed to be 2027, and the Short-Range analysis year is assumed to be 2028.

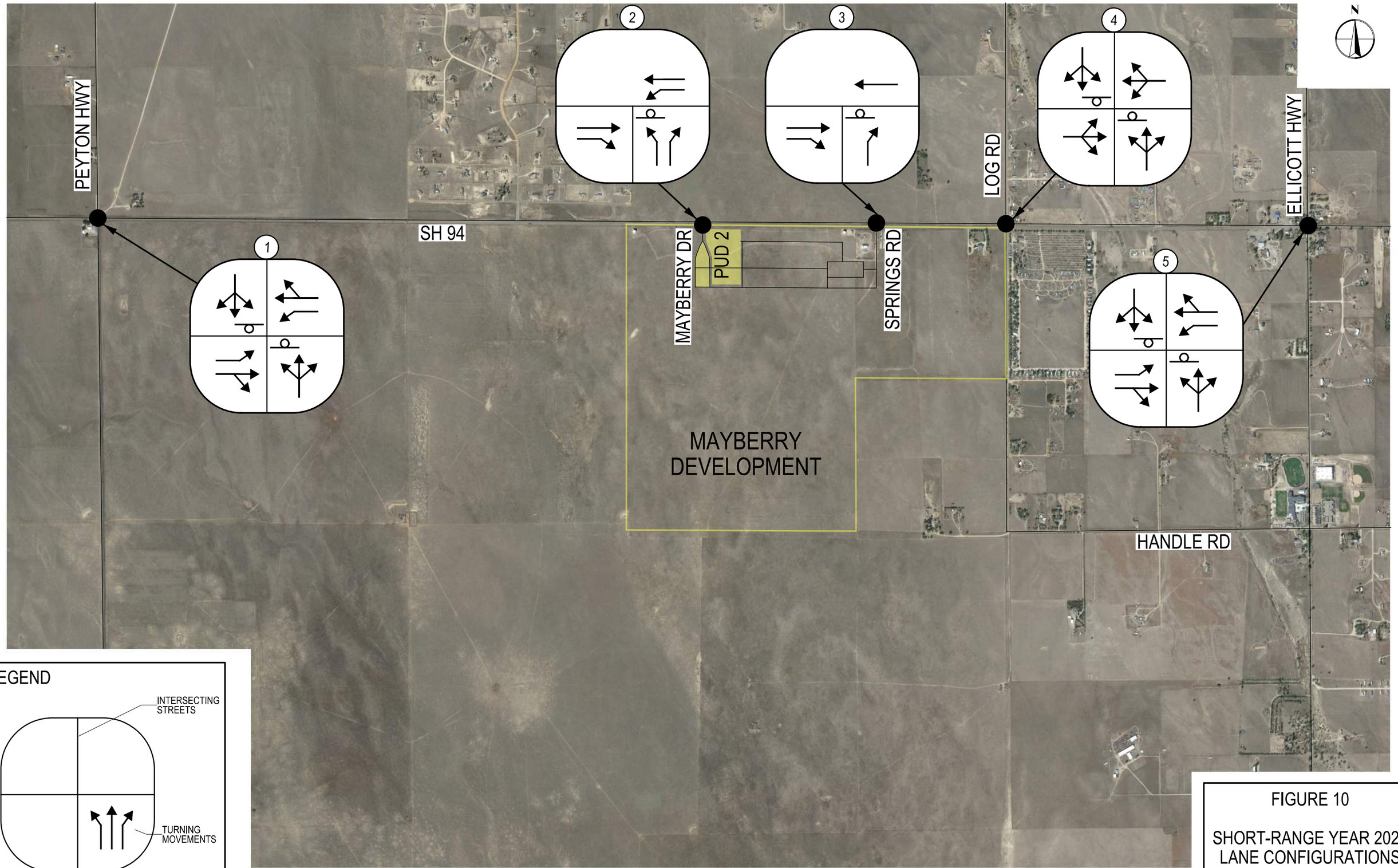
Study area roadways and intersections are assumed to be constructed in their existing configurations, with the addition of planned improvements at SH-94/Mayberry Drive in the Short-Range analysis. **Figure 10** shows the assumed lane geometrics and traffic controls for the Short-Range analysis.

The ambient growth traffic volumes for year 2028 were added to the Filings 1-4 traffic volumes to determine the total background traffic. **Figure 11** shows the Short-Range background traffic for study area intersections. The trip assignment volumes are shown in Figures 8 and 9. **Figure 12** and **Figure 13** show the Short-Range total traffic volumes for onsite and offsite intersections, respectively. **Table 3** below shows that all onsite and offsite intersections are calculated to operate at an acceptable LOS per El Paso County requirements.

Table 3: Short-Range – Year 2028 Level of Service Summary

Intersection	Control Type	Short Range No-Build		Short Range Build	
		AM	PM	AM	PM
SH-94/Peyton Hwy	TWSC	C (18.9)	C (22.1)	C (19.4)	C (22.6)
SH-94/Mayberry Drive	TWSC	B (11.6)	B (13.1)	B (11.9)	B (13.2)
SH-94/Springs Road	TWSC	A (9.3)	B (10.5)	A (9.3)	B (10.6)
SH-94/Log Road	TWSC	B (13.5)	B (12.9)	B (13.5)	B (12.9)
SH-94/Ellicott Hwy	TWSC	C (21.6)	B (13.7)	C (21.6)	B (13.8)
Marketplace Drive/Village Main Street	TWSC	A (9.4)	A (9.9)	A (9.9)	B (10.6)
Marketplace Drive/South Access	TWSC	A (0.0)	A (0.0)	A (8.5)	A (8.6)
Marketplace Drive/Cattlemen Run/North Access	TWSC	A (8.3)	A (8.4)	A (8.6)	A (8.6)

Highest delay minor street lane is reported for all unsignalized intersections.
S = Traffic Signal; R = Roundabout; TWSC = Two Way Stop Control

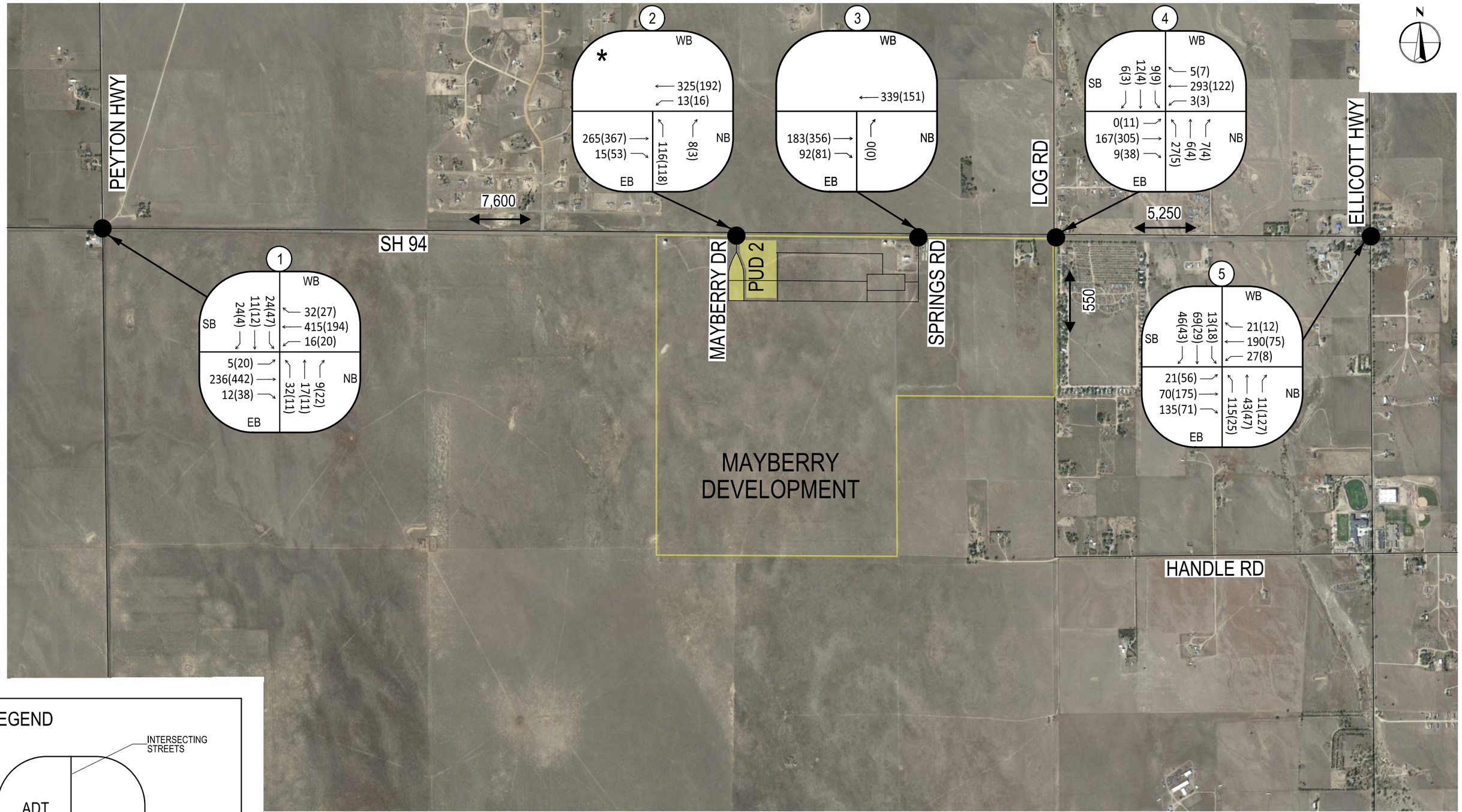


LEGEND

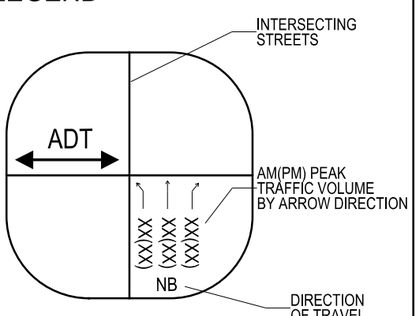
Background Map Copyrighted by Google, 2022

FIGURE 10

SHORT-RANGE YEAR 2028
LANE CONFIGURATIONS
(OFF-SITE)



LEGEND



* EXISTING COUNTS AT INTERSECTION 2 - SH-94/MAYBERRY DRIVE REPORT A DIFFERENT PEAK HOUR COMPARED TO SH-94/PEYTON HIGHTWAY AND SH-94/SPRINGS ROAD. THIS LEADS TO SOME DIFFERENT TRAFFIC VOLUME IMBALANCE BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS.

Background Map Copyrighted by Google, 2022

FIGURE 11

SHORT-RANGE YEAR 2028 BACKGROUND TRAFFIC (OFF-SITE)

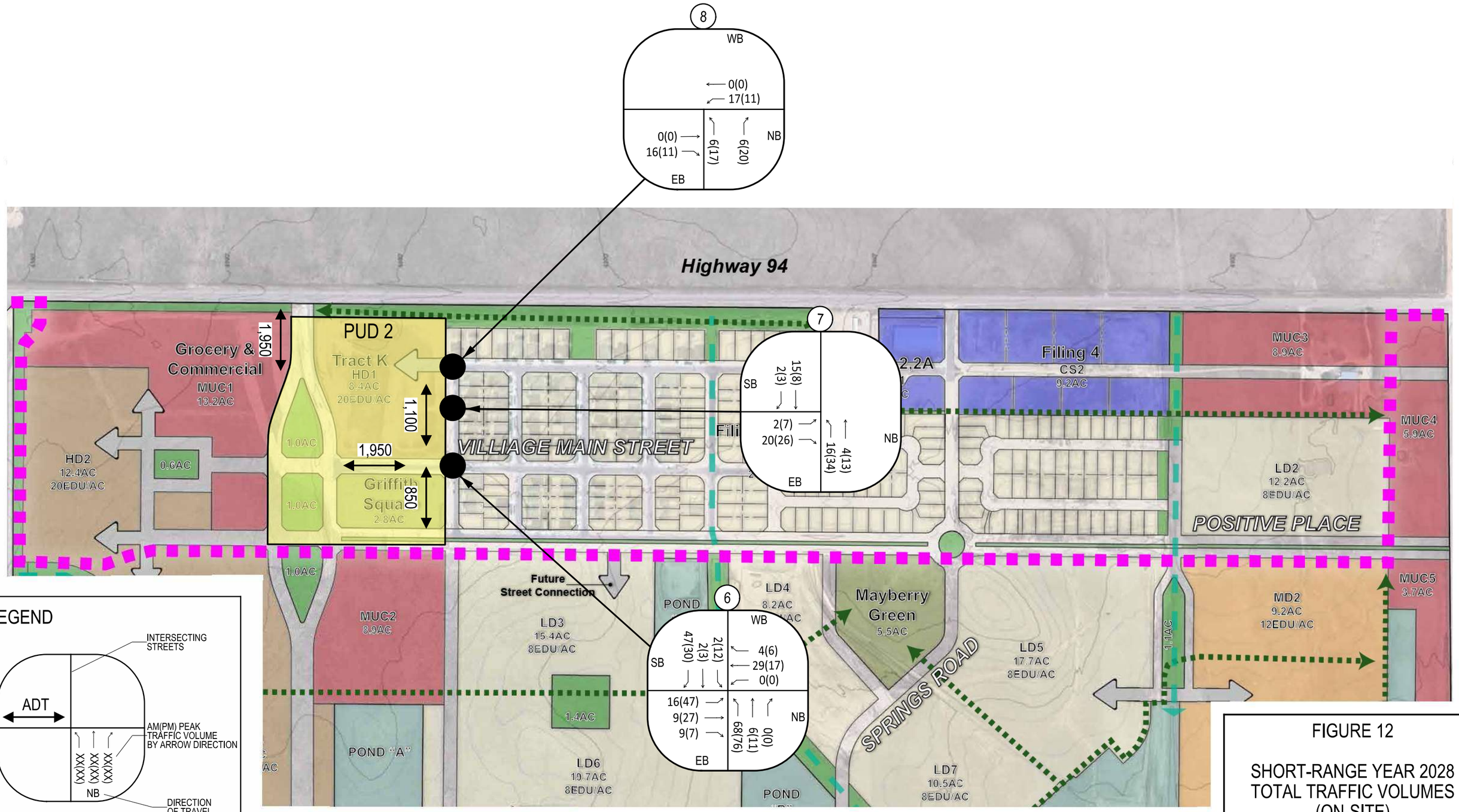
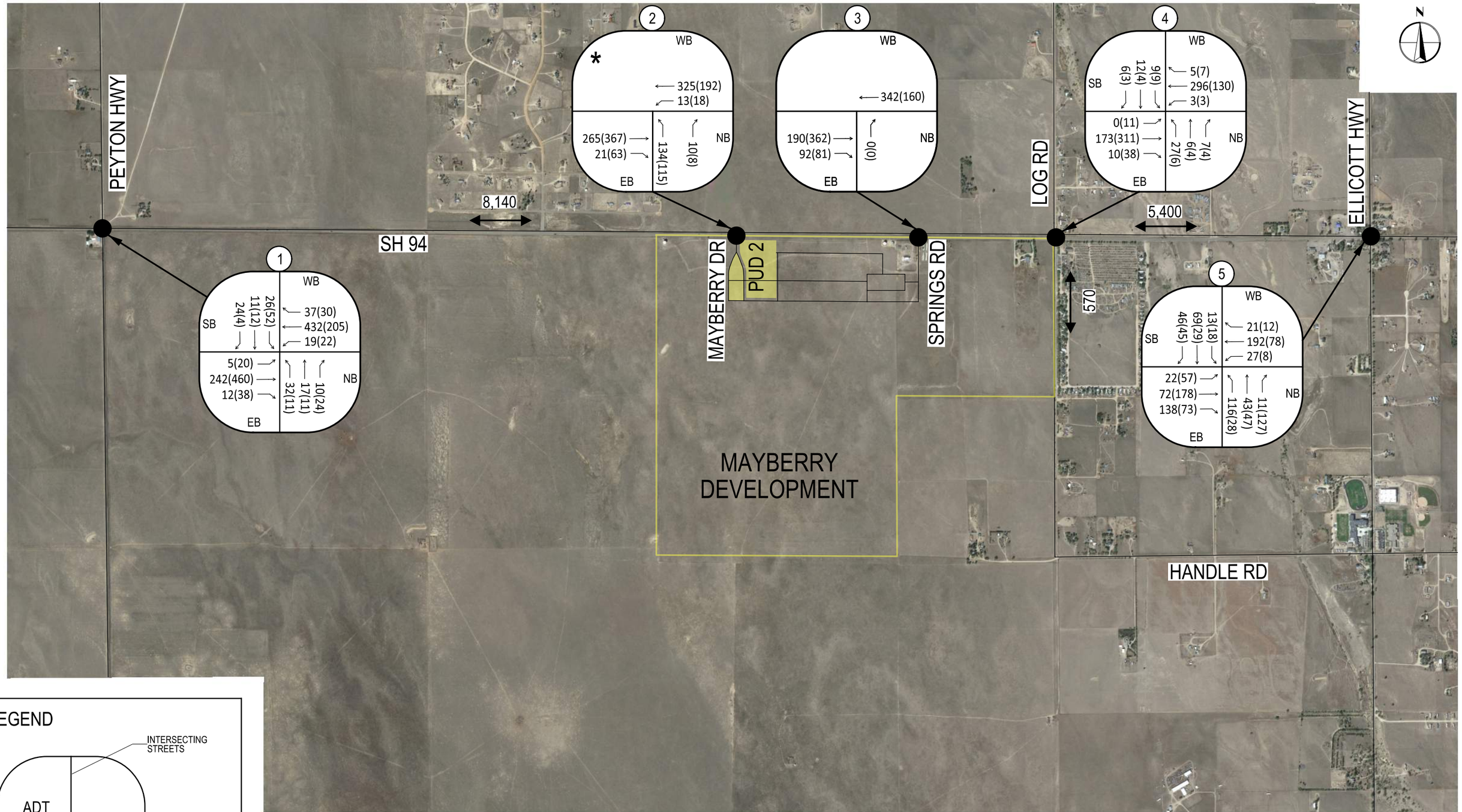
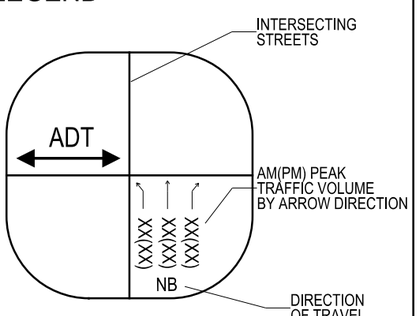


FIGURE 12

SHORT-RANGE YEAR 2028
TOTAL TRAFFIC VOLUMES
(ON-SITE)



LEGEND



* EXISTING COUNTS AT INTERSECTION 2 - SH-94/MAYBERRY DRIVE REPORT A DIFFERENT PEAK HOUR COMPARED TO SH-94/PEYTON HIGHTWAY AND SH-94/SPRINGS ROAD. THIS LEADS TO SOME DIFFERENT TRAFFIC VOLUME IMBALANCE BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS.

Background Map Copyrighted by Google, 2022

FIGURE 13

SHORT-TANGE YEAR 2028 TOTAL TRAFFIC VOLUMES (OFF-SITE)

Long-Range – Year 2045 Traffic Conditions

The Long-Range analysis incorporates the full buildout of the PUD2 subarea and evaluates traffic conditions at the planning year of the MTCP, year 2045.

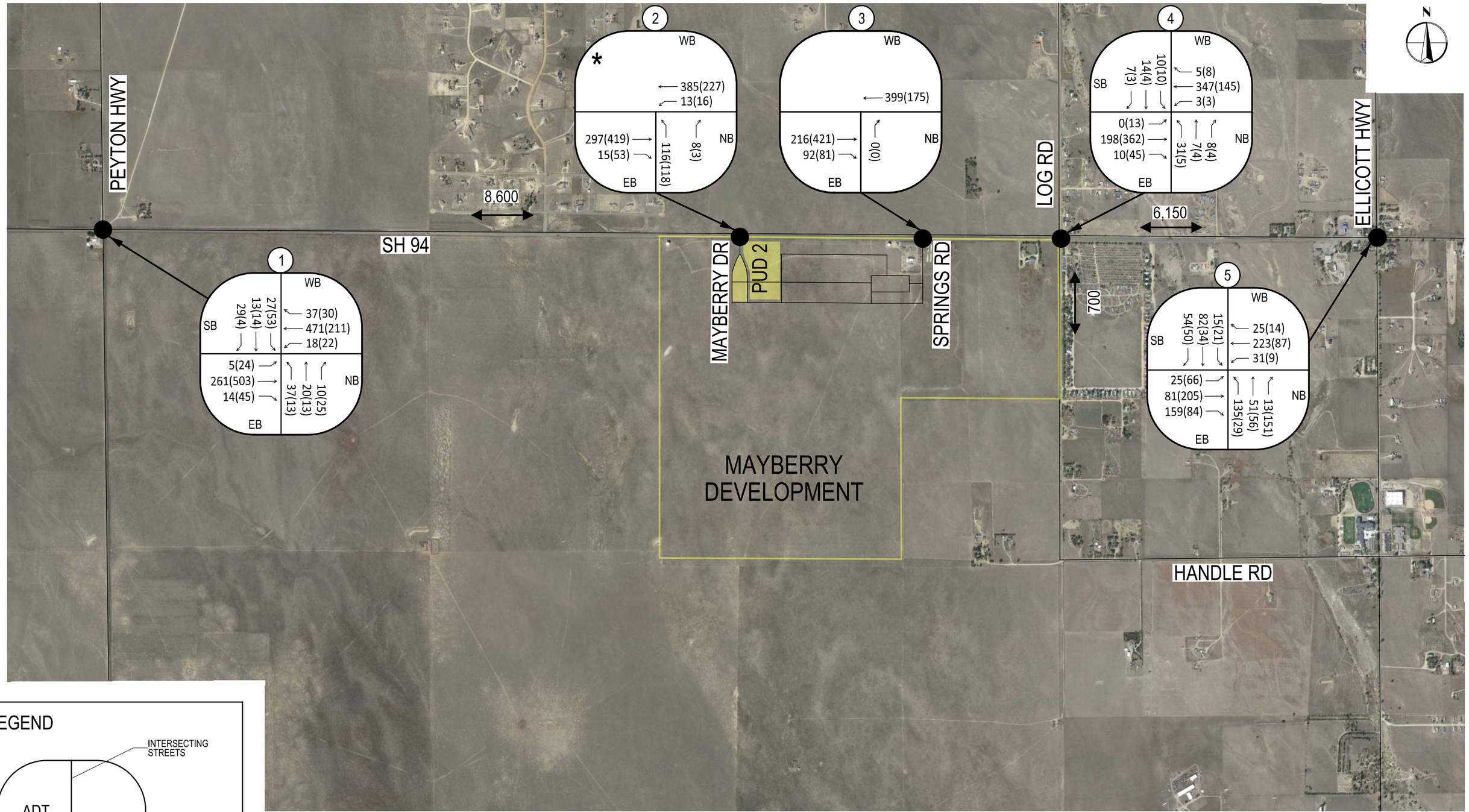
Study area roadways and intersections are assumed to be constructed in their existing configurations, with the addition of planned improvements at SH-94/Mayberry Drive in the Long-Range analysis, which are the same as in the Short-Range analysis. Those lane configurations are shown in Figure 10.

The ambient growth volumes for year 2045 were added to the Filings 1-4 traffic volumes to determine the total background traffic. **Figure 14** shows the Long-Range background traffic for study area intersections. The project trip assignment volumes and total traffic volumes on-site are the same as in the Short-Range scenario, which represents full buildout of PUD2. Those volumes can be found in Figures 8, 9, and 12. **Figure 15** shows the Long-Range total traffic volumes for the offsite intersections. **Table 4** below shows that all onsite and offsite intersections are calculated to operate at an acceptable LOS per El Paso County requirements.

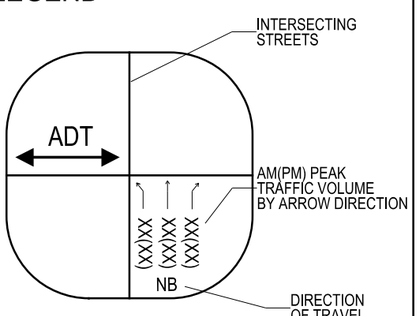
Table 4: Long-Range – Year 2045 Level of Service Summary

Intersection	Control Type	Long Range No-Build		Long Range Build	
		AM	PM	AM	PM
SH-94/Peyton Hwy	TWSC	C (22.9)	D (28.4)	C (23.8)	D (28.8)
SH-94/Mayberry Drive	TWSC	B (12.0)	B (14.0)	B (12.3)	B (14.0)
SH-94/Springs Road	TWSC	A (9.5)	B (11.1)	A (9.6)	B (11.1)
SH-94/Log Road	TWSC	C (15.1)	B (14.1)	C (15.1)	B (14.2)
SH-94/Ellicott Hwy	TWSC	D (34.7)	C (16.2)	D (34.9)	C (16.4)
Marketplace Drive/Village Main Street	TWSC	A (9.4)	A (9.9)	A (9.9)	B (10.6)
Marketplace Drive/South Access	TWSC	A (0.0)	A (0.0)	A (8.5)	A (8.6)
Marketplace Drive/Cattlemen Run/North Access	TWSC	A (8.3)	A (8.4)	A (8.6)	A (8.6)

Highest delay minor street lane is reported for all unsignalized intersections.
S = Traffic Signal; R = Roundabout; TWSC = Two Way Stop Control



LEGEND

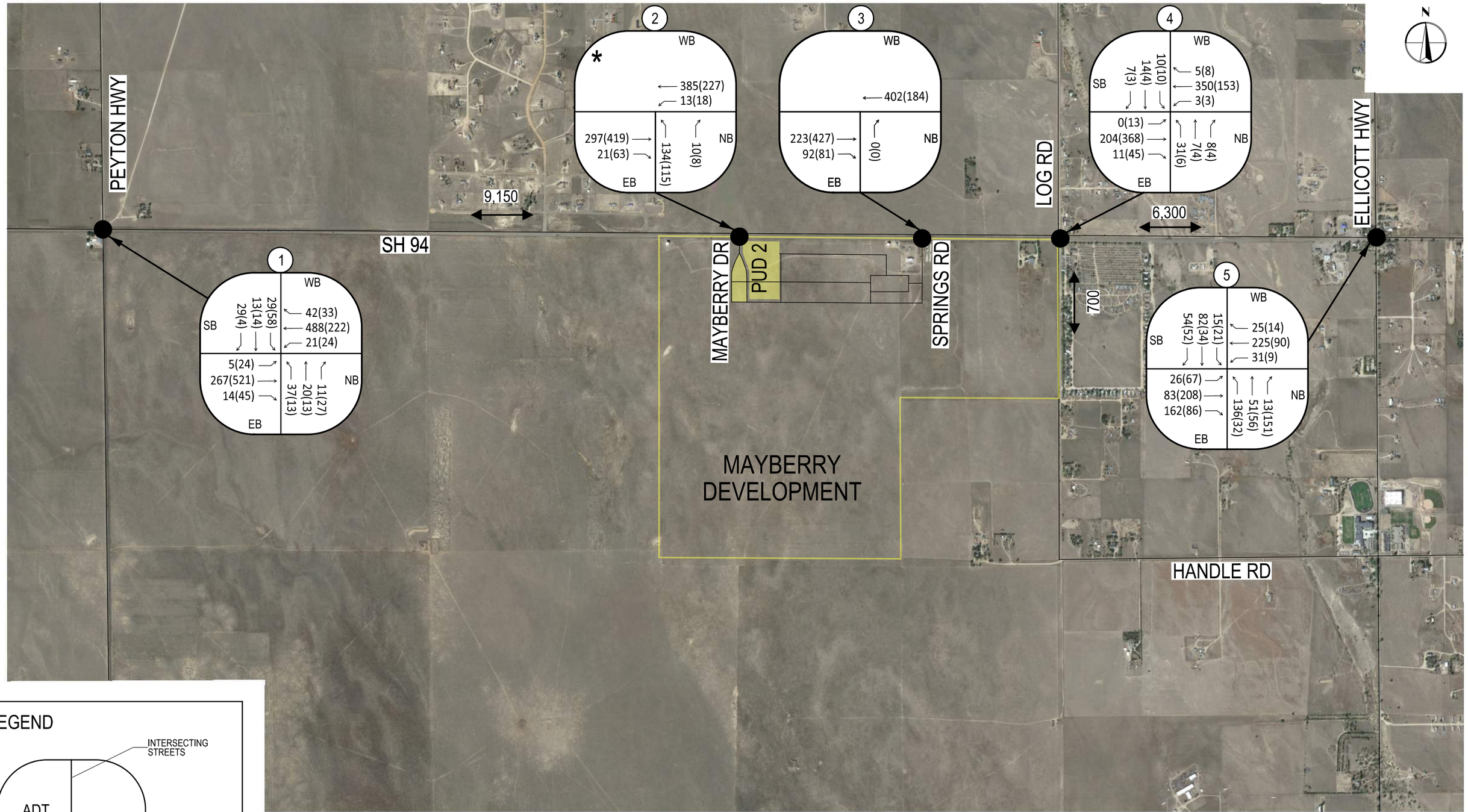


* EXISTING COUNTS AT INTERSECTION 2 - SH-94/MAYBERRY DRIVE REPORT A DIFFERENT PEAK HOUR COMPARED TO SH-94/PEYTON HIGHTWAY AND SH-94/SPRINGS ROAD. THIS LEADS TO SOME DIFFERENT TRAFFIC VOLUME IMBALANCE BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS.

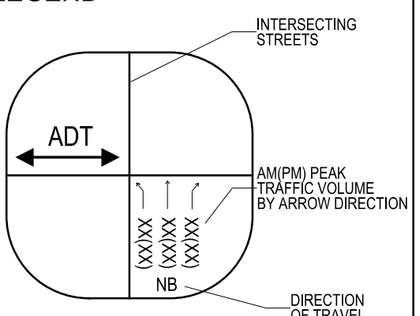
Background Map Copyrighted by Google, 2022

FIGURE 14

LONG-RANGE YEAR 2045 BACKGROUND TRAFFIC (OFF-SITE)



LEGEND



* EXISTING COUNTS AT INTERSECTION 2 - SH-94/MAYBERRY DRIVE REPORT A DIFFERENT PEAK HOUR COMPARED TO SH-94/PEYTON HIGHTWAY AND SH-94/SPRINGS ROAD. THIS LEADS TO SOME DIFFERENT TRAFFIC VOLUME IMBALANCE BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS.

Background Map Copyrighted by Google, 2022

FIGURE 15

LONG-RANGE YEAR 2045
TOTAL TRAFFIC VOLUMES
(OFF-SITE)

Summary of Findings and Recommendations

The following section summarizes the key findings of the TIS and provides study area recommendations.

Traffic Analysis Summary

Intersections and roadways in the study area were analyzed using HCM methods to determine the traffic impacts of the PUD2 subarea development. Potential impacts were evaluated at one year after the projected opening year of the development, and at the MTCP planning year 2045. All offsite and onsite intersections are anticipated to operate at an acceptable LOS per El Paso County requirements.

To provide a conservative analysis of intersections and roadways within the Mayberry development, the analysis assumes the half width construction of the Mayberry Drive couplet will remain in place, and no additional roadways will be constructed. New roadways and the Mayberry Drive couplet are discussed as potential improvements in this section.

Table 5 summarizes the intersection analysis results for all intersections in all scenarios. **Appendix D** contains the Synchro analysis reports for all analysis scenarios.

Table 5: Level of Service Summary

Intersection	Control Type	Existing Conditions		Short Range No-Build		Short Range Build		Long Range No-Build		Long Range Build	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
SH-94/Peyton Hwy	TWSC	B (14.7)	B (14.9)	C (18.9)	C (22.1)	C (19.4)	C (22.6)	C (22.9)	D (28.4)	C (23.8)	D (28.8)
SH-94/Mayberry Drive	TWSC	B (12.5)	B (12.3)	B (11.6)	B (13.1)	B (11.9)	B (13.2)	B (12.0)	B (14.0)	B (12.3)	B (14.0)
SH-94/Springs Road	TWSC	A (0.0)	B (10.3)	A (9.3)	B (10.5)	A (9.3)	B (10.6)	A (9.5)	B (11.1)	A (9.6)	B (11.1)
SH-94/Log Road	TWSC	B (12.7)	B (12.4)	B (13.5)	B (12.9)	B (13.5)	B (12.9)	C (15.1)	B (14.1)	C (15.1)	B (14.2)
SH-94/Ellicott Hwy	TWSC	C (18.6)	B (12.8)	C (21.6)	B (13.7)	C (21.6)	B (13.8)	D (34.7)	C (16.2)	D (34.9)	C (16.4)
Marketplace Drive/Village Main Street	TWSC	-	-	A (9.4)	A (9.9)	A (9.9)	B (10.6)	A (9.4)	A (9.9)	A (9.9)	B (10.6)
Marketplace Drive/South Access	TWSC	-	-	A (0.0)	A (0.0)	A (8.5)	A (8.6)	A (0.0)	A (0.0)	A (8.5)	A (8.6)
Marketplace Drive/Cattlemen Run/North Access	TWSC	-	-	A (8.3)	A (8.4)	A (8.6)	A (8.6)	A (8.3)	A (8.4)	A (8.6)	A (8.6)

Highest delay minor street lane is reported for all unsignalized intersections.
S = Traffic Signal; R = Roundabout; TWSC = Two Way Stop Control

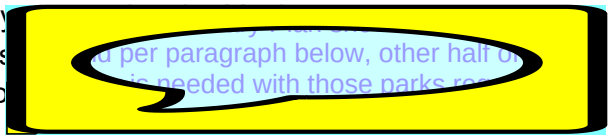
Proposed Improvements

All study area intersections are anticipated to operate at an acceptable LOS per El Paso County requirements for all scenarios analyzed in this TIS. Therefore, the infrastructure that is anticipated to be in place by the time PUD2 is developed and operational are anticipated to have the capacity necessary to serve the generated traffic. No additional improvements to SH-94 will be triggered with the addition of PUD2 to the Mayberry Communities development. This section analyzes potential improvements requested by El Paso County for analysis and discussed in previous TIS for the Mayberry development.

Mayberry Drive couplet

Mayberry Drive is a proposed arterial roadway which is planned to be constructed as a couplet, with two separate two-lane, one-way roadways separated by a large parkway. The ultimate northbound-only portion of the couplet has been constructed and is approved for interim use for both directions of travel. The *2022 – October – Mayberry Filing No. 3 TIS* prepared by LSC stated that a volume of over 3,000 ADT on Mayberry Drive would require the couplet southbound lanes be built.

Figure 12 shows the total traffic volumes anticipated on roadway development upon completion of PUD2. The analysis anticipates ADT along Mayberry Drive. Therefore, the traffic volume thresho the couplet southbound lanes would not be exceeded.



PUD2 will include the construction of parks and recreational uses in the vicinity of Mayberry Drive, Village Main Street, and Positive Place. Providing roadway connections along the perimeter of these parks as shown in the site plan would facilitate traffic circulation and provide on-street parking opportunities for parks users. Therefore, construction of the full width of the Mayberry Drive couplet north of Positive Place would occur with the Filing associated with the development of the park space bound by Mayberry Drive, Village Main Street, and Positive Place within the couplet.

Positive Place roadway capacity

Table 11 from the *2024 – January – Mayberry Filing 4 TIS* summarized improvements to be implemented with each filing of the Mayberry Phase 1 development. The table identified that with future PUDs beyond Phase 1, the roadway section of Positive Place would need to be evaluated for future expansion. Positive Place is ultimately classified as an Urban Residential Collector, but currently functions as an Urban Local roadway. The ADT limit for an Urban Local roadway is 3,000 ADT per El Paso County requirements. The Filing 4 TIS determined the ADT for Positive Place would be less than 3,000 ADT. As shown in Figure 6 and Figure 8, the PUD2 subarea is not anticipated to change the traffic volumes along Positive Place. Therefore, the current cross section and functionality of Positive Place will be sufficient to remain in place and should be evaluated with future PUDs beyond Phase 2. **Appendix E** contains the supporting information from the Filing 4 TIS.

Positive Place will be extended with its currently-constructed half width from Marketplace Drive to Mayberry Drive. This construction will occur with the proposed completion of the Mayberry Drive couplet roadway as described above.

See comment on previous page regarding timing of Mayberry Drive.

Village Main Street & Marketplace Drive intersection

The peak hour trips shown in **Figure 12** suggest that El Paso County criteria for exclusive turn lanes are met for the eastbound left turn and northbound left turn movements. This intersection serves as the intersection of two low-speed, Urban Local roadways. The arrival rate of northbound and eastbound traffic is less than two (2) vehicles per minute in the peak hours, and the arrival rate of vehicles on conflicting movements is comparatively low. The intersection operates at an acceptable LOS, and no queuing or stacking issues are expected with the current lane configuration. Therefore, it is not recommended to install exclusive left turn lanes on the northbound or eastbound approaches at this intersection.

Provide discussion of queueing lengths since critieria is met for exclusive turn lanes.

Village Main Street and Marketplace Drive roadway capacities

The traffic volumes shown in Figure 11 illustrate that the anticipated traffic v
Main Street and Marketplace Drive will both be less than 3,000 ADT. Therefore, both roadways will remain classified as Urban Local roadways.

Village Main Street & Mayberry Drive intersection

This intersection will be partially constructed with only the north and east legs constructed, until the Mayberry Drive couplet improvements are completed. This partially constructed intersection serves traffic from Filings 2-4 bound for SH-94. Once the Mayberry Drive couplet and Positive Place extension are completed, the new roadways configuration will allow traffic to take a path with fewer turns headed to SH-94, and therefore will alleviate westbound right turning traffic from Village Main Street and eliminate the need for an exclusive turn lane at the Village Main Street & Mayberry Drive intersection.

From previous page, seems to be a disconnect as to if second half of Mayberry Drive is being built. From the understanding that the parks are part of this PUD, second half of road should be constructed. If it's clearly shown it's not needed, then implications of this scenario need to be clearly discussed for turn lanes, queue lengths, etc for Village and Positive with Mayberry and Mayberry/SH94 intersection.

Tract K Site Access points

The peak hour trips shown in Figure 11
lanes is met for the northbound left turn
Drive. This access is taken off Marketplace Drive, which is a low speed, Urban Local roadway. The arrival rate of vehicles for the northbound and southbound approaches combined at this access is less than one (1) vehicle per minute in the peak hours. The intersection operates at an acceptable LOS, and no queuing or stacking issues are expected with the current lane configuration. Therefore, it is not recommended to install an exclusive left turn lane for the northbound left turn ingress at this driveway.

Both site access points along Marketplace Drive are designed to meet El Paso County criteria for emergency vehicle maneuverability and site distance.

Sight distances need to be shown on PUD Preliminary Plan at all intersections.

SH-94 & Mayberry Drive westbound left turn lane

A westbound left turn deceleration lane is currently being developed for the SH-94/Mayberry Drive intersection. The project is currently nearing completion of final design and stamped plans have been approved by CDOT. The proposed left turn lane will provide 525 feet of storage with a 300-foot bay taper. The *CDOT State Highway Access Code* (Ref. 9) states the required deceleration and storage lengths based on the posted speed limit and peak hour turning volumes. For a posted speed limit of 65 mph and a Long-Range peak hour turning volume of 18 vehicles per **Figure 15**, the total length required would be 800 feet of deceleration length and 25 feet of storage, for a total length required of 825 feet. Since the Access Code allows the bay taper length to be included in the deceleration length, this deceleration lane meets CDOT requirements, and no further improvements are needed.

SH-94 & Mayberry Drive eastbound acceleration lane

The CDOT Access Code states that a right turn acceleration lane is required for any access with a projected peak hour right turning volume greater than 50 vehicles when the posted speed limit is greater than 40 mph. The Long-Range peak hour traffic volumes shown in **Figure 15** show a maximum peak hour right turning volume of 10 vehicles for the northbound to eastbound movement. Therefore, a northbound to eastbound right turn acceleration lane is not needed with the development of the PUD2 subarea.

CDOT and El Paso County warrants met without PUD2

Additional turn lane and acceleration lane warrants are met in the study area per CDOT Access Code and El Paso County criteria. **Table 6** provides a summary of improvements whose thresholds are met with existing counts of background growth without the influence of PUD2. These represent transportation needs not associated with the Mayberry development.

From Mayberry Fil 3 TIS

provide discussion and update

Table 12: CDOT Roadway Improvements

Item #	Improvement	Timing	Responsibility
	Roadway Segment Improvements		
1-6	**El Paso County Improvements - Please refer to Table 12a**		
	CDOT - New Log Road/SH 94 Intersection Improvements		
7	Eastbound Right-Turn Deceleration Lane	With Filing No. 1. Construction nearing completion.	Applicant
8 UPDATED w/Filing 3	**Westbound Left-Turn Deceleration Lane - 525' - to accommodate Filings 1,2,2A and 3.**	**This improvement would be triggered after 65 lots are developed in Filing No. 3**	Applicant
9 UPDATED w/Filing 3	**A left-turn acceleration lane will be required for the northbound to westbound movement.**	**With the installation of the westbound left-turn deceleration lane - Item No. 8 (after 65 lots are developed in Filing No. 3)**	Applicant
10	Lengthening of the above westbound left turn deceleration lane lengthening to accommodate additional stacking for future development - **length TBD with future TIS reports**	Future Development*	Applicant
11	Eastbound Right Turn Acceleration Lane	With Future PUD development - TBD.	Applicant

Table 6: Improvements Warranted Without PUD2

Improvements Warranted Without PUD2 Influence Revised February 2025			
Intersection	**Improvement**	**Criteria**	**Timing**
SH-94/ Peyton Highway	EB RT Deceleration Lane	CDOT Access Code	Existing counts
	WB RT Deceleration Lane	CDOT Access Code	Short-Range Year 2028 background growth
	SB LT Deceleration Lane	EPC Turn Lane Warrants	Existing counts
	NB LT Deceleration Lane	EPC Turn Lane Warrants	Existing counts
SH-94/ Log Road	EB LT Deceleration Lane	CDOT Access Code	Existing counts
	EB RT Deceleration Lane	CDOT Access Code	Existing counts
	NB LT Deceleration Lane	EPC Turn Lane Warrants	Existing counts
SH-94/ Ellicott Highway	EB LT Deceleration Lane	CDOT Access Code	Existing counts
	WB RT Deceleration Lane	CDOT Access Code	Long-Range Year 2045 background growth
	NB LT Deceleration Lane	EPC Turn Lane Warrants	Existing counts
	SB RT Deceleration Lane	EPC Turn Lane Warrants	Long-Range Year 2045 background growth
SH-94/ Mayberry Drive	WB LT Deceleration Lane	CDOT Access Code	Approved and awaiting construction
	NB to WB LT Acceleration Lane	CDOT Access Code	Approved and awaiting construction

Developer Commitments

Table 7 summarizes the remaining improvements that will need to be implemented before the completion of PUD2. Timing for the construction of those improvements or the timing at which further evaluation of the improvements will be needed are included in this table.

As the site is built out, it is essential to regularly monitor intersection and roadway performance. Depending on the actual traffic patterns and congestion levels, further improvements to intersection and roadway designs may be required. Actual traffic volumes lower than what is assumed in this TIS should delay the need for the improvements identified herein.

Table 7: Mayberry PUD2 Improvements

PUD2 Developer Commitments Revised February 2025			
Item	Improvement	Timing	Responsibility
1	Mayberry Drive (formerly New Log Road) – Construct full couplet segments north of Positive Place per the PUD.	Final plat stage of the Mayberry Drive couplet parks.	Applicant
2a	Positive Place (formerly Mayberry Drive) – Construct half-width improvements from Mayberry Drive to Marketplace Drive	Final plat stage of the Mayberry Drive couplet parks.	Applicant
2b	Positive Place (formerly Mayberry Drive) – Construct the remaining half-section	Future – To be determined w/Future PUDs beyond Phase 2.	Applicant
3	Village Main Street – Construct full-width improvements from the existing connection at Mayberry Drive through the couplet.	Final plat stage of the Mayberry Drive couplet parks.	Applicant
4	Marketplace Drive & Tract K North Access	With Tract K. Construct as a three leg, conventional, one-way stop sign controlled intersection.	Applicant
5	Marketplace Drive & Tract K South Access	With Tract K. Construct as three leg, conventional, one-way stop sign controlled intersection.	Applicant

CDOT Permits

Mayberry PUD2 proposes improvements to Mayberry Drive which will include its intersection with SH-94. Constructing these improvements at SH-94 will require an updated access permit approved by CDOT. Current access permits are in place for PUD1. These permits account for the residential and commercial Filings within PUD1 and the CDOT improvements associated with those Filings. Within these permits, additional requirements for updating the access permits are required for each Filing.

A list of current CDOT access permits on file for the Mayberry development is provided below:

- AP#218053 – connection at Mayberry Drive (formerly New Log Road)
- AP#218054 – right-in/right-out connection at Springs Road.
- AP#223066 – PUD1, Filing 3 CDOT improvements.

Road Impact Fees

Individual developments within PUD2 will be subject to fees addressed through El Paso County's Road Impact Fee schedule. The specific Public Improvement District (PID) option (or opt-out option) will be provided with the plats of each Filing. The up-front fee amounts will be payable at the time of the building permit.

As shown in Table 7, the improvements associated with PUD2 are exclusively part of the Mayberry Communities development, except for the improvements to the SH-94/Mayberry Drive intersection, which will require modifications concurrent with the construction of the full Mayberry Drive couplet section. However, there are currently no improvements listed in El Paso County's Road Impact Fee program listed as eligible improvements for road impact fees to be paid towards. Further discussions with El Paso County staff are required to establish the fees necessary for each Filing, given the developer's current commitments to construct County roadways within the development. Furthermore, discussions with CDOT staff are required to establish the escrow amounts to be paid towards future improvements identified in the *2025 – January – Mayberry Sketch Plan TIS*.

Deviations

Refer to the *2024 – January – Mayberry Filing 4 TIS* prepared by HDR for a complete listing of deviations approved for PUD1. Several deviations are being sought for PUD2. Appropriate deviation request forms are included in **Appendix F**. The requested deviations with a brief summary justification of each are provided below.

- Back-in Parking: Install parking spaces which require vehicles to back in at an angle. Visibility upon exiting the parking space is improved, and trunk loading/unloading occurs on the sidewalk side instead of next to traffic.
- Positive Place cross section: reduced ROW width from 100-ft to 90-ft. Revised cross section will remove the previously approved bike lanes from the ultimate cross section. Bicycle traffic will shift to the proposed multi-use trail adjacent to Positive Place.

- Curb Extensions (Bulb-outs): Installed throughout the PUD2 site to provide higher pedestrian visibility, reduce crosswalk distances, and provide traffic calming at intersections.
- On-Street parking on Mayberry Drive: The two-lane, one-way segment of Mayberry Drive proposed for on-street parking also fronts Griffith Square and the pickleball courts. On-street parking will improve access to these parks and benefit the community.
- Raised Crosswalks: Raised crosswalks will provide traffic calming at pedestrian crossing locations anticipated to experience high pedestrian volumes in the long term.

ase provide discussions on the following items:

10	~ Evaluatio intersection spacing along all interior roads, and new intersections on adjacent or off-site roa and confirmation that the spacing meet criteria		
11	~ List ECM criteria for stacking, storage, and taper for every affected auxiliary lane and access and state w her this access can be met. If it cannot be met, state the required modifications so that it can be met.		
	~ Summary table of necessary turn lane improvements including design speed, taper rates and taper leng storage lengths, deceleration or acceleration lengths, and the resulting full-width lane lengths.		
	~ Trigger points for the construction of all required future improvements including but not limited to turn lanes gnals, widenings, and openings or closings of accesses. ("Trigger points" are the conditions that, when met, will call for the construction of said improvements.)		
	~ Discussi of pedestrian/bicyclist needs and provisions.		
	~ School a pedestrian routing plans		

References

1. 2025 – January – Mayberry Communities Sketch Plan Traffic Impact Study (PCD File No. SKP236) prepared by HDR
2. 2023 – February – Mayberry Filing 5 TIS (PDC File No. PUDSP233) prepared by HDR
3. 2022 – October – Mayberry Filing No. 3 TIS (PCD File No. SF2219) prepared by LSC
4. 2024 – January – Mayberry Filing No. 4 TIS (PCD File Nos. CS233 & SF2317) prepared by HDR.
5. El Paso County Major Transportation Corridor Plan (MTCP), adopted July 18, 2024
6. Institute of Transportation Engineers 2017 Trip Generation Manual, An Informational Report, 11th Edition, Washington D.C.
7. Engineering Criteria Manual, County of El Paso, 2020
8. Transportation Research Board 2016 Highway Capacity Manual, 6th Edition, Washington, D.C.
9. State of Colorado State Highway Access Code, Volume 2, Code of Colorado Regulations 601-1, March 2002

Appendix A: Existing Traffic Count Sheets

Daily Vehicle Volume Report

Study Date: Tuesday, 09/10/2024
Unit ID: RDC 112
Location: SH-94 west of Mayberry Dr
Comments: Colorado Springs, CO

	Westbound Volume	Eastbound Volume	Total Volume
00:00 - 00:59	6	9	**15**
01:00 - 01:59	2	12	**14**
02:00 - 02:59	7	6	**13**
03:00 - 03:59	15	6	**21**
04:00 - 04:59	39	17	**56**
05:00 - 05:59	142	36	**178**
06:00 - 06:59	308	78	**386**
07:00 - 07:59	318	173	**491**
08:00 - 08:59	189	75	**264**
09:00 - 09:59	172	117	**289**
10:00 - 10:59	120	97	**217**
11:00 - 11:59	122	94	**216**
12:00 - 12:59	129	139	**268**
13:00 - 13:59	105	113	**218**
14:00 - 14:59	120	147	**267**
15:00 - 15:59	123	232	**355**
16:00 - 16:59	188	280	**468**
17:00 - 17:59	129	354	**483**
18:00 - 18:59	142	261	**403**
19:00 - 19:59	83	144	**227**
20:00 - 20:59	38	121	**159**
21:00 - 21:59	26	72	**98**
22:00 - 22:59	24	40	**64**
23:00 - 23:59	8	25	**33**
Totals	**2555**	**2648**	**5203**
AM Peak Time	**06:23 - 07:22**	**06:51 - 07:50**	**06:46 - 07:45**
AM Peak Volume	**341**	**173**	**494**
PM Peak Time	**15:52 - 16:51**	**17:13 - 18:12**	**17:13 - 18:12**
PM Peak Volume	**191**	**374**	**501**

Daily Vehicle Volume Report

Study Date: Tuesday, 09/10/2024
Unit ID: RDC 46
Location: #2 SH-94 East of Log Rd - WB failed
Comments: El Paso County

	Eastbound Volume
00:00 - 00:59	10
01:00 - 01:59	7
02:00 - 02:59	5
03:00 - 03:59	5
04:00 - 04:59	16
05:00 - 05:59	35
06:00 - 06:59	64
07:00 - 07:59	175
08:00 - 08:59	80
09:00 - 09:59	108
10:00 - 10:59	88
11:00 - 11:59	88
12:00 - 12:59	119
13:00 - 13:59	99
14:00 - 14:59	113
15:00 - 15:59	216
16:00 - 16:59	246
17:00 - 17:59	285
18:00 - 18:59	234
19:00 - 19:59	121
20:00 - 20:59	118
21:00 - 21:59	63
22:00 - 22:59	36
23:00 - 23:59	22
Totals	**2353**
AM Peak Time	**07:00 - 07:59**
AM Peak Volume	**175**
PM Peak Time	**17:15 - 18:14**
PM Peak Volume	**312**

Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
24-Hour ADT
SH 94 East of Log Rd

File Name : SH 94 East of Log Rd 24 Hr
Site Code : HDR
Start Date : 9/10/2024
Page No : 1

Groups Printed- Light - Heavy

	SH 94 Eastbound		SH 94 Westbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
12:00 AM	0	0	3	3	3
12:15 AM	4	4	1	1	5
12:30 AM	2	2	0	0	2
12:45 AM	1	1	0	0	1
Total	7	7	4	4	11
01:00 AM	1	1	0	0	1
01:15 AM	5	5	2	2	7
01:30 AM	1	1	1	1	2
01:45 AM	0	0	0	0	0
Total	7	7	3	3	10
02:00 AM	0	0	0	0	0
02:15 AM	0	0	0	0	0
02:30 AM	0	0	1	1	1
02:45 AM	4	4	1	1	5
Total	4	4	2	2	6
03:00 AM	1	1	3	3	4
03:15 AM	1	1	3	3	4
03:30 AM	1	1	2	2	3
03:45 AM	2	2	8	8	10
Total	5	5	16	16	21
04:00 AM	0	0	7	7	7
04:15 AM	2	2	7	7	9
04:30 AM	8	8	7	7	15
04:45 AM	6	6	13	13	19
Total	16	16	34	34	50
05:00 AM	7	7	19	19	26

Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
24-Hour ADT
SH 94 East of Log Rd

File Name : SH 94 East of Log Rd 24 Hr
Site Code : HDR
Start Date : 9/10/2024

Groups Printed- Light - Heavy

	SH 94 Eastbound		SH 94 Westbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
05:15 AM	5	5	32	32	37
05:30 AM	7	7	29	29	36
05:45 AM	16	16	51	51	67
Total	35	35	131	131	166
06:00 AM	12	12	67	67	79
06:15 AM	14	14	66	66	80
06:30 AM	17	17	93	93	110
06:45 AM	24	24	59	59	83
Total	67	67	285	285	352
07:00 AM	33	33	82	82	115
07:15 AM	46	46	72	72	118
07:30 AM	64	64	74	74	138
07:45 AM	30	30	60	60	90
Total	173	173	288	288	461
08:00 AM	15	15	57	57	72
08:15 AM	17	17	48	48	65
08:30 AM	19	19	40	40	59
08:45 AM	24	24	31	31	55
Total	75	75	176	176	251
09:00 AM	37	37	43	43	80
09:15 AM	28	28	50	50	78
09:30 AM	19	19	44	44	63
09:45 AM	26	26	38	38	64
Total	110	110	175	175	285
10:00 AM	24	24	38	38	62
10:15 AM	23	23	25	25	48
10:30 AM	21	21	27	27	48
10:45 AM	27	27	24	24	51
Total	95	95	114	114	209

Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
24-Hour ADT
SH 94 East of Log Rd

File Name : SH 94 East of Log Rd 24 Hr
Site Code : HDR
Start Date : 9/10/2024

Groups Printed- Light - Heavy

	SH 94 Eastbound		SH 94 Westbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
11:00 AM	19	19	33	33	52
11:15 AM	28	28	28	28	56
11:30 AM	18	18	26	26	44
11:45 AM	19	19	31	31	50
Total	84	84	118	118	202
12:00 PM	32	32	43	43	75
12:15 PM	36	36	27	27	63
12:30 PM	21	21	35	35	56
12:45 PM	35	35	21	21	56
Total	124	124	126	126	250
01:00 PM	25	25	15	15	40
01:15 PM	31	31	28	28	59
01:30 PM	19	19	26	26	45
01:45 PM	26	26	31	31	57
Total	101	101	100	100	201
02:00 PM	24	24	27	27	51
02:15 PM	31	31	32	32	63
02:30 PM	37	37	17	17	54
02:45 PM	33	33	33	33	66
Total	125	125	109	109	234
03:00 PM	34	34	34	34	68
03:15 PM	44	44	29	29	73
03:30 PM	63	63	31	31	94
03:45 PM	73	73	26	26	99
Total	214	214	120	120	334
04:00 PM	64	64	54	54	118
04:15 PM	64	64	55	55	119
04:30 PM	58	58	51	51	109

Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
24-Hour ADT
SH 94 East of Log Rd

File Name : SH 94 East of Log Rd 24 Hr
Site Code : HDR
Start Date : 9/10/2024

Groups Printed- Light - Heavy

	SH 94 Eastbound		SH 94 Westbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
04:45 PM	56	56	33	33	89
Total	242	242	193	193	435
05:00 PM	61	61	28	28	89
05:15 PM	89	89	41	41	130
05:30 PM	77	77	29	29	106
05:45 PM	78	78	33	33	111
Total	305	305	131	131	436
06:00 PM	81	81	44	44	125
06:15 PM	59	59	46	46	105
06:30 PM	51	51	29	29	80
06:45 PM	47	47	22	22	69
Total	238	238	141	141	379
07:00 PM	39	39	22	22	61
07:15 PM	25	25	20	20	45
07:30 PM	22	22	17	17	39
07:45 PM	34	34	17	17	51
Total	120	120	76	76	196
08:00 PM	29	29	9	9	38
08:15 PM	39	39	7	7	46
08:30 PM	23	23	5	5	28
08:45 PM	23	23	11	11	34
Total	114	114	32	32	146
09:00 PM	18	18	7	7	25
09:15 PM	14	14	2	2	16
09:30 PM	15	15	7	7	22
09:45 PM	13	13	7	7	20
Total	60	60	23	23	83

Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
24-Hour ADT
SH 94 East of Log Rd

File Name : SH 94 East of Log Rd 24 Hr
Site Code : HDR
Start Date : 9/10/2024

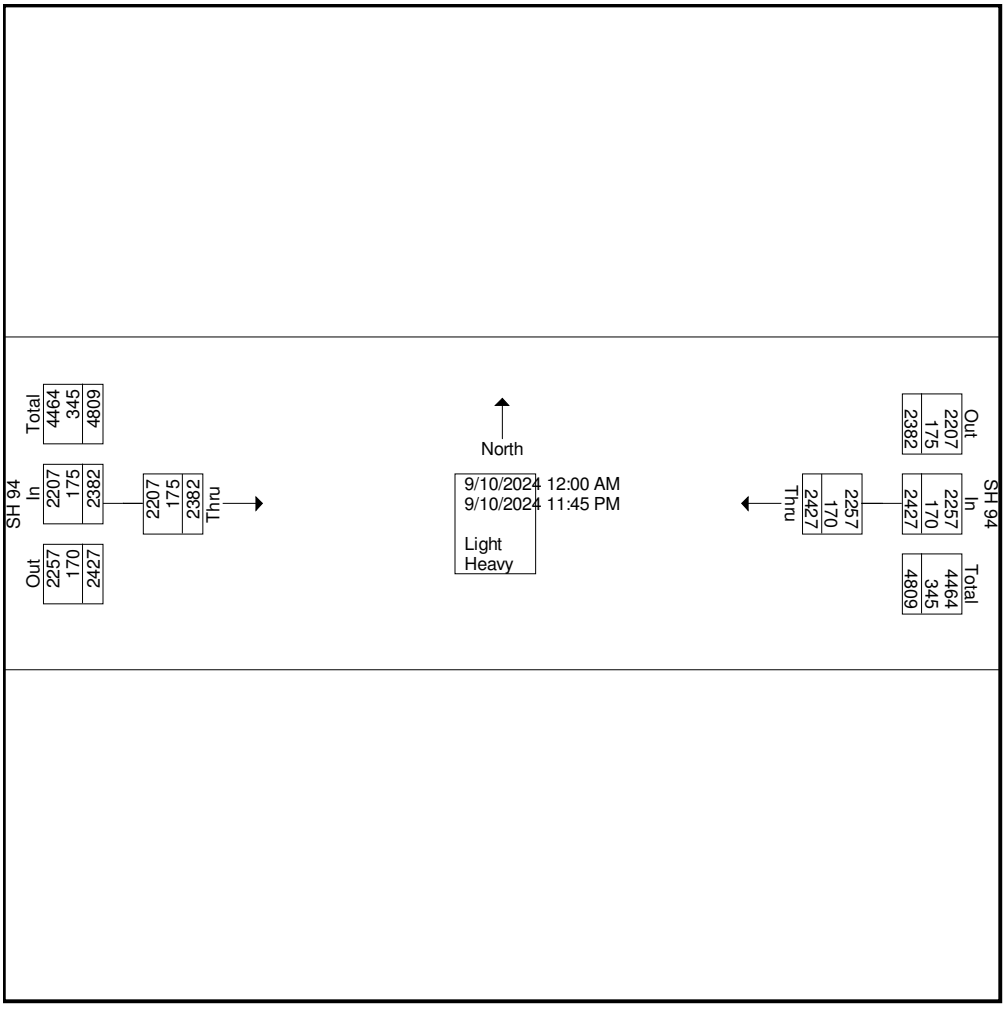
Groups Printed- Light - Heavy

	SH 94 Eastbound		SH 94 Westbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
10:00 PM	5	5	3	3	8
10:15 PM	13	13	3	3	16
10:30 PM	9	9	6	6	15
10:45 PM	11	11	10	10	21
Total	38	38	22	22	60
11:00 PM	9	9	3	3	12
11:15 PM	8	8	2	2	10
11:30 PM	3	3	2	2	5
11:45 PM	3	3	1	1	4
Total	23	23	8	8	31
Grand Total	2382	2382	2427	2427	4809
Apprch %	100		100		
Total %	49.5	49.5	50.5	50.5	
Light	2207	2207	2257	2257	4464
% Light	92.7	92.7	93	93	92.8
Heavy	175	175	170	170	345
% Heavy	7.3	7.3	7	7	7.2

Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
24-Hour ADT
SH 94 East of Log Rd

File Name : SH 94 East of Log Rd 24 Hr
Site Code : HDR
Start Date : 9/10/2024
Page No : 6

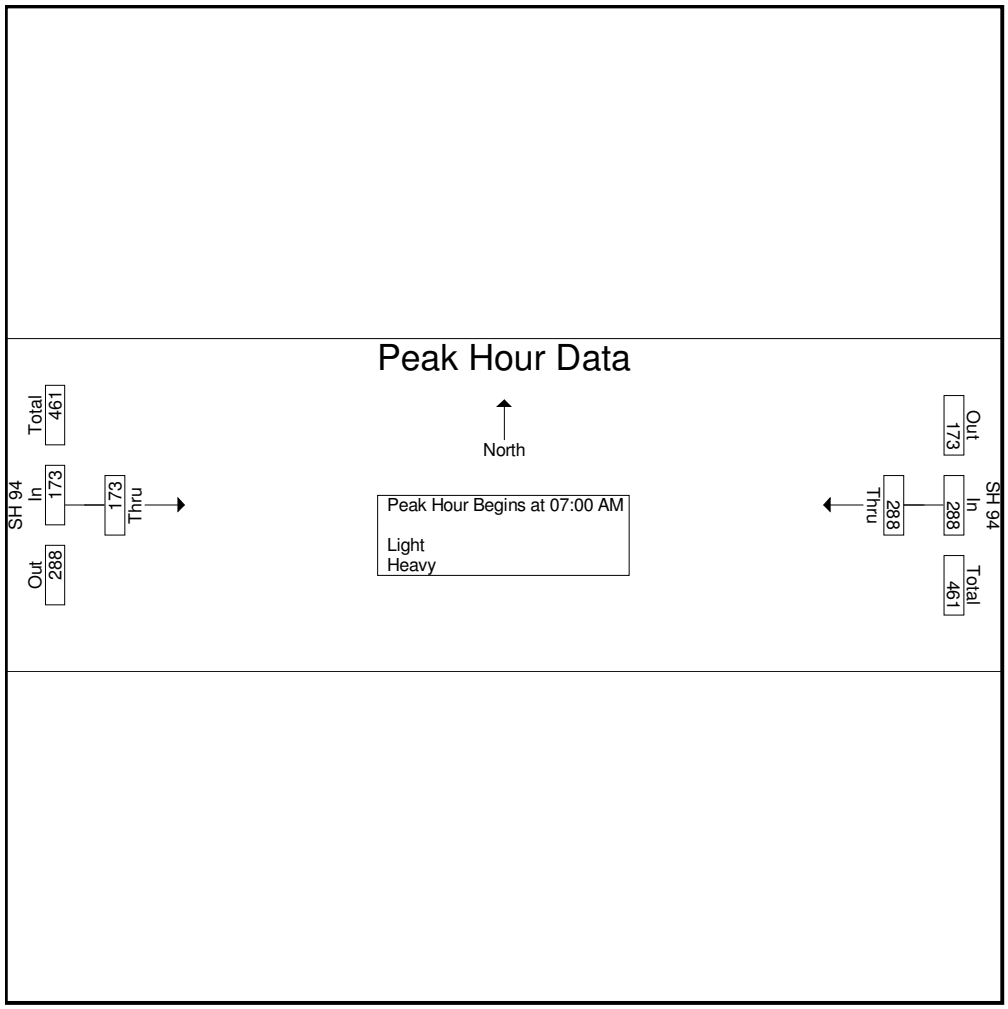


Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
24-Hour ADT
SH 94 East of Log Rd

File Name : SH 94 East of Log Rd 24 Hr
Site Code : HDR
Start Date : 9/10/2024
Page No : 7

	SH 94 Eastbound		SH 94 Westbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 12:00 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:00 AM					
07:00 AM	33	33	**82**	**82**	115
07:15 AM	46	46	72	72	118
07:30 AM	**64**	**64**	74	74	**138**
07:45 AM	30	30	60	60	90
Total Volume	173	173	288	288	461
% App. Total	100		100		
PHF	.676	.676	.878	.878	.835

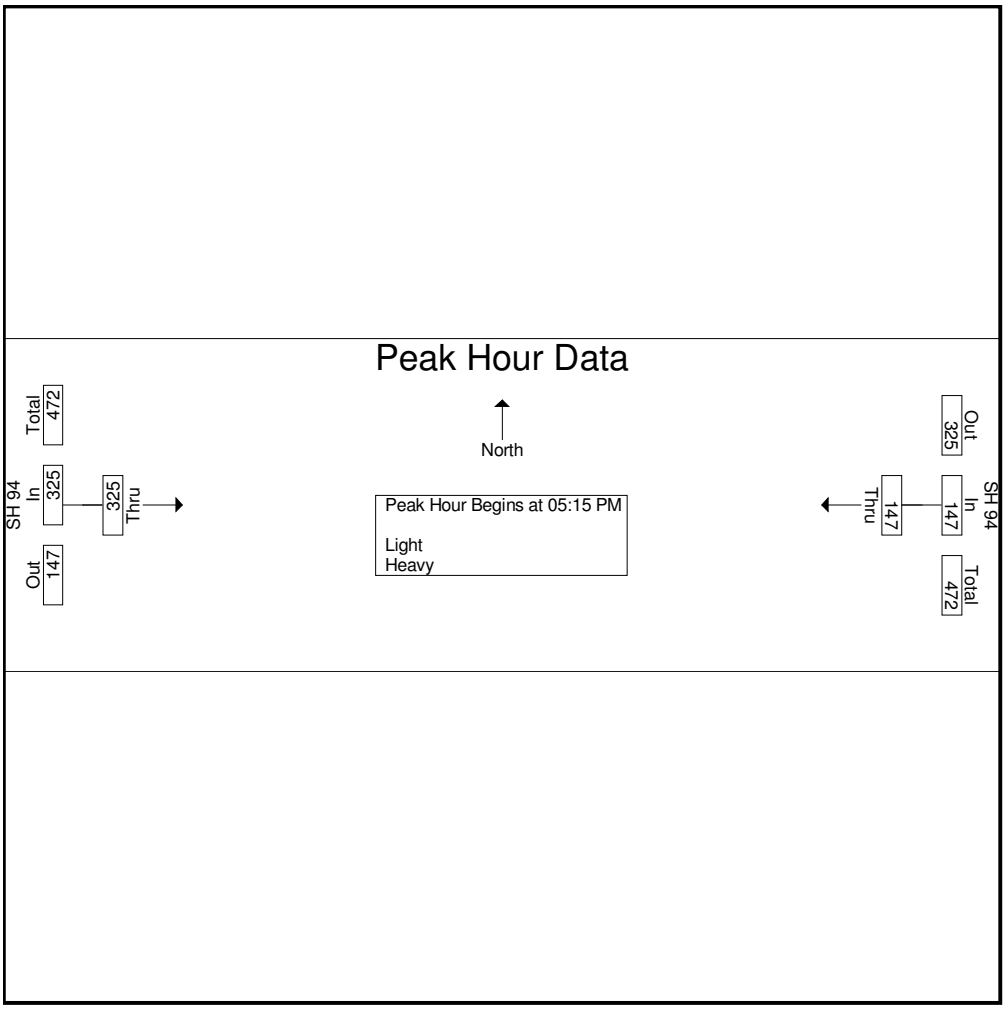


Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
24-Hour ADT
SH 94 East of Log Rd

File Name : SH 94 East of Log Rd 24 Hr
Site Code : HDR
Start Date : 9/10/2024
Page No : 8

	SH 94 Eastbound		SH 94 Westbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 05:15 PM					
05:15 PM	**89**	**89**	41	41	**130**
05:30 PM	77	77	29	29	106
05:45 PM	78	78	33	33	111
06:00 PM	81	81	**44**	**44**	125
Total Volume	325	325	147	147	472
% App. Total	100		100		
PHF	.913	.913	.835	.835	.908



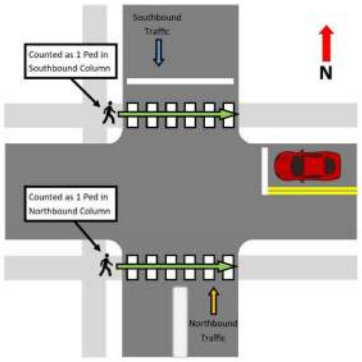
Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
24-Hour ADT
SH 94 East of Log Rd

File Name : SH 94 East of Log Rd 24 Hr
Site Code : HDR
Start Date : 9/10/2024
Page No : 9

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.



Daily Vehicle Volume Report

Study Date: Tuesday, 09/10/2024
Unit ID: RDC 10
Location: Log Rd south of SH 94
Comments: Colorado Spring, CO

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	0	0	**0**
01:00 - 01:59	0	5	**5**
02:00 - 02:59	2	0	**2**
03:00 - 03:59	0	0	**0**
04:00 - 04:59	1	1	**2**
05:00 - 05:59	5	1	**6**
06:00 - 06:59	29	9	**38**
07:00 - 07:59	35	21	**56**
08:00 - 08:59	24	6	**30**
09:00 - 09:59	13	6	**19**
10:00 - 10:59	8	5	**13**
11:00 - 11:59	10	7	**17**
12:00 - 12:59	17	17	**34**
13:00 - 13:59	9	12	**21**
14:00 - 14:59	18	15	**33**
15:00 - 15:59	14	23	**37**
16:00 - 16:59	28	28	**56**
17:00 - 17:59	10	42	**52**
18:00 - 18:59	33	31	**64**
19:00 - 19:59	10	15	**25**
20:00 - 20:59	3	12	**15**
21:00 - 21:59	7	8	**15**
22:00 - 22:59	5	2	**7**
23:00 - 23:59	0	2	**2**
Totals	**281**	**268**	**549**
AM Peak Time	**07:16 - 08:15**	**06:46 - 07:45**	**06:53 - 07:52**
AM Peak Volume	**37**	**24**	**59**
PM Peak Time	**17:38 - 18:37**	**17:22 - 18:21**	**17:30 - 18:29**
PM Peak Volume	**37**	**52**	**84**

Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Peyton Hwy

File Name : 1 SH 94 and Peyton AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 1

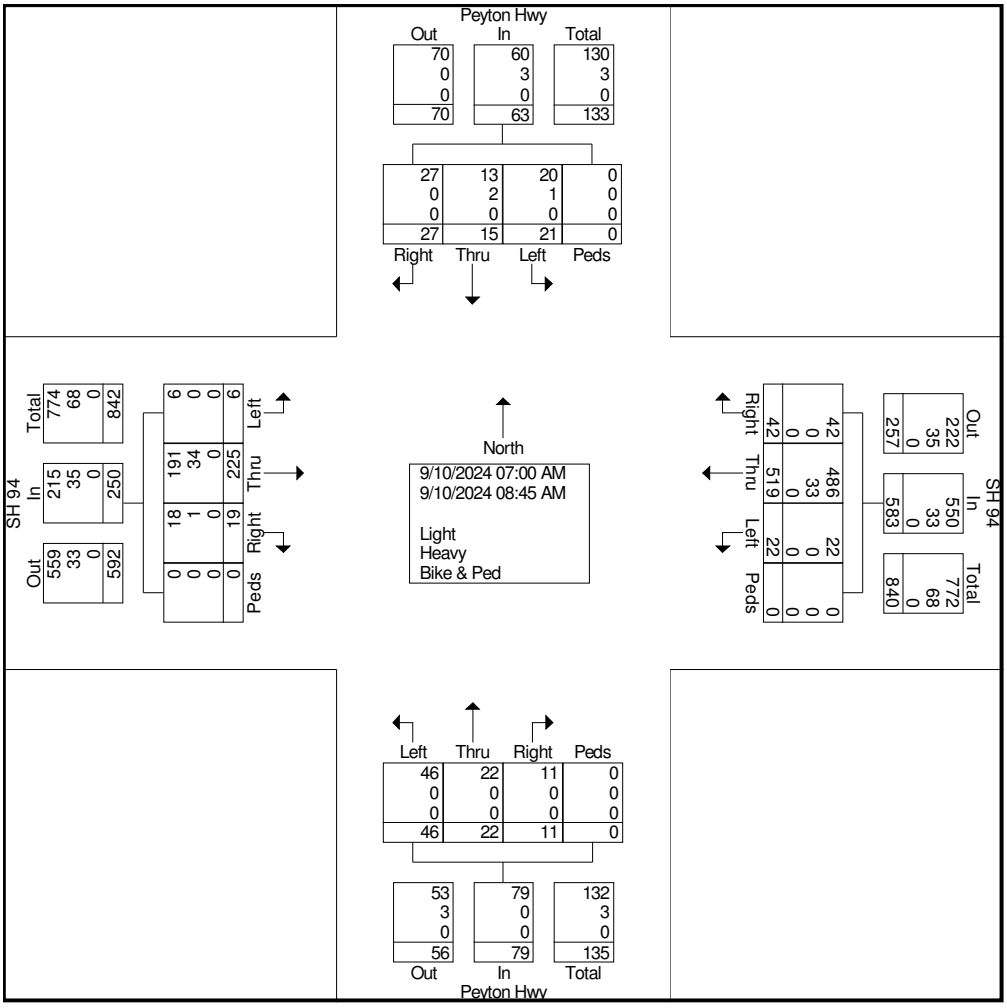
Groups Printed- Light - Heavy - Bike & Ped

	SH 94 Eastbound					SH 94 Westbound					Peyton Hwy Northbound					Peyton Hwy Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	31	6	0	37	4	94	9	0	107	11	2	1	0	14	1	2	7	0	10	168
07:15 AM	0	45	3	0	48	4	89	5	0	98	10	5	2	0	17	4	1	5	0	10	173
07:30 AM	1	39	2	0	42	2	73	4	0	79	4	4	2	0	10	10	5	4	0	19	150
07:45 AM	3	32	0	0	35	2	72	6	0	80	5	5	0	0	10	1	2	7	0	10	135
Total	4	147	11	0	162	12	328	24	0	364	30	16	5	0	51	16	10	23	0	49	626
08:00 AM	0	17	1	0	18	2	58	5	0	65	7	4	1	0	12	0	1	2	0	3	98
08:15 AM	0	15	1	0	16	6	52	1	0	59	4	1	1	0	6	3	2	1	0	6	87
08:30 AM	0	24	1	0	25	2	48	3	0	53	2	0	0	0	2	1	2	1	0	4	84
08:45 AM	2	22	5	0	29	0	33	9	0	42	3	1	4	0	8	1	0	0	0	1	80
Total	2	78	8	0	88	10	191	18	0	219	16	6	6	0	28	5	5	4	0	14	349
Grand Total	6	225	19	0	250	22	519	42	0	583	46	22	11	0	79	21	15	27	0	63	975
Apprch %	2.4	90	7.6	0		3.8	89	7.2	0		58.2	27.8	13.9	0		33.3	23.8	42.9	0		
Total %	0.6	23.1	1.9	0	25.6	2.3	53.2	4.3	0	59.8	4.7	2.3	1.1	0	8.1	2.2	1.5	2.8	0	6.5	
Light	6	191	18	0	215	22	486	42	0	550	46	22	11	0	79	20	13	27	0	60	904
% Light	100	84.9	94.7	0	86	100	93.6	100	0	94.3	100	100	100	0	100	95.2	86.7	100	0	95.2	92.7
Heavy	0	34	1	0	35	0	33	0	0	33	0	0	0	0	0	1	2	0	0	3	71
% Heavy	0	15.1	5.3	0	14	0	6.4	0	0	5.7	0	0	0	0	0	4.8	13.3	0	0	4.8	7.3
Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Peyton Hwy

File Name : 1 SH 94 and Peyton AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 2

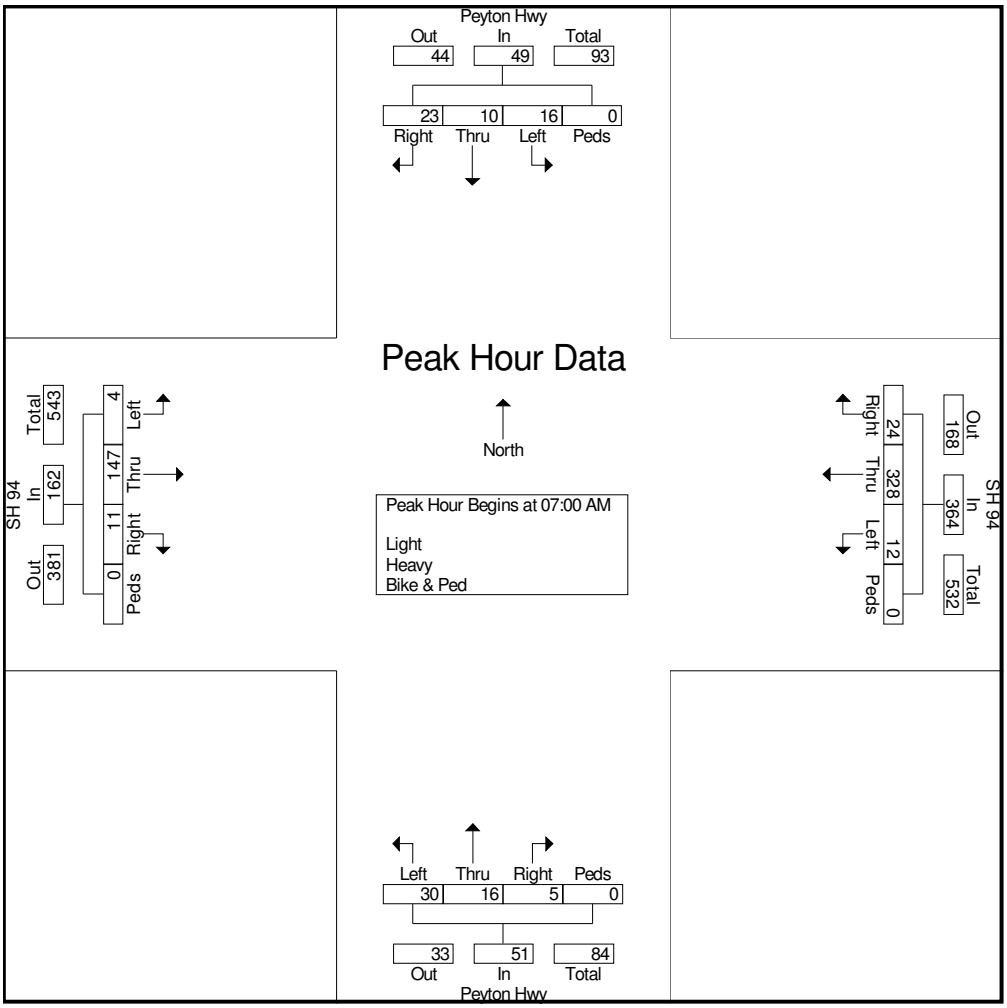


Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Peyton Hwy

File Name : 1 SH 94 and Peyton AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 3

	SH 94 Eastbound					SH 94 Westbound					Peyton Hwy Northbound					Peyton Hwy Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	31	**6**	0	37	**4**	**94**	**9**	0	**107**	**11**	2	1	0	14	1	2	**7**	0	10	168
07:15 AM	0	**45**	3	0	**48**	4	89	5	0	98	10	**5**	**2**	0	**17**	4	1	5	0	10	**173**
07:30 AM	1	39	2	0	42	2	73	4	0	79	4	4	2	0	10	**10**	**5**	4	0	**19**	150
07:45 AM	**3**	32	0	0	35	2	72	6	0	80	5	5	0	0	10	1	2	7	0	10	135
Total Volume	4	147	11	0	162	12	328	24	0	364	30	16	5	0	51	16	10	23	0	49	626
% App. Total	2.5	90.7	6.8	0		3.3	90.1	6.6	0		58.8	31.4	9.8	0		32.7	20.4	46.9	0		
PHF	.333	.817	.458	.000	.844	.750	.872	.667	.000	.850	.682	.800	.625	.000	.750	.400	.500	.821	.000	.645	.905



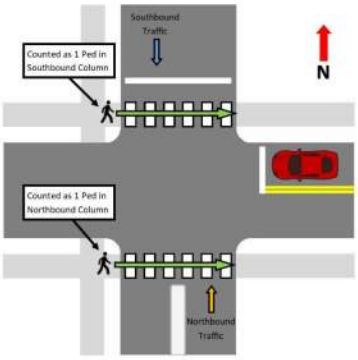
Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Peyton Hwy

File Name : 1 SH 94 and Peyton AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 4

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.



Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Peyton Hwy

File Name : 1 SH 94 and Peyton PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 1

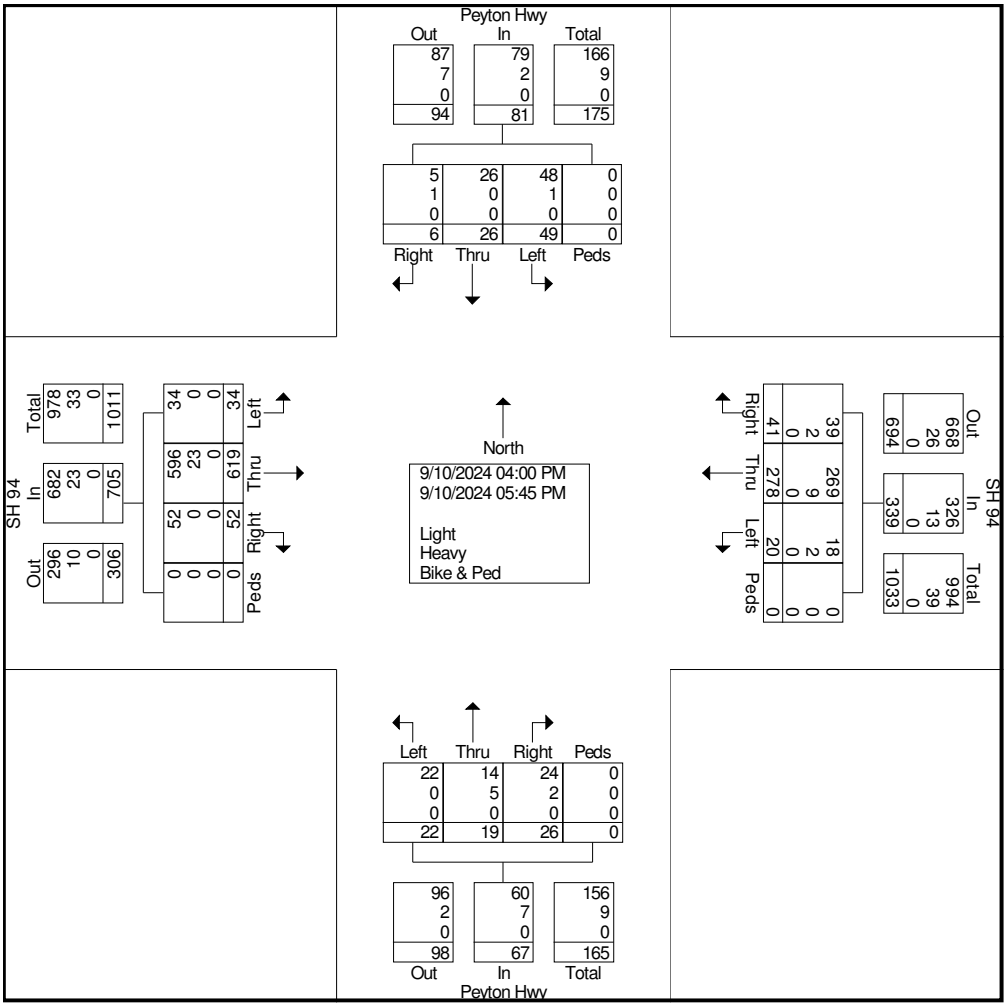
Groups Printed- Light - Heavy - Bike & Ped

	SH 94 Eastbound					SH 94 Westbound					Peyton Hwy Northbound					Peyton Hwy Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	4	80	3	0	87	3	45	8	0	56	3	2	6	0	11	3	3	2	0	8	162
04:15 PM	3	67	5	0	75	3	45	9	0	57	2	4	4	0	10	7	2	0	0	9	151
04:30 PM	4	67	2	0	73	2	49	6	0	57	5	1	2	0	8	3	7	0	0	10	148
04:45 PM	4	74	6	0	84	1	29	1	0	31	2	2	1	0	5	3	3	1	0	7	127
Total	15	288	16	0	319	9	168	24	0	201	12	9	13	0	34	16	15	3	0	34	588
05:00 PM	6	80	7	0	93	1	31	8	0	40	1	2	2	0	5	8	4	2	0	14	152
05:15 PM	6	86	14	0	106	3	30	3	0	36	3	3	2	0	8	5	2	1	0	8	158
05:30 PM	1	72	5	0	78	1	24	1	0	26	0	2	8	0	10	7	4	0	0	11	125
05:45 PM	6	93	10	0	109	6	25	5	0	36	6	3	1	0	10	13	1	0	0	14	169
Total	19	331	36	0	386	11	110	17	0	138	10	10	13	0	33	33	11	3	0	47	604
Grand Total	34	619	52	0	705	20	278	41	0	339	22	19	26	0	67	49	26	6	0	81	1192
Apprch %	4.8	87.8	7.4	0		5.9	82	12.1	0		32.8	28.4	38.8	0		60.5	32.1	7.4	0		
Total %	2.9	51.9	4.4	0	59.1	1.7	23.3	3.4	0	28.4	1.8	1.6	2.2	0	5.6	4.1	2.2	0.5	0	6.8	
Light	34	596	52	0	682	18	269	39	0	326	22	14	24	0	60	48	26	5	0	79	1147
% Light	100	96.3	100	0	96.7	90	96.8	95.1	0	96.2	100	73.7	92.3	0	89.6	98	100	83.3	0	97.5	96.2
Heavy	0	23	0	0	23	2	9	2	0	13	0	5	2	0	7	1	0	1	0	2	45
% Heavy	0	3.7	0	0	3.3	10	3.2	4.9	0	3.8	0	26.3	7.7	0	10.4	2	0	16.7	0	2.5	3.8
Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Peyton Hwy

File Name : 1 SH 94 and Peyton PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 2

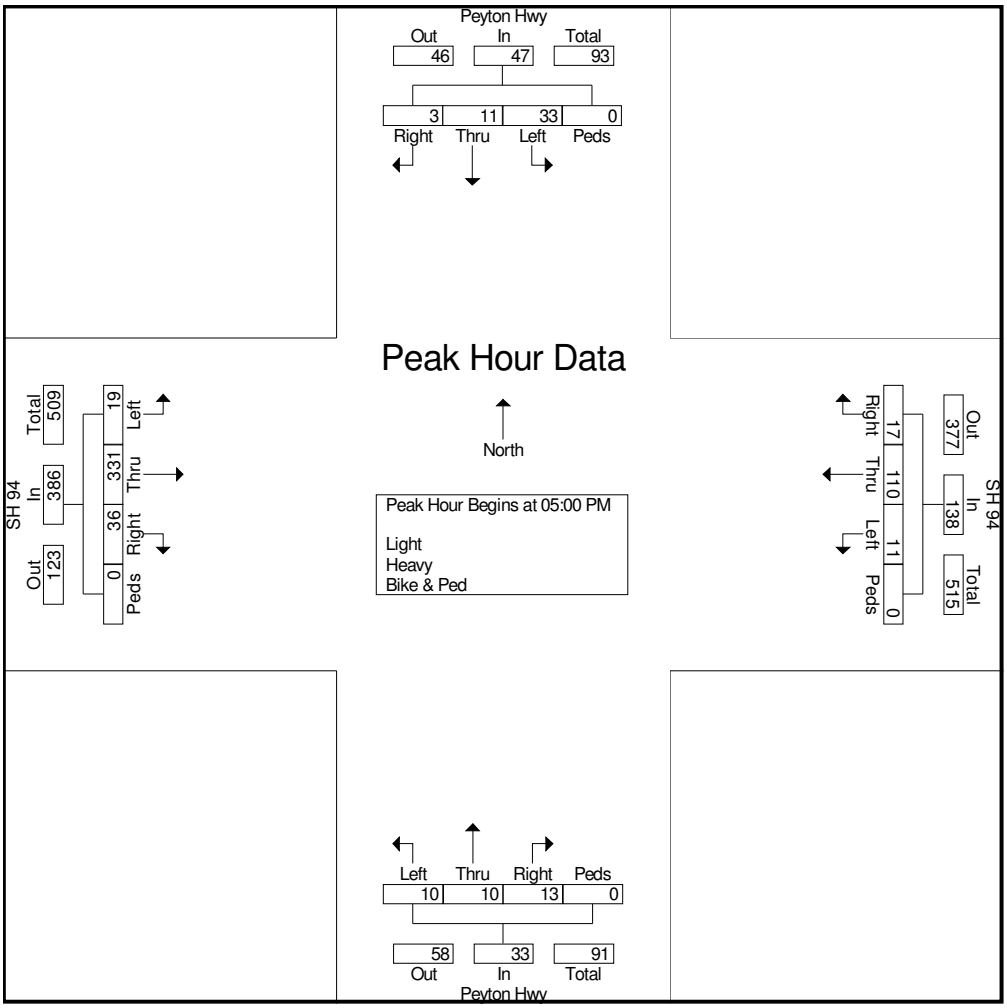


Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Peyton Hwy

File Name : 1 SH 94 and Peyton PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 3

	SH 94 Eastbound					SH 94 Westbound					Peyton Hwy Northbound					Peyton Hwy Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**6**	80	7	0	93	1	**31**	**8**	0	**40**	1	2	2	0	5	8	**4**	**2**	0	**14**	152
05:15 PM	6	86	**14**	0	106	3	30	3	0	36	3	**3**	2	0	8	5	2	1	0	8	158
05:30 PM	1	72	5	0	78	1	24	1	0	26	0	2	**8**	0	**10**	7	4	0	0	11	125
05:45 PM	6	**93**	10	0	**109**	**6**	25	5	0	36	**6**	3	1	0	10	**13**	1	0	0	14	**169**
Total Volume	19	331	36	0	386	11	110	17	0	138	10	10	13	0	33	33	11	3	0	47	604
% App. Total	4.9	85.8	9.3	0		8	79.7	12.3	0		30.3	30.3	39.4	0		70.2	23.4	6.4	0		
PHF	.792	.890	.643	.000	.885	.458	.887	.531	.000	.863	.417	.833	.406	.000	.825	.635	.688	.375	.000	.839	.893



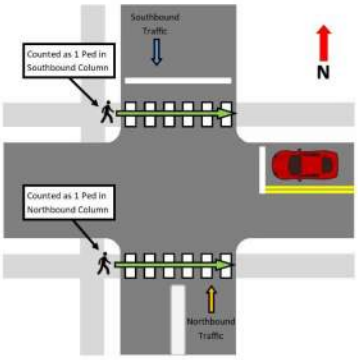
Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Peyton Hwy

File Name : 1 SH 94 and Peyton PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 4

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.



Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Mayberry Dr

File Name : 2 SH 94 and Mayberry AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 1

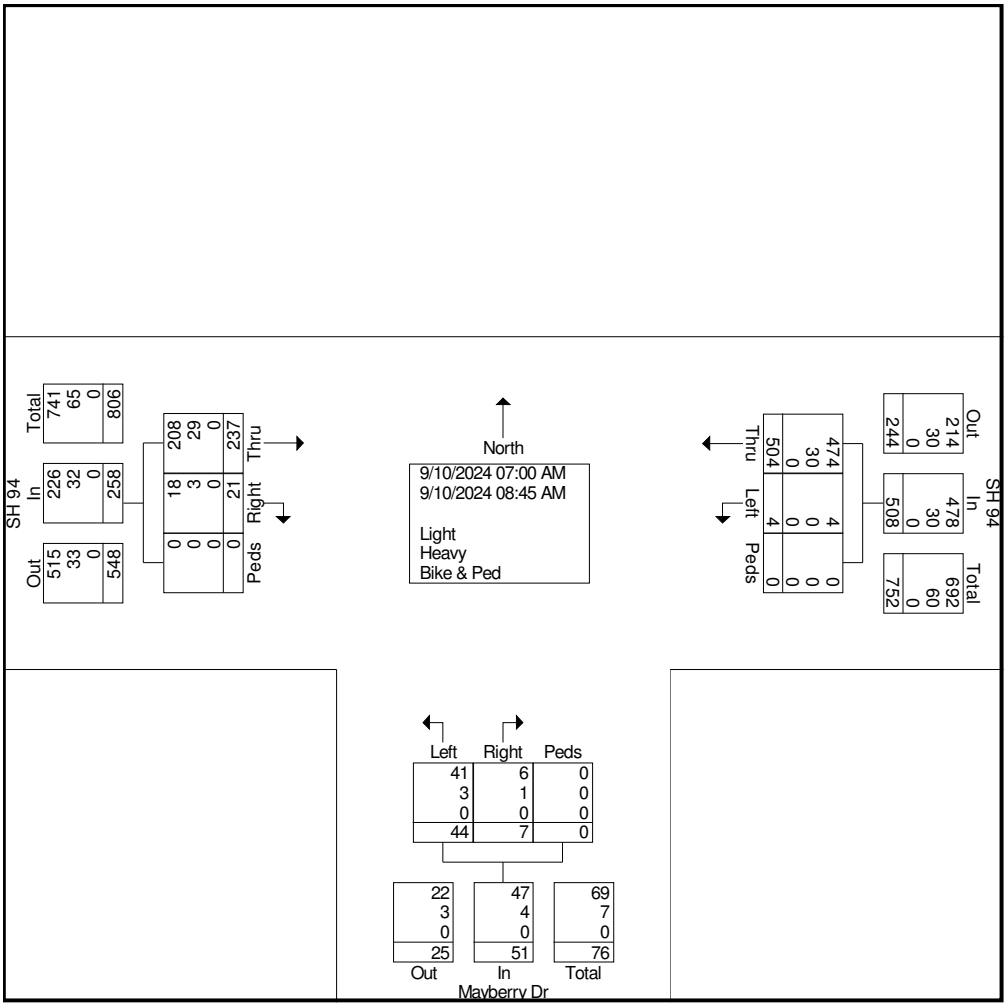
Groups Printed- Light - Heavy - Bike & Ped

	SH 94 Eastbound				SH 94 Westbound				Mayberry Dr Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
07:00 AM	31	2	0	33	0	86	0	86	13	0	0	13	132
07:15 AM	50	4	0	54	0	79	0	79	11	3	0	14	147
07:30 AM	56	2	0	58	1	76	0	77	2	0	0	2	137
07:45 AM	29	6	0	35	0	71	0	71	6	0	0	6	112
Total	166	14	0	180	1	312	0	313	32	3	0	35	528
08:00 AM	15	3	0	18	2	58	0	60	3	1	0	4	82
08:15 AM	17	3	0	20	1	49	0	50	3	2	0	5	75
08:30 AM	19	0	0	19	0	48	0	48	3	0	0	3	70
08:45 AM	20	1	0	21	0	37	0	37	3	1	0	4	62
Total	71	7	0	78	3	192	0	195	12	4	0	16	289
Grand Total	237	21	0	258	4	504	0	508	44	7	0	51	817
Apprch %	91.9	8.1	0		0.8	99.2	0		86.3	13.7	0		
Total %	29	2.6	0	31.6	0.5	61.7	0	62.2	5.4	0.9	0	6.2	
Light	208	18	0	226	4	474	0	478	41	6	0	47	751
% Light	87.8	85.7	0	87.6	100	94	0	94.1	93.2	85.7	0	92.2	91.9
Heavy	29	3	0	32	0	30	0	30	3	1	0	4	66
% Heavy	12.2	14.3	0	12.4	0	6	0	5.9	6.8	14.3	0	7.8	8.1
Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0

Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Mayberry Dr

File Name : 2 SH 94 and Mayberry AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 2

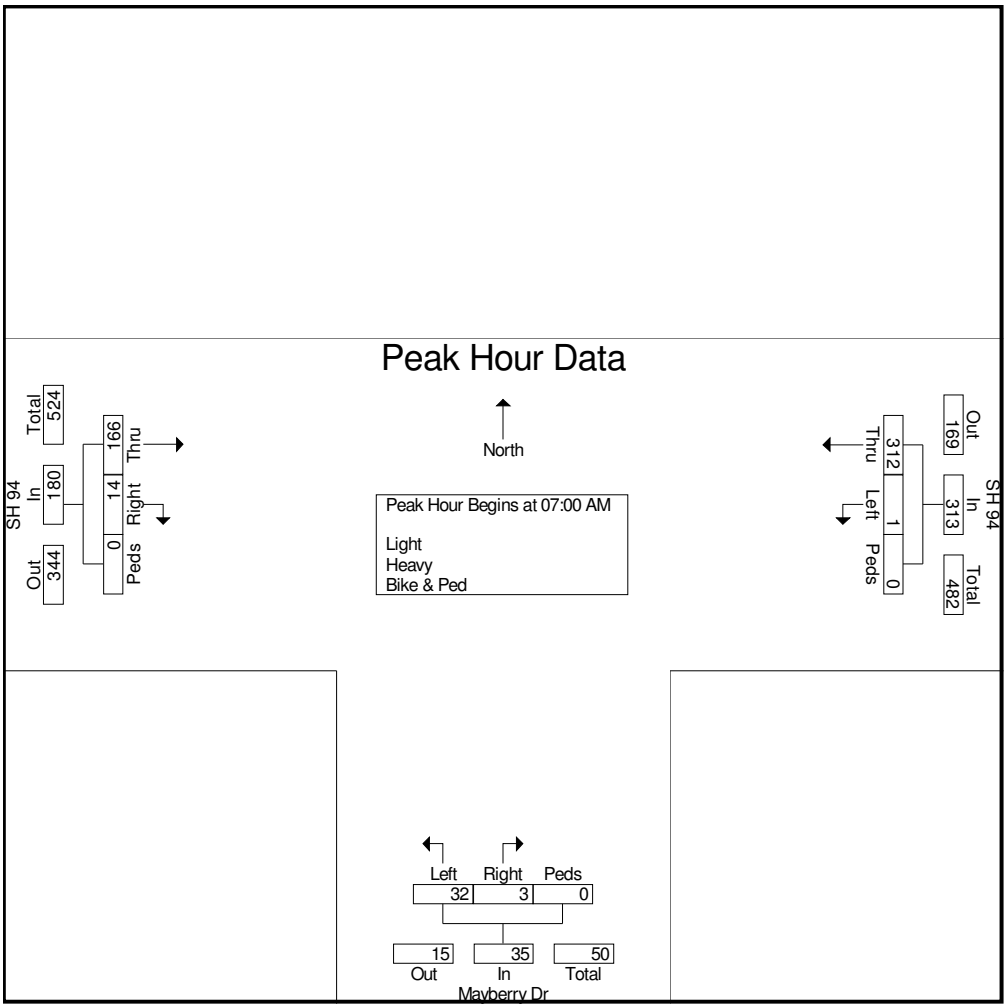


Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Mayberry Dr

File Name : 2 SH 94 and Mayberry AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 3

	SH 94 Eastbound				SH 94 Westbound				Mayberry Dr Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	31	2	0	33	0	**86**	0	**86**	**13**	0	0	13	132
07:15 AM	50	4	0	54	0	79	0	79	11	**3**	0	**14**	**147**
07:30 AM	**56**	2	0	**58**	**1**	76	0	77	2	0	0	2	137
07:45 AM	29	**6**	0	35	0	71	0	71	6	0	0	6	112
Total Volume	166	14	0	180	1	312	0	313	32	3	0	35	528
% App. Total	92.2	7.8	0		0.3	99.7	0		91.4	8.6	0		
PHF	.741	.583	.000	.776	.250	.907	.000	.910	.615	.250	.000	.625	.898



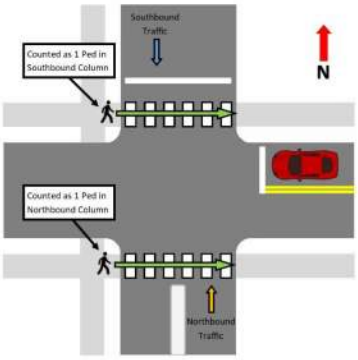
Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Mayberry Dr

File Name : 2 SH 94 and Mayberry AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 4

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.



Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Mayberry Dr

File Name : 2 SH 94 and Mayberry PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 1

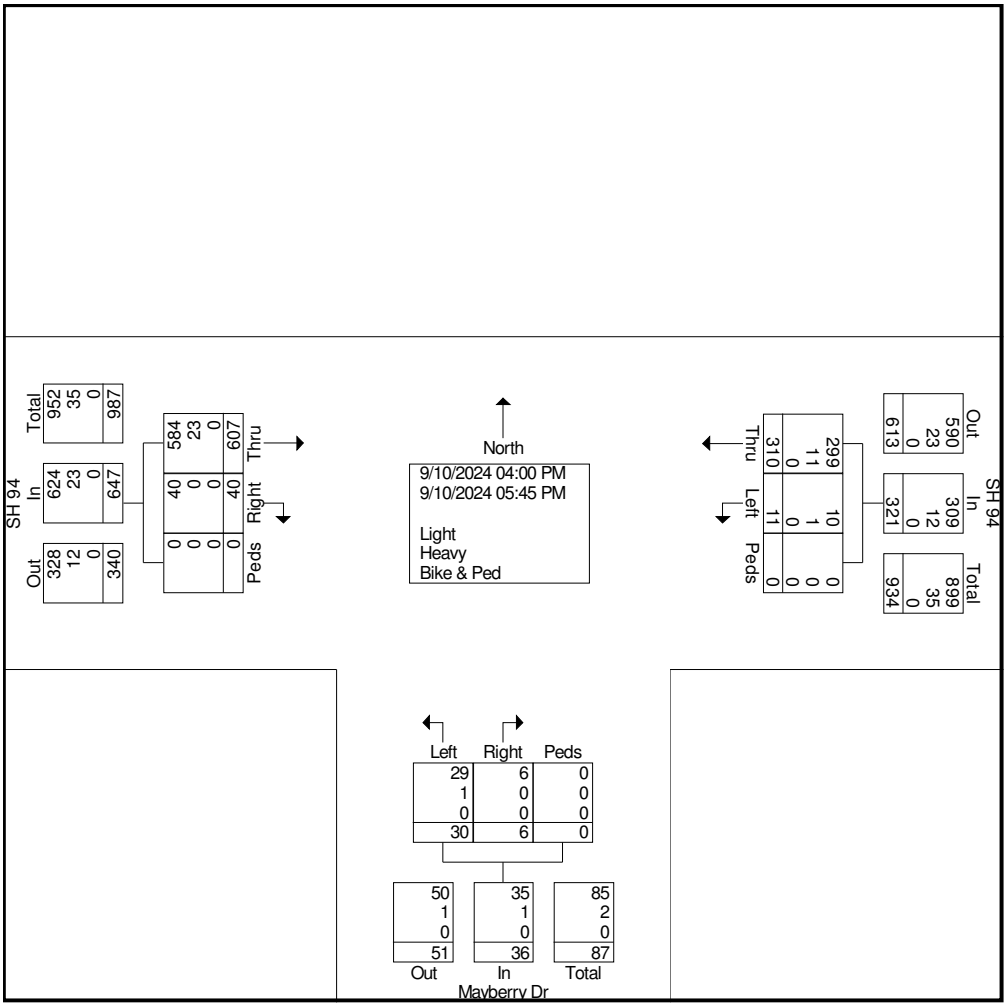
Groups Printed- Light - Heavy - Bike & Ped

	SH 94 Eastbound				SH 94 Westbound				Mayberry Dr Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
04:00 PM	72	5	0	77	1	52	0	53	6	0	0	6	136
04:15 PM	70	4	0	74	1	52	0	53	9	0	0	9	136
04:30 PM	62	5	0	67	3	49	0	52	5	1	0	6	125
04:45 PM	70	2	0	72	1	31	0	32	1	0	0	1	105
Total	274	16	0	290	6	184	0	190	21	1	0	22	502
05:00 PM	67	8	0	75	1	30	0	31	6	2	0	8	114
05:15 PM	89	5	0	94	3	38	0	41	2	1	0	3	138
05:30 PM	84	6	0	90	1	25	0	26	1	1	0	2	118
05:45 PM	93	5	0	98	0	33	0	33	0	1	0	1	132
Total	333	24	0	357	5	126	0	131	9	5	0	14	502
Grand Total	607	40	0	647	11	310	0	321	30	6	0	36	1004
Apprch %	93.8	6.2	0		3.4	96.6	0		83.3	16.7	0		
Total %	60.5	4	0	64.4	1.1	30.9	0	32	3	0.6	0	3.6	
Light	584	40	0	624	10	299	0	309	29	6	0	35	968
% Light	96.2	100	0	96.4	90.9	96.5	0	96.3	96.7	100	0	97.2	96.4
Heavy	23	0	0	23	1	11	0	12	1	0	0	1	36
% Heavy	3.8	0	0	3.6	9.1	3.5	0	3.7	3.3	0	0	2.8	3.6
Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0

Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Mayberry Dr

File Name : 2 SH 94 and Mayberry PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 2

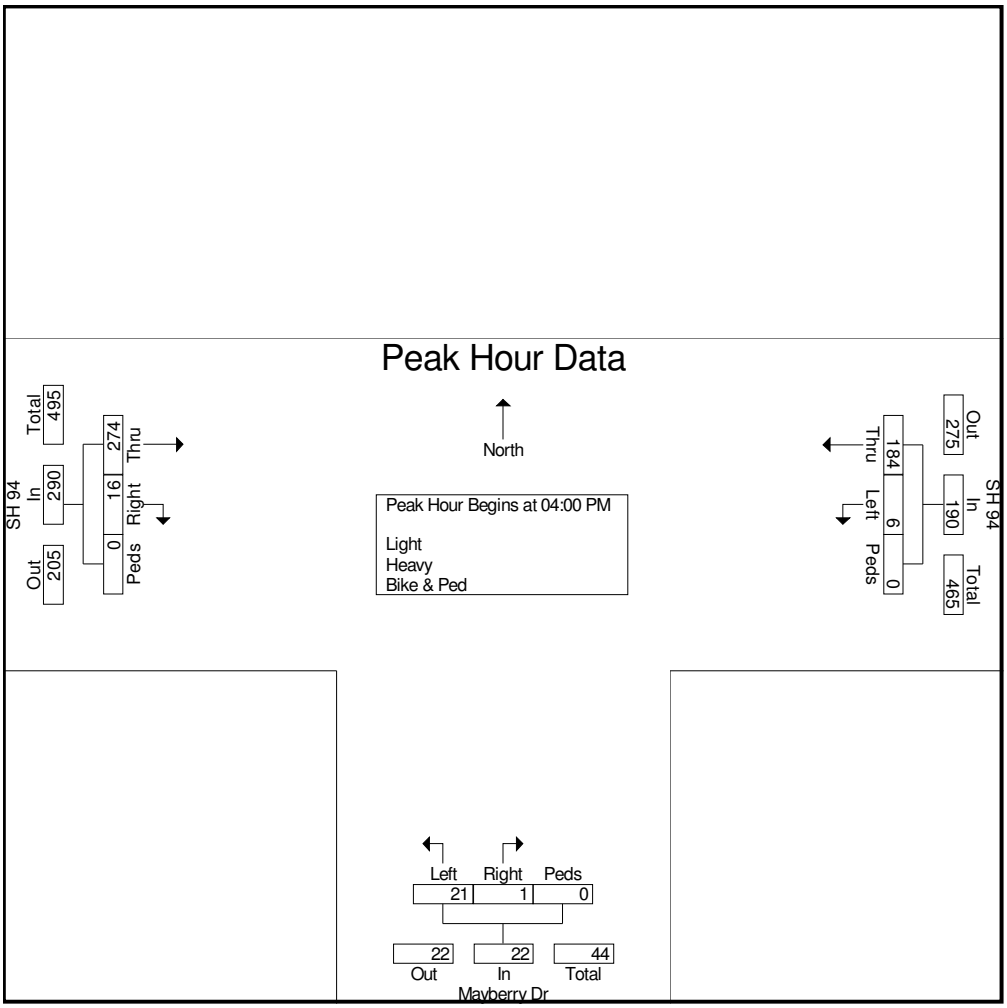


Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Mayberry Dr

File Name : 2 SH 94 and Mayberry PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 3

	SH 94 Eastbound				SH 94 Westbound				Mayberry Dr Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	**72**	**5**	0	**77**	1	**52**	0	**53**	6	0	0	6	**136**
04:15 PM	70	4	0	74	1	52	0	53	**9**	0	0	**9**	136
04:30 PM	62	5	0	67	**3**	49	0	52	5	**1**	0	6	125
04:45 PM	70	2	0	72	1	31	0	32	1	0	0	1	105
Total Volume	274	16	0	290	6	184	0	190	21	1	0	22	502
% App. Total	94.5	5.5	0		3.2	96.8	0		95.5	4.5	0		
PHF	.951	.800	.000	.942	.500	.885	.000	.896	.583	.250	.000	.611	.923



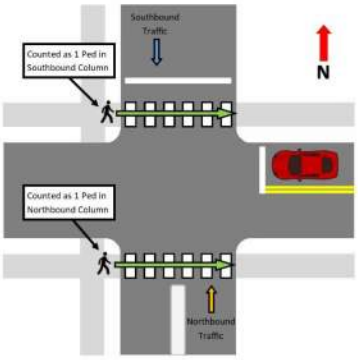
Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Mayberry Dr

File Name : 2 SH 94 and Mayberry PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 4

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.



Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Springs RD

File Name : 3 SH 94 and Springs Rd AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 1

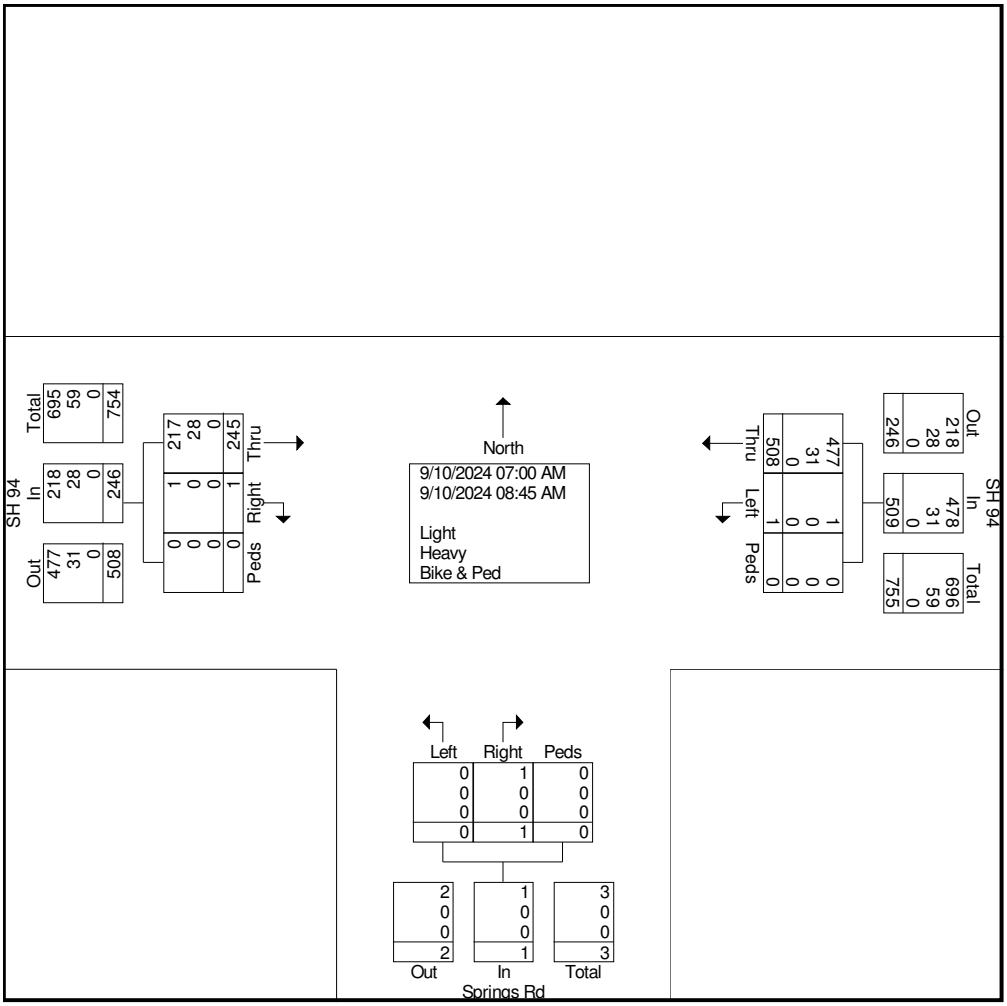
Groups Printed- Light - Heavy - Bike & Ped

	SH 94 Eastbound				SH 94 Westbound				Springs Rd Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
07:00 AM	32	0	0	32	0	86	0	86	0	0	0	0	118
07:15 AM	53	0	0	53	0	78	0	78	0	0	0	0	131
07:30 AM	56	0	0	56	0	81	0	81	0	0	0	0	137
07:45 AM	30	0	0	30	1	68	0	69	0	0	0	0	99
Total	171	0	0	171	1	313	0	314	0	0	0	0	485
08:00 AM	16	0	0	16	0	58	0	58	0	0	0	0	74
08:15 AM	18	1	0	19	0	52	0	52	0	1	0	1	72
08:30 AM	17	0	0	17	0	48	0	48	0	0	0	0	65
08:45 AM	23	0	0	23	0	37	0	37	0	0	0	0	60
Total	74	1	0	75	0	195	0	195	0	1	0	1	271
Grand Total	245	1	0	246	1	508	0	509	0	1	0	1	756
Apprch %	99.6	0.4	0		0.2	99.8	0		0	100	0		
Total %	32.4	0.1	0	32.5	0.1	67.2	0	67.3	0	0.1	0	0.1	
Light	217	1	0	218	1	477	0	478	0	1	0	1	697
% Light	88.6	100	0	88.6	100	93.9	0	93.9	0	100	0	100	92.2
Heavy	28	0	0	28	0	31	0	31	0	0	0	0	59
% Heavy	11.4	0	0	11.4	0	6.1	0	6.1	0	0	0	0	7.8
Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0

Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Springs RD

File Name : 3 SH 94 and Springs Rd AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 2

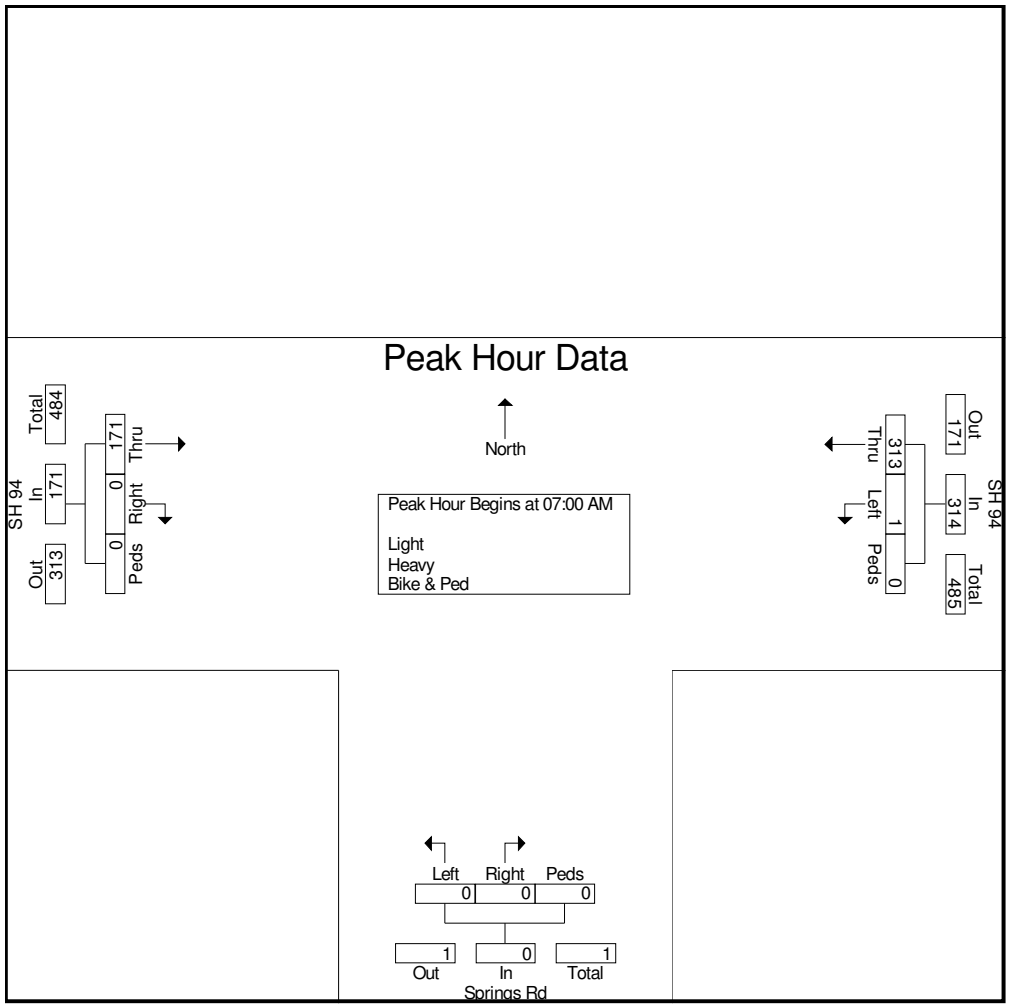


Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Springs RD

File Name : 3 SH 94 and Springs Rd AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 3

	SH 94 Eastbound				SH 94 Westbound				Springs Rd Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	32	0	0	32	0	**86**	0	**86**	0	0	0	0	118
07:15 AM	53	0	0	53	0	78	0	78	0	0	0	0	131
07:30 AM	**56**	0	0	**56**	0	81	0	81	0	0	0	0	**137**
07:45 AM	30	0	0	30	**1**	68	0	69	0	0	0	0	99
Total Volume	171	0	0	171	1	313	0	314	0	0	0	0	485
% App. Total	100	0	0		0.3	99.7	0		0	0	0		
PHF	.763	.000	.000	.763	.250	.910	.000	.913	.000	.000	.000	.000	.885



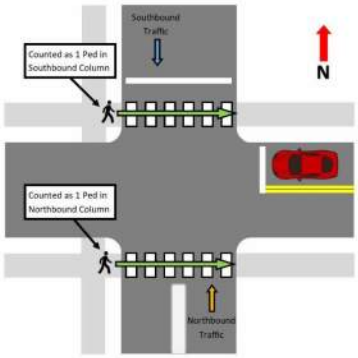
Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Springs RD

File Name : 3 SH 94 and Springs Rd AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 4

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.



Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Springs RD

File Name : 3 SH 94 and Springs Rd PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 1

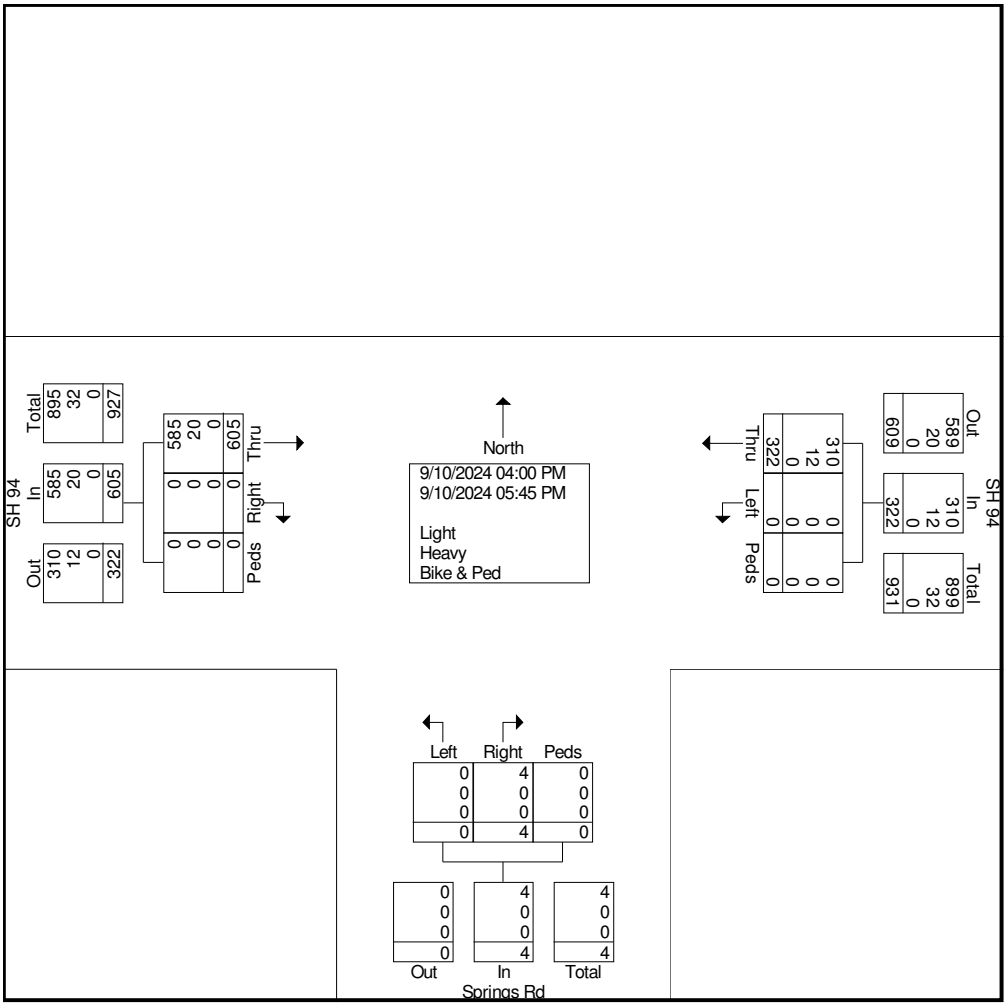
Groups Printed- Light - Heavy - Bike & Ped

	SH 94 Eastbound				SH 94 Westbound				Springs Rd Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
04:00 PM	70	0	0	70	0	55	0	55	0	3	0	3	128
04:15 PM	70	0	0	70	0	54	0	54	0	0	0	0	124
04:30 PM	63	0	0	63	0	51	0	51	0	0	0	0	114
04:45 PM	62	0	0	62	0	33	0	33	0	0	0	0	95
Total	265	0	0	265	0	193	0	193	0	3	0	3	461
05:00 PM	74	0	0	74	0	30	0	30	0	0	0	0	104
05:15 PM	90	0	0	90	0	41	0	41	0	0	0	0	131
05:30 PM	86	0	0	86	0	27	0	27	0	0	0	0	113
05:45 PM	90	0	0	90	0	31	0	31	0	1	0	1	122
Total	340	0	0	340	0	129	0	129	0	1	0	1	470
Grand Total	605	0	0	605	0	322	0	322	0	4	0	4	931
Apprch %	100	0	0		0	100	0		0	100	0		
Total %	65	0	0	65	0	34.6	0	34.6	0	0.4	0	0.4	
Light	585	0	0	585	0	310	0	310	0	4	0	4	899
% Light	96.7	0	0	96.7	0	96.3	0	96.3	0	100	0	100	96.6
Heavy	20	0	0	20	0	12	0	12	0	0	0	0	32
% Heavy	3.3	0	0	3.3	0	3.7	0	3.7	0	0	0	0	3.4
Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0

Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Springs RD

File Name : 3 SH 94 and Springs Rd PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 2

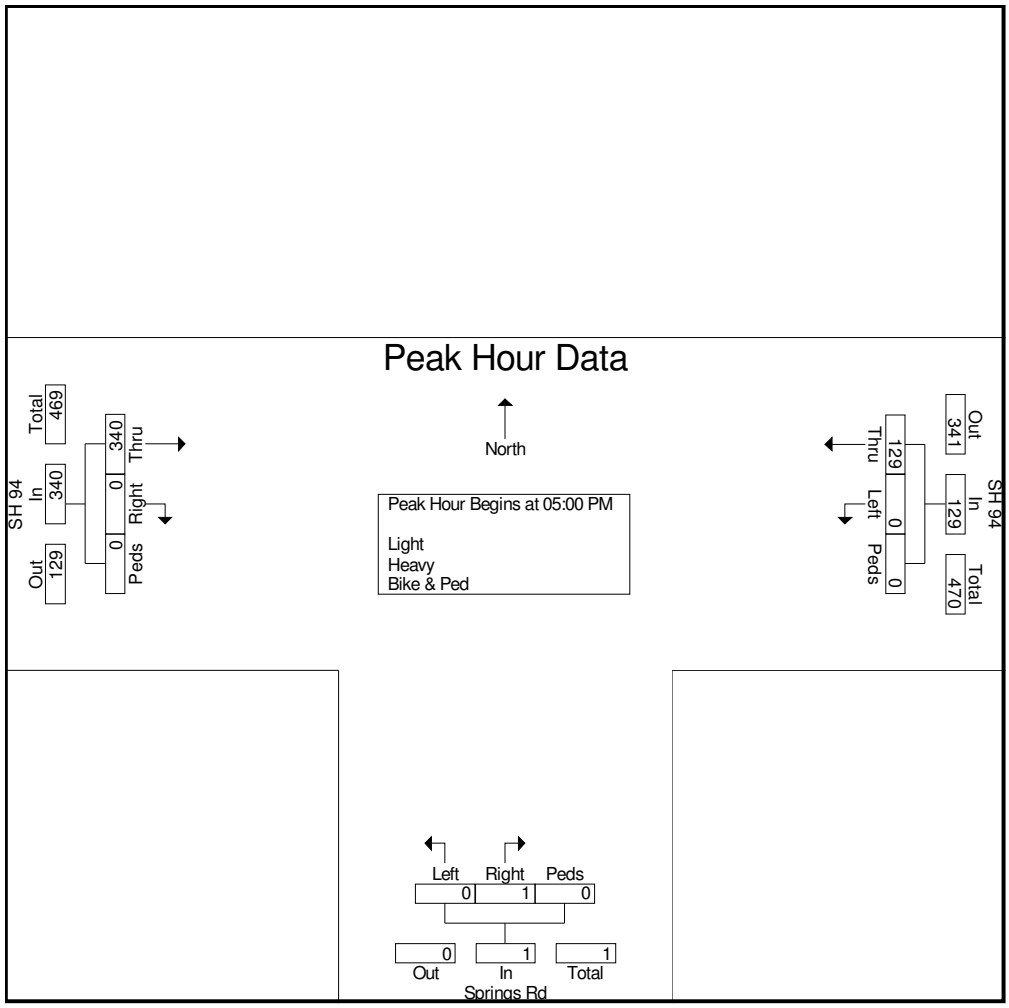


Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Springs RD

File Name : 3 SH 94 and Springs Rd PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 3

	SH 94 Eastbound				SH 94 Westbound				Springs Rd Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	74	0	0	74	0	30	0	30	0	0	0	0	104
05:15 PM	**90**	0	0	**90**	0	**41**	0	**41**	0	0	0	0	**131**
05:30 PM	86	0	0	86	0	27	0	27	0	0	0	0	113
05:45 PM	90	0	0	90	0	31	0	31	0	**1**	0	**1**	122
Total Volume	340	0	0	340	0	129	0	129	0	1	0	1	470
% App. Total	100	0	0		0	100	0		0	100	0		
PHF	.944	.000	.000	.944	.000	.787	.000	.787	.000	.250	.000	.250	.897



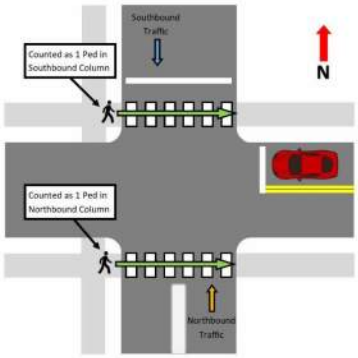
Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Springs RD

File Name : 3 SH 94 and Springs Rd PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 4

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.



Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Log Rd

File Name : 4 SH 94 and Log Rd AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 1

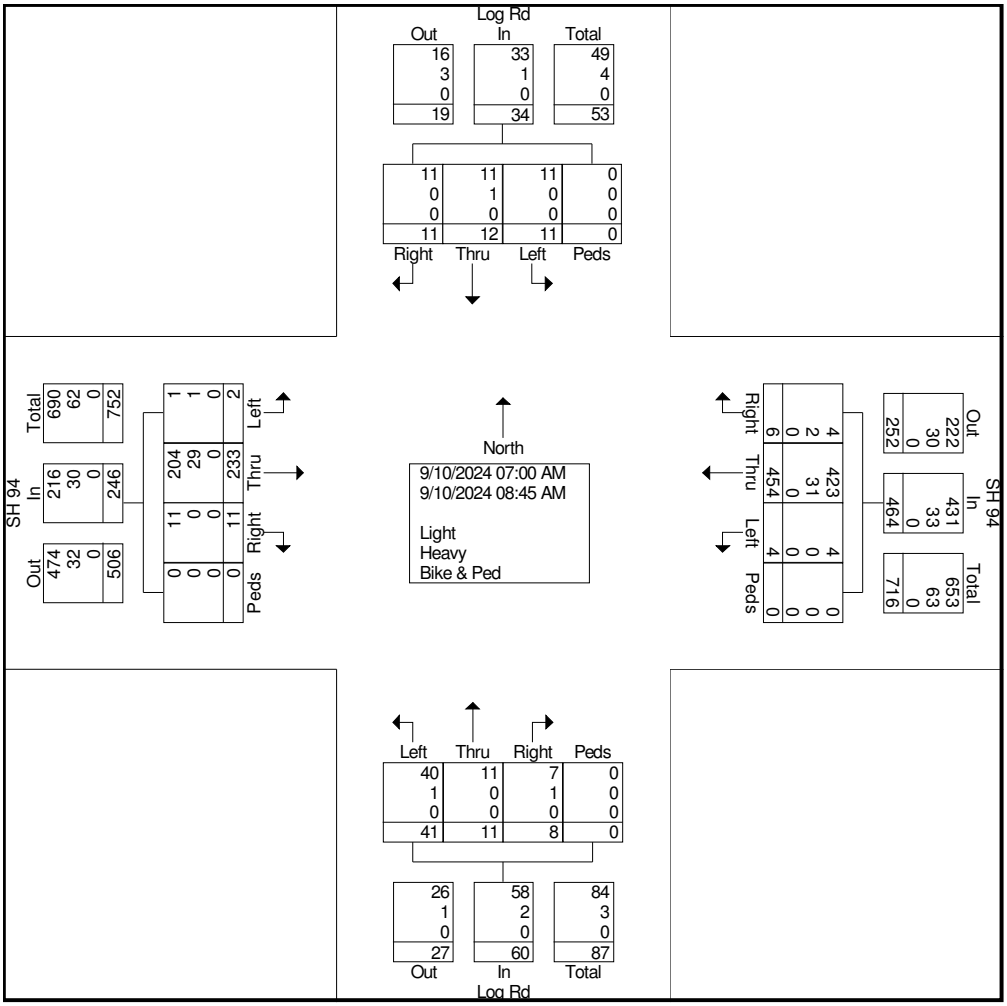
Groups Printed- Light - Heavy - Bike & Ped

	SH 94 Eastbound					SH 94 Westbound					Log Rd Northbound					Log Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	31	0	0	31	0	81	1	0	82	3	0	1	0	4	1	1	1	0	3	120
07:15 AM	0	43	5	0	48	1	70	1	0	72	7	2	1	0	10	3	4	2	0	9	139
07:30 AM	0	60	2	0	62	0	74	1	0	75	10	2	2	0	14	4	5	0	0	9	160
07:45 AM	0	29	1	0	30	1	58	1	0	60	5	1	2	0	8	0	1	2	0	3	101
Total	0	163	8	0	171	2	283	4	0	289	25	5	6	0	36	8	11	5	0	24	520
08:00 AM	1	15	0	0	16	1	53	2	0	56	3	1	0	0	4	0	0	2	0	2	78
08:15 AM	0	15	2	0	17	0	48	0	0	48	2	3	1	0	6	1	0	0	0	1	72
08:30 AM	1	16	1	0	18	0	40	0	0	40	7	2	1	0	10	2	1	3	0	6	74
08:45 AM	0	24	0	0	24	1	30	0	0	31	4	0	0	0	4	0	0	1	0	1	60
Total	2	70	3	0	75	2	171	2	0	175	16	6	2	0	24	3	1	6	0	10	284
Grand Total	2	233	11	0	246	4	454	6	0	464	41	11	8	0	60	11	12	11	0	34	804
Apprch %	0.8	94.7	4.5	0		0.9	97.8	1.3	0		68.3	18.3	13.3	0		32.4	35.3	32.4	0		
Total %	0.2	29	1.4	0	30.6	0.5	56.5	0.7	0	57.7	5.1	1.4	1	0	7.5	1.4	1.5	1.4	0	4.2	
Light	1	204	11	0	216	4	423	4	0	431	40	11	7	0	58	11	11	11	0	33	738
% Light	50	87.6	100	0	87.8	100	93.2	66.7	0	92.9	97.6	100	87.5	0	96.7	100	91.7	100	0	97.1	91.8
Heavy	1	29	0	0	30	0	31	2	0	33	1	0	1	0	2	0	1	0	0	1	66
% Heavy	50	12.4	0	0	12.2	0	6.8	33.3	0	7.1	2.4	0	12.5	0	3.3	0	8.3	0	0	2.9	8.2
Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Log Rd

File Name : 4 SH 94 and Log Rd AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 2

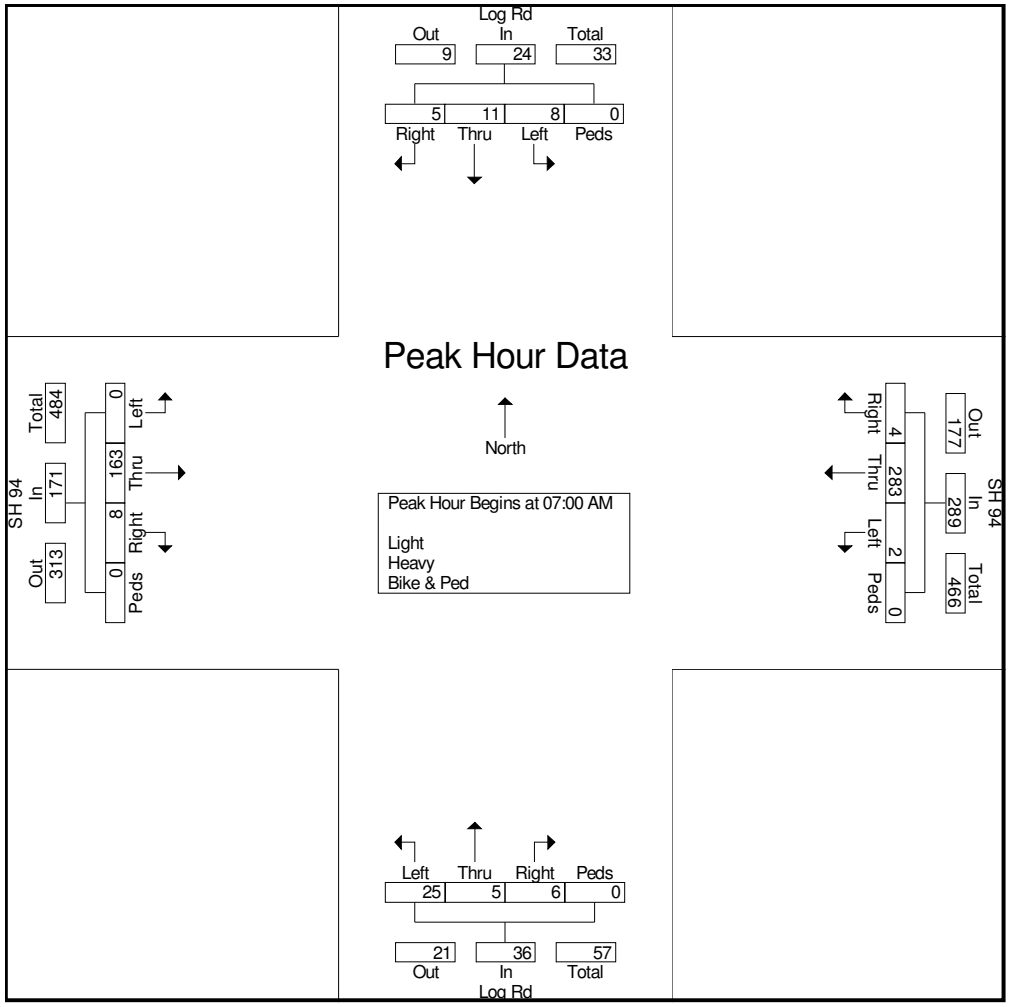


Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Log Rd

File Name : 4 SH 94 and Log Rd AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 3

	SH 94 Eastbound					SH 94 Westbound					Log Rd Northbound					Log Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	31	0	0	31	0	**81**	**1**	0	**82**	3	0	1	0	4	1	1	1	0	3	120
07:15 AM	0	43	**5**	0	48	**1**	70	1	0	72	7	**2**	1	0	10	3	4	**2**	0	**9**	139
07:30 AM	0	**60**	2	0	**62**	0	74	1	0	75	**10**	2	**2**	0	**14**	**4**	**5**	0	0	9	**160**
07:45 AM	0	29	1	0	30	1	58	1	0	60	5	1	2	0	8	0	1	2	0	3	101
Total Volume	0	163	8	0	171	2	283	4	0	289	25	5	6	0	36	8	11	5	0	24	520
% App. Total	0	95.3	4.7	0		0.7	97.9	1.4	0		69.4	13.9	16.7	0		33.3	45.8	20.8	0		
PHF	.000	.679	.400	.000	.690	.500	.873	1.00	.000	.881	.625	.625	.750	.000	.643	.500	.550	.625	.000	.667	.813



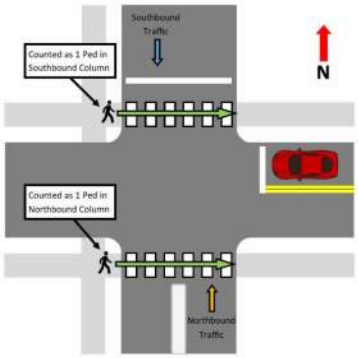
Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Log Rd

File Name : 4 SH 94 and Log Rd AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 4

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.



Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Log Rd

File Name : 4 SH 94 and Log Rd PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 1

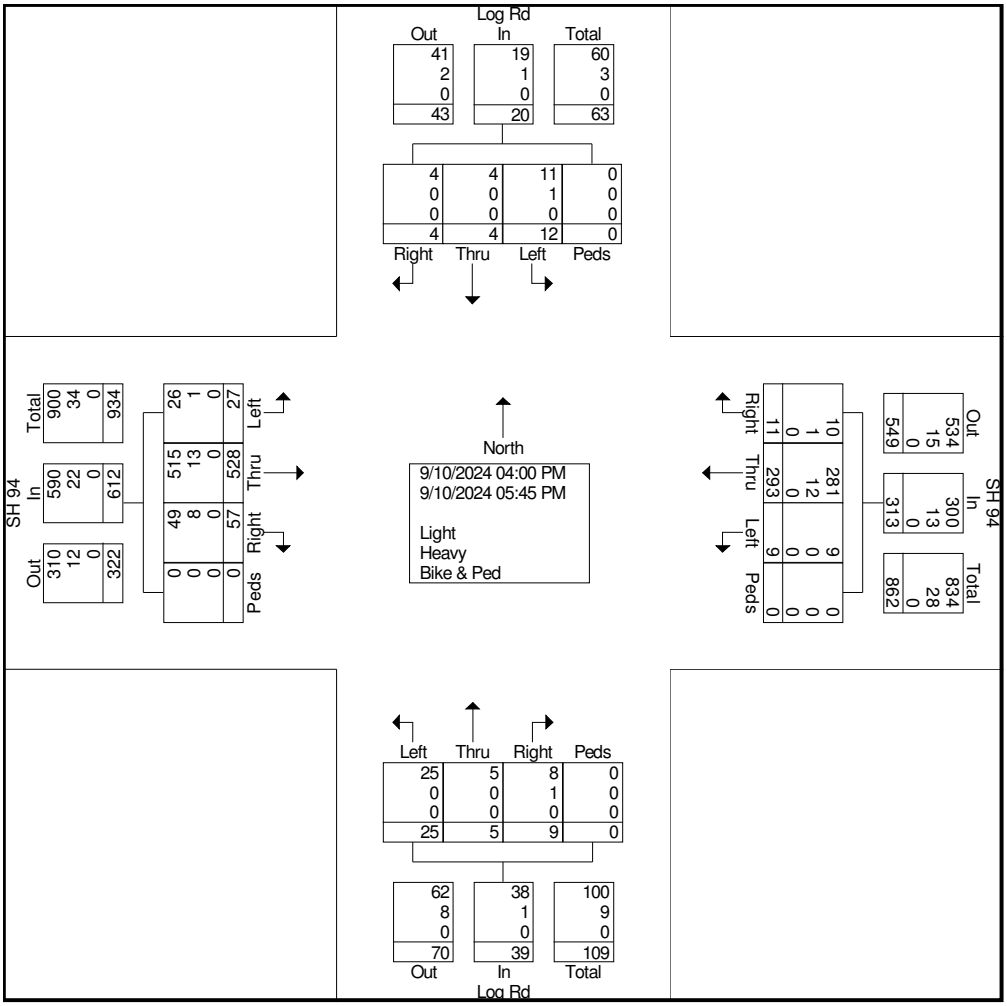
Groups Printed- Light - Heavy - Bike & Ped

	SH 94 Eastbound					SH 94 Westbound					Log Rd Northbound					Log Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	6	63	5	0	74	3	46	1	0	50	11	1	1	0	13	2	0	0	0	2	139
04:15 PM	3	63	6	0	72	2	50	1	0	53	5	0	2	0	7	0	1	0	0	1	133
04:30 PM	4	54	4	0	62	0	45	2	0	47	1	0	2	0	3	1	0	2	0	3	115
04:45 PM	4	53	6	0	63	2	29	1	0	32	4	1	1	0	6	1	0	0	0	1	102
Total	17	233	21	0	271	7	170	5	0	182	21	2	6	0	29	4	1	2	0	7	489
05:00 PM	3	58	8	0	69	0	28	0	0	28	1	0	0	0	1	3	0	2	0	5	103
05:15 PM	3	90	6	0	99	0	39	2	0	41	1	0	0	0	1	1	0	0	0	1	142
05:30 PM	1	77	8	0	86	0	26	3	0	29	2	2	0	0	4	0	1	0	0	1	120
05:45 PM	3	70	14	0	87	2	30	1	0	33	0	1	3	0	4	4	2	0	0	6	130
Total	10	295	36	0	341	2	123	6	0	131	4	3	3	0	10	8	3	2	0	13	495
Grand Total	27	528	57	0	612	9	293	11	0	313	25	5	9	0	39	12	4	4	0	20	984
Apprch %	4.4	86.3	9.3	0		2.9	93.6	3.5	0		64.1	12.8	23.1	0		60	20	20	0		
Total %	2.7	53.7	5.8	0	62.2	0.9	29.8	1.1	0	31.8	2.5	0.5	0.9	0	4	1.2	0.4	0.4	0	2	
Light	26	515	49	0	590	9	281	10	0	300	25	5	8	0	38	11	4	4	0	19	947
% Light	96.3	97.5	86	0	96.4	100	95.9	90.9	0	95.8	100	100	88.9	0	97.4	91.7	100	100	0	95	96.2
Heavy	1	13	8	0	22	0	12	1	0	13	0	0	1	0	1	1	0	0	0	1	37
% Heavy	3.7	2.5	14	0	3.6	0	4.1	9.1	0	4.2	0	0	11.1	0	2.6	8.3	0	0	0	5	3.8
Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Log Rd

File Name : 4 SH 94 and Log Rd PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 2

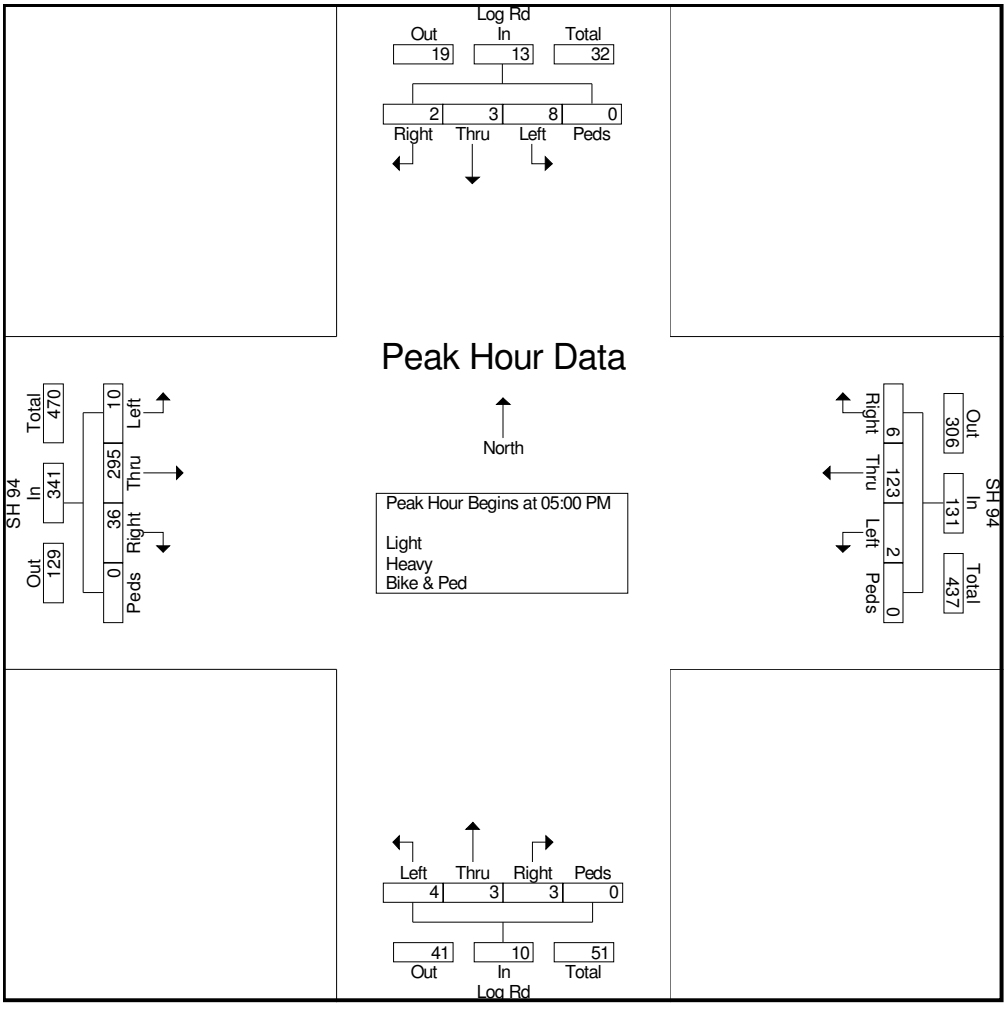


Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Log Rd

File Name : 4 SH 94 and Log Rd PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 3

	SH 94 Eastbound					SH 94 Westbound					Log Rd Northbound					Log Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**3**	58	8	0	69	0	28	0	0	28	1	0	0	0	1	3	0	**2**	0	5	103
05:15 PM	3	**90**	6	0	**99**	0	**39**	2	0	**41**	1	0	0	0	1	1	0	0	0	1	**142**
05:30 PM	1	77	8	0	86	0	26	**3**	0	29	**2**	**2**	0	0	**4**	0	1	0	0	1	120
05:45 PM	3	70	**14**	0	87	**2**	30	1	0	33	0	1	**3**	0	4	**4**	**2**	0	0	**6**	130
Total Volume	10	295	36	0	341	2	123	6	0	131	4	3	3	0	10	8	3	2	0	13	495
% App. Total	2.9	86.5	10.6	0		1.5	93.9	4.6	0		40	30	30	0		61.5	23.1	15.4	0		
PHF	.833	.819	.643	.000	.861	.250	.788	.500	.000	.799	.500	.375	.250	.000	.625	.500	.375	.250	.000	.542	.871



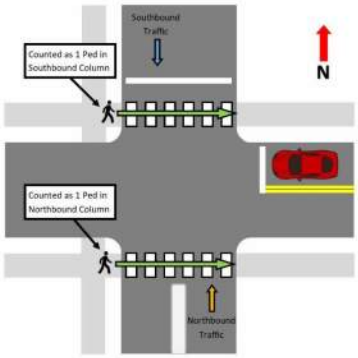
Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Log Rd

File Name : 4 SH 94 and Log Rd PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 4

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.



Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Ellicott Hwy

File Name : 5 SH 94 and Ellicott Hwy AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 1

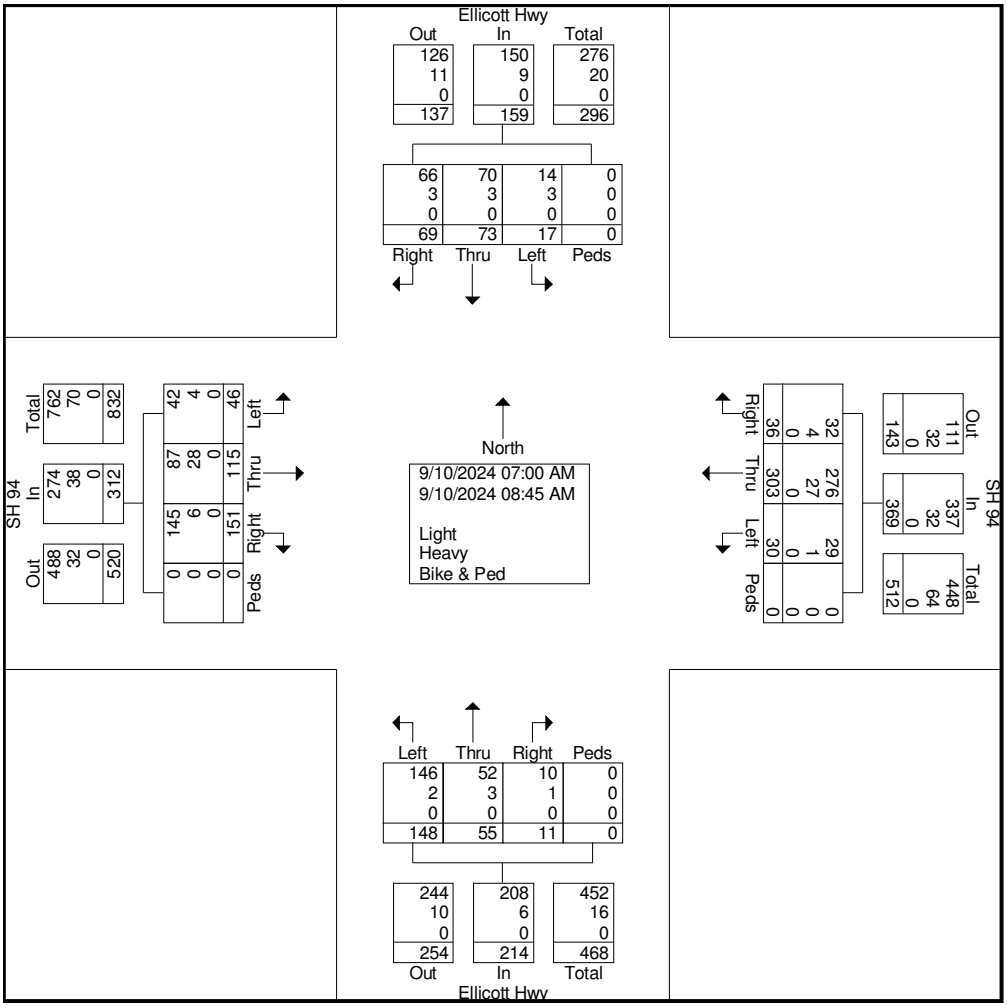
Groups Printed- Light - Heavy - Bike & Ped

	SH 94 Eastbound					SH 94 Westbound					Ellicott Hwy Northbound					Ellicott Hwy Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	4	13	18	0	35	8	64	5	0	77	13	5	0	0	18	3	11	16	0	30	160
07:15 AM	5	14	36	0	55	8	44	4	0	56	19	6	1	0	26	4	20	8	0	32	169
07:30 AM	5	16	50	0	71	6	37	7	0	50	36	13	4	0	53	2	25	10	0	37	211
07:45 AM	5	17	19	0	41	3	32	4	0	39	37	17	5	0	59	3	10	9	0	22	161
Total	19	60	123	0	202	25	177	20	0	222	105	41	10	0	156	12	66	43	0	121	701
08:00 AM	5	11	11	0	27	3	48	3	0	54	21	6	1	0	28	0	2	6	0	8	117
08:15 AM	11	13	8	0	32	0	28	5	0	33	10	2	0	0	12	1	4	6	0	11	88
08:30 AM	5	13	5	0	23	0	28	6	0	34	6	2	0	0	8	1	0	7	0	8	73
08:45 AM	6	18	4	0	28	2	22	2	0	26	6	4	0	0	10	3	1	7	0	11	75
Total	27	55	28	0	110	5	126	16	0	147	43	14	1	0	58	5	7	26	0	38	353
Grand Total	46	115	151	0	312	30	303	36	0	369	148	55	11	0	214	17	73	69	0	159	1054
Apprch %	14.7	36.9	48.4	0		8.1	82.1	9.8	0		69.2	25.7	5.1	0		10.7	45.9	43.4	0		
Total %	4.4	10.9	14.3	0	29.6	2.8	28.7	3.4	0	35	14	5.2	1	0	20.3	1.6	6.9	6.5	0	15.1	
Light	42	87	145	0	274	29	276	32	0	337	146	52	10	0	208	14	70	66	0	150	969
% Light	91.3	75.7	96	0	87.8	96.7	91.1	88.9	0	91.3	98.6	94.5	90.9	0	97.2	82.4	95.9	95.7	0	94.3	91.9
Heavy	4	28	6	0	38	1	27	4	0	32	2	3	1	0	6	3	3	3	0	9	85
% Heavy	8.7	24.3	4	0	12.2	3.3	8.9	11.1	0	8.7	1.4	5.5	9.1	0	2.8	17.6	4.1	4.3	0	5.7	8.1
Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Ellicott Hwy

File Name : 5 SH 94 and Ellicott Hwy AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 2

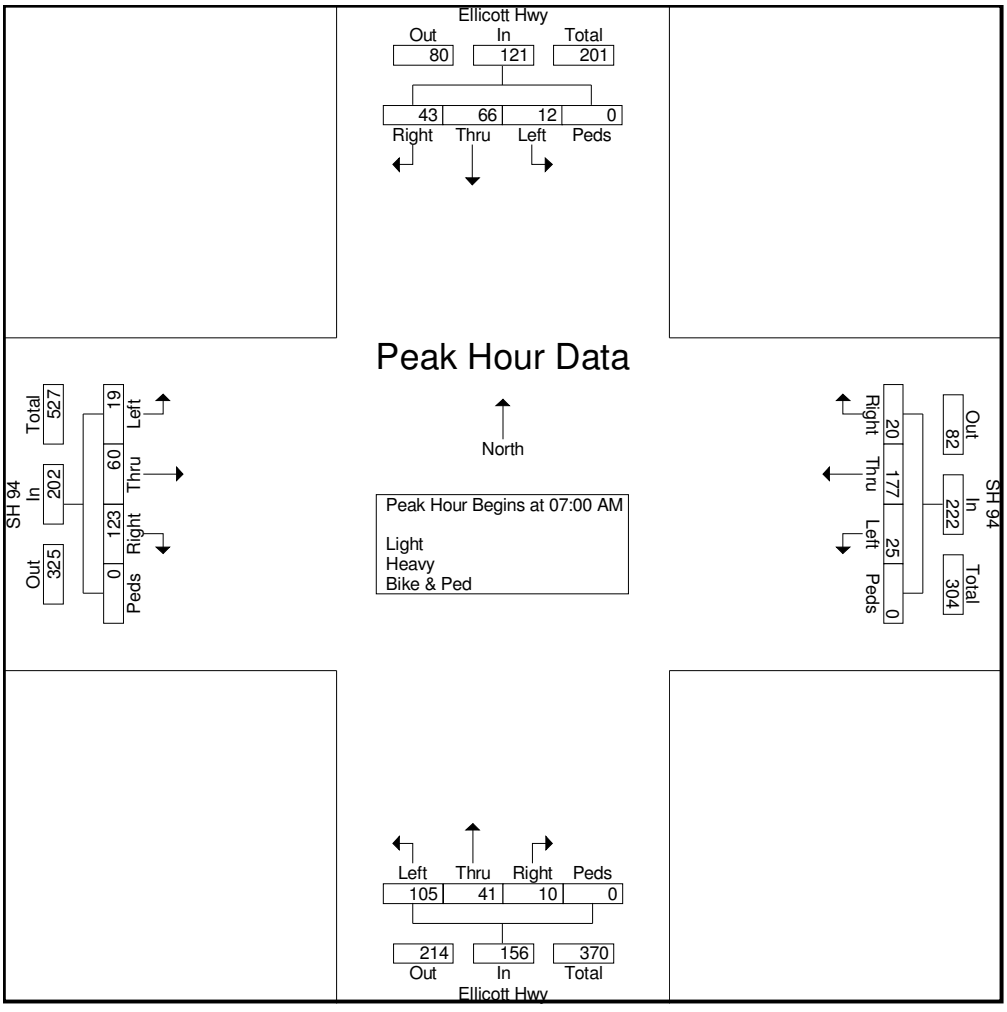


Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Ellicott Hwy

File Name : 5 SH 94 and Ellicott Hwy AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 3

	SH 94 Eastbound					SH 94 Westbound					Ellicott Hwy Northbound					Ellicott Hwy Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	4	13	18	0	35	**8**	**64**	5	0	**77**	13	5	0	0	18	3	11	**16**	0	30	160
07:15 AM	**5**	14	36	0	55	8	44	4	0	56	19	6	1	0	26	**4**	20	8	0	32	169
07:30 AM	5	16	**50**	0	**71**	6	37	**7**	0	50	36	13	4	0	53	2	**25**	10	0	**37**	**211**
07:45 AM	5	**17**	19	0	41	3	32	4	0	39	**37**	**17**	**5**	0	**59**	3	10	9	0	22	161
Total Volume	19	60	123	0	202	25	177	20	0	222	105	41	10	0	156	12	66	43	0	121	701
% App. Total	9.4	29.7	60.9	0		11.3	79.7	9	0		67.3	26.3	6.4	0		9.9	54.5	35.5	0		
PHF	.950	.882	.615	.000	.711	.781	.691	.714	.000	.721	.709	.603	.500	.000	.661	.750	.660	.672	.000	.818	.831



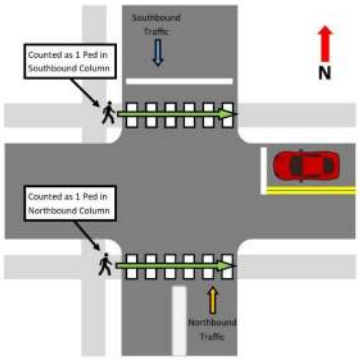
Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Ellicott Hwy

File Name : 5 SH 94 and Ellicott Hwy AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 4

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.



Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Ellicott Hwy

File Name : 5 SH 94 and Ellicott Hwy PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 1

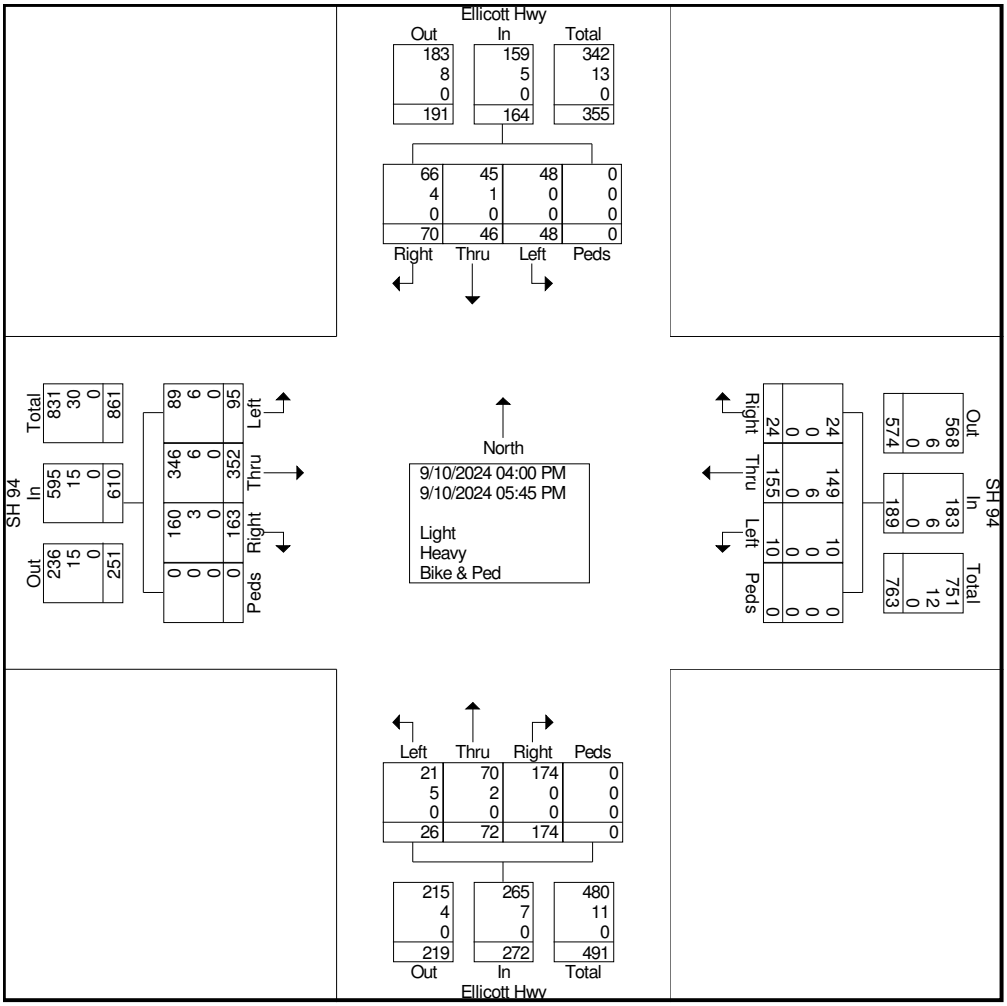
Groups Printed- Light - Heavy - Bike & Ped

	SH 94 Eastbound					SH 94 Westbound					Ellicott Hwy Northbound					Ellicott Hwy Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	10	42	16	0	68	4	19	3	0	26	5	19	48	0	72	1	6	8	0	15	181
04:15 PM	14	42	19	0	75	1	17	2	0	20	11	16	31	0	58	8	6	7	0	21	174
04:30 PM	17	41	16	0	74	1	17	2	0	20	2	5	28	0	35	3	6	14	0	23	152
04:45 PM	11	36	14	0	61	1	15	4	0	20	3	5	15	0	23	5	9	9	0	23	127
Total	52	161	65	0	278	7	68	11	0	86	21	45	122	0	188	17	27	38	0	82	634
05:00 PM	12	40	14	0	66	3	16	3	0	22	2	6	14	0	22	5	3	8	0	16	126
05:15 PM	12	59	22	0	93	0	32	2	0	34	0	9	11	0	20	12	4	8	0	24	171
05:30 PM	10	43	24	0	77	0	20	6	0	26	1	6	13	0	20	6	2	10	0	18	141
05:45 PM	9	49	38	0	96	0	19	2	0	21	2	6	14	0	22	8	10	6	0	24	163
Total	43	191	98	0	332	3	87	13	0	103	5	27	52	0	84	31	19	32	0	82	601
Grand Total	95	352	163	0	610	10	155	24	0	189	26	72	174	0	272	48	46	70	0	164	1235
Apprch %	15.6	57.7	26.7	0		5.3	82	12.7	0		9.6	26.5	64	0		29.3	28	42.7	0		
Total %	7.7	28.5	13.2	0	49.4	0.8	12.6	1.9	0	15.3	2.1	5.8	14.1	0	22	3.9	3.7	5.7	0	13.3	
Light	89	346	160	0	595	10	149	24	0	183	21	70	174	0	265	48	45	66	0	159	1202
% Light	93.7	98.3	98.2	0	97.5	100	96.1	100	0	96.8	80.8	97.2	100	0	97.4	100	97.8	94.3	0	97	97.3
Heavy	6	6	3	0	15	0	6	0	0	6	5	2	0	0	7	0	1	4	0	5	33
% Heavy	6.3	1.7	1.8	0	2.5	0	3.9	0	0	3.2	19.2	2.8	0	0	2.6	0	2.2	5.7	0	3	2.7
Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bike & Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Ellicott Hwy

File Name : 5 SH 94 and Ellicott Hwy PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 2

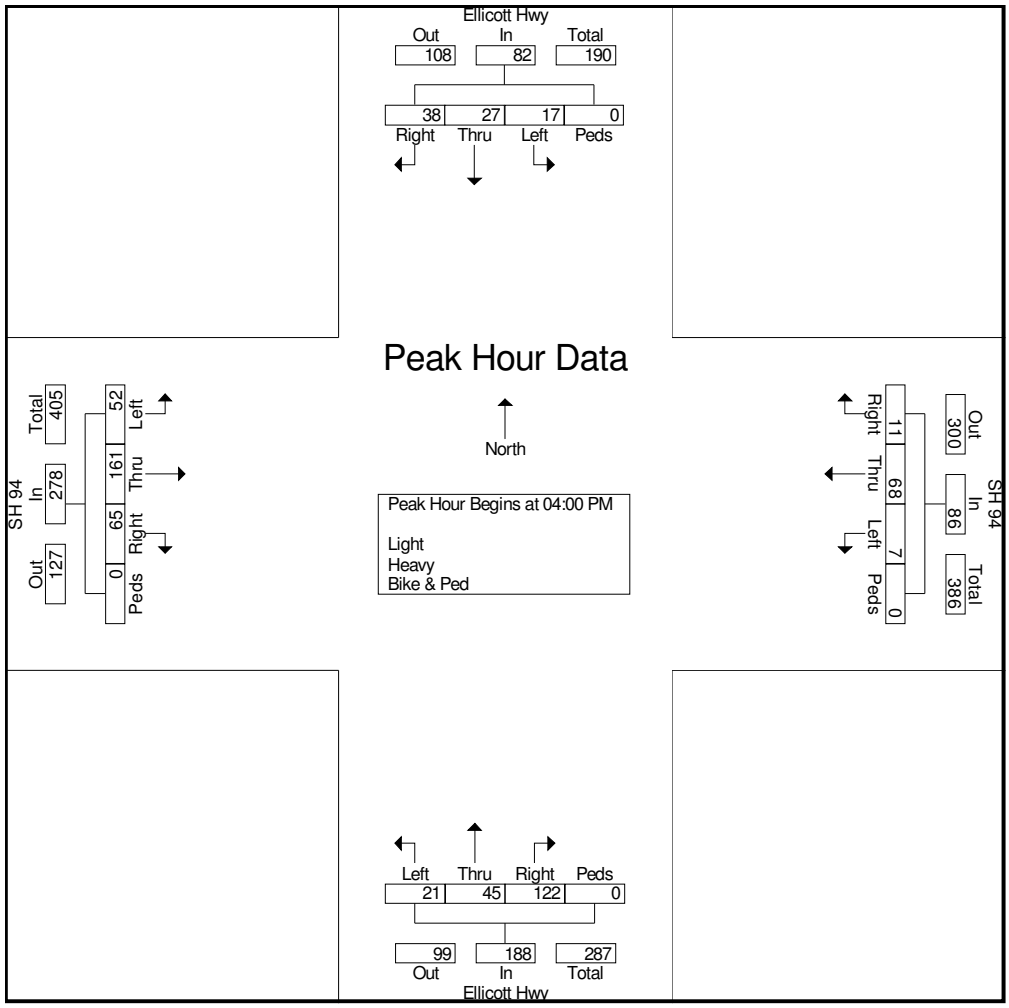


Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Ellicott Hwy

File Name : 5 SH 94 and Ellicott Hwy PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 3

	SH 94 Eastbound					SH 94 Westbound					Ellicott Hwy Northbound					Ellicott Hwy Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	10	**42**	16	0	68	**4**	**19**	3	0	**26**	5	**19**	**48**	0	**72**	1	6	8	0	15	**181**
04:15 PM	14	42	**19**	0	**75**	1	17	2	0	20	**11**	16	31	0	58	**8**	6	7	0	21	174
04:30 PM	**17**	41	16	0	74	1	17	2	0	20	2	5	28	0	35	3	6	**14**	0	**23**	152
04:45 PM	11	36	14	0	61	1	15	**4**	0	20	3	5	15	0	23	5	**9**	9	0	23	127
Total Volume	52	161	65	0	278	7	68	11	0	86	21	45	122	0	188	17	27	38	0	82	634
% App. Total	18.7	57.9	23.4	0		8.1	79.1	12.8	0		11.2	23.9	64.9	0		20.7	32.9	46.3	0		
PHF	.765	.958	.855	.000	.927	.438	.895	.688	.000	.827	.477	.592	.635	.000	.653	.531	.750	.679	.000	.891	.876



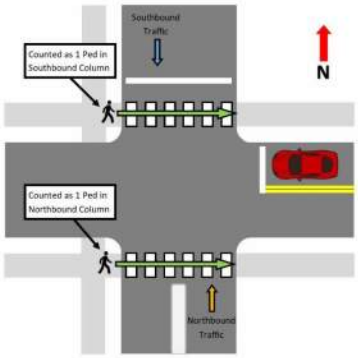
Ridgeview Data Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Ellicott Hwy

File Name : 5 SH 94 and Ellicott Hwy PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 4

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.



Appendix B: ITE Trip Generation Manual Sheets

Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing
(215)

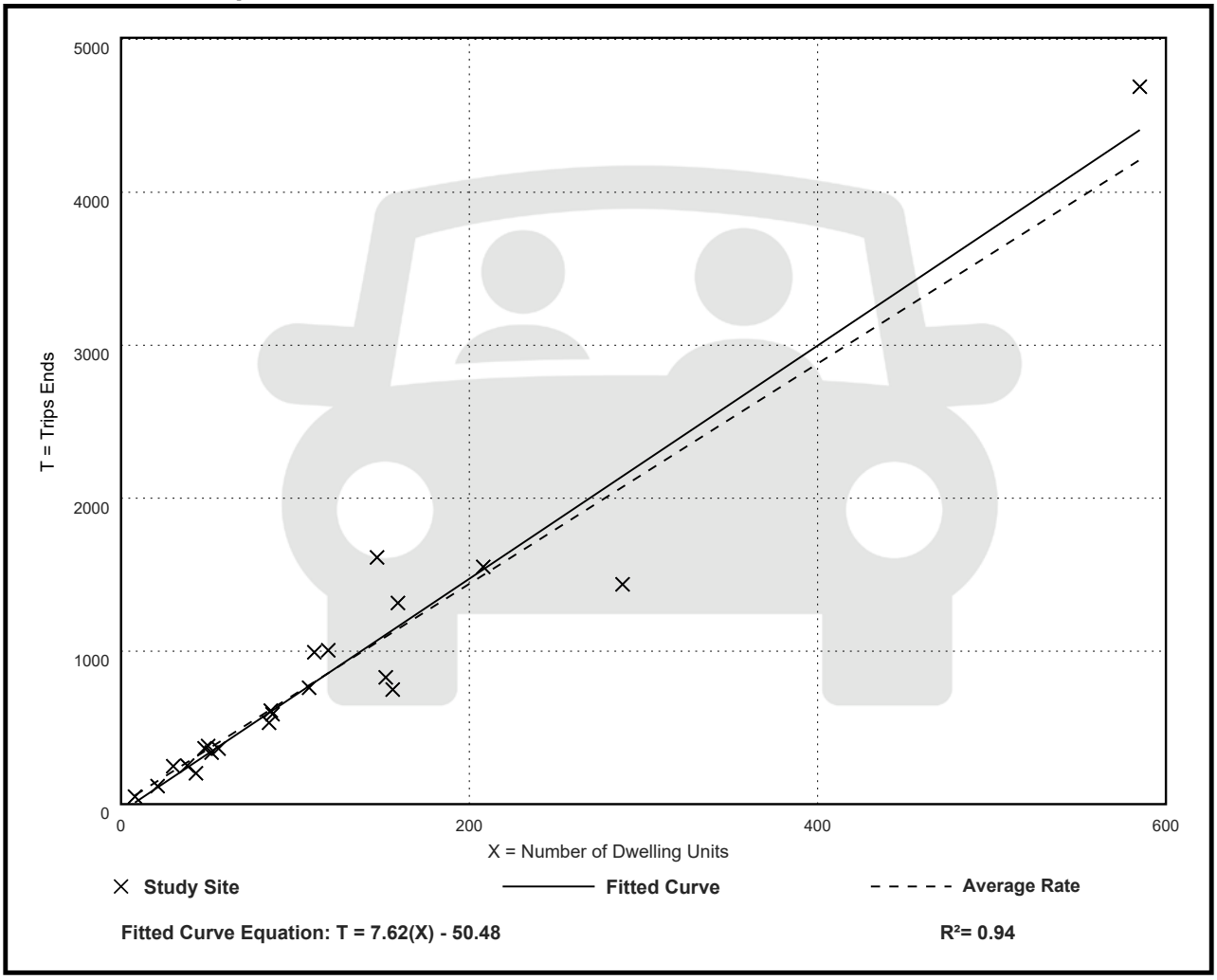
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



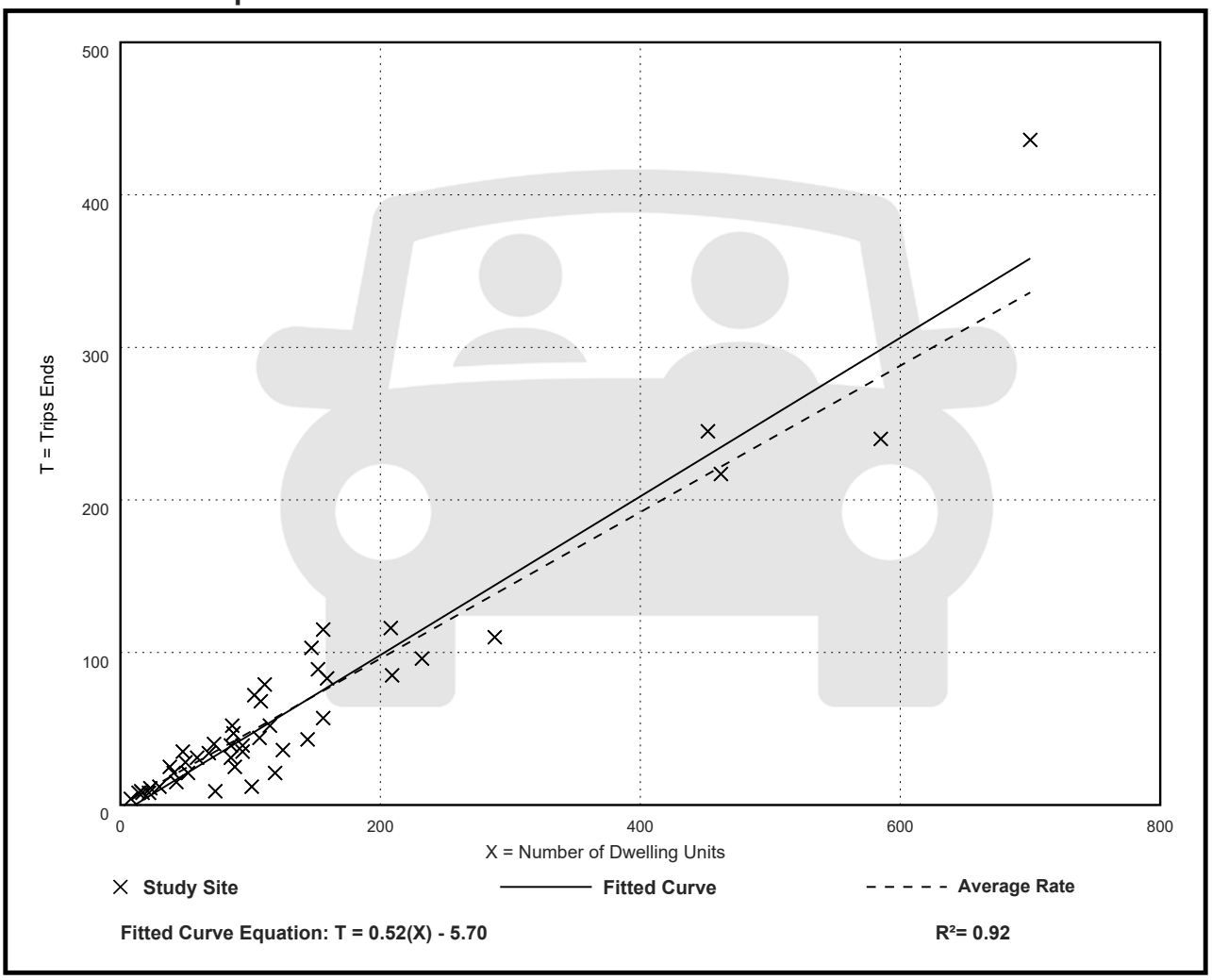
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 46
Avg. Num. of Dwelling Units: 135
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



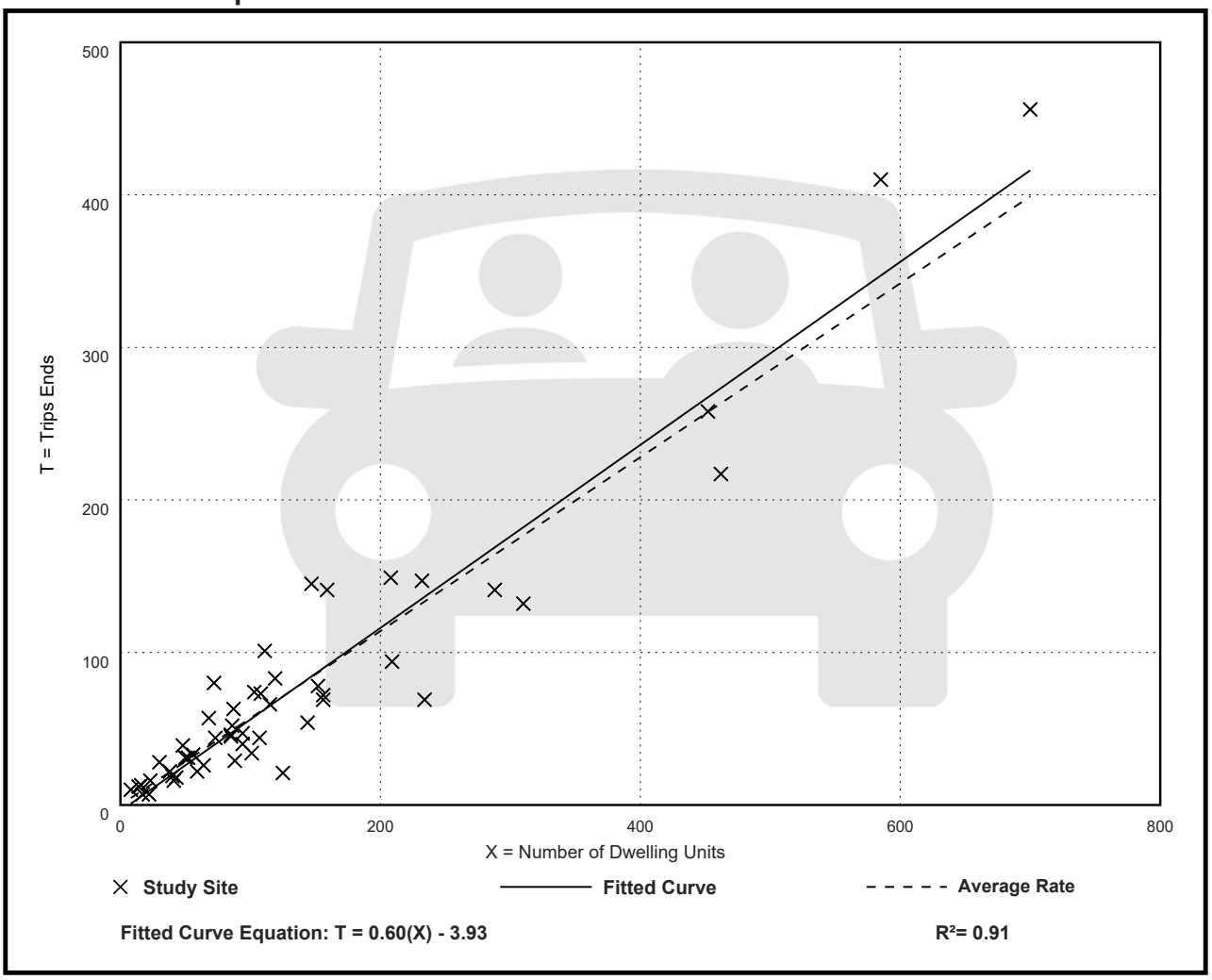
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 51
Avg. Num. of Dwelling Units: 136
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Single-Family Attached Housing
(215)

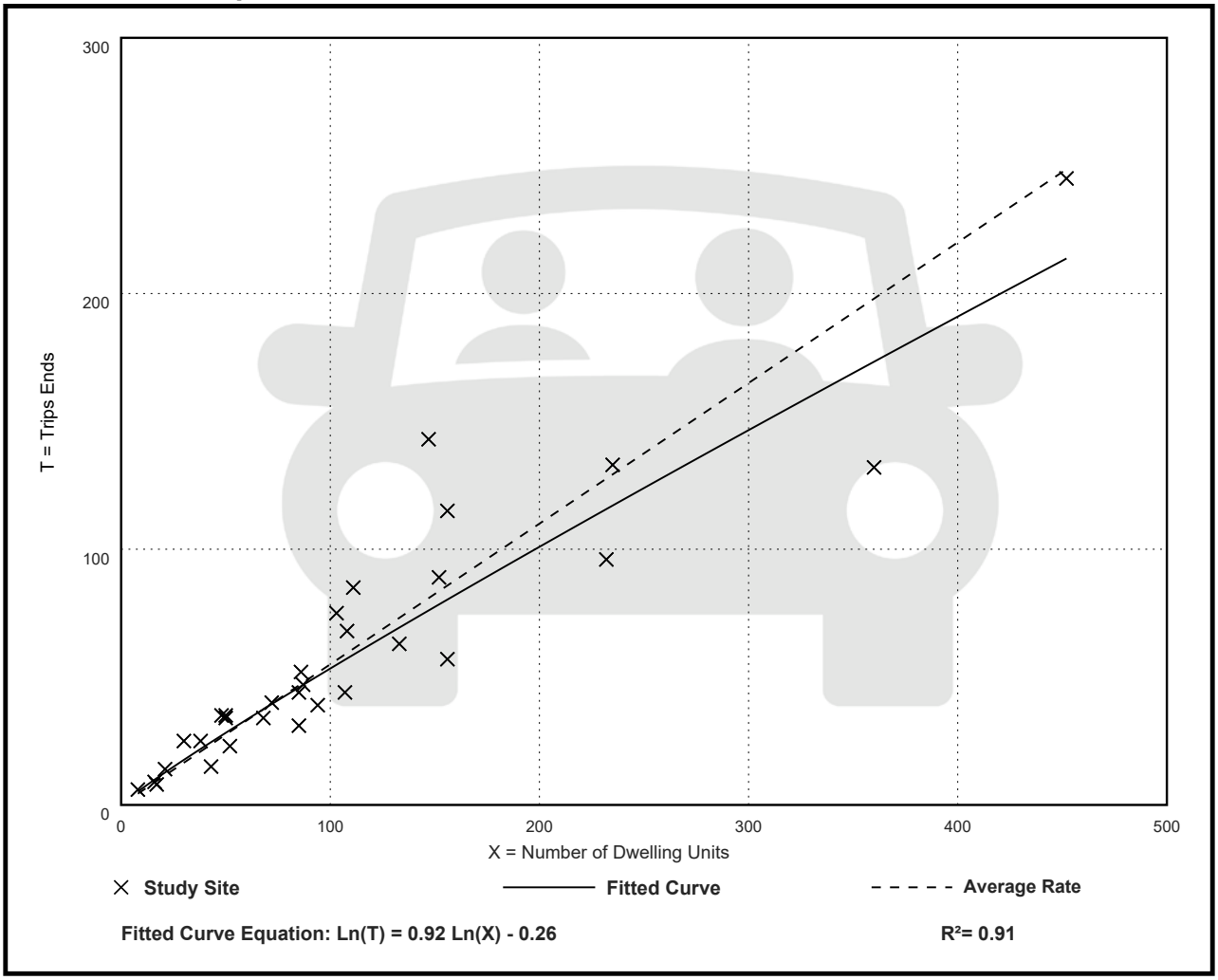
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Dwelling Units: 110
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.55	0.35 - 0.97	0.16

Data Plot and Equation



Single-Family Attached Housing
(215)

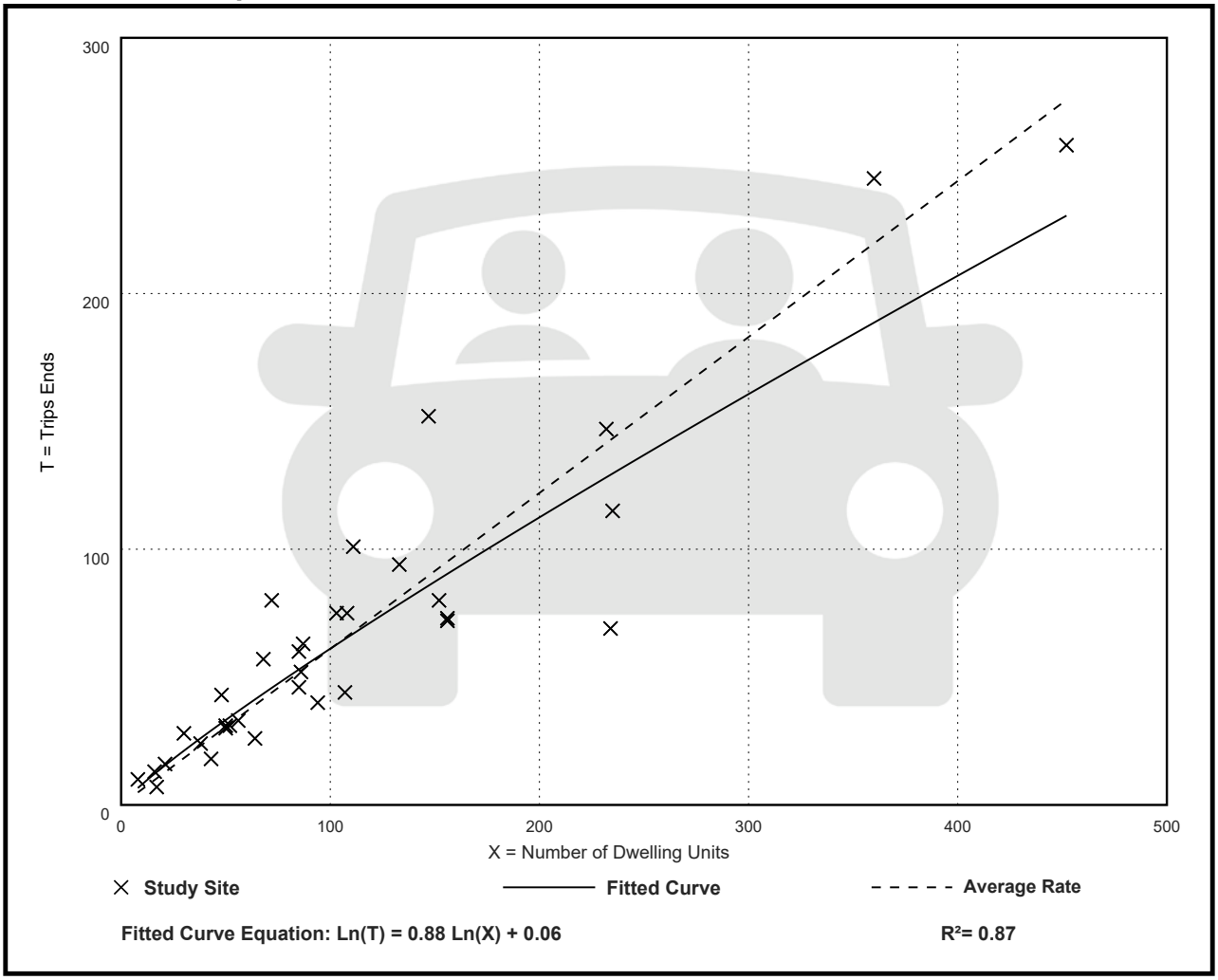
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 34
Avg. Num. of Dwelling Units: 110
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.61	0.29 - 1.25	0.18

Data Plot and Equation



Single-Family Attached Housing
(215)

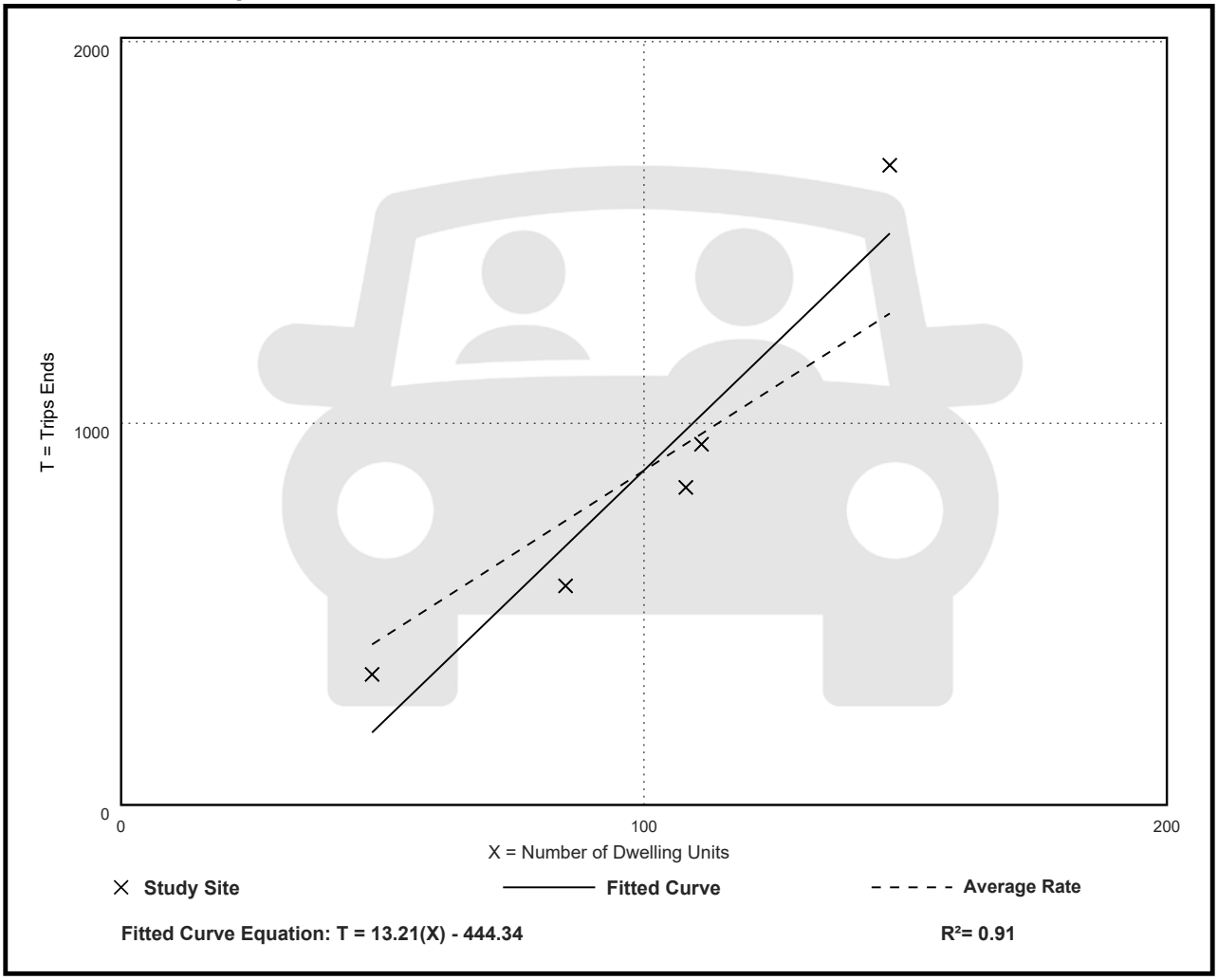
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 100
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
8.76	6.75 - 11.40	2.02

Data Plot and Equation



Fitted Curve Equation: T = 13.21(X) - 444.34

R^2= 0.91

Single-Family Attached Housing
(215)

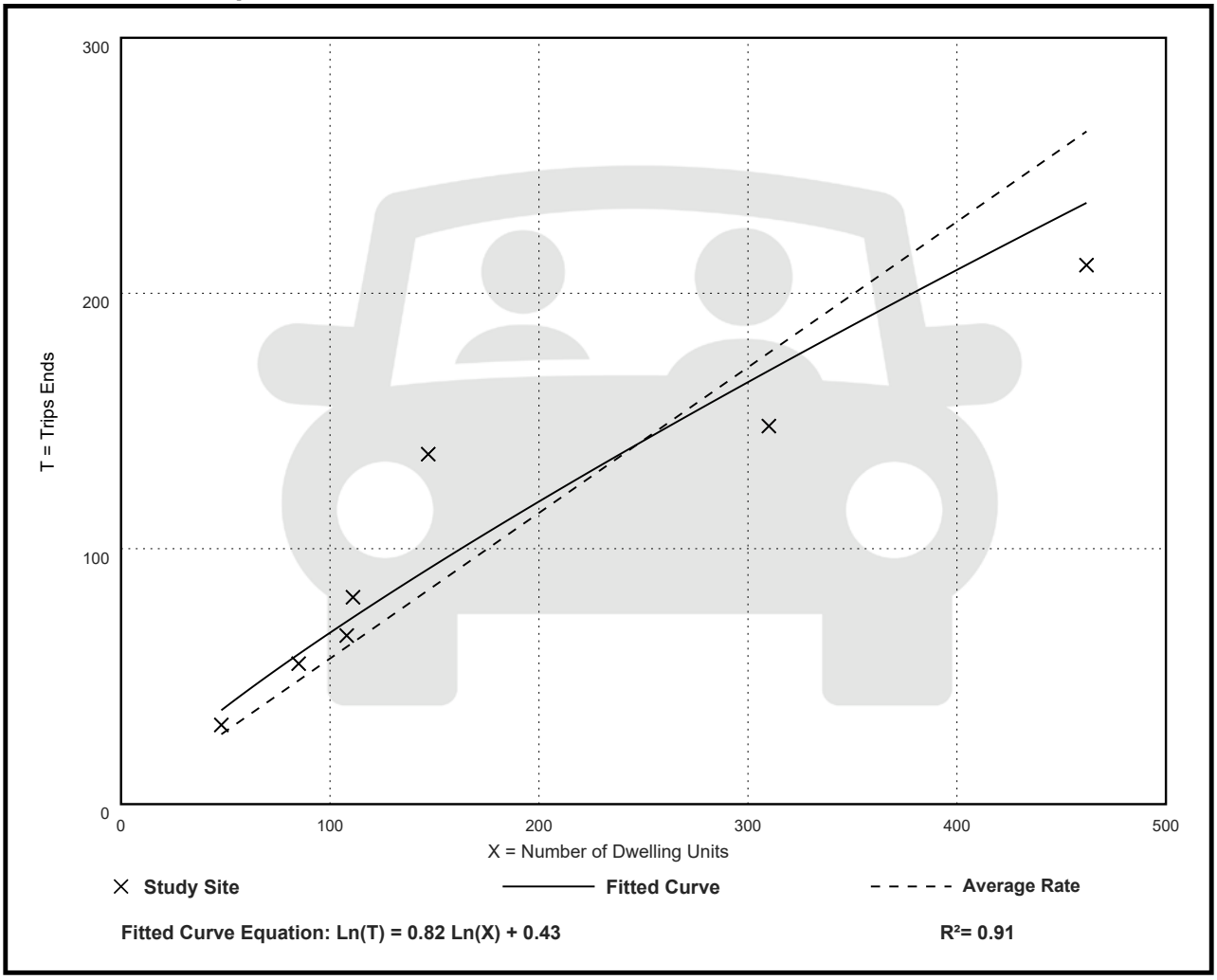
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Dwelling Units: 182
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.46 - 0.93	0.17

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.82 Ln(X) + 0.43

R^2= 0.91

Single-Family Attached Housing
(215)

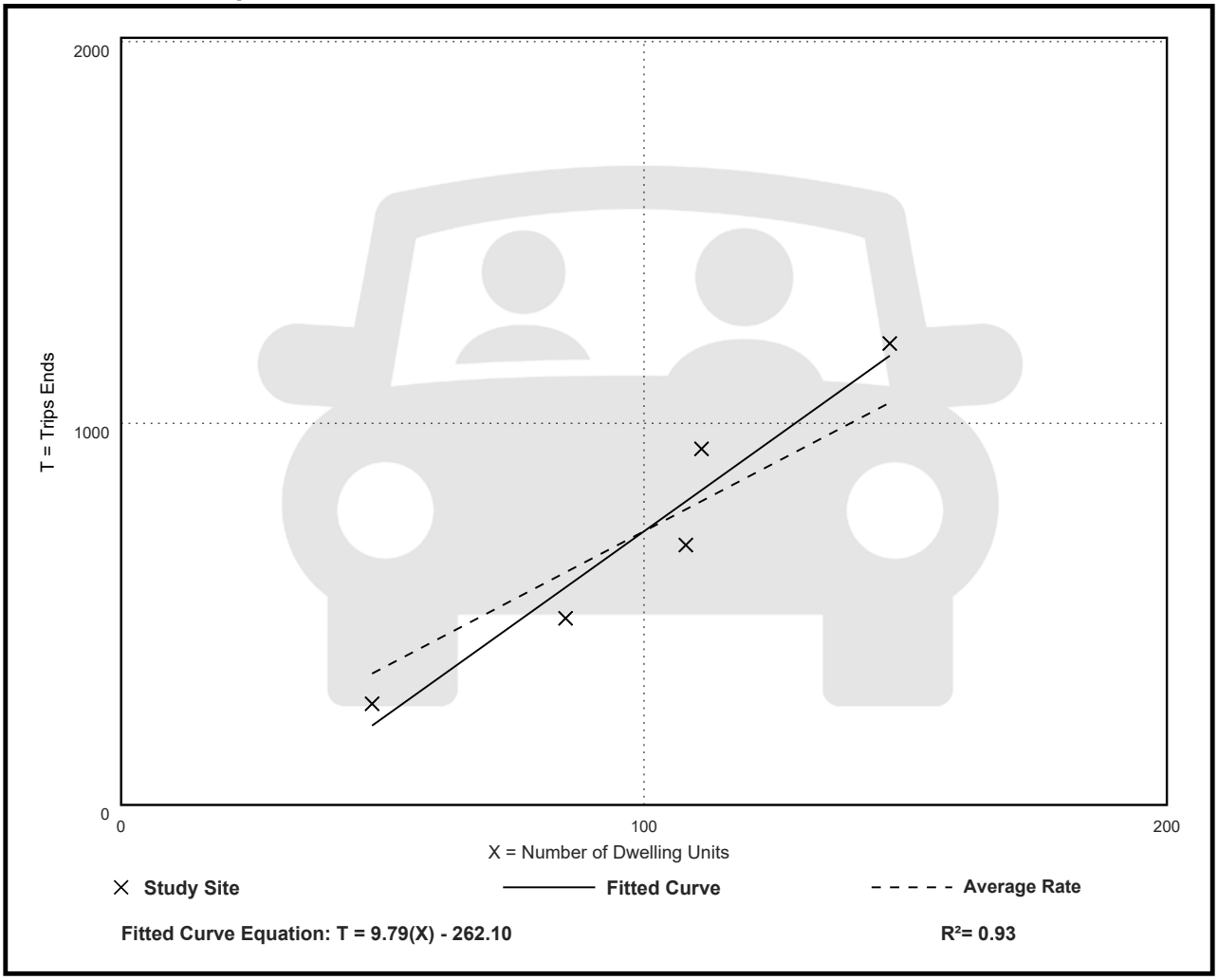
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 100
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.17	5.52 - 8.41	1.34

Data Plot and Equation



Fitted Curve Equation: T = 9.79(X) - 262.10

R^2= 0.93

Single-Family Attached Housing
(215)

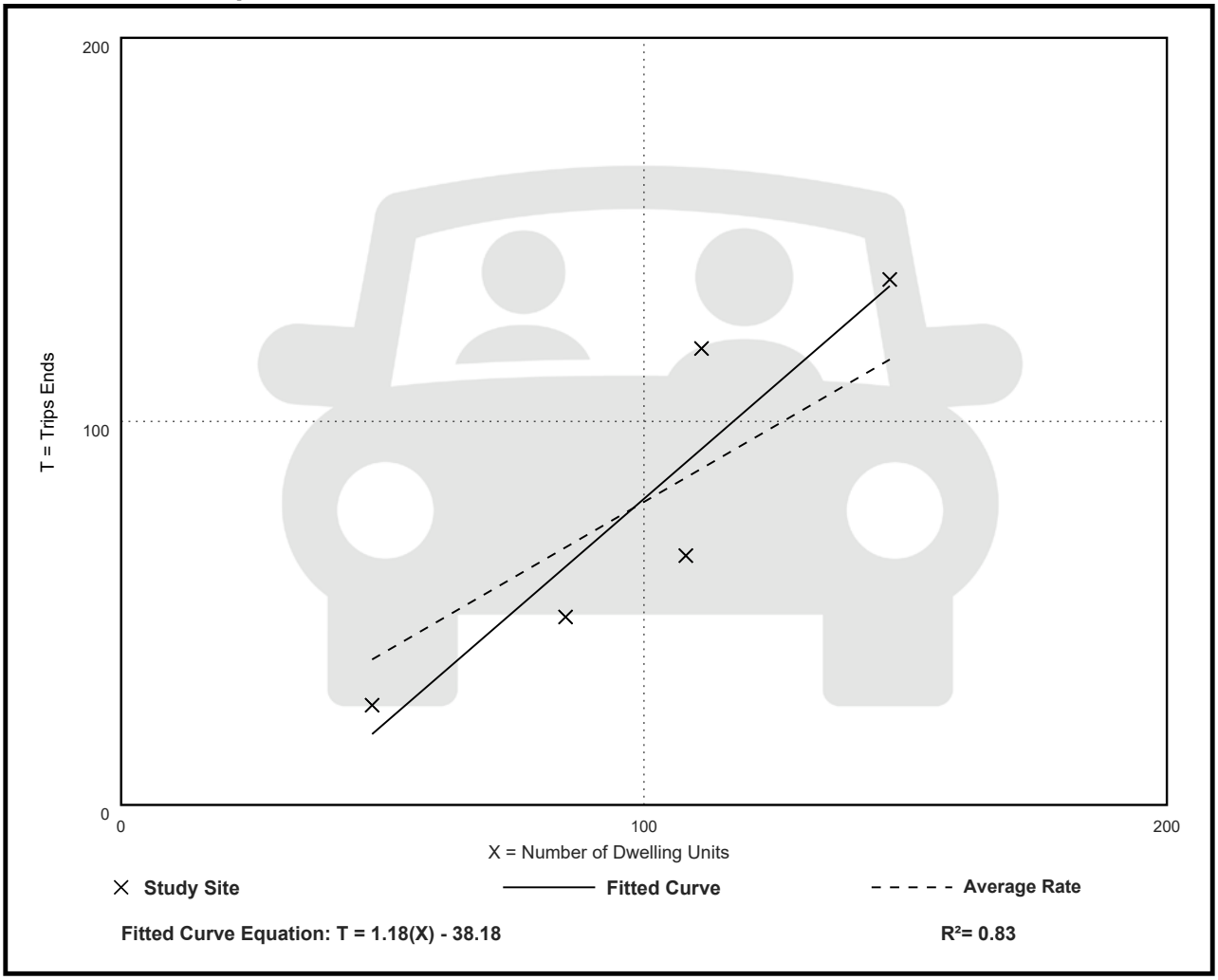
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 100
Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.79	0.54 - 1.07	0.24

Data Plot and Equation



Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Residents
On a: Weekday

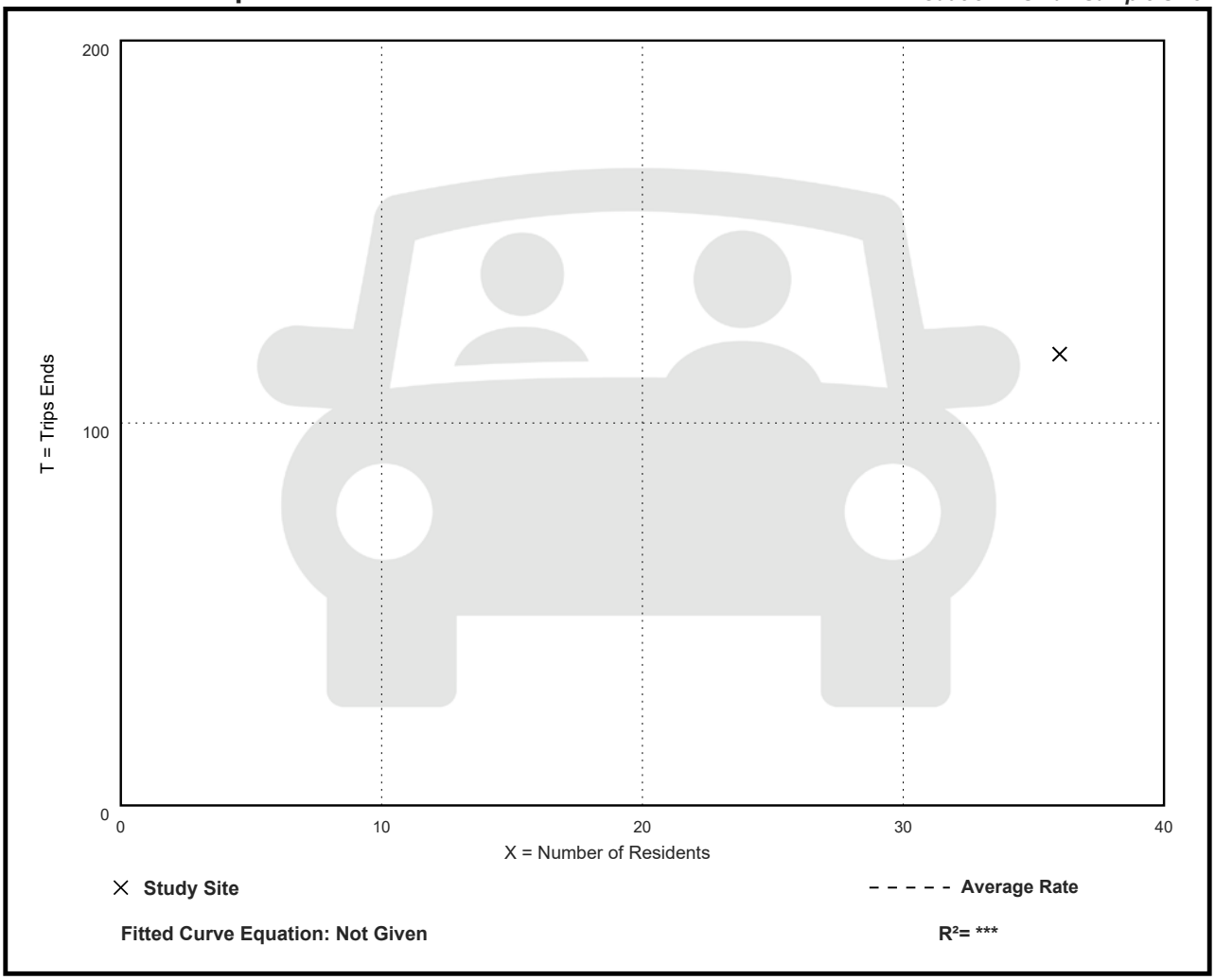
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 36
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
3.28	3.28 - 3.28	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Residents
On a: Weekday,
AM Peak Hour of Generator

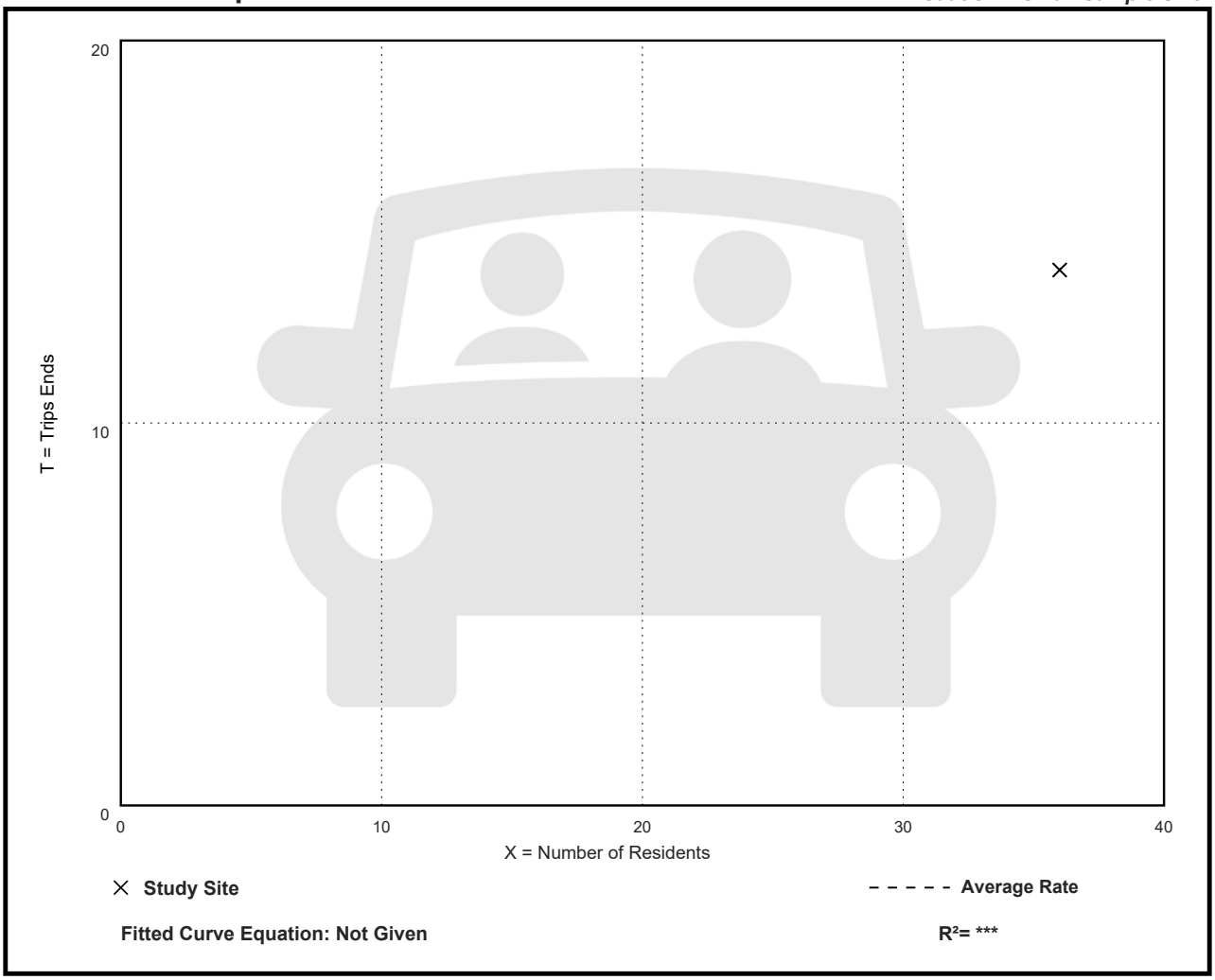
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 36
Directional Distribution: Not Available

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.39	0.39 - 0.39	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Residents
On a: Weekday,
PM Peak Hour of Generator

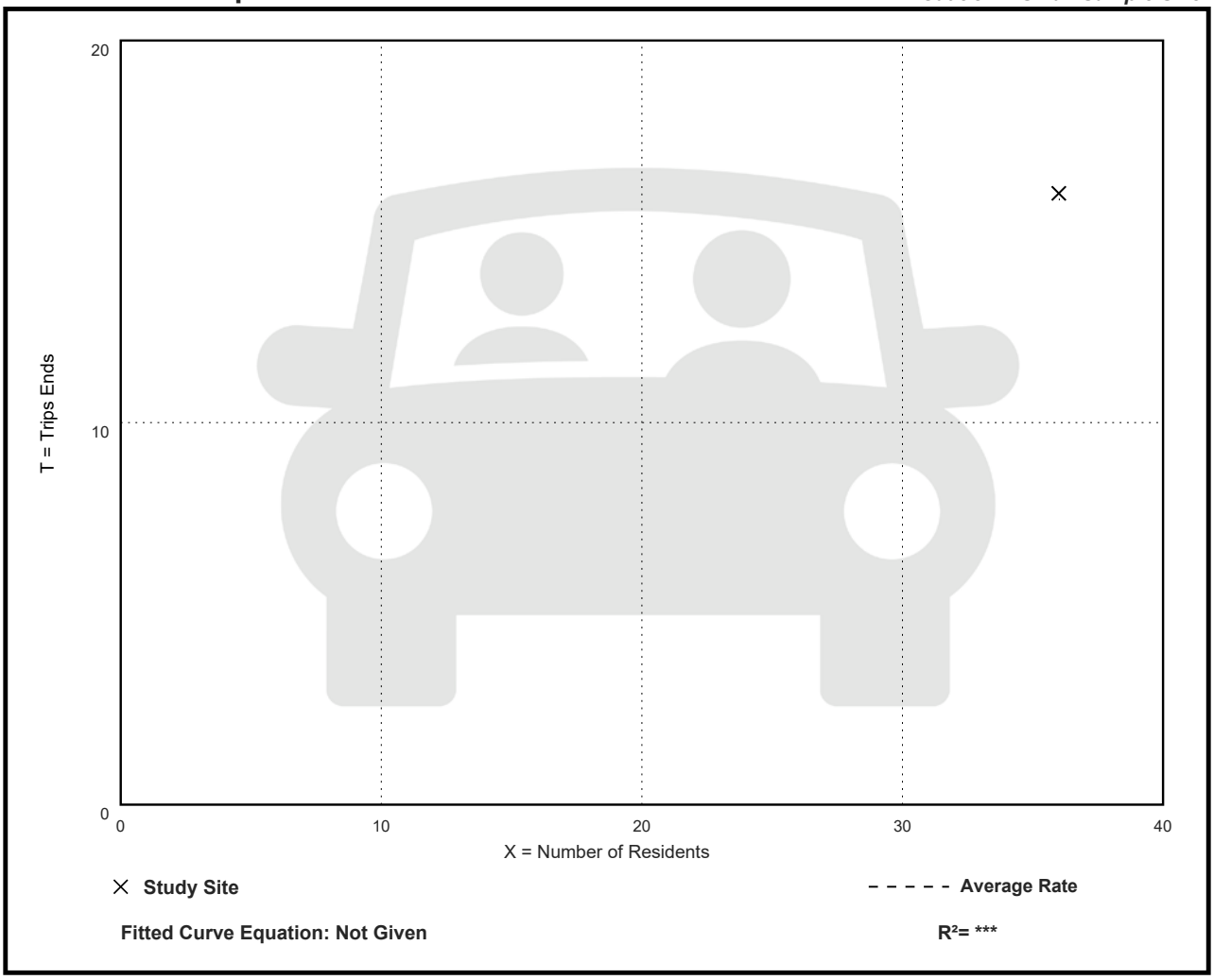
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 36
Directional Distribution: Not Available

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.44	0.44 - 0.44	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

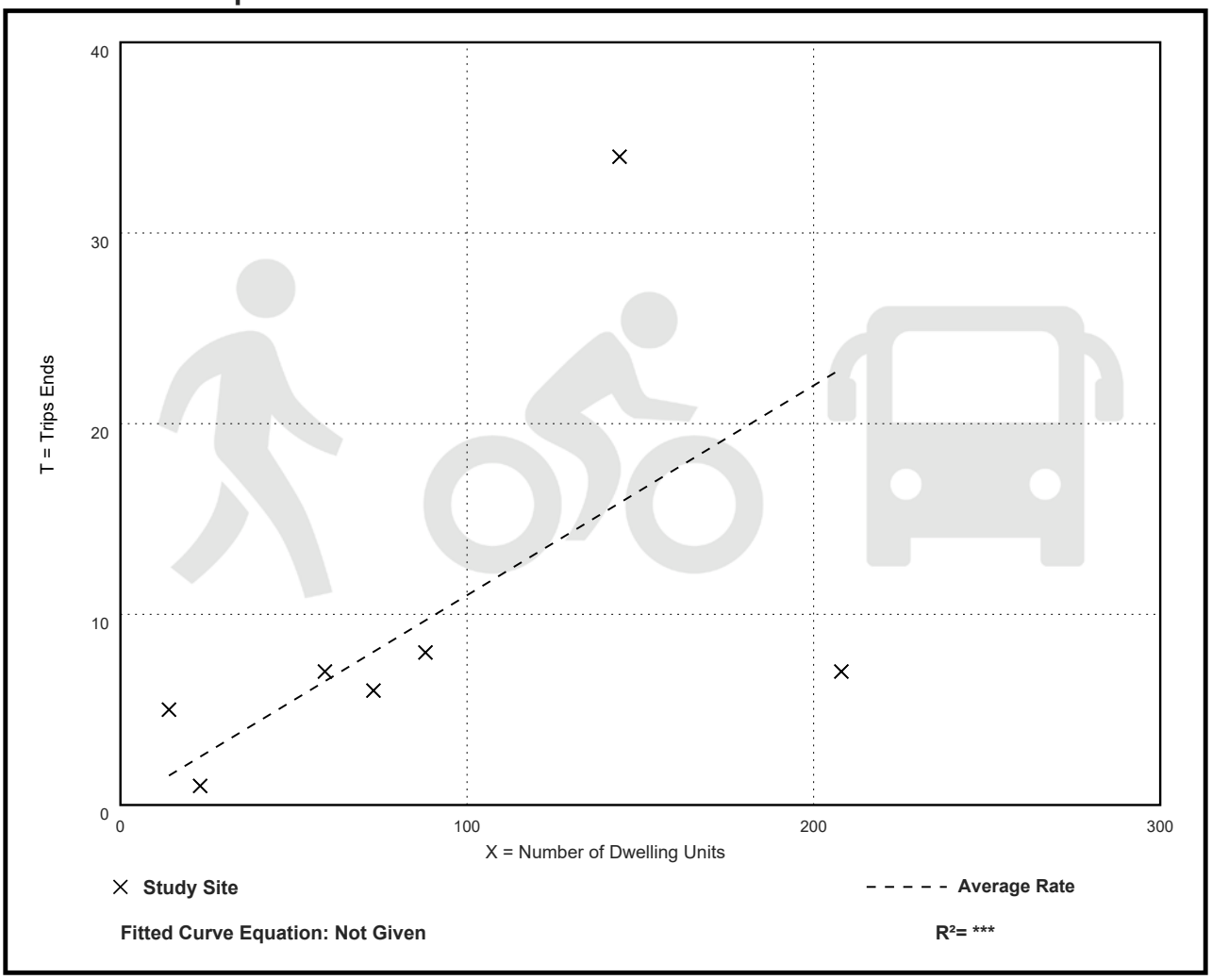
Single-Family Attached Housing
(215)

Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Dwelling Units: 87
Directional Distribution: 75% entering, 25% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.11	0.03 - 0.36	0.09

Data Plot and Equation



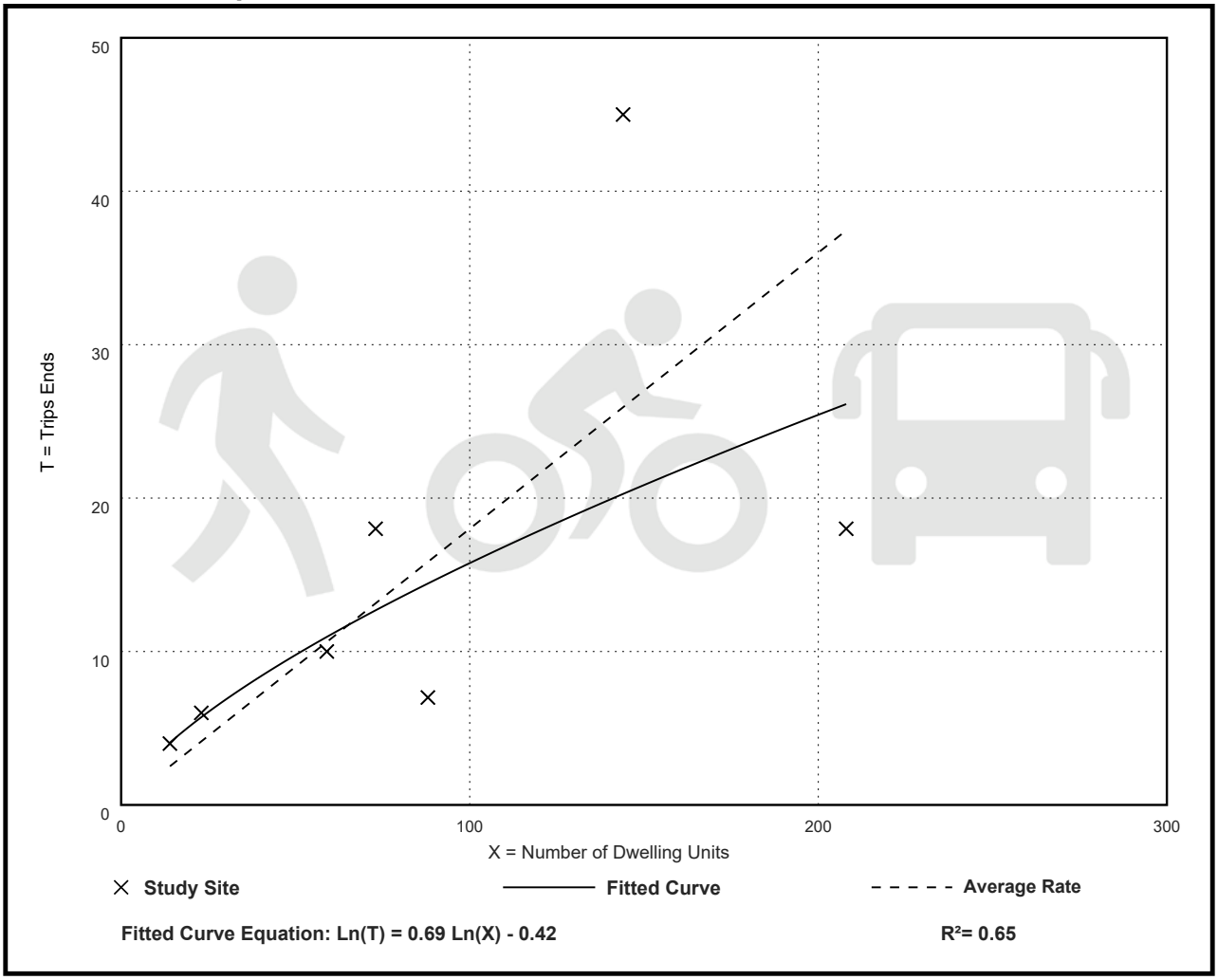
Single-Family Attached Housing
(215)

Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Dwelling Units: 87
Directional Distribution: 38% entering, 62% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.31	0.11

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.69 Ln(X) - 0.42

R^2= 0.65

Land Use: 495
Recreational Community Center

Description

A recreational community center is a stand-alone public facility similar to and including YMCAs. These facilities often include classes and clubs for adults and children, a day care or nursery school, meeting rooms and other social facilities, swimming pools and whirlpools, saunas, tennis, racquetball, handball, pickle ball, basketball and volleyball courts; outdoor athletic fields/courts, exercise classes, weightlifting and gymnastics equipment, locker rooms, and a restaurant or snack bar. Public access is typically allowed and a membership fee may be charged. Racquet/tennis club (Land Use 491), health/fitness club (Land Use 492), and athletic club (Land Use 493) are related land uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), Arizona, Indiana, Minnesota, New Hampshire, New York, Oregon, Pennsylvania, Tennessee, and Utah.

Source Numbers

281, 410, 443, 571, 618, 705, 719, 850, 866, 971, 1055

Recreational Community Center
(495)

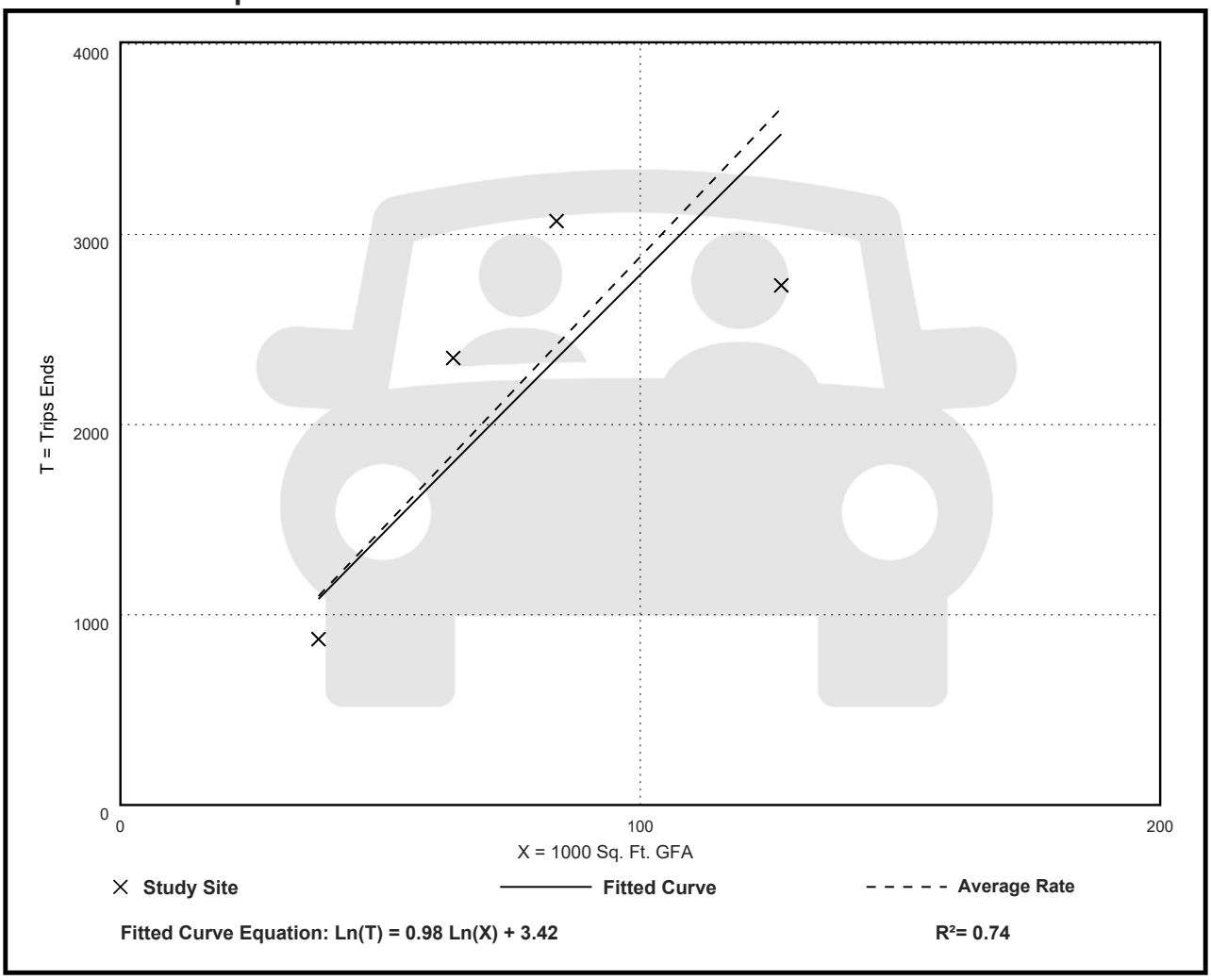
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 78
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
28.82	21.49 - 36.71	8.56

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.98 Ln(X) + 3.42

R^2= 0.74

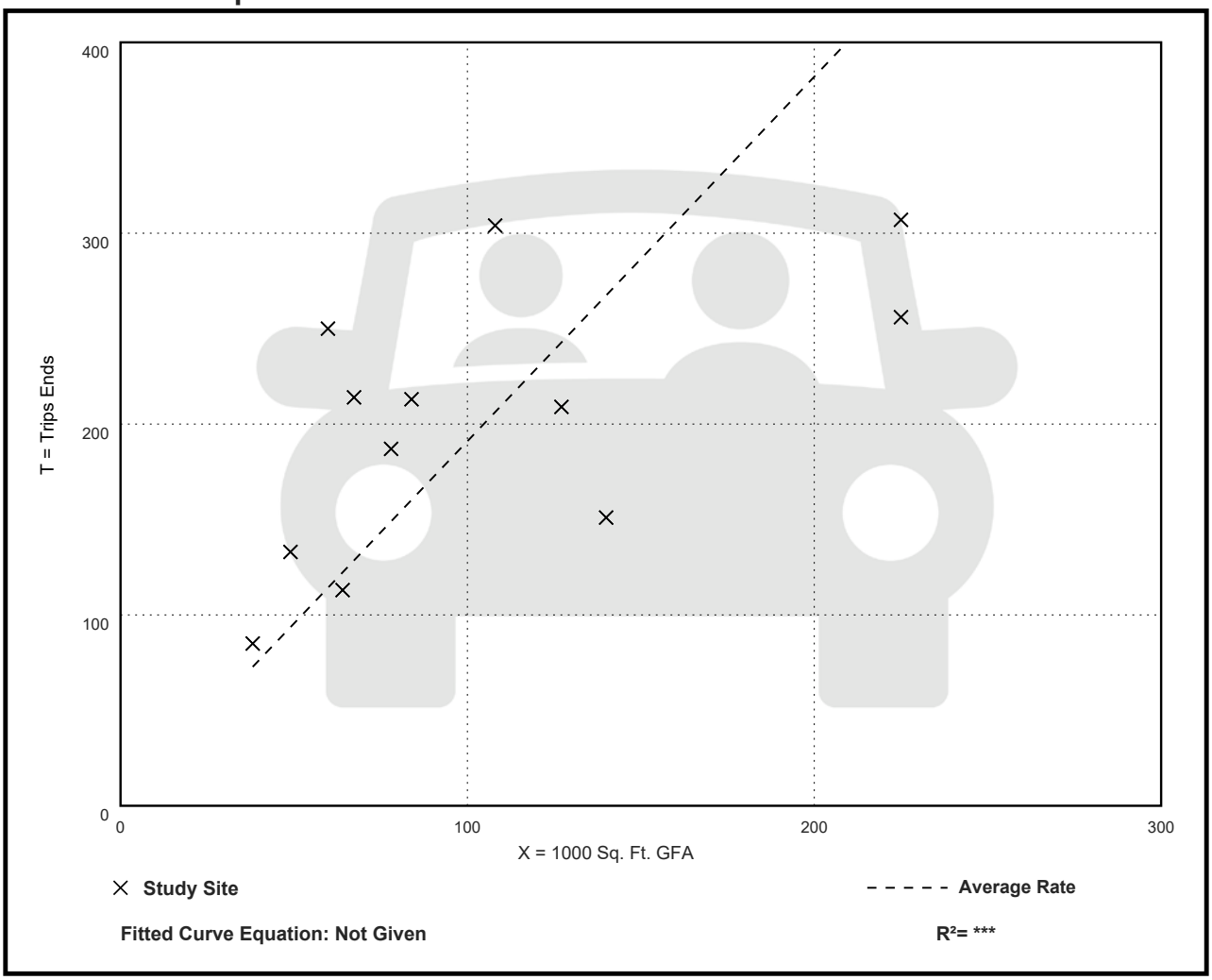
Recreational Community Center
(495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 105
Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.91	1.08 - 4.18	0.88

Data Plot and Equation



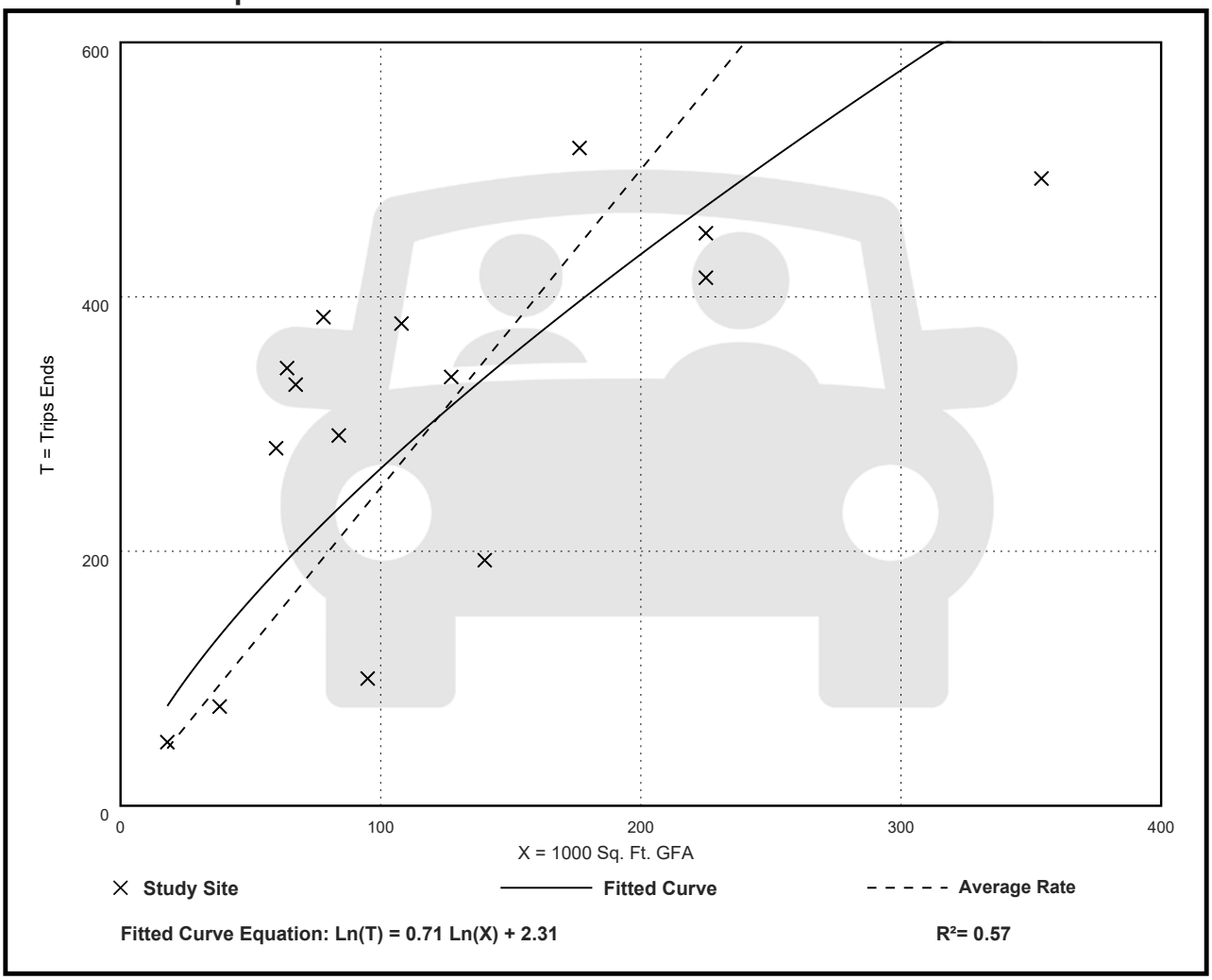
Recreational Community Center
(495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 15
Avg. 1000 Sq. Ft. GFA: 124
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.50	1.05 - 5.37	1.28

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.31

R^2= 0.57

Recreational Community Center
(495)

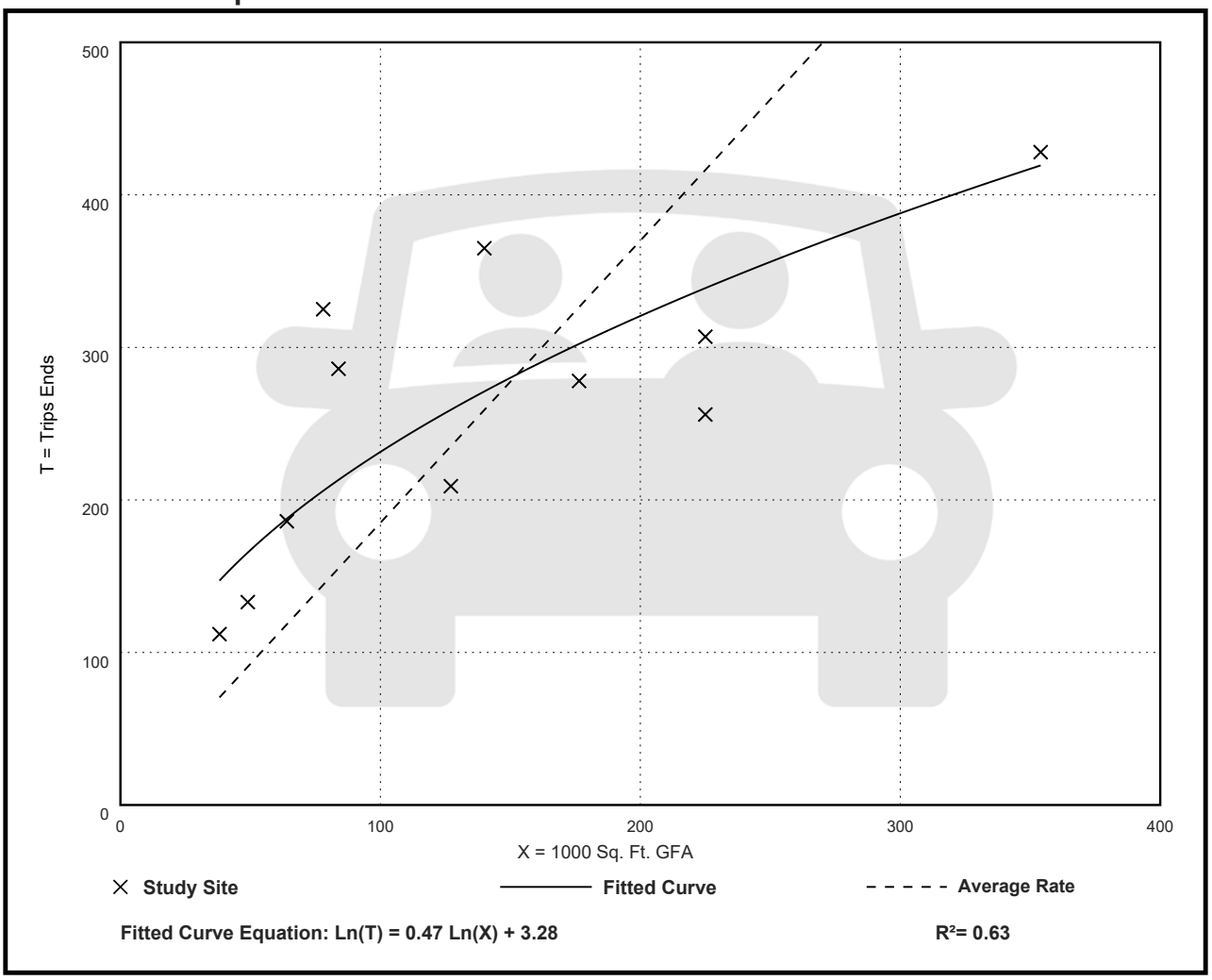
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. 1000 Sq. Ft. GFA: 142
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.85	1.14 - 4.17	0.91

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.47 Ln(X) + 3.28

R^2= 0.63

Recreational Community Center
(495)

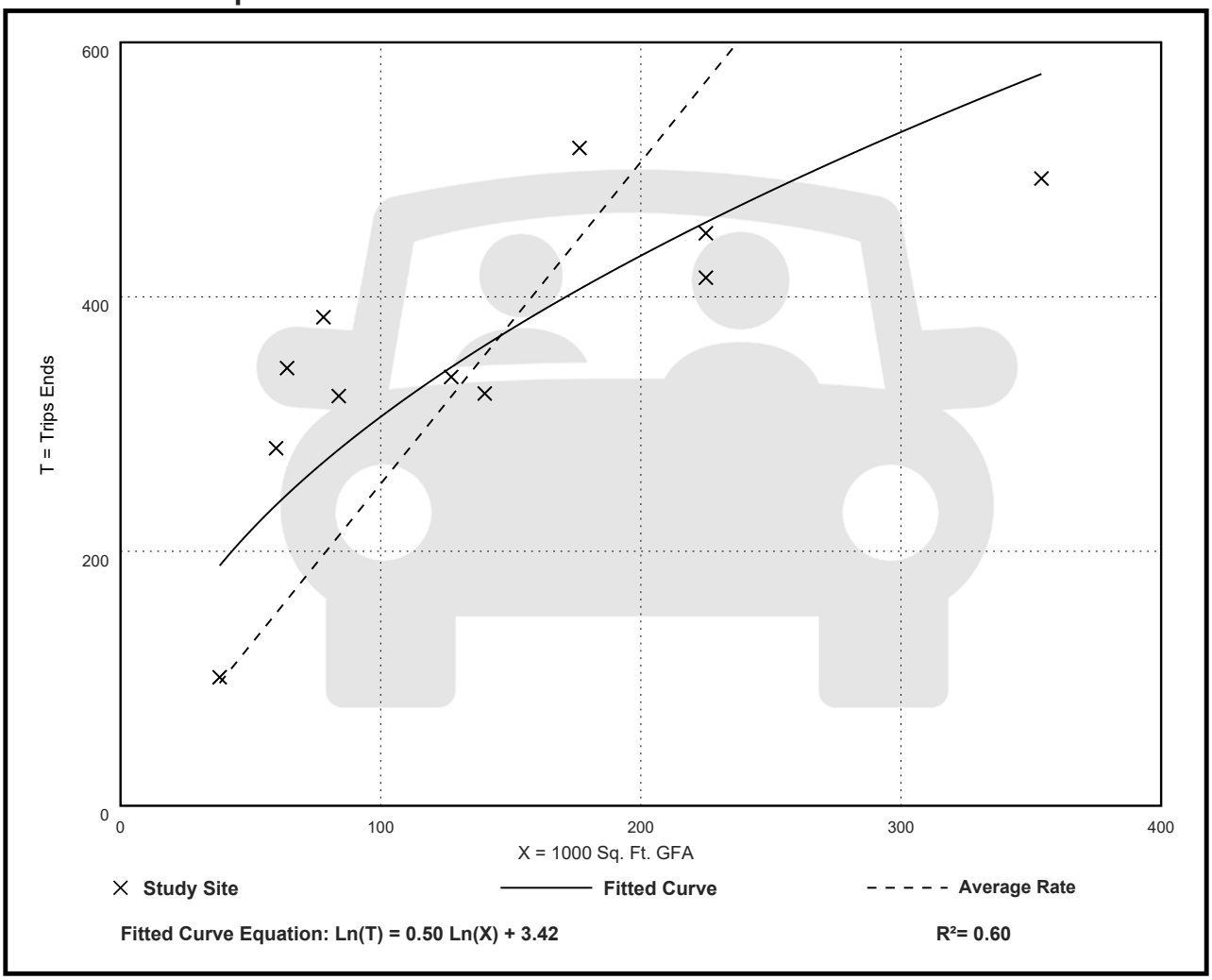
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. 1000 Sq. Ft. GFA: 143
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.53	1.39 - 5.37	1.20

Data Plot and Equation



Recreational Community Center
(495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday

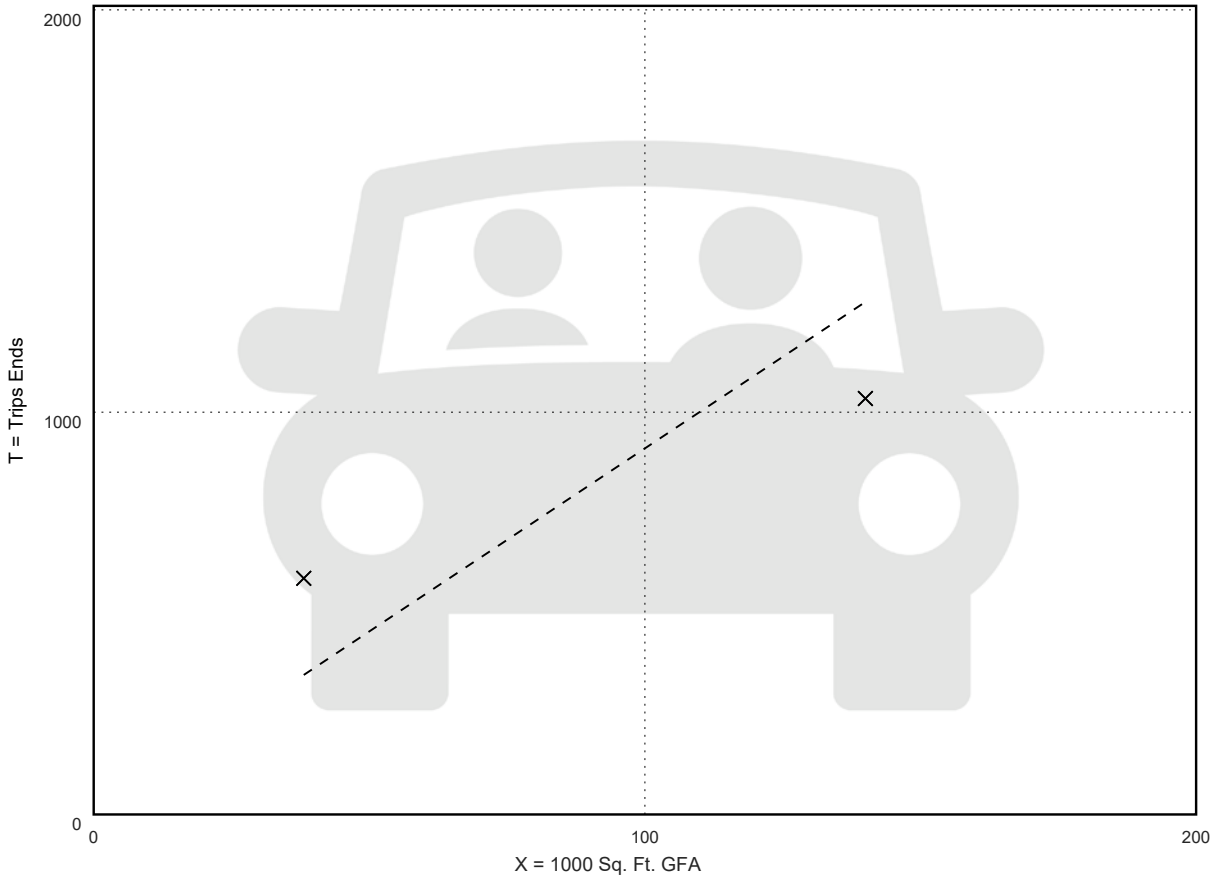
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 89
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.10	7.39 - 15.40	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Recreational Community Center
(495)

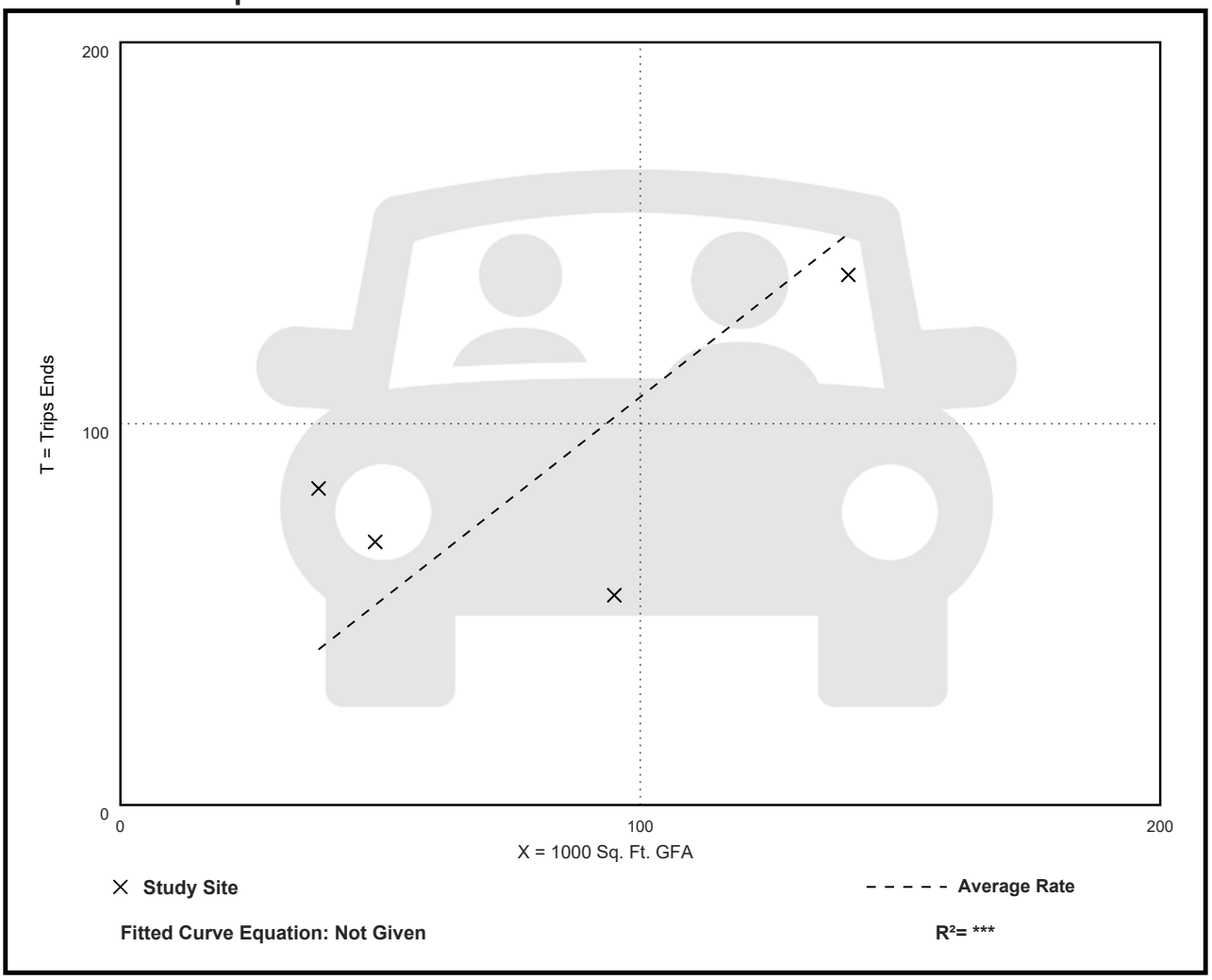
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 81
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.07	0.58 - 2.18	0.56

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Recreational Community Center
(495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday

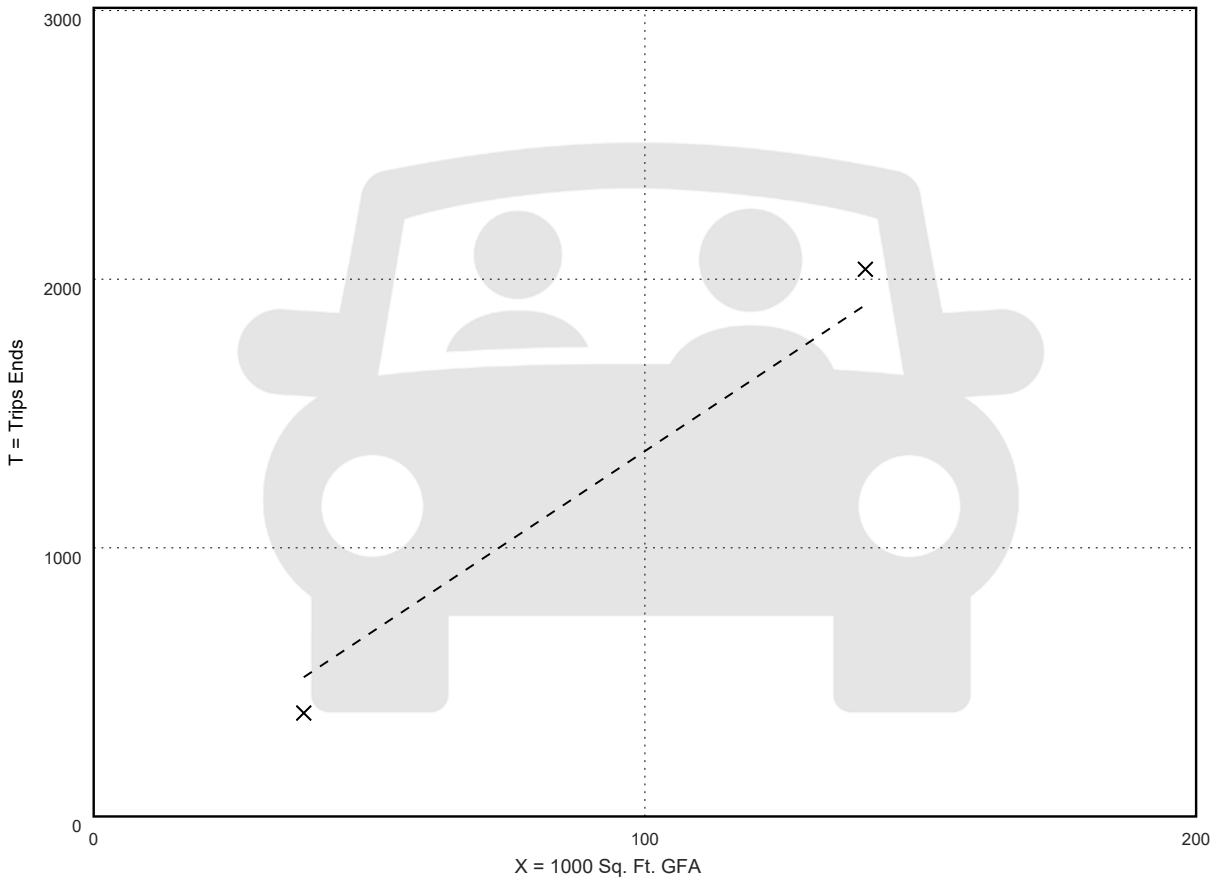
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 89
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
13.60	10.10 - 14.55	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Recreational Community Center
(495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

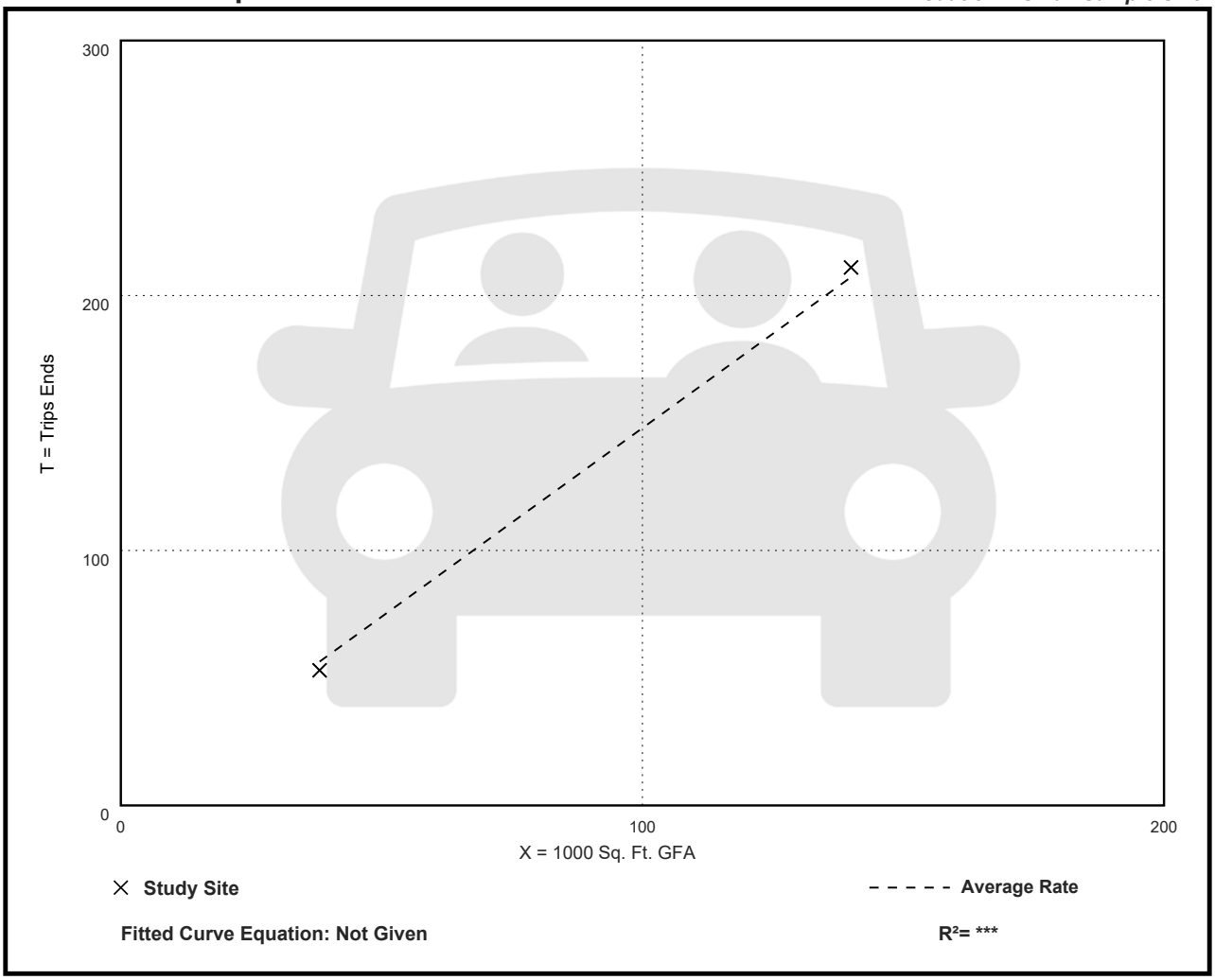
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 89
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.48	1.39 - 1.51	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Recreational Community Center
(495)

Vehicle Trip Ends vs: Employees
On a: Weekday

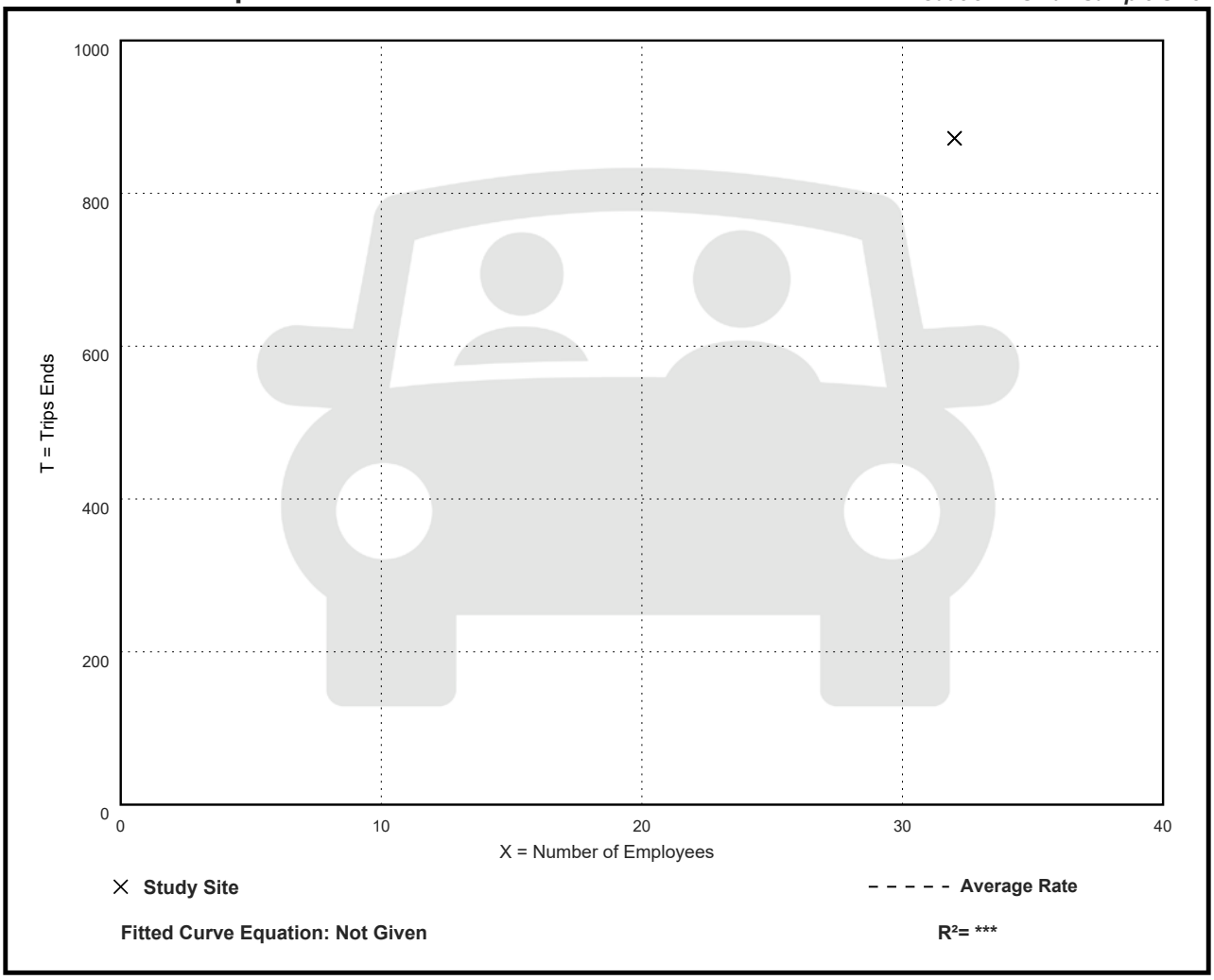
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 32
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
27.25	27.25 - 27.25	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

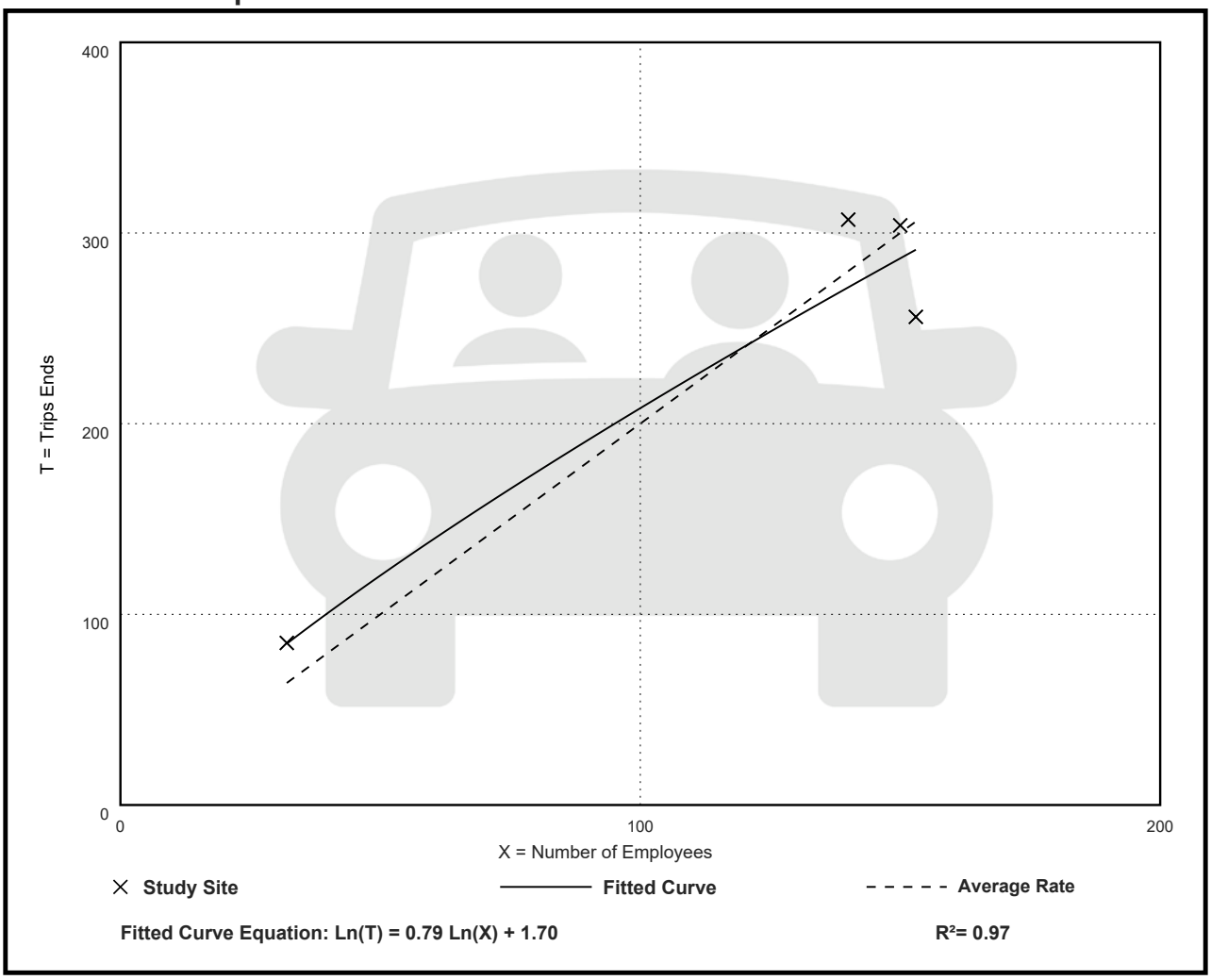
Recreational Community Center
(495)

Vehicle Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Employees: 119
Directional Distribution: 67% entering, 33% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
2.00	1.67 - 2.66	0.32

Data Plot and Equation



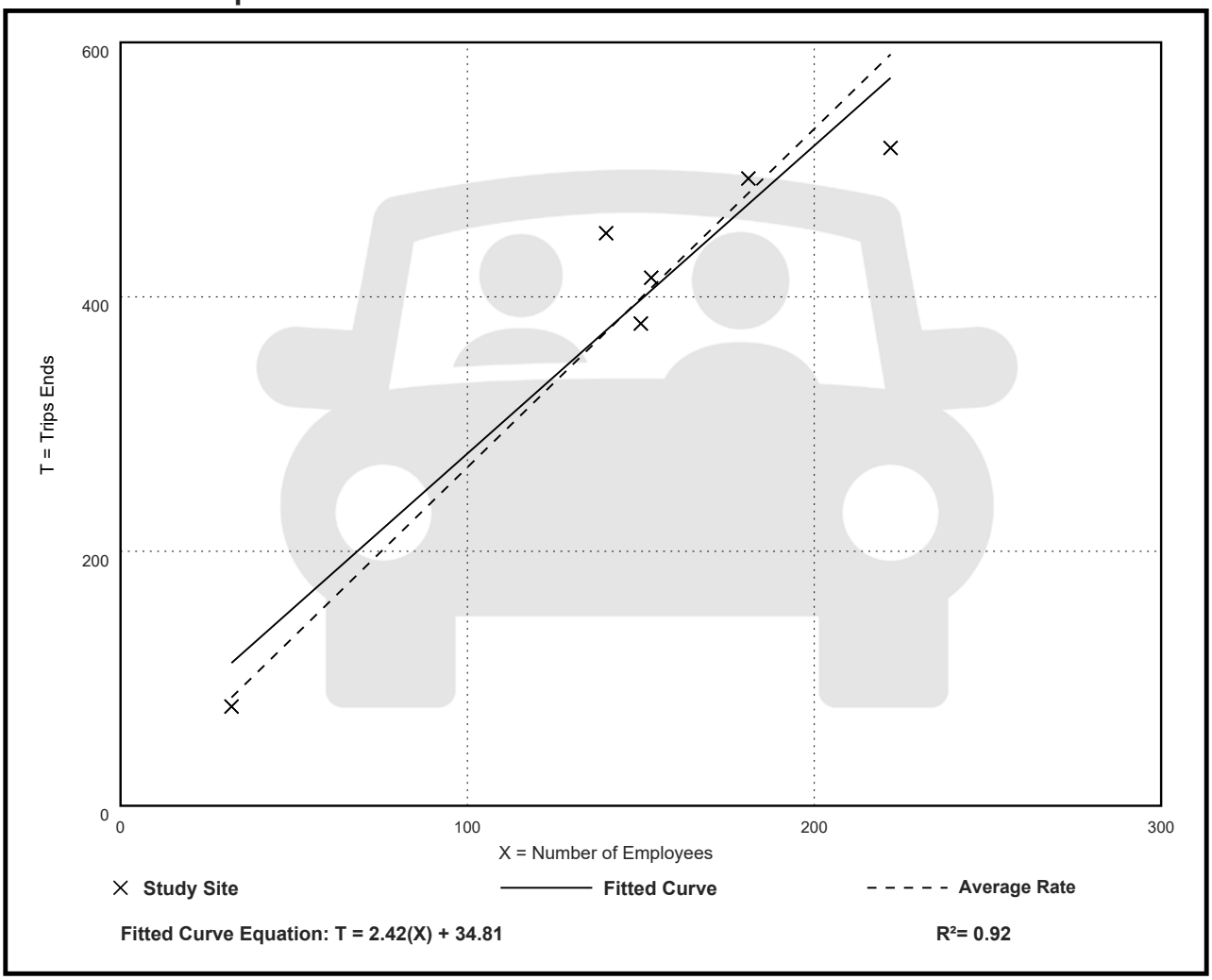
Recreational Community Center
(495)

Vehicle Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Employees: 146
Directional Distribution: 44% entering, 56% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
2.66	2.33 - 3.21	0.32

Data Plot and Equation



Fitted Curve Equation: T = 2.42(X) + 34.81

R^2= 0.92

Recreational Community Center
(495)

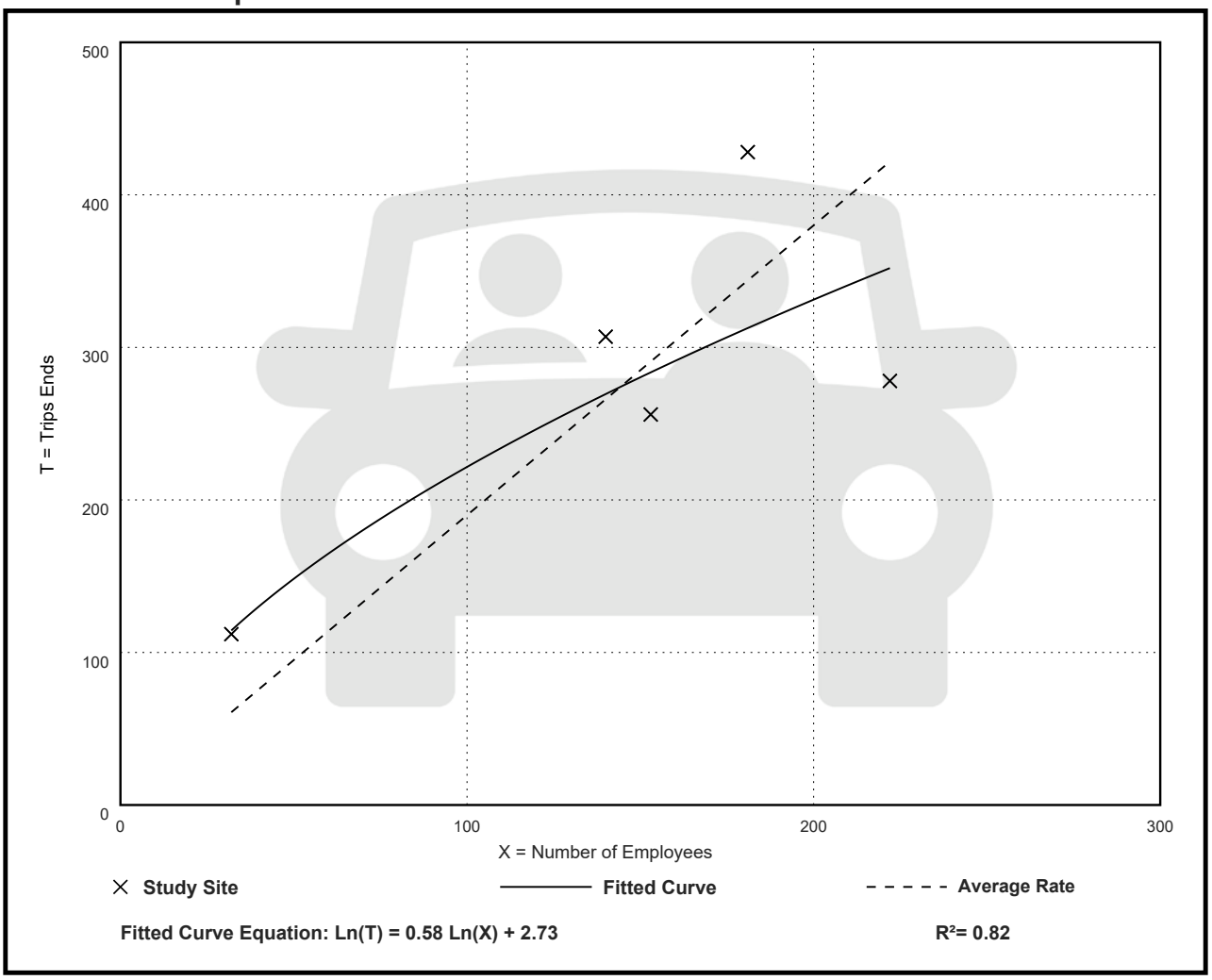
Vehicle Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Employees: 146
Directional Distribution: 65% entering, 35% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.90	1.25 - 3.50	0.63

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.58 Ln(X) + 2.73

R^2= 0.82

Recreational Community Center
(495)

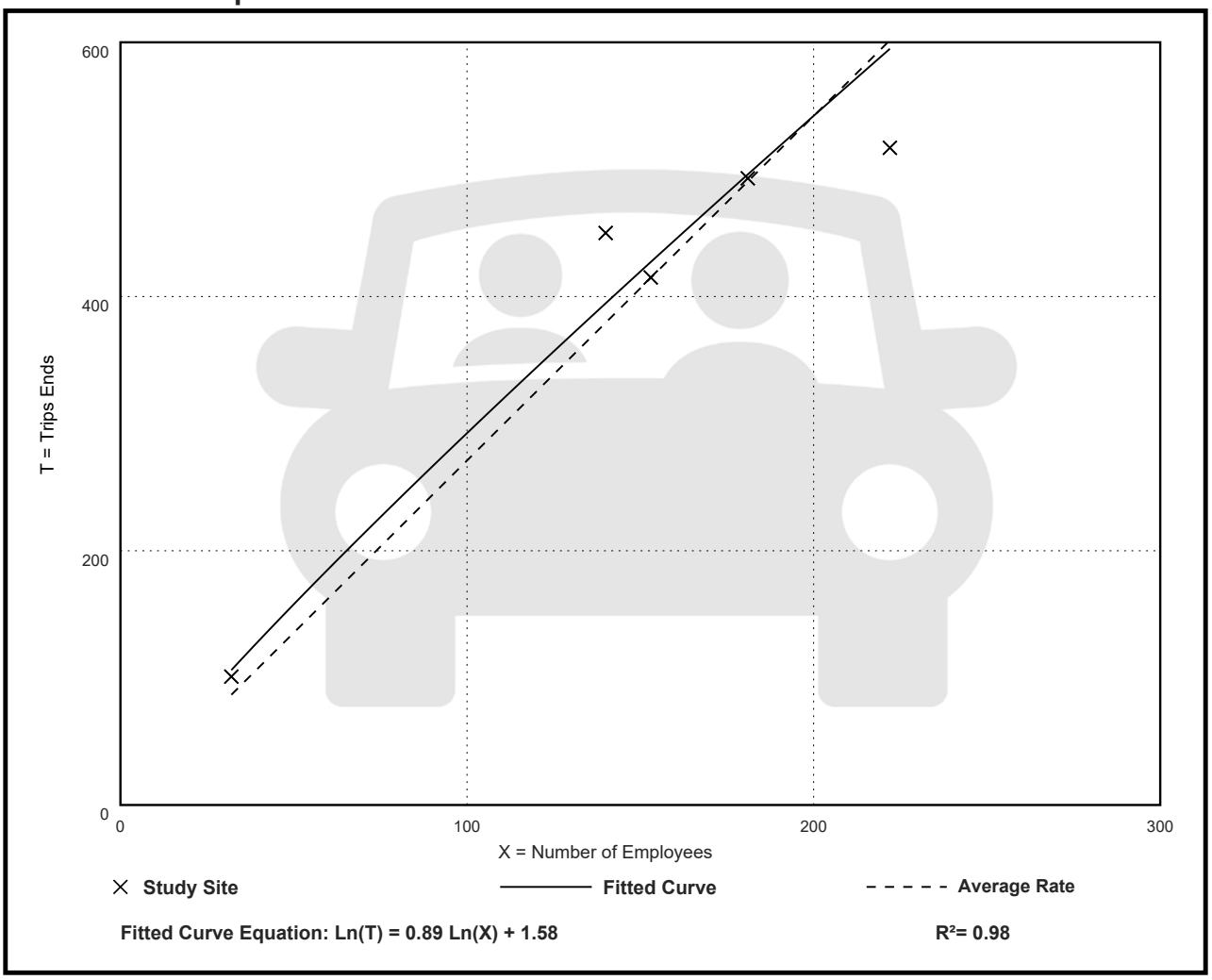
Vehicle Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Employees: 146
Directional Distribution: 43% entering, 57% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
2.71	2.33 - 3.21	0.36

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.89 Ln(X) + 1.58

R^2= 0.98

Recreational Community Center
(495)

Vehicle Trip Ends vs: Employees
On a: Saturday

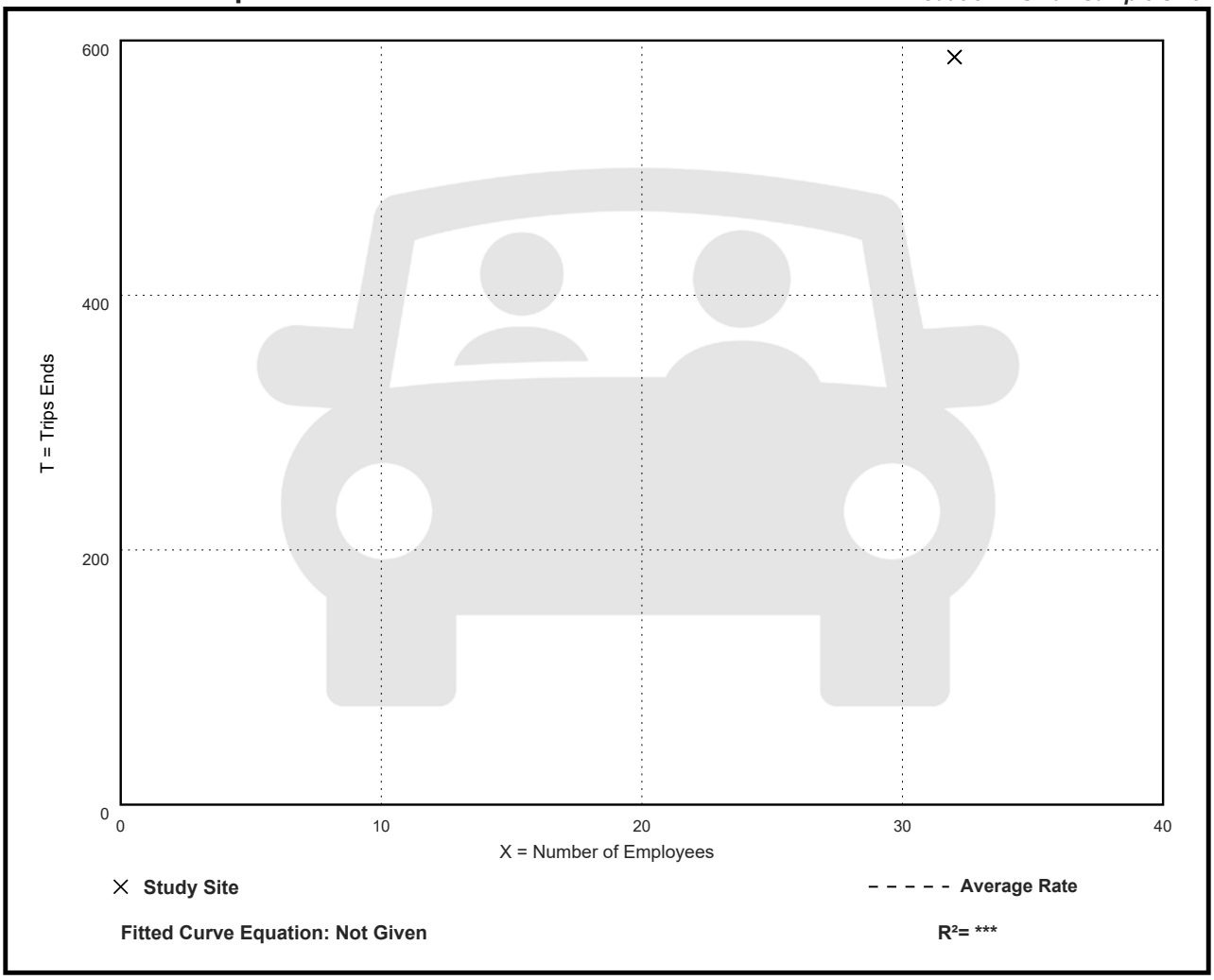
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 32
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
18.34	18.34 - 18.34	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Recreational Community Center
(495)

Vehicle Trip Ends vs: Employees
On a: Saturday, Peak Hour of Generator

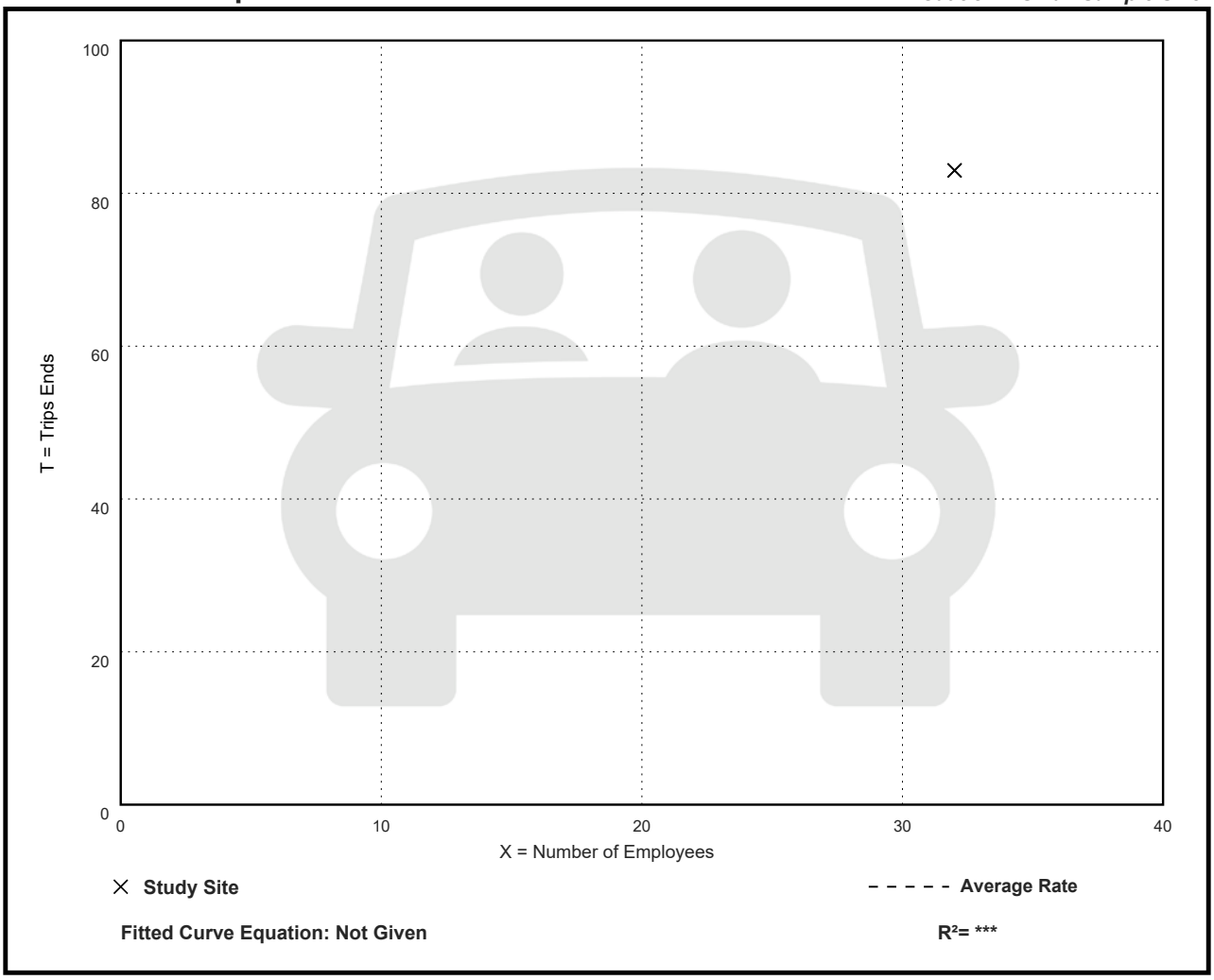
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 32
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
2.59	2.59 - 2.59	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Recreational Community Center
(495)

Vehicle Trip Ends vs: Employees
On a: Sunday

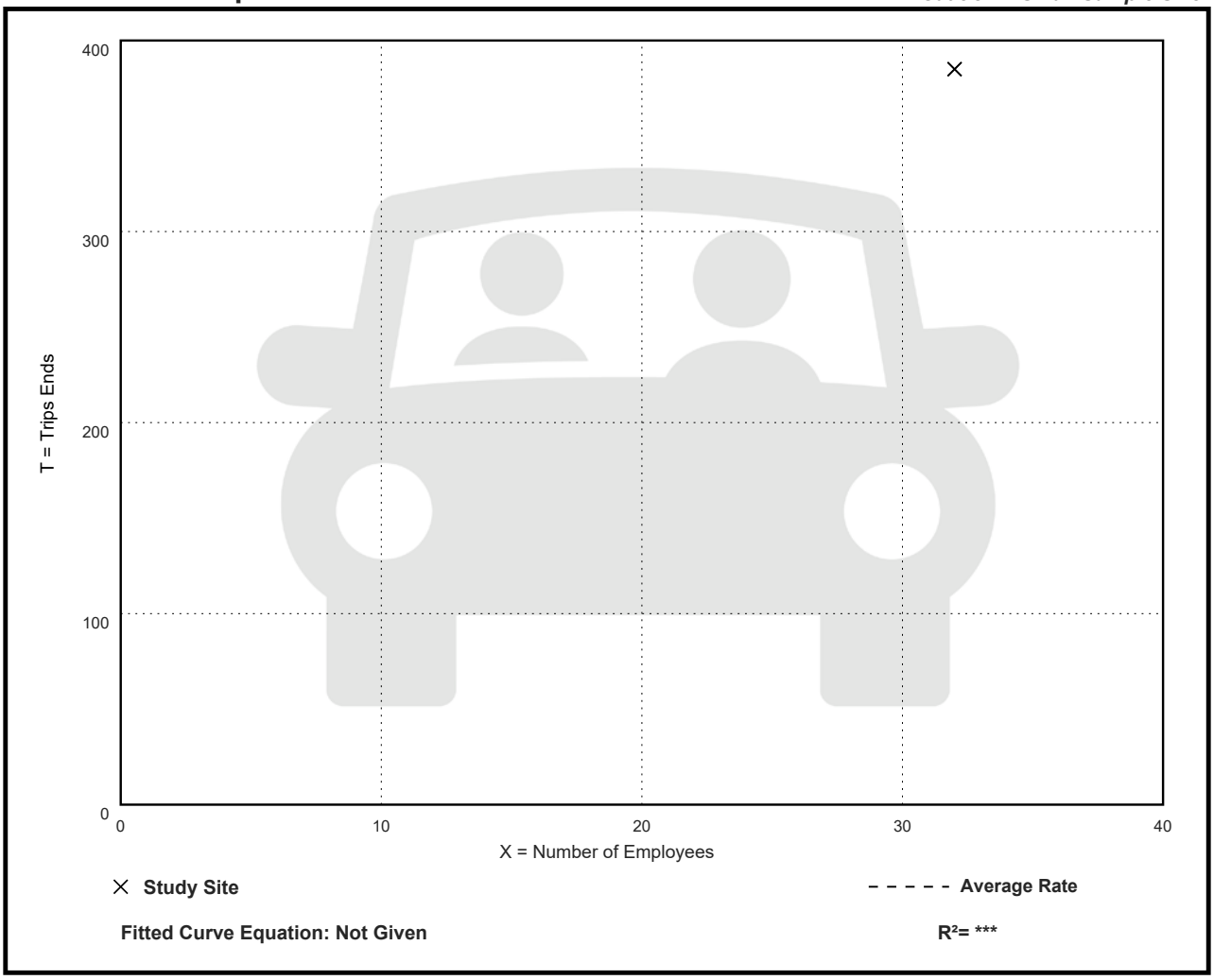
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 32
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
12.03	12.03 - 12.03	***

Data Plot and Equation

Caution – Small Sample Size



Recreational Community Center
(495)

Vehicle Trip Ends vs: Employees
On a: Sunday, Peak Hour of Generator

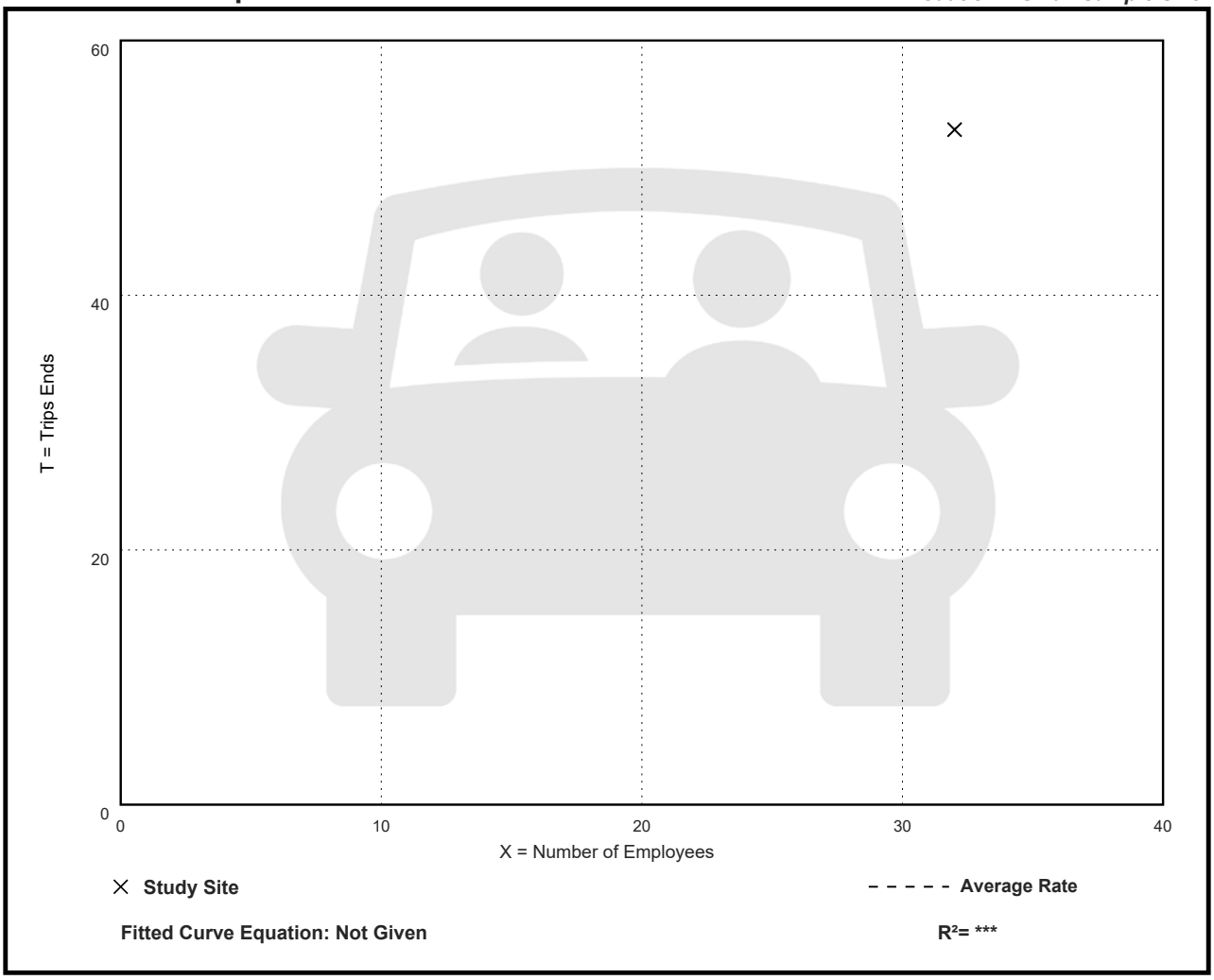
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 32
Directional Distribution: 43% entering, 57% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.66	1.66 - 1.66	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Recreational Community Center
(495)

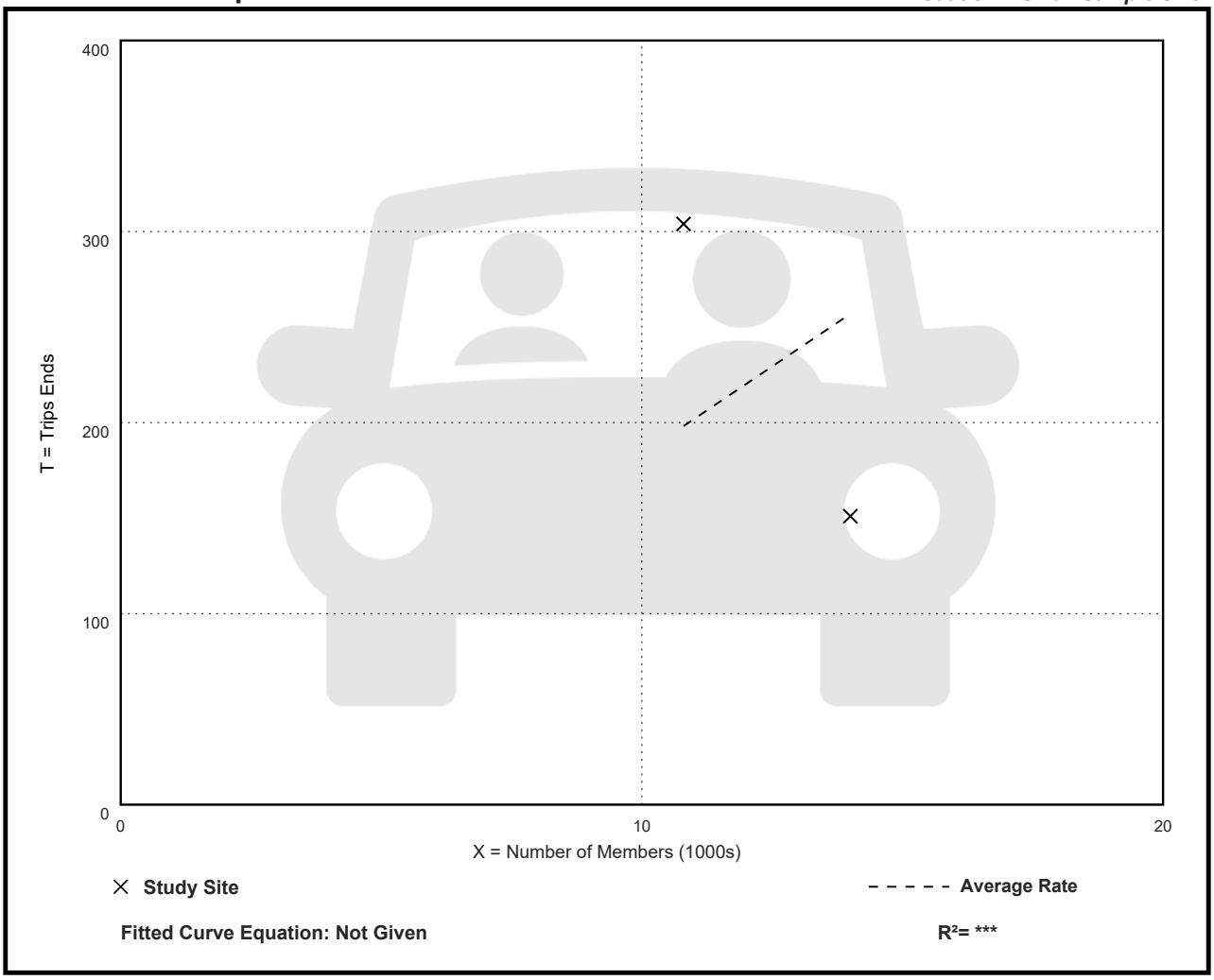
Vehicle Trip Ends vs: Members (1000s)
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Members (1000s): 12
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per Member (1000s)

Average Rate	Range of Rates	Standard Deviation
18.35	10.79 - 28.15	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Recreational Community Center
(495)

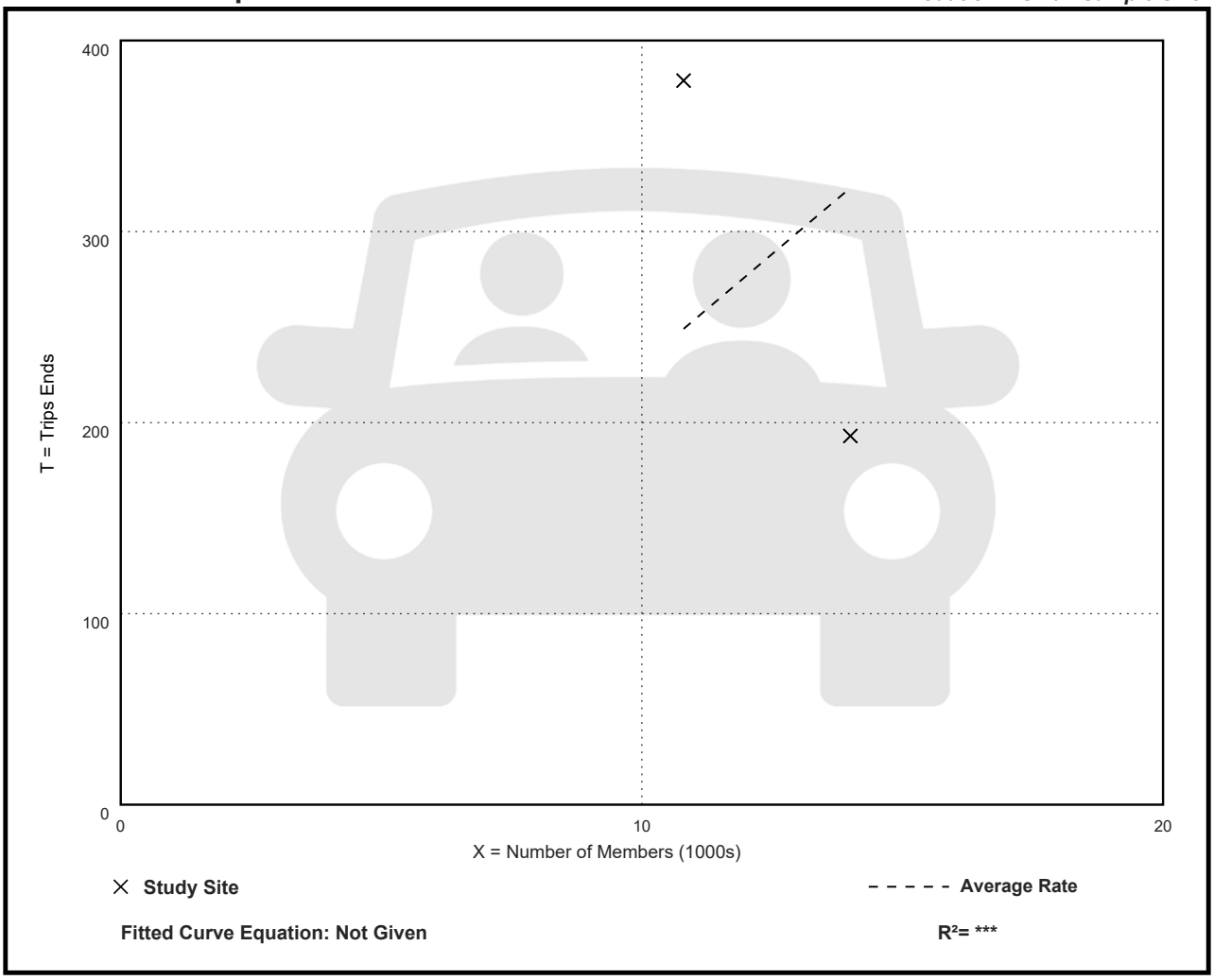
Vehicle Trip Ends vs: Members (1000s)
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Members (1000s): 12
Directional Distribution: 44% entering, 56% exiting

Vehicle Trip Generation per Member (1000s)

Average Rate	Range of Rates	Standard Deviation
23.06	13.79 - 35.09	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Recreational Community Center
(495)

Vehicle Trip Ends vs: Members (1000s)
On a: Weekday,
AM Peak Hour of Generator

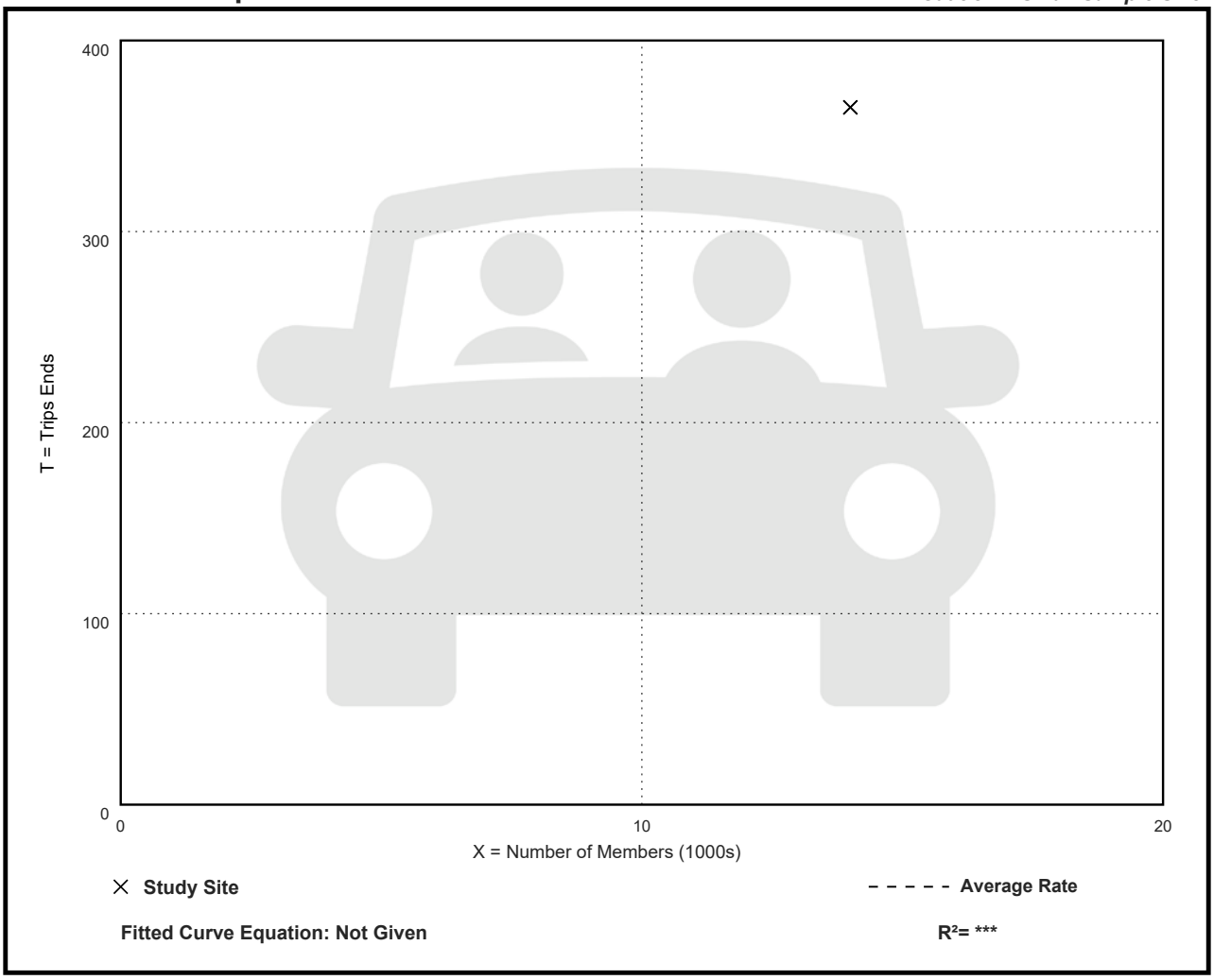
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Members (1000s): 14
Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per Member (1000s)

Average Rate	Range of Rates	Standard Deviation
26.07	26.07 - 26.07	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Recreational Community Center
(495)

Vehicle Trip Ends vs: Members (1000s)
On a: Weekday,
PM Peak Hour of Generator

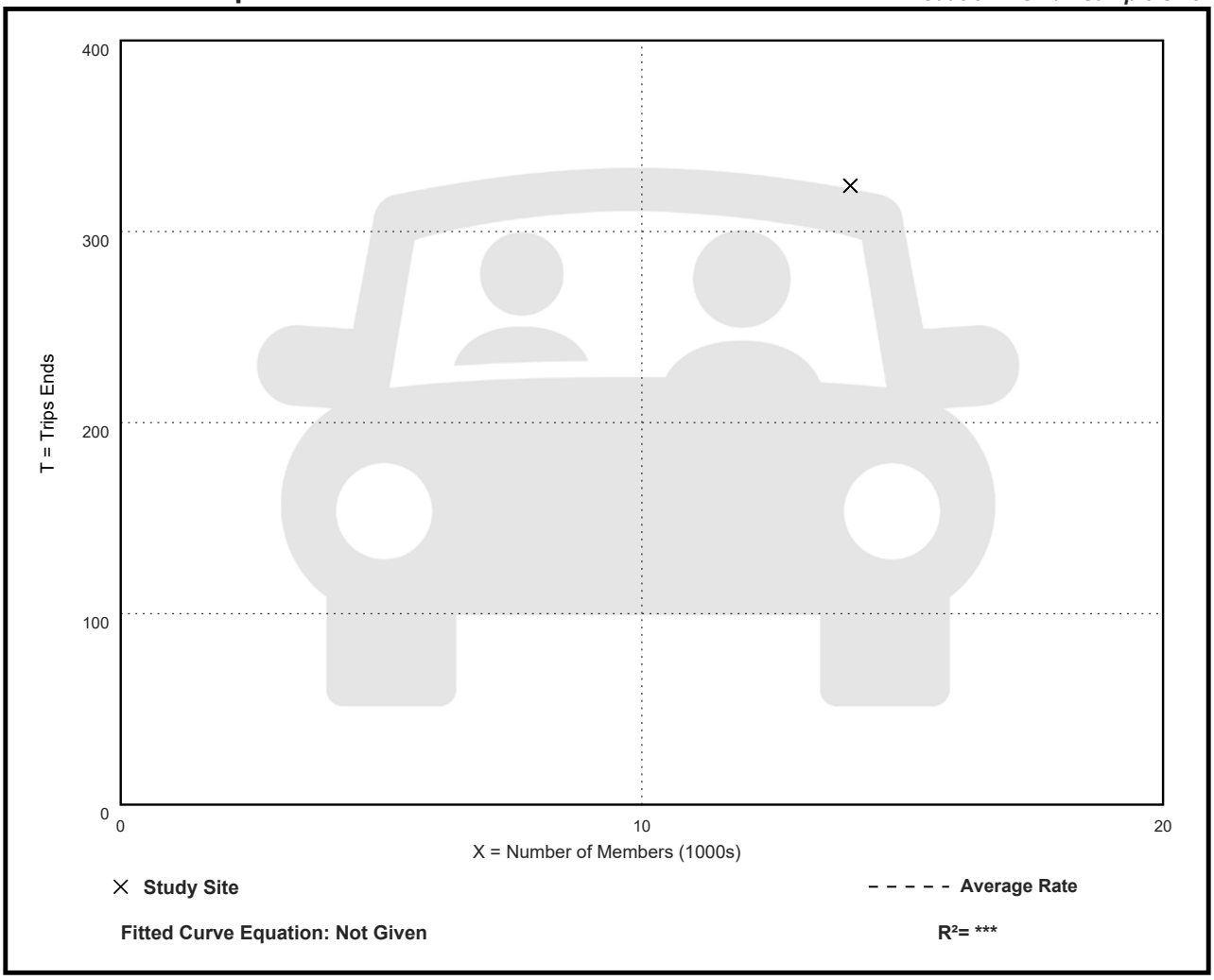
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Members (1000s): 14
Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per Member (1000s)

Average Rate	Range of Rates	Standard Deviation
23.14	23.14 - 23.14	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Recreational Community Center
(495)

Vehicle Trip Ends vs: Members (1000s)
On a: Saturday

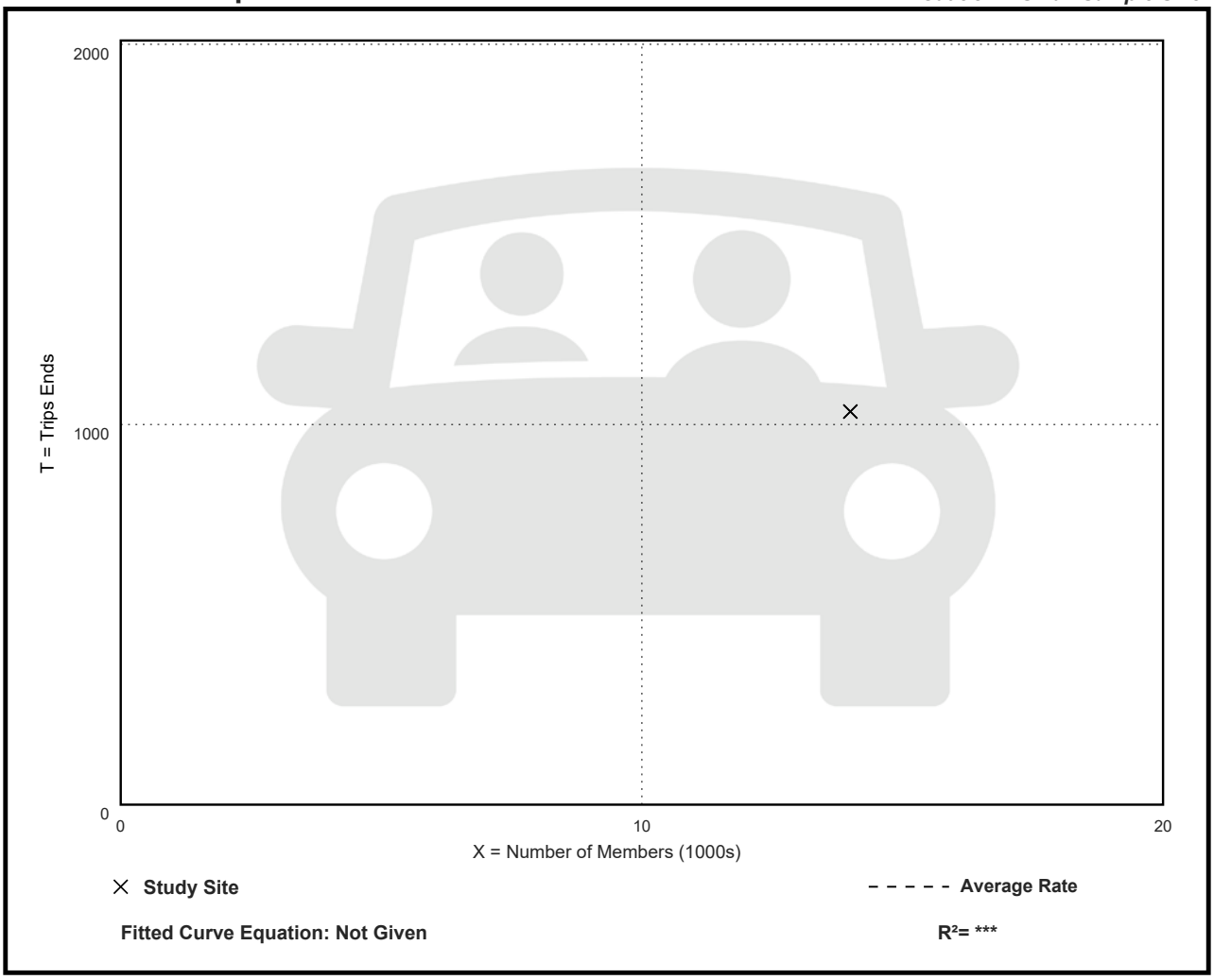
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Members (1000s): 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Member (1000s)

Average Rate	Range of Rates	Standard Deviation
73.86	73.86 - 73.86	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Recreational Community Center
(495)

Vehicle Trip Ends vs: Members (1000s)
On a: Sunday

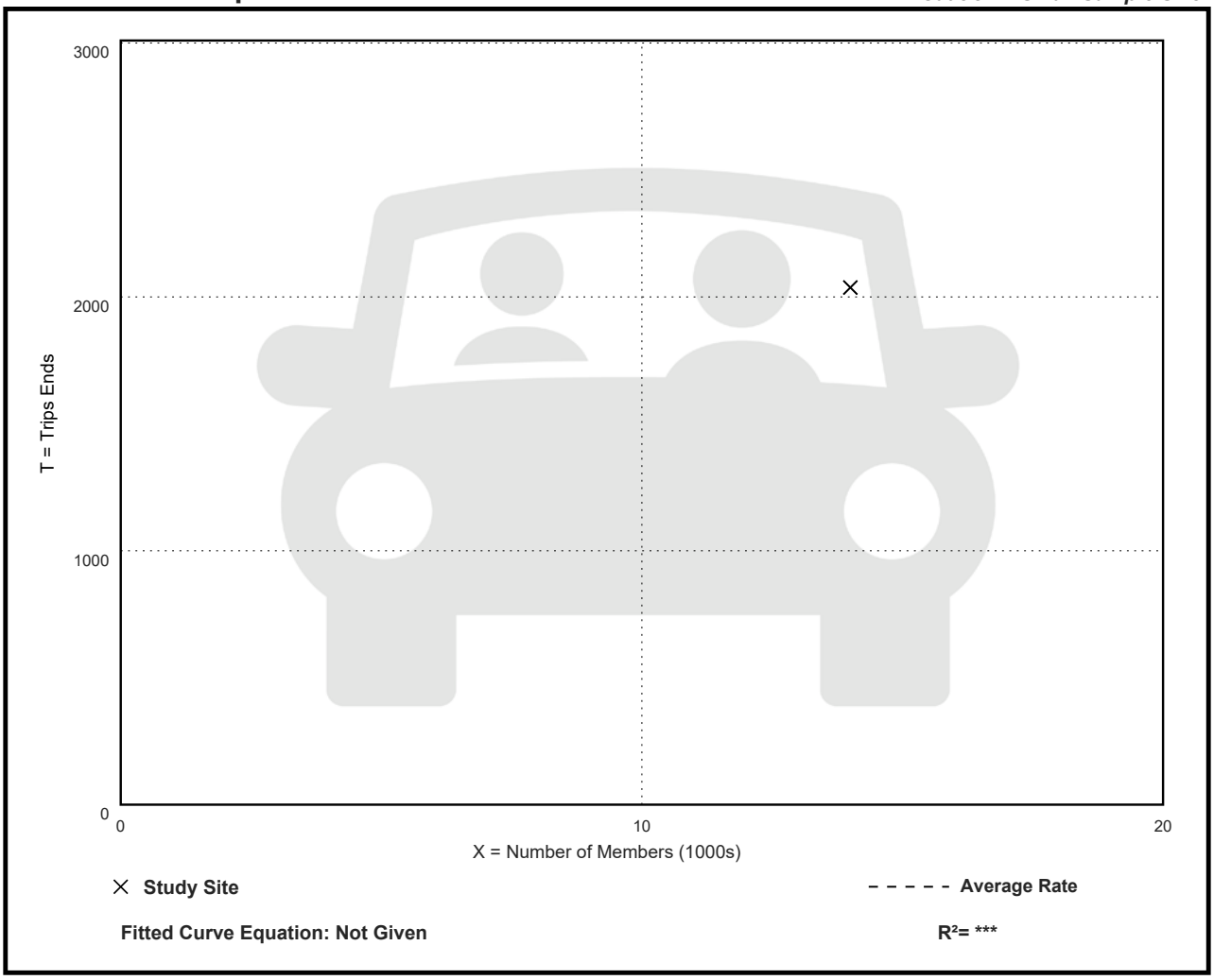
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Members (1000s): 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Member (1000s)

Average Rate	Range of Rates	Standard Deviation
145.50	145.50 - 145.50	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Recreational Community Center
(495)

Vehicle Trip Ends vs: Members (1000s)
On a: Sunday, Peak Hour of Generator

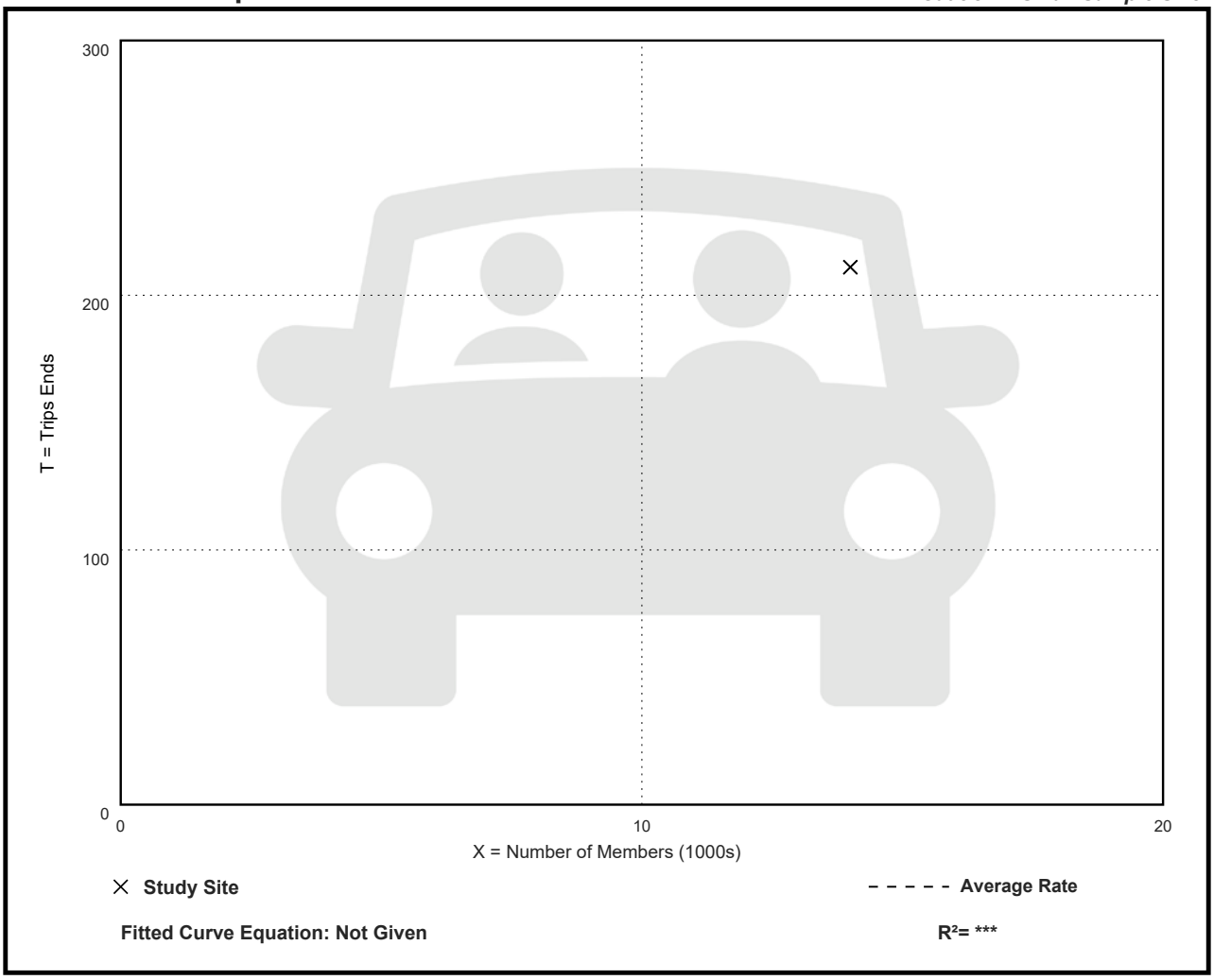
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Members (1000s): 14
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Member (1000s)

Average Rate	Range of Rates	Standard Deviation
15.07	15.07 - 15.07	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Recreational Community Center
(495)

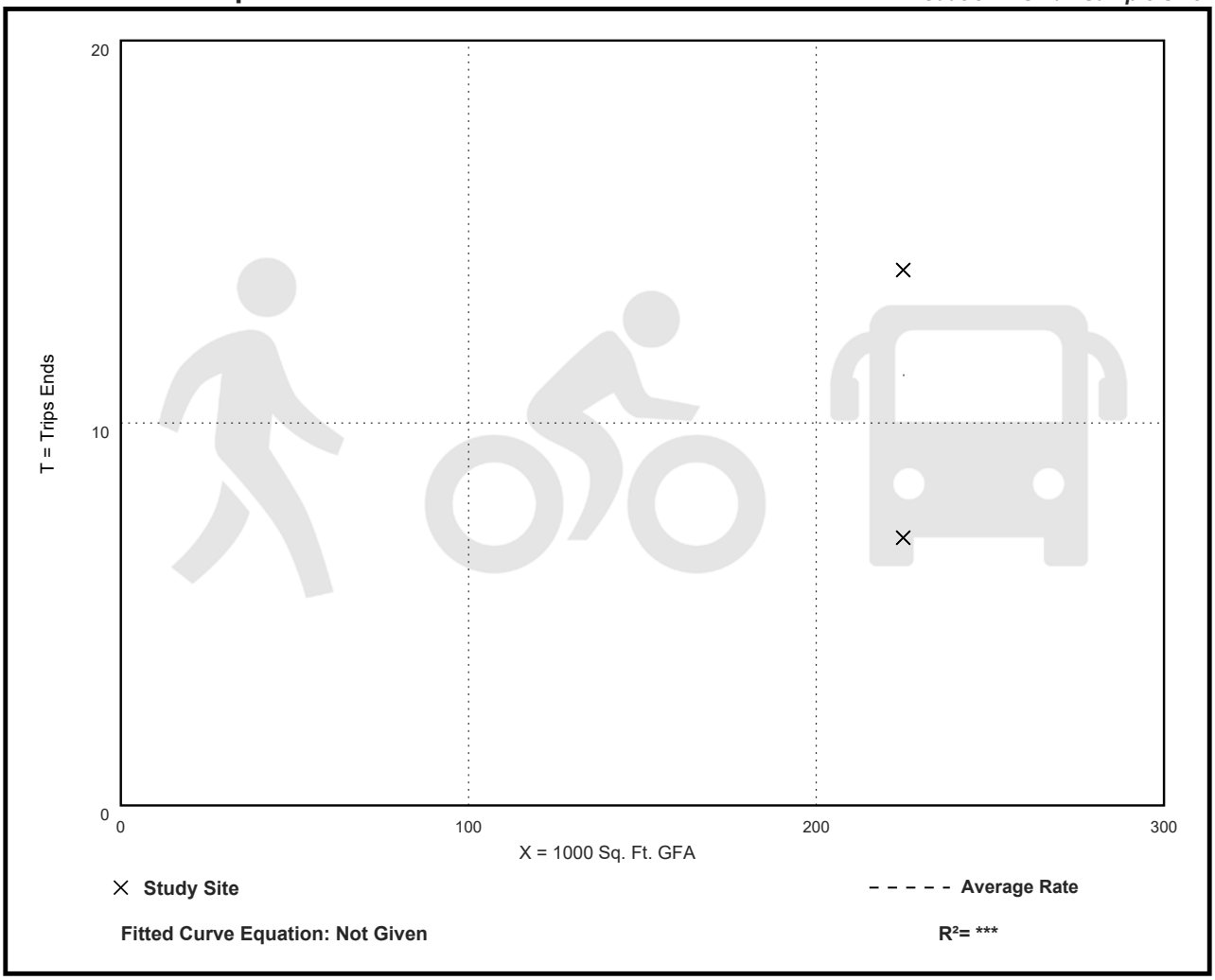
Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 225
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.05	0.03 - 0.06	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

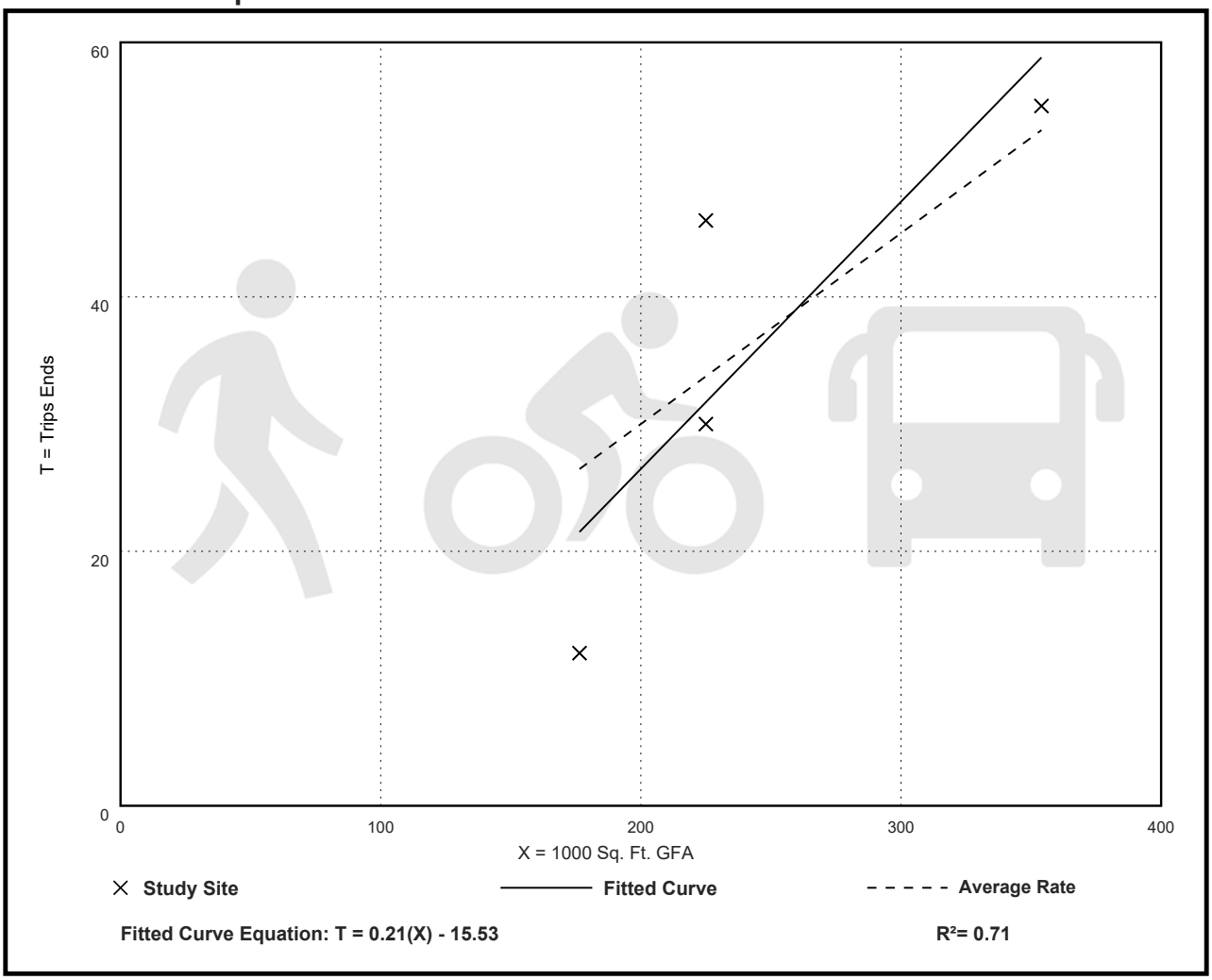
Recreational Community Center
(495)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 245
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.07 - 0.20	0.05

Data Plot and Equation



Fitted Curve Equation: T = 0.21(X) - 15.53

R^2= 0.71

Recreational Community Center
(495)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

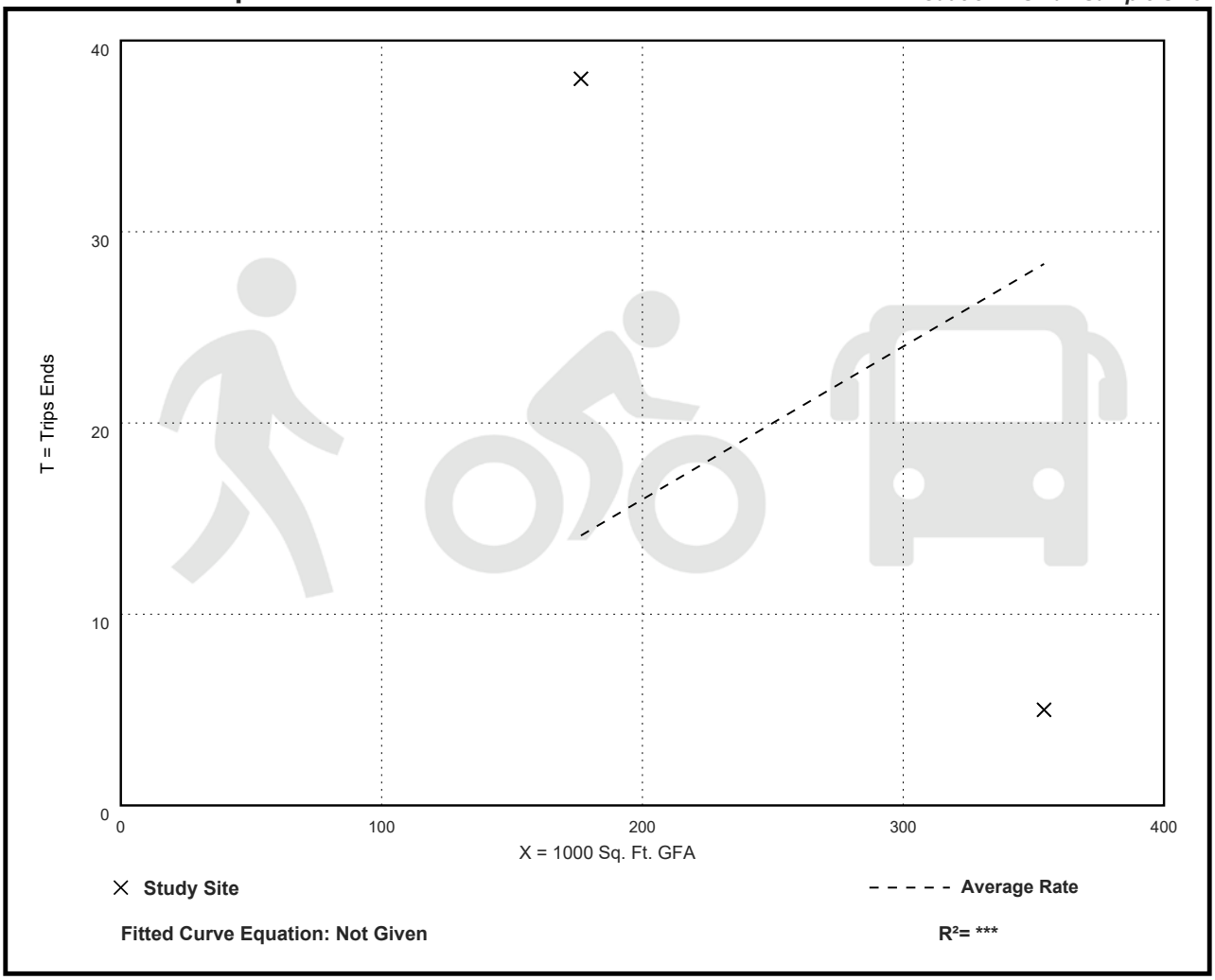
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 265
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.08	0.01 - 0.22	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Recreational Community Center
(495)

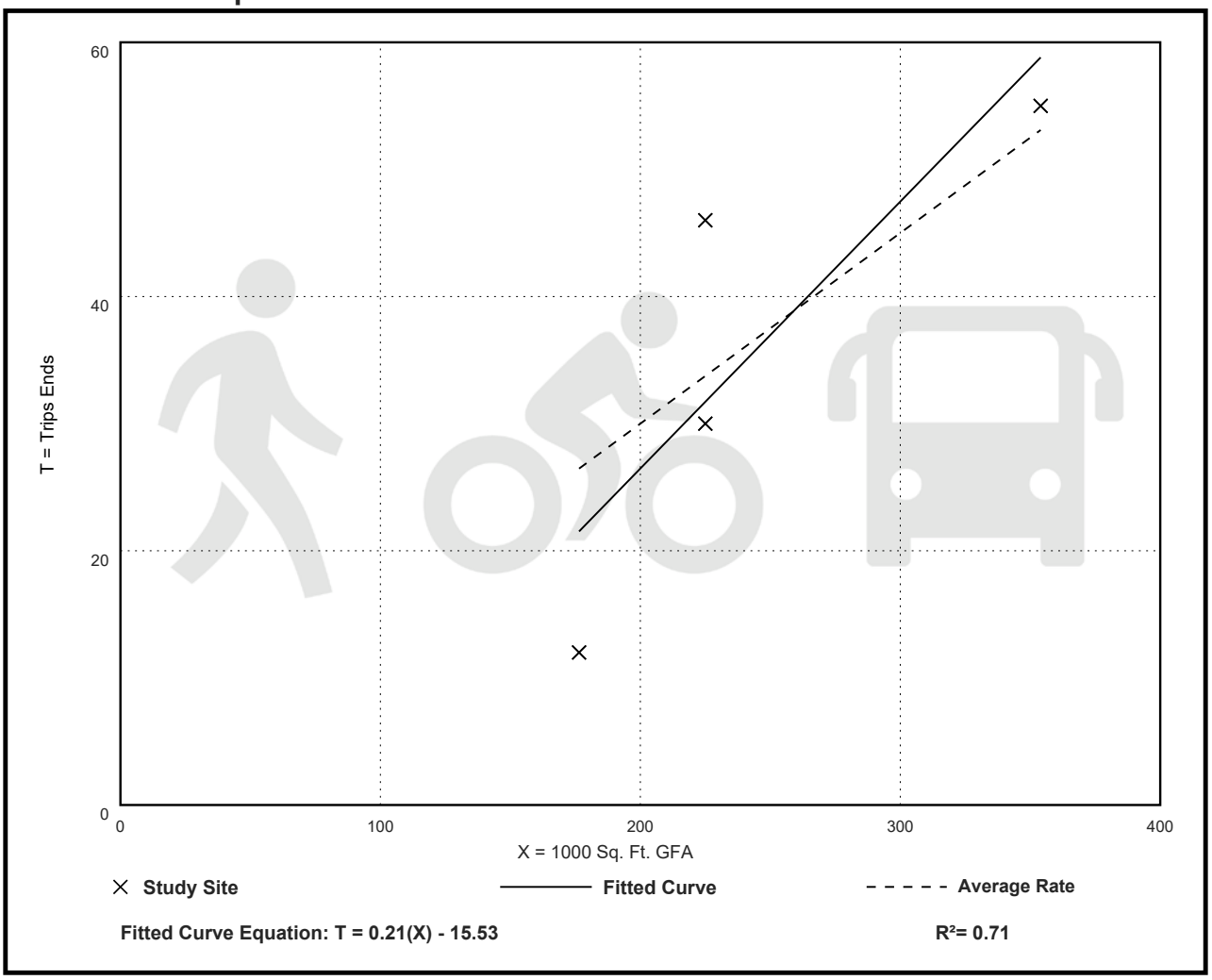
Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 245
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.07 - 0.20	0.05

Data Plot and Equation



Fitted Curve Equation: T = 0.21(X) - 15.53

R^2= 0.71

Recreational Community Center
(495)

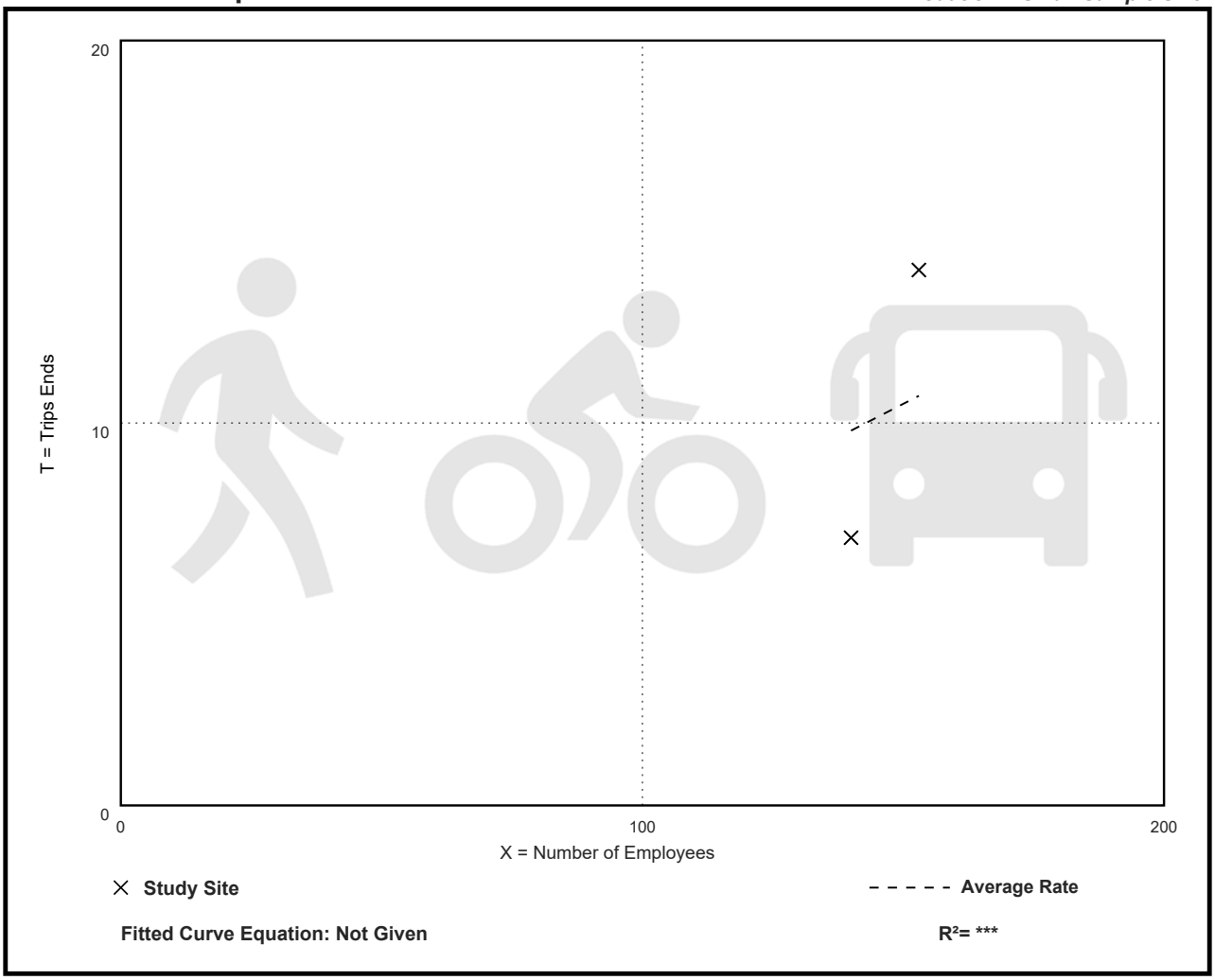
Walk+Bike+Transit Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Employees: 147
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.07	0.05 - 0.09	***

Data Plot and Equation

Caution – Small Sample Size



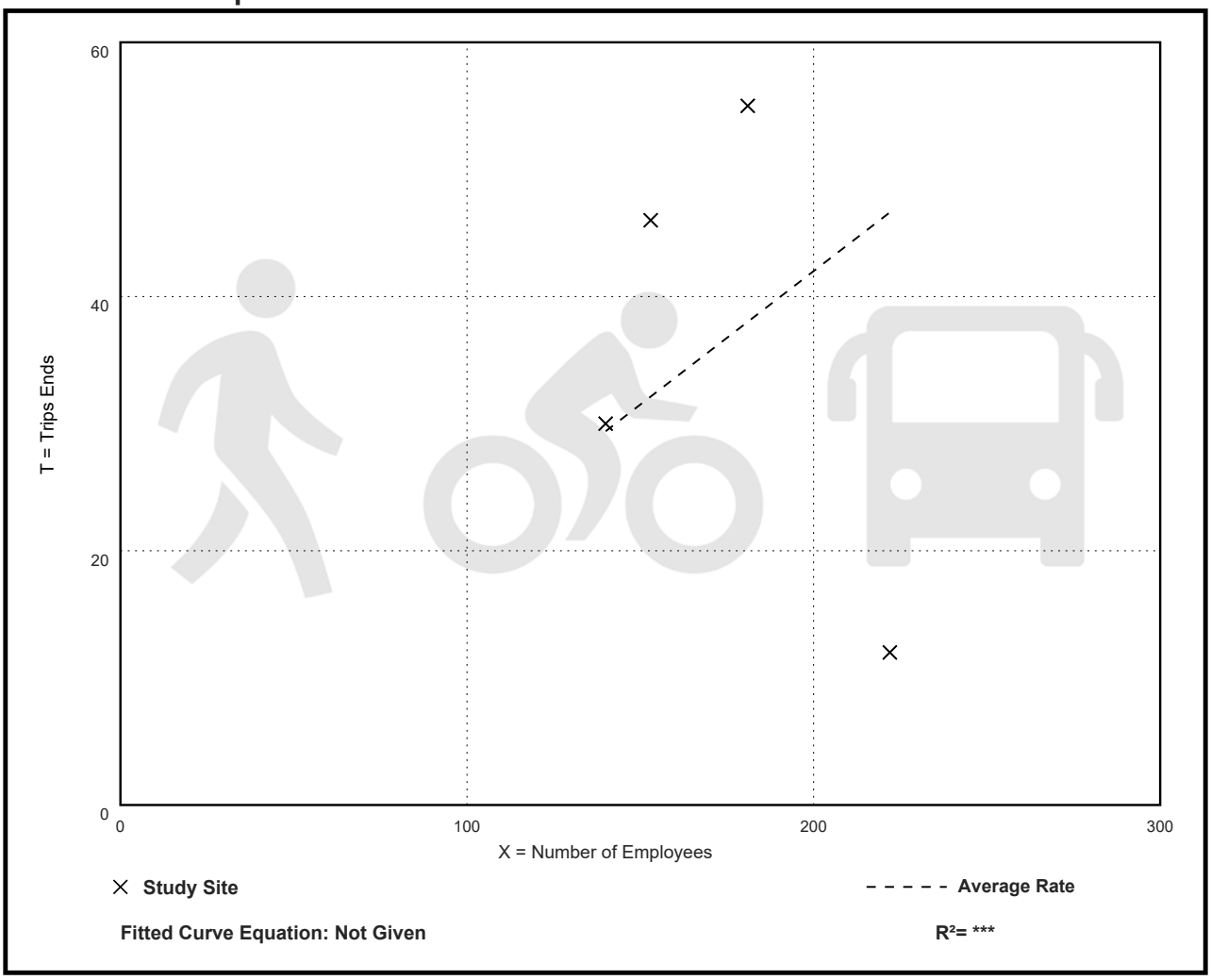
Recreational Community Center
(495)

Walk+Bike+Transit Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Employees: 174
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.21	0.05 - 0.30	0.13

Data Plot and Equation



Recreational Community Center
(495)

Walk+Bike+Transit Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

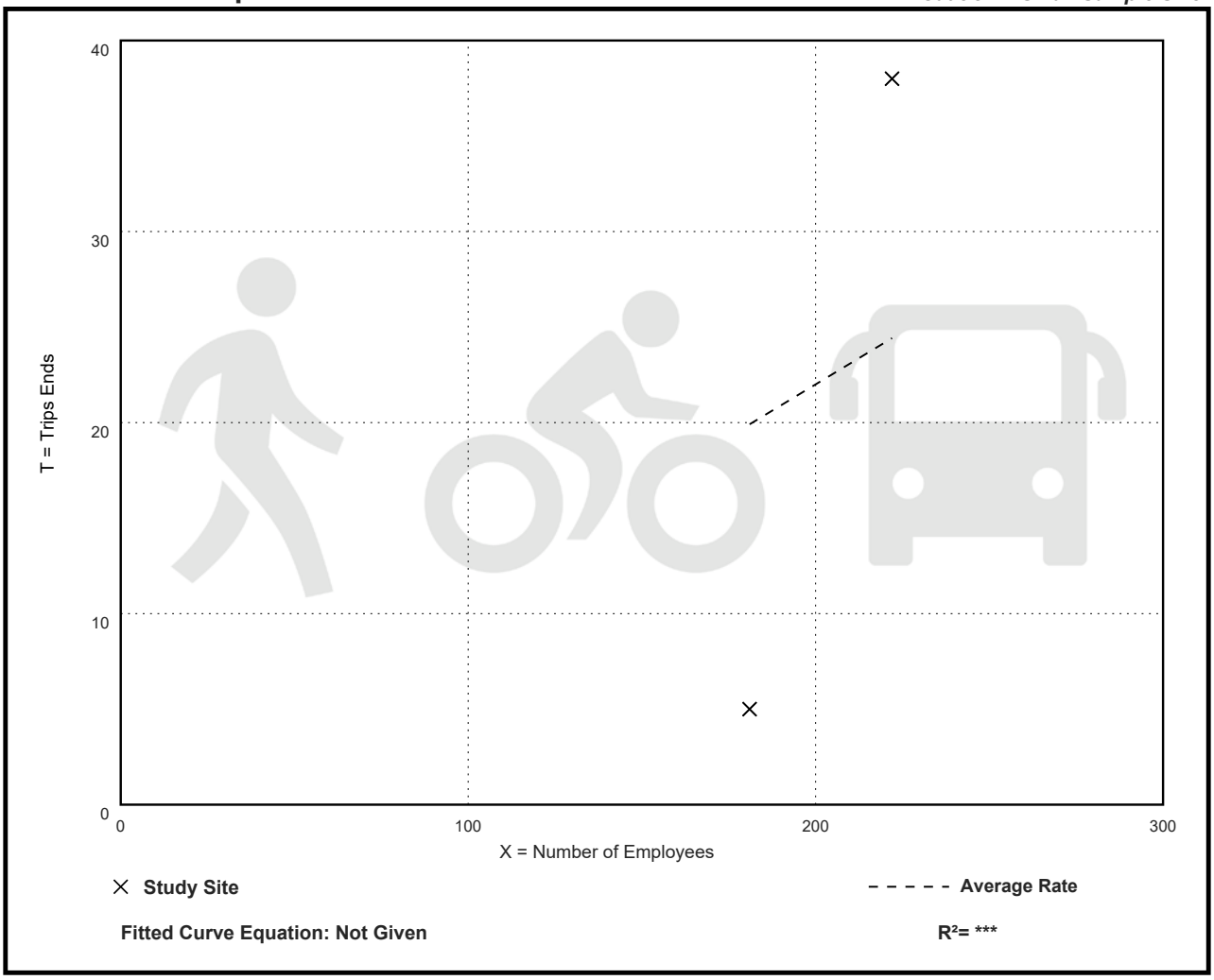
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Employees: 202
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.11	0.03 - 0.17	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Recreational Community Center
(495)

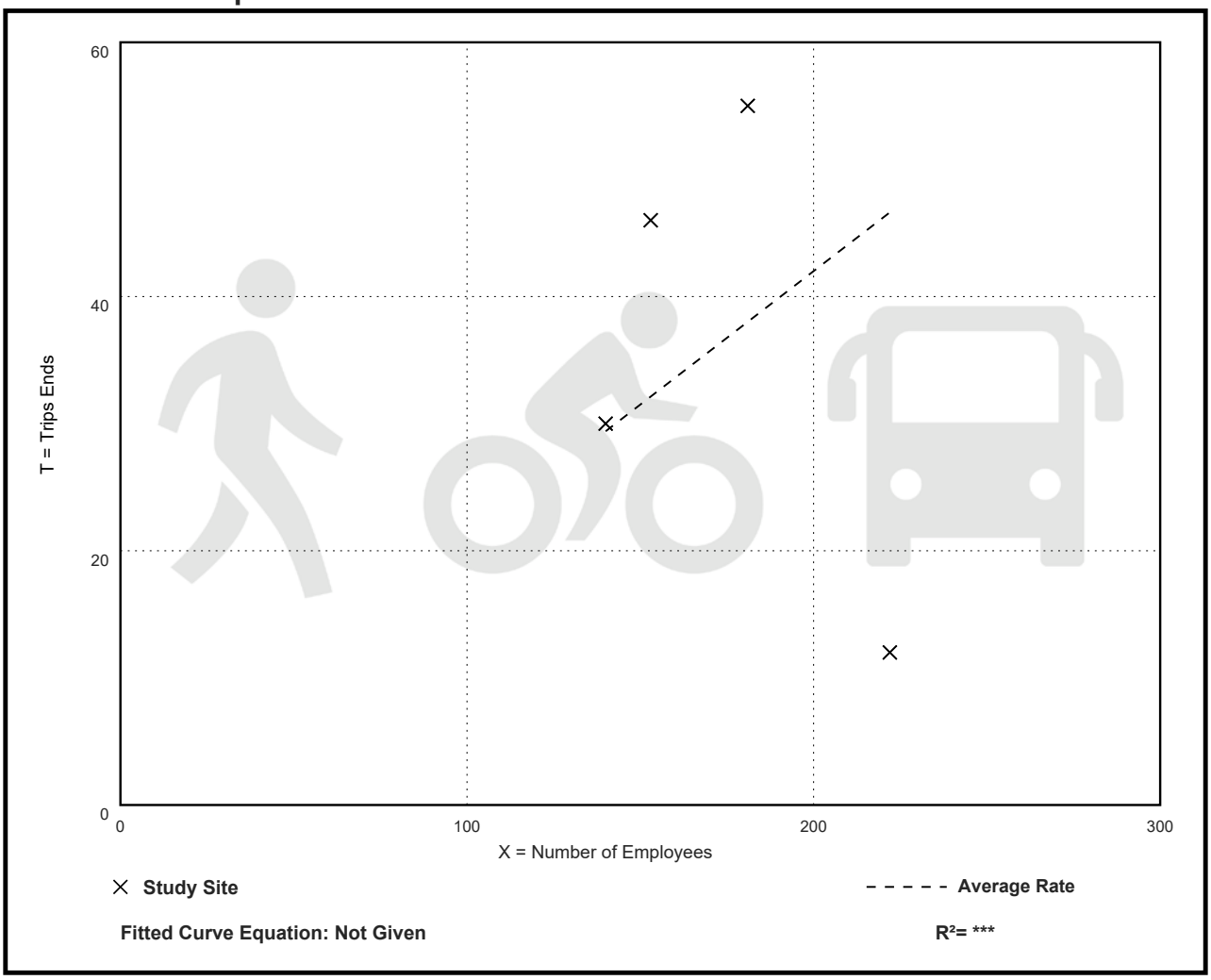
Walk+Bike+Transit Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Employees: 174
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.21	0.05 - 0.30	0.13

Data Plot and Equation



Land Use: 488
Soccer Complex

Description

A soccer complex is an outdoor facility that is used for non-professional soccer games. It may consist of multiple fields. The size of each field within the land use may vary to accommodate games for different age groups. On-site amenities may include stadium seating, a fitness trail, an activities shelter, aquatic center, picnic grounds, basketball and tennis courts, and a playground. Public park (Land Use 411) is a related use.

Additional Data

Caution should be used when applying these data. Peaking at soccer complexes typically occurred in time periods shorter than 1 hour. These peaking periods may have durations of 10 to 15 minutes. To assist in the future analysis of this land use, it is important to collect driveway counts in 10-minute intervals.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1990s and the 2010s in California, Colorado, Hawaii, Indiana, New Jersey, and Washington.

Source Numbers

377, 519, 565, 722, 856, 908, 952, 956, 1004

Soccer Complex
(488)

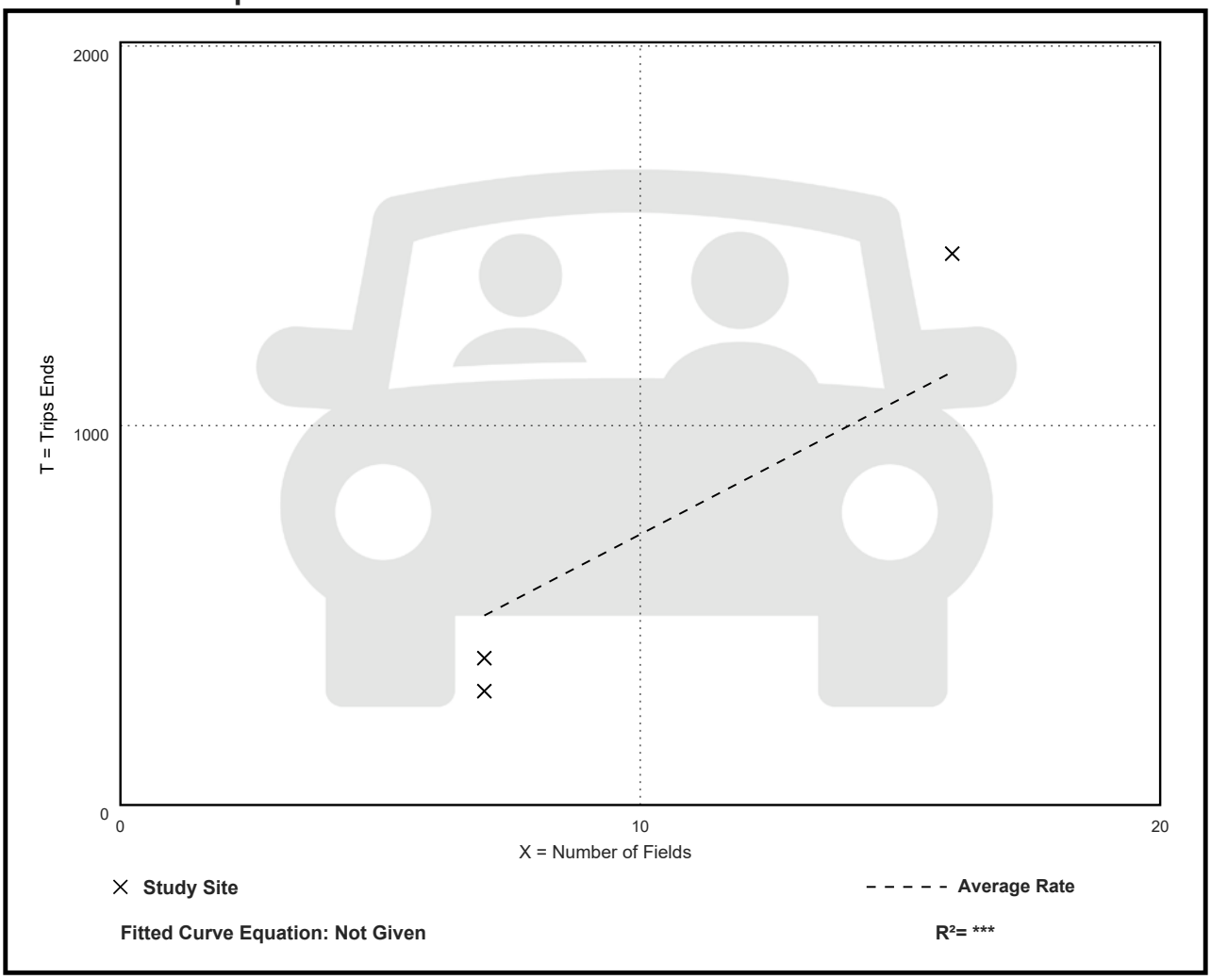
Vehicle Trip Ends vs: Fields
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. Num. of Fields: 10
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
71.33	42.86 - 90.81	26.03

Data Plot and Equation



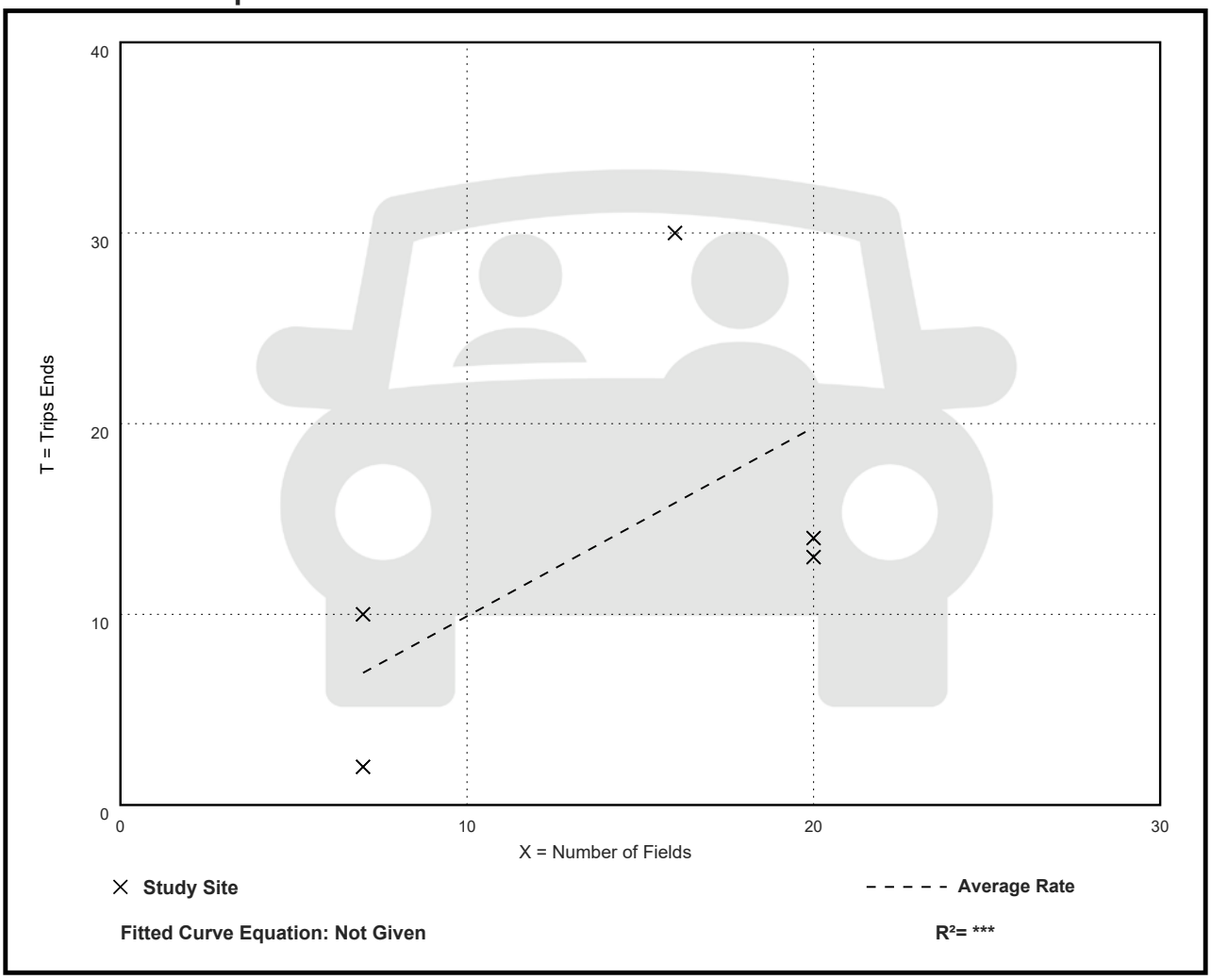
Soccer Complex
(488)

Vehicle Trip Ends vs: Fields
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Fields: 14
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
0.99	0.29 - 1.88	0.62

Data Plot and Equation



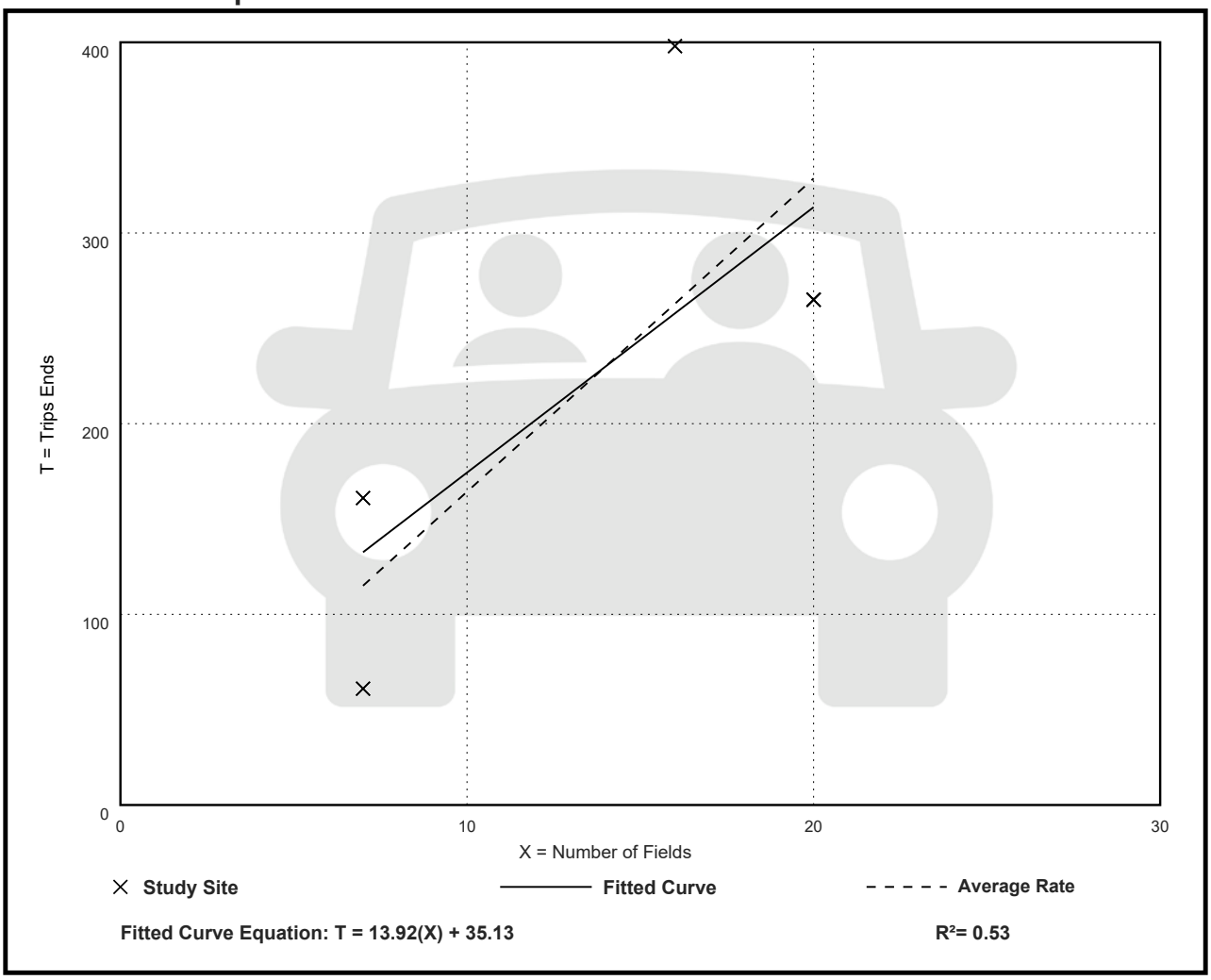
Soccer Complex
(488)

Vehicle Trip Ends vs: Fields
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Fields: 14
Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
16.43	8.71 - 24.88	6.36

Data Plot and Equation



Fitted Curve Equation: T = 13.92(X) + 35.13

R^2= 0.53

Soccer Complex
(488)

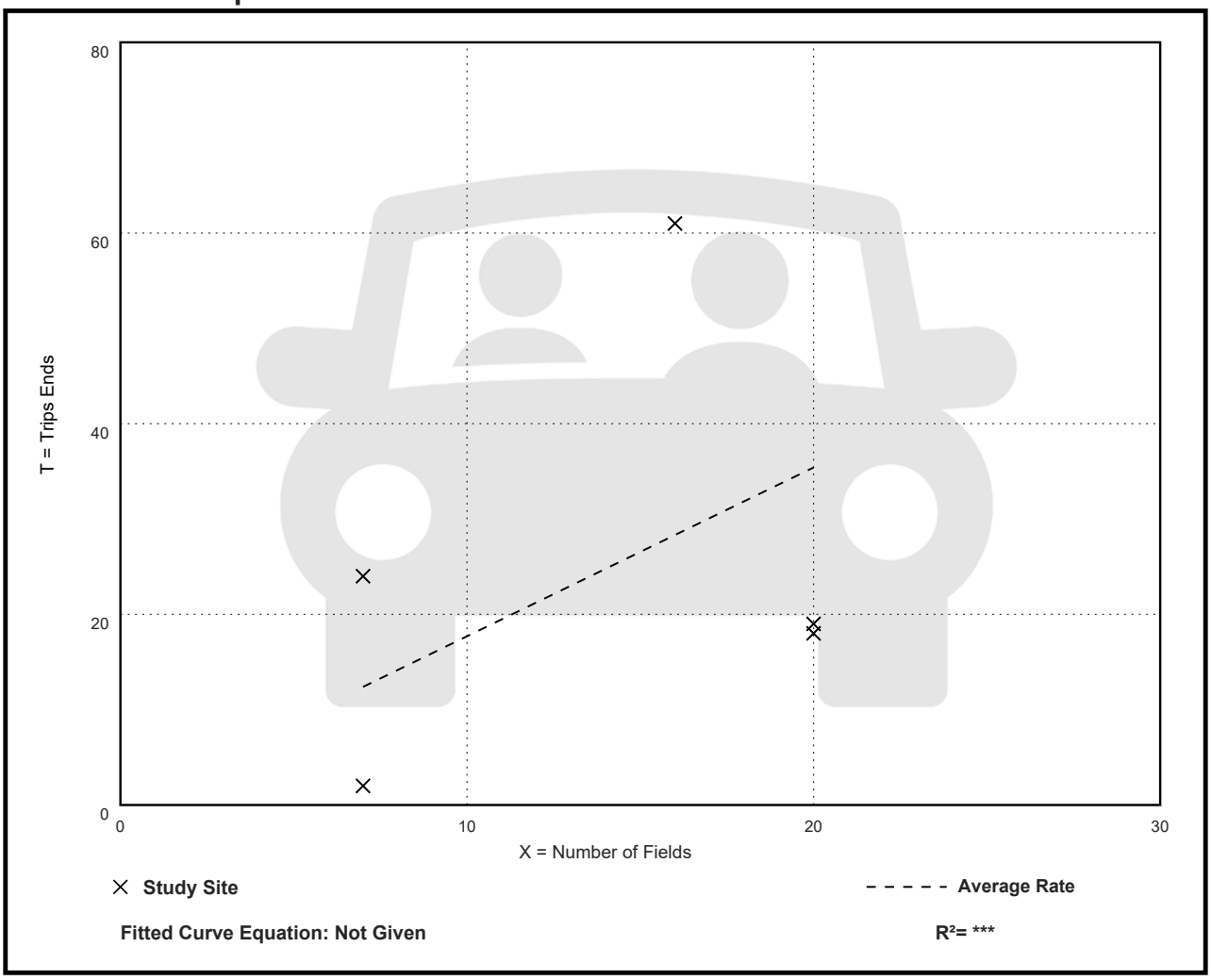
Vehicle Trip Ends vs: Fields
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Fields: 14
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
1.77	0.29 - 3.81	1.52

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Soccer Complex
(488)

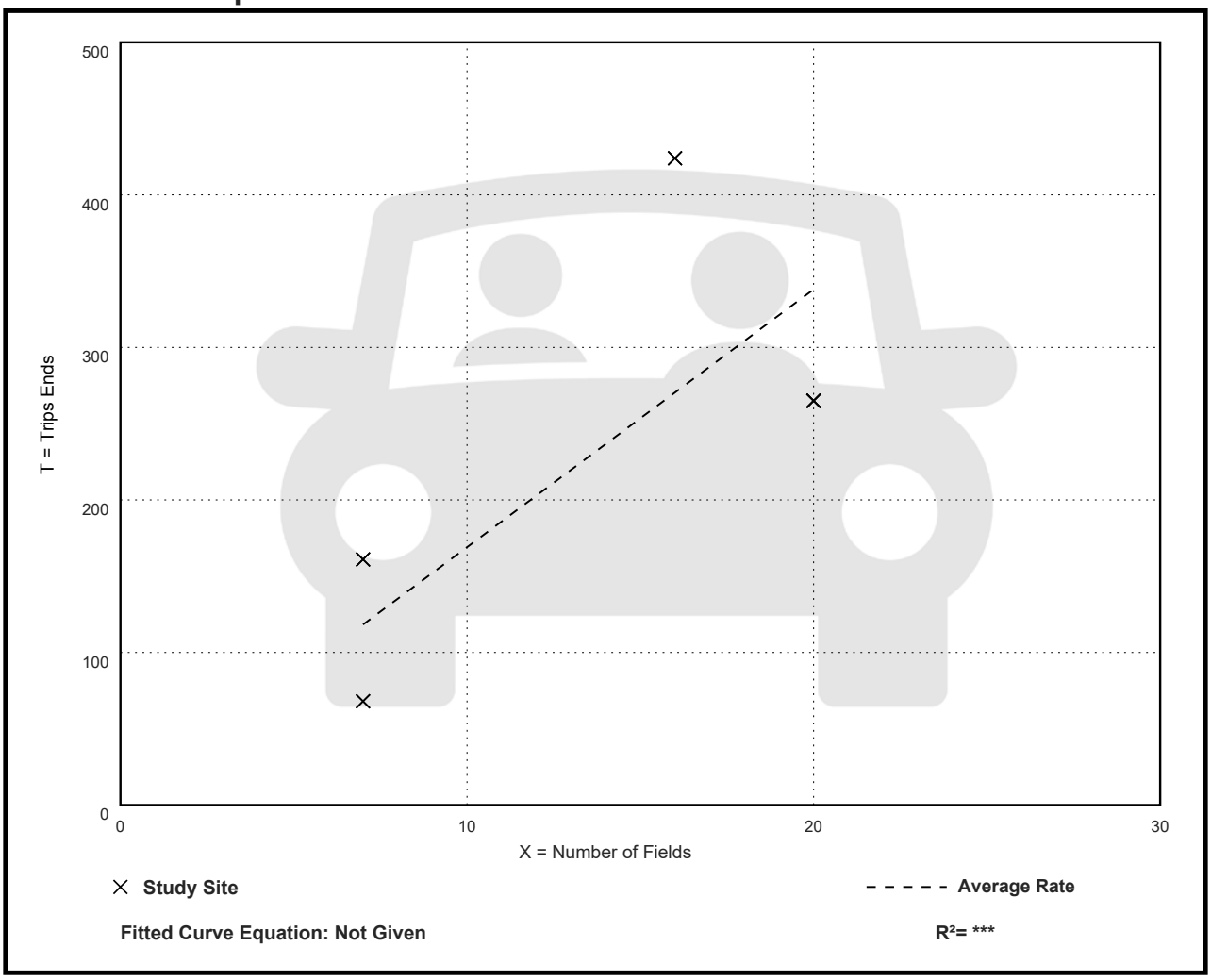
Vehicle Trip Ends vs: Fields
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Fields: 14
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
16.90	9.71 - 26.50	6.85

Data Plot and Equation



Soccer Complex
(488)

Vehicle Trip Ends vs: Fields
On a: Saturday

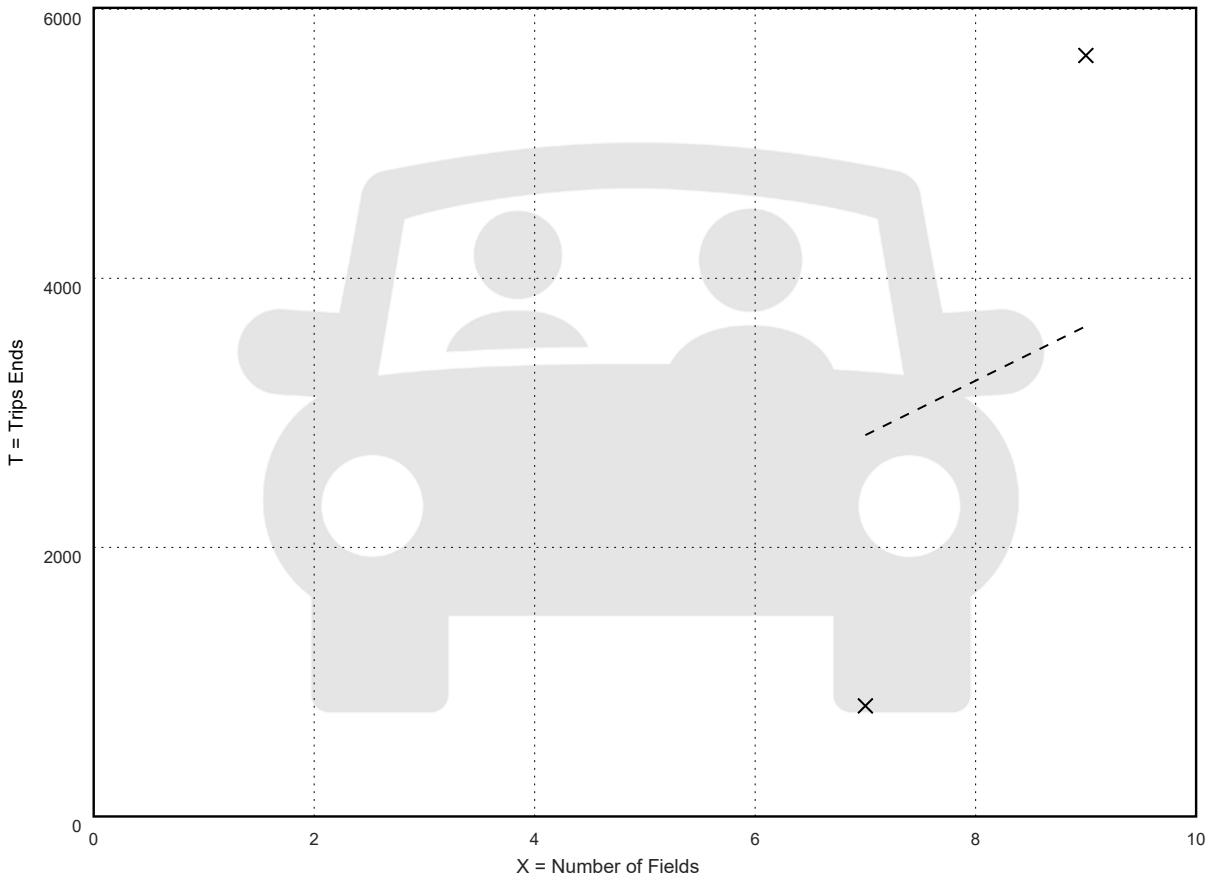
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Fields: 8
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
404.88	117.43 - 628.44	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Soccer Complex
(488)

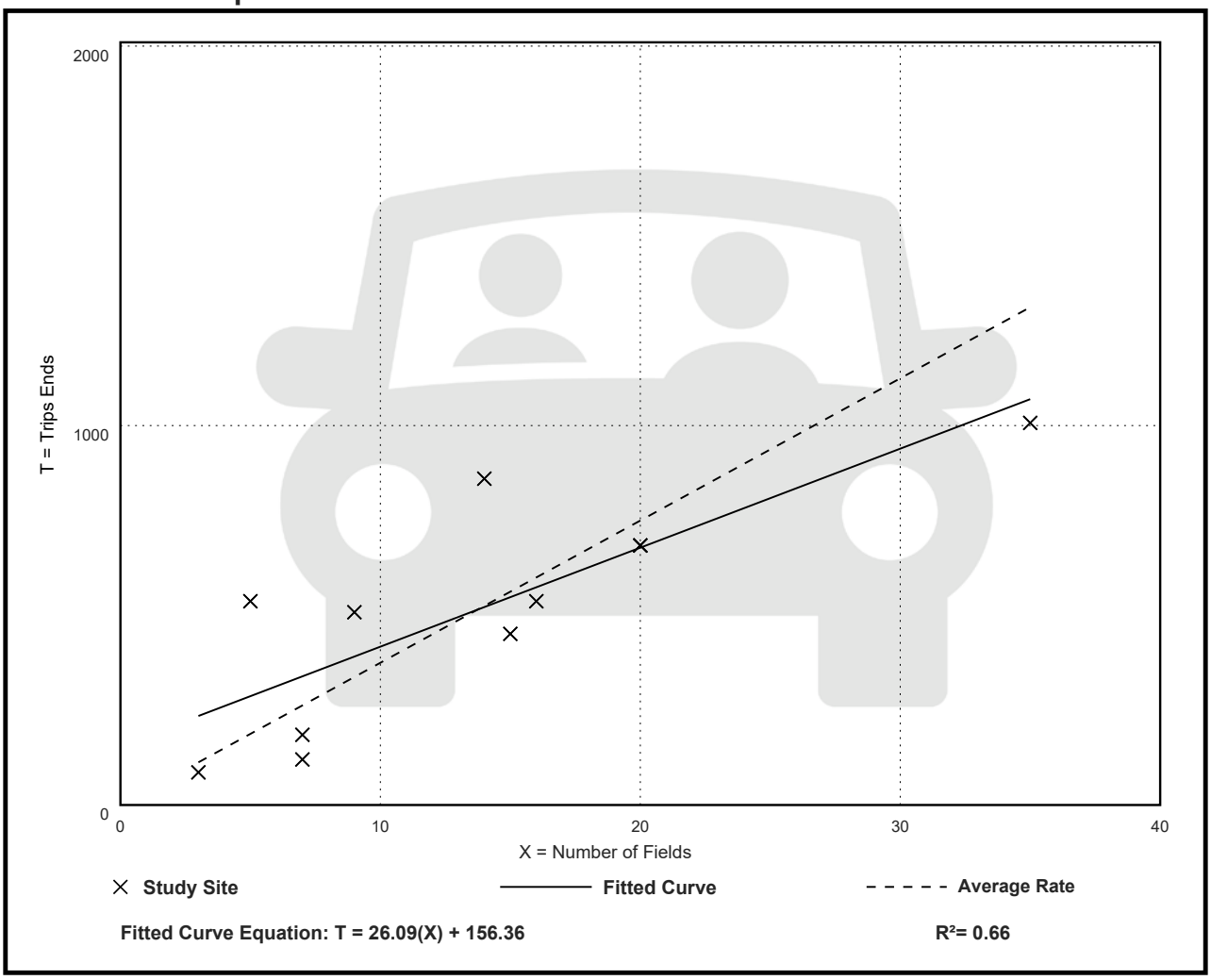
Vehicle Trip Ends vs: Fields
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Fields: 14
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
37.48	17.14 - 107.40	17.87

Data Plot and Equation



Fitted Curve Equation: T = 26.09(X) + 156.36

R^2= 0.66

Soccer Complex
(488)

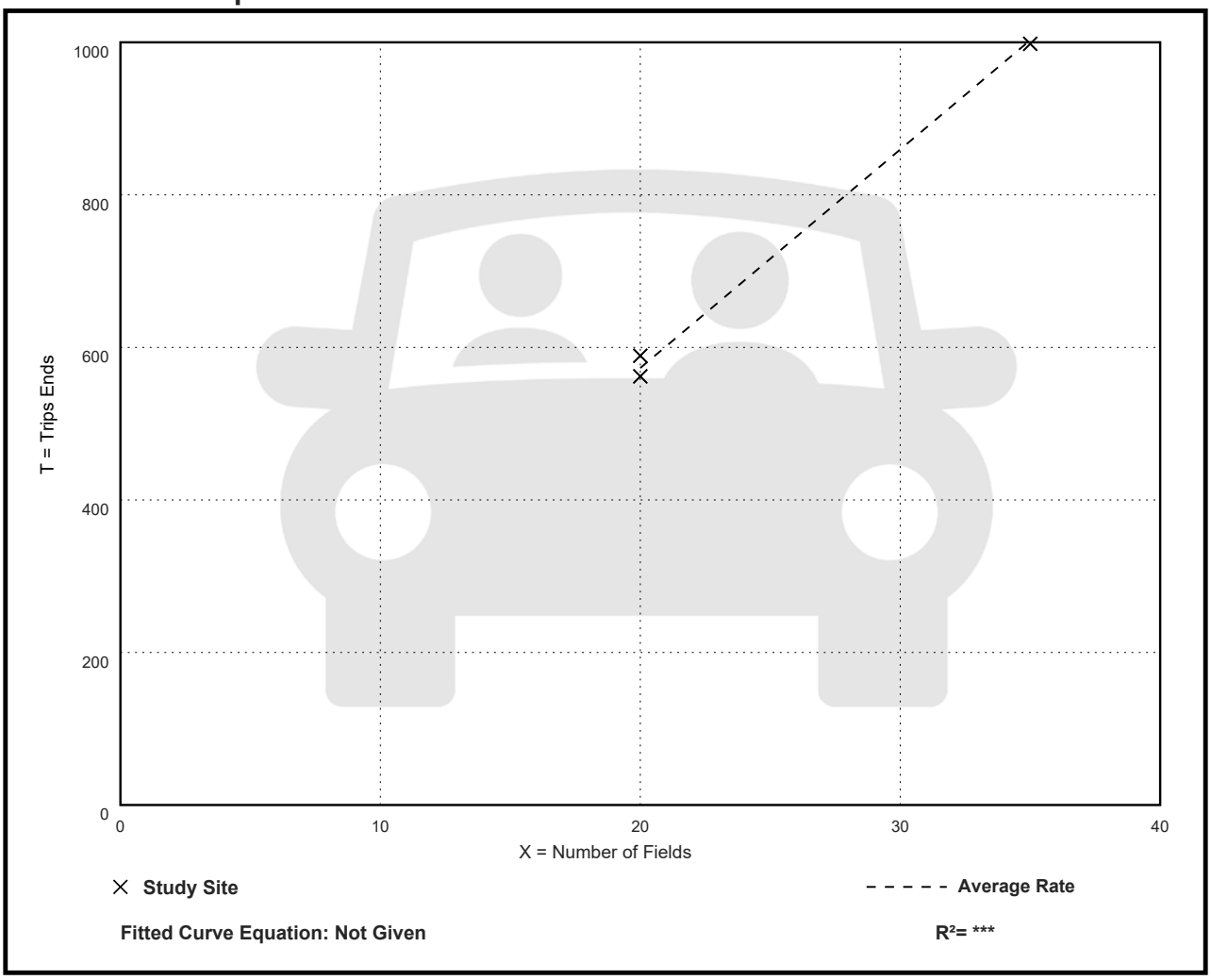
Vehicle Trip Ends vs: Fields
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. Num. of Fields: 25
Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
28.65	28.10 - 29.45	0.62

Data Plot and Equation



Land Use: 490
Tennis Courts

Description

Tennis courts are indoor or outdoor facilities specifically designed for playing tennis. Tennis courts can either be public or private facilities and do not typically include any ancillary facilities other than limited spectator seating. Racquet/tennis club (Land Use 491) is a related use.

Additional Data

The sites were surveyed in the 1990s in California.

Source Numbers

440, 441

Tennis Courts
(490)

Vehicle Trip Ends vs: Tennis Courts
On a: Weekday

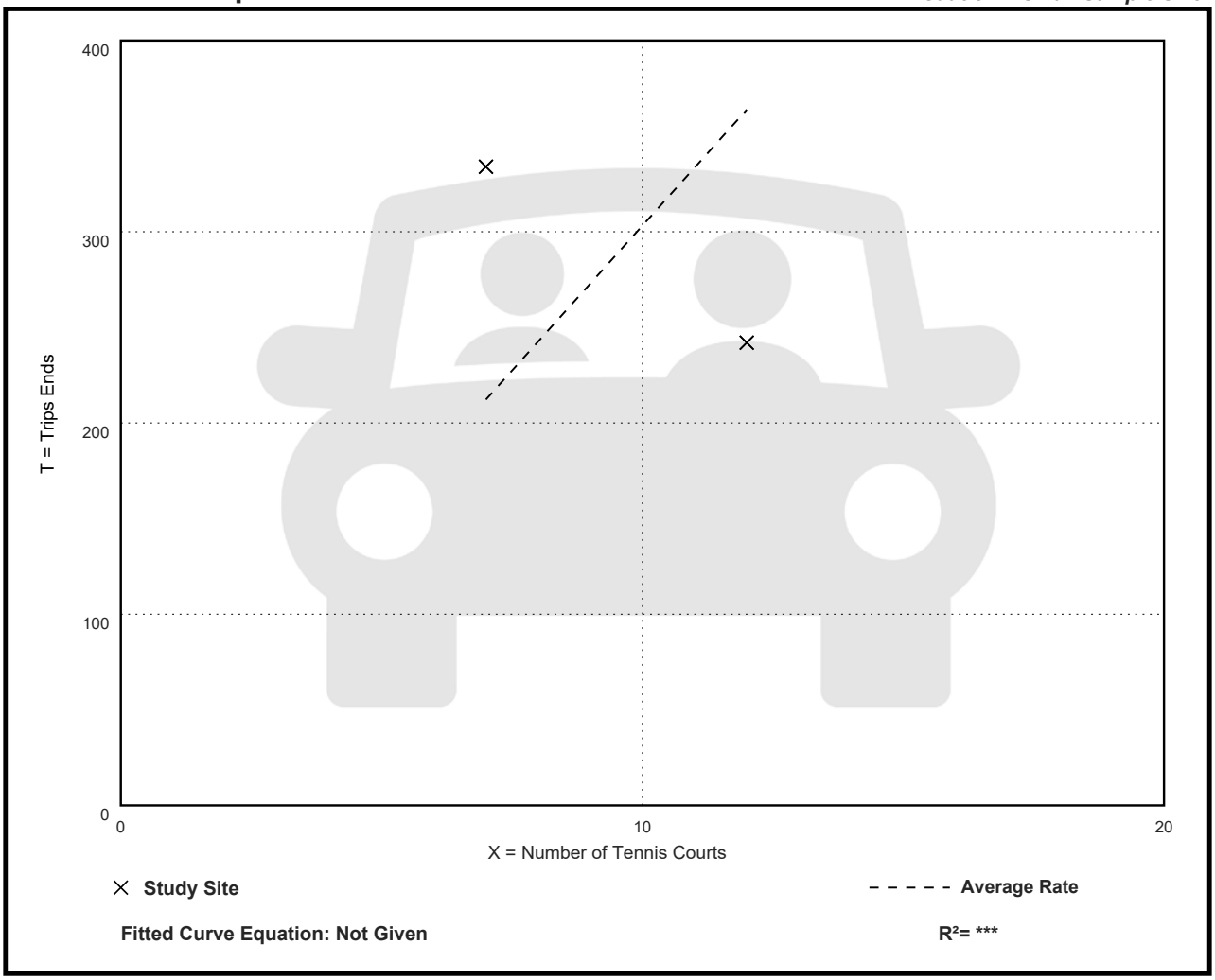
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Tennis Courts: 10
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Tennis Court

Average Rate	Range of Rates	Standard Deviation
30.32	20.17 - 47.71	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Tennis Courts
(490)

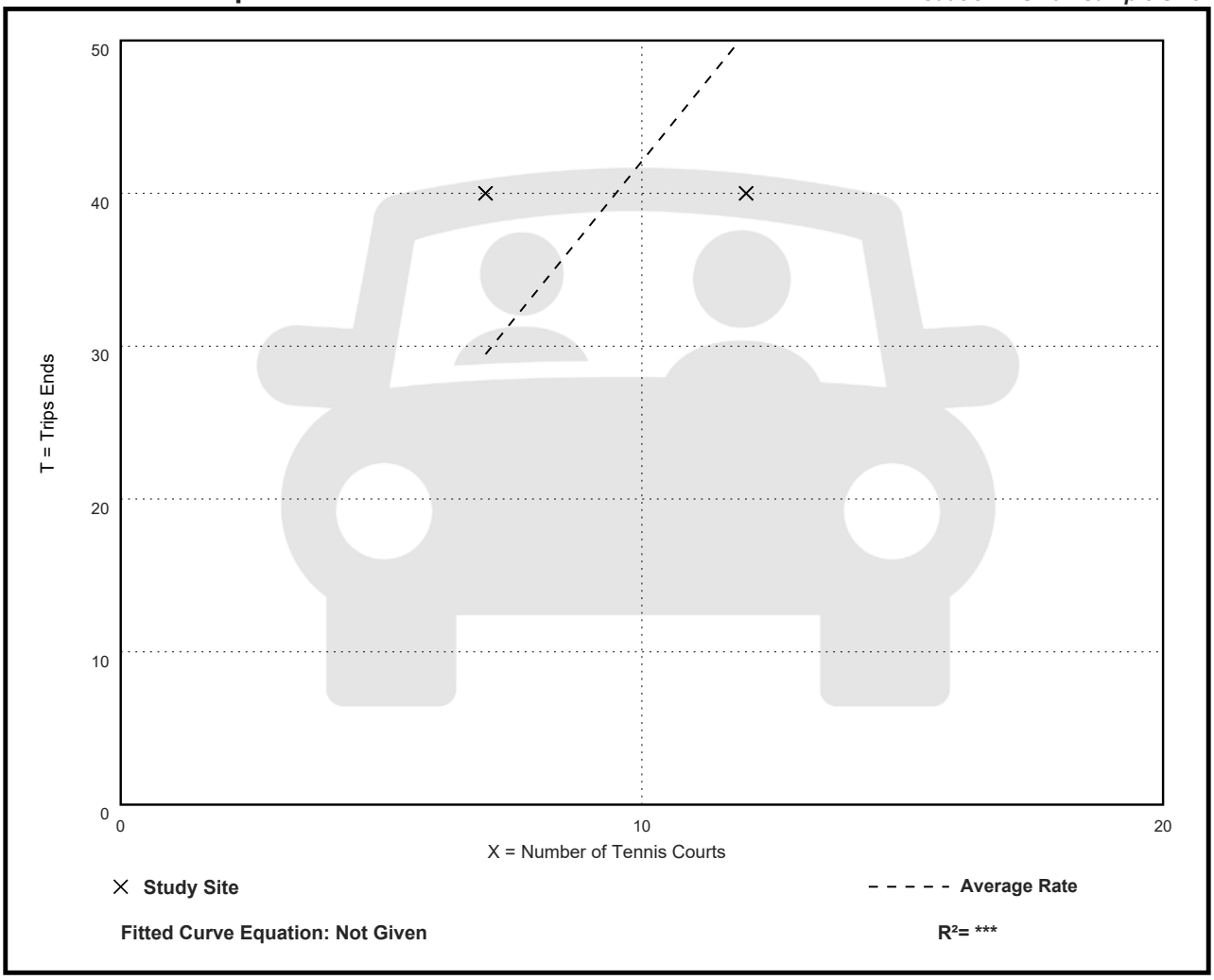
Vehicle Trip Ends vs: Tennis Courts
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Tennis Courts: 10
Directional Distribution: Not Available

Vehicle Trip Generation per Tennis Court

Average Rate	Range of Rates	Standard Deviation
4.21	3.33 - 5.71	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Appendix C: Highway Capacity Manual Description

HCM Unsignalized Intersection Level of Service

Unsignalized intersection LOS is determined by average control delay and, in some cases, v/c ratio. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay and is attributed to traffic control measures such as traffic signals or stop signs.

At two-way stop-controlled intersections, the traffic on the major approach remains unaffected by minor street flows, with stop or yield signs assigning right-of-way to the major street. Controlled leg capacity relies on gap distribution in the major street traffic stream and driver judgment in selecting gaps for executing maneuvers. The LOS procedure computes movement capacity based on critical time gap and opposing traffic volume. The average control delay is calculated as a function of approach capacity and degree of saturation (v/c ratio).

The HCM 6th Edition methodology bases overall intersection LOS on minor street movement average control delay and adjusts individual movement delay for v/c ratios greater than 1.0. Engineering judgment determines overall intersection LOS and whether unacceptable minor street movement LOS reflects overall intersection LOS.

Table 8 presents the relationship between average control delay and LOS, with unsignalized intersections having different LOS ranges than signalized intersections due to different performance expectations and traffic volumes. Overall approach LOS, computed as a weighted average of vehicle delay for each movement, may differ from individual movement LOS.

Analysis was performed using the software "Synchro 11" by Trafficware, based on the procedures in the Highway Capacity Manual.

Table 8. Unsignalized Intersection: Level of Service Measurement

Level of Service	Control Delay Per Vehicle (sec)
A	< 10
B	> 10 and < 15
C	> 15 and < 25
D	> 25 and < 35
E	> 35 and < 50
F	> 50

Appendix D: Synchro Outputs

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	147	11	12	328	24	30	16	5	16	10	23
Future Vol, veh/h	4	147	11	12	328	24	30	16	5	16	10	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	160	12	13	357	26	33	17	5	17	11	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	383	0	0	172	0	0	588	583	166	581	576	370
Stage 1	-	-	-	-	-	-	174	174	-	396	396	-
Stage 2	-	-	-	-	-	-	414	409	-	185	180	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1175	-	-	1405	-	-	421	424	878	425	428	676
Stage 1	-	-	-	-	-	-	828	755	-	629	604	-
Stage 2	-	-	-	-	-	-	616	596	-	817	750	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1175	-	-	1405	-	-	394	419	878	405	423	676
Mov Cap-2 Maneuver	-	-	-	-	-	-	394	419	-	405	423	-
Stage 1	-	-	-	-	-	-	826	753	-	627	599	-
Stage 2	-	-	-	-	-	-	577	591	-	790	748	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	14.7	13
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	425	1175	-	-	1405	-	-	504
HCM Lane V/C Ratio	0.13	0.004	-	-	0.009	-	-	0.106
HCM Control Delay (s)	14.7	8.1	-	-	7.6	-	-	13
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	166	14	1	312	32	3
Future Vol, veh/h	166	14	1	312	32	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	180	15	1	339	35	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	195	0	521	180
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	341	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1378	-	516	863
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	720	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1378	-	515	863
Mov Cap-2 Maneuver	-	-	-	-	515	-
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	719	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	515	863	-	-	1378	-
HCM Lane V/C Ratio	0.068	0.004	-	-	0.001	-
HCM Control Delay (s)	12.5	9.2	-	-	7.6	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	171	0	0	313	0	0
Future Vol, veh/h	171	0	0	313	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	0	0	340	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	186
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	856
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	856
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

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

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	163	8	2	283	4	25	5	6	8	11	5
Future Vol, veh/h	0	163	8	2	283	4	25	5	6	8	11	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	177	9	2	308	4	27	5	7	9	12	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	312	0	0	186	0	0	505	498	182	502	500	310
Stage 1	-	-	-	-	-	-	182	182	-	314	314	-
Stage 2	-	-	-	-	-	-	323	316	-	188	186	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1248	-	-	1388	-	-	478	474	861	480	473	730
Stage 1	-	-	-	-	-	-	820	749	-	697	656	-
Stage 2	-	-	-	-	-	-	689	655	-	814	746	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1248	-	-	1388	-	-	465	474	861	472	473	730
Mov Cap-2 Maneuver	-	-	-	-	-	-	465	474	-	472	473	-
Stage 1	-	-	-	-	-	-	820	749	-	697	655	-
Stage 2	-	-	-	-	-	-	670	654	-	802	746	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	12.7	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	505	1248	-	-	1388	-	-	510
HCM Lane V/C Ratio	0.077	-	-	-	0.002	-	-	0.051
HCM Control Delay (s)	12.7	0	-	-	7.6	-	-	12.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	60	123	25	177	20	105	41	10	12	66	43
Future Vol, veh/h	19	60	123	25	177	20	105	41	10	12	66	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	65	134	27	192	22	114	45	11	13	72	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	214	0	0	199	0	0	491	442	132	459	498	203
Stage 1	-	-	-	-	-	-	174	174	-	257	257	-
Stage 2	-	-	-	-	-	-	317	268	-	202	241	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1356	-	-	1373	-	-	488	510	917	512	474	838
Stage 1	-	-	-	-	-	-	828	755	-	748	695	-
Stage 2	-	-	-	-	-	-	694	687	-	800	706	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1356	-	-	1373	-	-	395	492	917	459	457	838
Mov Cap-2 Maneuver	-	-	-	-	-	-	395	492	-	459	457	-
Stage 1	-	-	-	-	-	-	816	744	-	737	681	-
Stage 2	-	-	-	-	-	-	575	673	-	732	695	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.9	18.6	13.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	433	1356	-	-	1373	-	-	545
HCM Lane V/C Ratio	0.392	0.015	-	-	0.02	-	-	0.241
HCM Control Delay (s)	18.6	7.7	-	-	7.7	-	-	13.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.8	0	-	-	0.1	-	-	0.9

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	331	36	11	110	17	10	10	13	33	11	3
Future Vol, veh/h	19	331	36	11	110	17	10	10	13	33	11	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	360	39	12	120	18	11	11	14	36	12	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	138	0	0	399	0	0	583	584	380	587	594	129
Stage 1	-	-	-	-	-	-	422	422	-	153	153	-
Stage 2	-	-	-	-	-	-	161	162	-	434	441	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1446	-	-	1160	-	-	424	423	667	421	418	921
Stage 1	-	-	-	-	-	-	609	588	-	849	771	-
Stage 2	-	-	-	-	-	-	841	764	-	600	577	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1446	-	-	1160	-	-	405	412	667	396	408	921
Mov Cap-2 Maneuver	-	-	-	-	-	-	405	412	-	396	408	-
Stage 1	-	-	-	-	-	-	600	579	-	836	763	-
Stage 2	-	-	-	-	-	-	816	756	-	568	568	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.6	13.1	14.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	482	1446	-	-	1160	-	-	414
HCM Lane V/C Ratio	0.074	0.014	-	-	0.01	-	-	0.123
HCM Control Delay (s)	13.1	7.5	-	-	8.1	-	-	14.9
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	274	16	6	184	21	1
Future Vol, veh/h	274	16	6	184	21	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	298	17	7	200	23	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	315	0	512	298
Stage 1	-	-	-	-	298	-
Stage 2	-	-	-	-	214	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1245	-	522	741
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	822	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1245	-	519	741
Mov Cap-2 Maneuver	-	-	-	-	519	-
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	817	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	519	741	-	-	1245	-
HCM Lane V/C Ratio	0.044	0.001	-	-	0.005	-
HCM Control Delay (s)	12.3	9.9	-	-	7.9	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	340	0	0	129	0	1
Future Vol, veh/h	340	0	0	129	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	370	0	0	140	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	370
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	676
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	676
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	676	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-
HCM Control Delay (s)	10.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	295	36	2	123	6	4	3	3	8	3	2
Future Vol, veh/h	10	295	36	2	123	6	4	3	3	8	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	321	39	2	134	7	4	3	3	9	3	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	141	0	0	360	0	0	507	508	341	508	524	138
Stage 1	-	-	-	-	-	-	363	363	-	142	142	-
Stage 2	-	-	-	-	-	-	144	145	-	366	382	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1442	-	-	1199	-	-	476	468	701	475	458	910
Stage 1	-	-	-	-	-	-	656	625	-	861	779	-
Stage 2	-	-	-	-	-	-	859	777	-	653	613	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1442	-	-	1199	-	-	468	462	701	466	453	910
Mov Cap-2 Maneuver	-	-	-	-	-	-	468	462	-	466	453	-
Stage 1	-	-	-	-	-	-	649	619	-	852	777	-
Stage 2	-	-	-	-	-	-	852	775	-	640	607	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	12.1	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	518	1442	-	-	1199	-	-	500
HCM Lane V/C Ratio	0.021	0.008	-	-	0.002	-	-	0.028
HCM Control Delay (s)	12.1	7.5	0	-	8	-	-	12.4
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	161	65	7	68	11	21	45	122	17	27	38
Future Vol, veh/h	52	161	65	7	68	11	21	45	122	17	27	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	175	71	8	74	12	23	49	133	18	29	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	86	0	0	246	0	0	456	427	211	512	456	80
Stage 1	-	-	-	-	-	-	325	325	-	96	96	-
Stage 2	-	-	-	-	-	-	131	102	-	416	360	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1510	-	-	1320	-	-	515	520	829	472	501	980
Stage 1	-	-	-	-	-	-	687	649	-	911	815	-
Stage 2	-	-	-	-	-	-	873	811	-	614	626	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1510	-	-	1320	-	-	455	497	829	354	479	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	455	497	-	354	479	-
Stage 1	-	-	-	-	-	-	661	624	-	876	810	-
Stage 2	-	-	-	-	-	-	801	806	-	457	602	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.6	12.8	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	662	1510	-	-	1320	-	-	573
HCM Lane V/C Ratio	0.309	0.037	-	-	0.006	-	-	0.156
HCM Control Delay (s)	12.8	7.5	-	-	7.7	-	-	12.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.3	0.1	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	236	12	16	415	32	32	17	9	24	11	24
Future Vol, veh/h	5	236	12	16	415	32	32	17	9	24	11	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	257	13	17	451	35	35	18	10	26	12	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	486	0	0	270	0	0	796	794	264	791	783	469
Stage 1	-	-	-	-	-	-	274	274	-	503	503	-
Stage 2	-	-	-	-	-	-	522	520	-	288	280	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1077	-	-	1293	-	-	305	321	775	307	325	594
Stage 1	-	-	-	-	-	-	732	683	-	551	541	-
Stage 2	-	-	-	-	-	-	538	532	-	720	679	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1077	-	-	1293	-	-	279	315	775	286	319	594
Mov Cap-2 Maneuver	-	-	-	-	-	-	279	315	-	286	319	-
Stage 1	-	-	-	-	-	-	728	680	-	548	534	-
Stage 2	-	-	-	-	-	-	496	525	-	688	676	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	18.9	16.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	322	1077	-	-	1293	-	-	372
HCM Lane V/C Ratio	0.196	0.005	-	-	0.013	-	-	0.172
HCM Control Delay (s)	18.9	8.4	-	-	7.8	-	-	16.7
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	265	15	13	0	116	8
Future Vol, veh/h	265	15	13	0	116	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	500	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	288	16	14	0	126	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	304	0	316	288
Stage 1	-	-	-	-	288	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1257	-	677	751
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1257	-	670	751
Mov Cap-2 Maneuver	-	-	-	-	670	-
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.9	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	670	751	-	-	1257	-
HCM Lane V/C Ratio	0.188	0.012	-	-	0.011	-
HCM Control Delay (s)	11.6	9.9	-	-	7.9	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	183	92	0	339	0	10
Future Vol, veh/h	183	92	0	339	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	100	0	368	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	199
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	842
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	842
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	842	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	185	9	3	306	5	27	6	7	9	12	6
Future Vol, veh/h	0	185	9	3	306	5	27	6	7	9	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	201	10	3	333	5	29	7	8	10	13	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	338	0	0	211	0	0	558	550	206	556	553	336
Stage 1	-	-	-	-	-	-	206	206	-	342	342	-
Stage 2	-	-	-	-	-	-	352	344	-	214	211	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1221	-	-	1360	-	-	440	443	835	442	441	706
Stage 1	-	-	-	-	-	-	796	731	-	673	638	-
Stage 2	-	-	-	-	-	-	665	637	-	788	728	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1221	-	-	1360	-	-	425	442	835	432	440	706
Mov Cap-2 Maneuver	-	-	-	-	-	-	425	442	-	432	440	-
Stage 1	-	-	-	-	-	-	796	731	-	673	637	-
Stage 2	-	-	-	-	-	-	644	636	-	774	728	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	13.5	13
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	468	1221	-	-	1360	-	-	477
HCM Lane V/C Ratio	0.093	-	-	-	0.002	-	-	0.062
HCM Control Delay (s)	13.5	0	-	-	7.7	-	-	13
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	70	135	27	190	21	115	43	11	13	69	46
Future Vol, veh/h	21	70	135	27	190	21	115	43	11	13	69	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	76	147	29	207	23	125	47	12	14	75	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	230	0	0	223	0	0	535	484	150	502	546	219
Stage 1	-	-	-	-	-	-	196	196	-	277	277	-
Stage 2	-	-	-	-	-	-	339	288	-	225	269	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1338	-	-	1346	-	-	456	483	896	480	445	821
Stage 1	-	-	-	-	-	-	806	739	-	729	681	-
Stage 2	-	-	-	-	-	-	676	674	-	778	687	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1338	-	-	1346	-	-	360	464	896	424	428	821
Mov Cap-2 Maneuver	-	-	-	-	-	-	360	464	-	424	428	-
Stage 1	-	-	-	-	-	-	792	726	-	717	666	-
Stage 2	-	-	-	-	-	-	551	659	-	706	675	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.9	21.6	14.5
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	398	1338	-	-	1346	-	-	516
HCM Lane V/C Ratio	0.462	0.017	-	-	0.022	-	-	0.27
HCM Control Delay (s)	21.6	7.7	-	-	7.7	-	-	14.5
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.4	0.1	-	-	0.1	-	-	1.1

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	11	11	0	33	0	74	0	0	0	0	17
Future Vol, veh/h	6	11	11	0	33	0	74	0	0	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	12	12	0	36	0	80	0	0	0	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	36	0	0	24	0	0	77	68	18	68	74	36
Stage 1	-	-	-	-	-	-	32	32	-	36	36	-
Stage 2	-	-	-	-	-	-	45	36	-	32	38	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1575	-	-	1591	-	-	912	823	1061	925	816	1037
Stage 1	-	-	-	-	-	-	984	868	-	980	865	-
Stage 2	-	-	-	-	-	-	969	865	-	984	863	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1575	-	-	1591	-	-	892	819	1061	921	812	1037
Mov Cap-2 Maneuver	-	-	-	-	-	-	892	819	-	921	812	-
Stage 1	-	-	-	-	-	-	979	864	-	975	865	-
Stage 2	-	-	-	-	-	-	952	865	-	979	859	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0	9.4	8.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	892	1575	-	-	1591	-	-	1037
HCM Lane V/C Ratio	0.09	0.004	-	-	-	-	-	0.018
HCM Control Delay (s)	9.4	7.3	0	-	0	-	-	8.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	25	18	18	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	991	1061	1599	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	991	1061	1599	-	-	-
Mov Cap-2 Maneuver	991	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1599	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	7.2

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	37	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	36	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	975	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	964	1084
Mov Cap-2 Maneuver	-	-	-	-	964	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	8.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1084	-	-	1622	-
HCM Lane V/C Ratio	0.006	-	-	0.011	-
HCM Control Delay (s)	8.3	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	442	38	20	194	27	11	11	22	47	12	4
Future Vol, veh/h	20	442	38	20	194	27	11	11	22	47	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	480	41	22	211	29	12	12	24	51	13	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	240	0	0	521	0	0	823	829	501	833	835	226
Stage 1	-	-	-	-	-	-	545	545	-	270	270	-
Stage 2	-	-	-	-	-	-	278	284	-	563	565	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1327	-	-	1045	-	-	292	306	570	288	304	813
Stage 1	-	-	-	-	-	-	523	519	-	736	686	-
Stage 2	-	-	-	-	-	-	728	676	-	511	508	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1327	-	-	1045	-	-	273	294	570	260	292	813
Mov Cap-2 Maneuver	-	-	-	-	-	-	273	294	-	260	292	-
Stage 1	-	-	-	-	-	-	514	510	-	723	672	-
Stage 2	-	-	-	-	-	-	695	662	-	470	499	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.7	15.9	22.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	378	1327	-	-	1045	-	-	278
HCM Lane V/C Ratio	0.127	0.016	-	-	0.021	-	-	0.246
HCM Control Delay (s)	15.9	7.8	-	-	8.5	-	-	22.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	0.9

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	367	53	16	0	118	3
Future Vol, veh/h	367	53	16	0	118	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	500	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	399	58	17	0	128	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	457	0	433	399
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1104	-	580	651
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1104	-	571	651
Mov Cap-2 Maneuver	-	-	-	-	571	-
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	973	-

Approach	EB	WB	NB
HCM Control Delay, s	0	8.3	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	571	651	-	-	1104	-
HCM Lane V/C Ratio	0.225	0.005	-	-	0.016	-
HCM Control Delay (s)	13.1	10.6	-	-	8.3	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	356	81	0	151	0	10
Future Vol, veh/h	356	81	0	151	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	387	88	0	164	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	387
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	661
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	661
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	661	-	-	-
HCM Lane V/C Ratio	0.016	-	-	-
HCM Control Delay (s)	10.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	318	38	3	138	7	5	4	4	9	4	3
Future Vol, veh/h	11	318	38	3	138	7	5	4	4	9	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	346	41	3	150	8	5	4	4	10	4	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	158	0	0	387	0	0	555	555	367	555	571	154
Stage 1	-	-	-	-	-	-	391	391	-	160	160	-
Stage 2	-	-	-	-	-	-	164	164	-	395	411	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1422	-	-	1171	-	-	442	440	678	442	431	892
Stage 1	-	-	-	-	-	-	633	607	-	842	766	-
Stage 2	-	-	-	-	-	-	838	762	-	630	595	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1422	-	-	1171	-	-	432	434	678	431	425	892
Mov Cap-2 Maneuver	-	-	-	-	-	-	432	434	-	431	425	-
Stage 1	-	-	-	-	-	-	626	600	-	833	764	-
Stage 2	-	-	-	-	-	-	828	760	-	615	588	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	12.6	12.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	487	1422	-	-	1171	-	-	475
HCM Lane V/C Ratio	0.029	0.008	-	-	0.003	-	-	0.037
HCM Control Delay (s)	12.6	7.6	0	-	8.1	-	-	12.9
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	175	71	8	75	12	25	47	127	18	29	43
Future Vol, veh/h	56	175	71	8	75	12	25	47	127	18	29	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	190	77	9	82	13	27	51	138	20	32	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	95	0	0	267	0	0	497	464	229	552	496	89
Stage 1	-	-	-	-	-	-	351	351	-	107	107	-
Stage 2	-	-	-	-	-	-	146	113	-	445	389	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1499	-	-	1297	-	-	483	495	810	444	475	969
Stage 1	-	-	-	-	-	-	666	632	-	898	807	-
Stage 2	-	-	-	-	-	-	857	802	-	592	608	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1499	-	-	1297	-	-	420	471	810	326	452	969
Mov Cap-2 Maneuver	-	-	-	-	-	-	420	471	-	326	452	-
Stage 1	-	-	-	-	-	-	639	606	-	861	801	-
Stage 2	-	-	-	-	-	-	778	796	-	431	583	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.7	13.7	13
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	630	1499	-	-	1297	-	-	550
HCM Lane V/C Ratio	0.343	0.041	-	-	0.007	-	-	0.178
HCM Control Delay (s)	13.7	7.5	-	-	7.8	-	-	13
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	39	10	0	23	0	87	0	0	0	0	11
Future Vol, veh/h	20	39	10	0	23	0	87	0	0	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	42	11	0	25	0	95	0	0	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	53	0	0	123	117	48	117	122	25
Stage 1	-	-	-	-	-	-	92	92	-	25	25	-
Stage 2	-	-	-	-	-	-	31	25	-	92	97	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1589	-	-	1553	-	-	852	773	1021	859	768	1051
Stage 1	-	-	-	-	-	-	915	819	-	993	874	-
Stage 2	-	-	-	-	-	-	986	874	-	915	815	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1589	-	-	1553	-	-	833	762	1021	850	757	1051
Mov Cap-2 Maneuver	-	-	-	-	-	-	833	762	-	850	757	-
Stage 1	-	-	-	-	-	-	902	808	-	979	874	-
Stage 2	-	-	-	-	-	-	975	874	-	902	804	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0	9.9	8.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	833	1589	-	-	1553	-	-	1051
HCM Lane V/C Ratio	0.114	0.014	-	-	-	-	-	0.011
HCM Control Delay (s)	9.9	7.3	0	-	0	-	-	8.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	20	11	0
Future Vol, veh/h	0	0	0	20	11	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	22	12	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	34	12	12	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	979	1069	1607	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	979	1069	1607	-	-	-
Mov Cap-2 Maneuver	979	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1001	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	11	0	0	20
Future Vol, veh/h	0	0	11	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	25	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	24	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	991	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	999	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	984	1084
Mov Cap-2 Maneuver	-	-	-	-	984	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1084	-	-	1622	-
HCM Lane V/C Ratio	0.02	-	-	0.007	-
HCM Control Delay (s)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	240	12	18	427	36	32	17	10	25	11	24
Future Vol, veh/h	5	240	12	18	427	36	32	17	10	25	11	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	261	13	20	464	39	35	18	11	27	12	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	503	0	0	274	0	0	821	821	268	816	808	484
Stage 1	-	-	-	-	-	-	278	278	-	524	524	-
Stage 2	-	-	-	-	-	-	543	543	-	292	284	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1061	-	-	1289	-	-	293	309	771	296	315	583
Stage 1	-	-	-	-	-	-	728	680	-	537	530	-
Stage 2	-	-	-	-	-	-	524	520	-	716	676	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1061	-	-	1289	-	-	268	303	771	274	308	583
Mov Cap-2 Maneuver	-	-	-	-	-	-	268	303	-	274	308	-
Stage 1	-	-	-	-	-	-	724	677	-	534	522	-
Stage 2	-	-	-	-	-	-	481	512	-	683	673	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	19.4	17.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	313	1061	-	-	1289	-	-	357
HCM Lane V/C Ratio	0.205	0.005	-	-	0.015	-	-	0.183
HCM Control Delay (s)	19.4	8.4	-	-	7.8	-	-	17.3
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	265	21	13	0	134	10
Future Vol, veh/h	265	21	13	0	134	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	500	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	288	23	14	0	146	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	311	0	316	288
Stage 1	-	-	-	-	288	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1249	-	677	751
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1249	-	670	751
Mov Cap-2 Maneuver	-	-	-	-	670	-
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.9	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	670	751	-	-	1249	-
HCM Lane V/C Ratio	0.217	0.014	-	-	0.011	-
HCM Control Delay (s)	11.9	9.9	-	-	7.9	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	92	0	339	0	10
Future Vol, veh/h	185	92	0	339	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	201	100	0	368	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	201
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	840
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	840
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	840	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	186	10	3	306	5	27	6	7	9	12	6
Future Vol, veh/h	0	186	10	3	306	5	27	6	7	9	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	202	11	3	333	5	29	7	8	10	13	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	338	0	0	213	0	0	560	552	208	557	555	336
Stage 1	-	-	-	-	-	-	208	208	-	342	342	-
Stage 2	-	-	-	-	-	-	352	344	-	215	213	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1221	-	-	1357	-	-	439	442	832	441	440	706
Stage 1	-	-	-	-	-	-	794	730	-	673	638	-
Stage 2	-	-	-	-	-	-	665	637	-	787	726	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1221	-	-	1357	-	-	424	441	832	431	439	706
Mov Cap-2 Maneuver	-	-	-	-	-	-	424	441	-	431	439	-
Stage 1	-	-	-	-	-	-	794	730	-	673	636	-
Stage 2	-	-	-	-	-	-	643	635	-	773	726	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	13.5	13.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	467	1221	-	-	1357	-	-	476
HCM Lane V/C Ratio	0.093	-	-	-	0.002	-	-	0.062
HCM Control Delay (s)	13.5	0	-	-	7.7	0	-	13.1
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	69	136	27	190	21	115	43	11	13	69	46
Future Vol, veh/h	22	69	136	27	190	21	115	43	11	13	69	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	75	148	29	207	23	125	47	12	14	75	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	230	0	0	223	0	0	536	485	149	504	548	219
Stage 1	-	-	-	-	-	-	197	197	-	277	277	-
Stage 2	-	-	-	-	-	-	339	288	-	227	271	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1338	-	-	1346	-	-	455	482	898	478	444	821
Stage 1	-	-	-	-	-	-	805	738	-	729	681	-
Stage 2	-	-	-	-	-	-	676	674	-	776	685	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1338	-	-	1346	-	-	359	463	898	423	426	821
Mov Cap-2 Maneuver	-	-	-	-	-	-	359	463	-	423	426	-
Stage 1	-	-	-	-	-	-	791	725	-	716	666	-
Stage 2	-	-	-	-	-	-	551	659	-	703	673	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.9	21.6	14.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	397	1338	-	-	1346	-	-	515
HCM Lane V/C Ratio	0.463	0.018	-	-	0.022	-	-	0.27
HCM Control Delay (s)	21.6	7.7	-	-	7.7	-	-	14.6
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.4	0.1	-	-	0.1	-	-	1.1

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	9	9	0	29	4	68	6	0	2	2	47
Future Vol, veh/h	16	9	9	0	29	4	68	6	0	2	2	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	10	10	0	32	4	74	7	0	2	2	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	36	0	0	20	0	0	110	85	15	87	88	34
Stage 1	-	-	-	-	-	-	49	49	-	34	34	-
Stage 2	-	-	-	-	-	-	61	36	-	53	54	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1575	-	-	1596	-	-	868	805	1065	899	802	1039
Stage 1	-	-	-	-	-	-	964	854	-	982	867	-
Stage 2	-	-	-	-	-	-	950	865	-	960	850	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1575	-	-	1596	-	-	817	796	1065	886	793	1039
Mov Cap-2 Maneuver	-	-	-	-	-	-	817	796	-	886	793	-
Stage 1	-	-	-	-	-	-	953	845	-	971	867	-
Stage 2	-	-	-	-	-	-	901	865	-	942	841	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.4	0	9.9	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	815	1575	-	-	1596	-	-	1020
HCM Lane V/C Ratio	0.099	0.011	-	-	-	-	-	0.054
HCM Control Delay (s)	9.9	7.3	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	20	16	4	15	2
Future Vol, veh/h	2	20	16	4	15	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	22	17	4	16	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	55	17	18	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	953	1062	1599	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	943	1062	1599	-	-	-
Mov Cap-2 Maneuver	943	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	984	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	5.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1599	-	1050	-	-
HCM Lane V/C Ratio	0.011	-	0.023	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	16	17	0	6	6
Future Vol, veh/h	0	16	17	0	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	18	0	7	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	17	0	45	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	36	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1600	-	965	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1600	-	954	1073
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1010	-	-	1600	-
HCM Lane V/C Ratio	0.013	-	-	0.012	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	450	38	20	192	26	11	11	22	49	12	4
Future Vol, veh/h	20	450	38	20	192	26	11	11	22	49	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	489	41	22	209	28	12	12	24	53	13	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	237	0	0	530	0	0	830	835	510	839	841	223
Stage 1	-	-	-	-	-	-	554	554	-	267	267	-
Stage 2	-	-	-	-	-	-	276	281	-	572	574	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1330	-	-	1037	-	-	289	304	563	285	301	817
Stage 1	-	-	-	-	-	-	517	514	-	738	688	-
Stage 2	-	-	-	-	-	-	730	678	-	505	503	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1330	-	-	1037	-	-	270	292	563	257	290	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	270	292	-	257	290	-
Stage 1	-	-	-	-	-	-	508	505	-	725	674	-
Stage 2	-	-	-	-	-	-	697	664	-	464	494	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.7	16	22.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	375	1330	-	-	1037	-	-	274
HCM Lane V/C Ratio	0.128	0.016	-	-	0.021	-	-	0.258
HCM Control Delay (s)	16	7.8	-	-	8.5	-	-	22.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	1

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	367	63	18	0	115	8
Future Vol, veh/h	367	63	18	0	115	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	500	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	399	68	20	0	125	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	467	0	439	399
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	40	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1094	-	575	651
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1094	-	565	651
Mov Cap-2 Maneuver	-	-	-	-	565	-
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	964	-

Approach	EB	WB	NB
HCM Control Delay, s	0	8.4	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	565	651	-	-	1094	-
HCM Lane V/C Ratio	0.221	0.013	-	-	0.018	-
HCM Control Delay (s)	13.2	10.6	-	-	8.4	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	361	81	0	153	0	10
Future Vol, veh/h	361	81	0	153	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	392	88	0	166	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	392
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	657
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	657
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	657	-	-	-
HCM Lane V/C Ratio	0.017	-	-	-
HCM Control Delay (s)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	323	38	3	139	7	6	4	4	9	4	3
Future Vol, veh/h	11	323	38	3	139	7	6	4	4	9	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	351	41	3	151	8	7	4	4	10	4	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	392	0	0	561	561	372	561	577	155
Stage 1	-	-	-	-	-	-	396	396	-	161	161	-
Stage 2	-	-	-	-	-	-	165	165	-	400	416	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1420	-	-	1167	-	-	438	436	674	438	427	891
Stage 1	-	-	-	-	-	-	629	604	-	841	765	-
Stage 2	-	-	-	-	-	-	837	762	-	626	592	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1420	-	-	1167	-	-	428	430	674	427	421	891
Mov Cap-2 Maneuver	-	-	-	-	-	-	428	430	-	427	421	-
Stage 1	-	-	-	-	-	-	622	597	-	832	763	-
Stage 2	-	-	-	-	-	-	827	760	-	611	585	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	12.8	12.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	479	1420	-	-	1167	-	-	471
HCM Lane V/C Ratio	0.032	0.008	-	-	0.003	-	-	0.037
HCM Control Delay (s)	12.8	7.6	0	-	8.1	0	-	12.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	177	73	8	74	12	26	47	127	18	29	44
Future Vol, veh/h	57	177	73	8	74	12	26	47	127	18	29	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	192	79	9	80	13	28	51	138	20	32	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	93	0	0	271	0	0	501	467	232	555	500	87
Stage 1	-	-	-	-	-	-	356	356	-	105	105	-
Stage 2	-	-	-	-	-	-	145	111	-	450	395	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1501	-	-	1292	-	-	480	493	807	442	473	971
Stage 1	-	-	-	-	-	-	661	629	-	901	808	-
Stage 2	-	-	-	-	-	-	858	804	-	589	605	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1501	-	-	1292	-	-	416	469	807	324	450	971
Mov Cap-2 Maneuver	-	-	-	-	-	-	416	469	-	324	450	-
Stage 1	-	-	-	-	-	-	634	603	-	864	802	-
Stage 2	-	-	-	-	-	-	778	798	-	428	580	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.7	13.8	13
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	625	1501	-	-	1292	-	-	550
HCM Lane V/C Ratio	0.348	0.041	-	-	0.007	-	-	0.18
HCM Control Delay (s)	13.8	7.5	-	-	7.8	-	-	13
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.6	0.1	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	27	7	0	17	6	76	11	0	12	3	30
Future Vol, veh/h	47	27	7	0	17	6	76	11	0	12	3	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	29	8	0	18	7	83	12	0	13	3	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	37	0	0	175	160	33	163	161	22
Stage 1	-	-	-	-	-	-	135	135	-	22	22	-
Stage 2	-	-	-	-	-	-	40	25	-	141	139	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1589	-	-	1574	-	-	788	732	1041	802	731	1055
Stage 1	-	-	-	-	-	-	868	785	-	996	877	-
Stage 2	-	-	-	-	-	-	975	874	-	862	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1589	-	-	1574	-	-	742	708	1041	772	707	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	742	708	-	772	707	-
Stage 1	-	-	-	-	-	-	839	759	-	963	877	-
Stage 2	-	-	-	-	-	-	941	874	-	820	756	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.3	0	10.6	9.1
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	738	1589	-	-	1574	-	-	933
HCM Lane V/C Ratio	0.128	0.032	-	-	-	-	-	0.052
HCM Control Delay (s)	10.6	7.3	0	-	0	-	-	9.1
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	26	34	13	8	3
Future Vol, veh/h	7	26	34	13	8	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	28	37	14	9	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	99	11	12	0	-	0
Stage 1	11	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	900	1070	1607	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	879	1070	1607	-	-	-
Mov Cap-2 Maneuver	879	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	935	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	5.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	1023	-	-
HCM Lane V/C Ratio	0.023	-	0.035	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	11	11	0	17	20
Future Vol, veh/h	0	11	11	0	17	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	12	0	18	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	12	0	30	6
Stage 1	-	-	-	-	6	-
Stage 2	-	-	-	-	24	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1607	-	984	1077
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	999	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1607	-	977	1077
Mov Cap-2 Maneuver	-	-	-	-	977	-
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1029	-	-	1607	-
HCM Lane V/C Ratio	0.039	-	-	0.007	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	261	14	18	471	37	37	20	10	27	13	29
Future Vol, veh/h	5	261	14	18	471	37	37	20	10	27	13	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	284	15	20	512	40	40	22	11	29	14	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	552	0	0	299	0	0	897	894	292	890	881	532
Stage 1	-	-	-	-	-	-	302	302	-	572	572	-
Stage 2	-	-	-	-	-	-	595	592	-	318	309	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1018	-	-	1262	-	-	261	280	747	264	285	547
Stage 1	-	-	-	-	-	-	707	664	-	505	504	-
Stage 2	-	-	-	-	-	-	491	494	-	693	660	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1018	-	-	1262	-	-	233	274	747	241	279	547
Mov Cap-2 Maneuver	-	-	-	-	-	-	233	274	-	241	279	-
Stage 1	-	-	-	-	-	-	703	661	-	502	496	-
Stage 2	-	-	-	-	-	-	442	486	-	657	657	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	22.9	19.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	273	1018	-	-	1262	-	-	326
HCM Lane V/C Ratio	0.267	0.005	-	-	0.016	-	-	0.23
HCM Control Delay (s)	22.9	8.6	-	-	7.9	-	-	19.3
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1	0	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	297	15	13	0	116	8
Future Vol, veh/h	297	15	13	0	116	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	500	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	323	16	14	0	126	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	339	0	351	323
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1220	-	646	718
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1220	-	639	718
Mov Cap-2 Maneuver	-	-	-	-	639	-
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	NB
HCM Control Delay, s	0	8	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	639	718	-	-	1220	-
HCM Lane V/C Ratio	0.197	0.012	-	-	0.012	-
HCM Control Delay (s)	12	10.1	-	-	8	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	216	92	0	399	0	10
Future Vol, veh/h	216	92	0	399	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	235	100	0	434	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	235
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	804
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	804
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	804	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-
HCM Control Delay (s)	9.5	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	216	10	3	360	5	31	7	8	10	14	7
Future Vol, veh/h	0	216	10	3	360	5	31	7	8	10	14	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	235	11	3	391	5	34	8	9	11	15	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	396	0	0	246	0	0	652	643	241	649	646	394
Stage 1	-	-	-	-	-	-	241	241	-	400	400	-
Stage 2	-	-	-	-	-	-	411	402	-	249	246	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1163	-	-	1320	-	-	381	392	798	383	390	655
Stage 1	-	-	-	-	-	-	762	706	-	626	602	-
Stage 2	-	-	-	-	-	-	618	600	-	755	703	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1163	-	-	1320	-	-	365	391	798	373	389	655
Mov Cap-2 Maneuver	-	-	-	-	-	-	365	391	-	373	389	-
Stage 1	-	-	-	-	-	-	762	706	-	626	601	-
Stage 2	-	-	-	-	-	-	594	599	-	739	703	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	15.1	14.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	408	1163	-	-	1320	-	-	422
HCM Lane V/C Ratio	0.123	-	-	-	0.002	-	-	0.08
HCM Control Delay (s)	15.1	0	-	-	7.7	-	-	14.3
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	11.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	81	159	31	223	25	135	51	13	15	82	54
Future Vol, veh/h	25	81	159	31	223	25	135	51	13	15	82	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	88	173	34	242	27	147	55	14	16	89	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	269	0	0	261	0	0	627	566	175	587	639	256
Stage 1	-	-	-	-	-	-	229	229	-	324	324	-
Stage 2	-	-	-	-	-	-	398	337	-	263	315	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1295	-	-	1303	-	-	396	434	868	421	394	783
Stage 1	-	-	-	-	-	-	774	715	-	688	650	-
Stage 2	-	-	-	-	-	-	628	641	-	742	656	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1295	-	-	1303	-	-	289	414	868	359	376	783
Mov Cap-2 Maneuver	-	-	-	-	-	-	289	414	-	359	376	-
Stage 1	-	-	-	-	-	-	758	700	-	674	633	-
Stage 2	-	-	-	-	-	-	486	624	-	658	642	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.9	34.7	17.1
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	329	1295	-	-	1303	-	-	459
HCM Lane V/C Ratio	0.657	0.021	-	-	0.026	-	-	0.358
HCM Control Delay (s)	34.7	7.8	-	-	7.8	-	-	17.1
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	4.4	0.1	-	-	0.1	-	-	1.6

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	11	11	0	33	0	74	0	0	0	0	17
Future Vol, veh/h	6	11	11	0	33	0	74	0	0	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	12	12	0	36	0	80	0	0	0	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	36	0	0	24	0	0	77	68	18	68	74	36
Stage 1	-	-	-	-	-	-	32	32	-	36	36	-
Stage 2	-	-	-	-	-	-	45	36	-	32	38	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1575	-	-	1591	-	-	912	823	1061	925	816	1037
Stage 1	-	-	-	-	-	-	984	868	-	980	865	-
Stage 2	-	-	-	-	-	-	969	865	-	984	863	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1575	-	-	1591	-	-	892	819	1061	921	812	1037
Mov Cap-2 Maneuver	-	-	-	-	-	-	892	819	-	921	812	-
Stage 1	-	-	-	-	-	-	979	864	-	975	865	-
Stage 2	-	-	-	-	-	-	952	865	-	979	859	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0	9.4	8.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	892	1575	-	-	1591	-	-	1037
HCM Lane V/C Ratio	0.09	0.004	-	-	-	-	-	0.018
HCM Control Delay (s)	9.4	7.3	0	-	0	-	-	8.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	25	18	18	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	991	1061	1599	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	991	1061	1599	-	-	-
Mov Cap-2 Maneuver	991	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1599	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	7.2

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	37	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	36	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	975	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	964	1084
Mov Cap-2 Maneuver	-	-	-	-	964	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	8.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1084	-	-	1622	-
HCM Lane V/C Ratio	0.006	-	-	0.011	-
HCM Control Delay (s)	8.3	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	503	45	22	211	30	13	13	25	53	14	4
Future Vol, veh/h	24	503	45	22	211	30	13	13	25	53	14	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	547	49	24	229	33	14	14	27	58	15	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	262	0	0	596	0	0	927	934	572	938	942	246
Stage 1	-	-	-	-	-	-	624	624	-	294	294	-
Stage 2	-	-	-	-	-	-	303	310	-	644	648	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1302	-	-	980	-	-	249	266	520	244	263	793
Stage 1	-	-	-	-	-	-	473	478	-	714	670	-
Stage 2	-	-	-	-	-	-	706	659	-	461	466	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1302	-	-	980	-	-	228	254	520	214	251	793
Mov Cap-2 Maneuver	-	-	-	-	-	-	228	254	-	214	251	-
Stage 1	-	-	-	-	-	-	464	468	-	700	654	-
Stage 2	-	-	-	-	-	-	669	643	-	415	457	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.7	18.3	28.4
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	326	1302	-	-	980	-	-	230
HCM Lane V/C Ratio	0.17	0.02	-	-	0.024	-	-	0.336
HCM Control Delay (s)	18.3	7.8	-	-	8.8	-	-	28.4
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	1.4

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	419	53	16	0	118	3
Future Vol, veh/h	419	53	16	0	118	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	500	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	455	58	17	0	128	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	513	0	489	455
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1052	-	538	605
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1052	-	529	605
Mov Cap-2 Maneuver	-	-	-	-	529	-
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	972	-

Approach	EB	WB	NB
HCM Control Delay, s	0	8.5	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	529	605	-	-	1052	-
HCM Lane V/C Ratio	0.242	0.005	-	-	0.017	-
HCM Control Delay (s)	14	11	-	-	8.5	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	421	81	0	175	0	10
Future Vol, veh/h	421	81	0	175	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	458	88	0	190	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	458
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	603
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	603
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	603	-	-	-
HCM Lane V/C Ratio	0.018	-	-	-
HCM Control Delay (s)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	375	45	3	161	8	5	4	4	10	4	3
Future Vol, veh/h	13	375	45	3	161	8	5	4	4	10	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	408	49	3	175	9	5	4	4	11	4	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	184	0	0	457	0	0	650	651	433	651	671	180
Stage 1	-	-	-	-	-	-	461	461	-	186	186	-
Stage 2	-	-	-	-	-	-	189	190	-	465	485	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1391	-	-	1104	-	-	382	388	623	382	378	863
Stage 1	-	-	-	-	-	-	581	565	-	816	746	-
Stage 2	-	-	-	-	-	-	813	743	-	578	552	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1391	-	-	1104	-	-	372	381	623	371	372	863
Mov Cap-2 Maneuver	-	-	-	-	-	-	372	381	-	371	372	-
Stage 1	-	-	-	-	-	-	573	557	-	805	744	-
Stage 2	-	-	-	-	-	-	803	741	-	562	544	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	13.7	14.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	428	1391	-	-	1104	-	-	413
HCM Lane V/C Ratio	0.033	0.01	-	-	0.003	-	-	0.045
HCM Control Delay (s)	13.7	7.6	0	-	8.3	-	-	14.1
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	205	84	9	87	14	29	56	151	21	34	50
Future Vol, veh/h	66	205	84	9	87	14	29	56	151	21	34	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	72	223	91	10	95	15	32	61	164	23	37	54

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	110	0	0	314	0	0	581	543	269	648	581	103
Stage 1	-	-	-	-	-	-	413	413	-	123	123	-
Stage 2	-	-	-	-	-	-	168	130	-	525	458	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1480	-	-	1246	-	-	425	447	770	383	425	952
Stage 1	-	-	-	-	-	-	616	594	-	881	794	-
Stage 2	-	-	-	-	-	-	834	789	-	536	567	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1480	-	-	1246	-	-	357	422	770	257	401	952
Mov Cap-2 Maneuver	-	-	-	-	-	-	357	422	-	257	401	-
Stage 1	-	-	-	-	-	-	586	565	-	838	788	-
Stage 2	-	-	-	-	-	-	743	783	-	358	539	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.6	16.2	14.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	576	1480	-	-	1246	-	-	479
HCM Lane V/C Ratio	0.445	0.048	-	-	0.008	-	-	0.238
HCM Control Delay (s)	16.2	7.6	-	-	7.9	-	-	14.9
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.3	0.2	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	39	10	0	23	0	87	0	0	0	0	11
Future Vol, veh/h	20	39	10	0	23	0	87	0	0	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	42	11	0	25	0	95	0	0	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	53	0	0	123	117	48	117	122	25
Stage 1	-	-	-	-	-	-	92	92	-	25	25	-
Stage 2	-	-	-	-	-	-	31	25	-	92	97	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1589	-	-	1553	-	-	852	773	1021	859	768	1051
Stage 1	-	-	-	-	-	-	915	819	-	993	874	-
Stage 2	-	-	-	-	-	-	986	874	-	915	815	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1589	-	-	1553	-	-	833	762	1021	850	757	1051
Mov Cap-2 Maneuver	-	-	-	-	-	-	833	762	-	850	757	-
Stage 1	-	-	-	-	-	-	902	808	-	979	874	-
Stage 2	-	-	-	-	-	-	975	874	-	902	804	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0	9.9	8.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	833	1589	-	-	1553	-	-	1051
HCM Lane V/C Ratio	0.114	0.014	-	-	-	-	-	0.011
HCM Control Delay (s)	9.9	7.3	0	-	0	-	-	8.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	20	11	0
Future Vol, veh/h	0	0	0	20	11	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	22	12	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	34	12	12	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	979	1069	1607	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	979	1069	1607	-	-	-
Mov Cap-2 Maneuver	979	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1001	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	11	0	0	20
Future Vol, veh/h	0	0	11	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	25	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	24	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	991	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	999	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	984	1084
Mov Cap-2 Maneuver	-	-	-	-	984	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1084	-	-	1622	-
HCM Lane V/C Ratio	0.02	-	-	0.007	-
HCM Control Delay (s)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	265	14	20	483	41	37	20	11	28	13	29
Future Vol, veh/h	5	265	14	20	483	41	37	20	11	28	13	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	288	15	22	525	45	40	22	12	30	14	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	570	0	0	303	0	0	921	920	296	915	905	548
Stage 1	-	-	-	-	-	-	306	306	-	592	592	-
Stage 2	-	-	-	-	-	-	615	614	-	323	313	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1002	-	-	1258	-	-	251	271	743	253	276	536
Stage 1	-	-	-	-	-	-	704	662	-	493	494	-
Stage 2	-	-	-	-	-	-	479	483	-	689	657	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1002	-	-	1258	-	-	223	265	743	229	270	536
Mov Cap-2 Maneuver	-	-	-	-	-	-	223	265	-	229	270	-
Stage 1	-	-	-	-	-	-	700	659	-	491	486	-
Stage 2	-	-	-	-	-	-	430	475	-	652	654	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	23.8	20.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	265	1002	-	-	1258	-	-	312
HCM Lane V/C Ratio	0.279	0.005	-	-	0.017	-	-	0.244
HCM Control Delay (s)	23.8	8.6	-	-	7.9	-	-	20.2
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.1	0	-	-	0.1	-	-	0.9

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	297	21	13	0	134	10
Future Vol, veh/h	297	21	13	0	134	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	500	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	323	23	14	0	146	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	346	0	351	323
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1213	-	646	718
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1213	-	638	718
Mov Cap-2 Maneuver	-	-	-	-	638	-
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	983	-

Approach	EB	WB	NB
HCM Control Delay, s	0	8	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	638	718	-	-	1213	-
HCM Lane V/C Ratio	0.228	0.015	-	-	0.012	-
HCM Control Delay (s)	12.3	10.1	-	-	8	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	218	92	0	399	0	10
Future Vol, veh/h	218	92	0	399	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	237	100	0	434	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	237
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	802
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	802
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	802	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-
HCM Control Delay (s)	9.6	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	217	11	3	360	5	31	7	8	10	14	7
Future Vol, veh/h	0	217	11	3	360	5	31	7	8	10	14	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	236	12	3	391	5	34	8	9	11	15	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	396	0	0	248	0	0	653	644	242	651	648	394
Stage 1	-	-	-	-	-	-	242	242	-	400	400	-
Stage 2	-	-	-	-	-	-	411	402	-	251	248	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1163	-	-	1318	-	-	380	391	797	382	389	655
Stage 1	-	-	-	-	-	-	762	705	-	626	602	-
Stage 2	-	-	-	-	-	-	618	600	-	753	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1163	-	-	1318	-	-	364	390	797	371	388	655
Mov Cap-2 Maneuver	-	-	-	-	-	-	364	390	-	371	388	-
Stage 1	-	-	-	-	-	-	762	705	-	626	600	-
Stage 2	-	-	-	-	-	-	594	598	-	737	701	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	15.1	14.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	407	1163	-	-	1318	-	-	420
HCM Lane V/C Ratio	0.123	-	-	-	0.002	-	-	0.08
HCM Control Delay (s)	15.1	0	-	-	7.7	0	-	14.3
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	11.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	80	160	31	223	25	135	51	13	15	82	54
Future Vol, veh/h	26	80	160	31	223	25	135	51	13	15	82	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	87	174	34	242	27	147	55	14	16	89	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	269	0	0	261	0	0	628	567	174	589	641	256
Stage 1	-	-	-	-	-	-	230	230	-	324	324	-
Stage 2	-	-	-	-	-	-	398	337	-	265	317	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1295	-	-	1303	-	-	395	433	869	420	393	783
Stage 1	-	-	-	-	-	-	773	714	-	688	650	-
Stage 2	-	-	-	-	-	-	628	641	-	740	654	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1295	-	-	1303	-	-	288	413	869	357	375	783
Mov Cap-2 Maneuver	-	-	-	-	-	-	288	413	-	357	375	-
Stage 1	-	-	-	-	-	-	756	698	-	673	633	-
Stage 2	-	-	-	-	-	-	486	624	-	656	640	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.9	34.9	17.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	328	1295	-	-	1303	-	-	458
HCM Lane V/C Ratio	0.659	0.022	-	-	0.026	-	-	0.358
HCM Control Delay (s)	34.9	7.8	-	-	7.8	-	-	17.2
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	4.4	0.1	-	-	0.1	-	-	1.6

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	9	9	0	29	4	68	6	0	2	2	47
Future Vol, veh/h	16	9	9	0	29	4	68	6	0	2	2	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	10	10	0	32	4	74	7	0	2	2	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	36	0	0	20	0	0	110	85	15	87	88	34
Stage 1	-	-	-	-	-	-	49	49	-	34	34	-
Stage 2	-	-	-	-	-	-	61	36	-	53	54	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1575	-	-	1596	-	-	868	805	1065	899	802	1039
Stage 1	-	-	-	-	-	-	964	854	-	982	867	-
Stage 2	-	-	-	-	-	-	950	865	-	960	850	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1575	-	-	1596	-	-	817	796	1065	886	793	1039
Mov Cap-2 Maneuver	-	-	-	-	-	-	817	796	-	886	793	-
Stage 1	-	-	-	-	-	-	953	845	-	971	867	-
Stage 2	-	-	-	-	-	-	901	865	-	942	841	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.4	0	9.9	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	815	1575	-	-	1596	-	-	1020
HCM Lane V/C Ratio	0.099	0.011	-	-	-	-	-	0.054
HCM Control Delay (s)	9.9	7.3	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	20	16	4	15	2
Future Vol, veh/h	2	20	16	4	15	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	22	17	4	16	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	55	17	18	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	953	1062	1599	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	943	1062	1599	-	-	-
Mov Cap-2 Maneuver	943	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	984	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	5.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1599	-	1050	-	-
HCM Lane V/C Ratio	0.011	-	0.023	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	16	17	0	6	6
Future Vol, veh/h	0	16	17	0	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	18	0	7	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	17	0	45	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	36	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1600	-	965	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1600	-	954	1073
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1010	-	-	1600	-
HCM Lane V/C Ratio	0.013	-	-	0.012	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	511	45	22	209	29	13	13	25	55	14	4
Future Vol, veh/h	24	511	45	22	209	29	13	13	25	55	14	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	555	49	24	227	32	14	14	27	60	15	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	259	0	0	604	0	0	933	939	580	943	947	243
Stage 1	-	-	-	-	-	-	632	632	-	291	291	-
Stage 2	-	-	-	-	-	-	301	307	-	652	656	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1306	-	-	974	-	-	246	264	514	243	261	796
Stage 1	-	-	-	-	-	-	468	474	-	717	672	-
Stage 2	-	-	-	-	-	-	708	661	-	457	462	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1306	-	-	974	-	-	226	252	514	213	250	796
Mov Cap-2 Maneuver	-	-	-	-	-	-	226	252	-	213	250	-
Stage 1	-	-	-	-	-	-	459	465	-	703	655	-
Stage 2	-	-	-	-	-	-	671	644	-	411	453	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.7	18.4	28.8
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	323	1306	-	-	974	-	-	229
HCM Lane V/C Ratio	0.172	0.02	-	-	0.025	-	-	0.346
HCM Control Delay (s)	18.4	7.8	-	-	8.8	-	-	28.8
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	1.5

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	419	63	18	0	115	8
Future Vol, veh/h	419	63	18	0	115	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	500	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	455	68	20	0	125	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	523	0	495	455
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	40	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1043	-	534	605
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1043	-	524	605
Mov Cap-2 Maneuver	-	-	-	-	524	-
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	963	-

Approach	EB	WB	NB
HCM Control Delay, s	0	8.5	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	524	605	-	-	1043	-
HCM Lane V/C Ratio	0.239	0.014	-	-	0.019	-
HCM Control Delay (s)	14	11	-	-	8.5	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	426	81	0	177	0	10
Future Vol, veh/h	426	81	0	177	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	463	88	0	192	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	463
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	599
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	599
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	599	-	-	-
HCM Lane V/C Ratio	0.018	-	-	-
HCM Control Delay (s)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	380	45	3	162	8	6	4	4	10	4	3
Future Vol, veh/h	13	380	45	3	162	8	6	4	4	10	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	413	49	3	176	9	7	4	4	11	4	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	185	0	0	462	0	0	656	657	438	657	677	181
Stage 1	-	-	-	-	-	-	466	466	-	187	187	-
Stage 2	-	-	-	-	-	-	190	191	-	470	490	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1390	-	-	1099	-	-	379	385	619	378	375	862
Stage 1	-	-	-	-	-	-	577	562	-	815	745	-
Stage 2	-	-	-	-	-	-	812	742	-	574	549	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1390	-	-	1099	-	-	370	378	619	367	369	862
Mov Cap-2 Maneuver	-	-	-	-	-	-	370	378	-	367	369	-
Stage 1	-	-	-	-	-	-	569	554	-	804	743	-
Stage 2	-	-	-	-	-	-	802	740	-	558	541	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	13.9	14.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	421	1390	-	-	1099	-	-	409
HCM Lane V/C Ratio	0.036	0.01	-	-	0.003	-	-	0.045
HCM Control Delay (s)	13.9	7.6	0	-	8.3	0	-	14.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	207	86	9	86	14	30	56	151	21	34	51
Future Vol, veh/h	67	207	86	9	86	14	30	56	151	21	34	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	225	93	10	93	15	33	61	164	23	37	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	318	0	0	585	546	272	651	585	101
Stage 1	-	-	-	-	-	-	418	418	-	121	121	-
Stage 2	-	-	-	-	-	-	167	128	-	530	464	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1483	-	-	1242	-	-	422	445	767	382	423	954
Stage 1	-	-	-	-	-	-	612	591	-	883	796	-
Stage 2	-	-	-	-	-	-	835	790	-	533	564	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1483	-	-	1242	-	-	354	420	767	256	399	954
Mov Cap-2 Maneuver	-	-	-	-	-	-	354	420	-	256	399	-
Stage 1	-	-	-	-	-	-	582	562	-	840	790	-
Stage 2	-	-	-	-	-	-	744	784	-	355	536	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.7	16.4	14.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	571	1483	-	-	1242	-	-	480
HCM Lane V/C Ratio	0.451	0.049	-	-	0.008	-	-	0.24
HCM Control Delay (s)	16.4	7.6	-	-	7.9	-	-	14.9
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.3	0.2	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	27	7	0	17	6	76	11	0	12	3	30
Future Vol, veh/h	47	27	7	0	17	6	76	11	0	12	3	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	29	8	0	18	7	83	12	0	13	3	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	37	0	0	175	160	33	163	161	22
Stage 1	-	-	-	-	-	-	135	135	-	22	22	-
Stage 2	-	-	-	-	-	-	40	25	-	141	139	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1589	-	-	1574	-	-	788	732	1041	802	731	1055
Stage 1	-	-	-	-	-	-	868	785	-	996	877	-
Stage 2	-	-	-	-	-	-	975	874	-	862	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1589	-	-	1574	-	-	742	708	1041	772	707	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	742	708	-	772	707	-
Stage 1	-	-	-	-	-	-	839	759	-	963	877	-
Stage 2	-	-	-	-	-	-	941	874	-	820	756	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.3	0	10.6	9.1
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	738	1589	-	-	1574	-	-	933
HCM Lane V/C Ratio	0.128	0.032	-	-	-	-	-	0.052
HCM Control Delay (s)	10.6	7.3	0	-	0	-	-	9.1
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	26	34	13	8	3
Future Vol, veh/h	7	26	34	13	8	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	28	37	14	9	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	99	11	12	0	-	0
Stage 1	11	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	900	1070	1607	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	879	1070	1607	-	-	-
Mov Cap-2 Maneuver	879	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	935	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	5.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	1023	-	-
HCM Lane V/C Ratio	0.023	-	0.035	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	6.8

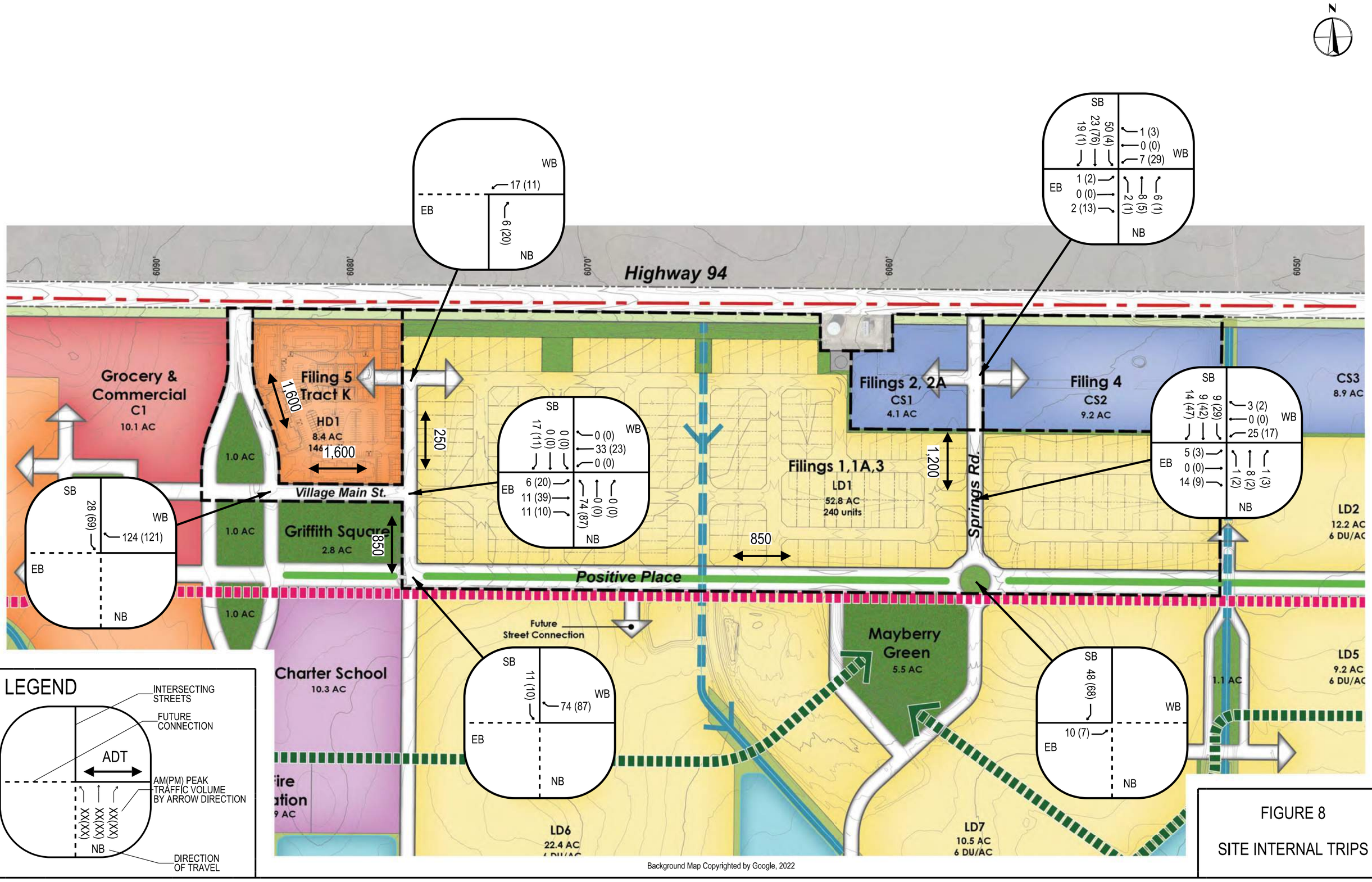
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	11	11	0	17	20
Future Vol, veh/h	0	11	11	0	17	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	12	0	18	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	12	0	30	6
Stage 1	-	-	-	-	6	-
Stage 2	-	-	-	-	24	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1607	-	984	1077
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	999	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1607	-	977	1077
Mov Cap-2 Maneuver	-	-	-	-	977	-
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1029	-	-	1607	-
HCM Lane V/C Ratio	0.039	-	-	0.007	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Appendix E: Supporting Information from Approved Filing 4 TIS



Background Map Copyrighted by Google, 2022

FIGURE 8

SITE INTERNAL TRIPS

Table 11: El Paso County Roadway Improvements

El Paso County Roadway Improvements Revised January 2024			
Item	Improvement	Timing	Responsibility
1	Mayberry Drive (formerly New Log Road) (Highway 94 south into the project) construct as an Urban Minor Arterial per the PUD	With Filing No. 1: *Note: Phased half-section (northbound couplet) for Filing 1 and full couplet segments beyond Filing 1 per the PUD plans.*	Applicant
2a	Positive Place (formerly Mayberry Drive) (Garden Park Avenue to Springs Road) construct as a gravel, secondary access road	With Filing No. 1: *Note: An interim gravel street connection (to be paved once ADT exceeds 200 vpd) will be provided with Filing No. 1.*	Applicant
2b	Positive Place (formerly Mayberry Drive) - construct half - section	With Filing No. 3.	Applicant
2c	Positive Place (formerly Mayberry Drive) - Complete Full section (IE construct the remaining half - section)	Future - To be determined w/Future PUD's beyond Phase 1.	Applicant
3	Springs Road (Highway 94 south into the project) construct street with 65' ROW; design attributes to meet Urban Collector standards.	With Filing No. 1: The classification of Springs Road is: Urban Minor Collector with 65' of ROW adjacent to Filings 2 and an Urban Local with 65' of ROW south of that point adjacent to Filing No. 3. Design attributes will meet Collector standards.	Applicant
4	Cattlemen Run west of Springs Road into Filing Nos. 2 and 2A as a Local Street	With Filing Nos. 2 and 2a.	Applicant
5	Cattlemen Run east of Springs Road (into Filing No. 4 commercial development east of Springs Road) as a Local Street	**With Filing No. 4.**	Applicant
6	Positive Place (formerly Mayberry Drive) & Springs Road Intersection	With Filing No. 3. - Construct as a one-lane roundabout intersection.	Applicant
7	Besseyi Way & Springs Road Intersection	With Filing No. 3. Construct as four leg, conventional, two-way, stop-sign controlled (TWSC) intersection.	Applicant
8	Springs Road and Filing 2/Filing 4 Access intersection	**With Filing No. 4.** Stripe an exclusive left turn lane on the southbound leg of the intersection.	Applicant

Appendix F: Deviation Request Forms

Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 02/18/2025

PROJECT INFORMATION

PCD File No. _____

Project Name :	Mayberry PUD 2
Schedule No.(s) :	
Legal Description :	Mayberry Filing No. 1A located in the northwest quarter of section 14 and northeast quarter of section 15, township 14 south, range 63 west of the 6th p.m., county of El Paso, state of Colorado

APPLICANT INFORMATION

Company :	Mayberry Communities, LLC
Name :	Scott Souders
	☒ Owner ☐ Consultant ☐ Contractor
Mailing Address :	22108 Cattleman Run Calhan, CO 80808
Phone Number :	719-922-2181
FAX Number :	
Email Address :	scottsouders@mayberrycoloradosprings.com

ENGINEER INFORMATION

Company :	R&R Engineers-Surveyors		
Name :	Clif Dayton	Colorado P.E. Number :	48189
Mailing Address :	1635 West 13th Avenue, Suite 310 Denver, Colorado 80204		
Phone Number :	303-753-6730		
FAX Number :			
Email Address :			

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

_____ _____

Signature of owner (or authorized representative) Date

Engineer's Seal, Signature
And Date of Signature

DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Section **5.4** of the Land Development Code (LDC) is requested.

PCD File No. _____

Identify the specific ECM standard which a deviation is requested:

ECM Section 2.3.7 (Table 2-31 Minimum Curb Return Radius at Intersection (Urban Roads)).
The proposed deviation includes a 15' radius curb return into the bulb out at the intersection of a Minor Arterial and Collector and the intersection of two Collectors in addition to raised crosswalks.

State the reason for the requested deviation:

The proposed deviation allows curb "bulb outs" that provide on-street parking while not increasing crosswalk travel lengths from the approved cross-sections in the Ellicott Town Center PUD. The raised crosswalks will slow traffic flow and highlight the presence of the crosswalk to drivers.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

The proposed deviation provides additional parking access to the community park, soccer field, and pickleball courts while maintaining pedestrian safety at intersections by maintaining minimum crosswalk travel distance. The raised crosswalks improve pedestrian safety by making the crosswalks more apparent and slowing down traffic.

PCD File No. _____

LIMITS OF CONSIDERATION
(At least one of the conditions listed below must be met for this deviation request to be considered.)

☐ The ECM standard is inapplicable to the particular situation.
☐ Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
☒ A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

Provide justification:

The curb return deviation is justified by the ability for a WB-67 design vehicle to make the turn around the curb return. Crosswalk travel distances are maintained from the cross-sections approved in the Ellicott Town Center PUD which supports the pedestrian-friendly nature of the overall development plan. The raised crosswalk deviation is justified by slowing traffic in this highly used pedestrian area.

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

The proposed deviations will result in a comparable or superior roadway design, consistent with El Paso County standards and the approved Ellicott Town Center PUD. The previously approved PUD seeks to create a high-quality community enhancing property values in eastern El Paso County. The proposed deviations support the pedestrian-friendly nature of the overall development plan, resulting in a superior design.

The deviation will not adversely affect safety or operations.

The proposed roadway improvements will be constructed to County standards, and the requested deviations will not adversely affect safety or operations. The LSC Traffic Study for this project demonstrates that traffic operations through the proposed couplet will provide an acceptable level of service while creating the desired Town Center entry to the project. The proposed roadway deviations will generally improve pedestrian safety and will not adversely affect traffic operations.

PCD File No. _____

The deviation will not adversely affect maintenance and its associated cost.

Maintenance will not be adversely affected based on the proposed deviations. The proposed road cross sections and site layout will provide ample access and clearance for maintenance, and all pavement designs will be subject to County approval.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance will not be adversely affected based on the proposed deviations. The proposed deviations in typical road cross sections will enhance the streetscape resulting in improved aesthetic appearance.

The deviation meets the design intent and purpose of the ECM standards.

The proposed deviations consist of relatively minor changes to County standard road sections, consistent with the previously approved Ellicott Town Center PUD.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

This deviation request has no impact on control measure requirements of the County's MS4 permit.

PCD File No. _____

REVIEW AND RECOMMENDATION:

Approved by the LDC Administrator
This request has been determined to have met the criteria for approval. A deviation from Section _____ of the LDC is hereby granted based on the justification provided.

Denied by the LDC Administrator
This request has been determined not to have met criteria for approval. A deviation from Section _____ of the LDC is hereby denied.

LDC ADMINISTRATOR COMMENTS/CONDITIONS:

PCD File No. _____

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the LDC Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the LDC shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the LDC.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the LDC establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the LDC are subject to deviation by the LDC Administrator provided that one of the following conditions is met:

- The LDC standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

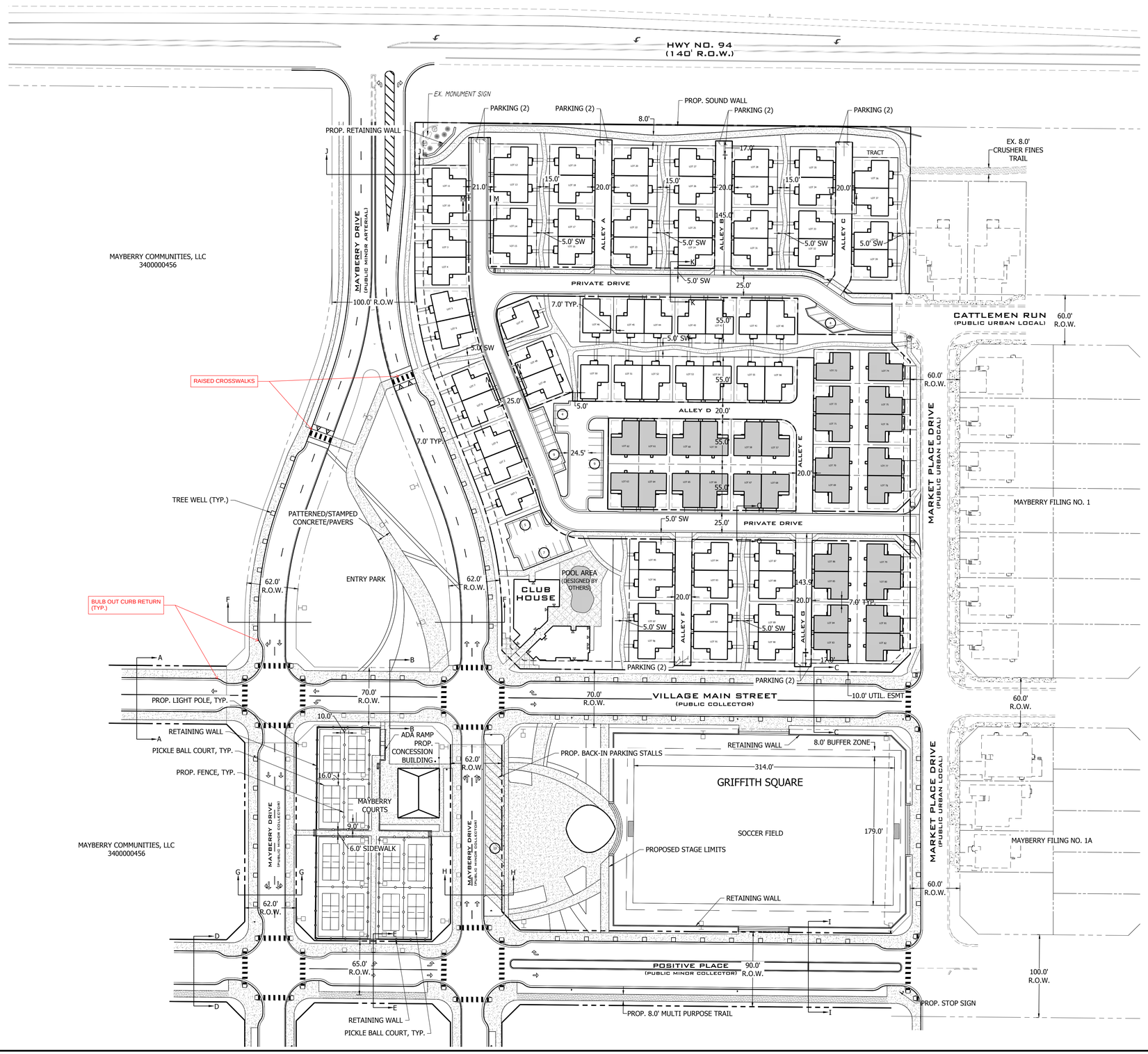
Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

MAYBERRY PUD 2

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO



0 60' 120' 180'

SCALE: 1" = 60'

NO.	REVISION	BY	DATE

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730
WWW.RRENGINEERS.COM

MAYBERRY PUD 2
SITE ADDRESS: MAYBERRY, EL PASO COUNTY
PREPARED FOR: MAYBERRY COMMUNITIES, LLC, 22108 CATTLEMAN RUN, CALHAN, CO 80808

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO. MC24145
ORG. SUBM. DATE 02/14/25
DWN: JAM CHKD: LAO
NAME

OVERALL SITE PLAN

NO. 5

PLOTTED: 4/1/25 BY: LYNN O'GRADY
P:\MC\2024\MC24145\DWG\PUD\MC24145_OVERALL SITE PLAN.DWG

Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 02/18/2025

PROJECT INFORMATION

PCD File No. _____

Project Name :	Mayberry PUD 2
Schedule No.(s) :	
Legal Description :	Mayberry Filing No. 1A located in the northwest quarter of section 14 and northeast quarter of section 15, township 14 south, range 63 west of the 6th p.m., county of El Paso, state of Colorado

APPLICANT INFORMATION

Company :	Mayberry Communities, LLC
Name :	Scott Souders
	☒ Owner ☐ Consultant ☐ Contractor
Mailing Address :	22108 Cattleman Run Calhan, CO 80808
Phone Number :	719-922-2181
FAX Number :	
Email Address :	scottsouders@mayberrycoloradosprings.com

ENGINEER INFORMATION

Company :	R&R Engineers-Surveyors		
Name :	Clif Dayton	Colorado P.E. Number :	48189
Mailing Address :	1635 West 13th Avenue, Suite 310 Denver, Colorado 80204		
Phone Number :	303-753-6730		
FAX Number :			
Email Address :			

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

_____ _____

Signature of owner (or authorized representative) Date

Engineer's Seal, Signature
And Date of Signature

DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Section **5.4** of the Land Development Code (LDC) is requested.

PCD File No. _____

Identify the specific ECM standard which a deviation is requested:

ECM Section 2.3.2 Design Standards by Functional Class (Table 2-6 Roadway Design Standards). Additionally, an amendment to the previous deviation request for this cross section in Mayberry Filing No. 1 that was approved on 06/03/2020 and included in the approved Mayberry Phase 1 amendment to the Ellicott Town Center PUD.

Mayberry Drive (formerly New Log Road) is ultimately classified as an Urban Minor Arterial roadway. The proposed deviations consist of modified cross-section elements including 10' attached sidewalk, parallel and back-in on-street parking and a reduced minimum horizontal centerline radius of 400.5 feet at couplet transitions. The proposed deviations are depicted on the Road Cross Sections I Drawing.

State the reason for the requested deviation:

The proposed roadway design deviations are requested based on the new urbanist development program which seeks to create a pedestrian-friendly community. The proposed typical road cross-sections are amending the road-cross sections that were included in the previously approved Ellicott Town Center PUD.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

The ultimate road section of Mayberry Drive consists of a 2-lane, 1-way Couplet through the Town Center area in accordance with the approved Ellicott Town Center PUD, as depicted in Section A, Sheet TY2.

The proposed deviation will provide additional parking access for the community's use of the park, soccer field, and pickleball courts. The back-in parking spots will improve safety, efficiency, pedestrian safety, and accessibility.

PCD File No. _____

LIMITS OF CONSIDERATION
(At least one of the conditions listed below must be met for this deviation request to be considered.)

☐ The ECM standard is inapplicable to the particular situation.
☐ Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
☒ A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

Provide justification:

The requested deviations are justified by the previously approved LSC Traffic Study, the Ellicott Town Center PUD, and the Deviation Request for the Mayberry Drive Typical Road Section. The traffic study demonstrates that traffic operations will provide acceptable levels of service. Additional parking access for the community's use of the park, soccer field, and pickleball courts will be provided. The back-in parking spots will improve safety, efficiency, pedestrian safety, and accessibility.

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

The proposed deviations will result in a comparable or superior roadway design, consistent with El Paso County standards and the approved Ellicott Town Center PUD. The previously approved PUD seeks to create a high-quality community enhancing property values in eastern El Paso County. The proposed deviations support the pedestrian-friendly and accessible nature of the overall development plan, resulting in a superior design.

The deviation will not adversely affect safety or operations.

The proposed roadway improvements will be constructed to County standards, and the requested deviations will not adversely affect safety or operations. The LSC Traffic Study for this project demonstrates that traffic operations through the proposed couplet will provide an acceptable level of service while creating the desired Town Center entry to the project. The proposed roadway deviations will generally improve pedestrian safety and will not adversely affect traffic operations.

The proposed deviations will reduce traffic speed and improve accessibility.

PCD File No. _____

The deviation will not adversely affect maintenance and its associated cost.

Maintenance will not be adversely affected based on the proposed deviations. The proposed road cross sections and site layout will provide ample access and clearance for maintenance, and all pavement designs will be subject to County approval.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance will not be adversely affected based on the proposed deviations. The proposed deviations in typical road cross sections will enhance the streetscape resulting in improved aesthetic appearance.

The deviation meets the design intent and purpose of the ECM standards.

The proposed deviations consist of relatively minor changes to County standard road sections, consistent with the previously approved Ellicott Town Center PUD.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

This deviation request has no impact on control measure requirements of the County's MS4 permit.

PCD File No. _____

REVIEW AND RECOMMENDATION:

Approved by the LDC Administrator
This request has been determined to have met the criteria for approval. A deviation from Section _____ of the LDC is hereby granted based on the justification provided.

Denied by the LDC Administrator
This request has been determined not to have met criteria for approval. A deviation from Section _____ of the LDC is hereby denied.

LDC ADMINISTRATOR COMMENTS/CONDITIONS:

PCD File No. _____

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the LDC Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the LDC shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the LDC.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the LDC establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the LDC are subject to deviation by the LDC Administrator provided that one of the following conditions is met:

- The LDC standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

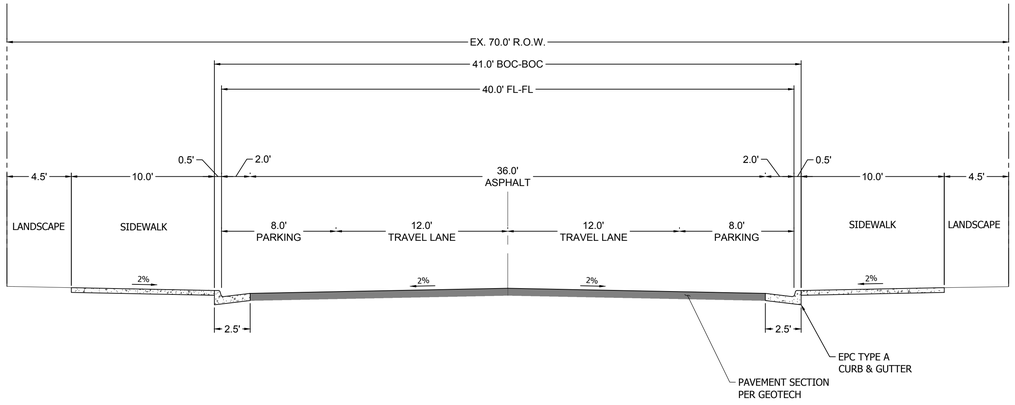
Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

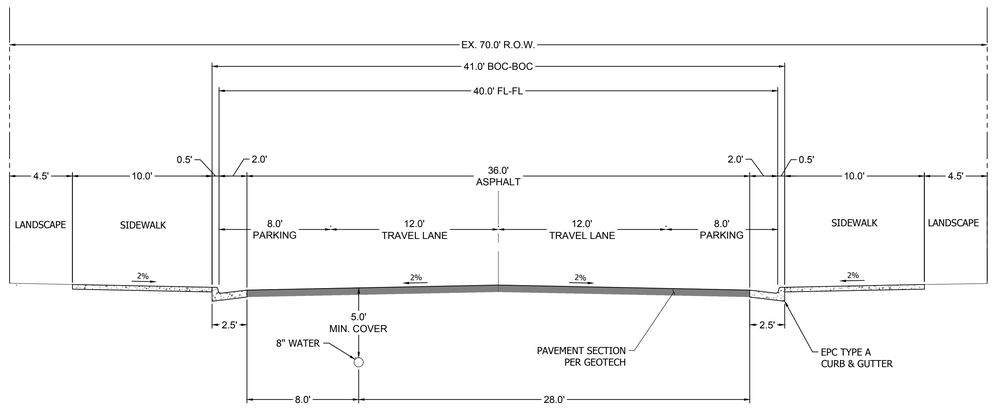
A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

MAYBERRY PUD 2

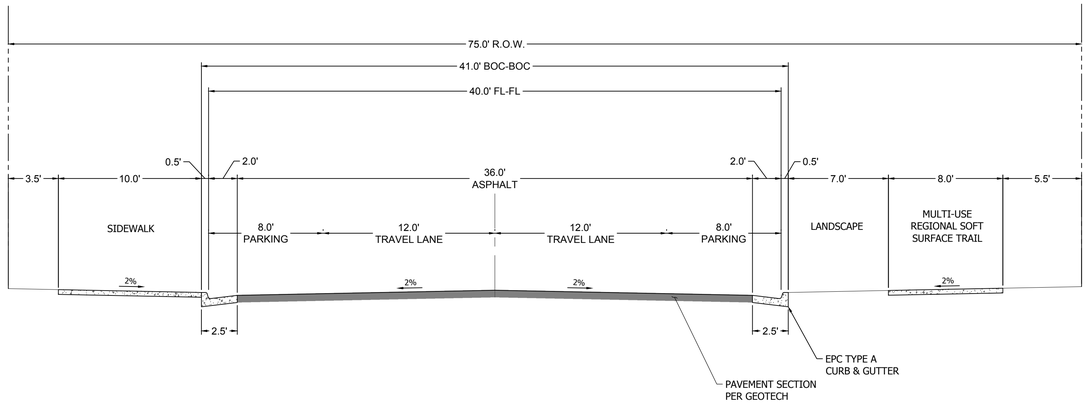
PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO



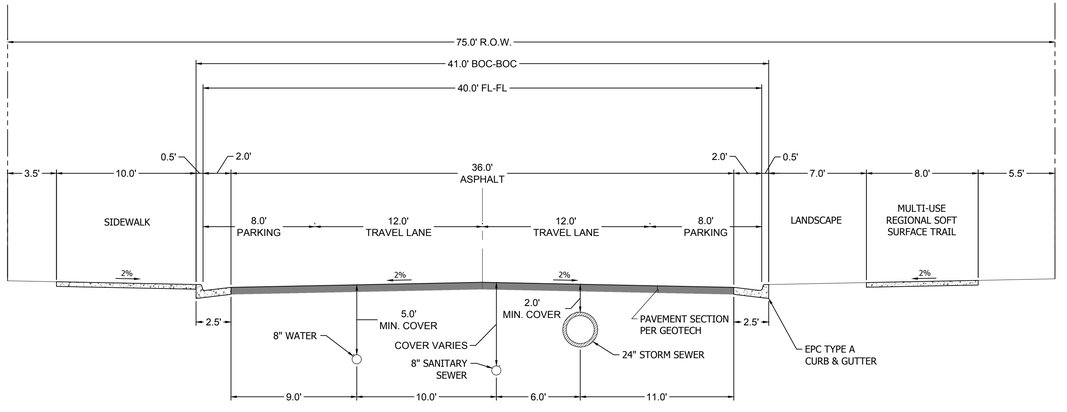
VILLAGE MAIN STREET COMMERCIAL SECTION A-A & B-B
APPROVED WITH PUD 1
DESIGN SPEED: 30 MPH
(NON-RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'



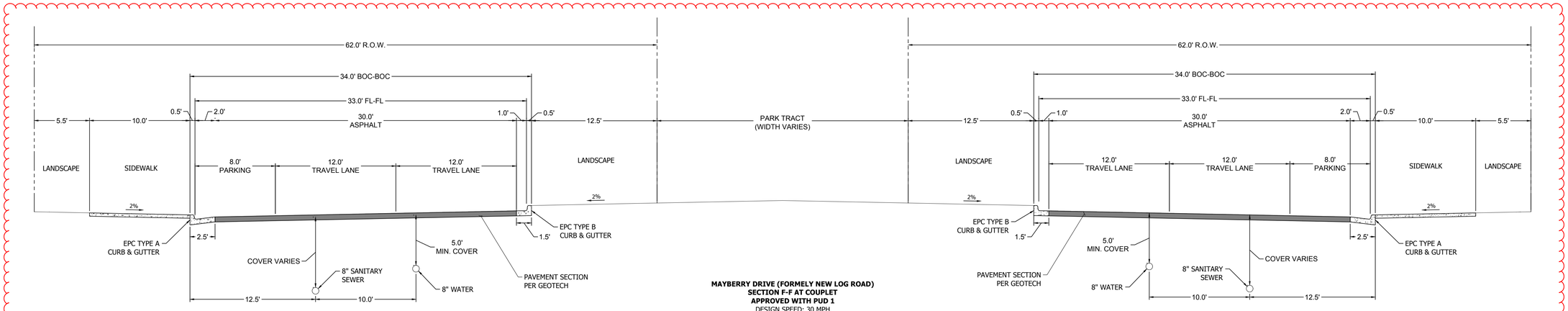
VILLAGE MAIN STREET COMMERCIAL SECTION C-C
APPROVED WITH PUD 1
DESIGN SPEED: 30 MPH
(URBAN RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'



POSITIVE PLACE SECTION D-D
75' R.O.W.
DESIGN SPEED: 30 MPH
(NON-RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'



POSITIVE PLACE SECTION E-E
75' R.O.W.
DESIGN SPEED: 30 MPH
(NON-RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'



MAYBERRY DRIVE (FORMELY NEW LOG ROAD)
SECTION F-F AT COUPLET
APPROVED WITH PUD 1
DESIGN SPEED: 30 MPH
(URBAN ARTERIAL)
SCALE: 1" = 5'

NO.	REVISION	BY	DATE

R&R ENGINEERS
SURVEYORS INC

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730

WWW.RRENGINEERS.COM

MAYBERRY PUD 2

SITE ADDRESS: MAYBERRY
EL PASO COUNTY

PREPARED FOR: MAYBERRY COMMUNITIES, LLC
22108 CATTLEMAN RUN
CALHAN, CO 80808

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO. MC24145
ORG. SUBM. DATE 02/14/25
DWN: JAM CHKD: LAO
NAME

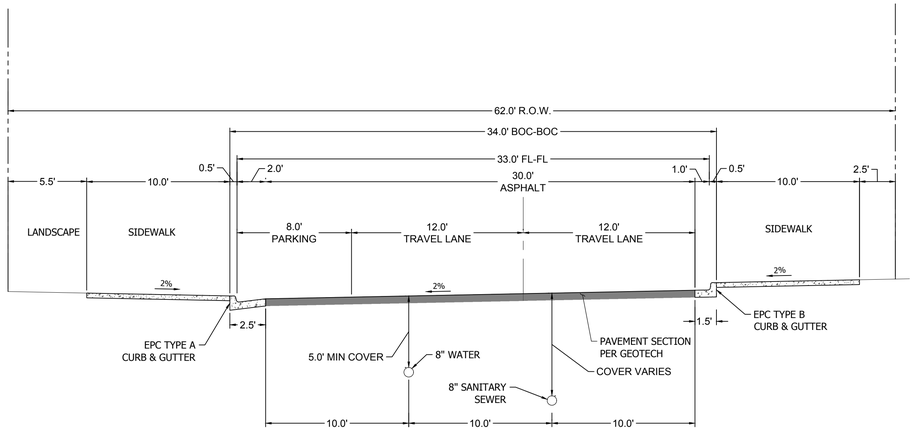
ROAD CROSS SECTIONS I

NO. 6

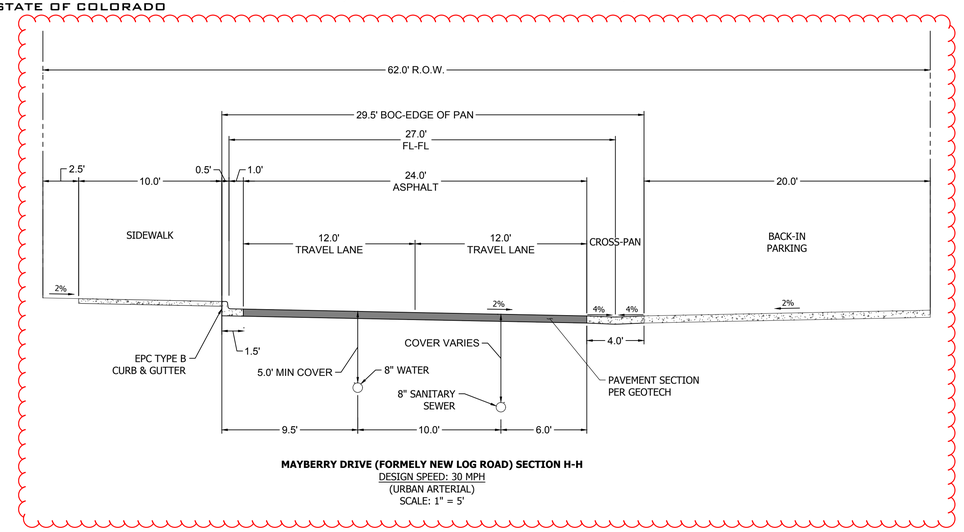
PATH: P:\MC24145 PUDSP – TRACT K & GRIFFITH SQUARE PARKS\ENGINEERING\5 DRAWINGS\PLANS\PUDSP (SITE PLAN)\MC24145 – TYPICAL ROAD SECTIONS & DETAILS.DWG, PLOT DATE: 2/19/2025 1:41:45 PM, BY: LYNN O'GRADY

MAYBERRY PUD 2

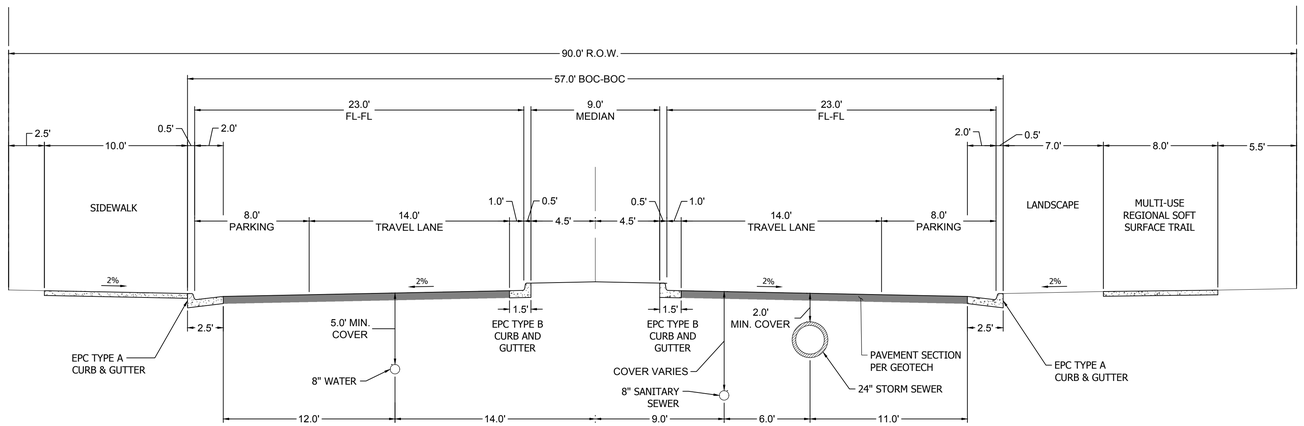
PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO



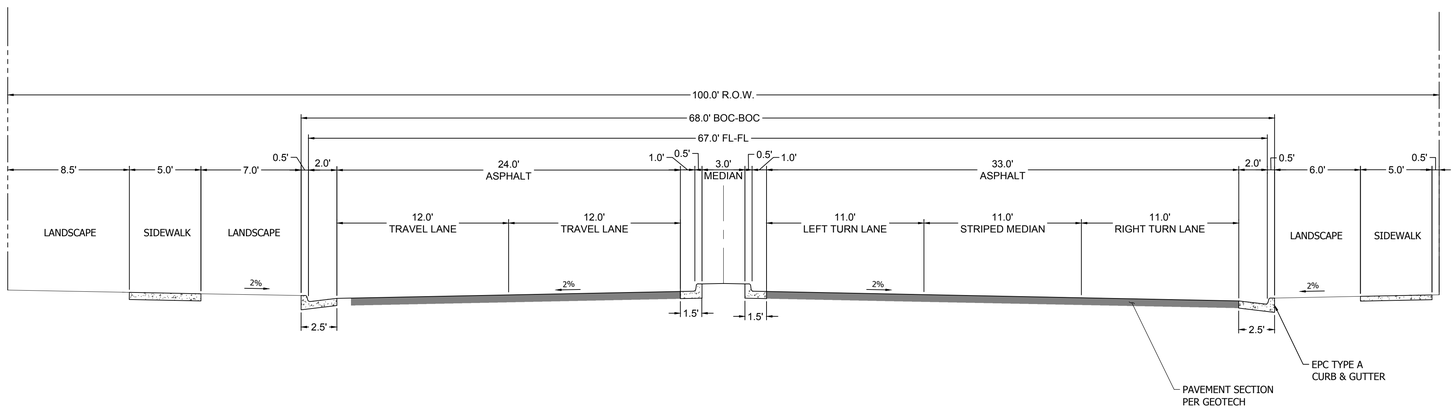
MAYBERRY DRIVE SECTION G-G
62' R.O.W. 6" VERTICAL CURB
DESIGN SPEED: 30 MPH
(URBAN LOCAL; DESIGN ATTRIBUTES TO MEET CURRENT COLLECTOR STANDARDS)
SCALE: 1" = 5'



MAYBERRY DRIVE (FORMELY NEW LOG ROAD) SECTION H-H
DESIGN SPEED: 30 MPH
(URBAN ARTERIAL)
SCALE: 1" = 5'



POSITIVE PLACE (FORMERLY MAYBERRY DRIVE) TYPICAL BOULEVARD SECTION I-I
90' R.O.W. 6" VERTICAL CURB
AMENDED TO PUD 1
DESIGN SPEED: 30 MPH
(URBAN RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'



MAYBERRY DRIVE SECTION J-J
100' R.O.W. 6" VERTICAL CURB
DESIGN SPEED: 30 MPH
(URBAN LOCAL; DESIGN ATTRIBUTES TO MEET CURRENT COLLECTOR STANDARDS)
SCALE: 1" = 5'

NO.	REVISION	BY	DATE

R&R ENGINEERS
SURVEYORS INC

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730

WWW.RRENGINEERS.COM

MAYBERRY PUD 2

SITE ADDRESS: MAYBERRY
EL PASO COUNTY

PREPARED FOR: MAYBERRY COMMUNITES, LLC
22108 CATTLEMAN RUN
CALHAN, CO 80808

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO.	MC24145
ORG. SUBM. DATE	02/14/25
DWN: JAM	CHKD: LAO
NAME	

ROAD CROSS SECTIONS II

NO. 7

PATH: P:\MC24145 PUDSP – TRACT K & GRIFFITH SQUARE PARKS\ENGINEERING\5 DRAWINGS\PLANS\PUDSP (SITE PLAN)\MC24145 – TYPICAL ROAD SECTIONS & DETAILS.DWG, PLOT DATE: 2/19/2025 1:41:46 PM, BY: LYNN O'GRADY

Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 02/18/2025

PROJECT INFORMATION

PCD File No. _____

Project Name :	Mayberry PUD 2
Schedule No.(s) :	
Legal Description :	Mayberry Filing No. 1A located in the northwest quarter of section 14 and northeast quarter of section 15, township 14 south, range 63 west of the 6th p.m., county of El Paso, state of Colorado

APPLICANT INFORMATION

Company :	Mayberry Communities, LLC
Name :	Scott Souders
	☒ Owner ☐ Consultant ☐ Contractor
Mailing Address :	22108 Cattleman Run Calhan, CO 80808
Phone Number :	719-922-2181
FAX Number :	
Email Address :	scottsouders@mayberrycoloradosprings.com

ENGINEER INFORMATION

Company :	R&R Engineers-Surveyors		
Name :	Clif Dayton	Colorado P.E. Number :	48189
Mailing Address :	1635 West 13th Avenue, Suite 310 Denver, Colorado 80204		
Phone Number :	303-753-6730		
FAX Number :			
Email Address :			

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

_____ _____

Signature of owner (or authorized representative) Date

Engineer's Seal, Signature
And Date of Signature

DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Section **5.4** of the Land Development Code (LDC) is requested.

PCD File No. _____

Identify the specific ECM standard which a deviation is requested:

ECM Section 2.3.2 Design Standards by Functional Class (Table 2-7 Roadway Design Standards). Additionally, an amendment to the previous deviation request for this cross section in Mayberry Filing No. 1 that was approved on 11/05/2020 and included in the approved Mayberry Phase 1 amendment to the Ellicott Town Center PUD.

Positive Place (formerly Mayberry Drive) is ultimately classified as a divided section Urban Residential Collector with landscape median. The proposed deviations consist of modified cross-section elements including a decreased R.O.W. width of 100' to 90' and addition of a regional trail. The proposed deviations are depicted on the Road Cross Sections II Drawing.

State the reason for the requested deviation:

The addition of the regional trail will result in a reduced pavement section by moving bike access from the road to the regional trail. The reduced pavement section allows for a decreased R.O.W. width.

The proposed typical road cross-sections are amending the road-cross sections that were included in the previously approved Ellicott Town Center PUD.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

The ultimate road section of Positive Place consists of a 1-lane, 2-way divided section Urban Residential Collector with landscape median in accordance with the approved Ellicott Town Center PUD, as depicted on the Road Cross Sections II Drawing.

The proposed deviation will improve pedestrian safety and reduce the pavement section.

PCD File No. _____

LIMITS OF CONSIDERATION
(At least one of the conditions listed below must be met for this deviation request to be considered.)

☐ The ECM standard is inapplicable to the particular situation.
☐ Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
☒ A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

Provide justification:

The proposed roadway design deviations provide increased pedestrian safety by moving bike access from the road to the regional trail. This results in a reduced pavement section and therefore the R.O.W. width can be reduced. Pedestrian safety is also improved by relocating the regional trail that runs adjacent to HWY 94 into the community and along Positive Place.

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

The proposed deviations will result in a comparable or superior roadway design, consistent with El Paso County standards and the approved Ellicott Town Center PUD. The previously approved PUD seeks to create a high-quality community enhancing property values in eastern El Paso County. The proposed deviations support the pedestrian-friendly nature of the overall development plan, resulting in a superior design.

The deviation will not adversely affect safety or operations.

The proposed roadway improvements will be constructed to County standards, and the requested deviations will not adversely affect safety or operations. The proposed roadway deviations will improve pedestrian safety and will not adversely affect traffic operations.

PCD File No. _____

The deviation will not adversely affect maintenance and its associated cost.

Maintenance will not be adversely affected based on the proposed deviations. The proposed road cross sections and site layout will provide ample access and clearance for maintenance, and all pavement designs will be subject to County approval.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance will not be adversely affected based on the proposed deviations. The proposed deviations in typical road cross sections will enhance the streetscape resulting in improved aesthetic appearance.

The deviation meets the design intent and purpose of the ECM standards.

The proposed deviations consist of relatively minor changes to County standard road sections, consistent with the previously approved Ellicott Town Center PUD.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

This deviation request has no impact on control measure requirements of the County's MS4 permit.

PCD File No. _____

REVIEW AND RECOMMENDATION:

Approved by the LDC Administrator
This request has been determined to have met the criteria for approval. A deviation from Section _____ of the LDC is hereby granted based on the justification provided.

Denied by the LDC Administrator
This request has been determined not to have met criteria for approval. A deviation from Section _____ of the LDC is hereby denied.

LDC ADMINISTRATOR COMMENTS/CONDITIONS:

PCD File No. _____

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the LDC Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the LDC shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the LDC.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the LDC establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the LDC are subject to deviation by the LDC Administrator provided that one of the following conditions is met:

- The LDC standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

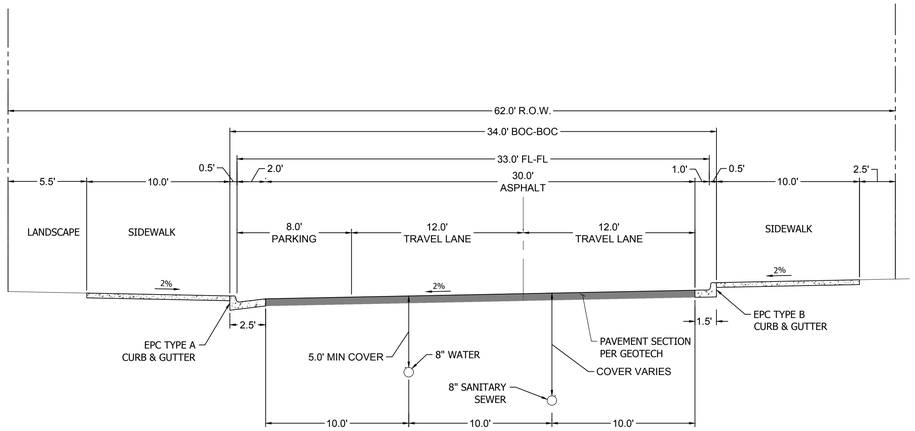
Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

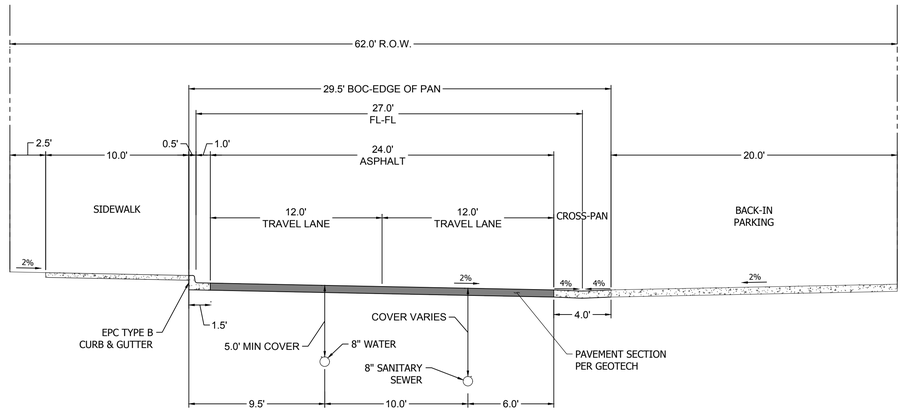
A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

MAYBERRY PUD 2

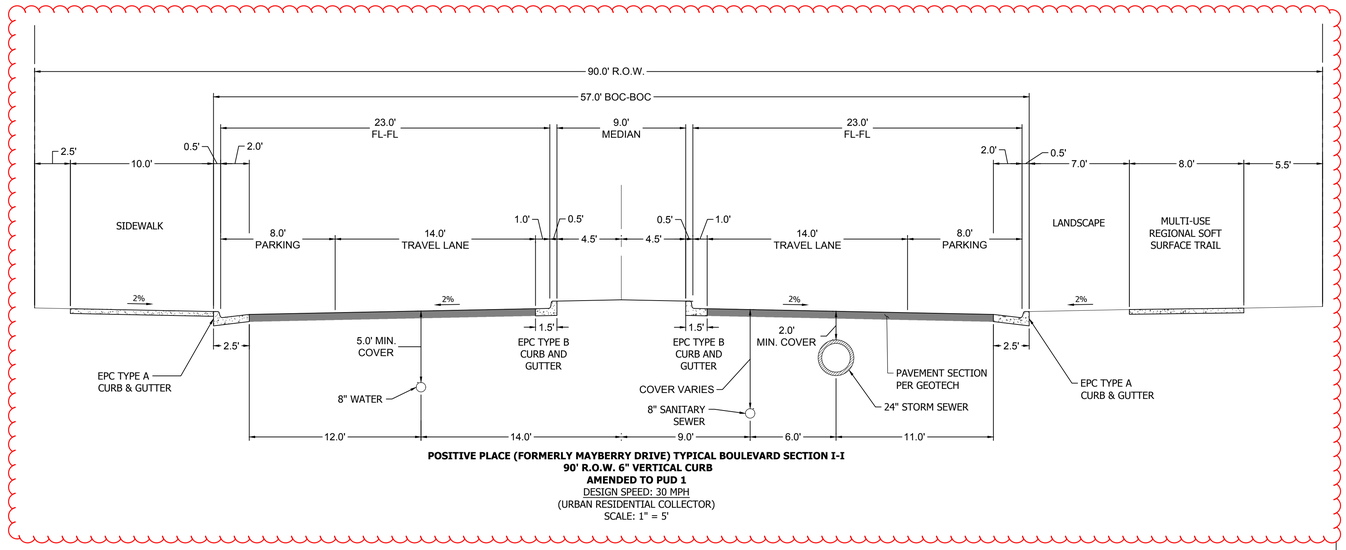
PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN
A PORTION OF MAYBERRY FILING NO. 1A
LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 AND NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
COUNTY OF EL PASO, STATE OF COLORADO



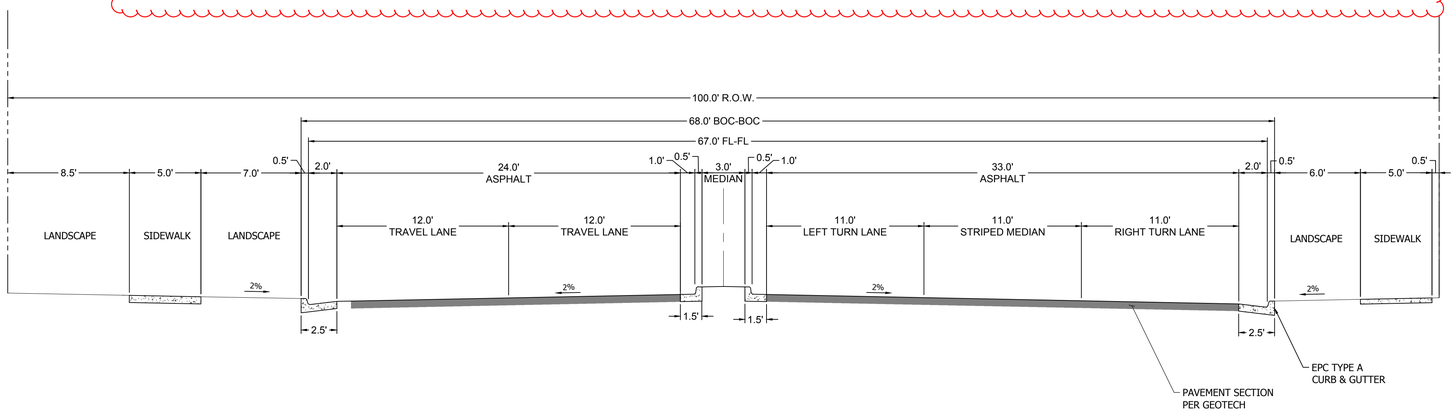
MAYBERRY DRIVE SECTION G-G
62' R.O.W. 6" VERTICAL CURB
DESIGN SPEED: 30 MPH
(URBAN LOCAL; DESIGN ATTRIBUTES TO MEET CURRENT COLLECTOR STANDARDS)
SCALE: 1" = 5'



MAYBERRY DRIVE (FORMELY NEW LOG ROAD) SECTION H-H
DESIGN SPEED: 30 MPH
(URBAN ARTERIAL)
SCALE: 1" = 5'



POSITIVE PLACE (FORMERLY MAYBERRY DRIVE) TYPICAL BOULEVARD SECTION I-I
90' R.O.W. 6" VERTICAL CURB
AMENDED TO PUD 1
DESIGN SPEED: 30 MPH
(URBAN RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'



MAYBERRY DRIVE SECTION J-J
100' R.O.W. 6" VERTICAL CURB
DESIGN SPEED: 30 MPH
(URBAN LOCAL; DESIGN ATTRIBUTES TO MEET CURRENT COLLECTOR STANDARDS)
SCALE: 1" = 5'

NO.	REVISION	BY	DATE

R&R ENGINEERS
SURVEYORS INC

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730
WWW.RRENGINEERS.COM

MAYBERRY PUD 2

SITE ADDRESS: MAYBERRY
EL PASO COUNTY

PREPARED FOR: MAYBERRY COMMUNITIES, LLC
22108 CATTLEMAN RUN
CALHAN, CO 80808

PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAN

JOB NO.	MC24145
ORG. SUBM. DATE	02/14/25
DWN: JAM	CHKD: LAO
NAME	ROAD CROSS SECTIONS II
NO.	7

PATH: P:\MC24145 PUDSP – TRACT K & GRIFFITH SQUARE PARKS\ENGINEERING\5 DRAWINGS\PLANS\PUDSP (SITE PLAN)\MC24145 – TYPICAL ROAD SECTIONS & DETAILS.DWG, PLOT DATE: 2/19/2025 1:41:46 PM, BY: LYNN O'GRADY