Mayberry PUD2 Submittal 2
EDARP Agency Comments Summary
LJA Response

August 21, 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
View	Colorado Division of Water Resources	2	DWR Comment Letter **Resp: This letter provides confirmation that Ellicott Utilities Company provides sufficient water to this Phase 2 PUD.**	7/9/2026 3:56:49 PM
View	PCD Engineering Division	2	PDR_V2 **Resp: The comments on the PDR have been addressed. Responses to Comments are provided on the corresponding PDFs.**	7/8/2026 5:31:44 PM
View	PCD Engineering Division	2	TIS_V2 **Resp: The TIS has been updated per our meeting with EPC staff on July 15, 2026. Please refer to the TIS Response to Comments PDF.**	7/8/2026 5:29:32 PM
View	PCD Engineering Division	2	PUDSP_V2 **Resp: The PUD Site Plan has been updated. Responses to Comments are provided on the corresponding PDFs**	7/8/2026 5:25:59 PM
View	PCD Engineering Division	2	LOI_V2	7/8/2026 5:24:17 PM

Link	Agency	Review #	Comment	Date
			Resp: The comments on the Letter of Intent have been addressed. Responses to Comments are provided on the corresponding PDFs .	
	PCD Engineering Division	2	Engineering Review Ver. 2 Please see engineer comments on the following documents PUDSP_V2 GEOTECH Report_V2 LOI_V2 PDR_V2 TIS_V2 Engineering ECM related PUD modifications and Deviations have been forwarded for review and further comments and will be returned. Submit request for PID for EPC Road Impact Fees as applicable if a PID will be requested. Provide copy of the Noise Study 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	7/8/2026 5:33:55 PM

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: We met with EPC staff on July 15, 2026 to discuss the comments. Responses to Comments are provided on the corresponding PDFs.** **The noise study is being conducted by HDR and will be submitted once it is completed, as agreed upon by County staff.**	
View	PCD Project Manager	2	V2: Wastewater Disposal Report **Resp: Ellicott Utilities Company's water resources consultant, Alan Leak, reached out to CDPHE to request a compliance letter pursuant to the comment on the Wastewater Disposal Report. CDPHE reported back that CDPHE does not provide compliance letters. As stated in the Wastewater Disposal Report, EUC's wastewater treatment facility is operating in compliance with all CDPHE regulations. An EUC Statement of Compliance letter summarizing this is included with the submittal and entered in the 'Wastewater Disposal Report' portal slot.**	7/8/2026 3:18:34 PM

Link	Agency	Review #	Comment	Date
View	PCD Project Manager	2	V2: Soils & Geology Report **Resp: See the comment response letter and updated figures provided by CTL and uploaded in the Soils Report portal slot.**	7/8/2026 3:18:19 PM
View	PCD Project Manager	2	V2: Landscape Plan **Resp: The PUD Landscape Plan has been updated. Responses to Comments are provided on the corresponding PDFs.**	7/8/2026 3:18:00 PM
	EPC DPW Stormwater	2	Review 2: EPC DPW Stormwater comments have been resolved on the following document(s): - Preliminary Drainage Report Reviewed by: Zachary Jannusch Associate Engineer - Stormwater 719.500.3170 ZacharyJannusch@elpasoco.com **Resp: We met with EPC staff on July 17, 2026 to discuss the comments. Responses to Comments are provided on the corresponding PDFs and discussion items were addressed in the revised report and plans.**	7/8/2026 10:37:07 AM
	Ellicott Fire Protection District	2	The fire protection report does not calculate the required water supply according to the El Paso County Land Development Code of 300 gallons and acre and 3,000 gallons a dwelling unit. This is the responsibility of El Paso County Planning to apply. **Resp: This statement is not applicable. The referenced EPC LDC requirement is only applicable to "Areas without Central Water Systems". Mayberry is served by a central water system**	7/7/2026 6:11:57 AM

Link	Agency	Review #	Comment	Date
			The adopted fire code requires a minimum of 1,500 gallons per minute with hydrants spaced no more than 500 feet apart based on the size and construction type of the structure built. **Resp: As stated in the Fire Protection Report, Mayberry acknowledges and agrees to provide the minimum 1500gpm hydrant requirements. Fire hydrants have been proposed throughout the development, as depicted on sheet 15 of the submitted PUDSP plan set. Mayberry would welcome any feedback EFPD may have regarding the proposed placement of these hydrants so that fire protection operations can be effectively executed.** The size and type of structure is not addressed in the fire protection report so it is impossible to say if the purposed design is adequate. **Resp: The proposed housing product was illustrated on sheet 13 of the submitted PUDSP plan set. Total square footage has been added to the title and the dimensioned footprints remain. The Fire Protection Report states that structures will be constructed in accordance with applicable codes. In absence of identifying the specific building materials, one can assume the homes are to be constructed of combustible light-frame residential construction with fire protection detailing to be established at time of building permit. Unless specifically stated, most single-family and two-family dwelling units are typically in this classification.** **The Fire Protection Report has been updated to include a statement that the structures will be of combustible light-frame residential construction complying with the 2021 IRC and PPRBD amendments, with required rated assemblies where prescribed.**	

Link	Agency	Review #	Comment	Date
			The Development Standards on Sheet 2 of the plan set have also been updated to include the following statement: **PAIRED HOME LOTS SHALL CONSIST OF INDIVIDUALLY OWNED FEE-SIMPLE LOTS WITH THE COMMON PROPERTY LINE LOCATED AT THE CENTERLINE OF THE COMMON BUILDING SEPARATION. EACH DWELING SHALL BE STRUCTURALLY INDEPENDENT WITH INDEPENDENT WALL FRAMING AND SHALL COMPLY WITH THE APPLICABLE TOWNHOUSE SEPARATION REQUIREMENTS OF THE ADOPTED RESIDENTIAL BUILDING CODE.** No ground truthing has taken place on the site and nothing submitted to the State of Colorado Division of Fire Prevention and Control so the hazard level per the Colorado Wildfire Resiliency Code cannot be changed and all structures in the Moderate must meet the Class 2 structure hardening. **Resp: Per communication with Mindy Shulz (EPC Deputy Executive Director of Planning & Community Development), the Colorado Wildfire Resiliency Code is only applicable to applications that come in after adoption of the new code. Records indicate the WRC was officially adopted by EPC BOCC on June 23, 2026. The original application for Mayberry Phase 2 PUD was submitted on February 24, 2025, with fees paid and the submittal distributed for agency comment on October 1, 2025. Therefore, it is Mayberry's understanding that references to the WRC are not applicable to the Phase 2 PUD application.** The side set backs do not meet the minimum of the El Paso County Land Development Code and Ellicott Fire Protection District does not support any distance less than the minimum.	

Link	Agency	Review #	Comment	Date
			Resp: The EPC LDC does not specify a minimum side setback for PUD applications. Chapter 5 of the LDC outlines Use and Dimensional Standards of lots within each base zoning district. Table 5-4 of this chapter allows an applicant to establish density and dimensional standards of a PUD through the creation of a Development Plan, including building setbacks. **The application that Mayberry has prepared for its Phase 2 PUD proposes setbacks that are consistent with other PUD developments throughout El Paso County and the State of Colorado. We have previously attempted to collaborate with EFPD to establish setbacks conforming with locally adopted code. To date we have not received guidance from EFPD that points toward adopted code language that does not permit the proposed 3-foot side yard setback. Rather we have provided specific location examples where building separations matching this PUD program have recently been established and structures constructed. These locations include:** **o Greenways at Sand Creek – Colorado Springs, CO (off Tutt Blvd)** **o Belle at Percheron – Colorado Springs, CO (off Woodmen Rd)** **o Downtown Superior – Superior, CO** **The housing product proposed for this development will be designed and permitted in conformance with the Pikes Peak Regional Building Department (PPRBD) 2023 Regional Building Code, 2nd Printing, incorporating the 2021 IRC. The single-family attached product proposed for this development are classified by this code as two-family dwellings. Per Table R302.1(1), PPRBD directly recognizes exterior walls of dwelling construction requirements within a separation distance of 0 feet to < 5 feet. The PPRBD amendments add specific language for fire-rated projections, soffit vents, and unprotected terminations such as dryer, bath, and appliance vents. This code language further strengthens the argument that 3-foot exterior-wall conditions**	

Link	Agency	Review #	Comment	Date
			are workable within the permitting authorities code framework requirements for fire-restive exterior wall detailing. In a meeting with Mayberry and Ellicott Fire Protection District, Mayberry's representatives stated that the exterior of structures less than 10 feet apart would be provided with 1 - hour fire rated exterior walls. It appears that the one hour walls have not been included in the PUD nor have the hardened structure requirements of the Colorado Wildfire Resiliency Code. **Resp: On 6/10/26, Mayberry leadership and EFPD staff met to discuss the site program for PUD2. During this meeting, Mayberry acknowledged that any code required fire protection detailing will be provided at the time of superstructure permitting. We do not believe it is necessary to identify exterior wall fire protection requirements and/or WRC related hardening requirements on the PUD plan set. If this is standard practice for all PUD applications, we will defer to EPC Planning for guidance towards if or how this should be addressed.** It is the responsibility of the applicant to provide a plan that meets all applicable codes and standards. Ellicott Fire Protection District does not support any deviation from the applicable and adopted codes and standards and encourages El Paso County Planning and Engineering to do the same. **Resp: Mayberry acknowledges their responsibility to meet applicable codes. As attempted on numerous occasions over the past 18 months, we have requested assistance from EFPD to guide our design team to the specific code language that prohibits the development plan program proposed in the submitted Mayberry Phase 2 PUD application. To date we have only received generic responses without any direction to adopted code language. We are unable to address concerns unless further information is provided.**	

Link	Agency	Review #	Comment	Date
			Street Sections Deviation **As a condition of deviation request approval for modified street sections, EPC has requested that written recommendation input be provided by EFPD.** **During a January 8, 2025, Early Assistance meeting with El Paso County, EFPD requested that Mayberry provide documentation that demonstrates site access is capable of accommodating certain fire apparatus, specifically a large-scale ladder truck. On January 15, 2025, Mayberry provided AutoTurn exhibits illustrating multiple conditions that demonstrate site maneuverability for both a ladder truck (modeled from specifications provided by EFPD) and an "E-One Combat Unit" with specifications similar to the apparatus currently operated by Ellicott Fire. These illustrations demonstrated that both design vehicles should be capable of maneuvering the site as proposed.** **To date, EFPD has not identified any specific code deficiencies or provided direction indicating that an alternative site design is required. Accordingly, Mayberry has continued development of the site plans based on discussions with EFPD on August 4, 2026. Additionally, there is understanding that the District had no objection to the proposed private drive lanes. The drive lanes are designed to comply with IFC Section 503, meet the minimum 20-foot width required by IFC Appendix D, Table D103.4, and will be signed as "FIRE LANE."** **Building Separation** **During the above referenced EA meeting with EPC, EFPD cited that the duplex product proposed on Tract 'K' would need to be separated by a minimum of 15', face-of-wall to face-of-wall between structures. Staff later clarified their statement and revised their position that building eaves would require 10' separation.**	

Link	Agency	Review #	Comment	Date
			Since that meeting, Mayberry has attempted to obtain specific code reference that stipulates this separation requirement. To date EFPD has been unable to provide the requested code references. Alternatively, Mayberry has cited code language (Table 302.1(1) of the 2021 IRC) that states exterior walls and eave projections are permitted to be non-fire resistant rated when the separation distance between the building face and the property line is greater than or equal to 5'. Code further allows that when this distance cannot be achieved, the structure must be detailed with 1-hr fire resistive construction for the exterior walls and eaves. Mayberry has stated they understand this requirement and intend to design the structures to comply with applicable codes. **Mayberry has also provided at least three examples of recently constructed similar projects where three-story structures are separated by less than 7'. As referenced previously, those locations include Greenways at Sand Creek, Bele at Percheron, and Downtown Superior. Representative photos have been provided for reference as an attachment at the end of this letter.**	
	Colorado Geological Survey	2	The CTL Thompson report (March 13, 2023) was prepared for the entire Mayberry site, not specifically for Phase 2, and the report did not include an Engineering Geology Map. Additionally, groundwater was encountered in CTL's borings at depths of 10.5 to 15 feet within the western portion of the Mayberry development. The PUD development plan (LJA, June 15, 2026) includes a Soils Note, stating: "Soil report dated June 8, 2026 (CTL project no. cs18969.004-115-l1) contains revised figures and development guidance. CTL did not identify geologic hazards that preclude the development of the project. Conditions identified that may pose hazards or constraints to development include expansive soil lenses and	7/6/2026 10:40:07 AM

Link	Agency	Review #	Comment	Date
			collapse-prone soils with low to moderate collapse potential. Design level guidelines are included in the report." The note includes no mention of shallow groundwater or mitigation measures. As stated in our previous review (October 22, 2025), 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 unless a groundwater monitoring/observation program is implemented. Submitted 7/6/2026 by Amy Crandall, Engineering Geologist, Colorado Geological Survey (303-384-2632 or acrandall@mines.edu). **Resp: Please see the CTL Response to Review Comments letter dated August 19, 2026 which has been included as a cover letter to updated figures.**	
	County Attorney - Water	2	Based on a change in water demand reflected in the Water Resource Report and Water Supply Information Summary, please provide a new commitment letter from the Water District showing they will supply this new amount. After this has been uploaded, and a letter from the Colorado Division of Water Resources has been received showing adequate supply, we will begin our review. **Resp: El Paso County Planning has provided Mayberry a copy of the letter. They have affirmed that based on the water demand of 34.30 acre-feet/year for the Mayberry Phase II development and the Company's available water resources in the amount of 135.67 acre-feet/year, the County Attorney's Office recommends a finding of**	7/6/2026 9:44:38 AM

Link	Agency	Review #	Comment	Date
			sufficient water quantity and dependability for the Mayberry Phase II development. A copy of this letter combined with the EUC Commitment letter, and the DWR letter have been submitted as the Water Resource report in the portal.	
	Pikes Peak Regional Building Department	2	Enumerations has the following comments: 1. The street that services lots 1-11 should be a single street name to avoid confusion. **Resp: The development team would prefer the loop drive to maintain a single named road since is a different roadway section Lots 8-15 function as a spur off of the main loop and are proposed with a different roadway surface treatment, providing a clear visual distinction from the primary roadway Additionally, we have coordinated with staff members, Justin and Annan, to confirm the street name availability, with the proposed naming approach already reviewed and approved We believe this configuration will minimize confusion for both emergency responders and the general public by providing a clear and intuitive street layout while maintaining visual separation for the spur serving Lots 8-15** 2. Enumerations feels that the north portion of what is currently shown as Founders Way should use a different name than the southern portion shown as Founders Way and be labeled appropriately once new street names have been approved. **Resp: Street names have been revised per 911 comments and discussed with 911 agency staff.** 3. Once street names are approved by the 911 authority, submit a copy to	7/1/2026 11:01:35 AM

Link	Agency	Review #	Comment	Date
			Enumerations for address assignment. Show all parcels and tracts that need an address assignment with (XXXX). For lots that have multiple possible access points, addresses can be assigned from multiple streets if needed and should be shown with (XXXX) for each location on the copy submitted for address assignment. **Resp: An Address Plat will be provided during the Final Plat process.**	
	County Attorney - Development Review	2	In the future, please first submit a WORD version of the ROW License Agreement. No proposed changes to the current terms/version of the agreement. Prior to finalizing, please include Exhibit A (legal description) and Exhibit B (a drawing of the plat or site clearly depicting through shading the locations within the ROW where the improvements will be installed). Thank you. Reviewed by: Erika Keech, Sr. County Attorney, erikakeech2@elpasoco.com. **Resp: A draft word document of the ROW License Agreement has been supplied by the County. This will be submitted with the Final Plat process.**	7/1/2026 9:27:05 AM
View	EPC Environmental Services	2	Ellicott Fire needs more clarification on road widths, **Resp: During a January 8, 2025, Early Assistance meeting with El Paso County, EFPD requested that Mayberry provide documentation that demonstrates site access is capable of accommodating certain fire apparatus, specifically a large-scale ladder truck. On January 15, 2025, Mayberry provided AutoTurn exhibits illustrating multiple conditions that demonstrate site maneuverability for both a ladder truck (modeled from specifications provided by EFPD) and an "E-One Combat Unit" with specifications similar to the apparatus currently operated by Ellicott Fire. These illustrations demonstrated that both design vehicles should be capable of maneuvering the site as proposed.**	6/29/2026 9:14:22 AM

Link	Agency	Review #	Comment	Date
			Additionally, there is understanding from our August 4, 2026 meeting that the District had no objection to the proposed private drive lanes. The drive lanes are designed to comply with IFC Section 503, meet the minimum 20-foot width required by IFC Appendix D, Table D103.4, and will be signed as "FIRE LANE." parking allowances, **Resp: Mayberry Phase 2 PUD proposes adding on-street parking along Mayberry Drive in select locations. This will be accomplished by extending curb returns further into the intersection to create bulb-outs. The bulb-outs will provide visual locations for the additional on-street parking opportunities while also shortening pedestrian crossing distances, supporting the walkable design intent of the development.** **Additional guest parking is also proposed within the Tract K duplex parcel, as shown on the PUD Site Plan to meet EPC requirements.** what's being asked with the deviations, and **Resp: The full deviation forms are included as part the Traffic Impact Study. Generally speaking they are:** **1.Reduction of Urban Residential Collector ROW Width (Positive Place)** **•From 100 feet (Mayberry Phase 1 standard) to 90 feet (proposed)** **•To accommodate a regional trail system, provide on-street parking, and reduce pedestrian crossing distances.** **2.Modified Urban Minor Arterial Cross Section (Mayberry Drive)** **•Inclusion of a 10-foot attached sidewalk, and limited parallel and diagonal parking** **•To support pedestrian activity and adjacent community-oriented land uses.** **3.Intersection Bump-Outs on either side of the Mayberry Drive Couplet**	

Link	Agency	Review #	Comment	Date
			•To shorten pedestrian crossing distances and improve visibility and safety at intersections. **A turning exhibit using a WB-67 Truck is included in the TIS.** **4.Private Roads within Tract K** **•To allow design flexibility and support internal circulation consistent with the planned development layout.** **5.Curb Ramp locations** **•An access path has been provided along the western side of Marketplace Drive and perpendicular crossings at the T-intersections is not required to provide the access and existing driveways block a perpendicular ramp location.** **6.Left Turn Lane Locations** **•Left hand turn pockets are not required on Marketplace Drive into Cattlemen View because the traffic counts don't support a need for the lanes.** spacing on houses for the duplex's. **Resp: The spacing on the units remains per the PUD Setbacks at 3-ft side easements. The EPC LDC does not specify a minimum side setback for PUD applications. Chapter 5 of the LDC outlines Use and Dimensional Standards of lots within each base zoning district. Table 5-4 of this chapter allows an applicant to establish density and dimensional standards of a PUD through the creation of a Development Plan, including building setbacks.** **The application that Mayberry has prepared for its Phase 2 PUD proposes setbacks that are consistent with other PUD developments throughout El Paso County and the State of Colorado. We have previously attempted to collaborate with EFPD to**	

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			establish setbacks conforming with locally adopted code. To date we have not received guidance from EFPD that points toward adopted code language that does not permit the proposed 3-foot side yard setback. Rather we have provided specific location examples where building separations matching this PUD program have recently been established and structures constructed. These locations include: **o Greenways at Sand Creek – Colorado Springs, CO (off Tutt Blvd)** **o Belle at Percheron – Colorado Springs, CO (off Woodmen Rd)** **o Downtown Superior – Superior, CO** **The housing product proposed for this development will be designed and permitted in conformance with the Pikes Peak Regional Building Department (PPRBD) 2023 Regional Building Code, 2nd Printing, incorporating the 2021 IRC. The single-family attached product proposed for this development are classified by this code as two-family dwellings. Per Table R302.1(1), PPRBD directly recognizes exterior walls of dwelling construction requirements within a separation distance of 0 feet to < 5 feet. The PPRBD amendments add specific language for fire-rated projections, soffit vents, and unprotected terminations such as dryer, bath, and appliance vents. This code language further strengthens the argument that 3-foot exterior-wall conditions are workable within the permitting authorities code framework requirements for fire-restive exterior wall detailing.**	
	Mountain View Electric Association, Inc.	2	See Previous Comment letter dated 10/29/2025 requesting 10' front, side and rear and 20' exterior utility easements on plat. **Resp: We met with MVEA on July 8, 2026 and discussed equipment locations, easement locations, and widths. The easements shown on the PUD have been coordinated with the Utility Owners.**	6/25/2026 11:24:17 AM

Link	Agency	Review #	Comment	Date
	911 Authority - El Paso/Teller County	2	Comments for E911 as follows: Cattlemen Loop – Not acceptable, existing Cattlemen Walk – Not acceptable, existing Homestead Pl – Not acceptable, existing Heritage Pl – Not acceptable, existing Founders Way – Not acceptable, existing Central Ct – Not acceptable, existing Parkside Dr – Not acceptable, existing For clarification – Street names must be unique. If a street name already exists, it cannot be reused with a new suffix. Street naming information (criteria, existing/reserved names) can be found at https://www.elpasoteller911.org/street-emergency-number-databases As private streets, these roads should be assigned suffixes from the following: Grove, Heights, Point, or View. Thank you. Justin **Resp: We have worked with Justin, Annan, and the Mayberry Development team to provide unique street names and to use private street suffixes. See the revised plans.**	6/25/2026 7:38:16 AM
	Colorado Parks and Wildlife	2	Please see comment letter from October 2nd, 2025. **Resp: The applicant acknowledges the October 2, 2025 letter and will consider these recommendations.**	6/23/2026 1:44:02 PM

Link	Agency	Review #	Comment	Date
View	Colorado Department of Public Health and Environment	2	**Resp: Erosion and sediment control plans will be prepared in accordance with El Paso County standards and submitted as part of the Final Plat process. The project will comply with all applicable state and local air quality regulations, including fugitive dust control requirements during construction. Appropriate dust mitigation measures and best management practices will be implemented as required.**	6/18/2026 12:03:51 PM
	Colorado Department of Transportation - Pueblo Office	2	A CDOT Benchmark Permit for the overall Mayberry development regarding access to the state highway system is currently being drafted. Please note that a separate CDOT Access Permit will also be required for this phase of the development prior to subdivision platting. **Resp: We will work with CDOT the next benchmark within the Benchmark Permit. A CDOT access Permit will only be required when construction of Mayberry Drive is completed at the HWY 94 Entrance.**	6/16/2026 2:40:57 PM
	Schriever AFB	2	No comments. **Resp: Noted, thank you.**	6/16/2026 2:27:36 PM

Greenways at Sandcreek
Colorado Springs

Greenways at Sandcreek
Colorado Springs

Greenways at Sandcreek
Colorado Springs

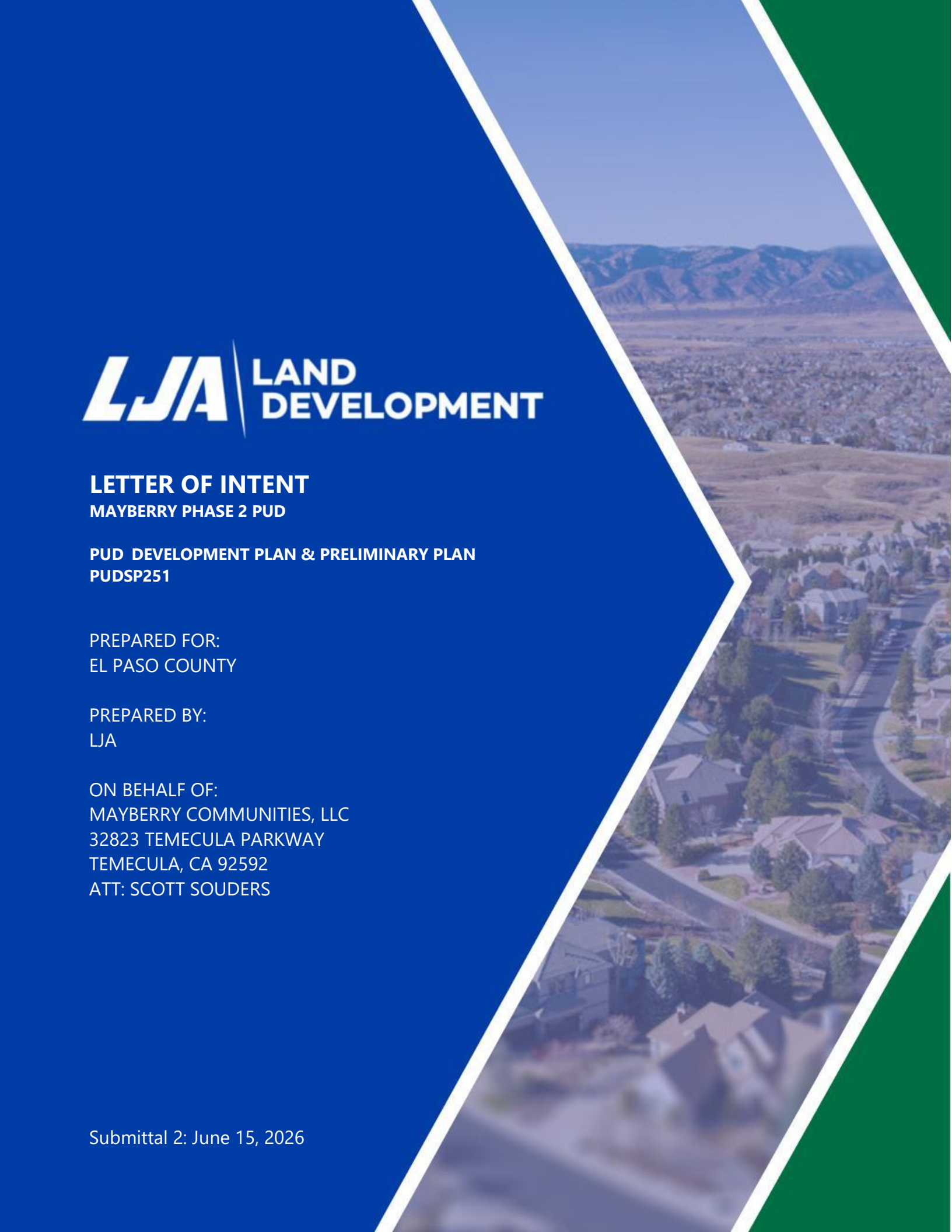
Bella at Percheron
Colorado Springs

Bella at Percheron
Colorado Springs

Bella at Percheron
Colorado Springs

Downtown Superior
Superior, CO

Downtown Superior
Superior, CO



LETTER OF INTENT

MAYBERRY PHASE 2 PUD

PUD DEVELOPMENT PLAN & PRELIMINARY PLAN
PUDSP251

PREPARED FOR:
EL PASO COUNTY

PREPARED BY:
LJA

ON BEHALF OF:
MAYBERRY COMMUNITIES, LLC
32823 TEMECULA PARKWAY
TEMECULA, CA 92592
ATT: SCOTT SOUDERS

Submittal 2: June 15, 2026

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1125 Kelly Johnson Blvd, Suite 361, Colorado Springs, CO 80920

Monday June 15, 2026

PARCEL Nos.: 3414201024, 3414205001, 3400000472, 3414206001, 3400000473
AREA: ±18.70 AC
EXISTING ZONING: PUD
LOCATION: State Highway 94 to the north, Marketplace Drive to the west, Mayberry Drive to the east, and Indian Grass Street to the south.

INTRODUCTION

LJA Engineering, on behalf of Mayberry Communities, LLC, is pleased to submit the Mayberry Phase 2 PUD Development Plan and Preliminary Plan application. The Project represents a continuation of the approved Mayberry development and focuses on the development of residential attached single-family and associated open space areas. Submitted is a combination of the Preliminary Plan map with the PUD for concurrent BOCC approval to develop the proposed residential community.

Mayberry Phase 2 is located adjacent to the approved Mayberry Phase 1 development. The Project encompasses approximately 18.70 acres and includes high-density residential uses, public amenities, open space, and right-of-way dedication. Existing infrastructure constructed within the overall Mayberry development includes portions of Mayberry Drive (formerly New Log Road), Village Main Street, Marketplace Drive, and Positive Place.

Development Program:
This PUD establishes the development framework for Tract K, as originally identified in Mayberry Filing No. 1. The Project proposes 92 single-family attached residential units (paired home) and six single-family detached units on approximately 8.31 acres, resulting in a density of 11.79 DU/AC. The site design includes access from public rights-of-way and a network of private streets, along with pedestrian facilities, landscape buffering, open space, and tracts for drainage and utility infrastructure.

The application includes PUD modifications to allow private streets with modified cross-sections, reduced side yard setbacks (3 feet), and associated utility easement configurations necessary to support the proposed layout. These are detailed on sheet 2 of the PUD in the provided modifications table.

PUD Development Standards:
The development standards applicable to Mayberry Phase 2 are established and fully detailed on the PUD Development Plan cover sheet. To maintain consistency and avoid duplication, all governing land use criteria, dimensional standards, and regulatory requirements for the Project are identified therein.

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These standards, in conjunction with applicable covenants and County regulations, shall govern the development of the property and serve as the basis for determining compliance for all subsequent development within the PUD.

This should be an analysis of the specific review criteria listed in Section 4.2.6.D of the LDC.

PUD DEVELOPMENT CRITERIA ANALYSIS & JUSTIFICATION

(LDC Chapter 4 – PUD Criteria of Approval, Chapter 4 – General Star

Response: Comment addressed and section more clearly defined.

The following provides a summary of how the proposed PUD D with the applicable criteria of approval in Chapter 4 of the El Paso County Land Development Code.

The PUD advances the purposes of the Planned Unit Development district

Response: The Mayberry Phase 2 PUD advances the intent of the PUD district by providing a coordinated, master-planned residential development integrated with open space, trail connections, and supporting infrastructure. The use of PUD zoning allows flexibility in lot configuration, private street design, and site planning that would not be achievable under conventional zoning, resulting in a more efficient and cohesive development pattern.

The PUD is consistent with the El Paso County Master Plans

Response: The Project is consistent with the El Paso County Master Plan and applicable planning documents, including the Water Master Plan and Parks Master Plan. The proposed density, land use, and development pattern align with the planned growth framework for the Highway 94 corridor and support compact residential development within a planned community setting.

Missing analysis of consistency with the land use element of the Your El Paso Master Plan - placetype, area of change, and key area analysis are required components.

Response: This has been addressed in the new LOI

Water Master Plan:

The El Paso County Water Master Plan identified the proposed Mayberry Phase 2 PUD as being served by water providers in Region 5 which includes Elliott Utility Company (EUC- which acquired the assets of Ellicott Springs) and Cherokee Metropolitan District(CMD). The master plan identified seven water service provider goals. EUC is currently advancing several of these goals through its agreements with CMD such as "Promote cooperation among water providers to achieve increased efficiencies on infrastructure" - Goal 3.1, "Promote cooperation among water providers to achieve increased efficiencies on treatment" – Goal 3.2, and "Encourage the interconnection of infrastructure owned by water providers and projects that will have access to more than one water source, both to foster conjunctive use and to better accommodate water supply emergencies" – Goal 3.7. The Mayberry Phase 2 PUD development in particular is advancing the goal of "Encourage water providers to adapt to drought conditions" – Goal 3.5 by limiting the amount of irrigated turf on each residential lot and providing other irrigated areas controlled and irrigated by a public entity to promote greater irrigation efficiencies.

Parks Master Plan:
The site is identified within the El Paso County Parks Master Plan as a Candidate Regional Park/Open Space Area, supporting the long-term vision for expanded recreational amenities and connectivity within the region. The Mayberry development incorporates an integrated network of open space and trail corridors designed to connect residential areas with existing and planned parks, consistent with the Master Plan framework.
The proposed development advances key goals of the Parks Master Plan by providing multi-modal connectivity and accessible recreational opportunities throughout the community. Internal pedestrian and trail connections support a cohesive "live, work, play" environment, allowing residents convenient access to open space and amenities within a walkable distance.
Specifically, the development aligns with the following Parks Master Plan objectives:

- **Goal 2.A – Regional parks, open space, and trail provision:**
  The Project incorporates trail connections and open space areas that contribute to the broader regional system and support planned park facilities within the Mayberry development.
- **Goal 3.A – Connectivity and active transportation:**
  The internal trail network and pedestrian system provide direct connections between residential uses, open space, and adjacent development areas, enhancing walkability and supporting active transportation.
- **Goal 1.B – Recreational amenities and user experience:**
  The integration of open space and interconnected trail corridors creates opportunities for community gathering, passive recreation, and enhanced user experience across the development.
- **Goal 2.B – Coordination with long-range planning efforts:**
  The Project has been designed in coordination with County planning and Parks staff to ensure consistency with long-range growth, infrastructure planning, and regional park system objectives.
  Overall, the Mayberry Phase 2 development supports implementation of the El Paso County Parks Master Plan by contributing to an interconnected system of parks, trails, and open space, while enhancing accessibility and recreational opportunities for future residents.

The PUD is in general conformity with any approved sketch plan
Response: The Project is consistent with the approved Mayberry Communities Sketch Plan (SKP236), as amended. The proposed land use, density, and development pattern conform to the designated residential areas and planned infrastructure framework established for the overall Mayberry development.

The PUD is compatible with surrounding land uses and will not have a negative impact
Response: The proposed development is compatible with surrounding and planned land uses. The site functions as a logical transition between existing residential areas and future commercial

development. Site design incorporates buffering, internal circulation, and open space to ensure compatibility and minimize potential impacts to adjacent properties.

The PUD will not be detrimental to the public health, safety, and welfare
Response: The Project has been designed to support public health, safety, and welfare through provision of adequate infrastructure, including streets, utilities, drainage, and emergency access. The development will be served by existing and planned public services, and all improvements will be constructed in accordance with applicable County standards and service provider requirements.

The PUD provides adequate public facilities and services
Response: Adequate public facilities and services are available or will be provided to serve the development, including water, wastewater, electric, gas, and fire protection. Supporting reports demonstrate that infrastructure systems have sufficient capacity to accommodate the proposed development, consistent with County requirements for coordinated service delivery.

The PUD provides adequate transportation and circulation
Response: The Project provides adequate access and circulation through connections to Marketplace Drive and Village Main Street, with internal circulation provided by a network of private streets designed to meet County and fire access requirements. Traffic impacts have been evaluated through the Traffic Impact Study, and the proposed improvements are sufficient to accommodate anticipated traffic demand.

Revise statement. Roads are not meeting county requirements, hence the deviations which are being requested.

Response: Comment addressed

Access and Circulation:
Primary access to the site will be provided via Marketplace Driv
Internal circulation is provided by a network of private streets designed to accommodate residential traffic, emergency access, and on-street parking where applicable.

The PUD incorporates open space and recreational opportunities
Response: The development integrates open space, park areas, and trail connections consistent with County Parks requirements and the previously approved Mayberry Sketch Plan. The Project includes dedication of regional trail easements and construction of trail improvements, providing connectivity within the Mayberry development and to the broader regional system. Open space areas are integrated throughout the development to support connectivity and recreation. This development will also establishes the previously approved park site (approved at Parks Board 11/12/25).

The PUD provides innovative and efficient use of land
Response: The PUD allows for efficient land utilization through compact residential development, reduced lot dimensions, and private street design. This approach supports a cohesive neighborhood layout, enhances walkability, and reduces infrastructure redundancy while maintaining functional design and compatibility with surrounding uses.

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Any deviations from standard code requirements are justified
Response: Requested deviations, including private streets, modified road cross-sections, and reduced setbacks, are necessary to implement the proposed site design and are justified by the overall benefits of the development. These modifications result in a more efficient layout, improved streetscape, and enhanced integration of open space, while maintaining safety and functionality. (Please see further details of these deviations on sheet 2)

The PUD is designed to minimize adverse impacts and provide mitigation where necessary
Response: The Project incorporates appropriate mitigation measures, including buffering along Highway 94, noise attenuation strategies, and drainage improvements. Infrastructure design and site planning have been coordinated to minimize impacts related to traffic, noise, and site constraints.

Discuss if a Noise study has been completed

TRAFFIC ANALYSIS **Response: Comment addressed.**
Please see separate sis.

The PUD complies with applicable Land Development Code requirements
Response: The Project complies with applicable provisions of the El Paso County Land Development Code, including subdivision regulations, development standards, and infrastructure requirements. Where deviations are requested, they are clearly identified and supported by justification consistent with the intent of the Code.

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This should be an analysis of consistency with review criteria of Section 7.2.1.D.2.e of the LDC.

PRELIMINARY PLAN CRITERIA ANALYSIS & JUSTIFICATION

(LDC Chapter 7 – Rules Governing Divisions of Land; Chapter 8 – Su

Response: Comment addressed and section more clearly defined.

The following provides a summary of how the proposed Preli[m] the applicable criteria of approval in Chapter 7 and the subdivision design standards in Chapter 8 of the El Paso County Land Development Code.

Conformance with the Master Plan

The proposed Preliminary Plan is consistent with the El Paso County Master Plan and applicable elements, including the Water Master Plan and Parks Master Plan. The Project aligns with the planned land use pattern, density, and infrastructure framework established for the Mayberry development and supports coordinated growth within the Highway 94 corridor.

Consistency with Subdivision Regulations

The Project complies with the subdivision requirements of Chapter 7 and applicable design standards of Chapter 8. The Preliminary Plan refines the site design based on detailed evaluation of geotechnical conditions, drainage patterns, utilities, access, and surrounding land uses, supported by submitted technical reports including drainage, traffic, and utility documentation. The proposed lot and tract configuration ensures orderly development and avoids the creation of unusable lots.

Adequate Water Supply and Utilities

The development will be served by Ellicott Utilities Company for water and wastewater, with supporting documentation confirming sufficient supply in terms of quality, quantity, and dependability. Existing system capacity and service commitments demonstrate the ability to serve the proposed development. Electric and gas service will be provided by Mountain View Electric Association and Black Hills Energy. All utilities are either existing or will be extended in accordance with service provider requirements and County standards.

Adequate Access and Traffic Circulation

The Project provides adequate access via Marketplace Drive and Village Main Street, with internal circulation provided through a system of private streets designed to meet County and fire access requirements. Access and circulation have been evaluated through a Traffic Impact Study, and necessary improvements have been identified to ensure safe and efficient vehicular and emergency access. Existing roadway improvements within the Mayberry development support the proposed build-out.

Drainage and Flood Control

Drainage for the site is addressed through the Preliminary Drainage Report, which evaluates existing and proposed drainage conditions and identifies required mitigation measures. Stormwater facilities, including detention and water quality features, have been incorporated into the design consistent with the El Paso County Drainage Criteria Manual (DCM). Existing drainage infrastructure identified in prior filings is utilized to support the development. Ownership and

maintenance of all drainage facilities and improvements shall be provided by Mayberry Metropolitan District.

Provision of Public and Private Improvements
The Project includes all required public and private improvements, including roadways, drainage facilities, utilities, and associated infrastructure. Public improvements will be dedicated where required, and private improvements, including internal streets and open space tracts, will be owned and maintained by a Homeowners Association or Metropolitan District. Ownership, maintenance, and operational responsibilities will be finalized at Final Plat in accordance with County requirements.

Consideration of Constraints and Site Conditions
The Preliminary Plan accounts for site constraints including soils conditions, drainag
surrounding land uses. Supporting reports confirm the site is suitable for developme
identified constraints are either avoided or mitigated through design and constructi
Areas requiring long-term management are incorporated into designated tracts.

Response: Comment addressed.

or deviations has been submitted

Roads and Infrastructure Adequacy
Roadways and infrastructure improvements are designed to meet County standards or approved deviations. The existing and planned roadway network within the Mayberry development has been designed to support the overall density and traffic demand, and internal improvements will extend this network in a coordinated manner. All infrastructure improvements are sized and designed to meet current and future service demands.

Compliance with Public Health, Safety, and Welfare
The Preliminary Plan protects public health, safety, and welfare through the provision of adequate infrastructure, utilities, access, and drainage control. Supporting technical
including traffic, drainage, and geotechnical evaluations—demonstrate that develop
create adverse impacts and is compatible with surrounding development.

Response: Comment addressed.

Explain that x # of Deviations are being submitted for private streets and public roads that do not meet standards

Road Impact Fees
The Project will comply with the County's Road Impact Fee Program. Payment meth
be coordinated with El Paso County during the development process to follow stan
of impact fees at individual building permit approval.

Fire Protection Compliance
The proposed development meets applicable fire protection requirements in accordance with Chapter 6 of the El Paso County Land Development Code. Emergency access is provided through a connected internal street network designed to meet County and Fire District standards, including required turning radii and access widths. Adequate water supply for fire protection will be provided through the existing public water system, designed to meet fire flow requirements. The overall site layout supports efficient emergency response access throughout the development.

Compliance with Other Code Sections

The Preliminary Plan complies with all applicable provisions of the El Paso County Land Development Code, including Chapter 6 (Site Development), Chapter 7 (Divisions of Land), and Chapter 8 (Subdivision Design Standards). The proposed subdivision has been designed in accordance with these requirements, including provisions for access, utilities, drainage, and public improvements. Where minor modifications or deviations are requested through the PUD Development Plan, such requests are limited in scope, have been justified based on site design considerations, and do not compromise the functionality, safety, or integrity of the development.

Titleblock language has been revised.

title block should just state the general location, section, township, range, county, state. This is not a replat - it is a PUD plan and preliminary plan. You will state this highlighted part on the plat in the title block.

MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.

PURPOSE AND INTENT

MAYBERRY PHASE 2 IS ENVISIONED AS AN EXTENSION OF MAYBERRY, A NEW TOWN BEING DEVELOPED IN THE FRONT RANGE OF EL PASO COUNTY, COLORADO. GUIDED BY THE PRINCIPLES OF TRADITIONAL NEIGHBORHOOD DESIGN, MAYBERRY IS PLANNED AS A COLLECTION OF COMPLETE, INTERCONNECTED COMMUNITIES THAT TOGETHER CREATE A WALKABLE, CONNECTED, AND ENDURING PLACE.

THIS NEW TOWN IS INTENDED TO FOSTER A STRONG SENSE OF COMMUNITY THROUGH A BALANCED MIX OF HOUSING, PARKS, OPEN SPACES, TRAILS, CIVIC GATHERING AREAS, AND COMMUNITY-SERVING AMENITIES. MAYBERRY IS DESIGNED TO ACCOMMODATE RESIDENTS IN A VARIETY OF HOUSING TYPES, INCLUDING CONVENTIONAL SINGLE-FAMILY HOMES, SMALL-LOT HOMES, PAIRED HOMES, TOWNHOMES, COURTYARD HOMES, BUILD-TO-RENT COMMUNITIES, AND MULTIFAMILY RESIDENCES, CREATING HOUSING OPPORTUNITIES FOR INDIVIDUALS AND FAMILIES IN ALL STAGES OF LIFE.

THE DEVELOPMENT IS ORGANIZED AROUND A NETWORK OF INTERCONNECTED STREETS, PEDESTRIAN PATHWAYS, PARKS, OPEN SPACES, AND PUBLIC GATHERING AREAS DESIGNED TO PRIORITIZE PEOPLE, PROMOTE WALKABILITY, AND STRENGTHEN CONNECTIONS BETWEEN HOMES, RECREATION, SCHOOLS, BUSINESSES, AND COMMUNITY AMENITIES. THE FUTURE COMMUNITY ACTIVITY NODES, PARKS, AND CIVIC SPACES ARE INTENDED TO SERVE AS FOCAL POINTS DISTRIBUTED THROUGHOUT MAYBERRY FOR SOCIAL ACTIVITY, RECREATION, AND COMMUNITY LIFE, REINFORCING MAYBERRY'S IDENTITY AS A VIBRANT AND WELCOMING TOWN.

THE MAYBERRY SKETCH PLAN PROVIDES FLEXIBILITY IN LOT DESIGN, HOUSING TYPES, ARCHITECTURAL EXPRESSION, AND SITE PLANNING WHILE MAINTAINING A COHESIVE COMMUNITY CHARACTER. THIS FLEXIBILITY IS INTENDED TO ENCOURAGE INNOVATION, HOUSING CHOICE, ATTAINABLE HOUSING OPPORTUNITIES, AND THOUGHTFUL RESPONSES TO CHANGING MARKET DEMANDS WHILE PRESERVING THE OVERALL VISION OF A COMPACT, WALKABLE NEW TOWN COMPOSED OF INTERCONNECTED COMMUNITIES, EACH CONTRIBUTING TO THE RURAL CHARACTER, IDENTITY, AND LONG-TERM SUSTAINABILITY OF MAYBERRY.

LANDSCAPING, STREETSCAPE IMPROVEMENTS, ARCHITECTURAL STANDARDS, SIGNAGE, AND OPEN SPACE DESIGN SHALL WORK TOGETHER TO ESTABLISH A DISTINCTIVE COMMUNITY IDENTITY INSPIRED BY THE QUALITIES OF TRADITIONAL SMALL TOWNS: WALKABLE STREETS, MEMORABLE PUBLIC SPACES, HUMAN-SCALED ARCHITECTURE, AND STRONG CONNECTIONS BETWEEN NEIGHBORS AND THE NATURAL ENVIRONMENT.

THE INTENT OF THIS PUD IS TO CONTRIBUTE TO A COMPLETE COMMUNITY THAT SUPPORTS THE LONG-TERM SUCCESS OF MAYBERRY BY PROVIDING RESIDENTS WITH DIVERSE HOUSING OPPORTUNITIES, ACCESSIBLE PARKS AND PUBLIC SPACES, CONNECTED PEDESTRIAN AND TRAIL NETWORKS, AND A SAFE, ATTRACTIVE, AND ENDURING COMMUNITY ENVIRONMENT. EACH COMMUNITY WITHIN MAYBERRY IS INTENDED TO CONTRIBUTE TO THE BROADER VISION OF CREATING A TOWN WHERE DAILY LIFE, RECREATION, CIVIC ENGAGEMENT, AND SOCIAL INTERACTION CAN OCCUR WITHIN A CONNECTED AND WALKABLE ENVIRONMENT.

STATEMENT OF AUTHORITY

AUTHORITY

THIS PUD IS AUTHORIZED BY CHAPTER 4 OF THE EL PASO COUNTY LAND DEVELOPMENT CODE, ADOPTED PURSUANT TO THE COLORADO PLANNED UNIT DEVELOPMENT ACT OF 1972, AS AMENDED.

APPLICABILITY

THE PROVISIONS OF THIS PUD SHALL RUN WITH THE LAND. THE LANDOWNERS, THEIR SUCCESSORS, HEIRS, OR ASSIGNS SHALL BE BOUND BY THIS DEVELOPMENT PLAN, AS AMENDED AND APPROVED BY THE PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT DIRECTOR OR BOARD OF COUNTY COMMISSIONERS.

ADOPTION

THE ADOPTION OF THIS DEVELOPMENT PLAN SHALL EVIDENCE THE FINDINGS AND DECISIONS OF THE EL PASO COUNTY BOARD OF COUNTY COMMISSIONERS THAT THIS DEVELOPMENT PLAN FOR MAYBERRY PHASE 2 IS IN GENERAL CONFORMITY WITH THE EL PASO COUNTY MASTER PLAN, EL PASO COUNTY POLICY PLAN AND APPLICABLE SMALL AREA PLAN(S); IS AUTHORIZED UNDER THE PROVISION OF THE EL PASO COUNTY LAND DEVELOPMENT CODE; AND THAT THE EL PASO COUNTY LAND DEVELOPMENT CODE AND THIS DEVELOPMENT PLAN COMPLIES WITH THE COLORADO PLANNED UNIT DEVELOPMENT ACT OF 1972, AS AMENDED.

RELATIONSHIP TO COUNTY REGULATIONS

THE PROVISIONS OF THIS DEVELOPMENT PLAN SHALL PREVAIL AND GOVERN THE DEVELOPMENT OF MAYBERRY PHASE 2, PROVIDED, HOWEVER, THAT WHERE THE PROVISIONS OF THIS DEVELOPMENT PLAN DO NOT ADDRESS A PARTICULAR SUBJECT, THE RELEVANT PROVISIONS OF THE EL PASO COUNTY LAND DEVELOPMENT CODE, AS AMENDED AND IN EFFECT AT THE TIME OF THE PUD PLAN APPROVAL (OR OWNER ACKNOWLEDGE THE PUD CHANGES WITH THE CODE), OR ANY OTHER APPLICABLE RESOLUTIONS OR REGULATIONS OF EL PASO COUNTY, SHALL BE APPLICABLE.

TO FURTHER THE MUTUAL INTEREST OF THE RESIDENTS, OCCUPANTS, AND OWNERS OF THE PUD AND OF THE PUBLIC IN THE PRESERVATION OF THE INTEGRITY OF THIS DEVELOPMENT PLAN, THE PROVISIONS OF THIS PLAN RELATING TO THE USE OF LAND AND THE LOCATION OF COMMON OPEN SPACE SHALL RUN IN FAVOR OF EL PASO COUNTY AND SHALL BE ENFORCEABLE AT LAW OR IN EQUITY BY THE COUNTY WITHOUT LIMITATION ON ANY POWER OR REGULATION OTHERWISE GRANTED BY LAW.

WHERE THERE IS MORE THAN ONE PROVISION WITHIN THE DEVELOPMENT PLAN THAT COVERS THE SAME SUBJECT MATTER, THE PROVISION WHICH IS MOST RESTRICTIVE OR IMPOSES HIGHER STANDARDS OR REQUIREMENTS SHALL GOVERN.

THE TOTAL NUMBER OF DWELLINGS OR THE TOTAL COMMERCIAL, BUSINESS, OR INDUSTRIAL INTENSITY SHOWN ON THE DEVELOPMENT PLAN FOR DEVELOPMENT WITHIN THE SPECIFIED PLANNING AREAS IS THE MAXIMUM DEVELOPMENT REQUESTED FOR PLATTING OR CONSTRUCTION (PLUS ANY APPROVED DENSITY TRANSFERS). THE ACTUAL NUMBER OF DWELLINGS OR LEVEL OF DEVELOPMENT MAY BE LESS DUE TO SUBDIVISION OR SITE DEVELOPMENT PLAN REQUIREMENTS, LAND CARRYING CAPACITY, OR OTHER REQUIREMENTS OF THE BOARD OF COUNTY COMMISSIONERS.

AT THE TIME OF ANY FINAL PLAT APPLICATION, THE APPLICANT SHALL PROVIDE A SUMMARY OF THE DEVELOPMENT, TO DATE, TO PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT, IN ORDER TO ASSURE MAXIMUM DEVELOPMENT LIMITS ARE NOT EXCEEDED.

LEGAL DESCRIPTION

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;

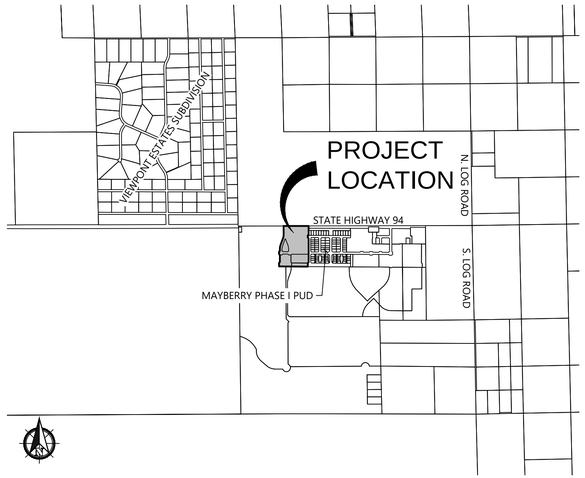
AND

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:

BASIS OF BEARINGS: THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 14, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE SIXTH PRINCIPAL MERIDIAN, BEING MONUMENTED AT THE NORTHWEST CORNER BY A 3-1/2" ALUMINUM CAP STAMPED "PLS 1164" AND AT THE NORTH QUARTER CORNER BY A 2" ALUMINUM CAP STAMPED "PLS 11624" ASSUMED TO BEAR SOUTH 89° 44' 49" EAST;



VICINITY MAP

SCALE 1" = 2,000'

LEGAL DESCRIPTION (CONT.)

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 A DISTANCE OF 201.27 FEET;
2. NORTH 89° 28' 59" WEST A DISTANCE OF 20.79 FEET;
3. SOUTH 00° 00' 00" EAST A DISTANCE OF 60.00 FEET;
4. SOUTH 44° 44' 29" EAST A DISTANCE OF 31.25 FEET;

THENCE ON THE EAST LINE OF SAID TRACT K AND ITS SOUTHERLY EXTENSION AND ON THE EAST LINE OF SAID TRACT O, SOUTH 00° 00' 00" EAST A DISTANCE OF 667.76 FEET TO THE MOST NORTHERLY SOUTHEAST CORNER OF SAID TRACT O;

THENCE SOUTH 45° 15' 31" WEST A DISTANCE OF 30.97 FEET ON THE SOUTHEAST LINE OF SAID TRACT O TO THE MOST SOUTHERLY SOUTHEAST CORNER OF SAID TRACT O;

THENCE ON THE WEST LINE OF SAID POSITIVE PLACE RIGHT-OF-WAY SOUTH 00° 31' 01" WEST A DISTANCE OF 90.00 FEET;

THENCE DEPARTING THE WEST RIGHT-OF-WAY LINE THE FOLLOWING EIGHT (8) COURSES:

1. NORTH 89° 28' 59" WEST A DISTANCE OF 447.61 FEET;
2. SOUTH 45° 15' 31" WEST A DISTANCE OF 14.08 FEET;
3. NORTH 89° 29' 00" WEST A DISTANCE OF 85.99 FEET;
4. NORTH 44° 44' 29" WEST A DISTANCE OF 14.22 FEET;
5. NORTH 89° 28' 59" WEST A DISTANCE OF 142.00 FEET;
6. SOUTH 45° 15' 30" WEST A DISTANCE OF 14.09 FEET;
7. NORTH 89° 29' 00" WEST A DISTANCE OF 85.99 FEET;
8. NORTH 44° 44' 29" WEST A DISTANCE OF 14.29 FEET, TO A POINT ON THE EASTERLY LINE OF TRACT N, SAID MAYBERRY;

THENCE ON THE EASTERLY LINE OF SAID TRACT N, NORTH 00° 17' 11" WEST A DISTANCE OF 74.95 FEET;

THENCE SOUTH 89° 28' 59" EAST A DISTANCE OF 0.43 FEET;

THENCE NORTH 45° 15' 30" EAST A DISTANCE OF 30.97 FEET, TO A POINT ON THE SOUTHERLY EXTENTION OF THE EASTERLY LINE OF SAID TRACT N;

THENCE ON THE EASTERLY LINES OF SAID TRACT N, THE FOLLOWING NINE (9) COURSES:

1. NORTH 00° 00' 00" EAST A DISTANCE OF 216.01 FEET;
2. NORTH 44° 44' 29" WEST A DISTANCE OF 31.25 FEET;
3. NORTH 00° 00' 00" EAST A DISTANCE OF 70.00 FEET;
4. NORTH 45° 15' 31" EAST A DISTANCE OF 30.97 FEET;
5. NORTH 00° 00' 00" EAST A DISTANCE OF 31.13 FEET TO A POINT OF TANGENT CURVE;
6. NORTHERLY, ALONG A CURVE, CONCAVE TO THE SOUTHEAST, HAVING A CENTRAL ANGLE OF 19° 58' 22", A RADIUS OF 435.00 FEET, AN ARC DISTANCE OF 151.64 FEET; A CHORD BEARING NORTH 09° 59' 11" EAST, AND A CHORD DISTANCE OF150.87 FEET TO A POINT OF TANGENCY;
7. NORTH 19° 58' 22" EAST, 166.93 FEET TO A POINT OF TANGENT CURVE;
8. NORTHERLY, ALONG A CURVE, CONCAVE TO THE NORTHEAST, HAVING A CENTRAL ANGLE OF 19° 57' 13", A RADIUS OF 365.00 FEET, AN ARC LENGTH OF 127.11 FEET, A CHORD BEARING OF NORTH 09° 59' 45" EAST, AND ACHORD DISTANCE OF 126.47 FEET TO A POINT OF TANGENCY;
9. THENCE NORTH 00° 01' 09" EAST A DISTANCE OF 173.93 FEET, TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF HIGHWAY 94;

THENCE ON SAID SOUTHERLY RIGHT-OF-WAY LINE, SOUTH 89° 28' 59" EAST A DISTANCE OF 697.84 FEET, TO THE **POINT OF BEGINNING**;

CONTAINING A CALCULATED AREA OF 814,561 SQUARE FEET OR 18.70 ACRES, MORE OR LESS.

LAND OWNER CERTIFICATION

IN WITNESS WHEREOF: _____

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

_____
AUTHORIZED AGENT, MANAGER

STATE OF COLORADO
COUNTY OF _____

SIGNED BEFORE ME ON _____; 20____
BY _____ (NAME(S) OF INDIVIDUAL(S) MAKING STATEMENT).

_____
(NOTARY'S OFFICIAL SIGNATURE)

_____
(TITLE OF OFFICE)

_____
(COMMISSION EXPIRATION)

BOARD OF COUNTY COMMISSIONERS CERTIFICATION

THIS PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN FOR MAYBERRY PHASE 2 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.

_____ _____
CHAIR, 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

SURVEYOR CERTIFICATION

I _____. A DULY REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS PLAT TRULY AND CORRECTLY REPRESENTS THE RESULTS OF A SURVEY MADE ON DATE OF SURVEY, BY ME OR UNDER MY DIRECT SUPERVISION AND THAT ALL MONUMENTS EXIST AS SHOWN HEREON; THAT MATHEMATICAL CLOSURE ERRORS ARE LESS THAN 1:10,000 ; AND THAT SAID PLAT HAS BEEN PREPARED IN FULL COMPLIANCE WITH ALL APPLICABLE LAWS OF THE STATE OF COLORADO DEALING WITH MONUMENTS, SUBDIVISION, OR SURVEYING OF LAND AND ALL APPLICABLE PROVISIONS OF THE EL PASO COUNTY LAND DEVELOPMENT CODE.

I ATTEST THE ABOVE ON THIS _____ DAY OF _____, 20__.

_____
SURVEYOR'S NAME, (SIGNATURE) DATE

COLORADO REGISTERED PLS #_____

SHEET LIST TABLE	
SHEET NUMBER	SHEET TITLE
1	COVER SHEET
2	DESIGN STANDARDS
3	SURVEY - PUD 2 BOUNDARY
4	SURVEY - TRACT K BOUNDARY DETAIL
5	SURVEY - TRACT K BOUNDARY DETAIL
6	SURVEY - PARKS BOUNDARY DETAIL
7	TRACT SUMMARY
8	OVERALL SITE PLAN
9	ROAD CROSS SECTIONS I
10	ROAD CROSS SECTIONS II
11	ROAD CROSS SECTIONS III
12	TRACT K SITE PLAN
13	LOT DETAILS
14	PARKS SITE PLAN
15	OVERALL UTILITY PLAN
16	OVERALL GRADING PLAN

CONTACT LIST			
DEVELOPER	CIVIL ENGINEER	SURVEYOR	PLANNING AND LANDSCAPING
MAYBERRY COMMUNITIES, LLC	LJA	LJA	LJA
22108 CATTLEMAN RUN CALHAN, CO 80808 719-922-2181 CONTACT: SCOTT SOUDERS, PE	1765 WEST 121ST AVENUE, SUITE 300 WESTMINSTER, CO 80234 303-421-4224 CONTACT: ALAINA KNEEBONE MARLER, PE	4700 SYRACUSE STREET, SUITE 500 DENVER, CO 80237 303-390-8510 CONTACT: MARK HALL, PLS	1125 KELLY JOHNSON BOULEVARD, SUITE 361 COLORADO SPRINGS, CO 80920 303-421-4224 CONTACT: KATIE CARLEO, AICP
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. PUEBLO, CO 81008 MR. ART GONZALES (REFERENCE CDOT ACCESS PERMITS NO. 218053 & 218054)	PO BOX 64257 COLORADO SPRINGS, CO 80962 719-602-1876 CONTACT: CUSTOMER SERVICE	198 COUNTY LINE ROAD PALMER LAKE, CO 80133 719-400-8995 CONTACT: ADAM MAGOON	11140 E. WOODMEN ROAD COLORADO SPRINGS, CO 80908 719-495-2283 CONTACT: LESLIE BROWN

LJA
1765 W. 121st Avenue
Suite 300
Westminster, CO 80234
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Revision Type:

No.	Rev. Date:
1	
2	
3	
4	
5	
6	

Job No.: 8787-0001 | Sheet: 1 of 16
Scale Horiz: N/A | Date: June 15, 2026
Scale Vert: N/A

Designed: WCK
Prepared: WCK
Approved: AKM

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: COVER SHEET

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run
Calhan, CO 80808
Contact: Scott Souders

Know what's below.
Call before you dig.

No. PUDSP251

I:\08 FOLDERS\0000-0000 – MAYBERRY\PLA\01 ENTITLEMENTS\PUD\2026.06.15-MAYBERRY-PUD 2-COVER PRINTED ON: 6/15/2026 1:51 PM

MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.

GENERAL PROVISIONS

1. ALL PUBLIC STREETS SHALL BE CONSTRUCTED TO EL PASO COUNTY STANDARDS, DEDICATED TO EL PASO COUNTY FOR AND UPON ACCEPTANCE BY EL PASO COUNTY, AND SHALL BE MAINTAINED BY EL PASO COUNTY DEPARTMENT OF TRANSPORTATION EXCEPT LANDSCAPING AS INDICATED IN NOTE #2.

2. LANDSCAPE ENTRY FEATURES, OPEN SPACE TRACTS, PARKS AND TRAILS SHALL BE OWNED BY MAYBERRY METROPOLITAN DISTRICT #2 AND MAINTAINED BY MAYBERRY METROPOLITAN DISTRICT #1. ALL DOUBLE FRONTAGE LOTS SHALL CONSTRUCT A 6' BERMING, FENCING, AND/OR LANDSCAPE BETWEEN THE PROPERTY LINE AND [illegible]. MAYBERRY METROPOLITAN DISTRICT #2 AND MAINTAINED BY MAYBERRY M[illegible]

3. NO RESIDENTIAL LOTS SHALL HAVE ACCESS TO STATE HIGHWAY 94.

4. PUBLIC UTILITY/DRAINAGE EASEMENTS SHALL BE PROVIDED ON ALL LOTS:
   A. FRONT: FOUR (4) FEET, SPLIT EVENLY ON EITHER SIDE OF THE LOT LINE.
   B. SIDE: THREE (3) FEET.
   C. REAR: SIX (6) FEET OR FOUR (4) FEET ADJACENT TO AN ALLEY TRACT, SPLIT EVENLY ON EITHER SIDE OF THE LOT LINE.

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 EXISTS ON MAYBERRY PHASE 2.

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. MAYBERRY PHASE 2 SHALL BE LIMITED TO A TOTAL MAXIMUM DENSITY AS ILLUSTRATED ON THE PLAN.

We have met with both MVEA and BHE on July 8, 2026 to discuss routing, connections, and easements. The easements shown have been agreed to by the Utility owners.

utility company has not approved this - MVEA requests 10 ft easements. You may need to reach out to them to discuss.

Also - does this apply to the clubhouse lot as well?

identify when it's proposed to be 6 and when 4

This section has been revised to reflect the current easement layout.

Mayberry Drive and Village Main Street have been included in this statement.

also Mayberry Drive and Village Main Street

I don't understand this. Are you proposing the easement to be 2 feet on each side of the property line?

As coordinated with the utility owners, the easement placement will consist of a combination of space within the lot and the tract.

this note is not necessary, as there is a floodplain note below

This note has been removed.

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.

SOILS NOTE

SOIL REPORT DATED JUNE 8, 202[illegible]
CTL DID NOT IDENTIFY GEOLOGIC
POSE HAZARDS OR CONSTRAINT
MODERATE COLLAPSE POTENTIAL

Previous comment not addressed. Replace with standard note for Soil and Geology Conditions: Geologic Hazard Note-Final Plat: (to be customized based upon the individual circumstances) The following lots have been found to be impacted by geologic hazards. Mitigation measures and a map of the hazard area can be found in the report (Title of Report, generally from the Preliminary Plan file) by (author of the report) (date of report) in file (name of file and file number) available at the El Paso County Planning and Community Development Department:
•Downslope Creep: (name lots or location of area)
•Rockfall Source:(name lots or location of area)
•Rockfall Runout Zone:(name lots or location of area)
•Potentially Seasonally High Groundwater:(name lots or location of area)
•Other Hazard:
In Areas of High Groundwater:
Due to high groundwater in the area, all foundations shall incorporate an underground drainage system.

Please note that any areas of geologic hazard shall also be depicted on the preliminary plan and mitigation measures identified in this note

SITE DATA

TAX ID NUMBER:	3414201024, 3414205001, 3400000472, 341420[illegible]
TOTAL AREA:	18.70 AC
DEVELOPMENT SCHEDULE:	TRACT K WILL BE DEVELOPED 2026/2027
	DEVELOPMENT OF THE BALANCE OF THE SITE WILL BE MARKET DEMAND DRIVEN
SKETCH PLAN:	MAYBERRY COMMUNITIES SKETCH PLAN (SKP236) - BOCC APPROVED 5/9/2025
CURRENT ZONING:	PUD
CURRENT USE:	VACANT

A revised note has been added to the cover to address Town comments.

TRACT K, FUTURE MAYBERRY PHASE 2 FILING NO. 1

TOTAL AREA:	8.31 AC
PLANNED USE:	SINGLE FAMILY ATTACHED AND SINGLE FAMILY DETACHED RESIDENTIAL
NUMBER OF LOTS:	92 SINGLE FAMILY ATTACHED LOTS
	6 SINGLE FAMILY DETACHED LOTS
AVERAGE LOT SIZE:	2,135 SF
MINIMUM LOT SIZE:	2,030 SF
MAX. LOT COVERAGE:	75% SINGLE FAMILY ATTACHED
	70% SINGLE FAMILY DETACHED
MAX. BUILDING HEIGHT:	35'
PLANNED USE:	COMMUNITY CENTER
NUMBER OF LOTS:	1 CLUBHOUSE & POOL LOT
LOT SIZE:	23,366 SF
MAX. LOT COVERAGE:	75%
MAX. BUILDING HEIGHT:	50'
GROSS RES. DENSITY:	11.79 DU/AC
R.O.W.:	N/A
TOTAL TRACT AREA:	2.98 AC
PARKING	
REQUIRED:	196 SPACES (2/UNIT SINGLE-FAMILY)
PROVIDED:	196 SPACES (GARAGE)
GUEST REQUIRED:	23 SPACES (1 PER 4 UNITS SINGLE-FAMILY ATTACHED)
GUEST PROVIDED:	23 SPACES (SURFACE)

GRIFFITH SQUARE, MAYBERRY COURTS, AND ENTRY PARK, FUTURE MAYBERRY PHASE 2

TOTAL AREA:	10.54 AC
PLANNED USE:	PARK & PUBLIC ROADS
R.O.W.:	2.29 AC
TOTAL TRACT AREA:	4.88 AC
MAX. BUILDING HEIGHT:	25'

OVERALL OPEN SPACE

REQUIRED:	1.87 AC (10% OF 18.70 AC)
USABLE REQUIRED:	0.47 AC (25% OF 1.87 AC REQUIRED)
PROVIDED:	5.97 AC
USABLE PROVIDED:	5.97 AC

not recommend due to narrow private streets and increase damage

We anticipate adding additional concrete pad near the alley ends to accommodate the weekly placement of trash receptacles.

Specific lot numbers have been included for each option.

Previous comment not addressed. List the lot numbers that each of these are applicable to

DEVELOPMENT STANDARDS AND GUIDELINES

OVERALL STANDARDS AND GUIDELINES

1. THESE STANDARDS SHALL APPLY TO ALL PROPERTY CONTAINED IN MAYBERRY PHASE 2 PLANNED UNIT DEVELOPMENT (PUD). THESE GUIDELINES SHALL GOVERN THE LAND USE, THE DIMENSIONAL ZONING REGULATIONS, AND ALONG WITH THE COVENANTS, THE REGULATORY PROCESS FOR DETERMINING COMPLIANCE WITH THE PROVISIONS OF THE MAYBERRY PHASE 2 PUD.

2. MAYBERRY PHASE 2 PUDSP (MAYBERRY PHASE 2) IS A CONTINUATION OF DEVELOPMENT GUIDELINES ASSOCIATED WITH MAYBERRY PHASE 1 PUDSP.

3. SPECIFIC GUIDELINES WITHIN MAYBERRY PHASE 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 ANY ADJACENT OF UNPLATTED LAND ADJACENT TO TRACT "O".

[illegible] PLAN, PUD DEVELOPMENT PLAN, AND THE FINAL PLAT ESTABLISH THE LOT SIZES FOR EACH LOT.

5. STREETS WITHIN MAYBERRY PHASE 2 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.

6. COVENANTS FOR MAYBERRY PHASE 2 WILL BE CREATED BY SEPARATE DOCUMENTS PRIOR TO PLAT RECORDING OF MAYBERRY PHASE 2, FILING 1. 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.

7. PERMITTED USES WITHIN ALL AREAS OF THE MAYBERRY PHASE 2 PUD RESIDENTIAL AREAS INCLUDE: 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.

8. PRIOR TO BUILDING PERMIT APPROVAL, A FINAL SUBDIVISION PLAT SHALL BE APPROVED BY THE EL PASO COUNTY PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT, AND THE PLAT MUST BE RECORDED.

9. 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.

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. LANDSCAPE IMPROVEMENTS AND MAINTENANCE SHALL BE THE RESPONSIBILITY OF MAYBERRY METRO DISTRICT 1. THE METROPOLITAN DISTRICT SHALL HAVE ACCESS TO ALL TRACTS FOR THE PURPOSE OF MAINTENANCE AND ACCESS NEEDS.

RESIDENTIAL STANDARDS AND GUIDELINES

1. PRINCIPAL USE(S) SHALL BE LIMITED TO ONE (1) SINGLE FAMILY ATTACHED OR SINGLE FAMILY DETACHED RESIDENCE PER LOT.

2. PERMITTED USES WITHIN THE MAYBERRY PHASE 2 PUD RESIDENTIAL AREAS INCLUDE: SINGLE FAMILY ATTACHED AND SINGLE FAMILY DETACHED RESIDENTIAL HOMES.

3. ALLOWED ACCESSORY USES AND BUILDINGS:
   A. RESIDENTIAL HOME OCCUPATION AS DEFINED BY THE LAND DEVELOPMENT CODE MEETING ALL REQUIREMENTS AND CONDITIONS CONTAINED THEREIN.
   B. DEVELOPMENT REQUIREMENTS FOR ACCESSORY BUILDINGS SHALL MATCH DEVELOPMENT STANDARDS FOR SPECIFIC LOT TYPES.
   C. EACH STRUCTURE WILL BE DESIGNED AND DEVELOPED AT ITS RESPECTIVE SITE DEVELOPMENT PLAN PROCESS.

4. 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.

5. 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.

8. OPEN AND UNENCLOSED COVERED PATIOS, DECKS, PLATFORMS, LANDINGS, OR RAMPS MAY EXTEND INTO REQUIRED FRONT, SIDE, OR REAR SETBACKS PROVIDED THE FINISHED FLOOR SURFACE OF THE PATIO, DECK, PLATFORM, LANDING, OR RAMP DOES NOT EXCEED 24 INCHES IN HEIGHT MEASURED FROM THE FINISHED FLOOR TO ANY ADJACENT POINT OF THE FINISHED GRADE.

9. AWNINGS, CHIMNEYS AND FLUES, SILLS, BELT COURSES, CORNICES, EAVES, AND OTHER SIMILAR ARCHITECTURAL FEATURES MAY PROJECT NOT MORE THAN 2 FEET INTO REQUIRED FRONT, SIDE, OR REAR SETBACKS.

10. EACH LOT OWNER SHALL OBTAIN REFUSE AND GARBAGE COLLECTION SERVICES THROUGH THE LOCAL UTILITY SERVICE PROVIDER.

11. PROPERTY LOCATED IN MAYBERRY PHASE 1 PUD TRACT "K", AS FUTURE MAYBERRY PHASE 2, FILING NO. 1, CONTAINS A MINIMUM RESIDENTIAL LOT SIZE OF 2,030 SQUARE FEET:

12. A PROPOSED PRIVATE DRIVE FOR RESIDENTIAL UNITS LOCATED WITHIN TRACT "K" SHALL PROVIDE VEHICULAR CIRCULATION THROUGHOUT THE AREA AND SHALL BE PRIVATELY OWNED BY MAYBERRY METROPOLITAN DISTRICT #2 AND MAINTAINED BY MAYBERRY METROPOLITAN DISTRICT #1.

13. DEVELOPMENT REQUIREMENTS FOR SPECIFIC LOT OPTIONS
   A. OPTION A, SINGLE-FAMILY ATTACHED UNITS WITH REAR GARAGE ACCESS (REAR LOADED LOTS):
      1. MAXIMUM LOT COVERAGE: 75 %
      2. MAXIMUM BUILDING HEIGHT: 35 FEET.
      3. SETBACK MINIMUMS:
         A. FRONT SETBACK: EIGHT (8) 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.
   B. OPTION B, SINGLE-FAMILY ATTACHED UNITS WITH FRONT GARAGE ACCESS (FRONT LOADED LOTS):
      1. MAXIMUM LOT COVERAGE: 75%
      2. MAXIMUM BUILDING HEIGHT: 35 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: EIGHT (8) FEET.
      4. NO ACCESSORY BUILDINGS ARE ALLOWED.
   C. OPTION C, SINGLE-FAMILY DETACHED UNITS WITH REAR GARAGE ACCESS (REAR LOADED LOTS):
      1. MAXIMUM LOT COVERAGE: 70%
      2. MAXIMUM BUILDING HEIGHT: 35 FEET.
      3. SETBACK MINIMUMS:
         A. FRONT SETBACK: EIGHT (8) FEET.
         B. SIDE SETBACK: THREE (3) FEET.
         C. REAR SETBACK: EIGHT (8) FEET.
      4. NO ACCESSORY BUILDINGS ARE ALLOWED.
   D. SINGLE-FAMILY DETACHED UNITS WITH FRONT GARAGE ACCESS (FRONT LOADED LOTS):
      1. MAXIMUM LOT COVERAGE: 70%
      2. MAXIMUM BUILDING HEIGHT: 35 FEET.
      3. SETBACK MINIMUMS:
         A. FRONT SETBACK: THREE (3) FEET.
         B. SIDE SETBACK: THREE (3) FEET.
         C. REAR SETBACK: EIGHT (8) FEET.
      4. NO ACCESSORY BUILDINGS ARE ALLOWED.

Recommend adding page number references to the lot typicals for reference, or move the lot typicals to this page

A note has been included stating that lot typicals are located on sheets 12 and 13 of this document.

not sure how this justifies 3 ft instead of the 5 ft normally requires plus the additional 10 ft

Language has been added to this document indicating that Tract A, which contains the private line as a non -exclusive Water, Sanitary, and Drainage Easement in its entirety.

LOT 99 (CLUBHOUSE & POOL) STANDARDS AND GUIDELINES

1. ADDITIONAL PERMITTED USES WITHIN THE MAYBERRY PHASE 2 PUD LOT 99 INCLUDE: COMMUNITY CLUBHOUSE, SALES OFFICE, MEETING SPACES, OFFICES, FITNESS FACILITY, REFRESHMENT STATION, SWIMMING POOL, HOT TUB, SAUNA, AND RECREATIONAL AMENITIES. PERMITTED USES WITHIN LOT 99 SHALL BE COMPLIMENTARY TO THE RESIDENTIAL URBAN LIVING ENVIRONMENT ANY MAY INCLUDE SUPPORTIVE AMENITY USES.

2. ACCESSORY USES AND BUILDINGS:
   A. RECREATIONAL FACILITIES, ENTERTAINMENT STRUCTURE, AND RETAIL FACILITY ARE ALLOWED FOR LOT 99 (CLUBHOUSE AND POOL).
   B. DEVELOPMENT REQUIREMENTS FOR ACCESSORY BUILDINGS SHALL MATCH DEVELOPMENT STANDARDS FOR SPECIFIC LOT TYPES.
   C. EACH STRUCTURE WILL BE DESIGNED AND DEVELOPED AT ITS RESPECTIVE SITE DEVELOPMENT PLAN PROCESS

3. DEVELOPMENT REQUIREMENTS FOR SPECIFIC LOT OPTIONS ?
   A. OPTION E, CLUBHOUSE & POOL:
      1. MAXIMUM LOT COVERAGE: 75%
      2. MAXIMUM BUILDING HEIGHT: 50 FE[illegible]
      3. SETBACK MINIMUMS:
         A. FRONT SETBACK: TEN (10) FEET.
         B. SIDE SETBACK: FIVE (5) FEET.
         C. REAR SETBACK: TEN (10) FEET.

This portion of text has been removed.

PARKS AND OPEN SPACE AMENITIES

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 AMENITIES.

2. EACH PARK SPACE WILL BE DESIGNED THROUGH THE COUNTY SITE DEVELOPMENT PLAN PROCESS AND THE OVERALL PRIMARY TRACTS WILL CONSIST OF:
   A. FUTURE FILING 1, TRACT F (EXISTING TRACT A, MAYBERRY, COLORADO SPRINGS, FILING NO. 1), A DESIGNATED WELCOMING AND GRAND COMMUNITY LANDSCAPE FEATURE.
   B. FUTURE FILING 2, TRACT A, WILL BE ANCHORED BY SPORT COURTS AND SMALL IMPERMANENT RETAIL SPACES.
   C. FUTURE FILING 2, TRACT B (EXISTING TRACT O, MAYBERRY, COLORADO SPRINGS, FILING NO. 1), WILL PROVIDE THE MAIN COMMUNITY GATHERING, EVENT, AND MULTI-USE SPACE

3. ADDITIONAL PERMITTED USES WITHIN THE MAYBERRY PHASE 2 PUD PARK AND AMENITY TRACTS INCLUDE: RECREATIONAL SPORT COURTS, ENCLOSURES, AND SEATING AREAS, RECREATION FIELDS, SHADE STRUCTURES, FITNESS EQUIPMENT, PUBLIC PLAZAS AND GATHERING AREAS, EVENT SPACES, BOTH PERMANENT AND TEMPORARY CONCESSION AND RETAIL BUSINESSES CONSISTENT WITH PERIODIC EVENTS THAT WOULD INCLUDE FOOD TRUCKS, FOOD TRAILERS, AND BOOTHS COMMON AT FESTIVALS AND FARMERS MARKETS.

you may want to label the tracts in this manner throughout the rest of the plan and on the tract table to avoid confusion

After discussion with county staff, the tracts will be lettered sequentially and will be renamed with the Final Plat that includes those tracts.

No action needed, the development is not covered by a PID

Add note if the development will be covered by a PID for EPC Road Impact fees

Add note that a ROW licensing and-maintenance agreement will be required for maintaining landscaping within ROW to include tree wells.

A note has been added to identify the items for the maintenance agreement

As discussed with EPC staff on July 15, 2026, the modified collector and section will be allowed with maintenance exclusion for parking areas along the roadways.

The bulb-outs will be acceptable with additional turning movements. This exhibit has been updated for the TIS report.

Deviations under review from TIS

APPROVED MAYBERRY PHASE 1 PUD MODIFICATION TABLE

LDC/ECM SECTION	STANDARD	MODIFICATION	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	MODIFICATION	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 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	SIDE LOT LINES TO BE 3' TO CONVEY DRAINAGE TO EITHER THE ALLEYS OR THE OPEN SPACE TRACTS	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	DRAINAGE IS A USE PER THE PUD WITHIN TRACTS	SEPARATE NON-EXCLUSIVE EASEMENTS ARE PROVIDED FOR WATER, SANITARY, AND DRY UTILITIES WITHIN TRACTS
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

LJA
1765 W. 121st Avenue
Suite 300
Westminster, CO 80234
303-421-4224 • www.lja.com

Revision Type:	No.	Rev. Date:
	1	
	2	
	3	
	4	
	5	
	6	

Job No.: 8787-0001 Sheet: 2 of 16
Scale Horiz: N/A Date: June 15, 2026
Scale Vert: N/A

Designed:	WCK
Prepared:	WCK
Approved:	AKM

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: DESIGN STANDARDS

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

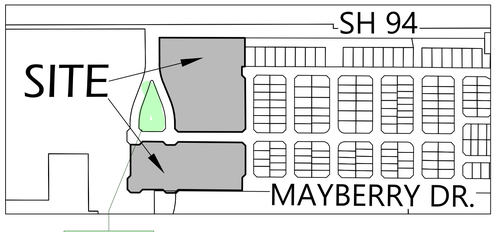
Know what's below. Call before you dig.

No. PUDSP251

I:\JOB FOLDERS\0000-0000 - MAYBERRY\PLA\01 ENTITLEMENTS\PUD\2026.06.15-MAYBERRY-PUD 2-COVER PRINTED ON: 6/15/2026 1:51 PM

MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN
A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.



is this piece supposed to be included?

This parcel has been shaded.

MONUMENT SYMBOL LEGEND

RECOVERED SECTION CORNER AS NOTED HEREON

SE 1/4 SEC. 10, T.14S., R.63W., SIXTH P.M.

SW 1/4 SEC. 11, T.14S., R.63W., SIXTH P.M.

NORTHWEST CORNER SECTION 14, T.14S., R.63W., 6TH P.M. RECOVERED 3.5" ALUMINUM CAP STAMPED "U.P.&E. 1999 PLS 11624"

NORTHWEST CORNER SECTION 14, T.14S., R.63W., 6TH P.M. RECOVERED 3.5" ALUMINUM CAP STAMPED "U.P.&E. 1999 PLS 116 4"

(BASIS OF BEARINGS) S89°44'49"E 2606.52' NORTH LINE OF THE NW 1/4 SEC. 14

EXISTING 25' TRAIL EASEMENT BY PLAT REC. NO: 220714655

STATE HIGHWAY 94

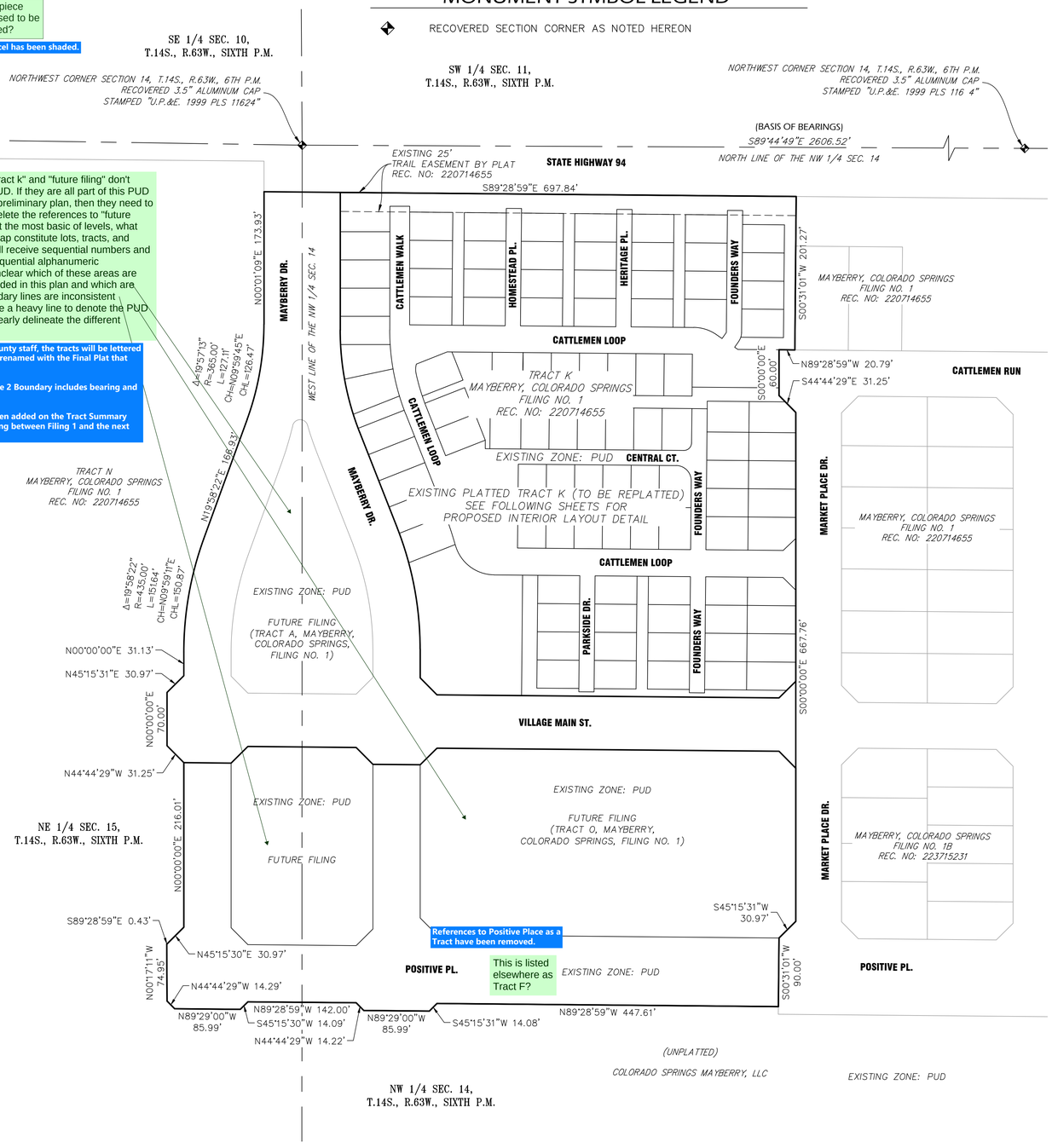
S89°28'59"E 697.84'

The references to "tract k" and "future filing" don't make sense for a PUD. If they are all part of this PUD development plan / preliminary plan, then they need to be listed as such. Delete the references to "future filing" and identify, at the most basic of levels, what land areas on this map constitute lots, tracts, and right-of-way. Lots will receive sequential numbers and tracts will receive sequential alphanumeric designations. It is unclear which of these areas are proposed to be included in this plan and which are excluded. The boundary lines are inconsistent linetypes. Please use a heavy line to denote the PUD boundary. Please clearly delineate the different phases.

After discussion with county staff, the tracts will be lettered sequentially and will be renamed with the Final Plat that includes those tracts.

The Mayberry PUD Phase 2 Boundary includes bearing and distances.

Additional lines have been added on the Tract Summary Sheet to show the phasing between Filing 1 and the next Filing(s)



References to Positive Place as a Tract have been removed.

This is listed elsewhere as Tract F?

LEGAL DESCRIPTION

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:

BASIS OF BEARINGS: THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 14, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE SIXTH PRINCIPAL MERIDIAN BEING MONUMENTED AT THE NORTHWEST CORNER BY A 3-1/2" ALUMINUM CAP STAMPED "PLS 1164" AND AT THE NORTH QUARTER CORNER BY A 2" ALUMINUM CAP STAMPED "PLS 11624" ASSUMED TO BEAR SOUTH 89° 44' 49" EAST;

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 A DISTANCE OF 201.27 FEET;
2. NORTH 89° 28' 59" WEST A DISTANCE OF 20.79 FEET;
3. SOUTH 00° 00' 00" EAST A DISTANCE OF 60.00 FEET;
4. SOUTH 44° 44' 29" EAST A DISTANCE OF 31.25 FEET;

THENCE ON THE EAST LINE OF SAID TRACT K AND ITS SOUTHERLY EXTENSION AND ON THE EAST LINE OF SAID TRACT O, SOUTH 00° 00' 00" EAST A DISTANCE OF 667.76 FEET TO THE MOST NORTHERLY SOUTHEAST CORNER OF SAID TRACT O;

THENCE SOUTH 45° 15' 31" WEST A DISTANCE OF 30.97 FEET ON THE SOUTHEAST LINE OF SAID TRACT O TO THE MOST SOUTHERLY SOUTHEAST CORNER OF SAID TRACT O;

THENCE ON THE WEST LINE OF SAID POSITIVE PLACE RIGHT-OF-WAY SOUTH 00° 31' 01" WEST A DISTANCE OF 90.00 FEET;

THENCE DEPARTING THE WEST RIGHT-OF-WAY LINE THE FOLLOWING EIGHT (8) COURSES:

1. NORTH 89° 28' 59" WEST A DISTANCE OF 447.61 FEET;
2. SOUTH 45° 15' 31" WEST A DISTANCE OF 14.08 FEET;
3. NORTH 89° 29' 00" WEST A DISTANCE OF 85.99 FEET;
4. NORTH 44° 44' 29" WEST A DISTANCE OF 14.22 FEET;
5. NORTH 89° 28' 59" WEST A DISTANCE OF 142.00 FEET;
6. SOUTH 45° 15' 30" WEST A DISTANCE OF 14.09 FEET;
7. NORTH 89° 29' 00" WEST A DISTANCE OF 85.99 FEET;
8. NORTH 44° 44' 29" WEST A DISTANCE OF 14.29 FEET, TO A POINT ON THE EASTERLY LINE OF TRACT N, SAID MAYBERRY;

THENCE ON THE EASTERLY LINE OF SAID TRACT N, NORTH 00° 17' 11" WEST A DISTANCE OF 74.95 FEET;

THENCE SOUTH 89° 28' 59" EAST A DISTANCE OF 0.43 FEET;

THENCE NORTH 45° 15' 30" EAST A DISTANCE OF 30.97 FEET, TO A POINT ON THE SOUTHERLY EXTENSION OF THE EASTERLY LINE OF SAID TRACT N;

THENCE ON THE EASTERLY LINES OF SAID TRACT N, THE FOLLOWING NINE (9) COURSES:

1. NORTH 00° 00' 00" EAST A DISTANCE OF 216.01 FEET;
2. NORTH 44° 44' 29" WEST A DISTANCE OF 31.25 FEET;
3. NORTH 00° 00' 00" EAST A DISTANCE OF 70.00 FEET;
4. NORTH 45° 15' 31" EAST A DISTANCE OF 30.97 FEET;
5. NORTH 00° 00' 00" EAST A DISTANCE OF 31.13 FEET TO A POINT OF TANGENT CURVE;
6. NORTHERLY, ALONG A CURVE, CONCAVE TO THE SOUTHEAST, HAVING A CENTRAL ANGLE OF 19° 58' 22", A RADIUS OF 435.00 FEET, AN ARC DISTANCE OF 151.64 FEET; A CHORD BEARING NORTH 09° 59' 11" EAST, AND A CHORD DISTANCE OF150.87 FEET TO A POINT OF TANGENCY;
7. NORTH 19° 58' 22" EAST, 166.93 FEET TOA POINT OF TANGENT CURVE;
8. NORTHERLY, ALONG A CURVE, CONCAVE TO THE NORTHEAST, HAVING A CENTRAL ANGLE OF 19° 57' 13", A RADIUS OF 365.00 FEET, AN ARC LENGTH OF 127.11 FEET, A CHORD BEARING OF 09° 59' 45" EAST, AND A CHORD DISTANCE OF 126.47 FEET TO A POINT OF TANGENCY;
9. THENCE NORTH 00° 01' 09" EAST A DISTANCE OF 173.93 FEET, TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF HIGHWAY 94;

THENCE ON SAID SOUTHERLY RIGHT-OF-WAY LINE, SOUTH 89° 28' 59" EAST A DISTANCE OF 697.84 FEET, TO THE POINT OF BEGINNING;

CONTAINING A CALCULATED AREA OF 814,561 SQUARE FEET OR 18.70 ACRES, MORE OR LESS.

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80 0 40 80
SCALE
1 inch = 80 ft.

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Revision Type:

No.	Rev. Date:
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2	
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5	
6	

Job No.: 8787-0001 Sheet: 3 of 16
Scale Horiz: 1" = 80' Date: June 15, 2026
Scale Vert: N/A
Designed: WCK
Prepared: JAP
Approved: AKM

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: PUD Boundary

NOT FOR CONSTRUCTION

811 Know what's below. Call before you dig.

No. 3

I:\JOB FOLDERS\0000-0000 - MAYBERRY\SURVEY\06 CAD\PRODUCTION FILES\8787-0001_MAYBERRY PUD - OVERALL PRINTED ON: 6/15/2026 10:28 AM

MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.

30 0 15 30
SCALE
1 inch = 30 ft.

SE 1/4 SEC. 10, T.14S., R.63W., SIXTH P.M.

NORTHWEST CORNER SECTION 14, T.14S., R.63W., 6TH P.M. RECOVERED 3.5" ALUMINUM CAP STAMPED "U.P.&E. 1999 PLS 11624"

SW 1/4 SEC. 11, T.14S., R.63W., SIXTH P.M.

(BASIS OF BEARINGS)
S89°44'49"E 2606.52'
NORTH LINE OF THE NW 1/4 SEC. 14

NORTHWEST CORNER SECTION 14, T.14S., R.63W., 6TH P.M. RECOVERED 3.5" ALUMINUM CAP STAMPED "U.P.&E. 1999 PLS 116 4"

STATE HIGHWAY 94
(PUBLIC R.O.W. VARIES)

EXISTING 25' TRAIL EASEMENT BY PLAT, REC. NO: 220714655

S89°28'59"E 597.84'

TRACT N
MAYBERRY, COLORADO SPRINGS
FILING NO. 1
REC. NO: 220714655

MAYBERRY DR.
(100' PUBLIC R.O.W.)
REC. NO: 220714655

EXISTING ZONE: PUD

WEST LINE OF THE NW 1/4 SEC. 14

NE 1/4 SEC. 15, T.14S., R.63W., SIXTH P.M.

EXISTING ZONE: PUD

FUTURE FILING
(TRACT A, MAYBERRY, COLORADO SPRINGS, FILING NO. 1)

TRACT B
27,037 SF
0.621 AC

N89°58'51"W 26.00'

N89°28'59"W 20.00'

CATTLEMEN WALK

HOMESTEAD PL.

HERITAGE PL.

FOUNDERS WAY

CATTLEMEN LOOP

CENTRAL CT.

TRACT A
82,163 SF
1.886 AC

TRACT C
10,728 SF
0.246 AC

TRACT E
273 SF
0.029 AC

TRACT K
MAYBERRY, COLORADO SPRINGS
FILING NO. 1
REC. NO: 220714655

EXISTING ZONE: PUD

MATCH TO SHEET 3

MAYBERRY, COLORADO SPRINGS
FILING NO. 1
REC. NO: 220714655

NW 1/4 SEC. 14, T.14S., R.63W., SIXTH P.M.

CATTLEMEN RUN
(60' PUBLIC R.O.W.)
REC. NO: 220714655

MARKET PLACE DR.
(60' PUBLIC R.O.W.)
REC. NO: 220714655

MAYBERRY, COLORADO SPRINGS
FILING NO. 1
REC. NO: 220714655

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Designed: WCK
Prepared: JAP
Approved: AKM

Job No.: 8787-0001
Scale Horiz: 1" = 30'
Scale Vert: N/A

Sheet: 4 of 16
Date: June 15, 2026

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Tract K Boundary Detail (1)

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MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

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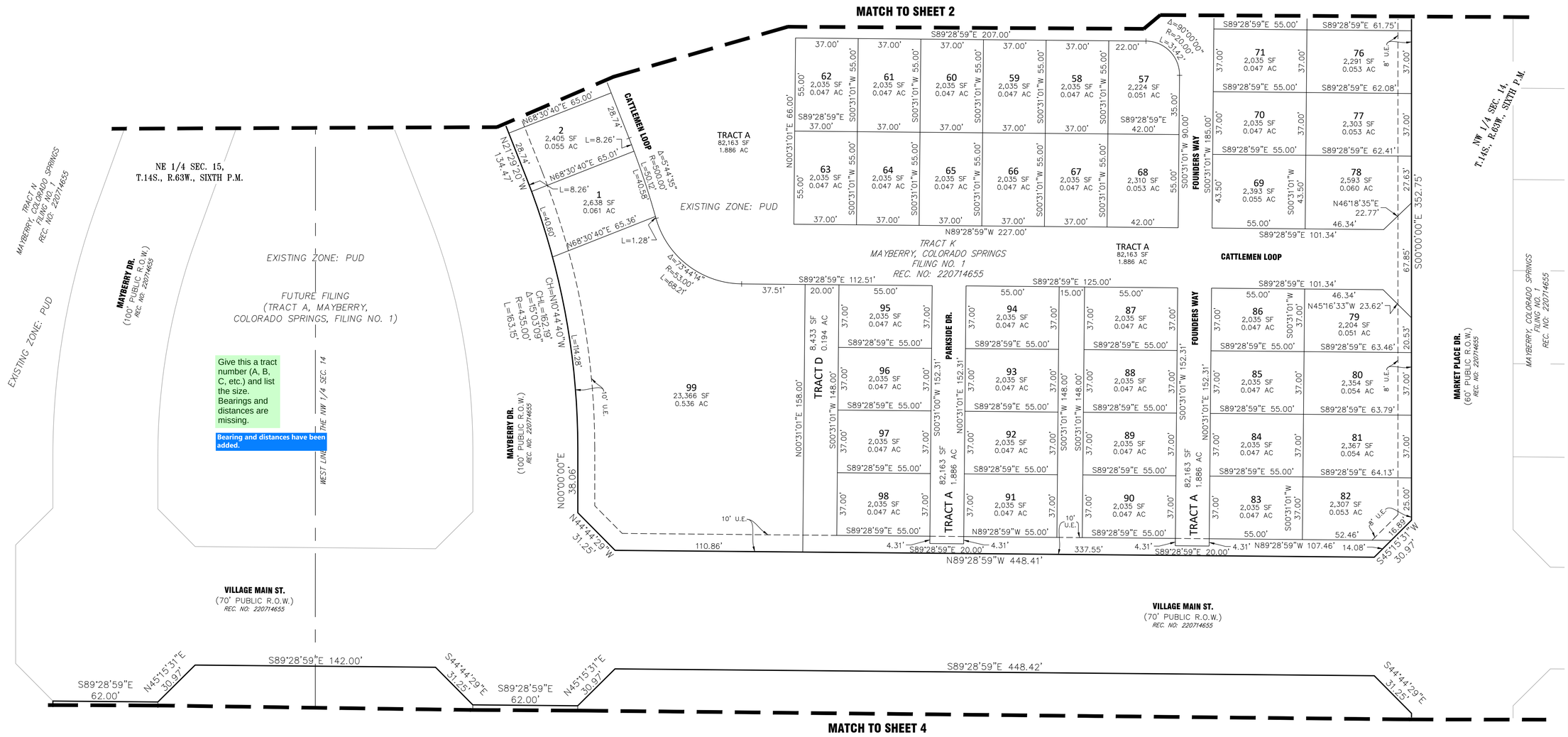
30 0 15 30
SCALE
1 inch = 30 ft.



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Designed: WCK
Prepared: JAP
Approved: AKM

Job No.: 8787-0001
Scale Horiz: 1" = 30'
Scale Vert: N/A

Sheet: 5 of 16
Date: June 15, 2026

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Tract K Boundary Detail (2)

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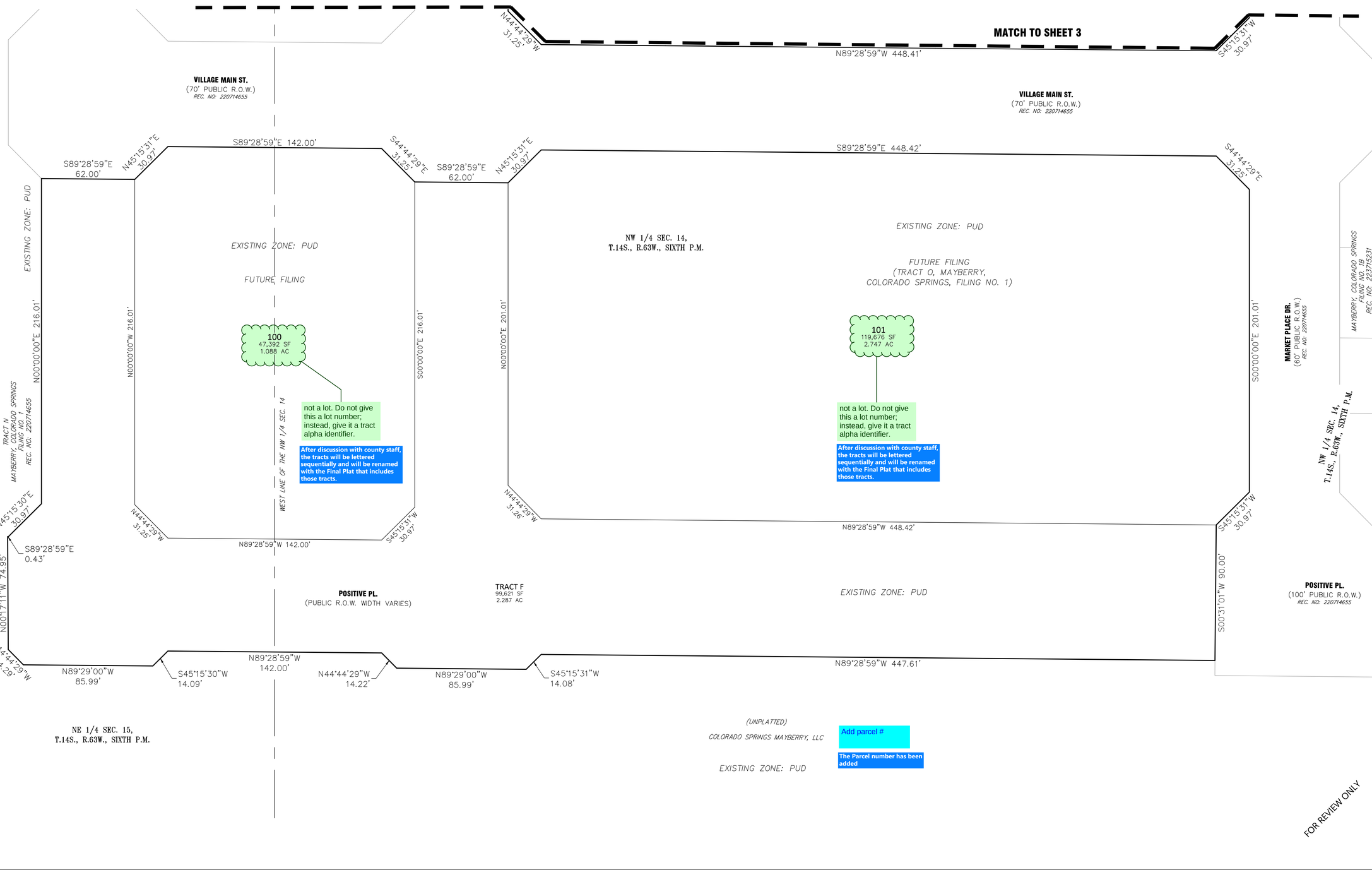
MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.



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Designed: WCK
Prepared: JAP
Approved: AKM

Job No.: 8787-0001
Scale Horiz: 1" = 30'
Scale Vert: N/A

Sheet: 6 of 16
Date: June 15, 2026

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Parks Boundary Detail

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MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.

Recommend to move this to page 4.

Noted. We feel this location in the sheet set is appropriate, following the detailed Survey sheets.

"Future" has been removed from all Filing 1 tract names in the table.

you don't need to include the word "future"

This table is correct. The noted on sheet 2 have been revised to align.

in the general notes on page 2, it says District #2 will own

TRACT SUMMARY TABLE

MAYBERRY PHASE 2 TRACT NAME	SIZE (ACRES)	HATCH LEGEND	LAND USE	OWNERSHIP & MAINTENANCE
FUTURE FILING 1, TRACT A	1.89		PRIVATE ROAD/SIGNAGE/DRAINAGE/PUBLIC IMPROVEMENT/PUBLIC UTILITY/LANDSCAPING/SIDEWALKS	OWNED BY MAYBERRY METROPOLITAN DISTRICT #4, MAINTAINED BY MAYBERRY METROPOLITAN DISTRICT #1
FUTURE FILING 1, TRACT B	0.62		PARK/OPEN SPACE/SIGNAGE/HARDSCAPING/ENTRY FEATURE/ DRAINAGE/PUBLIC IMPROVEMENT/PUBLIC UTILITY/LANDSCAPING/SIDEWALKS/ACCESS	OWNED BY MAYBERRY METROPOLITAN DISTRICT #4, MAINTAINED BY MAYBERRY METROPOLITAN DISTRICT #1
FUTURE FILING 1, TRACT C	0.25		PARK/OPEN SPACE/SIGNANGE/HARDSCAPING/DRAINAGE/PUBLIC IMPROVEMENT/PUBLIC UTILITY/LANDSCAPING/SIDEWALKS/ACCESS	OWNED BY MAYBERRY METROPOLITAN DISTRICT #4, MAINTAINED BY MAYBERRY METROPOLITAN DISTRICT #1
FUTURE FILING 1, TRACT D	0.19		PARK/OPEN SPACE/SIGNAGE/HARDSCAPING/DRAINAGE/PUBLIC IMPROVEMENT/PUBLIC UTILITY/LANDSCAPING/SIDEWALKS/ACCESS	OWNED BY MAYBERRY METROPOLITAN DISTRICT #4, MAINTAINED BY MAYBERRY METROPOLITAN DISTRICT #1
FUTURE FILING 1, TRACT E	0.03		PARK/OPEN SPACE/SIGNAGE/HARDSCAPING/DRAINAGE/PUBLIC IMPROVEMENT/PUBLIC UTILITY/LANDSCAPING/SIDEWALKS/ACCESS	OWNED BY MAYBERRY METROPOLITAN DISTRICT #4, MAINTAINED BY MAYBERRY METROPOLITAN DISTRICT #1
FUTURE FILING (TRACT A, MAYBERRY, COLORADO SPRINGS, FILING NO. 1)	1.04		PARK/OPEN SPACE/ACTIVE & PASSIVE RECREATION/TEMPORARY EVENTS & VENDORS/SEASONAL ACTIVITIES/SIGNAGE/HARDSCAPING/PUBLIC IMPROVEMENT/PUBLIC UTILITY/LANDSCAPING/SIDEWALKS	OWNED BY MAYBERRY METROPOLITAN DISTRICT #4, MAINTAINED BY MAYBERRY METROPOLITAN DISTRICT #1
FUTURE FILING	1.09		PARK/OPEN SPACE/ACTIVE & PASSIVE RECREATION/TEMPORARY EVENTS & VENDORS/SEASONAL ACTIVITIES/SPORT COURTS/CONCESSION STAND/SIGNAGE/HARDSCAPING/DRAINAGE/PUBLIC IMPROVEMENT/PUBLIC UTILITY/LANDSCAPING/SIDEWALKS	OWNED BY MAYBERRY METROPOLITAN DISTRICT #4, MAINTAINED BY MAYBERRY METROPOLITAN DISTRICT #1
FUTURE FILING (TRACT O, MAYBERRY, COLORADO SPRINGS, FILING NO. 1)	2.75		PARK/OPEN SPACE/ACTIVE & PASSIVE RECREATION/TEMPORARY EVENTS & VENDORS/SEASONAL ACTIVITIES/SIGNAGE/HARDSCAPING/DRAINAGE/PUBLIC IMPROVEMENT/PUBLIC UTILITY/LANDSCAPING/SIDEWALKS	OWNED BY MAYBERRY METROPOLITAN DISTRICT #3, MAINTAINED BY MAYBERRY METROPOLITAN DISTRICT #1

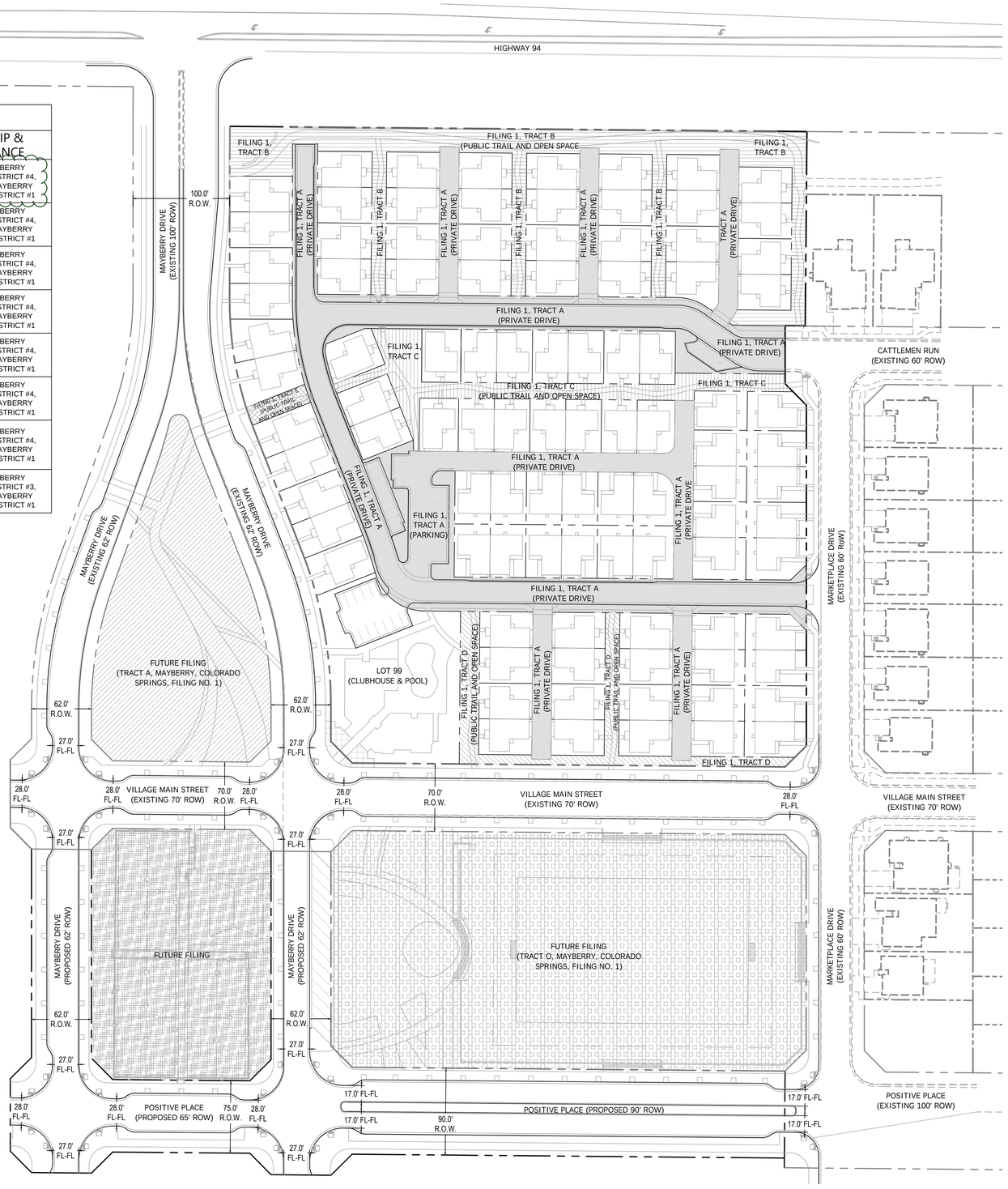
NOTES:

1. FILING 1 INCLUDES ONLY TRACT K, MAYBERRY PHASE 1 AND THE ABUTTING ROADWAY IMPROVEMENTS (SIDEWALK, CURB & GUTTER, LANDSCAPE, LIGHTING) OF MAYBERRY DRIVE, VILLAGE MAIN, AND MARKETPLACE DRIVE. ALL OTHER FILING BOUNDARIES AND TIMING ARE TBD.

2. ALL LANDSCAPE AREAS WITHIN PUBLIC ROW ARE TO BE MAINTAINED BY MAYBERRY METROPOLITAN DISTRICT #1, TYP.

Previous comments regarding tract numbering have not been addressed. Are these all Filing 2?

After discussion with county staff, the tracts will be lettered sequentially and will be renamed with the Final Plat that includes those tracts.



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Designed: WCK
Prepared: WCK
Approved: AKM

Job No.: 8787-0001
Scale Horiz: 1" = 60'
Scale Vert: N/A

Sheet: 7 of 16
Date: June 15, 2026

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: TRACT SUMMARY

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

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No. PUDSP251

I:\JOB FOLDERS\0000-0000 - MAYBERRY\PLA\01 ENTITLEMENTS\PUD\2026.06.15-MAYBERRY-PUD 2-TRACT SUMMARY PRINTED ON: 6/15/2026 1:51 PM

MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

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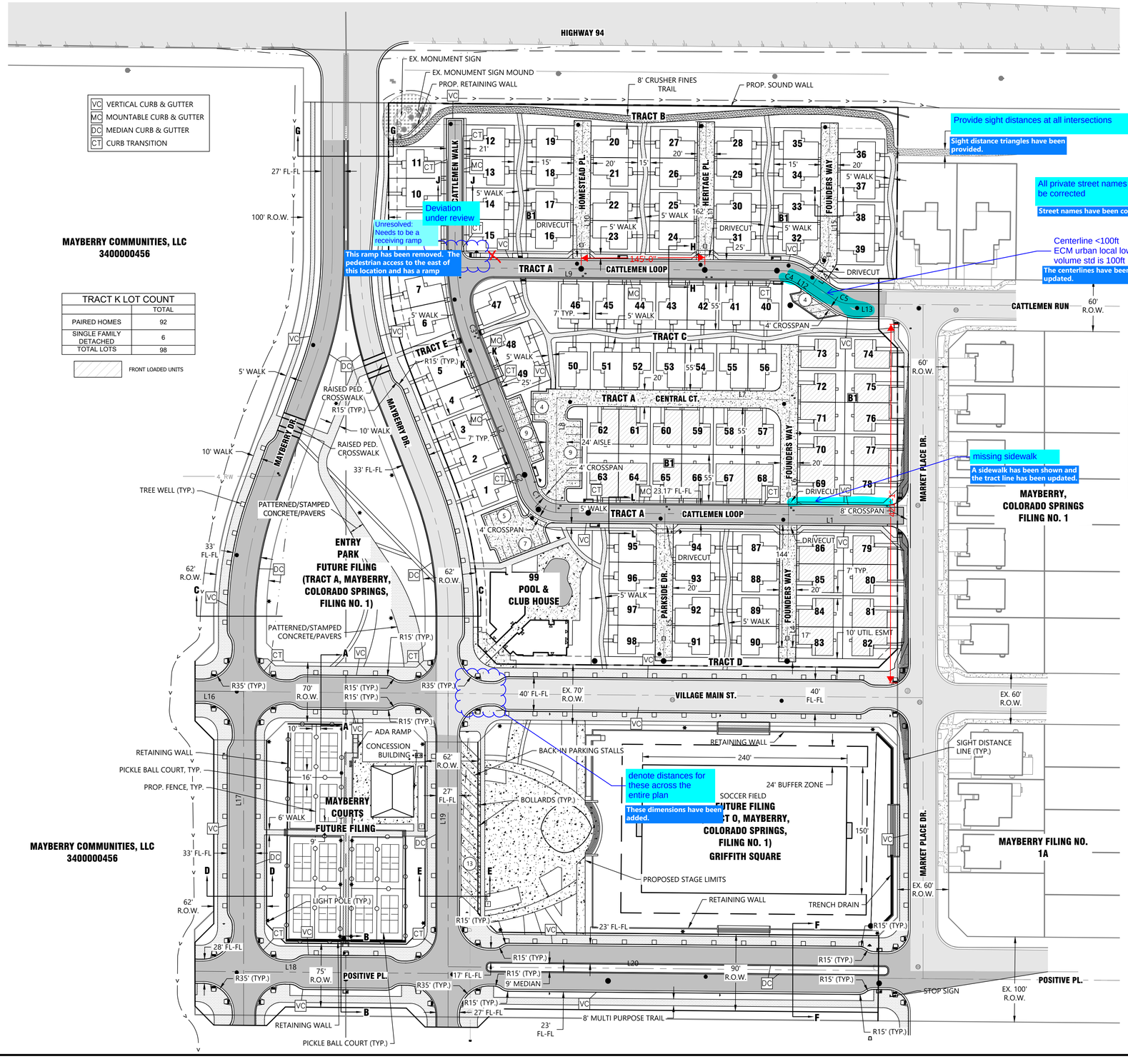

TRACT K LOT COUNT	
	TOTAL
PAIRED HOMES	92
SINGLE FAMILY DETACHED	6
TOTAL LOTS	98

FRONT LOADED UNITS

CENTERLINE LINE TABLE		
NO.	LENGTH	DIRECTION
L1	397.09'	N89°28'59"W
L2	134.47'	N21°29'20"W
L3	174.01'	N00°01'09"E
L4	172.81'	S00°31'01"W
L5	172.81'	S00°31'01"W
L6	200.00'	S00°31'01"W
L7	271.72'	S89°28'59"E
L8	134.80'	S00°31'01"W
L9	385.37'	N89°28'59"W
L10	174.00'	S00°31'01"W
L11	174.00'	S00°31'01"W
L12	44.98'	N55°23'49"W
L13	32.44'	N89°29'00"W
L14	28.94'	S34°36'11"W
L15	160.13'	S00°31'01"W
L16	57.00'	N89°28'55"W
L17	392.01'	N00°00'00"E
L18	297.01'	S89°28'59"E
L19	392.01'	S00°00'00"E
L20	505.04'	S89°28'59"E

CENTERLINE CURVE TABLE					
NO.	DELTA	LENGTH	RADIUS	CHORD	CH. LENGTH
C1	073°08'34"	48.51'	38.00'	S52°54'43"E	45.28'
C2	005°08'54"	46.28'	515.00'	N18°54'53"W	46.26'
C3	018°52'26"	93.88'	285.00'	S12°03'07"E	93.46'
C4	034°05'10"	22.61'	38.00'	N72°26'24"W	22.27'
C5	034°05'10"	22.61'	38.00'	S72°26'25"E	22.27'
C6	034°05'10"	5.95'	10.00'	N17°33'36"E	5.86'

GENERAL ABBREVIATIONS

A.E.	ACCESS EASEMENT
ARV	AIR RELEASE VALVE
BKL	BIKE LANE
BL	BASELINE OF CONSTRUCTION
B.O.	BLOW-OFF
BS	BOTTOM ELEVATION OF RISE
CDS	CUL-DE-SAC
CE	CURB EXTENSION
CL	CENTERLINE
CT	CURB TRANSITION
CWN	CROWN
DBO	DESIGN BY OTHERS
DC	MEDIAN CURB & GUTTER
D.E.	DRAINAGE EASEMENT
D.U.E.	DRAINAGE & UTILITY EASEMENT
ELEC	ELECTRIC
EOP	EDGE OF PAVEMENT
EX	EXISTING
EXCL.	EXCLUSIVE
FES	FLARED END SECTION
FGB	FINISHED GROUND AT BOTTOM WALL ELEVATION
FGT	FINISHED GROUND AT TOP WALL ELEVATION
FH	FIRE HYDRANT
FL	FLOWLINE
FO	FIVER OPTIC LINE
FV	FIELD VERIFY
G	FINISHED GROUND ELEVATION
GAS	GAS LINE
G.E.	GAS EASEMENT
GV	GATE VALVE
HP	HIGH POINT
I.W.E	IRRIGATION & WATER EASEMENT
IWL	IRRIGATION WATER LINE
IWV	IRRIGATION WATER VALVE
LL	LOT LINE
LP	LOW POINT
MAINT.	MAINTENANCE
MC	MOUNTABLE CURB & GUTTER
MH	MANHOLE
(MOD.)	MODIFIED
MSE	MECHANICALLY STABILIZED EARTH
M.U.E.	MULTI-USE EASEMENT
P	PAVEMENT
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCR	POINT OF CURB RETURN
PGL	PROFILE GRADE LINE
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
R.O.W.	RIGHT OF WAY
RN	RECORDING NUMBER
(S.)	SUMP INLET
S.E.	SANITARY EASEMENT
SEC	SECTION LINE
SL	SANITARY LINE
SS	SANITARY SERVICE
STBK	SETBACK
SW	SIDEWALK
S.W.I.E.	SANITARY, WATER, AND IRRIGATION EASEMENT
TB	THRUST BLOCK
TC	TOP OF CURB
TELE	TELEPHONE LINE
TR.E	TRANSPORTATION EASEMENT
TR.U.E	TRANSPORTATION & UTILITY EASEMENT
TS	TOP ELEVATION OF RISER
TYP.	TYPICAL
U.E.	UTILITY EASEMENT
U.G.E	UTILITY & GAS EASEMENT
VC	VERTICAL CURB & GUTTER
W.E.	WATER EASEMENT
WL	WATER LINE
WS	WATER SERVICE
W.S.E.	WATER SURFACE ELEVATION
WV	WATER VALVE

Per the Landscape Plan and Site Plan checklist, the fences are shown and labeled on P. 13 and the sound wall is indicated along the north side of the development. Additional details, per the checklist, aren't required at this time.

Unresolved: Provide details for fences and walls

Unresolved: Verify all easements, existing and proposed, are labeled

After meetings with BHE and MVEA, additional easements have been shown.

LEGEND

- Property Line
- Right of Way Line
- Centerline
- Lot Line
- Easement Line
- Setback Line
- Retaining Wall
- Swale Line
- Sight Triangle Line
- Storm Manhole
- Type 'R' Inlet
- Sanitary Sewer Manhole
- Fire Hydrant
- Water Valve
- Thrust Block
- Reducer
- Plug & Blow-off
- Sign
- Storm Sewer Line
- Water Line
- Sanitary Sewer Line
- Water Service Line & Meter
- Sanitary Sewer Service Line
- Ex. Sanitary Sewer Line
- Ex. Water Line
- Ex. Storm Sewer Line
- Ex. Gas
- Ex. Underground Electric
- Ex. Overhead Electric
- Ex. Fence
- Proposed Major Contour
- Proposed Minor Contour
- Existing Major Contour
- Existing Minor Contour
- Ex. Asphalt Pavement
- Ex. Concrete Pavement
- Ex. Gravel
- Prop. Asphalt Pavement
- Prop. Concrete Pavement
- Prop. Concrete Walk

SCALE 1 inch = 60 ft. (60 0 30 60)

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No.	Revision Type:	Rev. Date:
1		
2		
3		
4		
5		
6		

Designed: WCK
Prepared: WCK
Approved: AKM
Job No.: 8787-0001
Scale Horiz: 1" = 60'
Scale Vert: N/A
Sheet: 8 of 16
Date: June 15, 2026

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Overall Site Plan

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

Know what's below. Call before you dig.

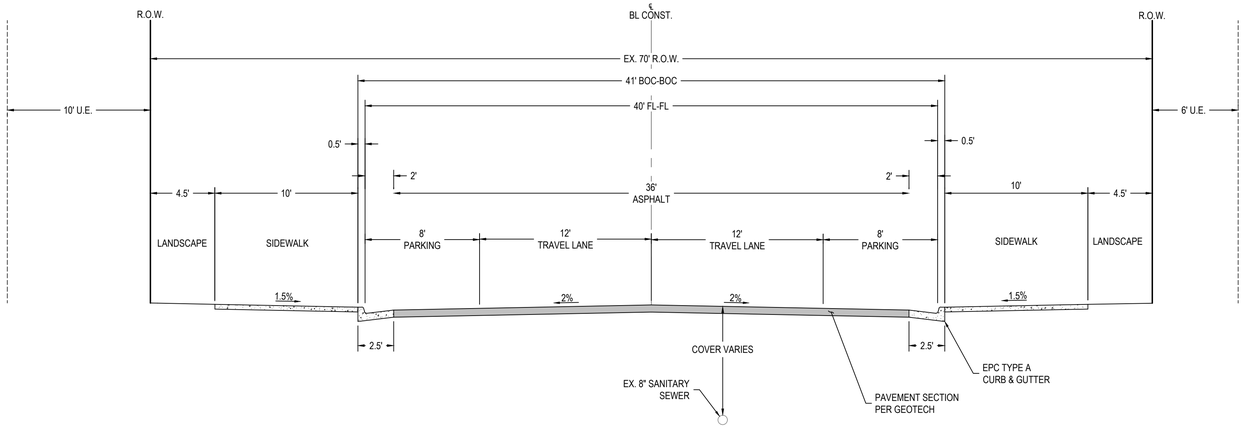
No. 8

I:\JOB FOLDERS\0000-0000 - MAYBERRY\ENGINEERING\04 DRAWINGS\PRELIMINARY PLANS\PUD\8787-0001 OVERALL SITE PLAN PRINTED ON: 6/15/2026 1:38 PM

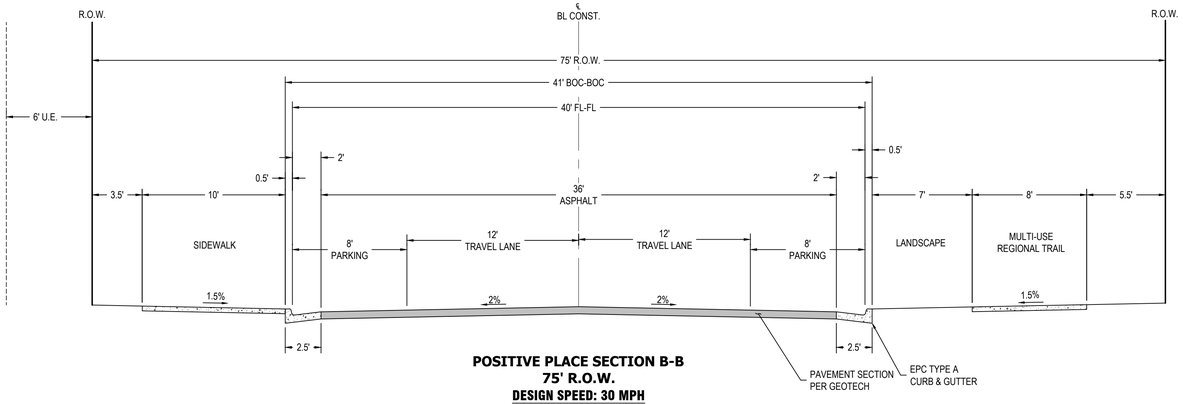
MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

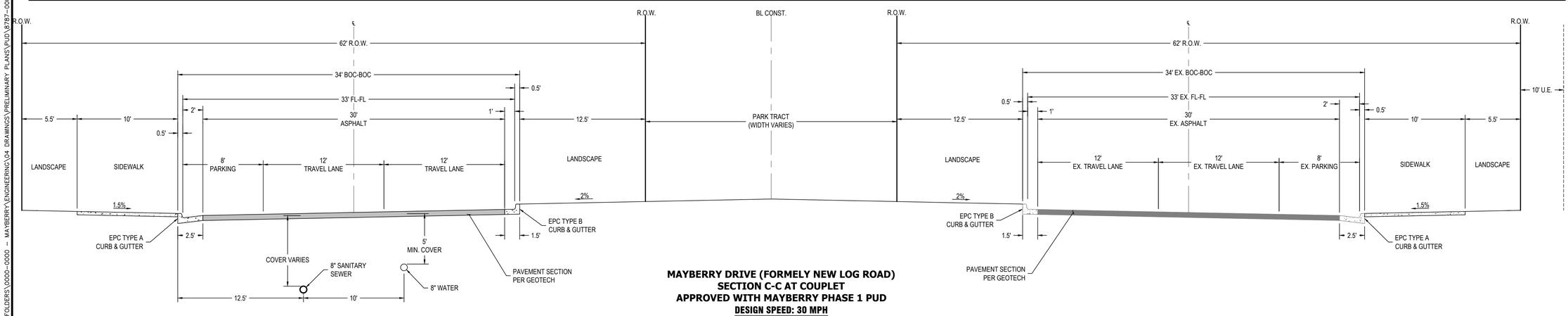
A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.



VILLAGE MAIN STREET COMMERCIAL SECTION A-A
APPROVED WITH MAYBERRY PHASE 1 PUD
DESIGN SPEED: 30 MPH
(URBAN LOCAL ROADWAY)
SCALE: 1" = 5'



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



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

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1					
2					
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5					
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Designed:	WCK	Job No.: 8787-0001	Sheet: 9 of 16
Prepared:	WCK	Scale Horiz: N/A	Date: June 15, 2026
Approved:	AKM	Scale Vert: N/A	

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Road Cross Sections

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

Know what's below. Call before you dig.

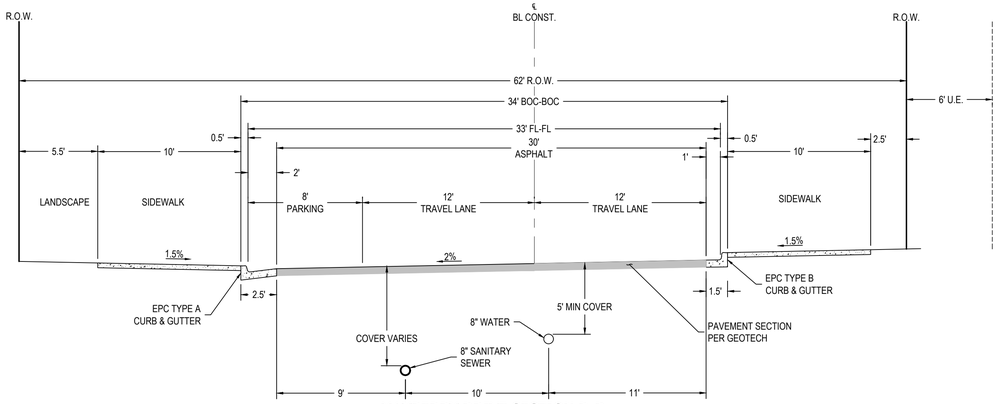
No. 9

I:\JOB FOLDERS\0000-0000 - MAYBERRY\ENGINEERING\04 DRAWINGS\PRELIMINARY PLANS\PUD\8787-0001 ROAD SECTIONS PRINTED ON: 6/15/2026 1:38 PM

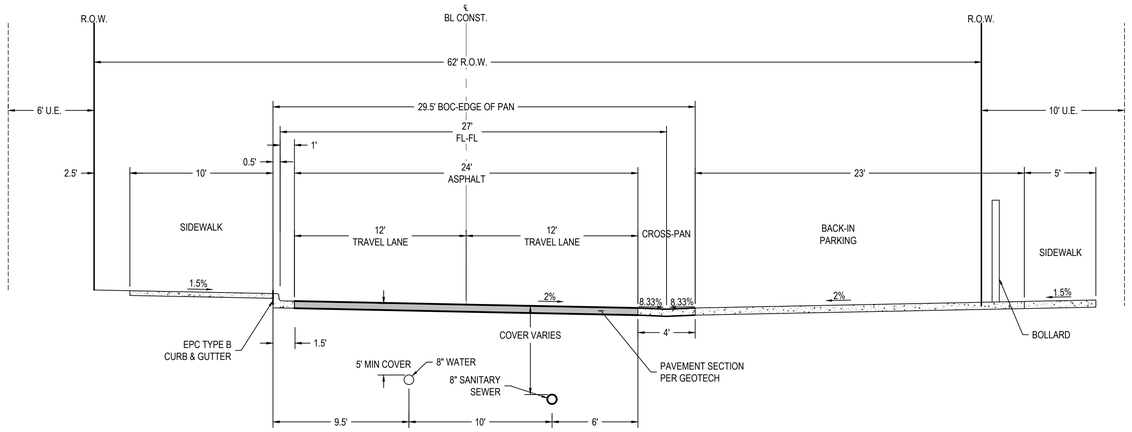
MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.



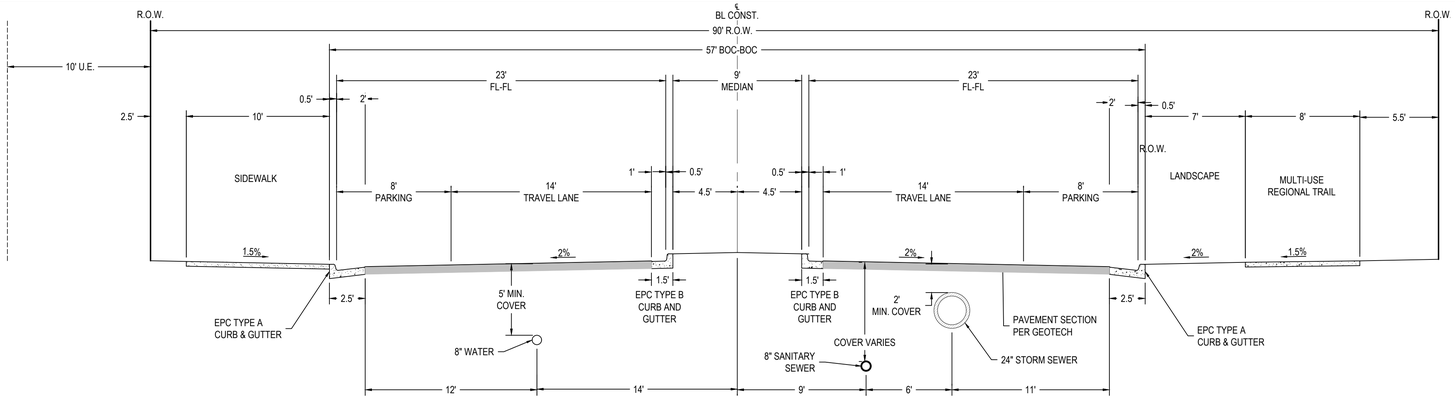
MAYBERRY DRIVE SECTION D-D
62' R.O.W. 6" VERTICAL CURB
DESIGN SPEED: 30 MPH
(MINOR ARTERIAL; DESIGN ATTRIBUTES TO MEET CURRENT COLLECTOR STANDARDS)
SCALE: 1" = 5'



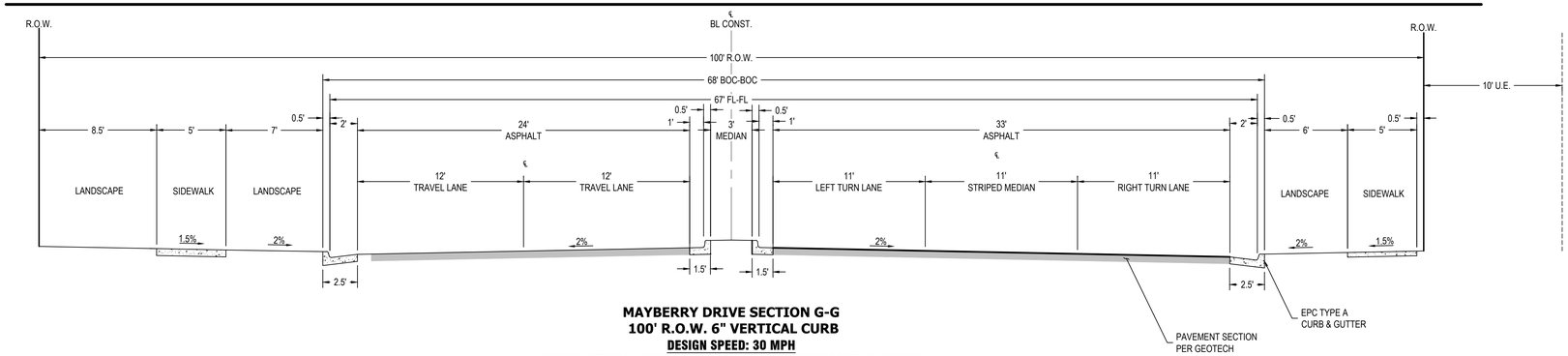
MAYBERRY DRIVE (FORMELY NEW LOG ROAD) SECTION E-E
DESIGN SPEED: 30 MPH
(MINOR ARTERIAL)
SCALE: 1" = 5'

Add posted speed for all cross sections

Design Speeds and Posted Speeds have been updated on the roadway sections.



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



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

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Designed:	WCK	Sheet:	10 of 16
Prepared:	WCK	Date:	June 15, 2026
Approved:	AKM		
Job No.:	8787-0001		
Scale Horiz:	N/A		
Scale Vert:	N/A		

Proj. Name:	Mayberry Phase 2		
Location:	El Paso County		
Plan Set:	PUD Development Plan & Preliminary Plan		
Sheet Name:	Road Cross Sections		
Client:	Mayberry Communities, LLC		
Address:	22108 Cattlemen Run Calhan, CO 80808	Contact:	Scott Souders

Know what's below.
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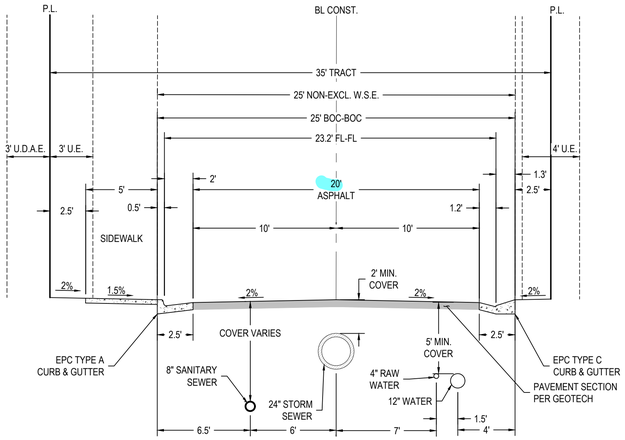
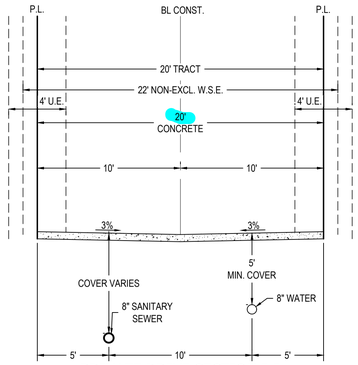
MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

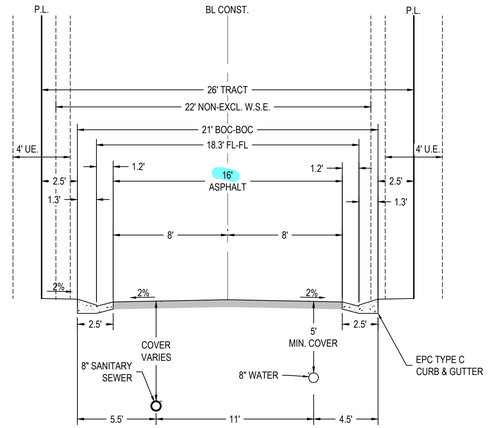
A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.



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



PRIVATE DRIVE SECTION I-I
20' TRACT INVERTED CROWN
HOMESTEAD PL., HERITAGE PL., FOUNDERS WAY, PARKSIDE DR., CENTRAL CT.
DESIGN SPEED: 10 MPH
SCALE: 1" = 5'



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

Deviations under review from TIS

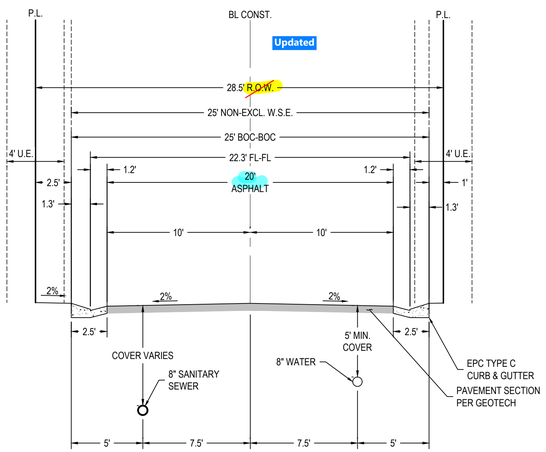
Per our meeting with EPC staff, the deviations have been updated and submitted within the TIS

Add no parking restrictions notes to all individual road sections and private streets to designate where parking is not permitted.

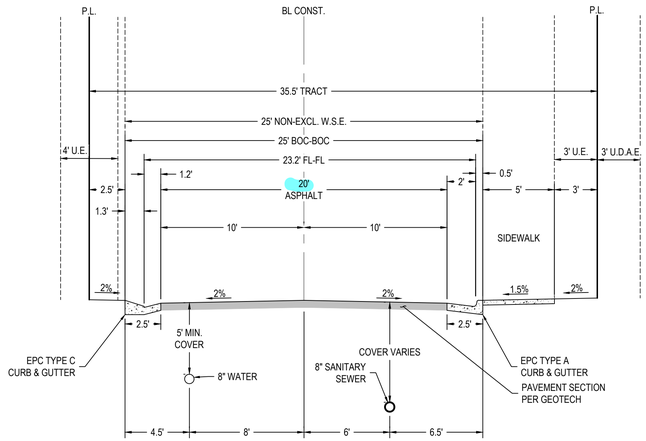
A NO PARKING note has been added for the private roads.

Add posted speed to all cross sections

Design Speeds and Posted Speeds have been updated on the roadway sections.



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



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

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Revision Type:

No.	Rev. Date:
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Designed: WCK
Prepared: WCK
Approved: AKM
Job No.: 8787-0001
Scale Horiz: 1" = 40'
Scale Vert: N/A
Sheet: 11 of 16
Date: June 15, 2026

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Road Cross Sections

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

811 Know what's below. Call before you dig.

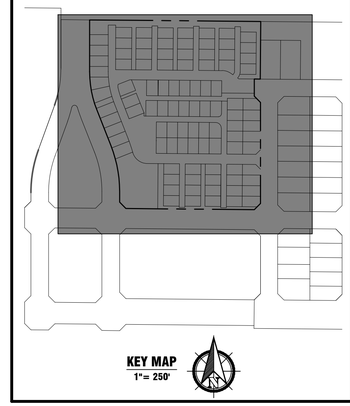
No. 11

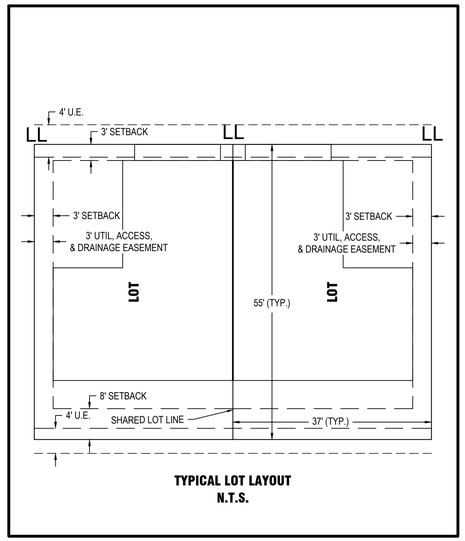
I:\JOB FOLDERS\0000-0000 - MAYBERRY\ENGINEERING\04 DRAWINGS\PRELIMINARY PLANS\PUD\8787-0001 ROAD SECTIONS PRINTED ON: 6/15/2026 1:38 PM

MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.





TYPICAL LOT LAYOUT
N.T.S.

FIRE LANE LEGEND

R8-31 12" X 18"	R8-31L 12" X 18"	R8-31R 12" X 18"	CUSTOM
FIRE LANE	FIRE LANE	FIRE LANE	LIMIT OF FIRE DEPARTMENT ACCESS

1. NO PARKING SIGNS WILL BE PLACED ALONG THE INTERNAL ROADWAYS DURING THE FINAL PLAT PROCESS
2. 'LIMIT OF FIRE DEPARTMENT ACCESS' SIGNAGE WILL BE PLACED WHERE NECESSARY TO RESTRICT FIRE APPARATUS TRAVEL DURING THE FINAL PLAT PROCESS

SCALE
1 inch = 40 ft.

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No.	Rev. Date:	Revision Type:
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Designed: WCK
Prepared: WCK
Approved: AKM
Job No.: 8787-0001
Scale Horiz: 1" = 40'
Scale Vert: N/A
Sheet: 12 of 16
Date: June 15, 2026

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Tract K Site Plan

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

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No. 12

I:\JOB FOLDERS\0000-0000 - MAYBERRY\ENGINEERING\04 DRAWINGS\PRELIMINARY PLANS\PUD\8787-0001 TRACT K SITE PLAN PRINTED ON: 6/15/2026 3:22 PM

MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

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OPTION A

REAR-LOADED PAIRED HOME

02.07.2025

MAYBERRY SINGLE FAMILY ATTACHED HOMES | MAYBERRY COLORADO SPRINGS

COLORADO SPRINGS, COLORADO

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

IFAB-2401

woodley architectural group,inc
colorado // 731 southpark dr. suite B
littleton, co 80120 // 303.683.7331
california // 2943 pullman dr. suite A
santa ana, ca 92705 // 949.333.8919

OPTION B

FRONT-LOADED PAIRED HOME

02.07.2025

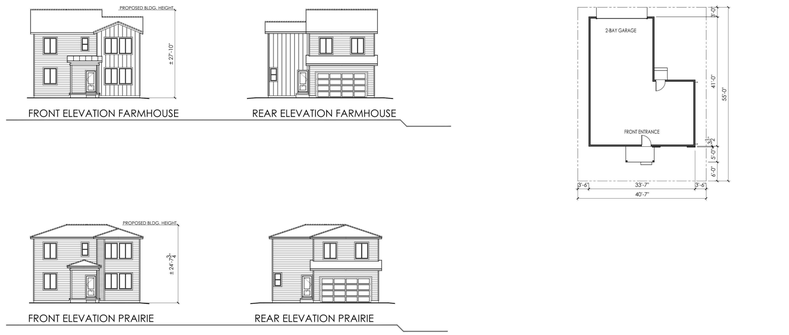
MAYBERRY SINGLE FAMILY ATTACHED HOMES | MAYBERRY COLORADO SPRINGS

COLORADO SPRINGS, COLORADO

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

IFAB-2401

woodley architectural group,inc
colorado // 731 southpark dr. suite B
littleton, co 80120 // 303.683.7331
california // 2943 pullman dr. suite A
santa ana, ca 92705 // 949.333.8919



OPTION C

REAR-LOADED SINGLE

02.07.2025

MAYBERRY SINGLE FAMILY DETACHED HOMES | MAYBERRY COLORADO SPRINGS

COLORADO SPRINGS, COLORADO

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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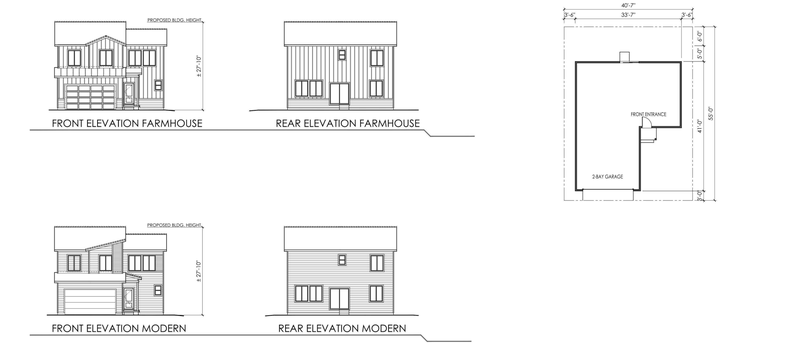
littleton, co 80120 // 303.683.7331
california // 2943 pullman dr. suite A
santa ana, ca 92705 // 949.333.8919



OPTION D

FRONT-LOADED SINGLE

02.07.2025

MAYBERRY SINGLE FAMILY DETACHED HOMES | MAYBERRY COLORADO SPRINGS

COLORADO SPRINGS, COLORADO

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

IFAB-2401

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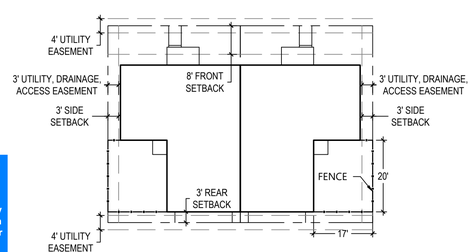
colorado // 731 southpark dr. suite B
littleton, co 80120 // 303.683.7331
california // 2943 pullman dr. suite A
santa ana, ca 92705 // 949.333.8919

Confirm that these proposed products don't exceed the proposed 75% max lot coverage.

75% lot coverage is adequate to allow the full building envelope created by the front, rear, and side setbacks on the most restrictive lot type (single-family attached). Expected variations in the current footprint account for any encroachments into the setbacks by covered patios or porches.

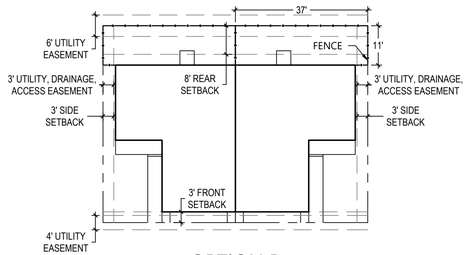


OPTION A

REAR-LOADED SINGLE-FAMILY ATTACHED

FENCE LAYOUT

SCALE: NTS

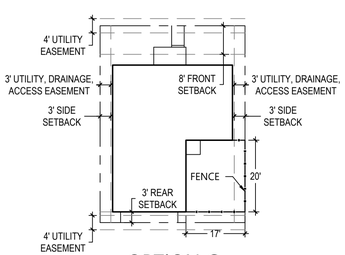


OPTION B

FRONT-LOADED SINGLE-FAMILY ATTACHED

FENCE LAYOUT

SCALE: NTS

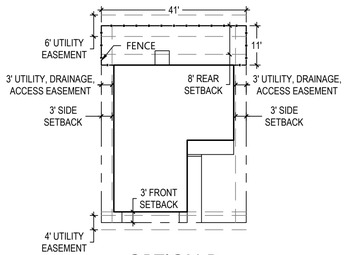


OPTION C

REAR-LOADED SINGLE-FAMILY DETACHED

FENCE LAYOUT

SCALE: NTS



OPTION D

FRONT-LOADED SINGLE-FAMILY DETACHED

FENCE LAYOUT

SCALE: NTS

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Designed:	WCK	Job No.: 8787-0001	Sheet: 13 of 16
Prepared:	WCK	Scale Horiz: N/A	Date: June 15, 2026
Approved:	AKM	Scale Vert: N/A	

Proj. Name:	Mayberry Phase 2
Location:	El Paso County
Plan Set:	PUD Development Plan & Preliminary Plan
Sheet Name:	LOT DETAILS

Client:	Mayberry Communities, LLC
Address:	22108 Cattlemen Run Calhan, CO 80808
Contact:	Scott Souders

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No.	PUDSP251

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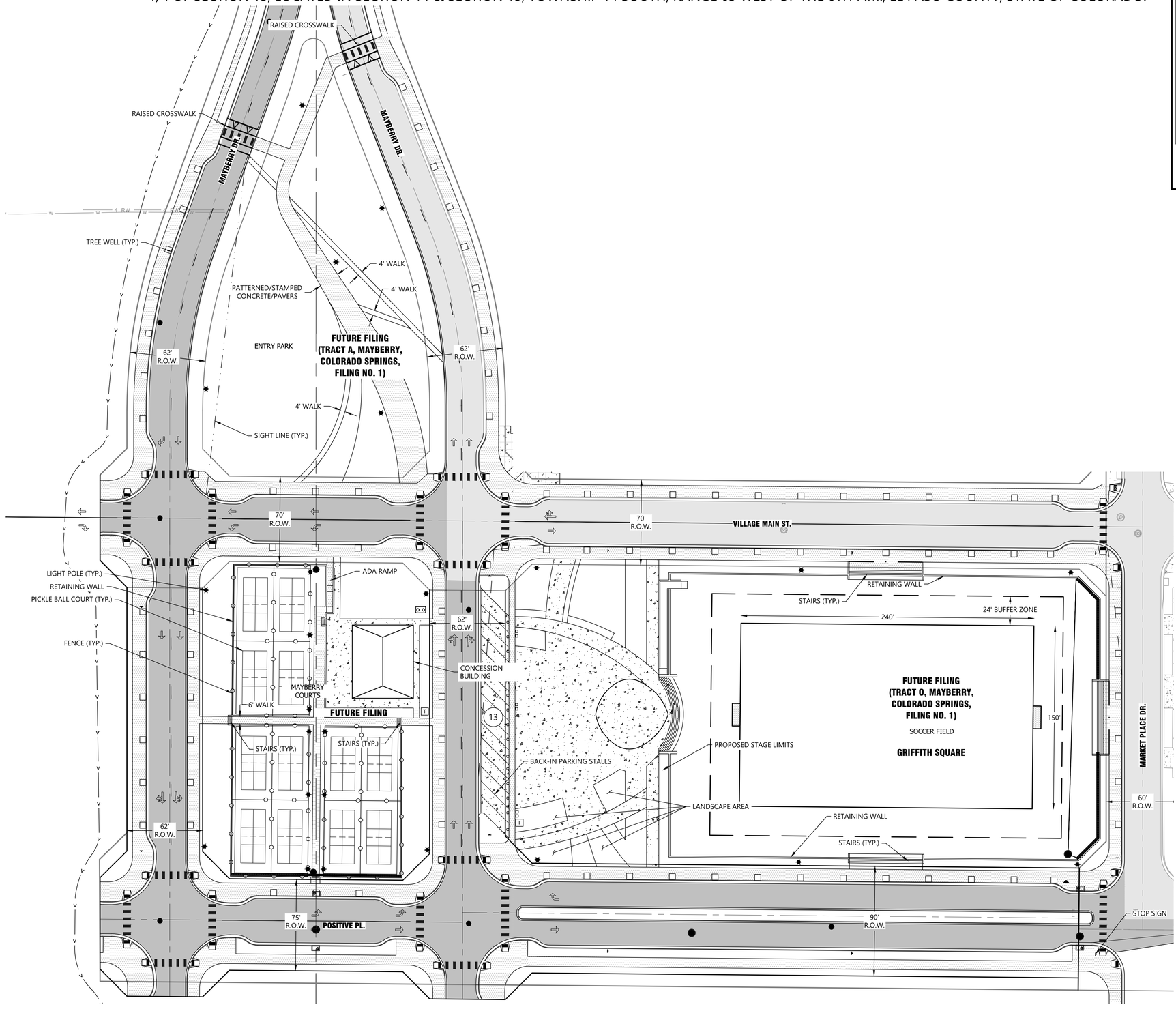
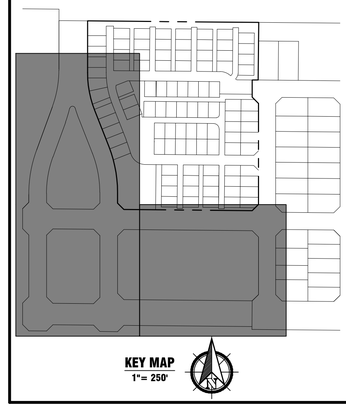
MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.





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No.	Rev. Date:	Revision Type:
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Designed: WCK
Prepared: WCK
Approved: AKM

Job No.: 8787-0001
Scale Horiz: 1" = 40'
Scale Vert: N/A

Sheet: 14 of 16
Date: June 15, 2026

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Parks Site Plan

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

40 0 20 40
SCALE
1 inch = 40 ft.

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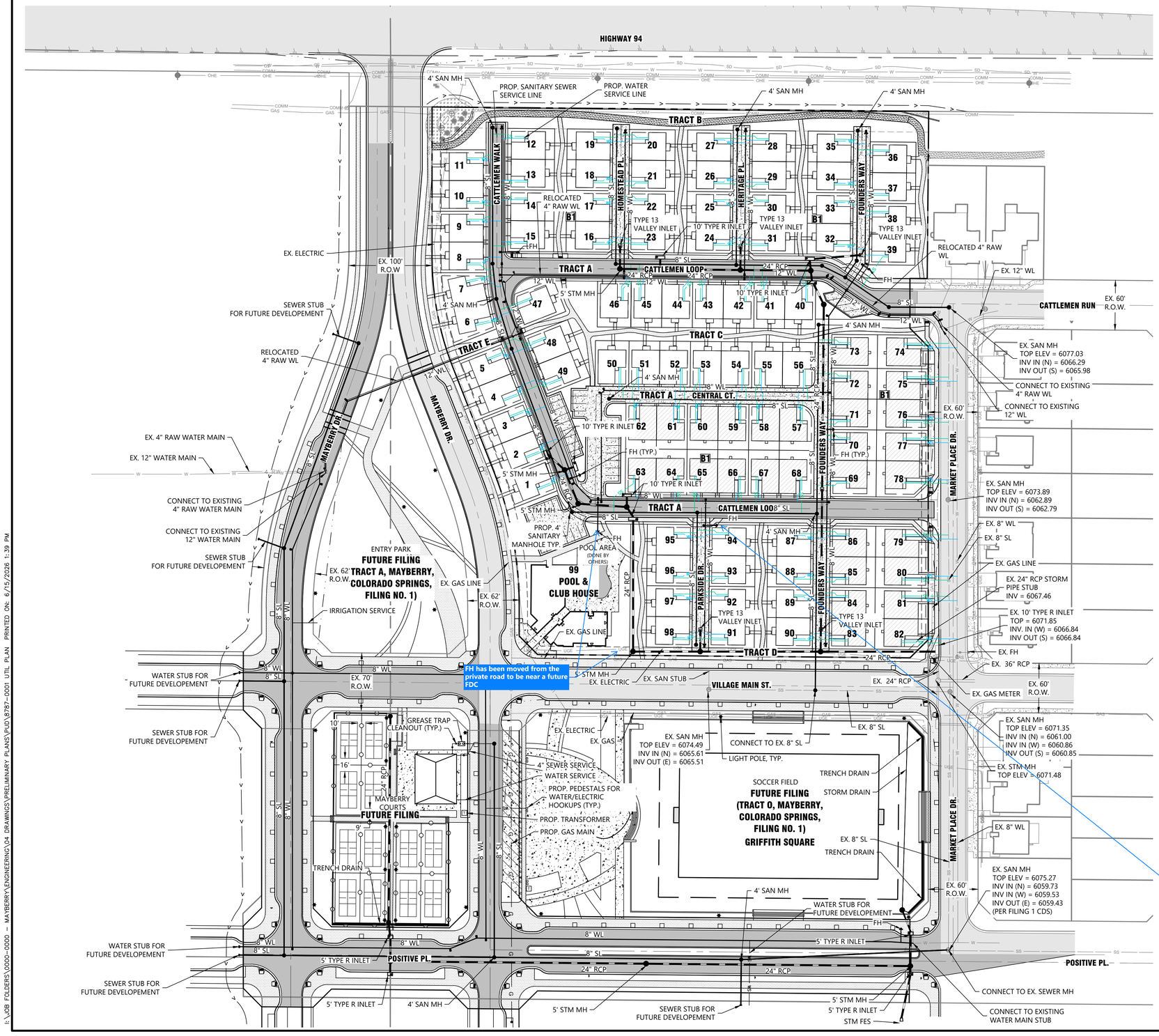
No. 14

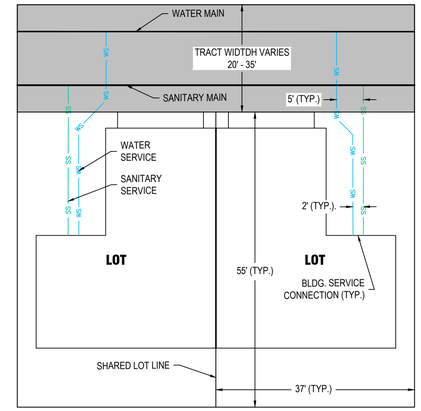
I:\JOB FOLDERS\0000-0000 - MAYBERRY\ENGINEERING\04 DRAWINGS\PRELIMINARY PLANS\PUD\8787-0001 PARKS SITE PLAN PRINTED ON: 6/15/2026 3:22 PM

MAYBERRY PHASE 2

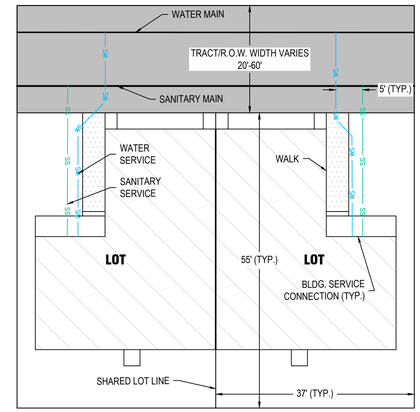
PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.





TYPICAL UTILITY SERVICE LAYOUT N.T.S.



TYPICAL UTILITY SERVICE LAYOUT N.T.S.

60 0 30 60

SCALE 1 inch = 60 ft.

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Designed: WCK
Prepared: WCK
Approved: AKM

Job No.: 8787-0001
Scale Horiz: 1" = 60'
Scale Vert: N/A

Sheet: 15 of 16
Date: June 15, 2026

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Overall Utility Plan

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

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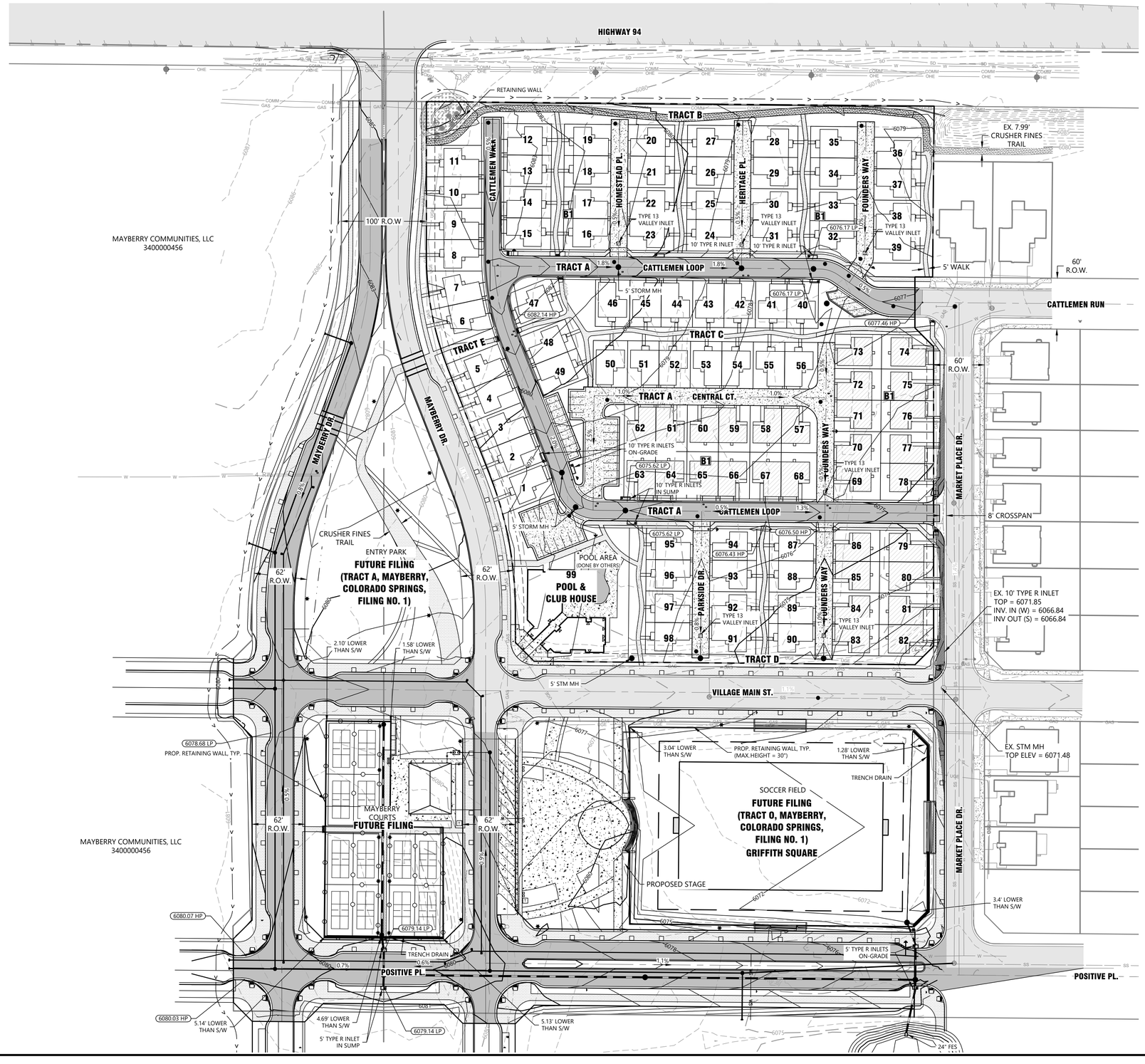
MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.



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1			Designed:	WCK
2			Prepared:	WCK
3			Approved:	AKM
4			Job No.:	8787-0001
5			Scale Horiz:	1" = 60'
6			Scale Vert:	N/A
			Sheet:	16 of 16
			Date:	June 15, 2026

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Overall Grading Plan

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

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MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.

V1 comment not addressed - no trees provided along Market Place Dr.

Street trees have been added along Market Place Dr and added to the "Landscape Setbacks and Buffers" table on sheet 7.

NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT	CAL	HEIGHT	SPREAD	QTY
EVERGREEN TREES							
	JG	Juniperus scopulorum 'Gray Gleam' / Gray Gleam Juniper	B & B	6` HT.	10`-20`	6-8`	23
	JE	Juniperus virginiana / Eastern Redcedar	B & B	6` HT.	10`-20`	35`-50`	24
DECIDUOUS TREES							
	AB	Acer saccharum 'Bailsta' / Fall Fiesta® Sugar Maple	B & B	2" CAL MIN	30`-40`	60`+	8
	AC	Acer saccharum 'Caddo' / Caddo Sugar Maple	B & B	2" CAL MIN	15`-25`	20`-30`	53
	AA	Acer x freemanii 'Jeffersred' / Autumn Blaze® Freeman Maple	B & B	2" CAL MIN	30`-40`	40`-60`	53
	QM	Quercus macrocarpa / Burr Oak	B & B	2" CAL MIN	50`-80`	50`-80`	6
	QS	Quercus shumardii / Shumard Oak	B & B	2" CAL MIN	40`-60`	40`-60`	38
ORNAMENTAL TREES							
	MS	Malus x 'Spring Snow' / Spring Snow Crabapple	B & B	1.5" CAL MIN	15`-20`	20`-30`	38
SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT	HEIGHT	SPREAD	SPACING	QTY
SHRUBS							
	-S	PROPOSED SHRUB / SHRUBS	5 GAL				536
GRASSES							
	PG	PROPOSED GRASS/PERENNIAL / ORNAMENTAL GRASSES OR PERENNIALS	3 GAL				365
SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT	HEIGHT	SPREAD		QTY
GROUND COVERS							
	ROCK 1	/ 1-1/2" Saddleback Swirl Rock	ROCK MULCH	4"	YES		19,068 sf
	ROCK 2	/ 3/4" Black Granite	ROCK MULCH	4"	YES		15,541 sf
	COBBLE	Blue Grey River Rock / 2-4`` River Rock	ROCK MULCH	6" depth	Yes		16,360 sf
	SEED	EPC All Purpose Mix	SEED	PER CHART			17,079 sf
	SEED2	EPC Low Grow Mix	SEED	42 LBS / ACRE			50,670 sf
	GC	Groundcover / Low groundcover	Plantings				11,098 sf
	SOD	Kentucky Bluegrass Sod / Sod	SOD				32,820 sf
	SODH	Sod / Hydroseeding Kentucky Blue Grass	Hydro-Seed				86,936 sf
HARDSCAPE							
	CONC	Stamped Concrete / Standard grey	CONCRETE				1,607 sf

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Job No.: 8787-0001
Scale Horiz: N/A
Scale Vert: N/A
Sheet: 1 of 7
Date: June 15, 2026
Designed: SM
Prepared: SM
Approved: KC

Proj Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Landscape Cover

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run
Calhan, CO 80808
Contact: Scott Souders

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MAYBERRY PHASE 2

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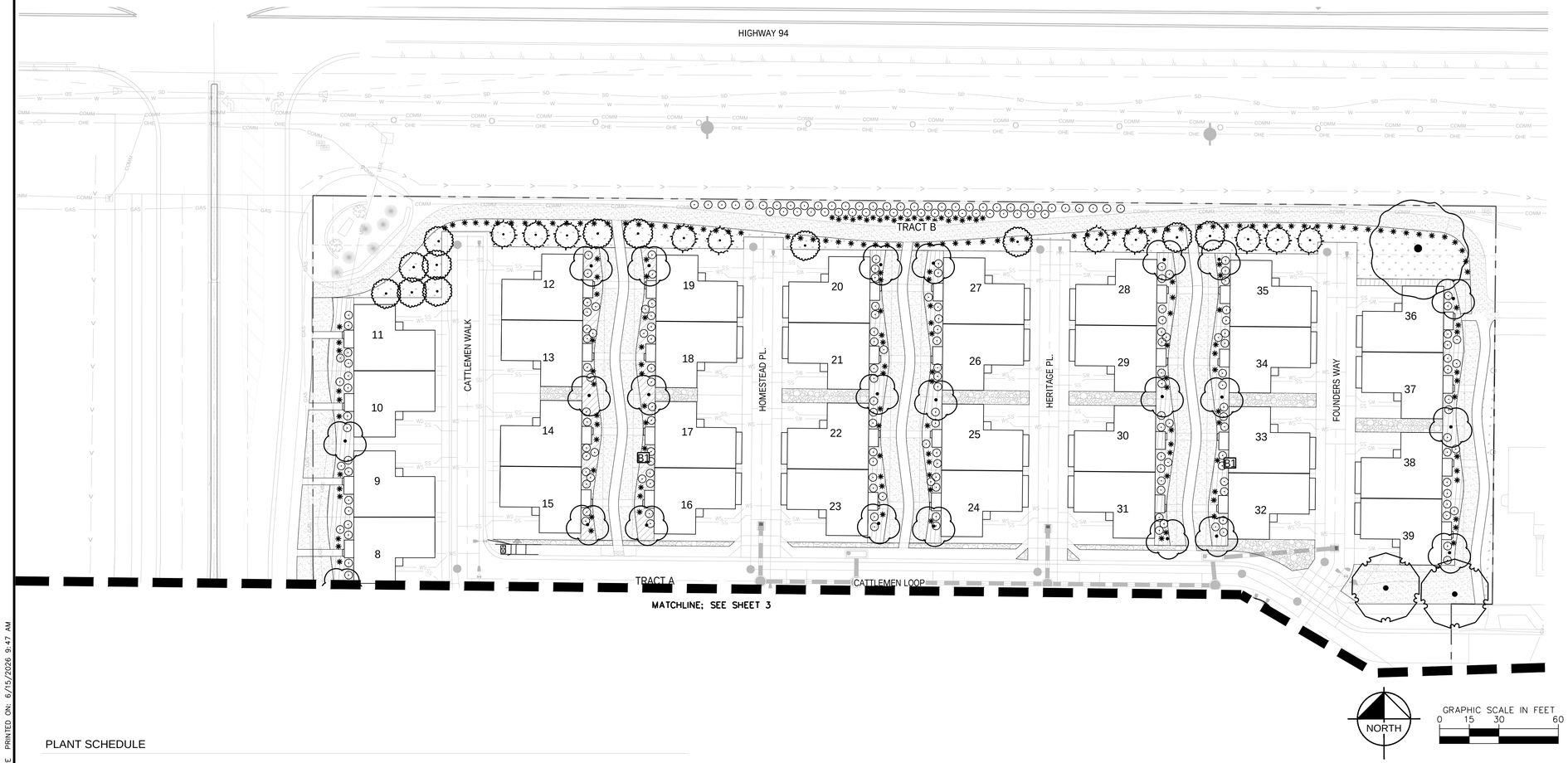

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT	CAL	HEIGHT	SPREAD	QTY
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HARDSCAPE							
	CONC	Stamped Concrete / Standard grey	CONCRETE				1,607 sf

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Designed: SM
Prepared: SM
Approved: KC

Job No.: 8787-0001
Scale Horiz: N/A
Scale Vert: N/A

Sheet: 2 of 7
Date: June 15, 2026

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Preliminary Landscape Plan

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

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MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

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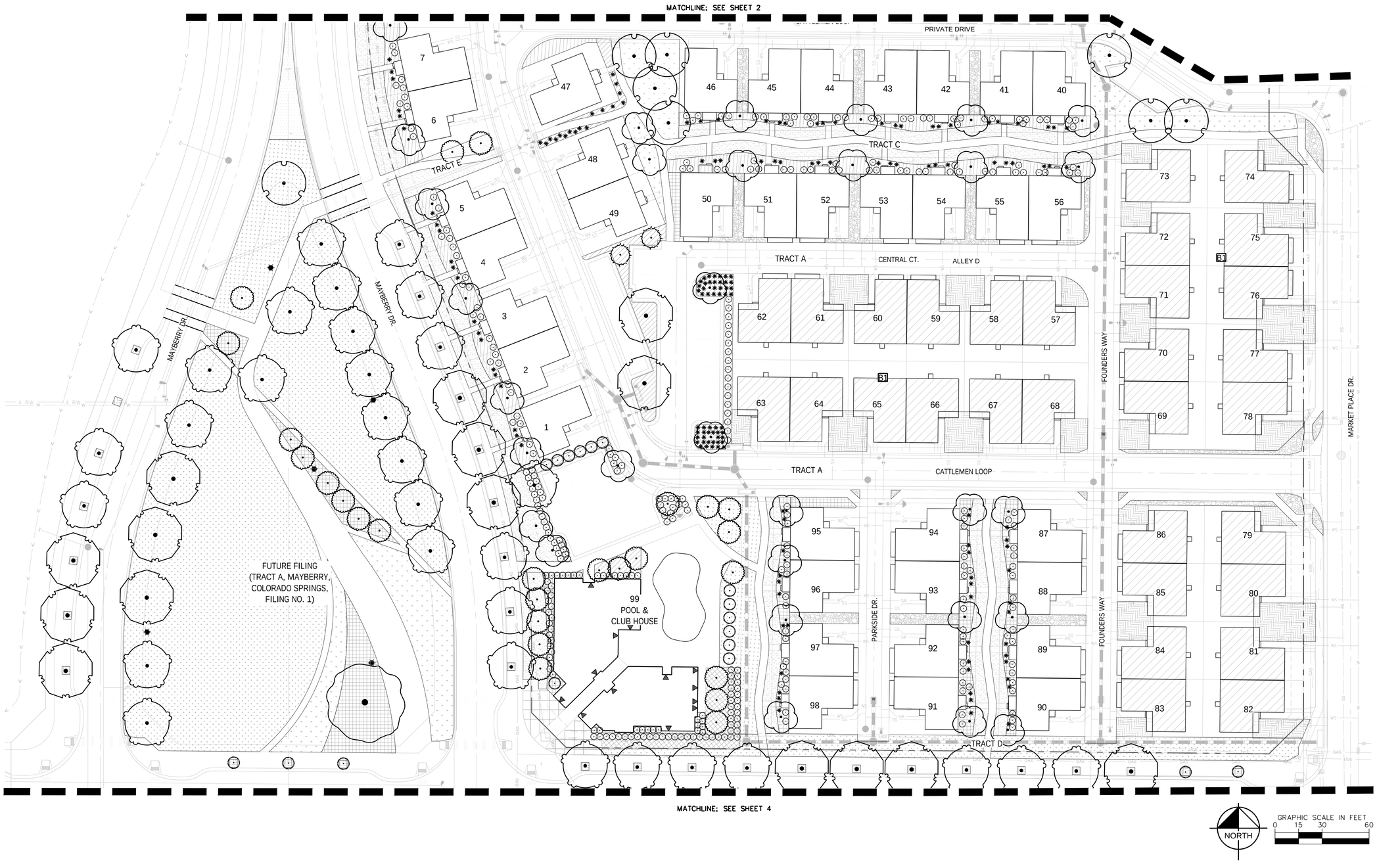

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Prepared:	SM	Scale Horiz: N/A	Date: June 15, 2026
Approved:	KC	Scale Vert: N/A	

Client:	Mayberry Communities, LLC	Proj. Name:	Mayberry Phase 2
Address:	22108 Cattlemen Run Calhan, CO 80808	Location:	El Paso County
Contact:	Scott Souders	Plan Set:	PUD Development Plan & Preliminary Plan
		Sheet Name:	Preliminary Landscape Plan

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MAYBERRY PHASE 2

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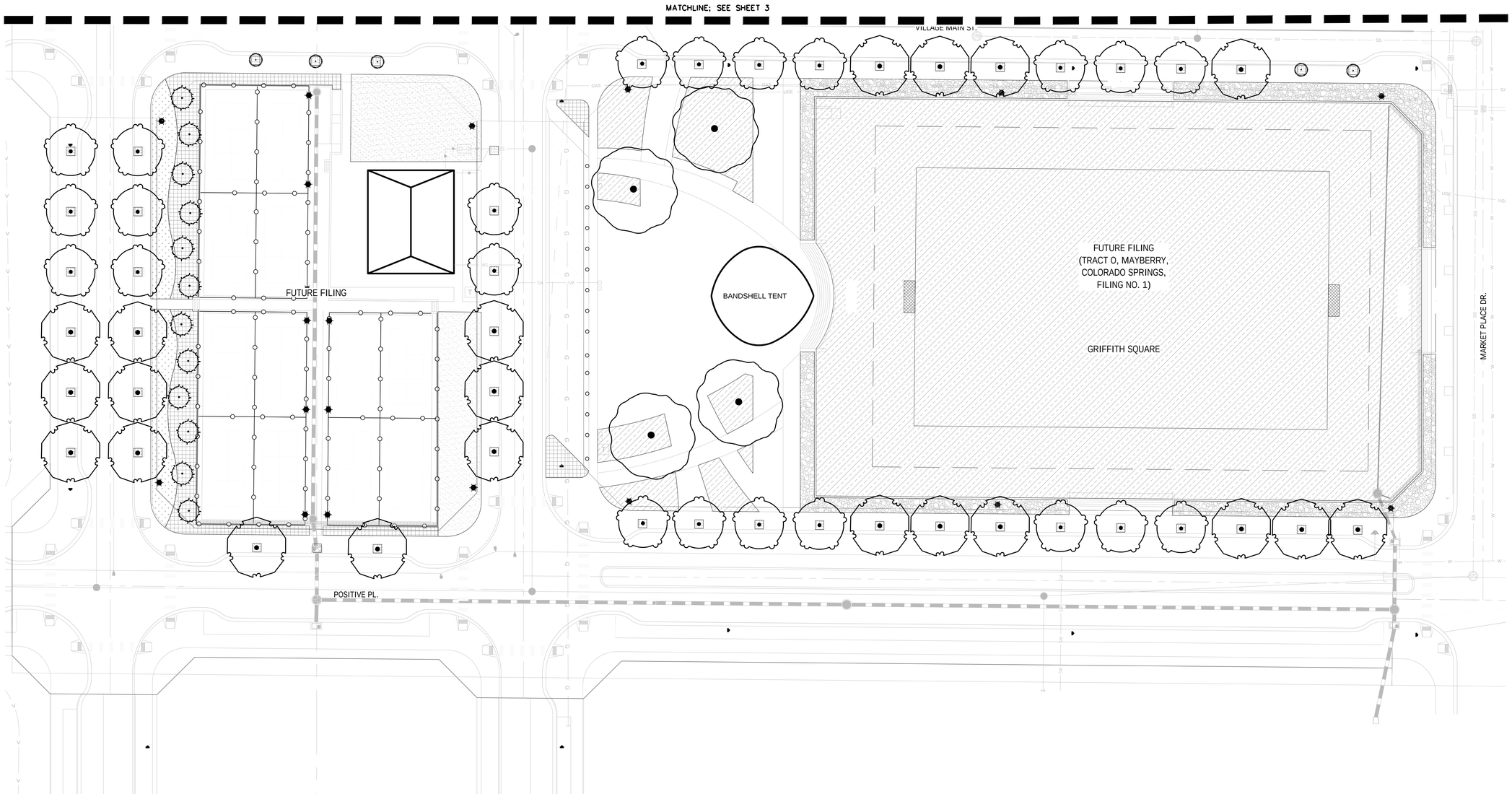

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Prepared: SM
Approved: KC

Job No.: 8787.0001
Scale Horiz: N/A
Scale Vert: N/A

Sheet: 4 of 7
Date: June 15, 2026

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Preliminary Landscape Plan

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run
Calhan, CO 80808
Contact: Scott Souders

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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 ¾ 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"X⅛" 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.

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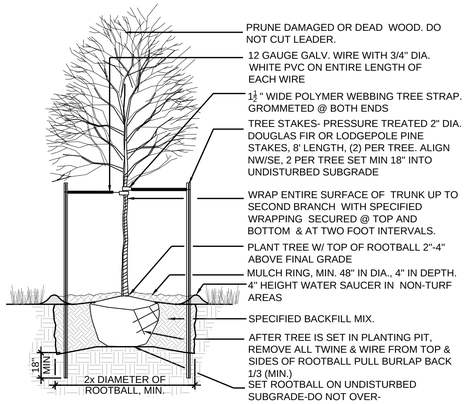
Revision Type:	No.	Rev. Date:	Designed:	Prepared:	Approved:

MAYBERRY PHASE 2

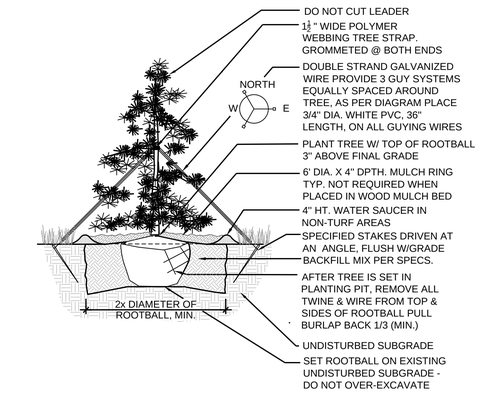
PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.



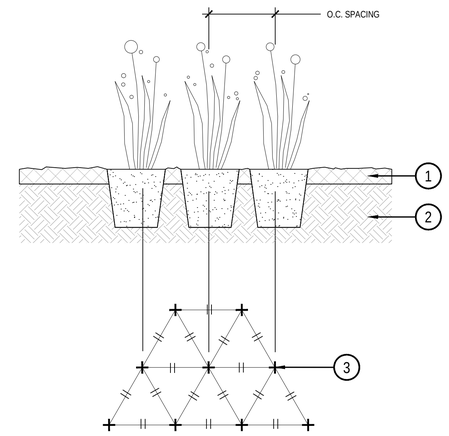
1 DECIDUOUS TREE PLANTING

NTS



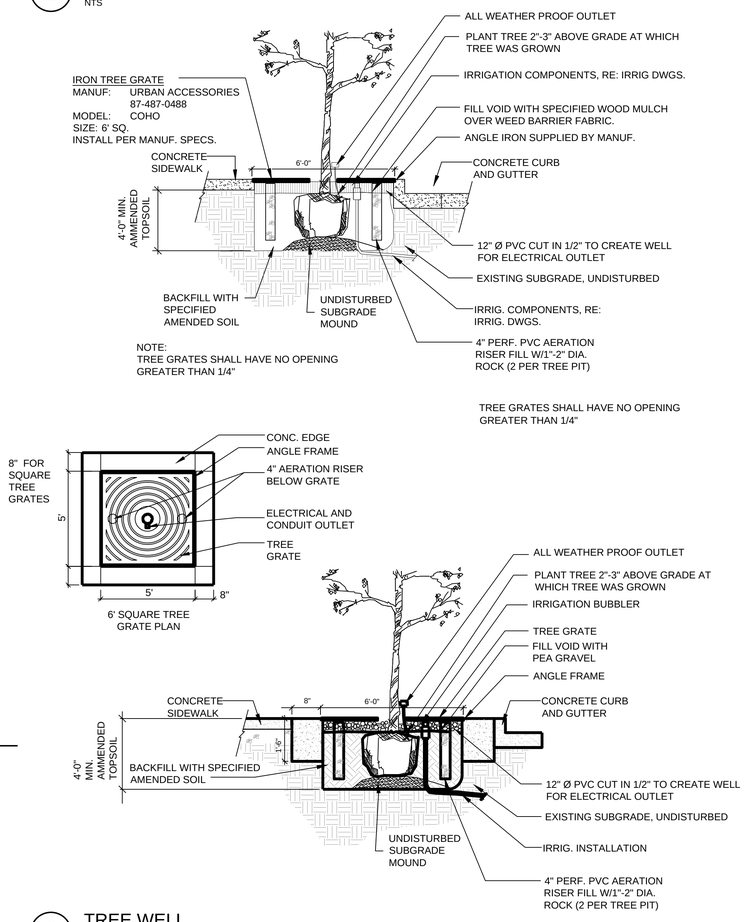
2 EVERGREEN TREE PLANTING

NTS



5 GRASS AND PERENNIAL PLANTING

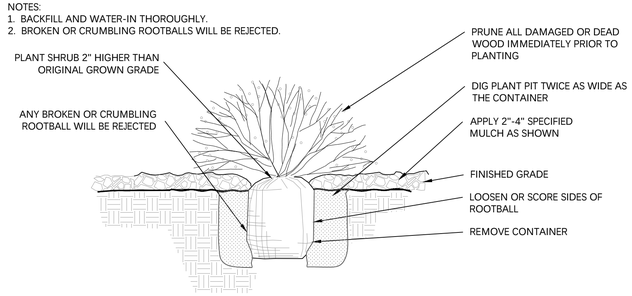
NTS



6 TREE WELL

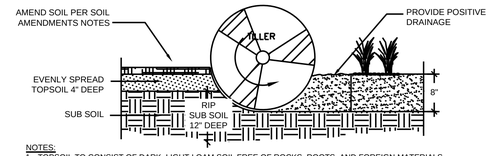
NTS

NOTES:
1. BACKFILL AND WATER-IN THOROUGHLY.
2. BROKEN OR CRUMBLING ROOTBALLS WILL BE REJECTED.



3 SHRUB PLANTING

NTS



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.

4 SOIL PREP

NTS

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Revision Type:	No.	Rev. Date:	Designed:	Prepared:	Approved:
	1		SM	SM	KC
	2				
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Job No.: 8787-0001 | Sheet: 6 of 7
Scale Horiz.: N/A | Date: June 15, 2026
Scale Vert.: N/A

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Landscape Details

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

811 Know what's below. Call before you dig.

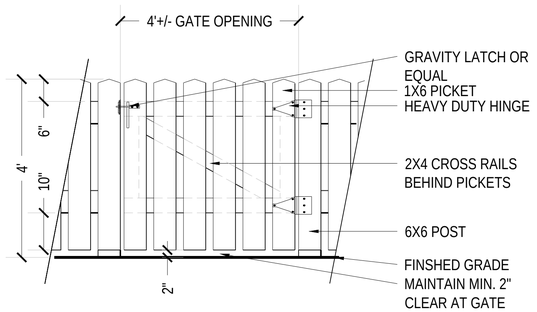
No. 6

I:\JOB FOLDERS\0000-0000 - MAYBERRY\PLA\06 LANDSCAPE PLAN\01 CAD\PUD_MAYBERRY_LANDSCAPE PRINTED ON: 6/15/2026 9:47 AM

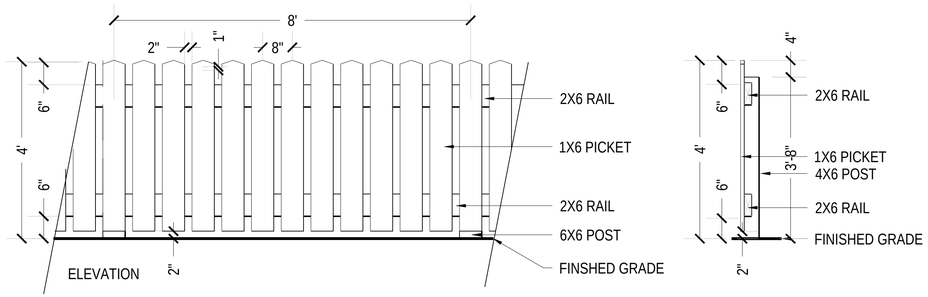
MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.

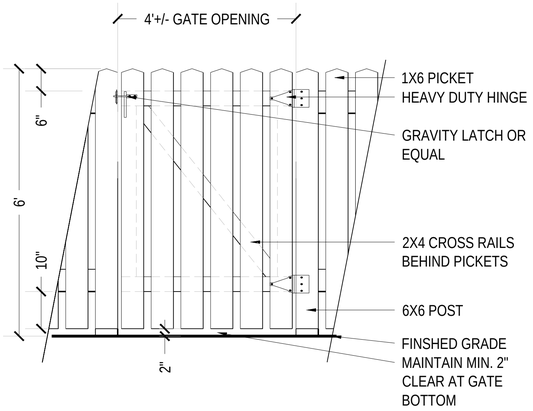


NOTES:
1. ALL WOOD TO BE ROUGH SAWN CEDAR.
2. ALL WOOD TO BE STAINED WITH AN OIL BASED, SEMI TRANSPARENT STAIN.
3. STAIN COLOR: NEW CEDAR BY CABOT OR APPROVED EQUAL.

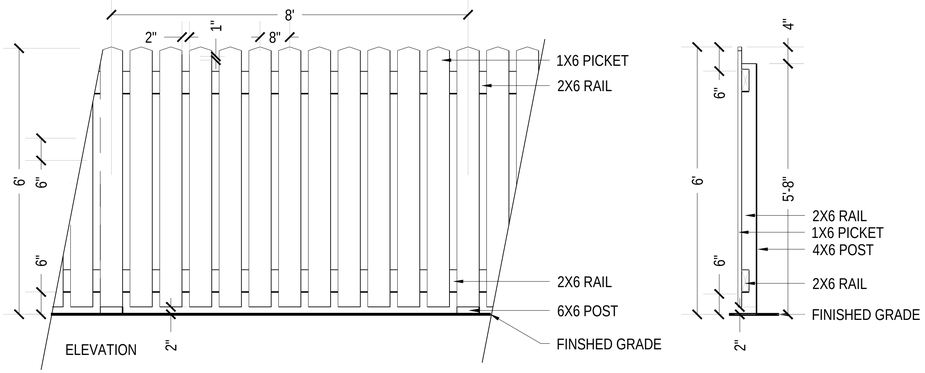


7 4' FENCE FOR FRONT LOADED LOTS

NTS



NOTES:
1. ALL WOOD TO BE ROUGH SAWN CEDAR.
2. ALL WOOD TO BE STAINED WITH AN OIL BASED, SEMI TRANSPARENT STAIN.
3. STAIN COLOR: NEW CEDAR BY CABOT OR APPROVED EQUAL.



8 6' FENCE FOR REAR LOADED LOTS

NTS

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 / 20	51 / 53	27 / 32
EVERGREEN TREES REQ. / PROV.	N/A	N/A	9 / 10
SHRUB SUBSTITUTES REQ. / PROV.	150 / 152	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

INTERNAL LANDSCAPING		
NET SITE AREA (LOT 1 + TRACTS A & B):	821,002 SF (18.85 AC)	CLUBHOUSE (23,366 SF)
PERCENT MINIMUM INTERNAL AREA:	N/A	5%
INTERNAL LANDSCAPE AREA REQ. / PROV.	N/A	1,168 / 6,347
TREE PER FEET REQ.	N/A	1 TREE / 500 SF
INTERNAL TREES REQ. / PROV.	N/A	47 / 33
SHRUB SUBSTITUTES REQ. / PROV.	N/A	140 / 142
ORN. GRASS SUBSTITUTES REQ. / PROV.	N/A	N/A
PLANT ABBREVIATION DENOTED ON PLAN:	IN	CH

LJA
1765 W. 121st Avenue
Suite 300
Westminster, CO 80234
303-421-4224 • www.lja.com

Revision Type:

No.	Rev. Date:
1	
2	
3	
4	
5	
6	

Job No.: 8787-0001
Scale Horiz: N/A
Scale Vert: N/A
Sheet: 7 of 7
Date: June 15, 2026
Designed: SM
Prepared: SM
Approved: KC

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Landscape Tables and Fence Details

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

811 Know what's below. Call before you dig.

No. 7

I:\JOB FOLDERS\0000-0000 - MAYBERRY\PLA\06 LANDSCAPE PLAN\01 CAD\PUD_MAYBERRY_LANDSCAPE PRINTED ON: 6/15/2026 9:47 AM

EL PASO COUNTY
COLORADO

COMMUNITY RESOURCES DEPARTMENT | ENVIRONMENTAL DIVISION

Noted - No Comments

Date: June 29, 2026

To: Ryan Howser, Planning and Community Development Department

From: Nancy Prieve, Community Resources Department, Environmental Division

Subject: Mayberry Phase 2 PUDSP – PUDSP251

The El Paso County Environmental Division has completed its review of the Mayberry Phase 2 PUDSP – PUDSP251. Our review consisted of the following items: wetlands, federally listed threatened or endangered species, general wildlife resources and noxious weeds.

We have reviewed the submittal and have no comments at this time.

The applicant is hereby on notice that the U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service have regulatory jurisdiction over wetland and threatened and endangered species issues, respectively. It is the applicant's responsibility, and not El Paso County's, to ensure compliance with all applicable county, state, and federal laws and regulations, including, but not limited to, the Clean Water Act, Endangered Species Act, Migratory Bird Treaty Act, Colorado Noxious Weed Act and El Paso County Weed Management Plan.

We appreciate the opportunity to comment on this project. If you have any questions or concerns, please contact me at (719) 520-7845.

COLORADO
Department of Public Health & Environment

Dedicated to protecting and improving the health and environment of the people of Colorado

Ryan Howser
Project Manager
El Paso County

During the Final Plat Phase, an Erosion Control Plan and SWMP report will be provided. The Site will follow applicable El Paso County Standards.

VIA EMAIL
RE: Mayberry Phase 2 PUDSP

Dear Ryan Howser,

The Colorado Department of Public Health and Environment's Air Pollution Control Division (APCD or Division) received a request for an air quality administrative review concerning the proposed Mayberry Phase 2 PUDSP project as described in your correspondence dated June 16, 2026. The Division has reviewed the project letter and respectfully offers the following comments. Please note that the following Air Quality Control Commission (AQCC) regulations may not be inclusive of the regulations the proposed project will be subject to. It is the responsibility of the involved parties to determine what regulations they are subject to and follow them accordingly.

Land Development
We also note that projects similar to this proposal often involve land development. Under Colorado air quality regulations, land development refers to all land clearing activities, including but not limited to land preparation such as excavating or grading, for residential, commercial or industrial development. Land development activities release fugitive dust, a pollutant regulation by the Division. Small land development activities are not subject to the same reporting and permitting requirements as large land activities. Specifically, land development activities that are less than 25 contiguous acres and less than 6 months in duration do not need to report air emissions to the Division. It is important to note that even if a permit is not required, fugitive dust control measures including the Land Development APEN Form APCD-223 must be followed at the site. Fugitive dust control techniques commonly included in the plan are included in the table below.

Control Options for Unpaved Roadways	
Watering	Use of chemical stabilizer
Paving	Controlling vehicle speed
Graveling	
Control Options for Mud and Dirt Carry-Out Onto Paved Surfaces	
Gravel entry ways	Washing vehicle wheels
Covering the load	Not overfilling trucks
Control Options for Disturbed Areas	
Watering	Application of a chemical stabilizer
Revegetation	Controlling vehicle speed
Compaction	Furrowing the soil
Wind Breaks	Minimizing the areas of disturbance
	Synthetic or Natural Cover for Slopes

Please refer to the website https://cdphe.colorado.gov/apens-and-air-permits for information on land use APENs and permit forms. Click on “Land Development” to access the land development specific APEN form. Please contact KC Houlden, Construction Permits Unit Supervisor, at 303-691-4092, kenneth.houlden@state.co.us if you have any specific questions about APENs and permit forms.

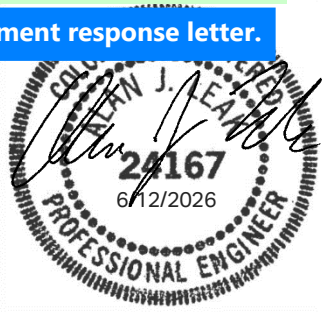
If you have any other questions or need additional information, please use the contact info listed above, or e-mail or call me directly. Thank you for contacting the Air Pollution Control Division about your project.

Sincerely,
Brendan Cicione
Air Quality and Transportation Planner
General SIP Unit
Air Pollution Control Division
Colorado Department of Public Health and Environment
303-691-7486 // brendan.cicione@state.co.us

This report was updated, but V1 comment was not addressed. Please refer to the V1 review and provide the updated CDPHE letter proving that the the district / company is operating in compliance with State regulations *dated at the time of preliminary plan submittal.*

Response: See comment response letter.

EXTERNAL MEMORANDUM



To: Scott Souders
Mayberry Communities

From: Alan J. Leak, P.E.

Date: June 12, 2026

Subject: Mayberry Phase 2 PUD – Wastewater Report

This wastewater review is for the proposed Mayberry Phase 2 PUD located within the Northwest Quarter of Section 14, Township 14 South, Range 63 West of the 6th Principal Meridian in El Paso County, Colorado, within the Upper Black Squirrel Creek Designated Ground Water Basin and within the jurisdiction of Upper Black Squirrel Creek Designated Groundwater Management District. This property will have its water and wastewater needs met by the Ellicott Utilities Company (EUC).

Mayberry is planning to connect to the central water and wastewater system that is owned and operated by EUC. Design of the interior wastewater system will comply with EUC's design requirements, and the developer has agreed to make these improvements and dedicate them to EUC. EUC has sufficient wastewater treatment capacity at the Ellicott Springs Wastewater Treatment Plant (WWTP - formerly known as the "Sunset Wastewater Treatment Plant") to accept wastewater flow from the proposed 92 duplex and 6 single lots (98 total residential units), and clubhouse development. In addition to the infrastructure improvements being dedicated to EUC, the builders will purchase sewer taps from EUC for each at the indicated rates.

Currently the treatment plant serves existing customers in the Sunset Village development, Ellicott Schools, and Mayberry Filings 1, 1A, 2, and 3. Sunset Village

720 SOUTH COLORADO BLVD.
SUITE 410 S
DENVER, CO 80246
303.757.3655

wastewater is conveyed from a lift station located at 23799 Jayhawk Avenue Colorado Springs, Colorado 80928. This lift station pumps sewage through a force main to the WWTP. The second lift station is located just outside the bus barn at Ellicott School District Property. This lift station pumps sewage to a gravity line which is then carried south to the WWTP. In January 2002, the WWTP completed an upgrade to a permitted capacity of 250,000 gallons per day (gpd), discharging to an unnamed tributary to Black Squirrel Creek (See Map in Appendix B).

CDPS Permit No. CO0047252 (see permit in Appendix A) for Ellicott Utilities Co., LLC's WWTP with a facility flow of 250,000 gallons per day was issued on July 31, 2014, and expired at midnight on August 31, 2019. The Water Quality Control Division (Division) received an application from Ellicott Utilities Co., LLC for an individual permit renewal on August 7, 2019. The Division notified Ellicott Utilities Co., LLC of its eligibility for administrative extension and the permit has been administratively extended through the current time frame and allows continued operation of the plant. The WWTP is a 3-cell aerated lagoon facility with chlorine disinfection. The WWTP has not discharged effluent to date based on the limited development and low flows from the service area. As of June 12, 2026, EUC's WWTF is in compliance with Federal and State Requirements and is currently operating in compliance with all the requirements of its permit. The estimate wastewater flow from the Mayberry Phase 2 PUD is based upon an average wastewater flow of 160 gpd/EQR, allowing for connection of up to 1,250 single- family equivalent (EQR) units to the upgraded WWTP (250,000 gpd capacity). Currently the WWTP has commitments to treat an estimated 89,792 gallons per day (approximately 35.9% of capacity).

The Ellicott Utilities Company wastewater service commitment status is summarized on the attached Table 1. The existing WWTP has sufficient capacity to accept the flows from the proposed 92 duplex units, 6 single units, and the clubhouse with a resultant wastewater flow of 16,080 gallons per day from these units. With these units and clubhouse, the WWTP has total commitments to treat an estimated 105,872 gallons per day (approximately 42.3% of capacity). Future upgrades to this facility will begin before reaching 80% of the capacity based on the guidelines set forth by CDPHE.

RESPEC

These lots will connect to the existing central sewer systems currently owned and operated by EUC. Wastewater system improvements will be designed and constructed in accordance with EUC Standard Specifications for provision of municipal water and domestic wastewater treatment, and these facilities will ultimately be dedicated to EUC.

Appendix A

Table 1
Ellicott Utilities Company

Review of Wastewater Commitments - EUC PUD 2

WWTP Capacity (gpd)	250,000

Total Capacity	EQR	Wastewater Flow (gallons/day)
Historic Commitments:		
Sunset Village Filings 1-5	184	29,440
Ellicott Schools (1,000 students)	105	16,800
Mayberry Filing 1, 1A, 2, and 3	263.1	42,096
Proposed Commitments:		
Filing 4 - 8 Industrial Lots	9.04	1,446
PUD 2 - 92 Duplexes, etc. Total	100.58	16,093
Commitments	661.72	105,875
Percent of WWTP Capacity Committed		42.4%

Historic Commitments based on previous submittals to El Paso County.
The wastewater calculations are based on 160 gallons per day per EQR.

COLORADO
Water Quality Control Division
Department of Public Health & Environment

Dedicated to protecting and improving the health and environment of the people of Colorado

Jason Hope, Mgr
Ellicott Utilities Co LLC
PO Box 231961
Encinitas, CA 92023

TO: **Ellicott Utilities Co LLC**

FROM: **WQCD Permits Section 303-692-3517**

DATE: **8/7/2019**

RE: WQCD CDPS Permit application for CO-Individual permit

The Water Quality Control Division received an application from Ellicott Utilities Co LLC CO-Individual permit renewal on 8/7/2019 The application requests discharge authorization for Ellicott Springs WWTF located at Drennan Rd Calhan Facility SIC 4911. The assigned permit number is CO0047252.

The application has been reviewed and is considered complete for the purposes of filing. The Division has not verified all of the information contained in your application and has relied upon your signed certification to determine that the information is true, accurate, and complete. No permit has been issued at this time. The Division has 180 days to issue the permit from the date received.

In the event that the Division does not issue a renewal permit in advance of the permit expiration date, the expired permit shall be administratively extended and continue in force to the effective date of the new permit. **This is official notice of your eligibility of administrative extension and the permit shall become administratively extended on the date following your permit expiration.** The permits duration may be extended only through administrative extensions and not through interim modifications.

The application will undergo a technical review once it is assigned to a permit writer. At that time the Division will contact you to inform you that permit renewal process has started and may request additional information in order to further evaluate the technical information included in your application and evaluate the discharge.

Based on the locational information provided in your application we have determined that your discharge would be to Segment: **COARMA04c**. This discharge designation is solely for permit tracking and work planning purposes. The Division may evaluate other waterbody segments, particularly downstream segment(s), as part of the permit development process.

If any of the information submitted in your application is no longer true, accurate, and complete please submit an application supplement using the form found on the Division's web site.

We have the following contacts on file, if any of this information changes from the date your application was submitted until we issue your permit, please send a revised application/change of contacts form

Permittee Contact the person authorized to sign and certify the permit application. This person receives all permit correspondences *[Including invoice; is contacted for any questions relating to the facility; and receives DMRs as appropriate]* and is the person responsible for ensuring compliance with the permit

Jason Hope, Mgr
Ellicott Utilities Co LLC
PO Box 231961
Encinitas, CA 92023
Phone number: 619-876-6990
Email: jason@foleydevelopment.net

Facility Contact *(contacted for general inquiries regarding the facility):*

Richard Cromwell, Operator 13627
Cromwell's Excavating Inc
18353 State Hwy 94
Colorado Springs, CO 80930
Phone number: 719-499-9993
Email: treistump@yahoo.com

Billing Contact *(receives the invoice pertaining to the permit certification):*

Jason Hope, Mgr
Ellicott Utilities Co LLC
PO Box 231961
Encinitas, CA 92023
Phone number: 619-876-6990
Email: jason@foleydevelopment.net

DMR Contact:

Richard Cromwell, Operator 13627
Cromwell's Excavating Inc
18353 State Hwy 94
Colorado Springs, CO 80930
Phone number: 719-499-9993
Email: treistump@yahoo.com

If you have any questions, feel free to contact the Permits Section and refer to the permit number CO0047252. We have detailed email and telephone contact information available on the Division website at the "Division Contacts". You may also contact us by calling the permits line at 303-692-3517.
jason@foleydevelopment.net
treistump@yahoo.com
jason@foleydevelopment.net
treistump@yahoo.com

Appendix B

COLORADO
Division of Water Resources
Department of Natural Resources
Colorado Ground Water Commission

July 9, 2026

This letter provides confirmation that Ellicott Utilities Company provides sufficient water to this Phase 2 PUD.

Ryan Howser, Project Manager
El Paso County Development Services Department
Transmitted via the EPC EDARP Portal: epcdevplanreview.com

Re: Mayberry PUD Phase 2
File #: PUDSP251
Part of the NW ¼ of Sec. 14, Twp. 14 South, Rng. 63 West, 6th P.M.
Upper Black Squirrel Creek Designated Basin
Water Division 2, Water District 10
CDWR Referral No. 31000

Dear Ryan Howser:

We have reviewed the referral for the planned unit development of Mayberry Phase 2 PUD, consisting of 92 duplex units, 6 single units, a community clubhouse, and 7.18 acres of irrigated area. This development is anticipated to be built upon 18.70 ± acres located on Tract K, Mayberry, Colorado Springs, Filing No. 1, with the proposed supply of water and wastewater disposal served by the Ellicott Utilities Company, LLC ("Company"). Comments for this parcel had previously been submitted to this office as Mayberry Filing No. 5 PUD, and was commented on by this office on October 23, 2023. This letter supersedes our previous letter.

Water Demand

According to the Water Supply Information Summary included in the submittal, the estimated total demand is 34.30 acre-feet/year, with 16.17 acre-feet/year for

household use within 98 units, 0.43 acre-feet/year for commercial use in the Clubhouse, concessions, and pool, and 17.70 acre-feet/year for irrigation.

Water Supply

The proposed water supply source is service provided by Ellicott Utilities Company, LLC (“Company").

According to the Water Resources Report prepared by RESPEC and dated June 14, 2026 (“Report”), the Company owns and controls water rights associated with Determination of Water Right Nos. 598-BD and 599-BD, an interest in the Tipton Well and the Benton Well. For purposes of this letter, only the water associated with Determination of Water Right no. 598-BD and the Tipton Well is considered available for serving the subdivision because Determination of Water Right no. 599-BD and the Benton well are not currently legally available for use within the proposed development. According to records in this office as well as the Report, the two available water supply sources total 135.67 acre-feet/year for 300 years.

Determination of Water Right No. 598-BD was issued November 8, 2004 and allows an average annual withdrawal of 161 acre-feet/year for 100 years from the Laramie-Fox Hills aquifer for domestic, irrigation, commercial, industrial, firefighting, and recreational use. The allowed place of use is the 551.26 acres generally described as the W ½ and the W ½ of the NE ¼ of Section 14 and the E ½ of Section 15, all in Township 14 South, Range 63 West of the 6th P.M. Mayberry Phase 2 PUD is within this allowed place of use.

According to the letter dated February 18, 2025, the Company is committed to providing 34.25 acre-feet/year to serve the proposed water uses for the Mayberry Phase 2 PUD development. According to the Report, the District has a present demand of 84.97 acre-feet/year based on its current commitment to serving existing Mayberry Filings. The anticipated demand due to its future commitments to serve Mayberry

Phase 2 PUD is 34.30 acre-feet/year. The 0.05 acre-foot/year difference between the commitment letter and the estimated demand appears to be rounding differences. Additionally, the Company's infrastructure is used to deliver 50 acre-feet per year of water controlled by the Cherokee Metropolitan District (“Cherokee") to the Viewpoint Estates/Antelope Park Ranchettes subdivisions using Cherokee’s CMD Wells 1-8 under a 1988 agreement between Cherokee Water and Sanitation District and R.W. Case, of which 45 acre-feet/year have been committed.

Therefore, the total demand from the Company and their infrastructure is 164.27 acre-feet/year, of which 119.27 acre-feet/year of demand comes from the Determination of Water Right no. 598-BD and the Tipton Well water supply, which includes the 34.30 acre-feet/year for this proposed subdivision.

A proposed source of water for this development (Determination no. 598-BD) is a bedrock aquifer allocation from the Denver Basin. The State Engineer's Office does not have evidence regarding the length of time for which the bedrock aquifer sources will be a physically and economically viable source of water. According to 37-90-107(7)(a), C. R. S., "Permits issued pursuant to this subsection (7) shall allow withdrawals on the basis of an aquifer life of 100 years." Based on this allocation approach, the annual amounts of water determined in Determination of Water Right No. 598-BD is equal to one percent of the total amount, as determined by rule 5.3.2.1 of the Designated Basin Rules, 2 CCR 410-1. Therefore, the water may be withdrawn in those annual amounts for a maximum of 100 years.

The *El Paso County Land Development Code*, Section 8.4.7(B)(7)(b) states:

> “(7) Finding of Sufficient Quantity
> b) Required Water Supply. The water supply shall be of sufficient quantity to meet the average annual demand of the proposed subdivision for a period of 300 years."

The State Engineer's Office does not have evidence regarding the length of time for which this source will "meet the average annual demand of the proposed subdivision." However, treating El Paso County's requirement as an allocation approach based on 300 years, the allowed average annual amount of withdrawal of 161 acre-feet/year from the Laramie-Fox Hills aquifer would be reduced to one third of that amount, or 53.67 acre-feet/year.

According to previous reports, the Company has an 82 acre-feet/year interest in the Tipton Well. The 82 acre-feet/year that the Company claims a right to is part of 225 acre-feet/year of fully consumable alluvial groundwater associated with the Tipton Well (permit nos. 16253-RFP-R and 27574-FP) adjudicated in Colorado Ground Water Commission Case No. 91GW01 for municipal, commercial and/or industrial use or export outside of the Upper Black Squirrel Creek Designated Ground Water Basin. The uncommitted annual water supply of 43.91 acre-feet/year is more than the estimated annual future commitment of the Company for this anticipated subdivision. When including the 34.30 acre-feet/year commitment that is the subject of this letter, the amount of uncommitted annual water supply remaining for the Company is estimated to be 16.4 acre-feet/year for a 300-year supply.

Stormwater Detention Structures

According to the submitted material, stormwater detention structure(s) may be developed on the site. The Applicant should be aware that unless the structure(s) can meet the requirements of a “storm water detention and infiltration facility” as defined in Designated Basin Rule 5.11, the structure may be subject to administration by this office. The Applicant should review Rule 5.11 to determine whether the structure meets the requirements of the Rule and ensure any notification requirement is met.

State Engineer’s Opinion

Based on the above, and pursuant to C.R.S. 30-28-136(1)(h)(I) and section 30-28-136(1)(h)(II), it is our opinion that the proposed water supply can be provided without causing material injury to decreed water rights, and is adequate, so long as the plan for augmentation is operated according to its decreed terms and conditions.

Our opinion that the water supply is adequate is based on our determination that the amount of water required annually to serve the subdivision is currently physically available, based on current estimated aquifer conditions.

Our opinion that the water supply can be **provided without causing injury** is based on our determination that the amount of water that is legally available on an annual basis, according to the statutory **allocation** approach, for the proposed uses on the subdivided land is greater than the annual amount of water required to supply existing water commitments and the demands of the proposed subdivision.

Our opinion is qualified by the following:

The Colorado Ground Water Commission has retained jurisdiction over the final amount of water available pursuant to the above-referenced Determination of Water Rights, pending actual geophysical data from the aquifer.

The amounts of water in the Denver Basin aquifer, and identified in this letter, are calculated based on estimated current aquifer conditions. The source of water is from a non-renewable aquifer, the allocations of which are based on a 100 year aquifer life. The county should be aware that the economic life of a water supply based on wells in a given Denver Basin aquifer may be less than the 300 years used for allocation due to anticipated water level declines. We recommend that the county determine whether it is appropriate to require development of renewable water resources for this subdivision to provide for a long-term water supply.

Please contact Katie Anderson at katharine.anderson@state.co.us with any questions.

Sincerely,

Ailis Thyne, P.E.

Water Resource Engineer

Please see LJA responses adjacent to comments.

Preliminary Drainage Report
for
Mayberry Phase 2
A Portion of Mayberry Filing No. 1A
El Paso County, Colorado

Prepared for:

Mayberry Communities, LLC
22108 Cattleman Run
Calhan, CO 80808
Contact: John Mick
Contact Email: johnmick@mayberrycoloradosprings.com

By:

1765 West 121st Avenue, Suite 300
Westminster, CO 80234
Contact: Alaina Kneebone Marler, PE
Contact Email: amarler@lja.com
PROJECT 8787-0001
PCD File No. PUDSP251

Date: June 15th, 2026

Mayberry Phase 2 Preliminary Drainage Report

Project No.:	8787-0001
Document Title:	Preliminary Drainage Report
Document No.:	1
Revision:	1
Date:	June 15th, 2026
Client name:	John Mick - Mayberry Communities, LLC
Client No:	8787
Project manager:	Alaina Kneebone Marler, PE
Author:	Rachael McMahon, PE
QAQC manager:	Xylina Warren-Laird, PE
File name:	Mayberry Phase 2 Preliminary Drainage Report

Limitation: This report has been prepared on behalf of, and for the exclusive use of LJA's Client, and is subject to, and issued in accordance with, the provisions of the contract between LJA and the Client. LJA accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any third party.

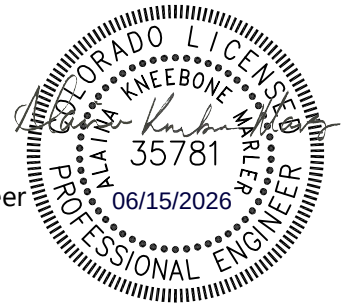
Document history and status

Revision	Date	Description	By	Review	Approved
1	06/15/2026	2nd Submittal	RNM	XWL	AKM

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.

Alaina Kneebone Marler, P.E.
Registered Professional Engineer
State of Colorado No. 35781



06/15/2026
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:

_____

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. Date
County Engineer/ECM Administrator

Conditions:

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1. General Location & Description

1.1 Location

The proposed Mayberry Phase 2 project (hereafter, the Site) is located within a portion of Mayberry Filing No. 1A (PCD File No. VR2113) located in the Northwest Quarter of Section 14 and Northeast Quarter of Section 15, Township 14 South, Range 63 West of the 6th Principal Meridian, 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 18.70 acres in size.

The Site is bounded to the north by State Highway 94 and to the east by Mayberry Filing No. 1 (EPC Project No. SF-18-025) (residential).

1.2 Description of Property

The total area of the property is 18.70 acres, with a majority of the site being disturbed as a part of this development. A portion of the site, known as Tract K, includes the construction of 98 lots (paired homes and single-family homes), a clubhouse, parking lots, drive aisles and associated utilities. The rest of the site consists of a park, pickleball courts, a soccer field, public roadways, and associated utilities.

The existing terrain of the Site has already been overlot graded and it generally slopes from the northwest to southeast at grades ranging from 1%-3%, except a small hill with 25% slopes. The existing Site ground coverage consists of native grasses, brush, and vegetation where the site has not already been cleared due to the overlot grading being done as part of the overall development. For the overlot graded area, a temporary sediment basin was installed on the southwest corner of the Village Main Street and Marketplace Drive intersection. The existing sediment basin grading can be seen in the existing topography within the proposed soccer field.

The Soil Survey of El Paso County Area, Colorado, prepared by the U.S. Department of Agriculture Soil Conservation Service, shows the site is underlain by Blakeland loamy sand, 1 to 9 percent slopes, and Truckton-Bresser complex, eroded – both included in Hydrologic Soil Group A. The NRCS Soils Survey Report for this site is included in Appendix A.

There are no major drainageways within the Site. No portion of the site is located within a 100-year floodplain as determined by the Flood Insurance Rate Map (FIRM) number 08041C0810G, Panel 810 of 1300, effective date, December 2018 (see appendix).

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

The current zoning is PUD.

Temporary Pond A1 has been revised to Interim Pond A1. This will help distinguish between the pond that will be built with Phase 2 vs the Master Development Drainage Plan (MDDP) pond that will be built in future phases that will replace this pond.
Both should be discussed to show conformance with county criteria and the MDDP.

2. Drainage Basins & Sub-Basins

2.1 Major Basin Description

There are two major basins located on site – Basin A and Basin C. The major basins for the Site are split according to the Mayberry Communities Master Development Drainage Plan (MDDP), prepared by R&R Engineers-Surveyors, Inc., and approved March 26, 2025.

Please refer to the pond as Pond A1, labeling it as temporary may confuse people as it is not a temp sediment basin but a complete FSD pond. Typical comment for all documents.

Basin A consists of six (6) basins and has a total area of 4.66 acres. Runoff from Basin A will drain to Pond A in the ultimate condition but will be routed to a temporary pond (Temporary Pond A1) in the interim condition located at Design Point 1A. Pond A will be constructed when development occurs adjacent to where Pond A is shown on the MDDP at Design Point 1. The MDDP was submitted with the Mayberry Sketch Plan (EPC Project No. SKP236). Providing a temporary pond that is closer to the site will reduce offsite disturbance until later phases are developed.

Please clarify that pond A1 will be providing treatment in final condition for phase 2.

Basin C consists of eighteen (18) basins and has a total of 14.62 acres. S**Text has been added to report.**
that were built with Mayberry Filing No. 1, such as a portion of Village Main Street and Mayberry Drive. Runoff from Basin C will drain to Pond C1 (referred to as Pond C in MDDP located at Design Point 3).

Existing available drainage studies that impact the site are:

- "Final Drainage Report for Mayberry, Colorado Springs – Filing No. 1A Replat" (PCD File No. VR2113) 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 March 2025, approved by El Paso County on March 26, 2025.
- "Preliminary & Final Drainage Report for Mayberry, Colorado Springs – Filing No. 1" (EPC Project No. SF-18-025) 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 No. 08041C0810G (December 2018).

2.2 Sub-basin Description

A majority of the Site was analyzed in the Mayberry Filing No. 1A Developed Drainage Plan (PCD File No. VR2113) 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.

In the existing condition, Basins C1.1, C1.2, and C1.7B from Filing No. 1 (EPC Project No. SF-18-025) are 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 a majority of Basin C1.7B and the additional area of proposed Basin A will be conveyed to Pond A, as identified by the Master Development Drainage Plan submitted with the Mayberry Sketch Plan (EPC Project No. SKP236).

A Basins

As previously mentioned, there are six (6) A basins, Basin A2 – A7 that include roadways, pickleball courts, a soccer field, and an exterior portion of an amphitheater. The roadway basins overland flow to the curb and gutter before being captured by Type R street inlets. The pickleball courts overland flow southerly and soccer field overland flow easterly to low points on one side of the field/courts where it's captured by trench drains. Once runoff is captured, flow is routed through storm sewer to Temporary Pond A1. In the ultimate build out condition, runoff from Basin A will be routed to Pond A. The ultimate Pond A will be constructed when development occurs adjacent to where Pond A is shown on the MDDP at Design Point 1. A temporary pond located closer to the site will improve access and limit offsite disturbance during initial phases, while preserving flexibility for future design changes around Pond A.

C Basins

There are eighteen (18) C basins, Basin C1.2 – C17 that include roadways, parks, residential paired homes, alleys, and a portion of an amphitheater. Runoff for these basins will overland flow to nearby streets where they are conveyed by curb and gutter to Type R or Type 13 inlets located in streets and alleys. Once runoff is captured, it will be routed to the existing Mayberry Filing 1A storm system where it is routed to Pond C1.

Runoff will be discharged from Pond C1 and Temporary Pond A1 to the southeast, ultimately tributary to the West Fork of Black Squirrel Creek. This is consistent with historic drainage patterns. Detention pond release rates will be restricted to at least 90% of the historic discharge rate.

Offsite Basins

There are two (2) offsite basins, OS1-OS2, located on the western and northern side of the site.

OS1 is located to the north of Tract K and runoff from this basin will be conveyed east by a proposed swale which ties into an existing Filing No. 1 swale. From here, the flow is captured by a 30-in FES and conveyed by storm sewer south down Atchison Way and outfall into a channel adjacent to Pond C1. This offsite runoff bypasses Mayberry detention ponds.

OS2 runs along the western site boundary. Runoff from this basin overland flows east toward the site before being intercepted by a proposed swale that will divert runoff south around the site. The swale will outfall near the southwest corner of the site. Outfall protection will be analyzed in final design. This offsite runoff bypasses Mayberry detention ponds.

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" (PCD File No. VR2113) prepared by JPS Engineering, dated November 19, 2021, revised April 8, 2022.
- "Mayberry Communities Master Development Drainage Plan for Mayberry, Colorado Springs" (EPC Project No. SKP236) dated July 2023, revised December 2024.

3.2 Four-Step Process

3.2.1 Runoff Reduction

The Mayberry Phase 2 development is proposing a grass soccer field and a large park space with grass open space and gravel walking paths. Beyond these green spaces, there are limited opportunities to provide runoff reduction to impervious areas. The MDDP has several channels planned which would provide runoff reduction for the overall Mayberry Communities development.

3.2.2 Stabilization of Drainageways

The Mayberry Phase 2 does not propose any channels or drainageway. The MDDP includes several channels and stabilization for those channels will be provided during site design for those phases. There are two swales proposed with the Phase 2 development – one temporary and one permanent. Stabilization for both of these swales will be considered in final design. Types of stabilization may include erosion control blankets, riprap, and or vegetation.

3.2.3 Proposed WQCV

The entire site area will drain to on site full spectrum detention ponds – Pond C1 and Temporary Pond A1. Both ponds provided WQCV that MHFD requires which will treated site runoff before being released offsite.

3.2.4 BMP for Commercial and Industrial Pollutants

This site does not include any commercial and industrial areas therefore, this section does not apply.

3.3 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 (tc) 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 Temporary Detention Pond A1. Both full spectrum detention ponds were designed using MHFD Detention spreadsheet. (Pond C1 version 4.06, Temporary Pond A1 version 4.08). Ponds will be restricted to discharge a maximum of 90% of the historic flow rates.

4. Drainage Facility Design

4.1 General Concept

Consistent with generally accepted practices in eastern El Paso County, the general concept for stormwater management from development of Mayberry Phase 2 proposes to construct a storm sewer system which will outfall into existing detention pond, Pond C1 and proposed temporary detention pond, Pond A1.

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. This will be analyzed during final design in CDs.

4.2 Specific Details

4.2.1 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. The Mayberry Phase 2 basins have been overlayed onto this existing drainage plan as well.

Basin C1.1 is a total of 9.38 acres and is ultimately captured by the existing inlet at design point C1.1 along Cattlemen Run and is conveyed to Pond C1. Tract K (of the proposed Basin C) contains 1.98 acres of basin C1.1. The 1.98 acres of Tract K will now be captured by proposed inlets and routed through DP C1.2C before outfalling into Pond C1. Runoff from this area was designed to be routed through DP C1.1 in Filing No. 1. Storm pipe capacities will be confirmed during final design.

Basin C1.2 is a total of 7.97 acres and encompasses the remaining area of Tract K, the existing Mayberry Drive, and portion of Village Main Street. In the existing condition, runoff goes to DP C1.2C and is conveyed to Pond C1. In the proposed condition, the storm sewer system will be extended from DP C1.2C into the residential neighborhood proposed in Tract K. The existing Basin C1.2 will still be conveyed to Pond C1 in the proposed condition.

Basin C1.7B is a total of 4.34 acres and encompasses the proposed soccer field within proposed Basin A and C. Basin C1.7B is ultimately captured by the existing inlet at design point C1.7B and conveyed to Pond C1 in the existing condition. In the proposed condition, a portion of Basin C1.7B will be conveyed to Temporary Pond A1 while the other portion will be conveyed to Pond C1.

The 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 Appendix B for the approved Drainage Report supporting calculations.

4.2.2 Proposed On-Site Basins

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

Basin A (4.66 ac) consists of Positive Place, Mayberry Drive, and Griffith Square. Land use type is a mix of streets, recreational fields and courts, 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 flared end section at design point 1A that outfalls to Temporary Pond A1. 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. Basin A has been split into six (6) smaller basins for each design point. See Table 1 below for basin summary and flowrates.

In the ultimate build out condition, runoff from Basin A will be routed to Pond A. The ultimate Pond A will be constructed when development occurs adjacent to where Pond A is shown on the MDDP at Design Point 1. A temporary pond located closer to the site will improve access and limit offsite disturbance during initial phases, while preserving flexibility for future design changes around Pond A.

Basin C (14.62 ac) consists of Village Main Street, South and North Mayberry Drive, the Entry Park, and Tract K. Land use type is a mix of streets, dense single-family homes, parks, landscape and hardscape. Surface runoff (sheet flow) will be captured by proposed curb and gutter and various storm inlets and will be conveyed to existing Type R inlets. Should any inlets become clogged or otherwise nonfunctional, stormwater will overtop into existing Basin C1.3. from Filing No. 1. Basin C has been split into eighteen (18) smaller basins for each design point. See Table 1 below for basin summary and flowrates.

Storm infrastructure that drains Mayberry Phase 2 Basin C, was built with Mayberry Filing 1A. Table 2 below compares the initial flowrates that were assumed for Basin C in Filing 1A to what is proposed in Phase 2 for Basin C. The flowrates proposed in Phase 2 are lower than what was assumed in Filing 1A which suggests that the existing storm infrastructure was sized adequately for the Phase 2 development. Storm infrastructure design will be analyzed in final design to confirm.

Table 1. Runoff Summary

Summary Runoff Table					
Design Point	Tributary Basins	Tributary Area	Composite Imperv. %	Runoff (CFS)	
				5-Year	100-Year
2A	A2	0.57	85%	2.27	4.29
3A	A3	0.56	85%	2.24	4.23
4A	A4	2.07	9%	1.28	6.27
5A	A5	0.27	80%	1.03	1.98
6A	A6	0.31	80%	1.18	2.26
7A	A7	0.87	82%	3.38	6.44
1A	**Basin A**	**4.66**	**50%**	**6.79**	**15.49**
C1.2C	C1.2	4.20	64%	9.63	20.32
C1.7B	C1.7B	2.02	73%	6.07	12.03
2C	C2	0.43	63%	1.03	2.27
3C	C3	0.78	69%	2.25	4.66
4C	C4	0.35	77%	1.20	2.36
5C	C5	0.45	74%	1.41	2.82
6C	C6	0.26	75%	0.84	1.67
7C	C7	0.50	64%	1.31	2.81
8C	C8	1.17	68%	3.11	6.59
9C	C9	0.70	61%	1.80	3.93
10C	C10	0.22	69%	0.71	1.44
11C	C11	0.55	57%	1.26	2.87
12C	C12	0.42	61%	1.07	2.34
13C	C13	0.55	57%	1.26	2.87
14C	C14	0.62	60%	1.51	3.35
15C	C15	0.40	90%	1.70	3.14
16C	C16	0.93	80%	3.52	6.76
17C	C17	0.05	97%	0.23	0.42
C1.2C	**Basin C**	**14.62**	**67%**	**23.23**	**48.12**
1OS	OS1	0.60	7%	0.32	1.75
2OS	OS2	12.71	7%	2.06	11.21

Table 2. Filing 1A & Phase 2 Flowrate Comparison for Basin C

Filing 1A & Phase 2 Flowrate Comparison for Basin C				
Filing/Phase	Basins	Area	Q5	Q100
Filing 1A	C1.2 & C1.7B	12.31	25.10	53.20
Phase 2	Basin C	14.62	23.23	48.12
The Phase 2 proposed flows for the tributary area to Pond C is less than what was assumed in Mayber				

Provide explanation for how flows went down when contributing area increased.

Please see discussion added to report. Basins have changed a bit since last submittal. These updates are due to design changes as we work through Tract K final design and providing storm infrastructure for future phases.

With these changes, Basin C is now less than what was assumed in Filing 1A. A more detailed discussion of the runoff changes has been provided in the report after Table 2.

4.2.3 Full Spectrum Detention Pond

Existing Pond C1 was designed as a full spectrum detention pond that provides WQCV, EURV, and 100-year + ½ WQCV detention volume. With the Mayberry Phase 2 development, about 0.8 acres of area is being proposed to go to Temporary Pond A1 that was initially intended for existing Pond C1 but the approved Filing 1A Pond C1 impervious value is 51.7% and the Phase 2 proposed value is 54.1%. To check if the impervious increase will cause any adverse effects within the development or downstream, existing Pond C1 has been reanalyzed to see if the existing design volume is adequate. This analysis is provided in Appendix B. The new required Pond C1 volume is 4.78 ac-ft and the volume provided below the spillway is approximately 5.03 ac-ft which suggests that existing Pond C1 has capacity for the additional tributary area. The approved Filing 1A Pond C1 detention sheet does not include the additional ½ WQCV with the 100-year volume. To be conservative and to be consistent with the MDDP, the Phase 2 analysis of Pond C1 includes the additional 1/2 WQCV with the 100-year detention volume. Additional pond analysis will be provided during final design in CDs. See Table 3 below. Pond C1 tributary areas have been marked on the Filing 1A and MDDP excerpt in Appendix C.

Just for reference: Pond C1 has not been preliminarily accepted by EPC which means there are outstanding punch-list items that document that pond components have not been constructed per plans, and the pond is not functioning as designed.

Typically we will require the pond to be accepted before allowing additional filings that require treatment from the pond to begin paving. Anticipate that there will be a condition of approval on phase 2 final plats that require this.

To prevent a delay during construction I recommend coordinating with our team ahead of time to address this. Since our last inspection was in 2024 we would want to re-walk the site and provide an updated punch-list. Please reach out with any questions.

Mayberry Communities will engage the Engineer of Record for Pond C1 to complete the remaining punch list items and provide the final pond certification.

Table 3. Pond C1 Watershed Summary

Pond C1 Watershed Summary				
Filing/Phase	Basin	Area	Imp%	Notes
Phase 2	C1.2	4.20	64%	Modified for Phase 2 development
Phase 2	C1.7B	2.02	73%	Modified for Phase 2 development
Phase 2	C2	0.43	63%	
Phase 2	C3	0.78	69%	
Phase 2	C4	0.35	77%	
Phase 2	C5	0.45	74%	
Phase 2	C6	0.26	75%	
Phase 2	C7	0.50	64%	
Phase 2	C8	1.17	68%	
Phase 2	C9	0.70	61%	
Phase 2	C10	0.22	69%	
Phase 2	C11	0.55	57%	
Phase 2	C12	0.42	61%	
Phase 2	C13	0.55	57%	
Phase 2	C14	0.62	60%	
Phase 2	C15	0.40	90%	
Phase 2	C16	0.93	80%	
Phase 2	C17	0.05	97%	
Filing No. 1	C1.3	3.02	52.5%	
Filing No. 1	C1.4	3.23	52.5%	
Filing No. 1	C1.5	3.18	52.5%	
Filing No. 1	C1.6	3.01	52.5%	
Filing No. 1	C1.7A	0.58	52.5%	
Filing No. 1	C1.8	3.89	52.5%	
Filing No. 1	C1.9	4.39	52.5%	
Filing No. 1	C1.1	6.93	26.0%	Modified based on Phase 2 Basins
Filing No. 1	C1.10	1.20	84.5%	Modified based on Phase 2 Basins
	Total for Pond C1:	44.04	54.1%	
	Approved Filing 1A Pond C1:	44.81	51.7%	
Revised Req. 100YR Volume (acft)=		**4.78**		
Ex. Provided Volume (acft)*=		**5.03**		

*Available volume is measured up to spilllway invert. Volume above spillway is reserved for emergency overflow and freeboard.

Temporary Pond A1 is designed as a full spectrum detention pond and will provide WQCV, EURV, and 100-year + ½ WQCV detention volume for the Phase 2 A basins. Temporary Pond A1 is only designed for the Phase 2 A basins. See Table 4 below for Pond A1 watershed summary. When future developments within the MDDP Basin A occur, revisions or additional analysis for the temporary pond will need to be completed or additional ponds will be required. See the MDDP excerpt in Appendix C and the pond calculations in Appendix B.

Table 4. Temporary Pond A1 Watershed Summary

Temporary Pond A1 Watershed Summary			
Filing/Phase	Basin	Area	Imp%
Phase 2	A2	0.57	85%
Phase 2	A3	0.56	85%
Phase 2	A4	2.07	9%
Phase 2	A5	0.27	80%
Phase 2	A6	0.31	80%
Phase 2	A7	0.87	82%
	Total for Pond A1	4.66	50%
Required 100YR Volume (acft) =		**0.47**	
Provided Volume (acft) =		**1.07**	

El Paso County drainage criteria refers to the City of Colorado Spring drainage criteria manual and according to Colorado Spring Drainage Criteria Manual Volume 1 (DCM V1), Full Spectrum Detention (FSD) facilities do not need to provide an additional ½ WQCV to the 100-year storage volume because the ½ WQCV is included in the EURV volume provided. This is stated in CO Springs DCM V1 Chapter 13 Section 4.1 (Page 255 of the CO Springs DCM V1). Pond C1, Temporary Pond A1 and all ponds approved in the MDDP were designed as FSD facilities and they also include the additional ½ WQCV added to the flood storage volume. This additional ½ WQCV has not been removed from any of the Mayberry ponds at this time, but it is noted that additional storage volume is being provided that does not seem to be required by code.

4.2.4 Maintenance Access

Maintenance access for storm infrastructure and detention ponds will be provided by public and private streets. If there are areas that need additional access, such as access to pond bottoms, gravel maintenance paths will be provided. Additional details for maintenance access will be provided during final design in the CDs. Ownership and maintenance of all drainage facilities and improvements shall be provided by Mayberry Metropolitan District.

4.2.5 Downstream conveyance

For the Mayberry Phase 2 development, site runoff will be captured and conveyed to full spectrum detention ponds. The release rate of each detention pond is restricted to 90% of the historic predeveloped release rate. The historic predeveloped release rate is calculated in the MHFD Detention spreadsheet on the outlet structure tab. The release rates for Pond C1 and Temporary Pond A1 will be restricted to 90% of the historic rate which will provide that the downstream conveyance will have capacity to convey the post development flowrates. Both ponds will outfall to the south to follow historic drainage patterns. Further analysis will be completed during final design.

What is the historic drainage patterns? Is flow being released into channel or swale? surface flow? etc. Identify what the drainage pattern is.

5. Conclusion

The proposed Mayberry Phase ...k, pickleball courts, a soccer field, an amph... storm sewer systems. Runoff from the propos...nds that will provide WQCV, EURV, and det...e rates are

See the historic drainage plan that has been added to the appendix. Both Inteirm Pond A1 and Pond C1 outfall into their own swale/channel. Interim Pond A1 outfall swale will be routed to a level spreader to dissipate energy and to sheet flow runoff into the existing open space. Pond C1 outfall is existing and it includes a swale/channel that outfalls into a plunge pool. Drainage patterns for both ponds drain to the southeast into open space.

restricted to 90% of the historic flow rates with the intent that the 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 revisions will continue to adhere to the Master Development Drainage Plan.

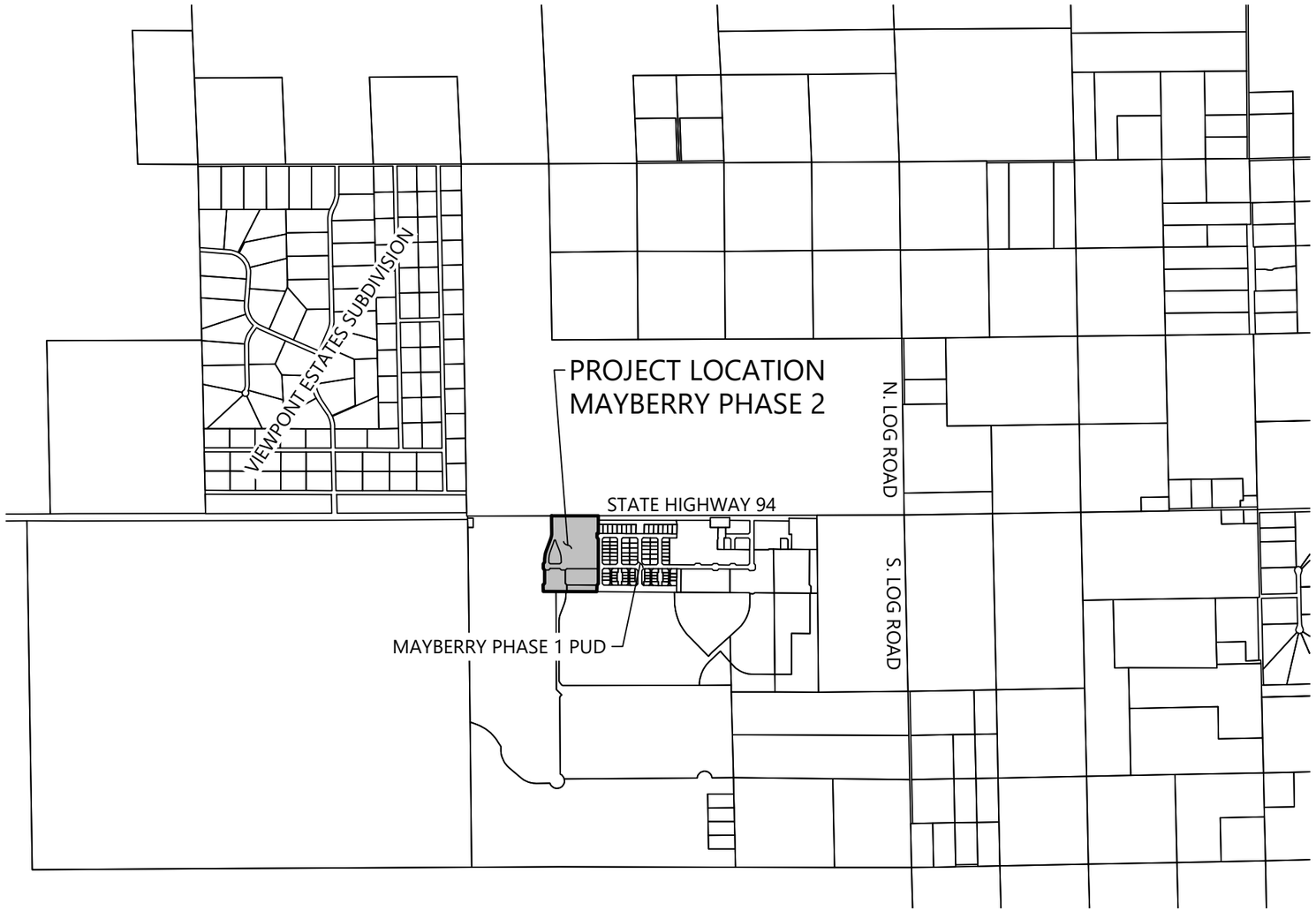
This drainage analysis has been prepared in accordance with the current El Paso County Drainage Criteria Manual and the Urban Storm Drainage Criteria Manual. Supporting information is included in the Appendix.

Indicate who be be maintaining various storm infrastructure.

Maintenance responsibilities are discussed in Section 4.2.4. Please see revised report text.

Appendix A. Vicinity Map, Soils, FEMA

A1 Vicinity Map



2000 0 1000 2000

SCALE
1 inch = 2000 ft.

1765 W. 121st Avenue
Suite 300
Westminster, CO 80234
303-421-4224 • www.lja.com

Proj. Name: Mayberry Phase 2
Location: El Paso County, Colorado
Plan Set: --
Sheet Name: Vicinity Map

Date: 06/12/2026
Job No.: 8787-0001

Scale H: 1" = 2000'
Scale V: N/A

Prepared: RNM
Approved: AKM

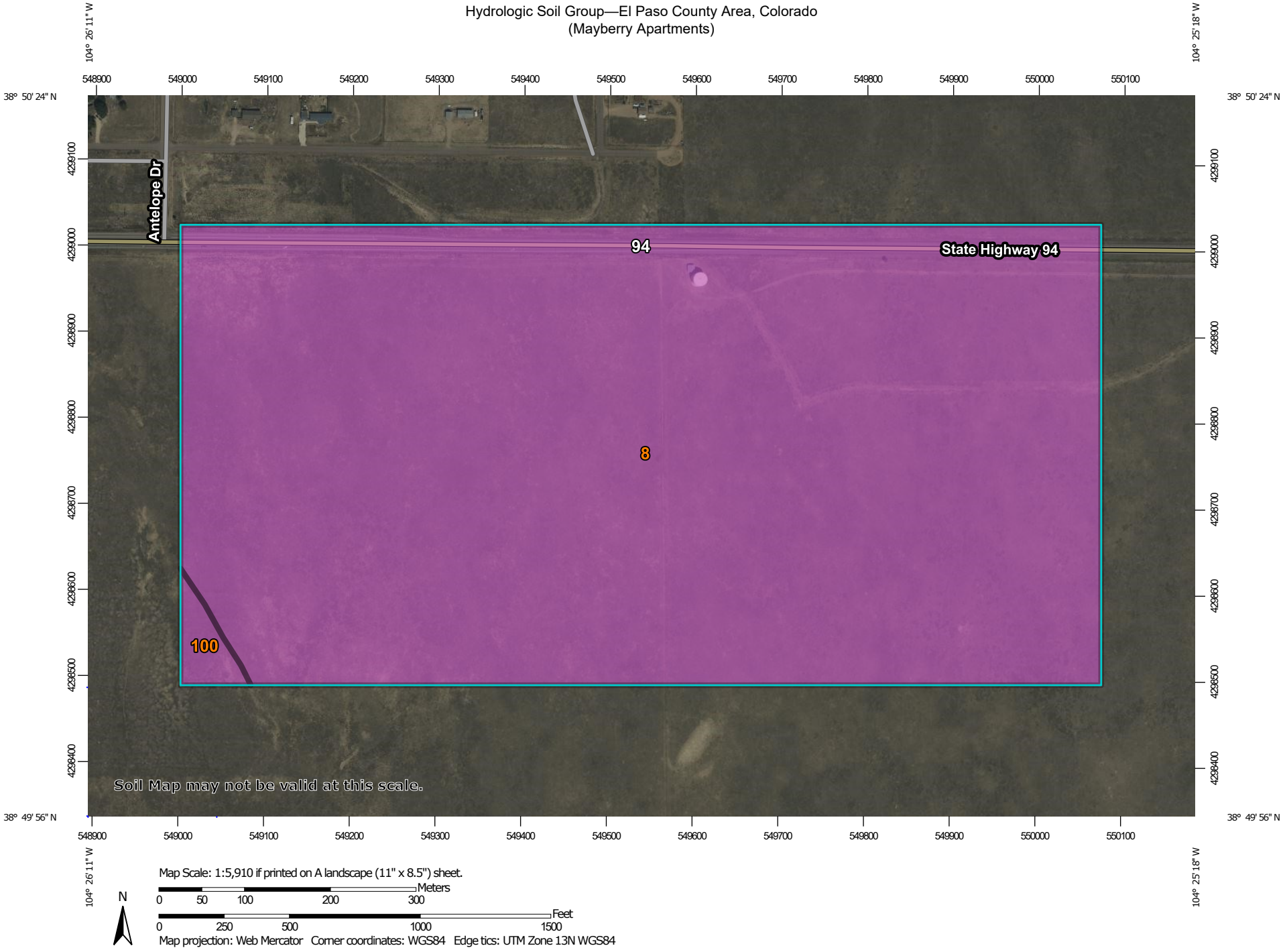
Know what's below.
Call before you dig.

No. EX1

I:\JOB FOLDERS\0000-0000 - MAYBERRY\ENGINEERING\04 DRAWINGS\PRELIMINARY PLANS\DRAINAGE\VICINITY MAP PRINTED ON: 6/12/2026 12:09 PM

A2 Soils Map

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.

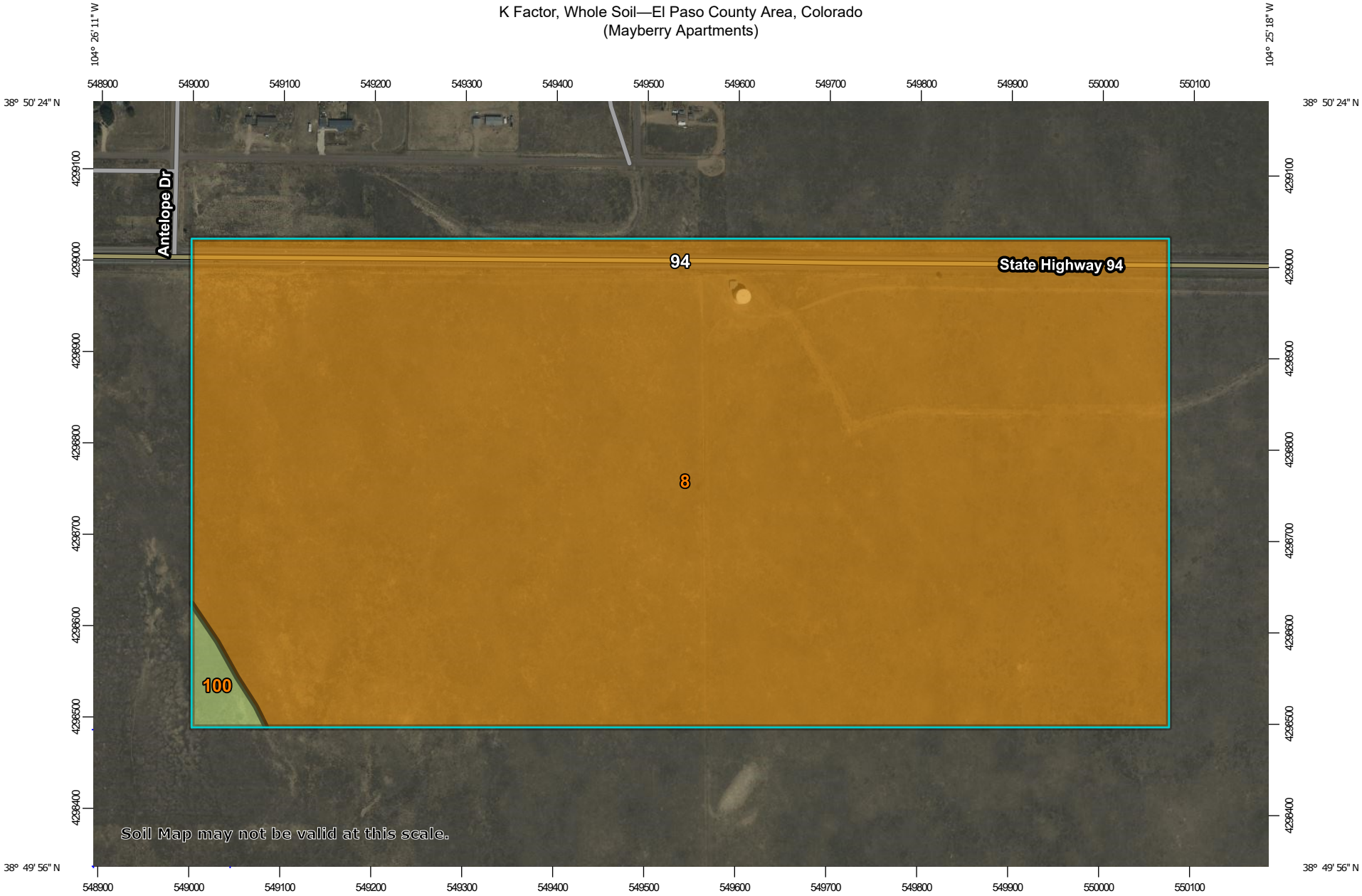
Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

K Factor, Whole Soil—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
- .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)

A3 FEMA

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/.

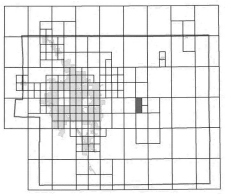
If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1-877-FEMA MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/business/nfip.

El Paso County Vertical Datum Offset Table

Flooding Source	Vertical Datum Offset (ft)

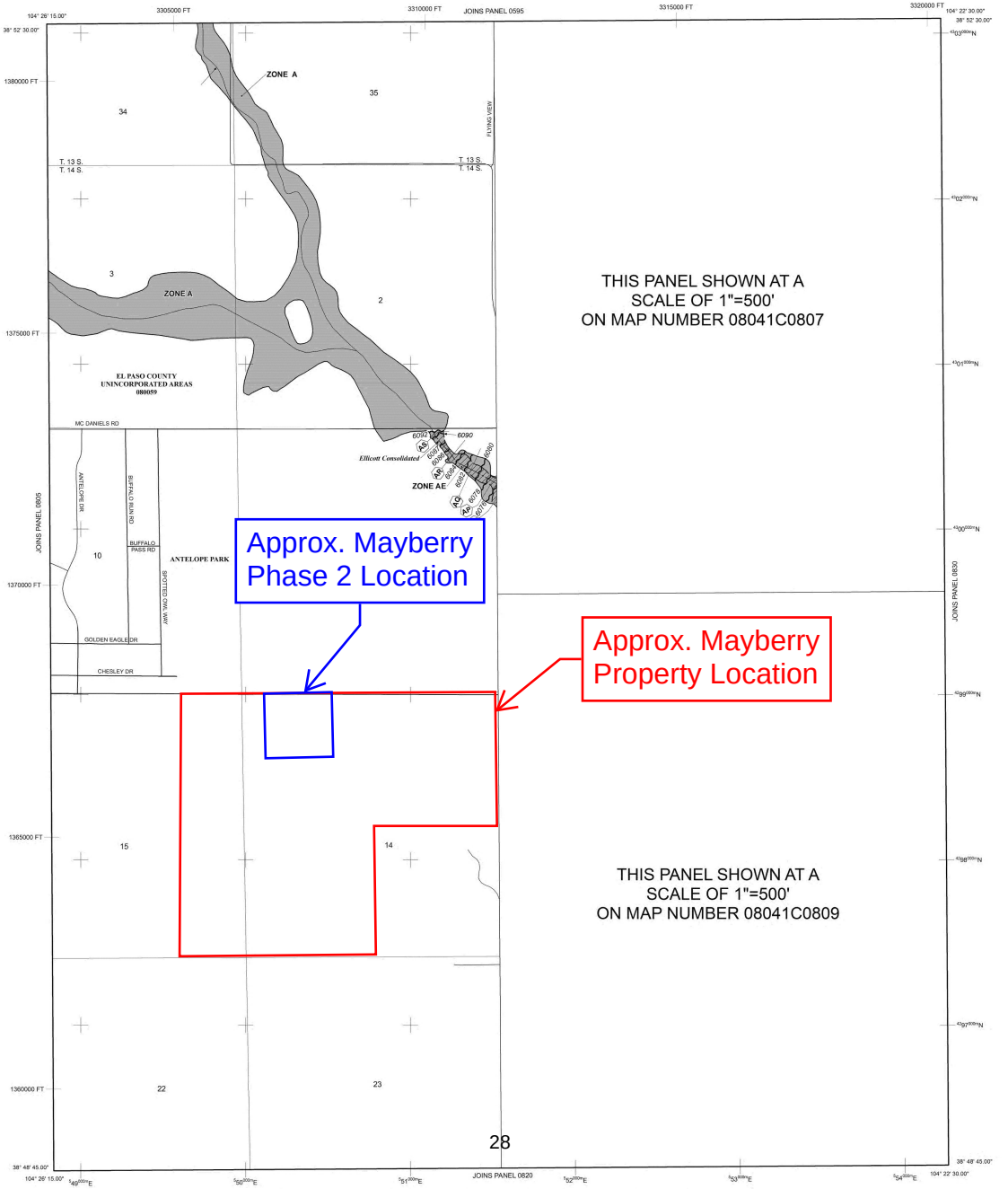
REFER TO SECTION 3.3 OF THE EL PASO COUNTY FLOOD INSURANCE STUDY FOR STREAM BY STREAM VERTICAL DATUM CONVERSION INFORMATION

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.



NOTE: MAP AREA SHOWN ON THIS PANEL IS LOCATED WITHIN TOWNSHIP 13 SOUTH, RANGE 63 WEST, AND TOWNSHIP 14 SOUTH, RANGE 63 WEST.

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, A0, 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)
4275000mN — 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. Hydrology Calculations

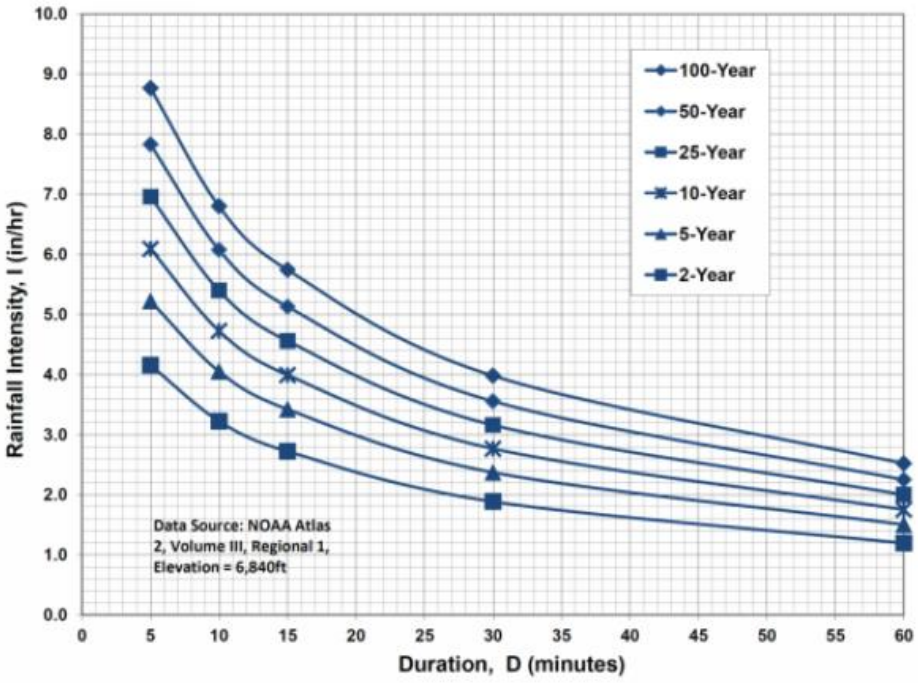
B1 CO Springs Runoff Coefficient Table

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

B2 Runoff Calculations

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.

Lot and ROW Impervious Calculations

Front Loaded Paired Homes - Impervious Calc

8787-0001
06/12/26

Single Lot Area (sf): 2,027.0

Surface	Area (sf)	C_5	C_{100}	Impervious (%)
Landscape	733.00	0.12	0.39	7%
Roof	1,111.00	0.90	0.96	100%
Concrete Drive/Walk	183.00	0.90	0.96	100%
Composite Site Values:		0.58	0.76	66%
Composite % Impervious Used:		0.57	0.75	65%

Rear Loaded Paired Homes - Impervious Calc

8787-0001
06/12/26

Single Lot Area (sf): 2,035.0

Surface	Area (sf)	C_5	C_{100}	Impervious (%)
Landscape	794.00	0.12	0.39	7%
Roof	1,111.00	0.90	0.96	100%
Concrete Drive/Walk	130.00	0.90	0.96	100%
Composite Site Values:		0.56	0.75	64%
Composite % Impervious Used:		0.57	0.75	65%

SFH Fil 1 w/ Front Street Road - Impervious Calc

8787-0001
06/12/26

Single Lot Area (sf): 7,665.0

Surface	Area (sf)	C_5	C_{100}	Impervious (%)
Landscape	4,207.00	0.12	0.39	7%
Roof	1,663.00	0.90	0.96	100%
Concrete Drive/Walk	1,795.00	0.90	0.96	100%
Composite Site Values:		0.44	0.68	49%
Composite % Impervious Used:		0.47	0.70	52.5%

75' ROW

8787-0001
06/12/26

ROW WIDTH: 75.0

Surface	Length (ft)	C_5	C_{100}	Impervious (%)
Landscape	16.00	0.12	0.39	7%
Street/Walk	59.00	0.90	0.96	100%
Composite Site Values:		0.73	0.84	80%

70' ROW

8787-0001
06/12/26

ROW WIDTH: 70.0

Surface	Length (ft)	C_5	C_{100}	Impervious (%)
Landscape	9.00	0.12	0.39	7%
Street/Walk	61.00	0.90	0.96	100%
Composite Site Values:		0.80	0.89	88%

90' ROW

8787-0001
06/12/26

ROW WIDTH: 90.0

Surface	Length (ft)	C_5	C_{100}	Impervious (%)
Landscape	15.00	0.12	0.39	7%
Street/Walk	75.00	0.90	0.96	100%
Composite Site Values:		0.77	0.87	85%

62' ROW

8787-0001
06/12/26

ROW WIDTH: 62.0

Surface	Length (ft)	C_5	C_{100}	Impervious (%)
Landscape	7.00	0.12	0.39	7%
Street/Walk	55.00	0.90	0.96	100%
Composite Site Values:		0.81	0.90	90%

100' ROW

8787-0001
06/12/26

ROW WIDTH: 100.0

Surface	Length (ft)	C_5	C_{100}	Impervious (%)
Landscape	22.00	0.12	0.39	7%
Street/Walk	78.00	0.90	0.96	100%
Composite Site Values:		0.73	0.83	80%

Land Use Is Comprised of following Surface Characteristics:

NRCS Soil Group A	Imperviousness	C_5	C_{100}
Residential (1/8-Acre or Less)	65%	0.45	0.59
Street/Walks	100%	0.90	0.96
Landscape/Parks	7%	0.12	0.39

Project Name

Basin Weighted Runoff Coefficient Calculations

Land Use Is Comprised of following Surface Characteristics:						
NRCS Soil Group	A	Imperviousness	C_2	C_5	C_{10}	C_{100}
A	Residential (1/8-Acre or Less)	65%		0.45		0.59
B	Drive/Walks	100%		0.90		0.96
C	Landscape/Parks	7%		0.12		0.39
D	62' ROW	90%		0.81		0.90
E	70' ROW	88%		0.80		0.89
F	75' & 100' ROW	80%		0.73		0.84
G	90' ROW	85%		0.77		0.87

Project No.: 8787-0001

Date: 6/12/2026

Basin ID	Total Area (Ac.)	A Area (Ac.)	B Area (Ac.)	C Area (Ac.)	D Area (Ac.)	E Area (Ac.)	F Area (Ac.)	G Area (Ac.)	Weighted Imp. I (%)	Weighted Runoff Coefficients C_2	C_5	C_{10}	C_{100}
Developed													
A2	0.57							0.57	85%	0.00	0.77	0.00	0.87
A3	0.56							0.56	85%	0.00	0.77	0.00	0.87
A4	2.07		0.05	2.02					9%	0.00	0.14	0.00	0.40
A5	0.27						0.27		80%	0.00	0.73	0.00	0.84
A6	0.31						0.31		80%	0.00	0.73	0.00	0.84
A7	0.87		0.70	0.17					82%	0.00	0.75	0.00	0.85
Basin A	4.66	0.00	0.75	2.19	0.00	0.00	0.58	1.13	50%	0.00	0.48	0.00	0.65
C1.2	4.20	1.05	0.34	0.93		0.94	0.94		64%	0.00	0.55	0.00	0.70
C1.7B	2.02		1.43	0.59					73%	0.00	0.67	0.00	0.79
C2	0.43	0.34	0.04	0.04					63%	0.00	0.46	0.00	0.61
C3	0.78	0.39	0.27	0.12					69%	0.00	0.56	0.00	0.69
C4	0.35	0.09	0.21	0.06					77%	0.00	0.67	0.00	0.78
C5	0.45	0.21	0.19	0.04					74%	0.00	0.61	0.00	0.73
C6	0.26	0.13	0.11	0.02					75%	0.00	0.61	0.00	0.73
C7	0.50	0.29	0.13	0.08					64%	0.00	0.51	0.00	0.65
C8	1.17	0.87	0.22	0.08					68%	0.00	0.51	0.00	0.65
C9	0.70	0.33	0.20	0.17					61%	0.00	0.50	0.00	0.65
C10	0.22	0.03	0.13	0.06					69%	0.00	0.61	0.00	0.74
C11	0.55	0.36	0.07	0.12					57%	0.00	0.44	0.00	0.60
C12	0.42	0.19	0.12	0.10					61%	0.00	0.50	0.00	0.65
C13	0.55	0.36	0.07	0.12					57%	0.00	0.44	0.00	0.60
C14	0.62	0.37	0.12	0.13					60%	0.00	0.47	0.00	0.62
C15	0.40				0.40				90%	0.00	0.81	0.00	0.90
C16	0.93						0.93		80%	0.00	0.73	0.00	0.84
C17	0.05		0.05	0.002					97%	0.00	0.88	0.00	0.94
Basin C	14.62	5.01	3.72	2.67	0.40	0.94	1.87	0.00	67%	0.00	0.57	0.00	0.71
Developed Imp.	**19.28**	**5.01**	**4.48**	**4.86**	**0.40**	**0.94**	**2.45**	**1.13**	**63%**	**0**	**0.55**	**0**	**0.69**
C1.1	6.93	2.27		4.66					26%	0.00	0.23	0.00	0.46
C1.10	1.20							1.20	85%	0.00	0.77	0.00	0.87
OS1	0.60			0.60					7%	0.00	0.12	0.00	0.39
OS2	12.71			12.71					7%	0.00	0.12	0.00	0.39
Total Offsite	**21.43**	**2.27**	**0.00**	**17.97**	**0.00**	**0.00**	**0.00**	**1.20**	**17%**	**0**	**0.19**	**0**	**0.44**

Time of Concentration

Project No.:

Sh. 1 of 3

6/12/2026

Basin ID	C_5	Initial Flow Time T_i			Travel Time T_t							Tc Check				Final
		Length Li (ft)	Slope (%)	T_i (min)	Length Lt (ft)	Slope (%)	Convey. Element	Convey. Coeff. K	Vel. (fps)	T_t (min)	Total T_c (min)	Imp. (dec)	Travel Length (ft)	Avg. Travel Slope (%)	$T_c = 26 - 17i + [Lt/\{60*(14i+9)*(S^{0.5})\}]$ (min)	T_c (min)
Developed																
A2	0.77															5.0
A3	0.77															5.0
A4	0.14															8.0
A5	0.73															5.0
A6	0.73															5.0
A7	0.75															5.0
Basin A	0.48	160	1.00	14.1	569	0.50	Street	20	1.4	6.7	20.8	50%	569	0.5	25.9	20.8
C1.2	0.55															10.0
C1.7B	0.67															8.0
C2	0.46															5.0
C3	0.56															5.0
C4	0.67															5.0
C5	0.61															5.0
C6	0.61															5.0
C7	0.51															5.0
C8	0.51															5.0
C9	0.77															5.0
C10	0.67															5.0
C11	0.67															5.0
C12	0.67															5.0
C13	0.67															5.0
C14	0.67															5.0
C15	0.67															5.0
C16	0.67															5.0
C17	0.67															5.0
Basin C	0.48	55	2.00	6.6	1534	0.50	Street	20	1.4	18.1	24.7	50%	1534	0.5	40.1	24.7
OS1	0.12															8.0
OS2	0.12	824	2.00	40.4	1652	0.50	Swale	15	1.1	26.0	66.4	7%	1652	0.5	63.8	63.8

Assumed Tc values

Assumed Tc values

Either assume a worst case T(c) of 5 minutes or provide T(c) calculation

Tc has been updated.

Basin Runoff Calculations - Direct Runoff

Project No.: 8787-0001

6/12/2026

Basin ID	Design Point	Total Area (Ac.)	Imp (%)	Tc (min)	Runoff Coeff.		Rainfall Intensity		Runoff Flow	
					C_5	C_{100}	I_5	I_{100}	Q_5	Q_{100}
Developed										
A2	2A	0.57	85%	5.00	0.77	0.87	5.17	8.68	2.27	4.29
A3	3A	0.56	85%	5.00	0.77	0.87	5.17	8.68	2.24	4.23
A4	4A	2.07	9%	8.00	0.14	0.40	4.46	7.49	1.28	6.27
A5	5A	0.27	80%	5.00	0.73	0.84	5.17	8.68	1.03	1.98
A6	6A	0.31	80%	5.00	0.73	0.84	5.17	8.68	1.18	2.26
A7	7A	0.87	82%	5.00	0.75	0.85	5.17	8.68	3.38	6.44
Basin A	1A	4.66	50%	20.84	0.48	0.65	3.03	5.08	6.79	15.49
C1.2	C1.2C	4.20	64%	10.00	0.55	0.70	4.13	6.93	9.63	20.32
C1.7B	C1.7B	2.02	73%	8.00	0.67	0.79	4.46	7.49	6.07	12.03
C2	2C	0.43	63%	5.00	0.46	0.61	5.17	8.68	1.03	2.27
C3	3C	0.78	69%	5.00	0.56	0.69	5.17	8.68	2.25	4.66
C4	4C	0.35	77%	5.00	0.67	0.78	5.17	8.68	1.20	2.36
C5	5C	0.45	74%	5.00	0.61	0.73	5.17	8.68	1.41	2.82
C6	6C	0.26	75%	5.00	0.61	0.73	5.17	8.68	0.84	1.67
C7	7C	0.50	64%	5.00	0.51	0.65	5.17	8.68	1.31	2.81
C8	8C	1.17	68%	5.00	0.51	0.65	5.17	8.68	3.11	6.59
C9	9C	0.70	61%	5.00	0.50	0.65	5.17	8.68	1.80	3.93
C10	10C	0.22	69%	5.00	0.61	0.74	5.17	8.68	0.71	1.44
C11	11C	0.55	57%	5.00	0.44	0.60	5.17	8.68	1.26	2.87
C12	12C	0.42	61%	5.00	0.50	0.65	5.17	8.68	1.07	2.34
C13	13C	0.55	57%	5.00	0.44	0.60	5.17	8.68	1.26	2.87
C14	14C	0.62	60%	5.00	0.47	0.62	5.17	8.68	1.51	3.35
C15	15C	0.40	90%	5.00	0.81	0.90	5.17	8.68	1.70	3.14
C16	16C	0.93	80%	5.00	0.73	0.84	5.17	8.68	3.52	6.76
C17	17C	0.05	97%	5.00	0.88	0.94	5.17	8.68	0.23	0.42
Basin C	C1.2C	14.62	67%	24.67	0.57	0.71	2.77	4.66	23.23	48.12
OS1	1OS	0.60	7%	8.00	0.12	0.39	4.46	7.49	0.32	1.75
OS2	2OS	12.71	7%	63.83	0.12	0.39	1.35	2.26	2.06	11.21

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

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

Where Duration (D) is equal to Time of Concentration (Tc)

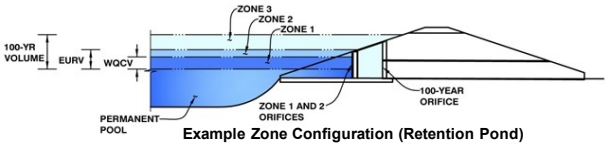
B3 Detention Pond Calculations

DETENTION BASIN STAGE-STORAGE TABLE BUILDER

MHFD-Detention, Version 4.08 (April 2026)

Project: Mayberry Phase 2

Basin ID: Temporary Pond A1



Example Zone Configuration (Retention Pond)

Pond Bottom = 6066.17

Watershed Information

Selected SCM Type =	**EDB**	
Watershed Area =	4.66	acres
Watershed Length =	1,099	ft
Watershed Length to Centroid =	587	ft
Watershed Slope =	0.008	ft/ft
Watershed Imperviousness =	50.00%	percent
Percentage Hydrologic Soil Group A =	100.0%	percent
Percentage Hydrologic Soil Group B =	0.0%	percent
Percentage Hydrologic Soil Groups C/D =	0.0%	percent
Target WQCV Drain Time =	40.0	hours
Location for 1-hr Rainfall Depths =	User Input	

After providing required inputs above including 1-hour rainfall depths, click 'Run CUHP' to generate runoff hydrographs using the embedded Colorado Urban Hydrograph Procedure.

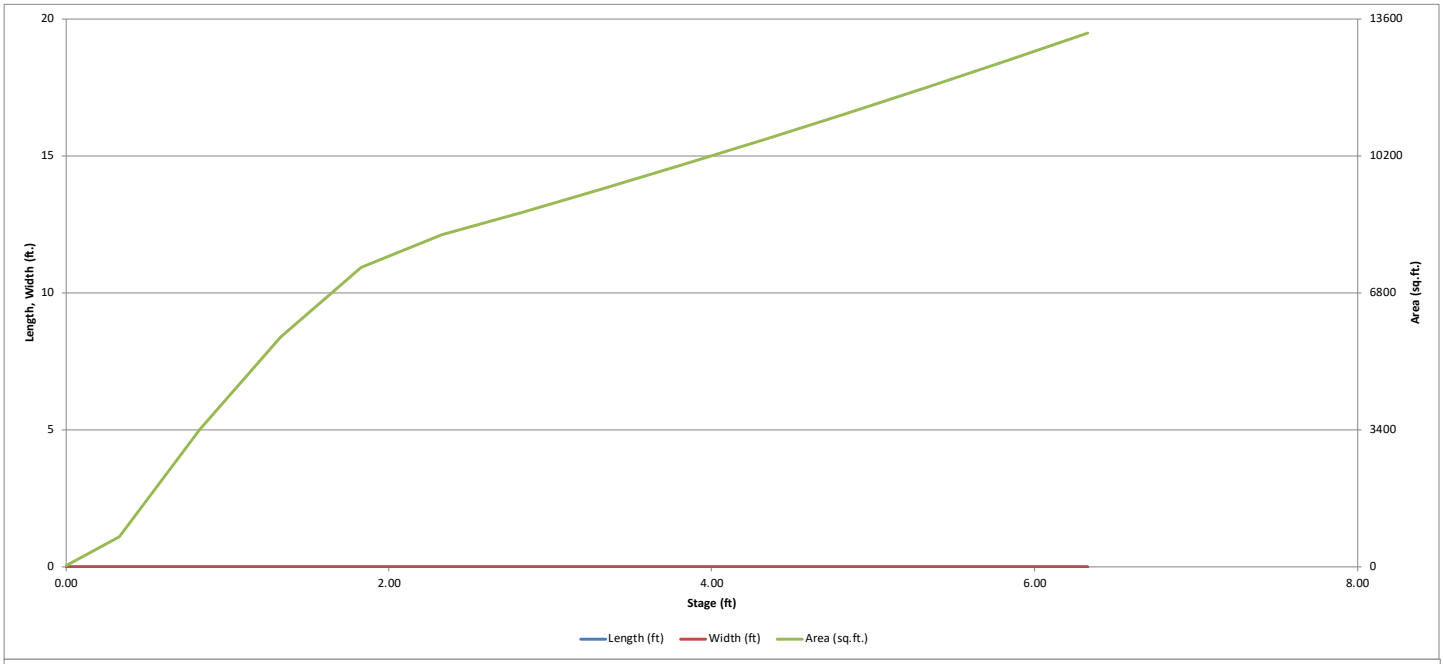
			Optional User Overrides
Water Quality Capture Volume (WQCV) =	0.080	acre-feet	acre-feet
Excess Urban Runoff Volume (EURV) =	0.269	acre-feet	acre-feet
2-yr Runoff Volume (P1 = 1.19 in.) =	0.202	acre-feet	1.19 inches
5-yr Runoff Volume (P1 = 1.5 in.) =	0.268	acre-feet	1.50 inches
10-yr Runoff Volume (P1 = 1.75 in.) =	0.321	acre-feet	1.75 inches
25-yr Runoff Volume (P1 = 2 in.) =	0.405	acre-feet	2.00 inches
50-yr Runoff Volume (P1 = 2.25 in.) =	0.487	acre-feet	2.25 inches
100-yr Runoff Volume (P1 = 2.52 in.) =	0.591	acre-feet	2.52 inches
500-yr Runoff Volume (P1 = 3.14 in.) =	0.817	acre-feet	3.14 inches
Approximate 2-yr Detention Volume =	0.173	acre-feet	
Approximate 5-yr Detention Volume =	0.227	acre-feet	
Approximate 10-yr Detention Volume =	0.278	acre-feet	
Approximate 25-yr Detention Volume =	0.340	acre-feet	
Approximate 50-yr Detention Volume =	0.379	acre-feet	
Approximate 100-yr Detention Volume =	0.427	acre-feet	

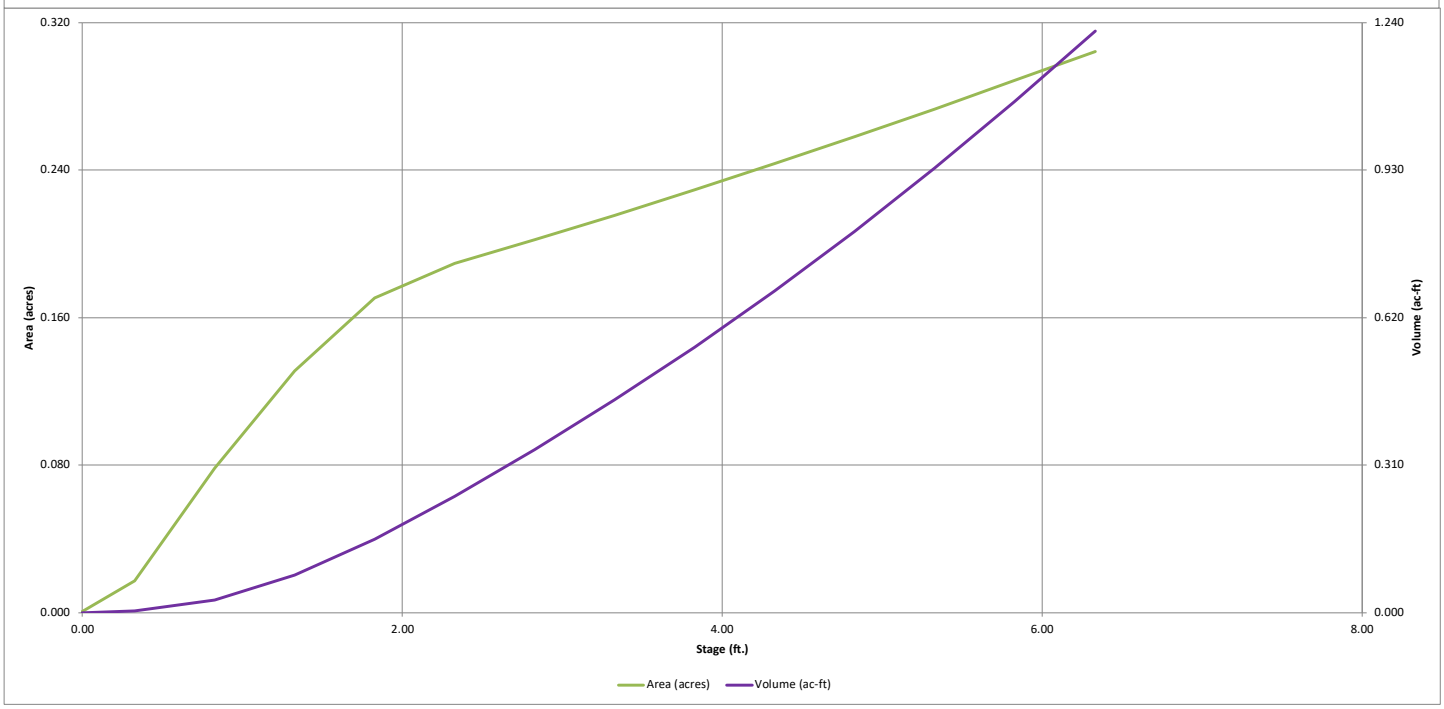
Define Zones and Basin Geometry

Zone 1 Volume (WQCV) =	0.080	acre-feet
Zone 2 Volume (EURV - Zone 1) =	0.189	acre-feet
Zone 3 (100yr + 1 / 2 WQCV - Zones 1 & 2) =	0.198	acre-feet
Total Detention Basin Volume =	0.467	acre-feet
Initial Surcharge Volume (ISV) =	user	ft^3
Initial Surcharge Depth (ISD) =	user	ft
Total Available Detention Depth (H_{total}) =	user	ft
Depth of Trickle Channel (H_{TC}) =	user	ft
Slope of Trickle Channel (S_{TC}) =	user	ft/ft
Slopes of Main Basin Sides (S_{main}) =	user	H:V
Basin Length-to-Width Ratio ($R_{L/W}$) =	user	
Initial Surcharge Area (A_{ISV}) =	user	ft^2
Surcharge Volume Length (L_{ISV}) =	user	ft
Surcharge Volume Width (W_{ISV}) =	user	ft
Depth of Basin Floor (H_{FLOOR}) =	user	ft
Length of Basin Floor (L_{FLOOR}) =	user	ft
Width of Basin Floor (W_{FLOOR}) =	user	ft
Area of Basin Floor (A_{FLOOR}) =	user	ft^2
Volume of Basin Floor (V_{FLOOR}) =	user	ft^3
Depth of Main Basin (H_{MAIN}) =	user	ft
Length of Main Basin (L_{MAIN}) =	user	ft
Width of Main Basin (W_{MAIN}) =	user	ft
Area of Main Basin (A_{MAIN}) =	user	ft^2
Volume of Main Basin (V_{MAIN}) =	user	ft^3
Calculated Total Basin Volume (V_{total}) =	**user**	acre-feet

Depth Increment = ft

Stage - Storage Description	Stage (ft)	Optional Override Stage (ft)	Length (ft)	Width (ft)	Area (ft^2)	Optional Override Area (ft^2)	Area (acre)	Volume (ft^3)	Volume (ac-ft)
Top of Micropool	--	0.00	--	--	--	30	0.001		
6066.5	--	0.33	--	--	--	744	0.017	128	0.003
6067.0	--	0.83	--	--	--	3,417	0.078	1,168	0.027
6067.5	--	1.33	--	--	--	5,705	0.131	3,448	0.079
6068.0	--	1.83	--	--	--	7,432	0.171	6,733	0.155
6068.5	--	2.33	--	--	--	8,241	0.189	10,651	0.245
6069.0	--	2.83	--	--	--	8,803	0.202	14,912	0.342
6069.5	--	3.33	--	--	--	9,384	0.215	19,459	0.447
6070.0	--	3.83	--	--	--	9,983	0.229	24,301	0.558
6070.5	--	4.33	--	--	--	10,601	0.243	29,447	0.676
6071.0	--	4.83	--	--	--	11,237	0.258	34,906	0.801
6071.5	--	5.33	--	--	--	11,892	0.273	40,689	0.934
6072.0	--	5.83	--	--	--	12,566	0.288	46,803	1.074
6072.5	--	6.33	--	--	--	13,258	0.304	53,259	1.223


20
15
10
5
0
Length, Width (ft.)
13600
10200
6800
3400
0
Area (sq.ft.)
0.00
2.00
4.00
6.00
8.00
Stage (ft)
Length (ft)
Width (ft)
Area (sq.ft.)

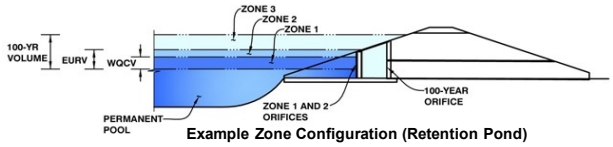

0.320
0.240
0.160
0.080
0.000
Area (acres)
1.240
0.930
0.620
0.310
0.000
Volume (ac-ft)
0.00
2.00
4.00
6.00
8.00
Stage (ft.)
Area (acres)
Volume (ac-ft)

DETENTION BASIN STAGE-STORAGE TABLE BUILDER

MHFD-Detention, Version 4.06 (July 2022)

Project: Mayberry Phase 2

Basin ID: Pond C1 (Stage 0 = 6046.50)



Example Zone Configuration (Retention Pond)

Bottom of Pond = 6046.5

Watershed Information

Selected BMP Type =	EDB	
Watershed Area =	44.04	acres
Watershed Length =	2,700	ft
Watershed Length to Centroid =	1,350	ft
Watershed Slope =	0.010	ft/ft
Watershed Imperviousness =	54.20%	percent
Percentage Hydrologic Soil Group A =	100.0%	percent
Percentage Hydrologic Soil Group B =	0.0%	percent
Percentage Hydrologic Soil Groups C/D =	0.0%	percent
Target WQCV Drain Time =	40.0	hours
Location for 1-hr Rainfall Depths =	User Input	

After providing required inputs above including 1-hour rainfall depths, click 'Run CUHP' to generate runoff hydrographs using the embedded Colorado Urban Hydrograph Procedure.

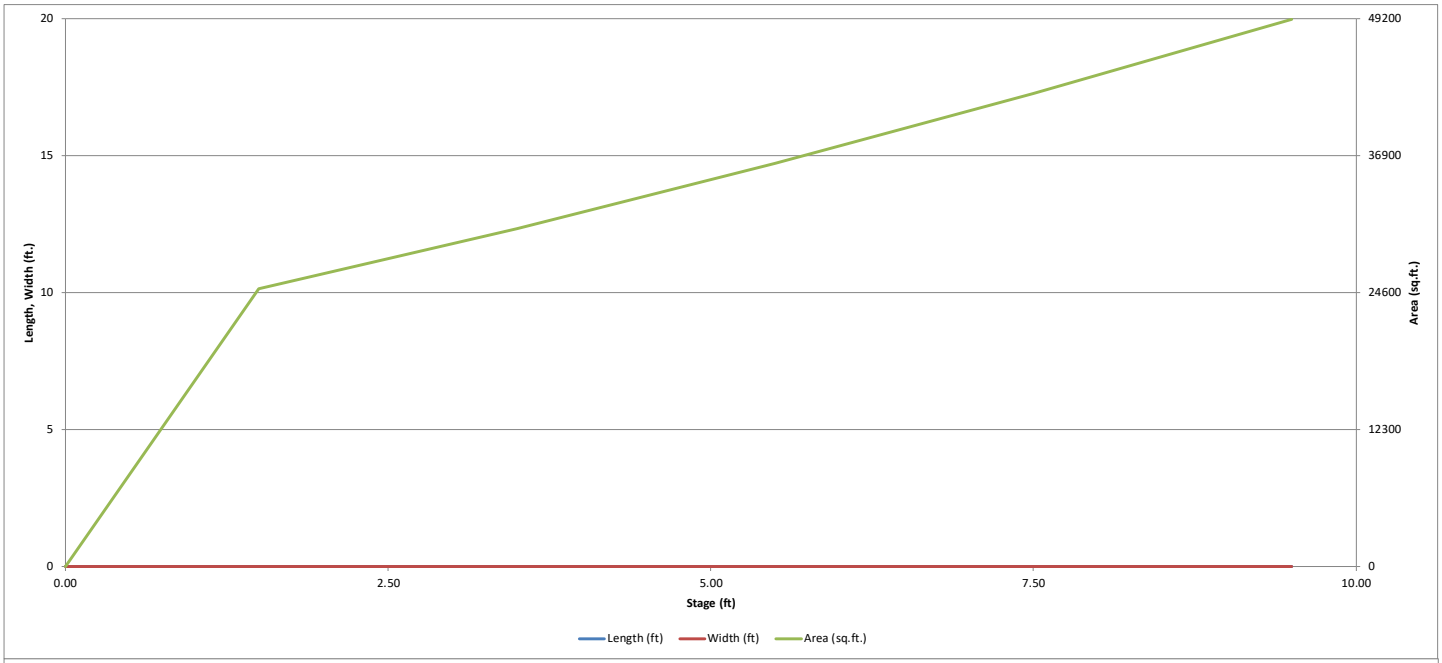
			Optional User Overrides	
Water Quality Capture Volume (WQCV) =	0.800	acre-feet		acre-feet
Excess Urban Runoff Volume (EURV) =	2.815	acre-feet		acre-feet
2-yr Runoff Volume (P1 = 1.19 in.) =	2.112	acre-feet	1.19	inches
5-yr Runoff Volume (P1 = 1.5 in.) =	2.796	acre-feet	1.50	inches
10-yr Runoff Volume (P1 = 1.75 in.) =	3.343	acre-feet	1.75	inches
25-yr Runoff Volume (P1 = 2 in.) =	4.155	acre-feet	2.00	inches
50-yr Runoff Volume (P1 = 2.25 in.) =	4.949	acre-feet	2.25	inches
100-yr Runoff Volume (P1 = 2.52 in.) =	5.947	acre-feet	2.52	inches
500-yr Runoff Volume (P1 = 3.14 in.) =	8.111	acre-feet	3.14	inches
Approximate 2-yr Detention Volume =	1.817	acre-feet		
Approximate 5-yr Detention Volume =	2.386	acre-feet		
Approximate 10-yr Detention Volume =	2.901	acre-feet		
Approximate 25-yr Detention Volume =	3.531	acre-feet		
Approximate 50-yr Detention Volume =	3.925	acre-feet		
Approximate 100-yr Detention Volume =	4.382	acre-feet		

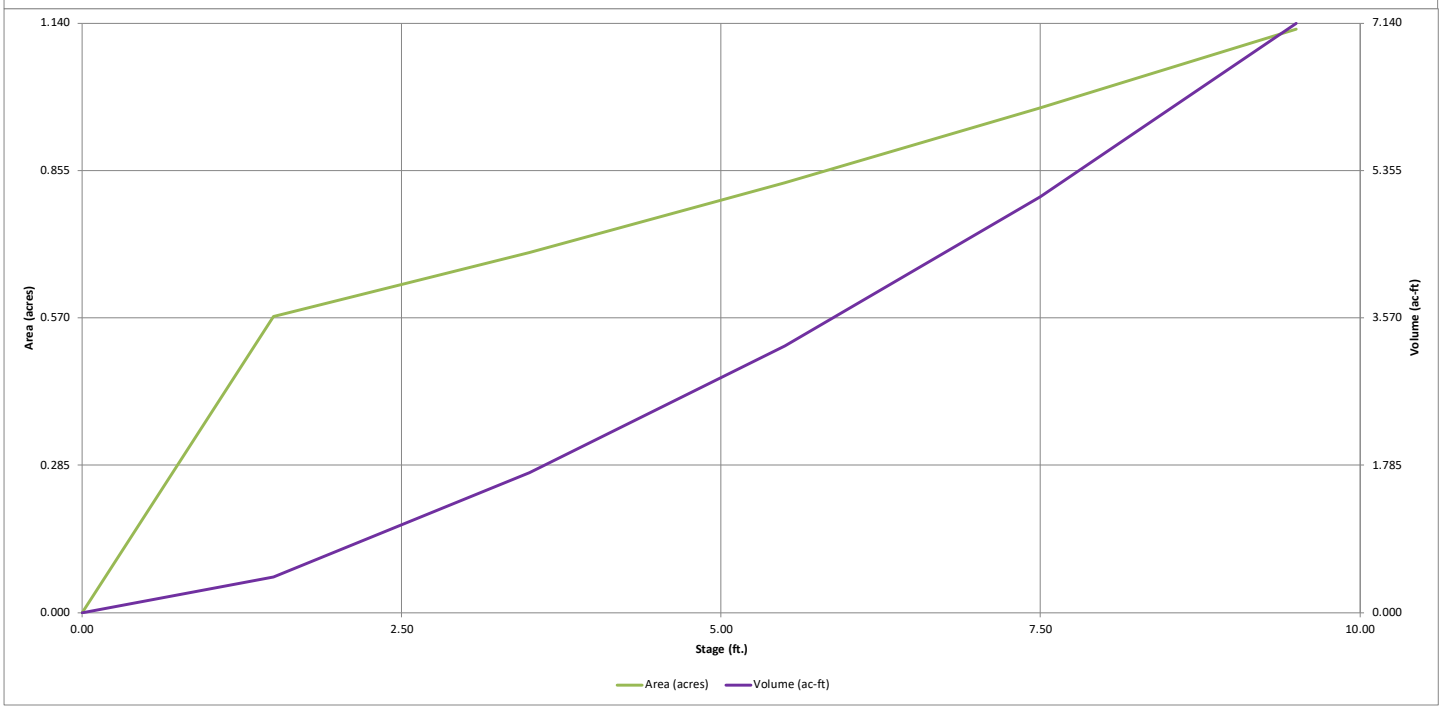
Define Zones and Basin Geometry

Zone 1 Volume (WQCV) =	0.800	acre-feet
Zone 2 Volume (EURV - Zone 1) =	2.015	acre-feet
Zone 3 (100yr + 1 / 2 WQCV - Zones 1 & 2) =	1.967	acre-feet
Total Detention Basin Volume =	4.782	acre-feet
Initial Surcharge Volume (ISV) =	user	ft^3
Initial Surcharge Depth (ISD) =	user	ft
Total Available Detention Depth (H_{total}) =	user	ft
Depth of Trickle Channel (H_{TC}) =	user	ft
Slope of Trickle Channel (S_{TC}) =	user	ft/ft
Slopes of Main Basin Sides (S_{main}) =	user	H:V
Basin Length-to-Width Ratio ($R_{L/W}$) =	user	
Initial Surcharge Area (A_{ISV}) =	user	ft^2
Surcharge Volume Length (L_{ISV}) =	user	ft
Surcharge Volume Width (W_{ISV}) =	user	ft
Depth of Basin Floor (H_{FLOOR}) =	user	ft
Length of Basin Floor (L_{FLOOR}) =	user	ft
Width of Basin Floor (W_{FLOOR}) =	user	ft
Area of Basin Floor (A_{FLOOR}) =	user	ft^2
Volume of Basin Floor (V_{FLOOR}) =	user	ft^3
Depth of Main Basin (H_{MAIN}) =	user	ft
Length of Main Basin (L_{MAIN}) =	user	ft
Width of Main Basin (W_{MAIN}) =	user	ft
Area of Main Basin (A_{MAIN}) =	user	ft^2
Volume of Main Basin (V_{MAIN}) =	user	ft^3
Calculated Total Basin Volume (V_{total}) =	user	acre-feet

Depth Increment = ft

Stage - Storage Description	Stage (ft)	Optional Override Stage (ft)	Length (ft)	Width (ft)	Area (ft^2)	Optional Override Area (ft^2)	Area (acre)	Volume (ft^3)	Volume (ac-ft)
Top of Micropool	--	0.00	--	--	--	10	0.000		
6048	--	1.50	--	--	--	24,952	0.573	18,721	0.430
6050	--	3.50	--	--	--	30,324	0.696	73,997	1.699
6052	--	5.50	--	--	--	36,200	0.831	140,521	3.226
6054 - Spillway	--	7.50	--	--	--	42,486	0.975	219,207	5.032
5056	--	9.50	--	--	--	49,161	1.129	310,854	7.136


20
15
10
5
0
Length, Width (ft.)
49200
36900
24600
12300
0
Area (sq.ft.)
0.00
2.50
5.00
7.50
10.00
Stage (ft)
Length (ft)
Width (ft)
Area (sq.ft.)


1.140
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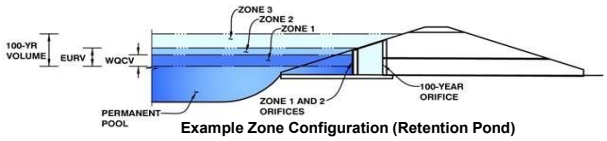
0.285
0.000
Area (acres)
7.140
5.355
3.570
1.785
0.000
Volume (ac-ft)
0.00
2.50
5.00
7.50
10.00
Stage (ft.)
Area (acres)
Volume (ac-ft)

DETENTION BASIN STAGE-STORAGE TABLE BUILDER

MHFD-Detention, Version 4.04 (February 2021)

Project: **Mayberry, Colorado Springs**

Basin ID: **Detention Basin C1**



Example Zone Configuration (Retention Pond)

Watershed Information

Selected BMP Type =	**EDB**	
Watershed Area =	44.81	acres
Watershed Length =	2,660	ft
Watershed Length to Centroid =	1,330	ft
Watershed Slope =	0.010	ft/ft
Watershed Imperviousness =	51.69%	percent
Percentage Hydrologic Soil Group A =	100.0%	percent
Percentage Hydrologic Soil Group B =	0.0%	percent
Percentage Hydrologic Soil Groups C/D =	0.0%	percent
Target WQCV Drain Time =	40.0	hours
Location for 1-hr Rainfall Depths =	User Input	

After providing required inputs above including 1-hour rainfall depths, click 'Run CUHP' to generate runoff hydrographs using the embedded Colorado Urban Hydrograph Procedure.

			Optional User Overrides	
Water Quality Capture Volume (WQCV) =	0.788	acre-feet		acre-feet
Excess Urban Runoff Volume (EURV) =	2.696	acre-feet		acre-feet
2-yr Runoff Volume (P1 = 1.19 in.) =	2.026	acre-feet	1.19	inches
5-yr Runoff Volume (P1 = 1.5 in.) =	2.688	acre-feet	1.50	inches
10-yr Runoff Volume (P1 = 1.75 in.) =	3.218	acre-feet	1.75	inches
25-yr Runoff Volume (P1 = 2 in.) =	4.035	acre-feet	2.00	inches
50-yr Runoff Volume (P1 = 2.25 in.) =	4.833	acre-feet	2.25	inches
100-yr Runoff Volume (P1 = 2.52 in.) =	5.841	acre-feet	2.52	inches
500-yr Runoff Volume (P1 = 3.14 in.) =	8.027	acre-feet	3.14	inches
Approximate 2-yr Detention Volume =	1.736	acre-feet		
Approximate 5-yr Detention Volume =	2.283	acre-feet		
Approximate 10-yr Detention Volume =	2.782	acre-feet		
Approximate 25-yr Detention Volume =	3.396	acre-feet		
Approximate 50-yr Detention Volume =	3.784	acre-feet		
Approximate 100-yr Detention Volume =	4.247	acre-feet		

Define Zones and Basin Geometry

Zone 1 Volume (WQCV) =	0.788	acre-feet
Zone 2 Volume (EURV - Zone 1) =	1.908	acre-feet
Zone 3 Volume (100-year - Zones 1 & 2) =	1.552	acre-feet
Total Detention Basin Volume =	4.247	acre-feet

Depth Increment = ft

Stage - Storage Description	Stage (ft)	Optional Override Stage (ft)	Length (ft)	Width (ft)	Area (ft^2)	Optional Override Area (ft^2)	Area (acre)	Volume (ft^3)	Volume (ac-ft)
Top of Micropool	--	0.00	--	--	--	10	0.000		
Bot EL=6047.0	--	0.50	--	--	--	19,780	0.454	4,946	0.114
	--	1.50	--	--	--	22,256	0.511	25,964	0.596
	--	2.50	--	--	--	27,421	0.629	50,803	1.166
	--	4.50	--	--	--	30,168	0.693	108,392	2.488
Spillway=6054.0	--	7.50	--	--	--	39,229	0.901	212,487	4.878
Top EL=6056.o	--	9.50	--	--	--	45,565	1.046	297,281	6.825
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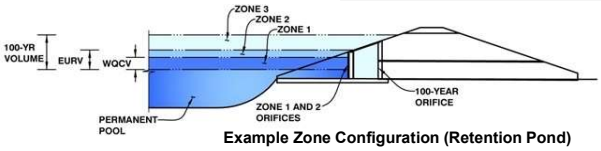
DETENTION BASIN OUTLET STRUCTURE DESIGN

MHFD-Detention, Version 4.04 (February 2021)

Project: **Mayberry, Colorado Springs**

Basin ID: **Detention Basin C1**



Example Zone Configuration (Retention Pond)

	Estimated Stage (ft)	Estimated Volume (ac-ft)	Outlet Type
Zone 1 (WQCV)	1.86	0.788	Orifice Plate
Zone 2 (EURV)	4.80	1.908	Orifice Plate
Zone 3 (100-year)	6.78	1.552	Weir&Pipe (Restrict)
Total (all zones)		4.247	

User Input: Orifice at Underdrain Outlet (typically used to drain WQCV in a Filtration BMP)

Underdrain Orifice Invert Depth =	N/A	ft (distance below the filtration media surface)	Underdrain Orifice Area =	N/A	ft^2
Underdrain Orifice Diameter =	N/A	inches	Underdrain Orifice Centroid =	N/A	feet

Calculated Parameters for Underdrain

User Input: Orifice Plate with one or more orifices or Elliptical Slot Weir (typically used to drain WQCV and/or EURV in a sedimentation BMP)

Invert of Lowest Orifice =	0.00	ft (relative to basin bottom at Stage = 0 ft)	WQ Orifice Area per Row =	5.083E-02	ft^2
Depth at top of Zone using Orifice Plate =	4.80	ft (relative to basin bottom at Stage = 0 ft)	Elliptical Half-Width =	N/A	feet
Orifice Plate: Orifice Vertical Spacing =	N/A	inches	Elliptical Slot Centroid =	N/A	feet
Orifice Plate: Orifice Area per Row =	7.32	sq. inches (use rectangular openings)	Elliptical Slot Area =	N/A	ft^2

Calculated Parameters for Plate

User Input: Stage and Total Area of Each Orifice Row (numbered from lowest to highest)

	Row 1 (required)	Row 2 (optional)	Row 3 (optional)	Row 4 (optional)	Row 5 (optional)	Row 6 (optional)	Row 7 (optional)	Row 8 (optional)
Stage of Orifice Centroid (ft)	0.00	1.60	4.50					
Orifice Area (sq. inches)	7.32	7.32	7.32					

	Row 9 (optional)	Row 10 (optional)	Row 11 (optional)	Row 12 (optional)	Row 13 (optional)	Row 14 (optional)	Row 15 (optional)	Row 16 (optional)
Stage of Orifice Centroid (ft)								
Orifice Area (sq. inches)								

User Input: Vertical Orifice (Circular or Rectangular)

	Not Selected	Not Selected			Not Selected	Not Selected	
Invert of Vertical Orifice =	N/A	N/A	ft (relative to basin bottom at Stage = 0 ft)	Vertical Orifice Area =	N/A	N/A	ft^2
Depth at top of Zone using Vertical Orifice =	N/A	N/A	ft (relative to basin bottom at Stage = 0 ft)	Vertical Orifice Centroid =	N/A	N/A	feet
Vertical Orifice Diameter =	N/A	N/A	inches				

Calculated Parameters for Vertical Orifice

User Input: Overflow Weir (Dropbox with Flat or Sloped Grate and Outlet Pipe OR Rectangular/Trapezoidal Weir (and No Outlet Pipe))

	Zone 3 Weir	Not Selected			Zone 3 Weir	Not Selected	
Overflow Weir Front Edge Height, Ho =	5.80	N/A	ft (relative to basin bottom at Stage = 0 ft)	Height of Grate Upper Edge, H_t =	5.80	N/A	feet
Overflow Weir Front Edge Length =	4.00	N/A	feet	Overflow Weir Slope Length =	4.00	N/A	feet
Overflow Weir Grate Slope =	0.00	N/A	H:V	Grate Open Area / 100-yr Orifice Area =	14.68	N/A	
Horiz. Length of Weir Sides =	4.00	N/A	feet	Overflow Grate Open Area w/o Debris =	11.14	N/A	ft^2
Overflow Grate Type =	Type C Grate	N/A		Overflow Grate Open Area w/ Debris =	5.57	N/A	ft^2
Debris Clogging % =	50%	N/A	%				

Calculated Parameters for Overflow Weir

User Input: Outlet Pipe w/ Flow Restriction Plate (Circular Orifice, Restrictor Plate, or Rectangular Orifice)

	Zone 3 Restrictor	Not Selected			Zone 3 Restrictor	Not Selected	
Depth to Invert of Outlet Pipe =	0.00	N/A	ft (distance below basin bottom at Stage = 0 ft)	Outlet Orifice Area =	0.76	N/A	ft^2
Outlet Pipe Diameter =	18.00	N/A	inches	Outlet Orifice Centroid =	0.39	N/A	feet
Restrictor Plate Height Above Pipe Invert =	8.00		inches	Half-Central Angle of Restrictor Plate on Pipe =	1.46	N/A	radians

Calculated Parameters for Outlet Pipe w/ Flow Restriction Plate

User Input: Emergency Spillway (Rectangular or Trapezoidal)

Spillway Invert Stage=	7.50	ft (relative to basin bottom at Stage = 0 ft)	Spillway Design Flow Depth=	0.91	feet
Spillway Crest Length =	24.00	feet	Stage at Top of Freeboard =	9.41	feet
Spillway End Slopes =	4.00	H:V	Basin Area at Top of Freeboard =	1.04	acres
Freeboard above Max Water Surface =	1.00	feet	Basin Volume at Top of Freeboard =	6.73	acre-ft

Calculated Parameters for Spillway

Routed Hydrograph Results

The user can override the default CUHP hydrographs and runoff volumes by entering new values in the Inflow Hydrographs table (Columns W through AF).

Design Storm Return Period =	WQCV	EURV	2 Year	5 Year	10 Year	25 Year	50 Year	100 Year	500 Year
One-Hour Rainfall Depth (in) =	N/A	N/A	1.19	1.50	1.75	2.00	2.25	2.52	3.14
CUHP Runoff Volume (acre-ft) =	0.788	2.696	2.026	2.688	3.218	4.035	4.833	5.841	8.027
Inflow Hydrograph Volume (acre-ft) =	N/A	N/A	2.026	2.688	3.218	4.035	4.833	5.841	8.027
CUHP Predevelopment Peak Q (cfs) =	N/A	N/A	0.2	0.4	0.6	5.3	10.6	17.6	32.7
OPTIONAL Override Predevelopment Peak Q (cfs) =	N/A	N/A							
Predevelopment Unit Peak Flow, q (cfs/acre) =	N/A	N/A	0.00	0.01	0.01	0.12	0.24	0.39	0.73
Peak Inflow Q (cfs) =	N/A	N/A	21.5	28.4	33.7	47.1	57.9	71.1	98.3
Peak Outflow Q (cfs) =	0.5	1.1	0.8	1.0	1.2	4.8	9.1	9.7	40.4
Ratio Peak Outflow to Predevelopment Q =	N/A	N/A	N/A	2.4	2.1	0.9	0.9	0.6	1.2
Structure Controlling Flow =	Plate	Plate	Plate	Plate	Plate	Overflow Weir 1	Outlet Plate 1	Outlet Plate 1	Spillway
Max Velocity through Grate 1 (fps) =	N/A	N/A	N/A	N/A	N/A	0.3	0.7	0.7	0.7
Max Velocity through Grate 2 (fps) =	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Time to Drain 97% of Inflow Volume (hours) =	38	65	58	66	70	73	71	70	67
Time to Drain 99% of Inflow Volume (hours) =	**40**	69	62	70	75	79	79	79	77
Maximum Ponding Depth (ft) =	1.87	4.80	3.60	4.53	5.22	6.06	6.53	7.41	8.04
Area at Maximum Ponding Depth (acres) =	0.55	0.71	0.66	0.69	0.74	0.80	0.83	0.89	0.94
Maximum Volume Stored (acre-ft) =	0.793	2.699	1.871	2.502	2.998	3.645	4.029	4.788	5.366

Appendix C. PDR Checklist

2880 International Circle, Suite 110
Colorado Springs, CO 80910
Phone 719-520-6300
Fax 719-520-6695
www.elpasoco.com

EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

PRELIMINARY DRAINAGE REPORT (PDR) CHECKLIST

Revised: January 2022

Preliminary Drainage Report

The purpose of the Preliminary Drainage Report is to identify specific solutions to problems onsite and offsite resulting from proposed land development, including issues existing prior to development. The PDR shall generally conform to the following outline format and major headings, and contain the applicable information listed.

		Applicant	PCD
	Please confirm each item below has been included by placing a check mark in the "Applicant" column. See right for an example. The "PCD" column is for office use only.	✓	Office use only
	Report Contents		
1	Table of contents, pages numbered	☑	
2	Existing/Historic and Developed Conditions Plans at the end of the report	☑	
	General Location		
1	City and County, and local streets within and adjacent to the subdivision.	☑	
2	Township, Range, section, 1/4 section.	☑	
3	Major drainage ways and existing facilities.	☑	
4	Names of surrounding platted developments.	☑	
	Description of Property		
1	Area in acres	☑	
2	Ground cover, (type of trees, shrubs, vegetation)	☑	
3	General topography	☑	
4	General soil conditions	☑	
5	Major drainageways	☑	
6	Irrigation facilities	☑	
7	Utilities and other encumbrances	☑	
	Major Basin Descriptions		
1	Reference should be made to major drainageway planning studies; Such as Drainage Basin Planning Studies; Flood Hazard delineation reports, and flood insurance studies or maps if available.	☑	
2	A floodplain statement shall be provided indicating whether any portion of the development is in a designated floodplain as delineated on the current FEMA mapping.	☑	
3	Major basin drainage characteristics.	☑	
4	Identification of all nearby irrigation facilities and other obstructions which could influence or be influenced by local drainage.	☑	
	Sub-Basin Descriptions		
1	Discussion of historic drainage patterns of the property in question	☑	
2	Discussion of offsite drainage flow patterns and their impact on the development	☑	

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EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

PRELIMINARY DRAINAGE REPORT (PDR) CHECKLIST

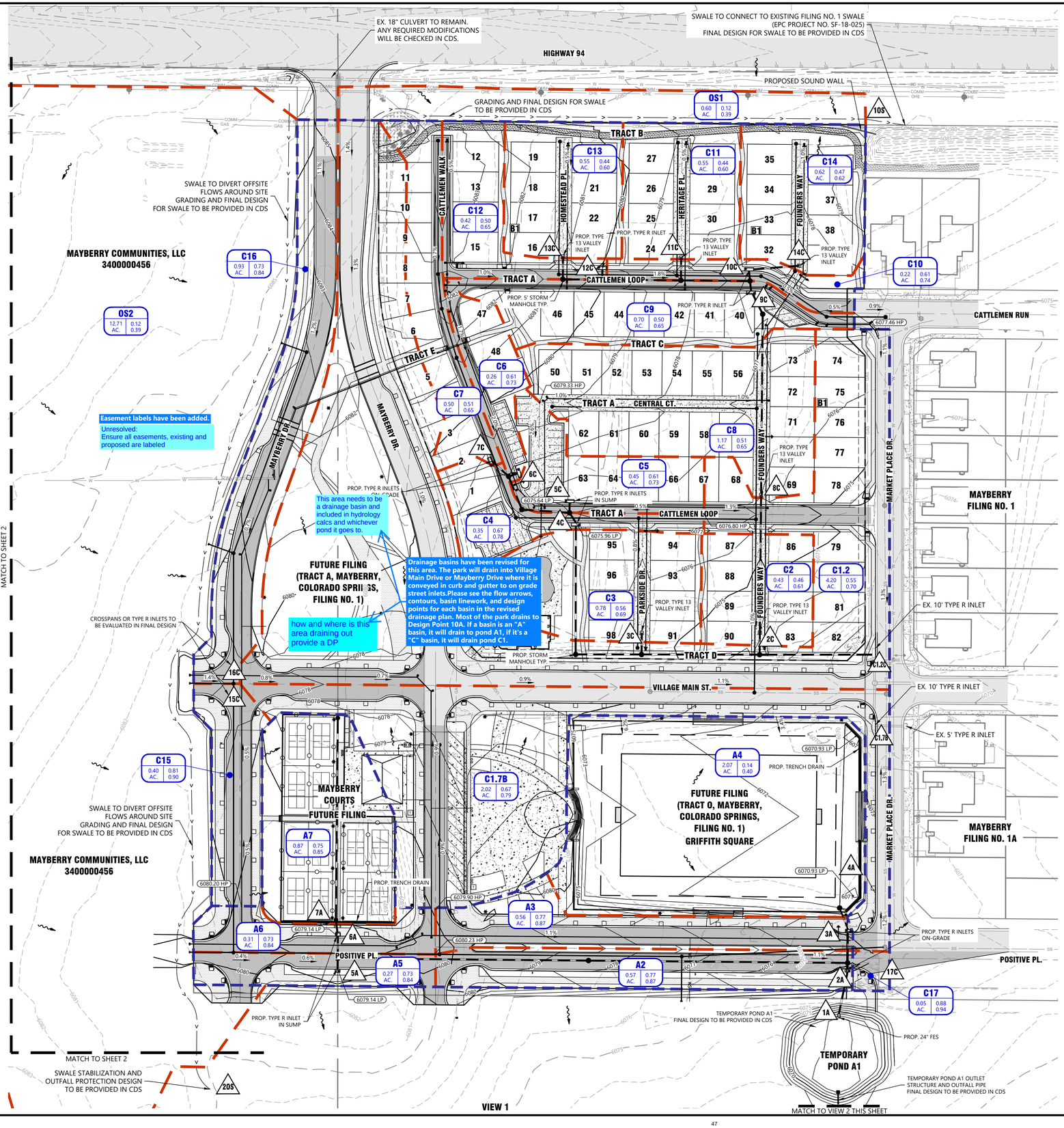
Revised: January 2022

	Drainage Design Criteria		
1	Reference all criteria, master plans, and technical information used for report preparation and design; any deviation from such material must be discussed and justified.	☑	
2	Discussion of previous drainage studies (i.e. PDR, drainage basin planning studies, master plans, flood insurance studies) for the site in question that influence or are influenced by the drainage design and how the studies affect drainage design for the site	☑	
	Four-Step Process		
1	Runoff reduction proposed.	☑	
2	Stabilization of drainage ways proposed/discussed.	☑	
3	Proposed Stormwater Quality Capture Volume (WQCV) proposed.	☑	
4	Identify Best Management Practices (BMP's) to be used to control industrial and commercial pollutants.	☑	
	Hydrologic Criteria		
1	Identify design rainfall.	☑	
2	Identify runoff calculation method.	☑	
3	Identify design storm recurrence intervals	☑	
4	Identify detention discharge and storage calculation method.	☑	
5	Note ECM Appendix I Full Spectrum Detention (FSD) requirement.	☑	
	Drainage Facility Design - General Concept		
1	Discussion of compliance with offsite runoff considerations.	☑	
2	Discussion of anticipated and proposed drainage patterns.	☑	
3	Discussion of the content of tables, charts, figures, plates or drawings presented in the report.	☑	
	Drainage Facility Design - Specific Details		
1	Presentation of existing and proposed hydrologic conditions including approximate flow rates entering and exiting the subdivision with all necessary calculations.	☑	
2	Presentation of approach to accommodate drainage impacts on existing or proposed improvements and facilities.	☑	
3	Presentation of proposed facilities with respect to alignment, material and structure type.	☑	
4	Discussion of drainage impact of site constraints such as streets, utilities, existing and proposed structures.	☑	
5	Environmental features and issues shall be presented if applicable.	☑	
6	Discussion of maintenance access and aspects of the preliminary design.	☑	
7	Discussion and analysis of existing and proposed downstream drainage facilities and their ability to convey developed runoff from the proposed development.	☑	
	Drawing Contents		
1	General Location Map: A map shall be provided in sufficient detail to identify drainage flows entering and leaving the development and general drainage patterns. The map should be at a scale of 1"=50' to 1"=2000'. The map shall identify any major construction (i.e. development, irrigation ditches, existing detention facilities, culverts, storm sewers, etc.) that shall influence or be influenced by the subdivision.	☑	
2	Drainage Plan: Map (s) of the proposed development at a scale of 1"=20' to 1"=200' shall be included to identify existing and proposed conditions on or adjacent to the site in question.	☑	
3	The drainage plan shall delineate all sub-basins and proposed initial and major facilities as well as provide a summary of all initial and major flow rates at design points. All floodplains affecting the site shall be shown.	☑	

In discussion of downstream facilities (See comment in report) please include analysis in appendix

Additional discussion has been added to report section 4.2.5 and a historic drainage exhibit has been added to Appendix D to show historic drainage pattern. There are no defined existing channel/swales to analyze downstream of Interim Pond A1. Pond C1, Pond C1 outfall, and Channel C1 are not being revised at this time. These were analyzed with Mayberry Filing 1. Upon speakign with Charlene Durham, this was a sufficient resolution to the comment.

Appendix D. Drainage Plans



LEGEND

- Property Line
- Right of Way Line
- Centerline
- Lot Line
- Easement Line
- Setback Line
- Swale Line
- Storm Manhole
- Type 'R' Inlet
- Storm Sewer Line
- Ex. Storm Manhole
- Ex. Storm Inlet
- Ex. Storm Sewer Line
- Proposed Major Contour (5280)
- Proposed Minor Contour
- Existing Major Contour (5280)
- Existing Minor Contour
- Drainage Flow Direction
- Major Basin Boundary
- Minor Basin Boundary
- Drainage Design Point (1)
- Drainage Basin ID (Name; Area AC.; C5; C100)
  - C5 Minor Storm Runoff Coefficient (C)
  - C100 Major Storm C

Summary Runoff Table

Design Point	Tributary Basins	Tributary Area	Composite Imperv. %	Runoff (CFS) 5-Year	Runoff (CFS) 100-Year
2A	A2	0.57	85%	2.27	4.29
3A	A3	0.56	85%	2.24	4.23
4A	A4	2.07	9%	1.28	6.27
5A	A5	0.27	80%	1.03	1.98
6A	A6	0.31	80%	1.18	2.26
7A	A7	0.87	82%	3.38	6.44
1A	**Basin A**	**4.66**	**50%**	**6.79**	**15.49**
C1.2C	C1.2	4.20	64%	9.63	20.32
C1.7B	C1.7B	2.02	73%	6.07	12.03
2C	C2	0.43	63%	1.03	2.27
3C	C3	0.78	69%	2.25	4.66
4C	C4	0.35	77%	1.20	2.36
5C	C5	0.45	74%	1.41	2.82
6C	C6	0.26	75%	0.84	1.67
7C	C7	0.50	64%	1.31	2.81
8C	C8	1.17	68%	3.11	6.59
9C	C9	0.70	61%	1.80	3.93
10C	C10	0.22	69%	0.71	1.44
11C	C11	0.55	57%	1.26	2.87
12C	C12	0.42	61%	1.07	2.34
13C	C13	0.55	57%	1.26	2.87
14C	C14	0.62	60%	1.51	3.35
15C	C15	0.40	90%	1.70	3.14
16C	C16	0.93	80%	3.52	6.76
17C	C17	0.05	97%	0.23	0.42
C1.2C	**Basin C**	**14.62**	**67%**	**23.23**	**48.12**
1OS	OS1	0.60	7%	0.32	1.75
2OS	OS2	12.71	7%	2.06	11.21

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Revision Type:

No.	Rev. Date:
1	
2	
3	
4	
5	
6	

Designed: RNM
Prepared: SCA
Approved: XWL

Job No.: 8787-0001
Scale Horiz: 1" = 60'
Scale Vert: N/A

Sheet: 1 of 1
Date: June 15, 2026

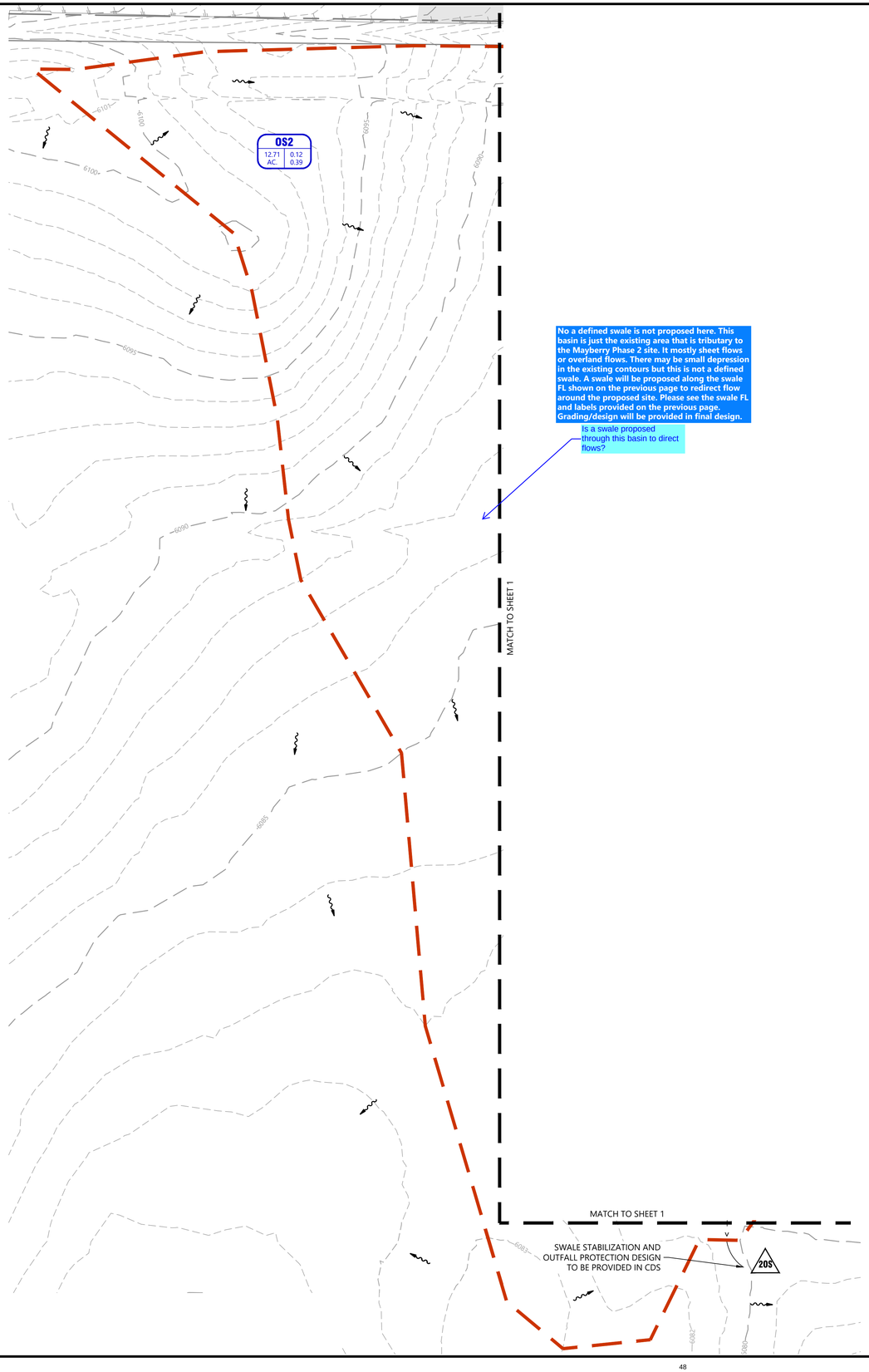
Proj. Name: Mayberry Phase 2
Location: El Paso County, Colorado
Plan Set: Preliminary Drainage Plans
Sheet Name: Proposed Drainage Plan

NOT FOR CONSTRUCTION

Know what's below. Call before you dig.

No. 1

I:\JOB FOLDERS\0000-0000 – MAYBERRY\ENGINEERING\04 DRAWINGS\PRELIMINARY PLANS\DRAINAGE\PRELIM – PROPOSED DRAINAGE PLAN PRINTED ON: 6/15/2026 11:54 AM



LEGEND

- Property Line
- Right of Way Line
- Centerline
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- Major Basin Boundary
- Minor Basin Boundary
- Drainage Design Point (1)
- Drainage Basin ID
  - Name
  - Area AC. | C5 C100
  - C5 Minor Storm Runoff Coefficient (C)
  - C100 Major Storm C

60 0 30 60
SCALE
1 inch = 60 ft.

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Revision Type:

No.	Rev. Date:
1	
2	
3	
4	
5	
6	

Designed: RNM
Prepared: SCA
Approved: XWL

Job No.: 8787-0001
Scale Horiz: 1" = 60'
Scale Vert: N/A

Sheet: 1 of 2
Date: June 15, 2026

Proj. Name: Mayberry Phase 2
Location: El Paso County, Colorado
Plan Set: Preliminary Drainage Plans
Sheet Name: Proposed Drainage Plan

NOT FOR CONSTRUCTION

811 Know what's below. Call before you dig.

No. 2

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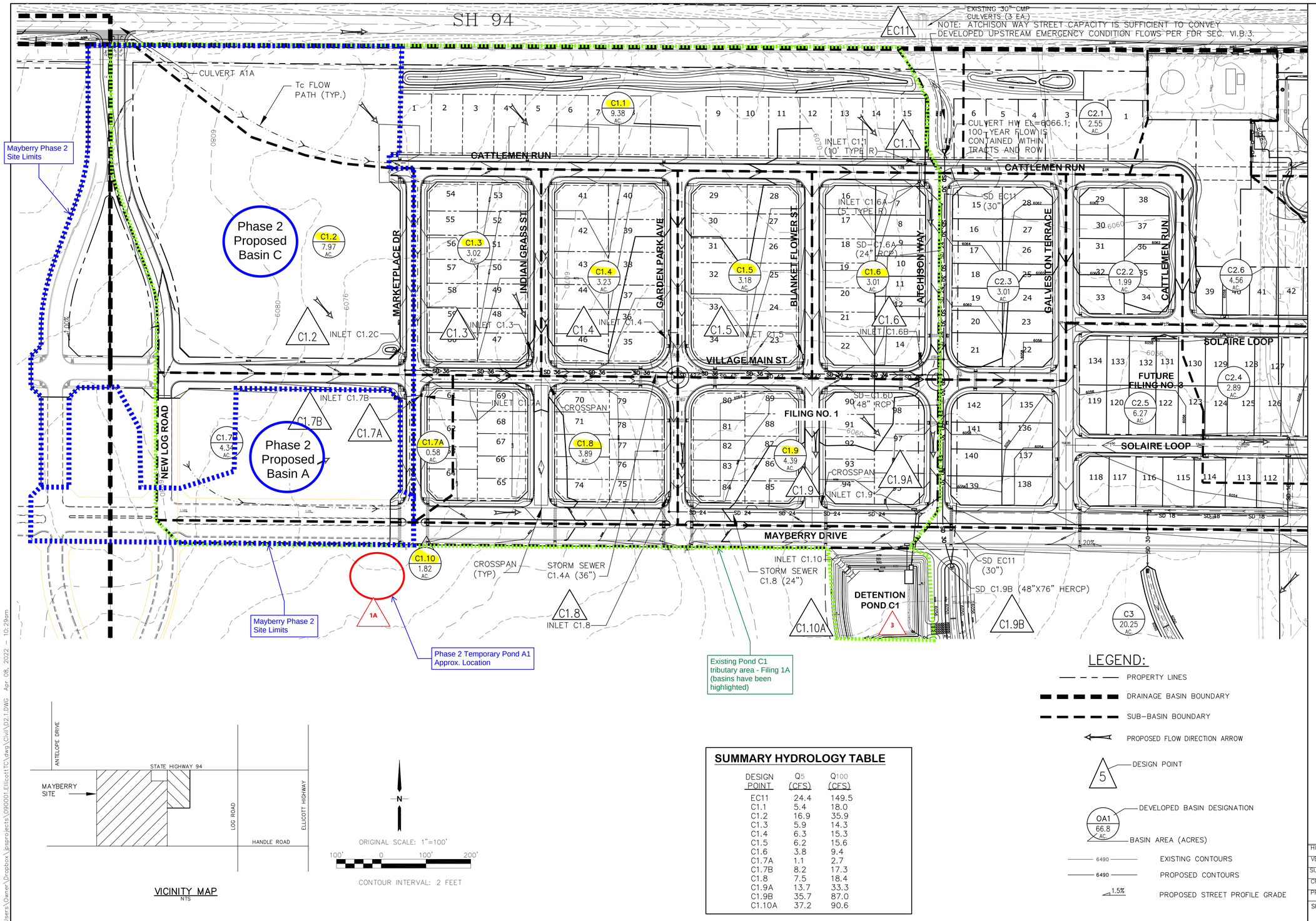
Existing Drainage Plan



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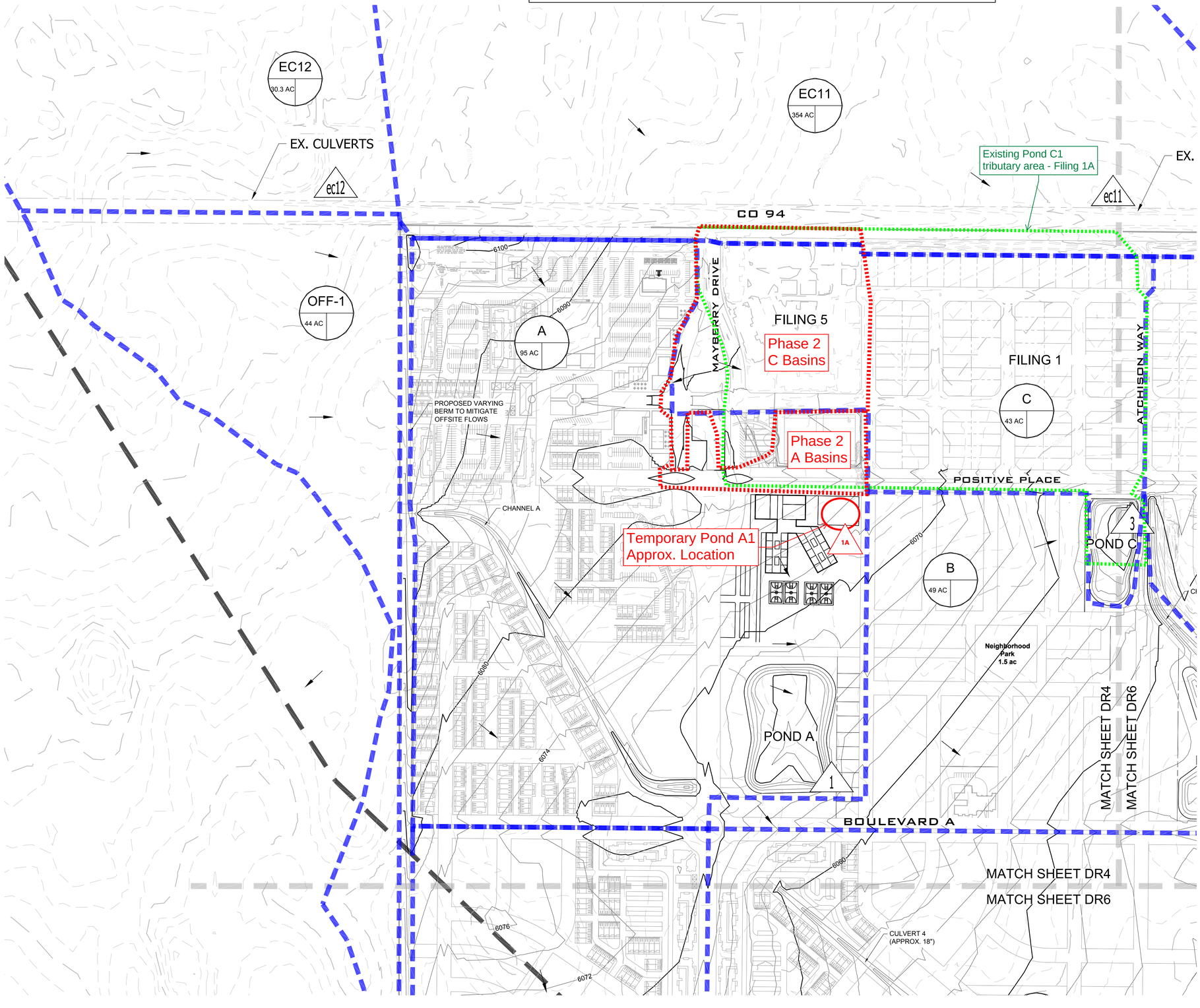
HORZ. SCALE:	1"=100'	DRAWN:	BJJ
VERT. SCALE:	N/A	DESIGNED:	JPS
SURVEYED:	RAMPART	CHECKED:	JPS
CREATED:	12/03/00	LAST MODIFIED:	4/7/22
PROJECT NO:	090001	MODIFIED BY:	JPS

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

Master Development Drainage Plan Excerpt



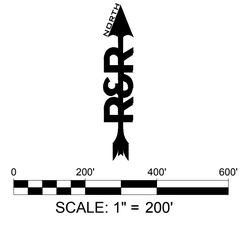
EXISTING	DESCRIPTION	PROPOSED
	PROPERTY LINE	
	EASEMENT	
	EDGE OF PAVEMENT	
	VERTICAL CURB AND GUTTER	
	SPILL GUTTER	
	TRANSITION GUTTER	
5825	MAJOR CONTOUR	5825
5822	MINOR CONTOUR	5822
	STORM SEWER PIPE	
	DRAINAGE BASIN LABEL * BASIN LABEL ** TRIBUTARY AREA (AC)	X* X**
	FLOW ARROW	
	DESIGN POINT	1
	DRAINAGE AREA BOUNDARY	

BASIN SUMMARY TABLE

Basin	Area (acres)	5-yr (cfs)	100-yr (cfs)
A	95.00	154.99	286.8
B	49.00	67.48	143.6
C	43.00	59.08	121.5
D	110.00	145.86	309.1
E	73.00	106.61	215.9
F	75.00	71.09	145.1
G	160.00	173.79	364.6
EC12	30.30	16.67	40.3
EC11	354.00	24.40	149.5
EC10	320.00	18.40	144.7
OFF-1	44.00	5.90	25.8

DESIGN POINT SUMMARY TABLE

Design Point	Contributing Basins	Area (acres)	5-yr (cfs)	100-yr (cfs)
1	A	95.00	147.81	273.86
2	B	49.00	64.15	136.63
3	C	43.00	56.01	115.33
4	D	110.00	138.30	293.42
5	E	73.00	101.07	204.91
6	F	75.00	70.97	145.03
7	G	160.00	166.68	350.13



NO.	REVISION	BY	DATE

R&R ENGINEERS-SURVEYORS, INC.
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WWW.RRENGINEERS.COM

COLORADO LICENSED
CLIFTON JOSEPH DUNN
48189
5/4/22
PROFESSIONAL ENGINEER

MAYBERRY SKETCH PLAN

SITE ADDRESS: MAYBERRY, COLORADO SPRINGS
EL PASO COUNTY

PREPARED FOR: MAYBERRY COMMUNITIES, LLC
3296 DEVINE HEIGHTS #208
COLORADO SPRINGS, CO 80922

EXHIBIT

JOB NO. MC22208
ORG. SUBM. DATE
DWN: GWH CHKD: CJD
NAME

PROPOSED
DRAINAGE MAP

NO.
DR4

Traffic Impact Study

Mayberry Communities

PUD2 Traffic Impact Study

PCD File No. PUDSP251

El Paso County, Colorado

June 15, 2026

Prepared by:

HDR Engineering, Inc.

1670 Broadway, Suite 3400

Denver, CO 80202

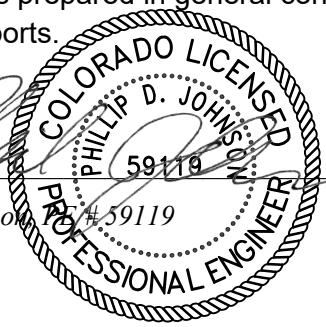
(303)764-1520

PUD Modification and Deviations has been forwarded for Transportation Dept and County Engineer review. See red lines comments end of TIS.

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.



Phil Johnson, PE #59119

6/12/2026

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

Mayberry Communities

22108 Cattlemen Run

Mayberry, CO 80808

Date

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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, 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.

This TIS uses assumptions and traffic data from the approved *Mayberry Communities Sketch Plan Traffic Impact Study* (Sketch Plan TIS) prepared by HDR 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 – 12 Pickleball Courts

The types of residential dwelling units within Tract K will function as a duplex and townhome community. The clubhouse 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 will be to serve the residents of the Mayberry

Communities development and will also draw most of their trips from the residential uses within the development.

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* and assumptions from the approved *Sketch Plan TIS*. Upon buildout, the PUD2 subarea is expected to generate approximately 1,236 daily trips, 69 AM peak hour trips (29 inbound and 40 outbound), and 162 PM peak hour trips (86 inbound and 76 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 generated trips from the clubhouse, Courts, and Soccer Field are assumed to occur within the development. These uses are anticipated to 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, courts, and fields. 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.

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 in 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.

SH-94 & Mayberry Drive westbound acceleration lane
A left turn acceleration lane is currently being constructed for the northbound to westbound movement at the SH-94/Mayberry Drive intersection. The proposed acceleration will meet CDOT requirements once constructed, and no modifications are needed.

SH-94 & Mayberry Drive eastbound acceleration lane
The forecasted traffic volumes show that an acceleration lane is not warranted at this location per CDOT Access Code requirements.

CDOT and El Paso County warrants met without PUD2
Table 6 of this report shows additional turn lane and acceleration lane warrants are met in the study area per CDOT Access 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.

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:

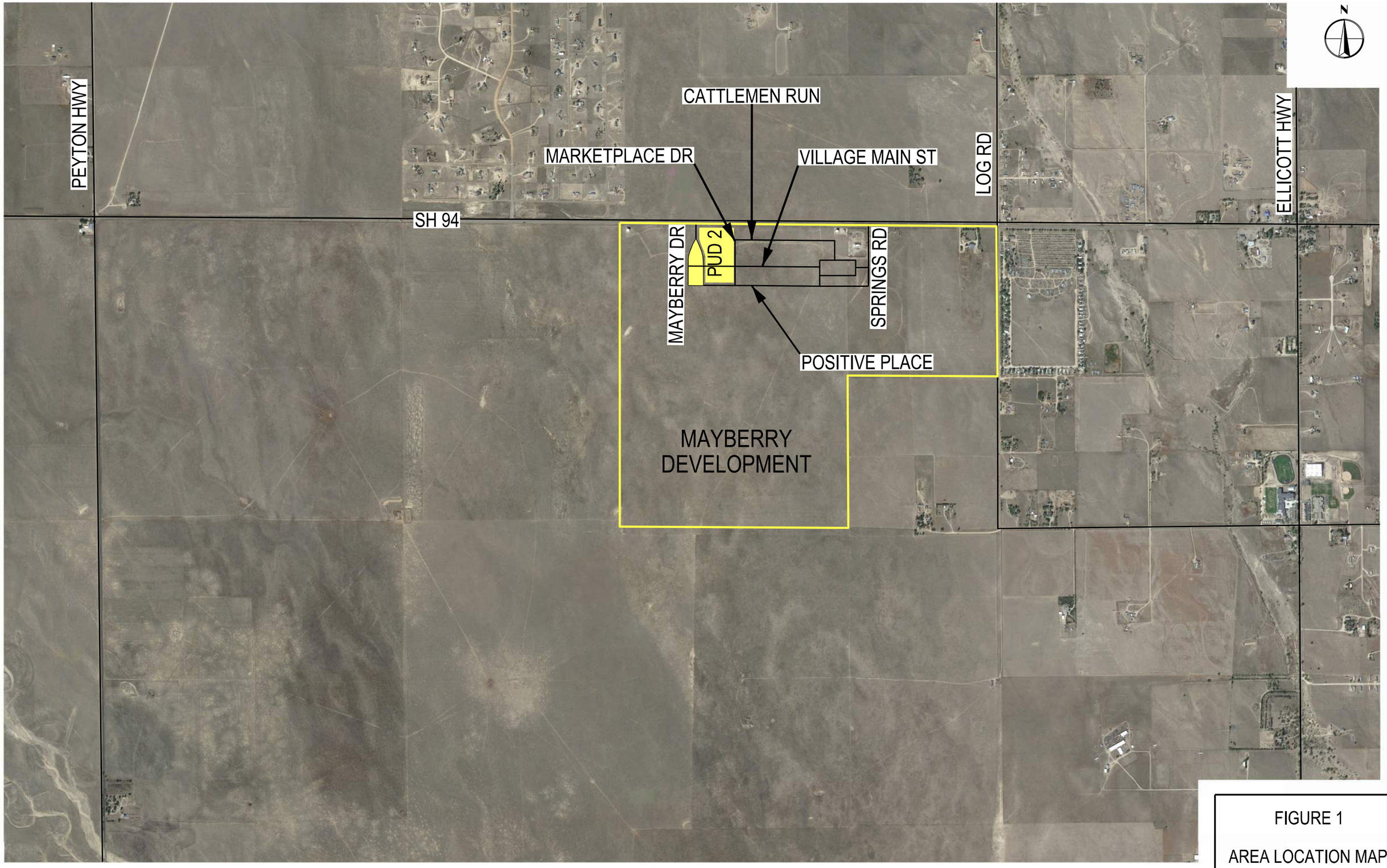
- 6 single-family dwelling units
- 92 duplex dwelling units
- 13,300 square-foot (SF) Clubhouse
- 4.8 acres of Parks and Recreation uses including:
    - 1 Soccer Field
    - 12 pickleball courts which may be converted into 3 tennis courts.

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) was recently approved by El Paso County. This includes the *2025 – March – Mayberry Communities Sketch Plan Traffic Impact Study (Sketch Plan TIS)* (Ref. 1) prepared by HDR. The PUD2 site is shown on the Sketch Plan as Tract K, 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.

This study uses assumptions and traffic data from the following previously approved traffic studies:

- *2022 - October - Mayberry Filing No. 3 TIS (PCD File No. SF2219) (Ref 2)* prepared by LSC Transportation Consultants, Inc.
- *2025 – January – Mayberry Filing No. 4 TIS (PCD File Nos. CS233 & SF2317) (Ref. 3)* 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 PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.

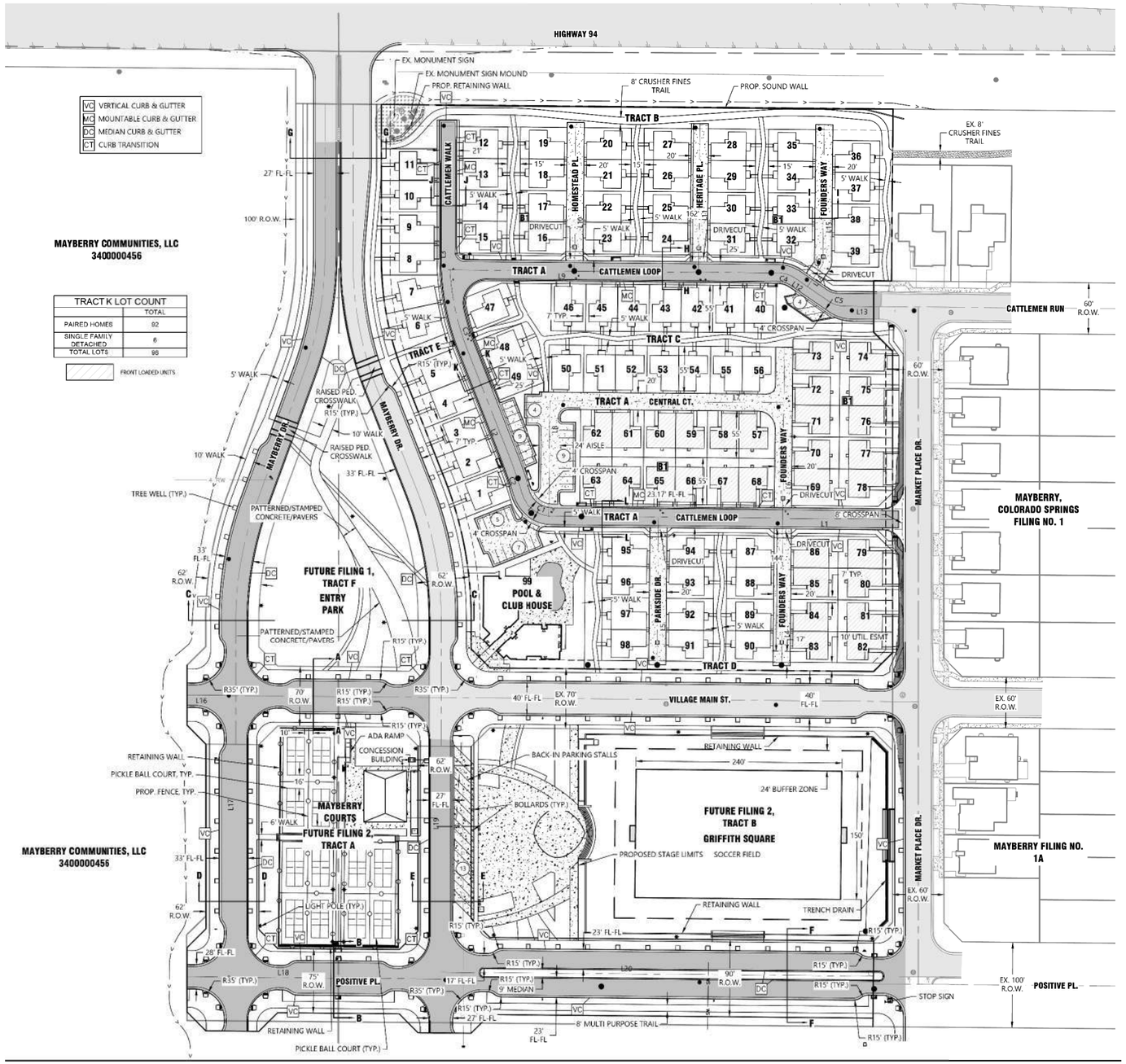


FIGURE 2

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. 4).

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 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:

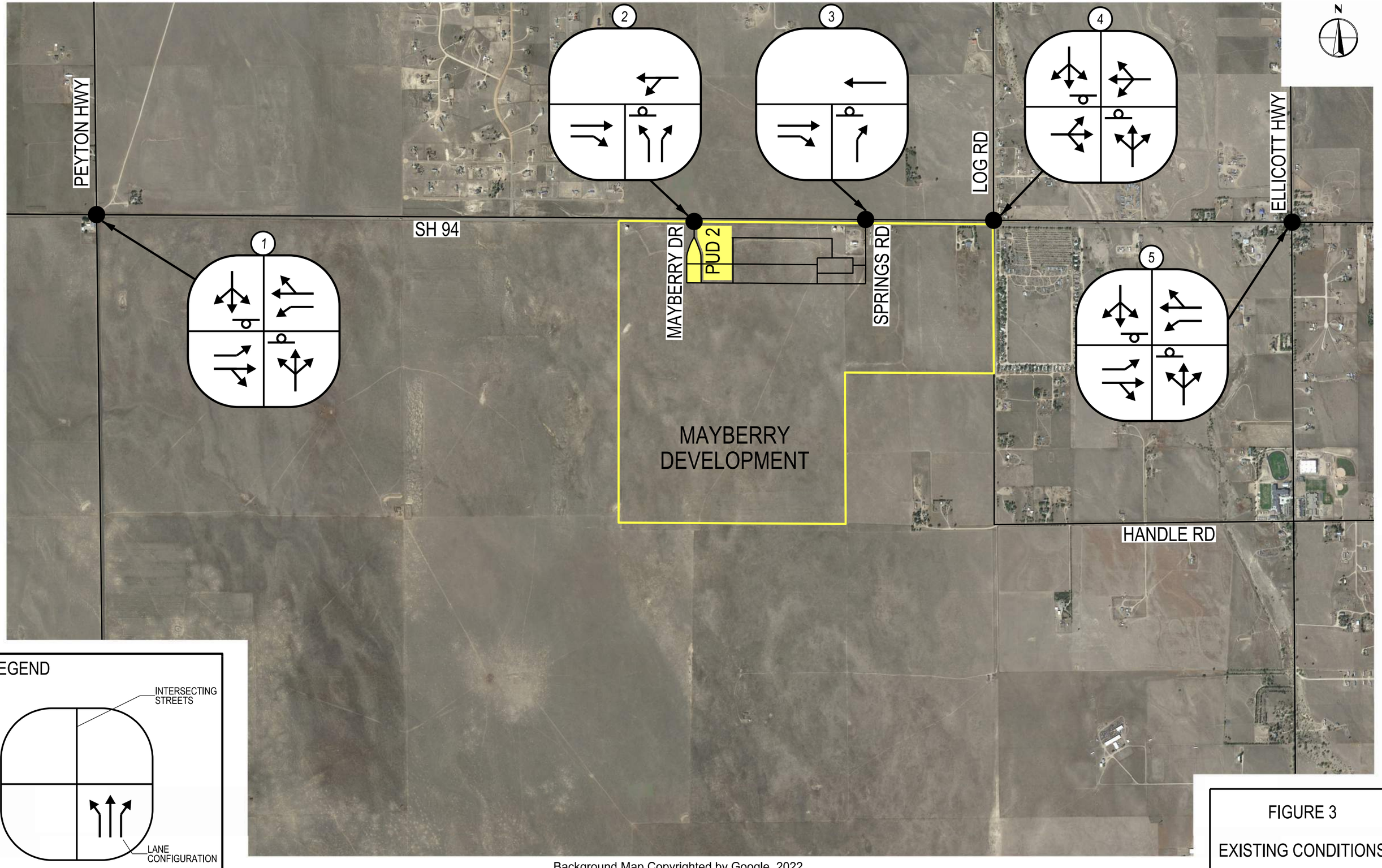
1. SH-94 and Peyton Highway
    - AM Peak Hour: 7:00-8:00 AM
    - PM Peak Hour: 5:00-6:00 PM
2. SH-94 and Mayberry Drive
    - AM Peak Hour: 7:00-8:00 AM
    - PM Peak Hour: 4:00-6:00 PM
3. SH-94 and Springs Road
    - AM Peak Hour: 7:00-8:00 AM
    - PM Peak Hour: 5:00-6:00 PM
4. SH-94 and Log Road
    - 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

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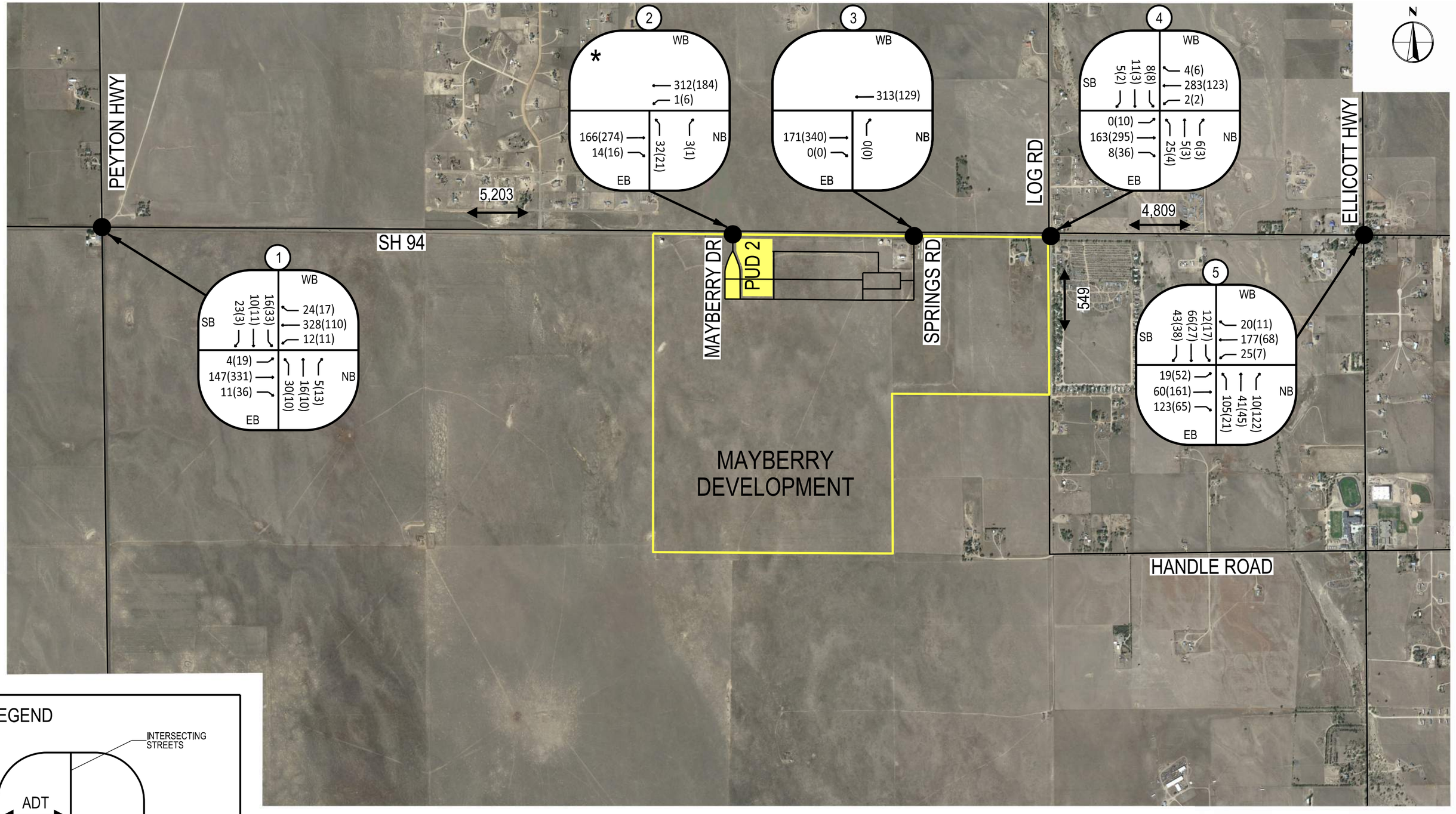
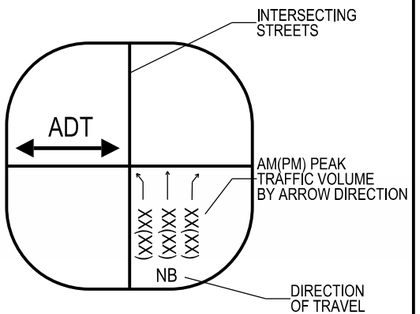
FIGURE 3

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.

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FIGURE 4

2024 EXISTING TRAFFIC VOLUMES

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, so the number of pickleball 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 have only a nominal impact on the offsite intersections along SH-94.

provide analysis in back up

40% reduction factor

Unresolved - dotschoenheit
07/07/2026 7:21:51 PM

Trip Generation

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. 5) and the *Mayberry Sketch Plan*.

The approved *Mayberry Sketch Plan TIS* 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* n rates to all residential uses of the Mayberry , the trip generation for residential uses within PUD2 sted ITE Trip Generation Manual rates. Future TIS for ill similarly fol

erate approxim 162 PM peak he assumed l heets and sup on the land us reductions in walk and bike t at there will be s. These trips ections.

Adjustments to Trip Generation. Trip-making reduction factors may be used after first generating trips at full ITE rates. These factors fall into two categories: those that reassign some portion of generated trips to the background stream of traffic, and those that remove or move generated trips. In all cases, the underlying assumptions of the ITE trip generation rates must be recognized and considered before any reductions are used in the TIS. Two specific situations will be closely reviewed. The first is when the traffic study assumes rates where the collection of mixed uses, such as at a shopping center, result in lower peak hour trips than when applying individual rates to each land use. The second is when reductions in the trip generation rates are assumed based on reductions due to travel mand management.

Internal Site Trips/ Transportation Demand Management (TDM). Analytic support documentation of internal site trips, public transportation services use, and TDM actions shall be provided to show how trip adjustments are derived. Optimistic assumptions regarding public transportation use and TDM actions will not be accepted unless accompanied by specific implementation proposals that will become a condition of approval. Such implementation proposals must have a high expectation of realization within a 5-year period after bjection initiation.

Peak Hour Trip Generation from PUD 2/Tract K

Site	Land Use	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*
		40% Reduction			418	7	20	19	13
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	12 Courts	Average Rate	364	0	0	26	25
Total[2]					1,236	29	40	86	76

[1]Trip Generation is based on the higher of the ITE's average rate and fitted curve method for all land uses.
[2]Total includes the 40% reduced rates and excludes the full fitted curve rates.

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 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. 6). Specific recommendations regarding these driveways are discussed in the conclusions and recommendations section of this report.

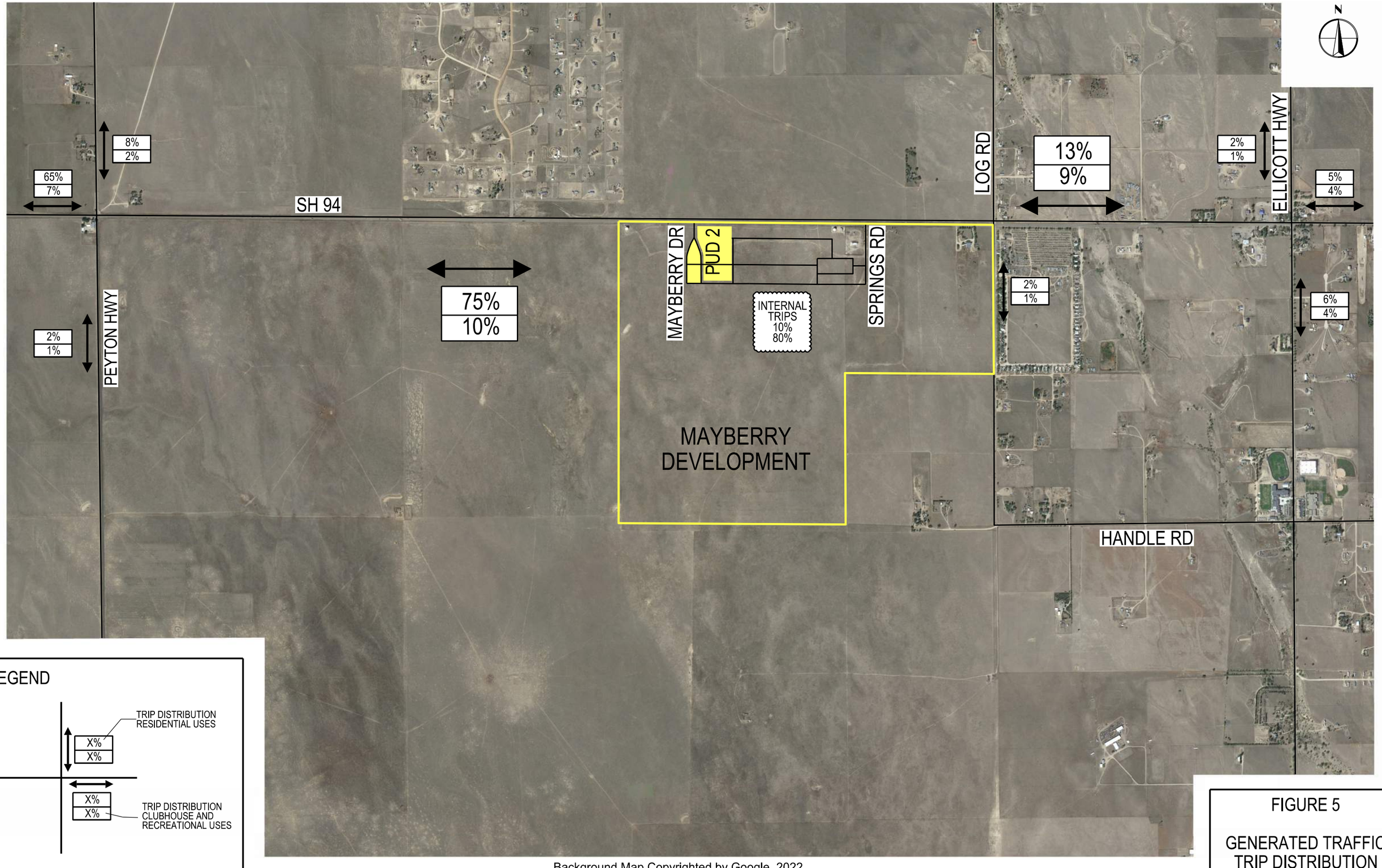

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FIGURE 5

GENERATED TRAFFIC TRIP DISTRIBUTION

N

8

WB

0(0)
0(0)

0(0)
0(0)

(0)

0(0)

NB

EB

Highway 94

7

PUD 2

Tract K
HD1
8.4AC
20EDU/AC

-550

Grocery &
Commercial
MUC1
13.2AC

100

-260

Griffith
Square
2.8AC

0

1.0AC

1.0AC

HD2
12.4AC
20EDU/AC

0.6AC

VILLIAGE MAIN STREET

SB

-3(-5)
3(5)

3(9)
4(15)

10(17)

-3(-9)

NB

EB

2,2A

Filing 4
CS2
9.2AC

MUC3
8.9AC

MUC4
5.9AC

LD2
12.2AC
8EDU/AC

POSITIVE PLACE

MUC5
3.7AC

MD2
9.2AC
12EDU/AC

1.1AC

1.0AC

MUC2
8.9AC

Future
Street Connection

POND

6

LD4
8.2AC

LD3
15.4AC
8EDU/AC

WB

SB

2(12)
2(3)
-3(5)

4(6)
-4(-6)
0(0)

-3(-9)
-2(-12)
-2(-3)

NB

EB

0(0)
6(11)
-6(-11)

Mayberry
Green
5.5AC

SPRINGS ROAD

LD5
17.7AC
8EDU/AC

1.4AC

POND "A"

LD6
19.7AC
8EDU/AC

LD7
10.5AC
8EDU/AC

POND

LEGEND

INTERSECTING STREETS

ADT

AM(PM) PEAK TRAFFIC VOLUME BY ARROW DIRECTION

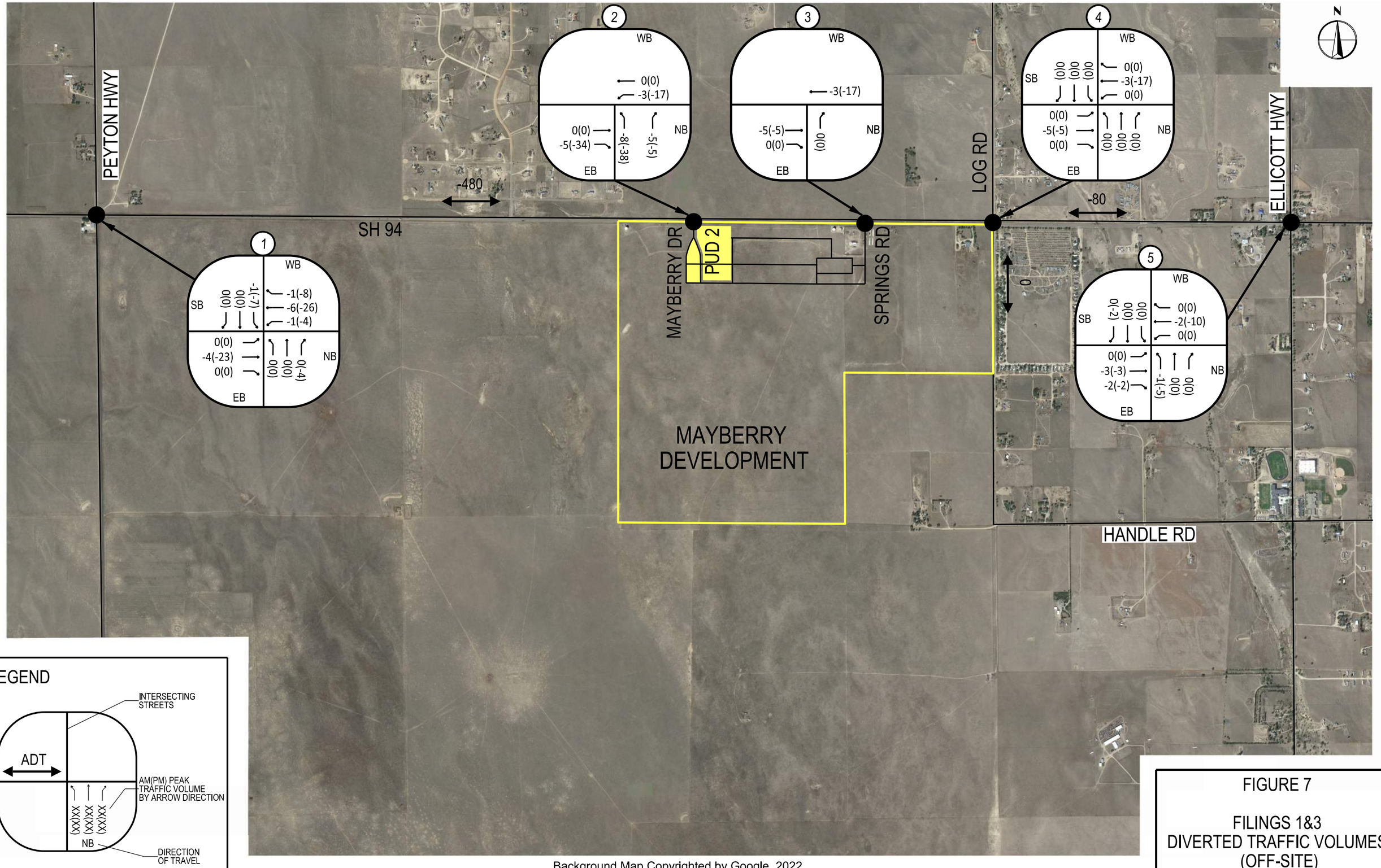
XX(XX)
XX(XX)
XX(XX)

NB

DIRECTION OF TRAVEL

FIGURE 6

FILINGS 1&3
DIVERTED TRAFFIC VOLUMES
(ON-SITE)



LEGEND

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FIGURE 7

FILINGS 1&3
DIVERTED TRAFFIC VOLUMES
(OFF-SITE)

N

8
WB
0(0)
0(0)
0(0)
10(9)
4(12)
0(0)
NB
EB

Highway 94

7
SB
0(0)
0(0)
0(0)
11(10)
5(14)
0(0)
NB
EB

Grocery &
Commercial
MUC1
13.2AC

550

PUD 2
Tract K
HD1
8.4AC
20EDU/AC

500

500

Griffith
Square
2.8AC

1.0AC

1.0AC

HD2
12.4AC
20EDU/AC

0.6AC

VILLIAGE MAIN STREET

2,2A

Filing 4
CS2
9.2AC

MUC3
8.9AC

MUC4
5.9AC

LD2
12.2AC
8EDU/AC

POSITIVE PLACE

Future
Street Connection

POND

6
SB
21(19)
0(0)
0(0)
9(26)
0(0)
0(0)
WB
0(0)
0(0)
0(0)
NB
0(0)
0(0)
0(0)
EB

LD4
8.2AC

LD3
15.4AC
8EDU/AC

Mayberry
Green
5.5AC

MUC2
8.9AC

1.4AC

POND "A"

LD6
19.7AC
8EDU/AC

SPRINGS ROAD

LD5
17.7AC
8EDU/AC

1.1AC

MD2
9.2AC
12EDU/AC

MUC5
3.7AC

LD7
10.5AC
8EDU/AC

POND

LEGEND

INTERSECTING STREETS

ADT

AM(PM) PEAK TRAFFIC VOLUME BY ARROW DIRECTION

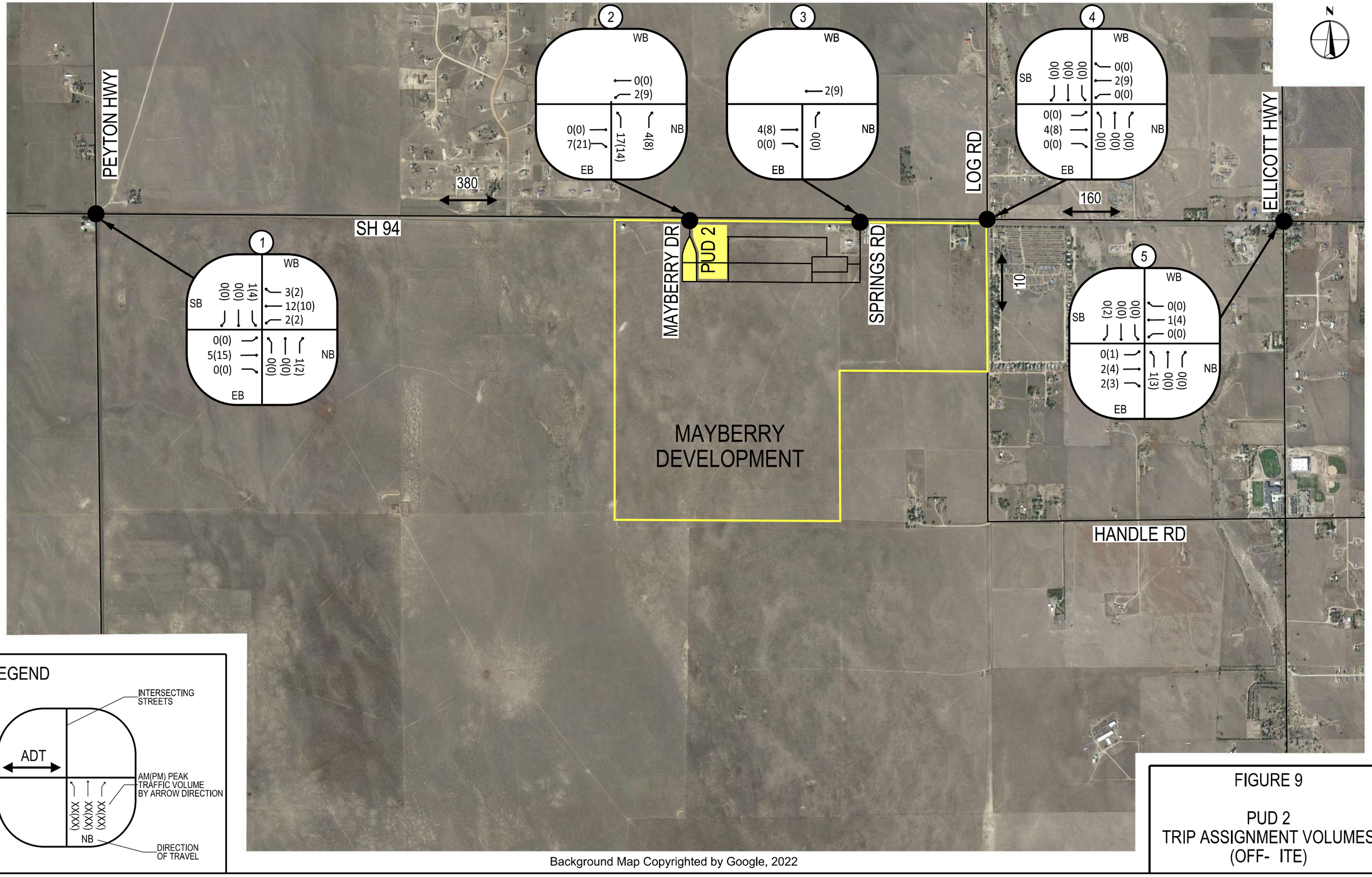
(XX)XX
(XX)XX
(XX)XX

NB

DIRECTION OF TRAVEL

FIGURE 8

PUD 2
TRIP ASSIGNMENT VOLUMES
(ON-SITE)



LEGEND

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FIGURE 9

PUD 2
TRIP ASSIGNMENT VOLUMES
(OFF- ITE)

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. 7). 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 purpose 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 under construction at the time this TIS was prepared. 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. Improvements to Mayberry Drive will therefore serve to improve traffic operations beyond what is analyzed in this report. 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 (12.2)	B (12.2)
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 (19.0)	C (20.6)
SH-94/Mayberry Drive	TWSC	B (11.5)	B (13.0)	B (11.6)	B (12.3)
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 (13.4)	B (12.8)
SH-94/Ellicott Hwy	TWSC	C (21.6)	B (13.7)	C (21.4)	B (13.5)
Marketplace Drive/Village Main Street	TWSC	A (9.4)	A (9.9)	A (9.7)	B (10.3)
Marketplace Drive/South Access	TWSC	A (0.0)	A (0.0)	A (8.5)	A (8.7)
Marketplace Drive/Cattlemen Run/North Access	TWSC	A (8.3)	A (8.4)	A (8.5)	A (8.6)

Highest delay minor street lane is reported for all unsignalized intersections.
S = Traffic Signal; R = Roundabout; TWSC = Two Way Stop Control

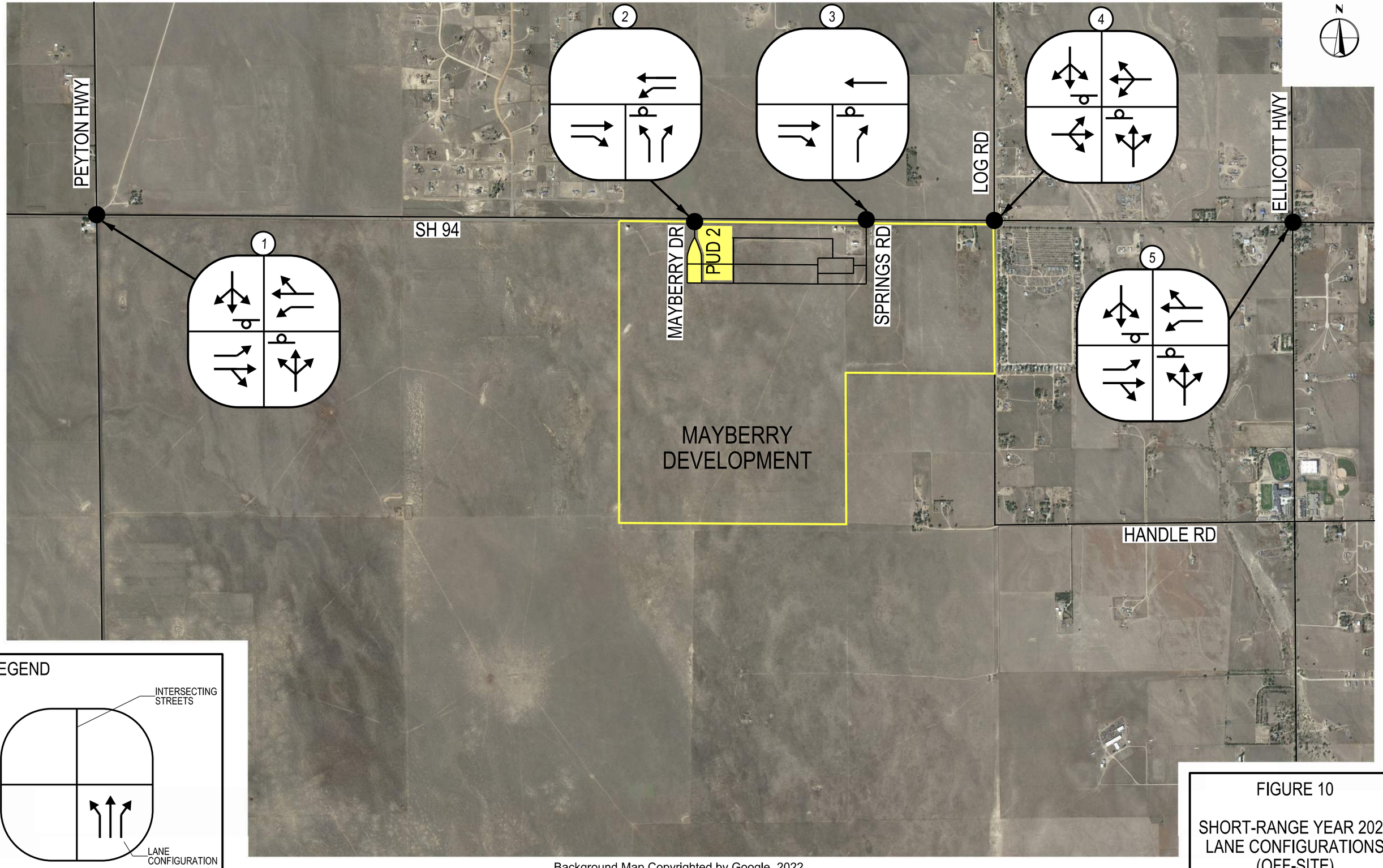

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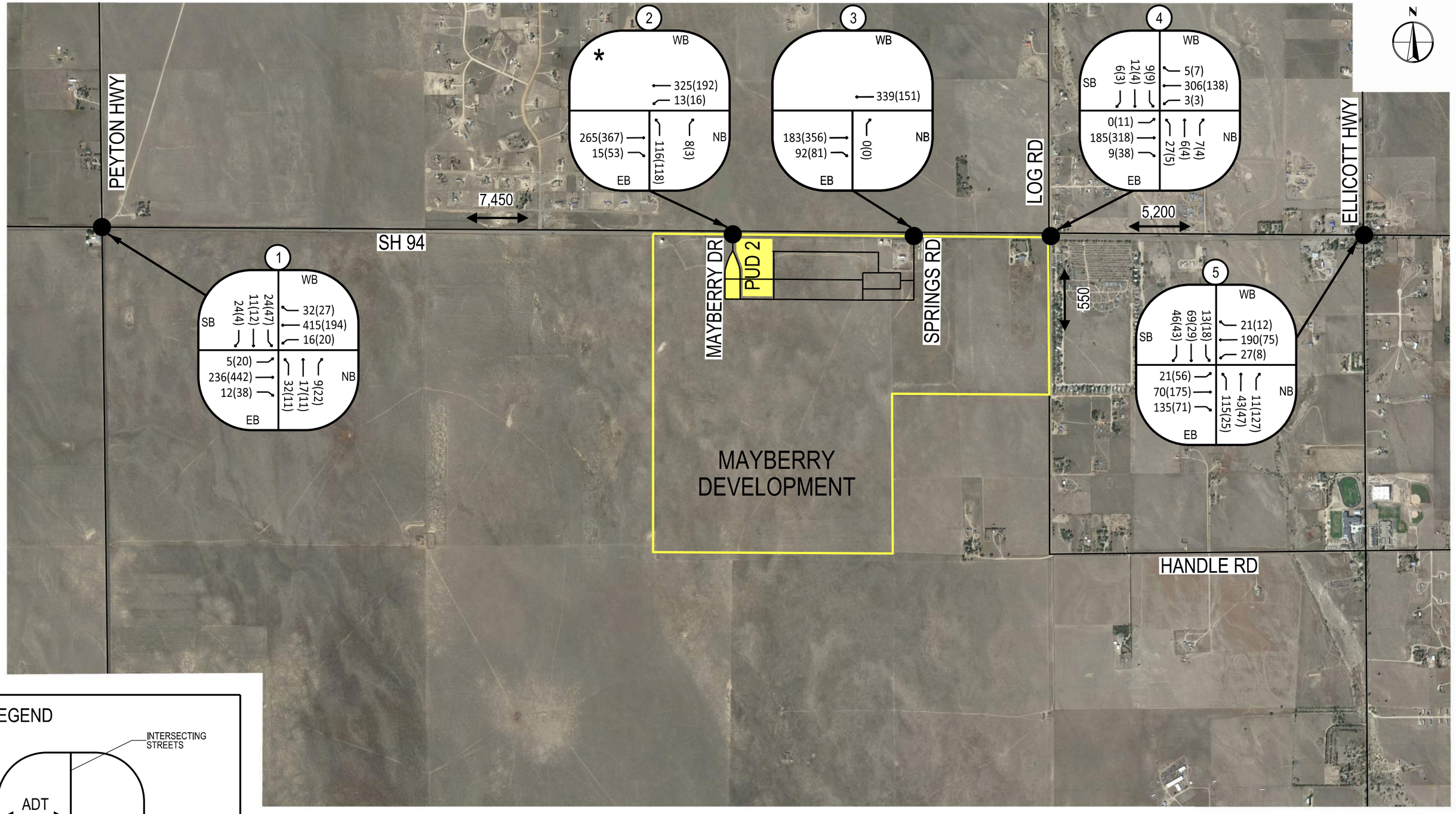
FIGURE 10

SHORT-RANGE YEAR 2028
LANE CONFIGURATIONS
(OFF-SITE)



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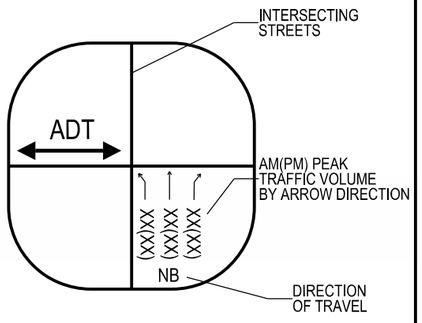

* EXISTING COUNTS AT INTERSECTION 2 - SH-94/MAYBERRY DRIVE REPORT A DIFFERENT PEAK HOUR COMPARED TO SH-94/PEYTON HIGHTWAY AND SH-94/SPRINGS ROAD. THIS LEADS TO SOME DIFFERENT TRAFFIC VOLUME IMBALANCE BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS.

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FIGURE 11

SHORT-RANGE YEAR 2028 BACKGROUND TRAFFIC (OFF-SITE)

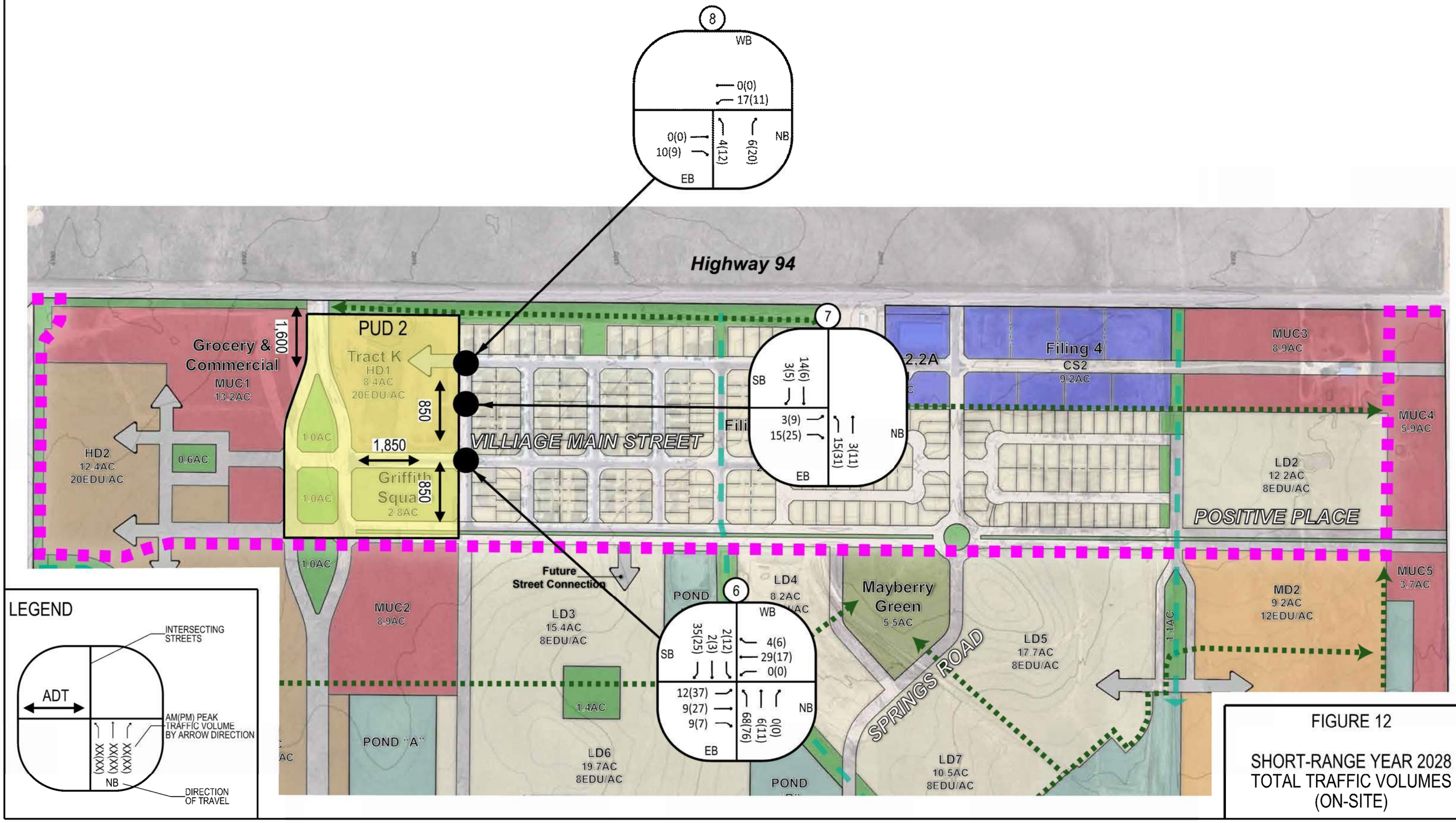
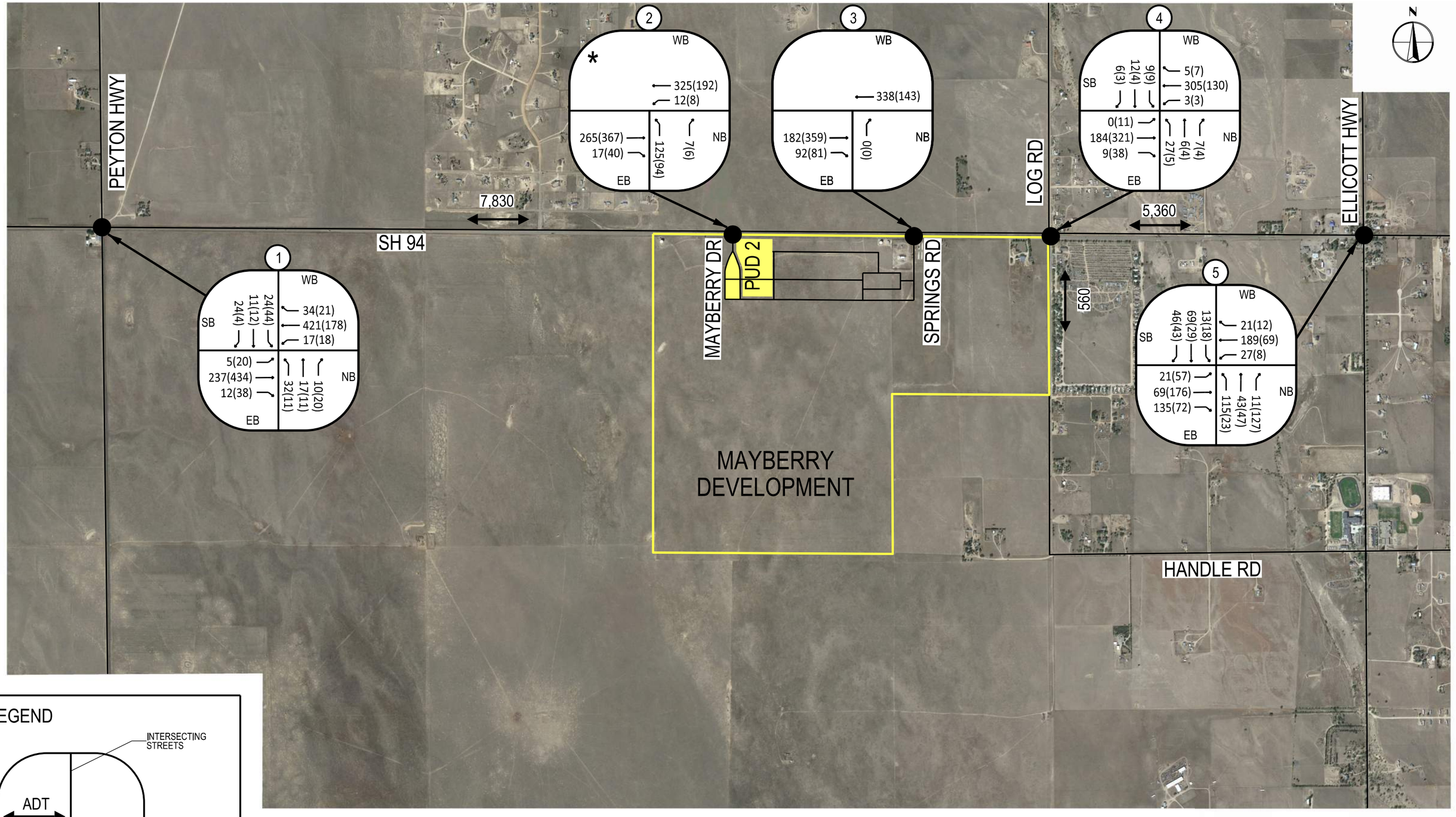


FIGURE 12

SHORT-RANGE YEAR 2028
TOTAL TRAFFIC VOLUMES
(ON-SITE)



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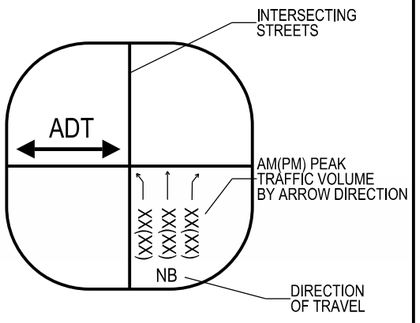

* EXISTING COUNTS AT INTERSECTION 2 - SH-94/MAYBERRY DRIVE REPORT A DIFFERENT PEAK HOUR COMPARED TO SH-94/PEYTON HIGHTWAY AND SH-94/SPRINGS ROAD. THIS LEADS TO SOME DIFFERENT TRAFFIC VOLUME IMBALANCE BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS.

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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.

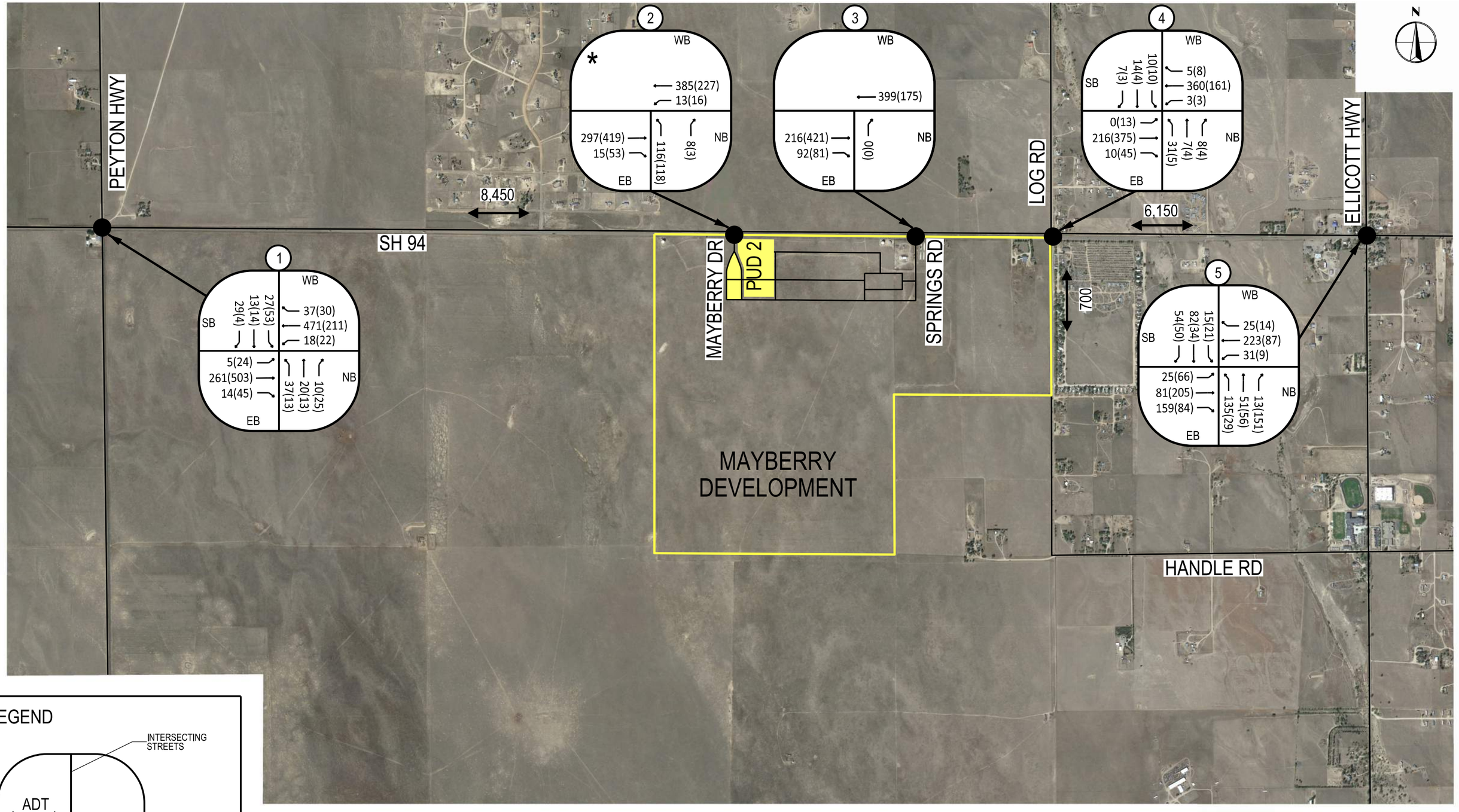
Study area roadways and intersections are assumed to be constructed in their existing configurations, with the addition of planned improvements at SH-94/Mayberry Drive in the Long-Range analysis, which are the same as in the Short-Range analysis. Those lane configurations are shown in Figure 10.

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 (23.1)	D (25.9)
SH-94/Mayberry Drive	TWSC	B (11.9)	B (13.9)	B (12.0)	B (13.0)
SH-94/Springs Road	TWSC	A (9.5)	B (11.1)	A (9.5)	B (11.1)
SH-94/Log Road	TWSC	C (15.1)	B (14.1)	C (15.0)	B (14.1)
SH-94/Ellicott Hwy	TWSC	D (34.7)	C (16.2)	D (34.4)	C (16.0)
Marketplace Drive/Village Main Street	TWSC	A (9.4)	A (9.9)	A (9.7)	B (10.3)
Marketplace Drive/South Access	TWSC	A (0.0)	A (0.0)	A (8.5)	A (8.7)
Marketplace Drive/Cattlemen Run/North Access	TWSC	A (8.3)	A (8.4)	A (8.5)	A (8.6)

Highest delay minor street lane is reported for all unsignalized intersections.
S = Traffic Signal; R = Roundabout; TWSC = Two Way Stop Control



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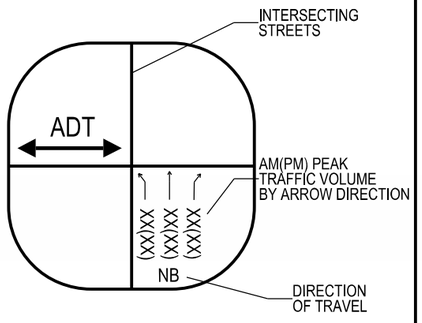

* EXISTING COUNTS AT INTERSECTION 2 - SH-94/MAYBERRY DRIVE REPORT A DIFFERENT PEAK HOUR COMPARED TO SH-94/PEYTON HIGHTWAY AND SH-94/SPRINGS ROAD. THIS LEADS TO SOME DIFFERENT TRAFFIC VOLUME IMBALANCE BETWEEN INTERSECTIONS, BUT PROVIDES A MORE CONSERVATIVE ANALYSIS.

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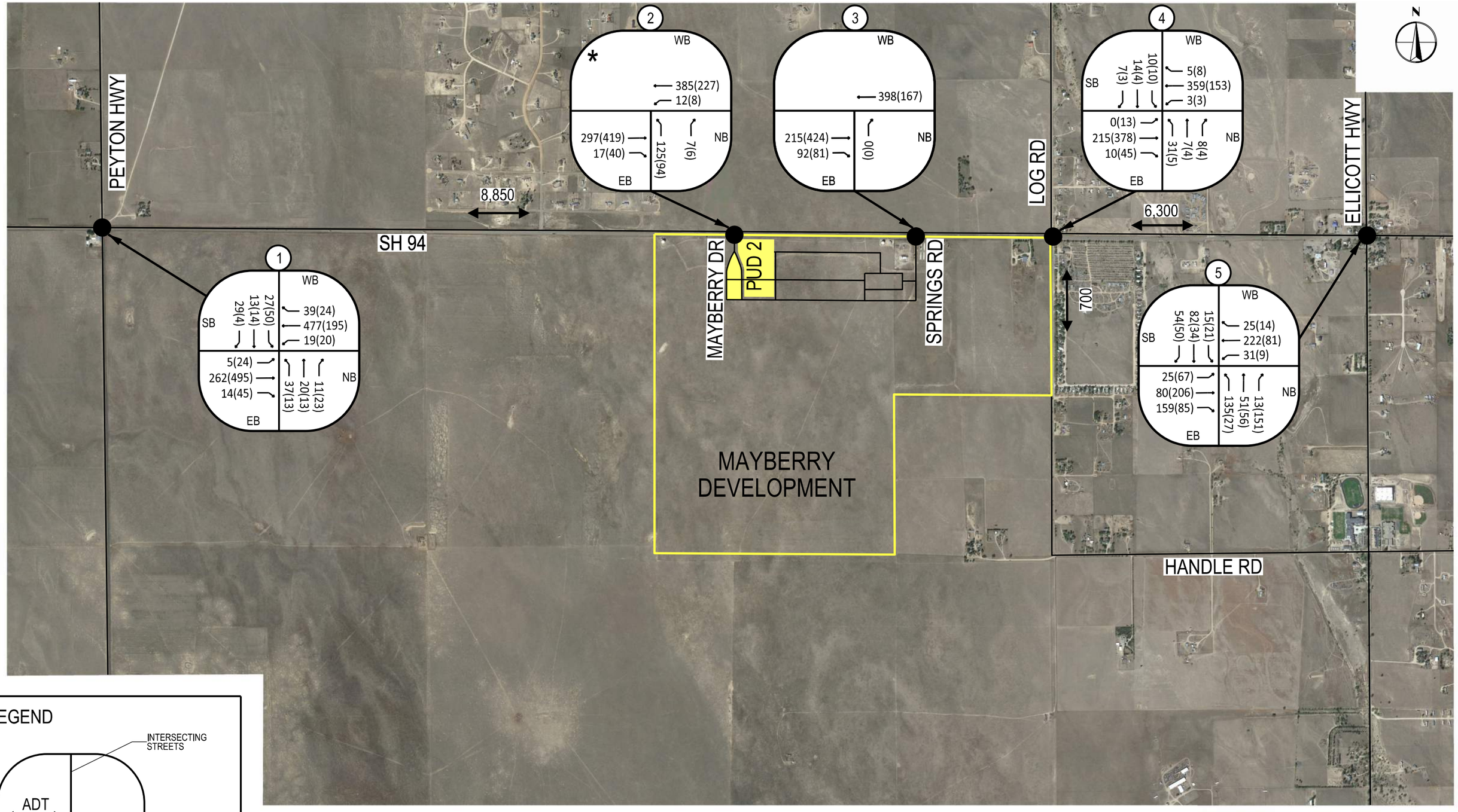
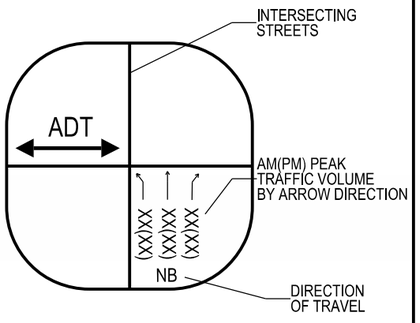
FIGURE 14

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.

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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. Improvements to Mayberry Drive will therefore serve to improve traffic operations beyond what is analyzed in this report. 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 (19.0)	C (20.6)	C (22.9)	D (28.4)	C (23.1)	D (25.9)
SH-94/Mayberry Drive	TWSC	B (12.2)	B (12.2)	B (11.5)	B (13.0)	B (11.6)	B (12.3)	B (11.9)	B (13.9)	B (12.0)	B (13.0)
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 (9.5)	B (11.1)
SH-94/Log Road	TWSC	B (12.7)	B (12.4)	B (13.5)	B (12.9)	B (13.4)	B (12.8)	C (15.1)	B (14.1)	C (15.0)	B (14.1)
SH-94/Ellicott Hwy	TWSC	C (18.6)	B (12.8)	C (21.6)	B (13.7)	C (21.4)	B (13.5)	D (34.7)	C (16.2)	D (34.4)	C (16.0)
Marketplace Drive/Village Main Street	TWSC	-	-	A (9.4)	A (9.9)	A (9.7)	B (10.3)	A (9.4)	A (9.9)	A (9.7)	B (10.3)
Marketplace Drive/South Access	TWSC	-	-	A (0.0)	A (0.0)	A (8.5)	A (8.7)	A (0.0)	A (0.0)	A (8.5)	A (8.7)
Marketplace Drive/Cattlemen Run/North Access	TWSC	-	-	A (8.3)	A (8.4)	A (8.5)	A (8.6)	A (8.3)	A (8.4)	A (8.5)	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 roadways internal to the Mayberry development upon completion of PUD2. The analysis anticipates a total traffic volume of 1,950 ADT along Mayberry Drive. Therefore, the traffic volume threshold of 3,000 ADT for constructing the couplet southbound lanes would not be exceeded. However, 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.

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. As shown in the Synchro analysis reports for the Long-Range 2045 Build condition, the intersection operates at an acceptable LOS, and 95th-percentile queues of less than one vehicle 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.

Village Main Street and Marketplace Drive roadway capacities
The traffic volumes shown in Figure 11 illustrate that 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
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.

Tract K Site Access points
The peak hour trips shown in Figure 11 suggest that El Paso County criteria for exclusive turn lanes is met for the northbound left turn ingress at the southerly driveway along Marketplace 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. As shown in the Synchro analysis reports for the Long Range 2045 Build condition, the intersection operates at an acceptable LOS, and 95th-percentile queues of less than one vehicle are expected with the proposed 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 sight distance. Sight distances are shown on the PUD construction documents at all intersections.

SH-94 & Mayberry Drive westbound left turn lane

A westbound left turn deceleration lane is currently being constructed for the SH-94/Mayberry Drive intersection. The proposed left turn lane will provide 525 feet of storage with a 300-foot bay taper. The *CDOT State Highway Access Code* (Ref. 8) 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 7 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 westbound acceleration lane

A left turn acceleration lane is currently being constructed for the northbound to westbound movement at the SH-94/Mayberry Drive intersection. The proposed acceleration lane will have a length of approximately 1,400 feet with a transition taper length of 300 feet. The CDOT State Highway Access Code states that the required acceleration length and transition taper length for a posted speed limit of 65 mph are 1,380 feet and 25:1, respectively. The 25:1 transition taper ratio equates to a length of 300 feet. Therefore, the proposed acceleration will meet CDOT requirements once constructed, and no modifications 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 7 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.

ECM spacing is 150ft urban local low volume. State if spacing is met

Intersection Spacing

Interior roads in Tract K are all private drives (low-volume locals) and alleys which do not have applicable ECM criteria for spacing. The Tract K access intersections are spaced approximately 245 feet centerline-to-centerline which meets Section 2.2.5 of the ECM. The southerly access is more than 200 feet from the nearest collector road which also meets Section 2.2.5 of the ECM. Off-site roads are being designed to comply with the Mayberry Sketch Plan, which has been approved by El Paso County.

Pedestrian/Bicyclist Needs and Provisions

When PUD2 is fully built out, the neighborhood will have some parks and recreational uses for the benefit of residents living within the development. As a result, there may be some pedestrian and bicycle activity associated with these uses. As shown in the site plan, Tract K is designed with multiple exit points to the surrounding network for ease of access. Raised crosswalks are proposed along Mayberry Drive to help calm traffic accessing the Mayberry development. Curb bulbouts are proposed at all major intersections in PUD2 to shorten crossing distances for additional pedestrian protections.

Bicyclists may share vehicular travel lanes, as allowed by the El Paso County ECM. A future shared-use bicycle path is proposed along the south side of Positive Place as shown in the Sketch Plan. However, this path is part of the ultimate cross section of Positive Place. As discussed later in this report, Positive Place will remain in its existing configuration with PUD2. The construction of the shared use path will be evaluated with future PUDs beyond phase 2.

School and Pedestrian Routing Plans

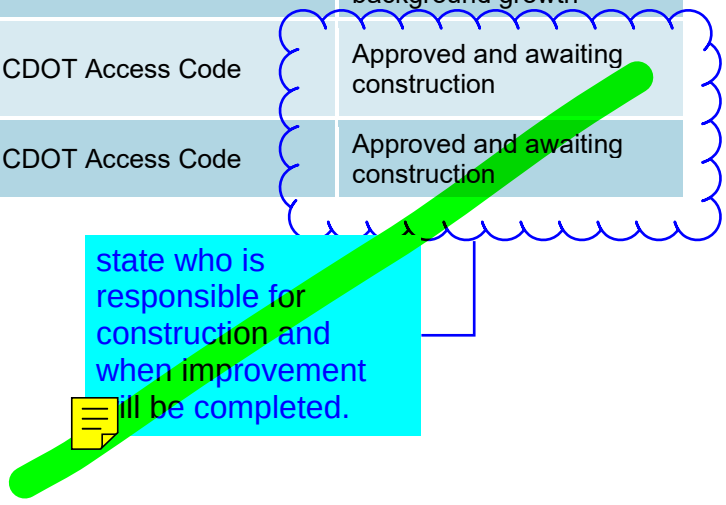
No school will exist within the Mayberry development upon completion of PUD2. The nearest school is Ellicott School, which is more than 2 miles driving distance from PUD2. Transportation to Ellicott School from PUD2 will be by vehicle or by bus.

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.

Table 6: Improvements Warranted Without PUD2

Improvements Warranted Without PUD2 Influence Revised June 2026			
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 RT 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
	NB RT 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. Trigger points 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 discussed in the previous section, no exclusive turn lanes are recommended with the construction of the site, and therefore, a summary table of necessary turn lane improvements is not needed to supplement the list of improvements.

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 June 2026			
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 Special Standard PUD Zoning District form includes requests for each of the following deviations.

- 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.

scuss reduced cross section for local private roads-

- 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.
- Village Main Street/Marketplace Drive intersection and Tract K southerly access driveway: Exclusive left turn lanes are not recommended at these intersections, because traffic analysis shows acceptable delays and LOS, and no expected queuing.

Furthermore, additional requested deviations with a brief summary justification of each are provided below.

- T-Intersection Curb Ramps: The required three ramps are not recommended at specific intersections due to geometric constraints and the resulting misaligned and indirect crossings.
- No Exclusive Left-Turn Lanes: ECM criteria are met at three onsite locations; however, traffic analysis shows that no Level of Service or queuing issues are expected. Additionally, these roadways are low-speed and have low peak hour volumes.

The deviations for reduced cross section width on the private streets must include recommendation input from Fire District. Concurrence ust be included with the deviation.

ovide Copy of noise study

Provide dicussion of any road improvements outstanding from ayberry Fil 3 and 4

All sight distances need to be shown on PUD Preliminary Plan at all intersections. and discussed in the TIS per ECM criteria as t or not

References

1. 2025 – January – Mayberry Communities Sketch Plan Traffic Impact Study (PCD File No. SKP236) prepared by HDR

2. 2022 – October – Mayberry Filing No. 3 TIS (PCD File No. SF2219) prepared by LSC

3. 2024 – January – Mayberry Filing No. 4 TIS (PCD File Nos. CS233 & SF2317) prepared by HDR.

4. El Paso County Major Transportation Corridor Plan (MTCP), adopted July 18, 2024

5. Institute of Transportation Engineers 2017 Trip Generation Manual, An Informational Report, 11th Edition, Washington D.C.

6. Engineering Criteria Manual, County of El Paso, 2020

7. Transportation Research Board 2016 Highway Capacity Manual, 6th Edition, Washington, D.C.
8. 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

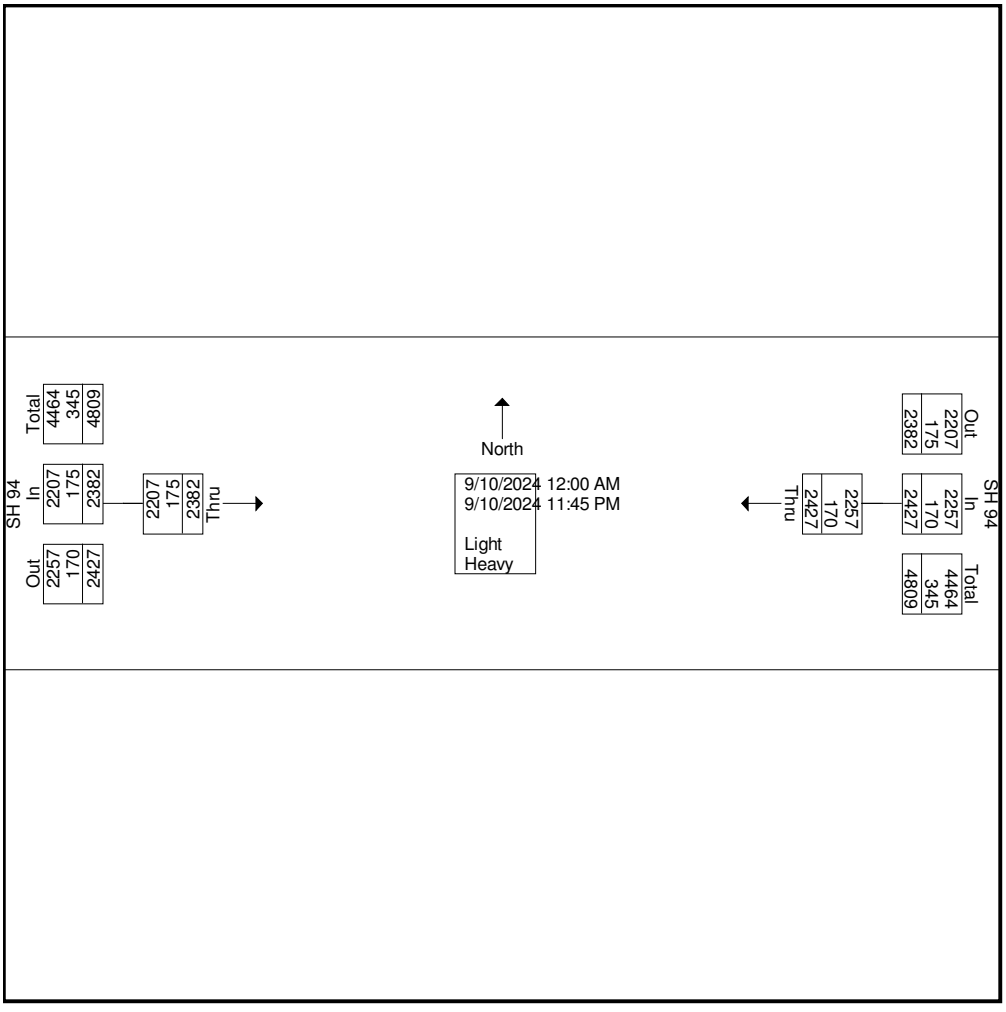
Groups Printed- Light - Heavy

	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

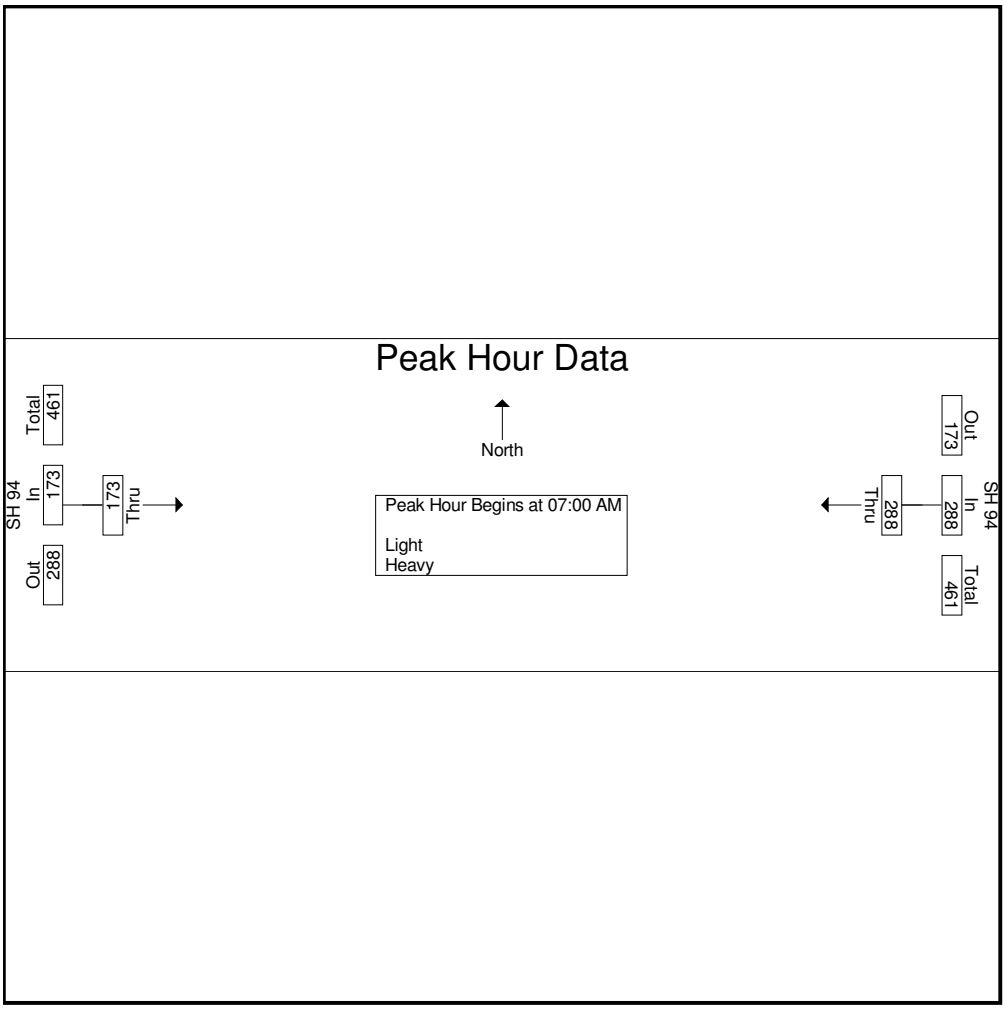


Ridgeview Data Collection

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

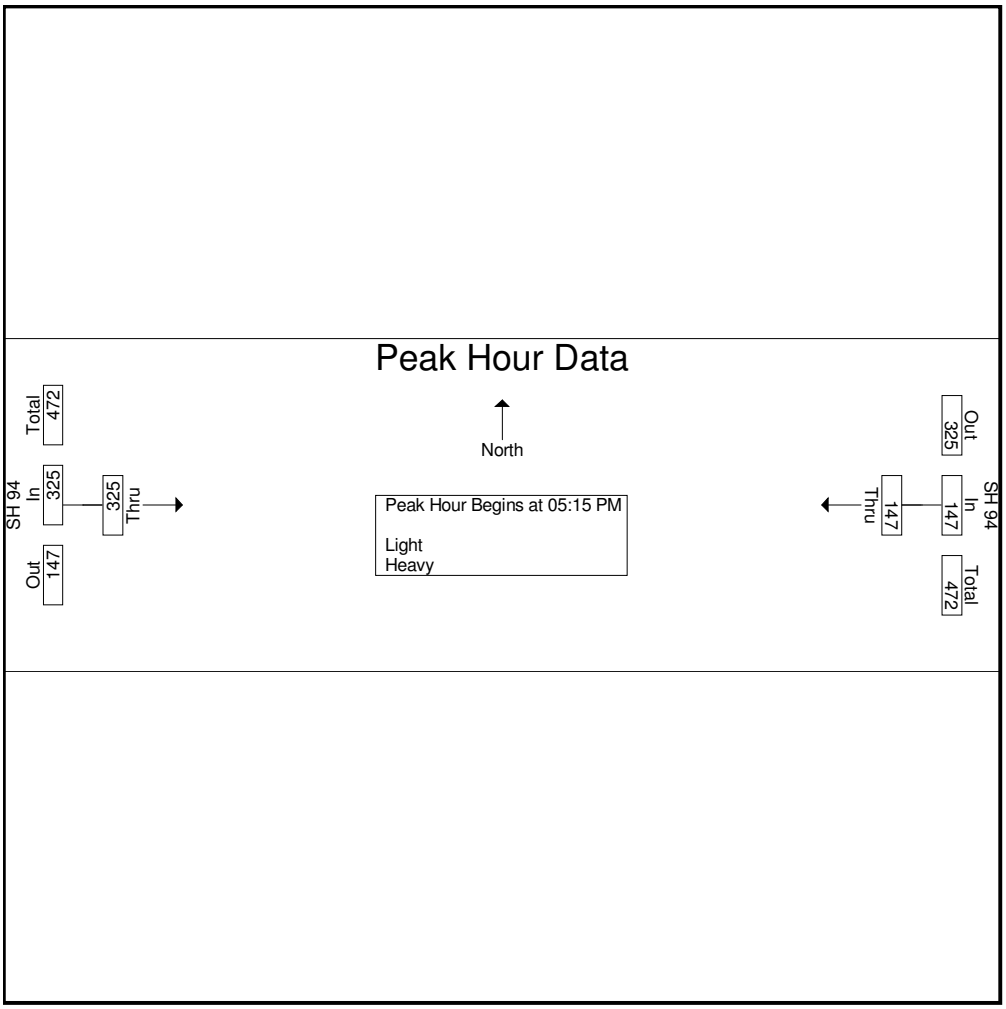


Ridgeview Data Collection

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



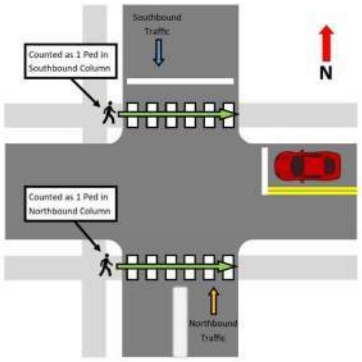
Ridgeview Data Collection

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**

RDC
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

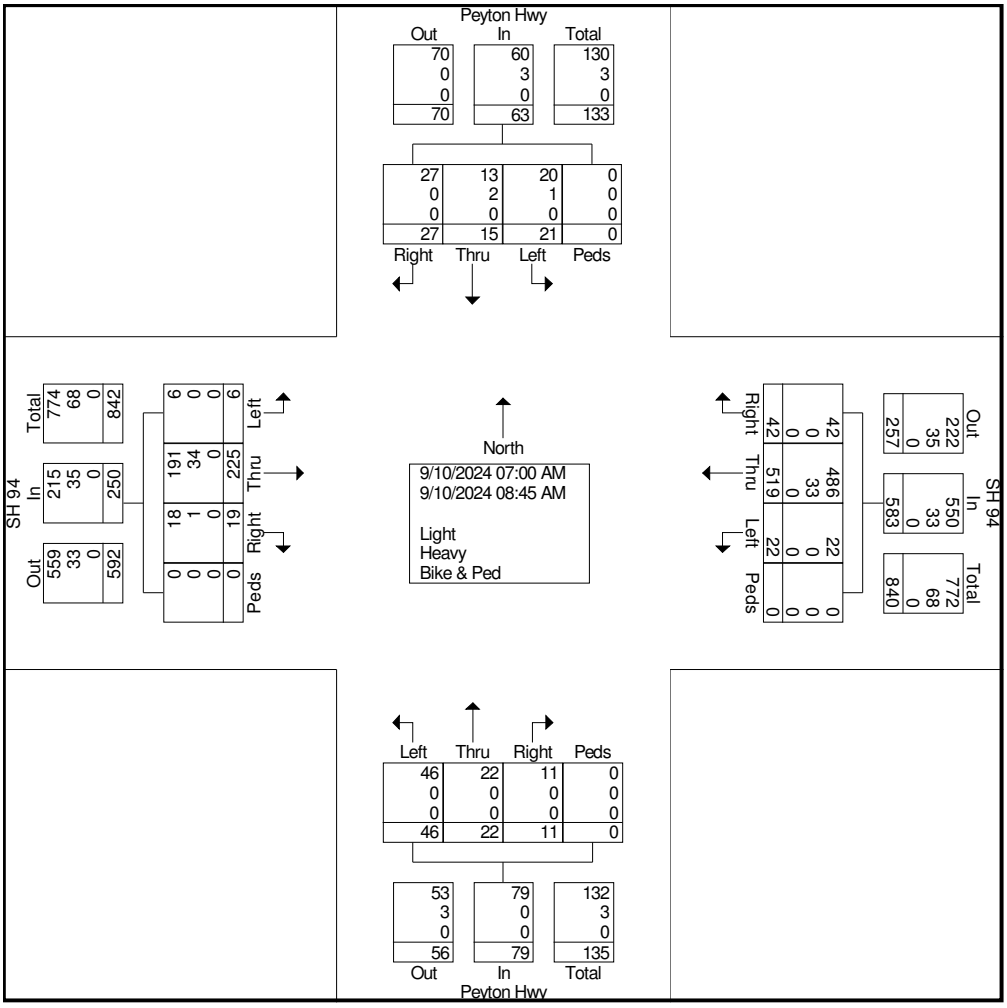
Groups Printed- Light - Heavy - Bike & Ped

	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

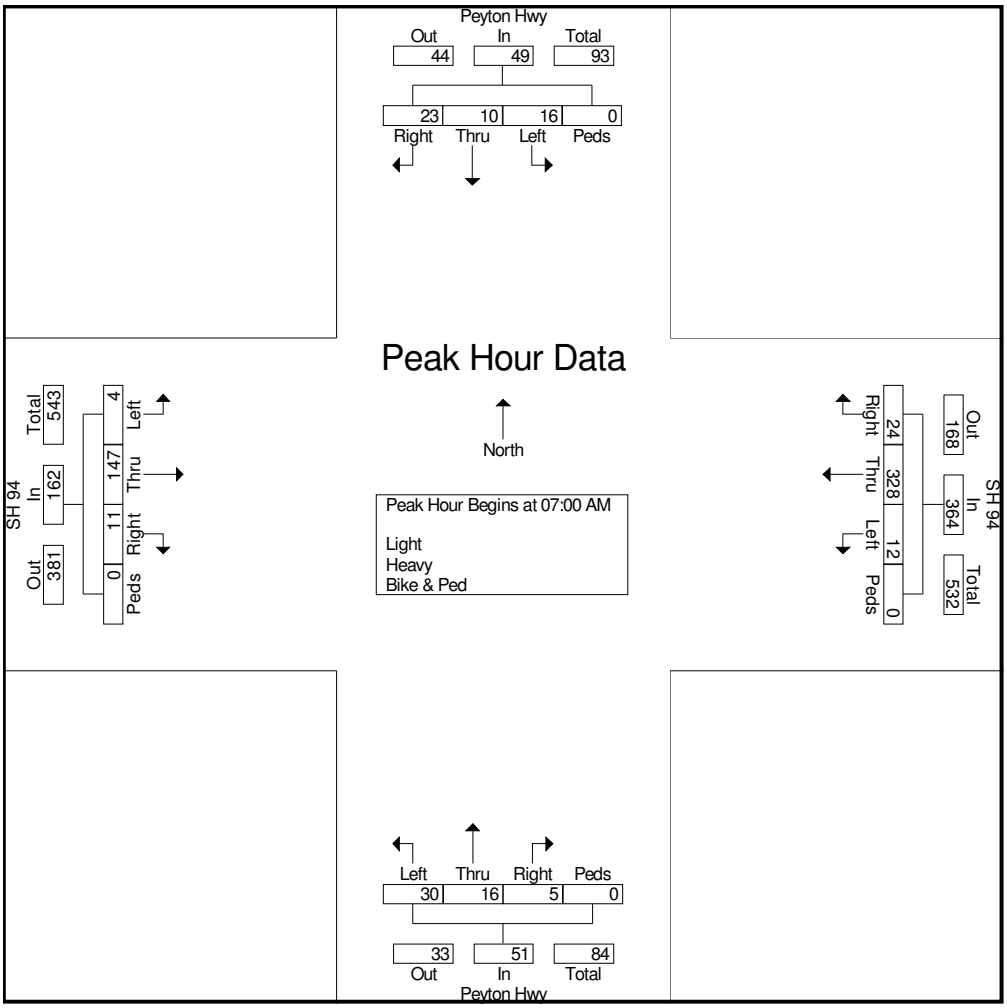


Ridgeview Data Collection

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



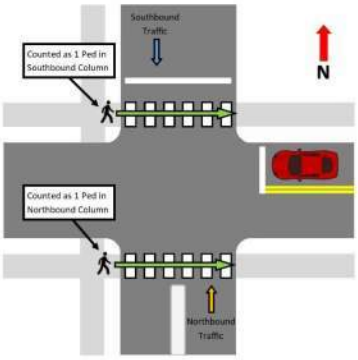
Ridgeview Data Collection

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

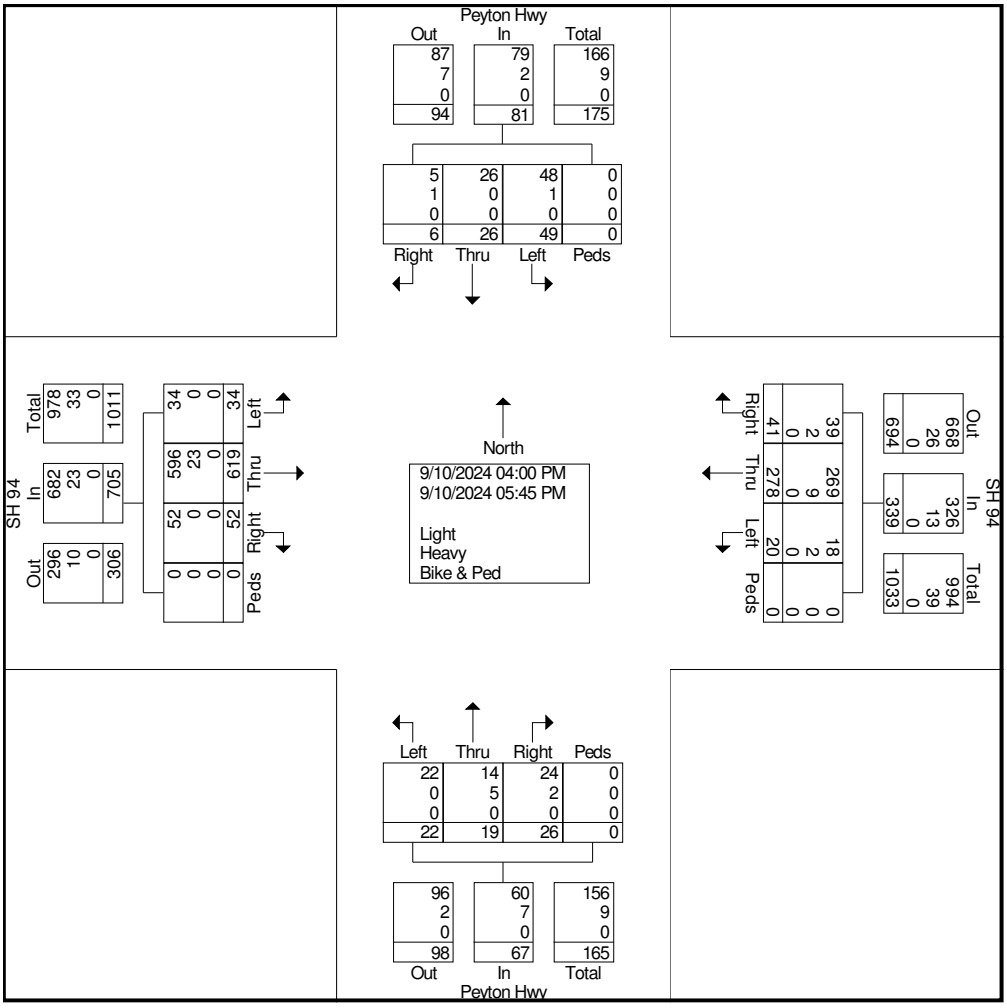
Groups Printed- Light - Heavy - Bike & Ped

	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

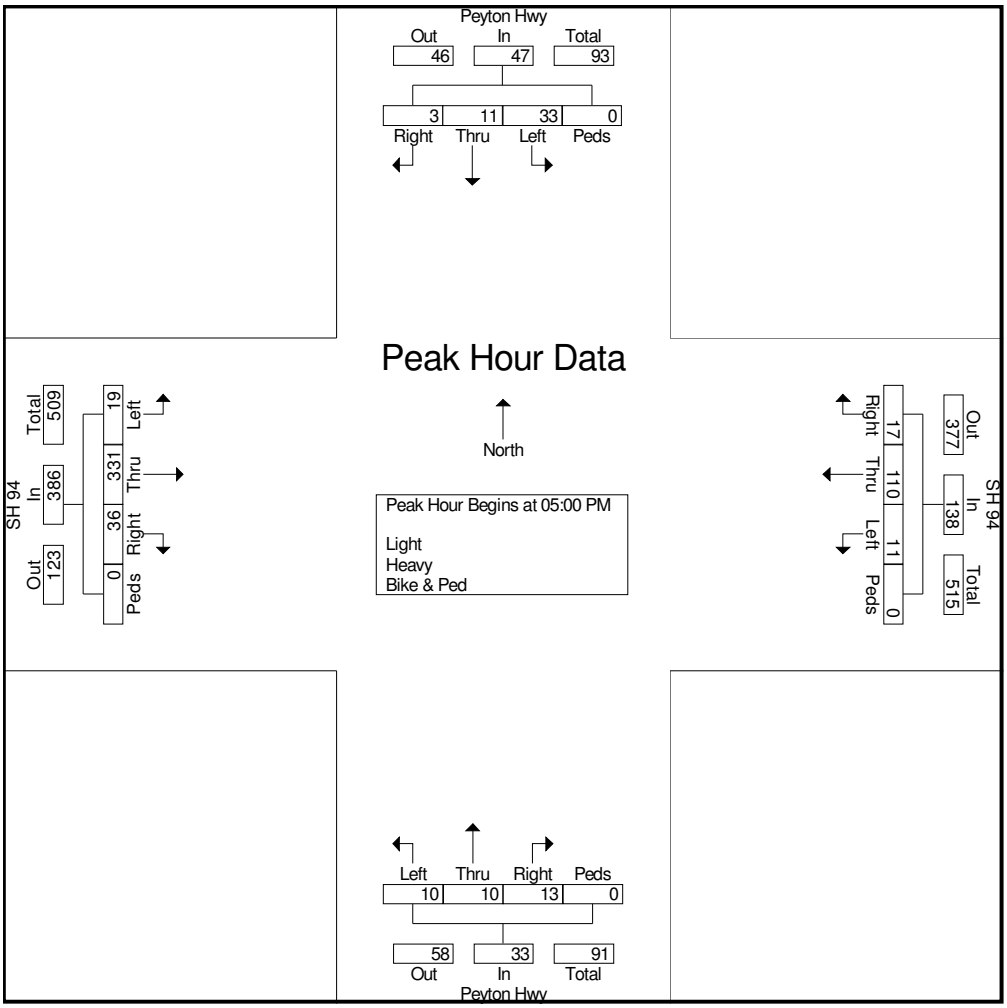


Ridgeview Data Collection

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



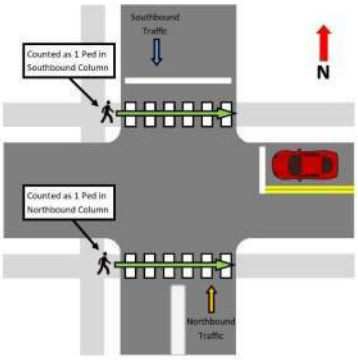
Ridgeview Data Collection

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

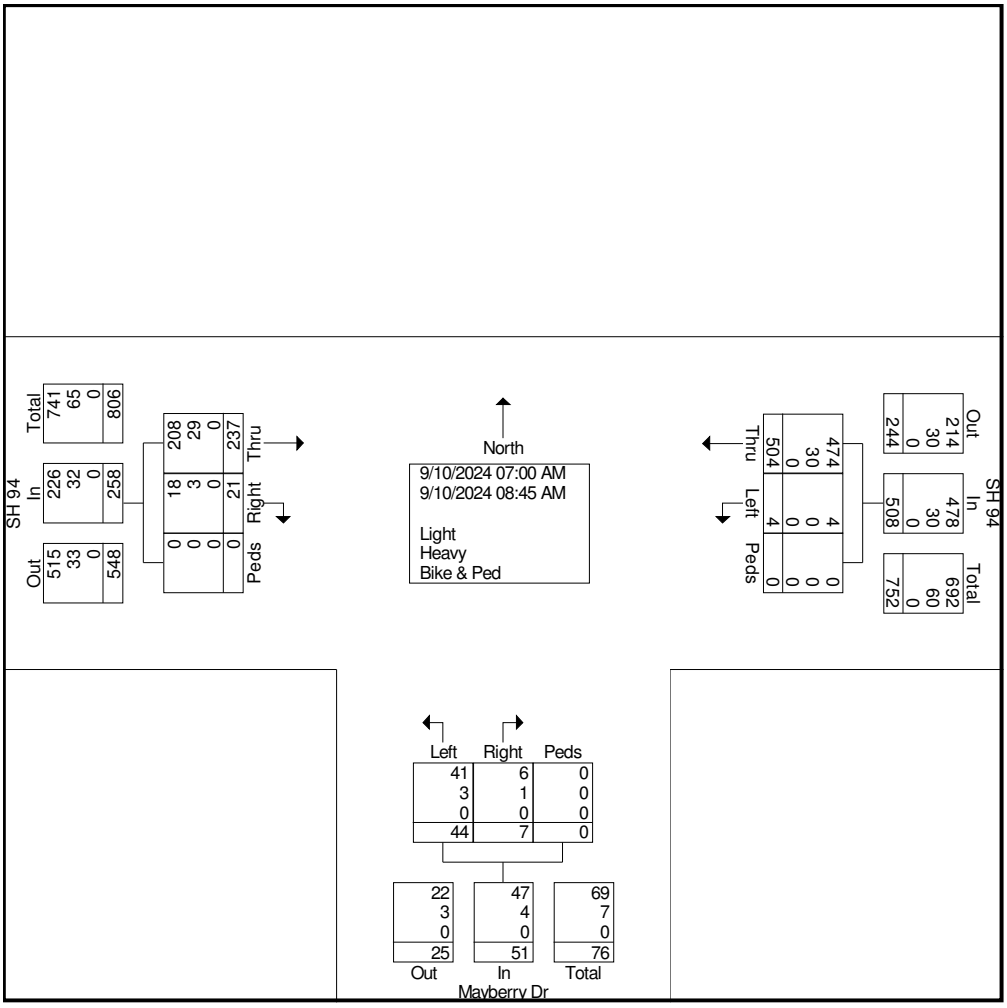
Groups Printed- Light - Heavy - Bike & Ped

	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

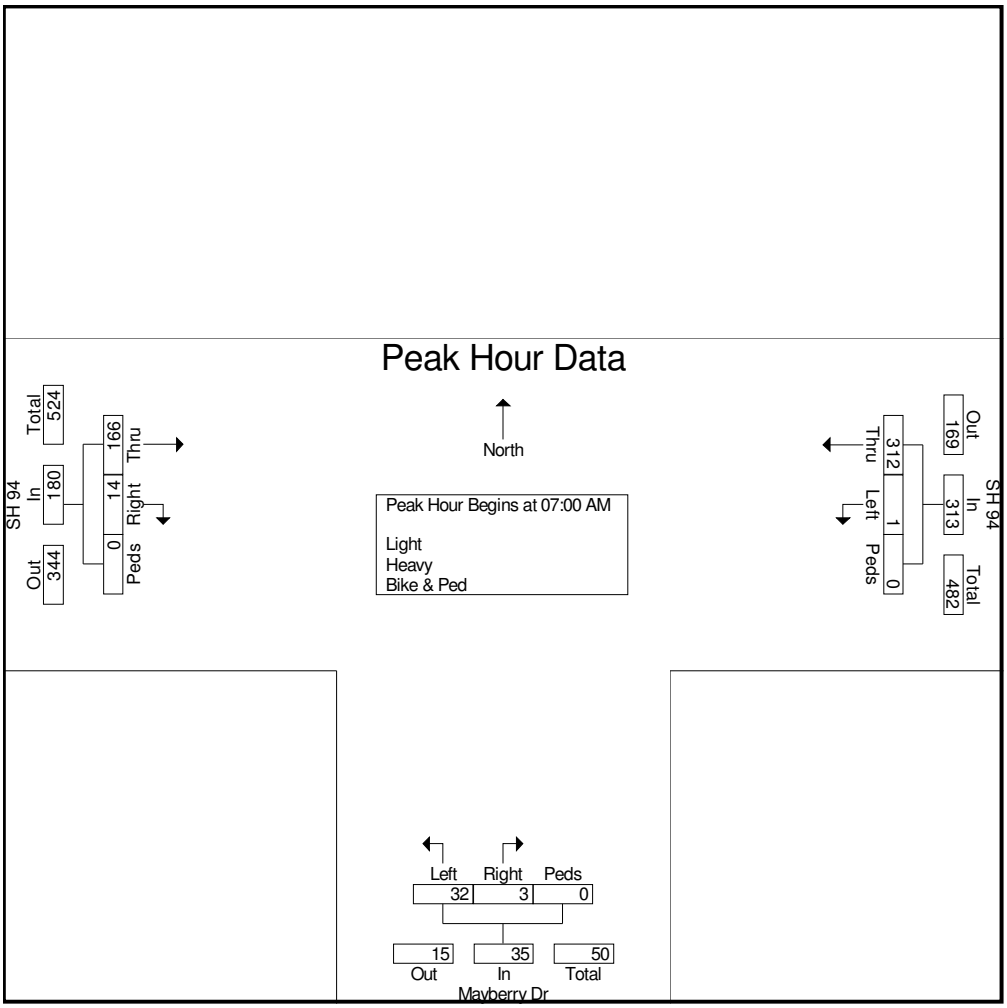


Ridgeview Data Collection

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



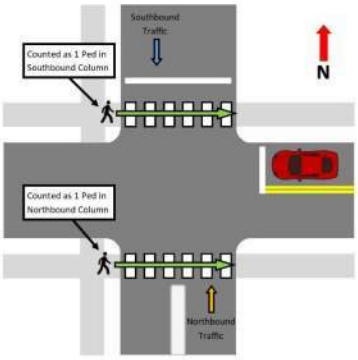
Ridgeview Data Collection

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

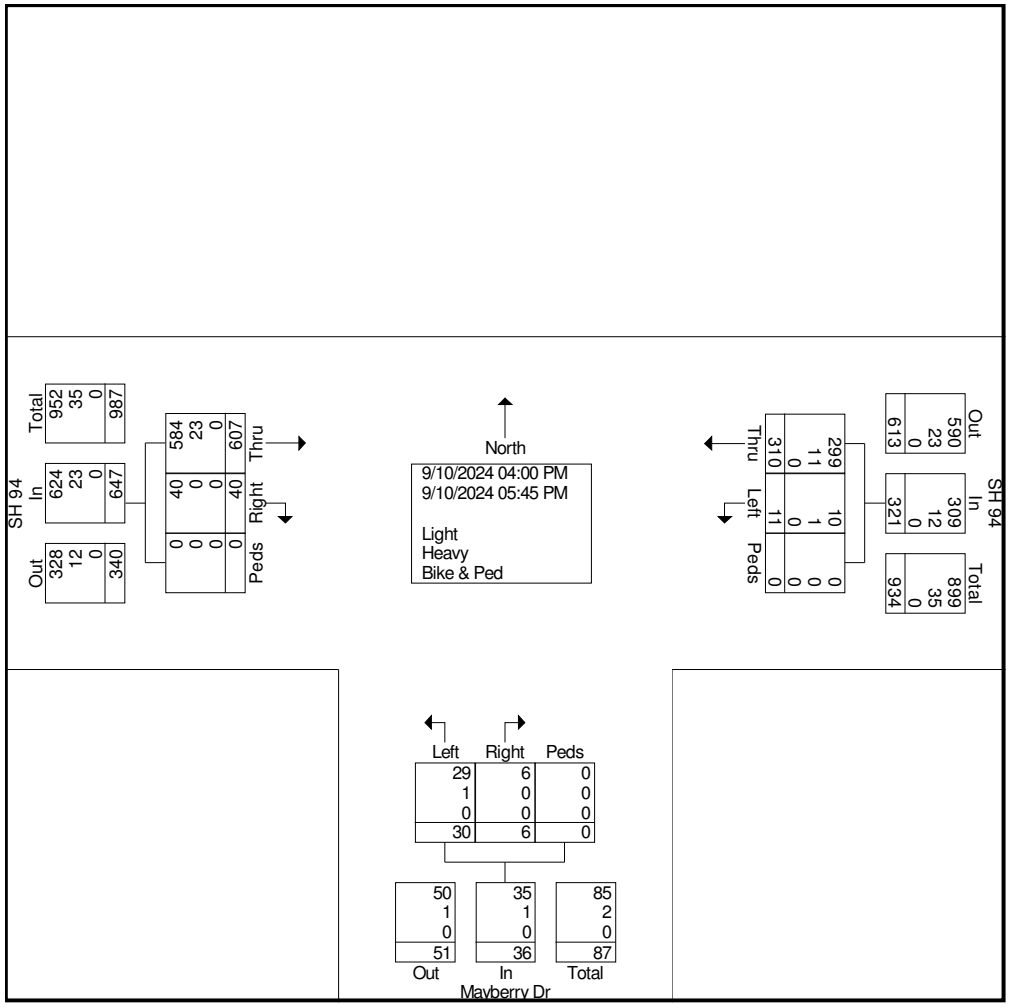
Groups Printed- Light - Heavy - Bike & Ped

	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

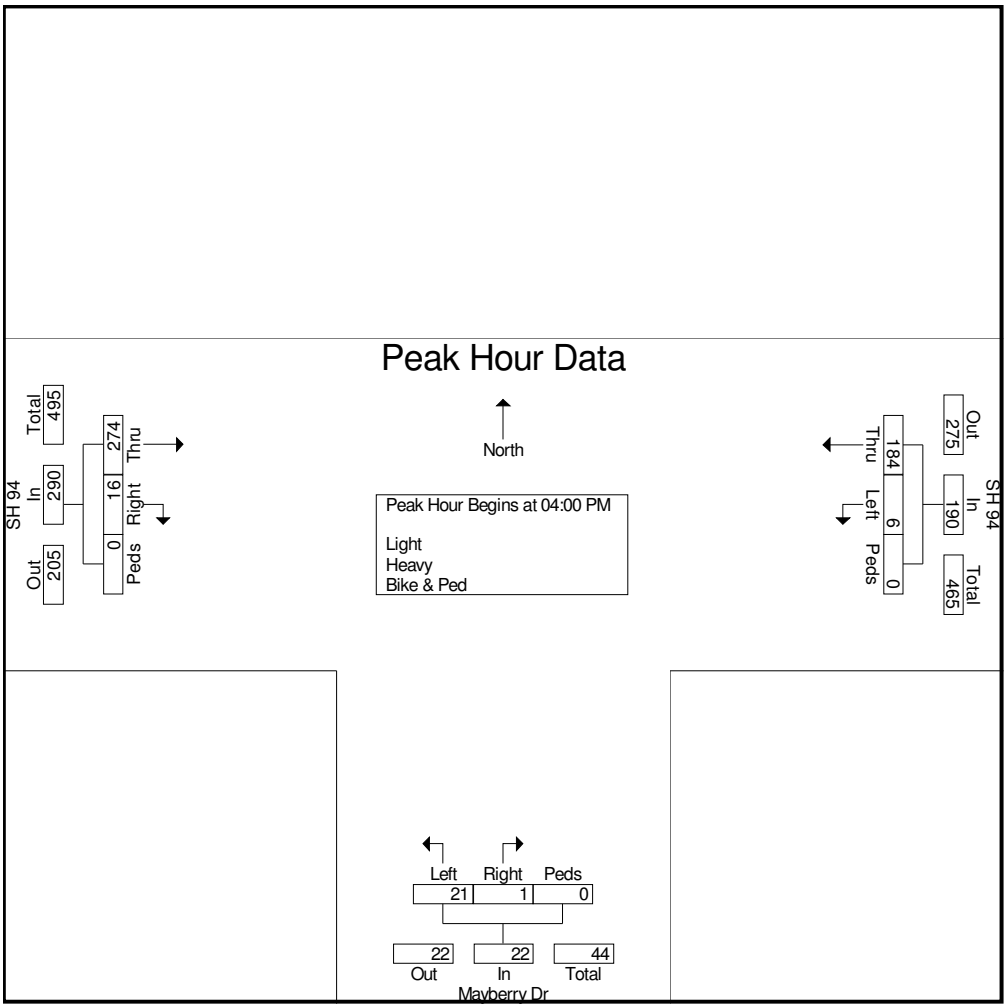


Ridgeview Data Collection

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



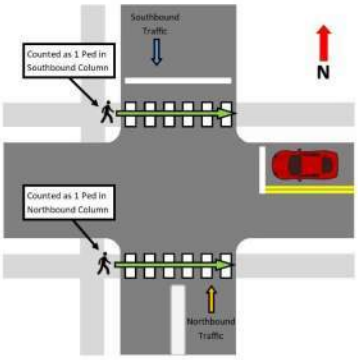
Ridgeview Data Collection

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

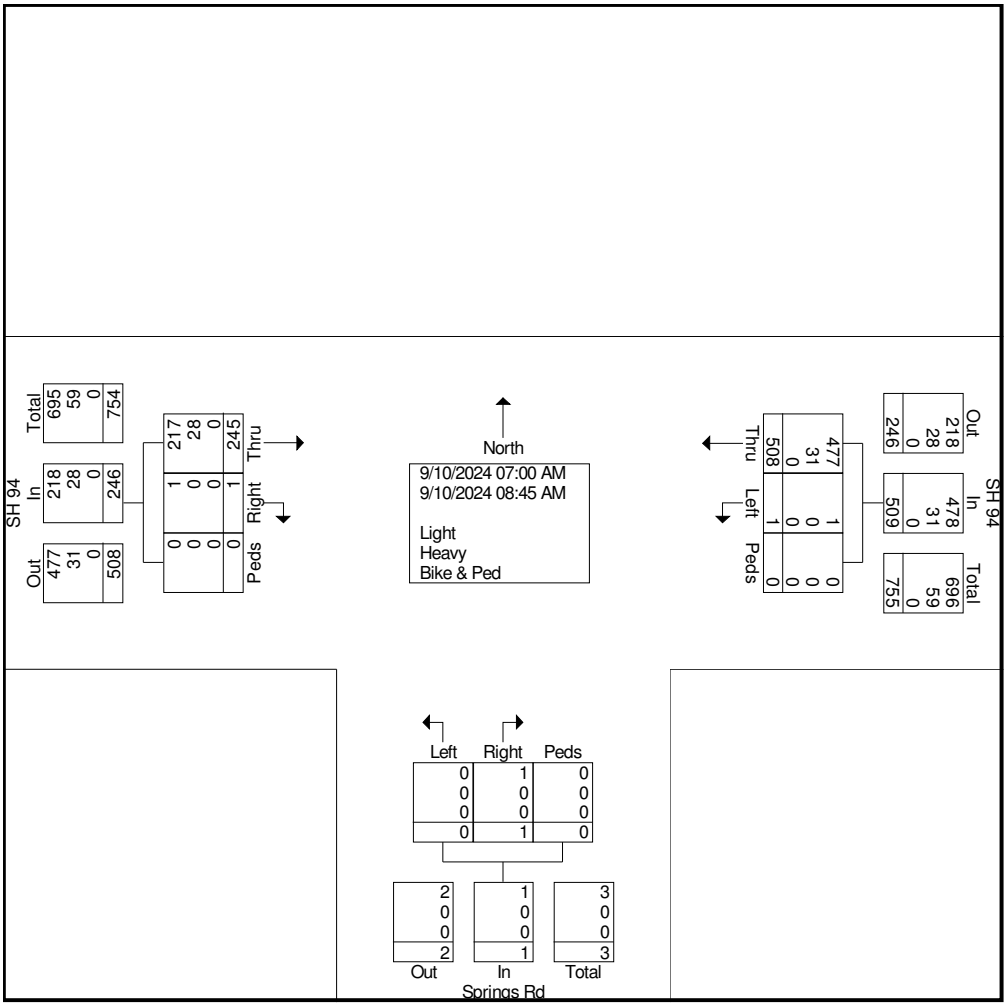
Groups Printed- Light - Heavy - Bike & Ped

	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

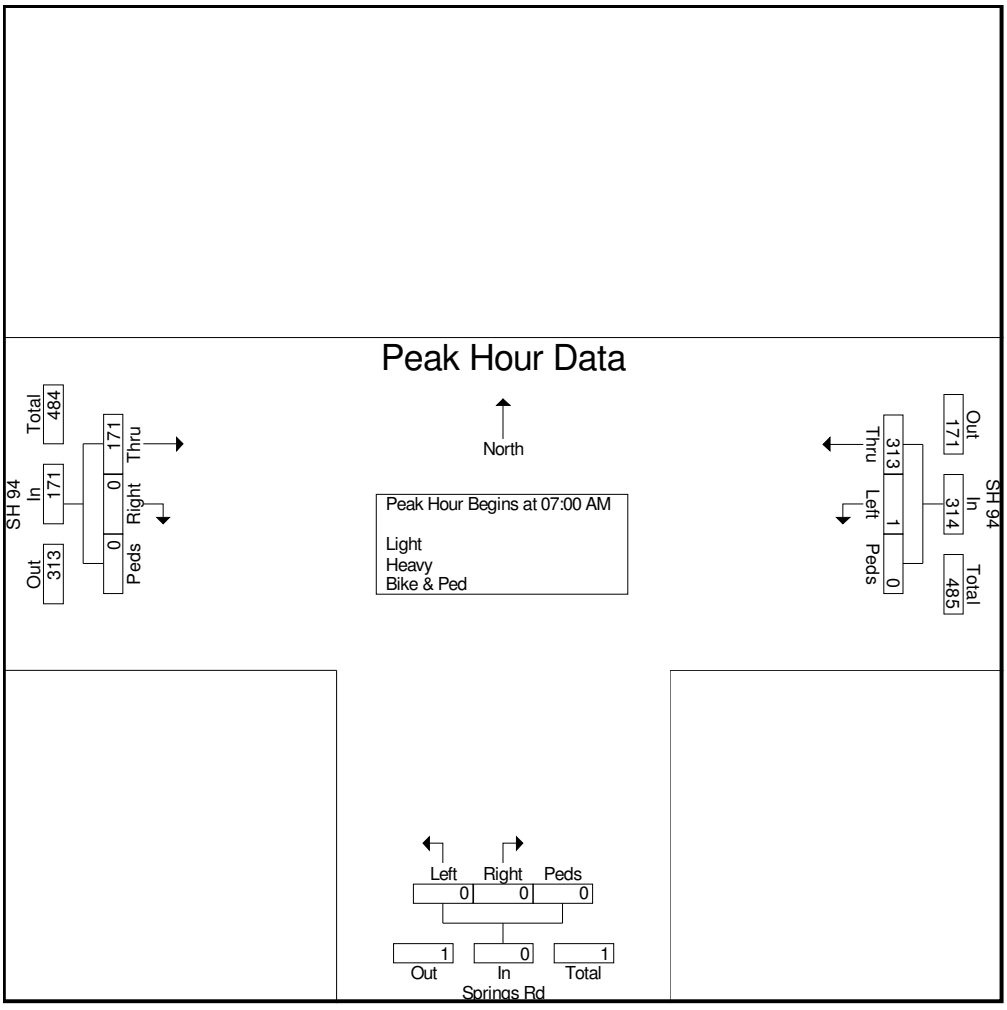


Ridgeview Data Collection

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



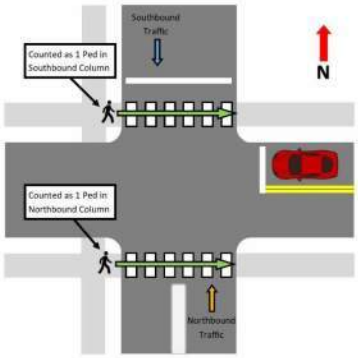
Ridgeview Data Collection

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

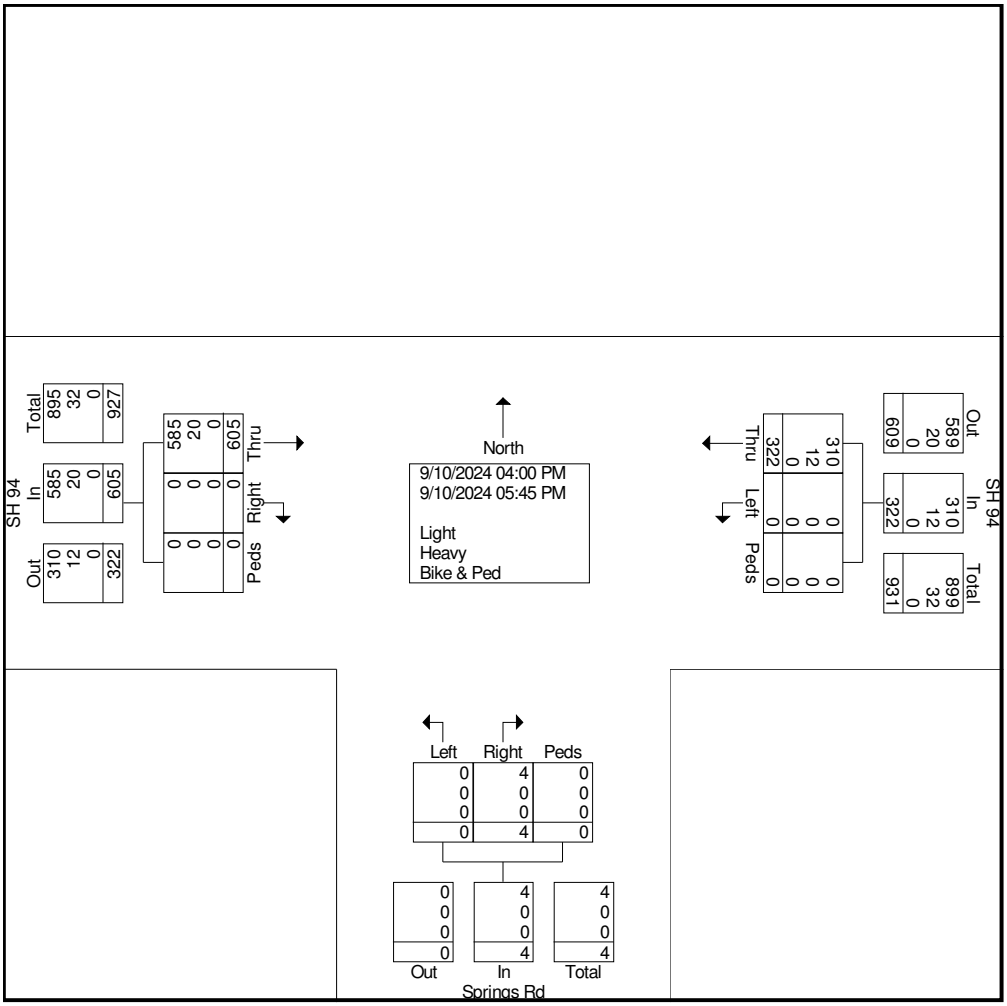
Groups Printed- Light - Heavy - Bike & Ped

	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

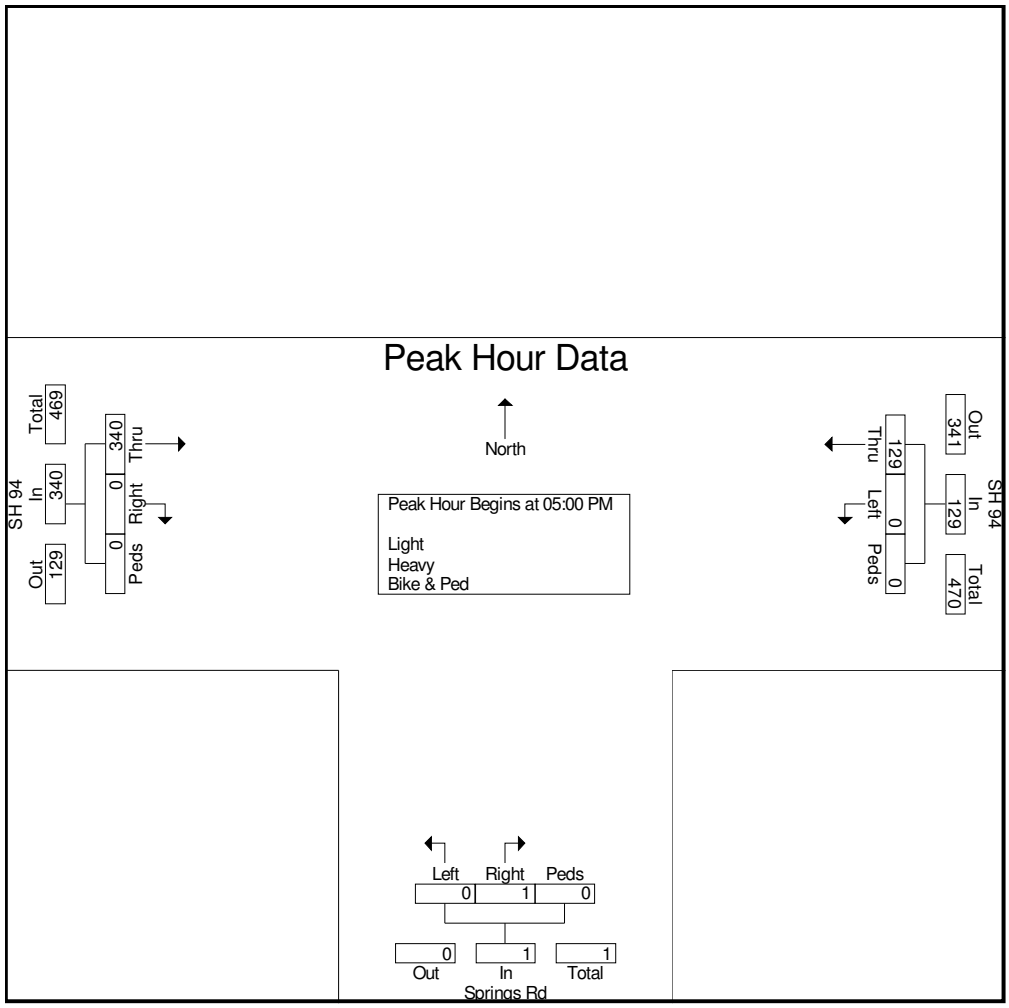


Ridgeview Data Collection

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



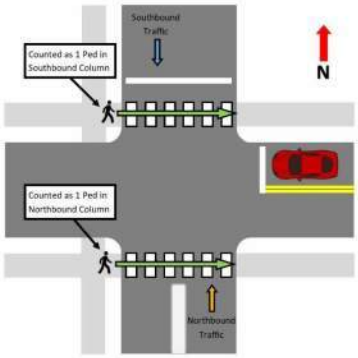
Ridgeview Data Collection

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

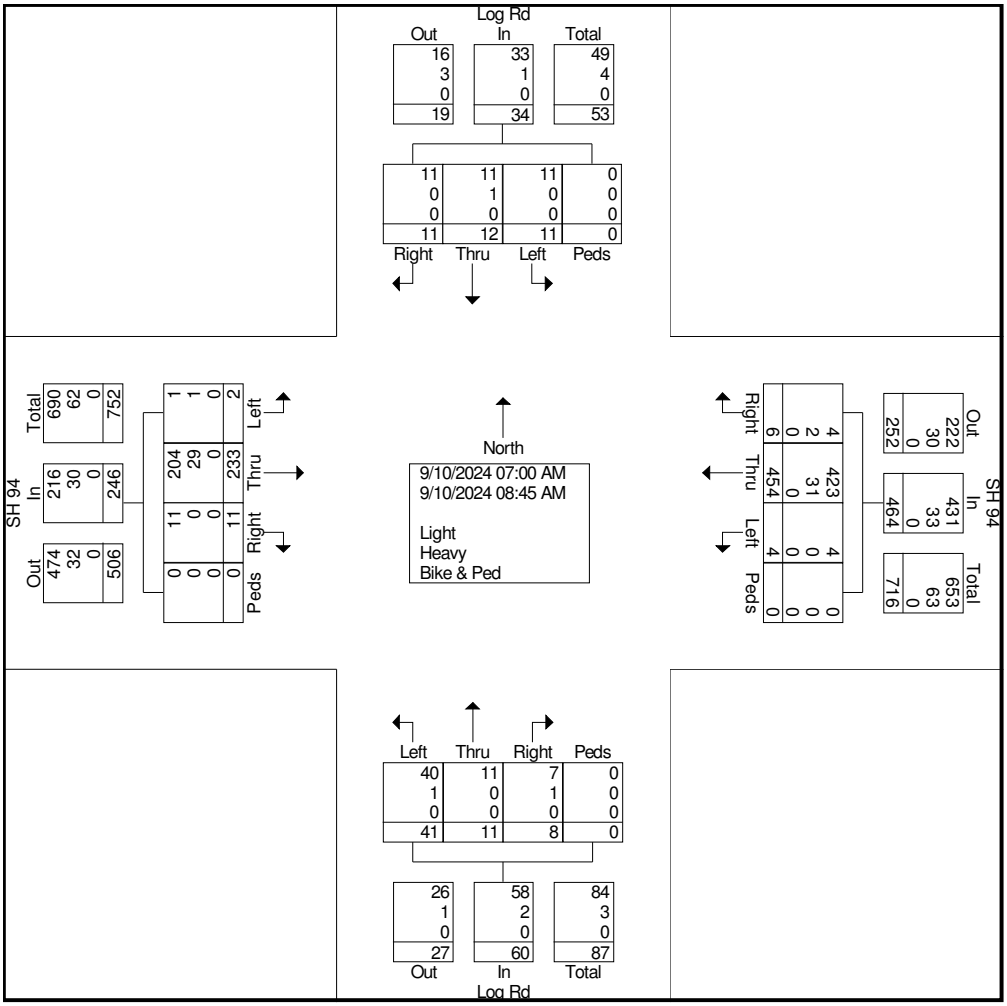
Groups Printed- Light - Heavy - Bike & Ped

	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

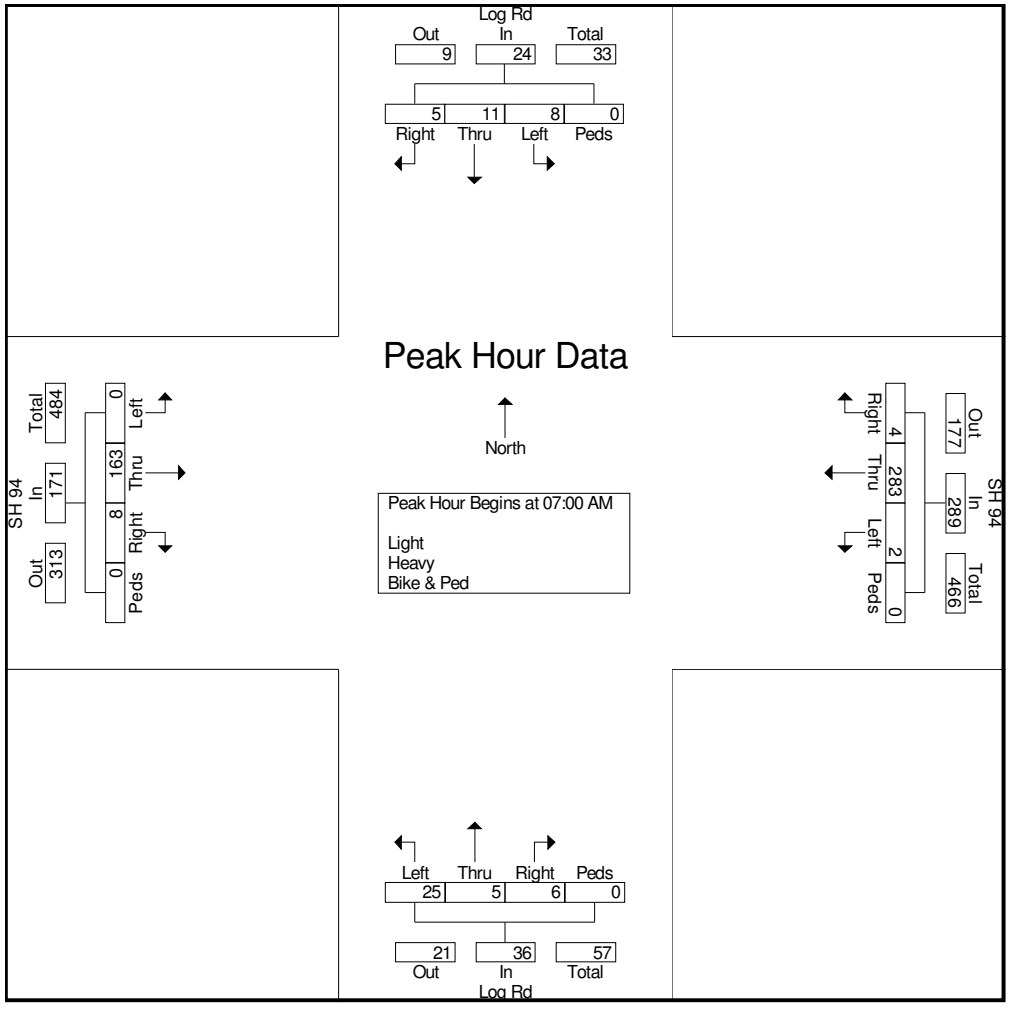


Ridgeview Data Collection

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



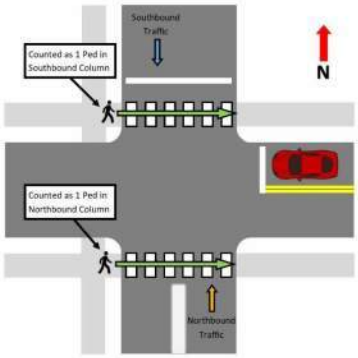
Ridgeview Data Collection

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

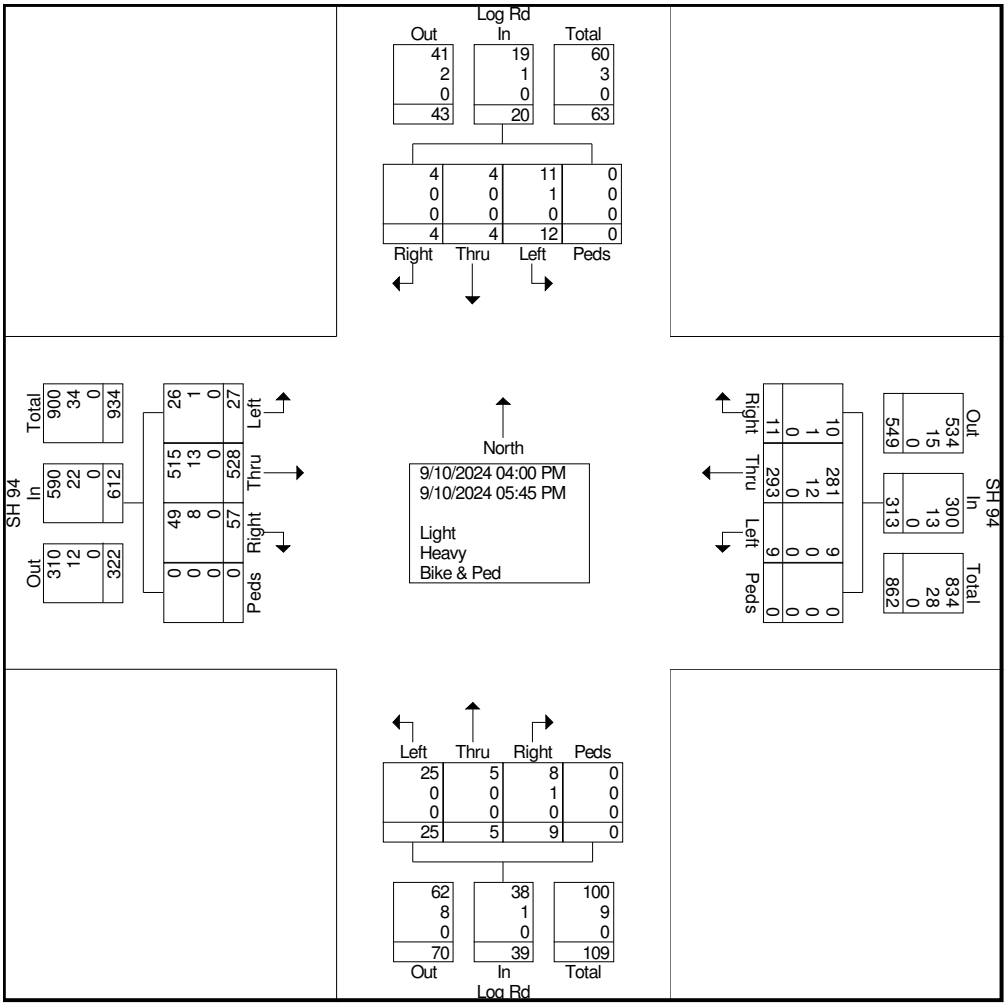
Groups Printed- Light - Heavy - Bike & Ped

	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

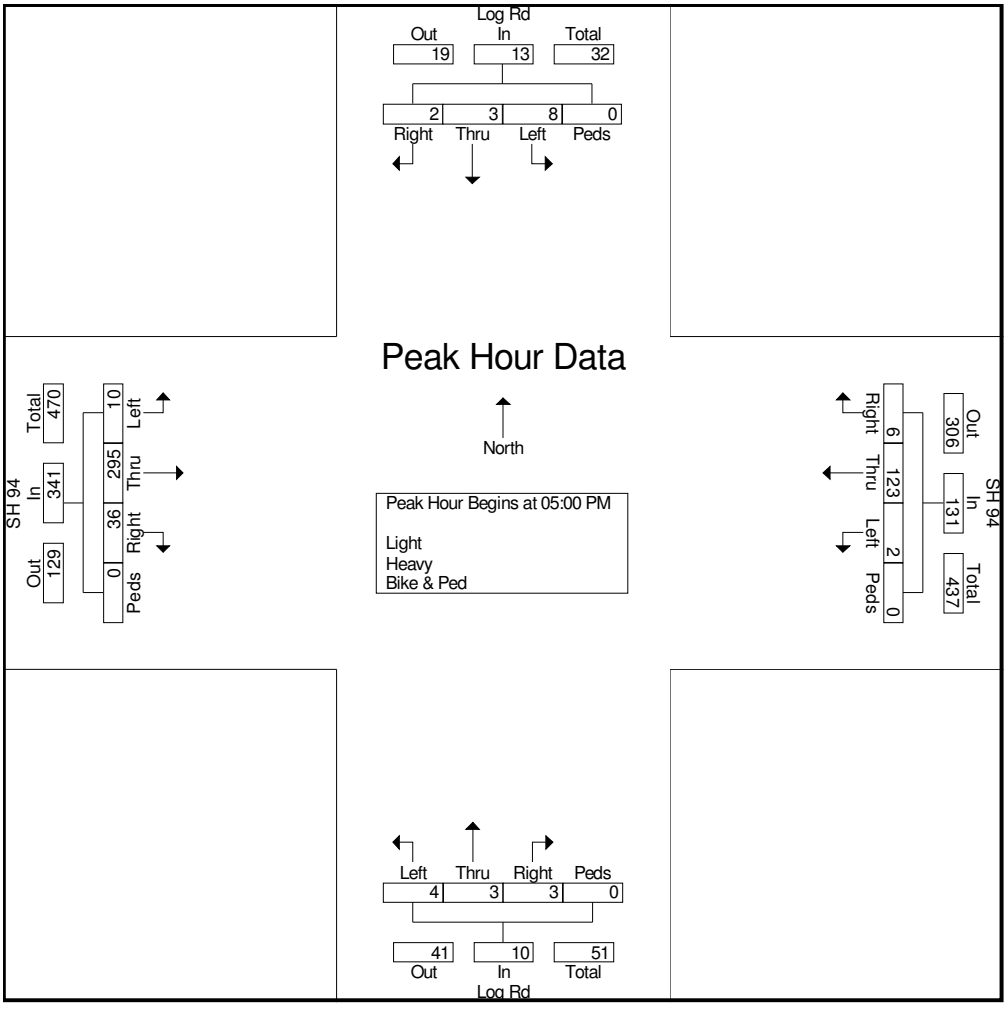


Ridgeview Data Collection

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



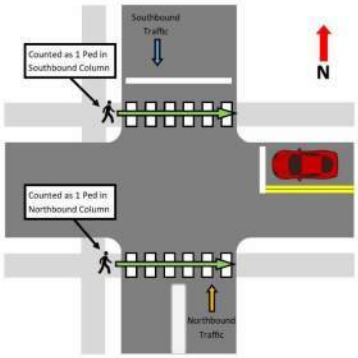
Ridgeview Data Collection

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

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

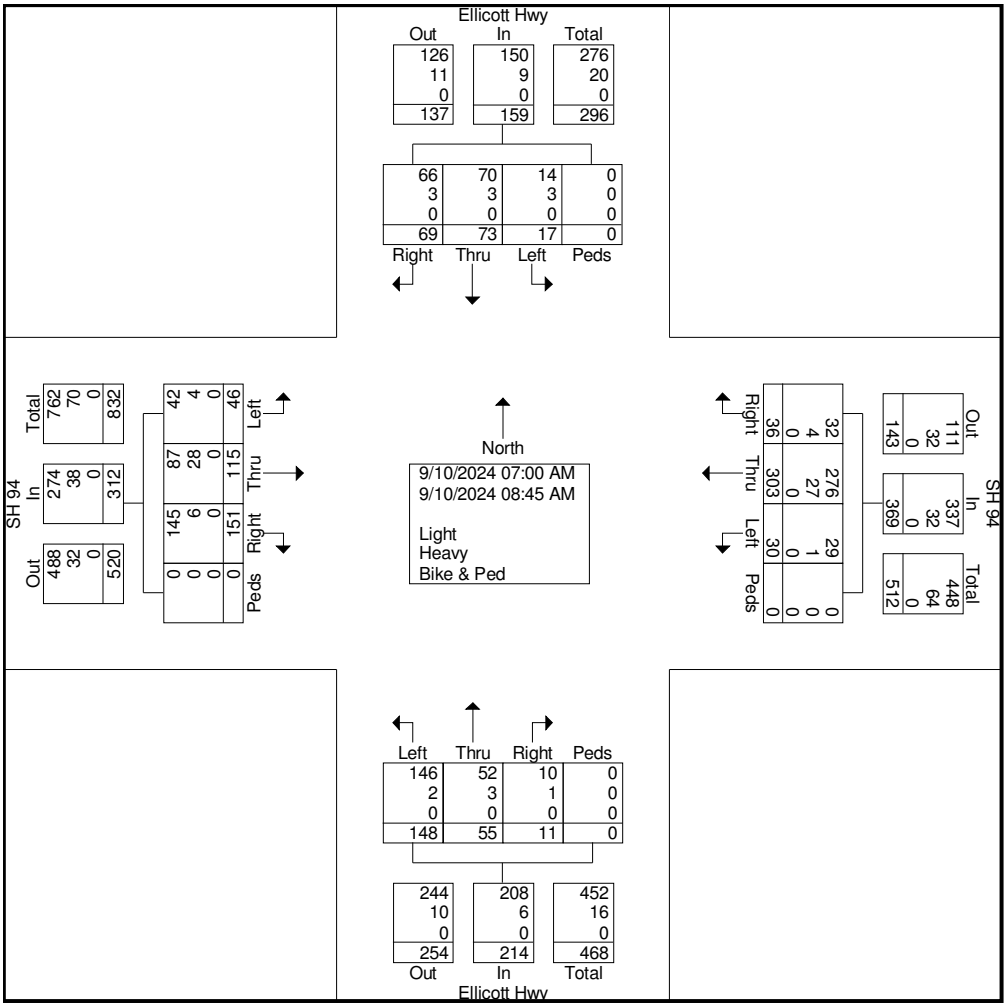
Groups Printed- Light - Heavy - Bike & Ped

	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

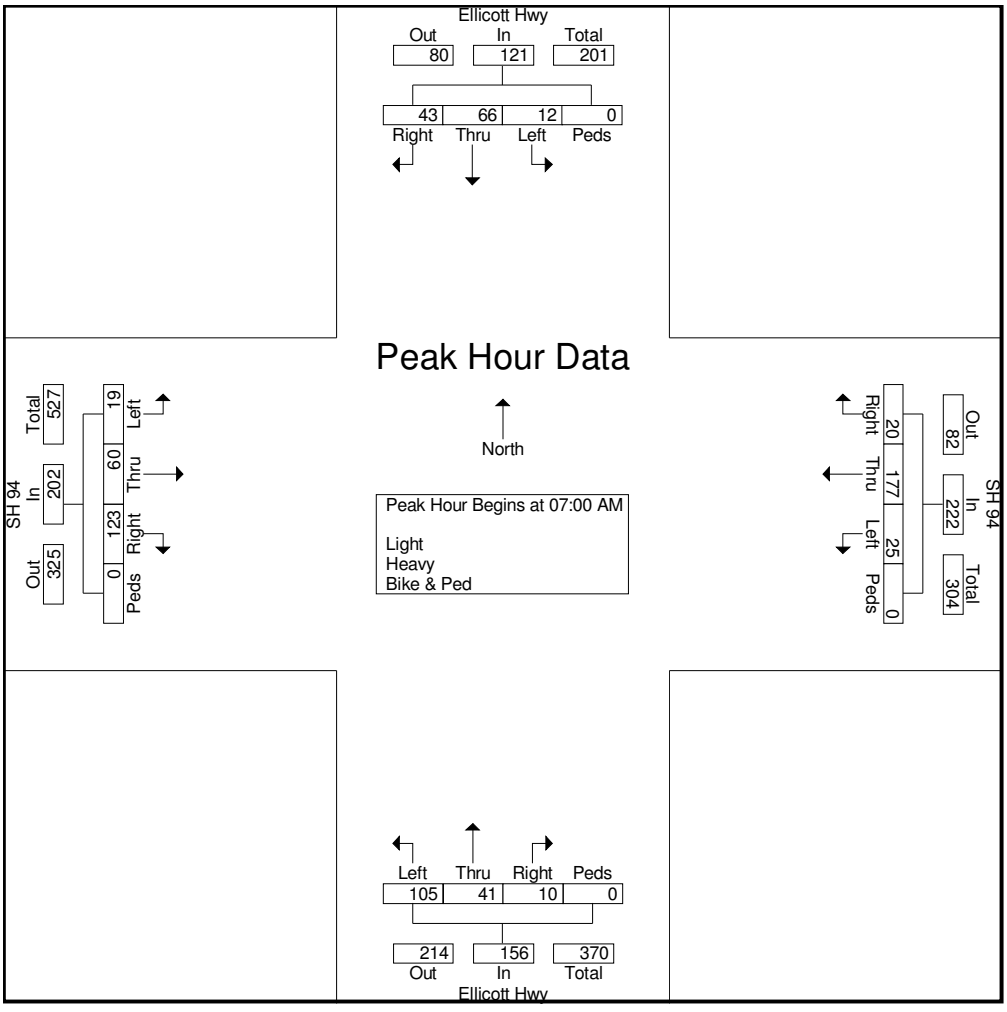


Ridgeview Data Collection

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



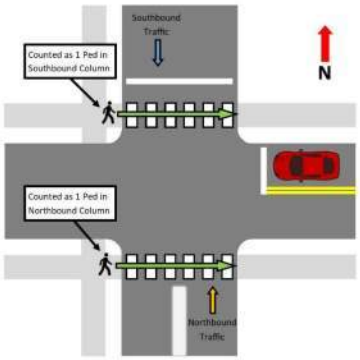
Ridgeview Data Collection

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

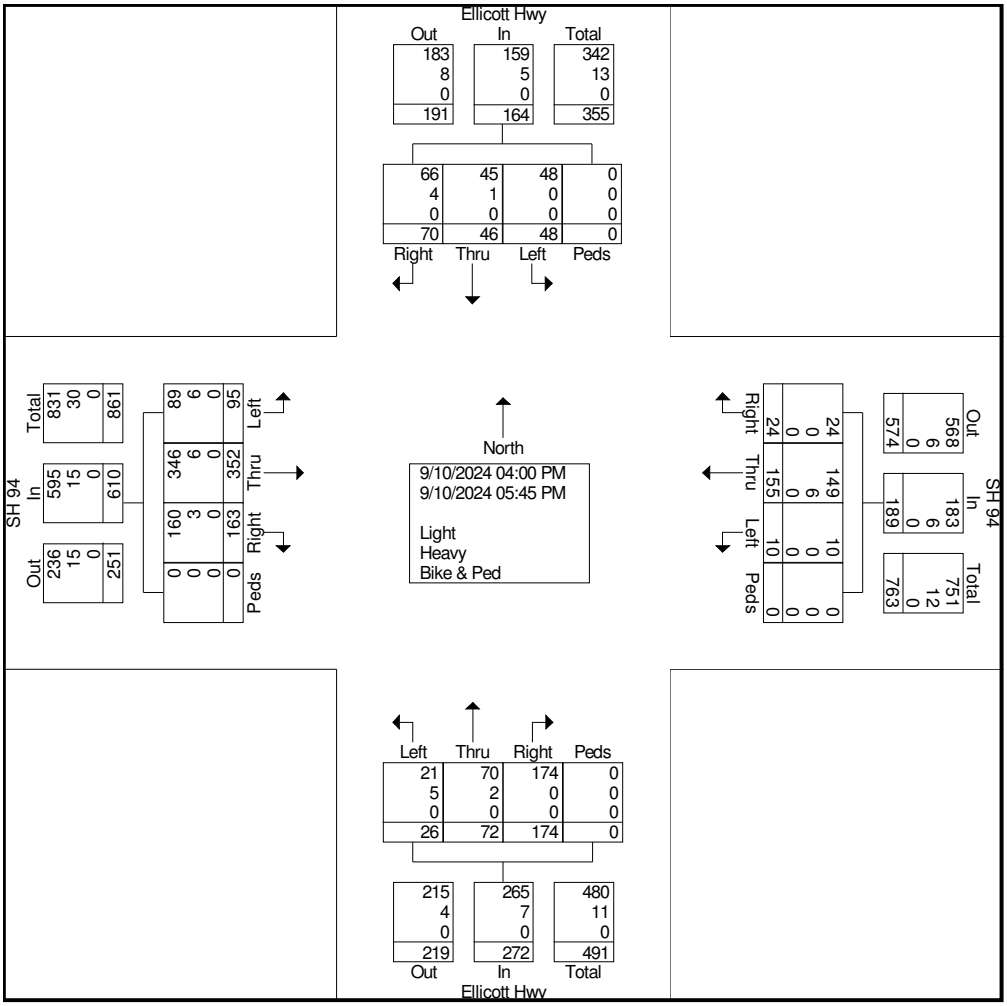
Groups Printed- Light - Heavy - Bike & Ped

	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

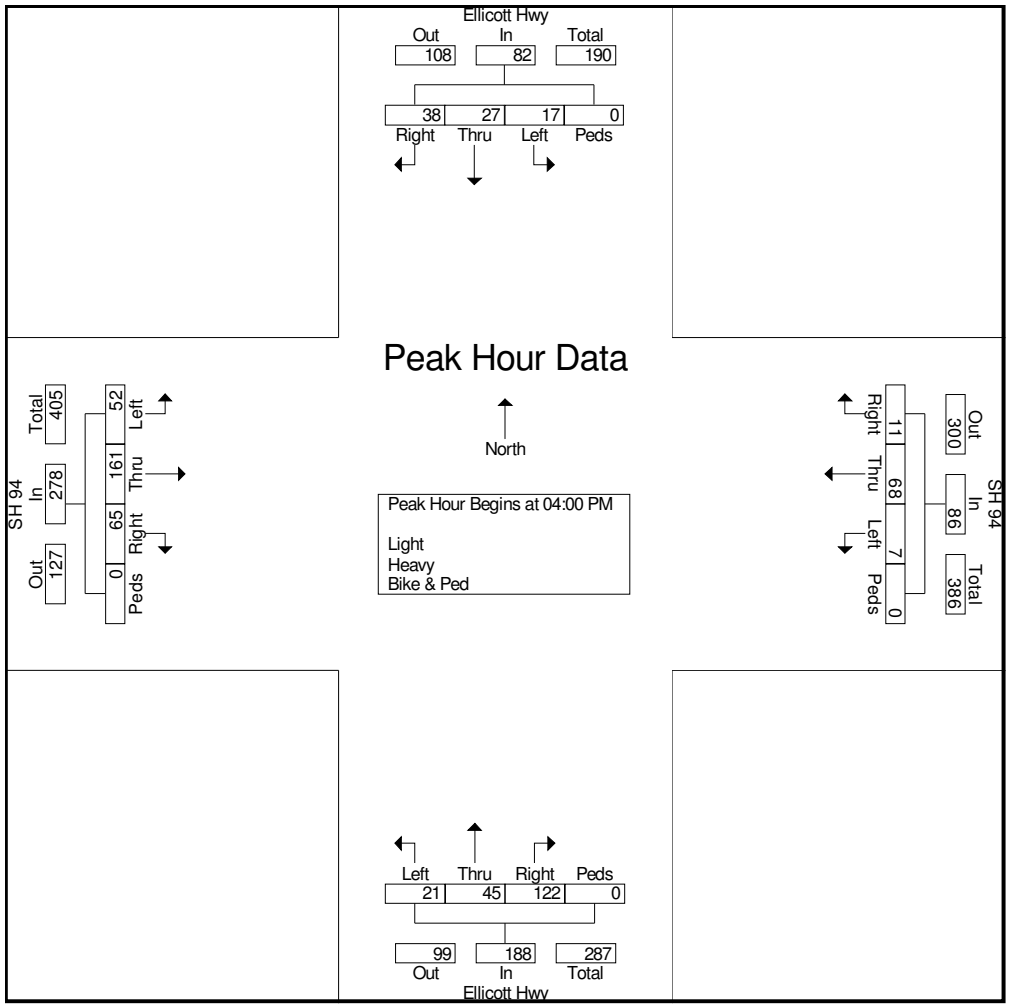


Ridgeview Data Collection

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

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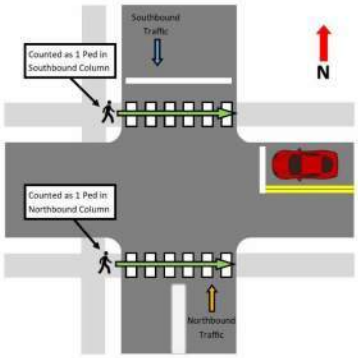


Appendix B: ITE Trip Generation Manual Sheets

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)

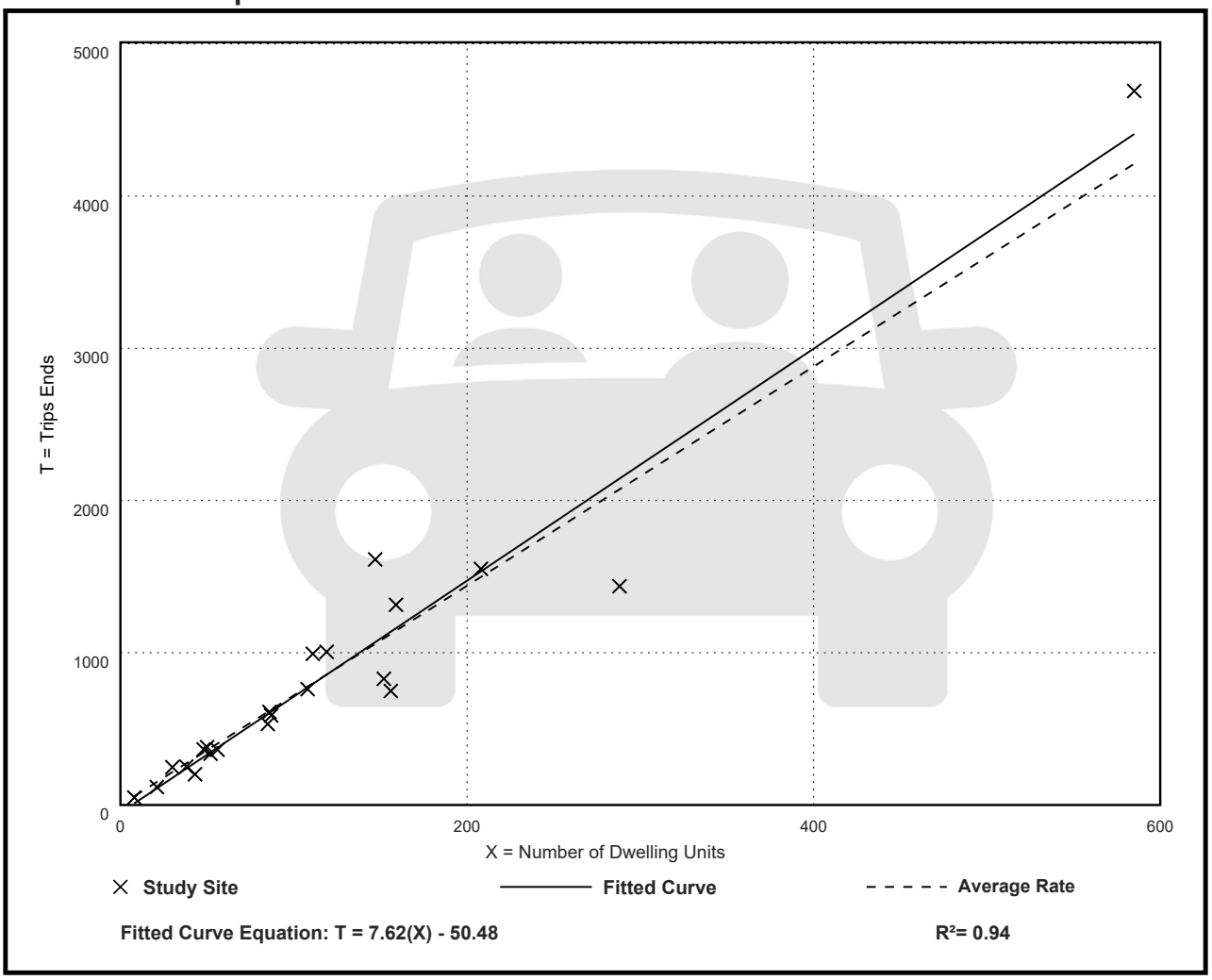
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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



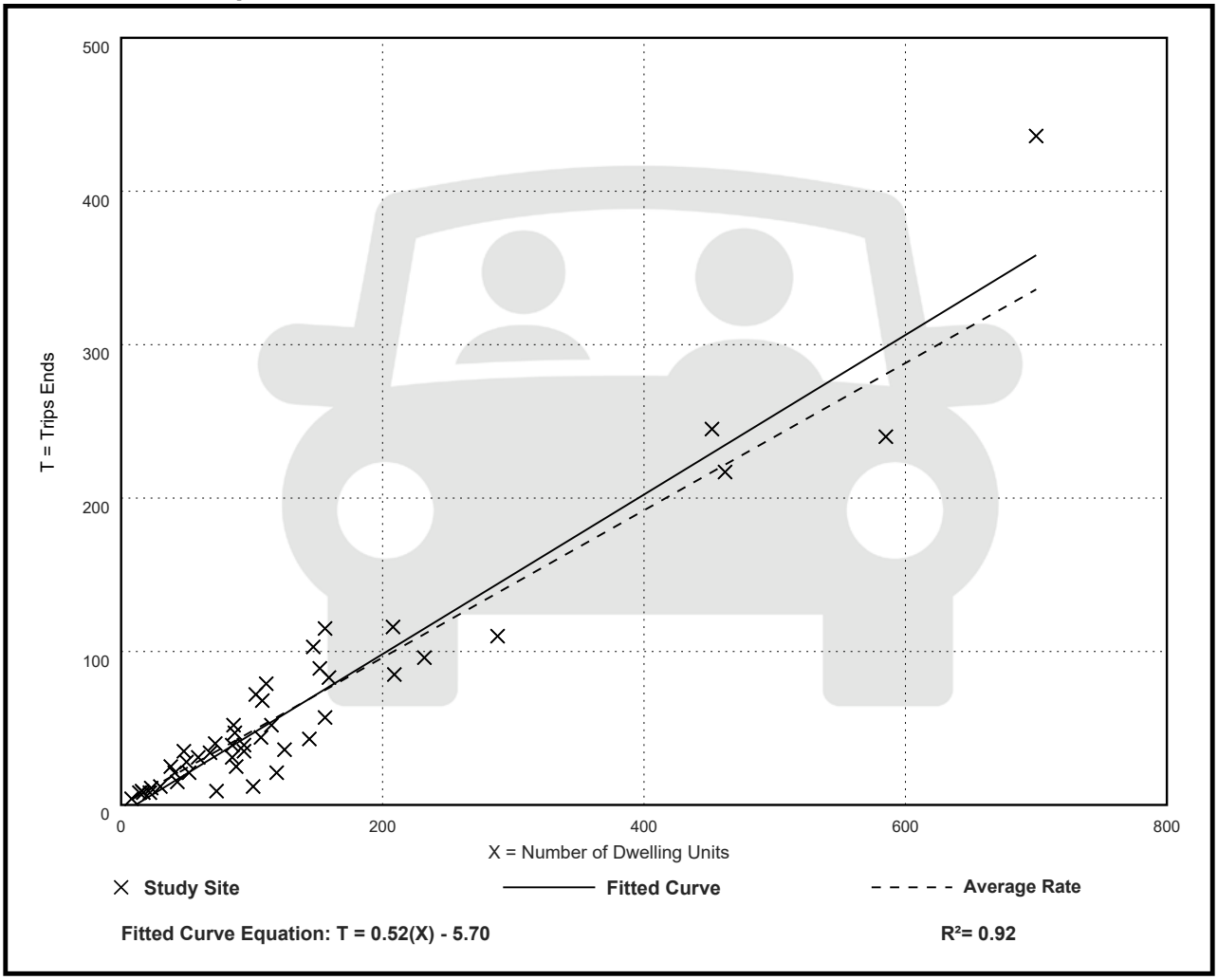
Single-Family Attached Housing
(215)

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



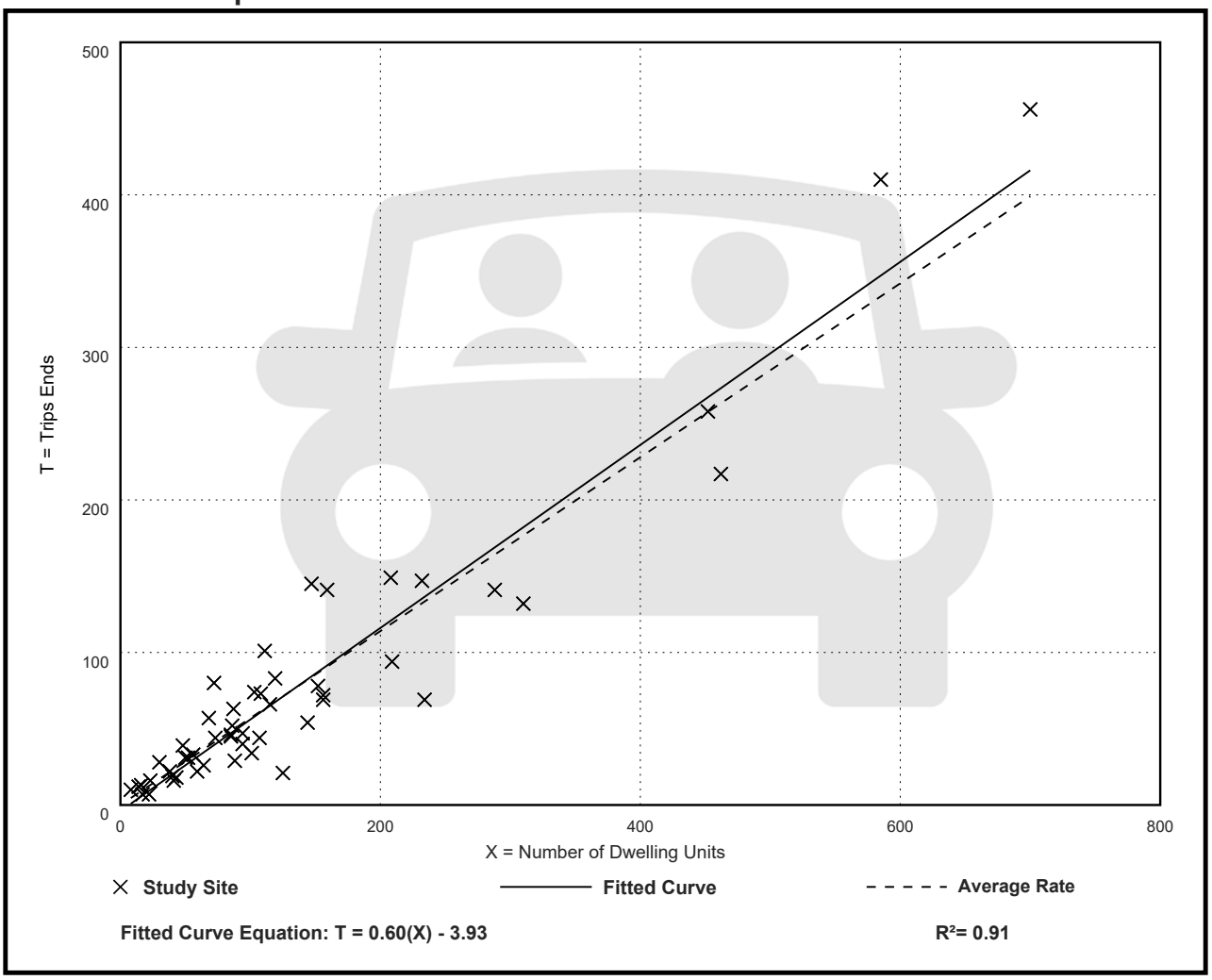
Single-Family Attached Housing
(215)

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)

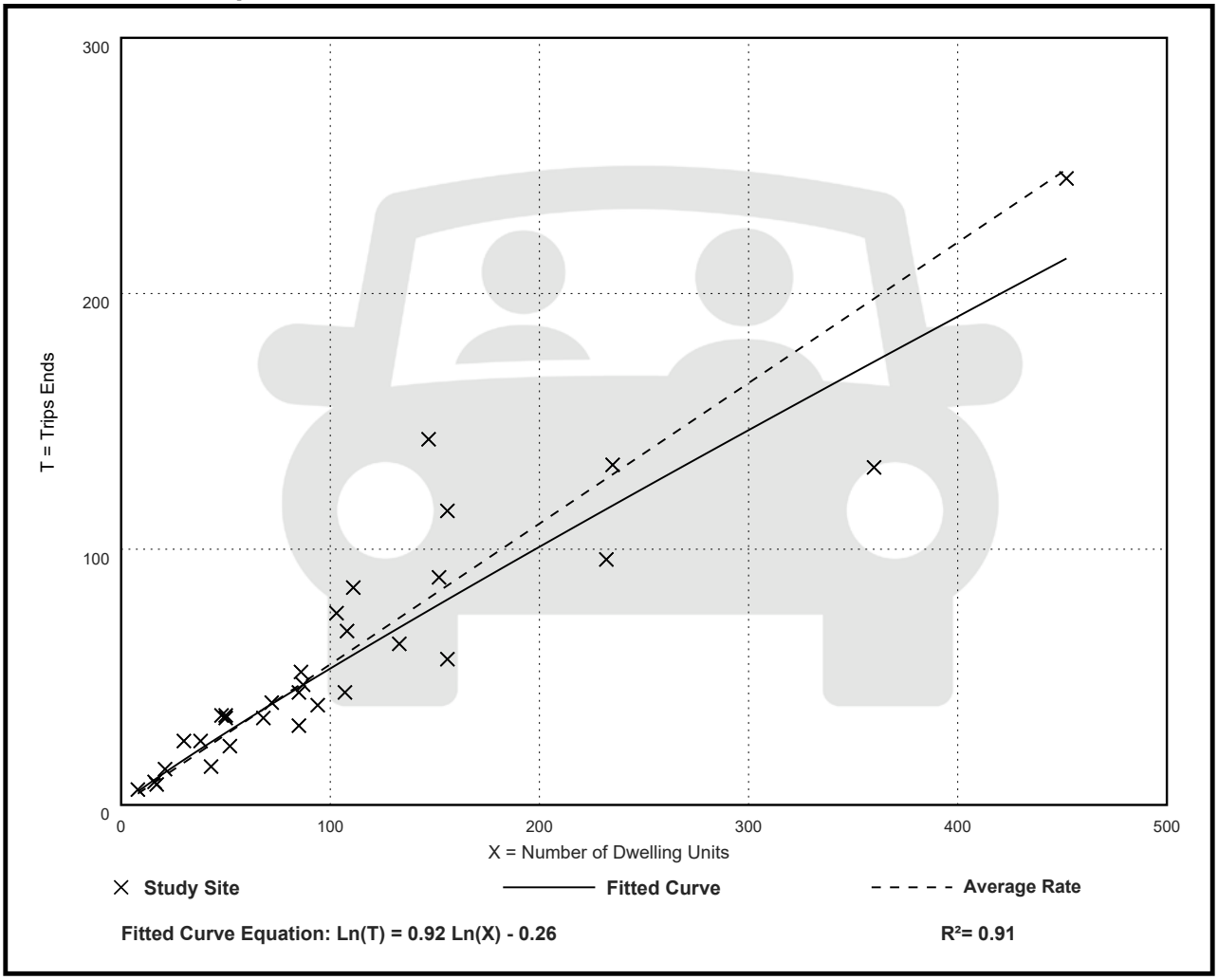
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

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



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) - 0.26

R^2= 0.91

Single-Family Attached Housing
(215)

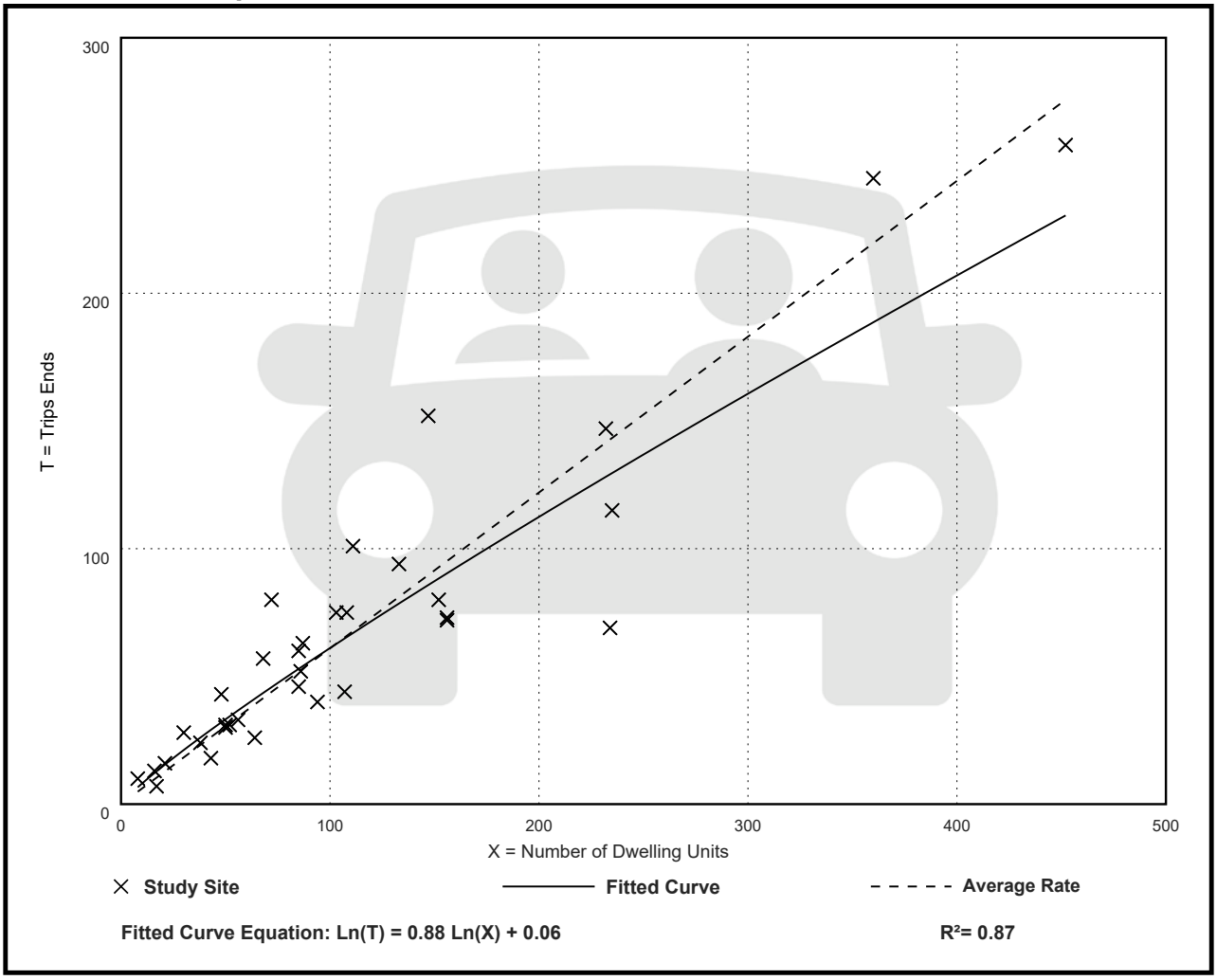
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

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)

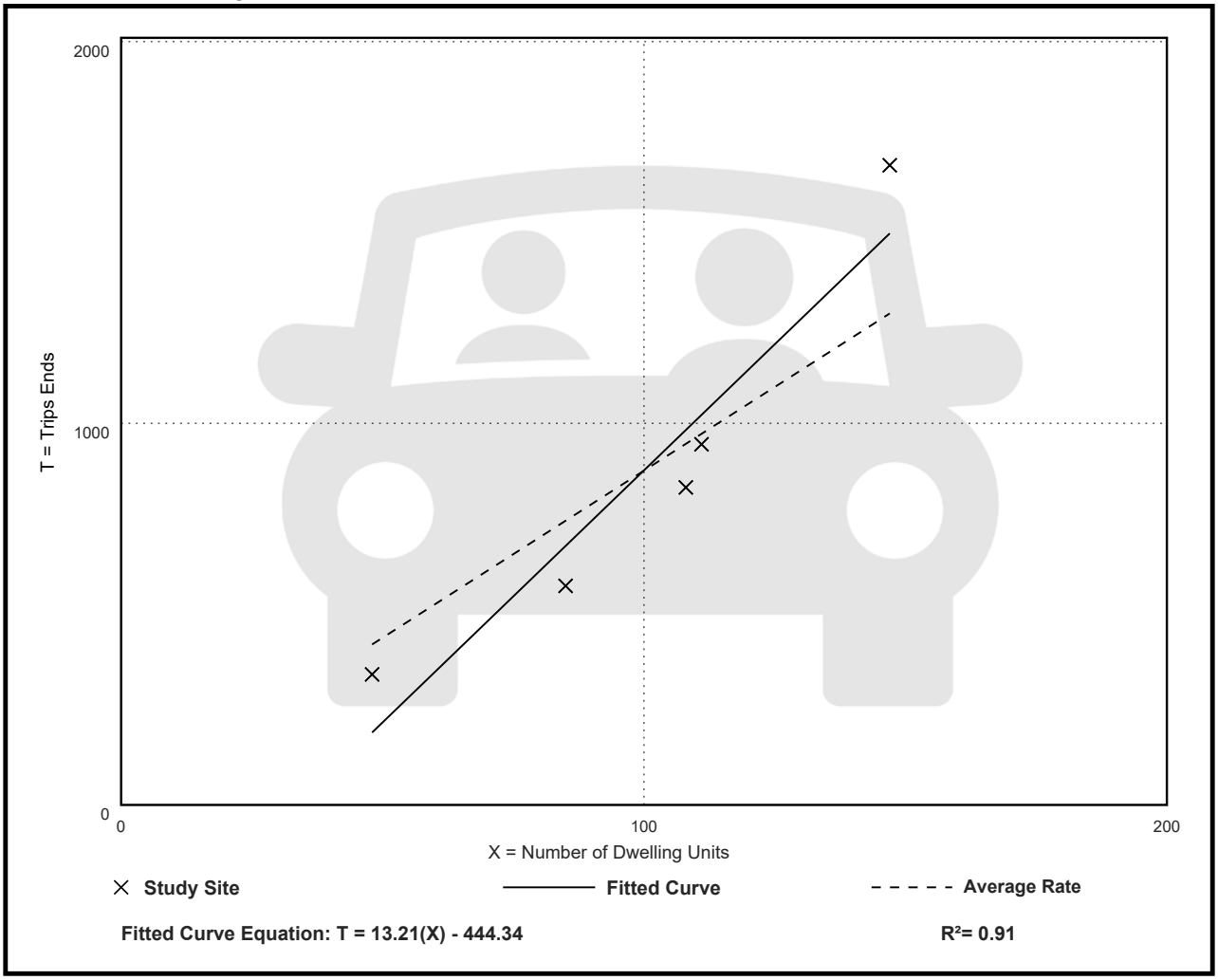
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

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)

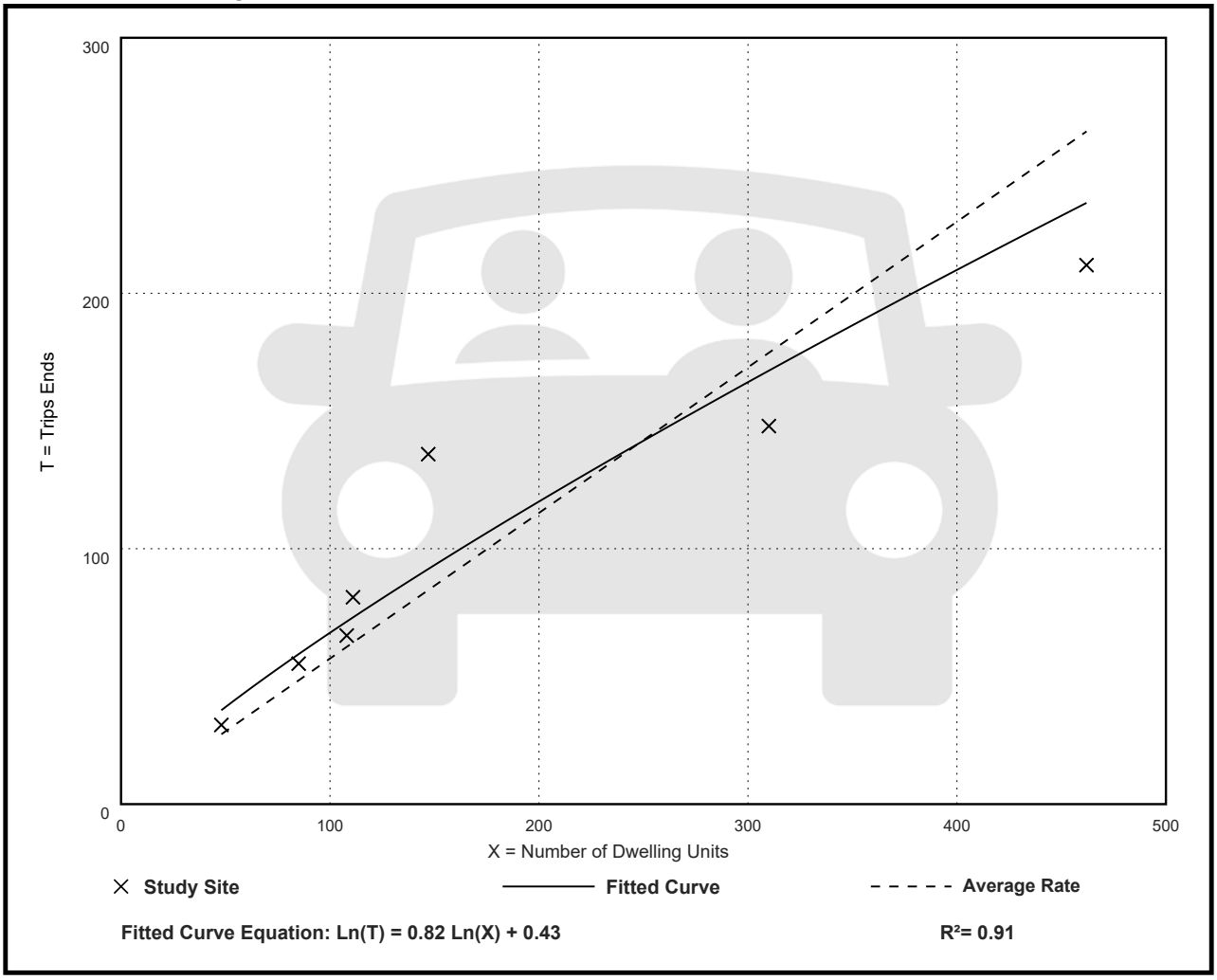
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

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)

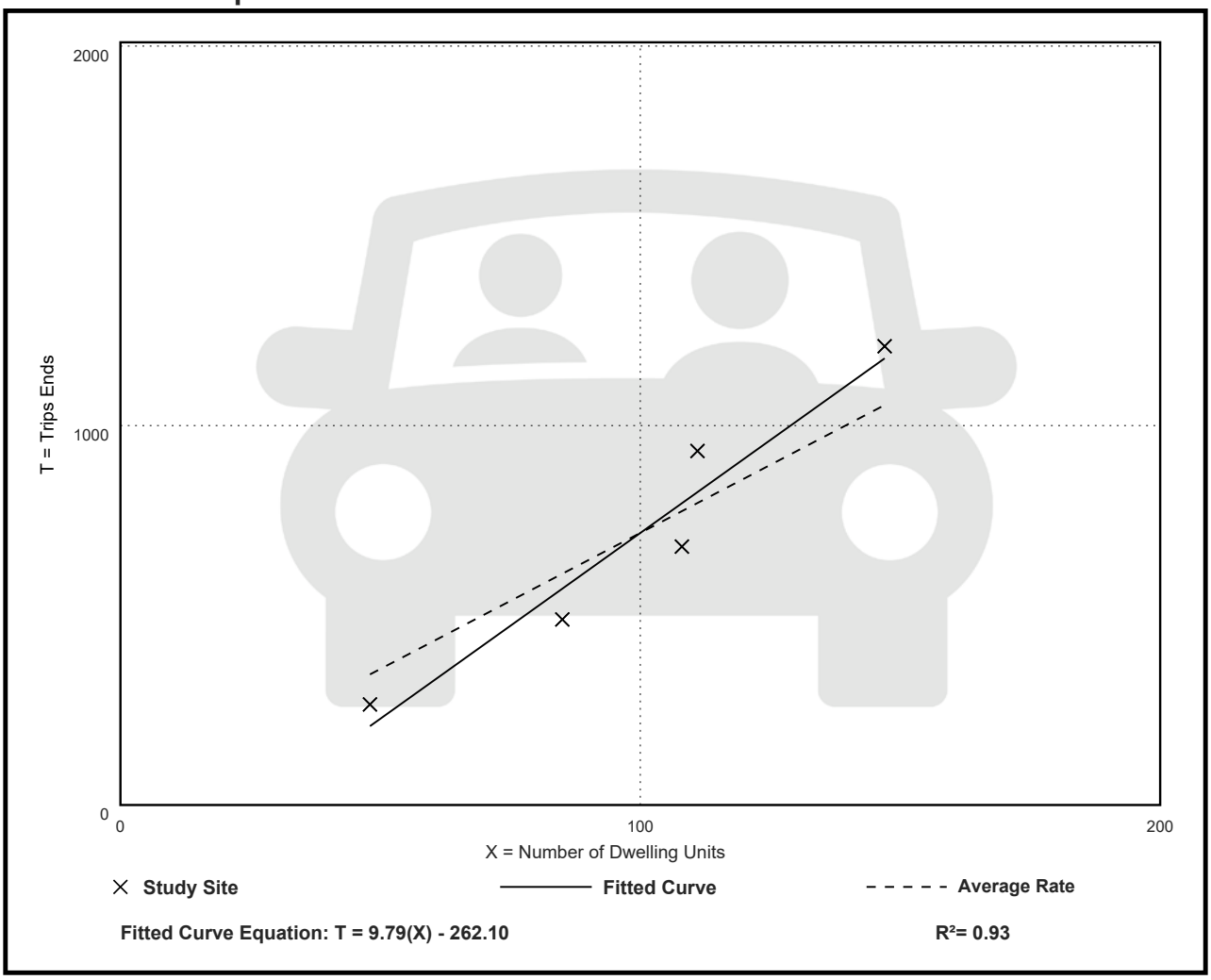
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

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)

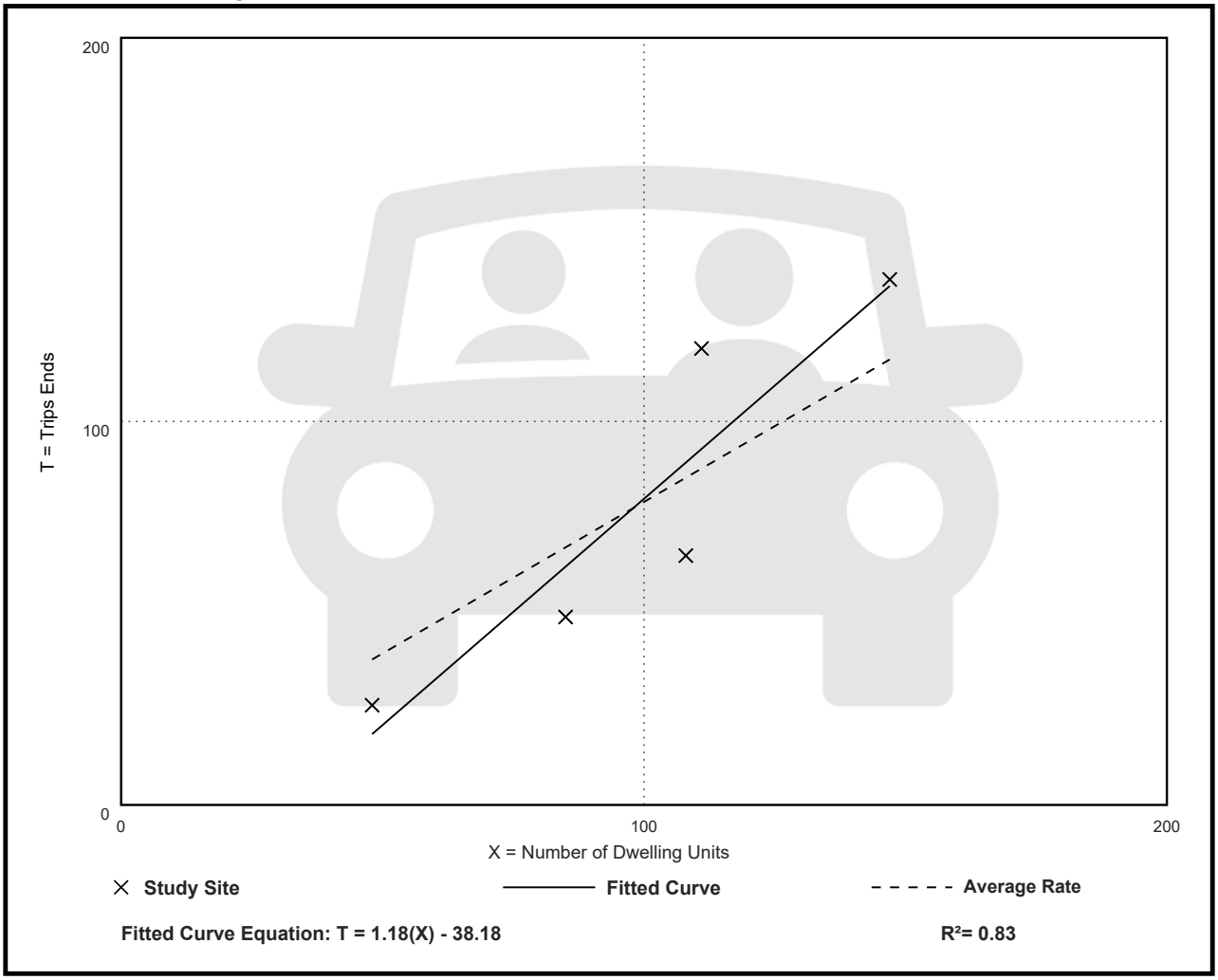
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday, Peak Hour of Generator

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



Fitted Curve Equation: T = 1.18(X) - 38.18

R^2= 0.83

Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Residents
On a: Weekday

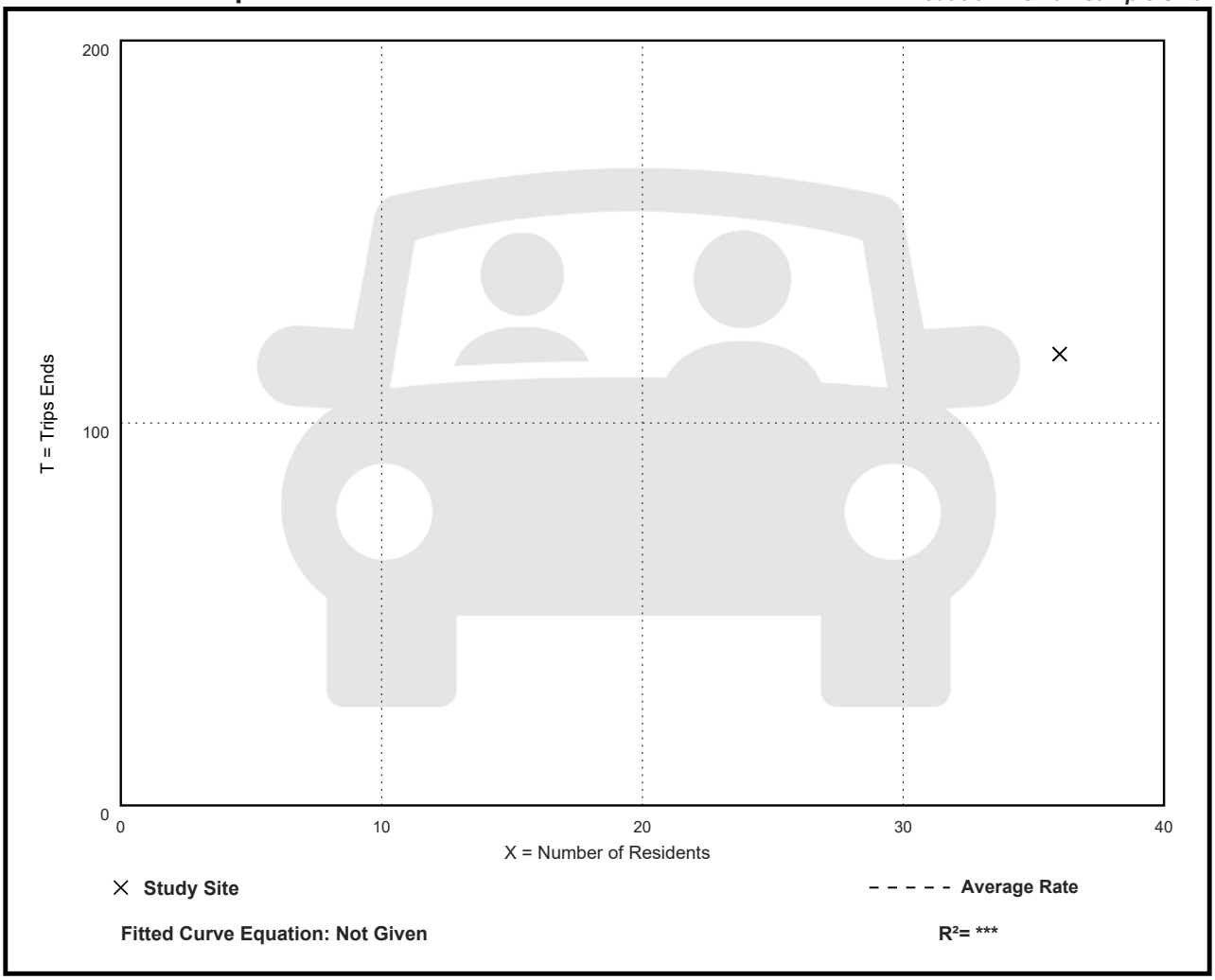
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 36
Directional Distribution: 50% entering, 50% exiting

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

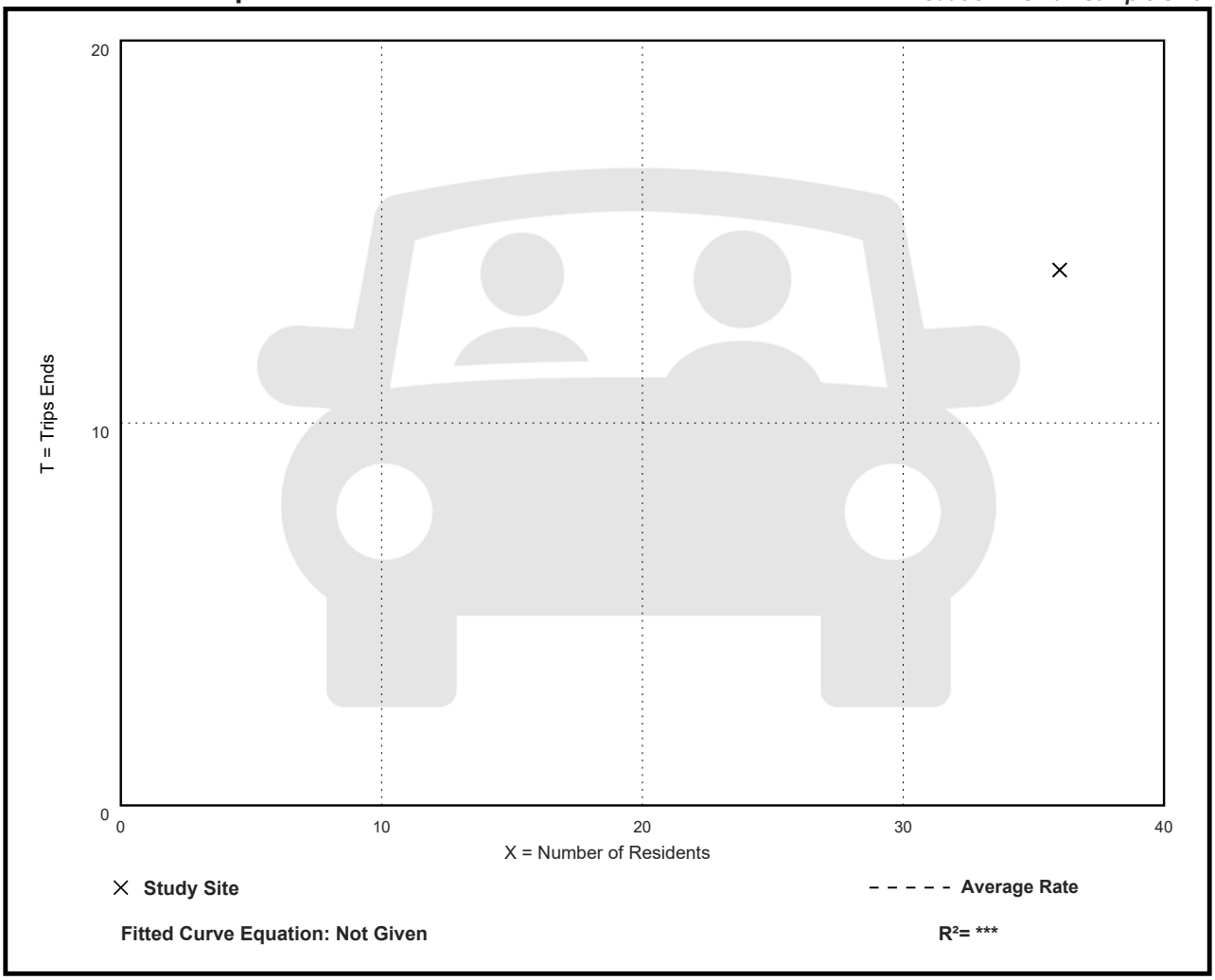
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 36
Directional Distribution: Not Available

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

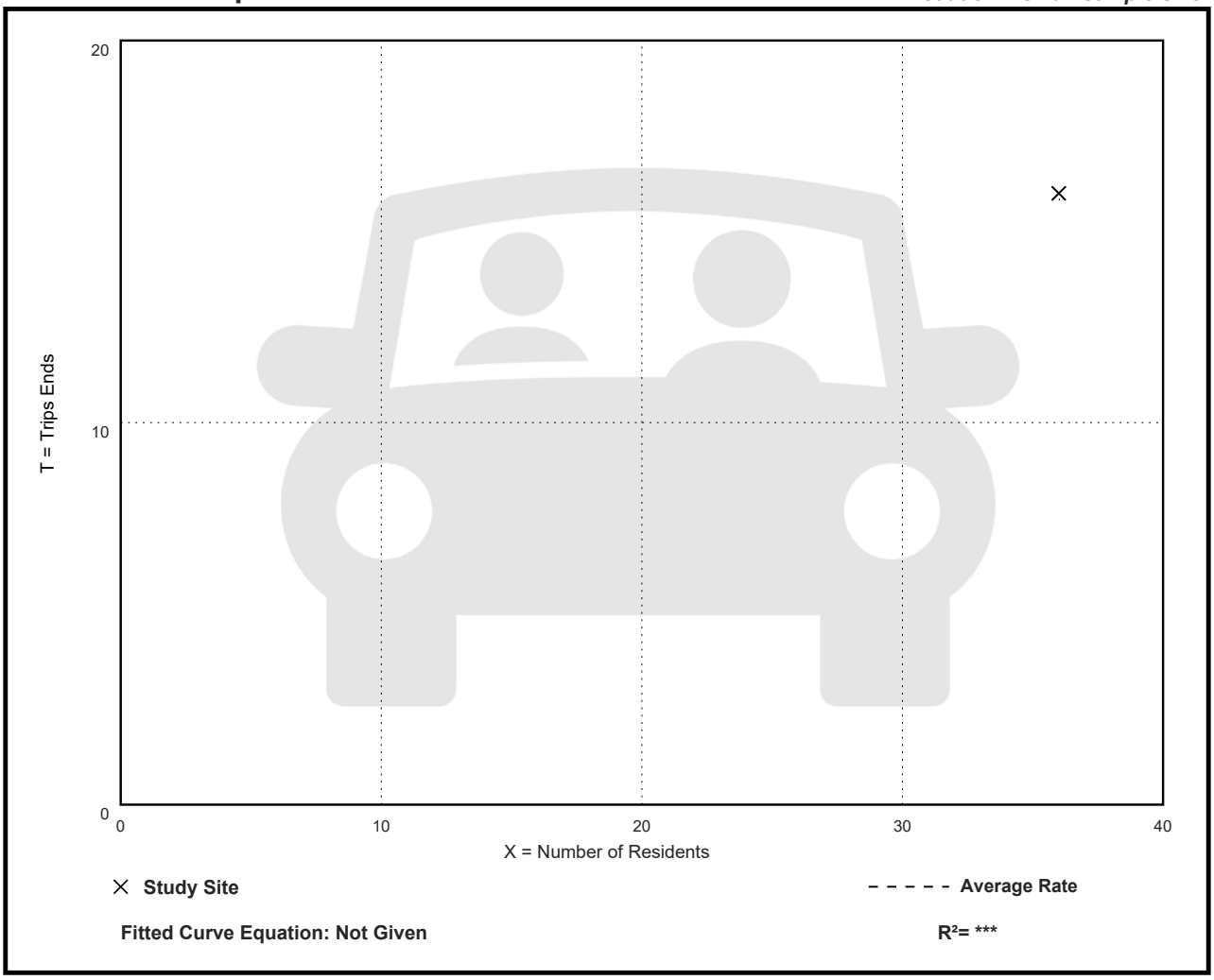
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 36
Directional Distribution: Not Available

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



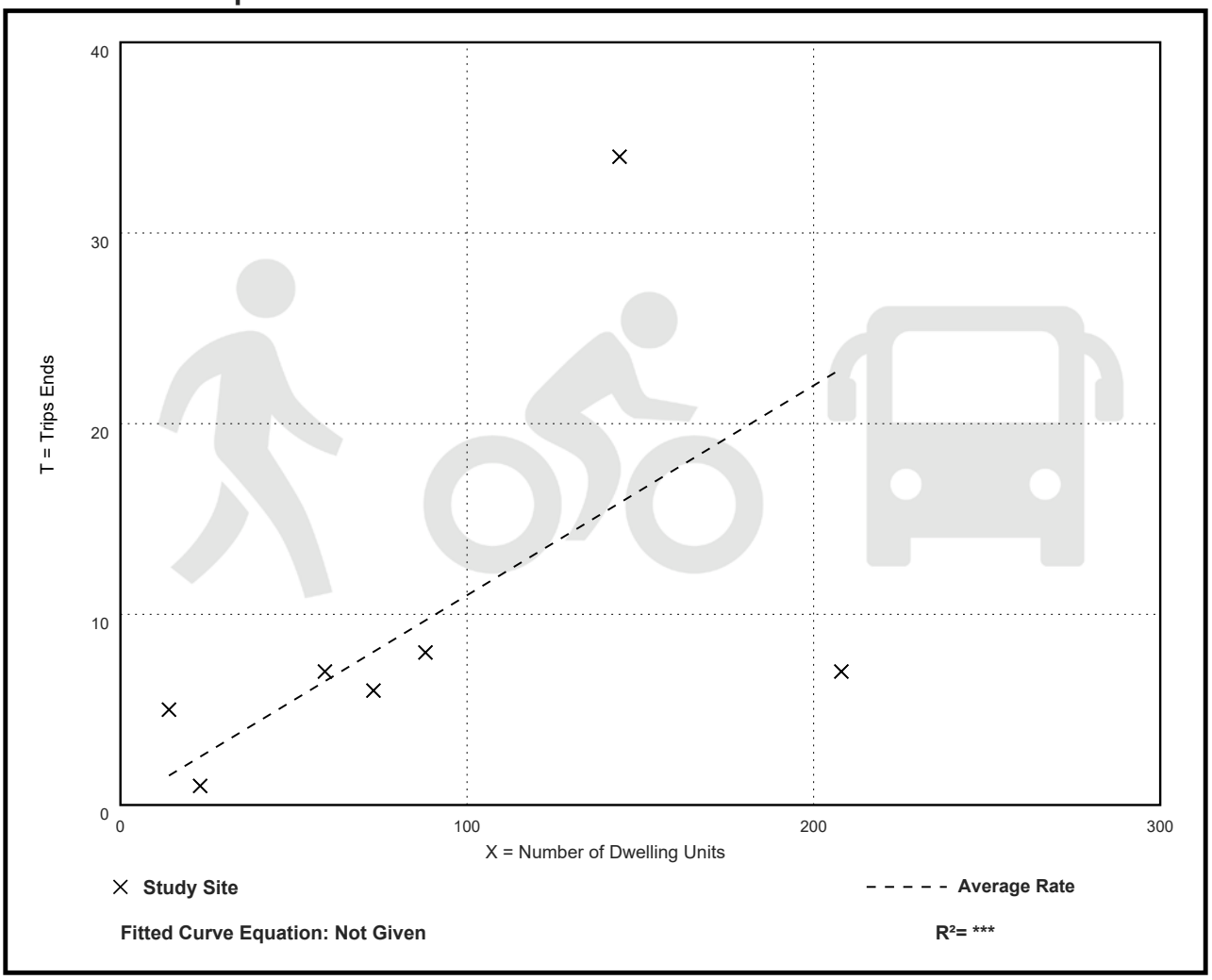
Single-Family Attached Housing
(215)

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



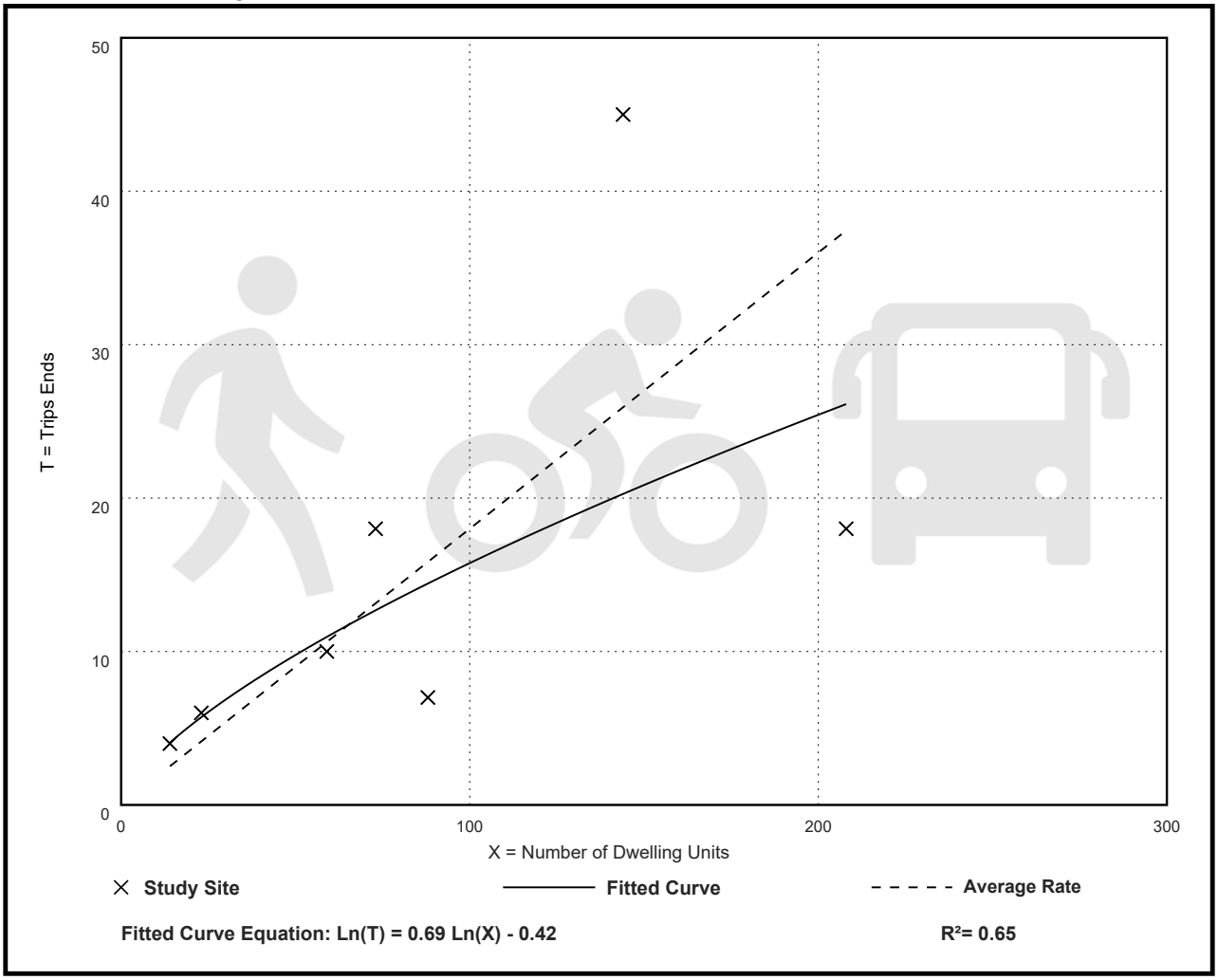
Single-Family Attached Housing
(215)

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: 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)

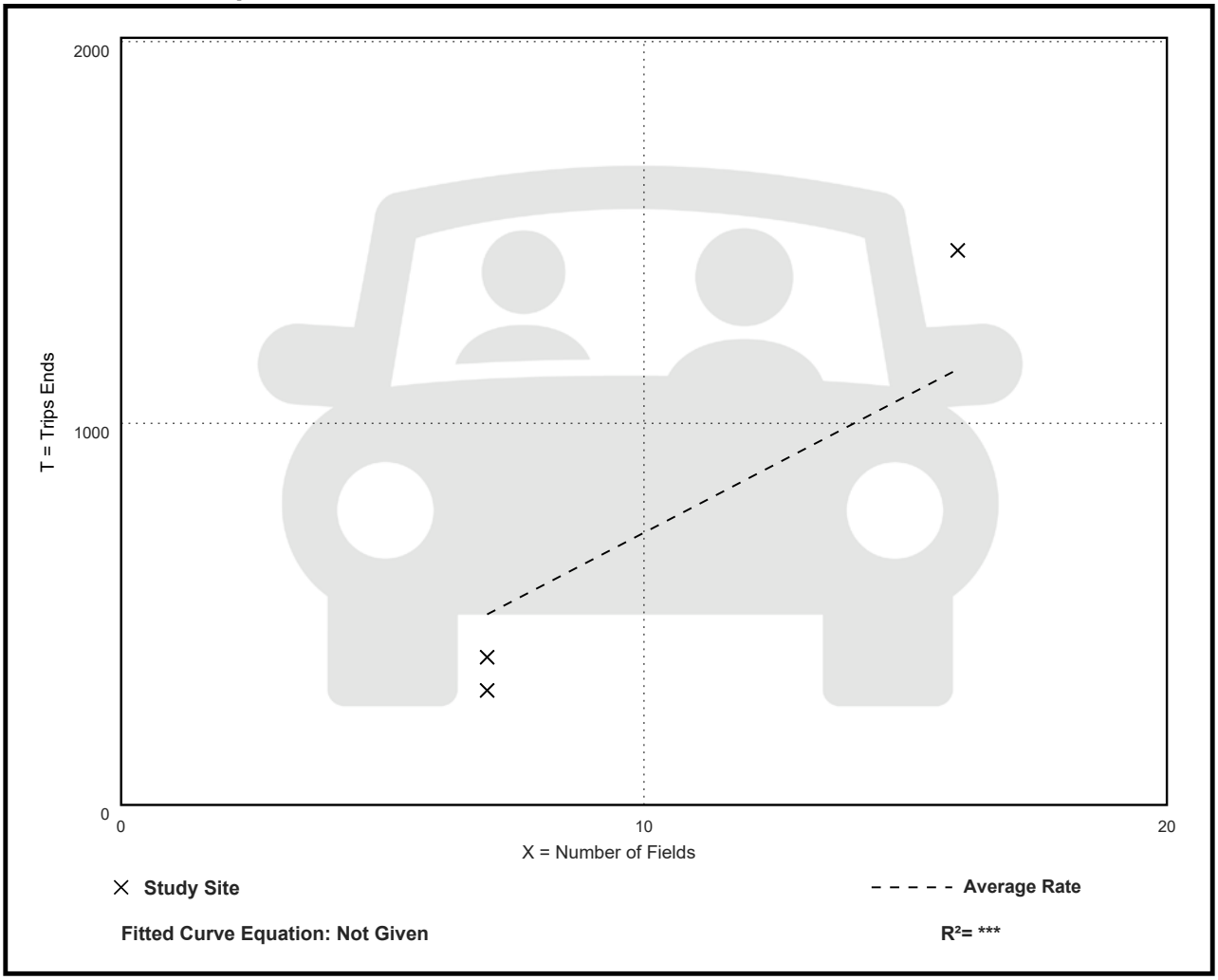
Vehicle Trip Ends vs: Fields
On a: Weekday

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



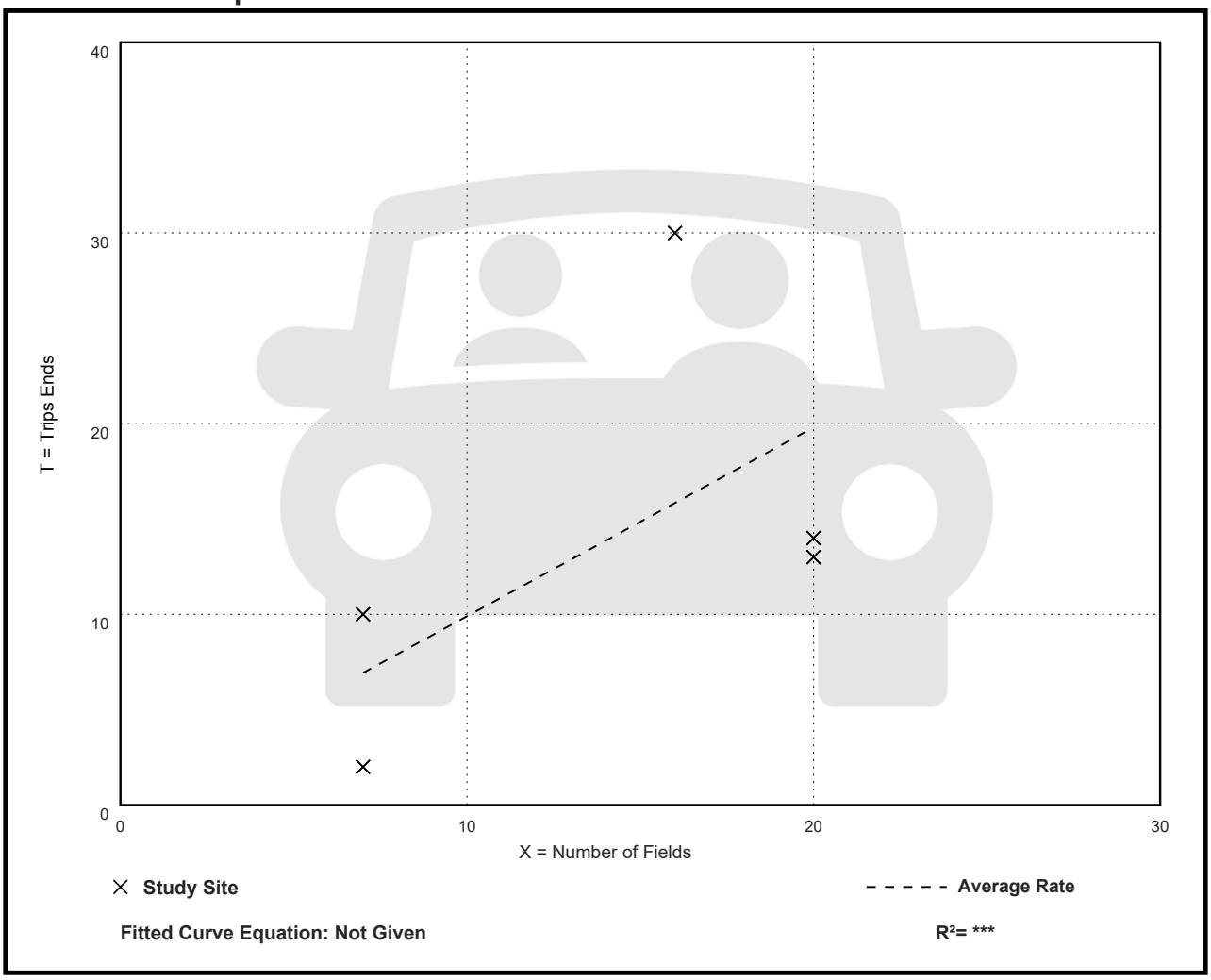
Soccer Complex
(488)

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



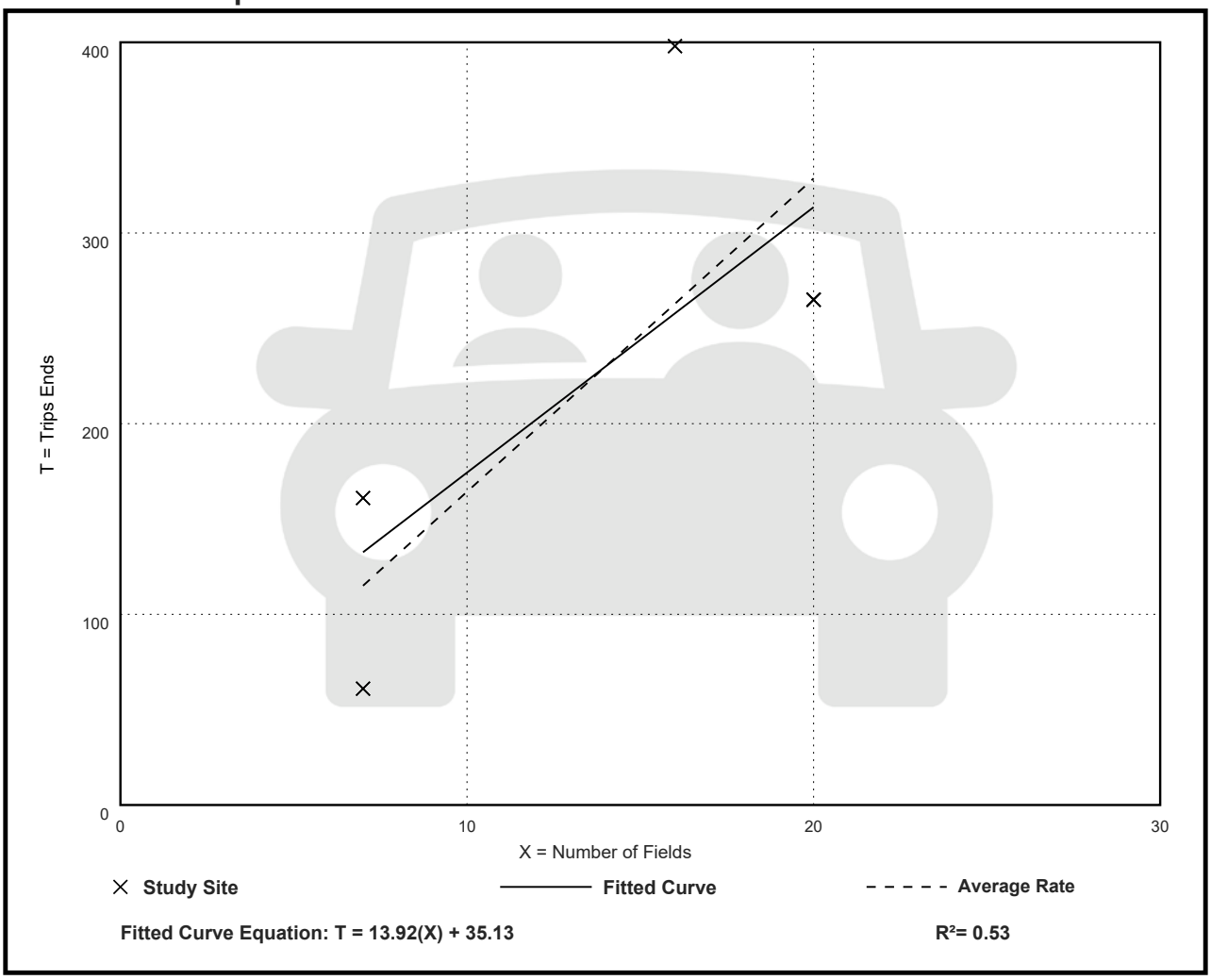
Soccer Complex
(488)

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)

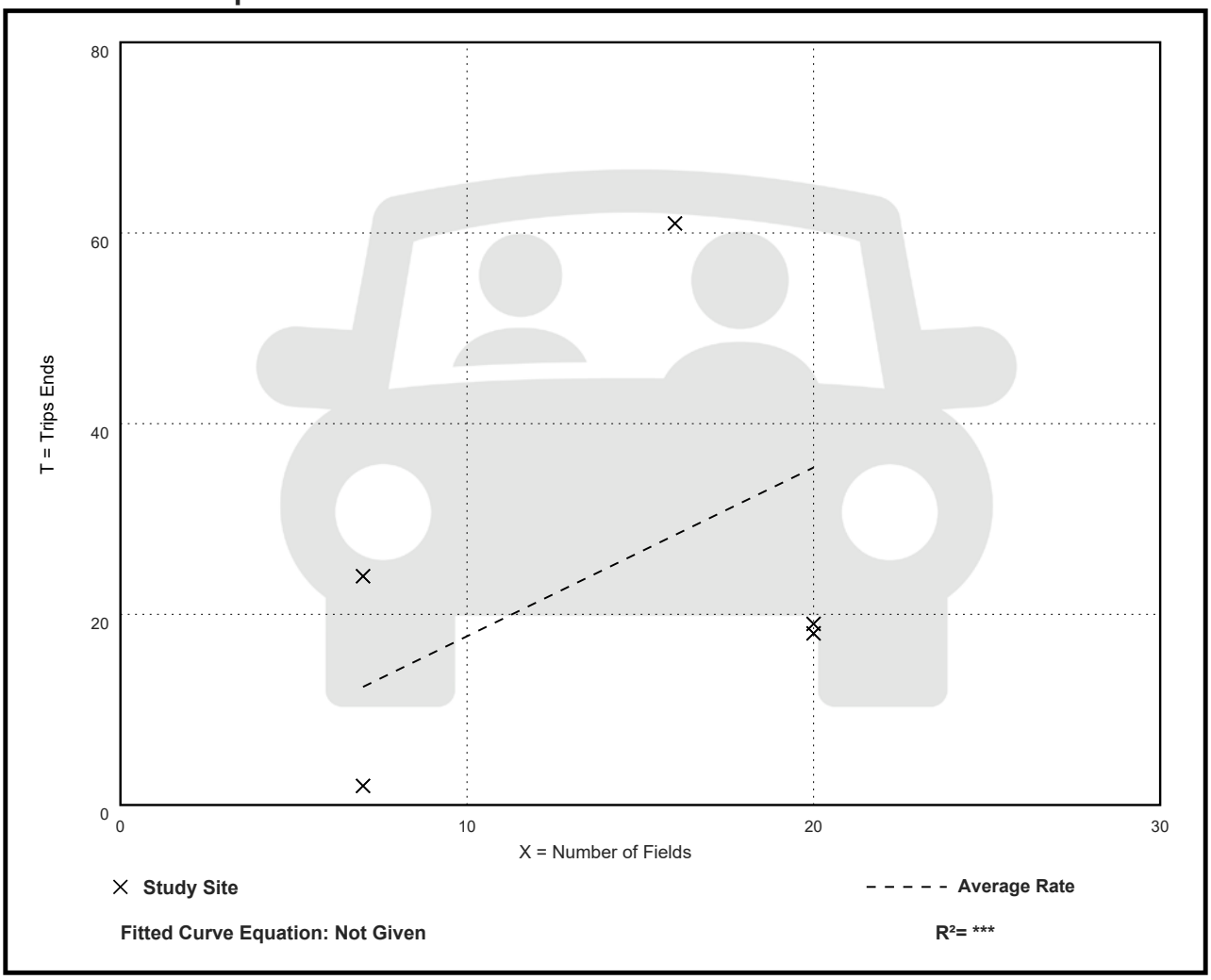
Vehicle Trip Ends vs: Fields
On a: Weekday,
AM Peak Hour of Generator

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)

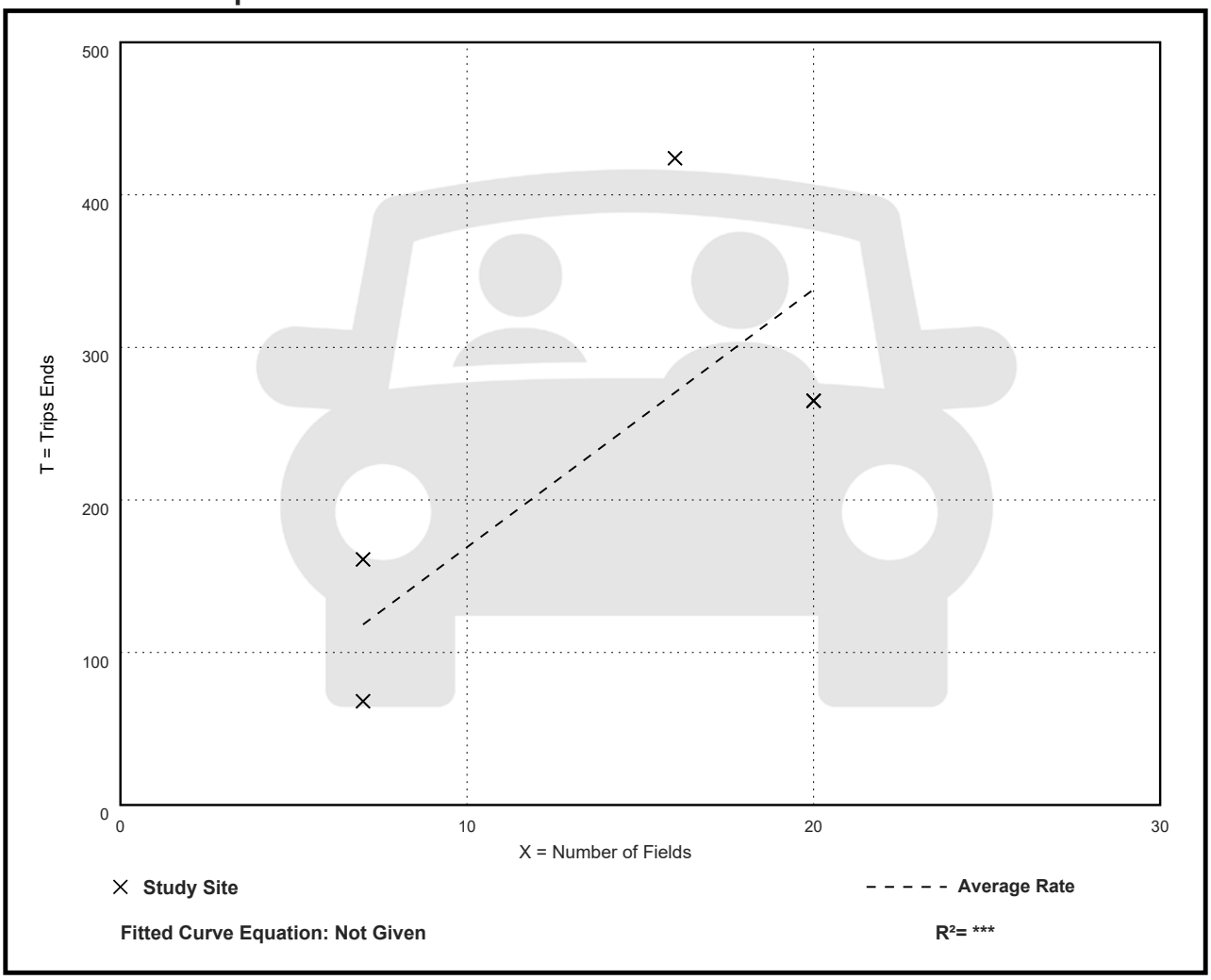
Vehicle Trip Ends vs: Fields
On a: Weekday,
PM Peak Hour of Generator

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

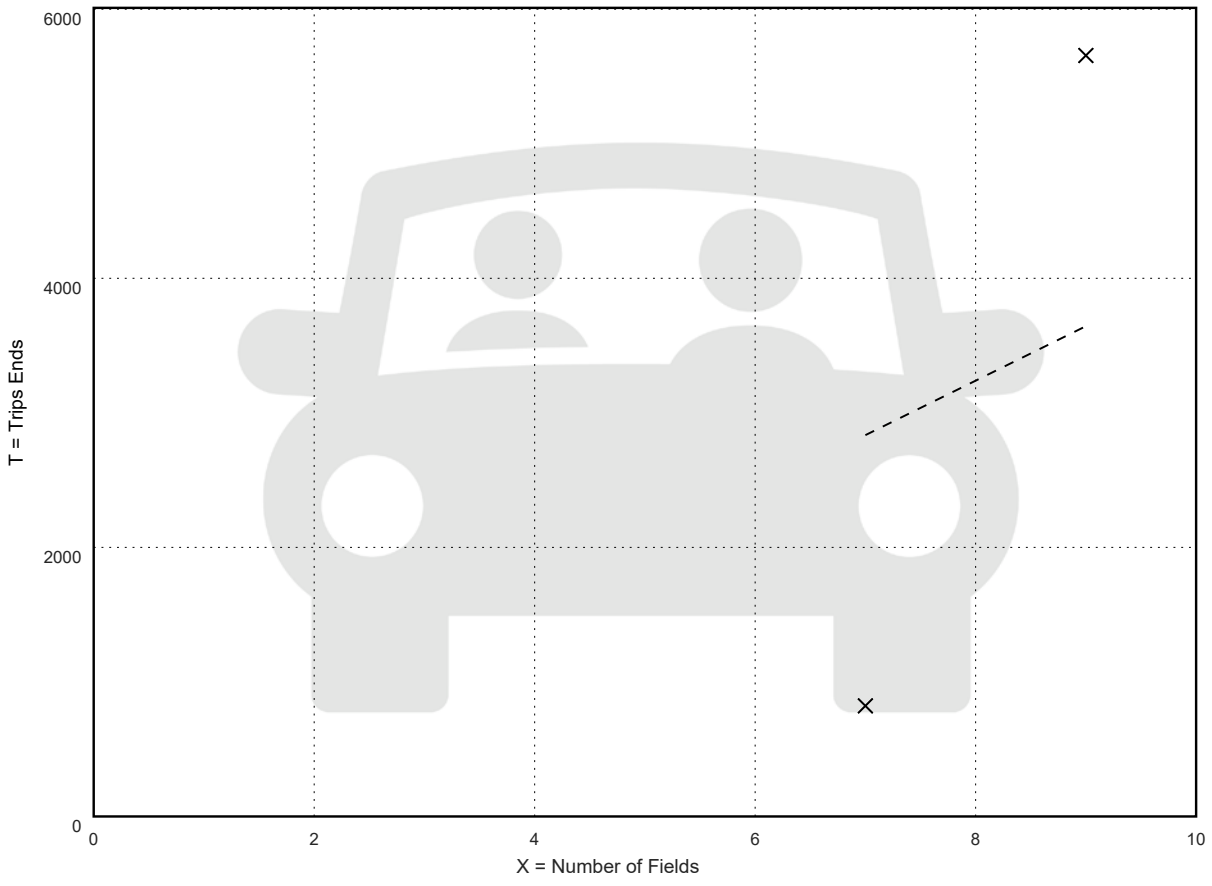
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Fields: 8
Directional Distribution: 50% entering, 50% exiting

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)

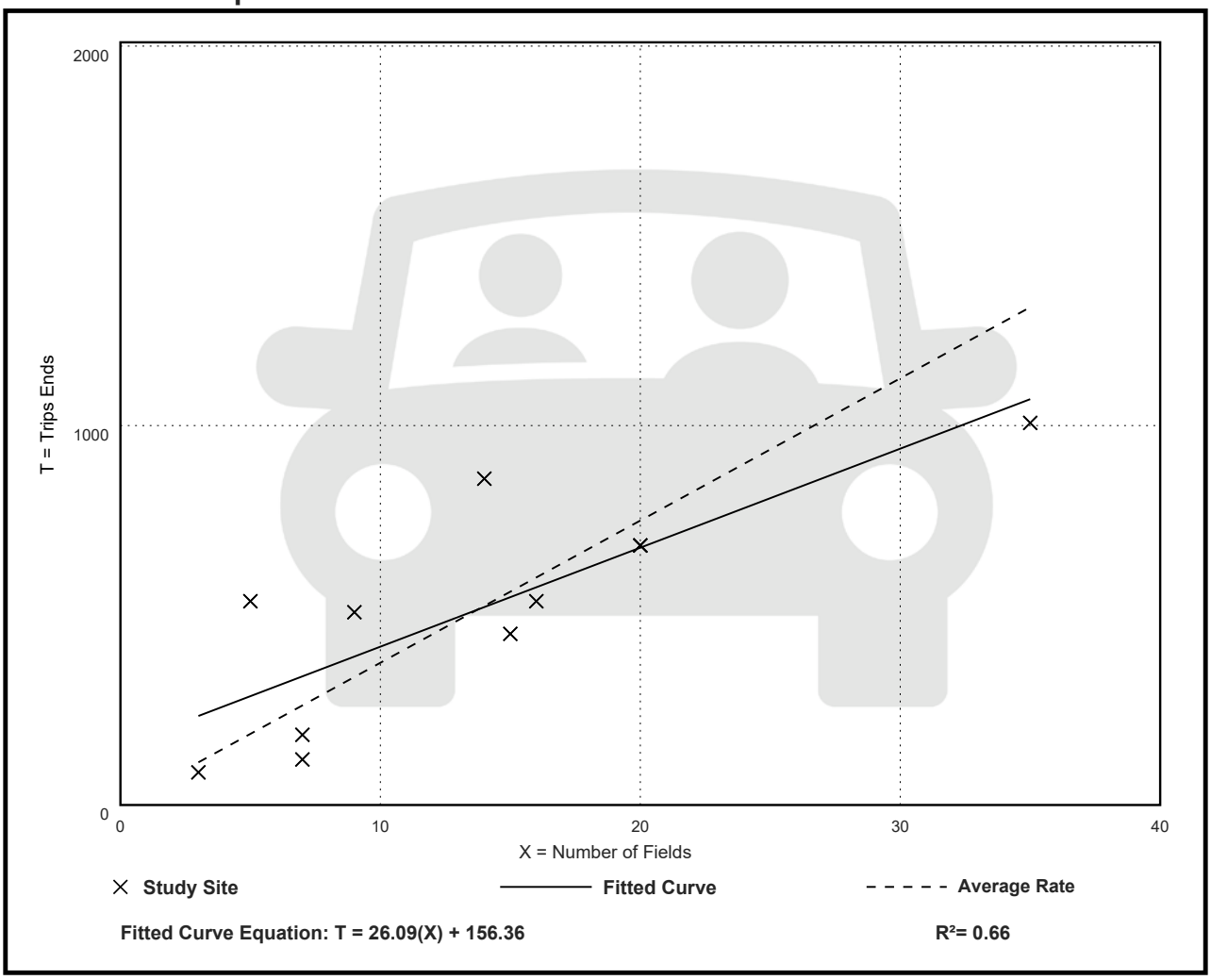
Vehicle Trip Ends vs: Fields
On a: Saturday, Peak Hour of Generator

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)

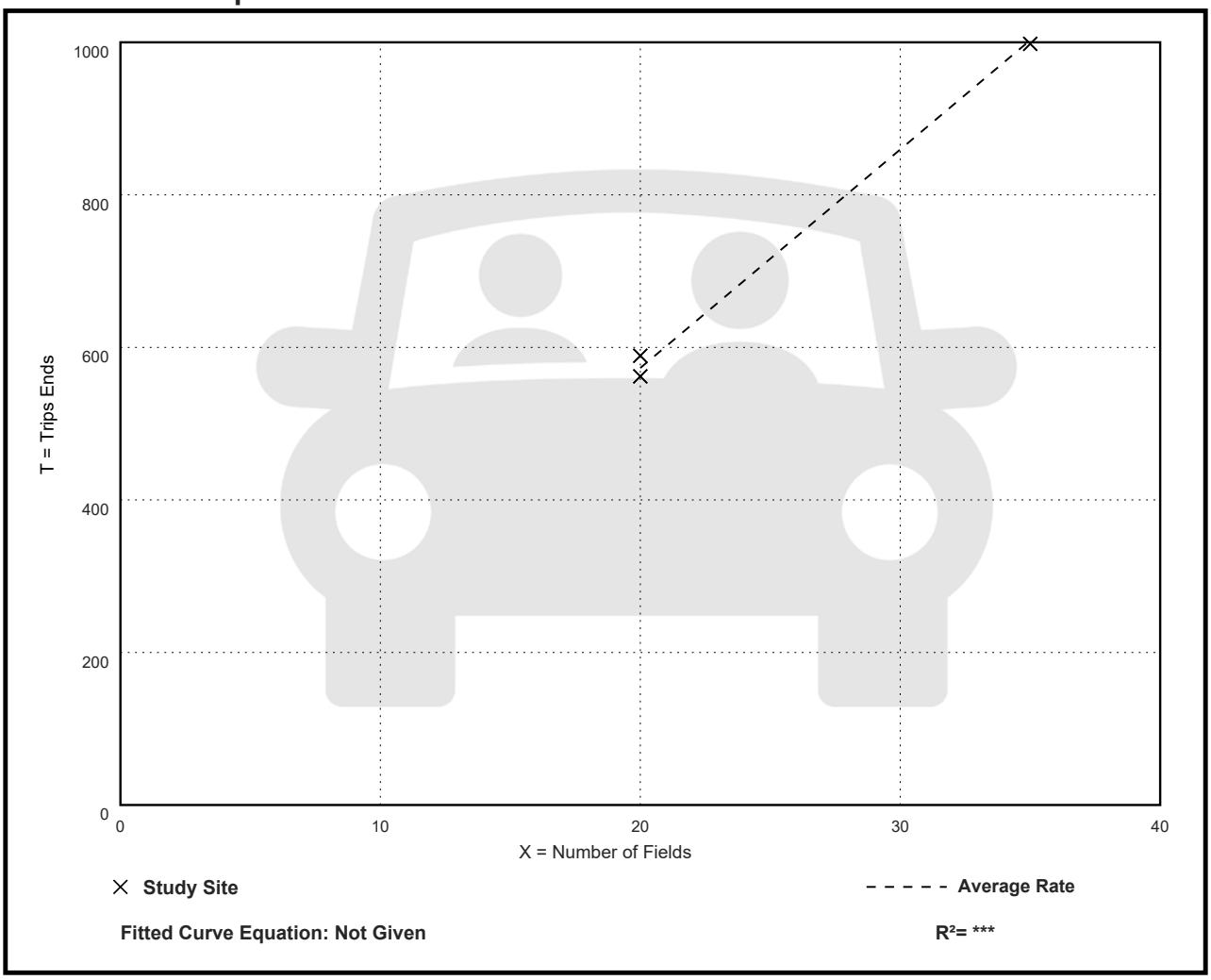
Vehicle Trip Ends vs: Fields
On a: Sunday, Peak Hour of Generator

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

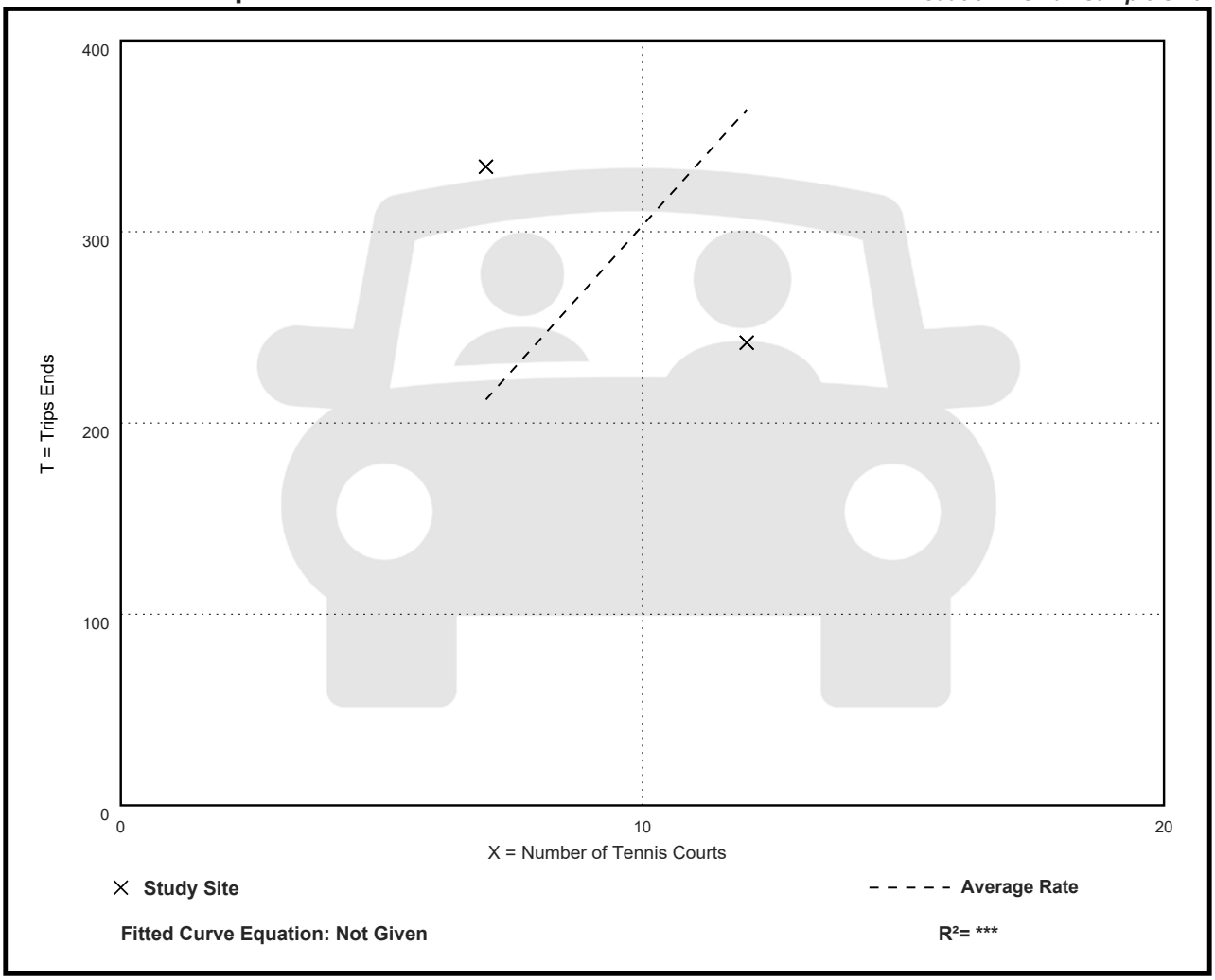
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Tennis Courts: 10
Directional Distribution: 50% entering, 50% exiting

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



Tennis Courts
(490)

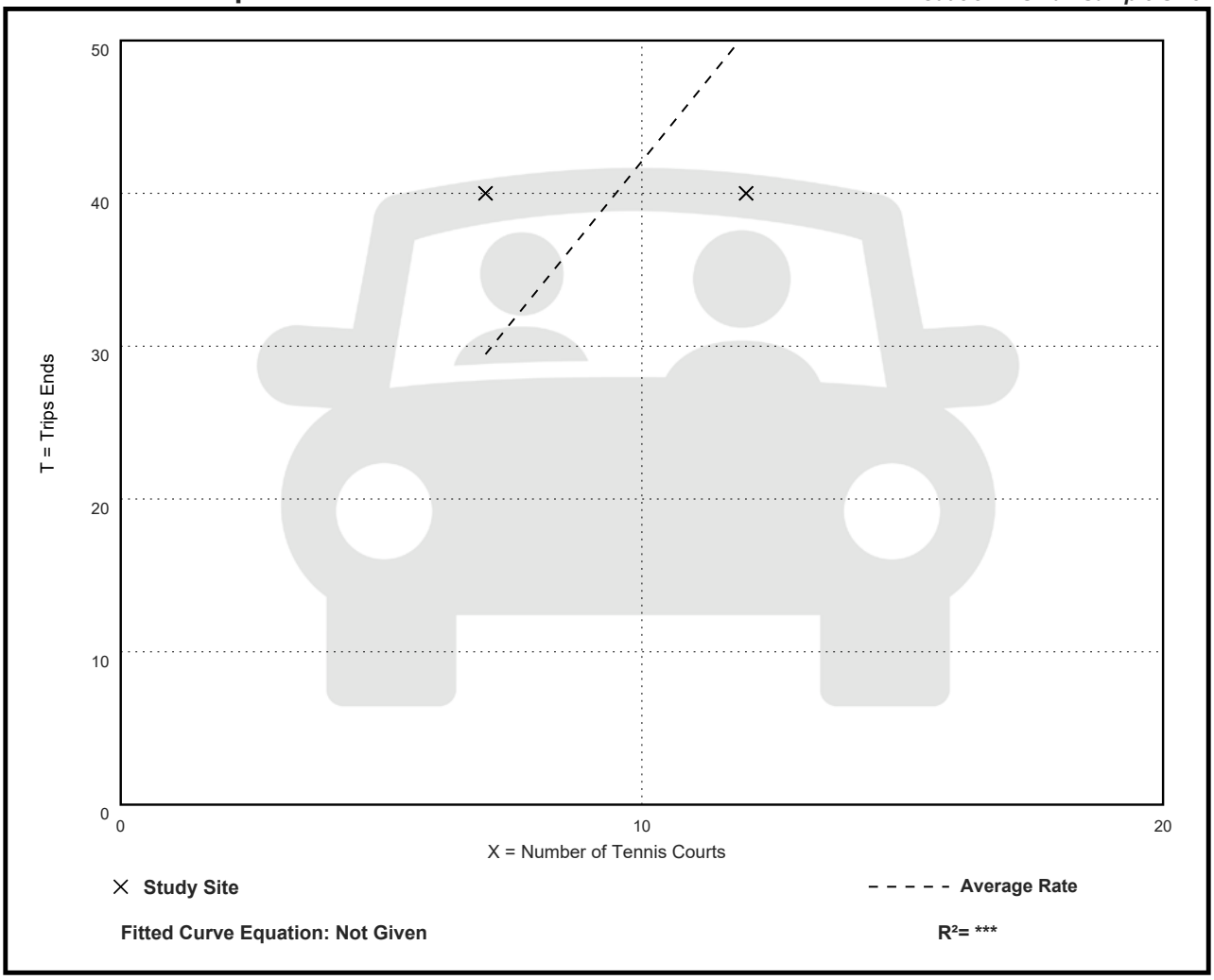
Vehicle Trip Ends vs: Tennis Courts
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Tennis Courts: 10
Directional Distribution: Not Available

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= ***

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)

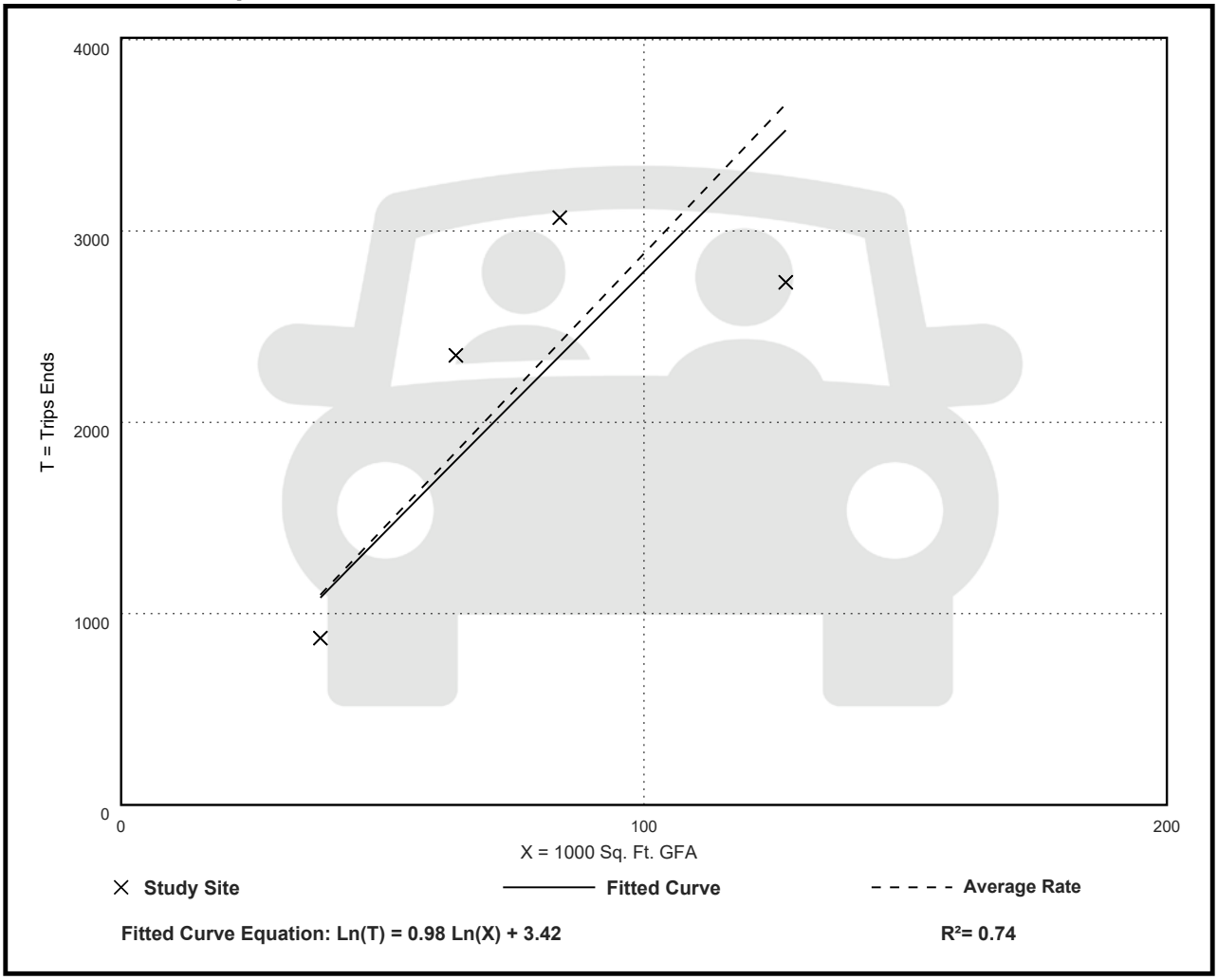
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

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

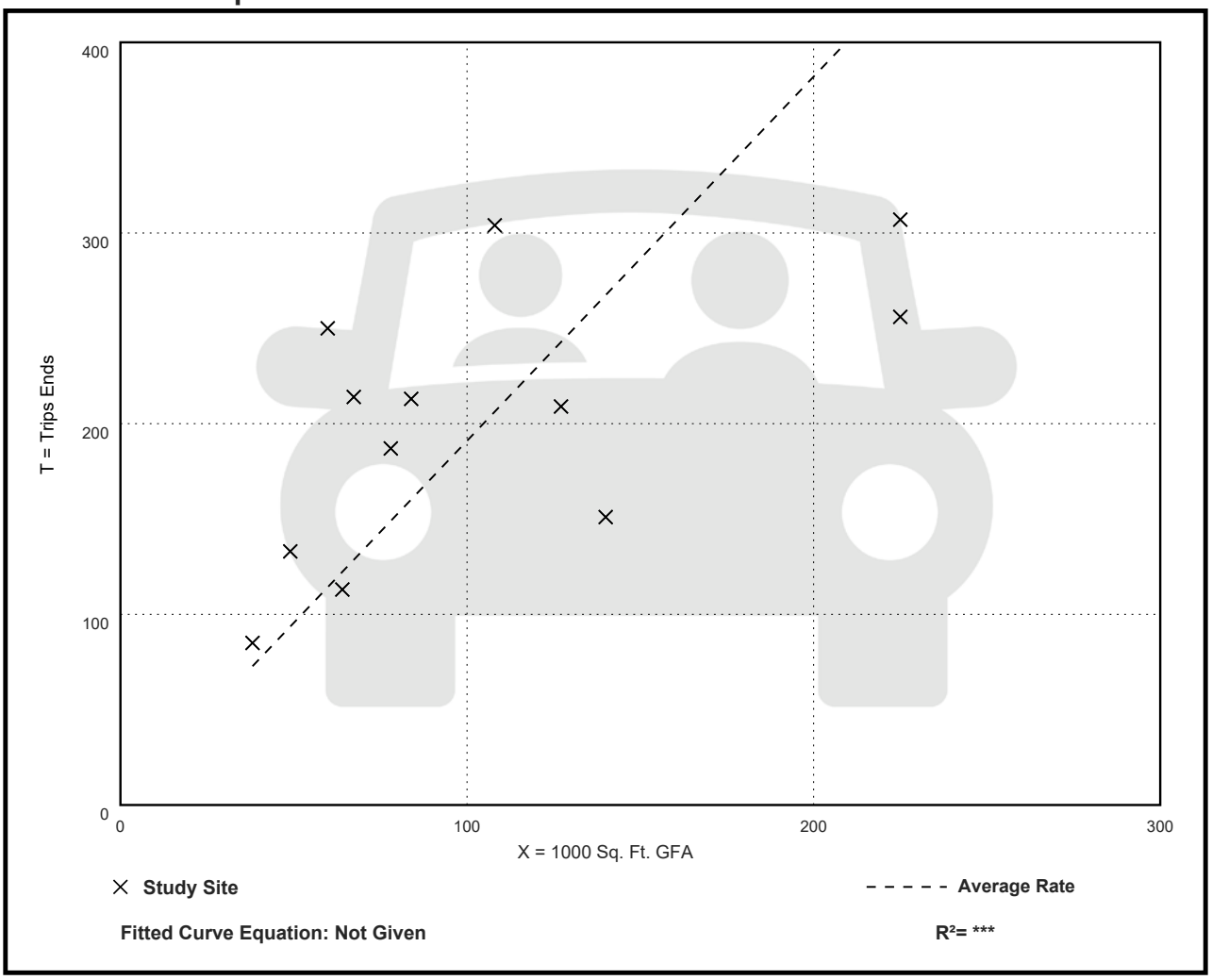
Recreational Community Center
(495)

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



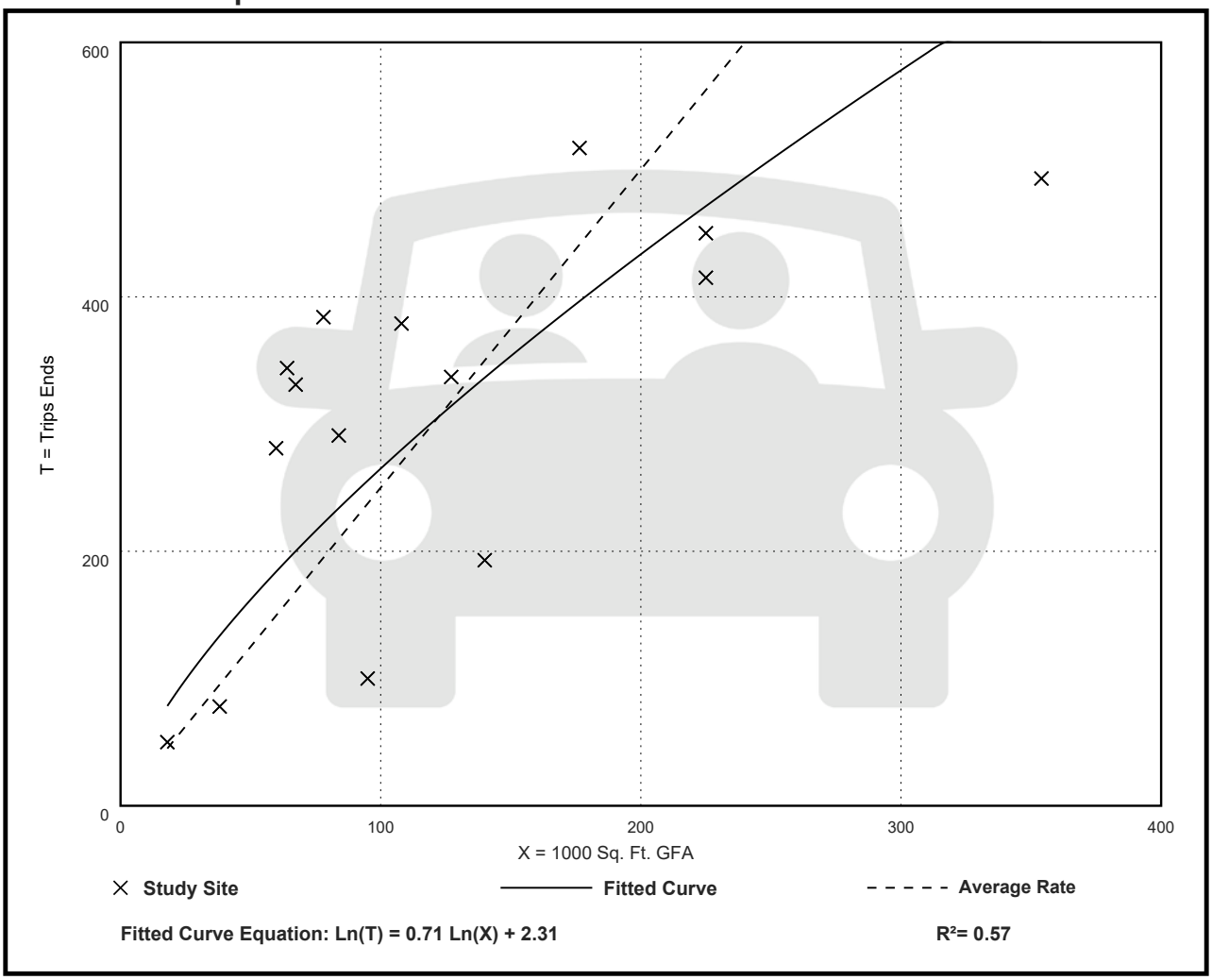
Recreational Community Center
(495)

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)

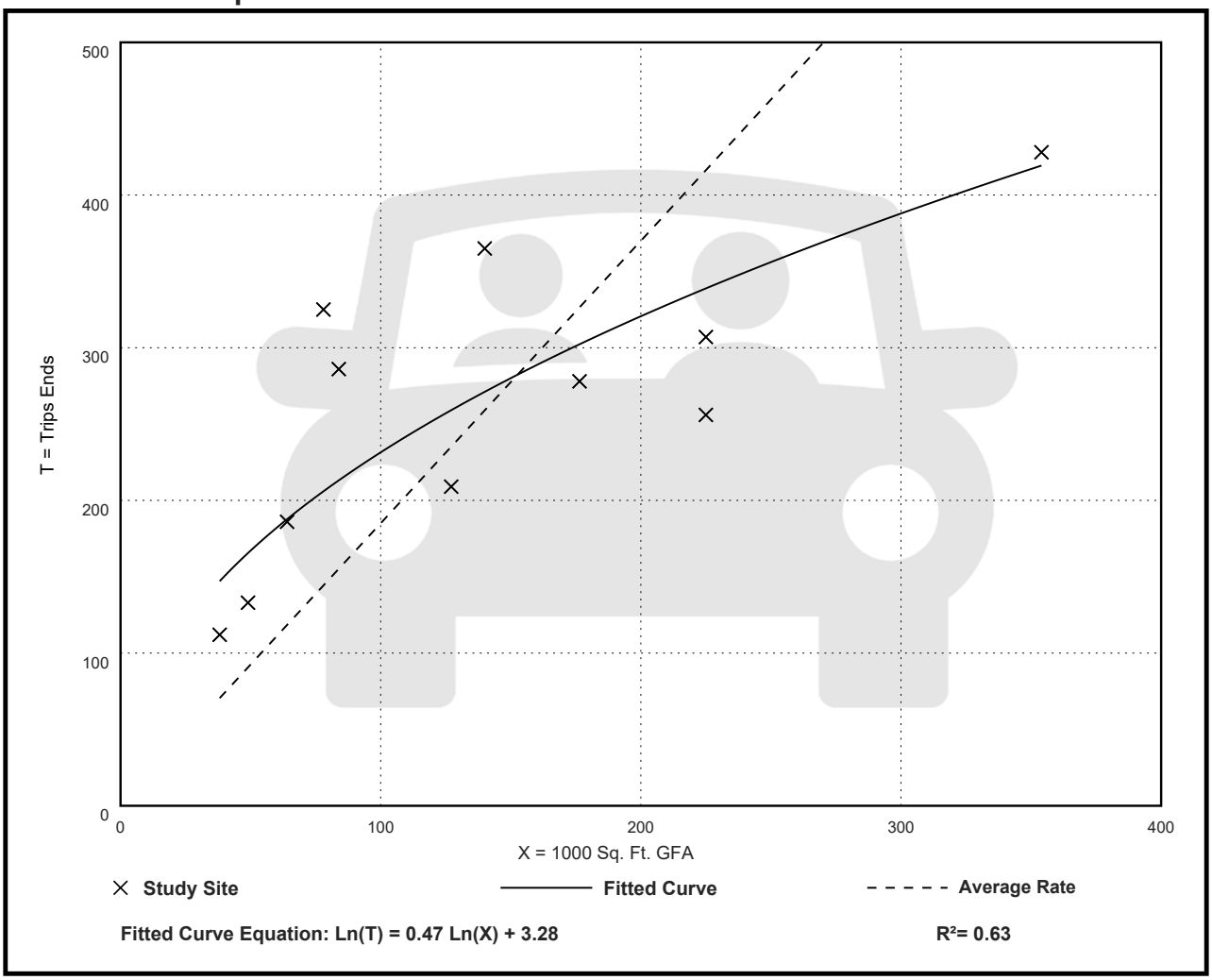
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

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)

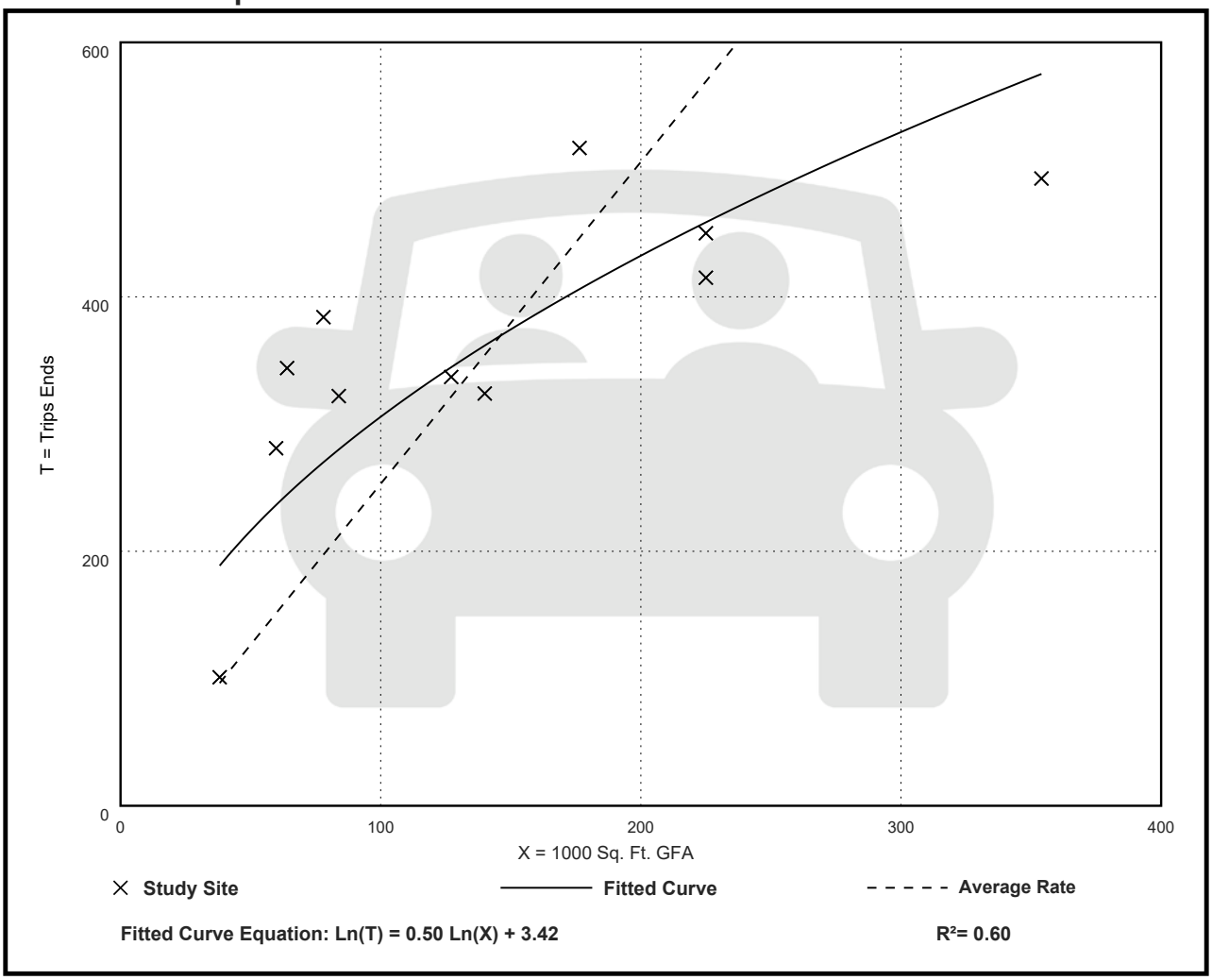
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

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



Fitted Curve Equation: Ln(T) = 0.50 Ln(X) + 3.42

R^2= 0.60

Recreational Community Center
(495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday

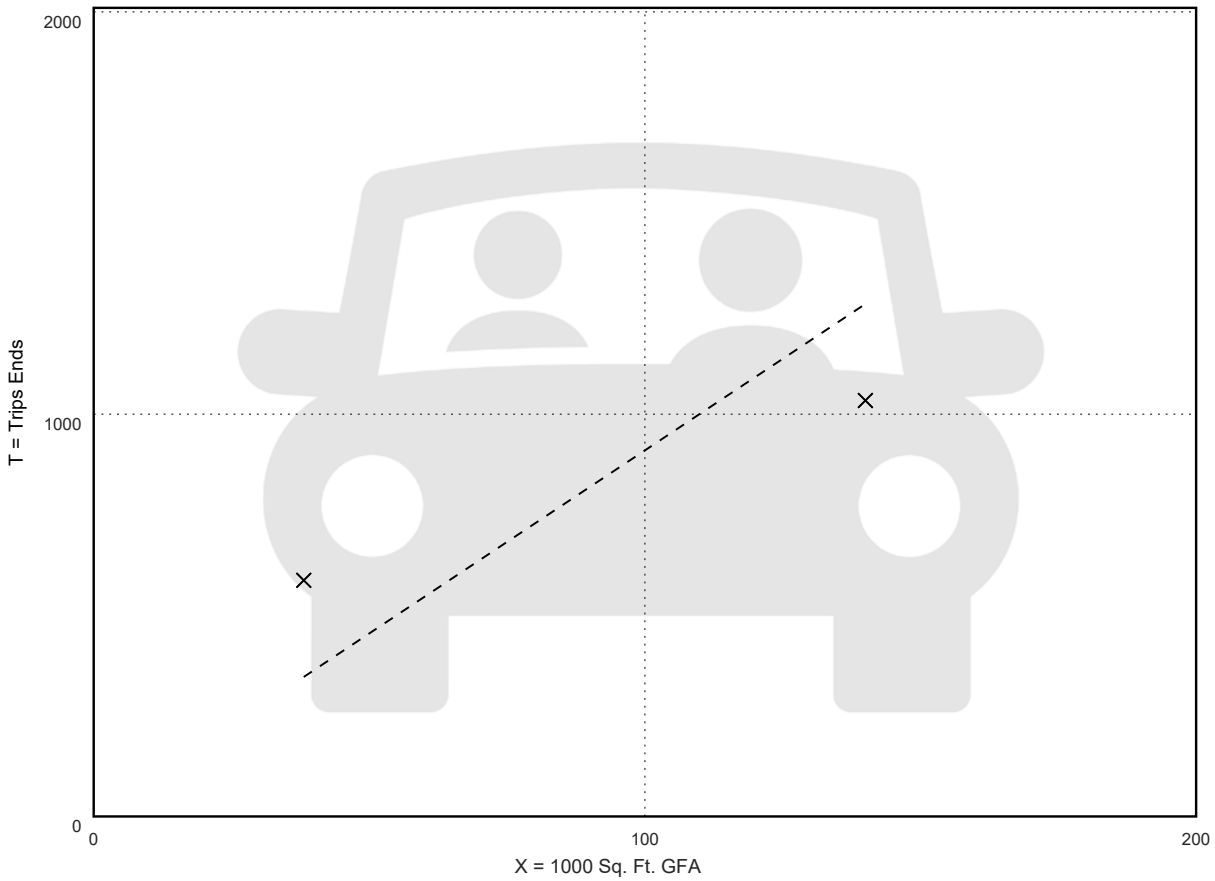
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 89
Directional Distribution: 50% entering, 50% exiting

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)

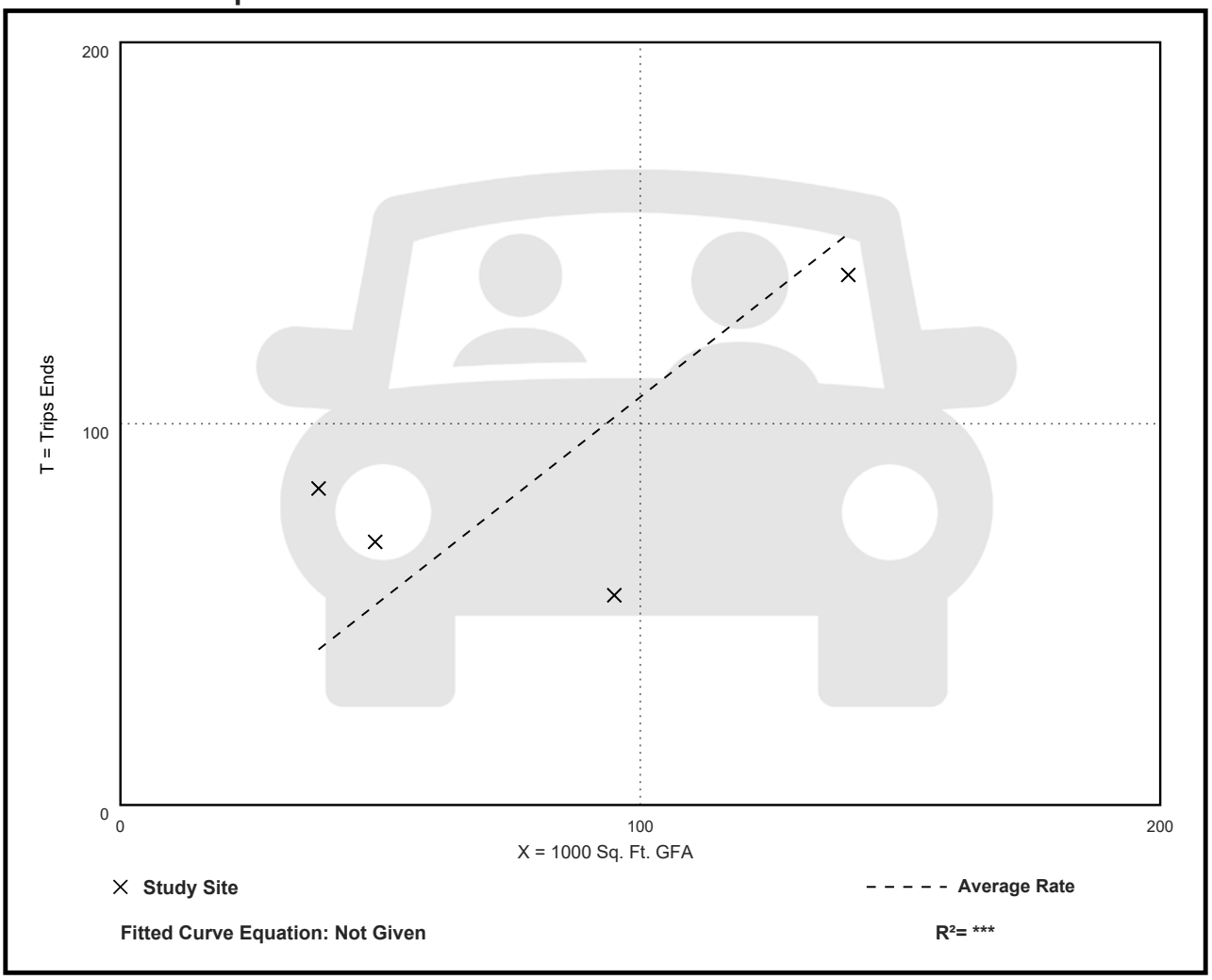
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

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

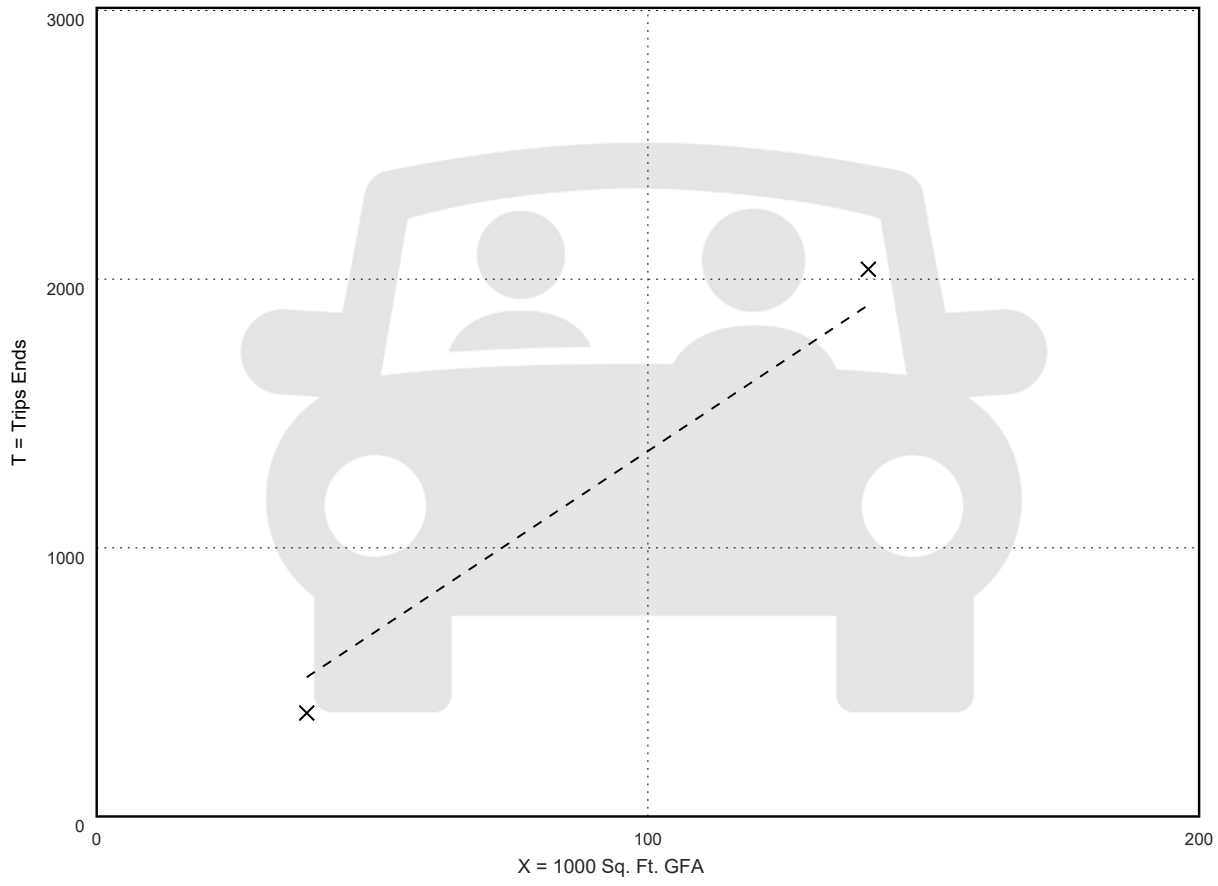
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 89
Directional Distribution: 50% entering, 50% exiting

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

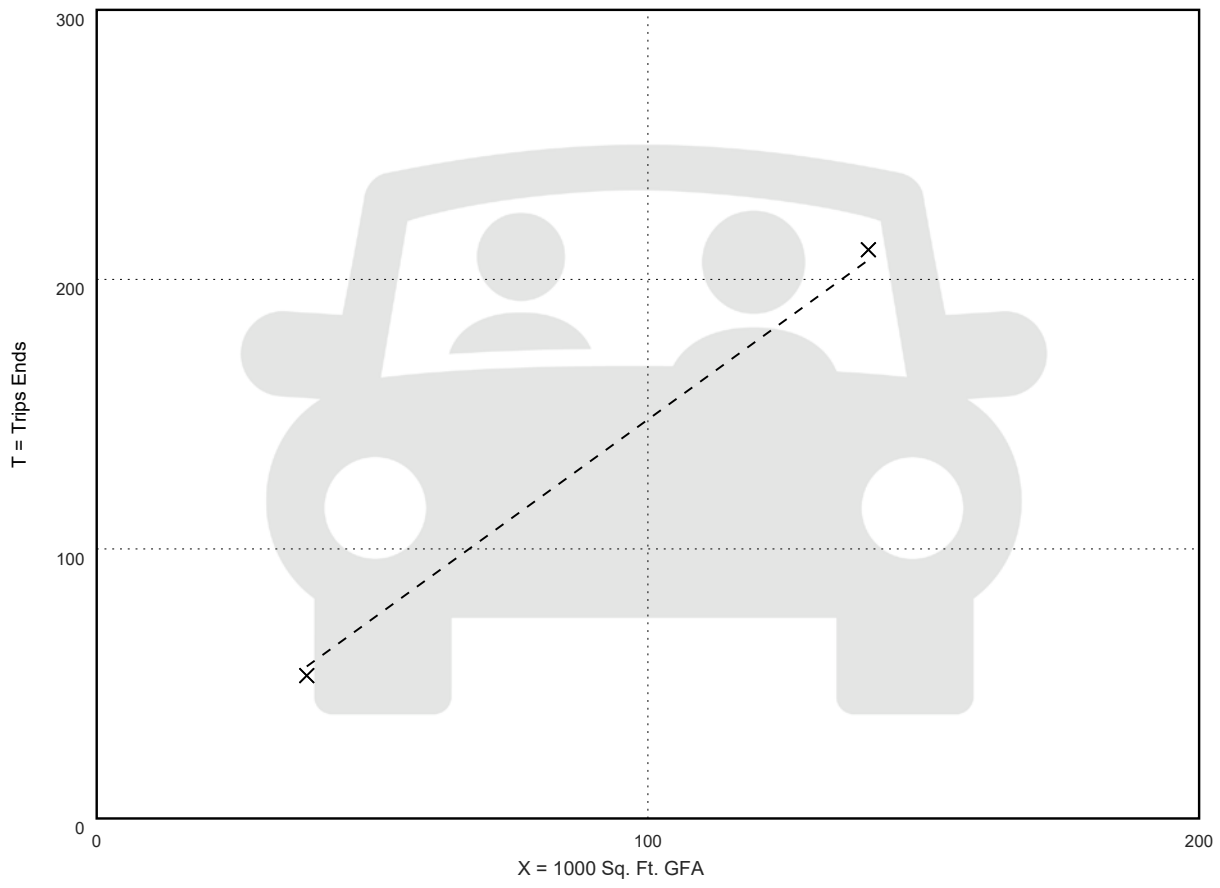
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 89
Directional Distribution: 56% entering, 44% exiting

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

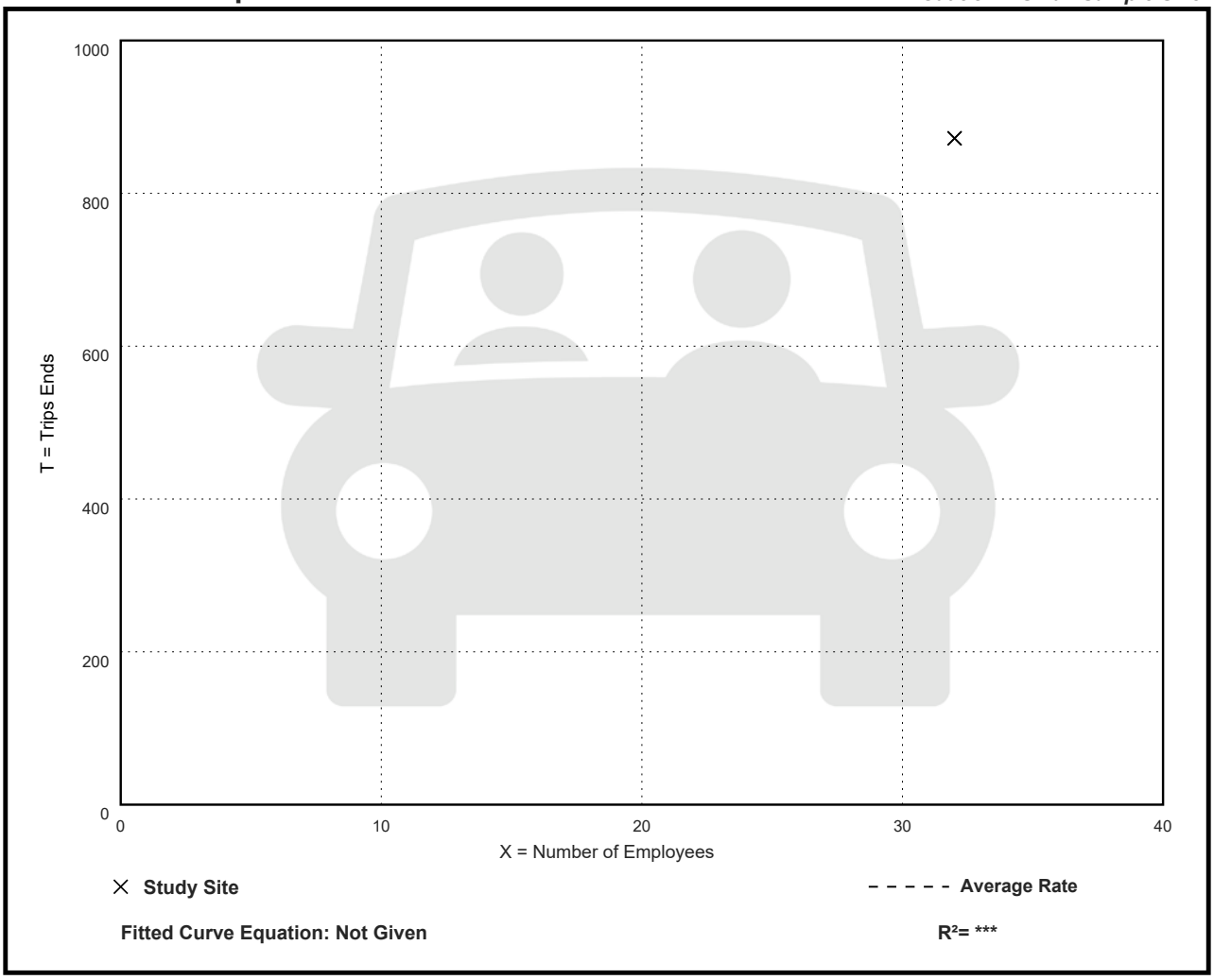
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 32
Directional Distribution: 50% entering, 50% exiting

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= *

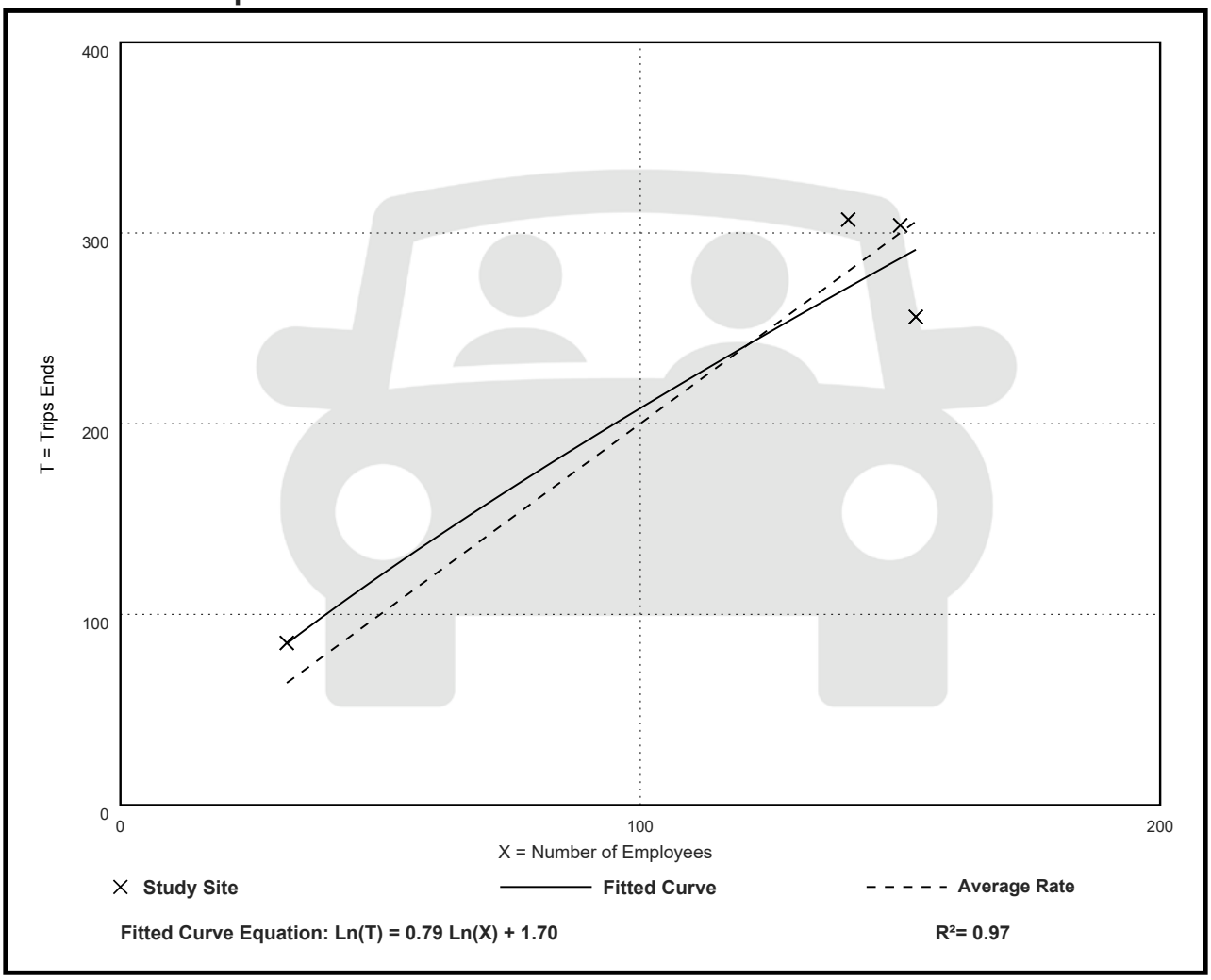
Recreational Community Center
(495)

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



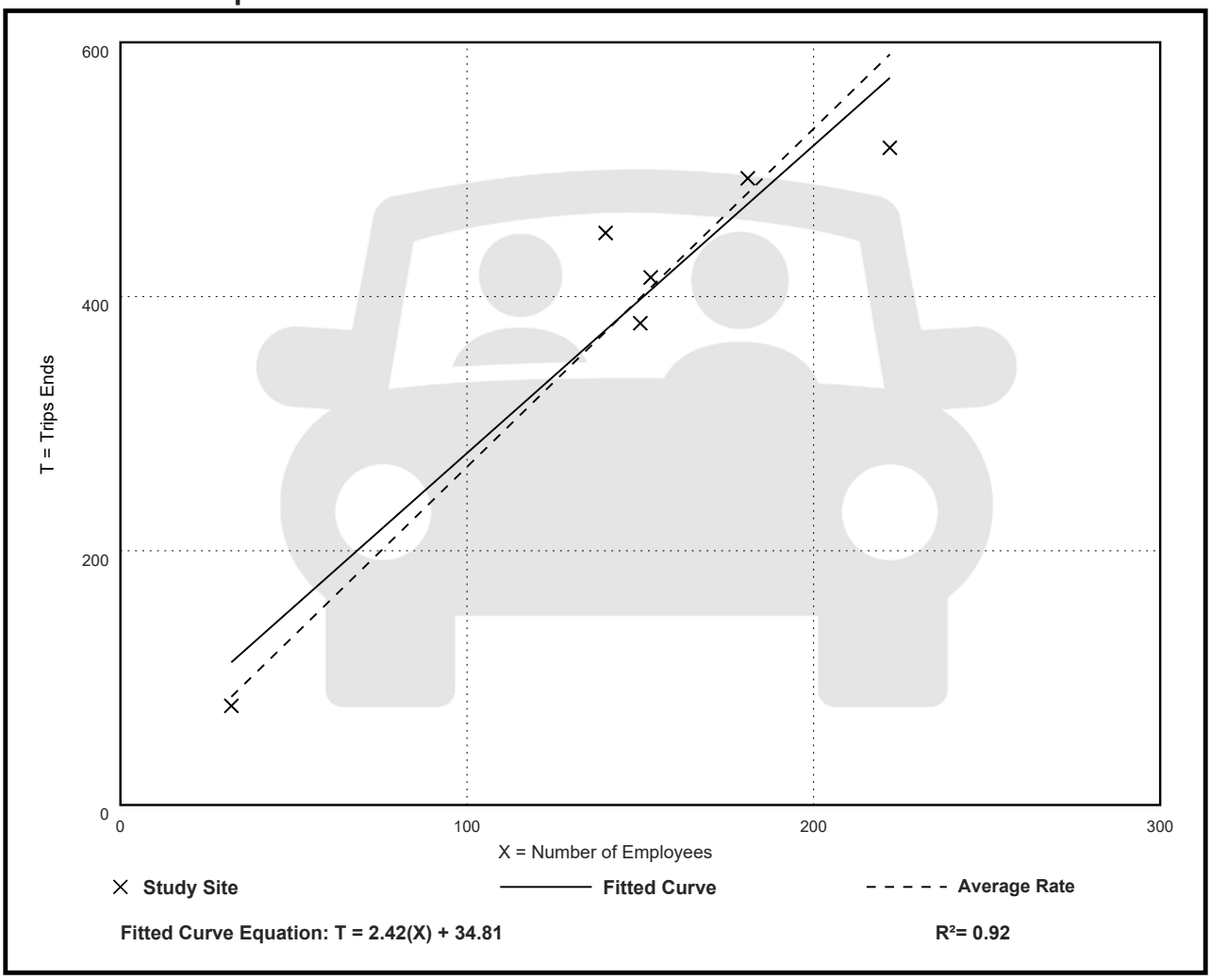
Recreational Community Center
(495)

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)

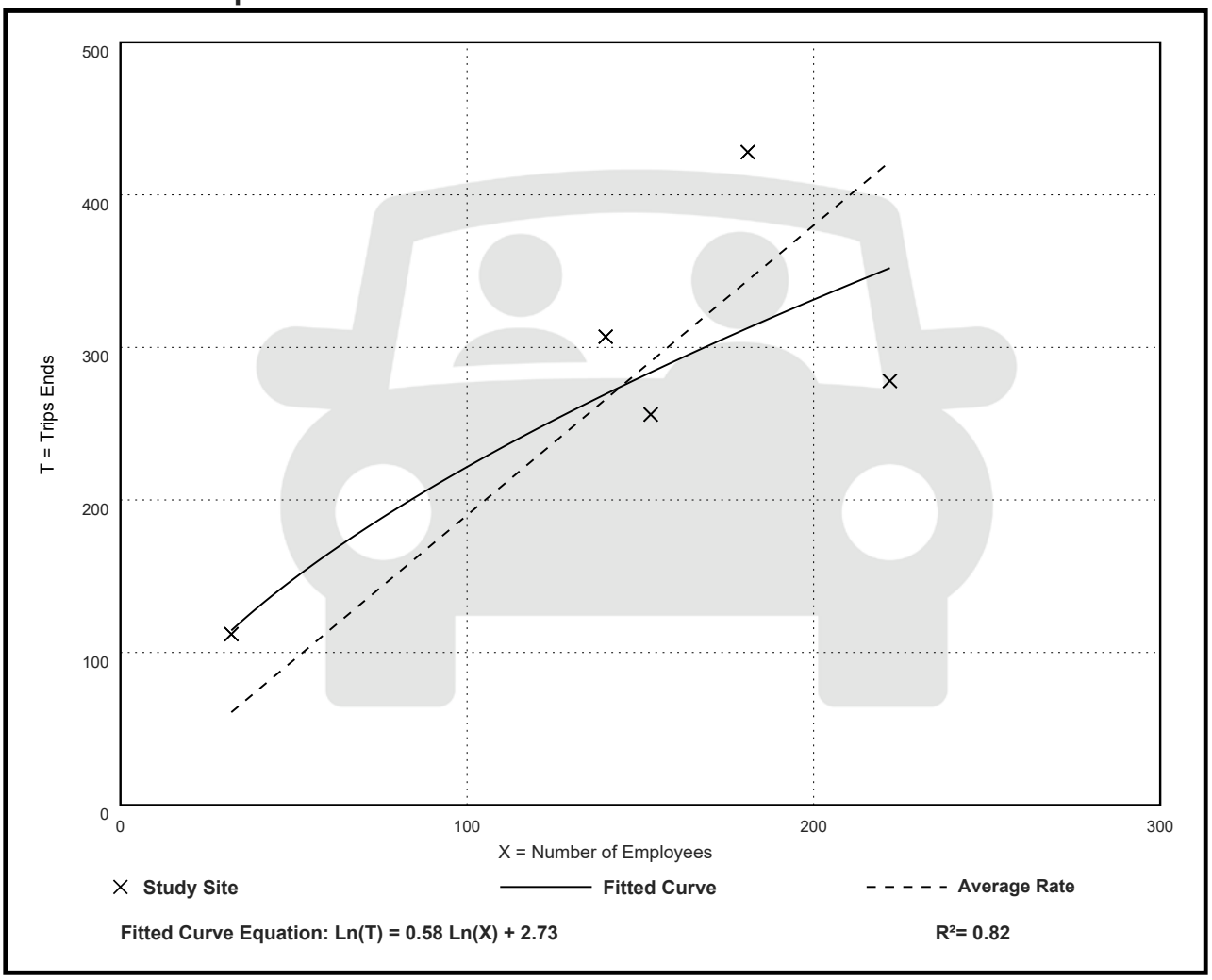
Vehicle Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

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)

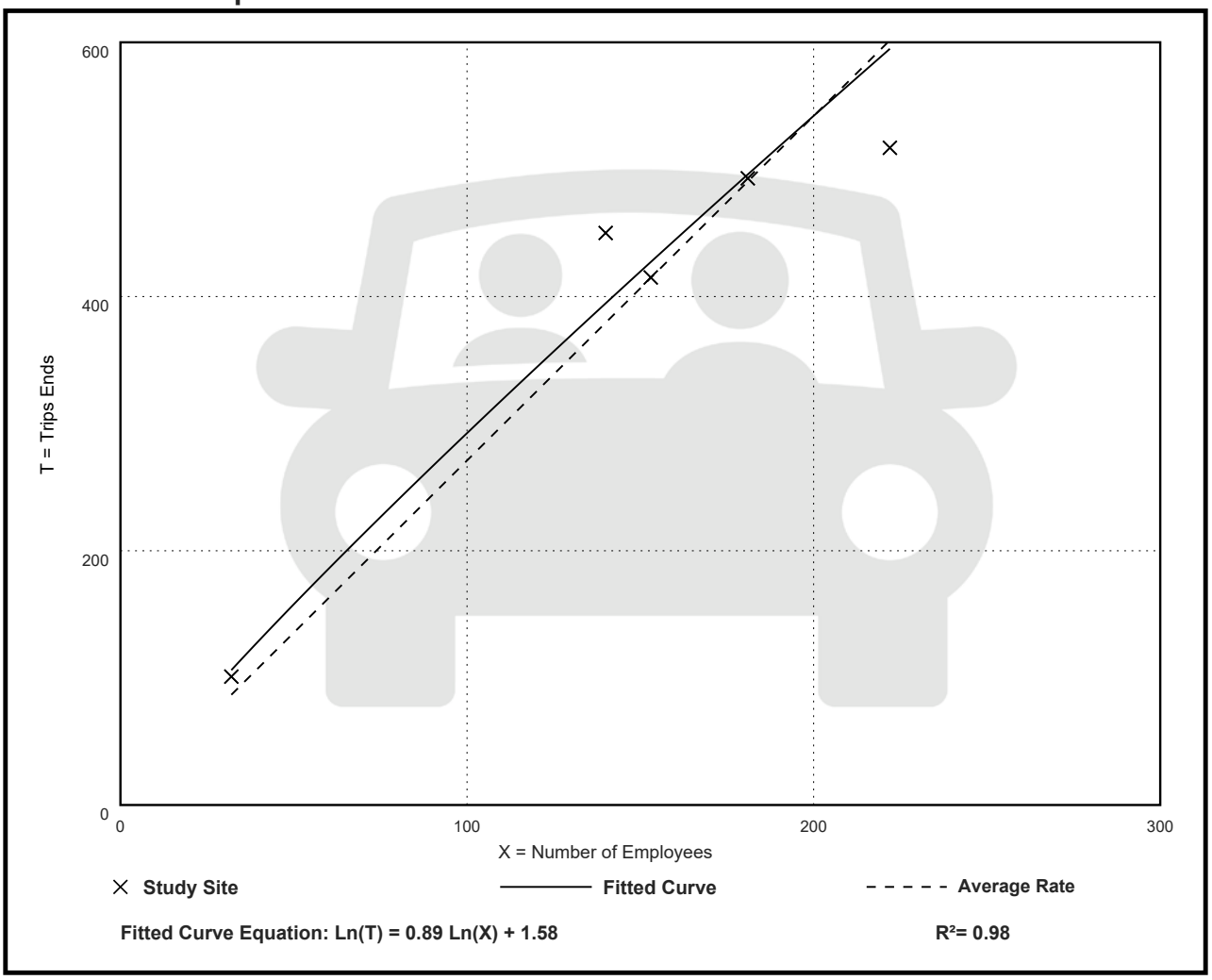
Vehicle Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

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

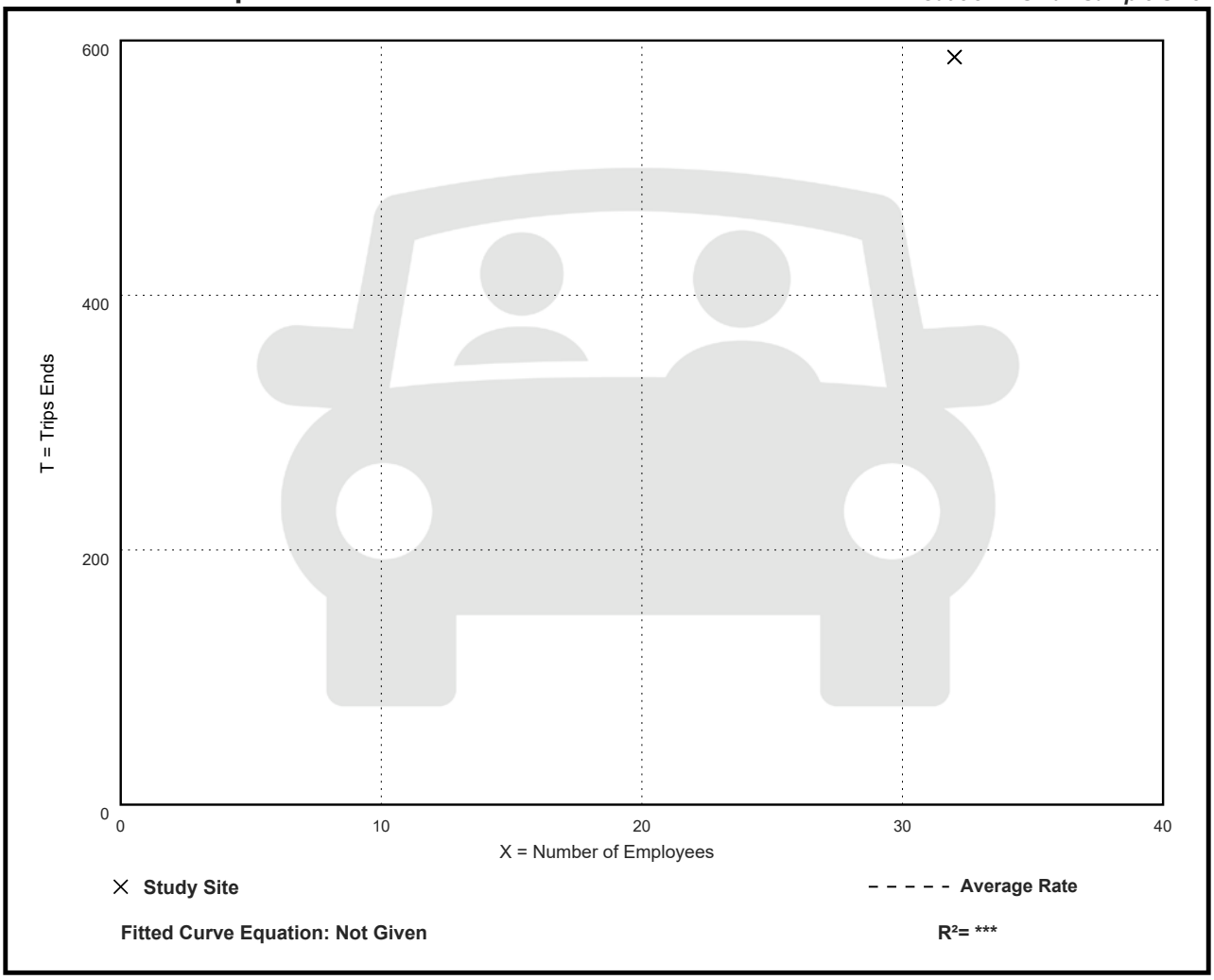
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 32
Directional Distribution: 50% entering, 50% exiting

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

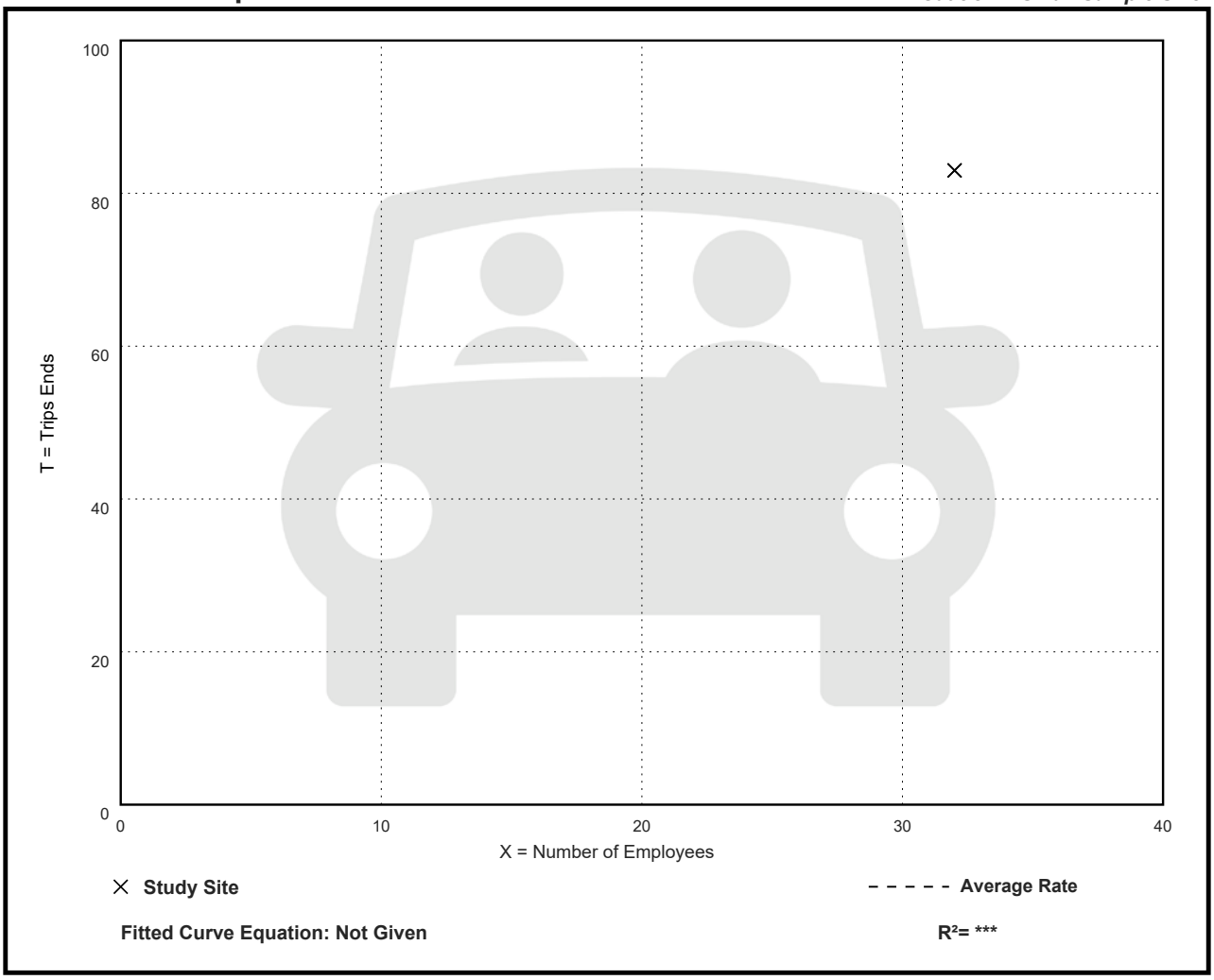
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 32
Directional Distribution: 53% entering, 47% exiting

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

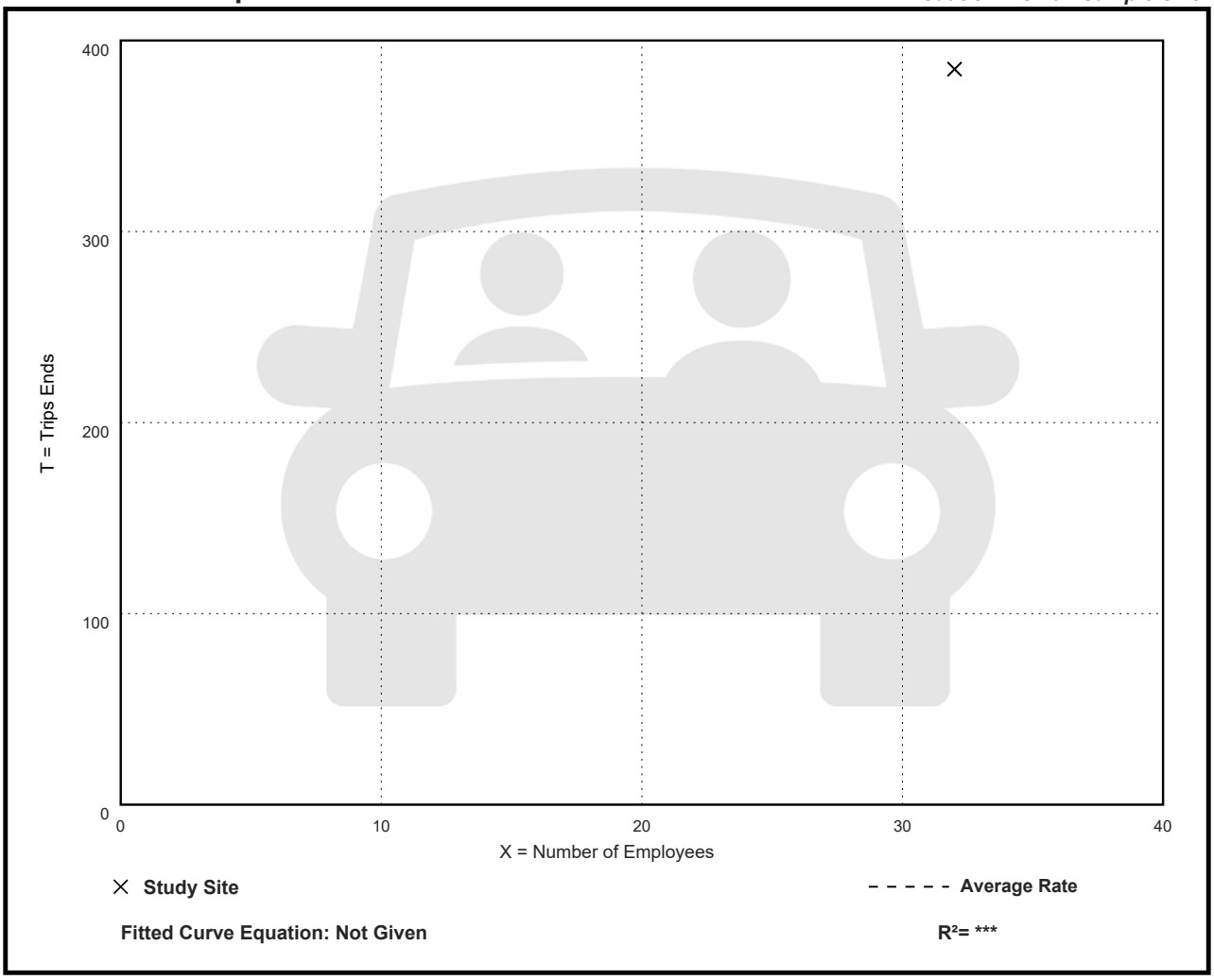
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 32
Directional Distribution: 50% entering, 50% exiting

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



Fitted Curve Equation: Not Given

R^2= ***

Recreational Community Center
(495)

Vehicle Trip Ends vs: Employees
On a: Sunday, Peak Hour of Generator

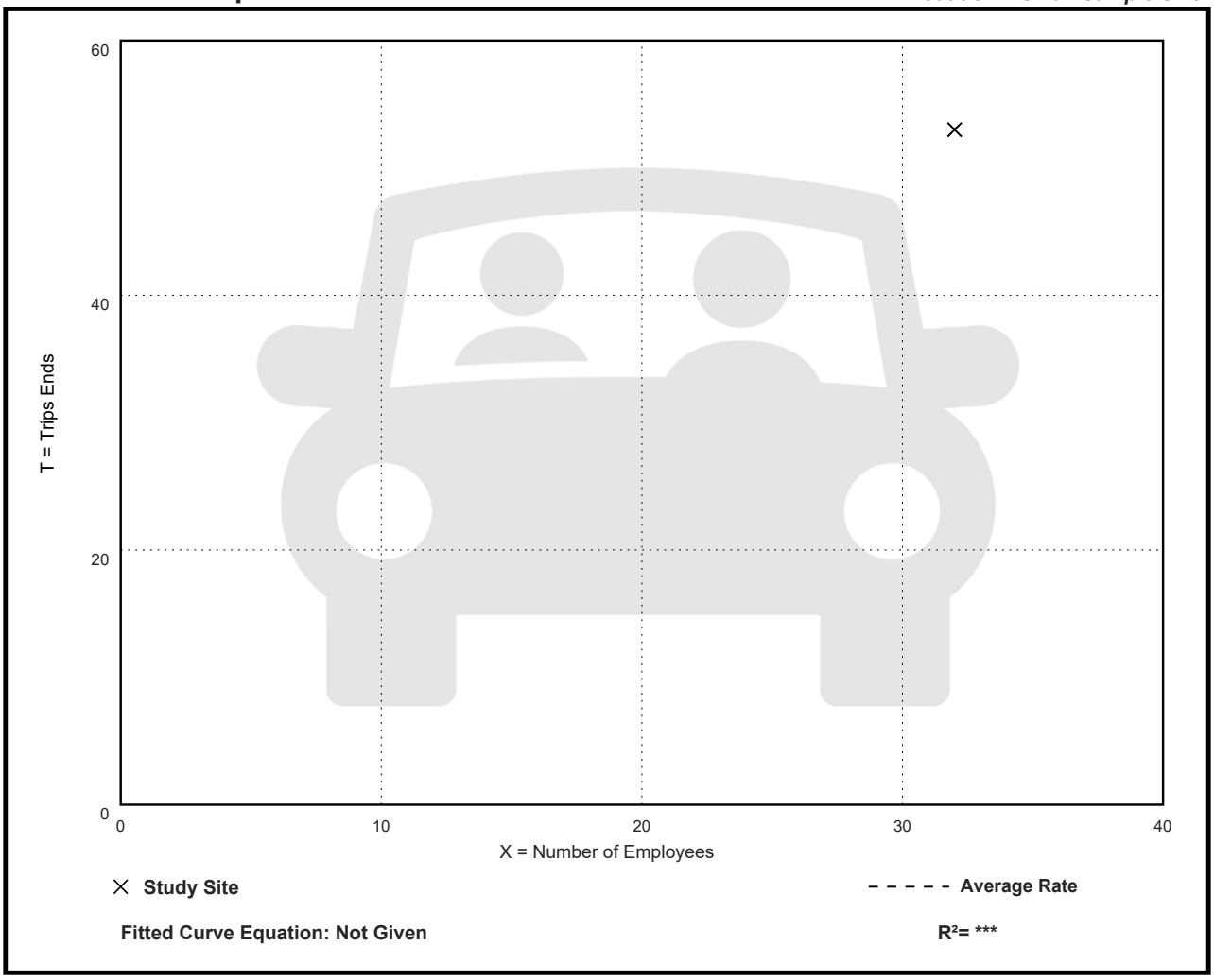
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 32
Directional Distribution: 43% entering, 57% exiting

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)

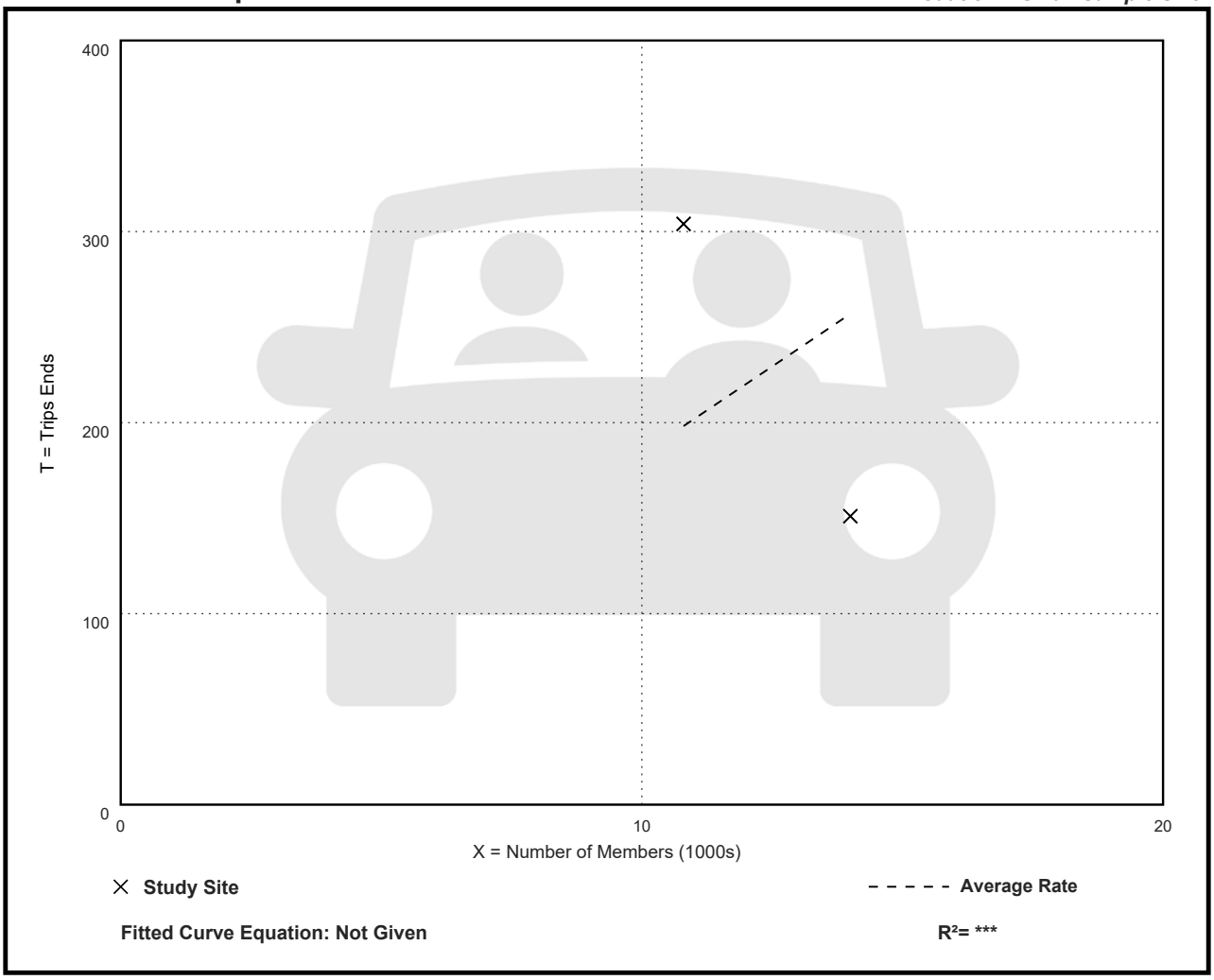
Vehicle Trip Ends vs: Members (1000s)
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Members (1000s): 12
Directional Distribution: 55% entering, 45% exiting

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)

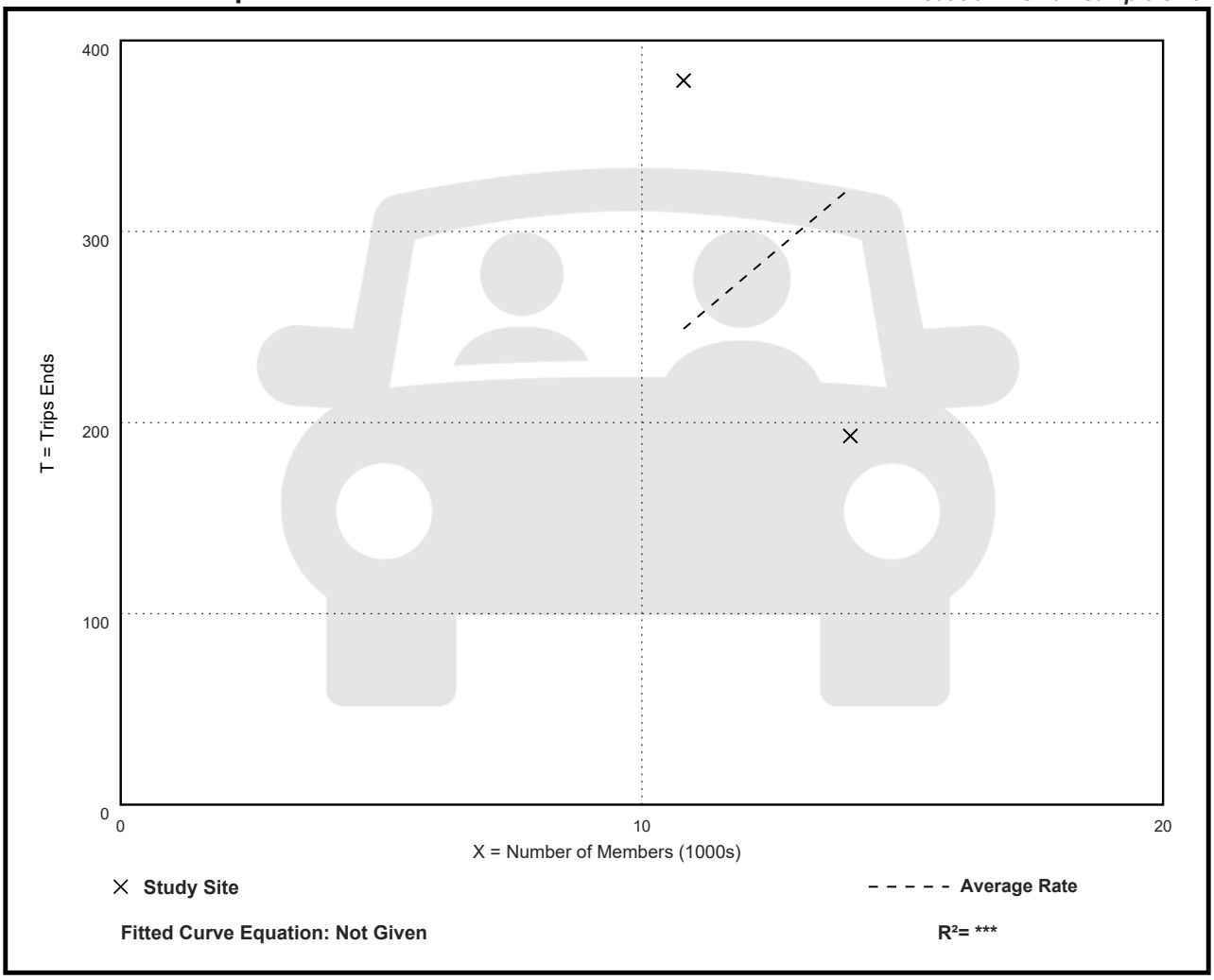
Vehicle Trip Ends vs: Members (1000s)
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Members (1000s): 12
Directional Distribution: 44% entering, 56% exiting

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

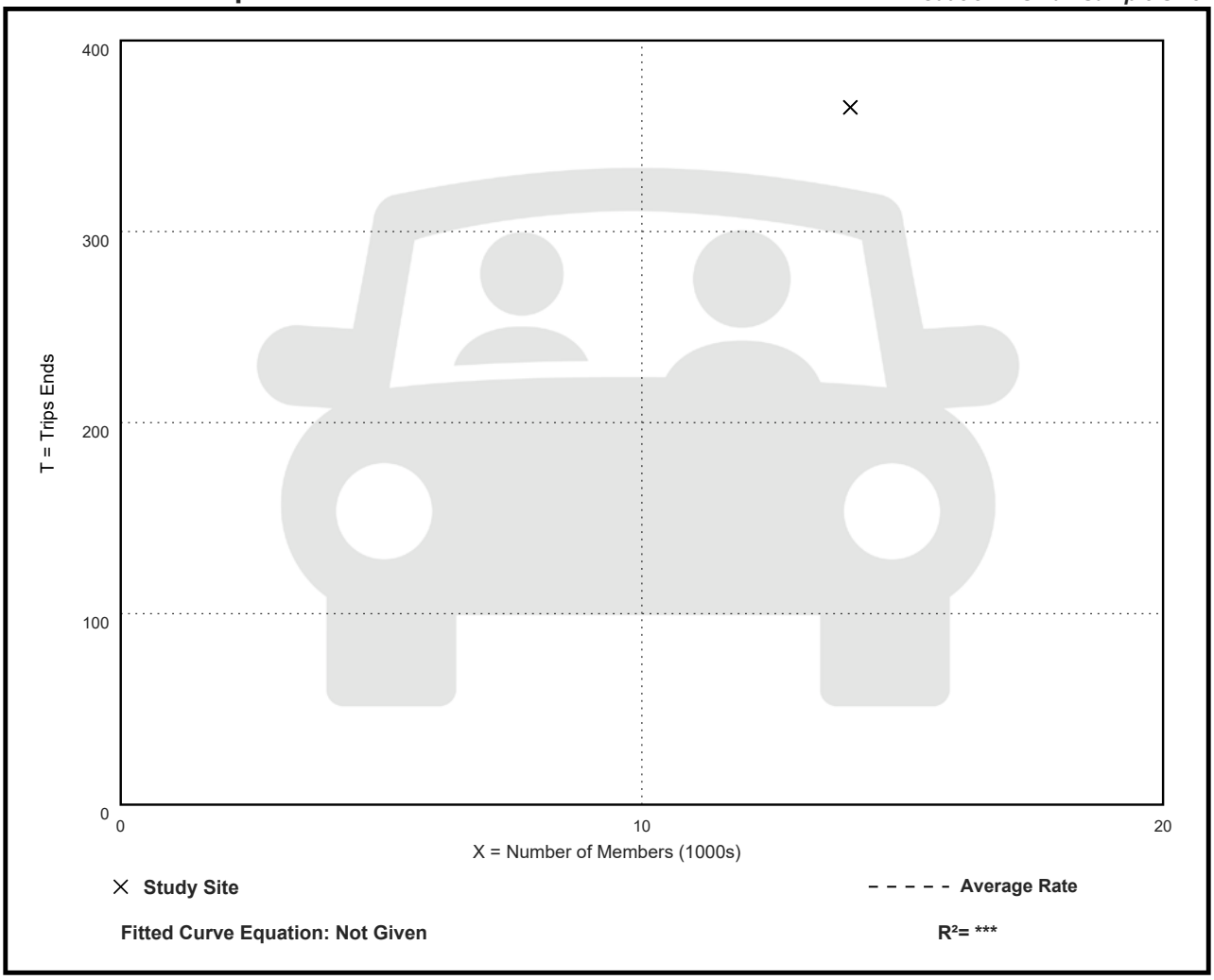
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Members (1000s): 14
Directional Distribution: 58% entering, 42% exiting

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

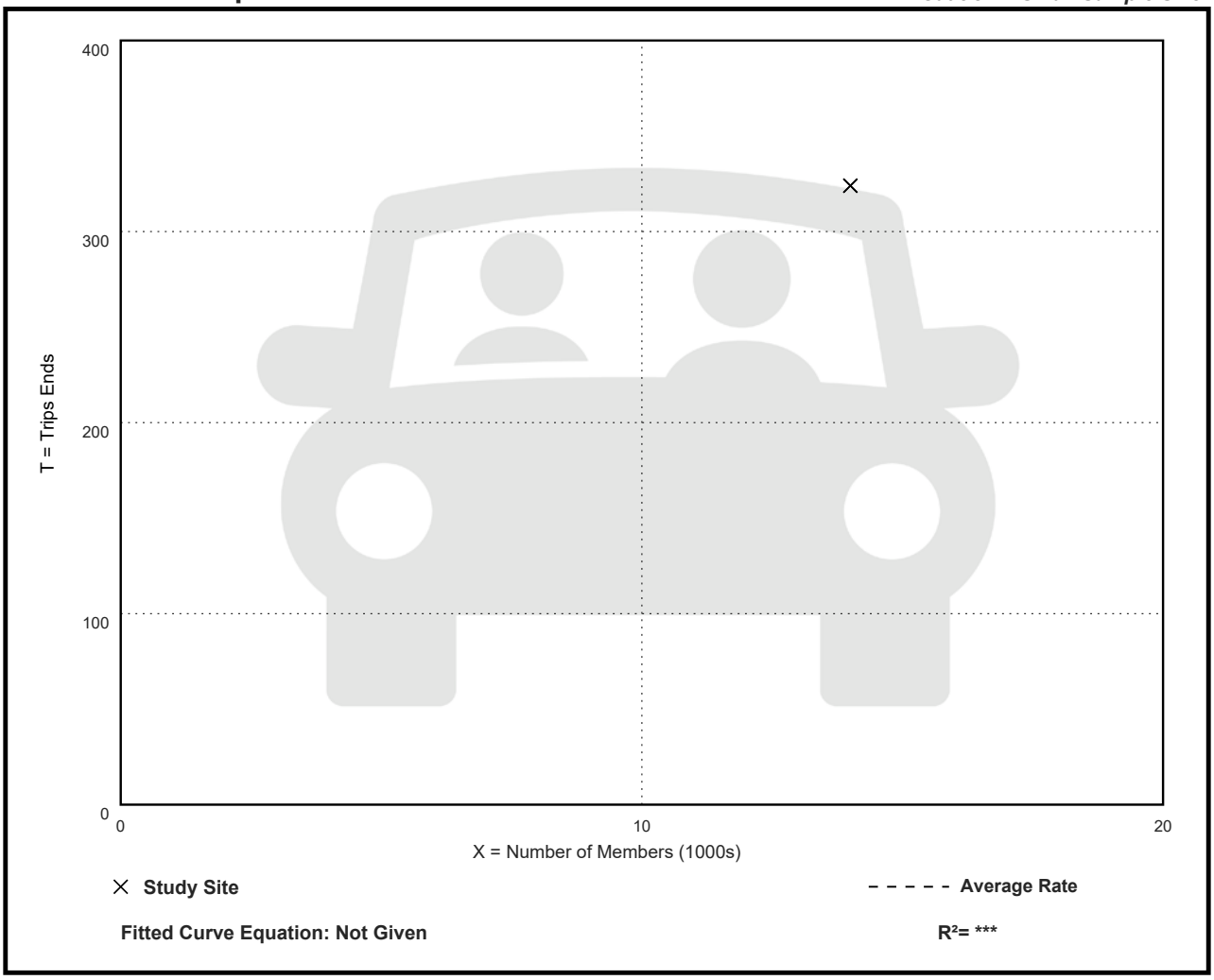
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Members (1000s): 14
Directional Distribution: 39% entering, 61% exiting

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

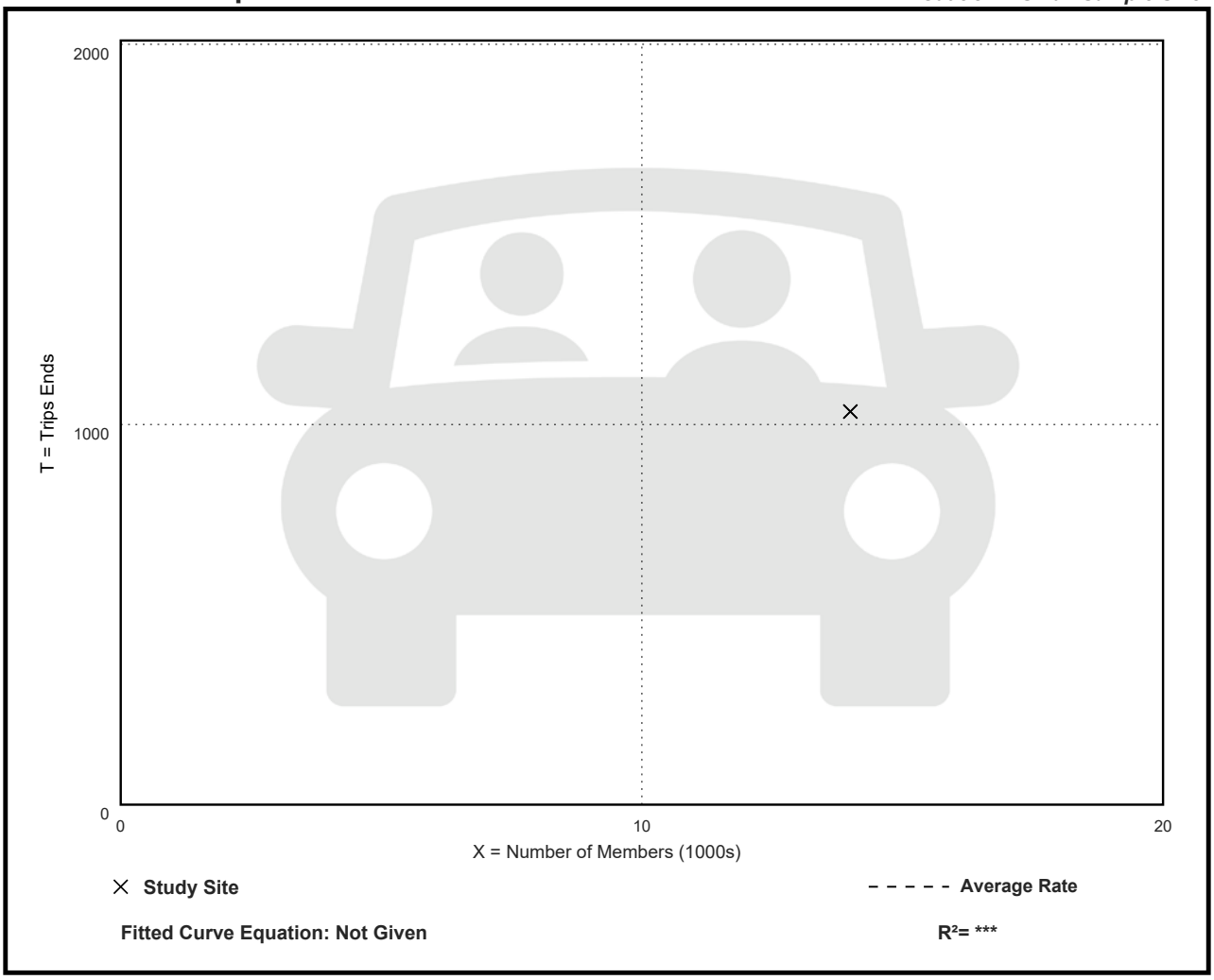
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Members (1000s): 14
Directional Distribution: 50% entering, 50% exiting

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

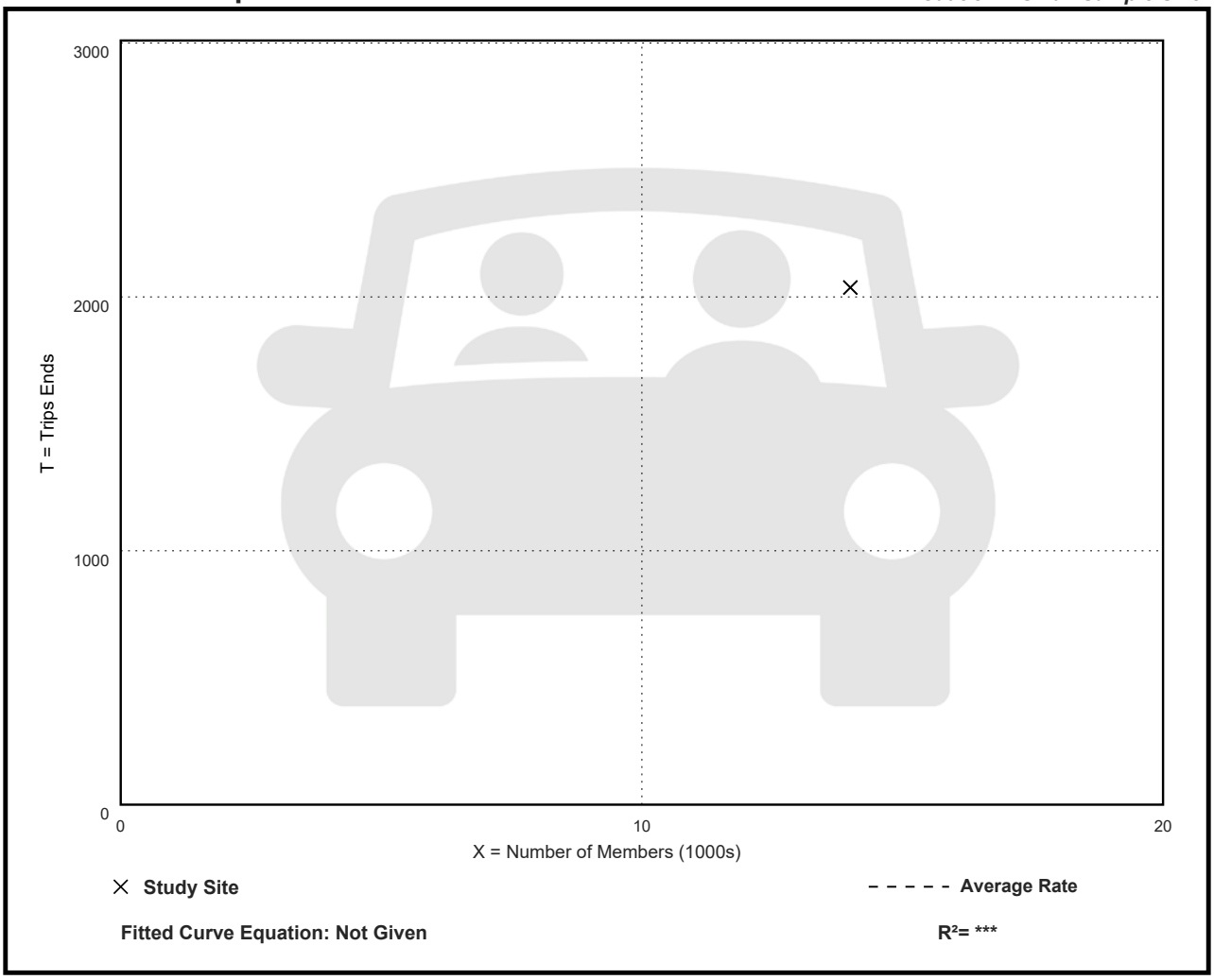
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Members (1000s): 14
Directional Distribution: 50% entering, 50% exiting

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

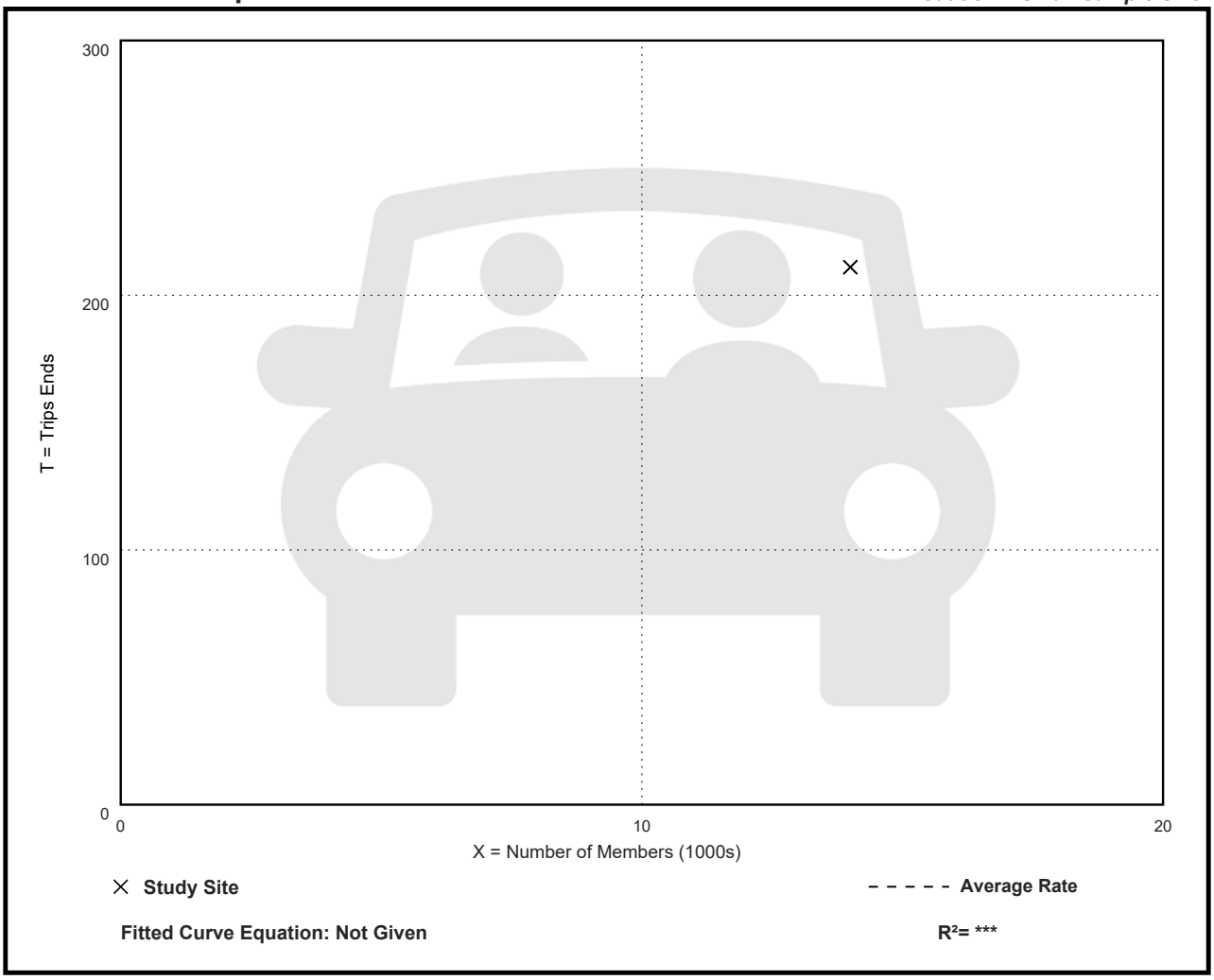
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Members (1000s): 14
Directional Distribution: 60% entering, 40% exiting

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)

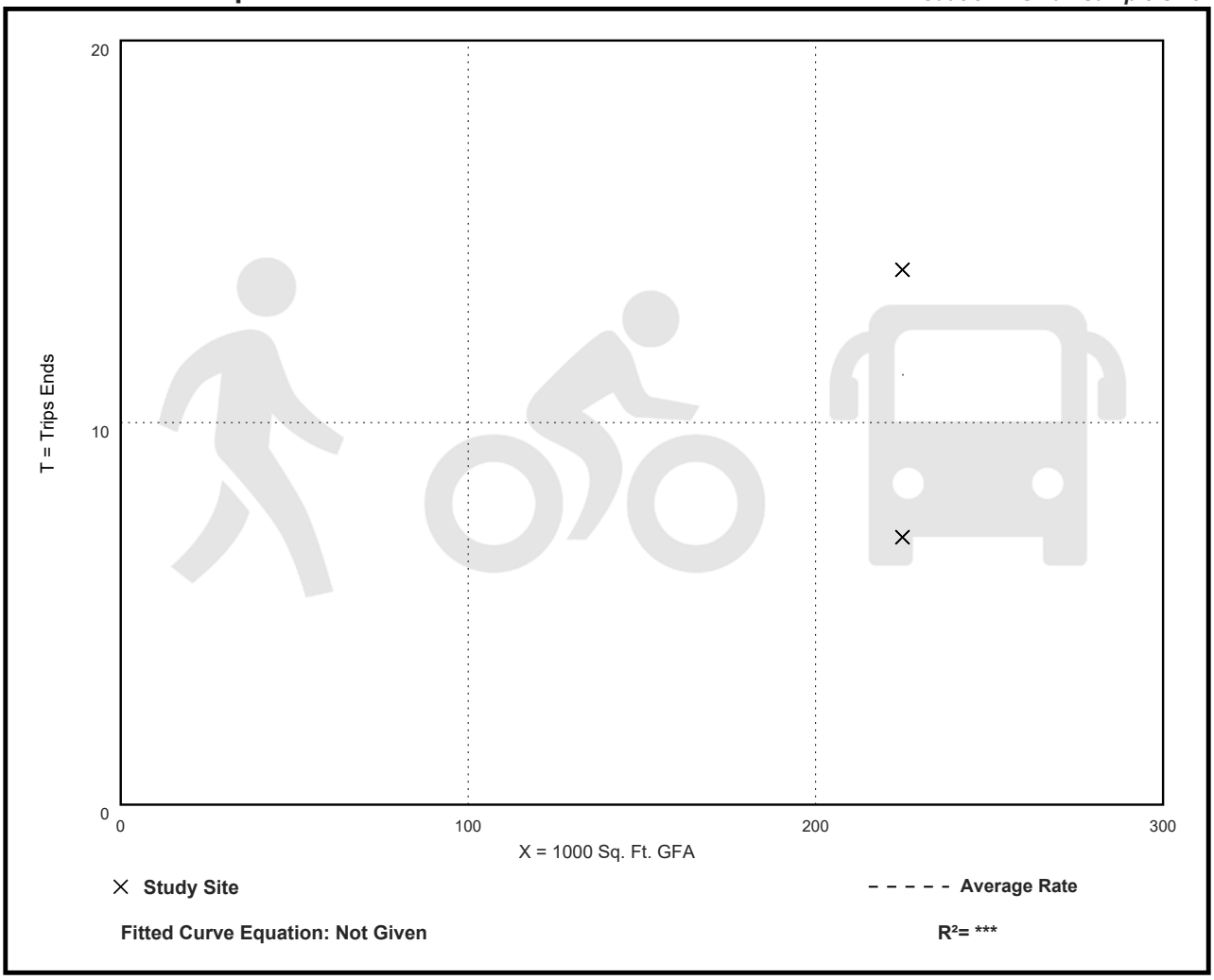
Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 225
Directional Distribution: Not Available

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= *

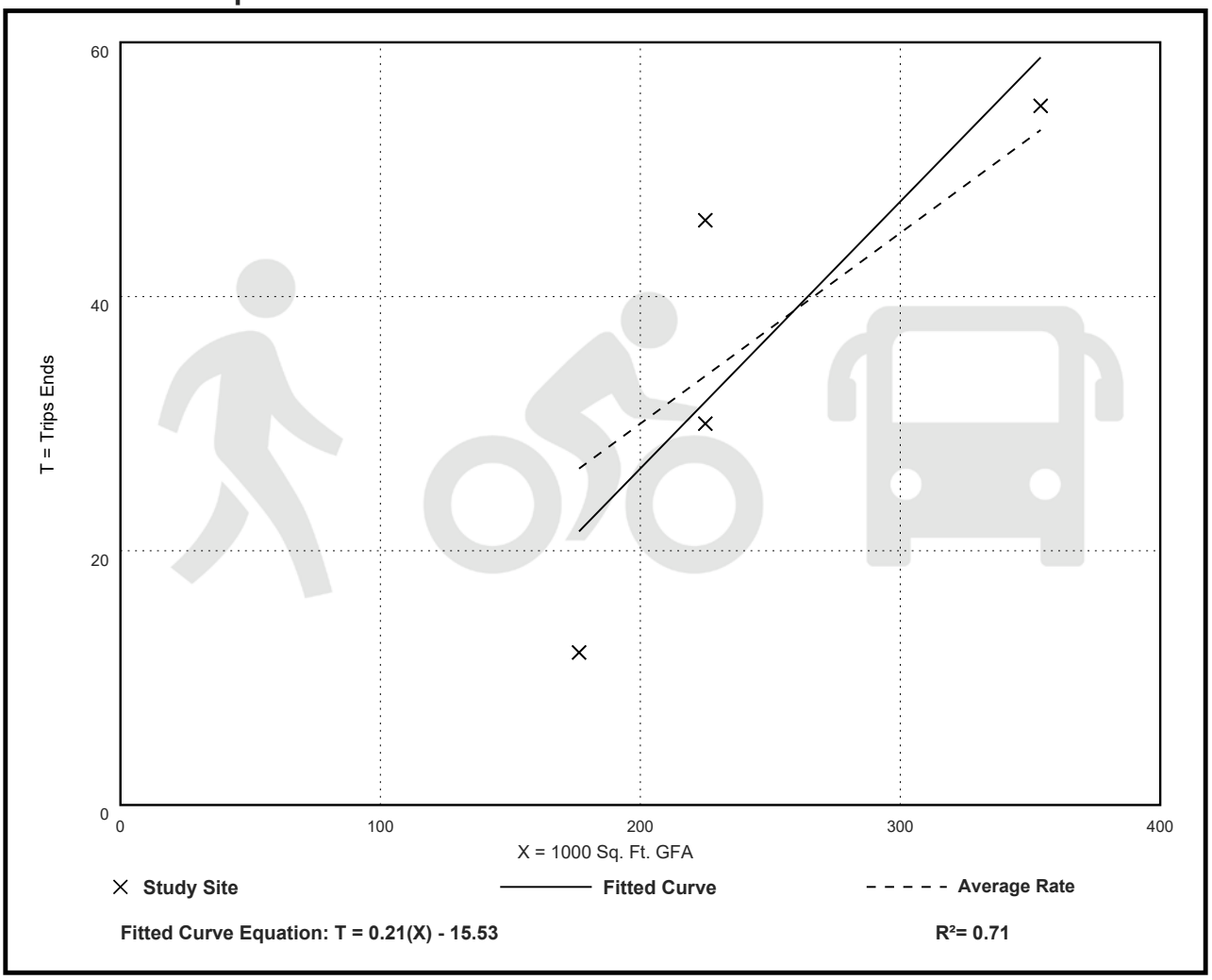
Recreational Community Center
(495)

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

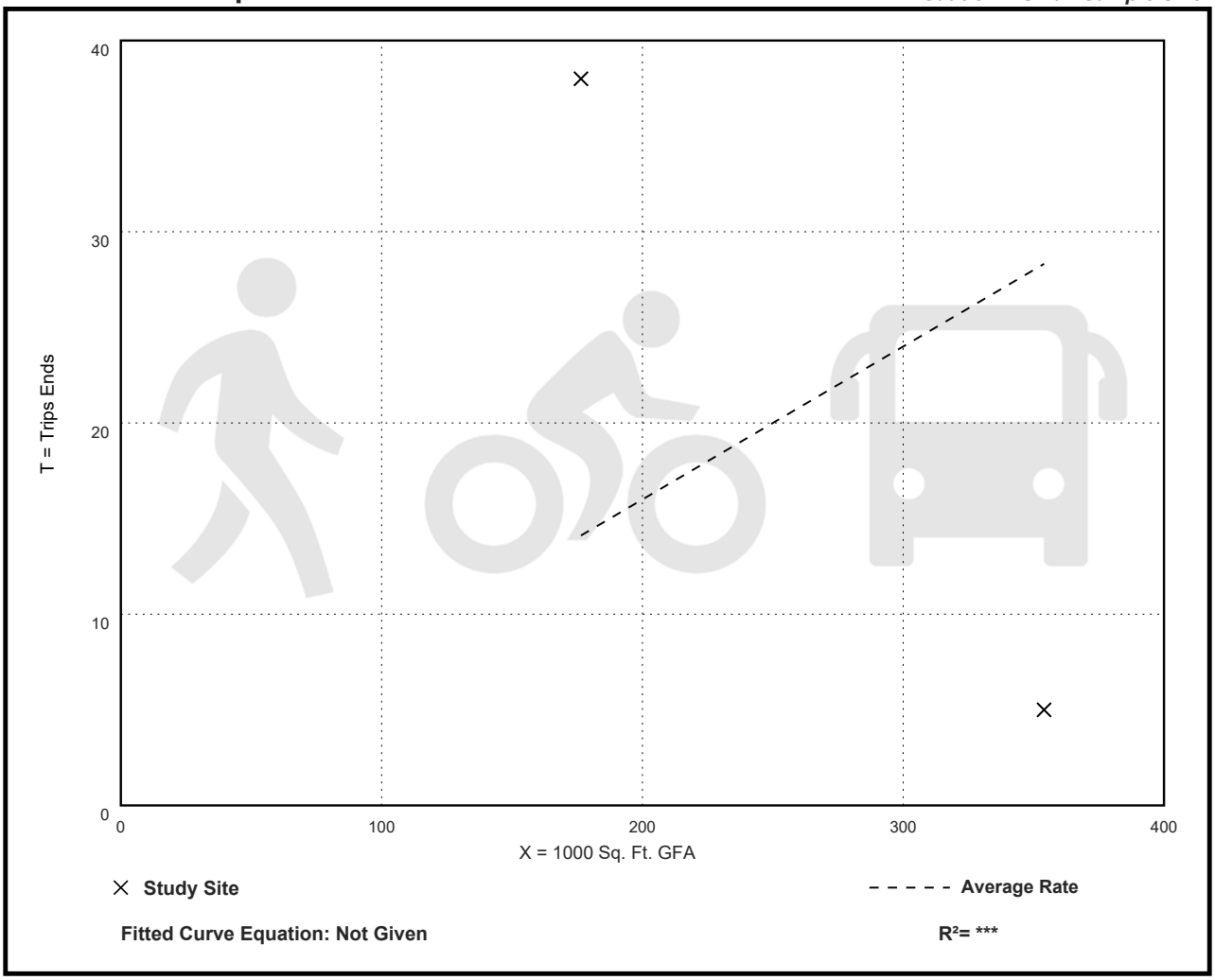
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 265
Directional Distribution: Not Available

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)

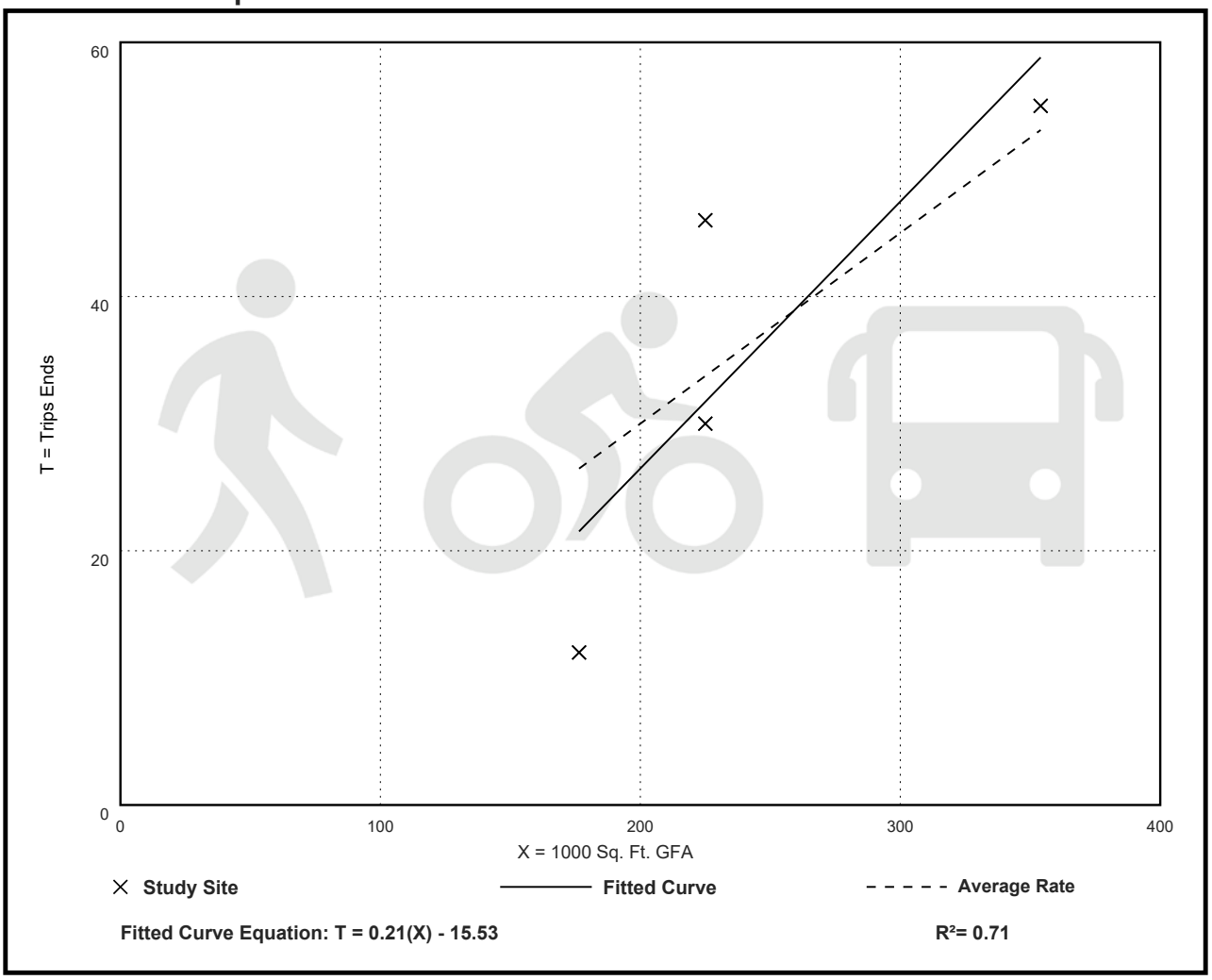
Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

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)

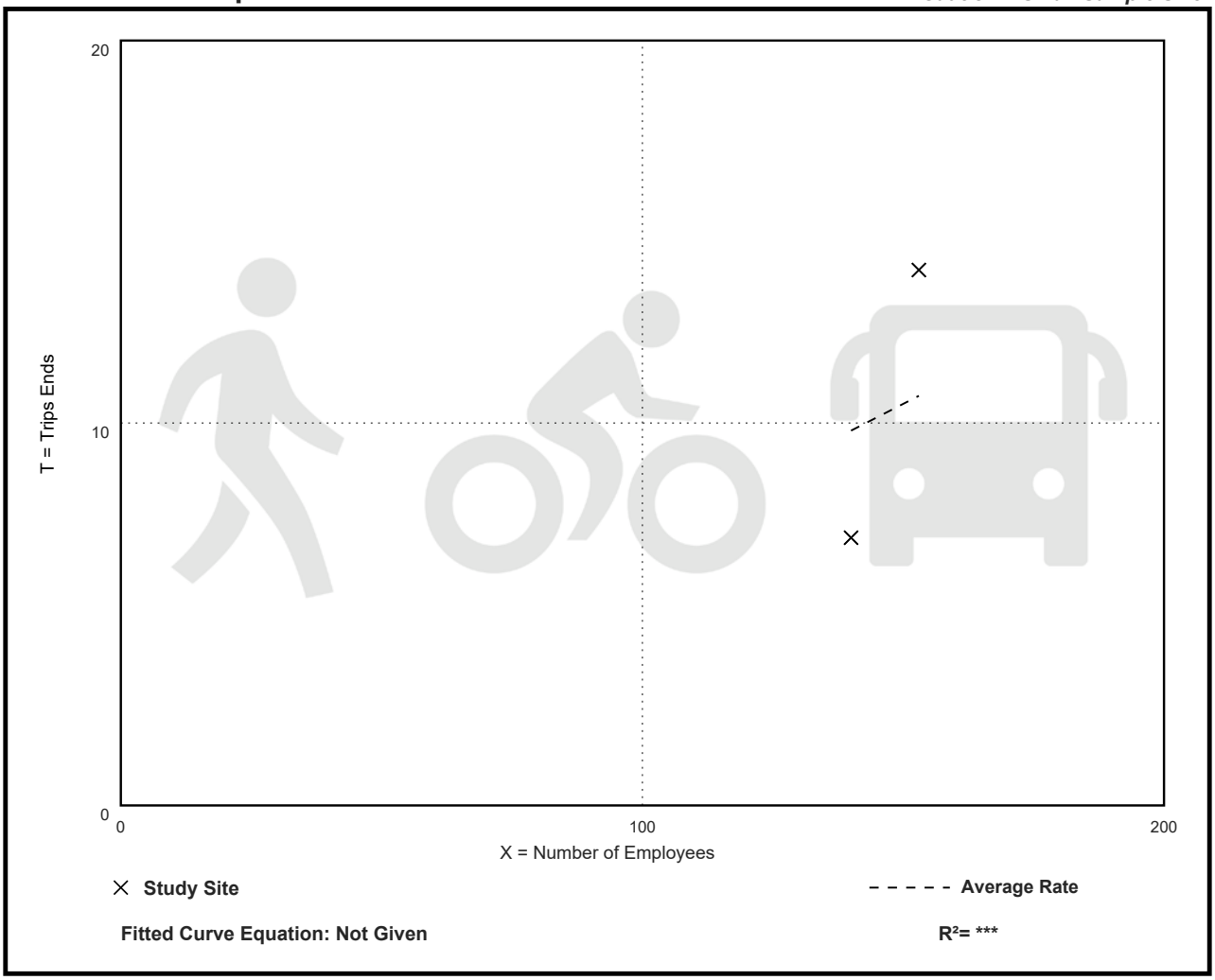
Walk+Bike+Transit Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Employees: 147
Directional Distribution: Not Available

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



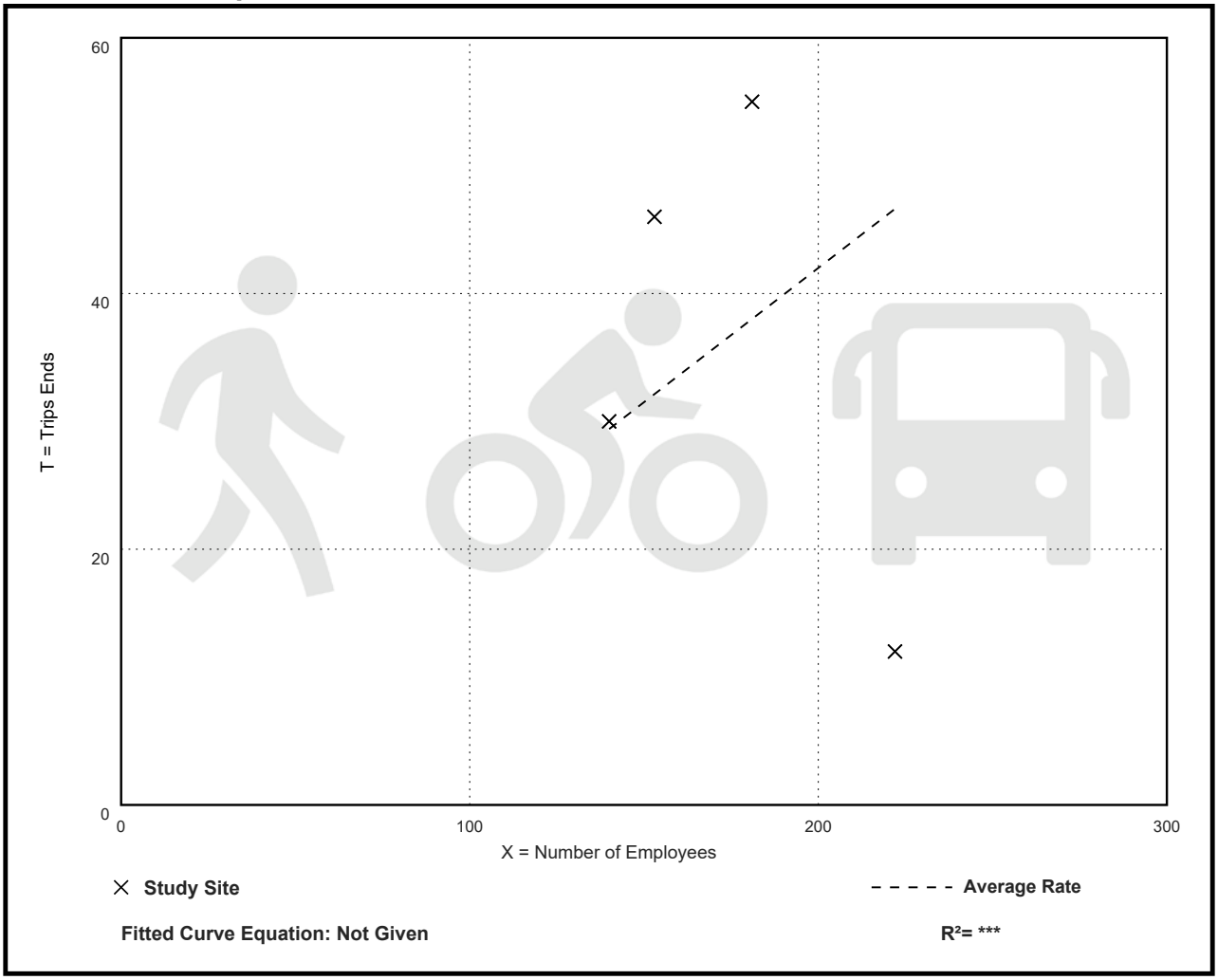
Recreational Community Center
(495)

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

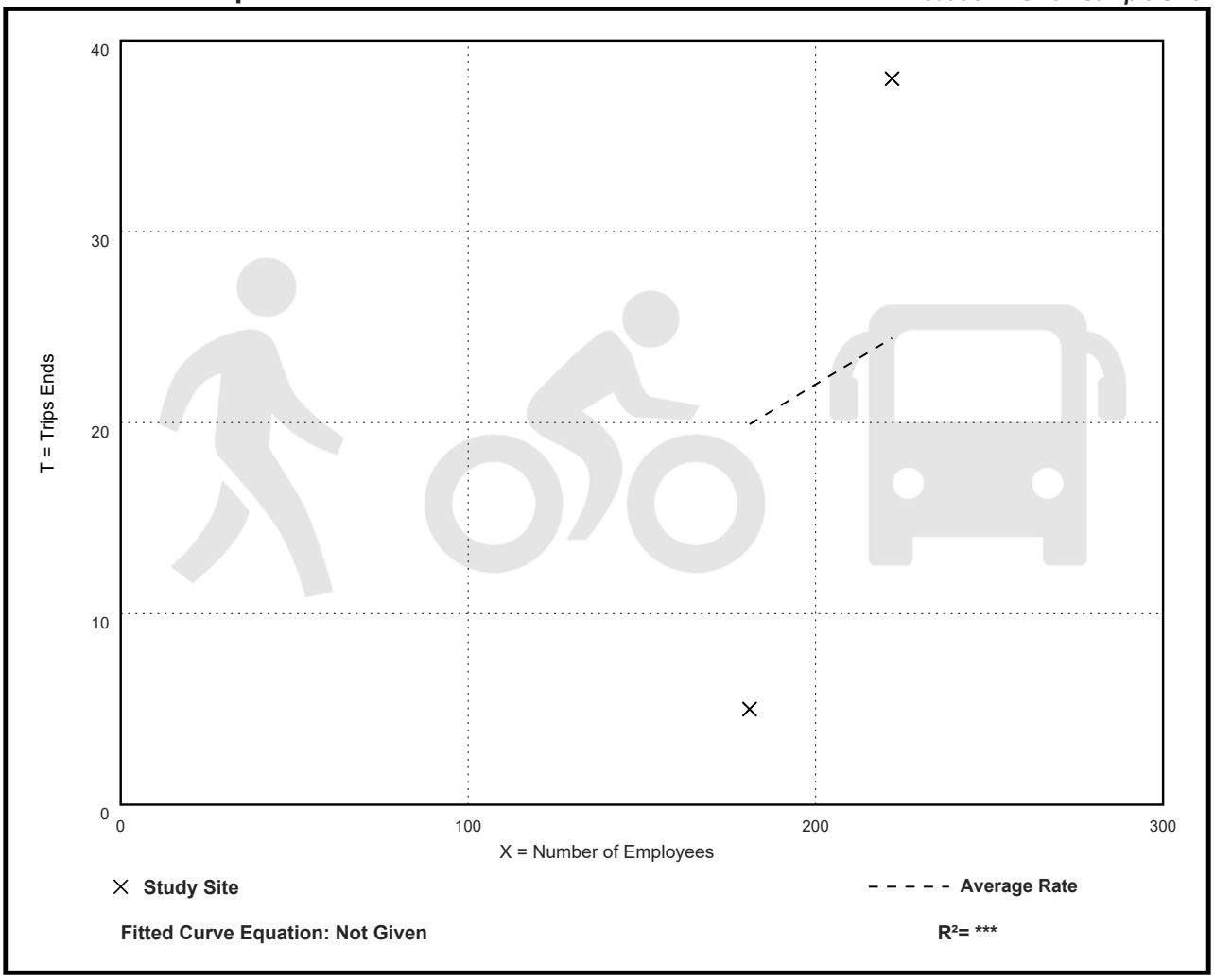
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Employees: 202
Directional Distribution: Not Available

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)

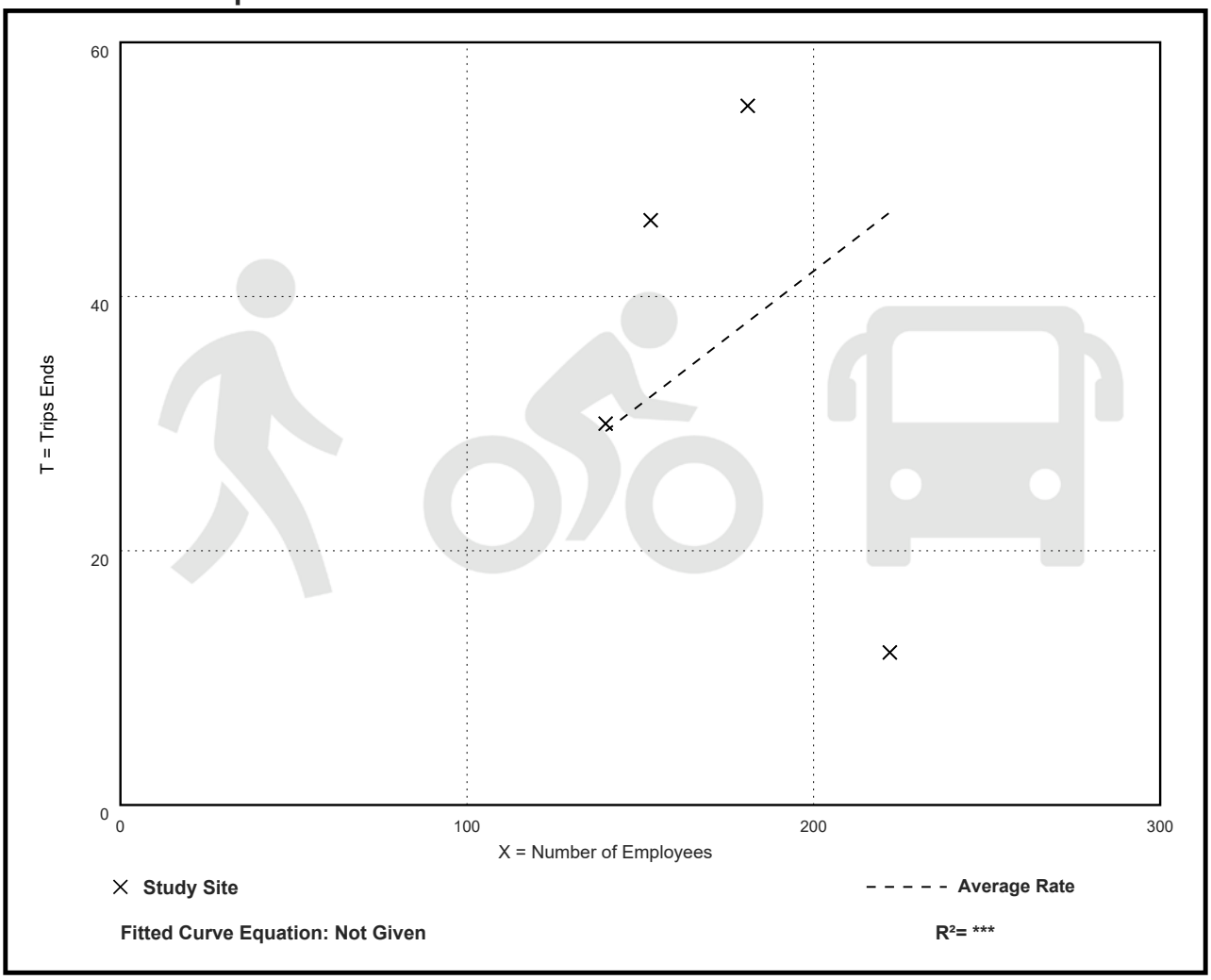
Walk+Bike+Transit Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

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



Trip Generation

Unadjusted daily trips and peak hour traffic associated with the Sketch Plan were calculated based on recommendations and data from the Institute of Transportation Engineers' *Trip Generation Manual, 11th Edition* (Ref. 8).

The rural setting of the Mayberry development is expected to affect the travel behavior of residents. The ITE Trip Generation Manual estimates trips based on a general urban/suburban context. Residents in a rural context such as the Mayberry site could combine trips when accessing urban areas such as Colorado Springs. This would result in lower trip rates used to calculate the trip generation for the site. Furthermore, the guidance provided in the ITE *Trip Generation Manual* directs analysts to use local data when available.

Supplemental traffic data was collected for a 7-day period for the partially built Mayberry site and for the existing residential development located just northwest of the Mayberry site. ADT counts were collected at three (3) locations which encompass the access points for these developments. The weekday average ADT at these locations was used to determine the total daily trips inbound and outbound based on the number of occupied dwelling units. The counted trips were compared to the ITE Trip Generation calculated trips using Land Use Code 210 for Single Family Detached Housing, since these are the only types of units existing in either development. The trip generation comparison shows that the counted daily trips were between 43-47% lower than the calculated rates in the ITE Trip Generation Manual. Some of this traffic counted for the Mayberry site is attributed to construction traffic. Therefore, the actual number of residential trips generated for the Mayberry site is lower than the counted trips. Using these counted residential trips in the rural context of the development, a 40% reduction was applied to the ITE Trip Generation rates for Land Use Code 210 – Single Family Detached Housing, Land Use Code 215 – Single Family Attached Housing, and Land Use Code 220 – Multifamily Housing (Low Rise) to obtain a more appropriate depiction of the trips the Mayberry Sketch Plan will generate.

Figure 6 shows the supplementary traffic counts supporting the residential trip generation rate reductions. **Table 1** shows a comparison of the counted residential trips to the ITE Trip Generation Manual trip rates for Land Use Code 210 – Single Family Detached Housing. Appendix B also contains the supplemental traffic count data discussed above.

Upon build-out, the Sketch Plan is expected to generate approximately 32,961 unadjusted daily trips, 2,665 unadjusted AM peak hour trips (1,261 inbound and 1,404 outbound), and 3,068 unadjusted PM peak hour trips (1,619 inbound and 1,449 outbound). A detailed traffic generation summary of the assumed land use plan is provided in **Table 2**.

Table 1: Counted Residential Trips and ITE Trip Generation Rates

Count Location	Occupied Dwelling Units	ITE Fitted Curve - Land Use 210 - Total Trip Ends	Counted Trips - Total Trip Ends	Difference	
				Trip Ends	Percentage
Mayberry Dr. South of SH-94	95	963	547	416	43.2%
Antelope Dr. North of SH-94 McDaniels Rd. East of Spotted Owl Way	118	1175	628	547	46.6%

The unadjusted trips generated represent the total number of driveway trips calculated for the entire project site at buildout. The *Trip Generation Manual* allows driveway trips to be adjusted as primary trips and pass-by trips depending on the land use types. Certain land uses are expected to draw existing traffic from the network (pass-by trips), as well as new trips added to the network (primary trips). **Table 3** provides a summary of site-generated trips, with pass-by reductions per the *Trip Generation Manual* applied. The total number of primary trips generated by the site are 27,012 average daily trips, 2,230 AM peak hour trips (1,033 inbound and 1,197 outbound), and 2,547 PM peak hour trips (1,356 inbound and 1,192 outbound).

Pass-by trips are still assigned to the network manually as subtracted trips from the through volumes and added to the turning movements entering and exiting the site. In some cases, the number of pass-by trips removed from a through movement exceeds the number of primary trips added to that same movement. The result is a net negative trip assignment for the movement in question. This effect is observed for the westbound through movement at SH-94/Mayberry Drive. Instead of reporting the net negative through volumes resulting from this effect, the trip assignment volumes are set to zero (0) for this movement. This results in some traffic volume imbalance between intersections, but it provides a more conservative analysis.

The ITE *Trip Generation Manual* calculation sheets and pass-by trip calculation sheets are provided in **Appendix D**.

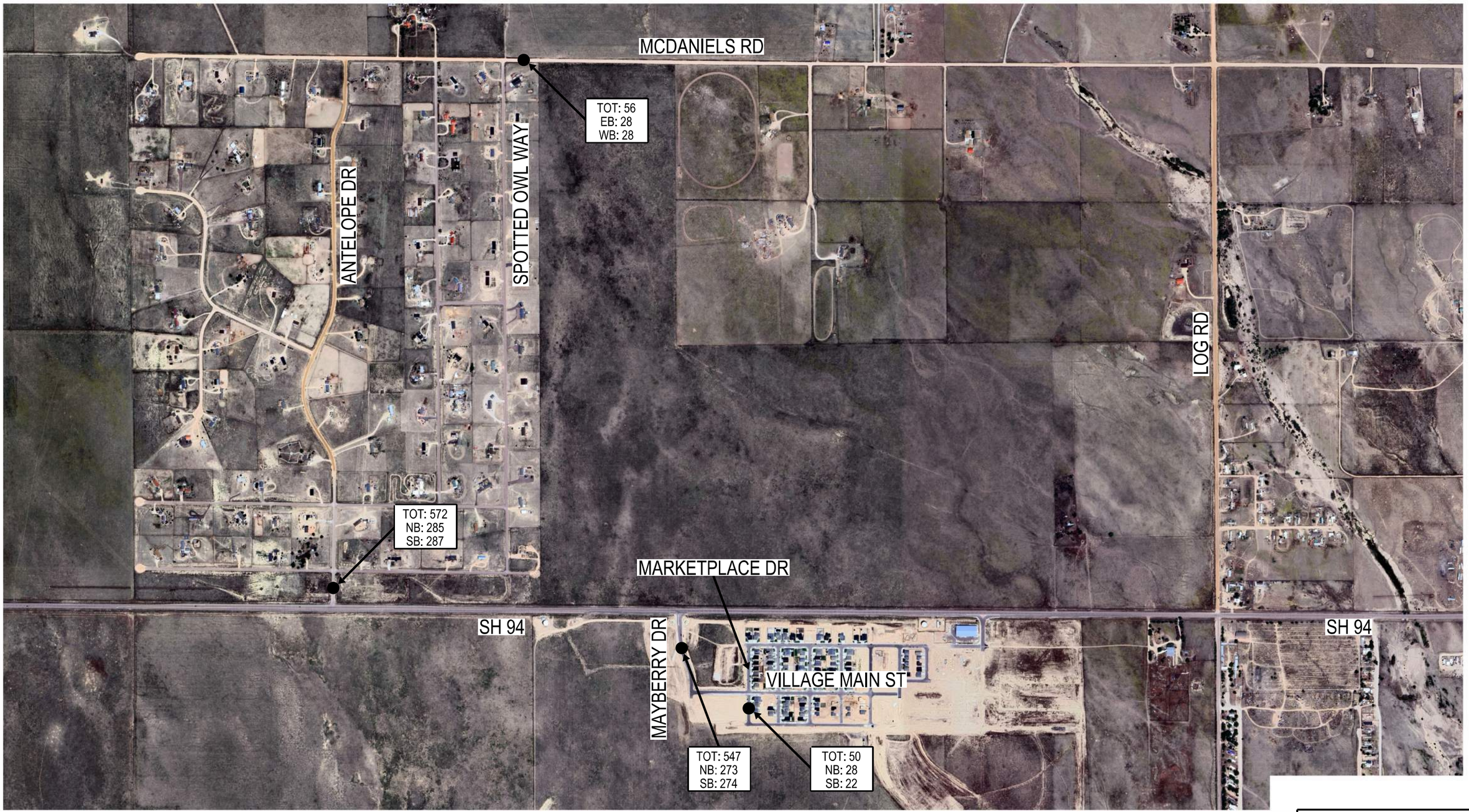


FIGURE 6

SUPPLEMENTAL TRAFFIC COUNTS

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	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	237	12	17	421	34	32	17	10	24	11	24
Future Vol, veh/h	5	237	12	17	421	34	32	17	10	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	258	13	18	458	37	35	18	11	26	12	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	495	0	0	271	0	0	807	806	265	802	794	477
Stage 1	-	-	-	-	-	-	275	275	-	513	513	-
Stage 2	-	-	-	-	-	-	532	531	-	289	281	-
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	1069	-	-	1292	-	-	300	316	774	302	321	588
Stage 1	-	-	-	-	-	-	731	683	-	544	536	-
Stage 2	-	-	-	-	-	-	531	526	-	719	678	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1069	-	-	1292	-	-	275	310	774	280	315	588
Mov Cap-2 Maneuver	-	-	-	-	-	-	275	310	-	280	315	-
Stage 1	-	-	-	-	-	-	727	680	-	541	528	-
Stage 2	-	-	-	-	-	-	489	519	-	686	675	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	19	17
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	320	1069	-	-	1292	-	-	365
HCM Lane V/C Ratio	0.2	0.005	-	-	0.014	-	-	0.176
HCM Control Delay (s)	19	8.4	-	-	7.8	-	-	17
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	265	17	12	0	125	7
Future Vol, veh/h	265	17	12	0	125	7
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	18	13	0	136	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	306	0	314	288
Stage 1	-	-	-	-	288	-
Stage 2	-	-	-	-	26	-
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	-	-	1255	-	679	751
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1255	-	672	751
Mov Cap-2 Maneuver	-	-	-	-	672	-
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	987	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.9	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	672	751	-	-	1255	-
HCM Lane V/C Ratio	0.202	0.01	-	-	0.01	-
HCM Control Delay (s)	11.7	9.8	-	-	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	182	92	0	338	0	10
Future Vol, veh/h	182	92	0	338	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	198	100	0	367	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	198
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	843
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	843
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)	843	-	-	-
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	184	9	3	305	5	27	6	7	9	12	6
Future Vol, veh/h	0	184	9	3	305	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	200	10	3	332	5	29	7	8	10	13	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	337	0	0	210	0	0	556	548	205	554	551	335
Stage 1	-	-	-	-	-	-	205	205	-	341	341	-
Stage 2	-	-	-	-	-	-	351	343	-	213	210	-
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	1222	-	-	1361	-	-	442	444	836	443	442	707
Stage 1	-	-	-	-	-	-	797	732	-	674	639	-
Stage 2	-	-	-	-	-	-	666	637	-	789	728	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1222	-	-	1361	-	-	427	443	836	433	441	707
Mov Cap-2 Maneuver	-	-	-	-	-	-	427	443	-	433	441	-
Stage 1	-	-	-	-	-	-	797	732	-	674	637	-
Stage 2	-	-	-	-	-	-	644	635	-	775	728	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	13.4	13
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	470	1222	-	-	1361	-	-	478
HCM Lane V/C Ratio	0.093	-	-	-	0.002	-	-	0.061
HCM Control Delay (s)	13.4	0	-	-	7.7	0	-	13
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	69	135	27	189	21	115	43	11	13	69	46
Future Vol, veh/h	21	69	135	27	189	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	75	147	29	205	23	125	47	12	14	75	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	228	0	0	222	0	0	532	481	149	499	543	217
Stage 1	-	-	-	-	-	-	195	195	-	275	275	-
Stage 2	-	-	-	-	-	-	337	286	-	224	268	-
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	1340	-	-	1347	-	-	458	485	898	482	447	823
Stage 1	-	-	-	-	-	-	807	739	-	731	683	-
Stage 2	-	-	-	-	-	-	677	675	-	779	687	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1340	-	-	1347	-	-	362	466	898	427	430	823
Mov Cap-2 Maneuver	-	-	-	-	-	-	362	466	-	427	430	-
Stage 1	-	-	-	-	-	-	793	726	-	719	668	-
Stage 2	-	-	-	-	-	-	552	660	-	707	675	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.9	21.4	14.5
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	400	1340	-	-	1347	-	-	519
HCM Lane V/C Ratio	0.459	0.017	-	-	0.022	-	-	0.268
HCM Control Delay (s)	21.4	7.7	-	-	7.7	-	-	14.5
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.3	0.1	-	-	0.1	-	-	1.1

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	12	9	9	0	29	4	68	6	0	2	2	35
Future Vol, veh/h	12	9	9	0	29	4	68	6	0	2	2	35
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	13	10	10	0	32	4	74	7	0	2	2	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	36	0	0	20	0	0	95	77	15	79	80	34
Stage 1	-	-	-	-	-	-	41	41	-	34	34	-
Stage 2	-	-	-	-	-	-	54	36	-	45	46	-
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	-	-	888	813	1065	910	810	1039
Stage 1	-	-	-	-	-	-	974	861	-	982	867	-
Stage 2	-	-	-	-	-	-	958	865	-	969	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1575	-	-	1596	-	-	849	806	1065	899	804	1039
Mov Cap-2 Maneuver	-	-	-	-	-	-	849	806	-	899	804	-
Stage 1	-	-	-	-	-	-	966	854	-	974	867	-
Stage 2	-	-	-	-	-	-	921	865	-	954	850	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.9	0	9.7	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	845	1575	-	-	1596	-	-	1016
HCM Lane V/C Ratio	0.095	0.008	-	-	-	-	-	0.042
HCM Control Delay (s)	9.7	7.3	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	15	15	3	14	3
Future Vol, veh/h	3	15	15	3	14	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	3	16	16	3	15	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	52	17	18	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	35	-	-	-	-	-
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	957	1062	1599	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	947	1062	1599	-	-	-
Mov Cap-2 Maneuver	947	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	987	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	6.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1599	-	1041	-	-
HCM Lane V/C Ratio	0.01	-	0.019	-	-
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	5.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	10	17	0	4	6
Future Vol, veh/h	0	10	17	0	4	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	11	18	0	4	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	11	0	42	6
Stage 1	-	-	-	-	6	-
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	-	-	1608	-	969	1077
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1608	-	958	1077
Mov Cap-2 Maneuver	-	-	-	-	958	-
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1026	-	-	1608	-
HCM Lane V/C Ratio	0.011	-	-	0.011	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

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	20	434	38	18	178	21	11	11	20	44	12	4
Future Vol, veh/h	20	434	38	18	178	21	11	11	20	44	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	472	41	20	193	23	12	12	22	48	13	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	216	0	0	513	0	0	790	793	493	799	802	205
Stage 1	-	-	-	-	-	-	537	537	-	245	245	-
Stage 2	-	-	-	-	-	-	253	256	-	554	557	-
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	1354	-	-	1052	-	-	308	321	576	304	317	836
Stage 1	-	-	-	-	-	-	528	523	-	759	703	-
Stage 2	-	-	-	-	-	-	751	696	-	517	512	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1354	-	-	1052	-	-	289	310	576	276	306	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	289	310	-	276	306	-
Stage 1	-	-	-	-	-	-	520	515	-	747	690	-
Stage 2	-	-	-	-	-	-	719	683	-	478	504	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.7	15.5	20.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	388	1354	-	-	1052	-	-	295
HCM Lane V/C Ratio	0.118	0.016	-	-	0.019	-	-	0.221
HCM Control Delay (s)	15.5	7.7	-	-	8.5	-	-	20.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.8

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	367	40	8	0	94	6
Future Vol, veh/h	367	40	8	0	94	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	-	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	43	9	0	102	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	442	0	417	399
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1118	-	592	651
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1118	-	587	651
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	997	-

Approach	EB	WB	NB
HCM Control Delay, s	0	8.2	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	587	651	-	-	1118	-
HCM Lane V/C Ratio	0.174	0.01	-	-	0.008	-
HCM Control Delay (s)	12.4	10.6	-	-	8.2	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	359	81	0	143	0	10
Future Vol, veh/h	359	81	0	143	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	390	88	0	155	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	390
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	658
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	658
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)	658	-	-	-
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	321	38	3	130	7	5	4	4	9	4	3
Future Vol, veh/h	11	321	38	3	130	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	-	-	-	-	-	-	-	-	-	-	-	-
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	349	41	3	141	8	5	4	4	10	4	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	149	0	0	390	0	0	549	549	370	549	565	145
Stage 1	-	-	-	-	-	-	394	394	-	151	151	-
Stage 2	-	-	-	-	-	-	155	155	-	398	414	-
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	1432	-	-	1169	-	-	446	443	676	446	434	902
Stage 1	-	-	-	-	-	-	631	605	-	851	772	-
Stage 2	-	-	-	-	-	-	847	769	-	628	593	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1432	-	-	1169	-	-	436	437	676	435	428	902
Mov Cap-2 Maneuver	-	-	-	-	-	-	436	437	-	435	428	-
Stage 1	-	-	-	-	-	-	624	598	-	842	770	-
Stage 2	-	-	-	-	-	-	837	767	-	613	586	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	12.6	12.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	490	1432	-	-	1169	-	-	480
HCM Lane V/C Ratio	0.029	0.008	-	-	0.003	-	-	0.036
HCM Control Delay (s)	12.6	7.5	0	-	8.1	0	-	12.8
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	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	176	72	8	69	12	23	47	127	18	29	43
Future Vol, veh/h	57	176	72	8	69	12	23	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	62	191	78	9	75	13	25	51	138	20	32	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	88	0	0	269	0	0	493	460	230	549	493	82
Stage 1	-	-	-	-	-	-	354	354	-	100	100	-
Stage 2	-	-	-	-	-	-	139	106	-	449	393	-
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	1508	-	-	1295	-	-	486	498	809	446	477	978
Stage 1	-	-	-	-	-	-	663	630	-	906	812	-
Stage 2	-	-	-	-	-	-	864	807	-	589	606	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1508	-	-	1295	-	-	422	474	809	327	454	978
Mov Cap-2 Maneuver	-	-	-	-	-	-	422	474	-	327	454	-
Stage 1	-	-	-	-	-	-	636	604	-	869	806	-
Stage 2	-	-	-	-	-	-	785	801	-	429	581	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.7	13.5	12.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	634	1508	-	-	1295	-	-	553
HCM Lane V/C Ratio	0.338	0.041	-	-	0.007	-	-	0.177
HCM Control Delay (s)	13.5	7.5	-	-	7.8	-	-	12.9
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	27	7	0	17	6	76	11	0	12	3	25
Future Vol, veh/h	37	27	7	0	17	6	76	11	0	12	3	25
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	40	29	8	0	18	7	83	12	0	13	3	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	37	0	0	150	138	33	141	139	22
Stage 1	-	-	-	-	-	-	113	113	-	22	22	-
Stage 2	-	-	-	-	-	-	37	25	-	119	117	-
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	-	-	818	753	1041	829	752	1055
Stage 1	-	-	-	-	-	-	892	802	-	996	877	-
Stage 2	-	-	-	-	-	-	978	874	-	885	799	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1589	-	-	1574	-	-	779	733	1041	802	732	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	779	733	-	802	732	-
Stage 1	-	-	-	-	-	-	869	781	-	970	877	-
Stage 2	-	-	-	-	-	-	949	874	-	849	778	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.8	0	10.3	9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	773	1589	-	-	1574	-	-	936
HCM Lane V/C Ratio	0.122	0.025	-	-	-	-	-	0.046
HCM Control Delay (s)	10.3	7.3	0	-	0	-	-	9
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	25	31	11	6	5
Future Vol, veh/h	9	25	31	11	6	5
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	10	27	34	12	7	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	90	10	12	0	-	0
Stage 1	10	-	-	-	-	-
Stage 2	80	-	-	-	-	-
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	910	1071	1607	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	891	1071	1607	-	-	-
Mov Cap-2 Maneuver	891	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	5.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	1017	-	-
HCM Lane V/C Ratio	0.021	-	0.036	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
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	9	11	0	12	20
Future Vol, veh/h	0	9	11	0	12	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	10	12	0	13	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	10	0	29	5
Stage 1	-	-	-	-	5	-
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	-	-	1610	-	986	1078
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	999	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1610	-	979	1078
Mov Cap-2 Maneuver	-	-	-	-	979	-
Stage 1	-	-	-	-	1018	-
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)	1039	-	-	1610	-
HCM Lane V/C Ratio	0.033	-	-	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	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	262	14	19	477	39	37	20	11	27	13	29
Future Vol, veh/h	5	262	14	19	477	39	37	20	11	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	285	15	21	518	42	40	22	12	29	14	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	560	0	0	300	0	0	907	905	293	901	891	539
Stage 1	-	-	-	-	-	-	303	303	-	581	581	-
Stage 2	-	-	-	-	-	-	604	602	-	320	310	-
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	1011	-	-	1261	-	-	257	276	746	259	282	542
Stage 1	-	-	-	-	-	-	706	664	-	499	500	-
Stage 2	-	-	-	-	-	-	485	489	-	692	659	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1011	-	-	1261	-	-	229	270	746	235	276	542
Mov Cap-2 Maneuver	-	-	-	-	-	-	229	270	-	235	276	-
Stage 1	-	-	-	-	-	-	702	661	-	497	492	-
Stage 2	-	-	-	-	-	-	436	481	-	655	656	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	23.1	19.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	272	1011	-	-	1261	-	-	320
HCM Lane V/C Ratio	0.272	0.005	-	-	0.016	-	-	0.234
HCM Control Delay (s)	23.1	8.6	-	-	7.9	-	-	19.7
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.1	0	-	-	0.1	-	-	0.9

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	297	17	12	0	125	7
Future Vol, veh/h	297	17	12	0	125	7
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	18	13	0	136	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	341	0	349	323
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	26	-
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	-	-	1218	-	648	718
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1218	-	641	718
Mov Cap-2 Maneuver	-	-	-	-	641	-
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	986	-

Approach	EB	WB	NB
HCM Control Delay, s	0	8	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	641	718	-	-	1218	-
HCM Lane V/C Ratio	0.212	0.011	-	-	0.011	-
HCM Control Delay (s)	12.1	10.1	-	-	8	-
HCM Lane LOS	B	B	-	-	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	215	92	0	398	0	10
Future Vol, veh/h	215	92	0	398	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	234	100	0	433	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	234
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	805
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	805
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)	805	-	-	-
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	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	215	10	3	359	5	31	7	8	10	14	7
Future Vol, veh/h	0	215	10	3	359	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	234	11	3	390	5	34	8	9	11	15	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	395	0	0	245	0	0	650	641	240	647	644	393
Stage 1	-	-	-	-	-	-	240	240	-	399	399	-
Stage 2	-	-	-	-	-	-	410	401	-	248	245	-
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	1164	-	-	1321	-	-	382	393	799	384	391	656
Stage 1	-	-	-	-	-	-	763	707	-	627	602	-
Stage 2	-	-	-	-	-	-	619	601	-	756	703	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1164	-	-	1321	-	-	366	392	799	373	390	656
Mov Cap-2 Maneuver	-	-	-	-	-	-	366	392	-	373	390	-
Stage 1	-	-	-	-	-	-	763	707	-	627	600	-
Stage 2	-	-	-	-	-	-	595	599	-	740	703	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	15	14.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	409	1164	-	-	1321	-	-	422
HCM Lane V/C Ratio	0.122	-	-	-	0.002	-	-	0.08
HCM Control Delay (s)	15	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	11.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	80	159	31	222	25	135	51	13	15	82	54
Future Vol, veh/h	25	80	159	31	222	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	87	173	34	241	27	147	55	14	16	89	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	268	0	0	260	0	0	625	564	174	585	637	255
Stage 1	-	-	-	-	-	-	228	228	-	323	323	-
Stage 2	-	-	-	-	-	-	397	336	-	262	314	-
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	1296	-	-	1304	-	-	397	435	869	422	395	784
Stage 1	-	-	-	-	-	-	775	715	-	689	650	-
Stage 2	-	-	-	-	-	-	629	642	-	743	656	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1296	-	-	1304	-	-	290	415	869	360	377	784
Mov Cap-2 Maneuver	-	-	-	-	-	-	290	415	-	360	377	-
Stage 1	-	-	-	-	-	-	759	700	-	675	633	-
Stage 2	-	-	-	-	-	-	487	625	-	659	642	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.9	34.4	17.1
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	330	1296	-	-	1304	-	-	460
HCM Lane V/C Ratio	0.655	0.021	-	-	0.026	-	-	0.357
HCM Control Delay (s)	34.4	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	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	9	9	0	29	4	68	6	0	2	2	35
Future Vol, veh/h	12	9	9	0	29	4	68	6	0	2	2	35
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	13	10	10	0	32	4	74	7	0	2	2	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	36	0	0	20	0	0	95	77	15	79	80	34
Stage 1	-	-	-	-	-	-	41	41	-	34	34	-
Stage 2	-	-	-	-	-	-	54	36	-	45	46	-
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	-	-	888	813	1065	910	810	1039
Stage 1	-	-	-	-	-	-	974	861	-	982	867	-
Stage 2	-	-	-	-	-	-	958	865	-	969	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1575	-	-	1596	-	-	849	806	1065	899	804	1039
Mov Cap-2 Maneuver	-	-	-	-	-	-	849	806	-	899	804	-
Stage 1	-	-	-	-	-	-	966	854	-	974	867	-
Stage 2	-	-	-	-	-	-	921	865	-	954	850	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.9	0	9.7	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	845	1575	-	-	1596	-	-	1016
HCM Lane V/C Ratio	0.095	0.008	-	-	-	-	-	0.042
HCM Control Delay (s)	9.7	7.3	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	15	15	3	14	3
Future Vol, veh/h	3	15	15	3	14	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	3	16	16	3	15	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	52	17	18	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	35	-	-	-	-	-
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	957	1062	1599	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	947	1062	1599	-	-	-
Mov Cap-2 Maneuver	947	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	987	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	6.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1599	-	1041	-	-
HCM Lane V/C Ratio	0.01	-	0.019	-	-
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	5.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	10	17	0	4	6
Future Vol, veh/h	0	10	17	0	4	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	11	18	0	4	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	11	0	42	6
Stage 1	-	-	-	-	6	-
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	-	-	1608	-	969	1077
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1608	-	958	1077
Mov Cap-2 Maneuver	-	-	-	-	958	-
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1026	-	-	1608	-
HCM Lane V/C Ratio	0.011	-	-	0.011	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	495	45	20	195	24	13	13	23	50	14	4
Future Vol, veh/h	24	495	45	20	195	24	13	13	23	50	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	538	49	22	212	26	14	14	25	54	15	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	238	0	0	587	0	0	894	897	563	903	908	225
Stage 1	-	-	-	-	-	-	615	615	-	269	269	-
Stage 2	-	-	-	-	-	-	279	282	-	634	639	-
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	1329	-	-	988	-	-	262	279	526	258	275	814
Stage 1	-	-	-	-	-	-	479	482	-	737	687	-
Stage 2	-	-	-	-	-	-	728	678	-	467	470	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1329	-	-	988	-	-	241	267	526	228	263	814
Mov Cap-2 Maneuver	-	-	-	-	-	-	241	267	-	228	263	-
Stage 1	-	-	-	-	-	-	469	472	-	722	672	-
Stage 2	-	-	-	-	-	-	692	663	-	423	461	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.7	17.8	25.9
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	335	1329	-	-	988	-	-	245
HCM Lane V/C Ratio	0.159	0.02	-	-	0.022	-	-	0.302
HCM Control Delay (s)	17.8	7.8	-	-	8.7	-	-	25.9
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	1.2

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	419	40	8	0	94	6
Future Vol, veh/h	419	40	8	0	94	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	-	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	43	9	0	102	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	498	0	473	455
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1066	-	550	605
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1066	-	546	605
Mov Cap-2 Maneuver	-	-	-	-	546	-
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	997	-

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)	546	605	-	-	1066	-
HCM Lane V/C Ratio	0.187	0.011	-	-	0.008	-
HCM Control Delay (s)	13.1	11	-	-	8.4	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	424	81	0	167	0	10
Future Vol, veh/h	424	81	0	167	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	461	88	0	182	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	461
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	600
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	600
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)	600	-	-	-
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	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	378	45	3	153	8	5	4	4	10	4	3
Future Vol, veh/h	13	378	45	3	153	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	-	-	-	-	-	-	-	-	-	-	-	-
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	411	49	3	166	9	5	4	4	11	4	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	175	0	0	460	0	0	644	645	436	645	665	171
Stage 1	-	-	-	-	-	-	464	464	-	177	177	-
Stage 2	-	-	-	-	-	-	180	181	-	468	488	-
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	1401	-	-	1101	-	-	386	391	620	385	381	873
Stage 1	-	-	-	-	-	-	578	564	-	825	753	-
Stage 2	-	-	-	-	-	-	822	750	-	575	550	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1401	-	-	1101	-	-	376	384	620	374	375	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	376	384	-	374	375	-
Stage 1	-	-	-	-	-	-	570	556	-	813	751	-
Stage 2	-	-	-	-	-	-	812	748	-	559	542	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	13.6	14.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	431	1401	-	-	1101	-	-	416
HCM Lane V/C Ratio	0.033	0.01	-	-	0.003	-	-	0.044
HCM Control Delay (s)	13.6	7.6	0	-	8.3	0	-	14.1
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	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	206	85	9	81	14	27	56	151	21	34	50
Future Vol, veh/h	67	206	85	9	81	14	27	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	73	224	92	10	88	15	29	61	164	23	37	54

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	103	0	0	316	0	0	577	539	270	645	578	96
Stage 1	-	-	-	-	-	-	416	416	-	116	116	-
Stage 2	-	-	-	-	-	-	161	123	-	529	462	-
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	1489	-	-	1244	-	-	428	449	769	385	427	960
Stage 1	-	-	-	-	-	-	614	592	-	889	800	-
Stage 2	-	-	-	-	-	-	841	794	-	533	565	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1489	-	-	1244	-	-	360	423	769	258	403	960
Mov Cap-2 Maneuver	-	-	-	-	-	-	360	423	-	258	403	-
Stage 1	-	-	-	-	-	-	584	563	-	845	794	-
Stage 2	-	-	-	-	-	-	750	788	-	356	537	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.7	16	14.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	580	1489	-	-	1244	-	-	482
HCM Lane V/C Ratio	0.439	0.049	-	-	0.008	-	-	0.237
HCM Control Delay (s)	16	7.5	-	-	7.9	-	-	14.8
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.2	0.2	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	27	7	0	17	6	76	11	0	12	3	25
Future Vol, veh/h	37	27	7	0	17	6	76	11	0	12	3	25
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	40	29	8	0	18	7	83	12	0	13	3	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	37	0	0	150	138	33	141	139	22
Stage 1	-	-	-	-	-	-	113	113	-	22	22	-
Stage 2	-	-	-	-	-	-	37	25	-	119	117	-
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	-	-	818	753	1041	829	752	1055
Stage 1	-	-	-	-	-	-	892	802	-	996	877	-
Stage 2	-	-	-	-	-	-	978	874	-	885	799	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1589	-	-	1574	-	-	779	733	1041	802	732	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	779	733	-	802	732	-
Stage 1	-	-	-	-	-	-	869	781	-	970	877	-
Stage 2	-	-	-	-	-	-	949	874	-	849	778	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.8	0	10.3	9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	773	1589	-	-	1574	-	-	936
HCM Lane V/C Ratio	0.122	0.025	-	-	-	-	-	0.046
HCM Control Delay (s)	10.3	7.3	0	-	0	-	-	9
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	25	31	11	6	5
Future Vol, veh/h	9	25	31	11	6	5
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	10	27	34	12	7	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	90	10	12	0	-	0
Stage 1	10	-	-	-	-	-
Stage 2	80	-	-	-	-	-
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	910	1071	1607	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	891	1071	1607	-	-	-
Mov Cap-2 Maneuver	891	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	5.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	1017	-	-
HCM Lane V/C Ratio	0.021	-	0.036	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
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	9	11	0	12	20
Future Vol, veh/h	0	9	11	0	12	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	10	12	0	13	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	10	0	29	5
Stage 1	-	-	-	-	5	-
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	-	-	1610	-	986	1078
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	999	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1610	-	979	1078
Mov Cap-2 Maneuver	-	-	-	-	979	-
Stage 1	-	-	-	-	1018	-
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)	1039	-	-	1610	-
HCM Lane V/C Ratio	0.033	-	-	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

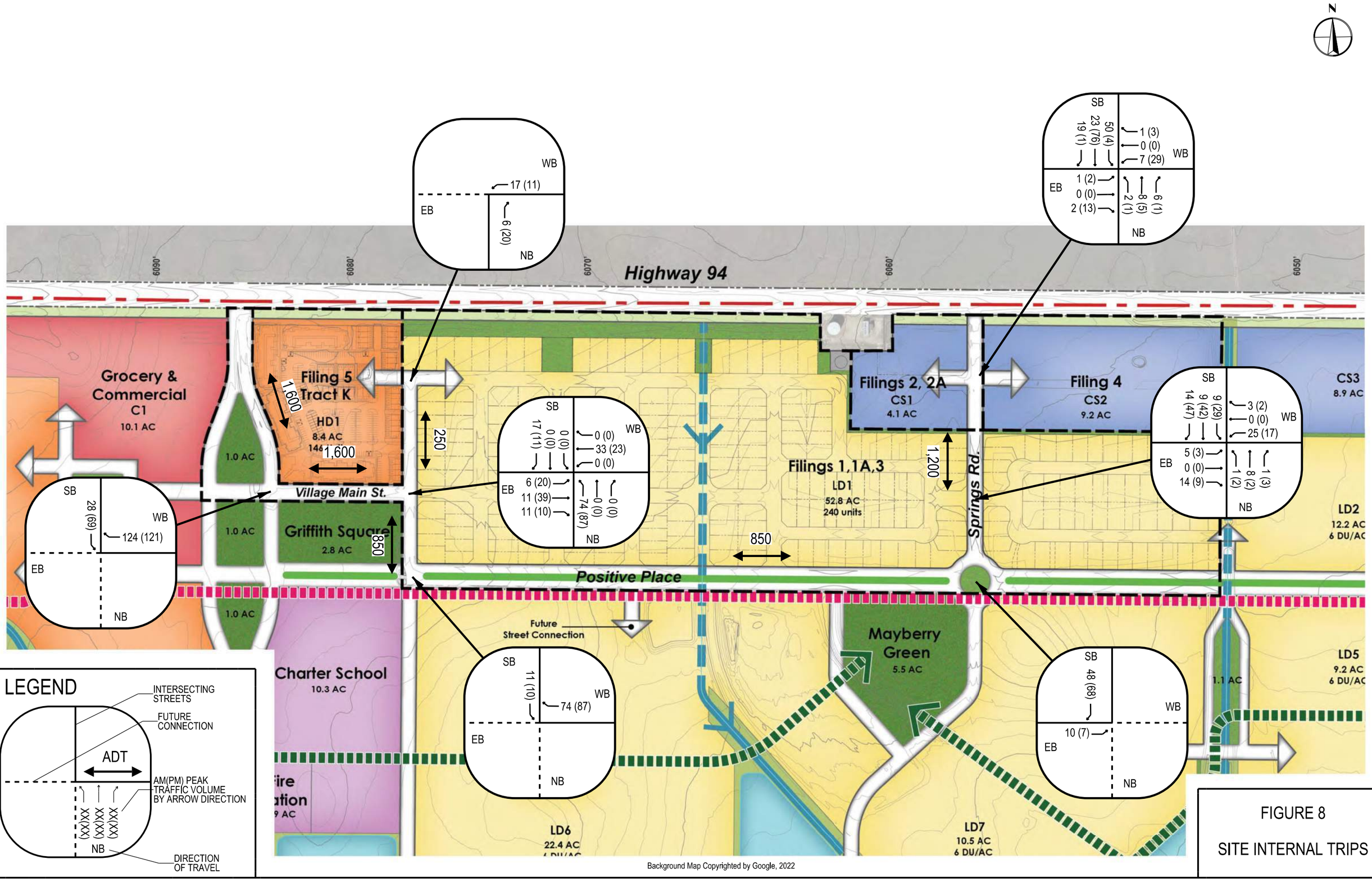

N
Highway 94
6090'
6080'
6070'
6060'
6050'
WB
17 (11)
EB
6 (20)
NB
SB
50 (4)
23 (76)
19 (1)
1 (3)
0 (0)
7 (29)
WB
EB
1 (2)
0 (0)
2 (13)
2 (1)
8 (5)
6 (1)
NB
Grocery &
Commercial
C1
10.1 AC
Filing 5
Tract K
HD1
8.4 AC
146
1,600
1,600
250
1.0 AC
1.0 AC
1.0 AC
Village Main St.
Griffith Square
2.8 AC
850
SB
28 (69)
WB
124 (121)
EB
NB
SB
17 (11)
0 (0)
0 (0)
WB
0 (0)
33 (23)
0 (0)
EB
6 (20)
11 (39)
11 (10)
74 (87)
0 (0)
0 (0)
NB
Filings 2, 2A
CS1
4.1 AC
Filing 4
CS2
9.2 AC
CS3
8.9 AC
SB
14 (47)
9 (42)
9 (29)
3 (2)
0 (0)
WB
25 (17)
5 (3)
0 (0)
14 (9)
EB
1 (2)
8 (2)
1 (3)
NB
Filings 1,1A,3
LD1
52.8 AC
240 units
1,200
Springs Rd.
850
LD2
12.2 AC
6 DU/AC
Positive Place
Future
Street Connection
Mayberry
Green
5.5 AC
SB
11 (10)
WB
74 (87)
EB
NB
SB
48 (68)
WB
10 (7)
EB
NB
1.1 AC
LD5
9.2 AC
6 DU/AC
Charter School
10.3 AC
LD6
22.4 AC
LD7
10.5 AC
6 DU/AC
LEGEND
INTERSECTING
STREETS
FUTURE
CONNECTION
ADT
AM(PM) PEAK
TRAFFIC VOLUME
BY ARROW DIRECTION
XXX
XXX
XXX
NB
DIRECTION
OF TRAVEL
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

Special Standard
PUD Zoning District

Project Name: Mayberry Phase 2 **PCD File No.: PUDSP251**

APPLICANT INFORMATION

Company:	Name:
Mayberry Communities, LLC	Scott Souders
Mailing Address: 22108 Cattlemen Run Calhan, CO 80808	
Email Address: scottsouders@mayberrycoloradosprings.com	Phone Number: (719) 922-2181

PROFESSIONAL ENGINEER INFORMATION

Company:	Name:	P.E. Number (CO):
LJA	Alaina Kneebone Marler	35781
Mailing Address: 1765 W 121st Avenue, Suite 300 Westminster, CO 80234		
Email Address: amarler@lja.com	Phone Number: 303-858-2348	

DESIGN ENGINEER STATEMENT

The attached special standards were prepared under my direction and supervision and are correct to the best of my knowledge and belief. The special standards can accomplish design objectives equivalent to or exceeding the County Engineering Criteria Manual, meet the professional standard of care and do not compromise public safety or accessibility. I accept responsibility for any liability caused by any negligent acts, errors, or omissions in preparing these special standards.

Engineer's Seal, Signature
And Date of Signature

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

Per ECM section 5.8.7, the deviation must not be detrimental to public safety or injurious to surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

- The request for a deviation is not based exclusively on financial considerations;
- The deviation will achieve the intended result with a comparable or superior design and quality of improvement;
- The deviation will not adversely affect safety or operations;
- The deviation will not adversely affect maintenance and its associated cost; and
- The deviation will not adversely affect aesthetic appearance.

Deviation from the standards in Section 2.3.2 of the Engineering Criteria Manual (ECM) is requested. Describe the specific ECM standard for which a deviation is requested and state the reason for the deviation:

This deviation request is submitted to identify and justify specific modifications to the El Paso County Engineering Criteria Manual (ECM), Section 2.3.2 – Design Standards by Functional Class (including Tables 2-6 and 2-7 for Urban Expressways, Arterials, Collectors, and Local Roadways), Section 2.3.7 (Table 2-31 Minimum Curb Return Radius at Intersection (Urban Roads)), as well as a deviation from the El Paso County Land Development Code (LDC), Section 6.2.5, Table 6-4 (Aisle Width Requirements). The proposed deviations support the Mayberry Phase 2 PUD Development Plan by enhancing pedestrian safety, improving multimodal accessibility, and creating a cohesive, walkable neighborhood environment consistent with the project's planning objectives.

Summary of Requested Deviations

The development proposes the following deviations from ECM standards:

1. Reduction of Urban Residential Collector ROW Width (Positive Place)
   - From 100 feet (Mayberry Phase 1 standard) to 90 feet (proposed)
   - To accommodate a regional trail system, provide on-street parking, and reduce pedestrian crossing distances.

2. Modified Urban Minor Arterial Cross Section (Mayberry Drive)
   - Inclusion of a 10-foot attached sidewalk, and limited parallel and diagonal parking
   - To support pedestrian activity and adjacent community-oriented land uses.

3. Intersection Bump-Outs and raised sidewalk crossing on either side of the Mayberry Drive Couplet
   - To shorten pedestrian crossing distances and improve visibility and safety at intersections.

4. Private Roads within Tract K
   - To allow design flexibility and support internal circulation consistent with the planned development layout.

---

1. Detailed Deviation – Urban Residential Collector (Positive Place)

Applicable ECM Standard: ECM Section 2.3.2, Table 2-7 – Urban Residential Collector

Previously Approved Section (Phase 1 PUD):

- 100-ft ROW width Positive Place
- 15-ft landscaped median
- 5-ft detached sidewalks on both sides
- Standard 6-ft bike lanes

Proposed Modified Section:

1. ROW Width Reduction (100 ft → 90 ft)
   The reduced ROW allows for:
   - Shorter pedestrian crossing distances, improving safety and walkability
   - Elimination of bike lanes in favor of alternative multimodal facilities
   - Reallocation of space for on-street parallel parking and enhanced streetscape elements

   The updated section includes:
   - 14-ft travel lanes
   - 8-ft parking lanes

2. Attached 10-ft Sidewalk with Tree Wells
    - Replaces detached sidewalks to:
        - Create a more urban, pedestrian-oriented streetscape
        - Support adjacent community gathering areas and higher pedestrian activity
        - Enhance streetscape continuity and accessibility
        - Support on-street parking access to community features

3. Detached 8-ft Regional Trail
    - Integrated into the corridor to:
        - Accommodate a relocated County regional trail connection (in coordination with the County Park Board)
        - Provide an east-west multimodal corridor through the development
        - Maintain regional connectivity to Highway 94 and future trail extensions

Overall Justification
The requested deviations are consistent with the intent of the ECM to allow flexibility where design modifications result in equal or improved functionality and safety. Specifically, these changes:

- Enhance pedestrian safety through reduced crossing distances and intersection improvements
- Promote a walkable, urban neighborhood character
- Improve multimodal connectivity with integrated trail systems
- Support context-sensitive design aligned with the approved PUD vision

Planned PUD Amendment Coordination

Mayberry intends to request an amendment to the Phase 1 PUD to extend the reduced 90-foot ROW section along the full length of Positive Place. This anticipated amendment is in direct response to the Parks Board and Board of County Commissioners (BOCC) acceptance of the regional trail alignment within this corridor as part of the approved Sketch Plan.

The incorporation of the regional trail within Positive Place necessitates a more efficient and context-sensitive allocation of right-of-way to balance multimodal needs, including pedestrian circulation, on-street parking, and trail accommodations. The proposed reduced ROW and revised cross-section establish a cohesive design framework that aligns with this accepted trail configuration and ensures consistency throughout the corridor.

Advancing this amendment will formalize the corridor-wide application of the modified section and reinforce the integration of transportation and recreational infrastructure envisioned in the Mayberry Sketch Plan.

The approved Mayberry Sketch Plan encourages a mix of higher density residential design and integrated multimodal infrastructure. These modifications, along with the anticipated PUD amendment to extend the reduced ROW along Positive Place, maintain the operational integrity of the roadway network while better serving the needs of residents, pedestrians, and regional trail users in a manner consistent with the accepted regional trail alignment.

Supporting Exhibits
Refer to attached exhibits for:

- Previously approved roadway section (Positive Place / Mayberry Drive)
- Proposed modified roadway section
- Plan sheets illustrating on-street parking counts and trail integration

2. Detailed Deviation – Urban Minor Arterial (Mayberry Drive)
Applicable ECM Standard: ECM Section 2.3.2, Table 2-6 – Urban Minor Arterial

Previously Approved Section – New Log Road (Phase 1 PUD):

- Two 14-ft lanes with a 33-ft pavement section from face of curb to face of curb

Proposed Modified Section:

1. Provision for Two 12-ft lanes

- The proposed section maintains two 12-foot travel lanes, consistent with typical arterial design expectations for:
    - Safe and efficient vehicular throughput
    - Accommodation of larger vehicles (e.g., emergency response, delivery, and service vehicles)

- While other elements of the cross section are modified, the retention of standard-width travel lanes ensures that:
    - Operational capacity, maintenance, and safety are not compromised
    - The roadway continues to function effectively within the overall network

- The standard lane widths are complemented by adjacent design features (on-street parking and wider sidewalks), which together help to:
    - Provide visual narrowing of the corridor, encouraging lower operating speeds
    - Support a safer, more context-sensitive urban arterial environment

2. Addition of 10-ft Attached Sidewalk along the western road of the couplet

- The proposed attached sidewalk replaces the standard detached sidewalk to:
    - Create a more urban, pedestrian-oriented streetscape along key segments of Mayberry Drive
    - Support increased pedestrian activity adjacent to community-focused land uses
    - Improve accessibility and continuity between buildings, parking areas, and public spaces

- The widened 10-ft section provides space for:
    - Pedestrian circulation
    - Street furniture, landscaping, and tree wells
    - Enhanced sidewalk-level activity consistent with a mixed-use or community-oriented corridor

3. Inclusion of Limited Parallel Parking
    - Parallel parking is introduced in select segments to:
        - Provide convenient, short-term parking for adjacent uses
        - Act as a buffer between vehicular traffic and pedestrians, improving perceived and actual safety
        - Support traffic calming by narrowing the apparent travel way
        - Enhance streetscape continuity and accessibility

4. Inclusion of Limited Diagonal Parking
    - Diagonal parking is incorporated in constrained, strategic areas to:
        - Increase parking efficiency where land uses generate higher demand
        - Activate the community park area and encourage pedestrian interaction with surrounding development

Overall Justification

The modified section transforms Mayberry Drive from a standard arterial into a complete community centric street that better serves pedestrians, residents, and visitors while still accommodating vehicular mobility. Higher density residential is served well by pulling things closer to the street and allowing for design that slows traffic and integrates the previously mentioned multimodal approach.

Supporting Exhibits

Refer to attached exhibits for:

- Previously approved roadway section (Mayberry Drive/ New Log Road)
- Proposed modified roadway section
- Plan sheets illustrating parking bump-outs for parallel parking, diagonal parking, and on-street parking counts

3. **Detailed Deviation – Intersection Bump-Outs and Raised Crosswalks (Mayberry Drive Couplet)**
   Applicable ECM Standard: ECM Section 2.3.2, Table 2-6 & 7 – Urban Residential Collector and Urban Minor Arterial
   (Typical intersection geometry does not include curb extensions/bump-outs or raised pedestrian crossings within arterial or collector sections)

Proposed Modified Design:

1. Inclusion of Intersection Bump-Outs (Curb Extensions)
   - Curb extensions are proposed at intersections along the Mayberry Drive couplet with Village Main Street & Positive Place along with intersection at Market Place Drive to:
     - Reduce pedestrian crossing distances from 36 feet to approximately 30 feet
     - Improve pedestrian visibility by positioning pedestrians higher into the driver's line of sight
     - Reduce pedestrian exposure time within the traveled way
   - Based on standard pedestrian walking speeds per MUTCD (3.0–3.5 ft/sec), the 6-foot reduction in crossing distance results in a reduction in pedestrian exposure time of approximately 1.7 to 2.0 seconds per crossing.
     - This represents an approximate 17% reduction in crossing distance and exposure time
     - Even incremental reductions in exposure time are recognized by FHWA as improving pedestrian safety, particularly in areas with frequent crossings and multimodal activity
   - These improvements are consistent with FHWA guidance, which identifies curb extensions as an effective measure to:
     - Shorten crossing distances
     - Improve pedestrian visibility
     - Support traffic calming at intersections

2. Raised Sidewalk Crossings Across Parking Lanes
   - Raised crossings are proposed on either side of the Mayberry Drive couplet to:
     - Maintain continuous sidewalk grade across parking lanes, reinforcing pedestrian priority
     - Increase driver awareness of pedestrian crossing zones through vertical deflection
     - Enhance accessibility and pedestrian comfort
   - These crossings will be:
     - Clearly signed and marked to provide advance vehicle awareness
     - Designed with appropriate transitions to maintain safe vehicular operation

3. Traffic Calming and Context-Sensitive Design Benefits
   - The combination of bump-outs and raised crossings contributes to:
     - Reduced turning speeds at intersections
     - Improved driver yielding behavior
     - A more walkable, pedestrian-scaled environment appropriate for the planned development

4. Maintenance Considerations

n is compatible with County maintenance operations, including snow removal:
wplowing efforts are expected to focus on maintaining the travel lanes
king areas, where bump-outs are located, are anticipated to receive secondary
wing, reducing interaction with curb extensions

Maintenance is impacted with the raised crosswalks. Curb extension and narrowing of turn cause auto-turn ures.

- Design measures to address maintenance concerns include:
  - arly defined and visible curb lines to minimize risk of snowplow contact
  - ance signage and pavement markings to alert drivers and maintenance operators to cal elements
  - Raised crossings designed to remain highly visible under winter conditions

Per our discussion with EPC staff, the raised crosswalk has been remove.

- Operational Cost Consideration
  The proposed improvements are not anticipated to increase County maintenance costs, as:
  - Raised crossings will be clearly signed and visibly identified, allowing snowplow operators to anticipate these features

This design does increase costs of road aintenance

Per our discussion with EPC staff, the raised crosswalk has been remove.

- Operators can reasonably adjust vehicle speed and blade height when traversing these locations
- No additional specialized maintenance equipment or procedures are required beyond typical roadway maintenance operations

Overall Justification
The proposed intersection bump-outs and raised sidewalk crossings represent a community-sensitive design enhancement that improves pedestrian safety while maintaining roadway function.

Specifically, these modifications:

- Reduce crossing distance and exposure time (by approximately 1.7–2.0 seconds per crossing)
- Improve pedestrian visibility and driver awareness
- Align with FHWA-recommended safety practices
- Support a walkable, urban neighborhood character as consistent with the intent of the higher density established in the sketch plan.
- Maintain acceptable vehicular operations and emergency access

These deviations provide an equal or improved level of safety and functionality compared to standard ECM intersection configurations, particularly within a pedestrian-oriented development context.

The proposed design maintains full vehicular functionality while measurably improving pedestrian safety through reduced crossing distance, reduced exposure time, and enhanced visibility, resulting in an equal or better overall design compared to the standard ECM configuration for urban areas.

4. **Detailed Deviation – Private Roads within Tract K (Cattlemen Loop (main interior drive) Cattlemen Walk, Homestead Place, Heritage Place, Founders Way, Central Court, and Parkside Drive)**
Applicable LDC Standard: LDC Section 6.2.5, Table 6-4 (Aisle Width Requirements), 6.3.3.C.3.e Fire Protection Roads.

Existing Code:
1. *From Table 6-4, the required lane width for 90° parking is 24-ft.*
2. *From Section 6.3.3.c.3e "Width of Driveway and Emergency Vehicle Lanes. Where the driveway is greater than 150 feet in length, it shall be not less than 10 feet in unobstructed width. Emergency vehicle lanes providing one-way travel shall be a minimum of 16 feet in width, and fire lanes with two-way travel shall be a minimum of 24 feet in width."*

Cattleman Walk is 16ft

Proposed Modified Design:
1. Reduced and Variable Roadway Widths
   - The proposed private road network within Tract K includes
     - Variable-width roadway sections ranging from approximately 21 feet to 25 feet (asphalt with mountable curb).
     - Concrete sections approximately 20 feet in width with inverted

16ft

This western private road has been modified and is at 20 ft, FL-FL

   - In areas where head-in (90°) parking is provided, Central Park and Cattleman Loop, roadway widths approach the standard:
     - A minimum width of approximately 23.2 feet is provided in these locations, which functions similarly to the required 24-foot aisle width

   - The slight reduction from 24 feet is appropriate because:
     - The roadway operates in a very low-speed environment, reducing maneuvering demands
     - Parking volumes are limited and distributed
     - The shared-street configuration increases driver awareness and reduces conflict speeds

   - Fire Department Coordination:
     - The Fire Department has reviewed the proposed roa nfirmed that a 20-foot-wide travel way is acceptable for emer e roadway is designated as a fire lane.

Fire District concurrence and correspondence is needed with the quest.

- “NO PARKING – FIRE LANE” signage will be installed and maintained along these segments to show that the required clear width is preserved at all times for emergency vehicle access.

- Along the north side of Cattlemen Loop, back-up diagonal parking spaces are provided, which:
  - Require less maneuvering aisle width than traditional 90° parking
  - Further support the functionality of reduced-width travel ways

- Outside of parking areas, reduced widths are intentionally designed to:
  - Promote very low vehicle speeds
  - Create a shared, pedestrian-priority environment

2. Driveway Access to Concrete Sections with Inverted Crowns
   - Select segments include 20-foot-wide concrete pavement sections with inverted crown profiles, allowing:
     - Direct and flexible driveway access throughout Tract K
       - These Private roads are named: Homestead Place, Heritage Place, Founders Way, Parkside Drive, and Central Court
     - Improved drainage control within a compact cross section
     - A seamless transition between travel way and adjacent uses, reinforcing the shared-space concept

3. Multimodal Shared Street Design
   - These private roads are designed to function as shared spaces accommodating pedestrians, bicycles, and vehicles within a common travel way that supports the higher density residential design.
   - The reduced widths and absence of lane striping promote:
     - Traffic calming through design, rather than signage alone
     - Increased driver awareness and yielding behavior
     - A pedestrian-oriented environment appropriate for the Mayberry Community aesthetics

4. Parking Strategy
   - Parking within Tract K includes a mix of:
     - Limited head-in (90°) parking
     - Select back-up diagonal parking spaces

   - No on-street parallel parking is provided within the private roadway sections, promoting:
     - Unobstructed multimodal circulation
     - No Parking Signage will be depicted on the construction plans for clear delineation of the no parking areas

   - Parking demand is addressed through:
     - Dedicated parking spaces located within Tract K, separate from the shared roadway environment

5. Maintenance and Snow Removal Responsibility
   - All maintenance activities, including snow removal, will be the responsibility of the District, not the County.

   - Snow management strategies include:
     - Snow storage areas located at the terminus of dead-end roadways; Homestead Place, Heritage Place, Founders Way, Cattlemen Walk, and Parkside Drive

   - Because these are private facilities, the design provides flexibility in operations that are tailored to the specific layout and intended use of Tract K circulation

6. Community Design Intent and Character
   - The narrower roadway sections are intentionally designed to:
     - Promote neighborhood interaction and community engagement
     - Create a distinct sense of place within the development.

- The overall design draws from European-style shared streets, which emphasize:
    - Low speeds
    - Pedestrian priority
    - Integrated use of public space by all modes

- This approach supports the broader PUD vision of a walkable, human-scaled environment while maintaining necessary access and functionality, reflecting a woonerf-inspired shared street design that promotes low-speed operation, pedestrian priority, and active community interaction within a unified streetscape

Overall Justification
The proposed private roadway sections within Tract K represent a context-sensitive, multimodal design approach that modifies the standard 24-foot aisle width to better reflect the operational characteristics of a low-speed, shared street environment.

Specifically, these modifications:

- Provide near-equivalent aisle width (approximately 23.2 ft) in areas with head-in parking, maintaining functional maneuverability relative to the 24-ft standard
- Incorporate back-up diagonal parking, which reduces aisle width demand compared to traditional 90° configurations
- Promote very low-speed vehicular environments, reducing turning radii and maneuvering needs
- Enhance pedestrian and bicycle integration within the roadway
- Provide flexible access and circulation while minimizing pavement impacts
- Avoid on-street parking conflicts through intentional parking layout design
- Avoid impacts to County maintenance responsibilities, as all operations will be handled by the District
- Support a high-quality community character aligned with the development vision
- Coordination with the Fire Department, which has reviewed and preliminarily accepted the proposed reduced-width roadway sections, confirming that 20-foot-wide travel ways are adequate for emergency access when designated as fire lanes with “NO PARKING – FIRE LANE” signage to maintain unobstructed access at all times

These deviations provide an equal or improved level of functionality and safety by matching aisle width design to actual operating conditions rather than applying a uniform standard intended for conventional parking lots.

The proposed private roadway design maintains safe and functional access while enhancing multimodal use, reducing vehicle speeds, and shifting maintenance responsibility off the County, resulting in an equal or better design tailored to the intended residential environment.

Describe in detail the proposed special standards to apply within the proposed PUD zone:

The Mayberry Phase 2 PUD incorporates a series of context-sensitive roadway and streetscape standards that deviate from the El Paso County Engineering Criteria Manual (ECM), Section 2.3.2, in order to better support a walkable, multimodal, and community-oriented development pattern. These modifications reflect the overall planning approach for this area of Mayberry, which is intended to accommodate higher density residential development in a more compact, efficient layout, consistent with the previously approved Sketch Plan. This compact development pattern supports enhanced pedestrian activity, reduced reliance on vehicle travel, and a more connected community form. Accordingly, the proposed design modifications are intended to maintain or enhance overall safety and functionality while aligning roadway design with the specific land use and character objectives of the PUD. Along Positive Place, the Urban Residential Collector section is modified by reducing the right-of-way width from 100 feet to 90 feet, allowing for the inclusion of on-street parallel parking, a 10-foot attached sidewalk with streetscape elements, and an 8-foot detached

regional trail corridor. This configuration reduces pedestrian crossing distances, improves connectivity, and enhances the pedestrian experience while maintaining necessary vehicular operations.

Mayberry Drive, classified as an Urban Minor Arterial, is designed to function as a complete street by maintaining two 12-foot travel lanes to preserve capacity and emergency access, while introducing a 10-foot attached sidewalk and limited areas of parallel and diagonal parking. These additions provide a buffer between pedestrians and traffic, encourage lower operating speeds through visual narrowing, and support adjacent community-oriented land uses. At key intersections along the Mayberry Drive couplet, curb extensions (bump-outs) and raised sidewalk crossings are incorporated to improve pedestrian safety. The bump-outs reduce crossing distances while also enhancing pedestrian visibility. Raised crossings reinforce pedestrian priority and increase driver awareness. These features are consistent with FHWA-recommended safety practices and are not anticipated to increase County maintenance costs.

Within Tract K, a network of private roadways is proposed utilizing reduced-width, shared-street design principles. These roadways range from asphalt sections and mountable curbs, as well as concrete sections with inverted crowns. The narrower cross sections are intentionally designed to promote very low vehicle speeds and support shared use by pedestrians, bicycles, and vehicles, without the need for traditional lane delineation. No on-street parking is provided within these roadways, as parking demand is accommodated in designated areas within Tract K. All maintenance responsibilities, including snow removal, will be assumed by the District, with snow storage provided at the termini of dead-end roadways. This private roadway network is intended to foster community interaction and create a distinct, pedestrian-oriented environment, drawing from shared street or woonerf concepts commonly used in European contexts.

Collectively, these special standards establish a cohesive transportation network that prioritizes pedestrian safety through reduced crossing distances and exposure times, integrates multimodal facilities including regional trail connectivity, and incorporates traffic calming by design. At the same time, the proposed modifications maintain acceptable vehicular operations and shift maintenance responsibilities where appropriate, resulting in an overall design that meets or exceeds the intent of the ECM while supporting the vision of a walkable, human-scaled community.

FOR OFFICIAL USE ONLY

CRITERIA FOR APPROVAL

Per ECM section 5.8.7, the deviation must not be detrimental to public safety or injurious to surrounding property. The applicant has demonstrated that:

Yes	No	N/A	
☐	☐	☐	The request for a deviation is not based exclusively on financial considerations.
☐	☐	☐	The deviation will achieve the intended result with a comparable or superior design and quality of improvement.
☐	☐	☐	The deviation will not adversely affect safety or operations.
☐	☐	☐	The deviation will not adversely affect maintenance and its associated cost.
☐	☐	☐	The deviation will not adversely affect aesthetic appearance.

RECOMMENDATION:

The ECM Administrator recommends [Approval / Denial] of the special standard(s) proposed for this PUD Zoning District.

_____ _____

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

ECM ADMINISTRATOR COMMENTS:

MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTIO
ECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.

Mayberry Phase 2 PUD Exhibit for Special Standard PUD Zoning District

LEGEND

- Detailed Deviation 1
- Detailed Deviation 2
- Detailed Deviation 3
- Detailed Deviation 4

VC VERTICAL CURB & GUTTER
MC MOUNTABLE CURB & GUTTER
DC MEDIAN CURB & GUTTER
CT CURB TRANSITION

This has been widened to 20ft.
16ft Travel Way
20 ft travel way
Back-up diagonal parking
Raised sidewalk crossings
Head-in parking
10' attached walk
10 parallel parking spaces
2
13 parallel parking spaces
bump-out
8 parking spaces
bump-out
15 diagonal parking spaces
Curb Extensions
3
20 ft travel way
Curb Extensions
Trail integration
18 parking spaces each side
1
4

HIGHWAY 94
EX. MONUMENT SIGN
EX. MONUMENT SIGN MOUND
PROP. RETAINING WALL
8' CRUSHER FINES TRAIL
PROP. SOUND WALL
EX. 8' CRUSHER FINES TRAIL
TRACT B
CATTLEMEN WALK
HOMESTEAD PL.
HERITAGE PL.
FOUNDERS WAY
TRACT A
CATTLEMEN LOOP
CATTLEMEN RUN
60' R.O.W.
TRACT C
TRACT E
MAYBERRY DR.
MAYBERRY LOOP
TRACT A
CENTRAL CT.
TRACT A
CATTLEMEN LOOP
TRACT D
PARKSIDE DR.
MARKET PLACE DR.
MAYBERRY, COLORADO SPRINGS FILING NO. 1
MAYBERRY FILING NO. 1A
POSITIVE PL.
VILLAGE MAIN ST.
ENTRY PARK
FUTURE FILING
(TRACT A, MAYBERRY, COLORADO SPRINGS, FILING NO. 1)
99
POOL & CLUB HOUSE
MAYBERRY COMMUNITIES, LLC
3400000456
MAYBERRY COMMUNITIES, LLC
3400000456
MAYBERRY COURTS
FUTURE FILING
SOCCER FIELD
FUTURE FILING
(TRACT O, MAYBERRY, COLORADO SPRING FILING NO. 1)
GRIFFITH SQUARE
CONCESSION BUILDING
ADA RAMP
BACK-IN PARKING STALLS
BOLLARDS (TYP.)
PROPOSED STAGE LIMITS
RETAINING WALL
PICKLE BALL COURT, TYP.
PROP. FENCE, TYP.
PICKLE BALL COURT (TYP.)
TREE WELL (TYP.)
PATTERNED/STAMPED CONCRETE/PAVERS
RAISED PED. CROSSWALK
LIGHT POLE (TYP.)
TRENCH DRAIN
SIGHT DISTANCE LINE (TYP.)
STOP SIGN
8' MULTI PURPOSE TRAIL
4' CROSSPAN
8' CROSSPAN
24' AISLE
24' BUFFER ZONE
DRIVECUT
5' WALK
10' WALK
10' UTIL. ESMT
3' WALK
7' TYP.
4' RW
240'
150'
90' R.O.W.
75' R.O.W.
70' R.O.W.
62' R.O.W.
100' R.O.W.
27' FL-FL
33' FL-FL
40' FL-FL
28' FL-FL
17' FL-FL
23' FL-FL
EX. 70' R.O.W.
EX. 60' R.O.W.
EX. 100' R.O.W.
R15' (TYP.)
R35' (TYP.)

TRACT K LOT COUNT

	TOTAL
PAIRED HOMES	92
SINGLE FAMILY DETACHED	6
TOTAL LOTS	98

FRONT LOADED UNITS

CENTERLINE LINE TABLE

NO.	LENGTH	DIRECTION
L1	397.09'	N89°28'59"W
L2	134.47'	N21°29'20"W
L3	174.01'	N00°01'09"E
L4	172.81'	S00°31'01"W
L5	172.81'	S00°31'01"W
L6	200.00'	S00°31'01"W
L7	271.72'	S89°28'59"E
L8	134.80'	S00°31'01"W
L9	385.37'	N89°28'59"W
L10	174.00'	S00°31'01"W
L11	174.00'	S00°31'01"W
L12	44.98'	N55°23'49"W
L13	32.44'	N89°29'00"W
L14	28.94'	S34°36'11"W
L15	160.13'	S00°31'01"W
L16	57.00'	N89°28'55"W
L17	392.01'	N00°00'00"E
L18	297.01'	S89°28'59"E
L19	392.01'	S00°00'00"E
L20	505.04'	S89°28'59"E

CENTERLINE CURVE TABLE

NO.	DELTA	LENGTH	RADIUS	CHORD	CH. LENGTH
C1	073°08'34"	48.51'	38.00'	S52°54'43"E	45.28'
C2	005°08'54"	46.28'	515.00'	N18°54'53"W	46.26'
C3	018°52'26"	93.88'	285.00'	S12°03'07"E	93.46'
C4	034°05'10"	22.61'	38.00'	N72°26'24"W	22.27'
C5	034°05'10"	22.61'	38.00'	S72°26'25"E	22.27'
C6	034°05'10"	5.95'	10.00'	N17°33'36"E	5.86'

Swale Line
Sight Triangle Line
Storm Manhole
Type 'R' Inlet
Sanitary Sewer Manhole
Fire Hydrant
Water Valve
Thrust Block
Reducer
Plug & Blow-off
Sign
Storm Sewer Line
Water Line
Sanitary Sewer Line
Water Service Line & Meter
Sanitary Sewer Service Line
Ex. Sanitary Sewer Line
Ex. Water Line
Ex. Storm Sewer Line
Ex. Gas
Ex. Underground Electric
Ex. Overhead Electric
Ex. Fence
Proposed Major Contour
Proposed Minor Contour
Existing Major Contour
Existing Minor Contour
Ex. Asphalt Pavement
Ex. Concrete Pavement
Ex. Gravel
Prop. Asphalt Pavement
Prop. Concrete Pavement
Prop. Concrete Walk

GENERAL ABBREVIATIONS

A.E.	ACCESS EASEMENT
ARV	AIR RELEASE VALVE
BKL	BIKE LANE
BL	BASELINE OF CONSTRUCTION
B.O.	BLOW-OFF
BS	BOTTOM ELEVATION OF RISE
CDS	CUL-DE-SAC
CE	CURB EXTENSION
CL	CENTERLINE
CT	CURB TRANSITION
CWN	CROWN
DBO	DESIGN BY OTHERS
DC	MEDIAN CURB & GUTTER
D.E.	DRAINAGE EASEMENT
D.U.E.	DRAINAGE & UTILITY EASEMENT
ELEC	ELECTRIC
EOP	EDGE OF PAVEMENT
EX	EXISTING
EXCL.	EXCLUSIVE
FES	FLARED END SECTION
FGB	FINISHED GROUND AT BOTTOM WALL ELEVATION
FGT	FINISHED GROUND AT TOP WALL ELEVATION
FH	FIRE HYDRANT
FL	FLOWLINE
FO	FIVER OPTIC LINE
FV	FIELD VERIFY
G	FINISHED GROUND ELEVATION
GAS	GAS LINE
G.E.	GAS EASEMENT
GV	GATE VALVE
HP	HIGH POINT
I.W.E	IRRIGATION & WATER EASEMENT
IWL	IRRIGATION WATER LINE
IWV	IRRIGATION WATER VALVE
LL	LOT LINE
LP	LOW POINT
MAINT.	MAINTENANCE
MC	MOUNTABLE CURB & GUTTER
MH	MANHOLE
(MOD.)	MODIFIED
MSE	MECHANICALLY STABILIZED EARTH
M.U.E.	MULTI-USE EASEMENT
P	PAVEMENT
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCR	POINT OF CURB RETURN
PGL	PROFILE GRADE LINE
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
R.O.W.	RIGHT OF WAY
RN	RECORDING NUMBER
(S.)	SUMP INLET
S.E.	SANITARY EASEMENT
SEC	SECTION LINE
SL	SANITARY LINE
SS	SANITARY SERVICE
STBK	SETBACK
SW	SIDEWALK
S.W.I.E.	SANITARY, WATER, AND IRRIGATION EASEMENT
TB	THRUST BLOCK
TC	TOP OF CURB
TELE	TELEPHONE LINE
TR.E	TRANSPORTATION EASEMENT
TR.U.E	TRANSPORTATION & UTILITY EASEMENT
TS	TOP ELEVATION OF RISER
TYP.	TYPICAL
U.E.	UTILITY EASEMENT
U.G.E	UTILITY & GAS EASEMENT
VC	VERTICAL CURB & GUTTER
W.E.	WATER EASEMENT
WL	WATER LINE
WS	WATER SERVICE
W.S.E.	WATER SURFACE ELEVATION
WV	WATER VALVE

SCALE
1 inch = 60 ft.
60 0 30 60

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1		
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6		

Designed: WCK
Prepared: WCK
Approved: AKM
Job No.: 8787-0001
Scale Horiz: 1" = 60'
Scale Vert: N/A
Sheet: 8 of 16
Date: June 15, 2026

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Overall Site Plan

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

Know what's below. Call before you dig.

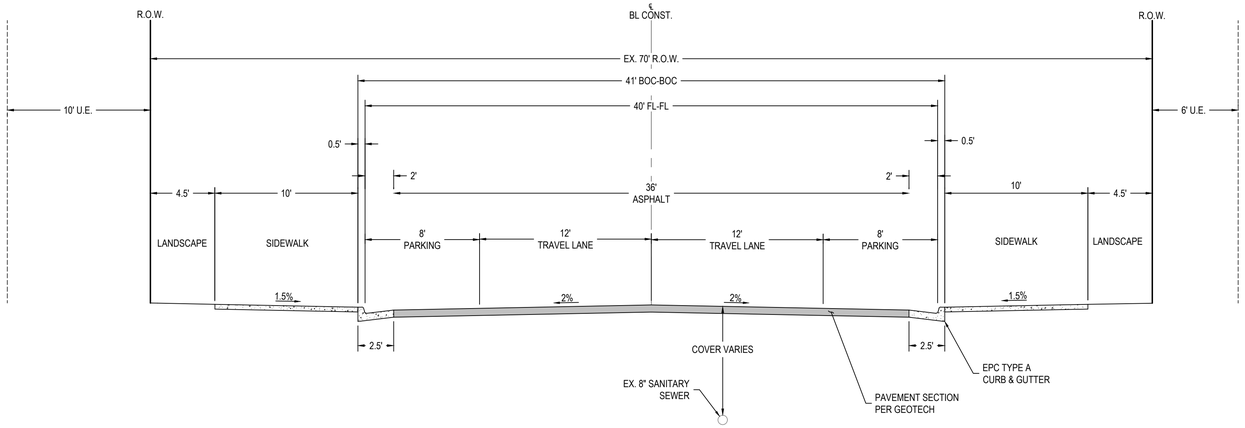
No. 8

I:\JOB FOLDERS\0000-0000 – MAYBERRY\ENGINEERING\04 DRAWINGS\PRELIMINARY PLANS\PUD\8787-0001 OVERALL SITE PLAN PRINTED ON: 6/15/2026 10:44 AM

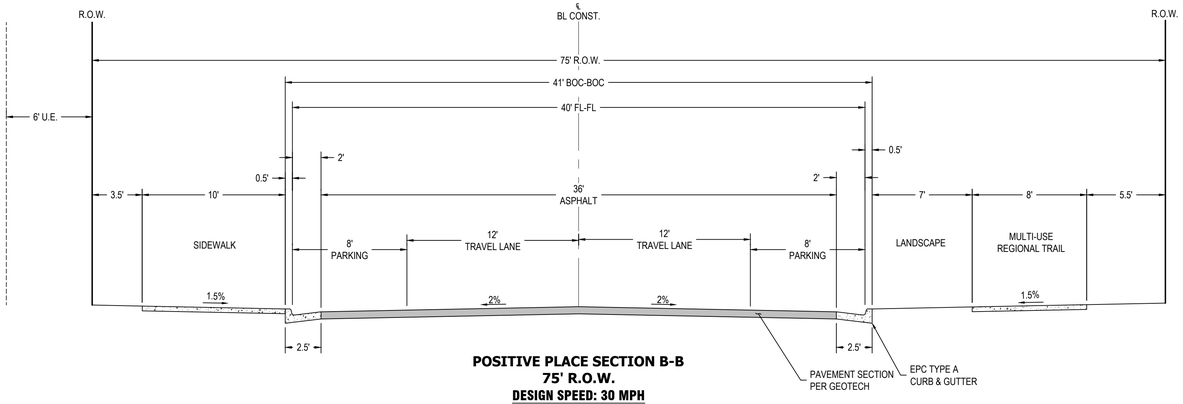
MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.

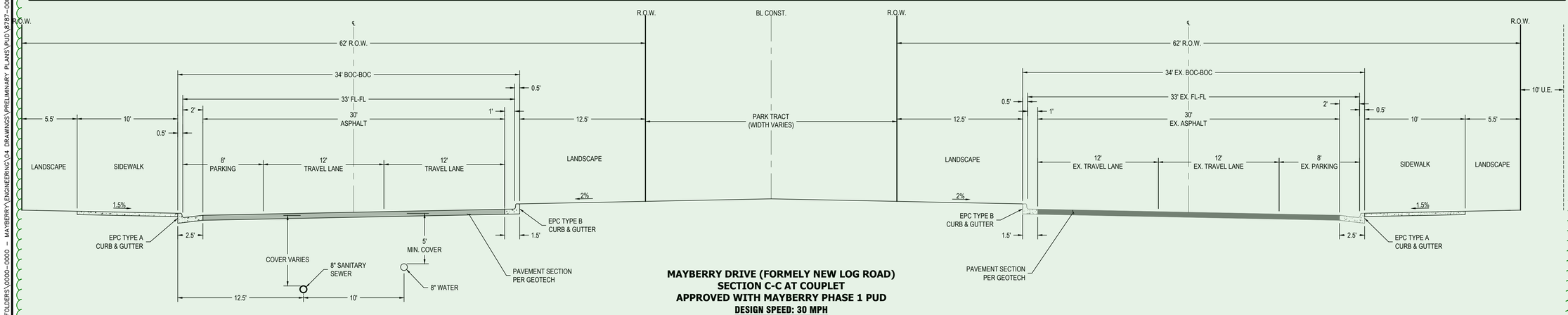


VILLAGE MAIN STREET COMMERCIAL SECTION A-A
APPROVED WITH MAYBERRY PHASE 1 PUD
DESIGN SPEED: 30 MPH
(URBAN LOCAL ROADWAY)
SCALE: 1" = 5'



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

2



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

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No.	Rev. Date:	Revision Type:			
1					
2					
3					
4					
5					
6					

Designed:	WCK	Job No.: 8787-0001	Sheet: 9 of 16
Prepared:	WCK	Scale Horiz: N/A	Date: June 15, 2026
Approved:	AKM	Scale Vert: N/A	

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Road Cross Sections

Know what's below. Call before you dig.

No. 9

I:\JOB FOLDERS\0000-0000 - MAYBERRY\ENGINEERING\04 DRAWINGS\PRELIMINARY PLANS\PUD\8787-0001 ROAD SECTIONS PRINTED ON: 6/15/2026 10:44 AM

MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

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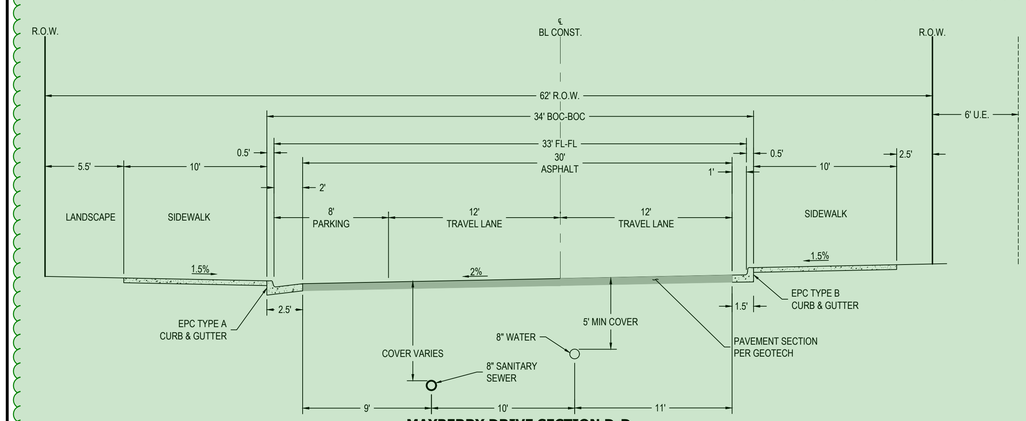
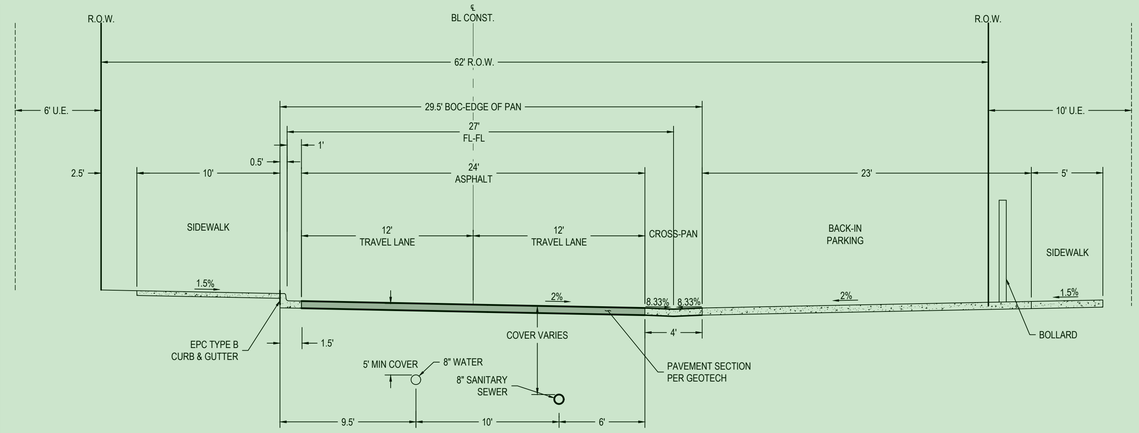
2

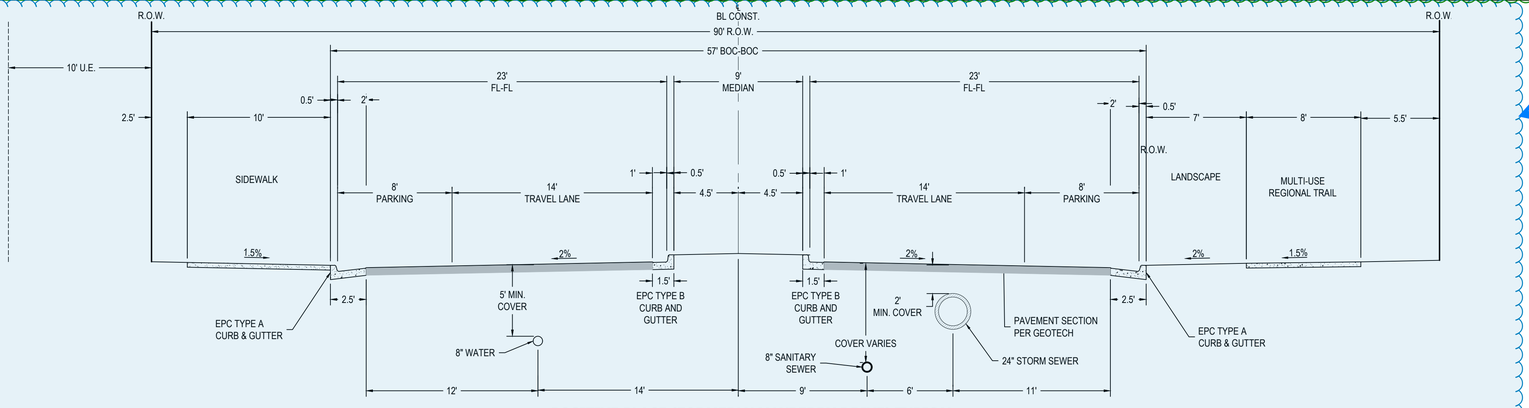


MAYBERRY DRIVE SECTION D-D
62' R.O.W. 6" VERTICAL CURB
DESIGN SPEED: 30 MPH
(MINOR ARTERIAL; DESIGN ATTRIBUTES TO MEET CURRENT COLLECTOR STANDARDS)
SCALE: 1" = 5'

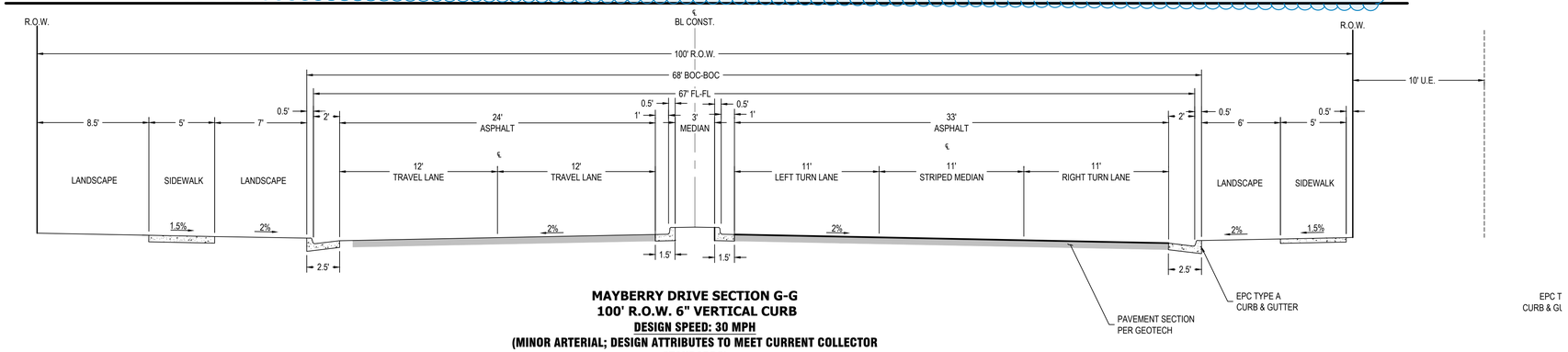


MAYBERRY DRIVE (FORMELY NEW LOG ROAD) SECTION E-E
DESIGN SPEED: 30 MPH
(MINOR ARTERIAL)
SCALE: 1" = 5'

1



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



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

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4		
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6		

Designed: WCK
Prepared: WCK
Approved: AKM
Job No.: 8787-0001
Scale Horiz: N/A
Scale Vert: N/A
Sheet: 10 of 16
Date: June 15, 2026

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Road Cross Sections

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

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No. 10

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MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

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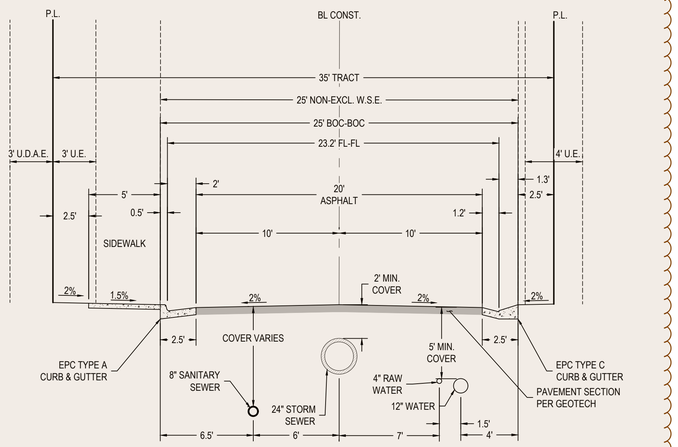
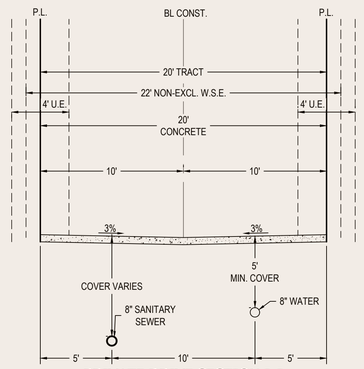
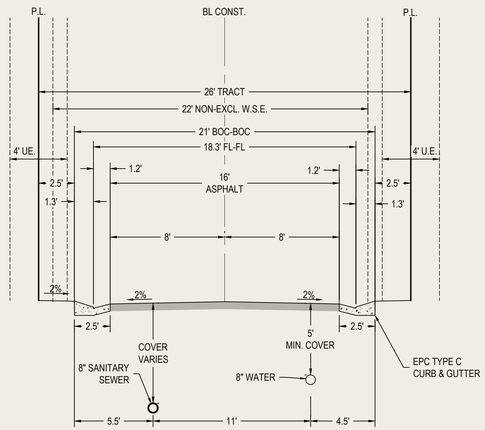


PRIVATE DRIVE B SECTION H-H
35' TRACT 6" VERTICAL CURB AND 6" ROLL OVER CURB
CATTLEMEN LOOP
DESIGN SPEED: 20 MPH
SCALE: 1" = 5'

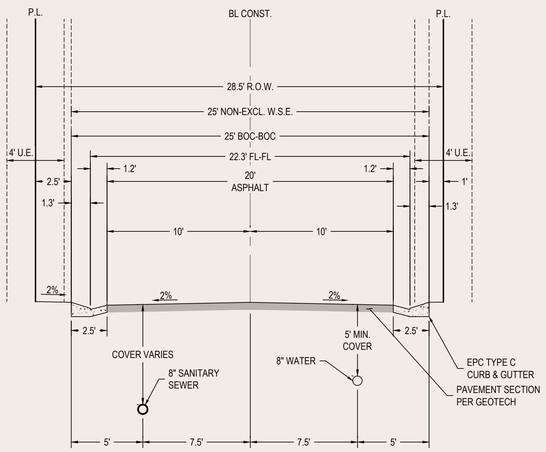


PRIVATE DRIVE SECTION I-I
20' TRACT INVERTED CROWN
HOMESTEAD PL., HERITAGE PL., FOUNDERS WAY, PARKSIDE DR., CENTRAL CT.
DESIGN SPEED: 10 MPH
SCALE: 1" = 5'

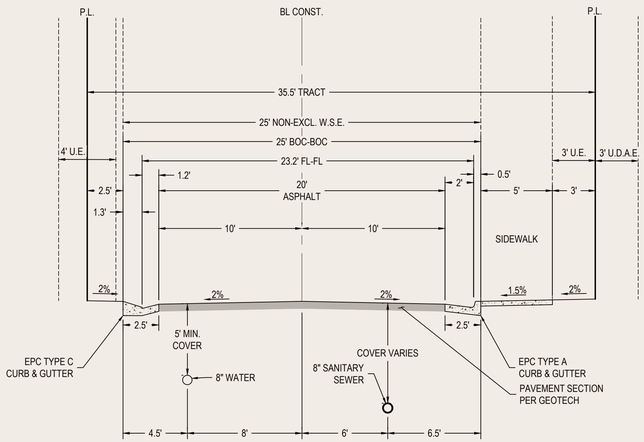


PRIVATE DRIVE SECTION J-J
26' TRACT 6" ROLL OVER CURB
CATTLEMEN WALK
DESIGN SPEED: 20 MPH
SCALE: 1" = 5'

4



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



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

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No.	Rev. Date:	Revision Type:		
1			Job No.: 8787-0001	Sheet: 11 of 16
2			Scale Horiz: 1" = 40'	Date: June 15, 2026
3			Scale Vert: N/A	
4				
5				
6			Designed: WCK	
			Prepared: WCK	
			Approved: AKM	

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Road Cross Sections

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

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MAYBERRY PHASE 2

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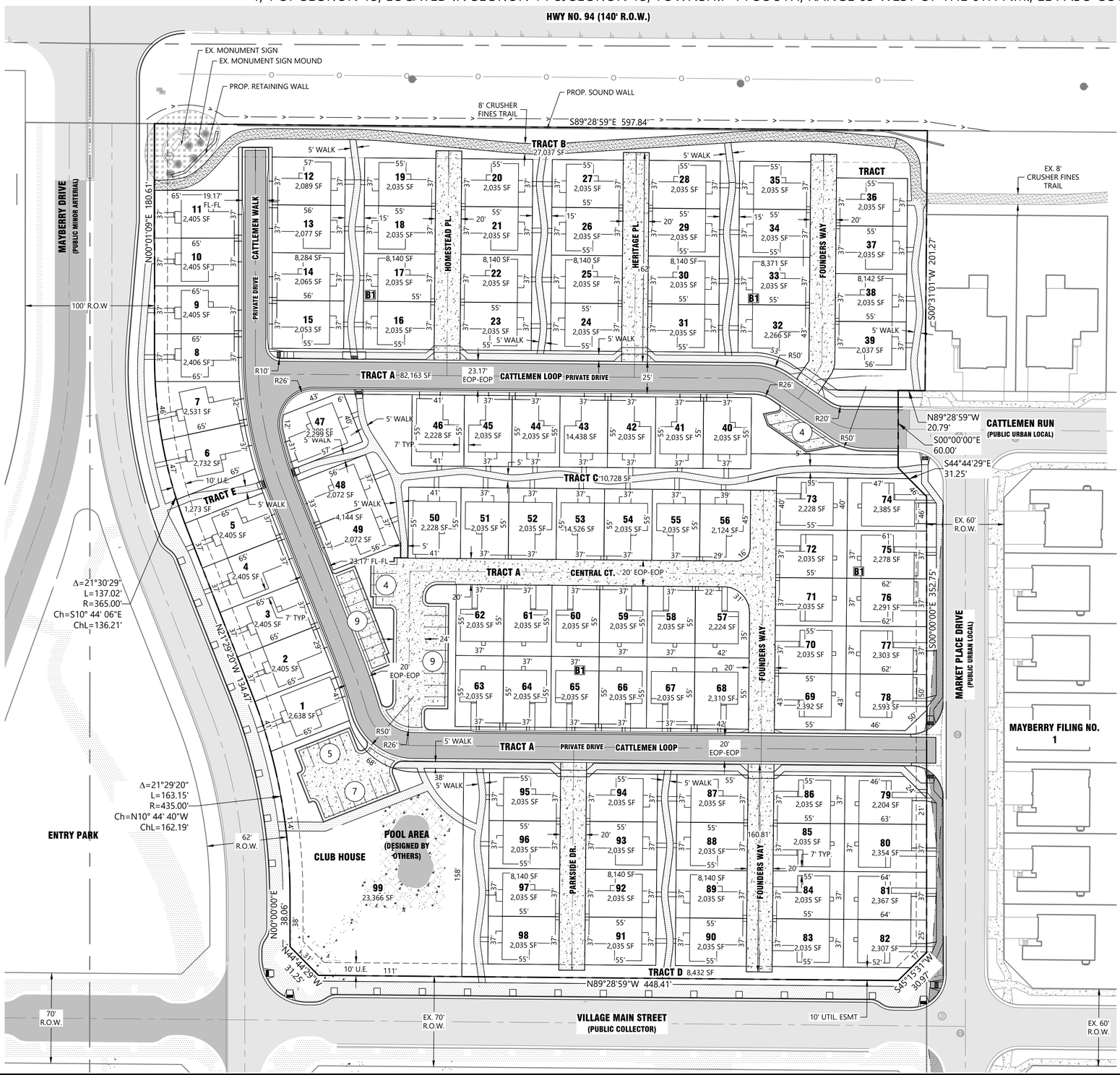

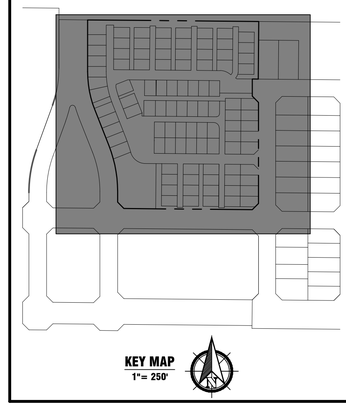

FIRE LANE LEGEND

FIRE LANE R8-31 12" X 18"	FIRE LANE R8-31L 12" X 18"	FIRE LANE R8-31R 12" X 18"	LIMIT OF FIRE DEPARTMENT ACCESS CUSTOM

1. NO PARKING SIGNS WILL BE PLACED ALONG THE INTERNAL ROADWAYS DURING THE FINAL PLAT PROCESS
2. 'LIMIT OF FIRE DEPARTMENT ACCESS' SIGNAGE WILL BE PLACED WHERE NECESSARY TO RESTRICT FIRE APPARATUS TRAVEL DURING THE FINAL PLAT PROCESS

4

SCALE
1 inch = 40 ft.

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No.	Rev. Date:	Revision Type:
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Designed: WCK
Prepared: WCK
Approved: AKM
Job No.: 8787-0001
Scale Horiz: 1" = 40'
Scale Vert: N/A
Sheet: 12 of 16
Date: June 15, 2026

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Tract K Site Plan

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

No. 12

I:_JOB FOLDERS\0000-0000 - MAYBERRY\ENGINEERING\04 DRAWINGS\PRELIMINARY PLANS\PUD\8787-0001 TRACT K SITE PLAN PRINTED ON: 6/15/2026 10:44 AM

MAYBERRY PHASE 1

EL PASO COUNTY, COLORADO

THE NORTHEAST ONE-QUARTER (NE1/4) OF SECTION 15 AND IN THE NORTH ONE-HALF (N1/2) OF SECTION 14, ALL IN TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6th P.M., EL PASO COUNTY, COLORADO

AN AMENDMENT TO ELLICOTT TOWN CENTER PHASE 1 PUD / PRELIMINARY PLAN

DEVELOPMENT GUIDELINES

A1. Applicability

The provisions of this PUD shall run with the land. The landowners, their successors, heirs, or assigns shall be bound by this Development Plan, as amended and approved by the Planning and Community Development Department Director or Board of County Commissioners.

A2. PUD District Purpose & Intent

Mayberry is a new community based upon smart growth principles to create a vibrant and attractive community. The pedestrian friendly focus of the design is intended to allow for residents to live, work, and play within reasonable walking distance. The community will have residential, retail, civic, and park features that will enhance the quality of life for the residents as well as surrounding community.The Mayberry Planned Unit Development (PUD) district zoning provides the versatility to encourage innovative and creative design and to facilitate a mix of uses including residential, business, commercial, and industrial, recreation, open space, and other selected secondary uses. The PUD zoning improves the design, character and quality of the Mayberry development with flexibility by varying lot size, building heights, setback controls and other site development requirements; landscape and signage improvements will enhance and establish a common development aesthetic for streets and common landscape areas for unique development intent. Lot standards, tracts and landscaping provided address opportunities for a wide variety of housing while also ensuring increased opportunities for enhanced streetscapes and open spaces for the Mayberry community.

B1. Principal Permitted Uses: (MDR-12)

1. Residential Child Care Facility
2. Group Home
3. Public Park and Open Space
4. Recreation Facilities
5. Religious Institutions
6. Single-Family Residential
7. Multi-Family Residential (two or more attached units)

B2. Use Subject to Special Review: (MDR-12)

1. Adult Care Facility
2. Educational Facility
3. Emergency Facility
4. Private Tower

1) Accessory Uses and Buildings

1. Detached Private Parking Garage or Carport; Storage Shed; Gazebo; Deck (Attached or Detached, Covered or Uncovered); Swimming Pool, Hot Tub, Tennis Court or Similar Private Recreational Facility; Private Greenhouse; Fence, Wall and Hedge.
2. Home Occupation as defined by the Land Development Code meeting all requirements and conditions contained therein.
3. Development Requirements for accessory buildings shall match development standards for specific lot types.

Projections into Setbacks

1. For property located in residential zone districts containing a minimum required lot size of one half (1/2) acre or less:
   a. A porch, four (4) feet by four (4) feet or less, may project into a required front or rear yard setback.
   b. Open and Unenclosed Patios, Decks, Platforms, Landings or Ramps may extend into required front, side or rear yard setbacks provided such Patio, Deck, Platform, Landing or ramp does not exceed eighteen (18) inches in height measured from the finished floor to any adjacent point of the finished grade.
   c. Awnings, Chimneys and Flues, Sills, Belt Courses, Cornices, 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 Type A (Lots under 55 FT Width) Lot typical reference sheet 5:

1. Maximum lot coverage: 70 %
2. Maximum building height: 40 feet.
3. Setback minimums:
   a. Front yard: ten (10) feet.
   b. Side yard: four (4) feet.
   c. Rear yard: seven and one half (7.5) feet.
4. Accessory building must comply with the setbacks established above, except that the rear yard setback may be reduced to seven and one half (7.5) feet for any lots that do not abut a public street. Accessory structures shall be governed by architectural covenants regarding building colors and materials to be consistent with the primary structure of the site.

C2. Development Requirements for Lot Type B (Lots over 55 FT Width) Lot typical reference sheet 5:

1. Maximum lot coverage: 70%
2. Maximum building height: 40 feet.
3. Setback minimums:
   a. Front yard: ten (10) feet.
   b. Side yard: five (5) feet.
   c. Corner lot: the side yard setback for the side street side shall be seven and one half (7.5) feet.
   d. Rear yard: seven and one half (7.5) feet.
4. Accessory building must comply with the setbacks established above, except that the rear yard setback may be reduced to seven and one half (7.5) feet for any lots that do not abut a public street. Accessory structures shall be governed by architectural covenants regarding building colors and materials to be consistent with the primary structure of the site.

D. Lot Sizes

The Preliminary Plan | PUD Development Plan and the Final Plat establish the lot sizes for each lot.

E. Streets

Streets within Mayberry Phase 1 PUD provide general vehicular circulation throughout the development. All streets shall be publicly owned and maintained. Construction will be to El Paso County Standards except for deviations approved separately by Planning and Community Development. Sidewalks shall be provided on both sides of all streets illustrated on this plan unless specifically excluded.

F. Architectural Control Committee Review/Covenants

Covenants for Mayberry Phase 1 PUD 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.

G. Authority

This PUD is authorized by Chapter 4 of the El Paso County Land Development Code, adopted pursuant to the Colorado Planned Unit Development Act of 1972, as amended.

H. Adoption

The adoption of this development plan shall evidence the findings and decisions of the El Paso County Board of County Commissioners that this Development Plan for Mayberry Phase 1 PUD is in general conformity with the El Paso County Master Plan, El Paso County Policy Plan and applicable Small Area Plan(s); is authorized under the provision of the El Paso County Land Development Code; and that the El Paso County Land Development Code and this development plan complies with the Colorado Planned Unit Development Act of 1972, as amended.

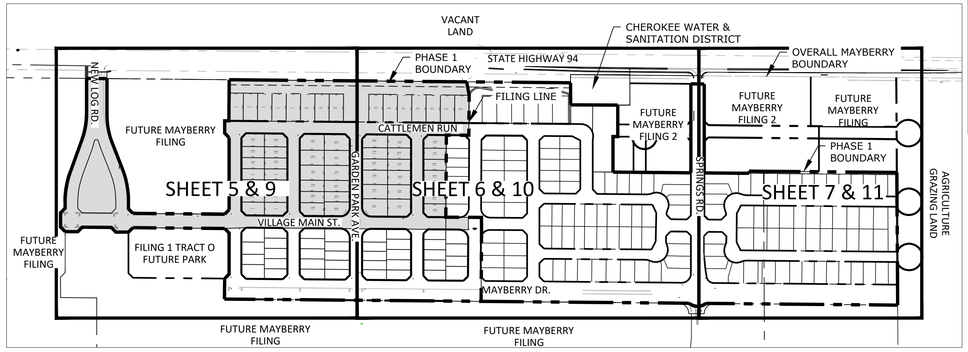
I. Relationship to County Regulations

The provisions of this Development Plan shall prevail and govern the development of Mayberry Phase 1 PUD, provided, however, that where the provisions of this Development Plan do not address a particular subject, the relevant provisions of the El Paso County Land Development Code, as amended and in effect at the time of the PUD plan approval (or owner acknowledge the PUD changes with the Code), or any other applicable resolutions or regulations of El Paso County, shall be applicable.To further the mutual interest of the residents, occupants, and owners of the PUD and of the public in the preservation of the integrity of this development plan, the provisions of this plan relating to the use of land and the location of common open space shall run in favor of El Paso County and shall be enforceable at law or in equity by the County without limitation on any power or regulation otherwise granted by law. The provisions of this PUD shall run with the land. The landowners, their successors, heirs, or assigns shall be bound by this Development Plan, as amended and approved by the Planning and Community Development Department Director or Board of County Commissioners

Where there is more than one provision within the development plan that covers the same subject matter, the provision which is most restrictive or imposes higher standards or requirements shall govern.

The total number of dwellings or the total commercial, business, or industrial intensity shown on the development plan for development within the specified planning areas is the maximum development requested for platting or construction (plus any approved density transfers). The actual number of dwellings or level of development may be less due to subdivision or Site Development Plan requirements, land carrying capacity, or other requirements of the Board of County Commissioners.

At the time of any final plat application, the applicant shall provide a summary of the development, to date, to Planning and Community Development Department, in order to assure maximum development limits are not exceeded



SHEET INDEX MAP

GENERAL PROVISIONS

1. All streets shall be constructed to El Paso County standards, dedicated to El Paso County for and upon acceptance by El Paso County shall be maintained by El Paso County 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 Home Owners Association or Metropolitan 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 Home Owners Association or Metropolitan 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. Contour interval shown on plan 2'.
4. No residential lots shall have access to State Highway 94.
5. Minimum public utility/drainage easements shall be provided on all lots as follows:
   a. Front: eight (8) feet.
   b. Side: Four (4) feet.
   c. Rear: seven and one-half (7.5) feet
6. All open space/trail/landscape tracts shall be limited to non-motorized use only, except for maintenance and emergency vehicles.
7. This site, State Highway 94 and New Log Road is not within a designated F.E.M.A. Floodplain as determined by the flood insurance rate map, community panel number 08041C0810G, effective 12.07.2018.
8. The parties responsible for this plan have familiarized themselves with all current accessibility criteria and specifications and the proposed plan reflects all site elements required by the applicable ADA design standards and guidelines as published by the United States Department of Justice. Approval of this plan by El Paso County does not assure compliance with the ADA or any regulations or guidelines enacted or promulgated under or with respect to such laws.
9. Geologic Hazard Note:

No geologic hazards were identified that preclude development. Design level investigations are required for building construction and pavement design. Mitigation measures and a map of the hazard area can be found in the report Preliminary Geotechnical Investigation Ellicott Town Center by CTL Thompson on 07.13.2006 in file (PUDSP 21-009) available at the El Paso County Planning and Community Development Department:

- Seismicity: (Throughout the Site)
- Radioactivity:(Throughout the Site)
- Radon:(Throughout the Site)

These can be mitigated by with engineering design and construction methods commonly employed in this area, enclosing structures during construction include installing a blower connected to the foundation drain and sealing the joints and cracks in concrete floors and foundation walls. If the occurrence of radon is a concern, structures may be tested after they are enclosed. Commonly utilized mitigation techniques may minimize risk.

10. 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 Load Development Code.
11. Development Plan shall adhere to the requirements of the El Paso County Land Development Code and revisions reflected in the Preliminary Plan conditions.
12. Mayberry Phase I shall be limited to a total maximum density as illustrated on the plan.
13. Access to lots adjacent to the traffic circles shall be located as far away from the traffic circles as possible.
14. A temporary access easement for Union Pacific Way will be recorded under Reception No. _____ Dated _____, 2022.
15. A temporary access easement for El Reno Lane will be recorded under Reception No. _____ Dated _____, 2022.

PUD MODIFICATION TABLE
(AS ALLOWED BY LDC SECTION 4.2.6.(F)(2)(g))

LDC/ECM Section	Category	Standard	Modification	Justification
LDC Chapter 8.4.5(G)(4b) and 8.4.6.(C)(2d)	**Drainage/Utility Easement**	The standard drainage easement and utility width for urban side lot lines (5 feet)	4' Drainage easement and utility width for urban side lot line.	Small lot product requests smaller setback for increased flexibility in product types associated with urban PUD. MVEA has accepted reduced dimension.
ECM Standard Drawing SD 2_77	**Urban Knuckle SDT Length**	40' SDT	Reduce driveway side SDT to 20'	To provide greater flexibility on driveway placement, particularly to increase distance between intersections and driveways while maintaining the overall knuckle design criteria.
ECM Section 2.5.2.C.4	**Mid-block crossings**	Access ramps on local roadways shall be spaced no greater than 600 feet apart.	Union Pacific Way and El Reno Lane exceed 600 feet without a mid-block crossing.	Adequate pedestrian accessibility is provided on both sides of the ROW with proper access ramps at the majority of the intersections.

Ownership Certification

Colorado Springs Mayberry LLC
Name of Landowner

Landowner's Signature, notarized

I/we _____ a (*one of the following: qualified title insurance company, title company, title attorney, or attorney at law*) duly qualified, insured, or licensed by the State of Colorado, do hereby certify that I/we have examined the title of all lands depicted and described hereon and that title to such land is owner in fee simple by _____
_____ at the time of this application.

Notarized signature

OR Name of Attorney and registration number

Board of County Commissioners Certification

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.

President, Board of County Commissioners date

Director, Planning & Community Development Department date

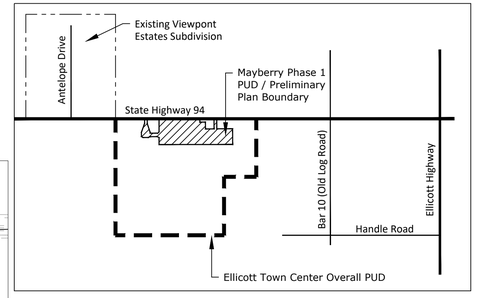
Clerk and Recorder Certification

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

VICINITY MAP



SITE DATA

NORTH N.T.S.

Tax ID Number:	3400000362, 3400000437, 3400000438, 3400000441,3400000440, 3400000442 & 3400000444
Total Area:	71.39 AC
Development Schedule:	2021
Small Area Plan:	The Ellicott Valley Comprehensive Plan
Sketch Plan:	Ellicott Town Center Overall PUD Plan (SKP 05-005)
Current Zoning:	PUD
Current Use:	Vacant
Proposed Use:	Single Family Residential *
Average Lot Size:	6,936 SF
Minimum Lot Size:	4,900 SF
Minimum Lot Width:	40 FT
Maximum Lot Coverage:	70%
Gross Density:	3.3 DU/AC
R.O.W.:	26.699 AC
Total Tract Area:	5.8 AC
Maximum Building Height:	40 FT

* Reference Development Guidelines Section C for Lot types & information. Reference sheet 5 for Lot typicals

Landscape Setbacks:
State Highway 94 (State Highway): 25 FT

Open Space:

Required:	7.1 AC (10%)
Usable:	1.7 AC (25% of 7.1 AC Required)
Provided:	8.6 AC (Tracts A,B,C,D,E & O)
Usable:	8.6 AC (Tracts A,B,C,D,E & O)

*Tract O is part of the Filing 1 area and open space. This will be developed in the future with the Phase 1 Area as part of the Open Space dedications.

PHASE 1 LAND USE DATA TABLE

LAND USE	NET DENSITY	UNITS	ACRES	% OF LAND
SINGLE FAMILY	6.28 DU/AC	240 Lots	38.891	55%
ROAD R.O.W	N/A	N/A	26.699	37%
OPEN SPACE TRACTS	N/A	N/A	5.8	8%

AMENDMENT HISTORY

County File Number	Date	Amendment Description
PUDSP-21-009	02-16-2022	Revise Lots, Tracts & Streets

PROJECT HISTORY

Date	Approved
12-Jan-06	Ellicott Town Center Overall PUD Plan PUD05021 (Res No. 06-161)
11-May-06	Phase 1 PUD/Preliminary Plan PUD05022 (Res No. 06-162)
12-Apr-07	Ellicott Town Center Filing No. 1 Final Plat SF06012 (Res No. 07-132)
22-Dec-20	Mayberry Filing No. 2 Final Plat SF1910 (Res No. 20-475)
23-Dec-20	Mayberry Filing No. 1 Final Plat Recorded SF1920 (Res No. 19-415)

PROJECT TEAM

OWNER / DEVELOPER: Colorado Springs Mayberry LLC
32823 Temecula Pkwy
Temecula, CA 92592
719.426.7810

APPLICANT: N.E.S. Inc.
619 N. Cascade Ave., Suite 200
Colorado Springs, CO 80903
719.471.0073

ENGINEER: JPS Engineering Inc.
19 E. Willamette Ave.,
Colorado Springs, CO 80903
719.477.9429

SURVEYOR: JPS Engineering Inc.
19 E. Willamette Ave.,
Colorado Springs, CO 80903
719.477.9429

SHEET INDEX

Sheet 1 of 13: Cover Sheet
Sheet 2 of 13: Legal Boundary/Tract Exhibit & Adjacent Owners
Sheet 3 of 13: Street Sections
Sheet 4 of 13: Street Sections
Sheet 5 of 13: Site Plan & Lot Typicals
Sheet 6 of 13: Site Plan
Sheet 7 of 13: Site Plan
Sheet 8 of 13: Landscape Notes & Details
Sheet 9 of 13: Landscape Plan
Sheet 10 of 13: Landscape Plan
Sheet 11 of 13: Landscape Plan
Sheet 12 of 13: Preliminary Grading & Erosion Control Plan
Sheet 13 of 13: Preliminary Grading & Erosion Control Plan

N.E.S. Inc.
619 N. Cascade Avenue, Suite 200
Colorado Springs, CO 80903

Tel. 719.471.0073
Fax 719.471.0267

www.nescolorado.com

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PLANNER / LANDSCAPE ARCHITECT

IN ASSOCIATION WITH

MAYBERRY PHASE 1

AN AMENDMENT TO ELLICOTT TOWN CENTER PHASE 1 PUD DEVELOPMENT / PRELIMINARY PLAN

EL PASO COUNTY, CO

PROJECT INFO

DATE: 05.26.2021
PROJECT MGR: J. ROMERO
PREPARED BY: B. ITTEN

STAMP

ISSUE INFO

ENTITLEMENT

DATE:	BY:	DESCRIPTION:
10.20.2021	B.I.	Per County Comments
01.11.2022	B.I.	Per County Comments
02.16.2022	B.I.	Per County Comments

ISSUE / REVISION

SHEET TITLE

COVER

SHEET NUMBER

1 OF 13

PLAN FILE #

PUDSP-21-009

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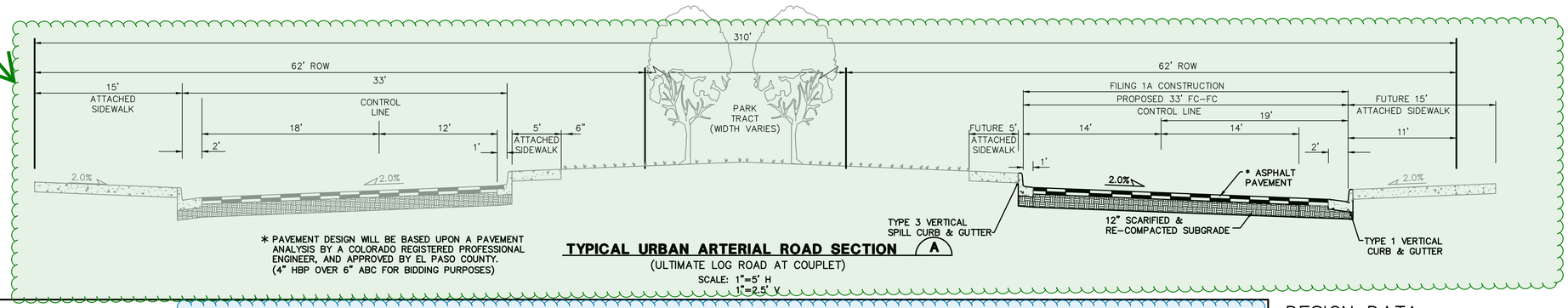


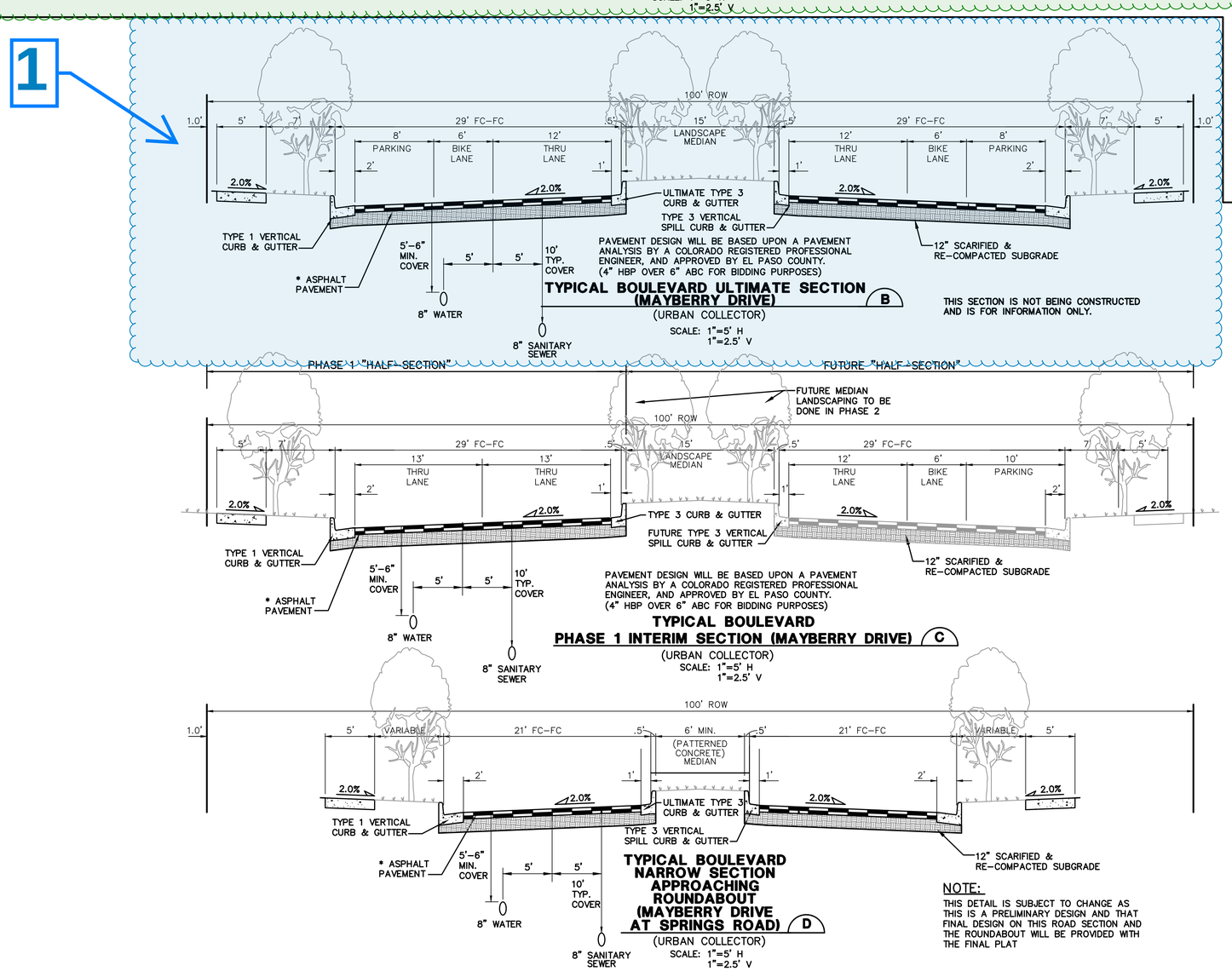
* PAVEMENT DESIGN WILL BE BASED UPON A PAVEMENT ANALYSIS BY A COLORADO REGISTERED PROFESSIONAL ENGINEER, AND APPROVED BY EL PASO COUNTY. (4" HBP OVER 6" ABC FOR BIDDING PURPOSES)

TYPICAL URBAN ARTERIAL ROAD SECTION (A)

(ULTIMATE LOG ROAD AT COUPLET)

SCALE: 1"=5' H
1"=2.5' V

1



TYPICAL BOULEVARD ULTIMATE SECTION (MAYBERRY DRIVE) (B)

(URBAN COLLECTOR)

SCALE: 1"=5' H
1"=2.5' V

THIS SECTION IS NOT BEING CONSTRUCTED AND IS FOR INFORMATION ONLY.

TYPICAL BOULEVARD PHASE 1 INTERIM SECTION (MAYBERRY DRIVE) (C)

(URBAN COLLECTOR)

SCALE: 1"=5' H
1"=2.5' V

TYPICAL BOULEVARD NARROW SECTION APPROACHING ROUNDABOUT (MAYBERRY DRIVE AT SPRINGS ROAD) (D)

(URBAN COLLECTOR)

SCALE: 1"=5' H
1"=2.5' V

DESIGN DATA

ROAD CLASSIFICATION:	URBAN MINOR ARTERIAL
DESIGN SPEED:	40 MPH
POSTED SPEED:	35 MPH
MIN. HORIZONTAL RADIUS: (STANDARD)	565'
MIN. HORIZONTAL RADIUS: (PER APPROVED DEVIATION)	400'
MIN. GRADE:	0.5%
MAX. GRADE:	6.0%
MIN. K-VALUE (CREST):	44
MIN. K-VALUE (SAG):	64

DESIGN DATA

ROAD CLASSIFICATION:	URBAN COLLECTOR
DESIGN SPEED:	40 MPH
POSTED SPEED:	35 MPH
MIN. HORIZONTAL RADIUS:	565'
MIN. GRADE:	1.0%
MAX. GRADE:	8.0%
MIN. K-VALUE (CREST):	44
MIN. K-VALUE (SAG):	64

* PAVEMENT DESIGN WILL BE BASED UPON A PAVEMENT ANALYSIS BY A COLORADO REGISTERED PROFESSIONAL ENGINEER, AND APPROVED BY EL PASO COUNTY. (4" HBP OVER 6" ABC FOR BIDDING PURPOSES)

NOTE:

THIS DETAIL IS SUBJECT TO CHANGE AS THIS IS A PRELIMINARY DESIGN AND THAT FINAL DESIGN ON THIS ROAD SECTION AND THE ROUNDABOUT WILL BE PROVIDED WITH THE FINAL PLAT

NOTE: LANE WIDTHS ARE IN ACCORDANCE WITH DEVIATIONS APPROVED AS PART OF PUD

MAYBERRY, COLORADO SPRINGS - PHASE 1

TYPICAL ROAD SECTIONS

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"=5'	DRAWN:	BJJ
VERT. SCALE:	AS SHOWN	DESIGNED:	JPS
SURVEYED:	R&R	CHECKED:	JPS
CREATED:	10/30/20	LAST MODIFIED:	12/08/21
PROJECT NO:	090001	MODIFIED BY:	BJJ

SHEET: TY2

4 OF 13

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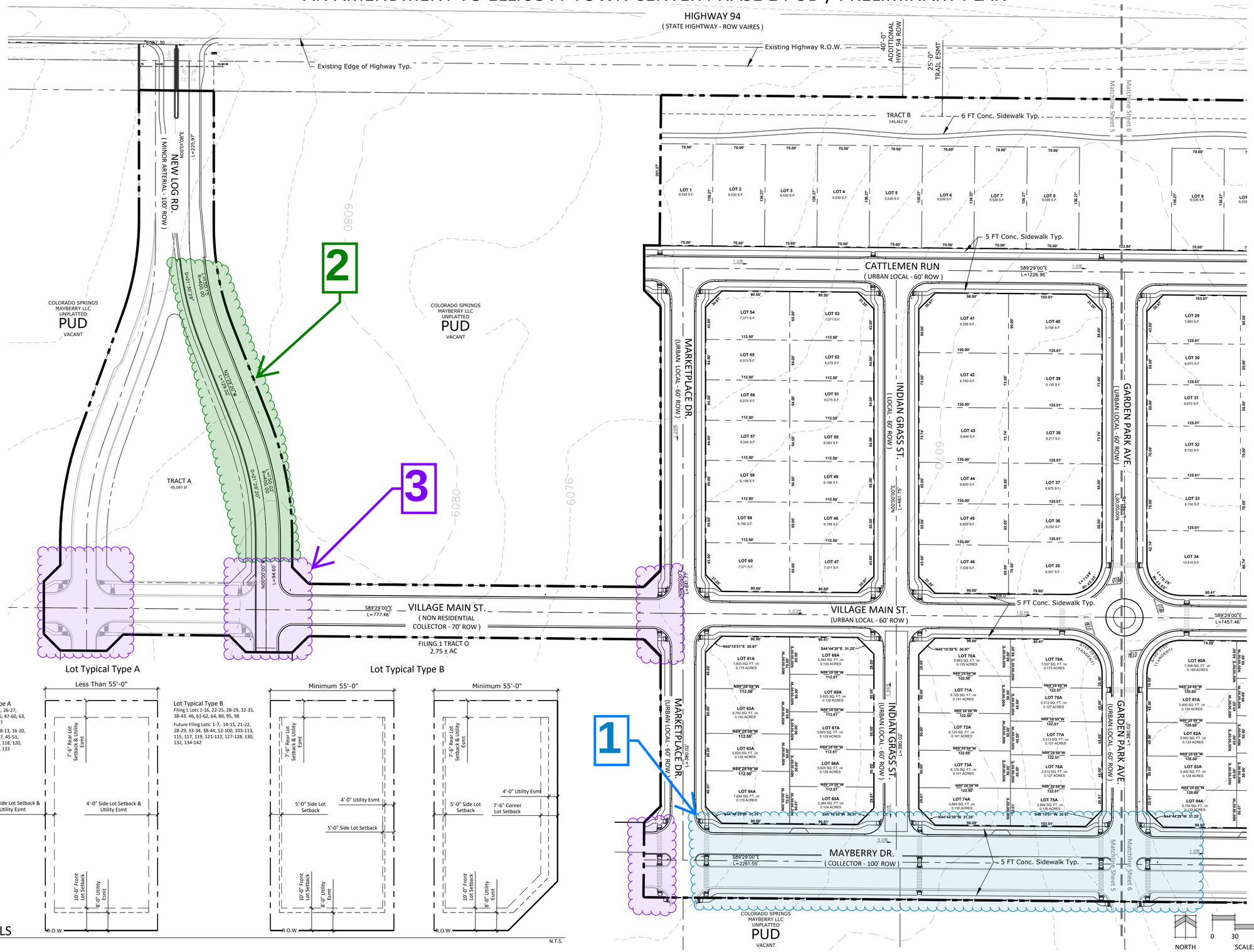
MAYBERRY PHASE 1

EL PASO COUNTY, COLORADO

AN AMENDMENT TO ELLICOTT TOWN CENTER PHASE 1 PUD / PRELIMINARY PLAN



Lot Typical Type A

Lot Typical Type B

LOT TYPICALS

N.E.S. Inc.
619 N. Cascade Avenue, Suite 200
Colorado Springs, CO 80903

Tel. 719.471.0073
Fax 719.471.0267

www.nescolorado.com

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PLANNER / LANDSCAPE ARCHITECT

IN ASSOCIATION WITH

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AN AMENDMENT TO ELLICOTT TOWN CENTER PHASE 1 PUD DEVELOPMENT / PRELIMINARY PLAN

EL PASO COUNTY, CO

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10.20.2021	B.I.	Per County Comments
01.11.2022	B.I.	Per County Comments
02.16.2022	B.I.	Per County Comments

ISSUE / REVISION

SHEET TITLE

PUD PRELIMINARY SITE PLAN

SHEET NUMBER

5 OF 13

PLAN FILE #

PUDSP-21-009

NORTH

0 30 60 120

SCALE: 1" = 60'

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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: 6/26/2019

PROJECT INFORMATION

PCD File No. PUDSP251

Project Name :	Mayberry
Schedule No.(s) :	
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

APPLICANT INFORMATION

Company :	Mayberry Communities, LLC
Name :	Scott Souders
	☒ Owner ☐ Consultant ☐ Contractor
Mailing Address :	22108 Cattlemen Run Calhan, CO 80808
Phone Number :	
FAX Number :	N/A
Email Address :	scottsouders@mayberrycoloradosprings.com

ENGINEER INFORMATION

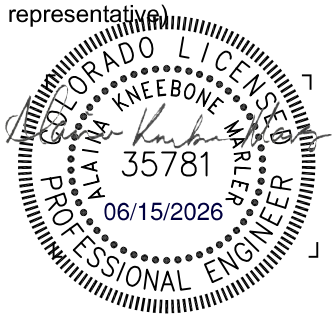
Company :	LJA
Name :	Alaina Kneebone-Marler Colorado P.E. Number : 35781
Mailing Address :	1765 West 121st Avenue, Suite 300, Westminster, CO 80234
Phone Number :	303-421-4224
FAX Number :	N/A
Email Address :	amarler@lja.com

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: 6/15/2026

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 **2.5.2.C.3.** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

Section 2.5.2.C.3: All “T” intersections shall have a minimum of three access ramps as shown in Figure 2-36. A private access may be used as an access ramp provided it is designed to meet ramp requirements and it is within the intersection and directly across from other ramps.

State the reason for the requested deviation:

A receiving ramp at the intersection of Cattlemen Loop and Marketplace Drive, cannot be placed at the lot line on the east side of the intersection without creating a misaligned and non-functional pedestrian crossing. Positioning a ramp at the lot line would shift the crossing point away from the natural pedestrian desire line and away from the west-side ramps, resulting in an indirect, skewed crossing that does not meet the intent of ECM Figure 2-36. The lot-line location is also constrained by driveway aprons and limited curb frontage, leaving insufficient space to construct a compliant ramp, landing, and detectable warnings without impacting private access or creating non-standard curb geometry.

Additionally, ramps on the intersection of Cattlemen Loop at the end of Cattlemen Walk present the same issues with proposed driveways. It is not feasible to propose the ramps as the driveway is directly an obstruction.

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

The proposed alternative provides two ADA-compliant ramps on the west side of the intersection and maintains the existing continuous sidewalk on the east side, which is carried across the driveway apron. Compared to the ECM standard, the proposed alternative still maintains continuous, accessible pedestrian circulation along both sides of Marketplace Drive while avoiding the creation of a non-compliant or unsafe ramp condition. Placing a ramp at the lot line would misalign the crossing, shift pedestrians away from the natural desire line, and introduce a non-standard crossing geometry inconsistent with ECM intent and national accessibility guidance.

Provide Federal State of City regulation or design standard that provide similar design and justification.

This section has been revised to include a reference to ADA Title II requirements to provide curb ramps along a pedestrian route. The pedestrian route is along the western side of the Marketplace Drive.

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

As the site is bare without development existing topo, ROW and geographical is not applicable

☐ 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 sidewalk alignment on the east side transitions immediately into private driveway aprons, leaving no uninterrupted curb segment where a standard perpendicular or directional ramp, landing, and detectable warning surface can be constructed without creating conflicts with driveway access or violating ADA clear-space requirements.

The checkbox was revised and the statement updated.

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 two-ramp configuration maintains full ADA-compliant pedestrian connectivity while avoiding the installation of a non-functional receiving ramp in a location dominated by driveway access.

provide Federal State or City reference or design standard that provides justification and alternate design

This section has been revised to include a reference to ADA Title II requirements to provide curb ramps along a pedestrian route.

The deviation will not adversely affect safety or operations.

The proposed configuration maintains full ADA-compliant pedestrian access and preserves all functional pedestrian movements at the intersection. The east-side sidewalk provides a continuous, accessible route without requiring a receiving ramp, and pedestrians can safely transition along both sides of Marketplace Drive without interruption.

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

The proposed configuration relies on standard, fully compliant ADA ramps and the existing sidewalk infrastructure, avoiding the introduction of additional specialty features or non-standard elements that would increase long term upkeep

The deviation will not adversely affect aesthetic appearance.

The proposed design maintains a consistent, orderly streetscape and avoids introducing a ramp shifted from the pedestrians the natural desire line

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

The deviation preserves safe, direct, and accessible pedestrian circulation at the T-intersection while avoiding the installation of a misaligned or non-functional receiving ramp

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.

The deviation meets the mentioned section since no drainage patterns are altered, or introduce any new features that would affect stormwater quality or runoff characteristics.

REVIEW AND RECOMMENDATION:

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

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

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM 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 ECM 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 ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM 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 ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM 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.

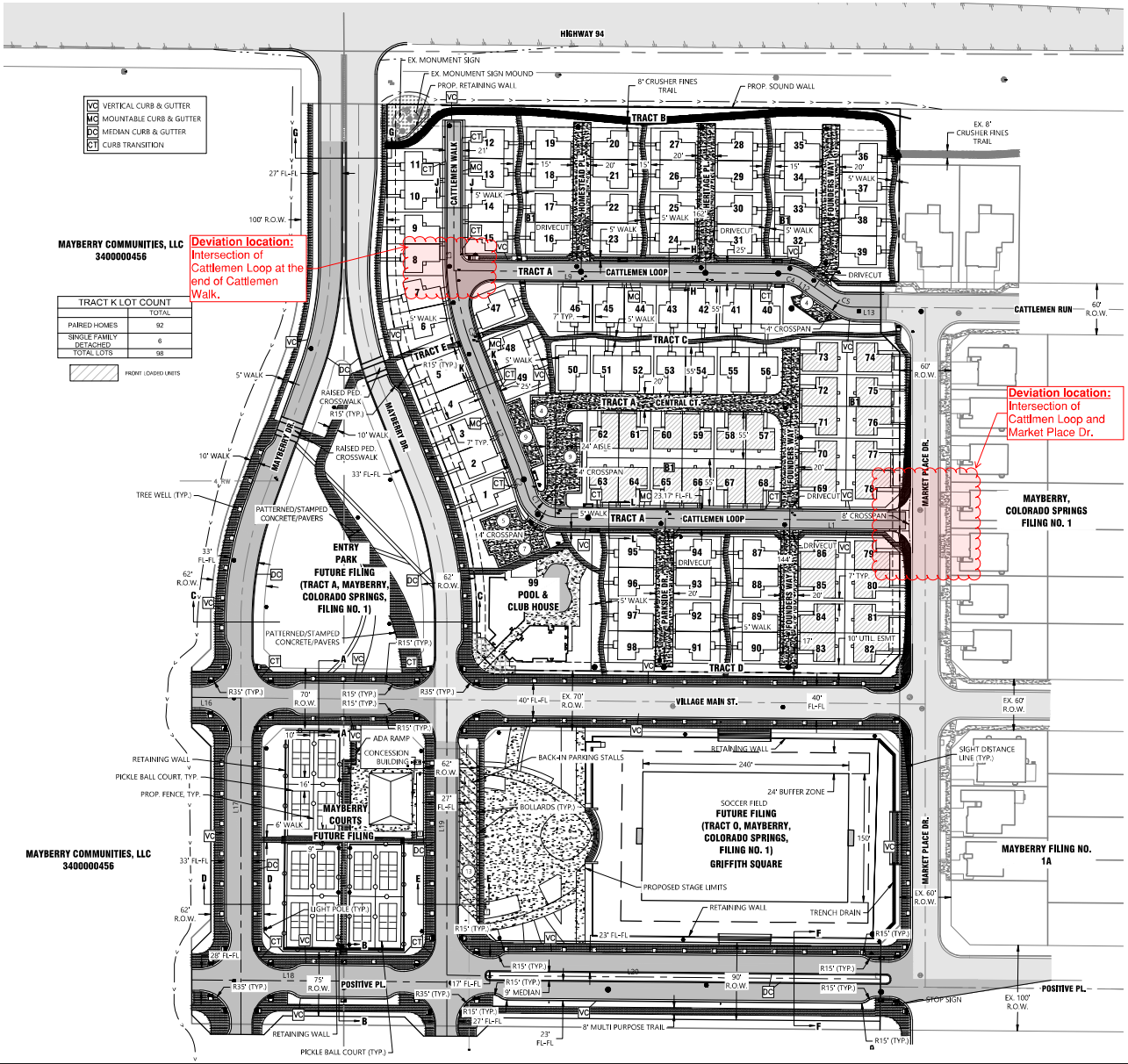
1.7. REVIEW FEES

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 PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.



CENTERLINE LINE TABLE		
NO.	LENGTH	DIRECTION
L1	397.09'	N89°28'59"W
L2	134.47'	N21°29'20"W
L3	174.01'	N00°01'09"E
L4	172.81'	S00°31'01"W
L5	172.81'	S00°31'01"W
L6	200.00'	S00°31'01"W
L7	271.72'	S89°28'59"E
L8	134.80'	S00°31'01"W
L9	385.37'	N89°28'59"W
L10	174.00'	S00°31'01"W
L11	174.00'	S00°31'01"W
L12	44.98'	N55°23'49"W
L13	32.44'	N89°29'00"W
L14	28.94'	S34°36'11"W
L15	160.13'	S00°31'01"W
L16	57.00'	N89°28'55"W
L17	392.01'	N00°00'00"E
L18	297.01'	S89°28'59"E
L19	392.01'	S00°00'00"E
L20	505.04'	S89°28'59"E

CENTERLINE CURVE TABLE					
NO.	DELTA	LENGTH	RADIUS	CHORD	CH. LENGTH
C1	073°08'34"	48.51'	38.00'	S52°54'43"E	45.28'
C2	005°08'54"	46.28'	515.00'	N18°54'53"W	46.26'
C3	018°52'26"	93.88'	285.00'	S12°03'07"E	93.46'
C4	034°05'10"	22.61'	38.00'	N72°26'24"W	22.27'
C5	034°05'10"	22.61'	38.00'	S72°26'25"E	22.27'
C6	034°05'10"	5.95'	10.00'	N17°33'36"E	5.86'

LEGEND

- Property Line
- Right of Way Line
- Centerline
- Lot Line
- Easement Line
- Setback Line
- Retaining Wall
- Swale Line
- Sight Triangle Line
- Storm Manhole
- Type "R" Inlet
- Sanitary Sewer Manhole
- Fire Hydrant
- Water Valve
- Thrust Block
- Reducer
- Plug & Blow-off
- Sign
- Storm Sewer Line
- Water Line
- Sanitary Sewer Line
- Water Service Line & Meter
- Sanitary Sewer Service Line
- Ex. Sanitary Sewer Line
- Ex. Water Line
- Ex. Storm Sewer Line
- Ex. Gas
- Ex. Underground Electric
- Ex. Overhead Electric
- Ex. Fence
- Proposed Major Contour
- Proposed Minor Contour
- Existing Major Contour
- Existing Minor Contour
- Ex. Asphalt Pavement
- Ex. Concrete Pavement
- Ex. Gravel
- Prop. Asphalt Pavement
- Prop. Concrete Pavement
- Prop. Concrete Walk

GENERAL ABBREVIATIONS

A.E.	ACCESS EASEMENT
ARV	AIR RELEASE VALVE
BKL	BIKE LANE
BL	BASELINE OF CONSTRUCTION
B.O.	BLOW-OFF
BS	BOTTOM ELEVATION OF RISE
CDS	CUL-DE-SAC
CE	CURB EXTENSION
CL	CENTERLINE
CT	CURB TRANSITION
CWN	CROWN
DBO	DESIGN BY OTHERS
DC	MEDIAN CURB & GUTTER
D.E.	DRAINAGE EASEMENT
D.U.E.	DRAINAGE & UTILITY EASEMENT
ELEC	ELECTRIC
EOP	EDGE OF PAVEMENT
EX	EXISTING
EXCL.	EXCLUSIVE
FES	FLARED END SECTION
FGB	FINISHED GROUND AT BOTTOM WALL ELEVATION
FGT	FINISHED GROUND AT TOP WALL ELEVATION
FH	FIRE HYDRANT
FL	FLOWLINE
FO	FIBER OPTIC LINE
FV	FIELD VERIFY
G	FINISHED GROUND ELEVATION
GAS	GAS LINE
G.E.	GAS EASEMENT
GV	GATE VALVE
HP	HIGH POINT
I.W.E	IRRIGATION & WATER EASEMENT
IWL	IRRIGATION WATER LINE
IWV	IRRIGATION WATER VALVE
LL	LOT LINE
LP	LOW POINT
MAINT.	MAINTENANCE
MC	MOUNTABLE CURB & GUTTER
MH	MANHOLE
(MOD.)	MODIFIED
MSE	MECHANICALLY STABILIZED EARTH
M.U.E.	MULTI-USE EASEMENT
P	PAVEMENT
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCR	POINT OF CURB RETURN
PGL	PROFILE GRADE LINE
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
R.O.W.	RIGHT OF WAY
RN	RECORDING NUMBER
(S.)	SUMP INLET
S.E.	SANITARY EASEMENT
SEC	SECTION LINE
SL	SANITARY LINE
SS	SANITARY SERVICE
STBK	SETBACK
SW	SIDEWALK
S.W.I.E.	SANITARY, WATER, AND IRRIGATION EASEMENT
TB	THRUST BLOCK
TC	TOP OF CURB
TELE	TELEPHONE LINE
TR.E	TRANSPORTATION EASEMENT
TR.U.E	TRANSPORTATION & UTILITY EASEMENT
TS	TOP ELEVATION OF RISER
TYP.	TYPICAL
U.E.	UTILITY EASEMENT
U.G.E	UTILITY & GAS EASEMENT
VC	VERTICAL CURB & GUTTER
W.E.	WATER EASEMENT
WL	WATER LINE
WS	WATER SERVICE
W.S.E.	WATER SURFACE ELEVATION
WV	WATER VALVE

SCALE 1 inch = 60 ft.

LJA
1765 W. 121st Avenue
Suite 300
Westminster, CO 80234
303-421-4224 • www.lja.com

No.	Rev. Date:	Revision Type:
1		
2		
3		
4		
5		
6		

Designed: WCK
Prepared: WCK
Approved: AKM
Job No.: 8787-0001
Scale: Horiz: 1" = 60'
Scale: Vert: N/A
Sheet: 8 of 16
Date: June 15, 2026

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Overall Site Plan

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

811 Know what's below. Call before you dig.

No. 8

J:\JOB FOLDERS\8000-8999 - MAYBERRY\ENGINEERING\04 DRAWINGS\PRELIMINARY PLANS\PUD\8787-0001 OVERALL SITE PLAN PRINTED ON: 6/15/2026 10:40 AM

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: 6/26/2019

PROJECT INFORMATION

PCD File No. PUDSP251

Project Name :	Mayberry Phase 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 Cattlemen Run, Mayberry, CO 80808
Phone Number :	(719) 922-2181
FAX Number :	
Email Address :	scottsouders@mayberrycoloradosprings.com

ENGINEER INFORMATION

Company :	HDR		
Name :	Phil Johnson	Colorado P.E. Number :	59119
Mailing Address :	1670 Broadway, Suite 3400, Denver, CO 80202		
Phone Number :	(303) 524-8423		
FAX Number :			
Email Address :	Phillip.johnson@hdrinc.com		

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

Engineer's Seal, Signature
And Date of Signature

[redacted]

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

A deviation from the standards of or in Section **2.3.7** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

Proivde ECM section(s) 2.3.7.D

D.Turn Lanes Required. 1.Exclusive Left Turn Lane Required. Exclusive left turn lanes shall be provided wherever left turn lanes are specified as being needed by an approved TIS, identified in the MTCP, required by the ECM, or determined to be warranted by the ECM Administrator. Information in the TIS shall be used to determine whether an exclusive left turn lane is warranted. Warrant determinations shall also be based on this chapter, which include:

- Expressways Left Turn Lane (State Highway Access Code Designation - EX): A left turn lane is required for any access that allows left turn ingress movement, except for field approaches. A left turn acceleration lane may be required if the design would be a benefit to safety and operation of the roadway.

- Principal Arterials Left Turn Lane (State Highway Access Code Designation - RA for Rural and NR-A for Urban): A left turn lane is required for an access with a projected peak hour left ingress turning volume of 10 VPH or greater. A left turn acceleration lane may be required if it would be a benefit to the safety and operation of the roadway.

- Minor Arterials (State Highway Access Code Designation - RB for Rural and NR-B for Urban) and Lower Classifications Left Turn Lane: A left turn lane is required for any access with a projected peak hour ingress turning volume of 25 VPH or greater.

State the reason for the requested deviation:

ECM criteria for exclusive left turn lanes are met for the following intersection turning movements:

- Village Main Street & Marketplace Drive: Eastbound left turn
- Village Main Street & Marketplace Drive: Northbound left turn
- Marketplace Drive & Tract K southerly access driveway: Northbound left turn

State what the VPH are for each for each ...n vs ECM Std

The traffic analysis shows that no Level of Service or queuing issues are expected at any of the above-listed locations. Furthermore, the roadways at these locations are low-speed (<30mph) and have infrequent traffic conflicts due to the low peak hour volumes.

Explain LOS impact to adjacent intersections and provide summation of LOS analysis. Explain if the 40% Trip ...neration reduction was used in the analysis.

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

Left turns shared with through movements. ECM criteria would require exclusive turn lanes. Typical practice for neighborhood traffic design would not provide turn lanes unless speeds >35mph or turning traffic >100 vehicles per hour.

Provide the Federal, State or City design standard that this references and provides the ...stification

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 ECM standard is primarily based on the CDOT success code, and typically applies to roads of a higher functional class (generally minor arterial or higher).

Provide Federal, State or local design standard for justification

County routinely requires turn lanes on collectors and even local roads based on ADT and turning movements.

CR

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 deviation will achieve similar operational and safety outcomes as the ECM standard, but without the need to overdesign the roadway facility.

The deviation will not adversely affect safety or operations.

The deviation will achieve similar operational and safety outcomes as the ECM standard, but without the need to overdesign the roadway facility.

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

Maintenance will be improved since additional hardscape or striping will not be needed with the deviation.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance will be improved because not providing turn lanes where they are not needed is a context-sensitive design.

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

The deviation is intended to provide a context-sensitive solution with a minor change to the ECM standard to be more consistent with the currently constructed elements of the Mayberry Communities development.

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 ECM Administrator
This request has been determined to have met the criteria for approval. A deviation from Section 2.3.7 of the ECM is hereby granted based on the justification provided.

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

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM 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 ECM shall be recorded on a separate form.

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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 ECM.

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Section 5.8 of the ECM 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.

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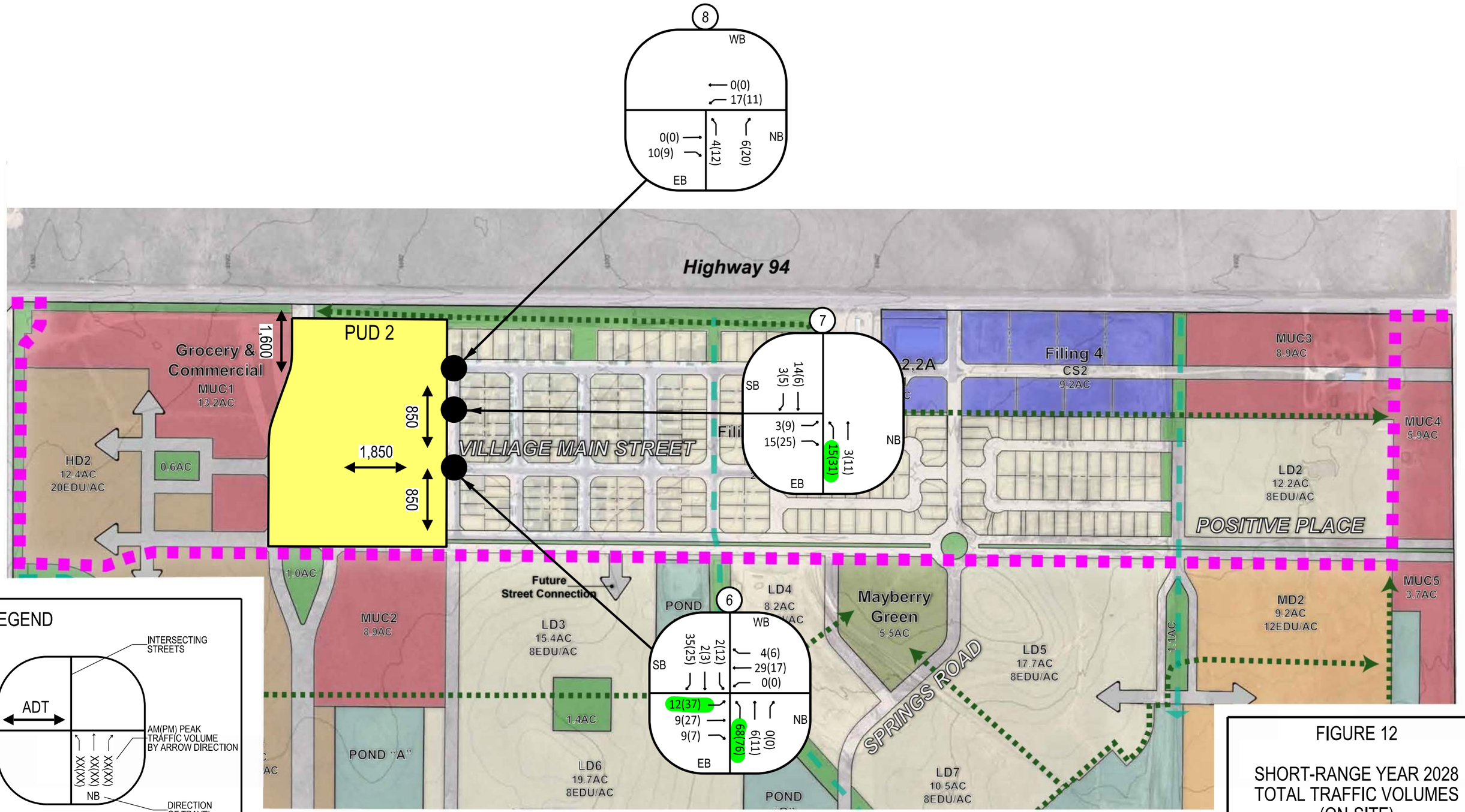


FIGURE 12

SHORT-RANGE YEAR 2028
TOTAL TRAFFIC VOLUMES
(ON-SITE)

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	9	9	0	29	4	68	6	0	2	2	35
Future Vol, veh/h	12	9	9	0	29	4	68	6	0	2	2	35
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	13	10	10	0	32	4	74	7	0	2	2	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	36	0	0	20	0	0	95	77	15	79	80	34
Stage 1	-	-	-	-	-	-	41	41	-	34	34	-
Stage 2	-	-	-	-	-	-	54	36	-	45	46	-
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	-	-	888	813	1065	910	810	1039
Stage 1	-	-	-	-	-	-	974	861	-	982	867	-
Stage 2	-	-	-	-	-	-	958	865	-	969	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1575	-	-	1596	-	-	849	806	1065	899	804	1039
Mov Cap-2 Maneuver	-	-	-	-	-	-	849	806	-	899	804	-
Stage 1	-	-	-	-	-	-	966	854	-	974	867	-
Stage 2	-	-	-	-	-	-	921	865	-	954	850	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.9	0	9.7	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	845	1575	-	-	1596	-	-	1016
HCM Lane V/C Ratio	0.095	0.008	-	-	-	-	-	0.042
HCM Control Delay (s)	9.7	7.3	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	15	15	3	14	3
Future Vol, veh/h	3	15	15	3	14	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	3	16	16	3	15	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	52	17	18	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	35	-	-	-	-	-
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	957	1062	1599	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	947	1062	1599	-	-	-
Mov Cap-2 Maneuver	947	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	987	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	6.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1599	-	1041	-	-
HCM Lane V/C Ratio	0.01	-	0.019	-	-
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	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	27	7	0	17	6	76	11	0	12	3	25
Future Vol, veh/h	37	27	7	0	17	6	76	11	0	12	3	25
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	40	29	8	0	18	7	83	12	0	13	3	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	37	0	0	150	138	33	141	139	22
Stage 1	-	-	-	-	-	-	113	113	-	22	22	-
Stage 2	-	-	-	-	-	-	37	25	-	119	117	-
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	-	-	818	753	1041	829	752	1055
Stage 1	-	-	-	-	-	-	892	802	-	996	877	-
Stage 2	-	-	-	-	-	-	978	874	-	885	799	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1589	-	-	1574	-	-	779	733	1041	802	732	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	779	733	-	802	732	-
Stage 1	-	-	-	-	-	-	869	781	-	970	877	-
Stage 2	-	-	-	-	-	-	949	874	-	849	778	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.8	0	10.3	9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	773	1589	-	-	1574	-	-	936
HCM Lane V/C Ratio	0.122	0.025	-	-	-	-	-	0.046
HCM Control Delay (s)	10.3	7.3	0	-	0	-	-	9
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.1

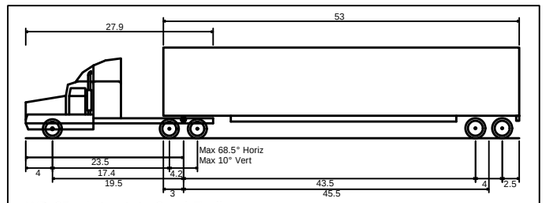
Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	25	31	11	6	5
Future Vol, veh/h	9	25	31	11	6	5
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	10	27	34	12	7	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	90	10	12	0	-	0
Stage 1	10	-	-	-	-	-
Stage 2	80	-	-	-	-	-
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	910	1071	1607	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	891	1071	1607	-	-	-
Mov Cap-2 Maneuver	891	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	5.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	1017	-	-
HCM Lane V/C Ratio	0.021	-	0.036	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

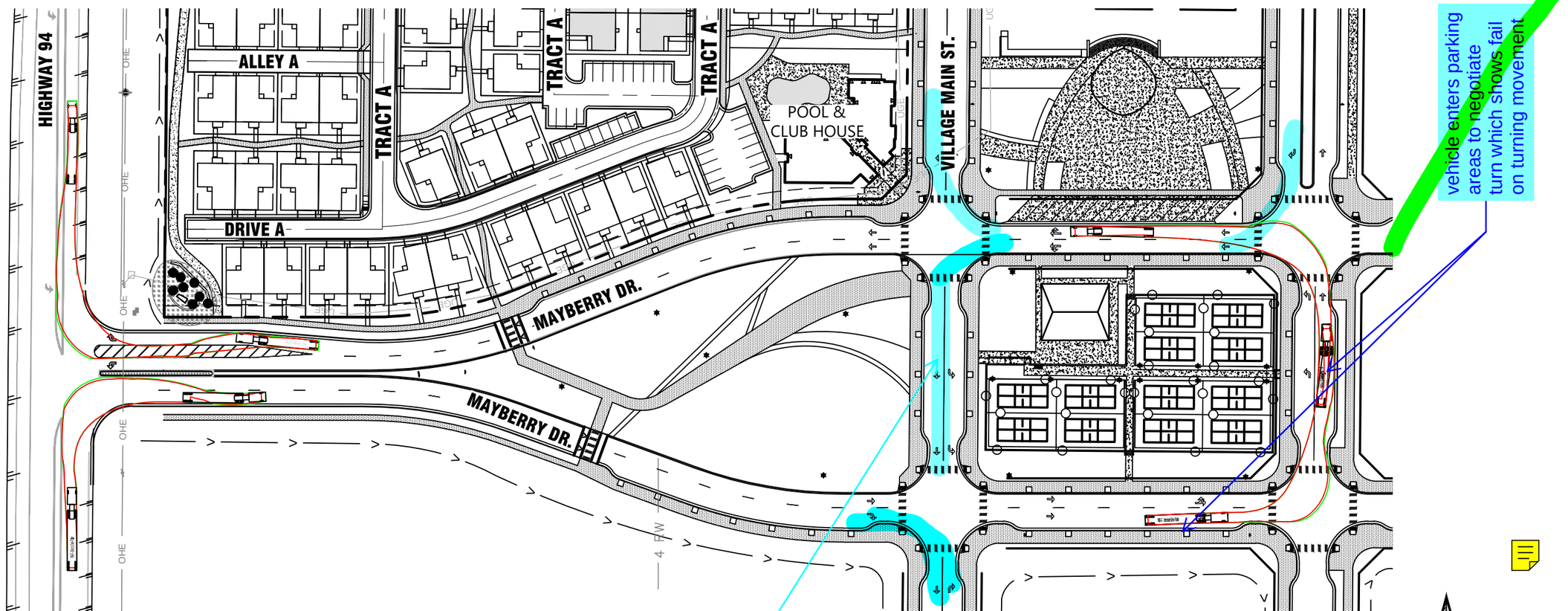


WB-67 - Interstate Semi-Trailer

Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

LEGEND

- WHEEL TURN PATH
- OVERHANG PATH



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Westminster, CO 80234
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Proj. Name: Mayberry
Location: El Paso County, Colorado
Plan Set:
Sheet Name: WB-67 TRUCK TURN EXHIBIT

Date: June 15, 2026
Job No.: 8787-0000

Scale H: 1" = 100'
Scale V: N/A

Prepared: SCA
Approved: AKM

811
Know what's below.
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No. 1

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