



Traffic Impact Study

Mayberry Communities

PUD2 Traffic Impact Study

PCD File No. PUDSP251

El Paso County, Colorado

June 15, 2026

Prepared by:

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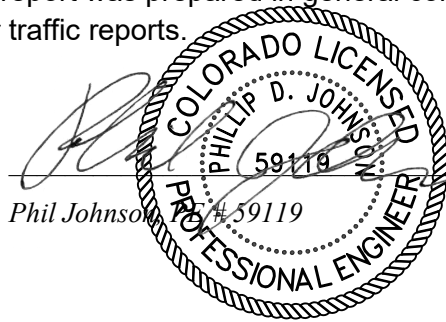
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Traffic Impact Studies

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

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

Date

Mayberry Communities

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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**.

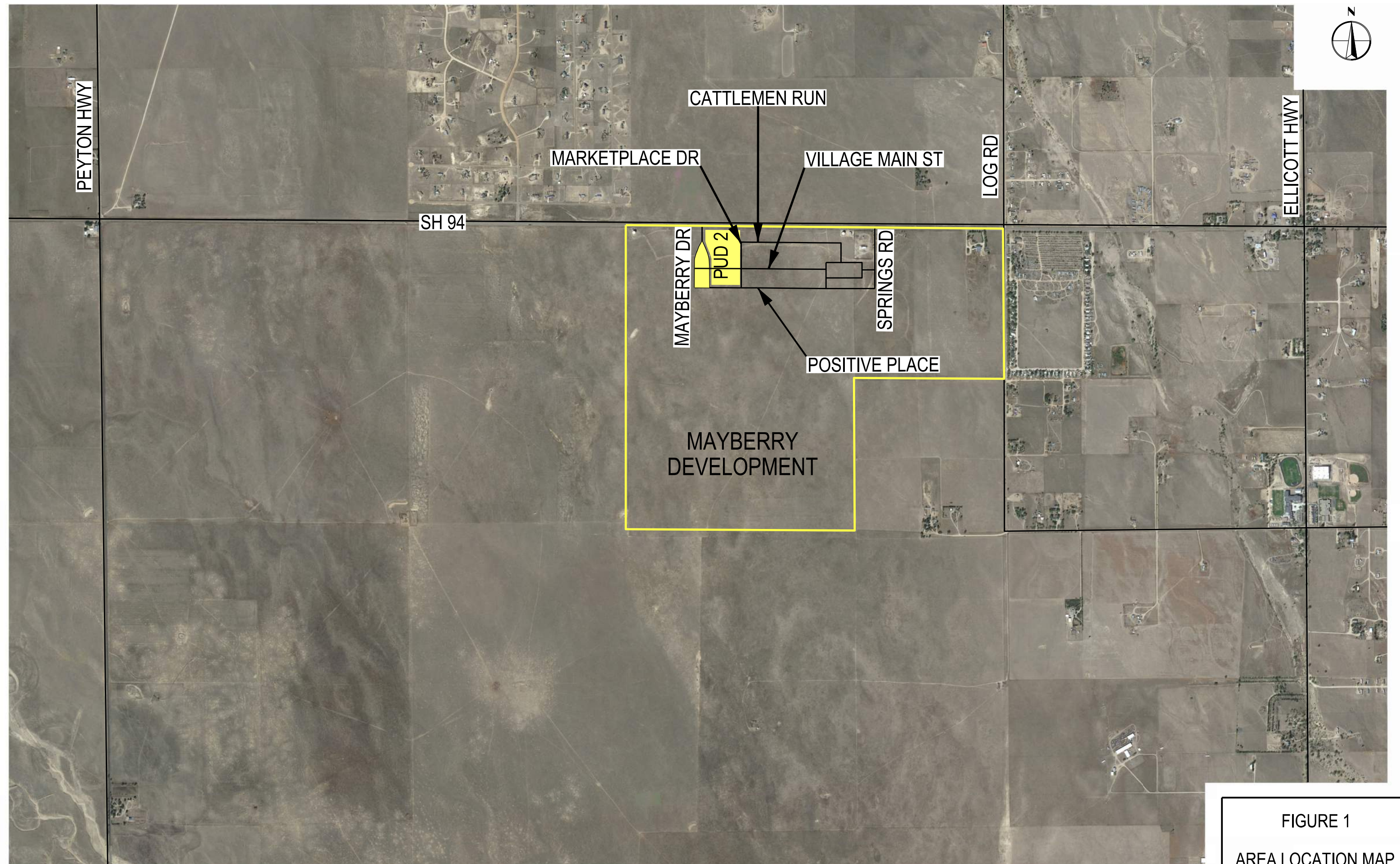


FIGURE 1
AREA LOCATION MAP

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.

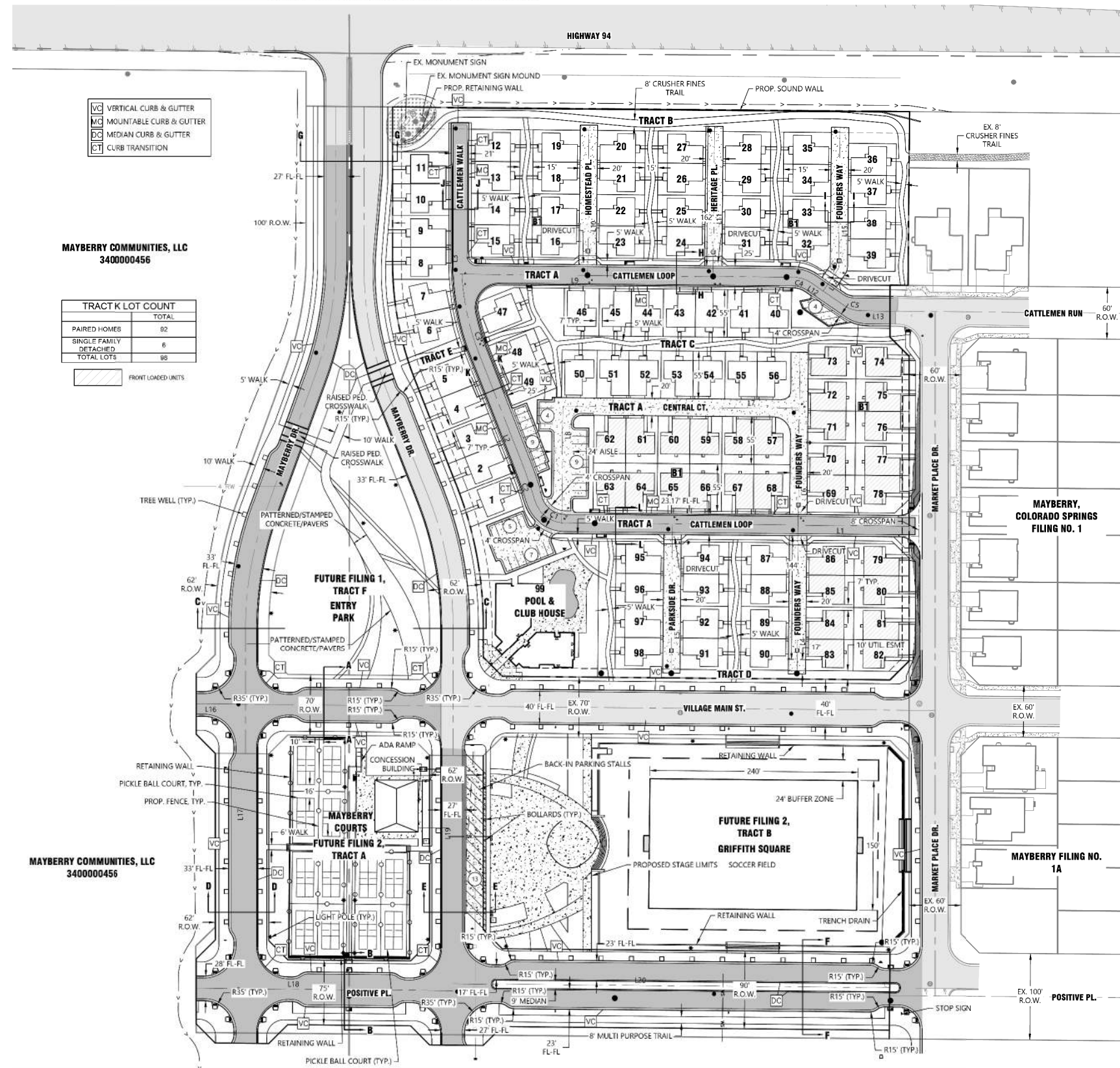


FIGURE 2
PUD 2 SITE PLAN

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.

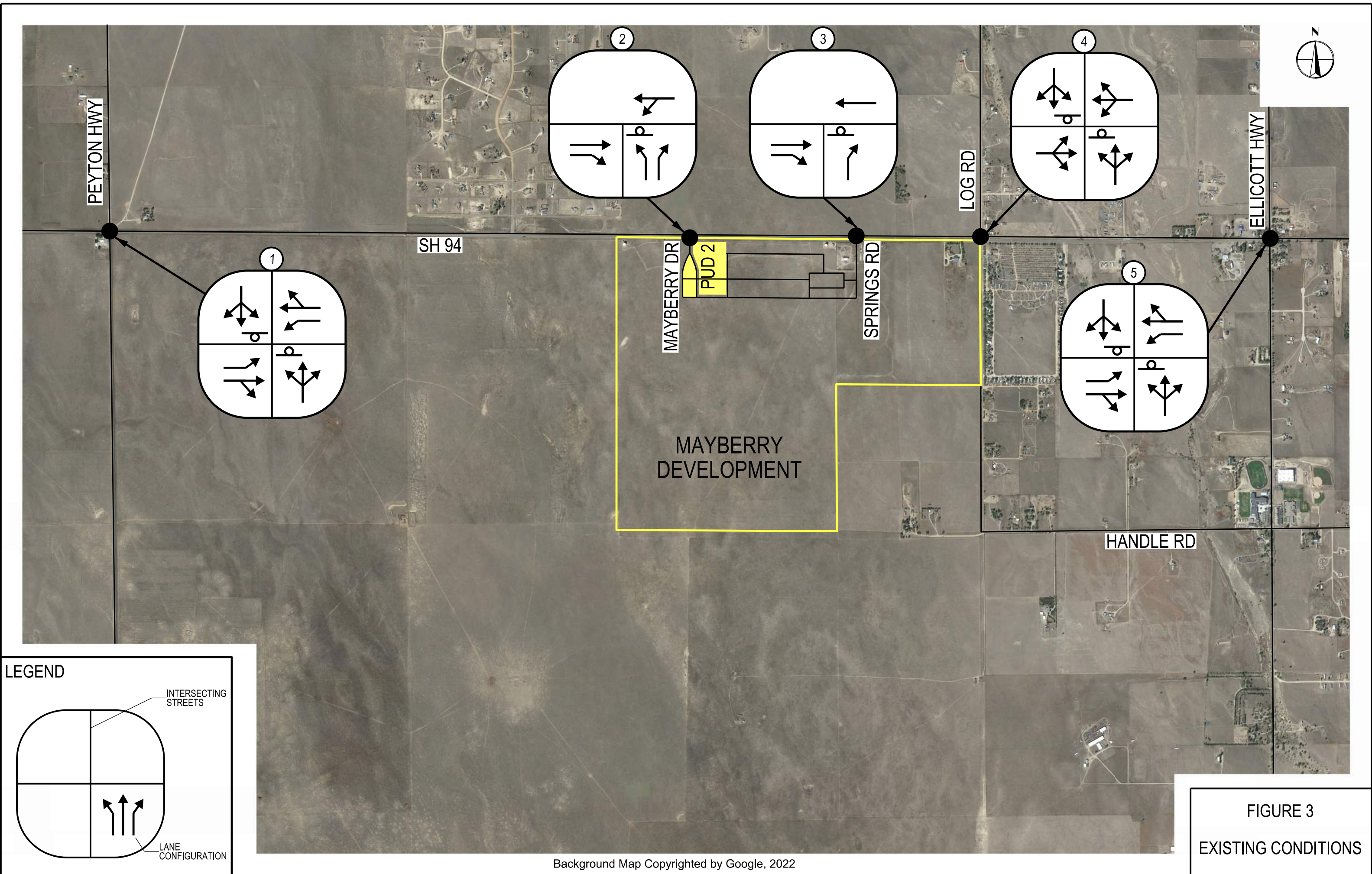
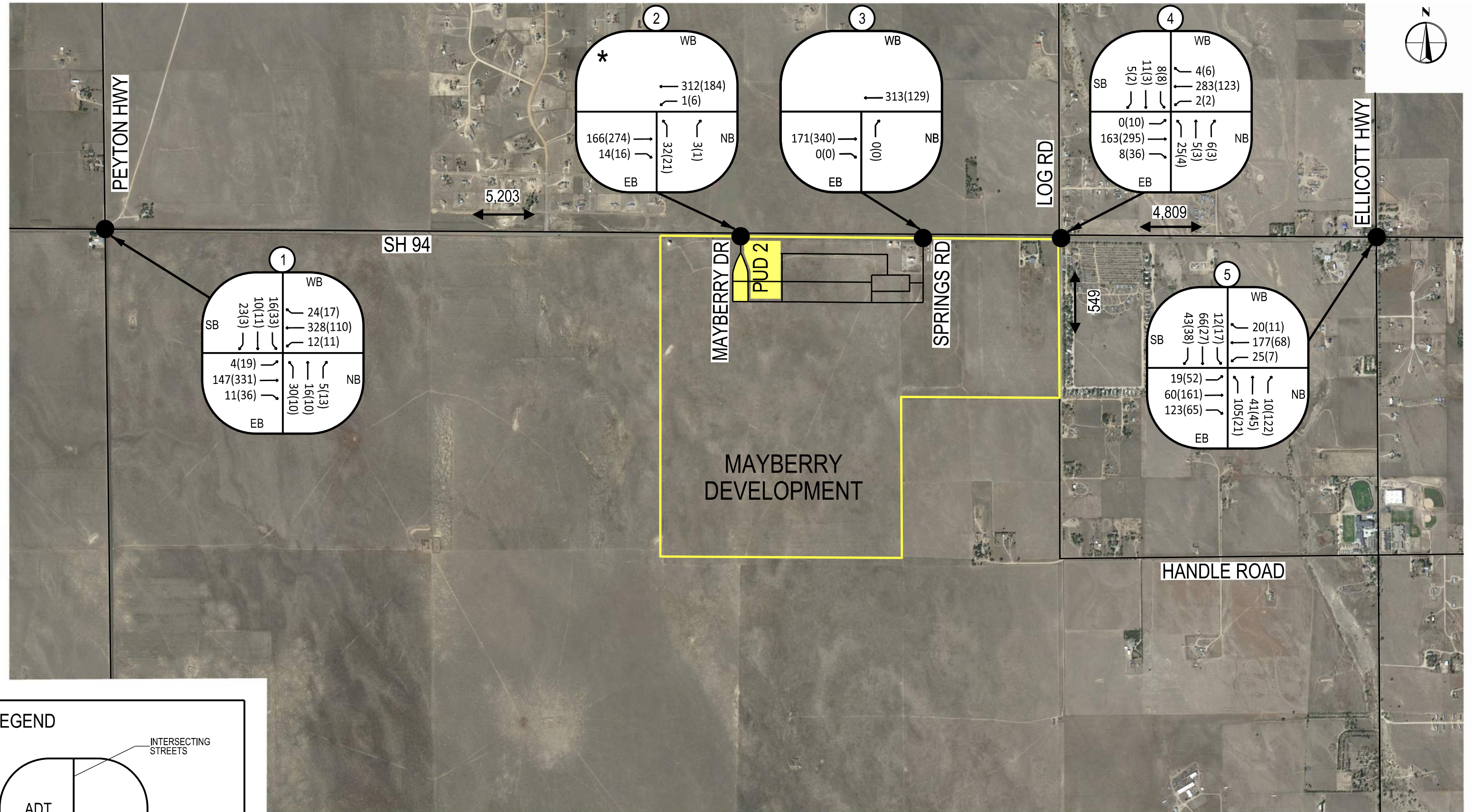


FIGURE 3
EXISTING CONDITIONS



LEGEND

INTERSECTING STREETS

ADT

AM(PM) PEAK TRAFFIC VOLUME BY ARROW DIRECTION

NB

DIRECTION OF TRAVEL

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

FIGURE 4

2024 EXISTING TRAFFIC VOLUMES

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.

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 TIS*.

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* applies a 40% reduction in trip generation rates to all residential uses of the Mayberry development. Following this methodology, the trip generation for residential uses within PUD2 will also be reduced 40% from the unadjusted ITE Trip Generation Manual rates. Future TIS for subareas of the Mayberry development will similarly follow the trip generation assumptions established in the *Sketch Plan TIS*.

Upon buildout, PUD2 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). A detailed traffic generation summary of the assumed land use plan is provided in **Table 1**. The ITE *Trip Generation Manual* calculation sheets and supporting calculations from the Sketch Plan TIS are provided in **Appendix B**. Based on the land uses of the site, this study does not use any pass-by, pedestrian, or bicycle traffic reductions in the trip generation. ITE *Trip Generation Manual* rates do consider some level of walk and bike trips in their data, and the proximity of homes to the recreational uses implies that there will be walk and bike trips between the residential uses and the recreational uses. These trips are considered in the internal capture assumptions described in the following sections.

Table 1: Summary of Daily and Peak Hour Trip Generation from PUD 2/Tract K

Site	Land Use	Land Use Code	Size	Trip Generation Method ¹	24-Hour Two-Way Volume	AM Peak Hour		PM Peak Hour	
						Enter	Exit	Enter	Exit
Tract K	Single Family Attached Housing	215	98 DU	Fitted Curve	696	11	32	31	21
		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.

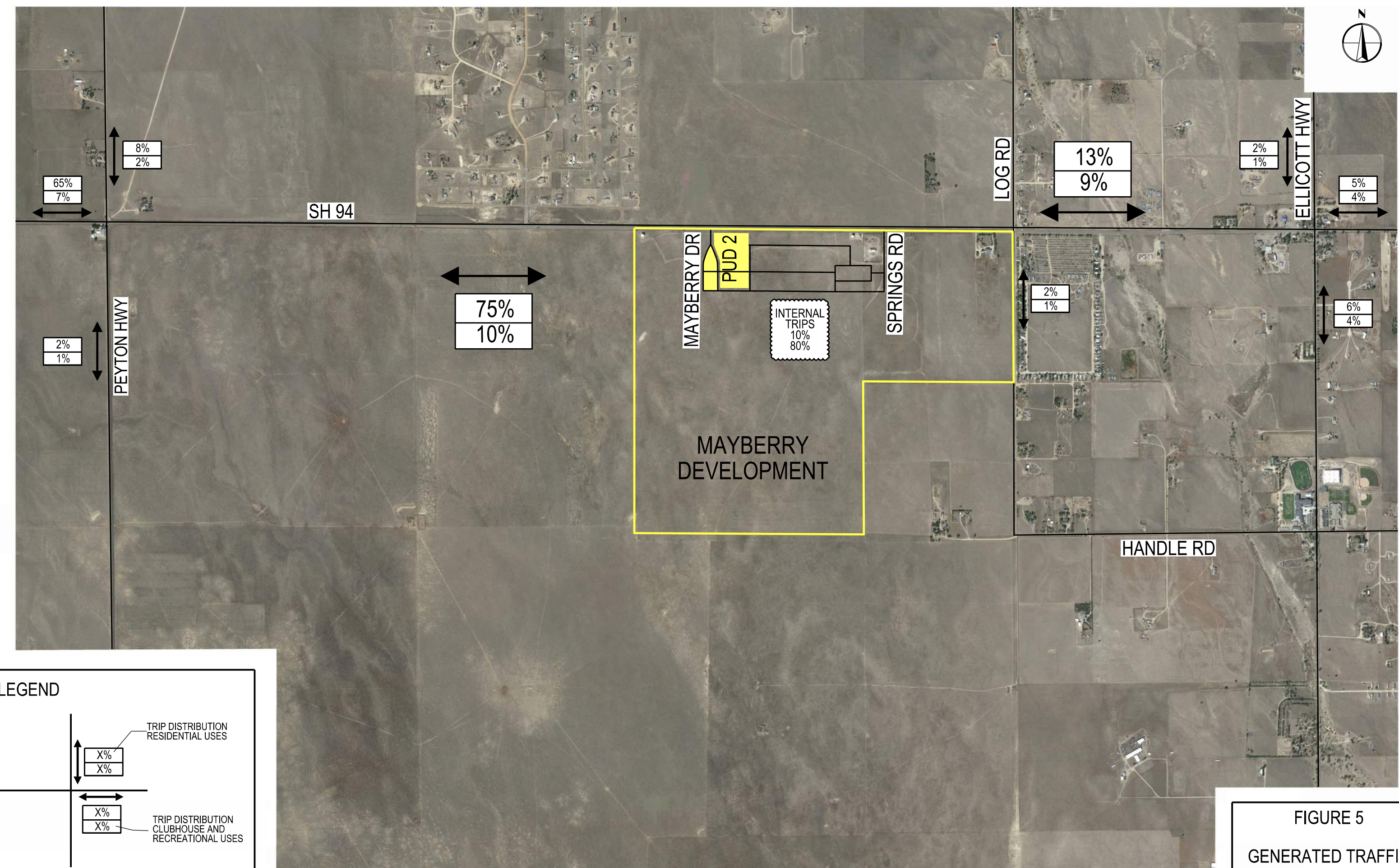
Figure 5 shows the trip distribution percentages of PUD2 site-generated traffic. **Figure 6** and **Figure 7** show the diverted trips for Filings 1 and 3 due to the PUD2 development of Filings 1 and 3, for on-site and offsite respectively. **Figure 8** and **Figure 9** show the net new site trips due 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.



LEGEND

TRIP DISTRIBUTION
RESIDENTIAL USES

TRIP DISTRIBUTION
CLUBHOUSE AND
RECREATIONAL USES

FIGURE 5
**GENERATED TRAFFIC
TRIP DISTRIBUTION**

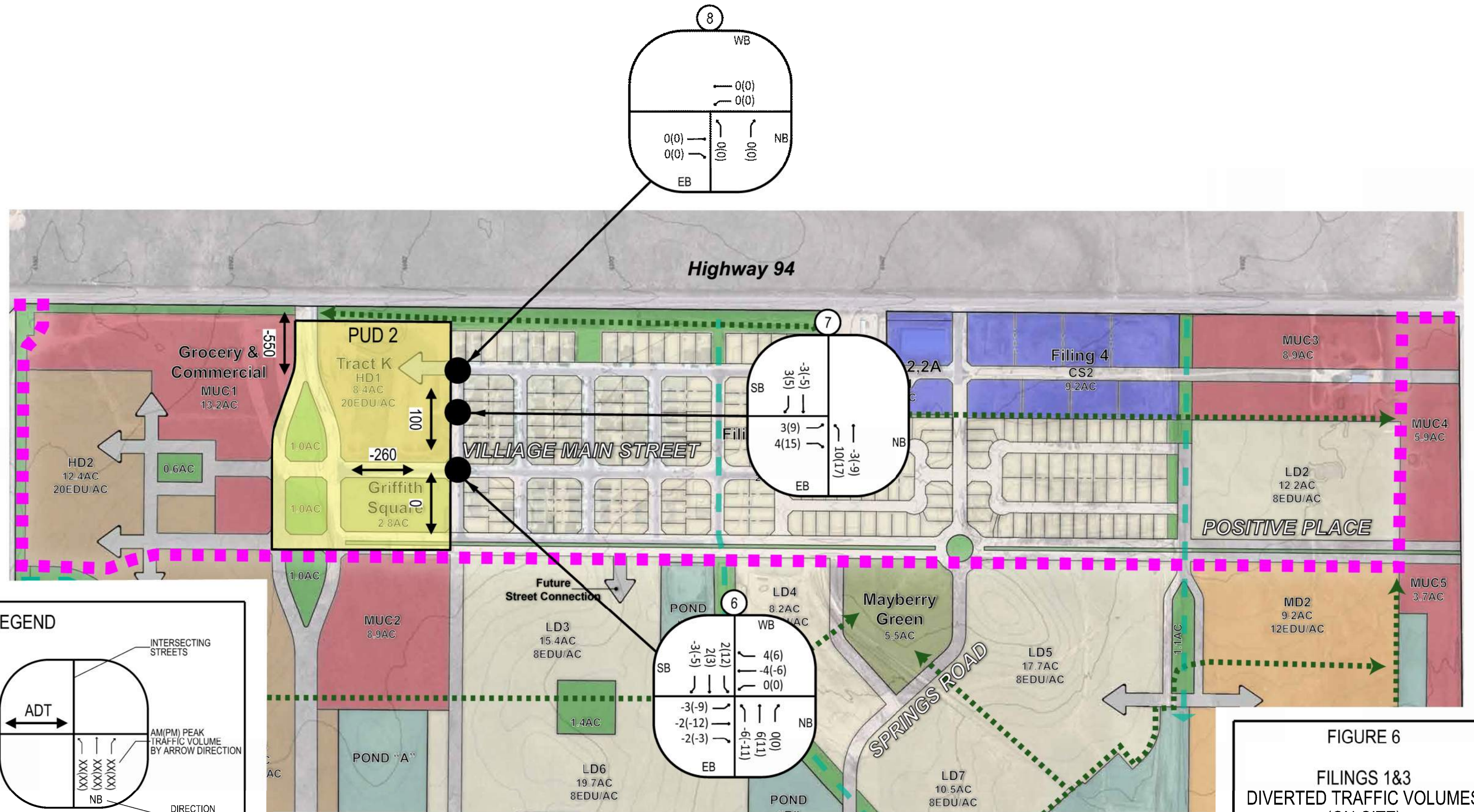
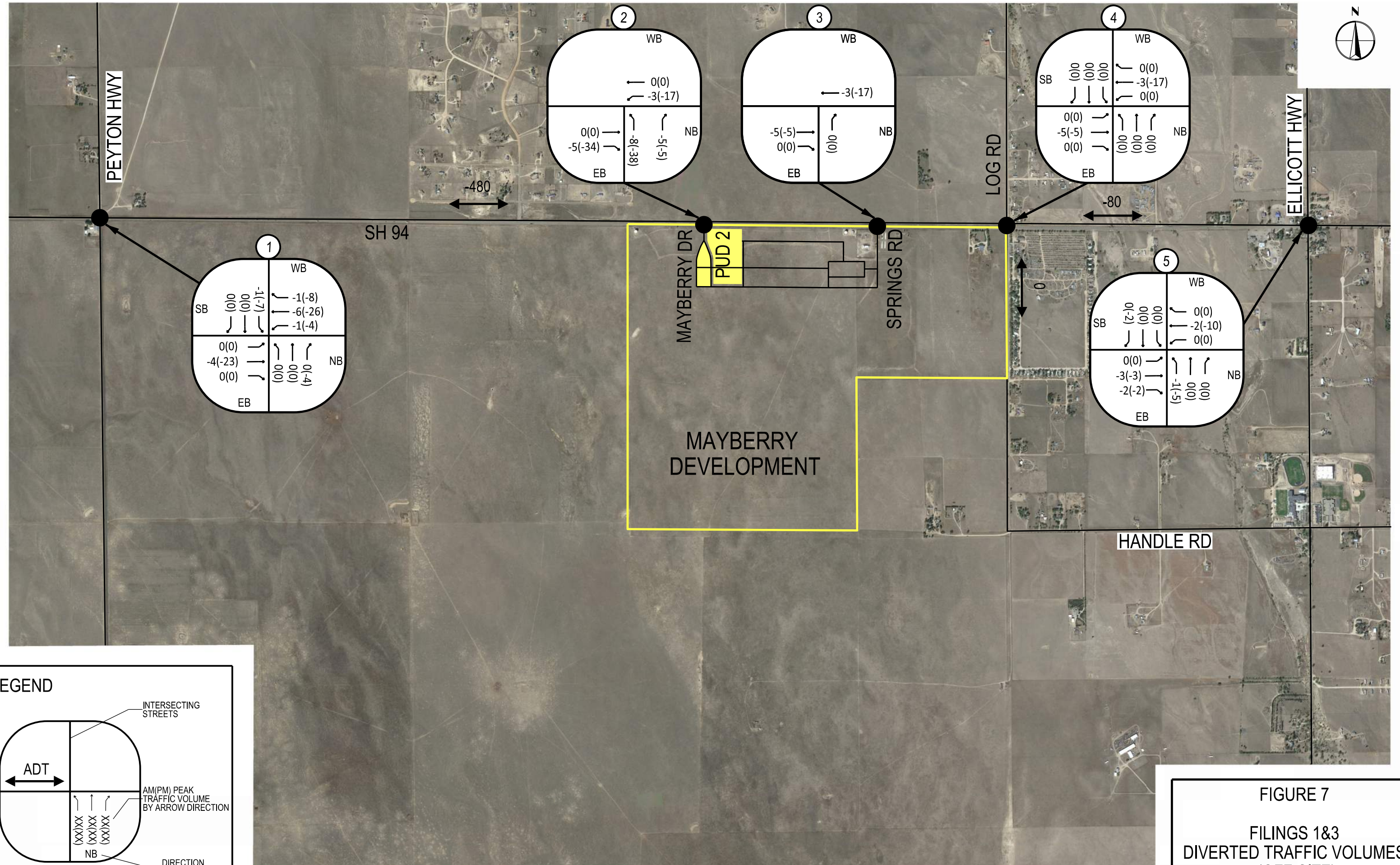
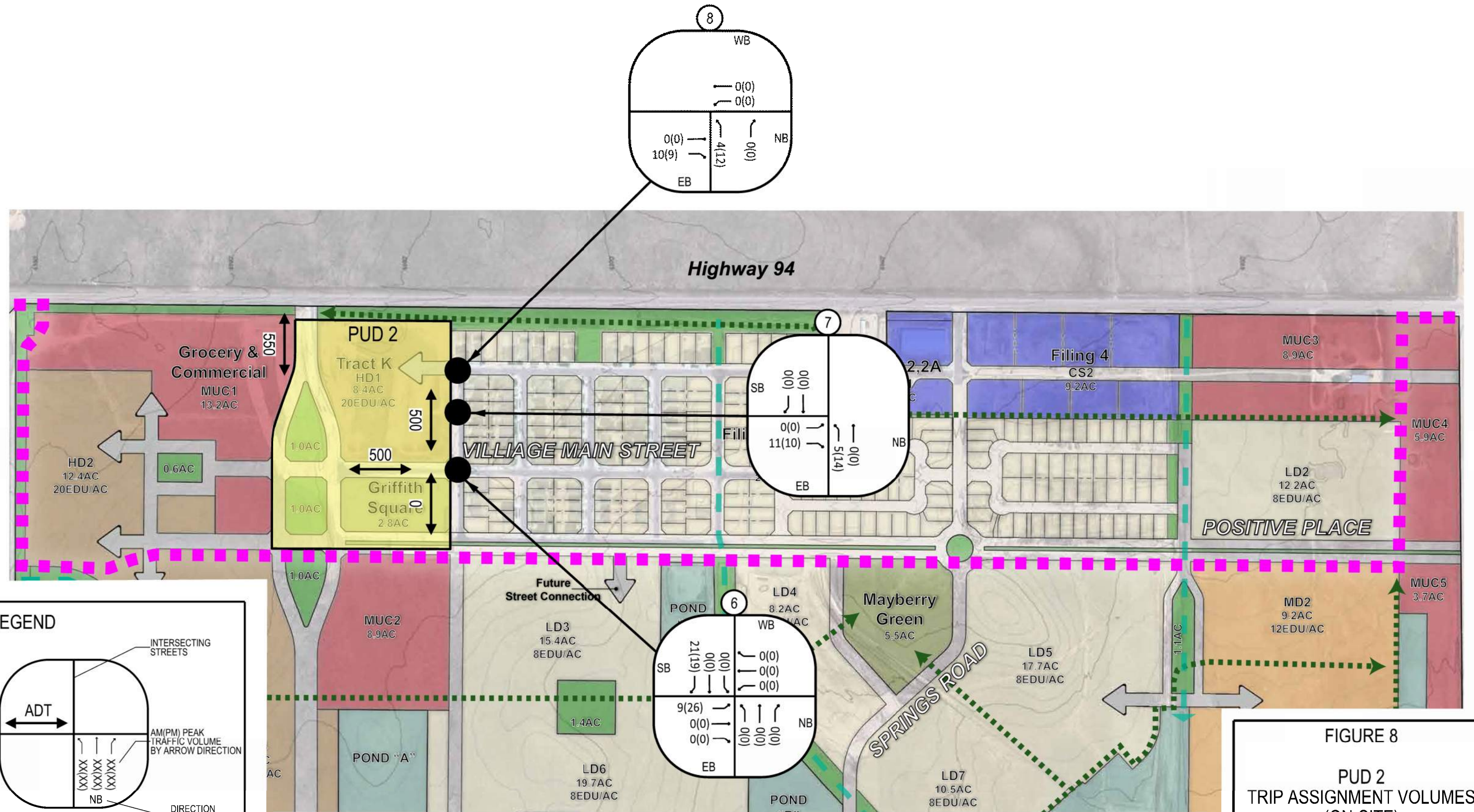


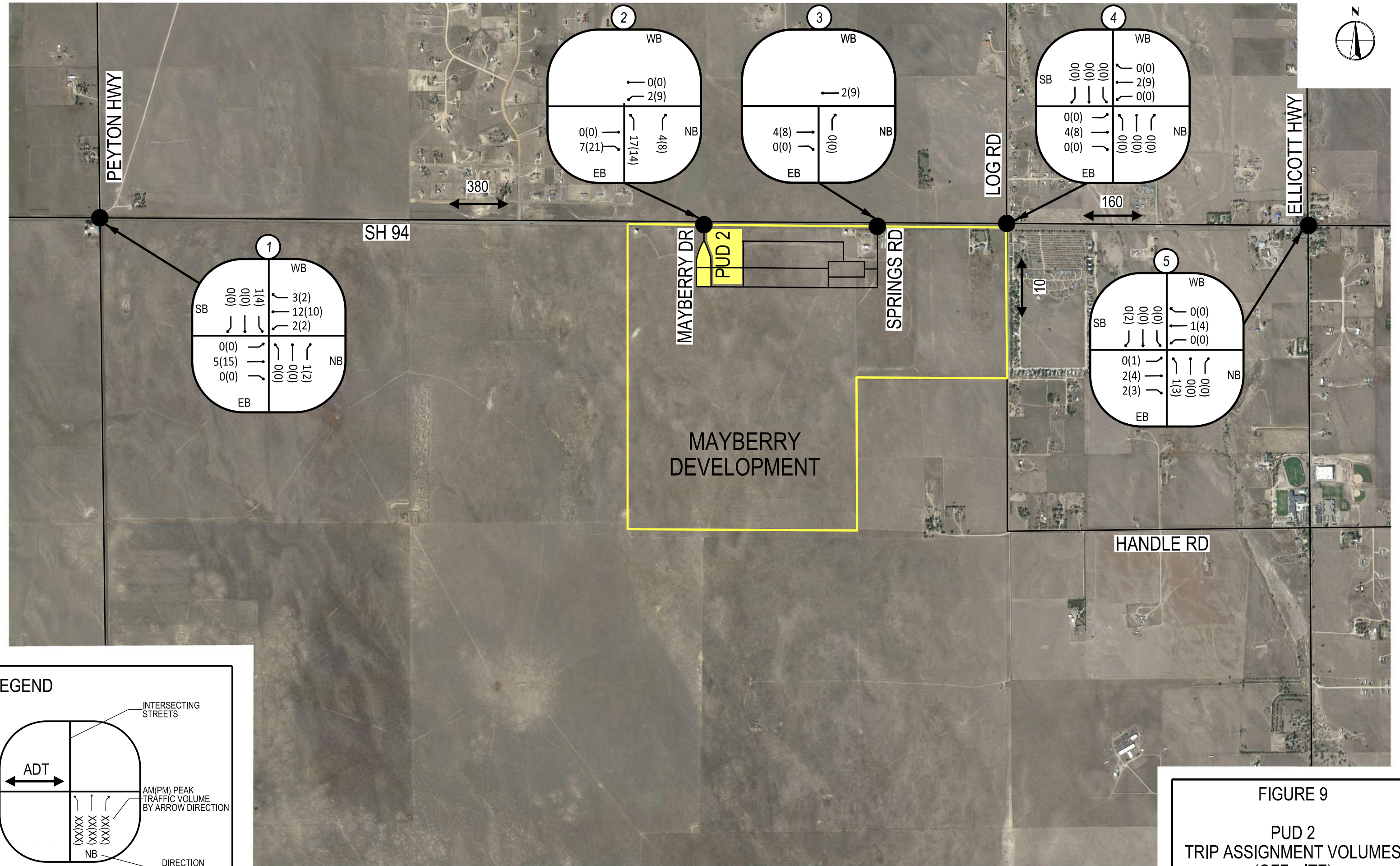
FIGURE 6
FILINGS 1&3
DIVERTED TRAFFIC VOLUMES
(ON-SITE)



Background Map Copyrighted by Google, 2022

FIGURE 7
FILINGS 1&3
DIVERTED TRAFFIC VOLUMES
(OFF-SITE)





Background Map Copyrighted by Google, 2022

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

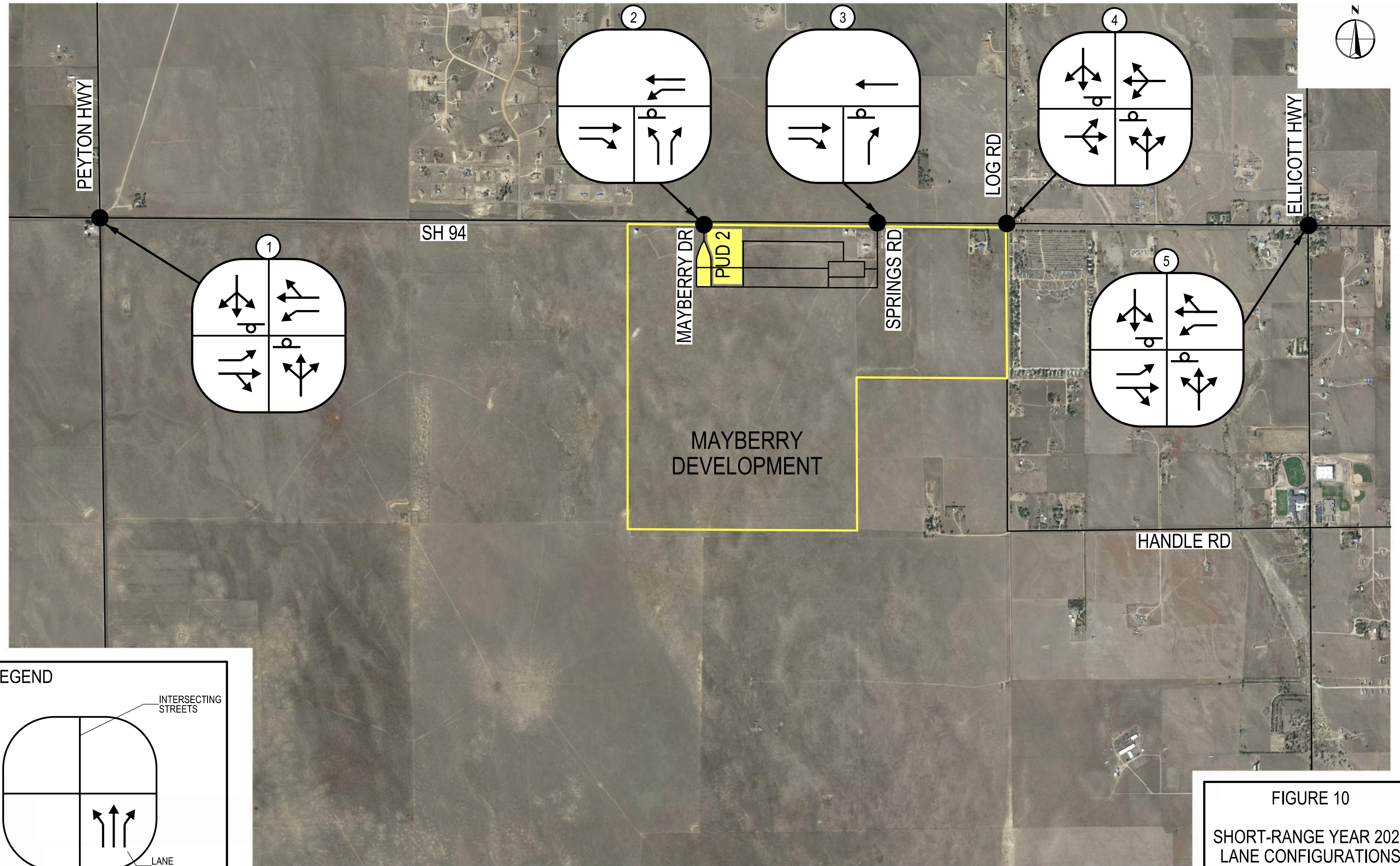
The Short-Range analysis incorporates the full buildout of the PUD2 subarea and evaluates traffic conditions at one year after full buildout of PUD2. The opening year for PUD2 is assumed to be 2027, and the Short-Range analysis year is assumed to be 2028.

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					



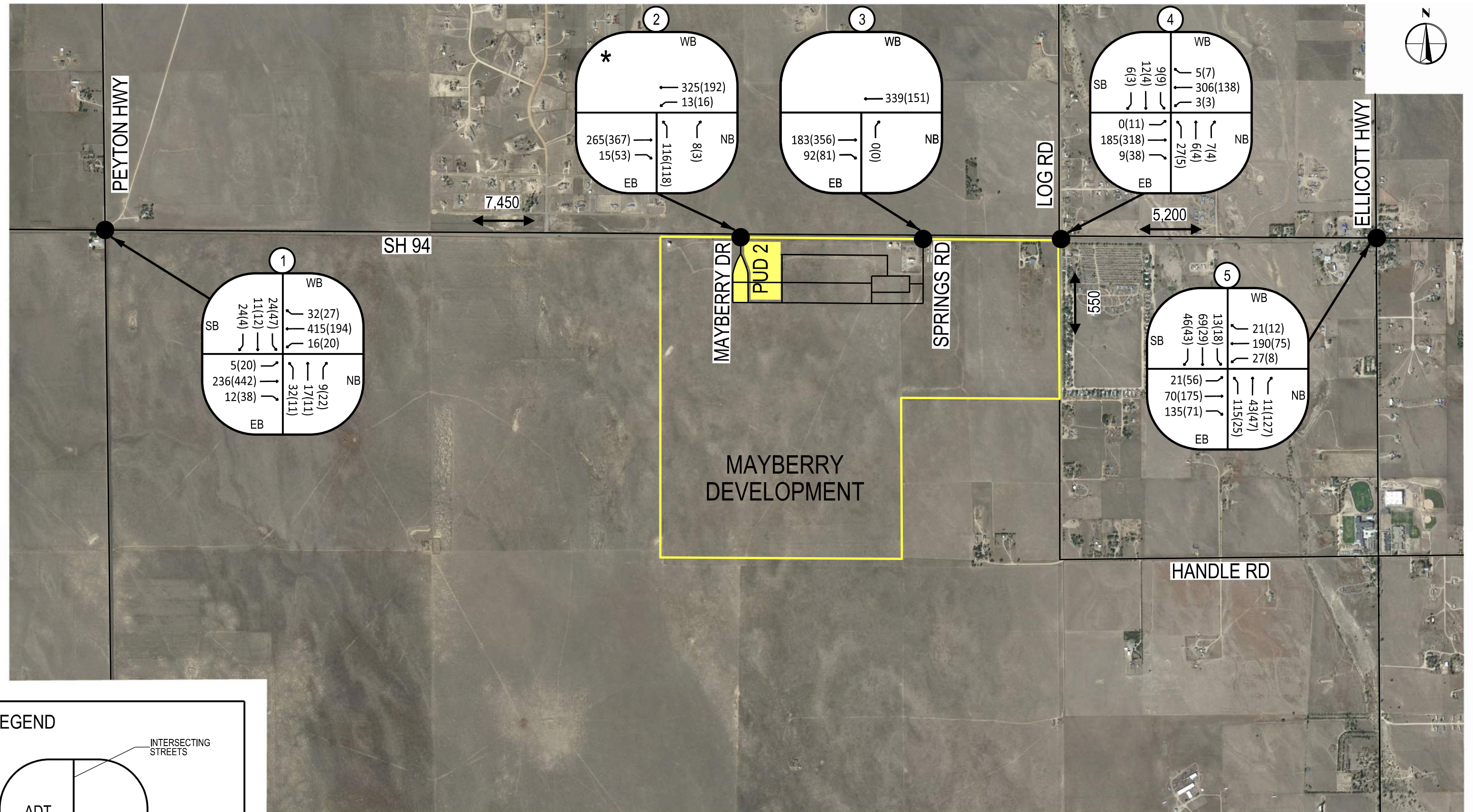
LEGEND

INTERSECTING STREETS

LANE CONFIGURATION

Background Map Copyrighted by Google, 2022

FIGURE 10
SHORT-RANGE YEAR 2028
LANE CONFIGURATIONS
(OFF-SITE)



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

FIGURE 11
SHORT-RANGE YEAR 2028
BACKGROUND TRAFFIC
(OFF-SITE)

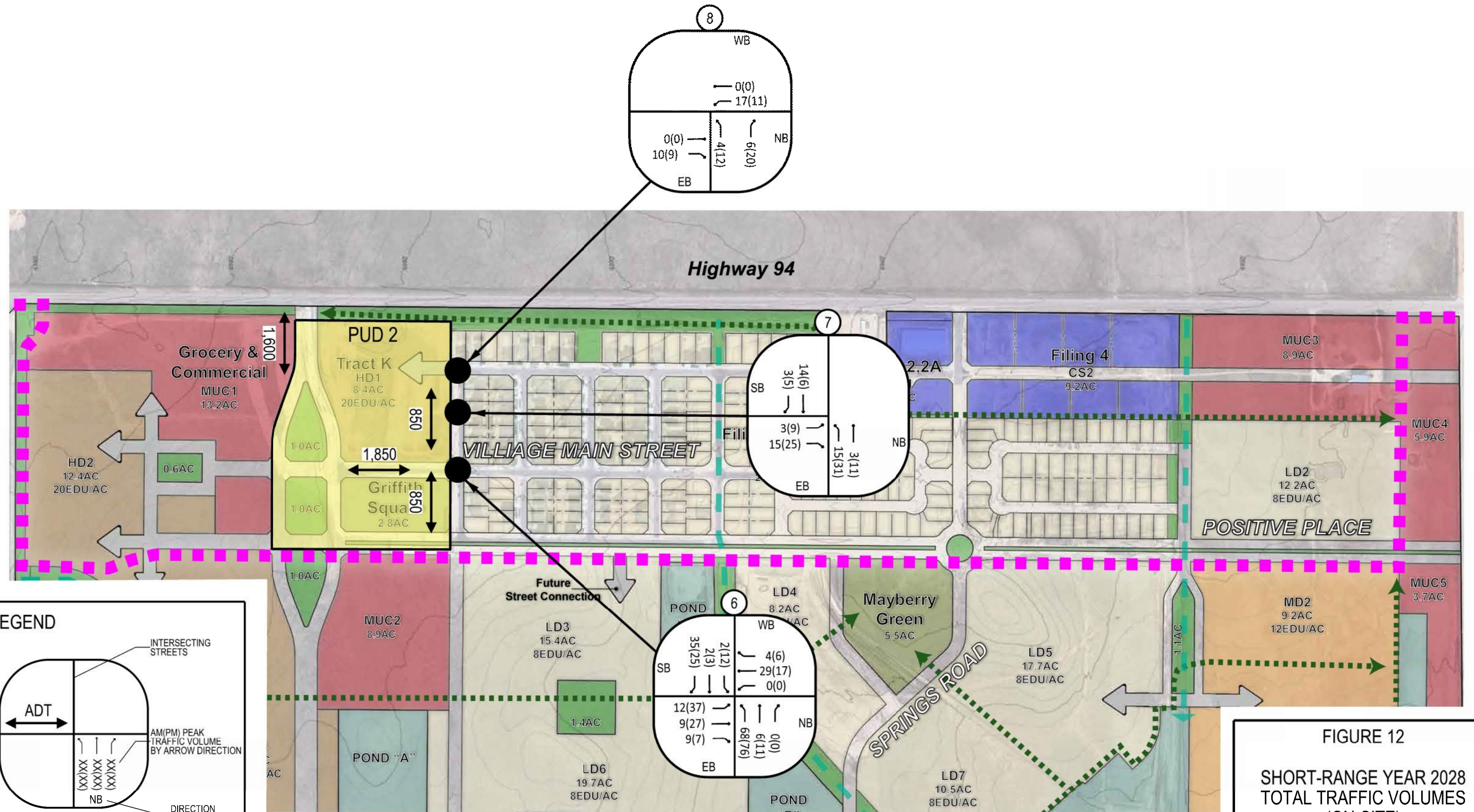
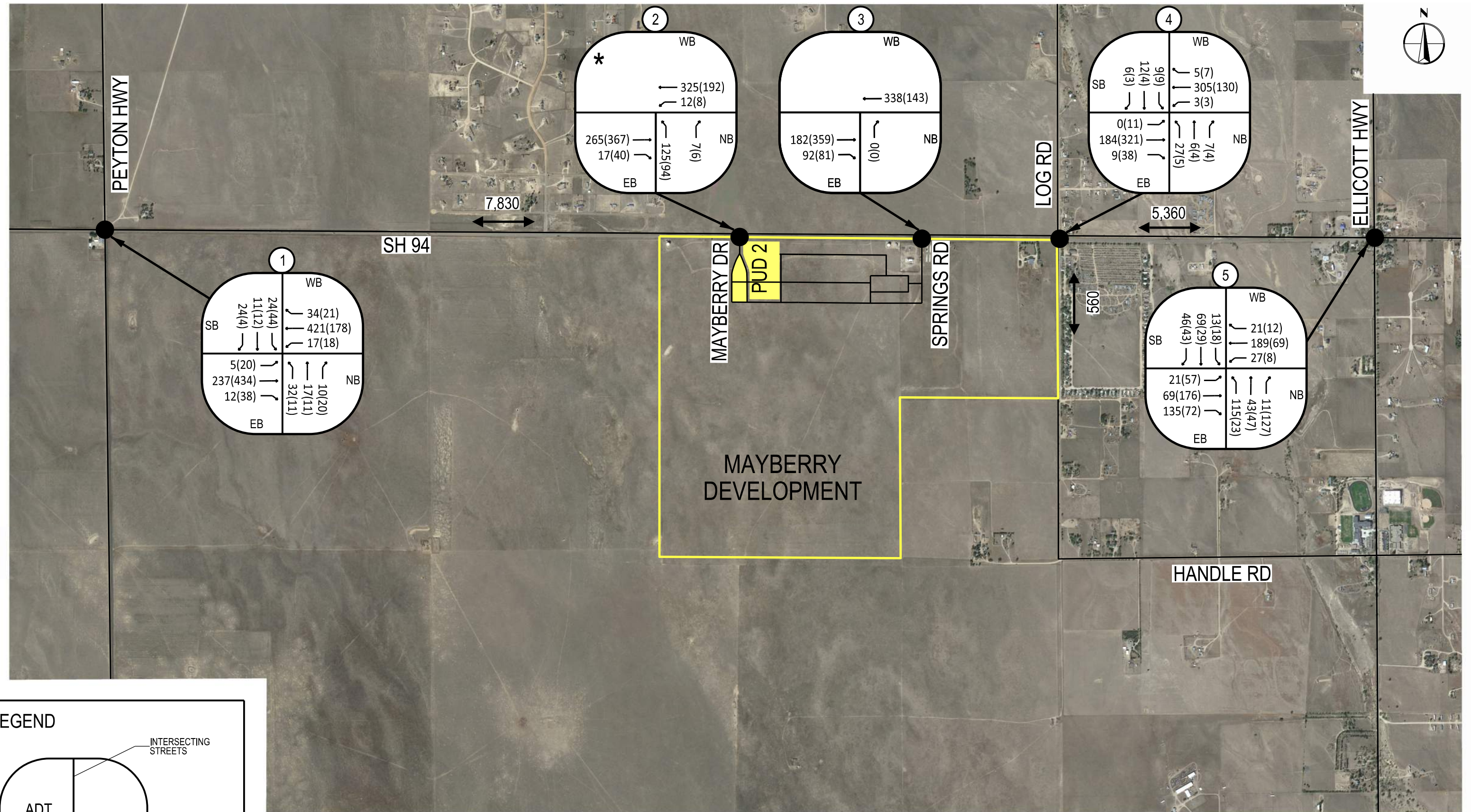


FIGURE 12
SHORT-RANGE YEAR 2028
TOTAL TRAFFIC VOLUMES
(ON-SITE)



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

FIGURE 13
SHORT-TANGE YEAR 2028
TOTAL TRAFFIC VOLUMES
(OFF-SITE)

LEGEND

INTERSECTING STREETS

ADT

AM(PM) PEAK TRAFFIC VOLUME BY ARROW DIRECTION

NB

DIRECTION OF TRAVEL

Long-Range – Year 2045 Traffic Conditions

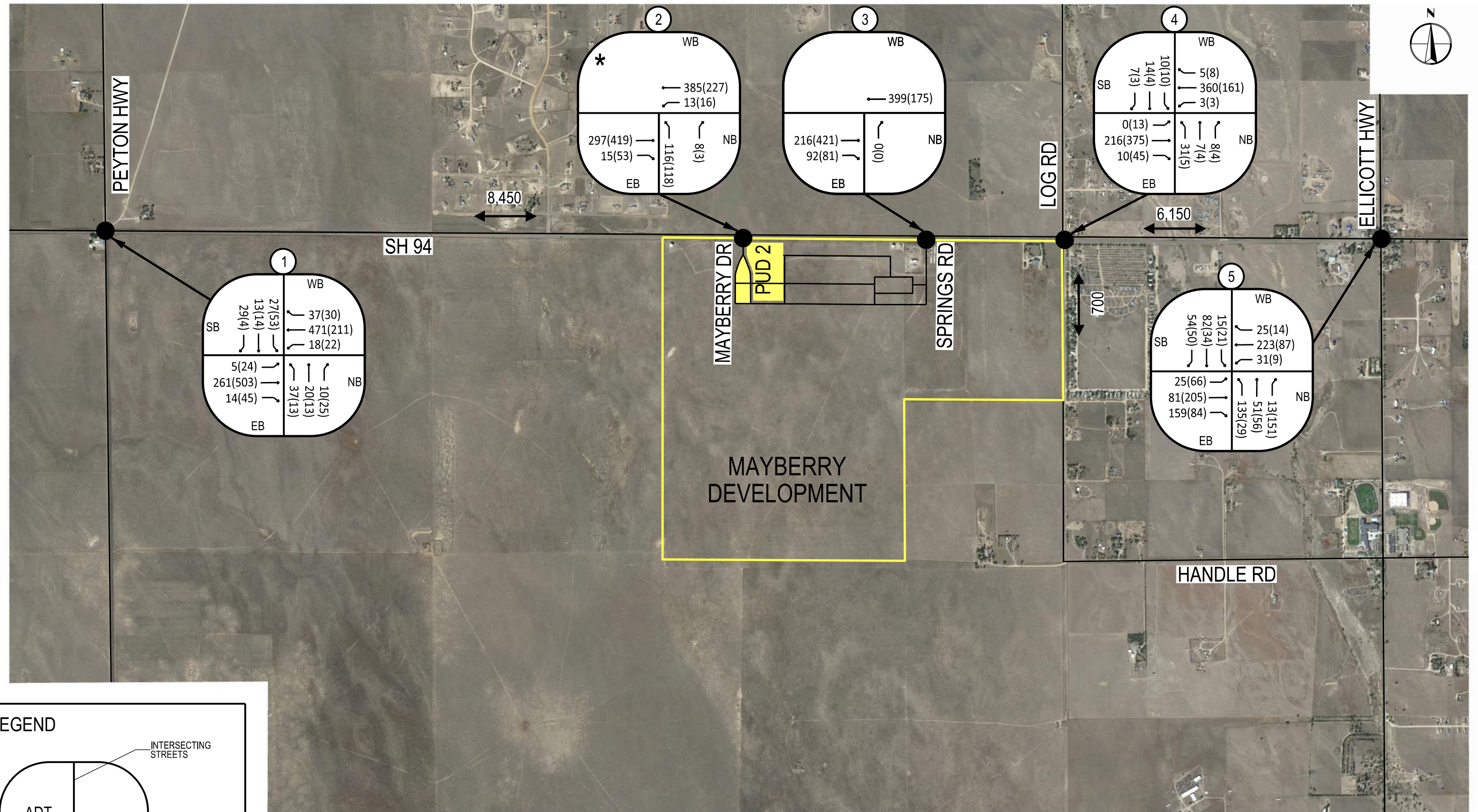
The Long-Range analysis incorporates the full buildout of the PUD2 subarea and evaluates traffic conditions at the planning year of the MTCP, year 2045.

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					



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

FIGURE 14
LONG-RANGE YEAR 2045
BACKGROUND TRAFFIC
(OFF-SITE)

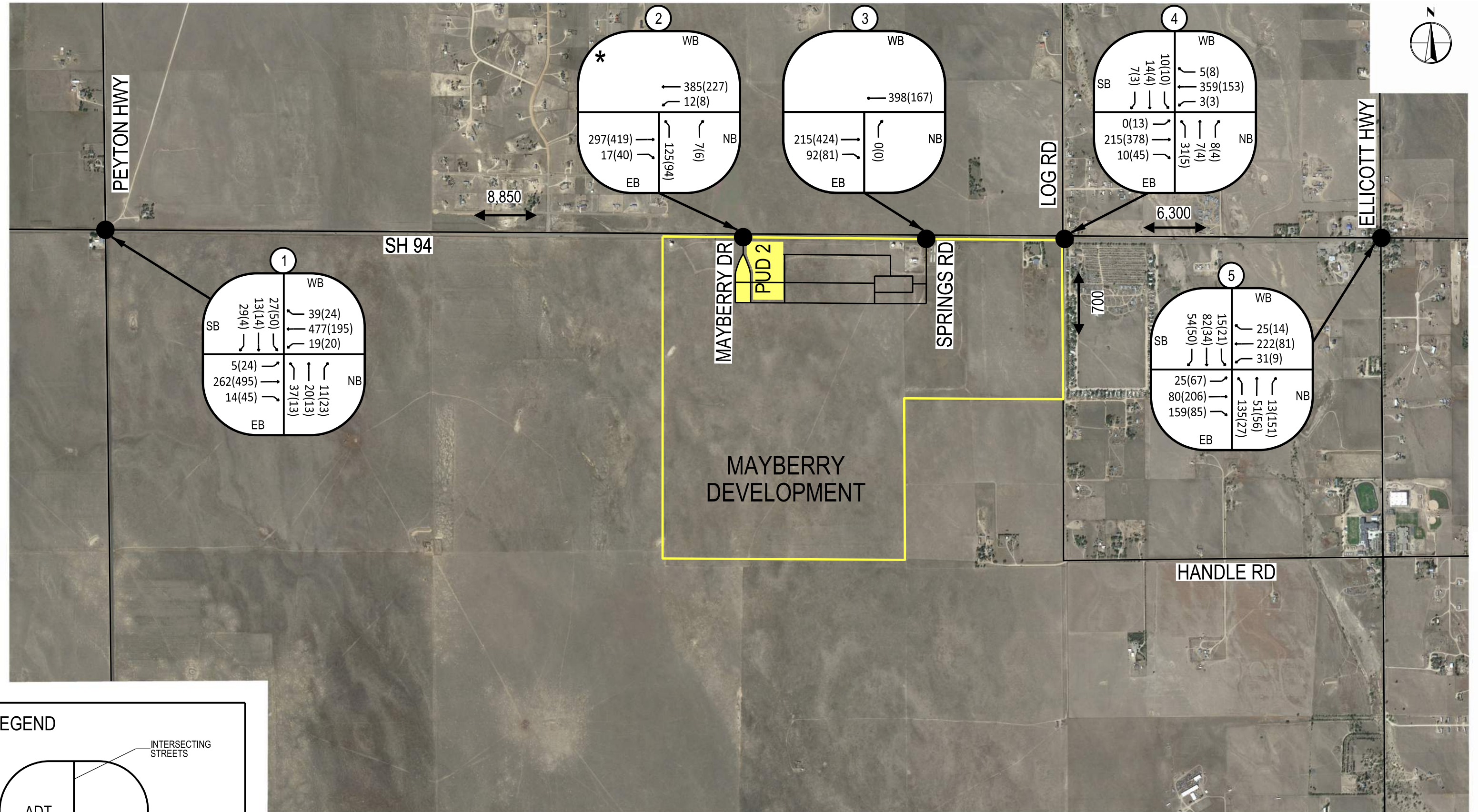
LEGEND

ADT

INTERSECTING STREETS

AM(PM) PEAK TRAFFIC VOLUME BY ARROW DIRECTION

DIRECTION OF TRAVEL



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

FIGURE 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.

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.

- 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.

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



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

Start Time	SH 94 Eastbound		SH 94 Westbound		Int. Total
	Thru	App. Total	Thru	App. 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



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 : 2

Groups Printed- Light - Heavy

Start Time	SH 94 Eastbound		SH 94 Westbound		Int. Total
	Thru	App. Total	Thru	App. 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



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 : 3

Groups Printed- Light - Heavy

Start Time	SH 94 Eastbound		SH 94 Westbound		Int. Total
	Thru	App. Total	Thru	App. 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



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 : 4

Groups Printed- Light - Heavy

Start Time	SH 94 Eastbound		SH 94 Westbound		Int. Total
	Thru	App. Total	Thru	App. 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



Colorado Springs, CO
 El Paso Cty Counts
 24-Hour ADT
 SH 94 East of Log Rd

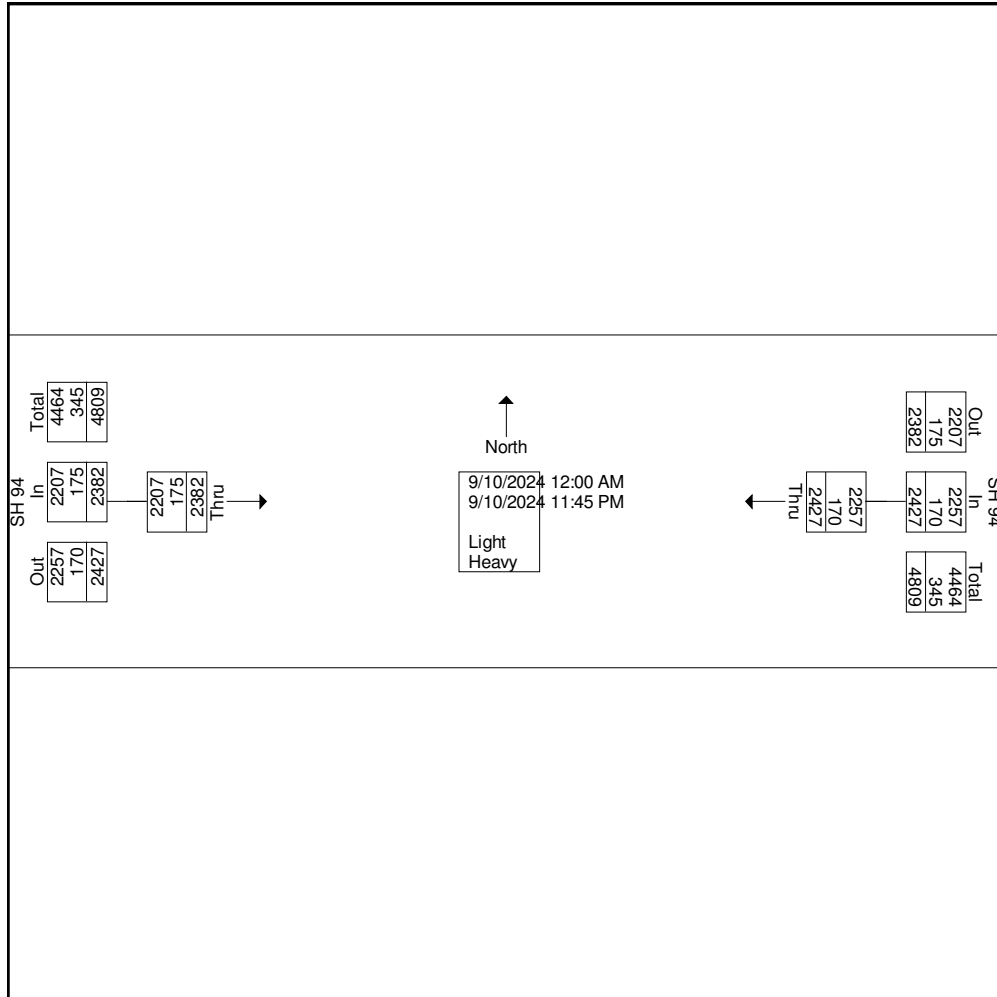
File Name : SH 94 East of Log Rd 24 Hr
 Site Code : HDR
 Start Date : 9/10/2024
 Page No : 5

Groups Printed- Light - Heavy

Start Time	SH 94 Eastbound		SH 94 Westbound		Int. Total
	Thru	App. Total	Thru	App. 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

Colorado Springs, CO
El Paso Cty Counts
24-Hour ADT
SH 94 East of Log Rd

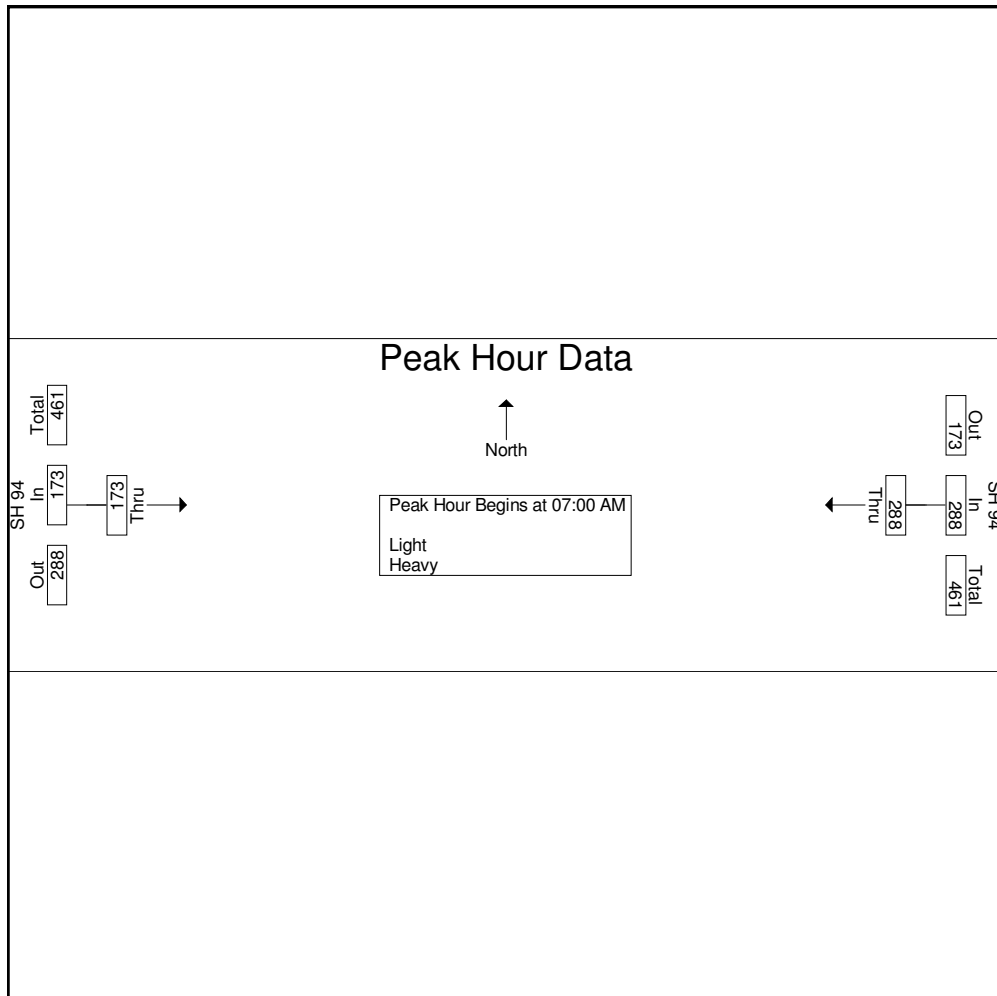
File Name : SH 94 East of Log Rd 24 Hr
Site Code : HDR
Start Date : 9/10/2024
Page No : 6



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

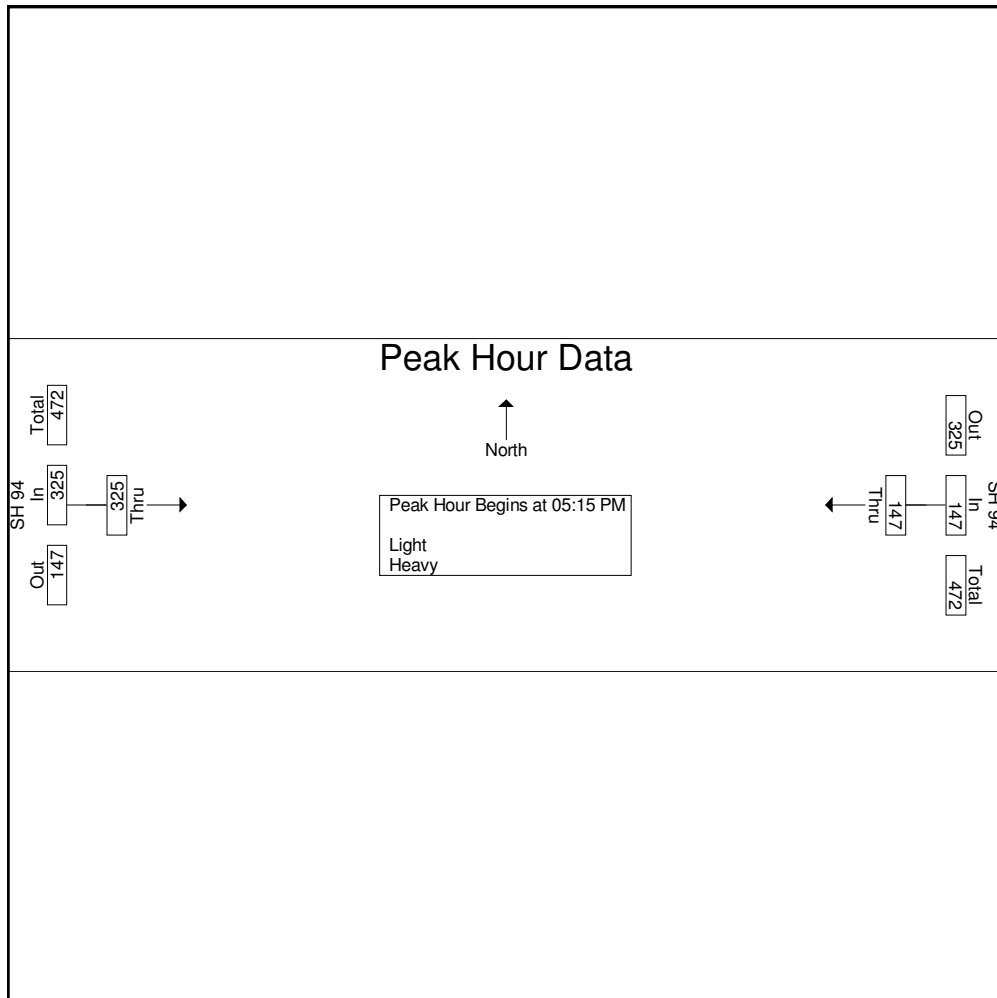
	SH 94 Eastbound		SH 94 Westbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 12:00 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:00 AM					
07:00 AM	33	33	82	82	115
07:15 AM	46	46	72	72	118
07:30 AM	64	64	74	74	138
07:45 AM	30	30	60	60	90
Total Volume	173	173	288	288	461
% App. Total	100		100		
PHF	.676	.676	.878	.878	.835



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

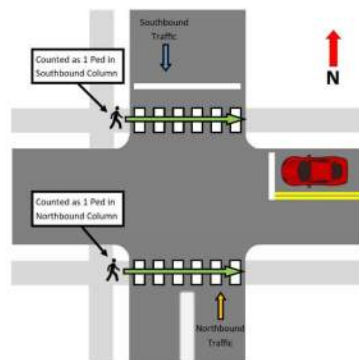


Colorado Springs, CO
El Paso Cty Counts
24-Hour ADT
SH 94 East of Log Rd

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



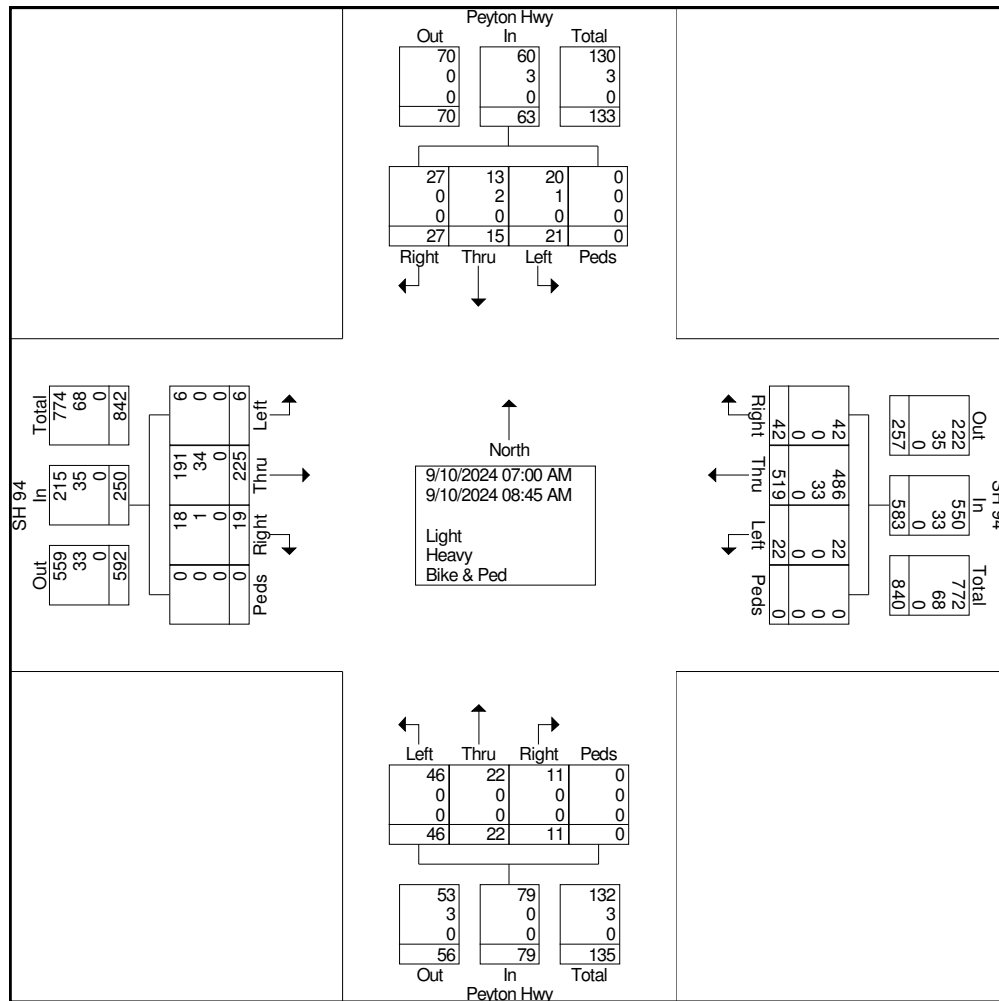
SH 94 and Peyton Hwy

Page No : 1

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Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Peyton Hwy

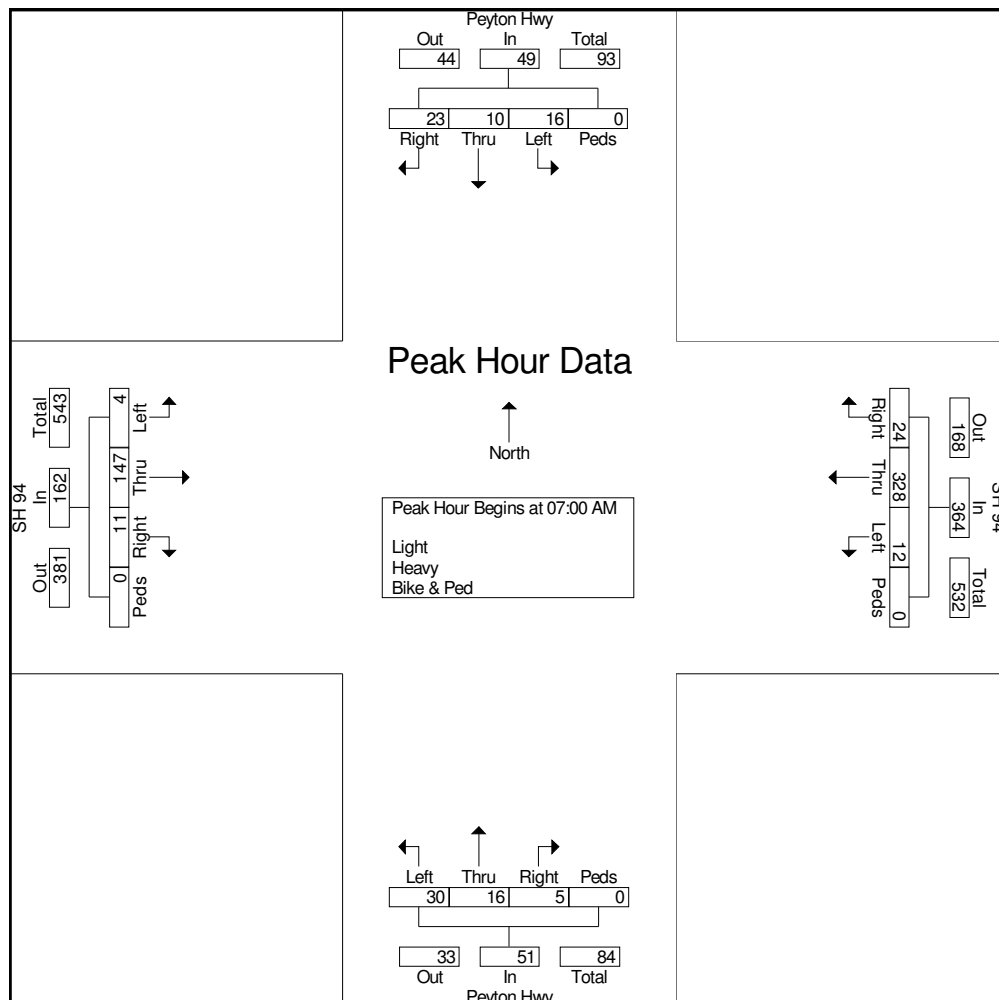
File Name : 1 SH 94 and Peyton AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 2



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

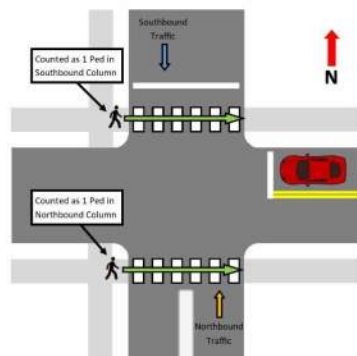


Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Peyton Hwy

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.





Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Peyton Hwy

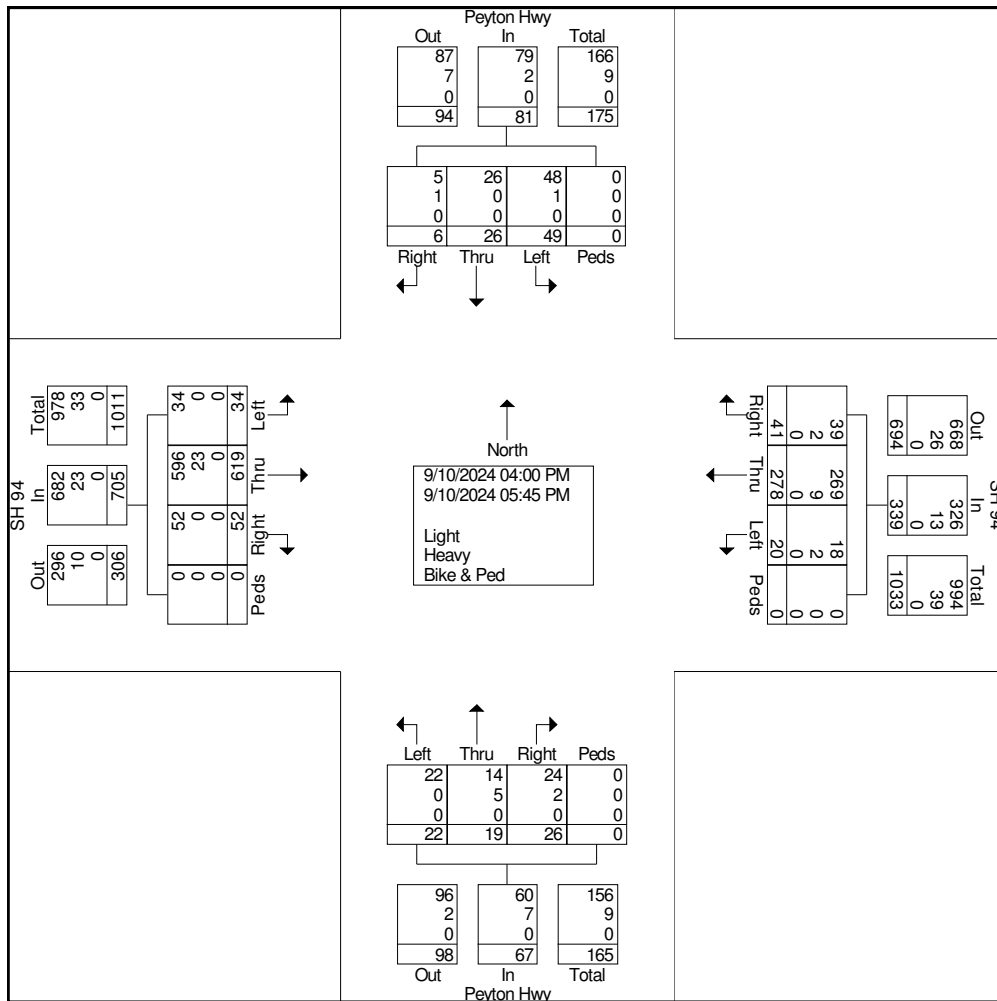
File Name : 1 SH 94 and Peyton PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 1

Groups Printed- Light - Heavy - Bike & Ped

[illegible]

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Peyton Hwy

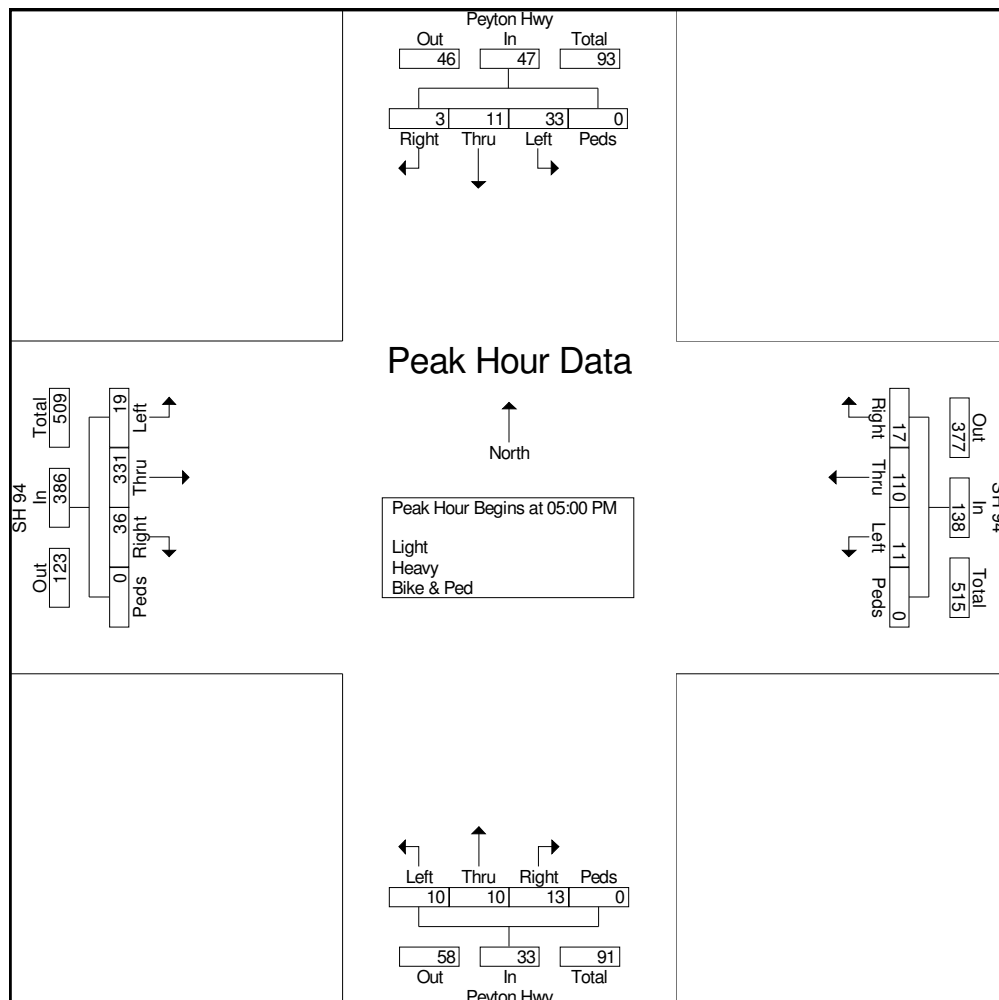
File Name : 1 SH 94 and Peyton PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 2



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

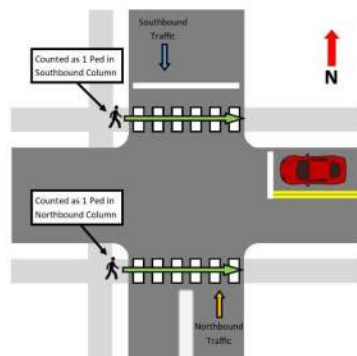


Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Peyton Hwy

File Name : 1 SH 94 and Peyton PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 4

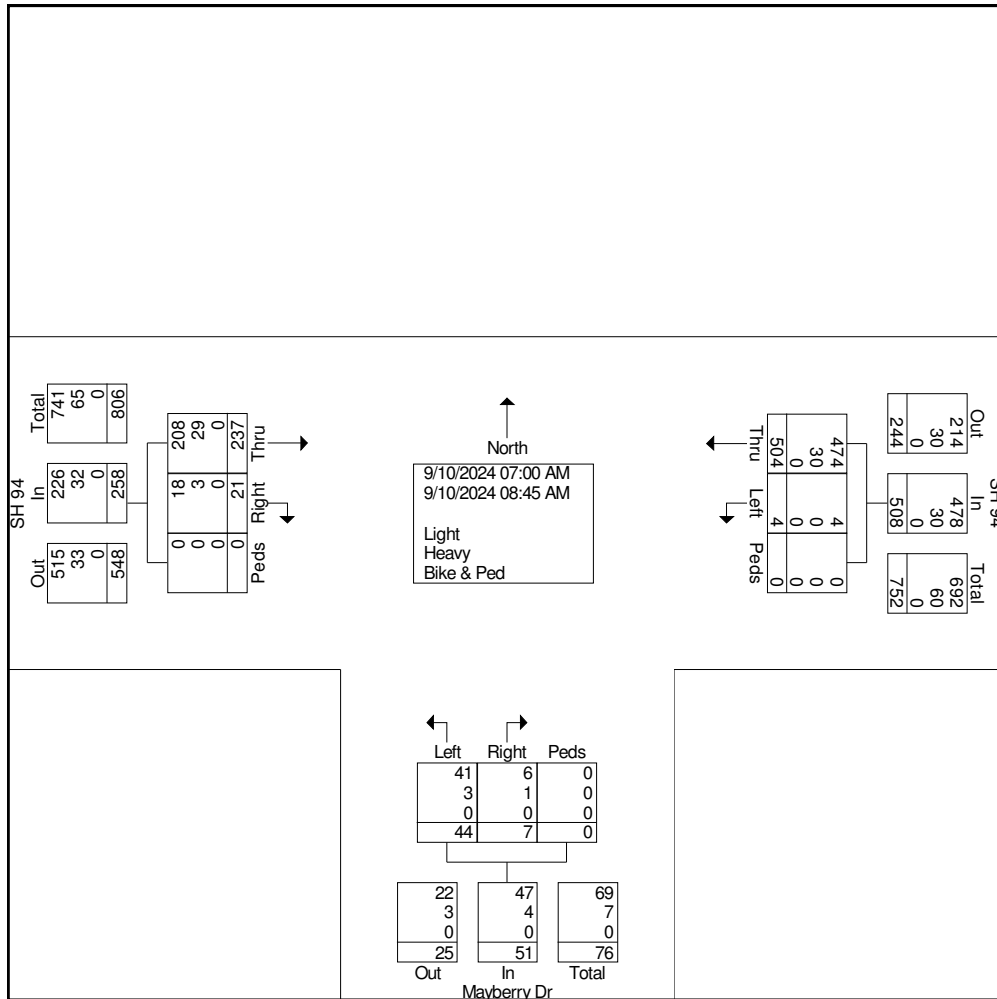
Image 1

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.



Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Mayberry Dr

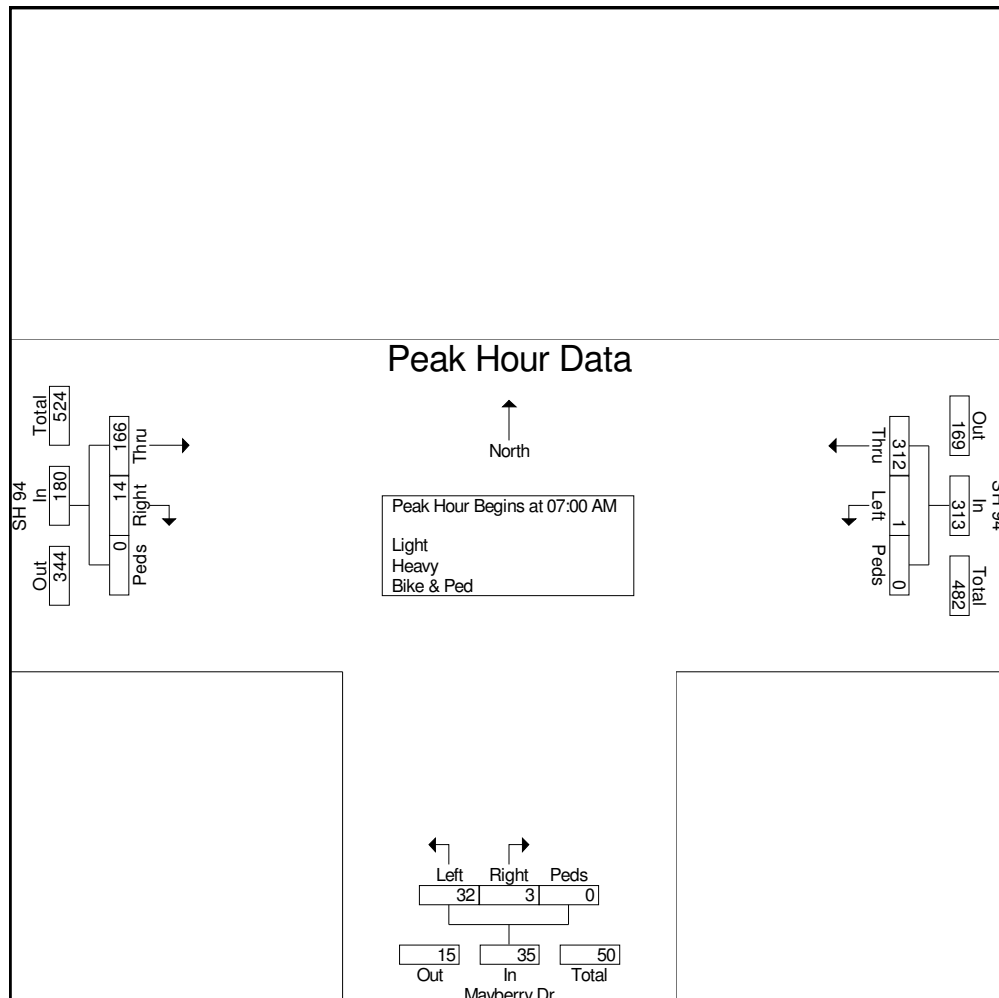
File Name : 2 SH 94 and Mayberry AM
Site Code : HDR
Start Date : 9/10/2024
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Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Mayberry Dr

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

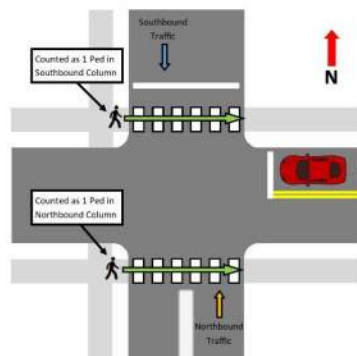


Colorado Springs, CO
El Paso Cty Counts
AM Peak
SH 94 and Mayberry Dr

File Name : 2 SH 94 and Mayberry AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 4

Image 1

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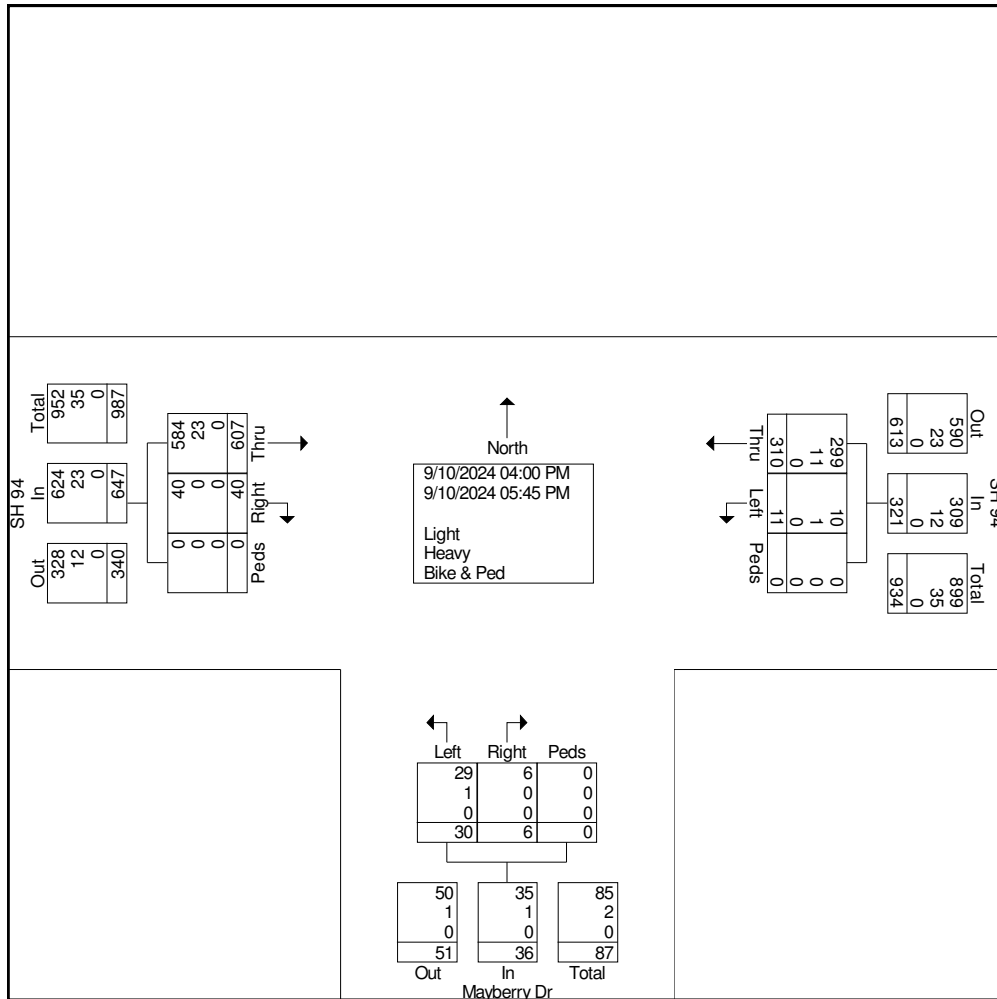


File Name : 2 SH 94 and Mayberry PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 1

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Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Mayberry Dr

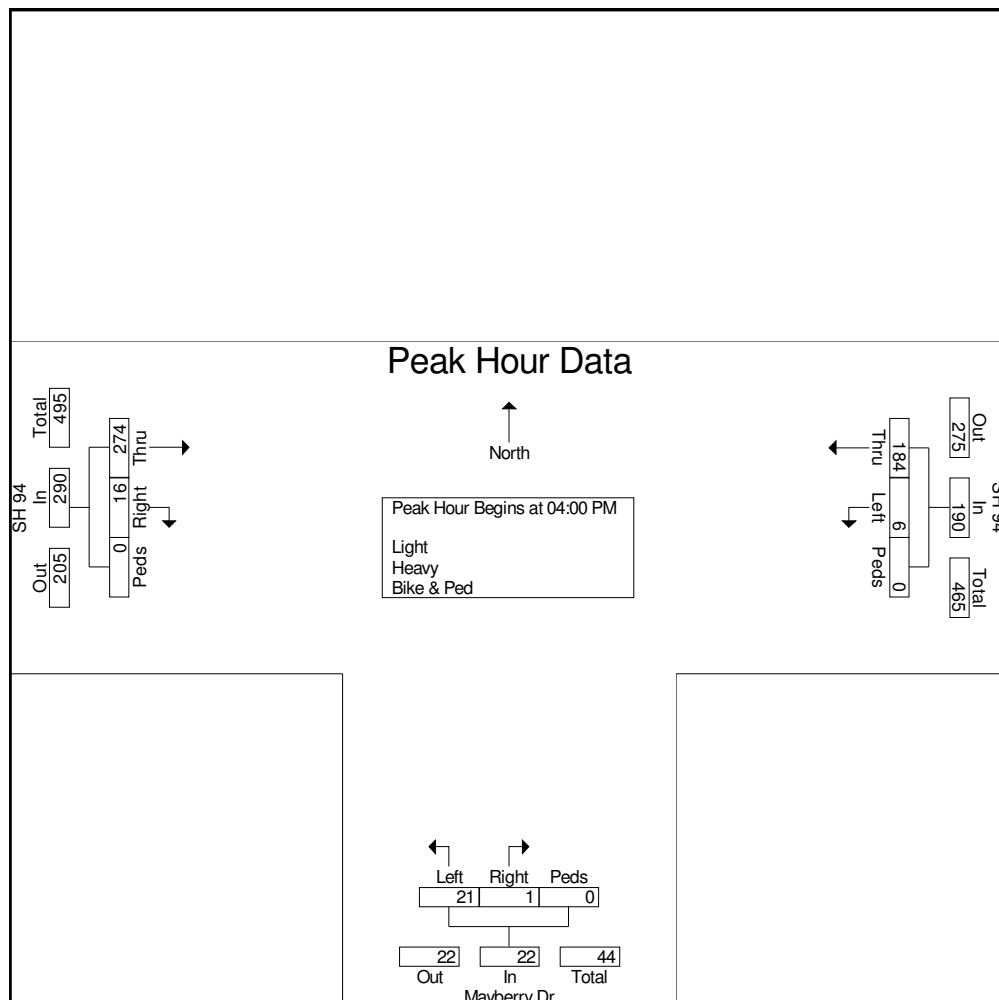
File Name : 2 SH 94 and Mayberry PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 2



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

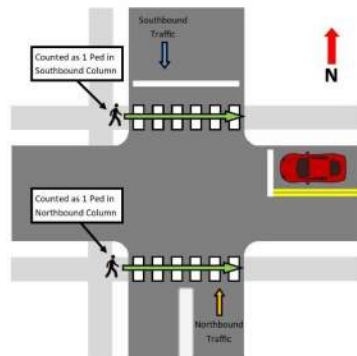


Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Mayberry Dr

File Name : 2 SH 94 and Mayberry PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 4

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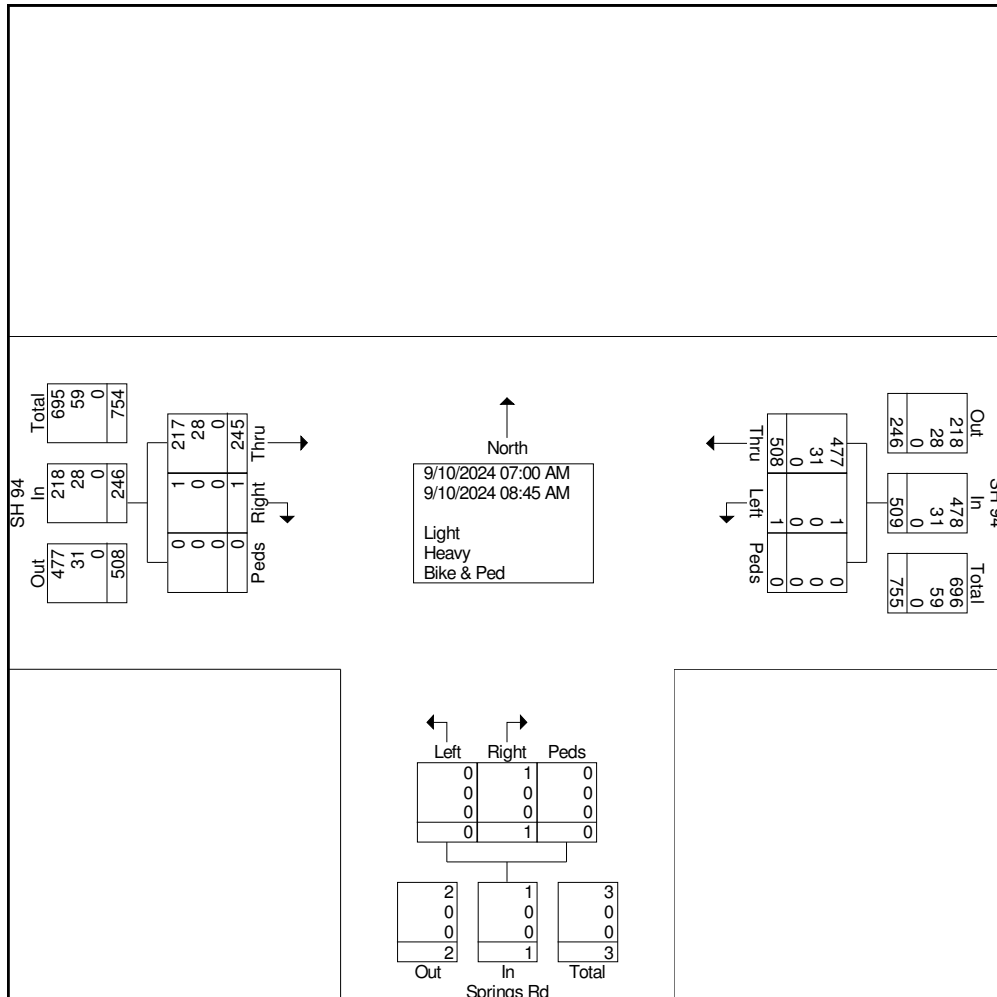
File Name : 3 SH 94 and Springs Rd AM
Site Code : HDR
Start Date : 9/10/2024
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Ridgeview Data
Collection

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



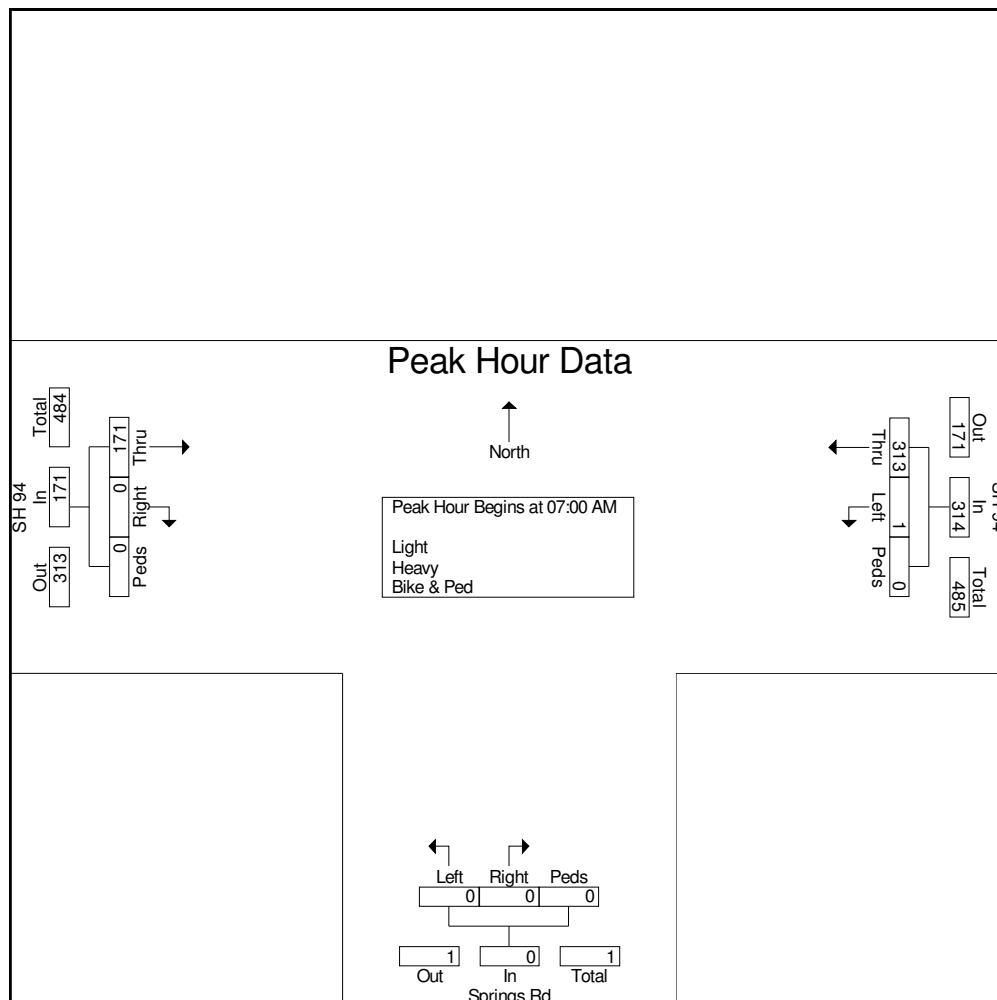


Ridgeview Data
Collection

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





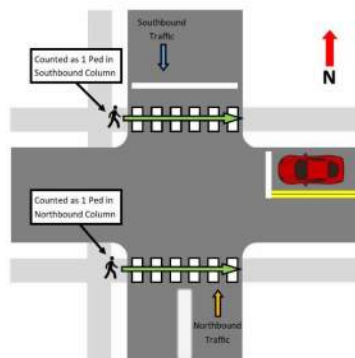
Ridgeview Data
Collection

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

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File Name : 3 SH 94 and Springs Rd PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 1

[illegible]



File Name : 3 SH 94 and Springs Rd PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 2

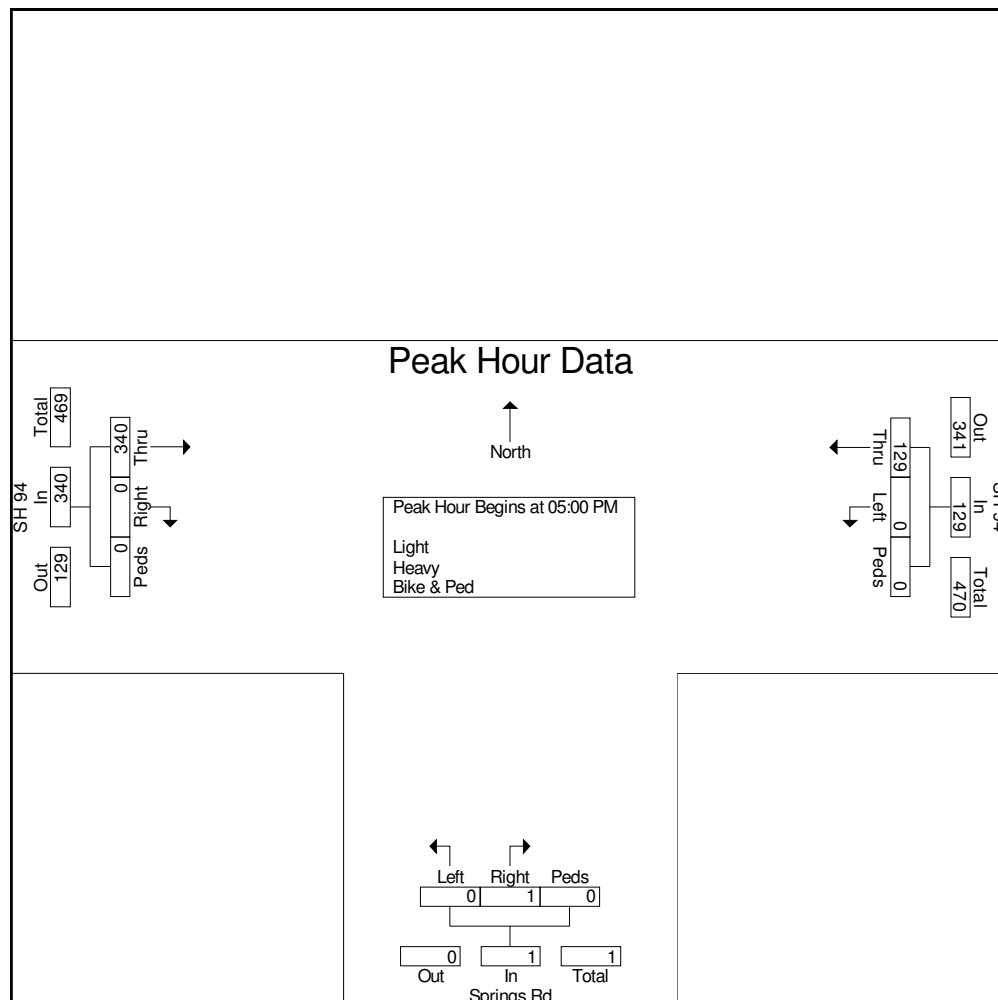


Ridgeview Data
Collection

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





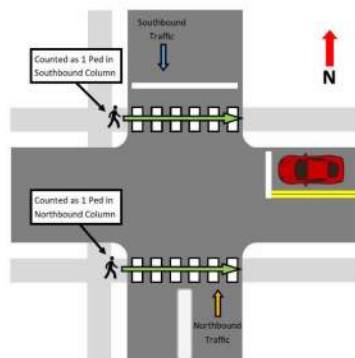
Ridgeview Data
Collection

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

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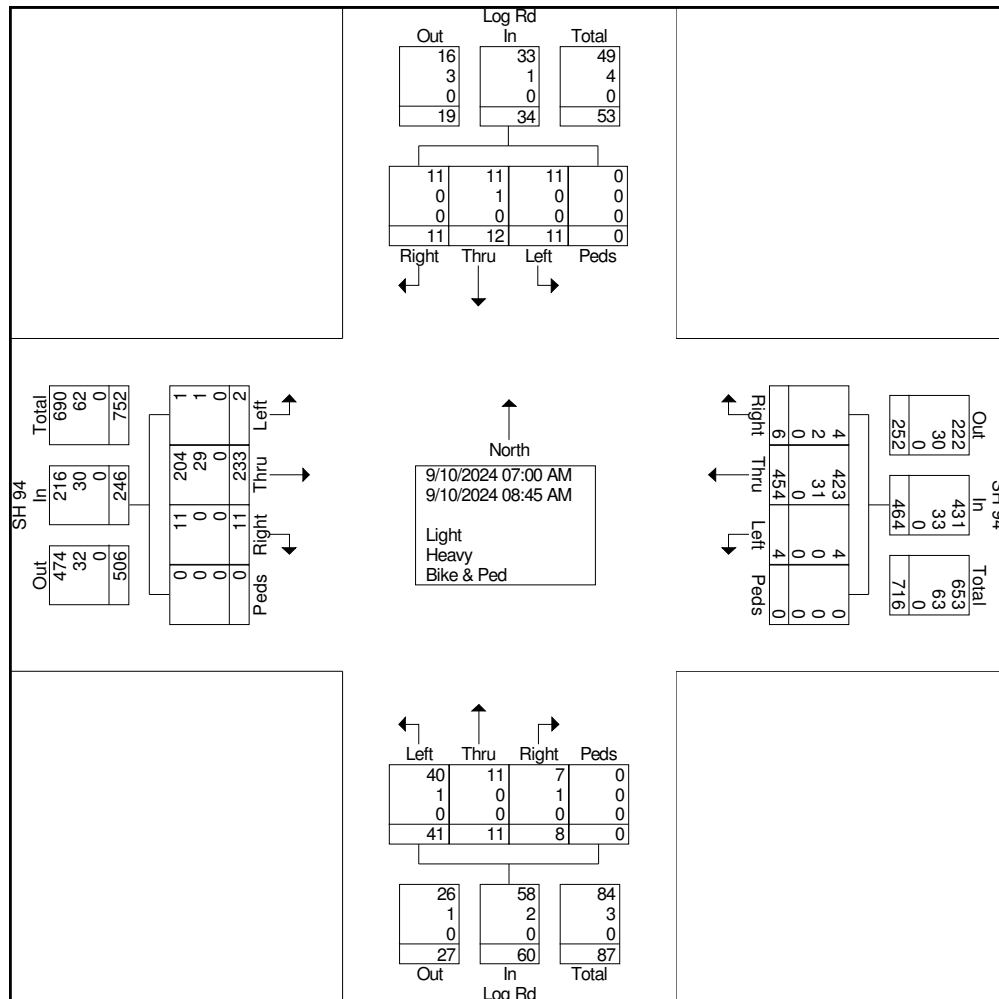
File Name : 4 SH 94 and Log Rd AM
Site Code : HDR
Start Date : 9/10/2024
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Ridgeview Data
Collection

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



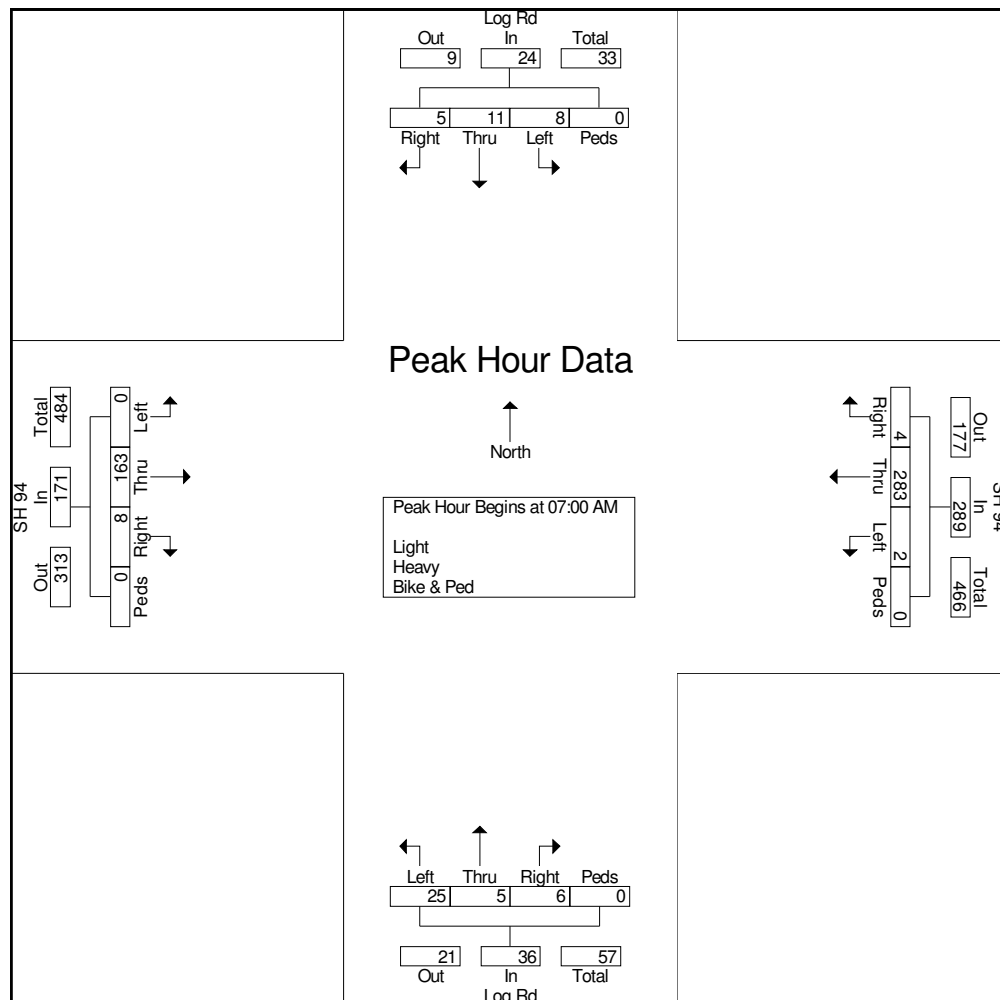


Ridgeview Data
Collection

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	1.0 0	.000	.881	.625	.625	.750	.000	.643	.500	.550	.625	.000	.667	.813





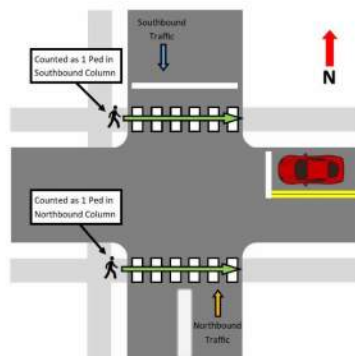
Ridgeview Data
Collection

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

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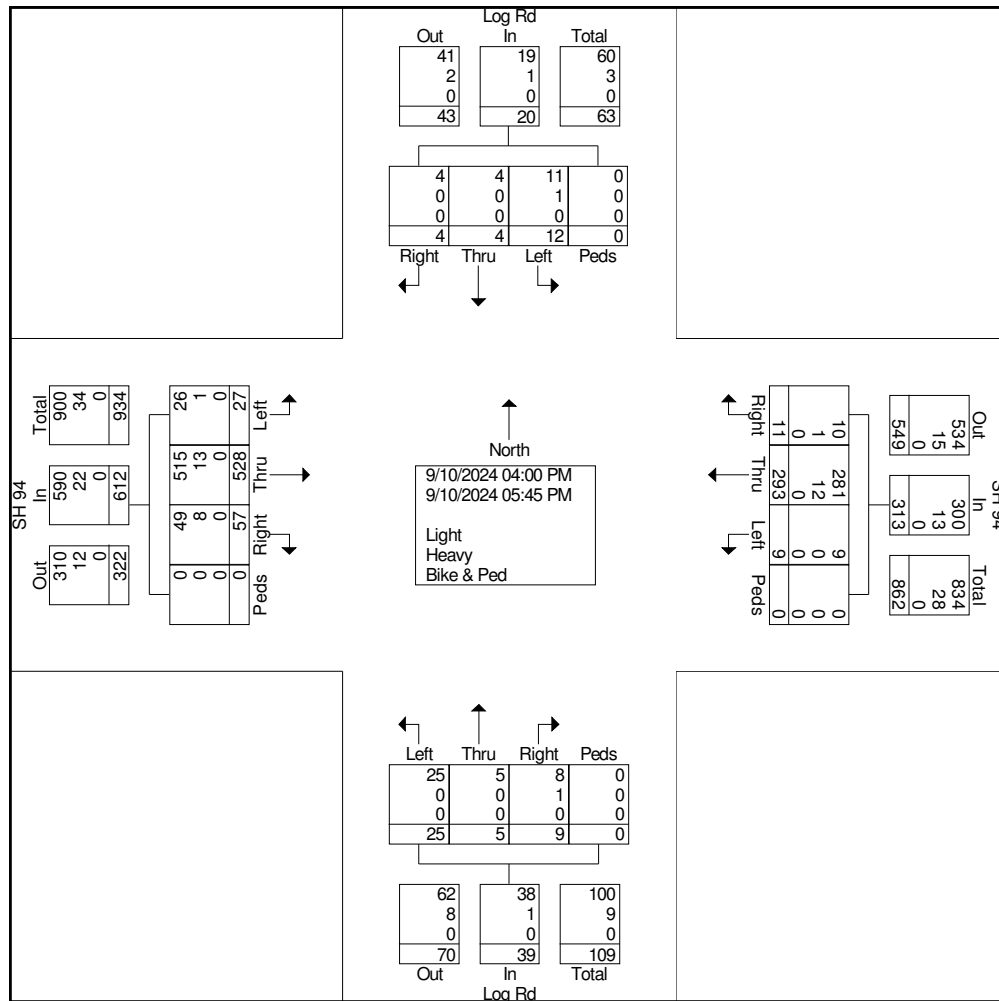




File Name : 4 SH 94 and Log Rd PM
Site Code : HDR
Start Date : 9/10/2024
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File Name : 4 SH 94 and Log Rd PM
Site Code : HDR
Start Date : 9/10/2024
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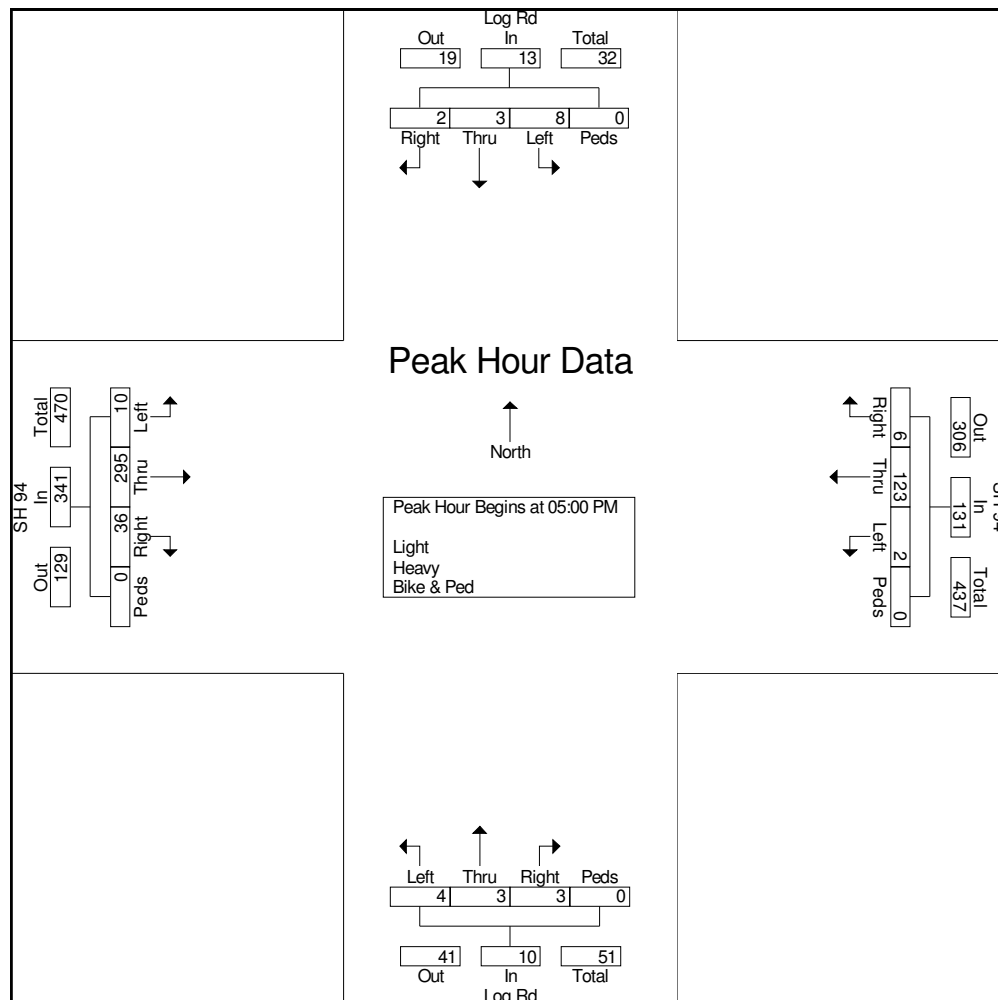


Ridgeview Data
Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Log Rd

File Name : 4 SH 94 and Log Rd PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 3

	SH 94 Eastbound					SH 94 Westbound					Log Rd Northbound					Log Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	58	8	0	69	0	28	0	0	28	1	0	0	0	1	3	0	2	0	5	103
05:15 PM	3	90	6	0	99	0	39	2	0	41	1	0	0	0	1	1	0	0	0	1	142
05:30 PM	1	77	8	0	86	0	26	3	0	29	2	2	0	0	4	0	1	0	0	1	120
05:45 PM	3	70	14	0	87	2	30	1	0	33	0	1	3	0	4	4	2	0	0	6	130
Total Volume	10	295	36	0	341	2	123	6	0	131	4	3	3	0	10	8	3	2	0	13	495
% App. Total	2.9	86.5	10.6	0		1.5	93.9	4.6	0		40	30	30	0		61.5	23.1	15.4	0		
PHF	.833	.819	.643	.000	.861	.250	.788	.500	.000	.799	.500	.375	.250	.000	.625	.500	.375	.250	.000	.542	.871





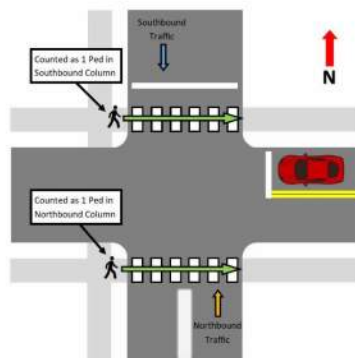
Ridgeview Data
Collection

Colorado Springs, CO
El Paso Cty Counts
PM Peak
SH 94 and Log Rd

File Name : 4 SH 94 and Log Rd PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 4

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File Name : 5 SH 94 and Ellicott Hwy AM
Site Code : HDR
Start Date : 9/10/2024
Page No : 1

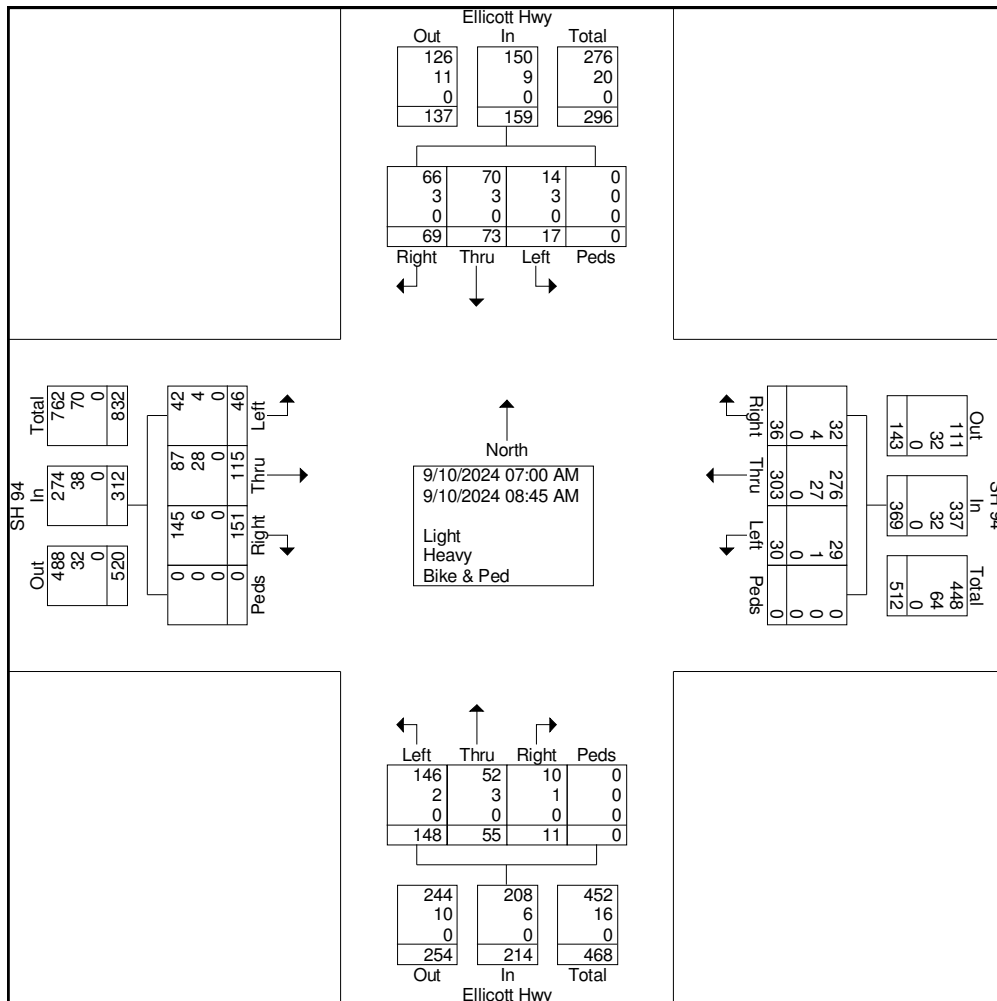
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Ridgeview Data
Collection

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



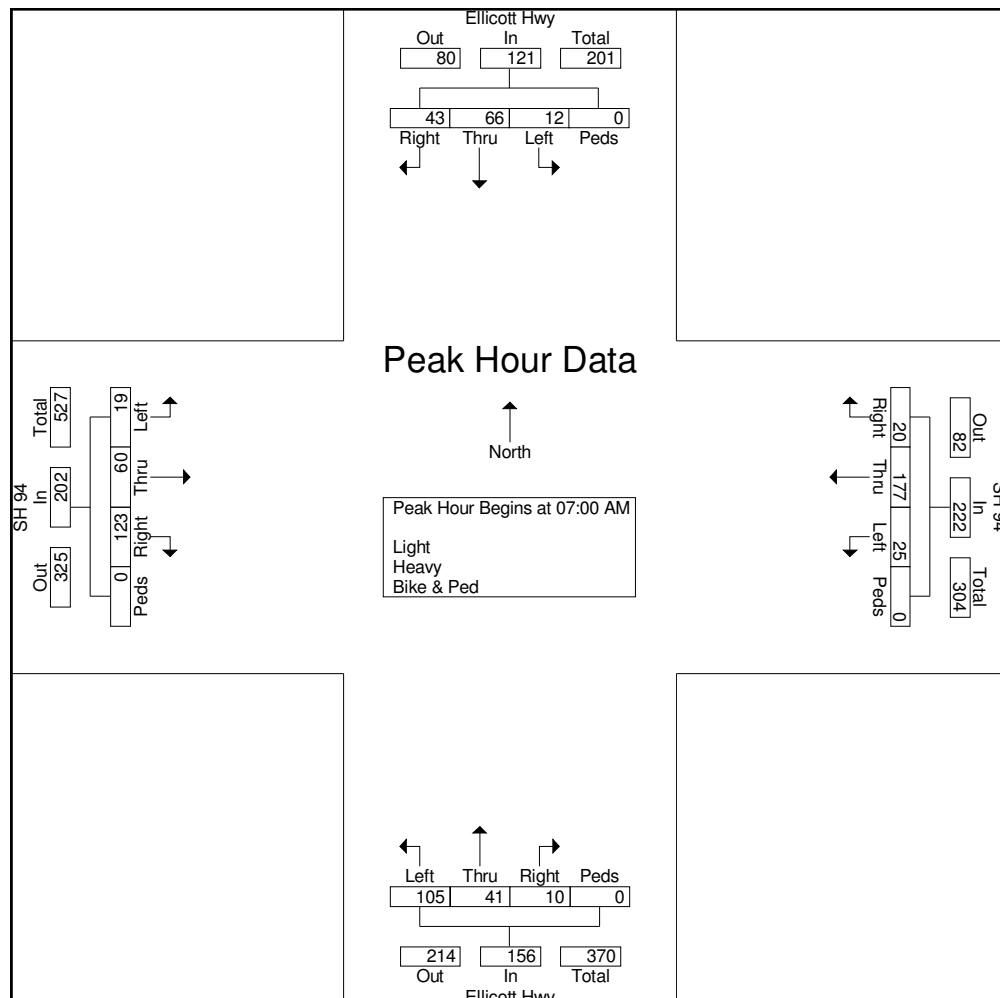


Ridgeview Data
Collection

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





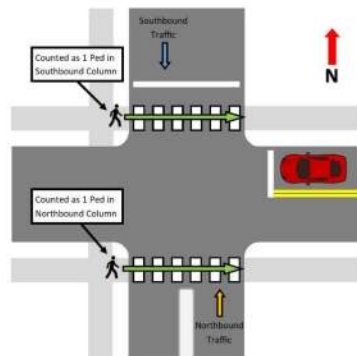
Ridgeview Data
Collection

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

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File Name : 5 SH 94 and Ellicott Hwy PM
Site Code : HDR
Start Date : 9/10/2024
Page No : 1

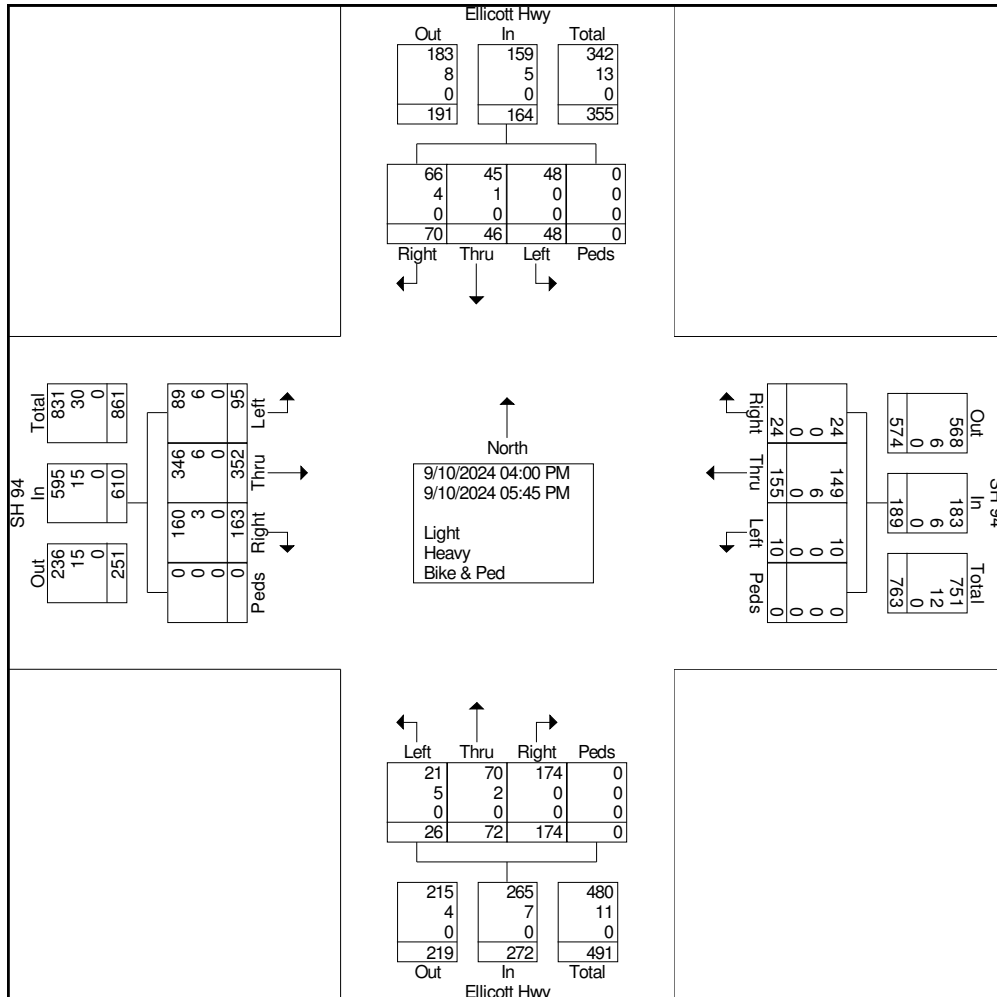
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Ridgeview Data
Collection

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



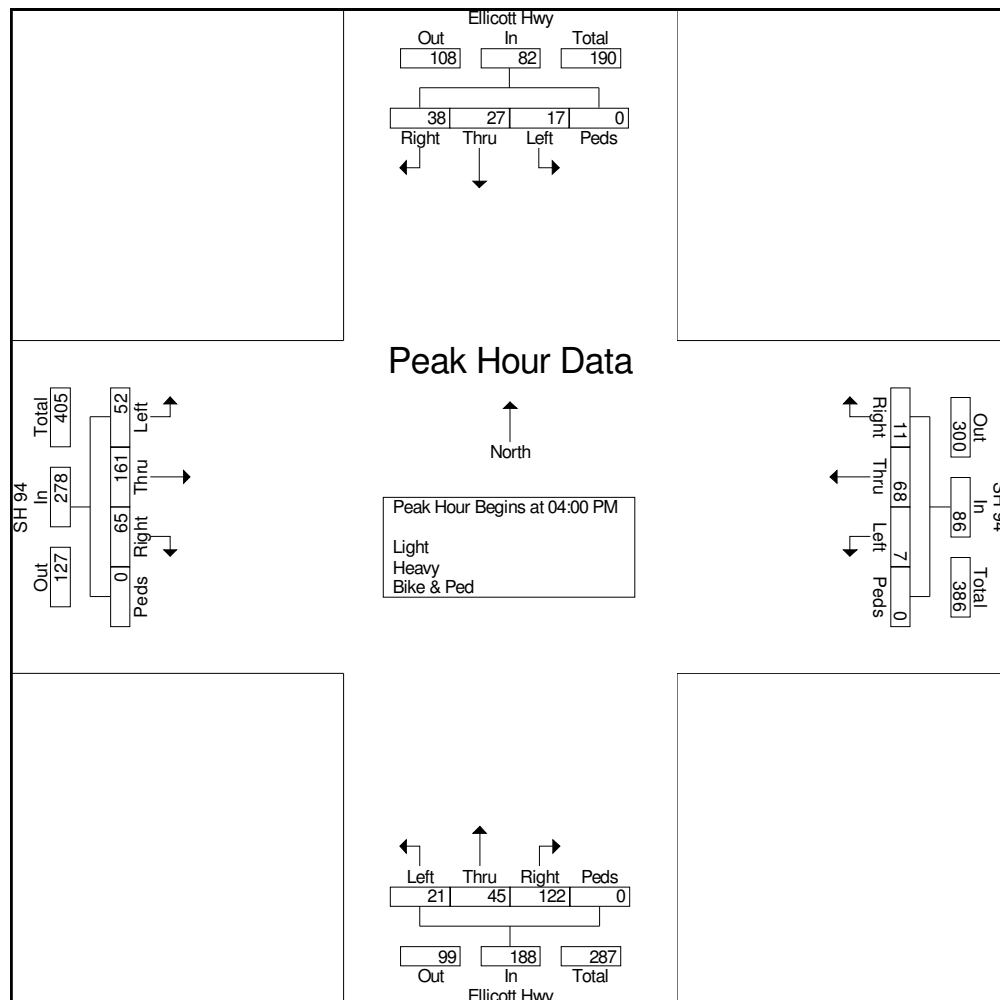


Ridgeview Data
Collection

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





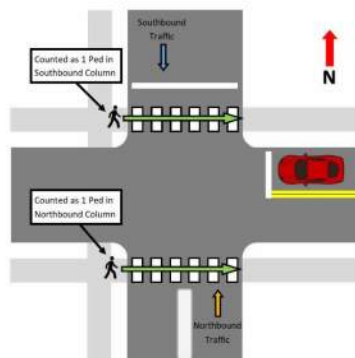
Ridgeview Data
Collection

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

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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

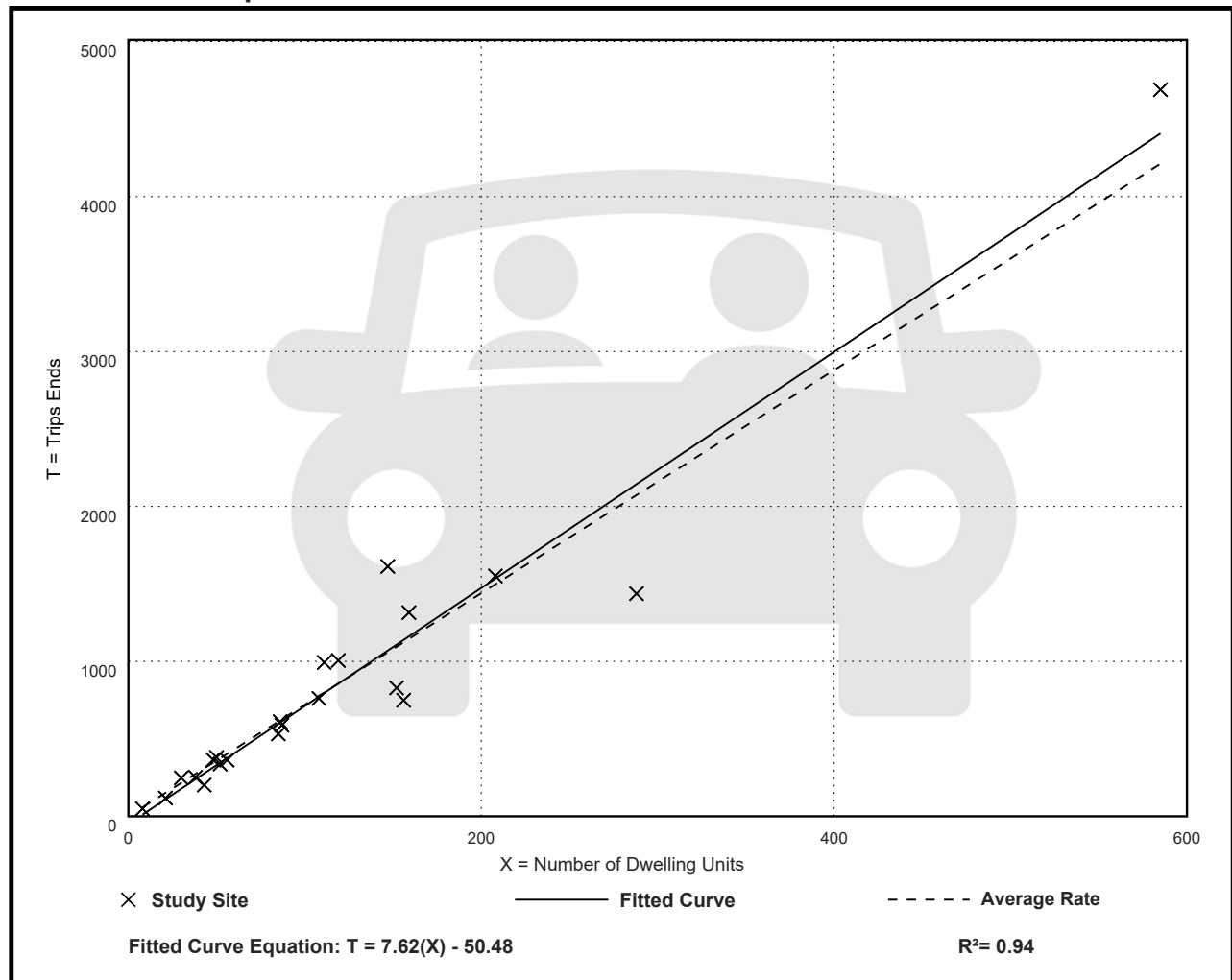
Avg. Num. of Dwelling Units: 120

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

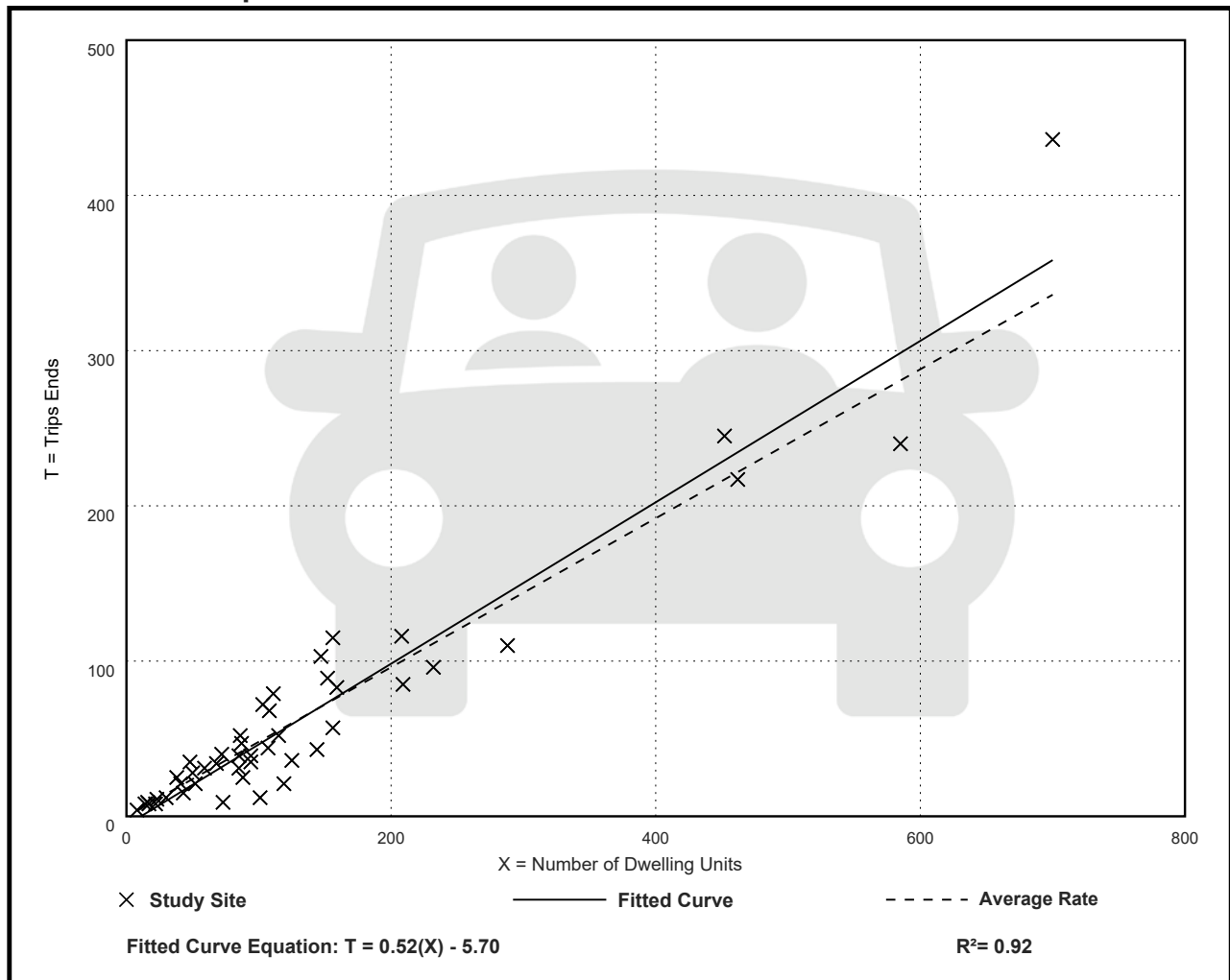
Avg. Num. of Dwelling Units: 135

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

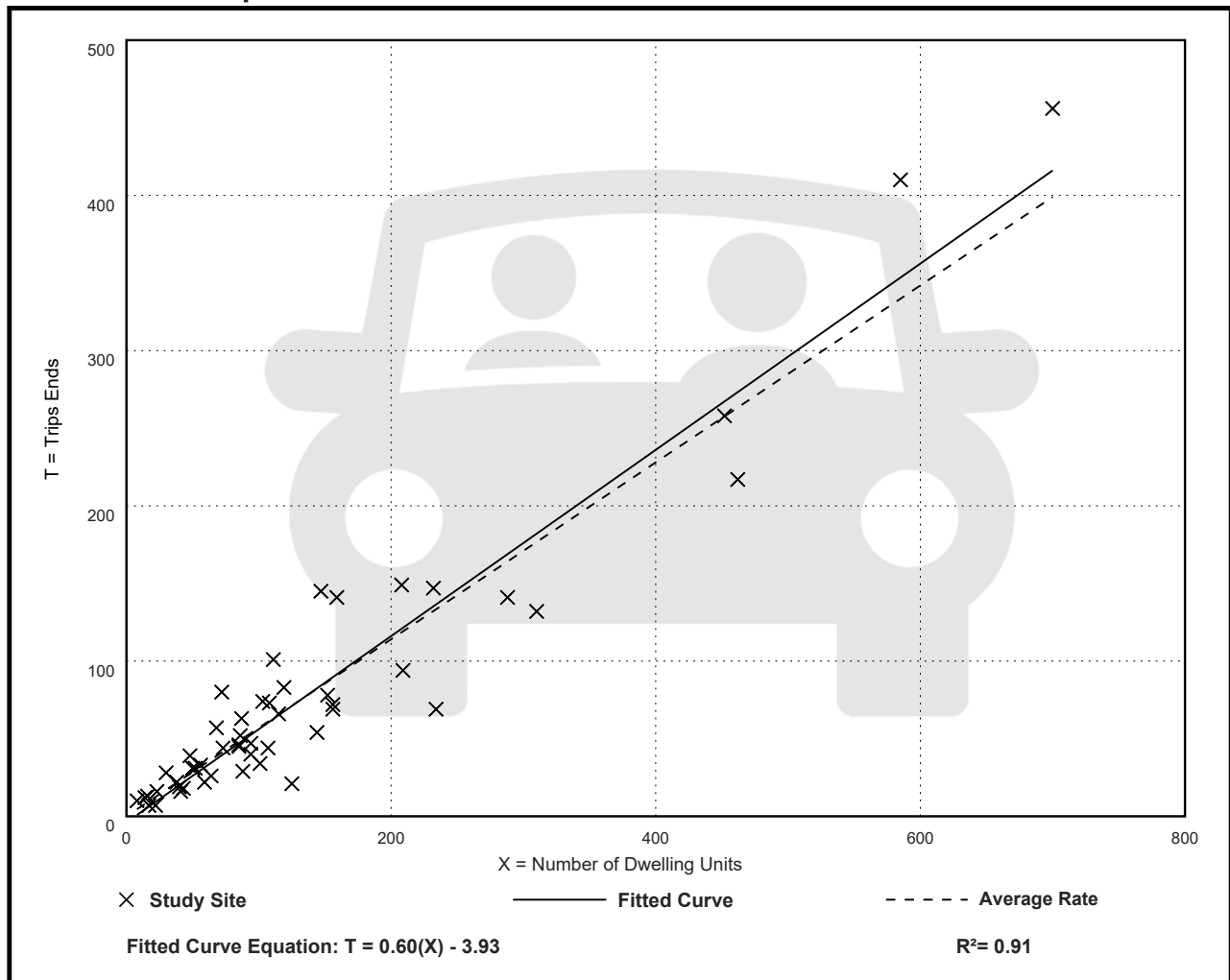
Avg. Num. of Dwelling Units: 136

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

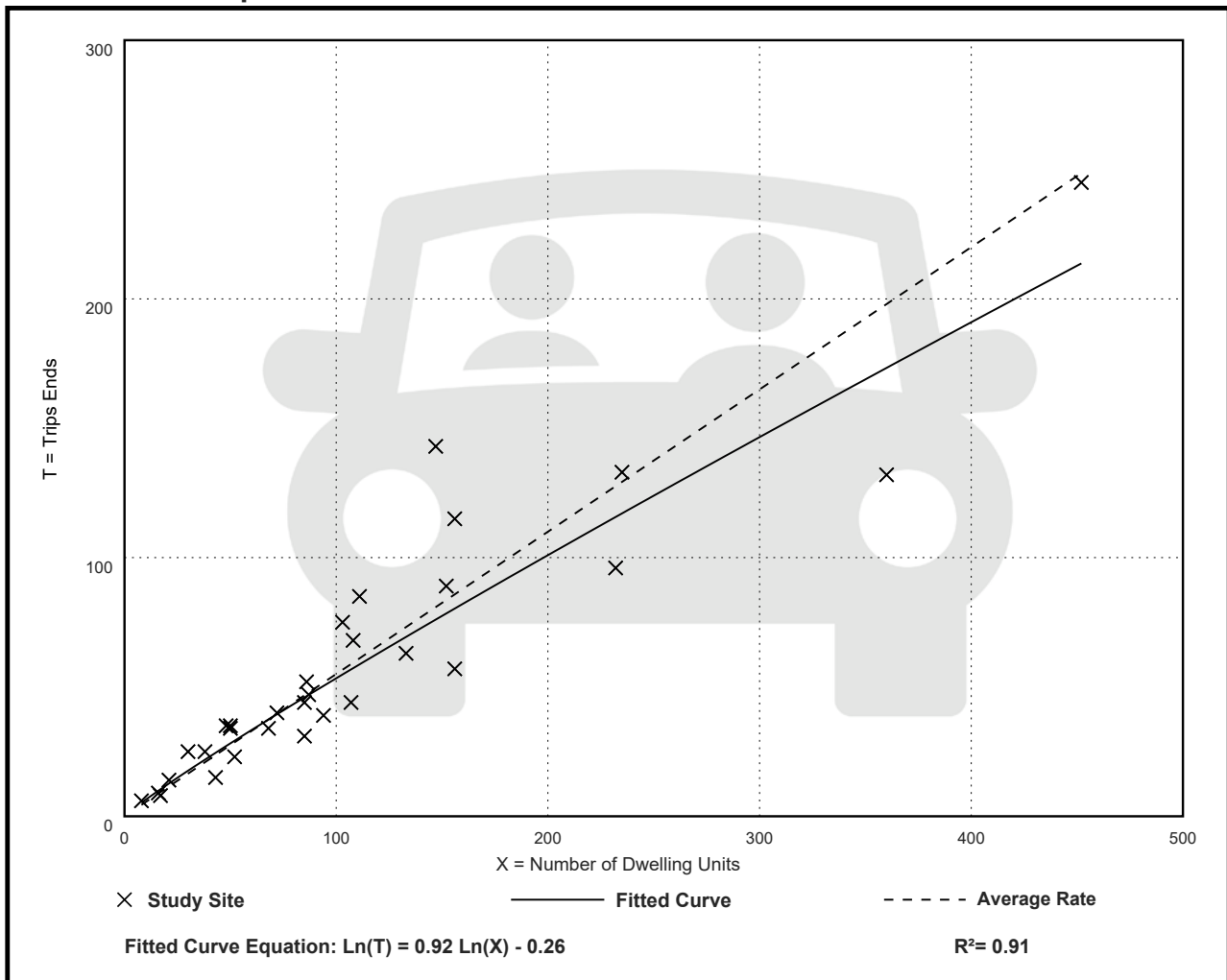
Avg. Num. of Dwelling Units: 110

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



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

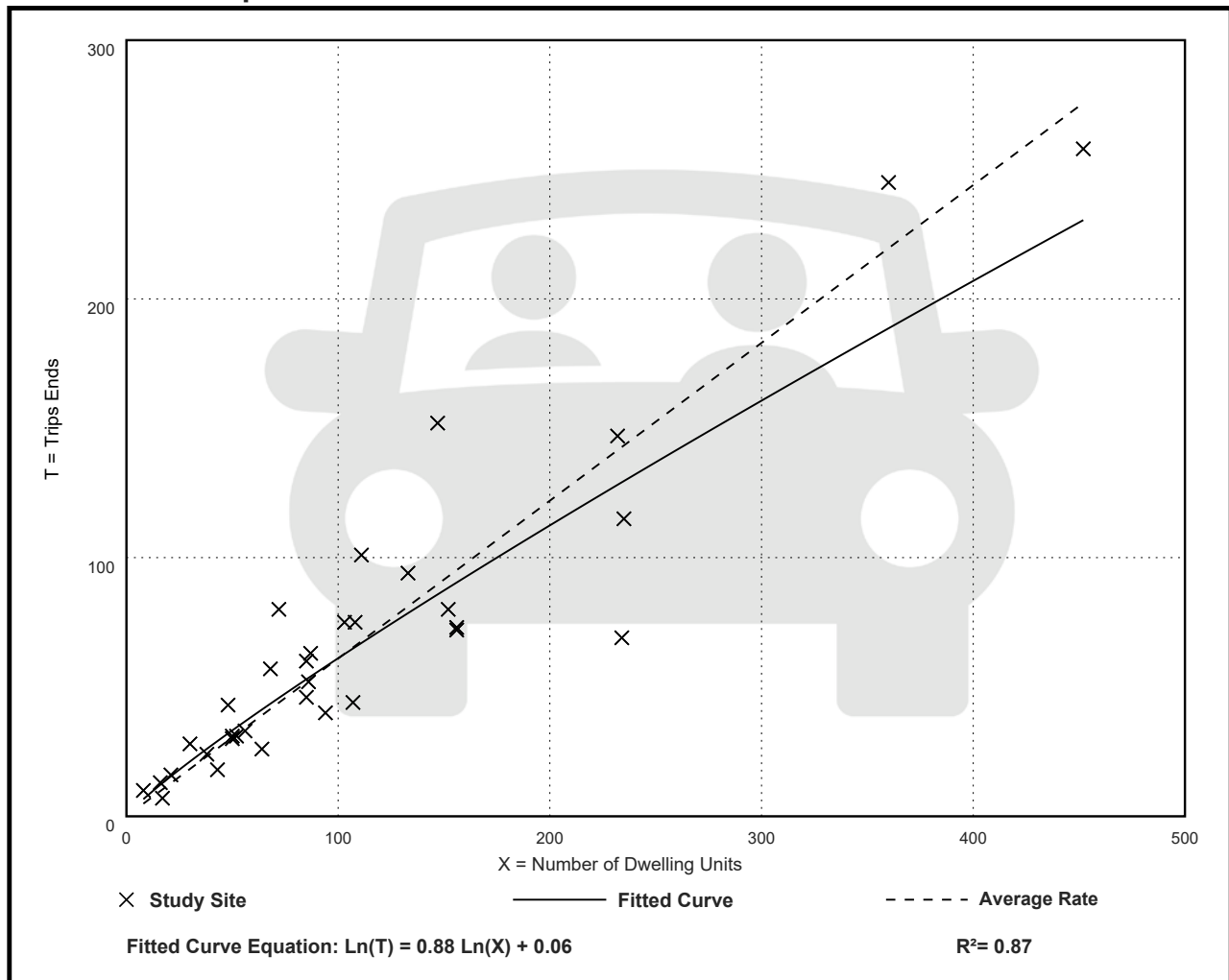
Avg. Num. of Dwelling Units: 110

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

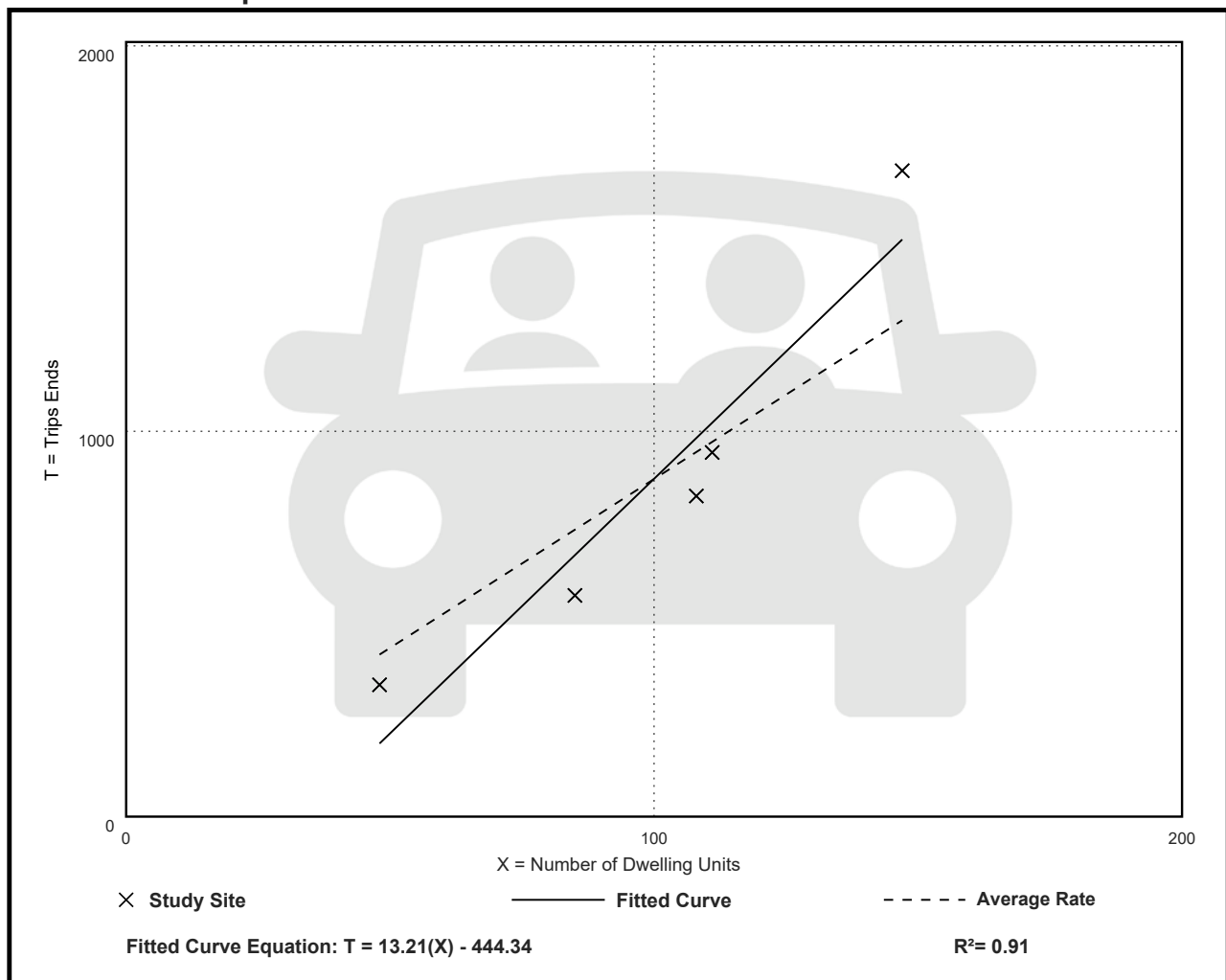
Avg. Num. of Dwelling Units: 100

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



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

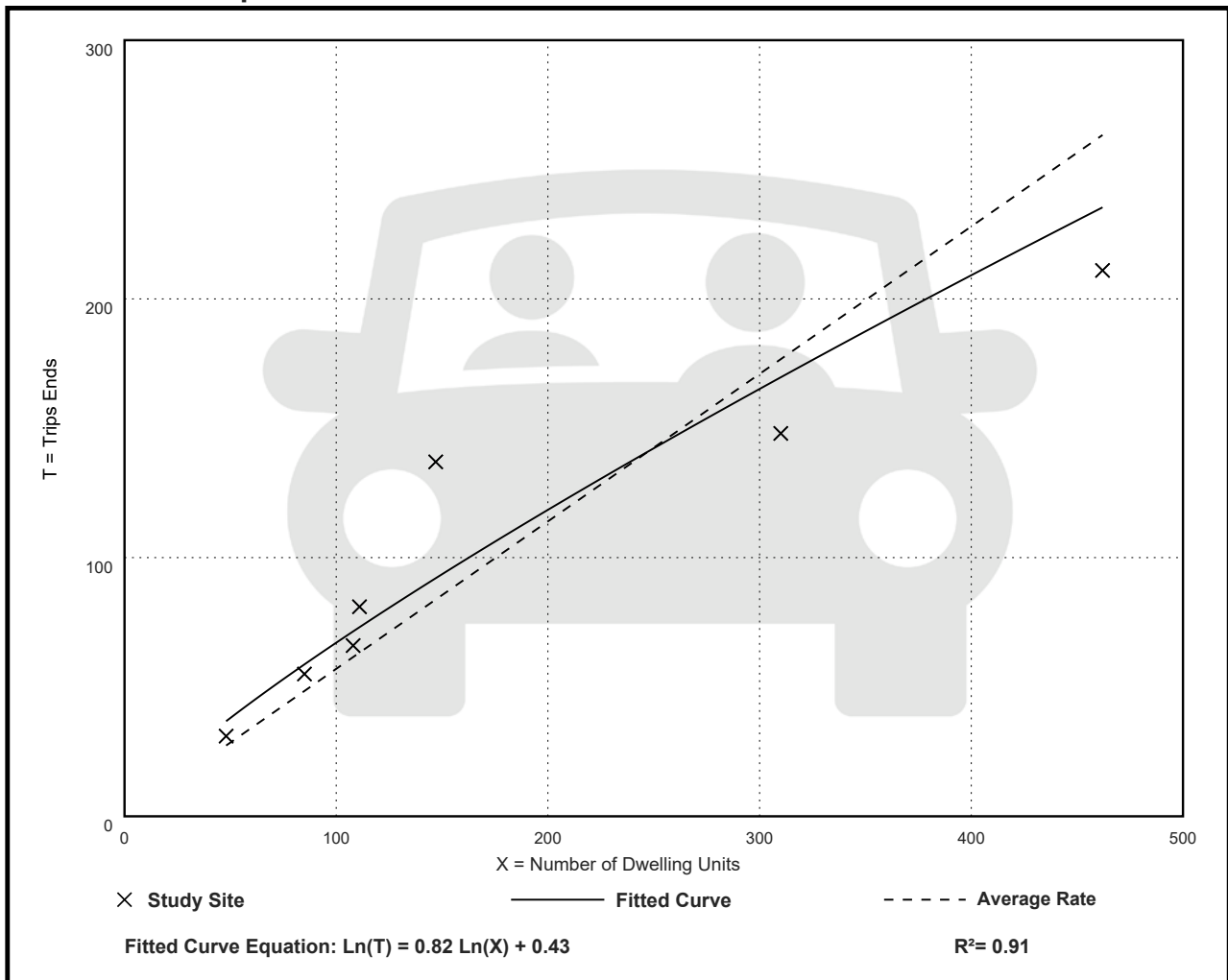
Avg. Num. of Dwelling Units: 182

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



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 5

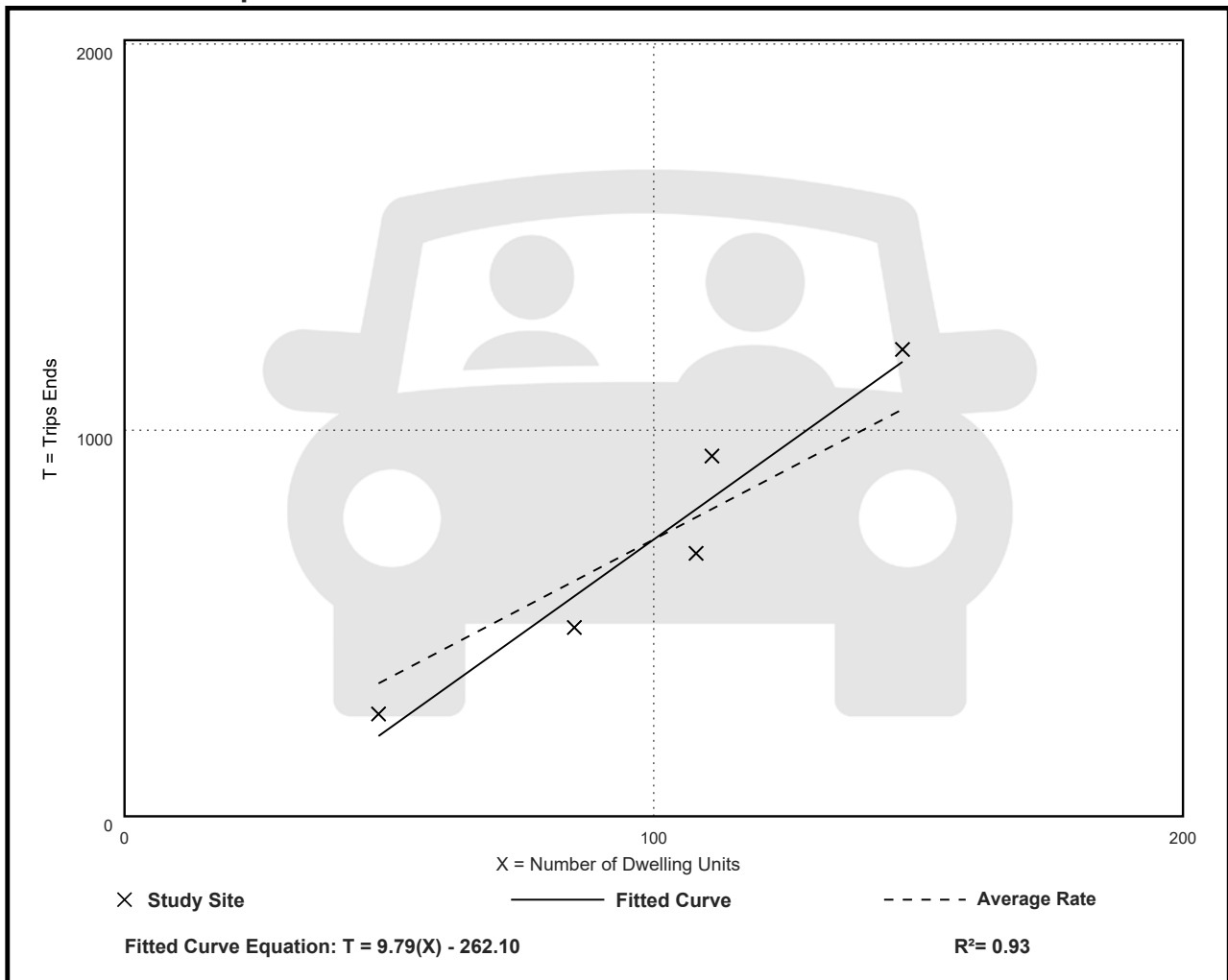
Avg. Num. of Dwelling Units: 100

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



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

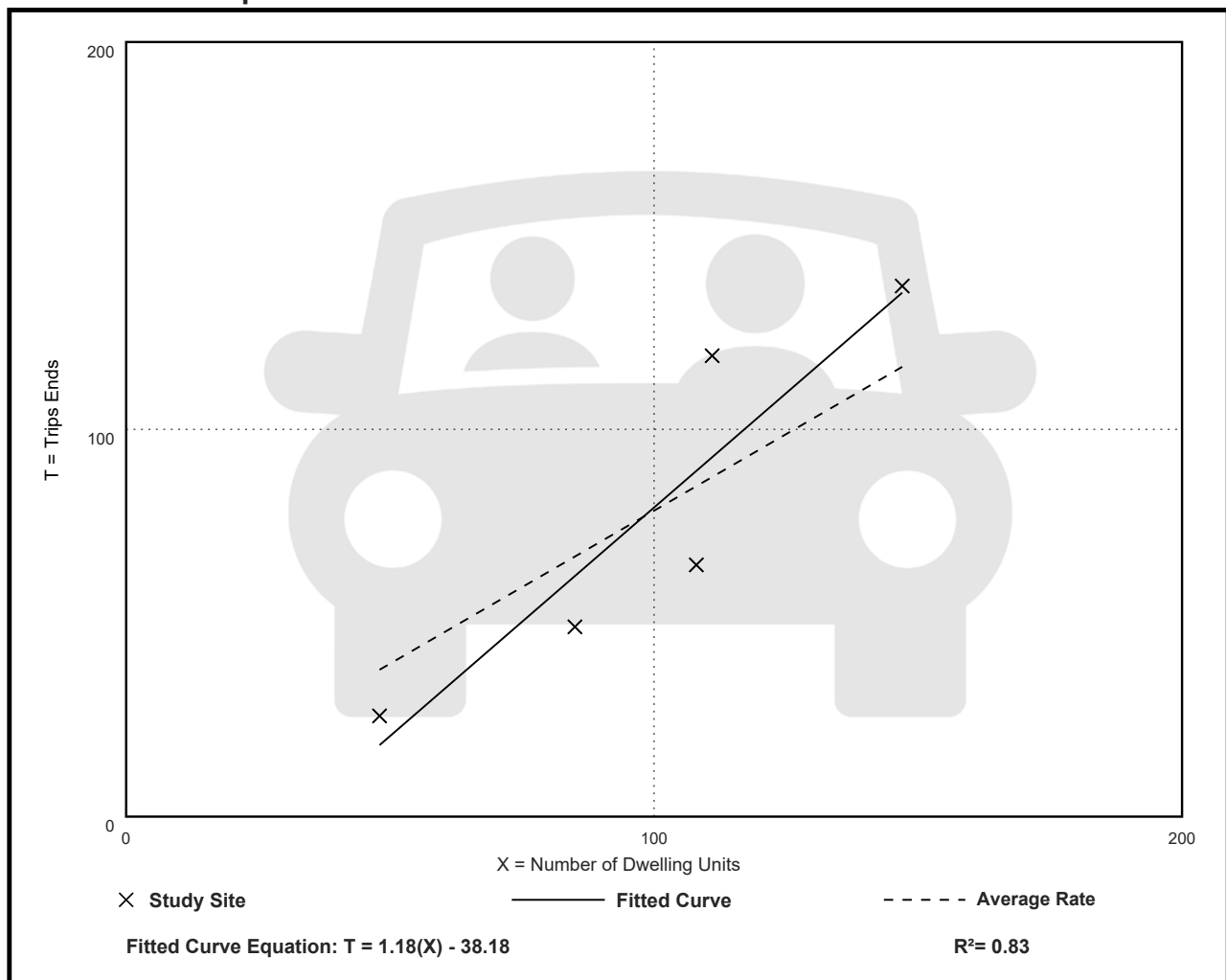
Avg. Num. of Dwelling Units: 100

Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.79	0.54 - 1.07	0.24

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Residents

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 36

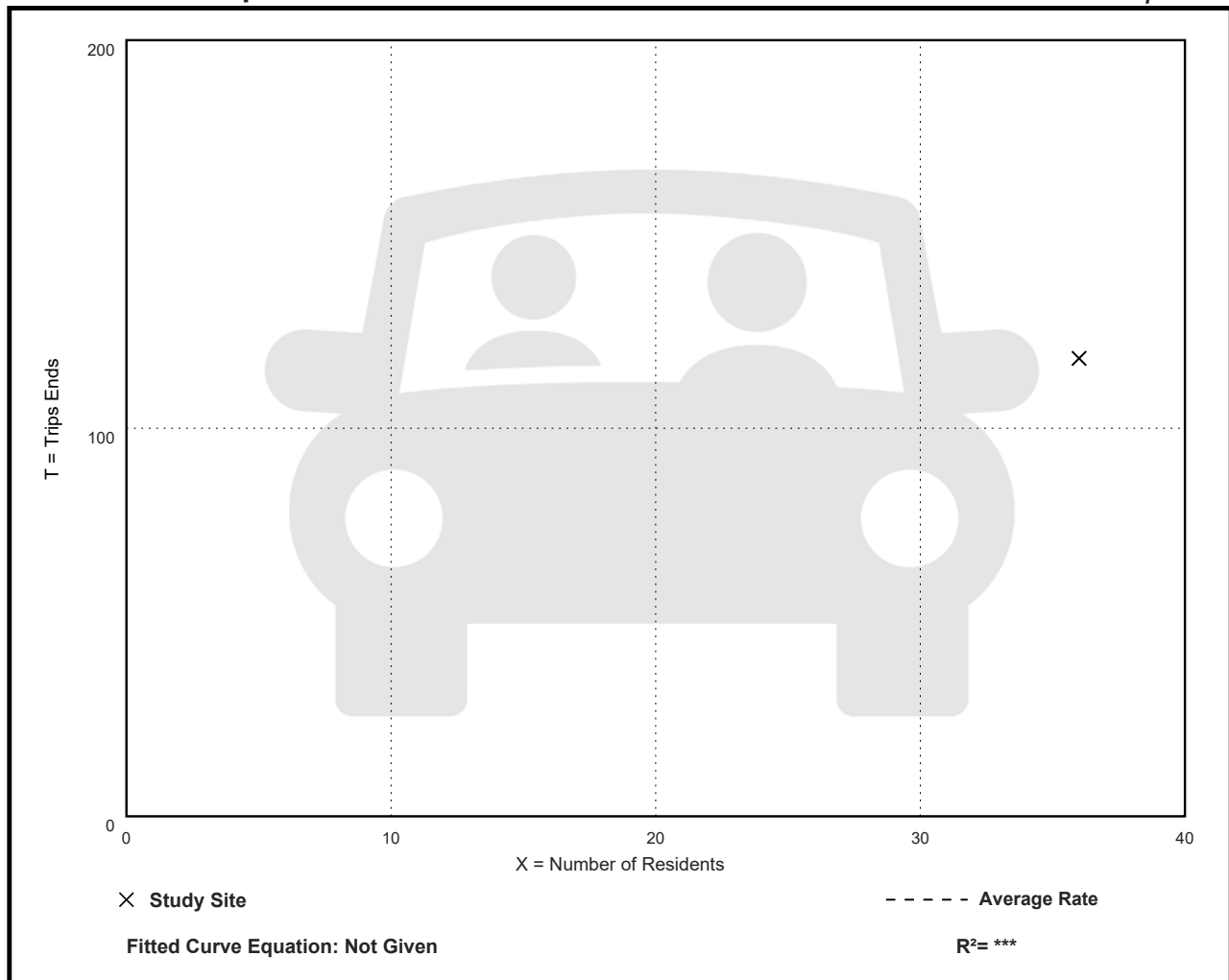
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
3.28	3.28 - 3.28	***

Data Plot and Equation

Caution – Small Sample Size



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

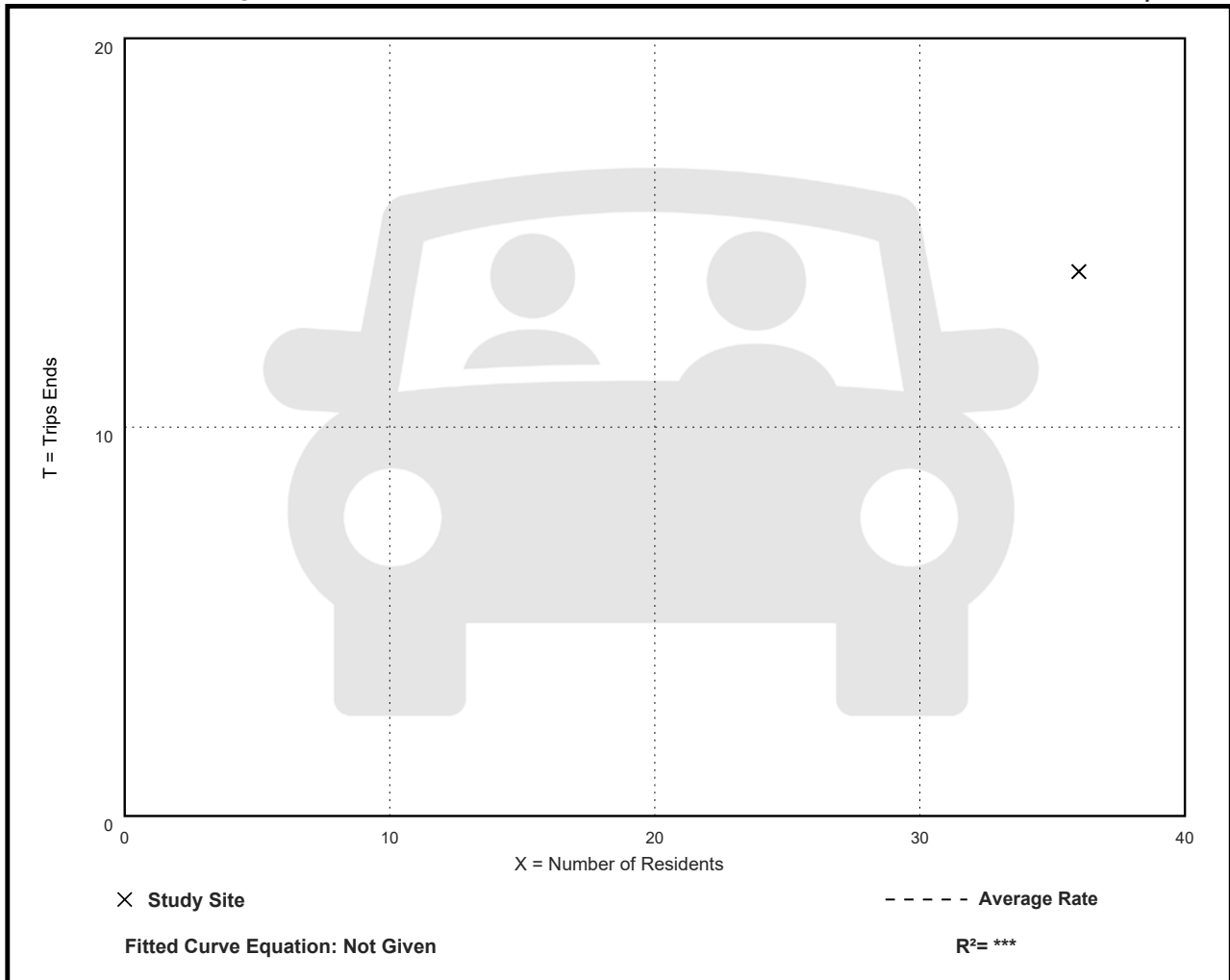
Directional Distribution: Not Available

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



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

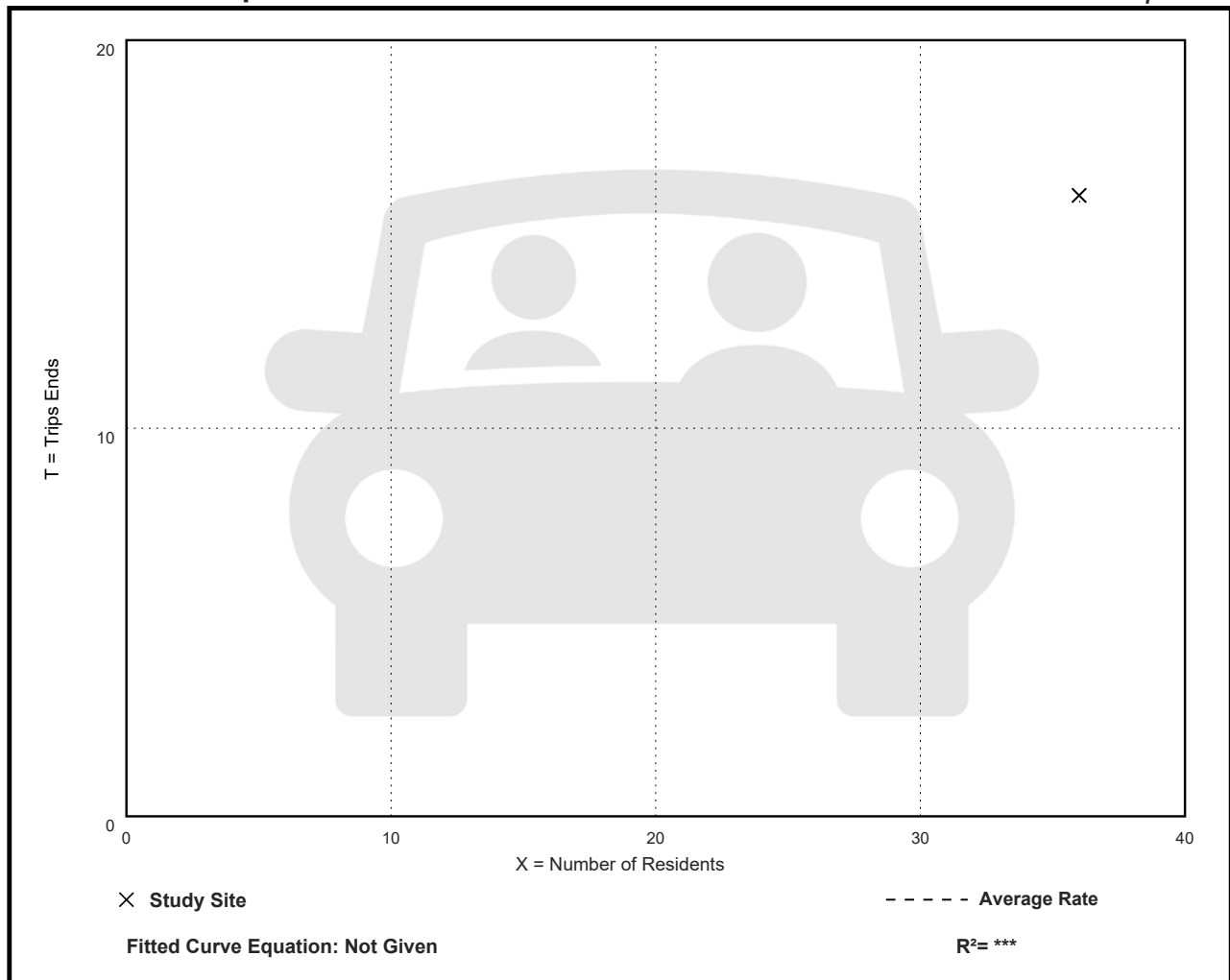
Directional Distribution: Not Available

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

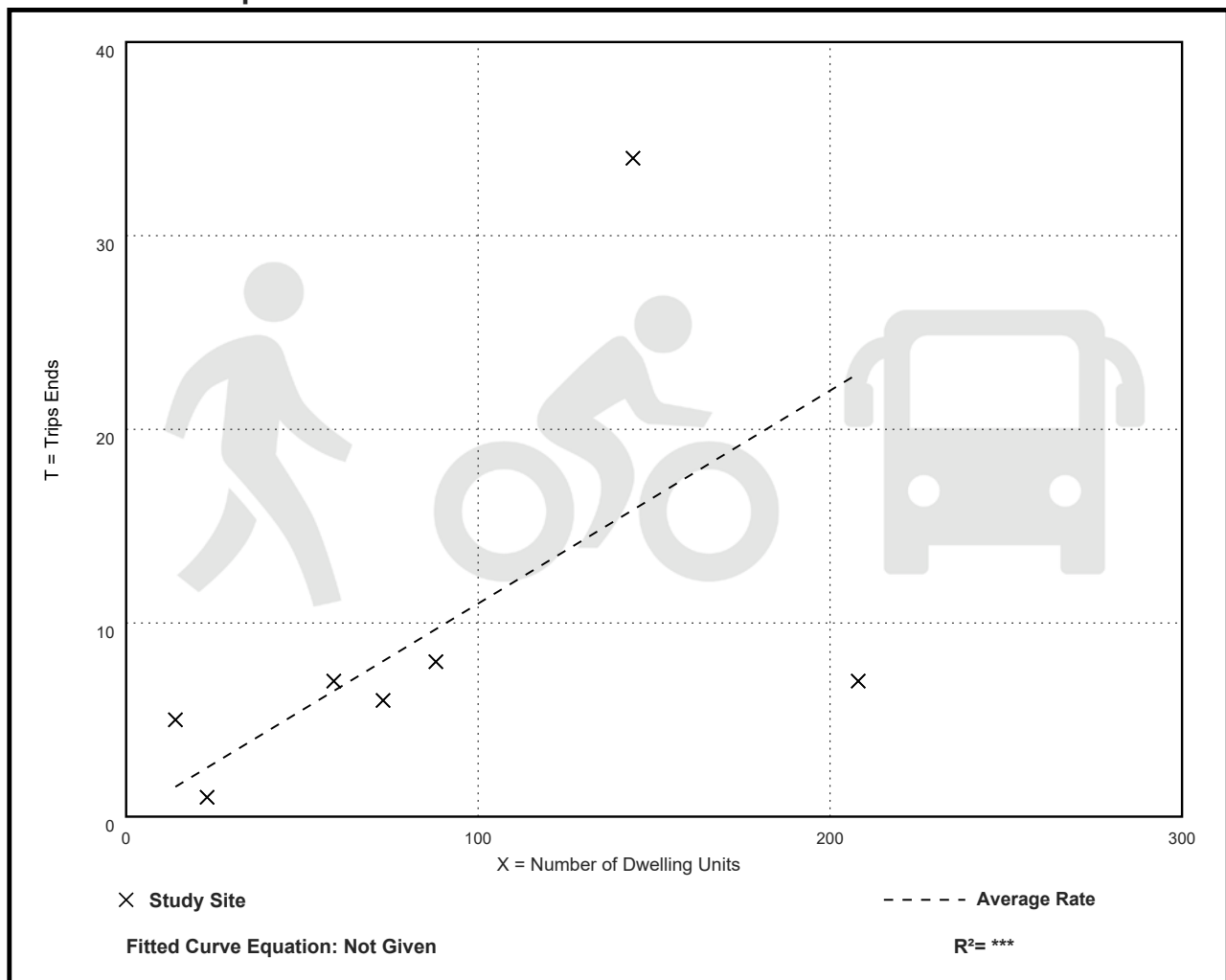
Avg. Num. of Dwelling Units: 87

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

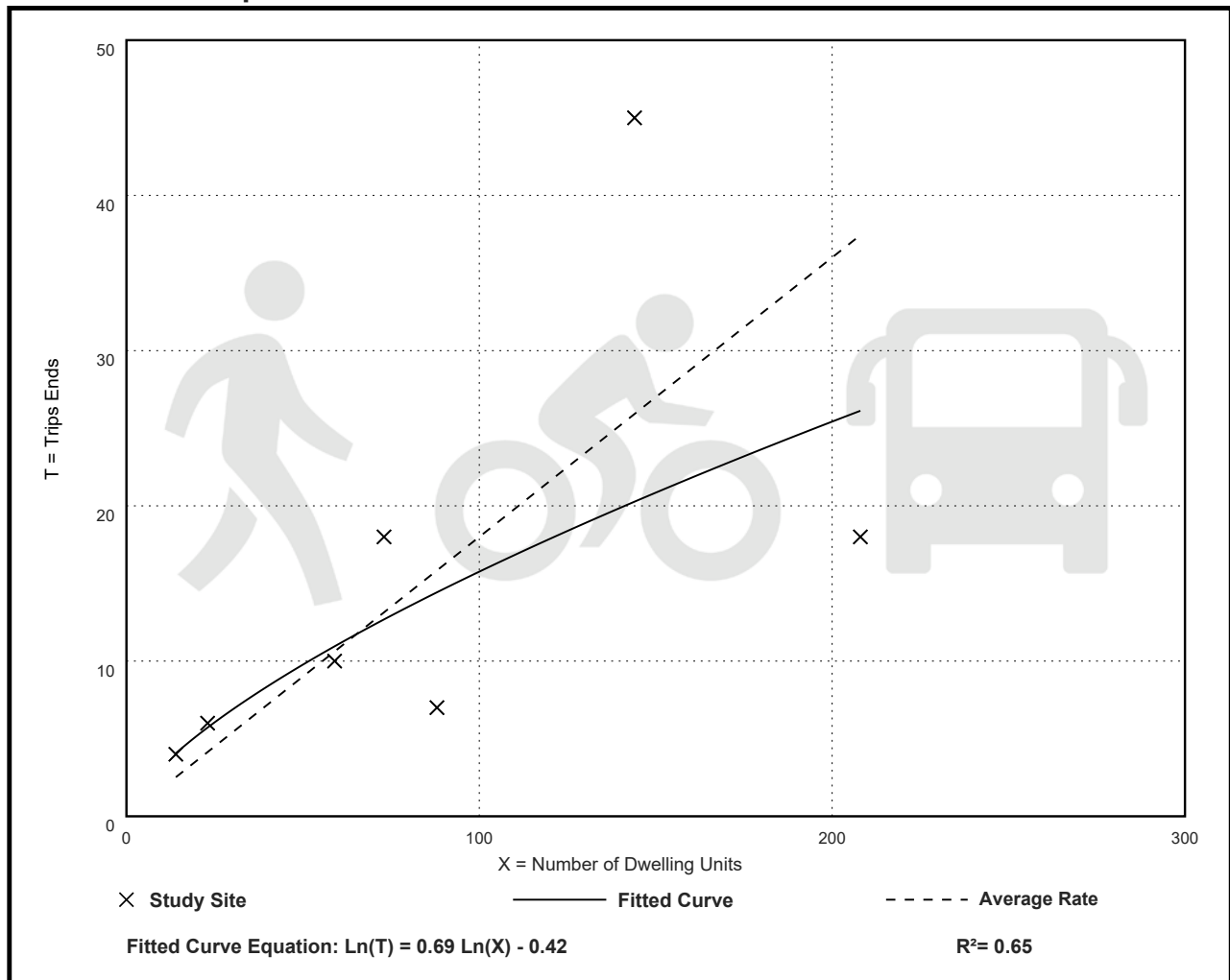
Avg. Num. of Dwelling Units: 87

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



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

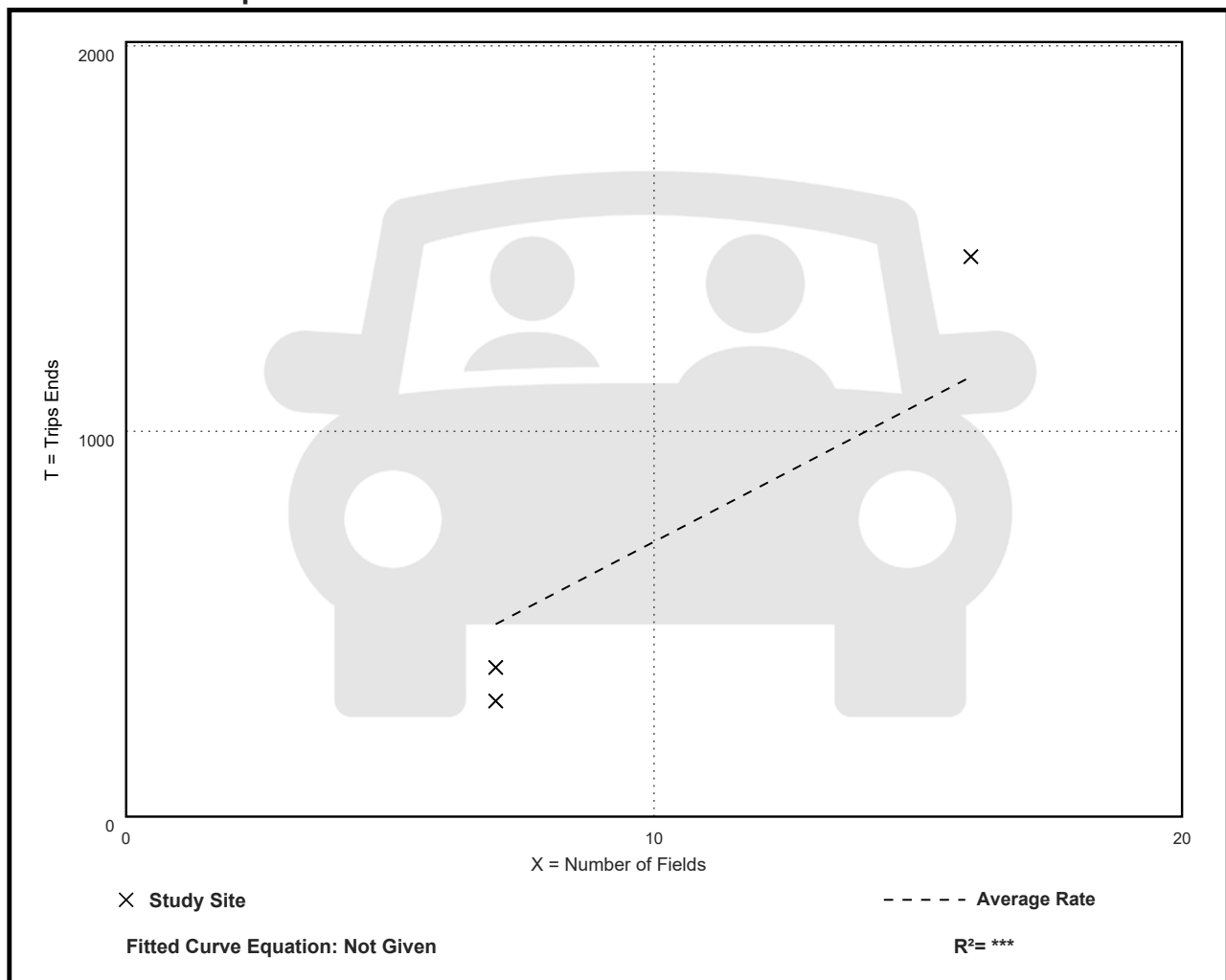
Avg. Num. of Fields: 10

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

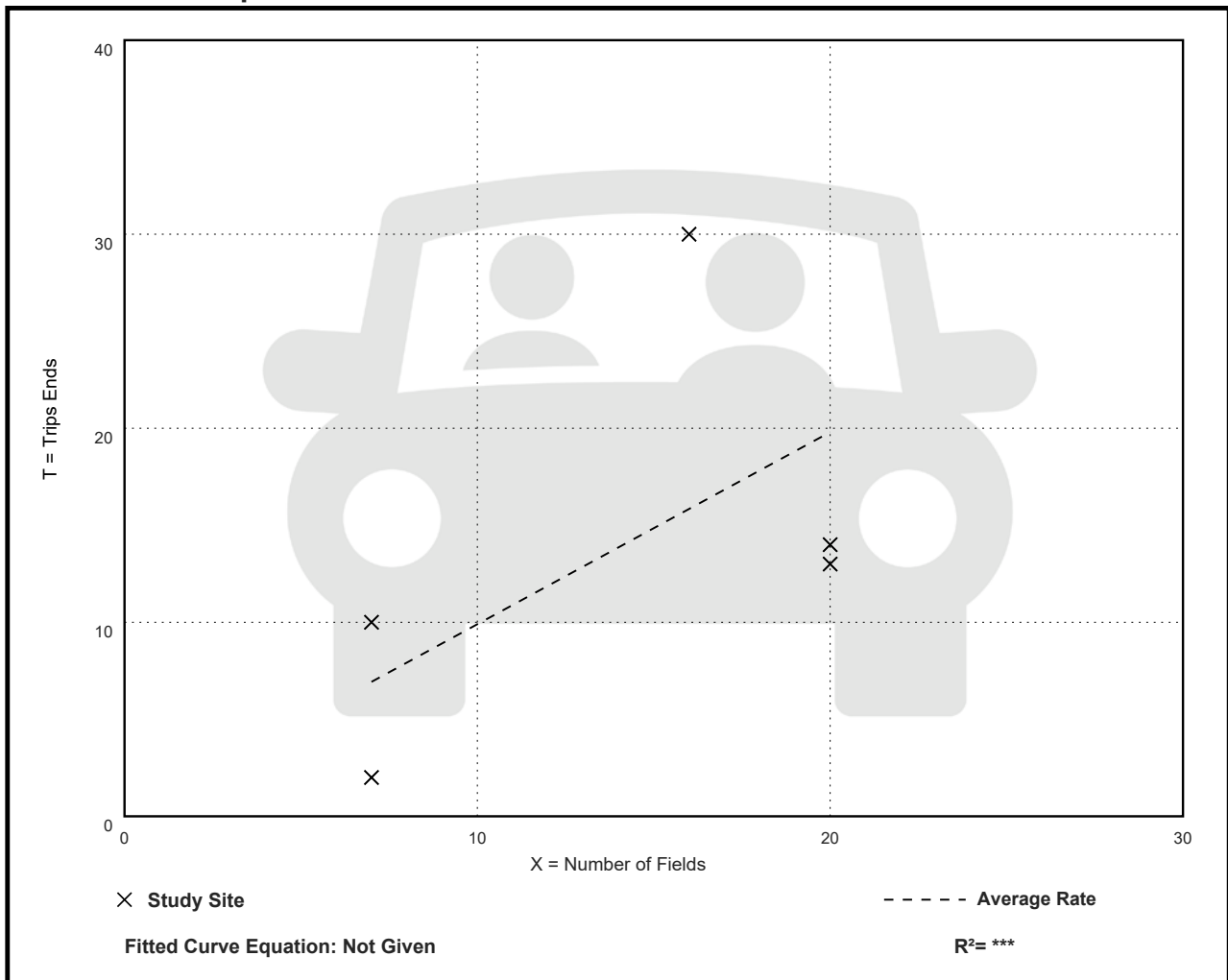
Avg. Num. of Fields: 14

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

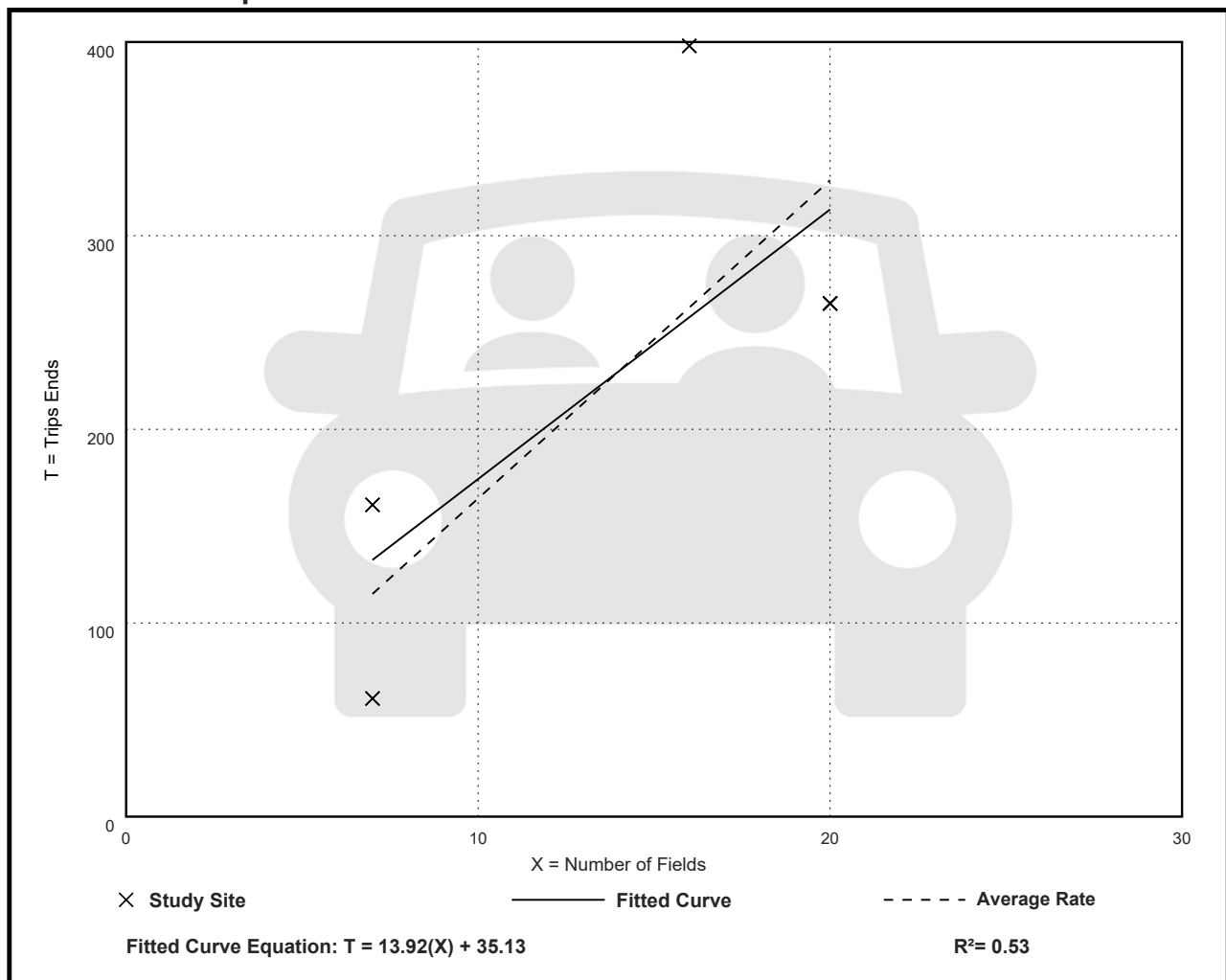
Avg. Num. of Fields: 14

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



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

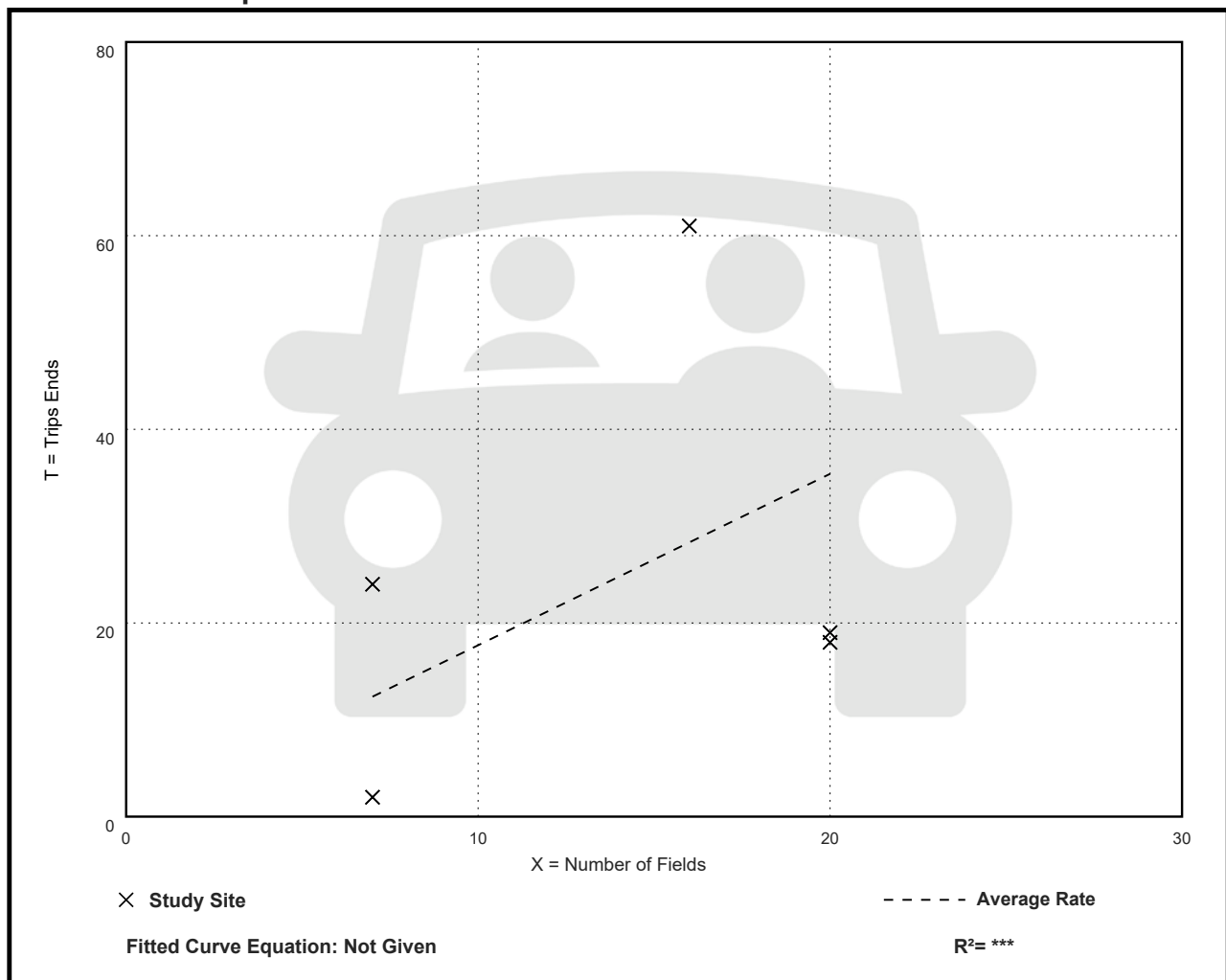
Avg. Num. of Fields: 14

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



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

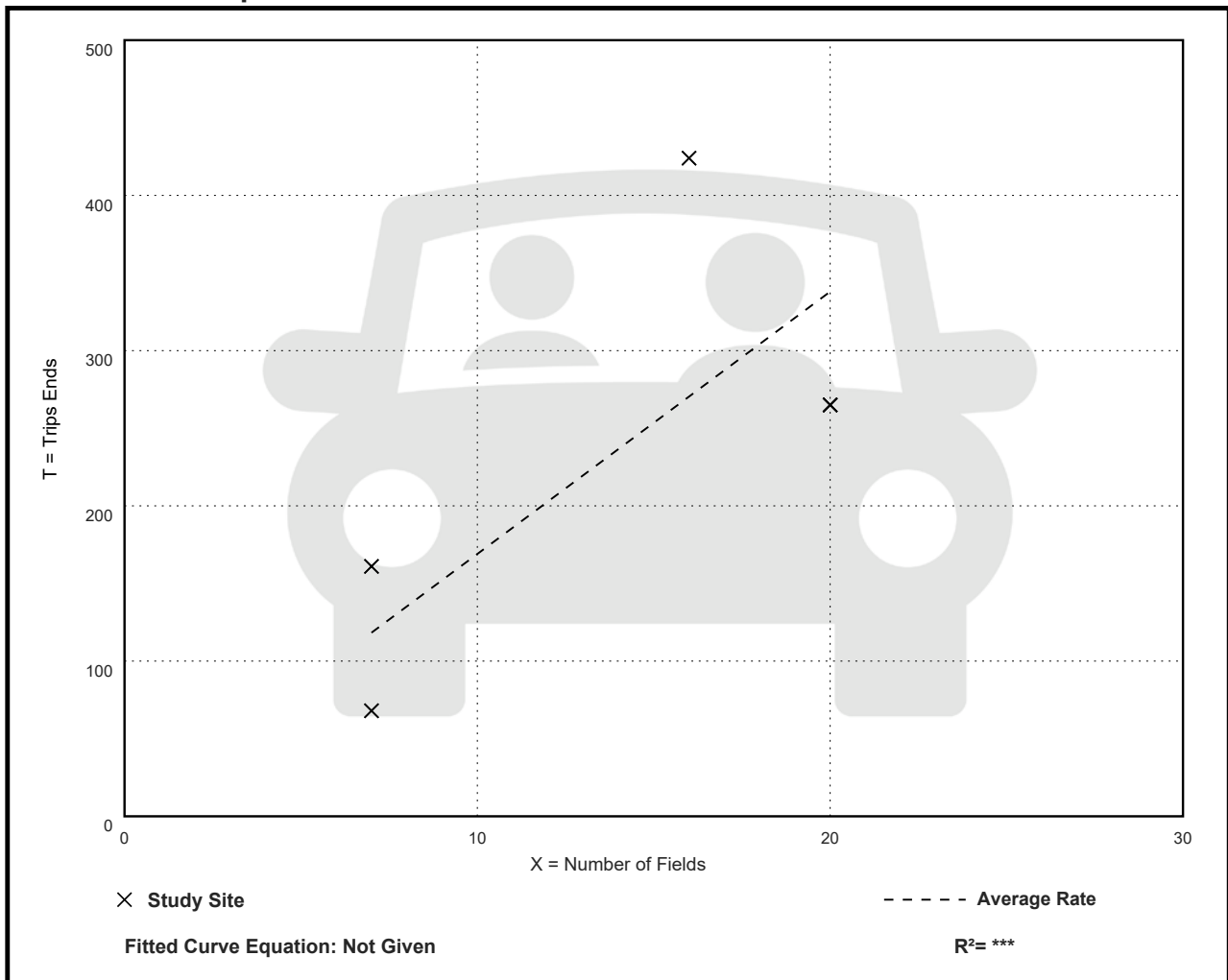
Avg. Num. of Fields: 14

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

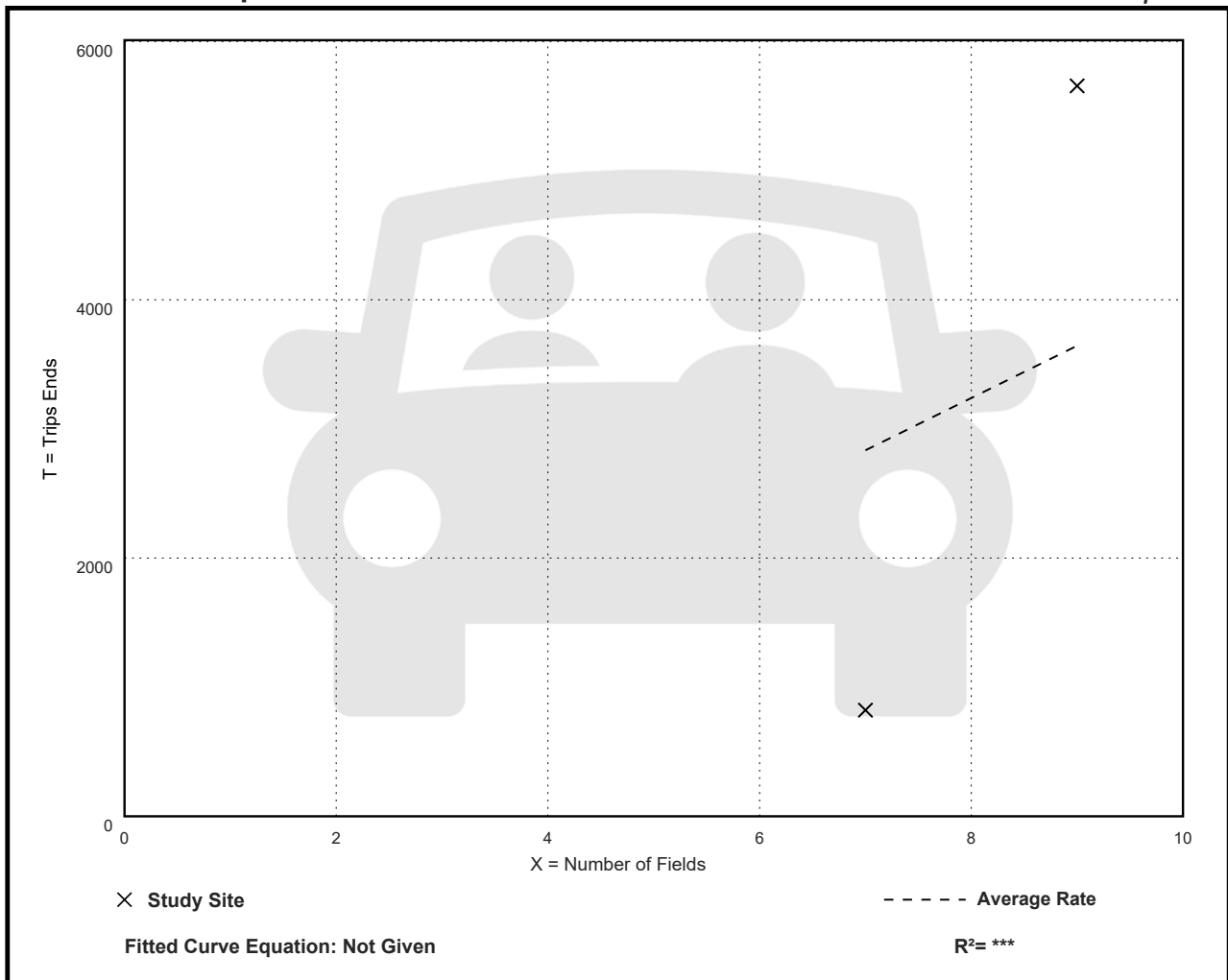
Directional Distribution: 50% entering, 50% exiting

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



Soccer Complex (488)

Vehicle Trip Ends vs: Fields

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 11

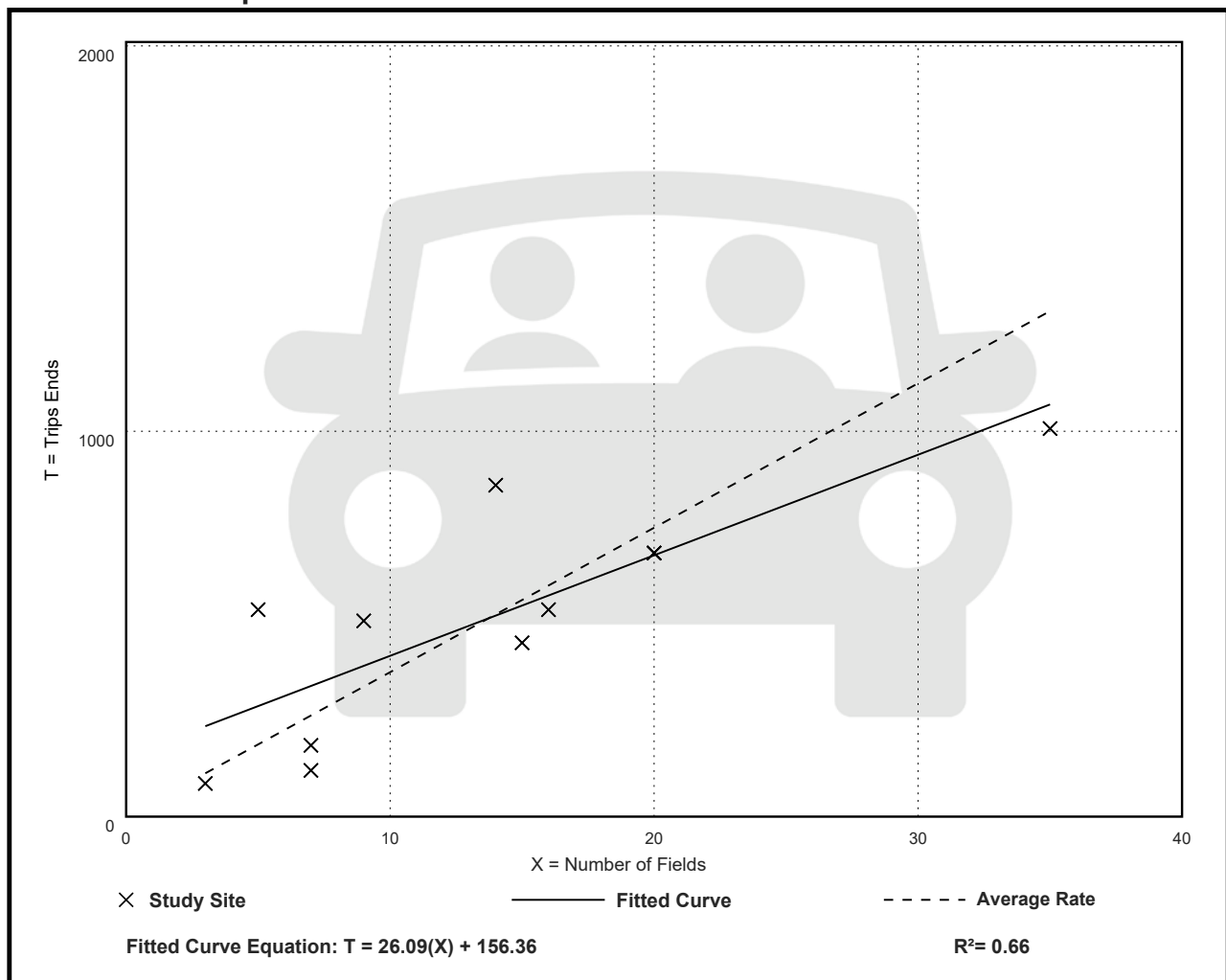
Avg. Num. of Fields: 14

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



Soccer Complex (488)

Vehicle Trip Ends vs: Fields

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3

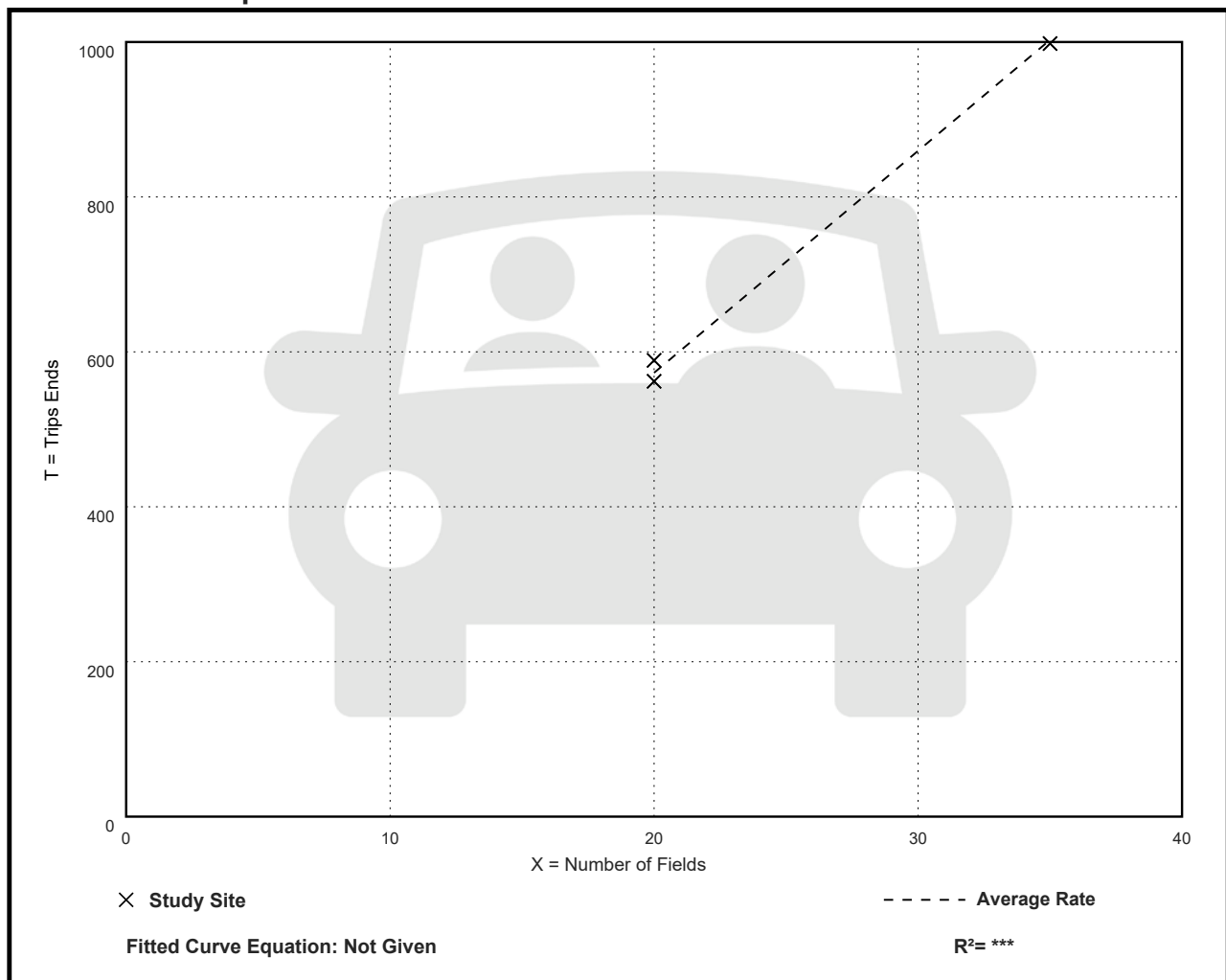
Avg. Num. of Fields: 25

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

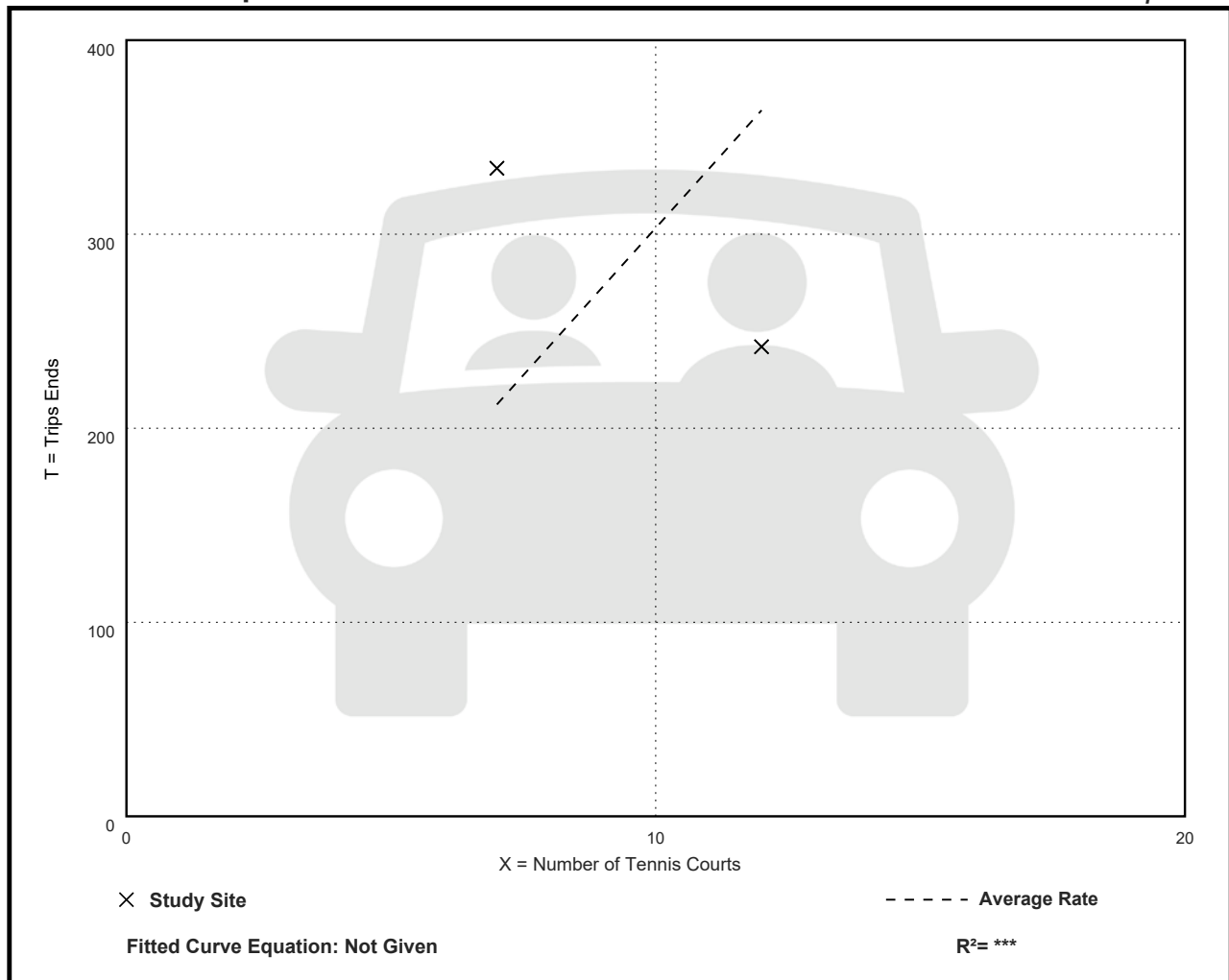
Directional Distribution: 50% entering, 50% exiting

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

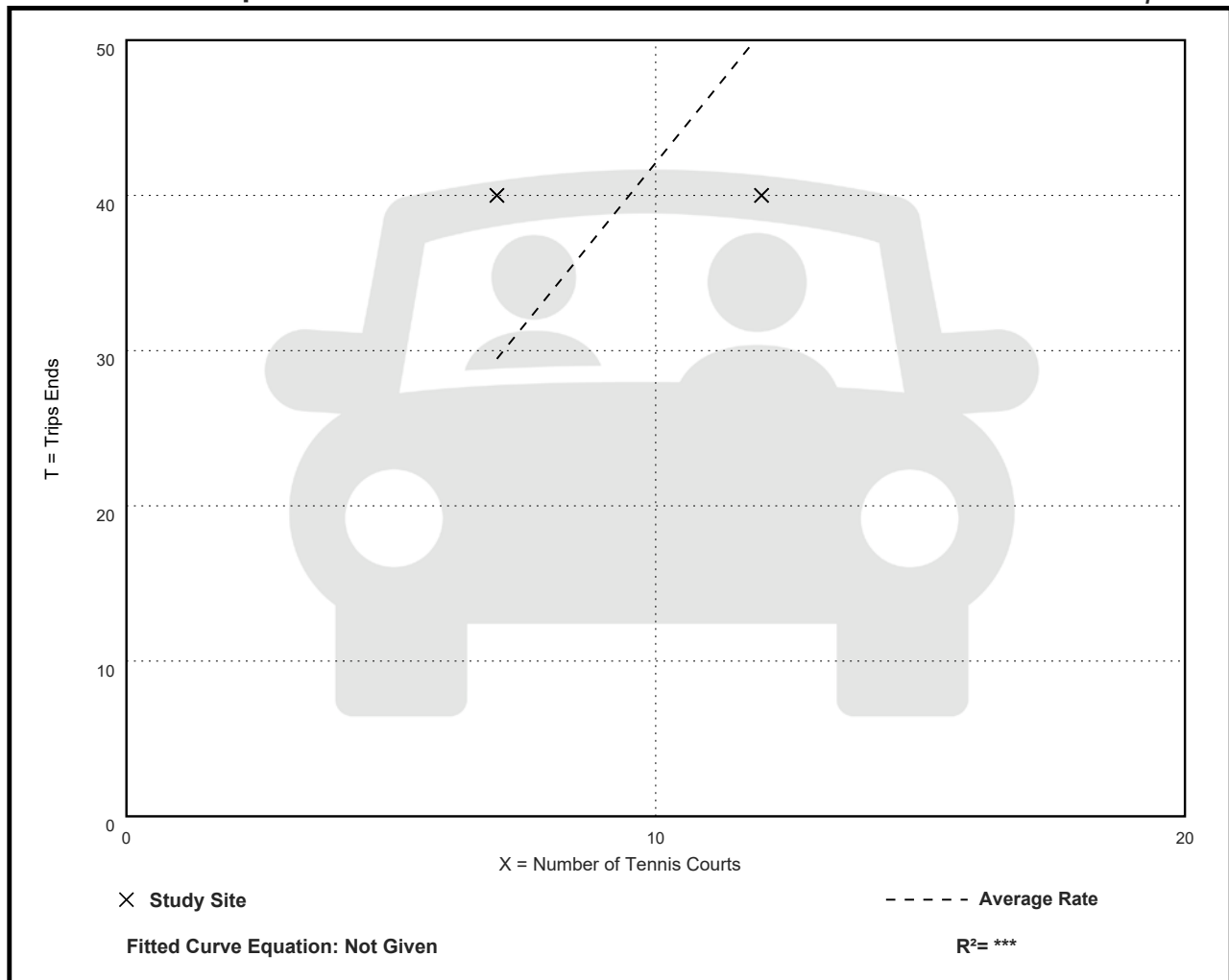
Directional Distribution: Not Available

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



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

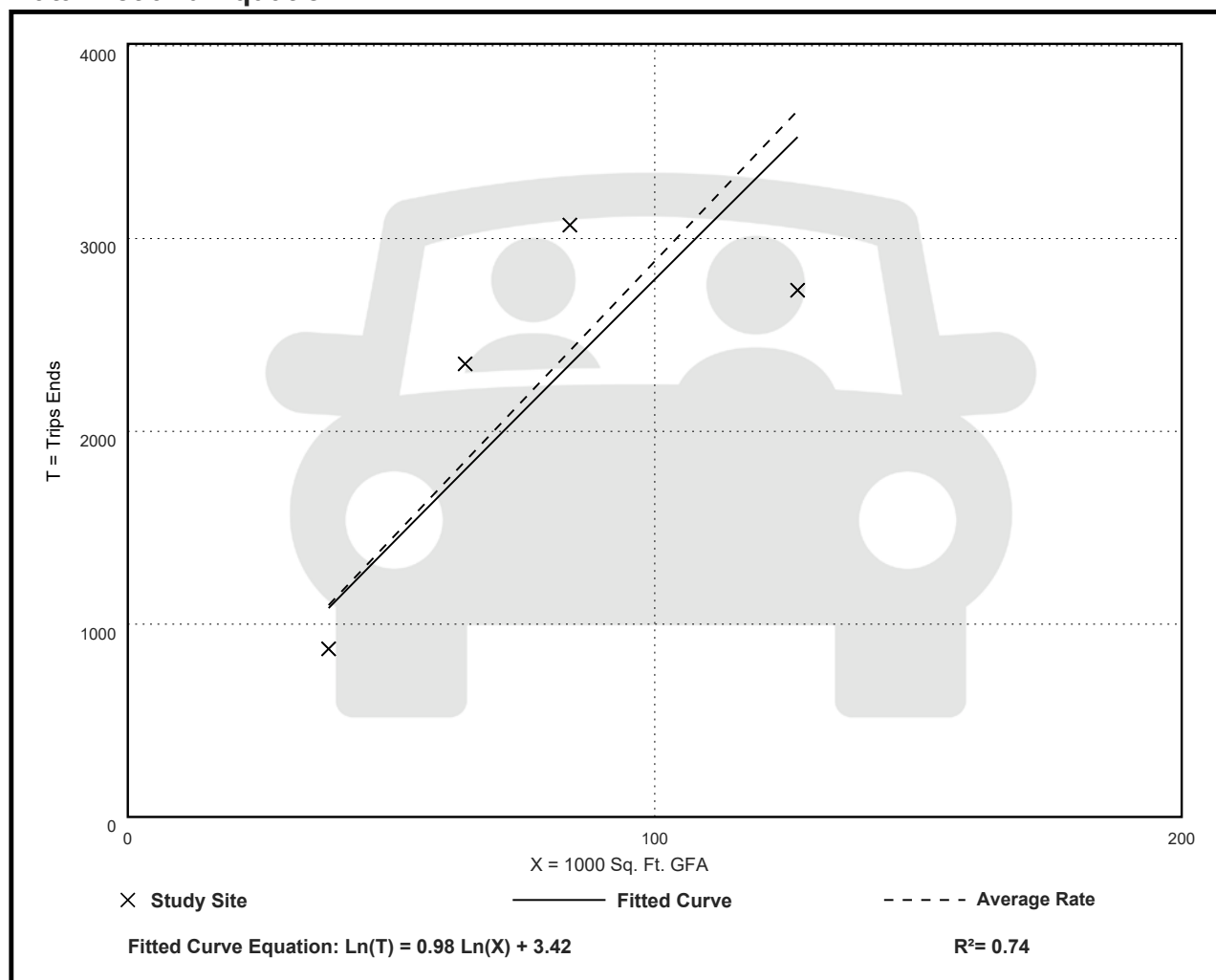
Avg. 1000 Sq. Ft. GFA: 78

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



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

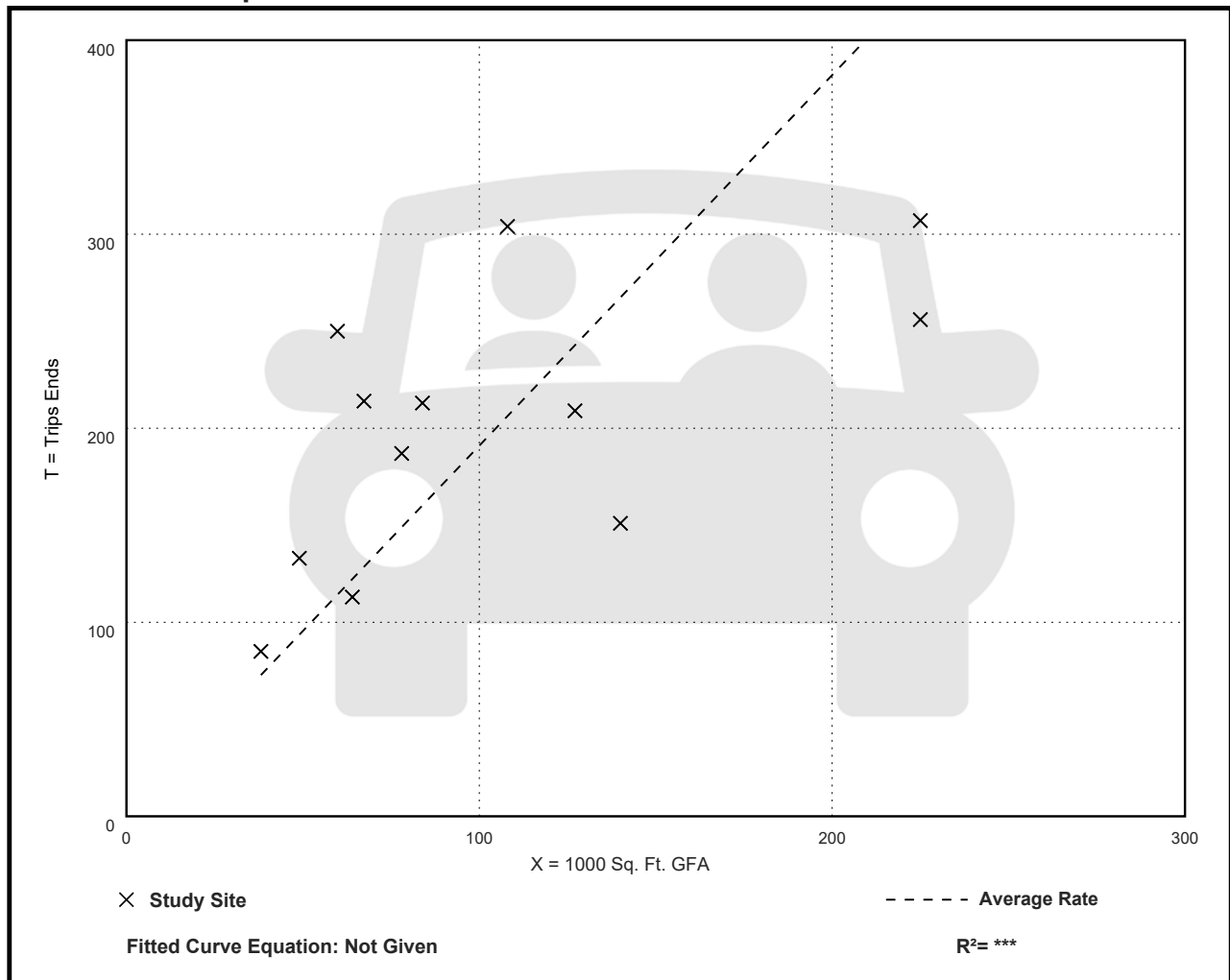
Avg. 1000 Sq. Ft. GFA: 105

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

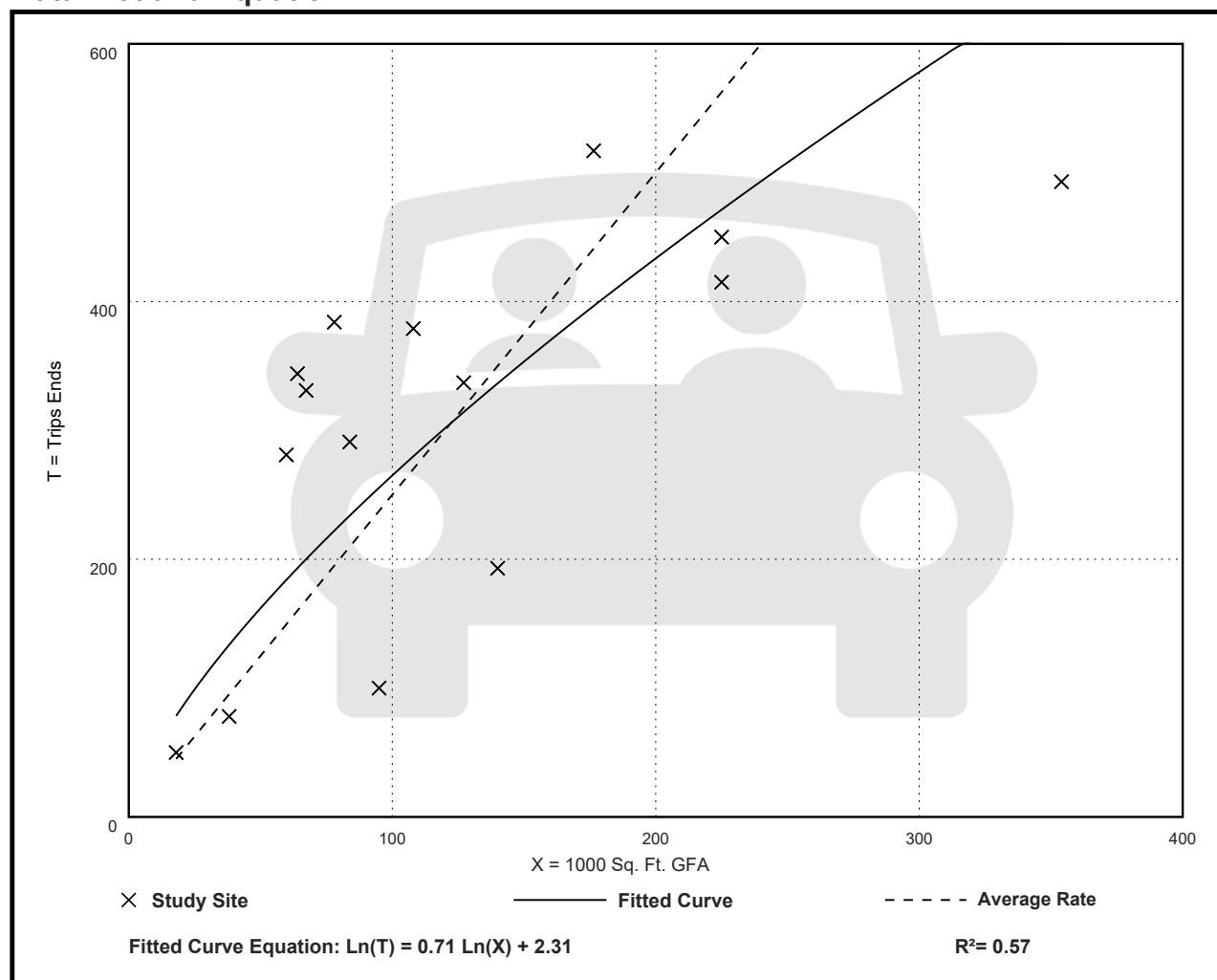
Avg. 1000 Sq. Ft. GFA: 124

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



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

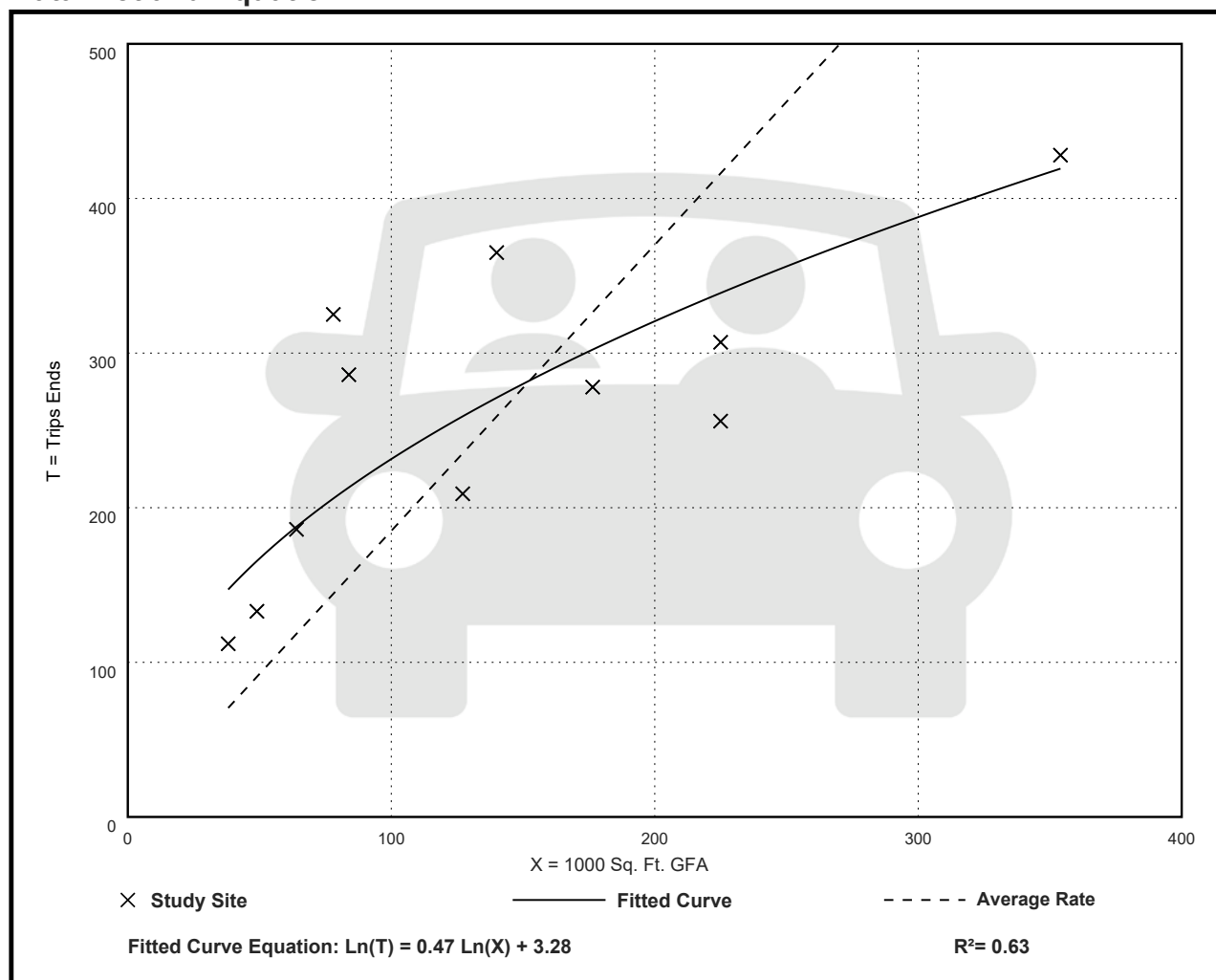
Avg. 1000 Sq. Ft. GFA: 142

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



Recreational Community Center (495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 11

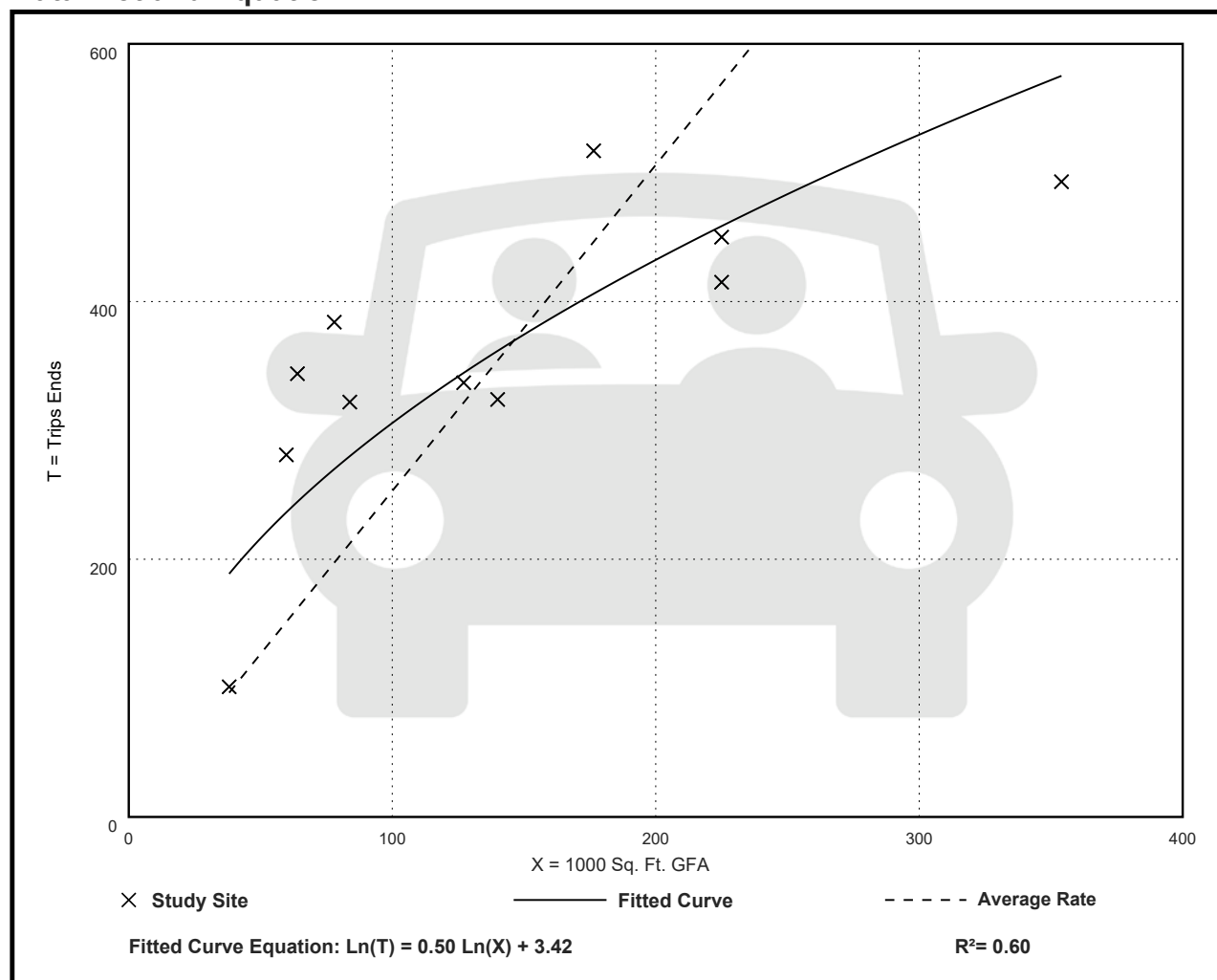
Avg. 1000 Sq. Ft. GFA: 143

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.53	1.39 - 5.37	1.20

Data Plot and Equation



Recreational Community Center (495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. 1000 Sq. Ft. GFA: 89

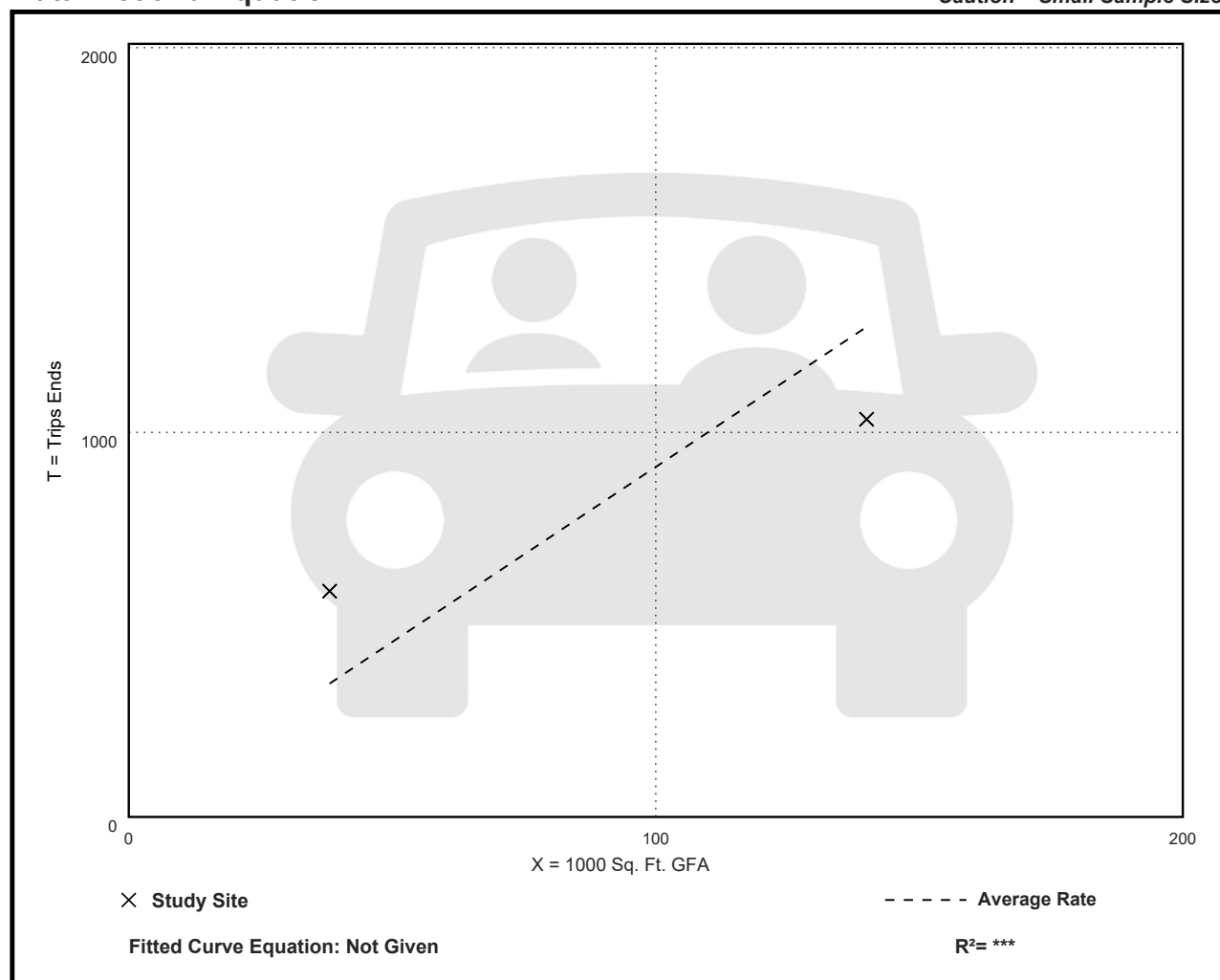
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.10	7.39 - 15.40	***

Data Plot and Equation

Caution – Small Sample Size



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

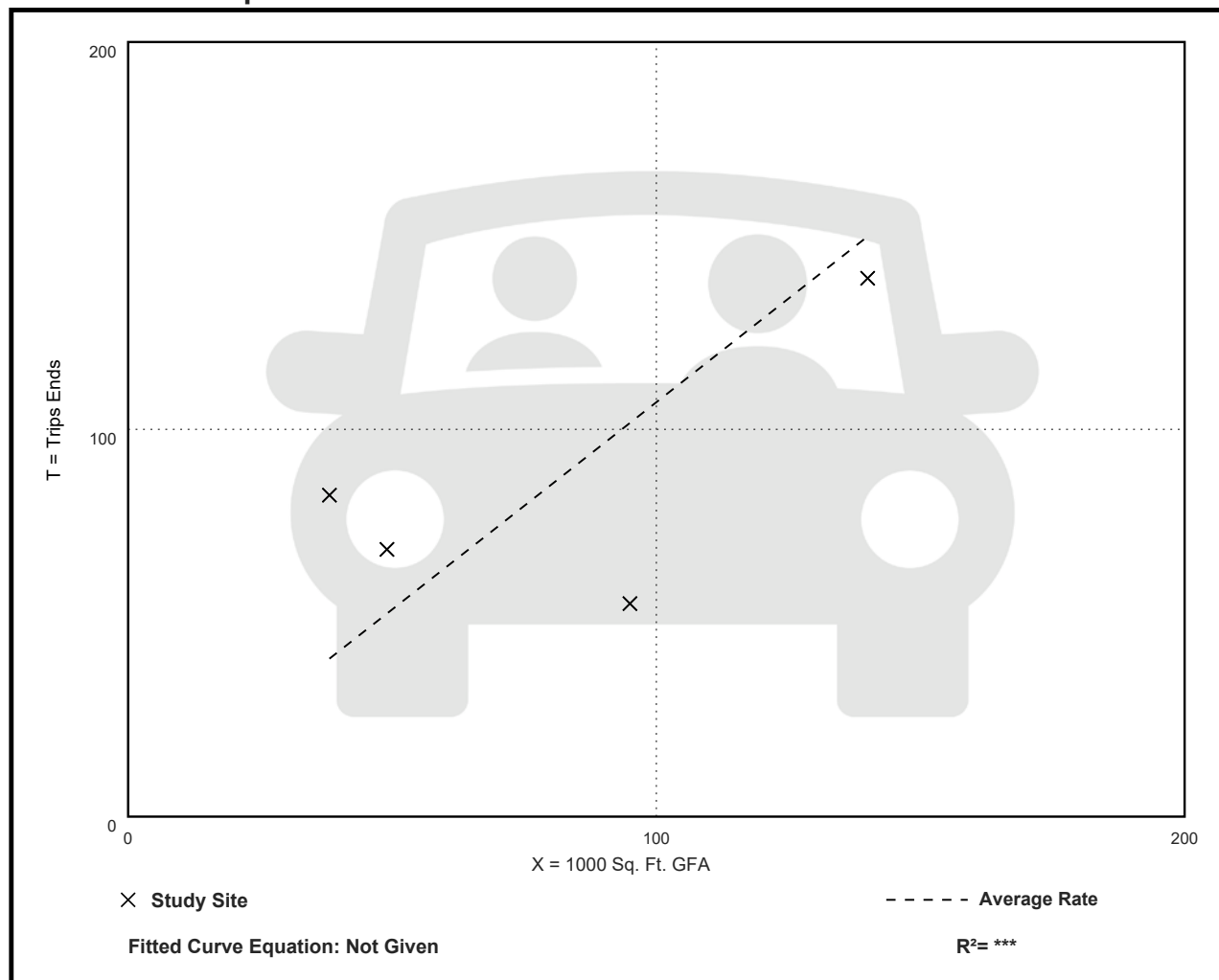
Avg. 1000 Sq. Ft. GFA: 81

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



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

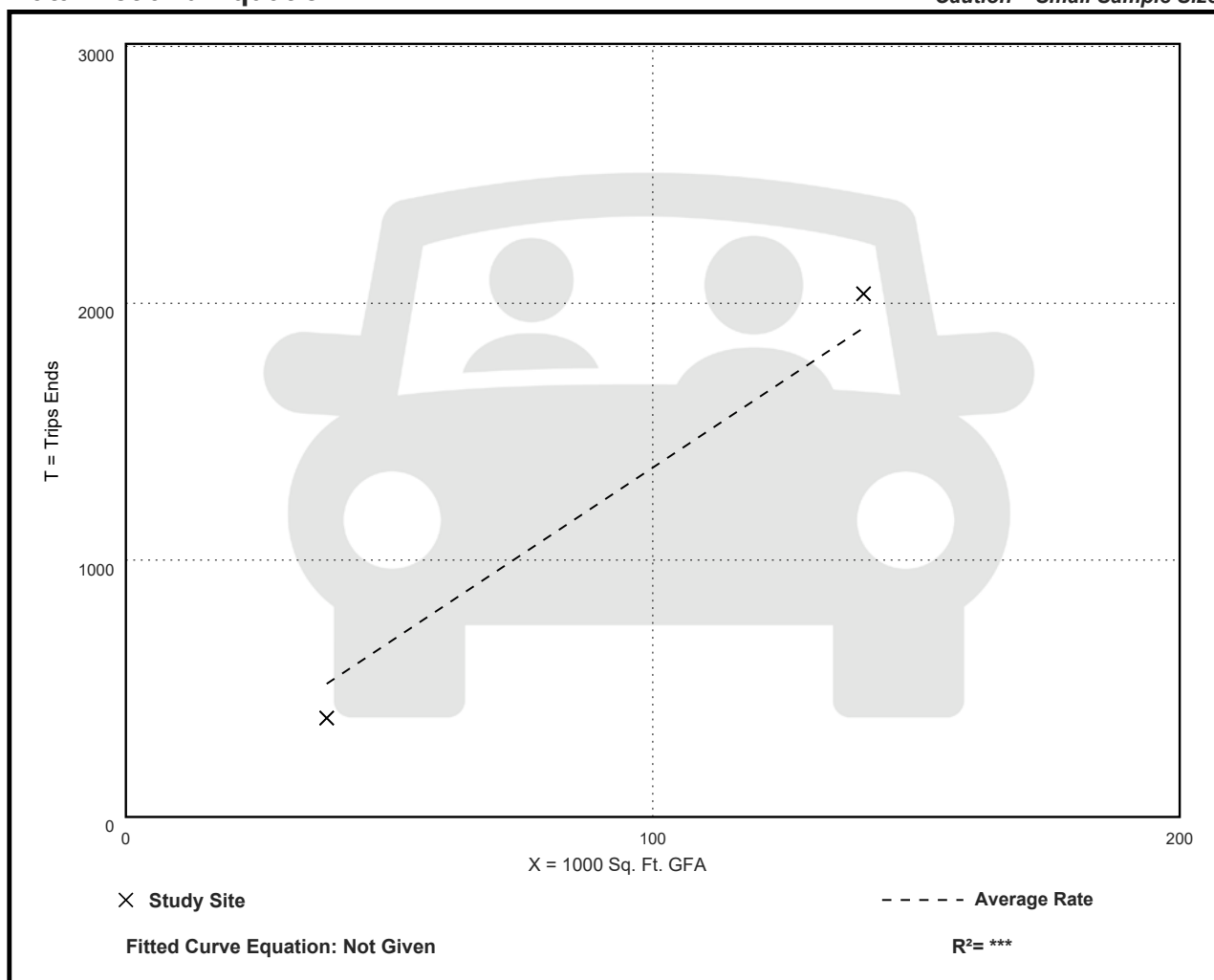
Directional Distribution: 50% entering, 50% exiting

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



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

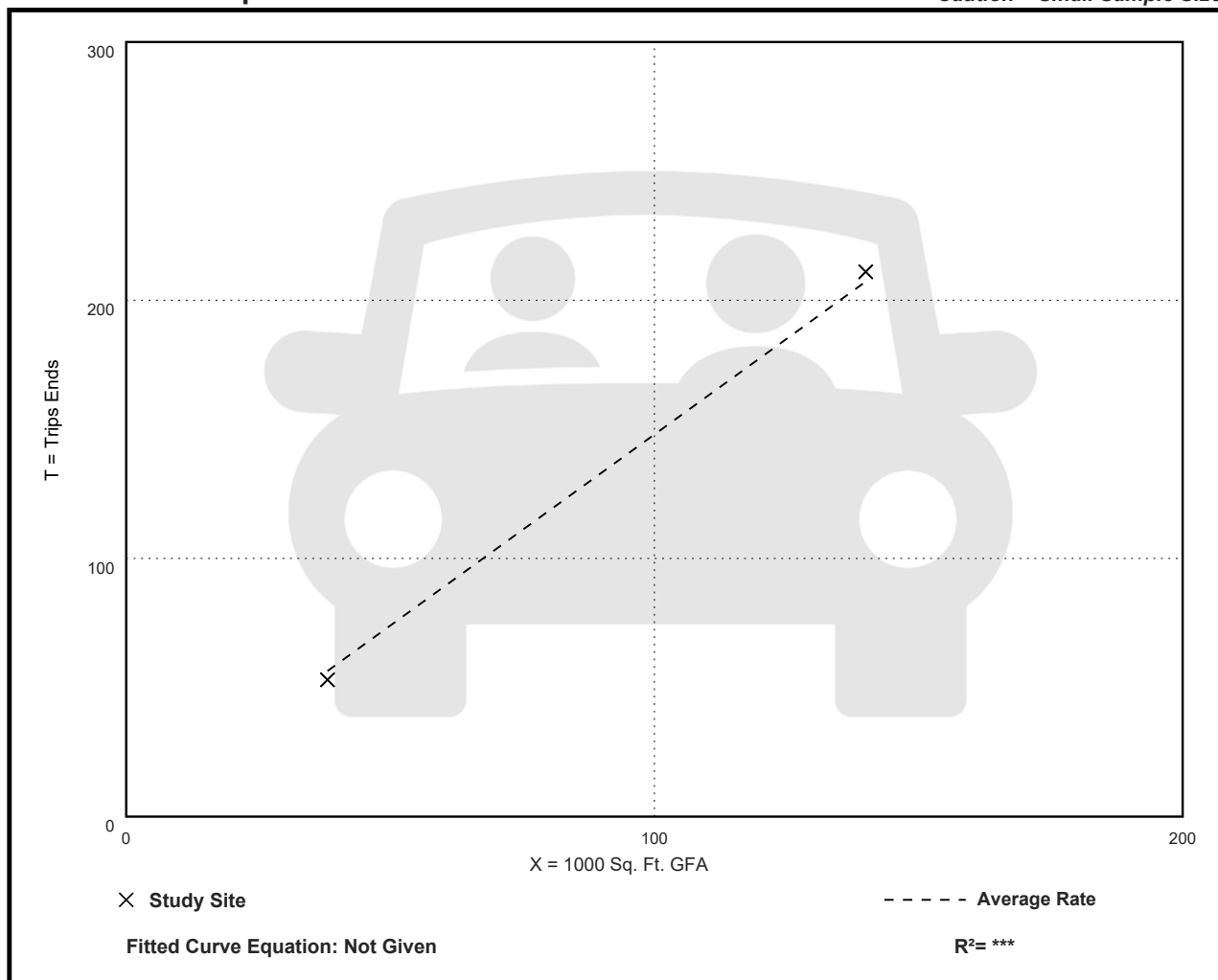
Directional Distribution: 56% entering, 44% exiting

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



Recreational Community Center (495)

Vehicle Trip Ends vs: Employees
On a: Weekday

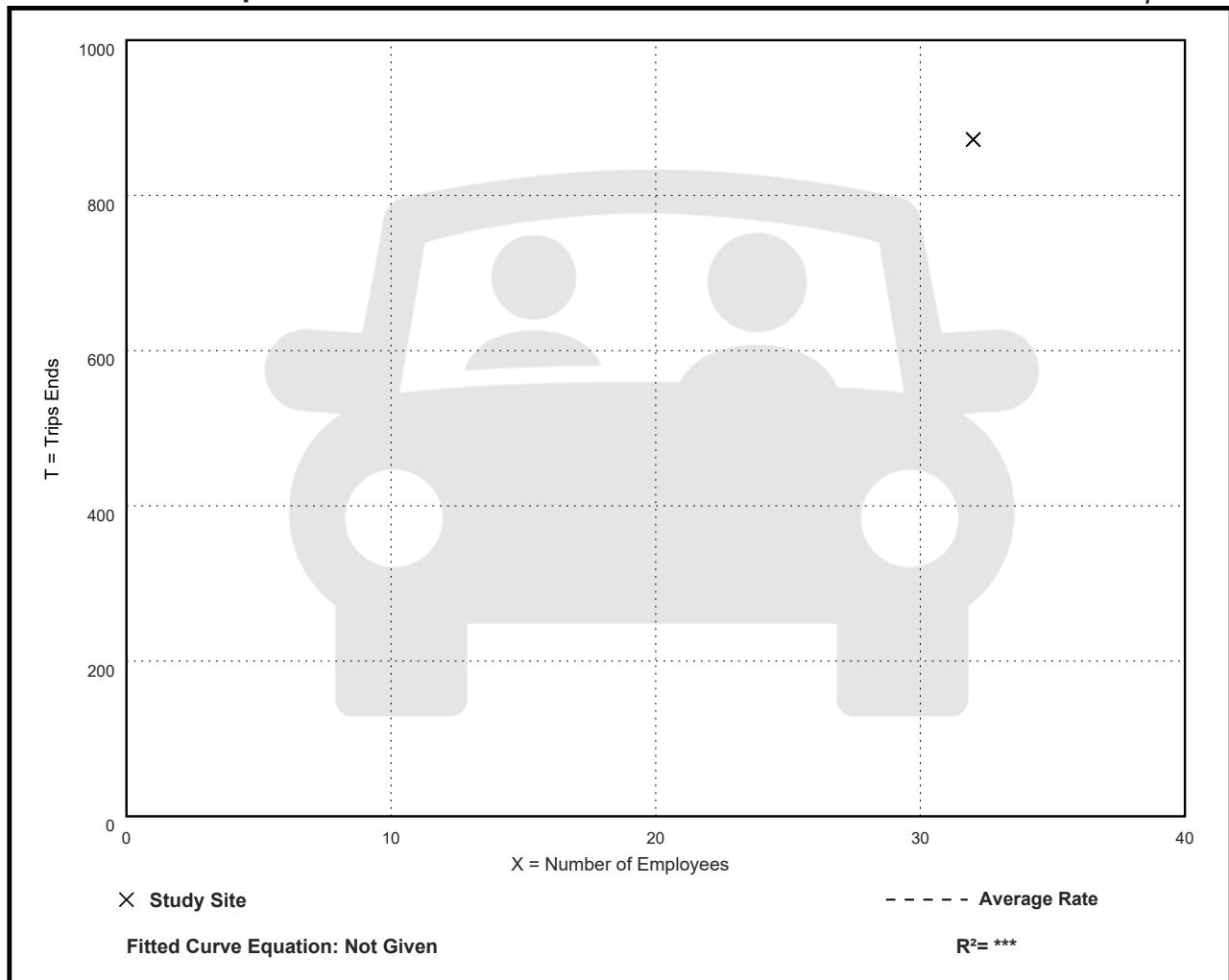
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 32
Directional Distribution: 50% entering, 50% exiting

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



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

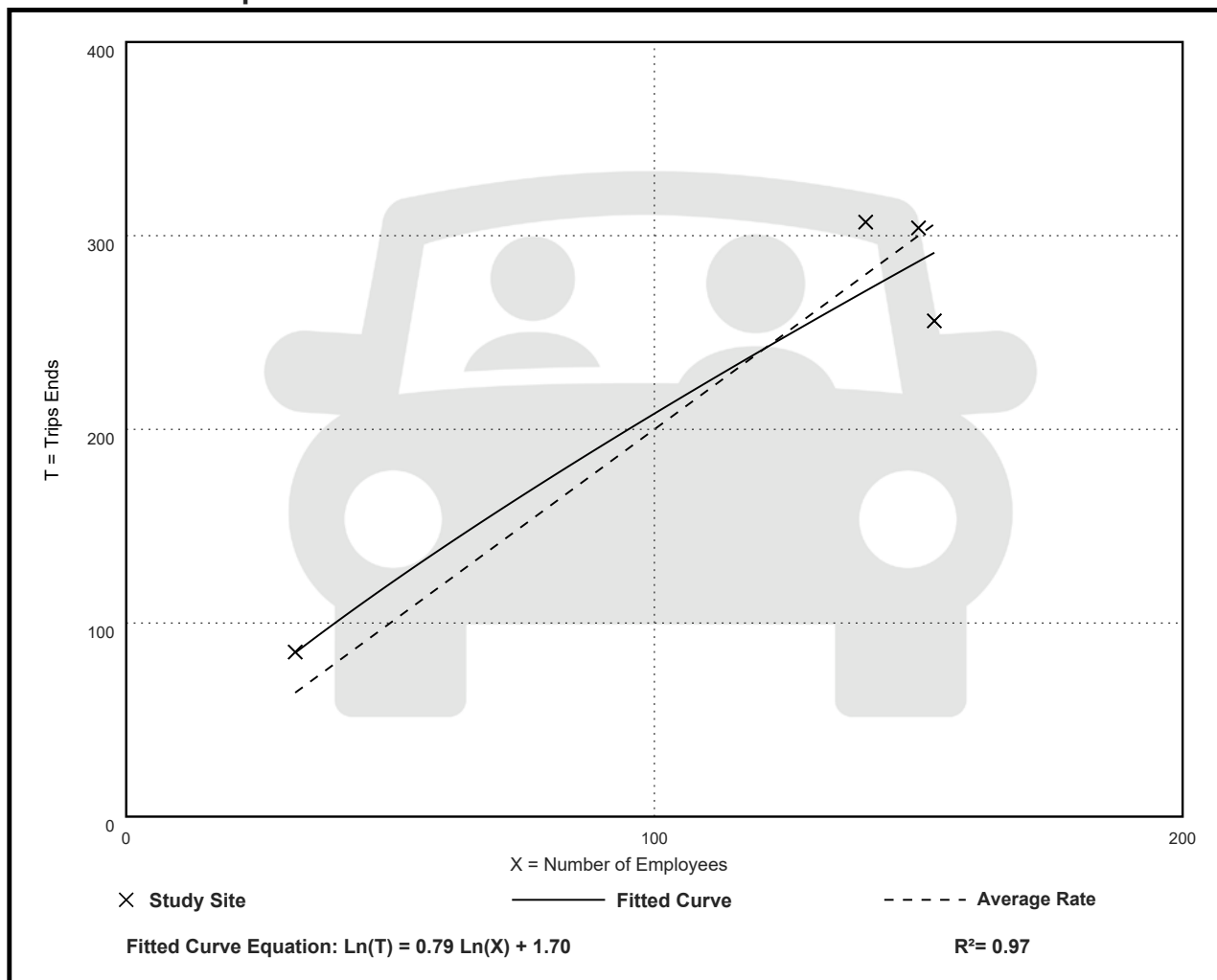
Avg. Num. of Employees: 119

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

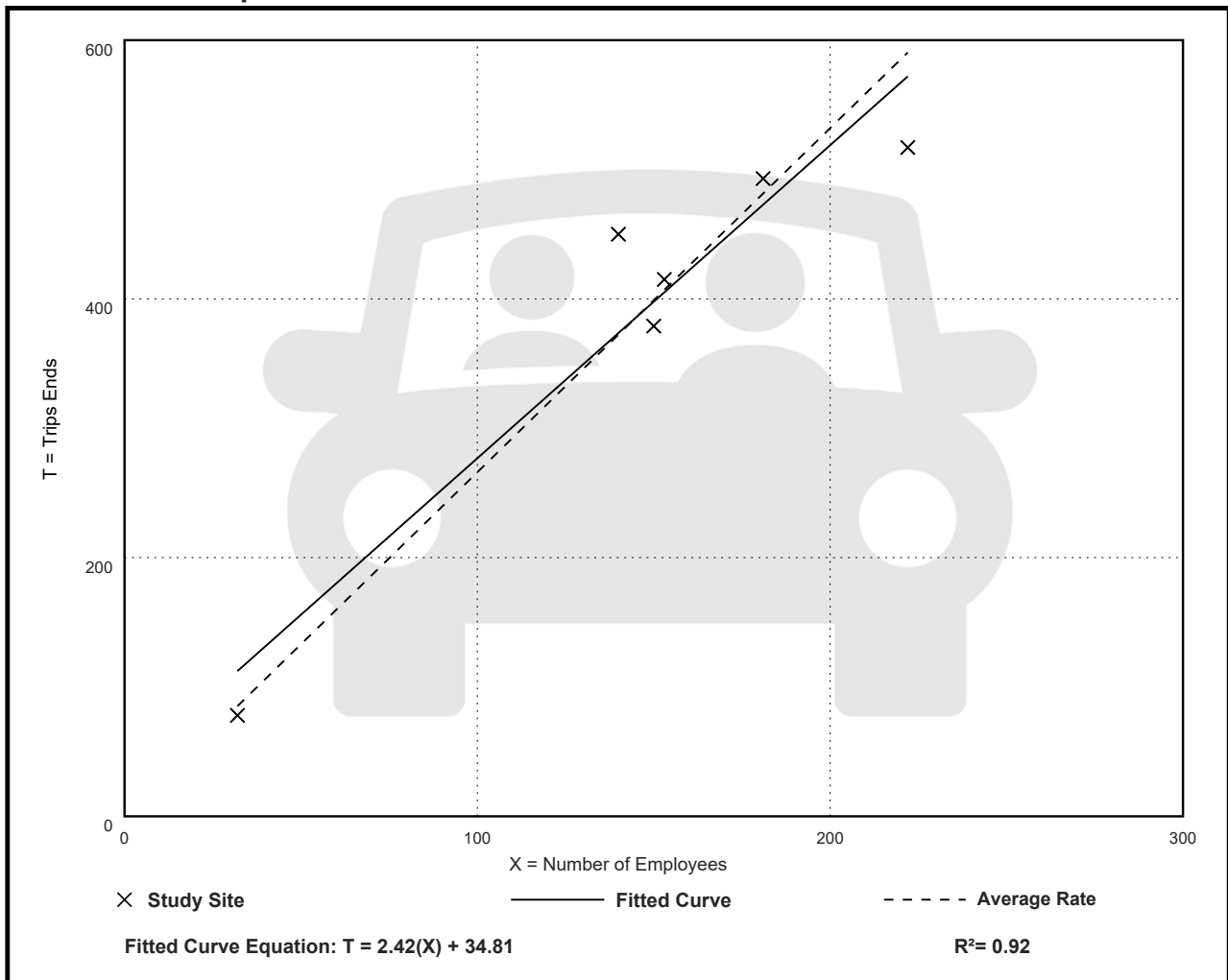
Avg. Num. of Employees: 146

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



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

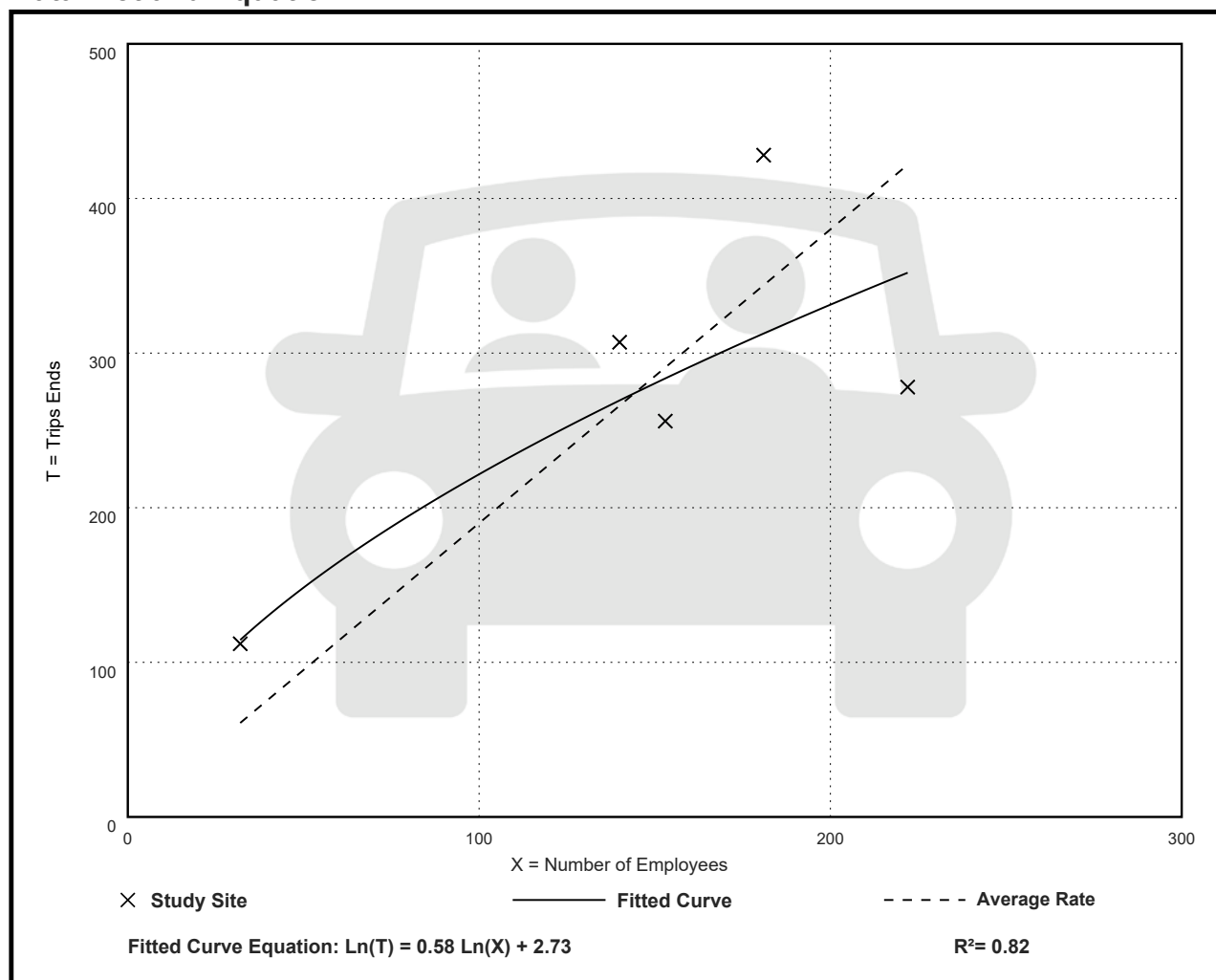
Avg. Num. of Employees: 146

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



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

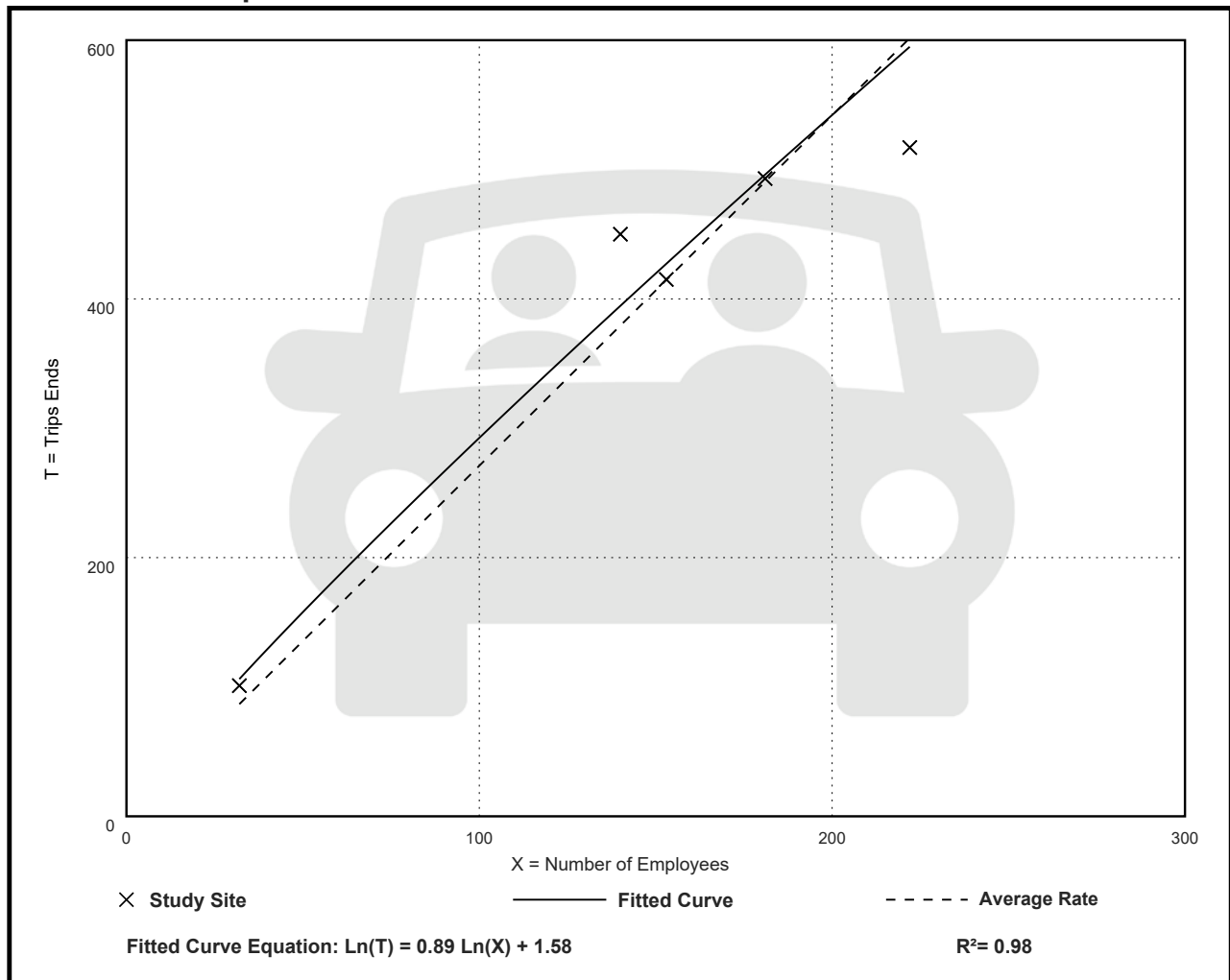
Avg. Num. of Employees: 146

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



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

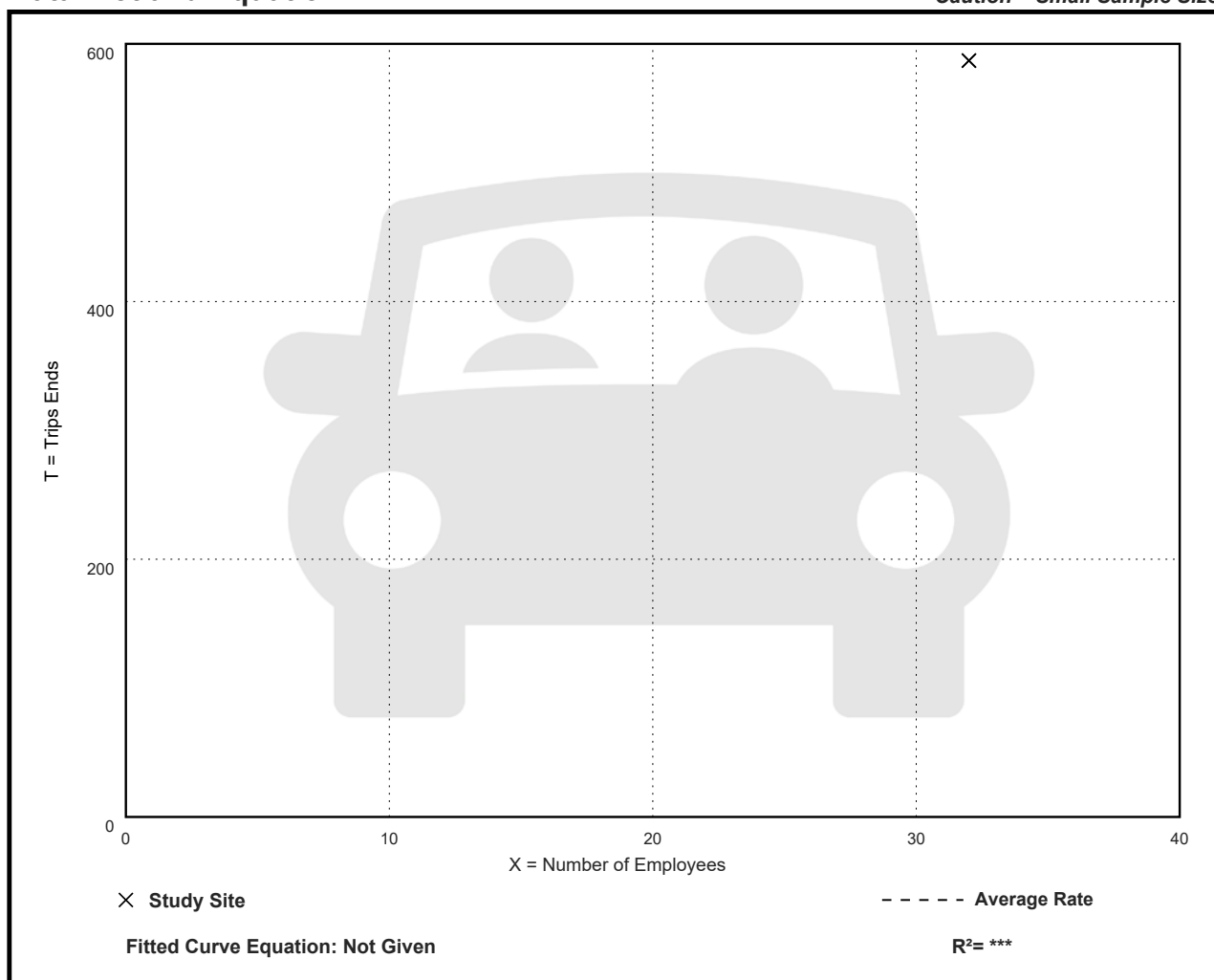
Directional Distribution: 50% entering, 50% exiting

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



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

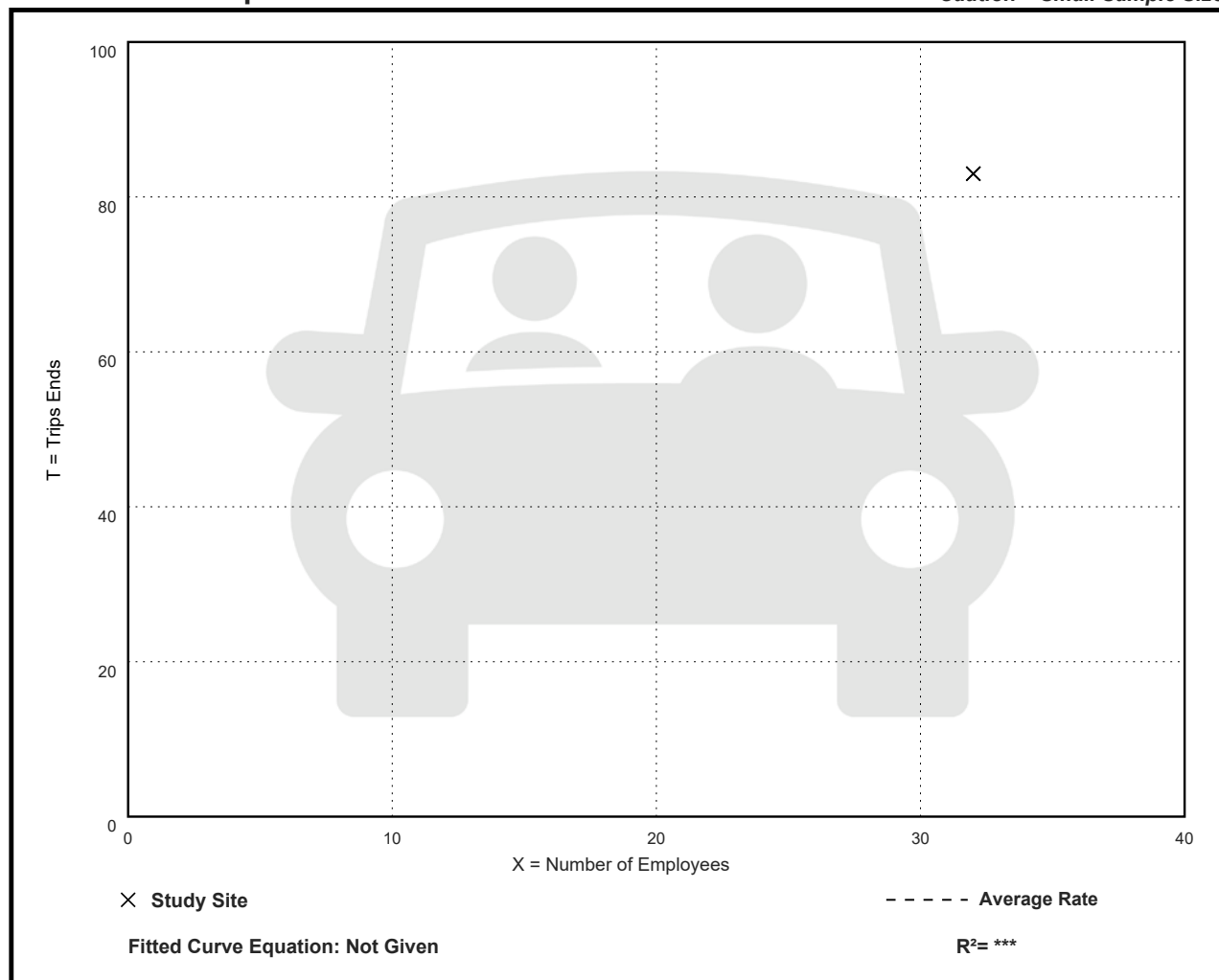
Directional Distribution: 53% entering, 47% exiting

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



Recreational Community Center (495)

Vehicle Trip Ends vs: Employees

On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Employees: 32

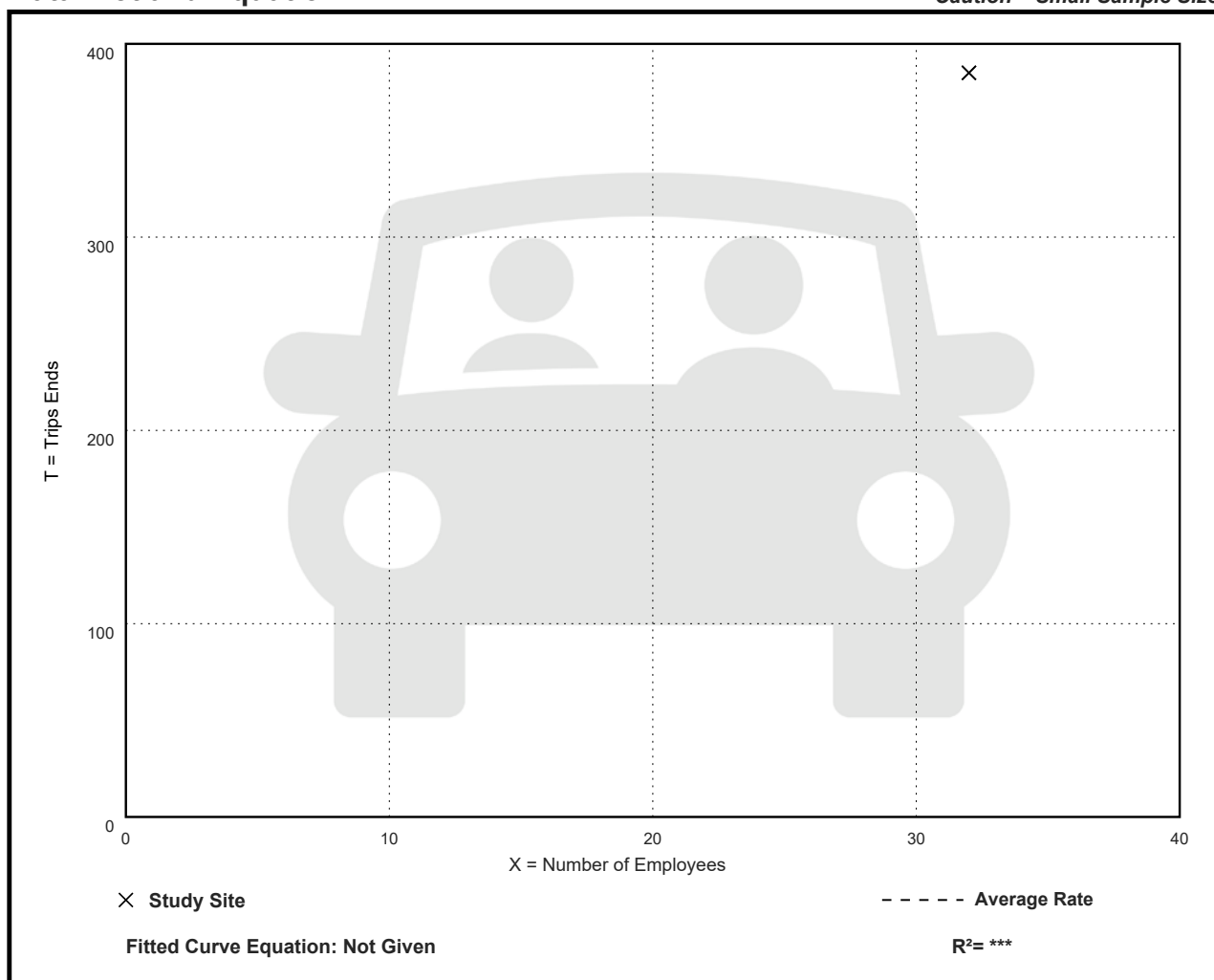
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
12.03	12.03 - 12.03	***

Data Plot and Equation

Caution – Small Sample Size



Recreational Community Center (495)

Vehicle Trip Ends vs: Employees

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Employees: 32

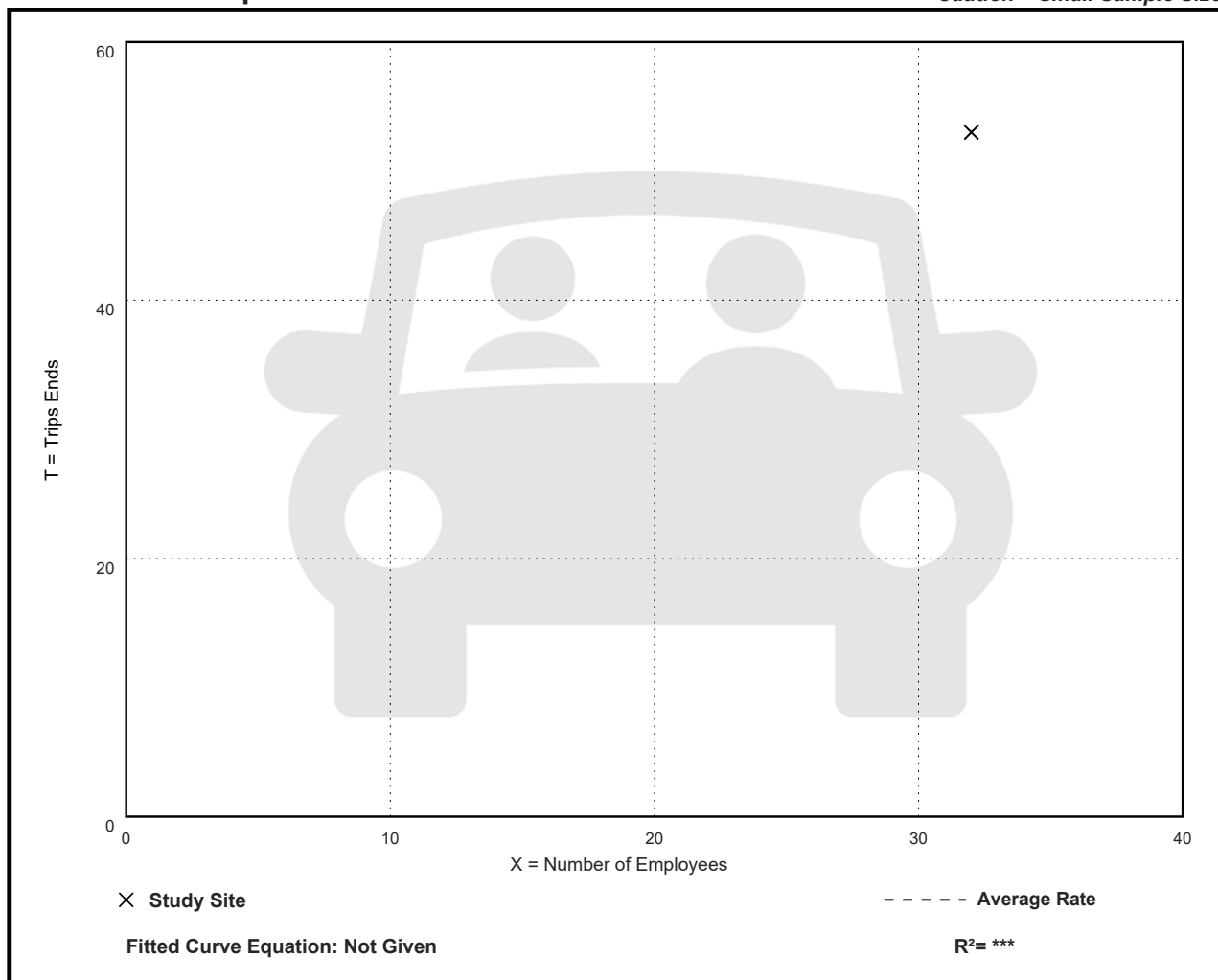
Directional Distribution: 43% entering, 57% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.66	1.66 - 1.66	***

Data Plot and Equation

Caution – Small Sample Size



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

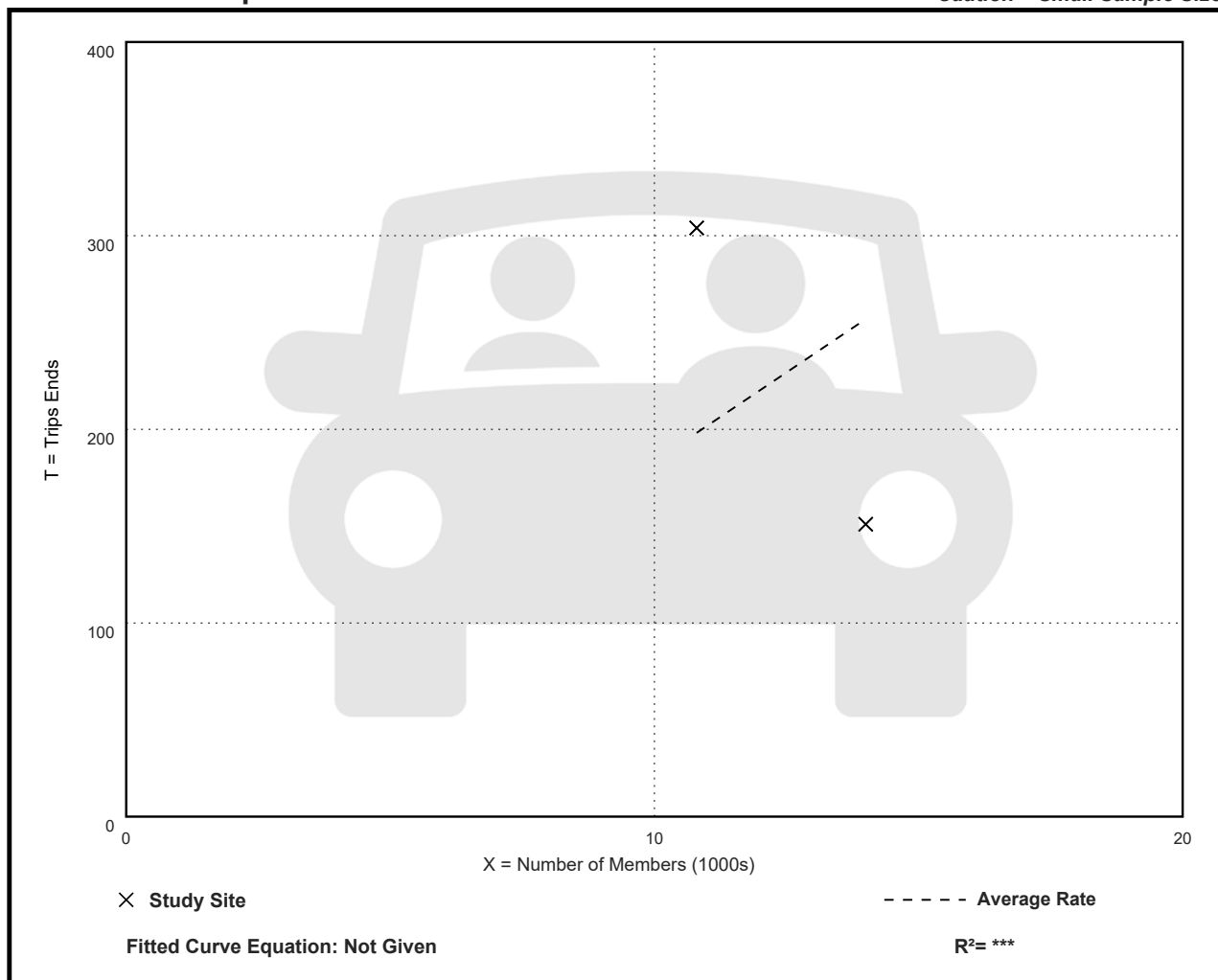
Directional Distribution: 55% entering, 45% exiting

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



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

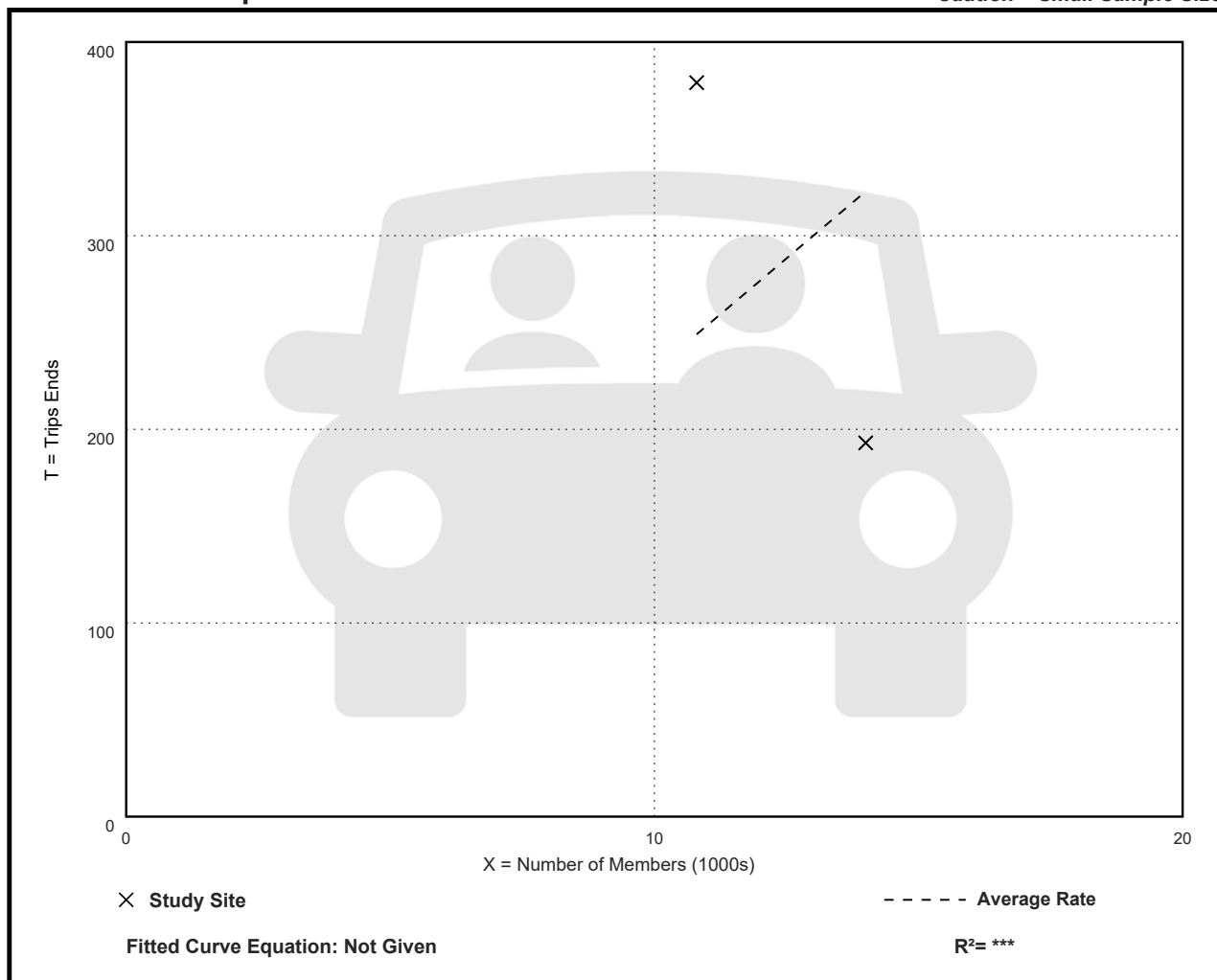
Directional Distribution: 44% entering, 56% exiting

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



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

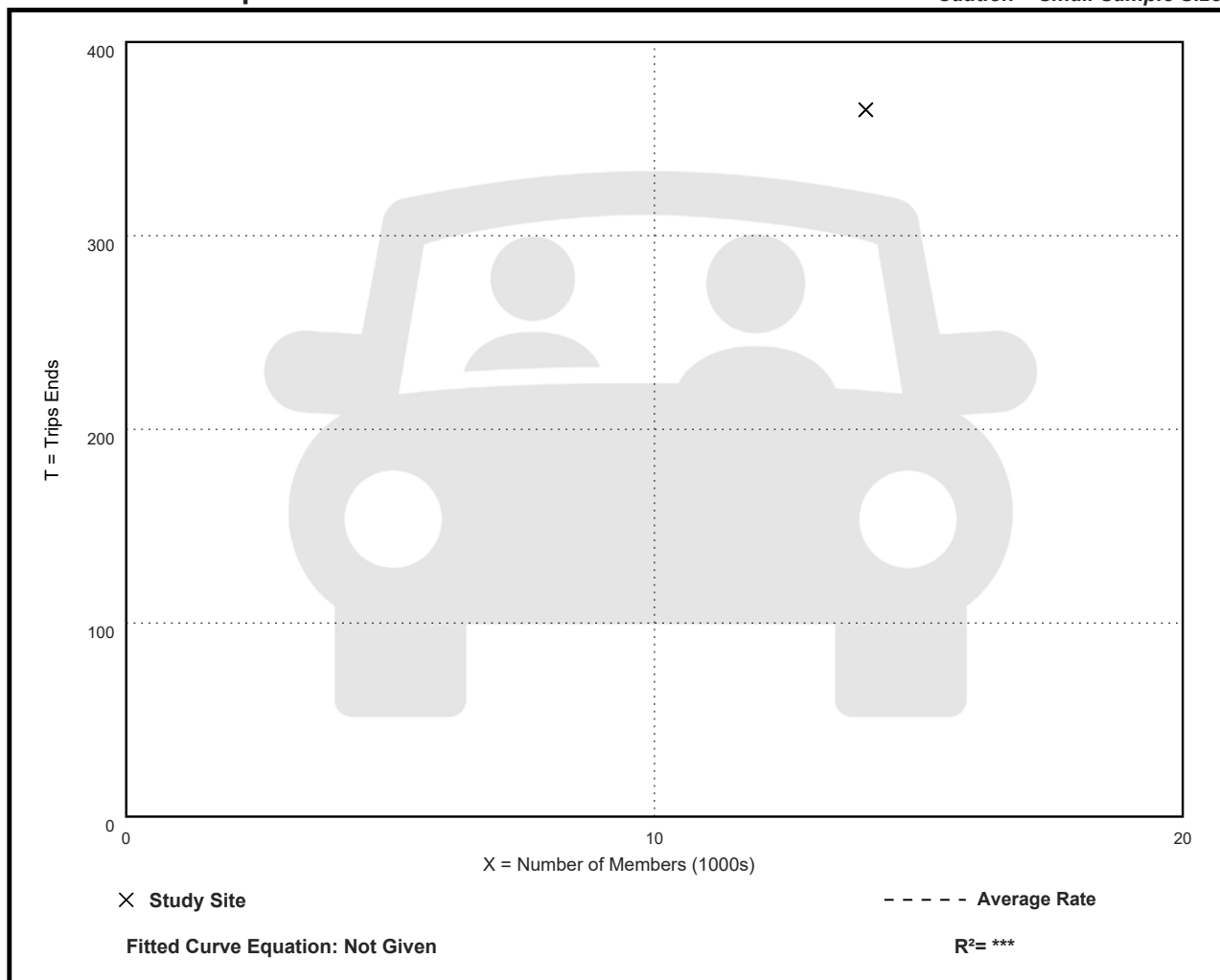
Directional Distribution: 58% entering, 42% exiting

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



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

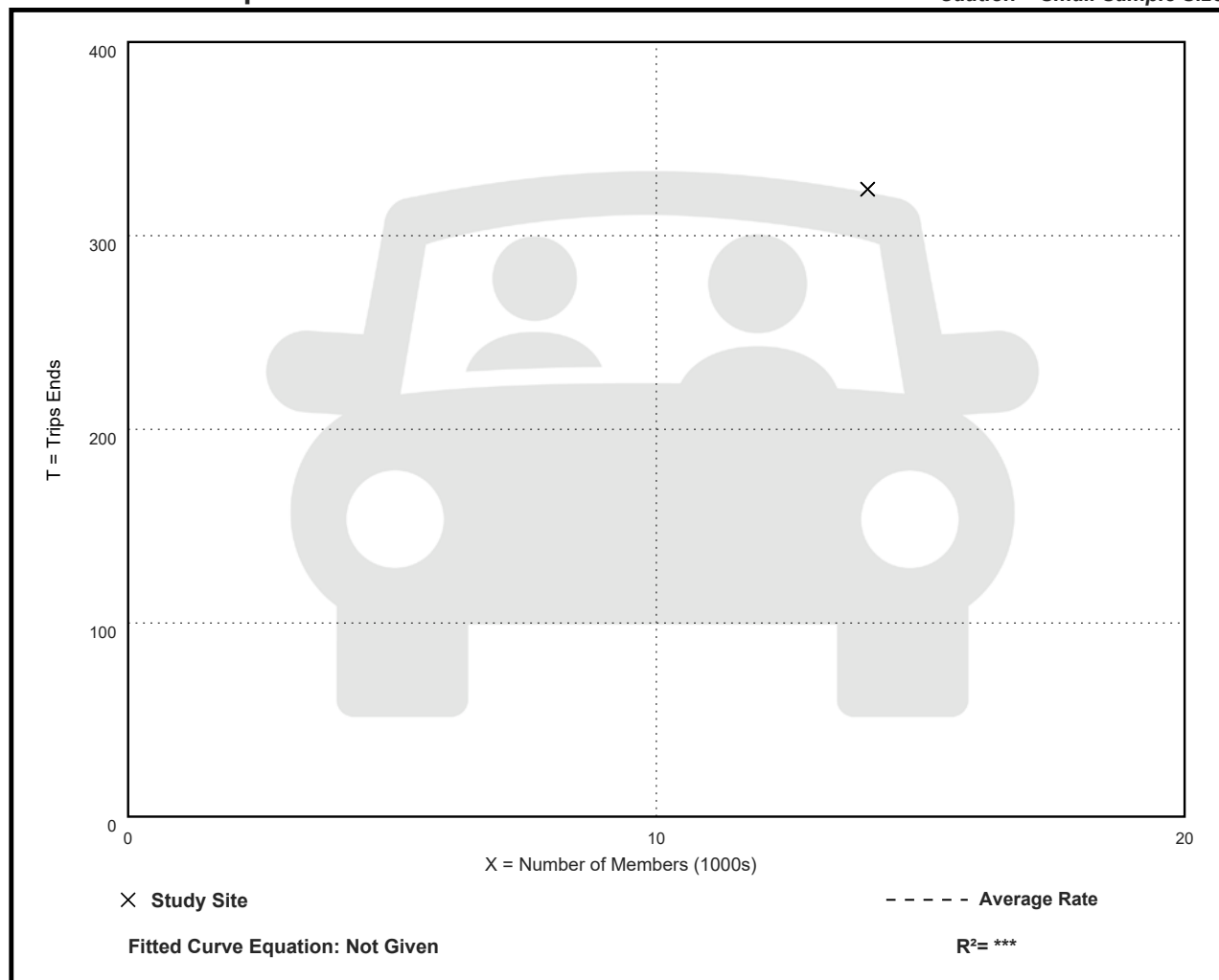
Directional Distribution: 39% entering, 61% exiting

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



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

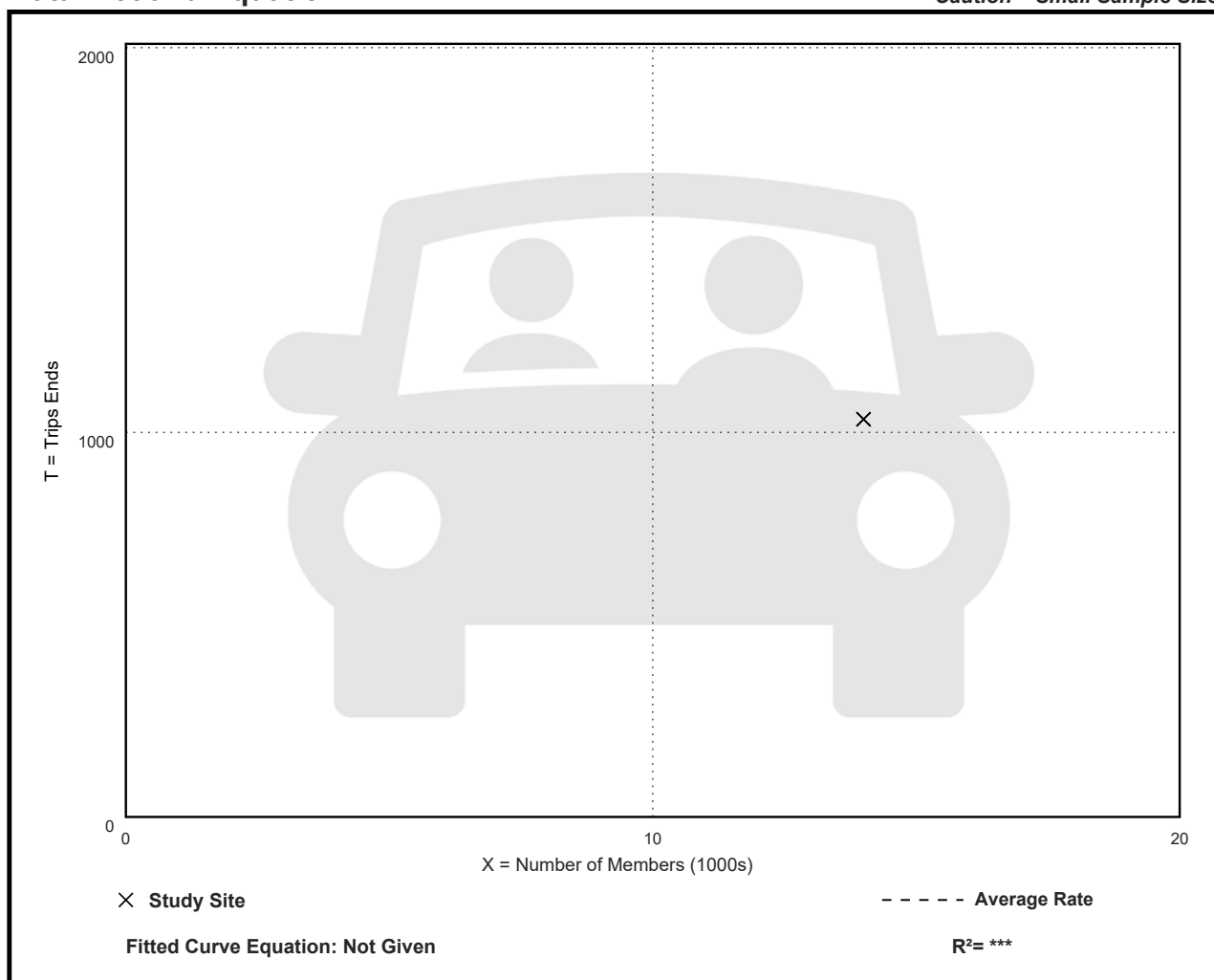
Directional Distribution: 50% entering, 50% exiting

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



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

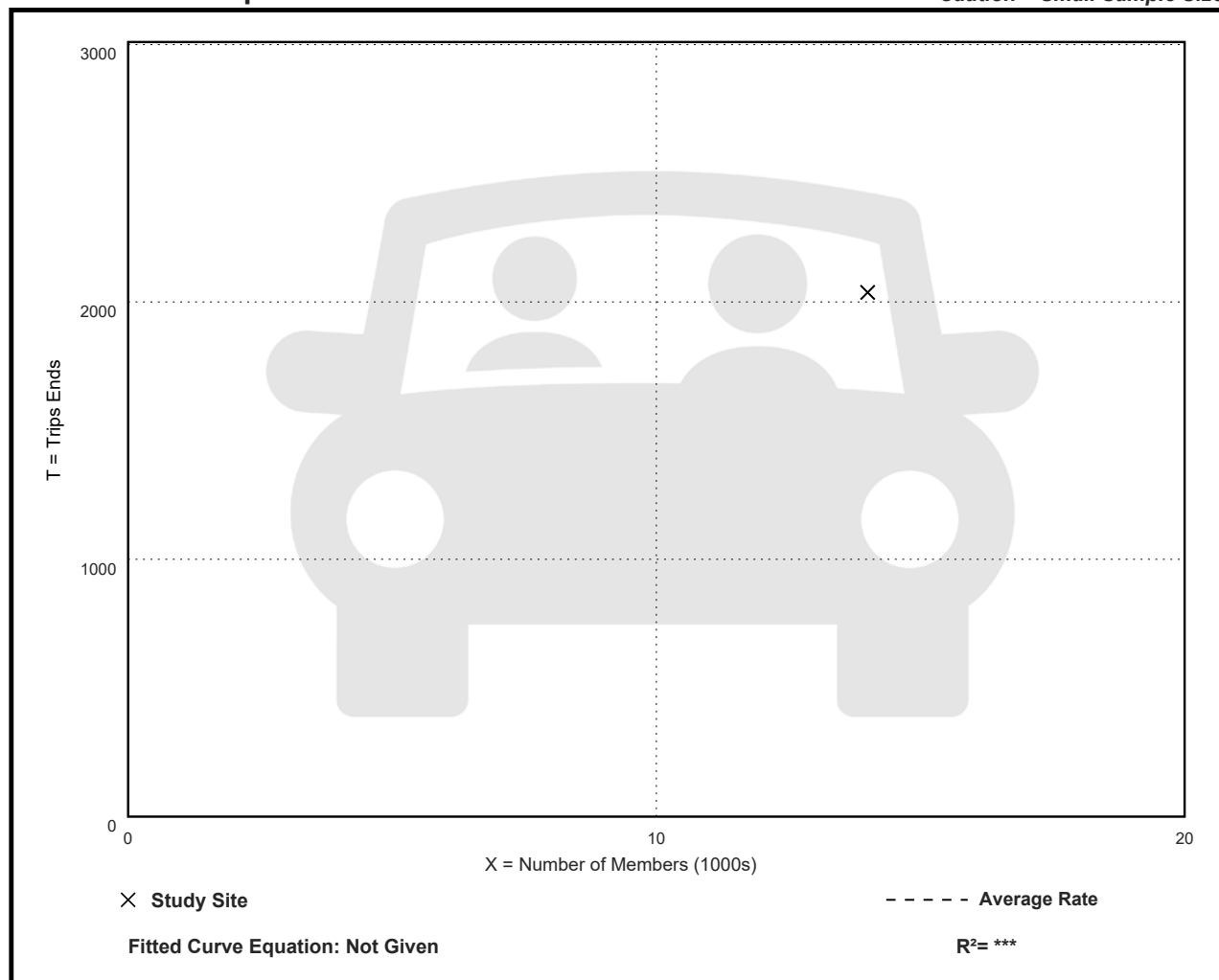
Directional Distribution: 50% entering, 50% exiting

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



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

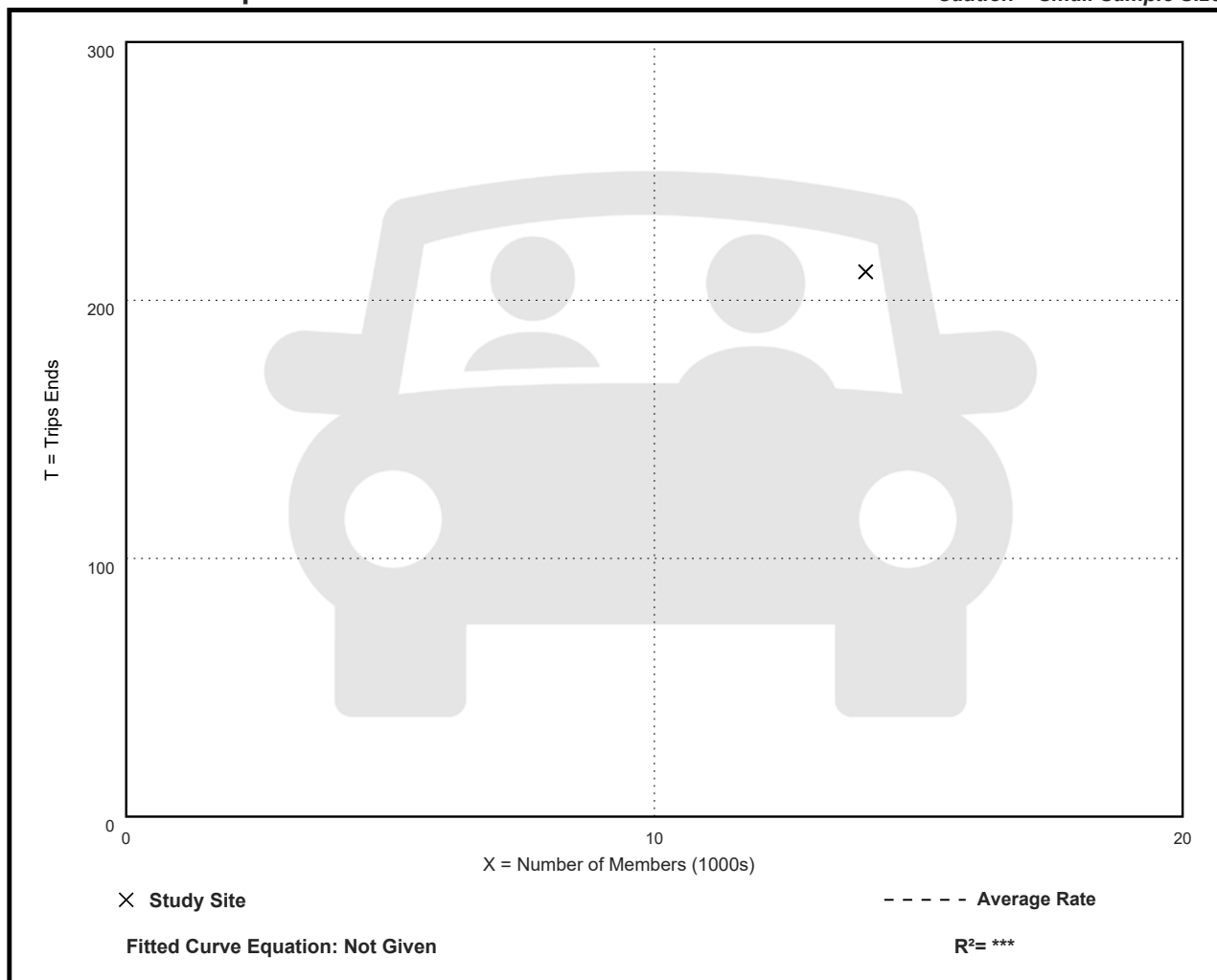
Directional Distribution: 60% entering, 40% exiting

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



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

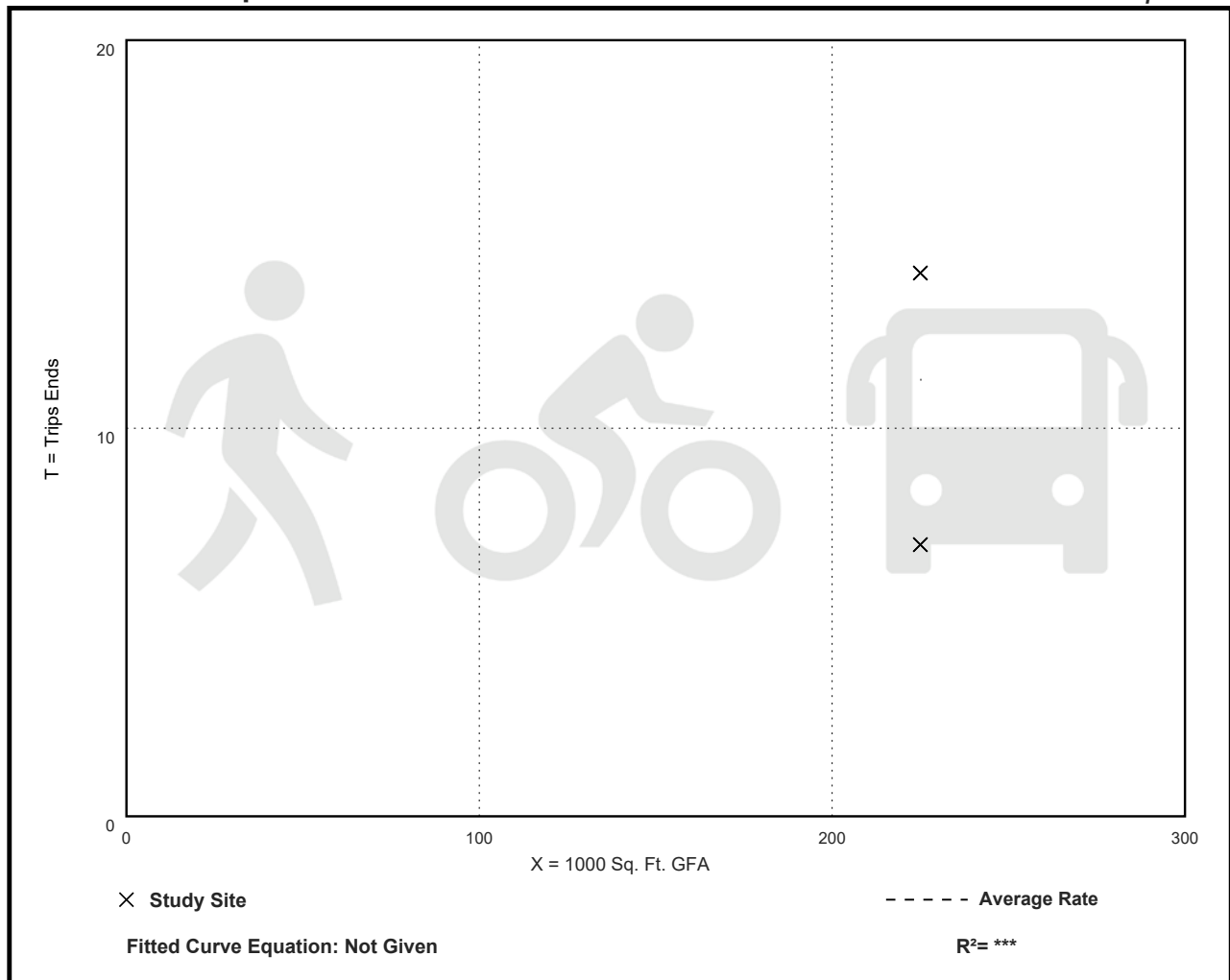
Directional Distribution: Not Available

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



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

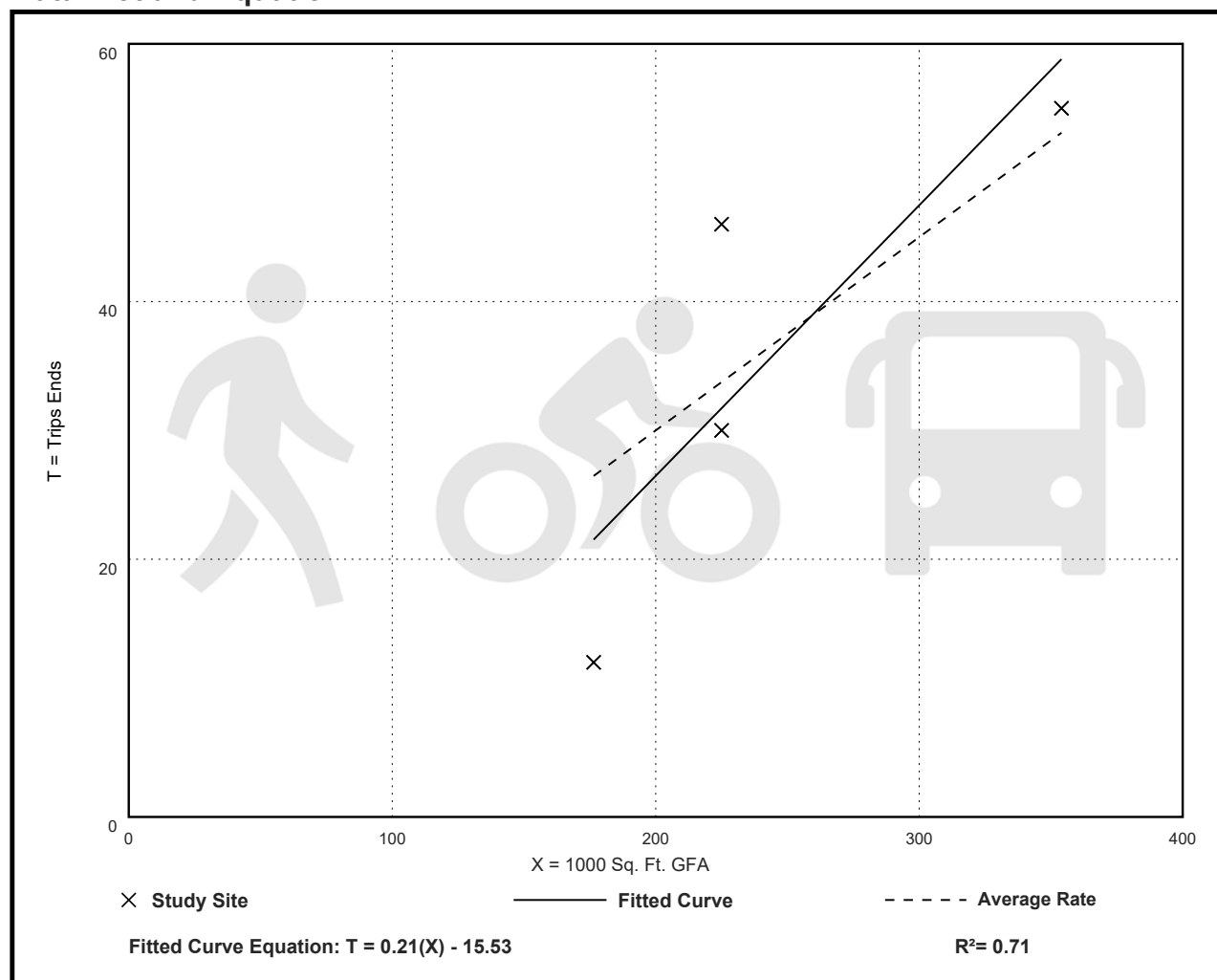
Avg. 1000 Sq. Ft. GFA: 245

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



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

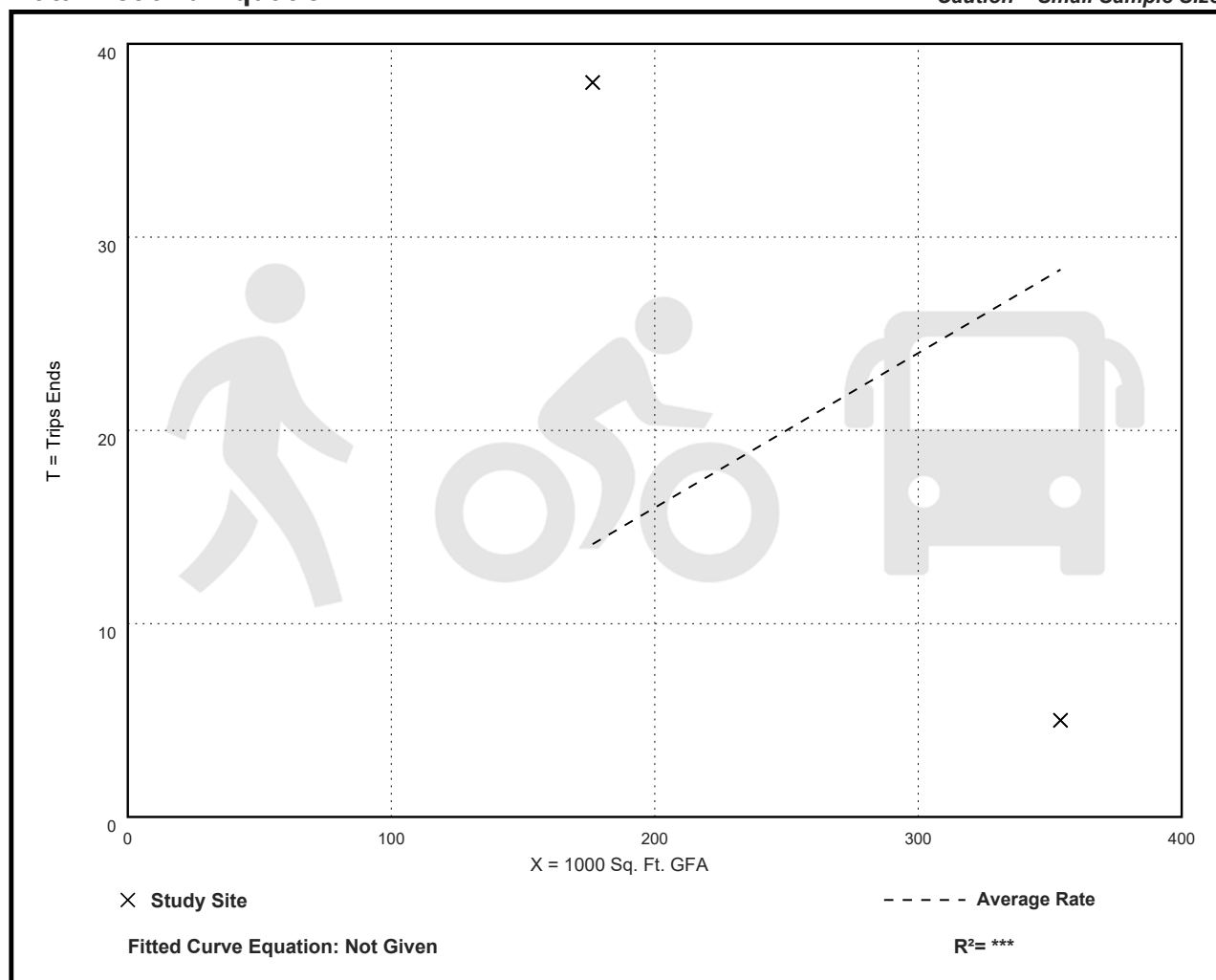
Directional Distribution: Not Available

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



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

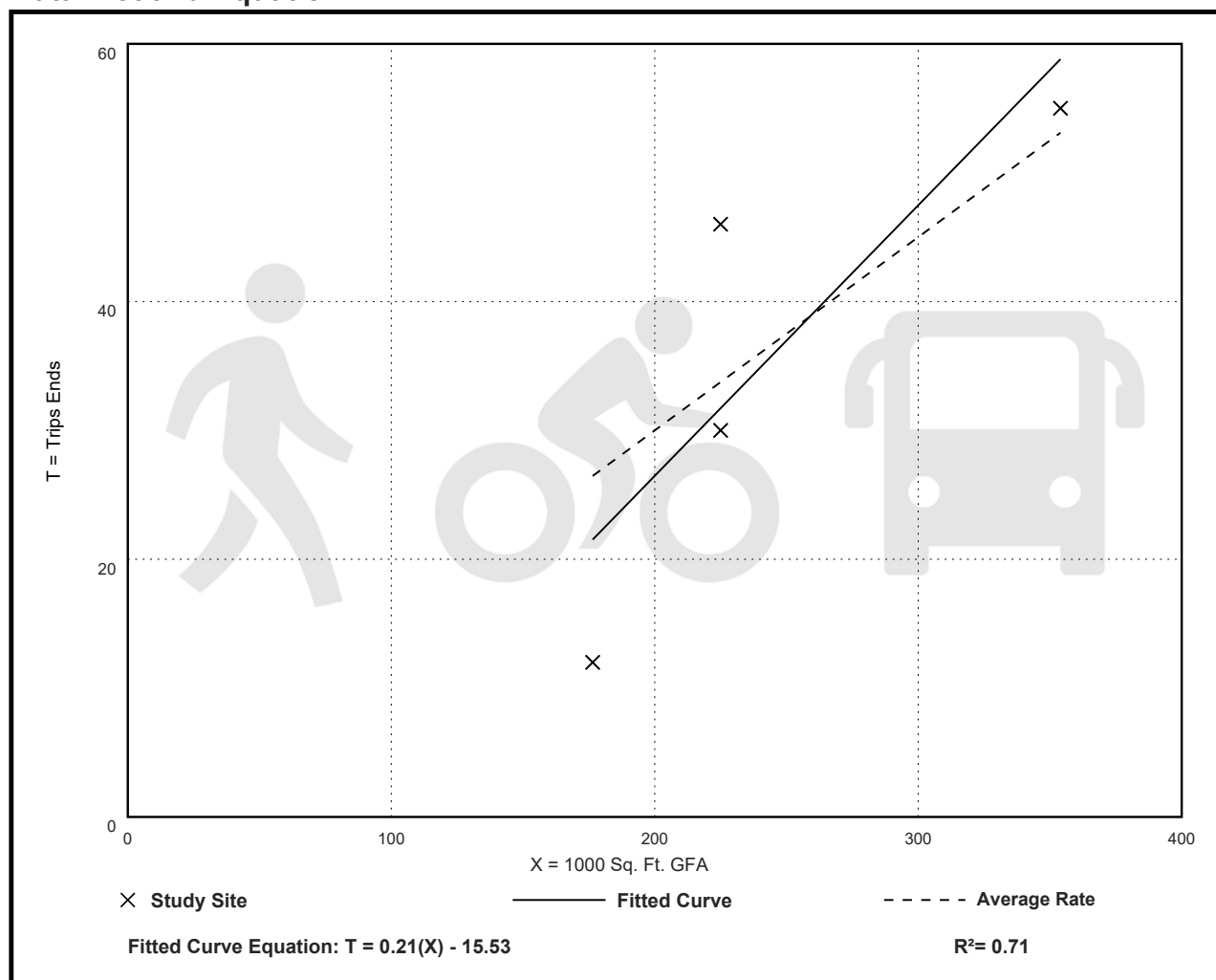
Avg. 1000 Sq. Ft. GFA: 245

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



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

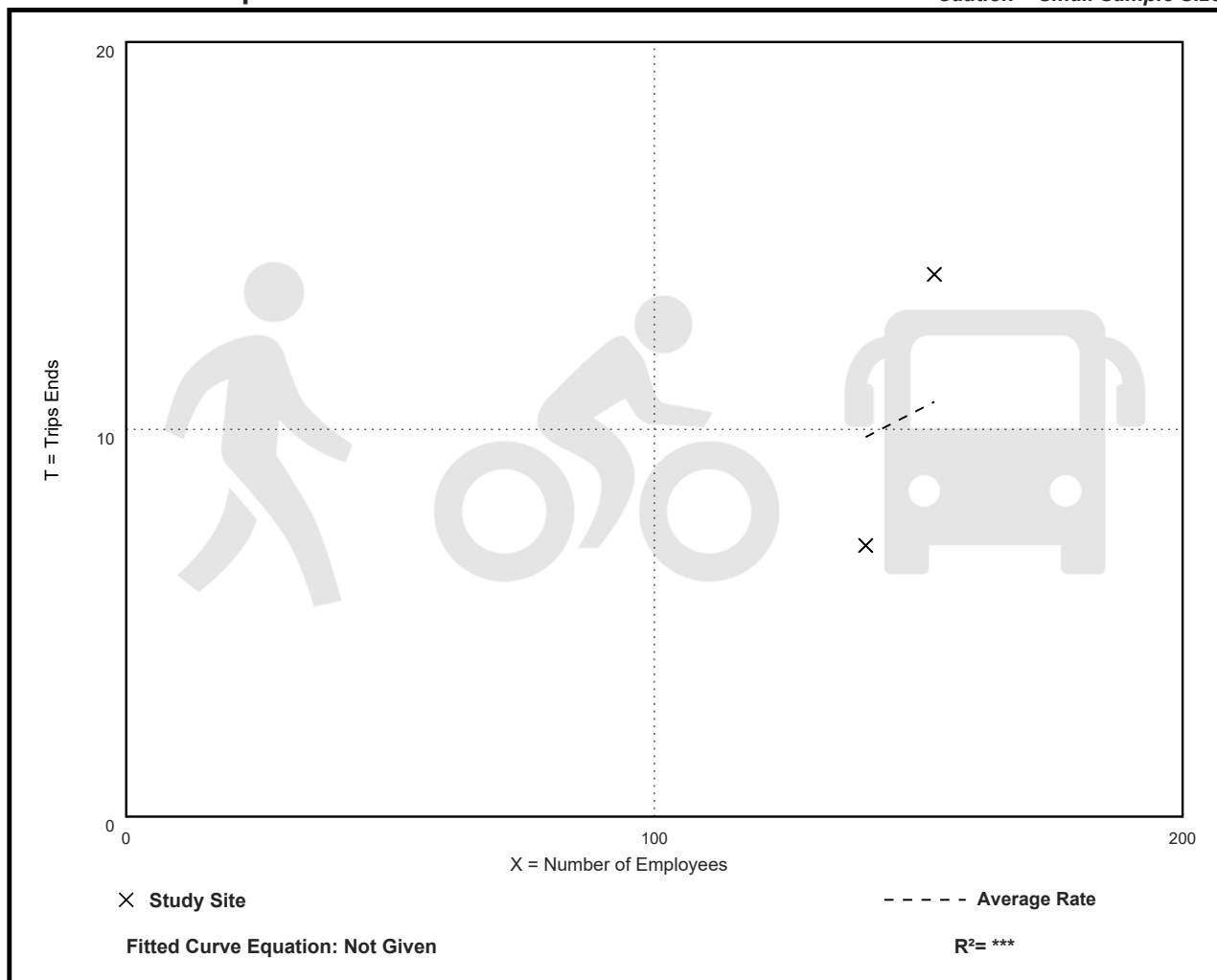
Directional Distribution: Not Available

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

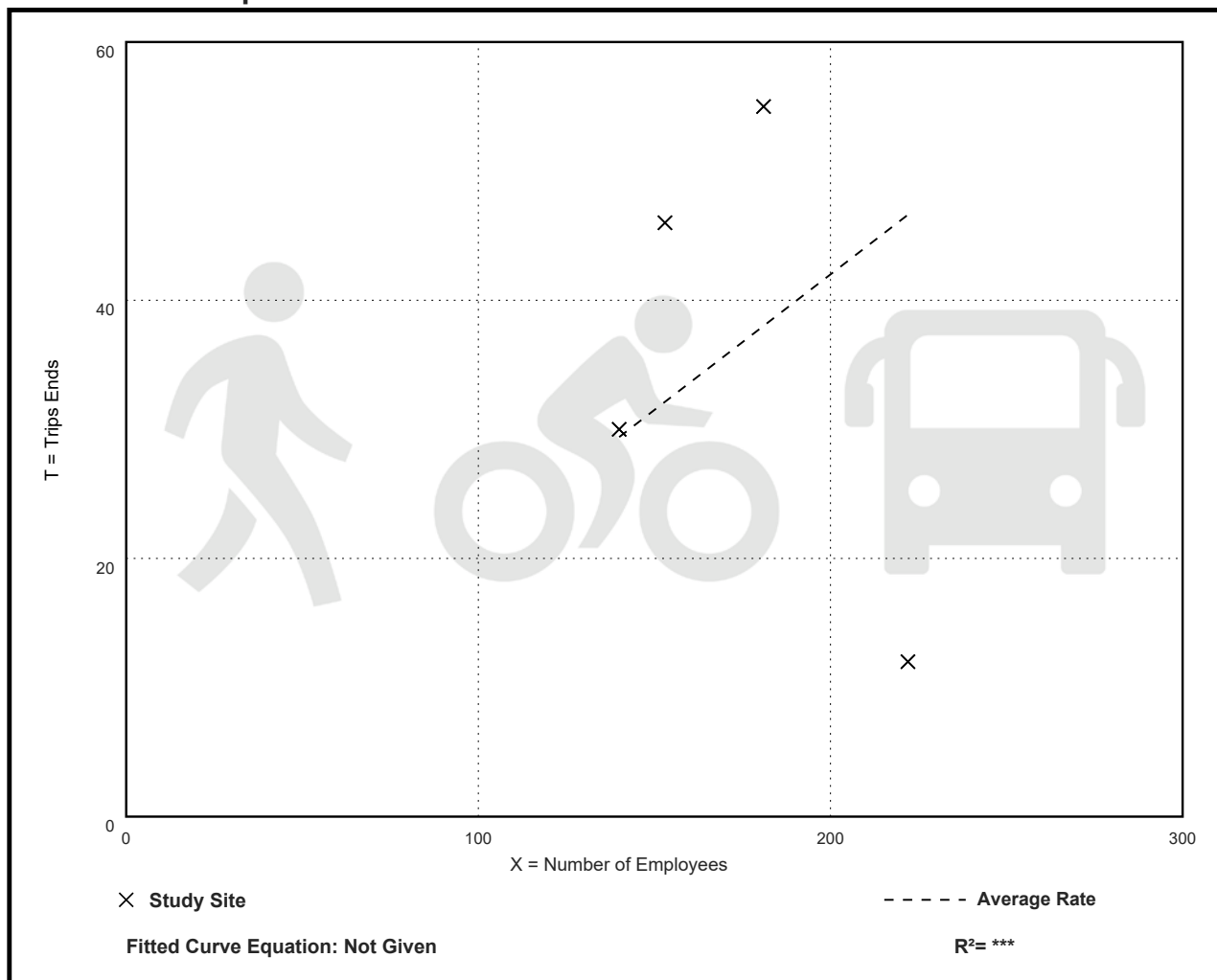
Avg. Num. of Employees: 174

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

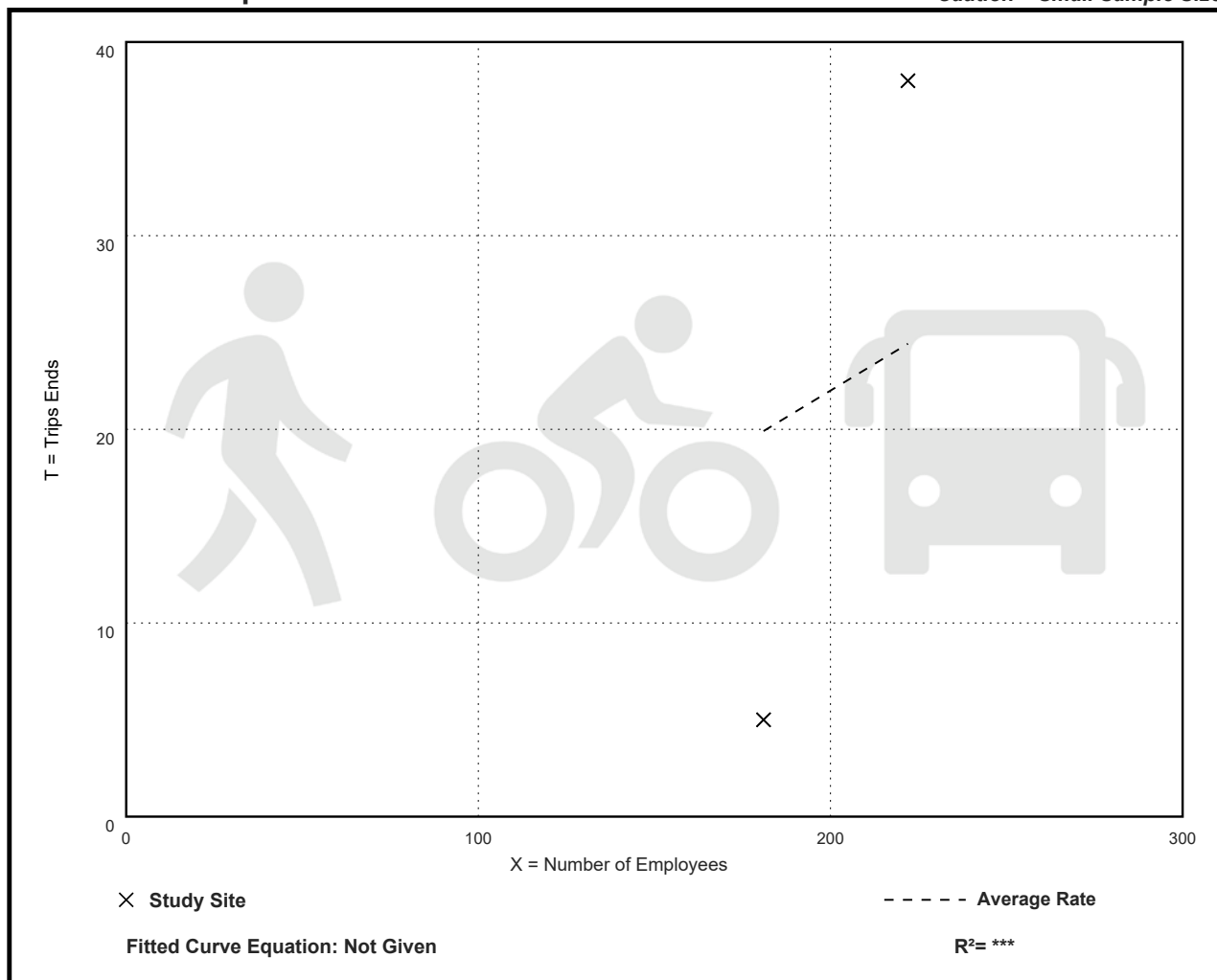
Directional Distribution: Not Available

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



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

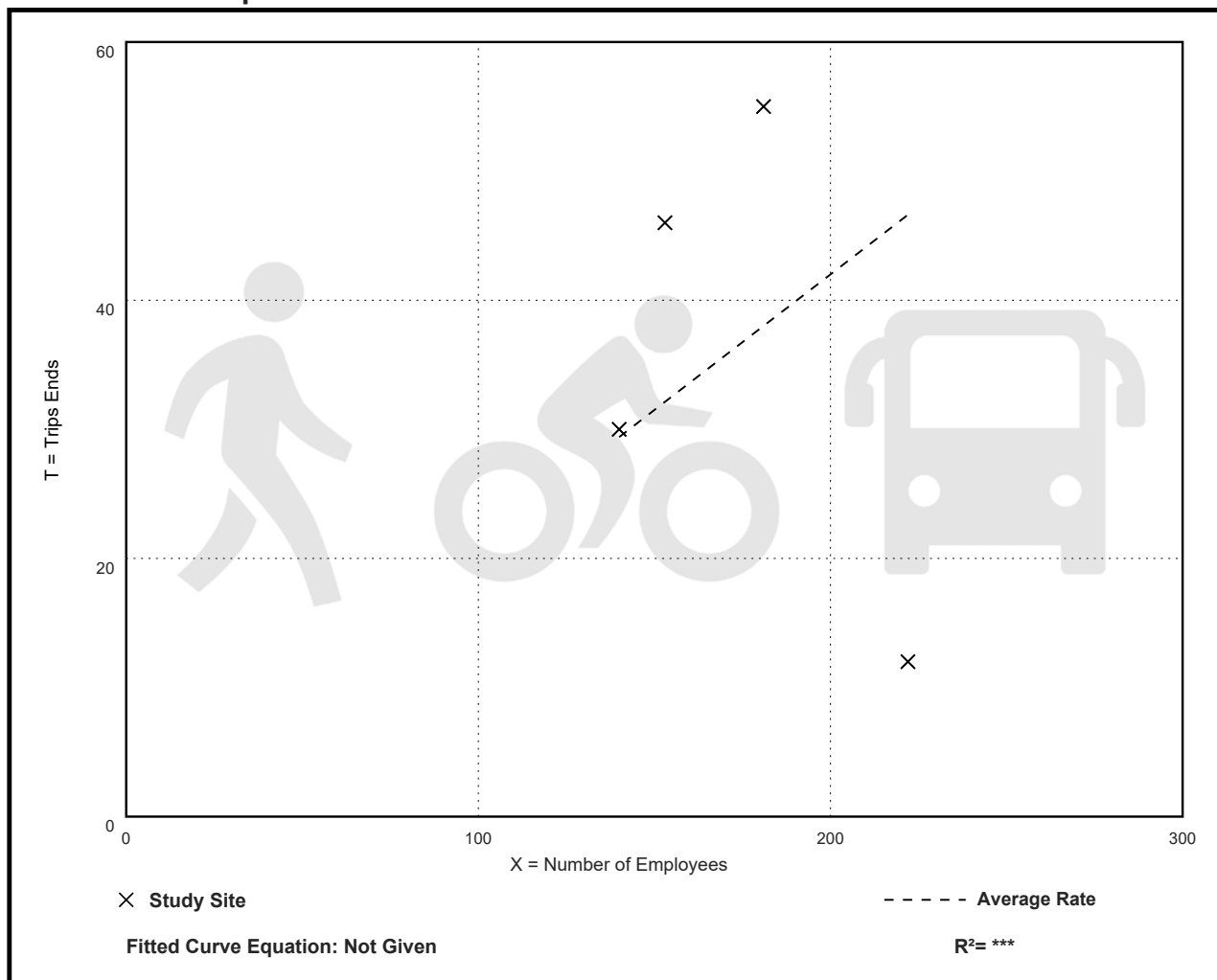
Avg. Num. of Employees: 174

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**.

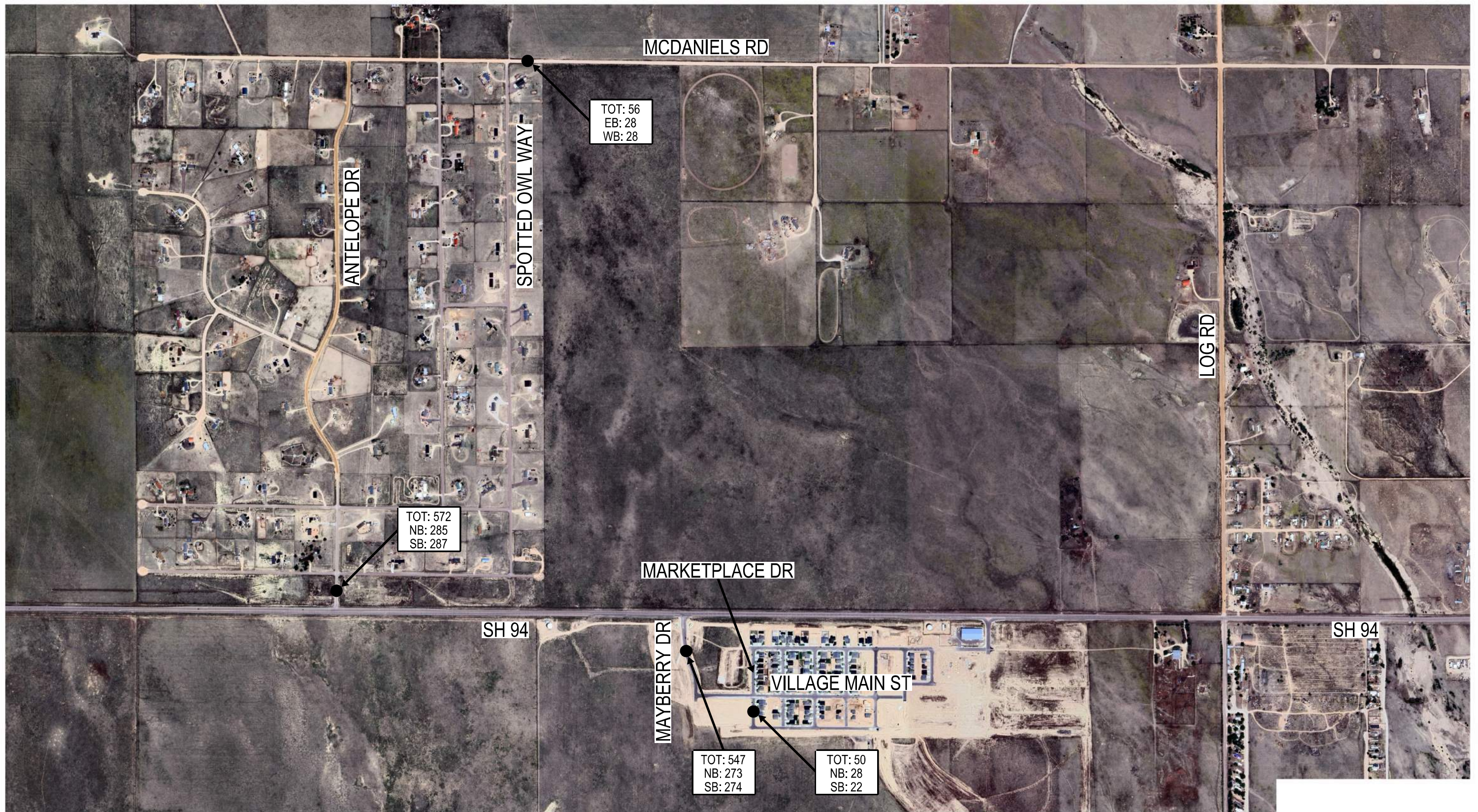


FIGURE 6
SUPPLEMENTAL
TRAFFIC COUNTS

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

HCM 6th TWSC
1: Peyton Highway & SH 94

06/04/2026

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)	-	-	-	-		

HCM 6th TWSC
4: Log Road & SH 94

06/04/2026

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				

HCM 6th TWSC
1: Peyton Highway & SH 94

06/04/2026

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	-

HCM 6th TWSC
3: Springs Road & SH 94

06/04/2026

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	-	-	-		

HCM 6th TWSC
4: Log Road & SH 94

06/04/2026

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				

HCM 6th TWSC
5: Ellicott Highway & SH 94

06/04/2026

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				

HCM 6th TWSC
1: Peyton Highway & SH 94

06/04/2026

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				

HCM 6th TWSC
2: Mayberry Drive & SH 94

06/04/2026

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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1257
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1257
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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	-

HCM 6th TWSC
3: Springs Road & SH 94

06/04/2026

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	-	-	-		

HCM 6th TWSC
4: Log Road & SH 94

06/04/2026

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				

HCM 6th TWSC
6: Village Main Street & Marketplace Drive

06/04/2026

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				

HCM 6th TWSC
7: Marketplace Drive & South Access

06/04/2026

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	-

HCM 6th TWSC
1: Peyton Highway & SH 94

06/04/2026

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				

HCM 6th TWSC
2: Mayberry Drive & SH 94

06/04/2026

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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1104
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1104
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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	-

HCM 6th TWSC
3: Springs Road & SH 94

06/04/2026

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	-	-	-		

HCM 6th TWSC
4: Log Road & SH 94

06/04/2026

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

HCM 6th TWSC
5: Ellicott Highway & SH 94

06/04/2026

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				

HCM 6th TWSC
6: Village Main Street & Marketplace Drive

06/04/2026

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				

HCM 6th TWSC
7: Marketplace Drive & South Access

06/04/2026

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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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	-

HCM 6th TWSC
1: Peyton Highway & SH 94

06/04/2026

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

HCM 6th TWSC
2: Mayberry Drive & SH 94

06/04/2026

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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1255
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1255
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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	-

HCM 6th TWSC
3: Springs Road & SH 94

06/04/2026

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	-	-	-

HCM 6th TWSC
4: Log Road & SH 94

06/04/2026

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				

HCM 6th TWSC
5: Ellicott Highway & SH 94

06/04/2026

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				

HCM 6th TWSC
6: Village Main Street & Marketplace Drive

06/04/2026

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				

HCM 6th TWSC
7: Marketplace Drive & South Access

06/04/2026

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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1608
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1608
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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	-

HCM 6th TWSC
1: Peyton Highway & SH 94

06/04/2026

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

HCM 6th TWSC
2: Mayberry Drive & SH 94

06/04/2026

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	-

HCM 6th TWSC
3: Springs Road & SH 94

06/04/2026

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		-	-	-	

HCM 6th TWSC
4: Log Road & SH 94

06/04/2026

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				

HCM 6th TWSC
5: Ellicott Highway & SH 94

06/04/2026

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				

HCM 6th TWSC
6: Village Main Street & Marketplace Drive

06/04/2026

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				

HCM 6th TWSC
7: Marketplace Drive & South Access

06/04/2026

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 NBRLane 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 -

HCM 6th TWSC
1: Peyton Highway & SH 94

06/04/2026

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

HCM 6th TWSC
2: Mayberry Drive & SH 94

06/04/2026

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	-	-	-		

HCM 6th TWSC
4: Log Road & SH 94

06/04/2026

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				

HCM 6th TWSC
6: Village Main Street & Marketplace Drive

06/04/2026

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				

HCM 6th TWSC
7: Marketplace Drive & South Access

06/04/2026

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	-

HCM 6th TWSC
1: Peyton Highway & SH 94

06/04/2026

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				

HCM 6th TWSC
2: Mayberry Drive & SH 94

06/04/2026

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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1052
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1052
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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	-

HCM 6th TWSC
3: Springs Road & SH 94

06/04/2026

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	-	-	-		

HCM 6th TWSC
4: Log Road & SH 94

06/04/2026

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				

HCM 6th TWSC
5: Ellicott Highway & SH 94

06/04/2026

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

HCM 6th TWSC
6: Village Main Street & Marketplace Drive

06/04/2026

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				

HCM 6th TWSC
7: Marketplace Drive & South Access

06/04/2026

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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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	-

HCM 6th TWSC
1: Peyton Highway & SH 94

06/04/2026

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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1218
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1218
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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	-

HCM 6th TWSC
3: Springs Road & SH 94

06/04/2026

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	-	-	-

HCM 6th TWSC
4: Log Road & SH 94

06/04/2026

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				

HCM 6th TWSC
6: Village Main Street & Marketplace Dr

06/04/2026

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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1608
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1608
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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	-

HCM 6th TWSC
1: Peyton Highway & SH 94

06/04/2026

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				

HCM 6th TWSC
2: Mayberry Dr & SH 94

06/04/2026

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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1066
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1066
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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	-

HCM 6th TWSC
3: Springs Road & SH 94

06/04/2026

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	-	-	-		

HCM 6th TWSC
4: Log Road & SH 94

06/04/2026

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				

HCM 6th TWSC
5: Ellicott Highway & SH 94

06/04/2026

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

HCM 6th TWSC
6: Village Main Street & Marketplace Dr

06/04/2026

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

HCM 6th TWSC
7: Marketplace Dr & South Access

06/04/2026

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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1610
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1610
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

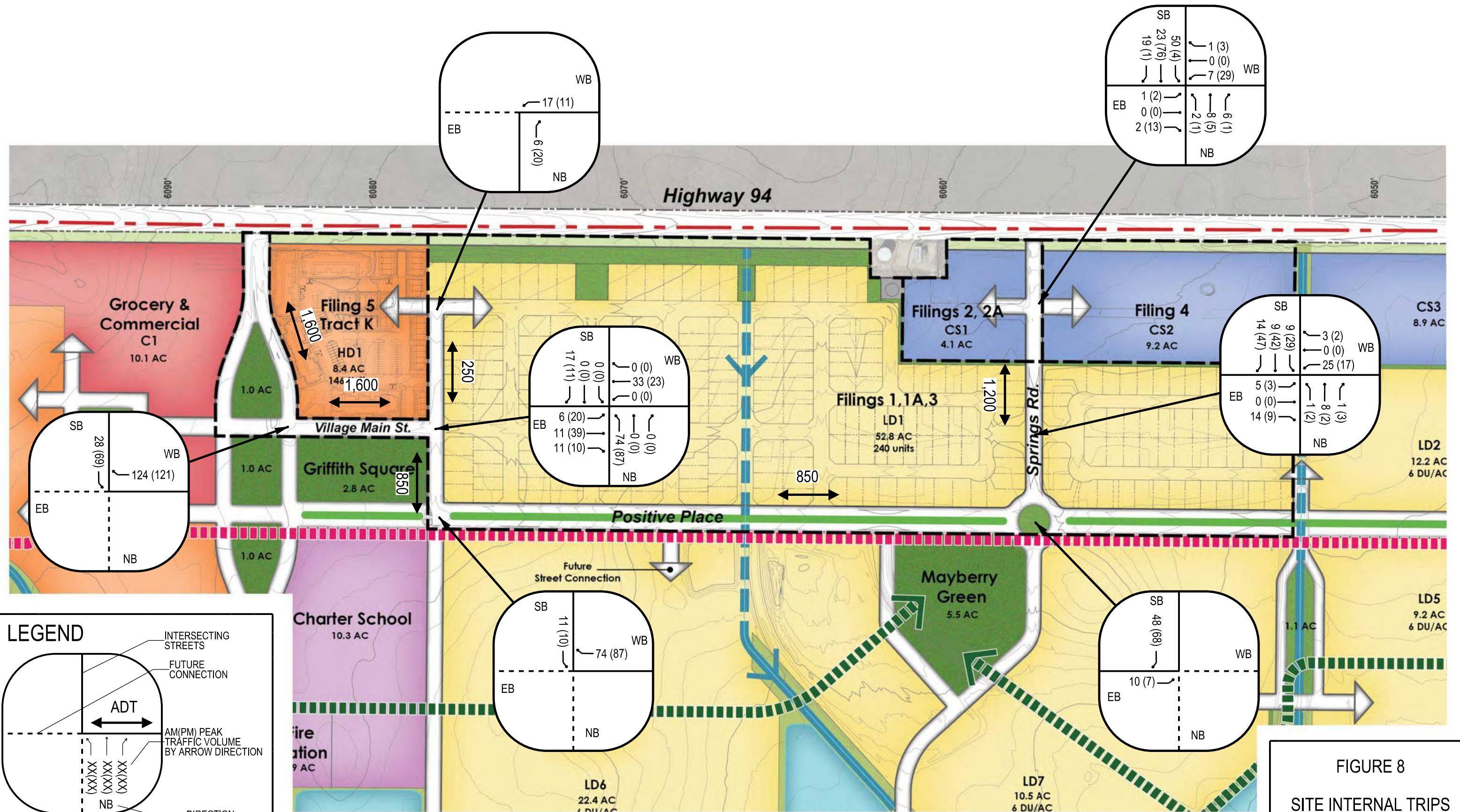


FIGURE 8
SITE INTERNAL TRIPS

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: <i>Note: Phased half-section (northbound couplet) for Filing 1 and full couplet segments beyond Filing 1 per the PUD plans.</i>	Applicant
2a	Positive Place (formerly Mayberry Drive) (Garden Park Avenue to Springs Road) construct as a gravel, secondary access road	With Filing No. 1: <i>Note: An interim gravel street connection (to be paved once ADT exceeds 200 vpd) will be provided with Filing No. 1.</i>	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	Spring 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	Spring 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: Mayberry Communities, LLC	Name: Scott Souders
Mailing Address: 22108 Cattlemen Run Calhan, CO 80808	
Email Address: scottsouders@mayberrycoloradosprings.com	Phone Number: (719) 922-2181

PROFESSIONAL ENGINEER INFORMATION

Company: LJA	Name: Alaina Kneebone Marler	P.E. Number (CO): 35781
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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

- The proposed design is compatible with County maintenance operations, including snow removal:
 - Primary snowplowing efforts are expected to focus on maintaining the travel lanes
 - Adjacent parking areas, where bump-outs are located, are anticipated to receive secondary or limited plowing, reducing interaction with curb extensions
- Design measures to address maintenance concerns include:
 - Clearly defined and visible curb lines to minimize risk of snowplow contact
 - Advance signage and pavement markings to alert drivers and maintenance operators to vertical elements
 - Raised crossings designed to remain highly visible under winter conditions
- 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

- 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.”*

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 crowns.
- In areas where head-in (90°) parking is provided, Central Park and Cattlemen 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 roadway configuration and has confirmed that a 20-foot-wide travel way is acceptable for emergency access, provided that the roadway is designated as a fire lane.

- “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.
County Engineer / ECM Administrator

Date

ECM ADMINISTRATOR COMMENTS:

LEGEND

- Detailed Deviation 1 ■
Detailed Deviation 2 ■
Detailed Deviation 3 ■
Detailed Deviation 4 ■

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 PORTION OF SECTION 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



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Revision Type:		Revision:		Date:	
No.	Rev. Date:	1	2	3	4
1					
2					
3					
4					
5					
6					
Designed: WCK		Job No.: 8787-0001		Sheet: 8 of 16	
Prepared: WCK		Scale Horiz: 1" = 60'		Date: June 15, 2026	
Approved: AKM		Scale Vert: N/A			

Mayberry Phase 2
El Paso County
PUD Development Plan & Preliminary Plan
Overall Site Plan

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



Know what's below.
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No. 8

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

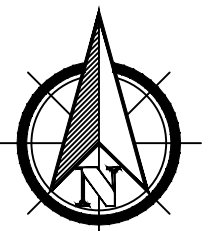
- Swale Line
- Sight Triangle Line
- Storm Manhole
- Type 'R' Inlet
- Sanitary Sewer Manhole
- Fire Hydrant
- Water Valve
- Thrust Block
- Reducer
- Plug & Blow-off
- Sign
- Storm Sewer Line
- Water Line
- Sanitary Sewer Line
- Water Service Line & Meter
- Sanitary Sewer Service Line
- Ex. Sanitary Sewer 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

CENTERLINE CURVE TABLE

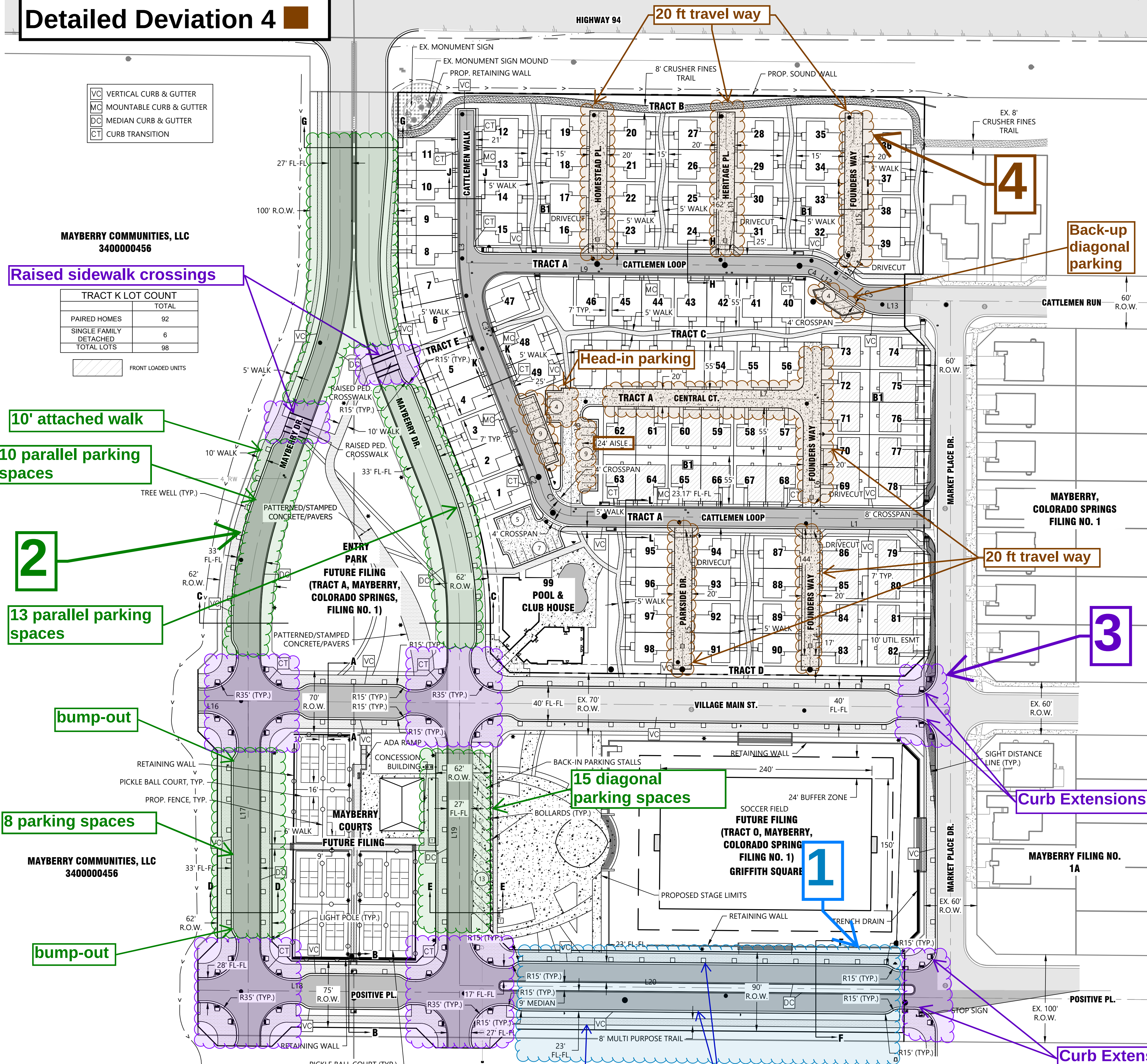
NO.	DELTA	LENGTH	RADIUS	CHORD	CH. LENGTH
C1	073°08'34"	48.51'	38.00'	S52°54'43"E	45.28'
C2	005°08'54"	46.28'	S15.00'	N18°54'53"W	46.26'
C3	018°52'26"	93.88'	285.00'	S12°03'07"E	93.46'
C4	034°05'10"	22.61'	38.00'	N72°26'24"W	22.27'
C5	034°05'10"	22.61'	38.00'	S72°26'25"E	22.27'
C6	034°05'10"	5.95'	10.00'	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 | FG. 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 | IWW. 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 TRE. 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.



MAYBERRY COMMUNITIES, LLC
3400000456

Raised sidewalk crossings

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

FRONT LOADED UNITS

10' attached walk

10 parallel parking spaces

2

13 parallel parking spaces

bump-out

8 parking spaces

MAYBERRY COMMUNITIES, LLC
3400000456

bump-out

15 diagonal parking spaces

1

20 ft travel way

Curb Extensions

3

Curb Extensions

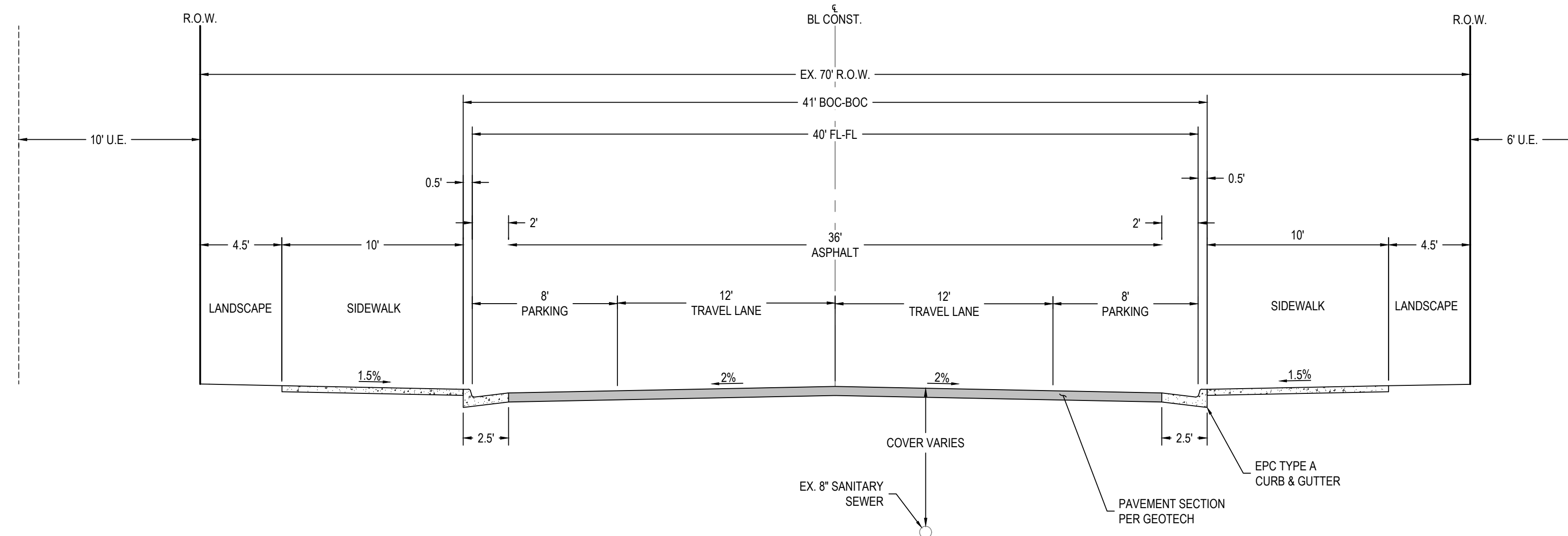
Trail integration

18 parking spaces each side

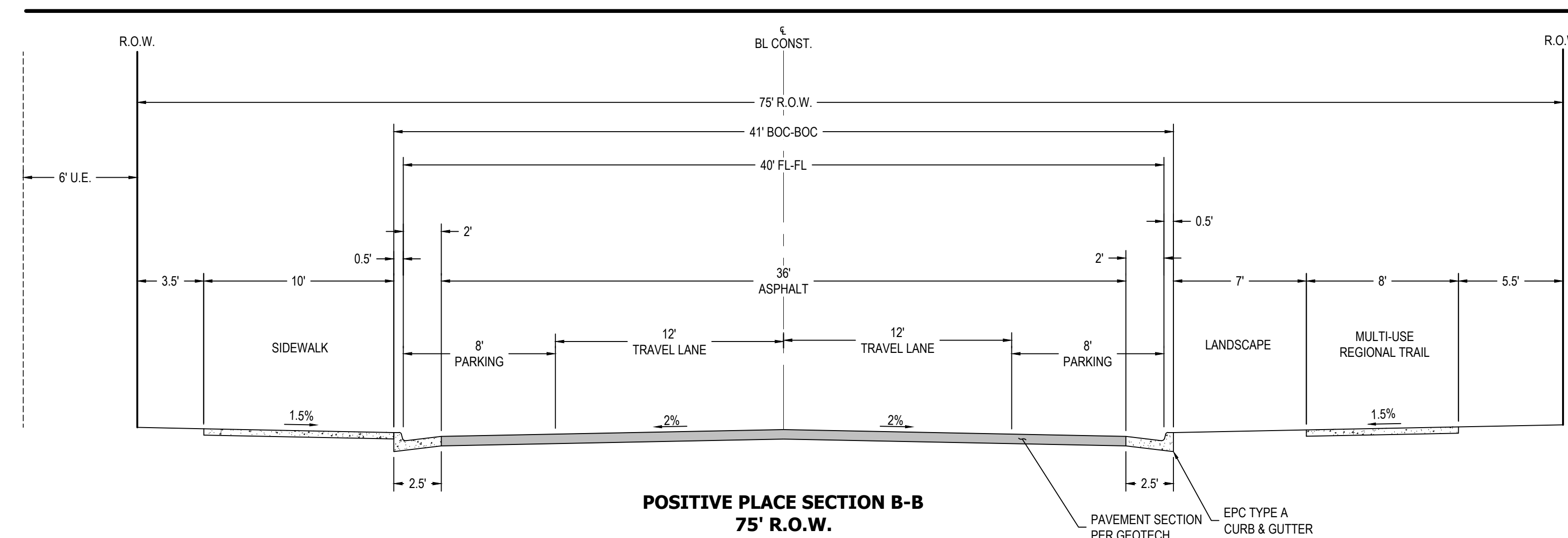
MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

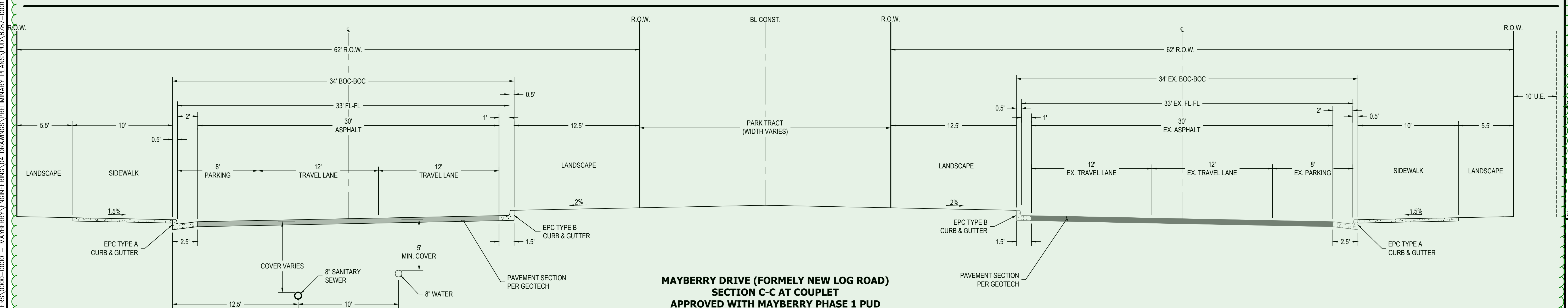
A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.



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 (FORMERLY 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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Revision Type:		Revision Date:		Revision Description:	
No.	Rev.	Date	Design	Prepared	Approved
1					
2					
3					
4					
5					
6					
Job No.: 8787-0001		Sheet: 9 of 16		Date: June 15, 2026	
Scale Horiz: N/A		Scale Vert: N/A		AKM	

Mayberry Phase 2	
El Paso County	
PUD Development Plan & Preliminary Plan	
Road Cross Sections	

Client:	Mayberry Communities, LLC
Location:	El Paso County
Plan Set:	PUD Development Plan & Preliminary Plan
Sheet Name:	Road Cross Sections
Address:	22108 Callaghan Run Callahan, CO 80808
Contact:	Scott Souder



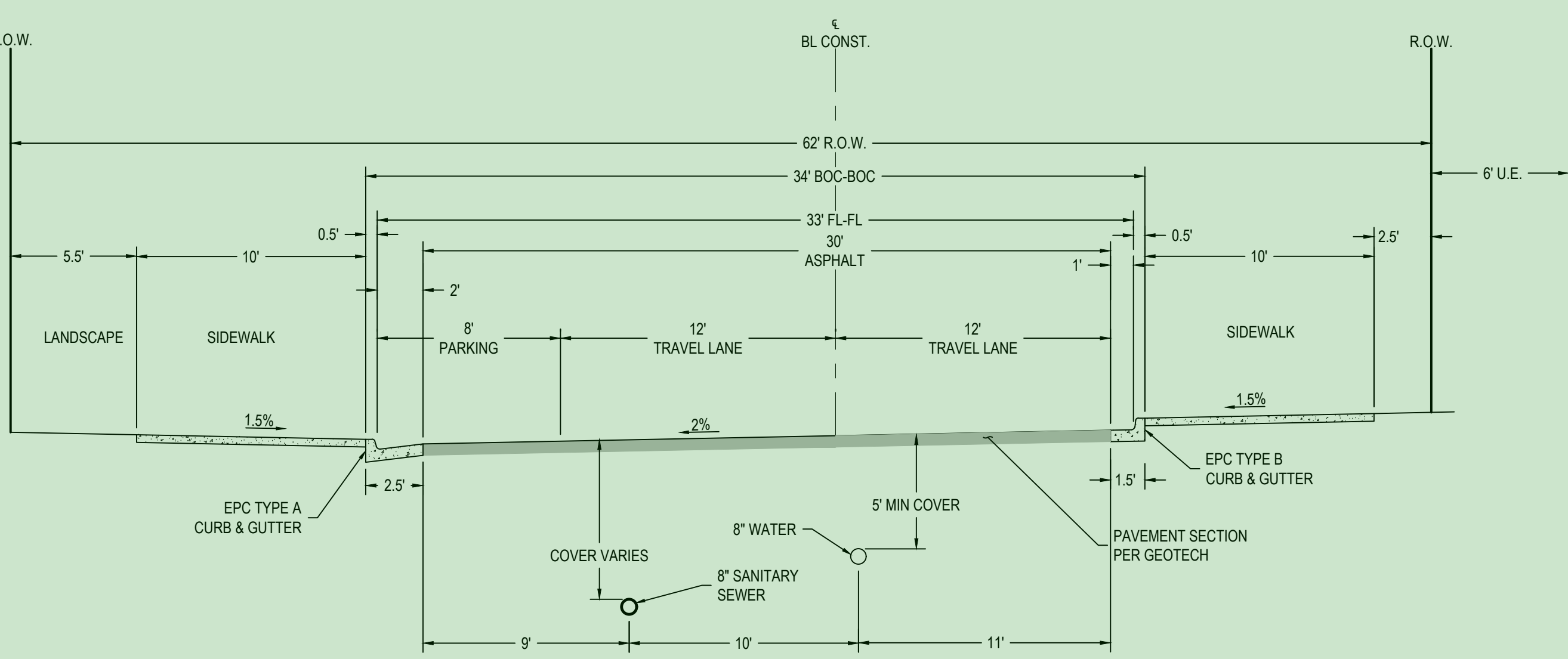
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2

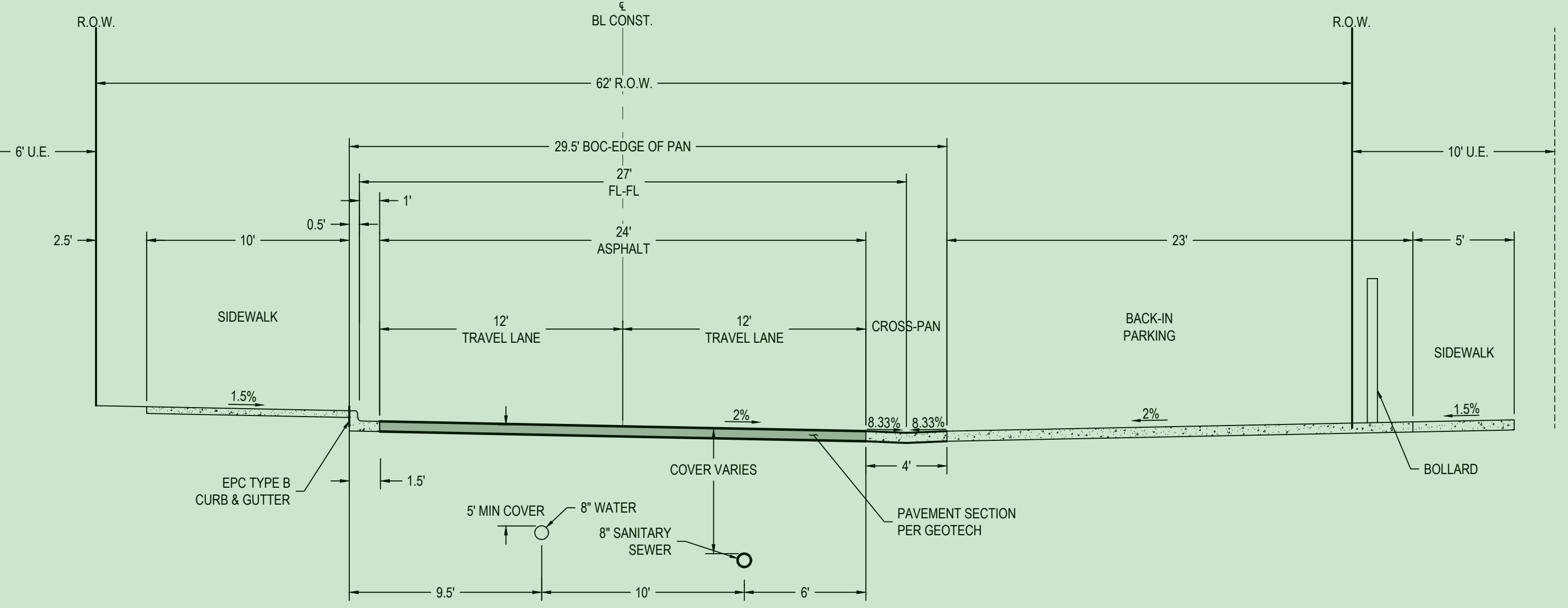
MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

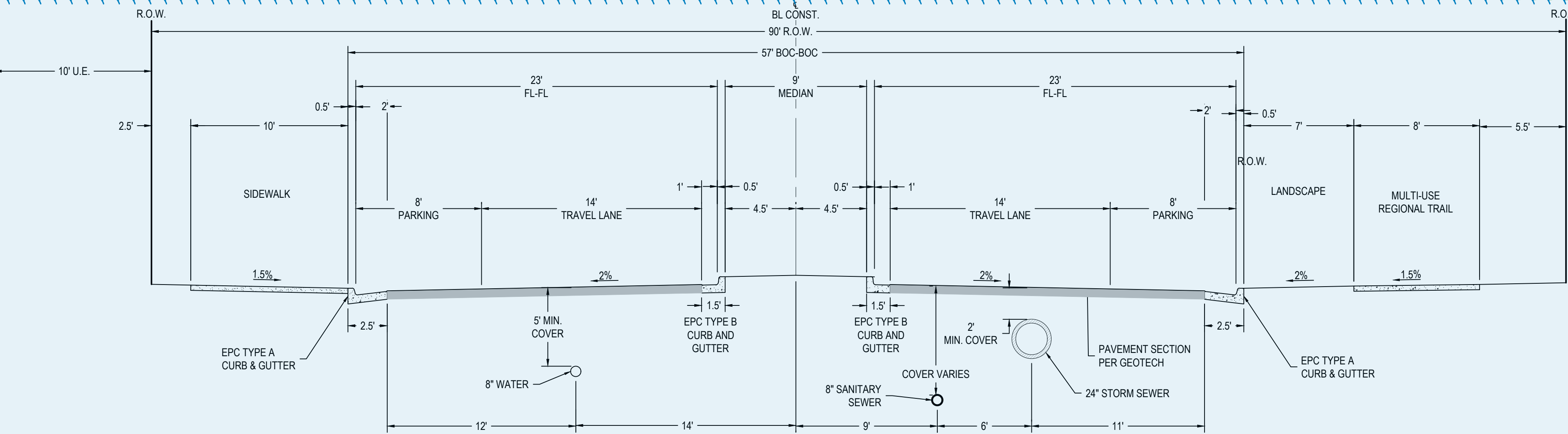
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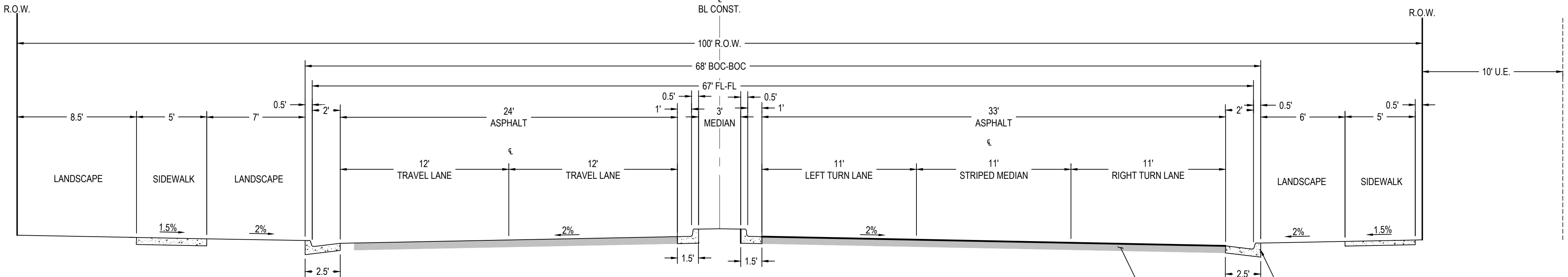
MAYBERRY DRIVE SECTION D-D
62' R.O.W. 6" VERTICAL CURB
DESIGN SPEED: 30 MPH
(MINOR ARTERIAL; DESIGN ATTRIBUTES TO MEET CURRENT COLLECTOR STANDARDS)
SCALE: 1" = 5'



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



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'

1



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

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

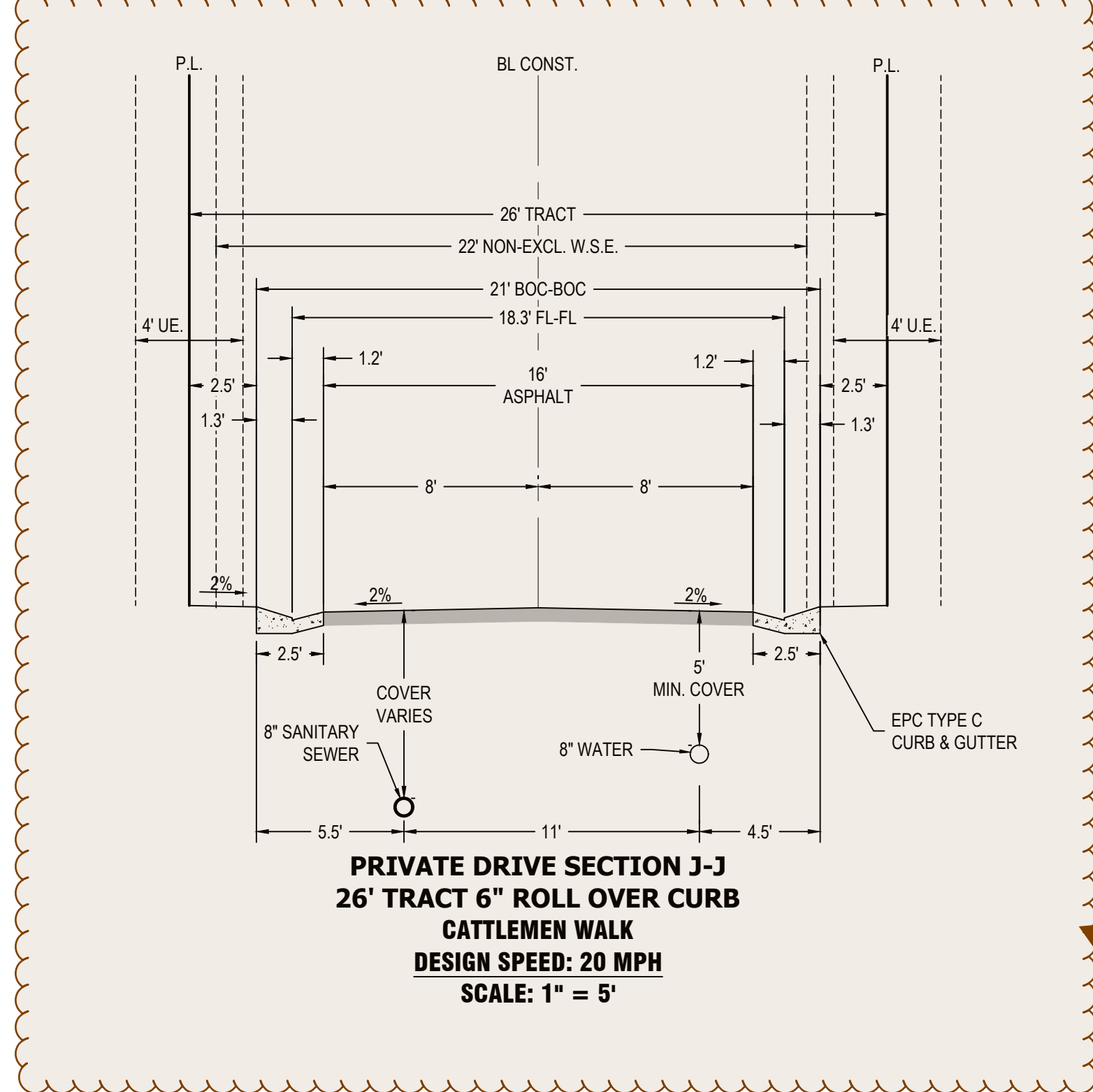
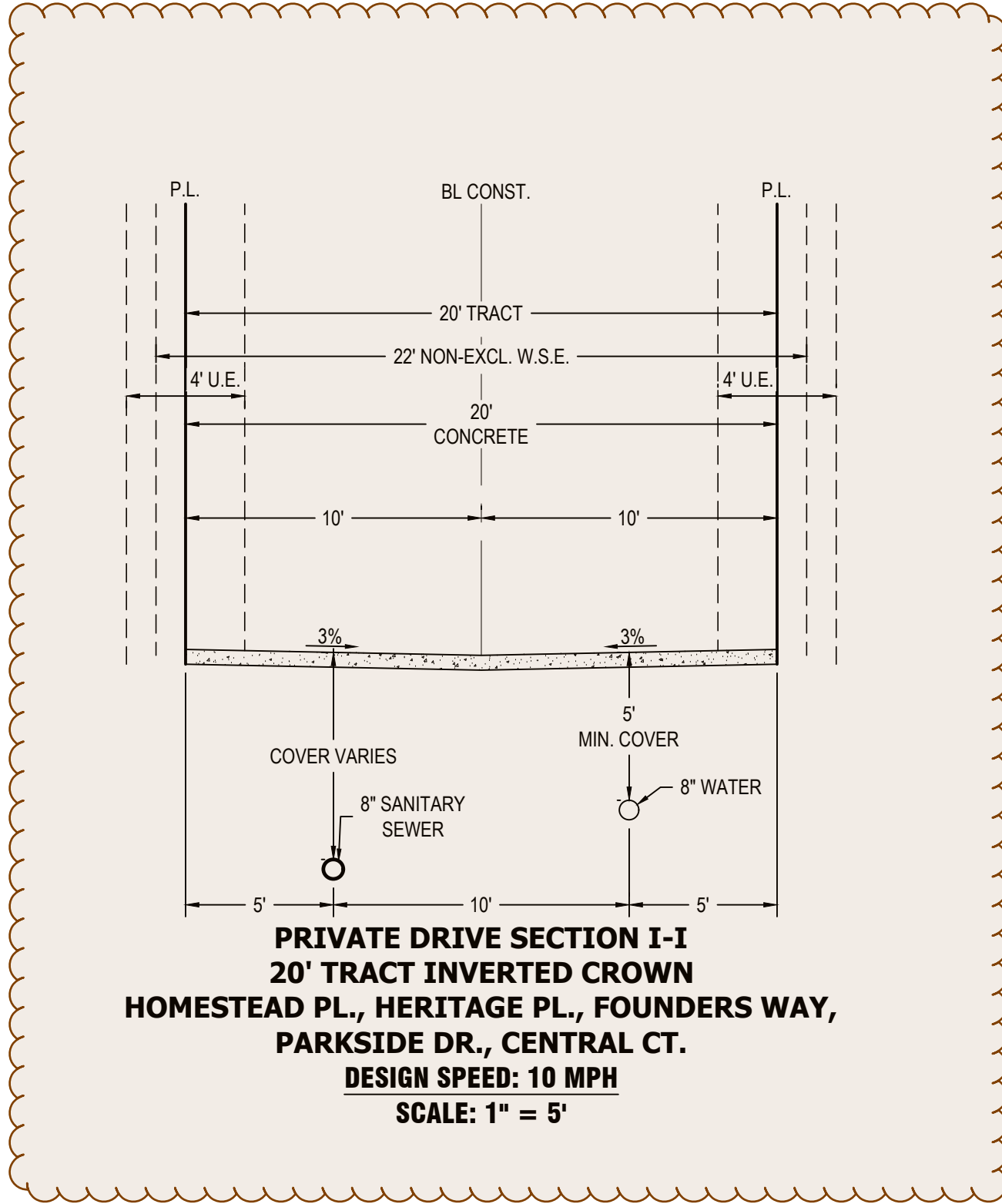
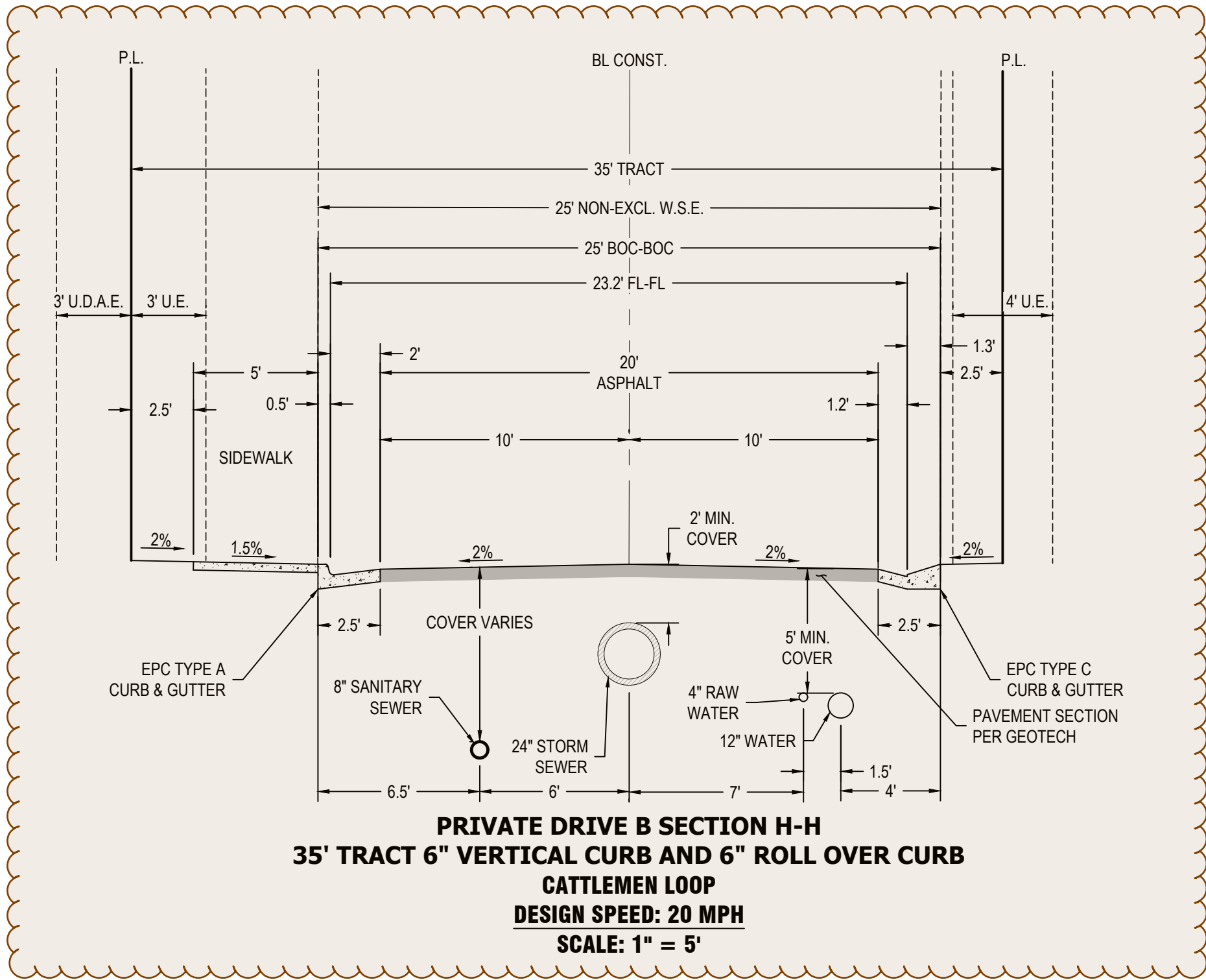


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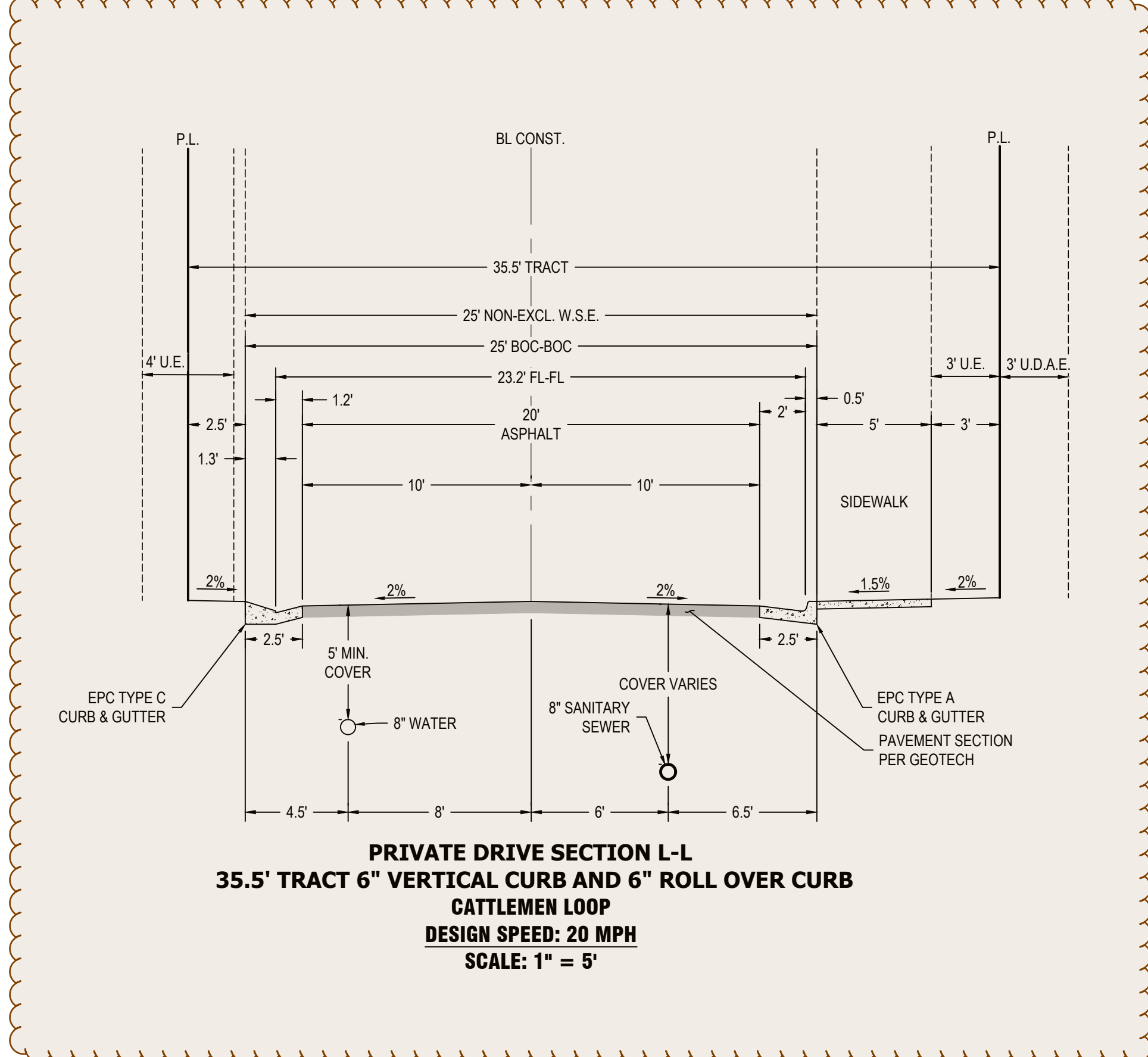
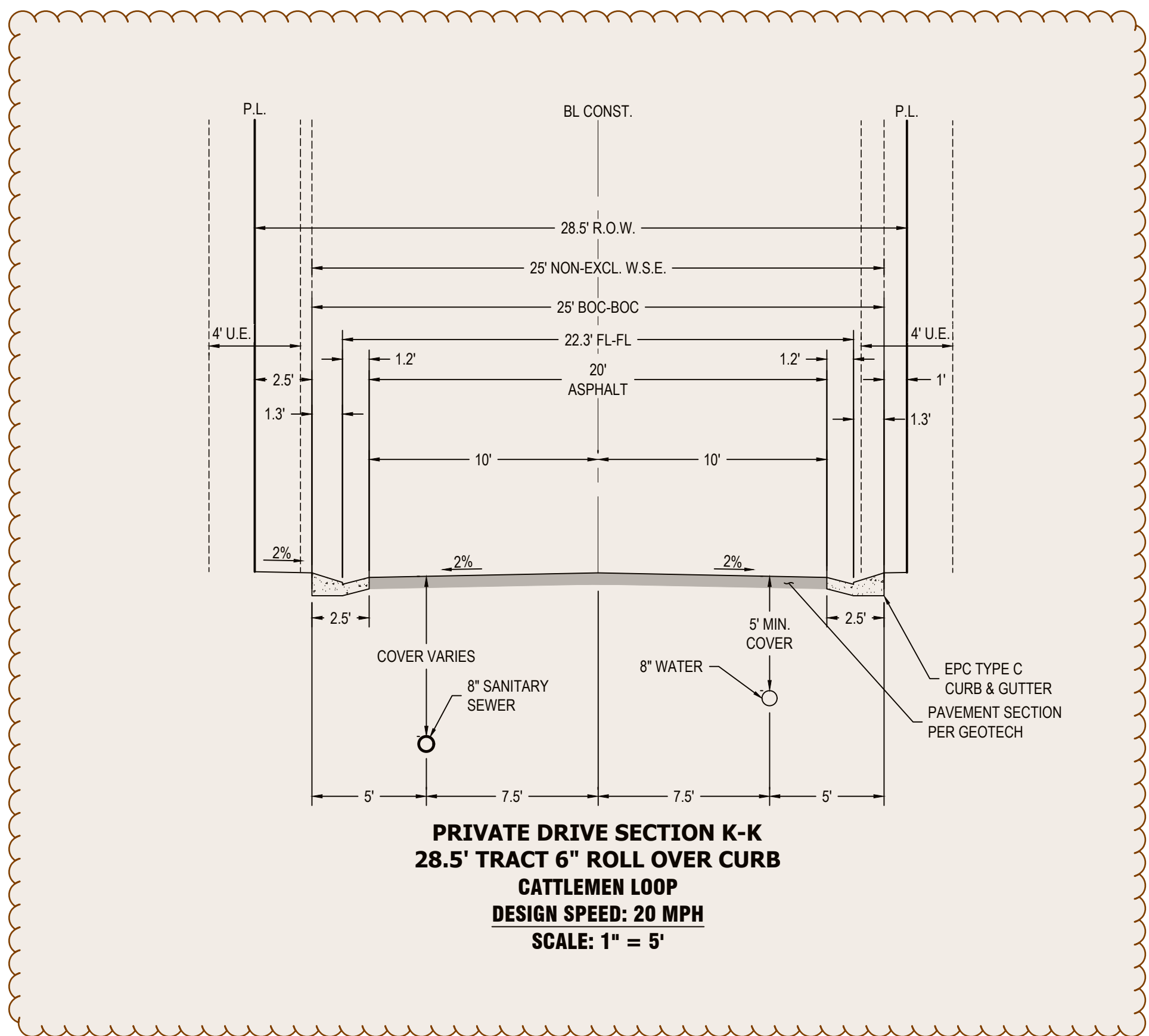
MAYBERRY PHASE 2

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.



4



I:\JOB FOLDERS\0000-0000 - MAYBERRY\ENGINEERING\04 DRAWINGS\PRELIMINARY PLANS\04787-0001 ROAD SECTIONS PRINTED ON: 6/15/2026 10:44 AM



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

Revision Type:		Rev. Date:		No.	
				1	
				2	
				3	
				4	
				5	
				6	
Designed: WCK		Job No.: 8787-0001		Sheet: 11 of 16	
Prepared: WCK		Scale Horiz: 1" = 40'		Date: June 15, 2026	
Approved: AKM		Scale Vert: N/A			

Mayberry Phase 2
El Paso County
PUD Development Plan & Preliminary Plan

Client: Mayberry Communities, LLC
Location:
Plan Set:
Sheet Name:
Address: 22108 Cattleman Run
Calhan, CO 80808
Contact: Scott Souders



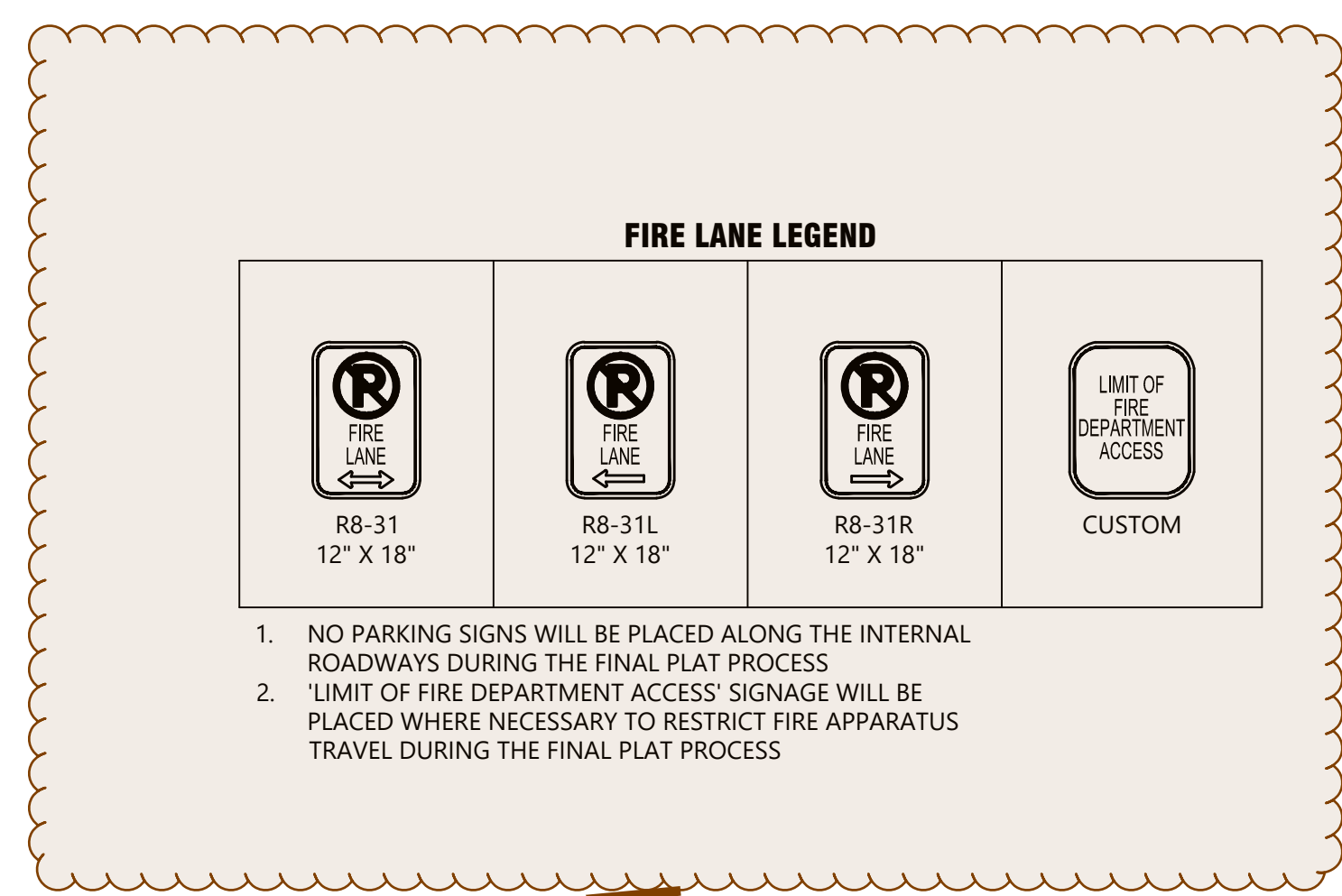
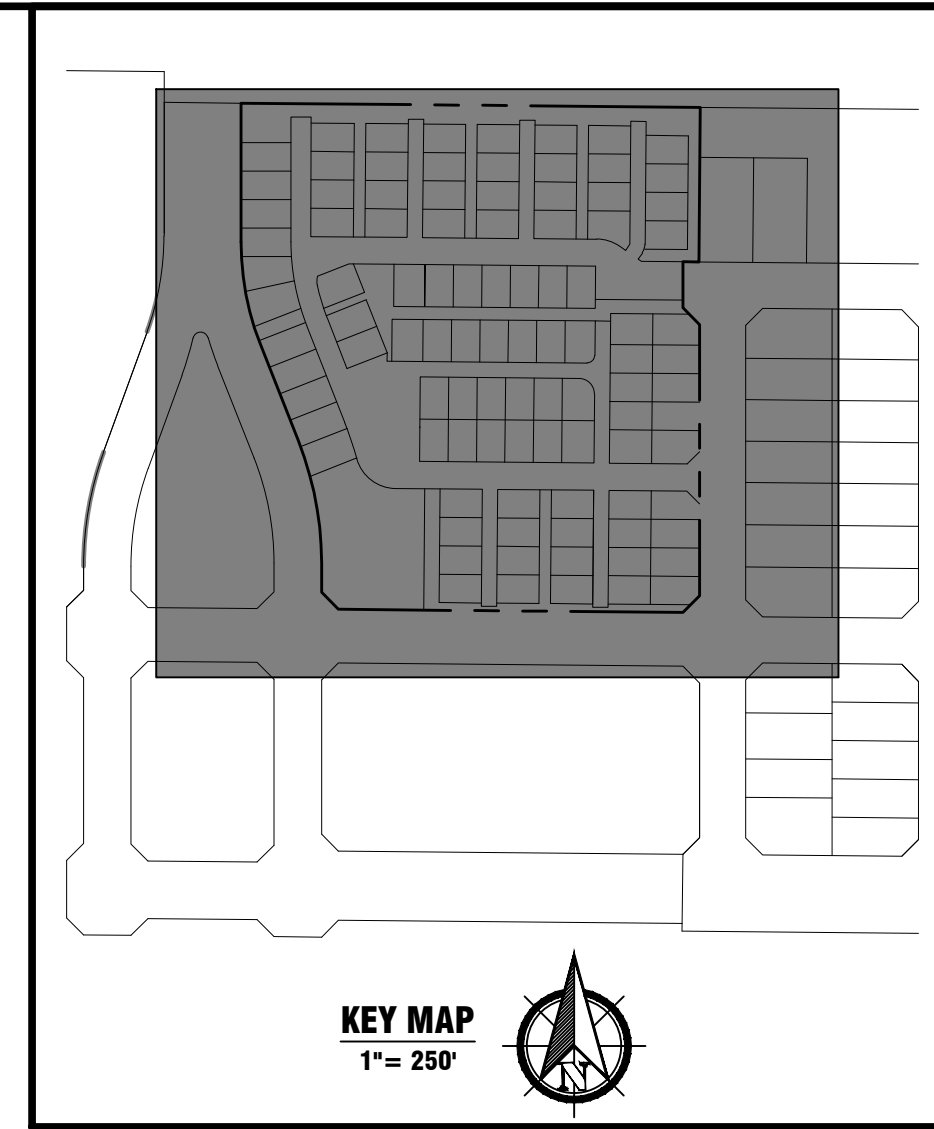
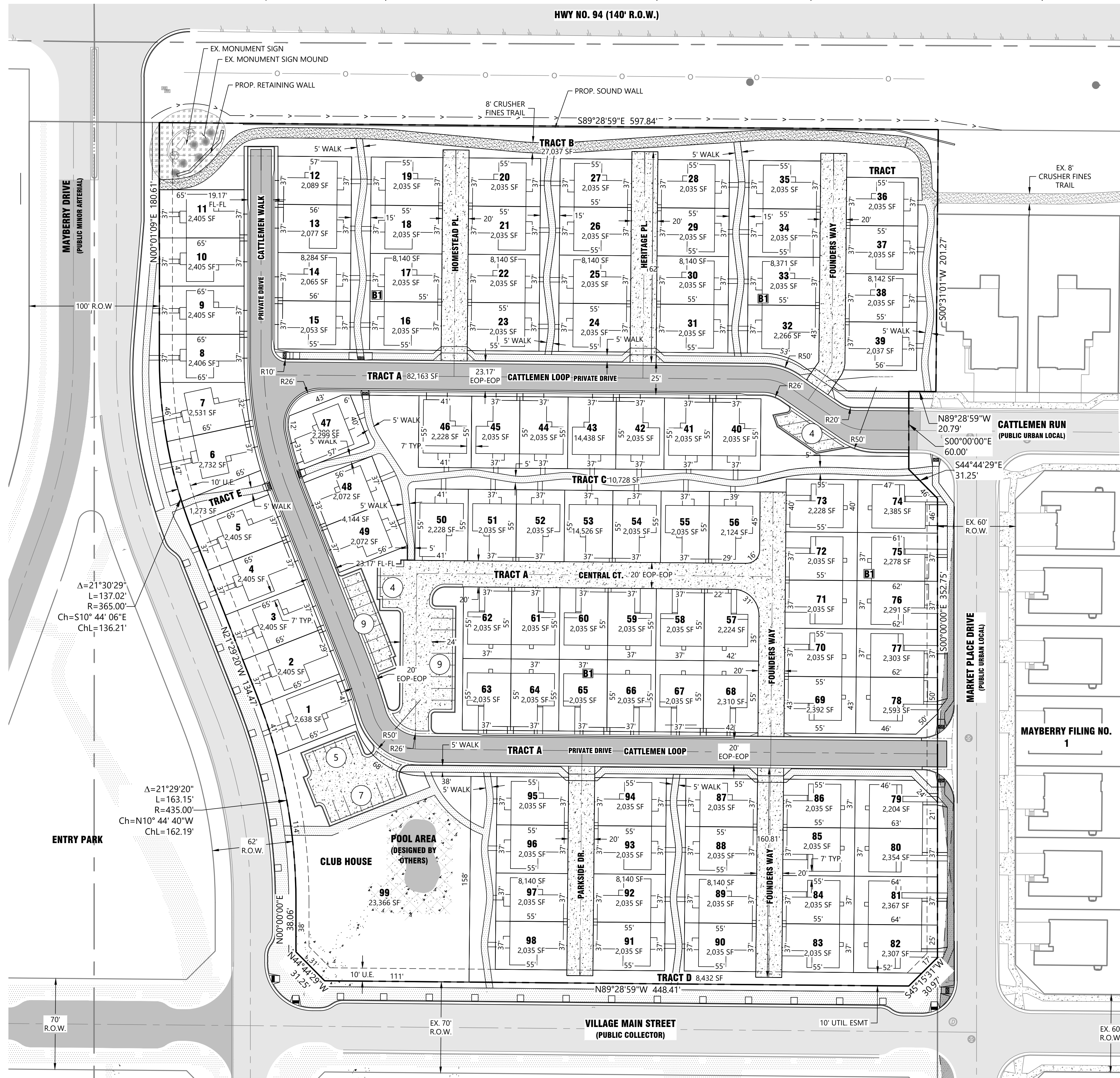
Know what's below.
Call before you dig.

No. 11

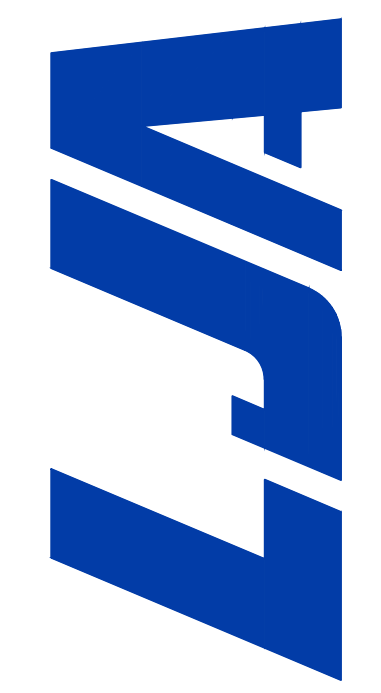
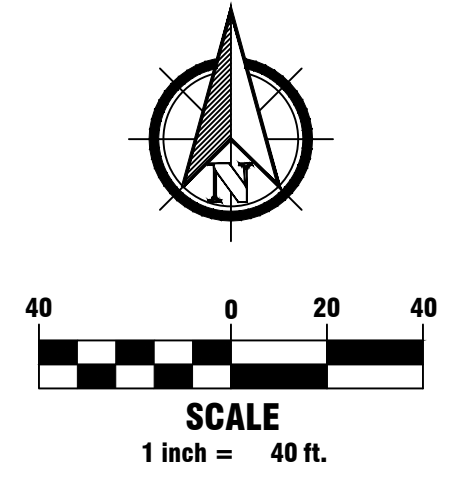
MAYBERRY PHASE 2

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.



4



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

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

Mayberry Phase 2
El Paso County
PUD Development Plan & Preliminary Plan
Tract K Site Plan

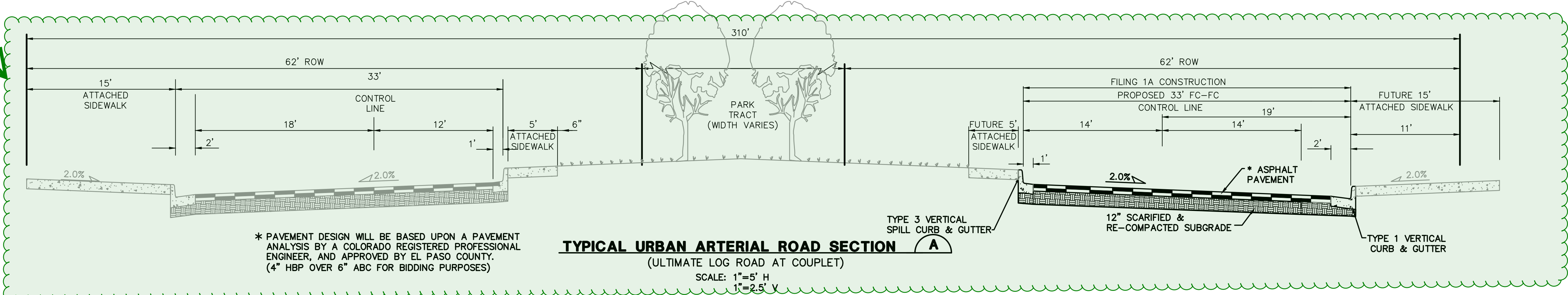
Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run
Callahan, CO 80808
Contact: Scott Souders



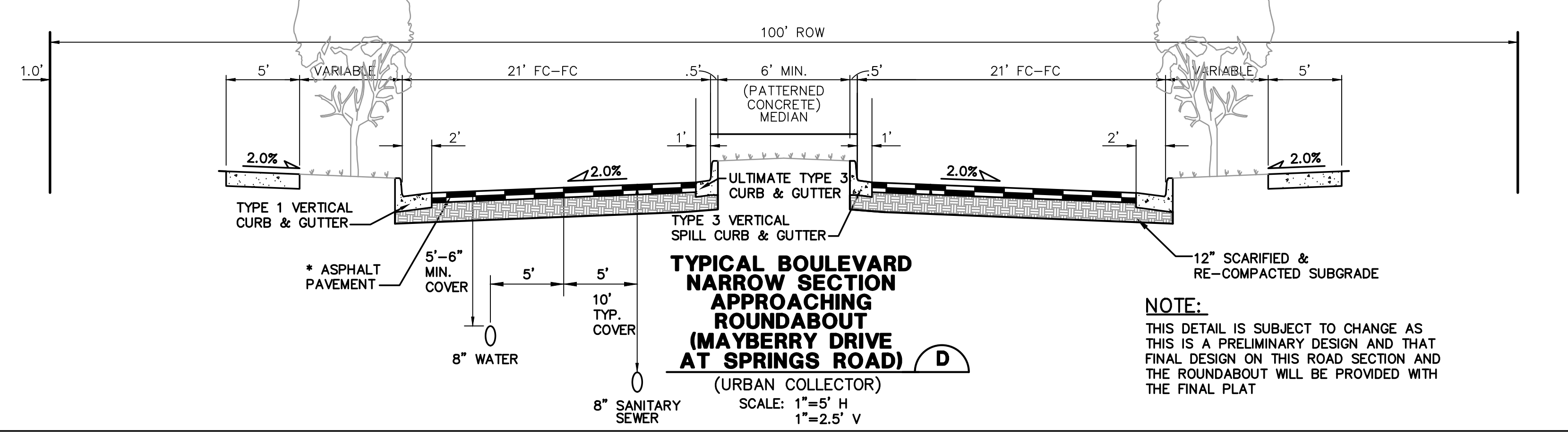
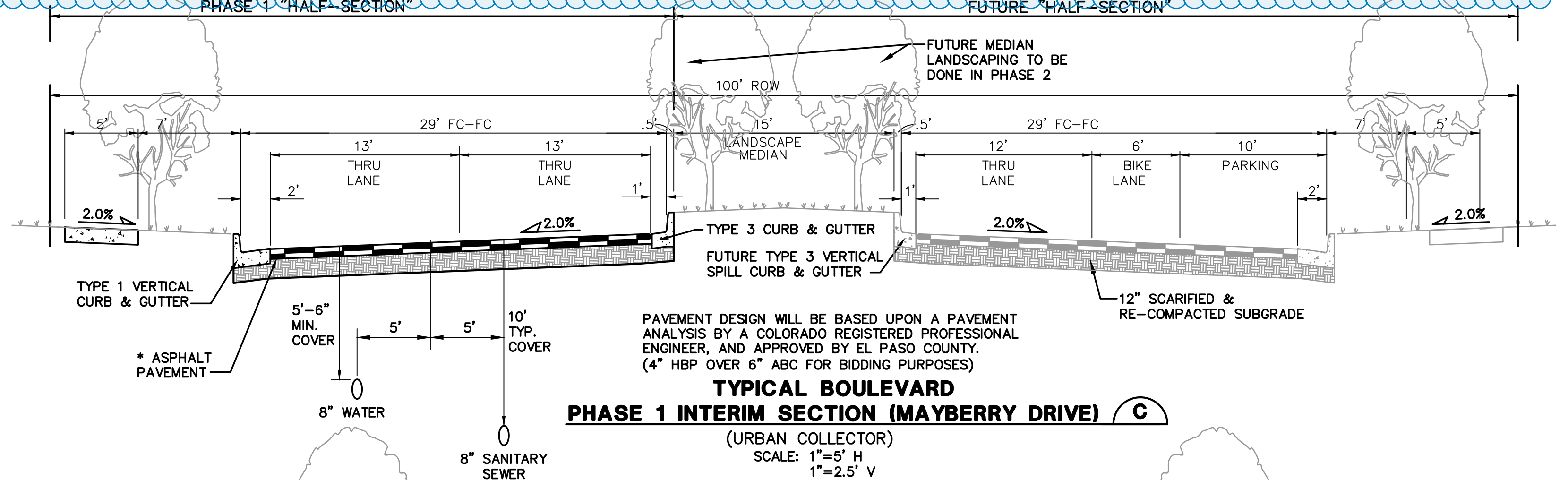
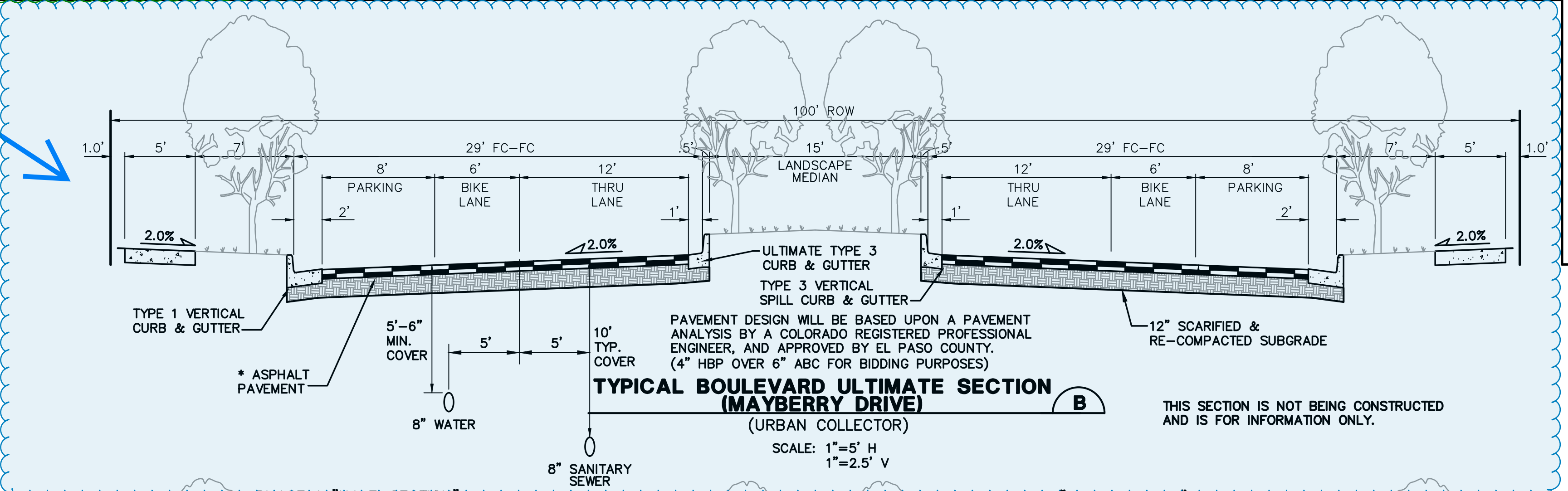
Know what's below.
Call before you dig.

No. 12

2



1



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

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

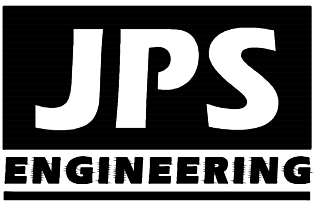
ROAD CLASSIFICATION:	URBAN COLLECTOR
DESIGN SPEED:	40 MPH
POSTED SPEED:	35 MPH
MIN. HORIZONTAL RADIUS:	565'
MIN. GRADE:	1.0%
MAX. GRADE:	8.0%
MIN. K-VALUE (CREST):	44
MIN. K-VALUE (SAG):	64

* 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: LANE WIDTHS ARE IN ACCORDANCE WITH DEVIATIONS APPROVED AS PART OF PUD

MAYBERRY, COLORADO SPRINGS - PHASE 1

TYPICAL ROAD SECTIONS



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 2-3 DAYS BEFORE ANY EXCAVATION
BEFORE YOU DIG GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
FOR THE MEMBER UTILITIES.

No.	DATE	BY	REVISION

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

MAYBERRY PHASE 1

EL PASO COUNTY, COLORADO

AN AMENDMENT TO ELLICOTT TOWN CENTER PHASE 1 PUD / PRELIMINARY 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

PROJECT INFO

STAMP

ISSUE INFO

ISSUE / REVISION

SHEET TITLE

SHEET NUMBER

PLAN FILE #

MAYBERRY PHASE 1

AN AMENDMENT TO
ELLICOTT TOWN CENTER
PHASE 1 PUD
DEVELOPMENT /
PRELIMINARY PLAN

EL PASO COUNTY, CO

DATE: 05.26.2021
PROJECT MGR: J. ROMERO
PREPARED BY: B. ITTEN

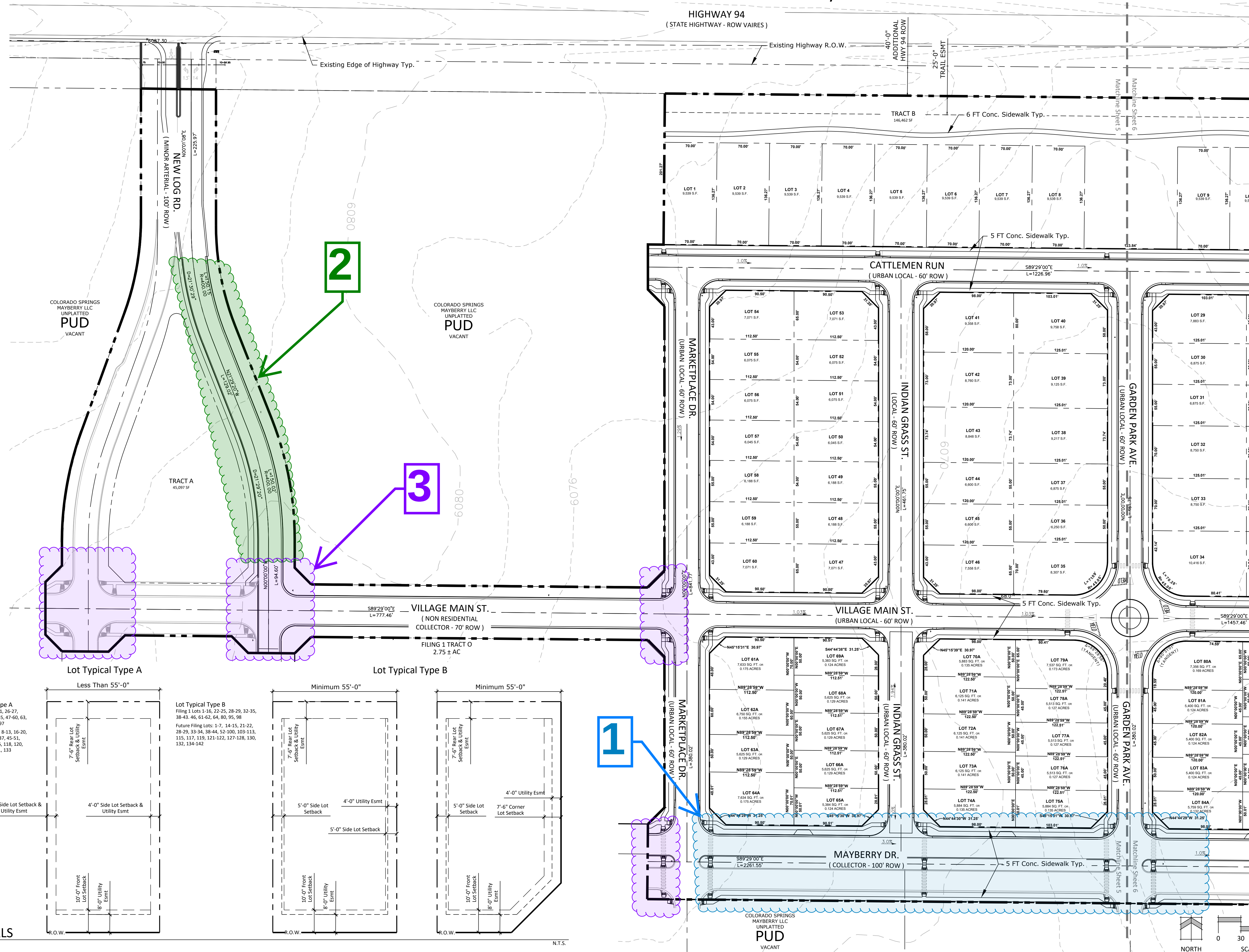
ENTITLEMENT

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

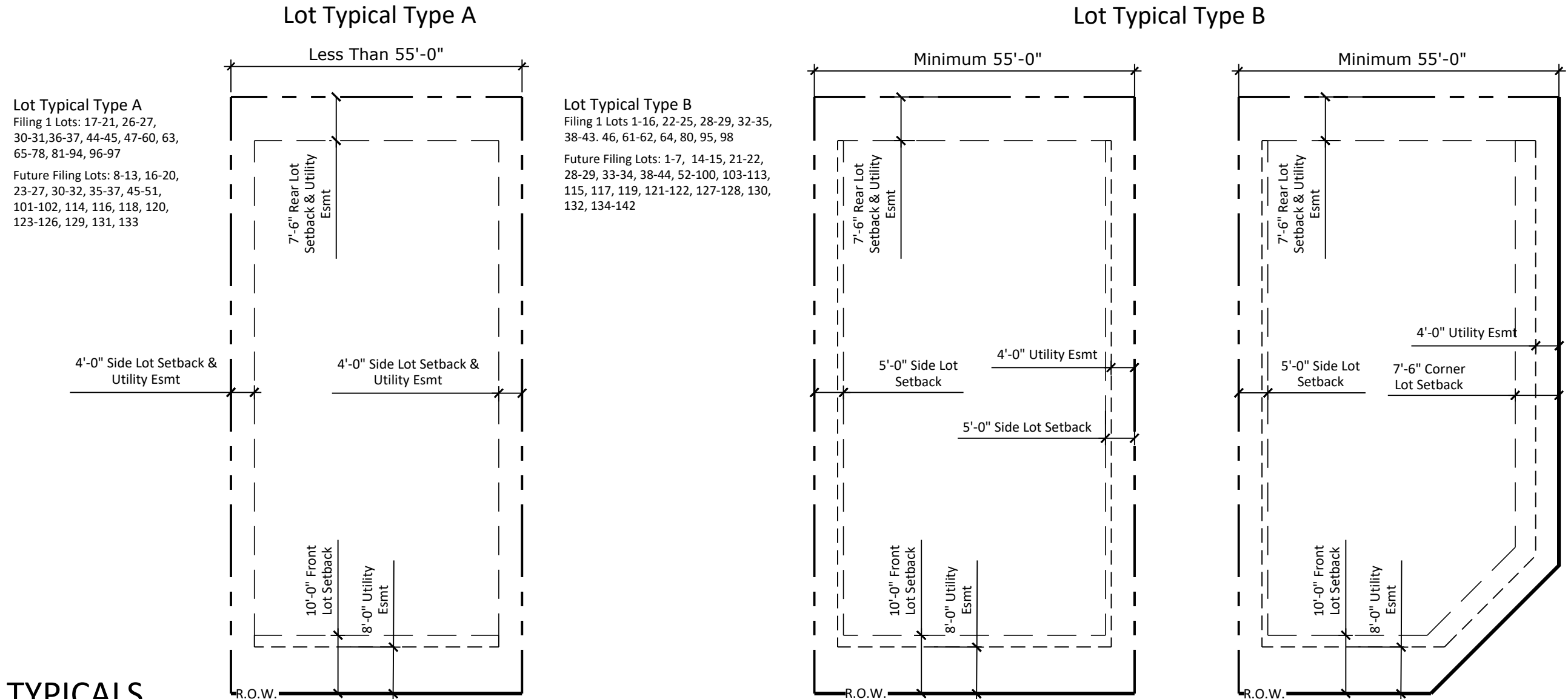
PUD PRELIMINARY SITE PLAN

5 OF 13

PUDSP-21-009



LOT TYPICALS



P:\CS Mayberry\Mayberry Drawings\Planning\Phase 1 PUD PP Amendment\Mayberry Phase 1 Amendment_PUDPP.dwg [S-Plan] 2/16/2023 10:09:42 AM bhan



**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

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)

6/15/2026

Date

Engineer's Seal, Signature
And Date of Signature



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

A deviation from the standards of or in Section 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.

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 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.

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.

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.

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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.

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ECM ADMINISTRATOR COMMENTS/CONDITIONS:

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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.

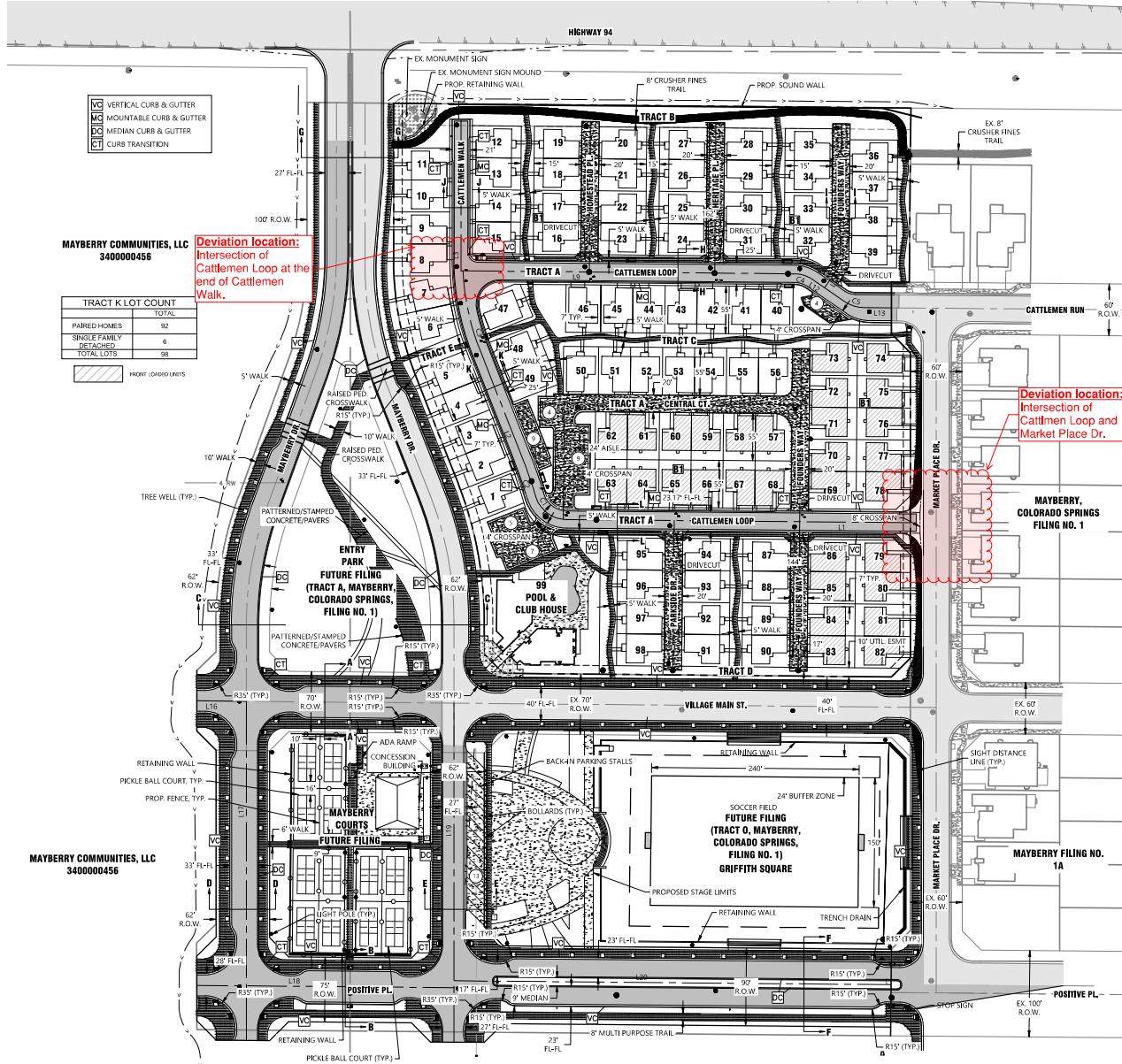
1.7. REVIEW FEES

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	174.07'	N00°07'09\"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'	S89°28'59\"E
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	46.20'
C3	018°32'26\"	93.88'	285.00'	S12°03'07\"E	93.46'
C4	034°05'10\"	22.61'	38.00'	N72°28'24\"W	22.27'
C5	034°05'10\"	22.61'	38.00'	S72°28'25\"E	22.27'
C6	034°05'10\"	5.95'	10.00'	N17°33'36\"E	5.86'

GENERAL ABBREVIATIONS

A.E.	ACCESS EASEMENT	MAINT.	MAINTENANCE
ARV	AIR RELEASE VALVE	MC	MOUNTABLE CURB & GUTTER
BKL	BKE LANE	MH	MANHOLE
B	BASELINE	MOD	MODIFIED
B.O.	BLOW-OFF	MSE	MECHANICALLY STABILIZED EARTH
B5	BOTTOM ELEVATION OF RISE	M.U.E.	MULTI-USE EASEMENT
CDS	CUL-DE-SAC	P	PAVEMENT
CE	CURB EXTENSION	P.C.	POINT OF CURVATURE
CL	CENTERLINE	P.C.C.	POINT OF COMPOUND CURVATURE
CT	CURB TRANSITION	P.C.R.	POINT OF CURB RETURN
CWN	CROWN	POL	PROFILE GRADE LINE
D80	DESIGN BY OTHERS	P.R.C.	POINT OF REVERSE CURVATURE
DC	DEVELOPMENT CURB & GUTTER	PT	POINT OF TANGENCY
D.E.	DRAINAGE EASEMENT	R.O.W.	RIGHT-OF-WAY
D.U.E.	DRAINAGE & UTILITY EASEMENT	R.V.	RECORDING NUMBER
ELEC	ELECTRIC	S	SLUMP INLET
EOP	EDGE OF PAVEMENT	S.E.	SANITARY EASEMENT
EX	EXISTING	SEC	SECTION LINE
EXCL	EXCLUSIVE	SL	SANITARY LINE
FES	FLARED END SECTION	SS	SANITARY SERVICE
FGF	FINISHED GROUND AT BOTTOM WALL ELEVATION	STK	STRIK
FL	FINISHED GROUND AT TOP WALL ELEVATION	SW	SEWER
FL	FLOWLINE	S.W.E.	SANITARY, WATER, AND IRRIGATION EASEMENT
FO	FIELD VISION	TB	THRUST BLOCK
PV	FIELD VISION	TC	TOP OF CURB
G	FINISHED GROUND ELEVATION	TEL	TELEPHONE LINE
GAS	GAS LINE	TRLE	TRANSPORTATION EASEMENT
G.E.	GAS EASEMENT	TRULE	TRANSPORTATION & UTILITY EASEMENT
GV	GATE VALVE	TYP.	TYPICAL
HP	HIGH POINT	U.E.	UTILITY EASEMENT
LWE	IRRIGATION & WATER EASEMENT	U.G.E.	UTILITY & GAS EASEMENT
WL	WATER SERVICE	VC	VERTICAL CURB & GUTTER
WV	WATER SERVICE	W.E.	WATER EASEMENT
LL	LOT LINE	WL	WATER LINE
LP	LOW POINT	W.S.	WATER SURFACE ELEVATION
		W.V.	WATER VALVE

LEGEND	
---	Property Line
---	Right of Way Line
---	Centerline
---	Lot Line
---	Easement Line
---	Setback Line
---	Retaining Wall
---	Swale Line
---	Sight Triangle Line
---	Storm Manhole
---	Type "H" Inlet
---	Sanitary Screen 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



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

Mayberry Phase 2
El Paso County
PUD Development Plan & Preliminary Plan
Overall Site Plan

Client: Mayberry Communities, LLC
Location: 23108 Cattlemen Run
Plan Set: 23108 Cattlemen Run
Sheet Name: 23108 Cattlemen Run
Scale: 1" = 60'
Date: June 15, 2026
Revision: N/A

Know what's below.
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811



**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

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 6 th p.m., county of El Paso, state of Colorado.

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.

Identify the specific ECM standard which a deviation is requested:

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 MTC, 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

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 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.

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).

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 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.

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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.

Γ

Γ

L

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ECM ADMINISTRATOR COMMENTS/CONDITIONS:

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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.

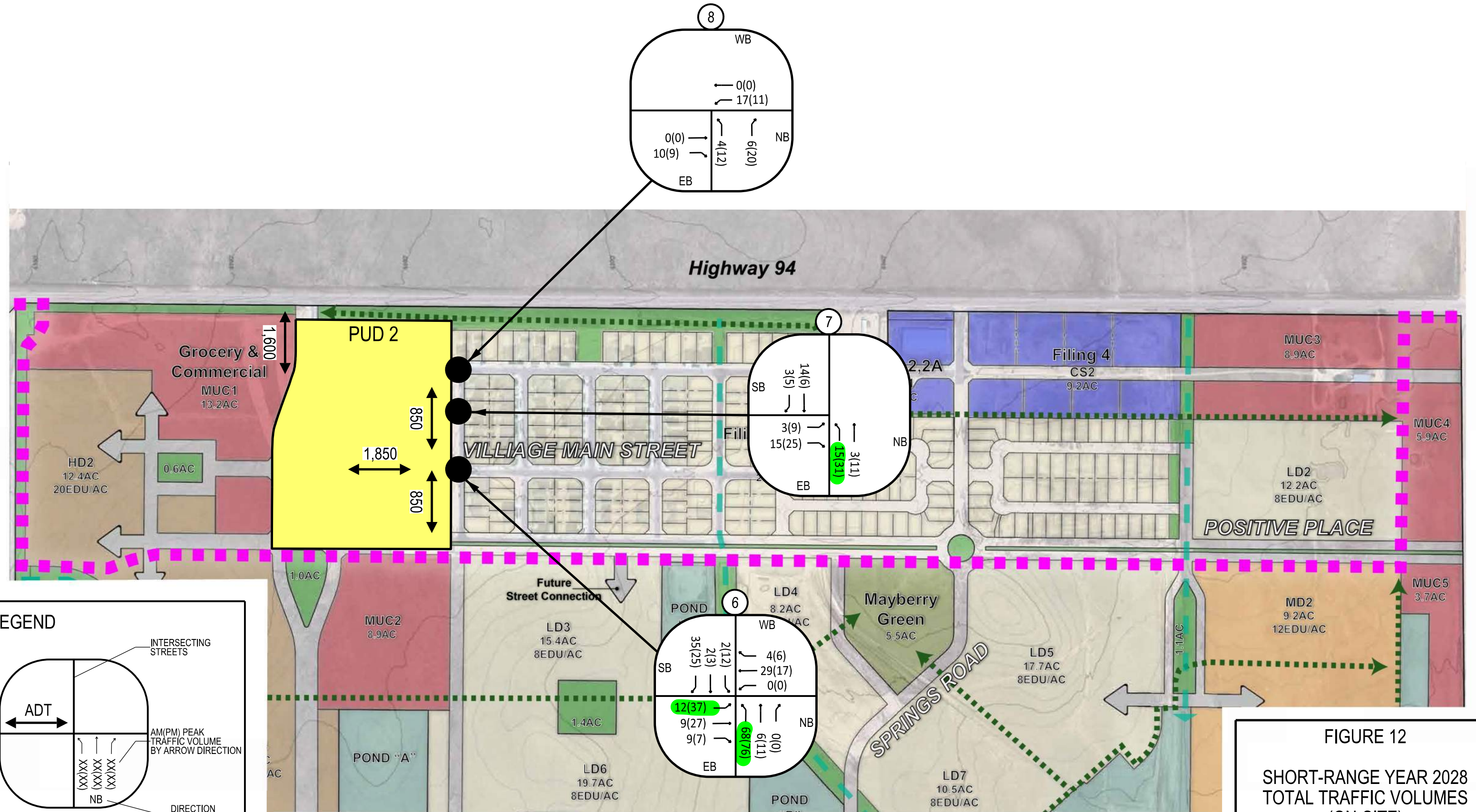


FIGURE 12
SHORT-RANGE YEAR 2028
TOTAL TRAFFIC VOLUMES
(ON-SITE)

HCM 6th TWSC
6: Village Main Street & Marketplace Dr

06/04/2026

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				

HCM 6th TWSC
7: Marketplace Dr & South Access

06/04/2026

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 - -

HCM 6th TWSC
6: Village Main Street & Marketplace Dr

06/04/2026

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				

HCM 6th TWSC
7: Marketplace Dr & South Access

06/04/2026

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

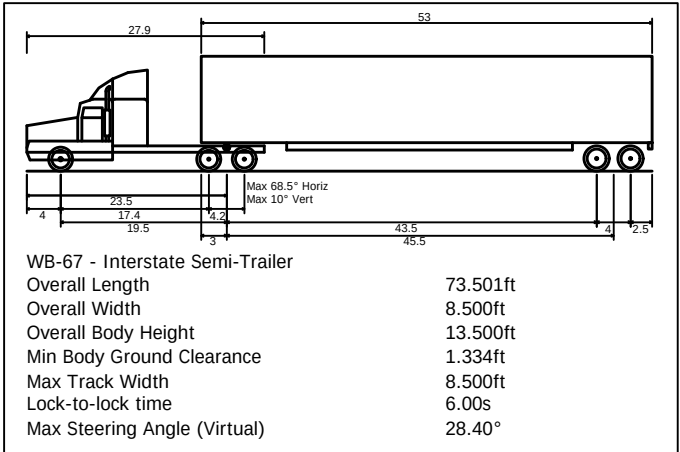
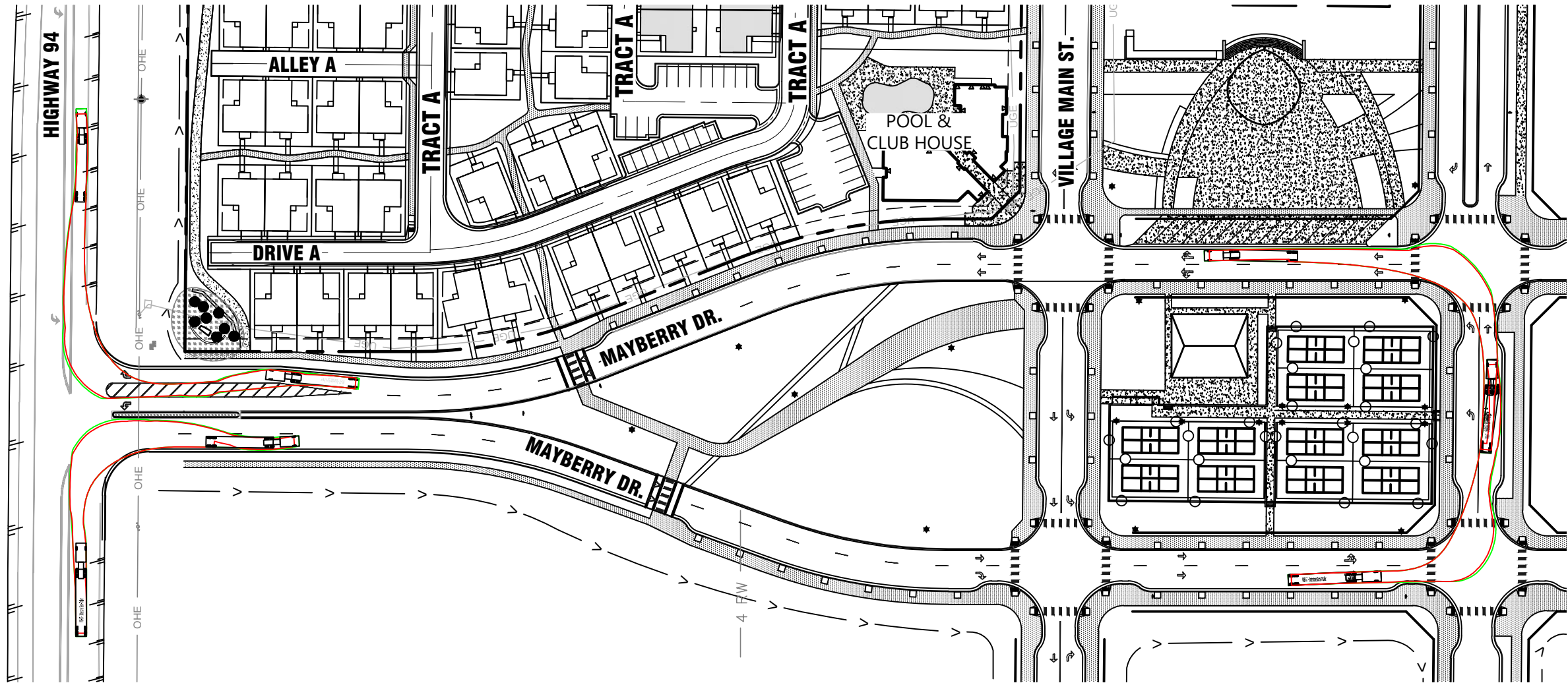
Capacity (veh/h) 1607 - 1017 - -

HCM Lane V/C Ratio 0.021 - 0.036 - -

HCM Control Delay (s) 7.3 0 8.7 - -

HCM Lane LOS A A A - -

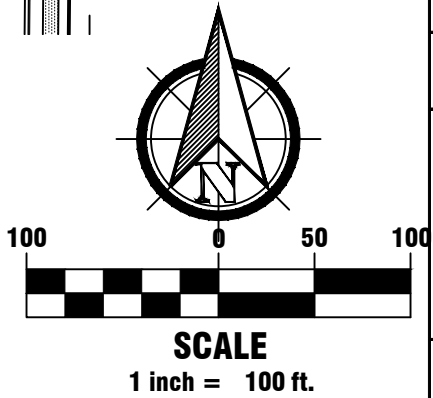
HCM 95th %tile Q(veh) 0.1 - 0.1 - -



LEGEND

■ WHEEL TURN PATH

■ OVERHANG PATH



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

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



Know what's below.
Call before you dig.

No.	1
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