Galloway
5500 Greenwood Plaza Blvd., Suite 200
Greenwood Village, CO 80111
303.770.8884 • GallowayUS.com

To: El Paso County
Planning & Development

From: Brian Horan, PE, PTOE
Cooper Riddell-Brosig
Galloway

Date: May 27, 2026

Re: The Markets at Bent Grass
Roundabout Analysis Memorandum

INTRODUCTION

The intent of this memorandum is to respond to a comment provided by El Paso County on The Markets at Bent Grass Master Traffic Impact Study (MTIS) completed in March 2026 by SM Rocha. The comment provided by El Paso County stated "provide roundabout parameters table and exhibits including fastest path speeds and differentials, dimensions, widths, view angles, etc. Discuss specific needs and examples with staff. Include design vehicle and WB-67 tracking exhibits." The following memorandum will address this comment with a roundabout analysis provided herein.

BACKGROUND

This memorandum provides the results of a roundabout analysis performed in support of the MTIS for The Markets at Bent Grass. MTIS excerpts are provided in Attachment I. The proposed roundabout is located approximately 400 feet north of Woodmen Road along the future Switchgrass Drive. Figure 1 shows the location of this roundabout with a star. The site plan along with roundabout design exhibits are provided in Attachment II.

Figure 1 – Site Location

ROUNDABOUT ANALYSIS

Roundabout operations have been confirmed via Sidra and can be seen in Table 1. Sidra results sheets have been provided in Attachment III. The roundabout parameters, fastest path diagrams, and vehicle tracking diagrams are provided in Attachment IV as requested. The roundabout has been evaluated using the WB-67 design vehicle to confirm adequate operations for heavy vehicles within this roundabout for all directions of travel.

Table 1
The Markets at Bent Grass Roundabout Analysis - El Paso County, CO
Total Future Intersection Level of Service Summary [1]

Intersection	Operating Condition	Street Name	Approach/ Movement	Total Future 2030 AM Peak Hour	Total Future 2030 PM Peak Hour	Total Future 2045 AM Peak Hour	Total Future 2045 PM Peak Hour
1 Bent Grass Meadows Drive & Switchgrass Drive	ROUNDABOUT	Bent Grass Meadows Drive	EBLTR	A [8.8]	B [12.0]	B [10.5]	A [6.8]
		Bent Grass Meadows Drive	WBLTR	A [7.3]	B [11.6]	A [8.3]	B [14.5]
		Switchgrass Drive	NBLT	A [4.9]	A [6.2]	A [5.2]	A [6.8]
			NBR	A [0.0]	A [0.0]	A [0.0]	A [0.1]
		Switchgrass Drive	SBLTR	A [6.0]	A [9.8]	A [6.6]	B [11.6]
		Overall		**A [6.2]**	**A [7.9]**	**A [7.0]**	**A [7.5]**

Notes : (1) Numbers in brackets [] represent delay at unsignalized intersections in seconds per vehicle.

CONCLUSION

As shown in Table 1, the proposed intersection of Bent Grass Meadows Drive & Switchgrass Drive is expected to operate with acceptable overall level of service “A” during the 2030 and 2045 weekday AM and PM Peak hours. The proposed roundabout would accommodate the anticipated demand and operate adequately as designed.

We trust that the information contained herein satisfies the comment from El Paso County, CO. If you have any questions or need further information, please contact Brian Horan at BrianHoran@gallowayus.com or 303-770-8884.

Attachment I
MTIS Excerpts

MASTER TRAFFIC IMPACT STUDY

For

The Markets at Bent Grass
El Paso County, Colorado
(EPC No.: CR-26-01, SP-26-02)

March 2026
Revised: May 2026

Prepared for:

Evergreen
2390 East Camelback Road, Suite 140
Phoenix, AZ 85016

Prepared by:

SM ROCHA, LLC
TRAFFIC & TRANSPORTATION ENGINEERING CONSULTANTS

8700 Turnpike Drive, Suite 240
Westminster, Colorado 80031
(303) 458-9798

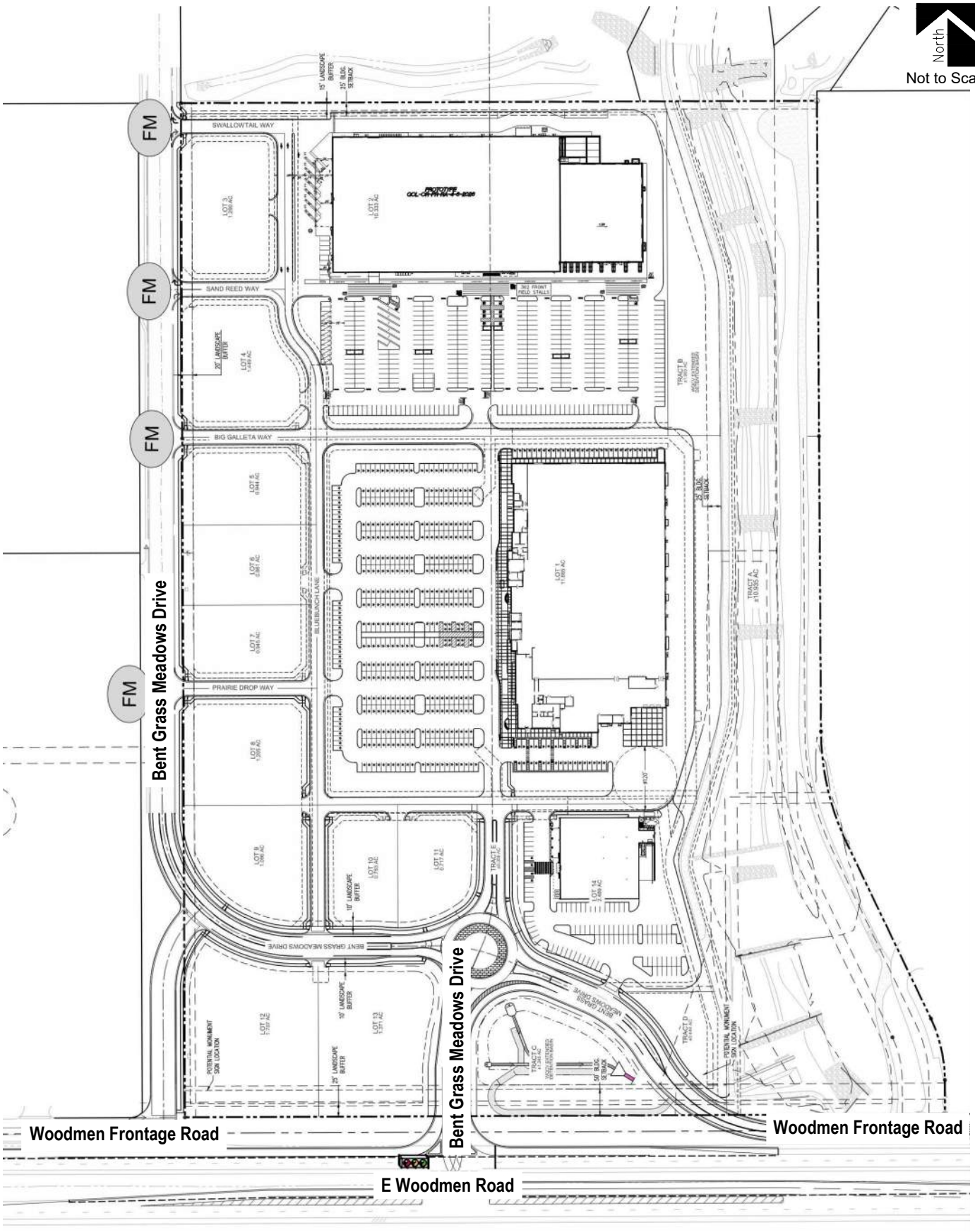
6 South Tejon Street, Suite 618
Colorado Springs, Colorado 80903
(719) 203-6639

Project Manager/Engineer:
Mike Rocha, Principal
Brandon Wilson, PE

Engineer in Responsible Charge:
Fred Lantz, PE

25-022358


North
Not to Scale
Bent Grass Meadows Drive
Meridian Road
Development Site
E Woodmen Road
Woodmen Frontage Road
Golden Sage Road
Rolling Thunder Way
Foxtail Meadow Drive


North
Not to Scale
FM
FM
FM
FM
SWALLOWTAIL WAY
SAND REED WAY
BIG GALLETA WAY
PRAIRIE DROP WAY
BENT GRASS MEADOWS DRIVE
Bent Grass Meadows Drive
Bent Grass Meadows Drive
Woodmen Frontage Road
Woodmen Frontage Road
E Woodmen Road

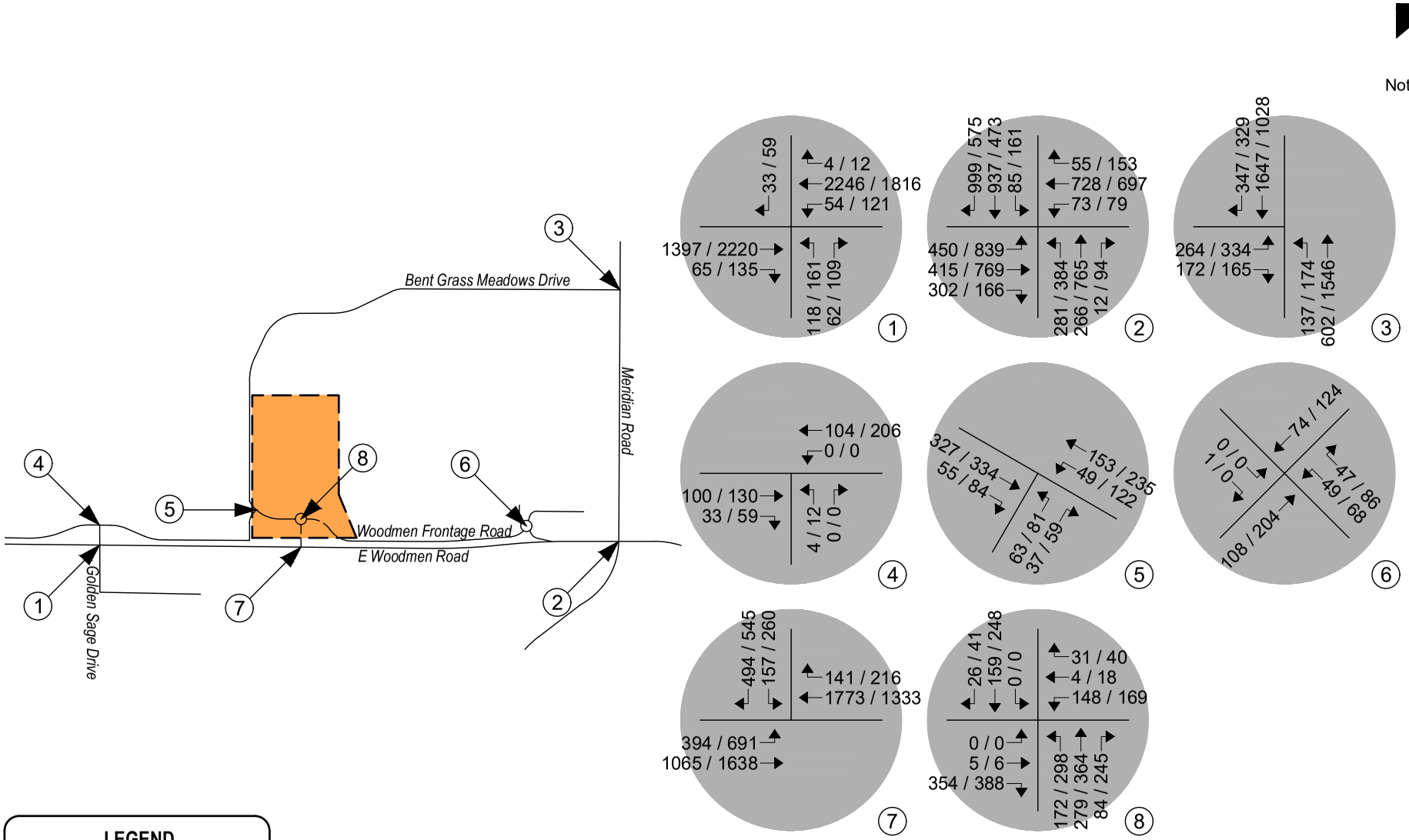
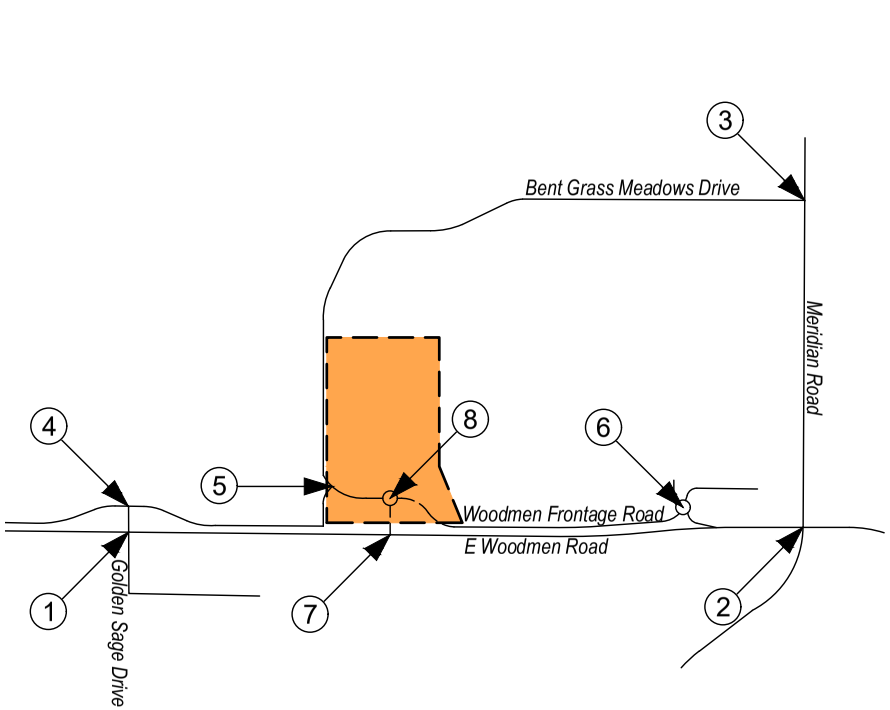
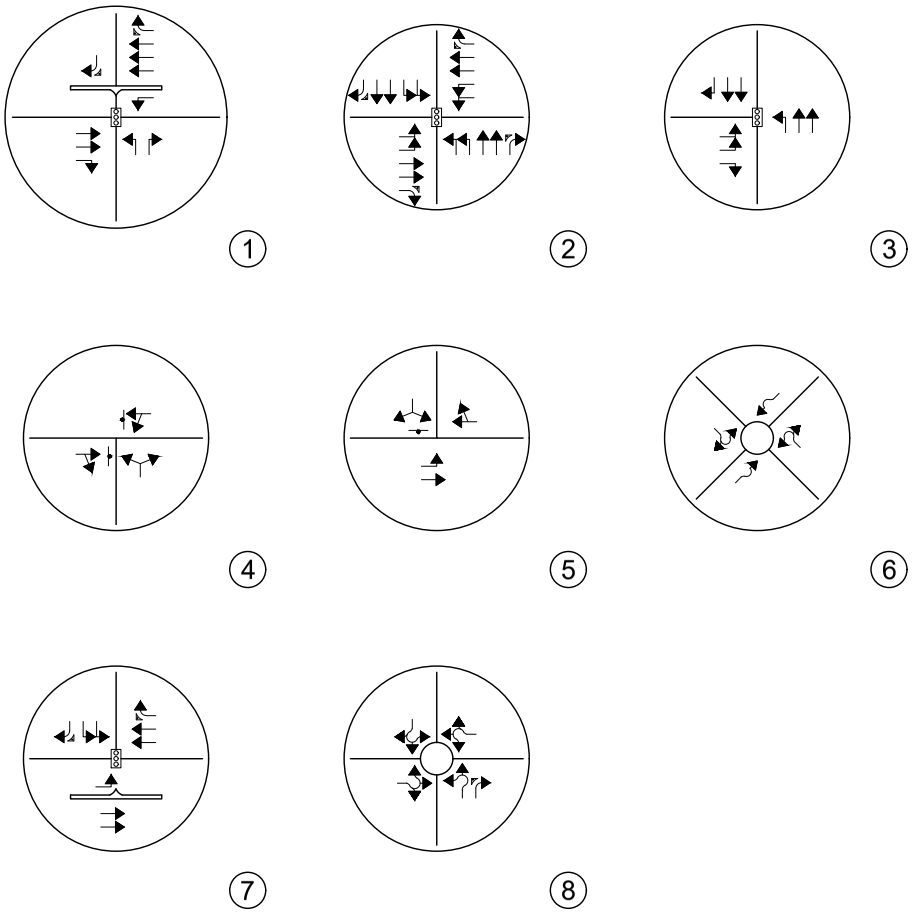


Figure 7A
TOTAL TRAFFIC - YEAR 2030
Intersection Volumes
AM / PM Peak Hour

North

Not to Scale





LEGEND

Study Intersection
Lane Geometry

Development Site

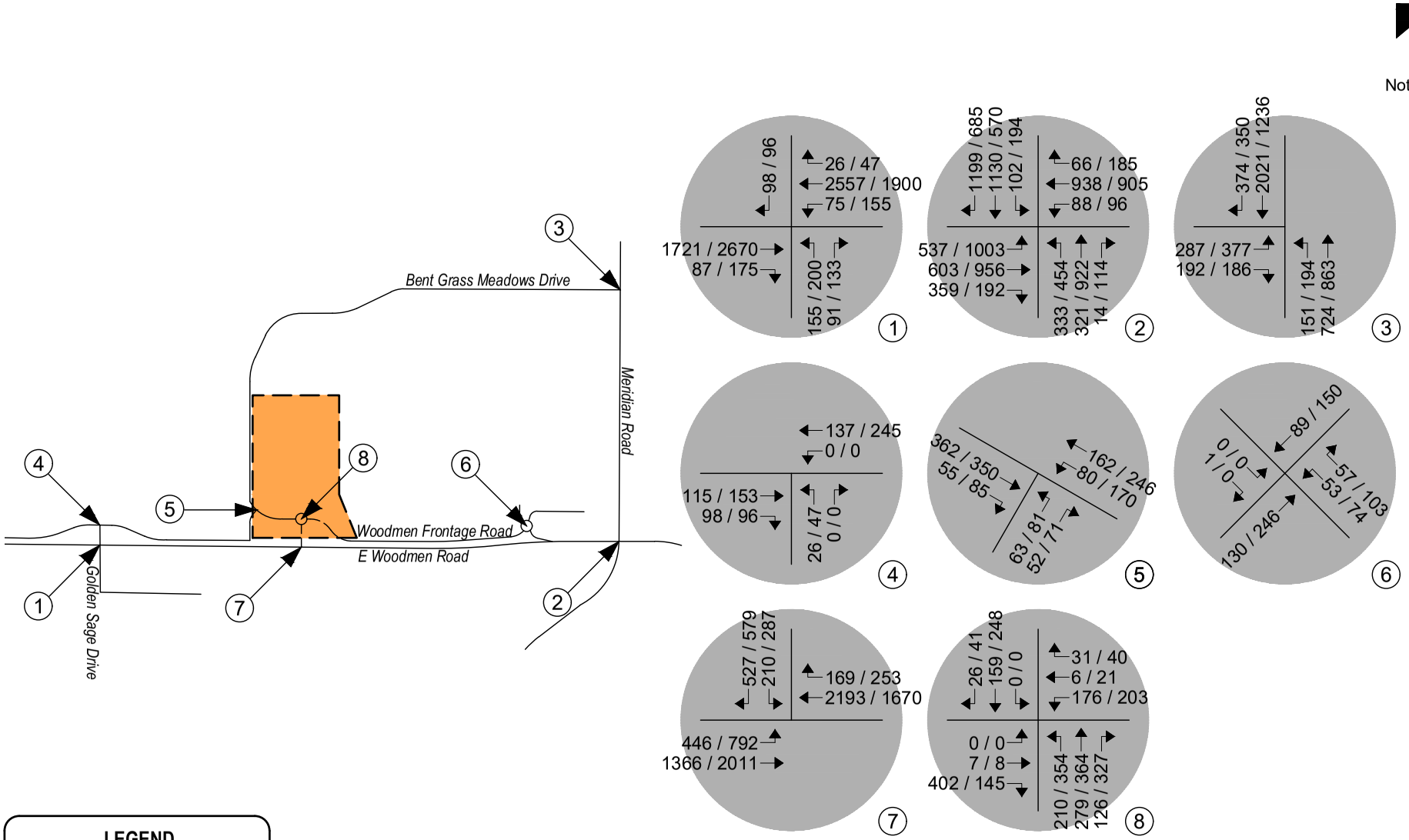
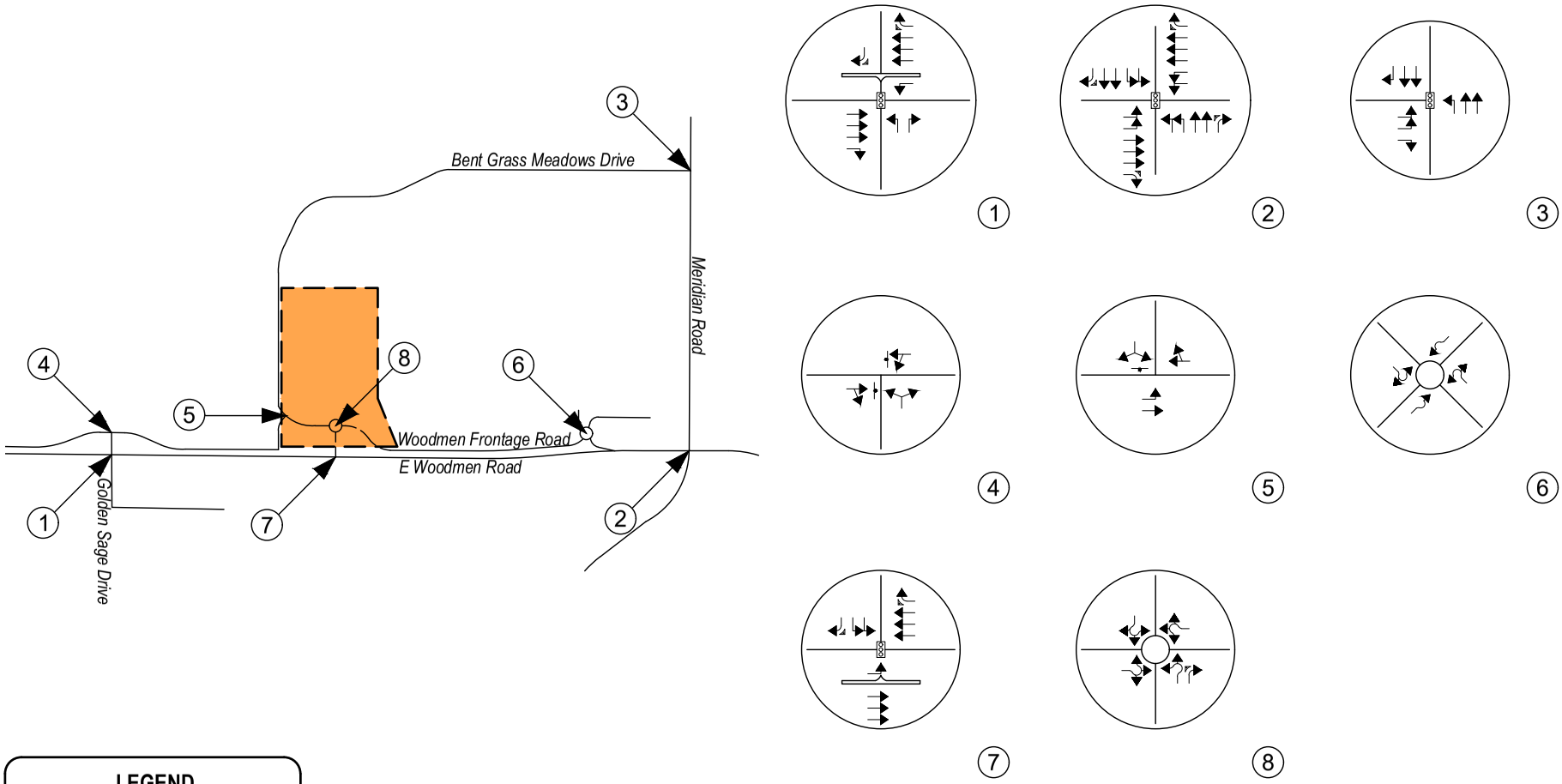


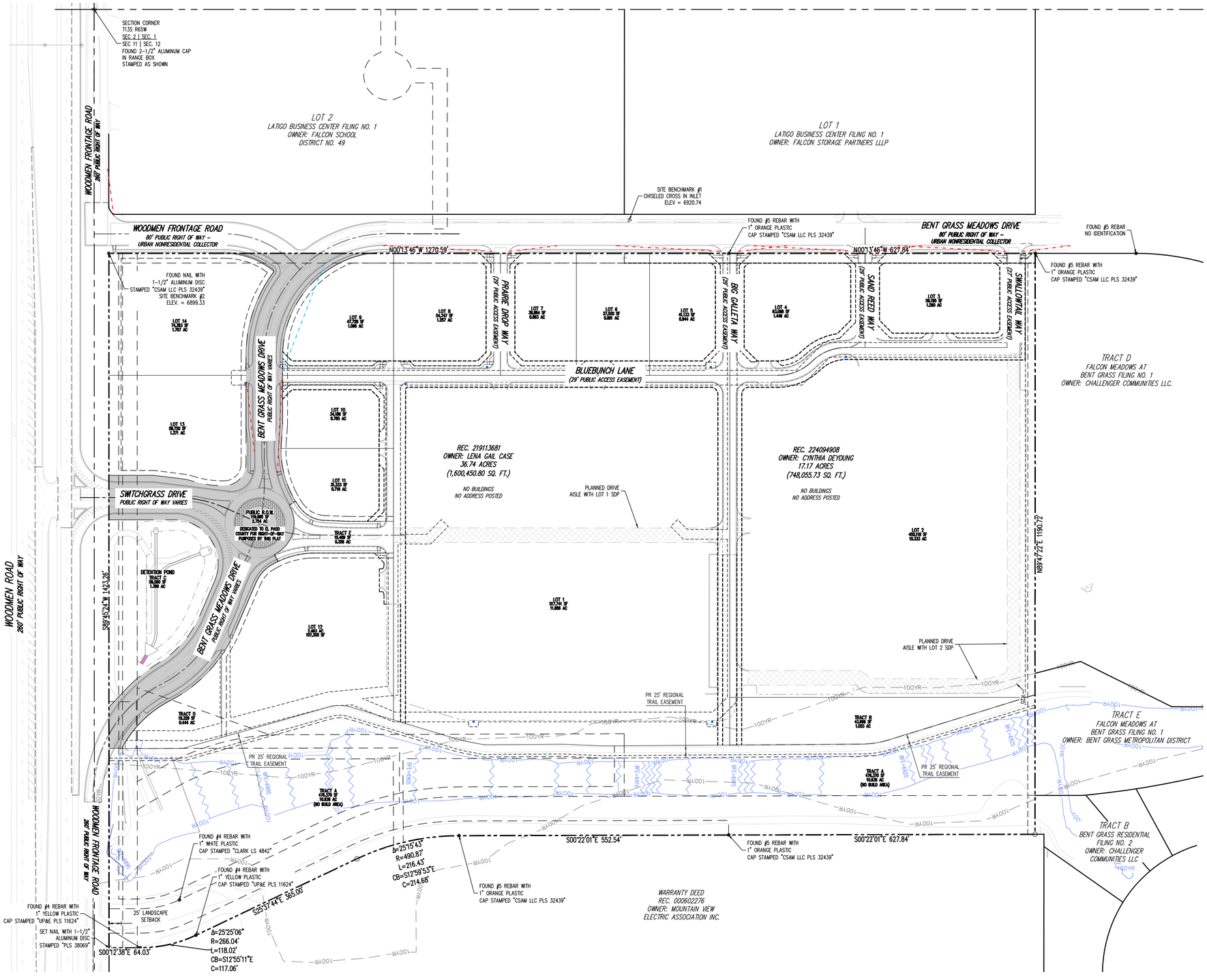
Figure 8A
TOTAL TRAFFIC - YEAR 2045
Intersection Volumes
AM / PM Peak Hour


North
Not to Scale
Bent Grass Meadows Drive
Meridian Road
Woodmen Frontage Road
E Woodmen Road
Golden Sage Drive
1
2
3
4
5
6
7
8
LEGEND
Study Intersection Lane Geometry
Development Site

Attachment II
Site Plan & Roundabout Design Excerpts

THE MARKETS AT BENT GRASS

A PORTION OF THE SOUTHWEST QUARTER OF SECTION 1 TOWNSHIP 13 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN, EL PASO COUNTY, COLORADO



PARCEL AREA TABLE			
PARCEL	AREA (AC)	USE	OWNERSHIP & MAINTENANCE
LOT 1	11.89	COMMERCIAL DEVELOPMENT	LOT OWNER
LOT 2	10.33	COMMERCIAL DEVELOPMENT	LOT OWNER
LOT 3	1.29	COMMERCIAL DEVELOPMENT	LOT OWNER
LOT 4	1.45	COMMERCIAL DEVELOPMENT	LOT OWNER
LOT 5	0.94	COMMERCIAL DEVELOPMENT	LOT OWNER
LOT 6	0.86	COMMERCIAL DEVELOPMENT	LOT OWNER
LOT 7	0.89	COMMERCIAL DEVELOPMENT	LOT OWNER
LOT 8	1.26	COMMERCIAL DEVELOPMENT	LOT OWNER
LOT 9	1.10	COMMERCIAL DEVELOPMENT	LOT OWNER
LOT 10	0.78	COMMERCIAL DEVELOPMENT	LOT OWNER
LOT 11	0.72	COMMERCIAL DEVELOPMENT	LOT OWNER
LOT 12	2.46	COMMERCIAL DEVELOPMENT	LOT OWNER
LOT 13	1.71	COMMERCIAL DEVELOPMENT	LOT OWNER
LOT 14	1.37	COMMERCIAL DEVELOPMENT	LOT OWNER
TRACT A	10.94	DRAINAGE CHANNEL	EL PASO COUNTY
TRACT B	1.00	OPEN SPACE	BENT GRASS METRO DISTRICT #2
TRACT C	1.37	DRAINAGE	BENT GRASS METRO DISTRICT #2
TRACT D	0.44	DRAINAGE/PEDESTRIAN ACCESS	BENT GRASS METRO DISTRICT #2
TRACT E	0.36	PRIVATE ROADWAY	BENT GRASS METRO DISTRICT #2
PR PUBLIC R.O.W.	2.75	PUBLIC R.O.W.	EL PASO COUNTY
TOTAL ACERAGE	53.91		

PROPOSED EASEMENT AREA TABLE		
TYPE	AREA (AC)	OWNERSHIP & MAINTENANCE
GENERAL UTILITY	11.89	BENT GRASS METRO DISTRICT #2
PUBLIC IMPROVEMENT	10.33	BENT GRASS METRO DISTRICT #2
PUBLIC ACCESS	1.29	BENT GRASS METRO DISTRICT #2
WATER UTILITY	1.45	WHMD
ELECTRIC UTILITY	0.94	MVEA

LEGEND

- SIGHT DISTANCE LINE – 35 MPH (POSTED)
- SIGHT DISTANCE LINE – 25 MPH (POSTED)
- PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY BOUNDARY LINE
- RIGHT OF WAY BOUNDARY LINE
- ROAD CENTERLINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- BUILDING SETBACK LINE
- LANDSCAPE SETBACK LINE
- 100YR EFFECTIVE 100 YEAR FLOOD PLAIN
- 100YR CORRECTED 100 YEAR FLOOD PLAIN
- PROPOSED PAN FLOWLINE
- PROPOSED CURB AND GUTTER
- EXISTING CURB AND GUTTER
- FUTURE CURB AND GUTTER FLOWLINE
- PUBLIC RIGHT-OF-WAY
- FUTURE SDP DRIVE AISLE

NOTES

TRACT A IS INCLUSIVE OF THE OF THE EXISTING CHANNEL. THIS DEVELOPMENT IS EXCLUSIVE OF ANY IMPROVEMENTS IN TRACT A, WITH THE EXCEPTION OF POTENTIAL STORM DRAIN DISCHARGE LOCATIONS. THIS DEVELOPMENT DOES NOT PROPOSE ANY CHANNEL IMPROVEMENTS OR SIGNIFICANT DISTURBANCE WITHIN THE CHANNEL (TRACT A).

OWNER OF RECORD
LENA GAIL CASE
119 N WAHSATCH AVE
COLORADO SPRINGS, CO 80903

OWNER OF RECORD
CYNTHIA DEYOUNG
10924 E HIGHWAY 24
PEYTON, CO 80831

APPLICANT
EVERGREEN DEVCO, INC.
1873 SOUTH BELLAIRE ST., SUITE 1200
DENVER, CO 80222
TEL: (303) 757-0414

PLAN PREPARER
JEFFREY ODOR
GALLOWAY & CO. LLC
1155 KELLY JOHNSON BLVD., SUITE 305
COLORADO SPRINGS, CO, 80920
TEL: (719) 308-2519

BASED ON SURVEY PERFORMED BY GALLOWAY & COMPANY, LLC ON 07/01/2025

N

0 20 50 100
SCALE: 1"=100'

Galloway
1155 Kelly Johnson Blvd., Suite 305
Colorado Springs, CO 80920
719.900.7220
GallowayUS.com
Galloway & Company, LLC

PRELIMINARY
NOT FOR BIDDING
NOT FOR CONSTRUCTION

Evergreen Multifamily Retail Industrial

PRELIMINARY PLAN
THE MARKETS AT BENT GRASS
EVERGREEN DEVELOPMENT
EPC FILE #: SP262

NEC OF WOODMEN RD. & BENT GRASS MEADOWS DR.
FALCON, COLORADO

#	Date	Issue / Description	Init.
-	03/04/2026	1ST PRELIMINARY PLAN SUBMITTAL	-

Project No: EDI02
Drawn By: ELB, AGC
Checked By: JAO, TJE, CMWJ
Date: 05/22/2026

LOT & TRACT PLAN

SP262

PP-3
3 OF 12

SITE LEGEND
OVERALL PROPERTY BOUNDARY LINE
PROPERTY BOUNDARY LINE
ADJACENT PROPERTY BOUNDARY LINE
RIGHT OF WAY BOUNDARY LINE
ROAD CENTERLINE
EXISTING EASEMENT LINE
PROPOSED EASEMENT LINE
BUILDING SETBACK LINE
LANDSCAPE SETBACK LINE
PROPOSED SAWCUT LINE
PROPOSED FLOW PATH
EXISTING TO REMAIN
PROPOSED NEW
PROPOSED EDGE OF ASPHALT
PROPOSED EDGE OF GRAVEL
PROPOSED CURB AND GUTTER
PROPOSED SPILL CURB AND GUTTER
PROPOSED FIRE LANE CURB PAINT
EXISTING CURB AND GUTTER
LOT 9
47,728 SF
1.096 AC
BLUEBUNCH LANE
(29' PUBLIC ACCESS EASEMENT)
LOT 10
34,189 SF
0.785 AC
LOT 11
31,333 SF
0.719 AC
39' PR. ACCESS EASEMENT
TRACT E
15,489 SF
0.356 AC
LOT 12
2.463 AC
107,300 SF
15.41' PAVER TRUCK APRON
5' CONCRETE SIDEWALK
BENT GRASS MEADOWS DRIVE
PUBLIC RIGHT OF WAY VARIES
At least a part of this gore area needs to be a raised design (median or apron traversable by trucks).
This needs to be a raised apron
TRACT D
19,329 SF
0.444 AC
LOT 14
74,363 SF
1.707 AC
LOT 13
59,720 SF
1.371 AC
TRACT C
59,590 SF
1.368 AC
SWITCHGRASS DRIVE
PUBLIC RIGHT OF WAY VARIES
N
SCALE: 1"=30'

THE MARKETS AT BENT GRASS

ROUNDABOUT LAYOUT

EVERGREEN DEVELOPMENT

05/26/2026

Galloway

Attachment III
Sidra Results Pages

LANE SUMMARY

Site: [1] Total Future 2030 AM (Bent Grass Meadows Drive & Switchgrass Drive)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Roundabout
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Switchgrass Drive															
Lane 1[d]	504	2.0	504	2.0	1383	0.364	100	4.9	LOS A	2.2	54.8	Full	1600	0.0	0.0
Lane 2	91	2.0	91	2.0	1642	0.056	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	595	2.0	595	2.0		0.364		4.1	LOS A	2.2	54.8				
East: Bent Grass Meadows Drive															
Lane 1[d]	199	2.0	199	2.0	792	0.251	100	7.3	LOS A	1.1	28.2	Full	1600	0.0	0.0
Approach	199	2.0	199	2.0		0.251		7.3	LOS A	1.1	28.2				
North: Switchgrass Drive															
Lane 1[d]	202	2.0	202	2.0	932	0.217	100	6.0	LOS A	1.0	25.1	Full	1600	0.0	0.0
Approach	202	2.0	202	2.0		0.217		6.0	LOS A	1.0	25.1				
West: Bent Grass Meadows Drive															
Lane 1[d]	418	2.0	418	2.0	950	0.440	100	8.8	LOS A	2.5	63.2	Full	1600	0.0	0.0
Approach	418	2.0	418	2.0		0.440		8.8	LOS A	2.5	63.2				
All Vehicles	1415	2.0	1415	2.0		0.440		6.2	LOS A	2.5	63.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Switchgrass Drive

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	187	317	-	504	2.0	1383	0.364	100	NA	NA
Lane 2	-	-	91	91	2.0	1642	0.056	100	NA	NA
Approach	187	317	91	595	2.0		0.364			

East: Bent Grass Meadows Drive

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	161	4	34	199	2.0	792	0.251	100	NA	NA

Approach	161	4	34	199	2.0		0.251			
North: Switchgrass Drive										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	173	28	202	2.0	932	0.217	100	NA	NA
Approach	1	173	28	202	2.0		0.217			
West: Bent Grass Meadows Drive										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	5	412	418	2.0	950	0.440	100	NA	NA
Approach	1	5	412	418	2.0		0.440			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1415	2.0	0.440

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	Merge Queue [Veh	Merge Queue Dist] ft
There are no Exit Short Lanes for Merge Analysis at this Site.														

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Switchgrass Drive				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Bent Grass Meadows Drive				
Lane 1	0.0	0.0	0.0	0.0
North: Switchgrass Drive				
Lane 1	0.0	0.0	0.0	0.0
West: Bent Grass Meadows Drive				
Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: [1 (2)] Total Future 2030 PM (Bent Grass Meadows Drive & Switchgrass Drive)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Roundabout
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Switchgrass Drive															
Lane 1[d]	738	2.0	738	2.0	1381	0.534	100	6.2	LOS A	4.3	108.9	Full	1600	0.0	0.0
Lane 2	266	2.0	266	2.0	1642	0.162	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	1004	2.0	1004	2.0		0.534		4.6	LOS A	4.3	108.9				
East: Bent Grass Meadows Drive															
Lane 1[d]	247	2.0	247	2.0	618	0.400	100	11.6	LOS B	2.0	51.7	Full	1600	0.0	0.0
Approach	247	2.0	247	2.0		0.400		11.6	LOS B	2.0	51.7				
North: Switchgrass Drive															
Lane 1[d]	315	2.0	315	2.0	774	0.407	100	9.8	LOS A	2.2	57.0	Full	1600	0.0	0.0
Approach	315	2.0	315	2.0		0.407		9.8	LOS A	2.2	57.0				
West: Bent Grass Meadows Drive															
Lane 1[d]	459	2.0	459	2.0	836	0.549	100	12.0	LOS B	4.4	112.5	Full	1600	0.0	0.0
Approach	459	2.0	459	2.0		0.549		12.0	LOS B	4.4	112.5				
All Vehicles	2025	2.0	2025	2.0		0.549		7.9	LOS A	4.4	112.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Switchgrass Drive

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	324	414	-	738	2.0	1381	0.534	100	NA	NA
Lane 2	-	-	266	266	2.0	1642	0.162	100	NA	NA
Approach	324	414	266	1004	2.0		0.534			

East: Bent Grass Meadows Drive

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	184	20	43	247	2.0	618	0.400	100	NA	NA

Approach	184	20	43	247	2.0		0.400			
North: Switchgrass Drive										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	270	45	315	2.0	774	0.407	100	NA	NA
Approach	1	270	45	315	2.0		0.407			
West: Bent Grass Meadows Drive										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	7	451	459	2.0	836	0.549	100	NA	NA
Approach	1	7	451	459	2.0		0.549			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	2025	2.0	0.549

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	Merge Queue [Veh	Merge Queue Dist] ft
There are no Exit Short Lanes for Merge Analysis at this Site.														

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Switchgrass Drive				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Bent Grass Meadows Drive				
Lane 1	0.0	0.0	0.0	0.0
North: Switchgrass Drive				
Lane 1	0.0	0.0	0.0	0.0
West: Bent Grass Meadows Drive				
Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: [1 (3)] Total Future 2045 AM (Bent Grass Meadows Drive & Switchgrass Drive)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Roundabout
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Switchgrass Drive															
Lane 1[d]	545	2.0	545	2.0	1380	0.395	100	5.2	LOS A	2.5	62.3	Full	1600	0.0	0.0
Lane 2	137	2.0	137	2.0	1642	0.083	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	682	2.0	682	2.0		0.395		4.2	LOS A	2.5	62.3				
East: Bent Grass Meadows Drive															
Lane 1[d]	232	2.0	232	2.0	758	0.305	100	8.3	LOS A	1.4	35.0	Full	1600	0.0	0.0
Approach	232	2.0	232	2.0		0.305		8.3	LOS A	1.4	35.0				
North: Switchgrass Drive															
Lane 1[d]	202	2.0	202	2.0	862	0.235	100	6.6	LOS A	1.1	26.8	Full	1600	0.0	0.0
Approach	202	2.0	202	2.0		0.235		6.6	LOS A	1.1	26.8				
West: Bent Grass Meadows Drive															
Lane 1[d]	476	2.0	476	2.0	920	0.518	100	10.5	LOS B	4.0	101.5	Full	1600	0.0	0.0
Approach	476	2.0	476	2.0		0.518		10.5	LOS B	4.0	101.5				
All Vehicles	1592	2.0	1592	2.0		0.518		7.0	LOS A	4.0	101.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Switchgrass Drive

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	228	317	-	545	2.0	1380	0.395	100	NA	NA
Lane 2	-	-	137	137	2.0	1642	0.083	100	NA	NA
Approach	228	317	137	682	2.0		0.395			

East: Bent Grass Meadows Drive

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	191	7	34	232	2.0	758	0.305	100	NA	NA

Approach	191	7	34	232	2.0		0.305				
North: Switchgrass Drive											
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	1	173	28	202	2.0	862	0.235	100	NA	NA	
Approach	1	173	28	202	2.0		0.235				
West: Bent Grass Meadows Drive											
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	1	8	467	476	2.0	920	0.518	100	NA	NA	
Approach	1	8	467	476	2.0		0.518				

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1592	2.0	0.518

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	Merge Queue [Veh	Merge Queue Dist] ft
There are no Exit Short Lanes for Merge Analysis at this Site.														

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Switchgrass Drive				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Bent Grass Meadows Drive				
Lane 1	0.0	0.0	0.0	0.0
North: Switchgrass Drive				
Lane 1	0.0	0.0	0.0	0.0
West: Bent Grass Meadows Drive				
Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: [1 (4)] Total Future 2045 PM (Bent Grass Meadows Drive & Switchgrass Drive)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Roundabout
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Switchgrass Drive															
Lane 1[d]	798	2.0	798	2.0	1378	0.579	100	6.8	LOS A	5.1	130.2	Full	1600	0.0	0.0
Lane 2	355	2.0	355	2.0	1642	0.216	100	0.1	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	1154	2.0	1154	2.0		0.579		4.7	LOS A	5.1	130.2				
East: Bent Grass Meadows Drive															
Lane 1[d]	287	2.0	287	2.0	579	0.496	100	14.5	LOS B	2.9	72.7	Full	1600	0.0	0.0
Approach	287	2.0	287	2.0		0.496		14.5	LOS B	2.9	72.7				
North: Switchgrass Drive															
Lane 1[d]	315	2.0	315	2.0	695	0.454	100	11.6	LOS B	2.7	67.7	Full	1600	0.0	0.0
Approach	315	2.0	315	2.0		0.454		11.6	LOS B	2.7	67.7				
West: Bent Grass Meadows Drive															
Lane 1[d]	178	2.0	178	2.0	804	0.222	100	6.8	LOS A	1.0	24.5	Full	1600	0.0	0.0
Approach	178	2.0	178	2.0		0.222		6.8	LOS A	1.0	24.5				
All Vehicles	1934	2.0	1934	2.0		0.579		7.5	LOS A	5.1	130.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Switchgrass Drive

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	385	414	-	798	2.0	1378	0.579	100	NA	NA
Lane 2	-	-	355	355	2.0	1642	0.216	100	NA	NA
Approach	385	414	355	1154	2.0		0.579			

East: Bent Grass Meadows Drive

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	221	23	43	287	2.0	579	0.496	100	NA	NA

Approach	221	23	43	287	2.0		0.496			
North: Switchgrass Drive										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	270	45	315	2.0	695	0.454	100	NA	NA
Approach	1	270	45	315	2.0		0.454			
West: Bent Grass Meadows Drive										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	9	169	178	2.0	804	0.222	100	NA	NA
Approach	1	9	169	178	2.0		0.222			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1934	2.0	0.579

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	Merge Queue [Veh	Merge Queue Dist] ft
There are no Exit Short Lanes for Merge Analysis at this Site.														

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Switchgrass Drive				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Bent Grass Meadows Drive				
Lane 1	0.0	0.0	0.0	0.0
North: Switchgrass Drive				
Lane 1	0.0	0.0	0.0	0.0
West: Bent Grass Meadows Drive				
Lane 1	0.0	0.0	0.0	0.0

Attachment IV
Roundabout Parameters, Fastest Path Diagrams, and Vehicle Tracking Exhibits

Roundabout Critical Design Parameters

Bent Grass Meadows Drive & Switchgrass Drive

El Paso County, Colorado

Exit widths shouldn't be less than entry widths and entry widths shouldn't be greater than circulating width

Design Parameters	N Leg	S Leg	E Leg	W Leg
Entry Width, ft *	23	19	22	21
Exit Width, ft *	18	18	14	18
Inscribed Circle Diameter, ft *	109	105	106	108
Circulating Roadway Width Upstream of Entry, ft *	21	19	21	18
Truck Apron Width Upstream of Entry, ft **	17	17	16	18

* Widths are measured from curb flange to curb flange

** Width is measured from back of circulatory roadway curb to face of central island curb

Truck apron should be a consistent width

Fastest Speed Path

R_1, Radius/Speed, ft/mph	131	19	106	17	217	24	151	20
R_2, Radius/Speed, ft/mph	70	14	61	13	60	13	79	15
R_3, Radius/Speed, ft/mph	531	38	367	31	340	30	209	24
R_4, Radius/Speed, ft/mph	58	13	58	13	58	13	58	13
R_5, Radius/Speed, ft/mph	86	15	81	15	90	16	51	12

Stopping Sight Distance

Approach Design Speed, mph	30		30		30		30	
Approach, ft	195		195		195		195	
Circulating, ft/mph	60	13	60	13	60	13	60	13
Crosswalk on Exit, ft/mph	N/A		210	31	200	30	N/A	

Intersection Sight Distance

Vehicle at Entry								
Circulatory Roadway (b2), ft/mph	90	13	90	13	90	13	90	13
Vehicle 50' in Advance of Entry								
Immediate Upstream Entry, ft	120		109		136		128	

Additional Design Parameters

Design Vehicle	WB-67
Circulating Roadway Cross-Slope	-2%
Bicycle & Pedestrian Accommodations	Pedestrian ramps/crossings on north and west leg of roundabout

Fastest Path Summary Table

No.	Eastbound Radius (ft)	Eastbound Speed (mph)	Westbound Radius (ft)	Westbound Speed (mph)	Southbound Radius (ft)	Southbound Speed (mph)	Northbound Radius (ft)	Northbound Speed (mph)
R1	151	20	217	24	131	19	106	17
R2	79	15	60	13	70	14	61	13
R3	209	24	340	30	531	38	367	31
R4	58	13	58	13	58	13	58	13
R5	51	12	90	16	86	15	81	15

Arm 2 - WOODMEN ACCESS RD.
R1 / V1: 130.77 ft / 19.93 mph
R2 / V2: 69.95 ft / 15.90 mph
R3 / V3: 531.12 ft / 34.51 mph
R4 / V4: 58.02 ft / 14.87 mph
R5 / V5: 86.27 ft / 17.14 mph
FL : 86.27 ft / 17.14 mph
Deflection: 7.50 ft
Apron may be needed to slow entry down
speed differential is high
Arm 2 - BENTGRASS MEADOWS DR.
R1 / V1: 216.84 ft / 24.03 mph
R2 / V2: 60.04 ft / 15.05 mph
R3 / V3: 340.46 ft / 28.52 mph
R4 / V4: 57.53 ft / 14.82 mph
R5 / V5: 89.74 ft / 17.38 mph
FL : 89.74 ft / 17.38 mph
Deflection: 5.00 ft
Dimension the offsets used
Arm 1 - BENTGRASS MEADOWS DR.
R1 / V1: 151.38 ft / 21.03 mph
R2 / V2: 79.39 ft / 16.63 mph
R3 / V3: 208.95 ft / 23.70 mph
R4 / V4: 58.09 ft / 14.88 mph
R5 / V5: 51.03 ft / 14.20 mph
FL : 79.39 ft / 16.63 mph
Deflection: 7.00 ft
Arm 1 - WOODMEN ACCESS RD.
R1 / V1: 105.67 ft / 18.44 mph
R2 / V2: 61.05 ft / 15.14 mph
R3 / V3: 366.67 ft / 29.35 mph
R4 / V4: 58.22 ft / 14.89 mph
R5 / V5: 80.74 ft / 16.73 mph
FL : 80.74 ft / 16.73 mph
Deflection: 15.00 ft

Galloway

THE MARKETS AT BENT GRASS

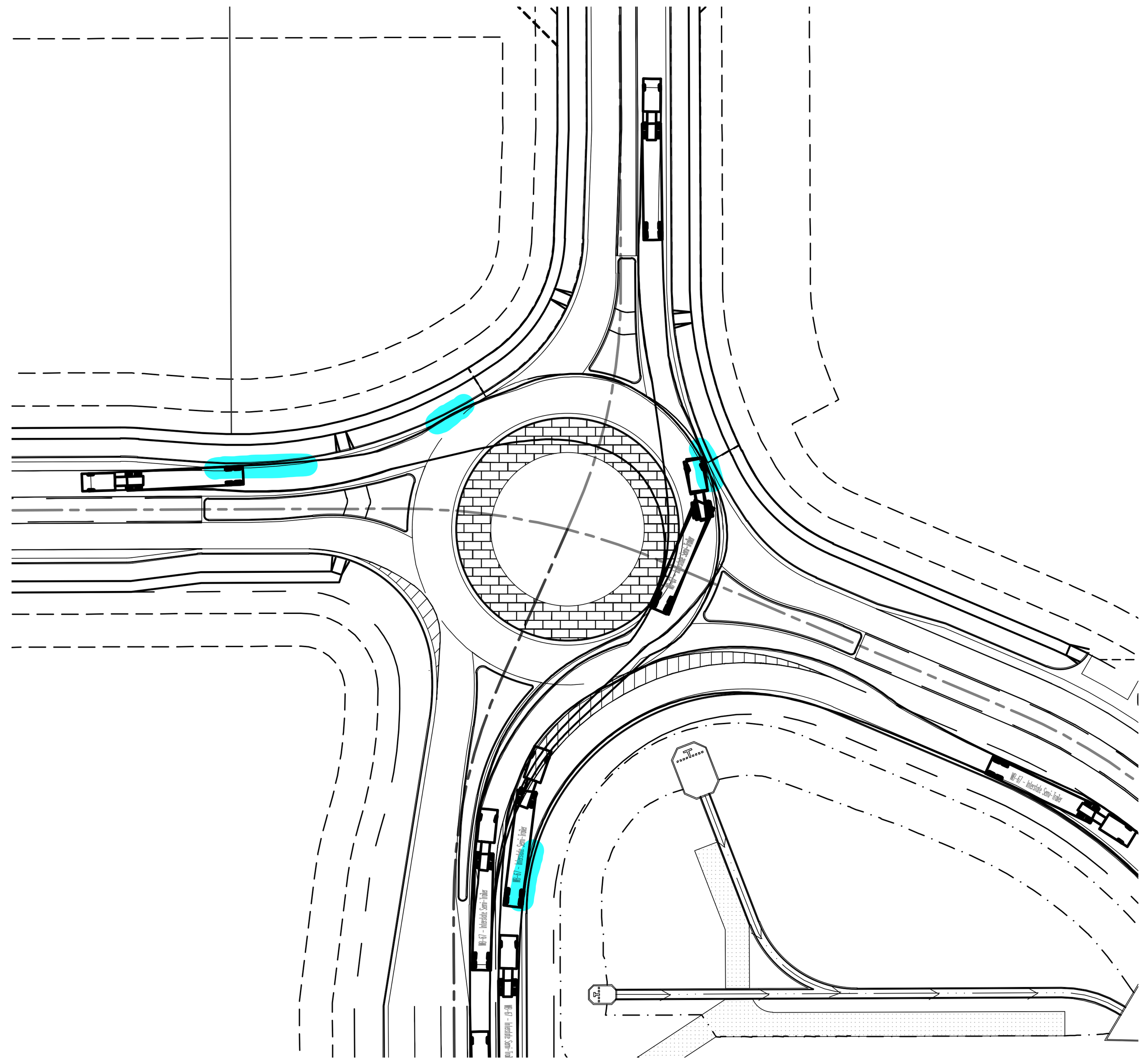
EVERGREEN DEVELOPMENT

FASTEST PATH ANALYSIS

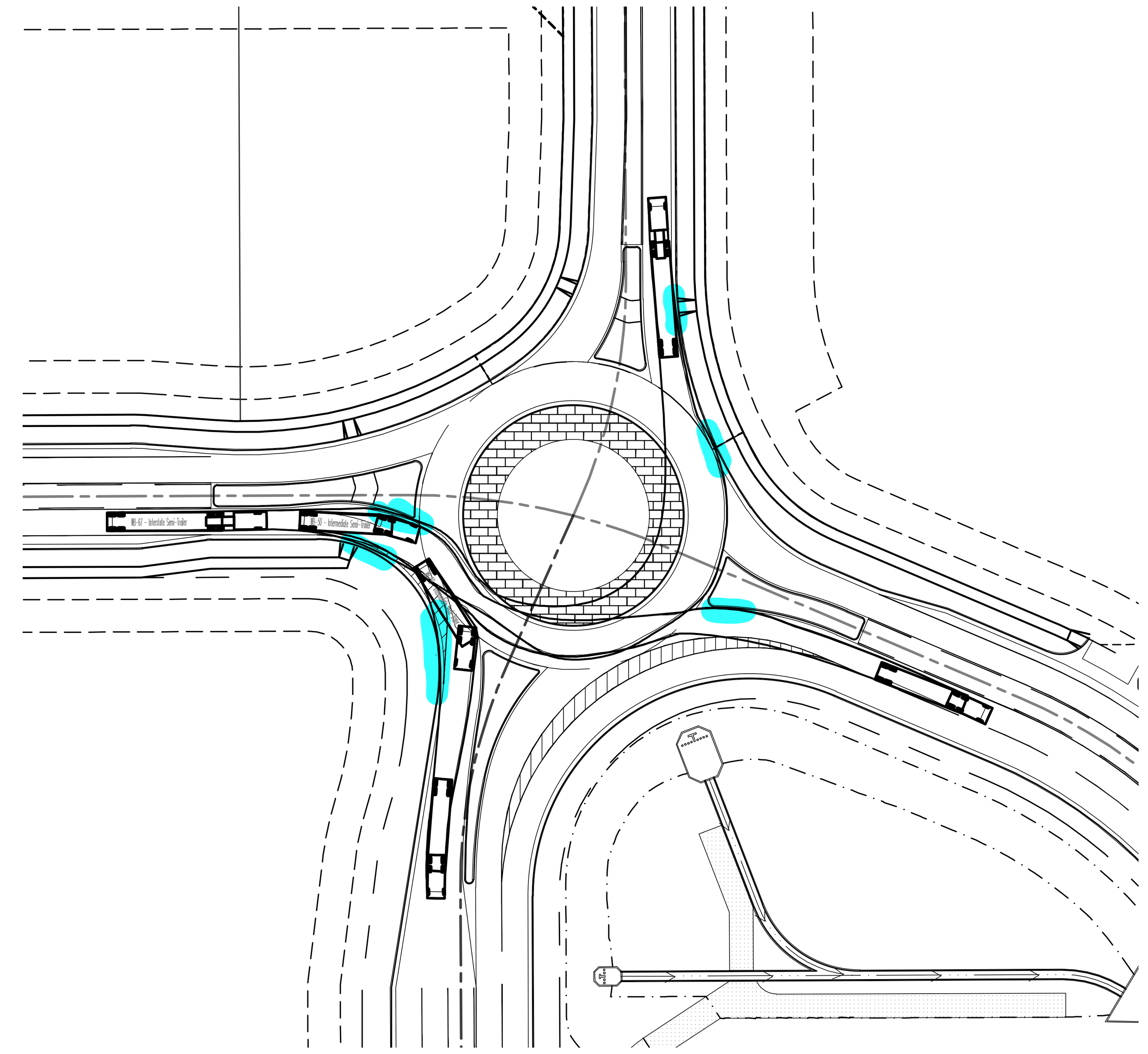
05/26/2026

N

SCALE: 1"=20'

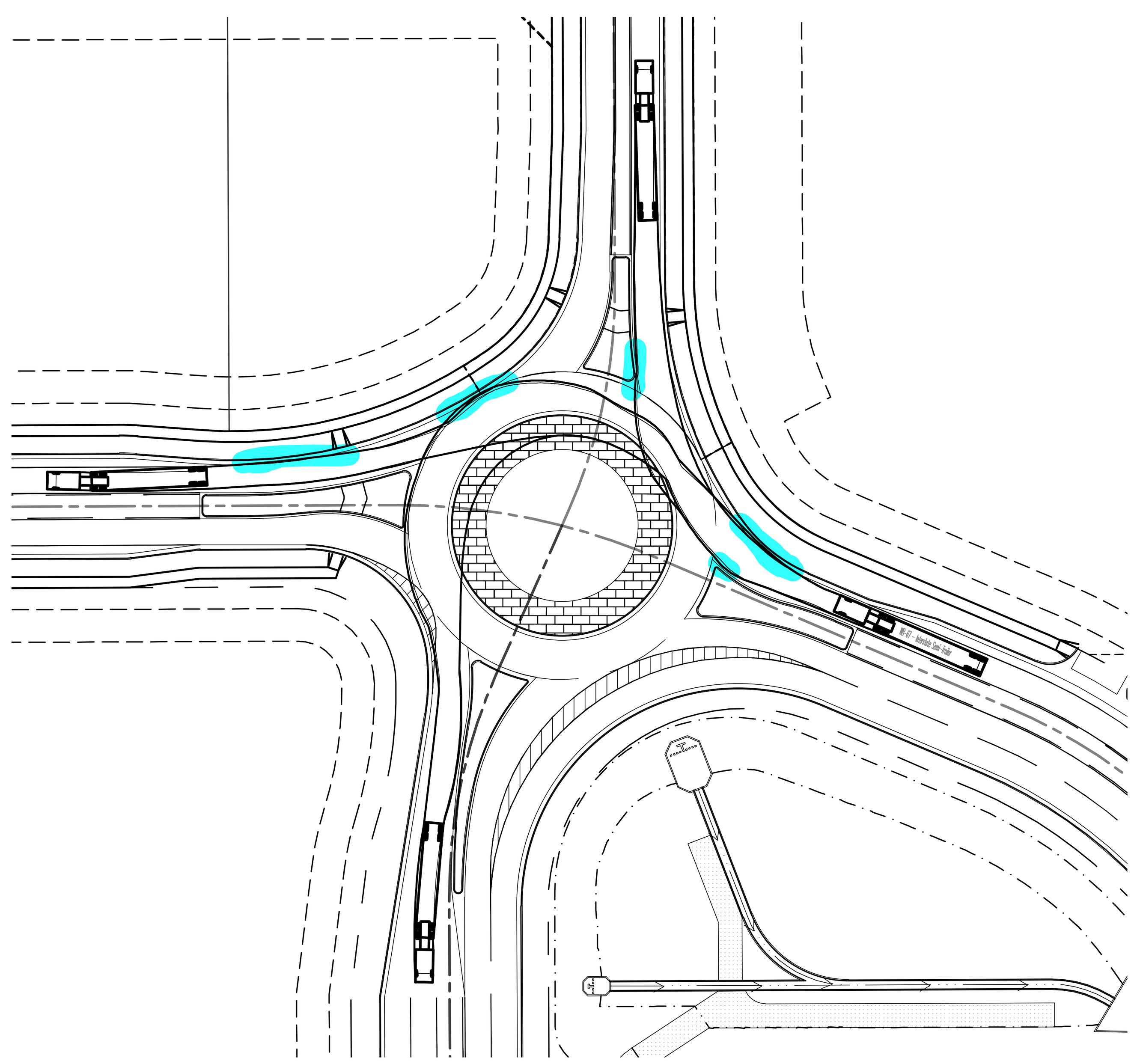


NORTHBOUND VEHICLE TRACKING PATH (WB-67)
SCALE: 1"=60'



EASTBOUND VEHICLE TRACKING PATH (WB-67)
SCALE: 1"=60'

Highlighted areas appear not to meet tracking offset requirements and need to be adjusted.



WESTBOUND VEHICLE TRACKING PATH (WB-67)
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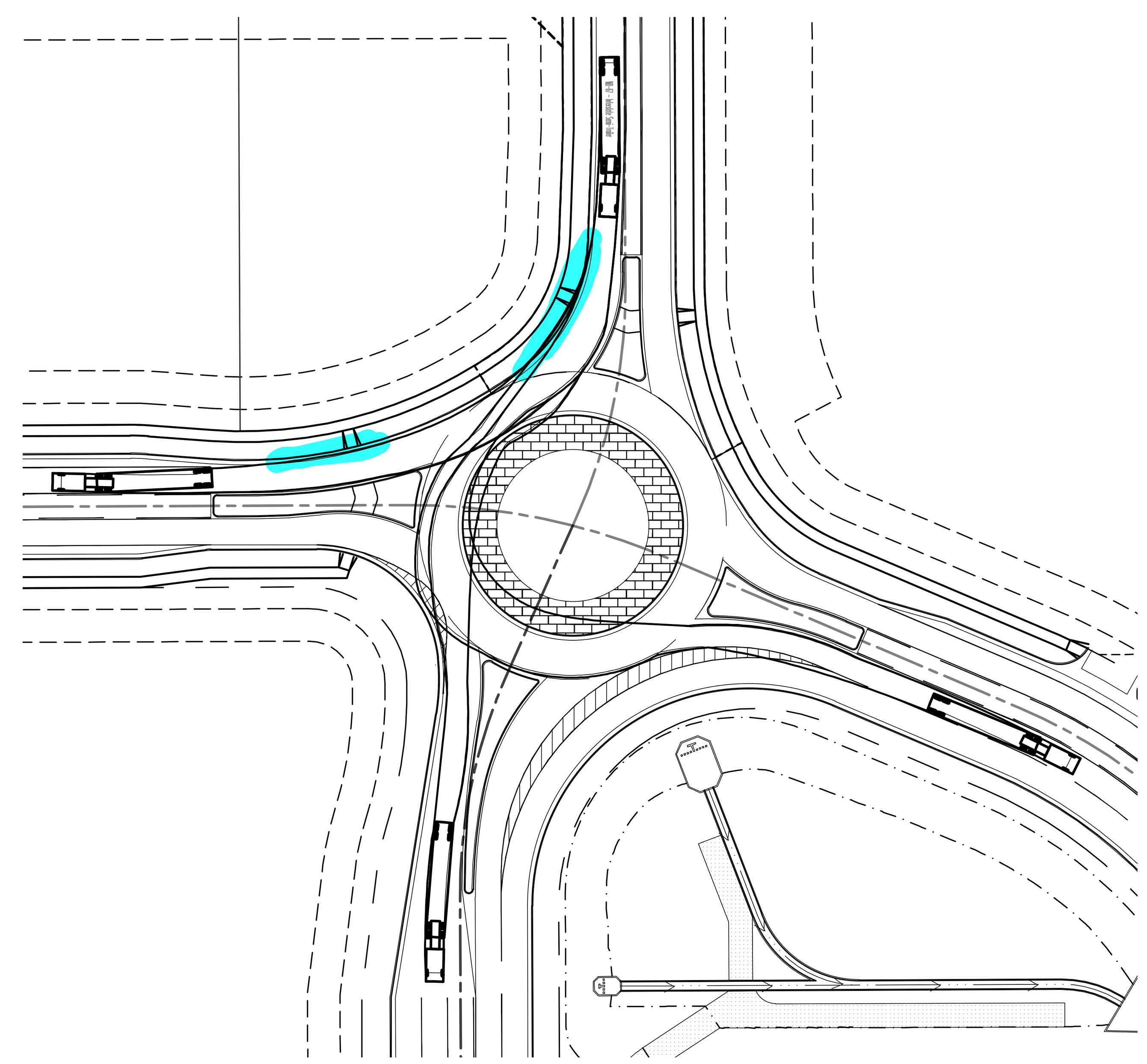


SOUTHBOUND VEHICLE TRACKING PATH (WB-67)
SCALE: 1"=60'

Galloway

THE MARKETS AT BENT GRASS

EVERGREEN DEVELOPMENT

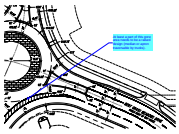
VEHICLE TRACKING PATH

05/26/2026

N
0 10 30 60
SCALE: 1"=60'

V2_Preliminary Roundabout Report.pdf Markup Summary

Callout (6)



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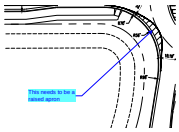

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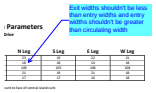
This needs to be a raised apron



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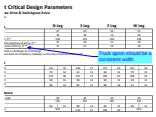
Exit widths shouldn't be less than entry widths and entry widths shouldn't be greater than circulating width

---



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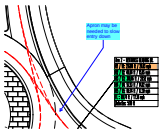
Truck apron should be a consistent width



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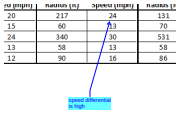
Apron may be needed to slow entry down



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speed differential is high

Text Box (2)

Highlighted areas appear not to meet tracking offset requirements and need to be adjusted.

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Date: 6/12/2026 9:46:43 AM
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Highlighted areas appear not to meet tracking offset requirements and need to be adjusted.

Dimension the offsets used

Subject: Text Box
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Date: 6/12/2026 9:49:48 AM
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Dimension the offsets used

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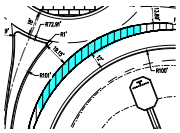

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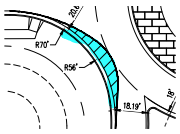

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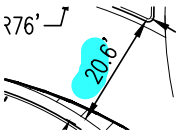

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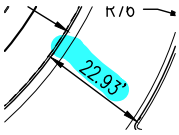

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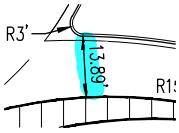

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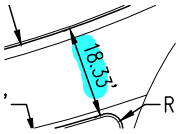

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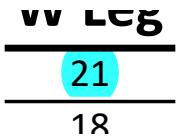

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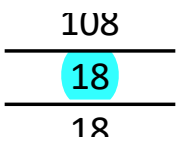

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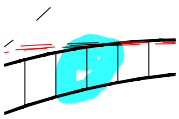

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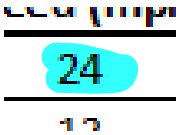

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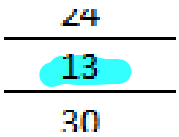

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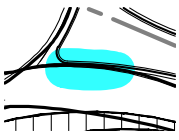

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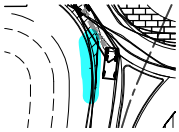

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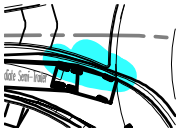

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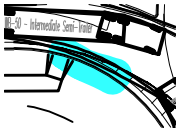

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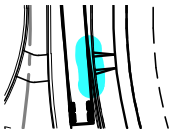

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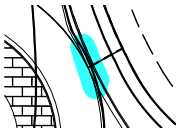

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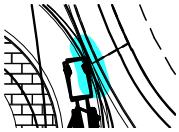

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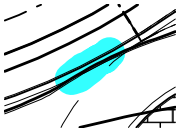

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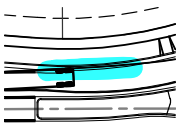

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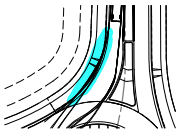

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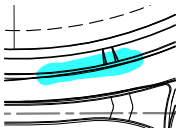

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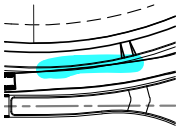

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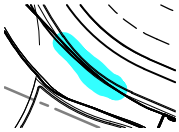

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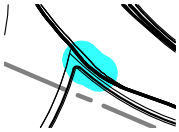

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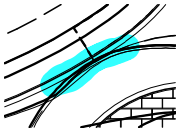

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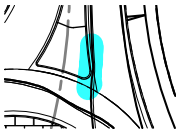

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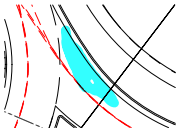

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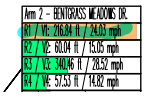

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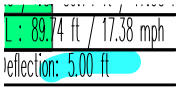

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