

Traffic Impact Study

To: Fall Mountain Farm Company

From: Eli Farney, PE, PTOE

Date: July 22, 2026

Fall Mountain Farm

El Paso County, Colorado

Prepared By:

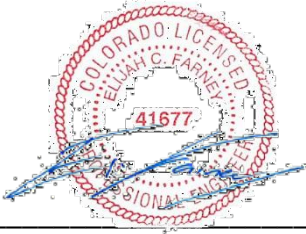


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Traffic Engineer's Statement

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.



Eli Farney, P.E. #41677

7/22/2026
Date

Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

A blue ink signature of Steve Roscio.

Steve Roscio
Fall Mountain Farm Company
4700 Turner Road
Monument, CO 80132

2026-07-22

Date

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Executive Summary

JR Engineering (JR) has completed a review of the traffic impacts resulting from Fall Mountain Farm in El Paso County, Colorado (County).

The objectives of this Traffic Impact Study (TIS, Study) are:

- Collect Year 2025 existing traffic count data at nearby intersections.
- Estimate site-generated traffic and route trips onto adjacent streets.
- Perform traffic operations analysis at nearby intersections.
- Make recommendations related to traffic operations.

The methodology, content, and findings of this TIS are consistent with the following documents:

- *El Paso County Engineering Criteria Manual*, Chapter 2 – Transportation Facilities
- *El Paso County Engineering Criteria Manual*, Appendix B: Transportation Impact Study Guidelines
- *El Paso County Major Transportation Corridors Plan*

Key Findings of this TIS

- Levels of Service: All movements are LOS B or better at the Study intersections with the addition of site-generated traffic. No operational issues are identified.
- Queue Lengths: 95th percentile queue lengths are nominal at the Study intersections with the addition of site-generated traffic. No queuing issues are identified.
- Recommendations: JR recommends that the County accept the traffic operations in the vicinity of Fall Mountain Farm. The site does not adversely impact traffic operations at the nearby intersections. No new roadway improvements or changes to posted signage are recommended at this time. JR also recommends the following: the applicant coordinates with the county on appropriate seasonal accommodations, the county to consider monitoring the intersection of Doolittle & Lindbergh for safety purposes, to maintain and monitor existing trees so sight distance is maintained, and for the applicant to continue to implement event-day traffic management measures.

Introduction

JR has completed a review of the traffic operations in the vicinity of Fall Mountain Farm. A vicinity map is included in **Figure 1**.

Existing Land Use

Fall Mountain Farm is a recreational/educational farm site located in El Paso County. It is open to the public on select days, with weekends being the busiest. ~~The farm also hosts school field trips and private events.~~

Study Intersections

Two existing intersections were analyzed in this Study:

Per the LOI and Applicant Response Package, the scope of this special use request is only for the farm. Please remove this statement.

1. Doolittle Road/Site Access & Mt Herman Lane
 - Non-standard intersection, analyzed as a tee-intersection with stop-control on the eastbound leg.
2. Doolittle Road & Lindbergh Road
 - Two-way stop control with stop-control on the north and southbound legs.

Existing Roadway Conditions

According to the El Paso County Major Transportation Corridors Plan (MTCP), Doolittle Road is classified as a rural local road in the existing condition. Doolittle Road is paved east of Lindbergh Road and gravel to the west with a posted speed limit of 30 mph.

According to the MTCP, Lindbergh Road is classified as a rural local road in the existing condition. Lindbergh Road is gravel both north and south of Doolittle with a posted speed limit of 30 mph.

Existing Traffic Volumes

Existing traffic volumes were obtained on Saturday, September 13, 2025 by All Traffic Data Services. Mid-day peak hour turning movement counts were collected at the intersection of Doolittle Road & Lindbergh Road. Additionally, 24-hour counts were collected on Doolittle Road west of Lindbergh Road. Existing traffic volumes and lane geometry at the Study intersections are shown in **Figure 2**. Traffic counts are included in **Appendix A**.

It should be noted that the 24-hour tube counts were collected when Fall Mountain Farm was hosting a private event on-site. However, in order to be conservative, the additional traffic from this private event was still included in the existing condition analysis.

Proposed Land Use

Fall Mountain Farm proposes to operate a pumpkin patch during the fall season annually. The pumpkin patch was open in the fall of 2024 and 2025. The County is requesting that a TIS be performed for this land use. The pumpkin patch typically operates from 10AM to 5PM on Thursdays or Fridays through Sunday from mid-September to late October. Fall Mountain Farm is open for approximately 20 days per year.

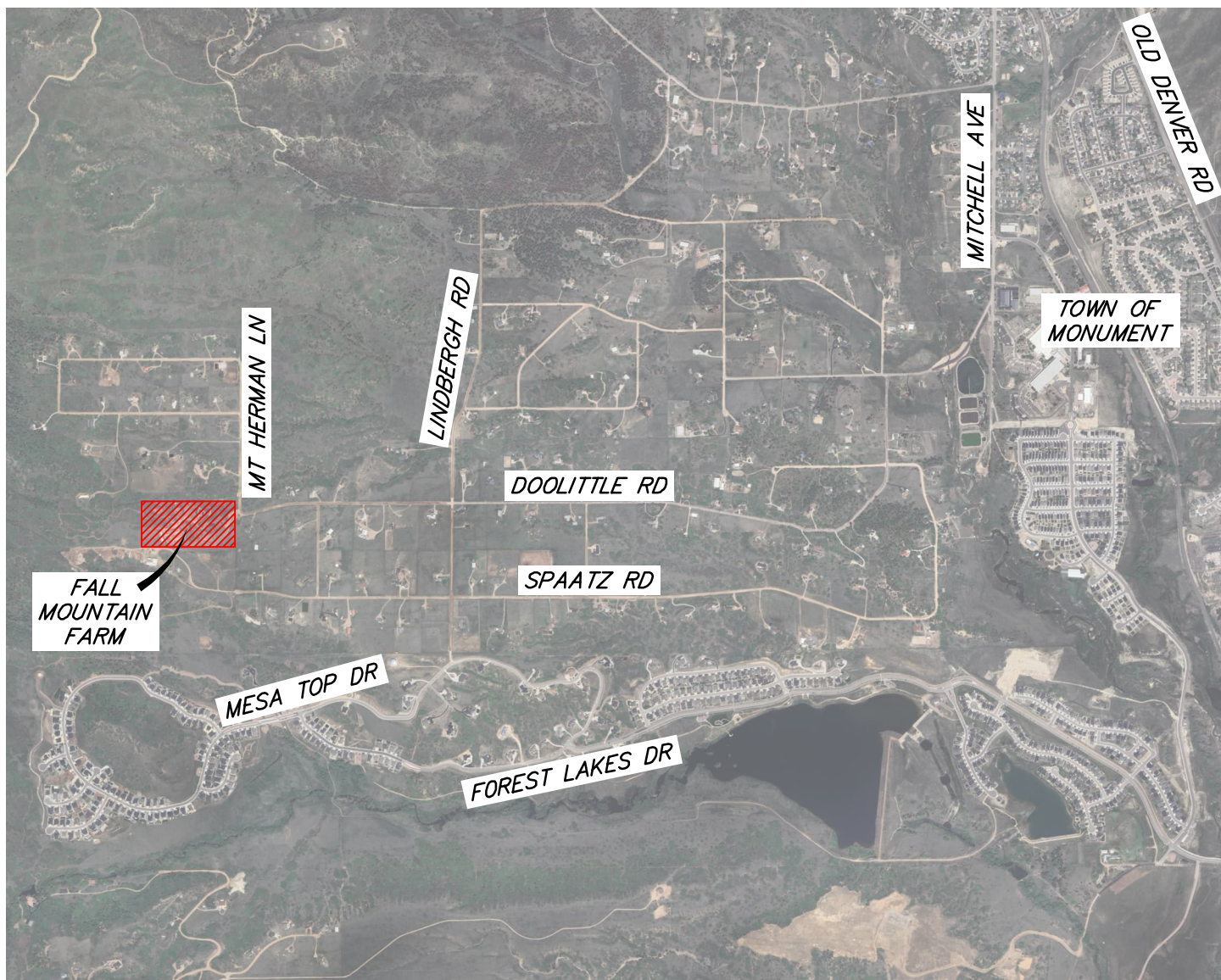
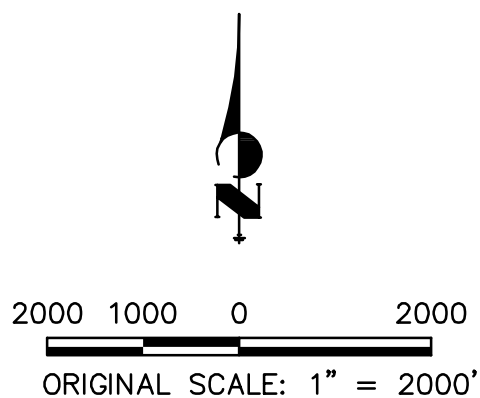


Figure 1 - Vicinity Map



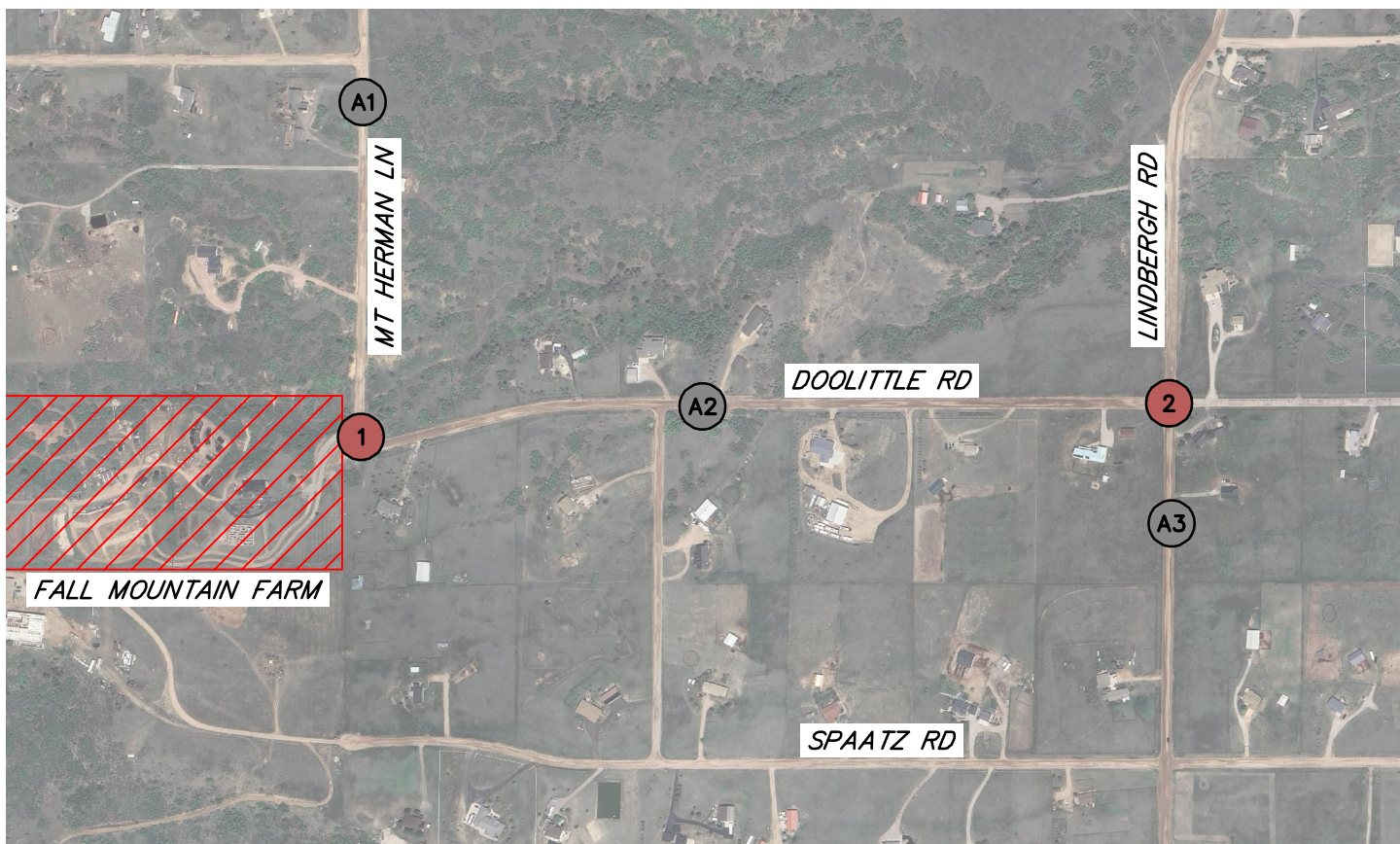
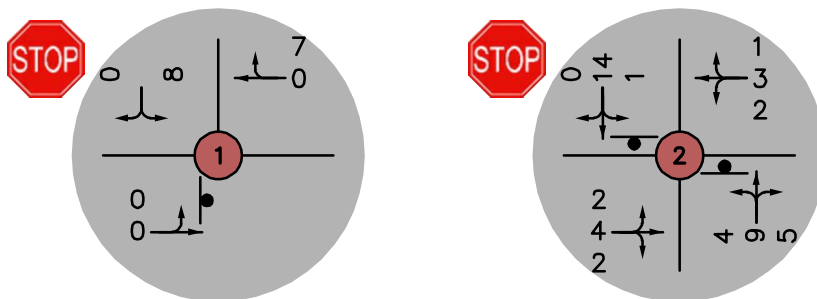


Figure 2 - Existing Traffic Volumes and Lane Geometry

ADT

A1	75
A2	193
A3	180



600 300 0 600

ORIGINAL SCALE: 1" = 600'

LEGEND

X	EXISTING INTERSECTION
A#	2025 AVERAGE DAILY TRAFFIC
XX	SATURDAY PEAK HOUR TRIPS
—●—	STOP SIGN CONTROL

Traffic Volumes and Distribution

Background Traffic Volumes

For the purposes of this Study, background traffic is the counted traffic volumes during the Saturday mid-day peak hour. 24-hour tube counts were collected while Fall Mountain Farm was hosting a private event on-site. However, this data was still included in the existing condition analysis to be conservative.

Site-Generated Traffic Volumes

In standard practice, site-generated traffic volumes would be estimated using the ITE *Trip Generation Manual*. However, Fall Mountain Farm does not match well with any of the ITE land uses. Therefore, JR estimated site-generated traffic volumes based on ticket sales.

Fall Mountain Farm provided JR with data from one of their busiest days in 2024. Data from 2025 was also provided. Based on this data, JR concluded that the site generated 91 entering trips during the busiest hour between both years. For the purposes of this Study, JR assumed that 91 trips would exit the site as well.

Site-generated traffic volumes are shown in **Figure 3**. Traffic data provided by Fall Mountain Farm is included in **Appendix B**.

Please clearly state how the site generated ADT was calculated as this section is only focused on peak hour. The site generated ADT used seems low compared to the ticket sale data and the peak hour trips.

Distribution of Site-Generated Traffic

The directional distribution of site-generated traffic was based on the approximate distribution of existing traffic counts at the intersection of Doolittle Road & Lindbergh Road. Existing traffic counts were collected by All Traffic Data on September 13, 2025.

The distribution of site generated traffic was oriented as follows:

- 30% to the north along Lindbergh Road
- 40% to the south along Lindbergh Road
- 15% to the east along Doolittle Road
- 15% to the west along Doolittle Road

Total Traffic

Total traffic is the sum of background and site-generated traffic. Total traffic volumes are shown in **Figure 4**.

Average Daily Traffic

The average daily traffic (ADT) in the existing, site generated, and **future year conditions** within the vicinity of the site is shown in **Figure 2**, **Figure 3**, and **Figure 4** respectively. The ADT in each condition has also been summarized in **Table 1**. ADT was calculated using the counts collected by All Traffic Data on September 13, 2025 and **hourly vehicle event traffic** provided by Fall Mountain Farm.

It seems like this should be total traffic.

Ticket sales?

Table 1: Average Daily Traffic Summary

Node	Condition	ADT
A1	Year 2025 - Existing	75
	Site Generated	0
	Year 2045 - Future	75
A2	Year 2025 - Existing	193
	Site Generated	380
	Year 2045 - Future	464
A3	Year 2025 - Existing	180
	Site Generated	360
	Year 2045 - Future	440

It seems like this might be total traffic based on page 13. I agree with the assumption that we would not anticipate there to be much growth over time in this area.

Explain/justify/provide calculations on how the number of site generated trips was produced. What is provided for the site generated ADT seems lower than what would be expected.

As shown in **Table 1**, the average daily traffic was calculated at different spots within the vicinity of the site. A1 refers to the north and southbound traffic along Mount Herman Lane. The calculated site generated traffic is zero because no traffic entering or exiting Fall Mountain Farm was anticipated to utilize Mount Herman Lane. This is due to the fact that it does not connect to other regional roadways.

A2 refers to the east and westbound traffic along Doolittle Road. The calculated site generated traffic is higher than the existing traffic due to the presence of seasonal traffic when Fall Mountain Farm is open. As shown in **Table 1**, the Year 2025 existing ADT along Doolittle Road is nearing the 200 threshold that would require pavement. The Site generated and Year 2045 Future ADTs exceed this threshold.

A3 refers to the north and southbound traffic along Lindbergh Road. The calculated site generated traffic is higher than existing traffic due to the seasonal traffic when Fall Mountain farm is open. Similar to A2, the existing ADT is near the 200 threshold for pavement requirement. The Site Generated and Year 2045 Future ADTs exceed this threshold as well.

Please explain if and how the ADT was modified because of the seasonal condition of the Farm. I don't see a dual analysis in the report.

As stated previously, the project is a seasonal operation on Thursdays or Fridays through Sunday from mid-September to late October. While peak weekend volumes during the operating season may exceed 200 vehicles per day, this condition is temporary and does not represent the typical year-round average daily traffic on Doolittle Road.

For this reason, the TIS evaluates both the seasonal peak condition and the annualized traffic condition. Based on the limited operating season, full roadway paving may not be proportional to the project's year-round traffic impact. Instead, the applicant should coordinate with El Paso County on appropriate seasonal mitigation measures, which may include dust control, roadway grading, maintenance contributions, temporary traffic control, event signage, and on-site parking/queue management during peak weekends.

Some maintenance measures, like dust control, have already been implemented by the county along Doolittle each year and is still present past Fall Mountain Farm's days of operation. Therefore, existing measures like this should be coordinated and maintained going forward.

EPC DPW agrees that full roadway paving is not proportional to the current proposed project impacts. Development Services engineering is in discussion to determine the estimated proportional mitigation/maintenance to be required by the developer and the estimated associated cost. An update will be provided to the applicant/owner by 8/17 as discussions regarding this were not finalized prior to the review comment deadline.

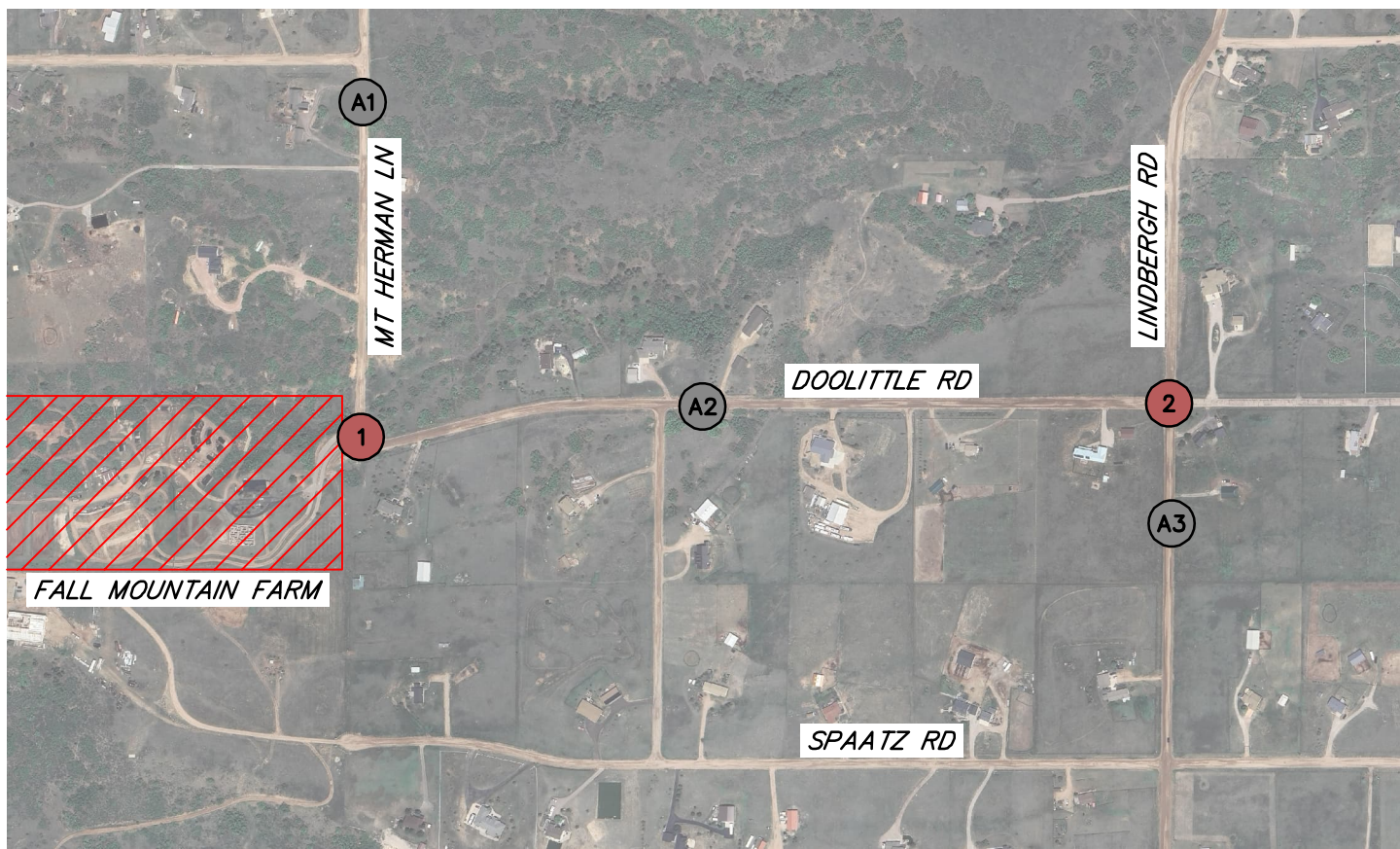
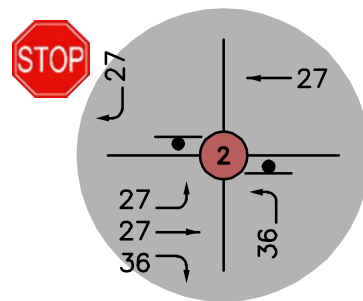
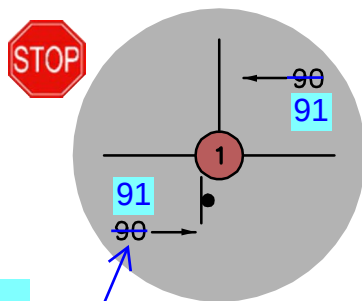


Figure 3 - Site-Generated Traffic Volumes

ADT

A1	0
A2	380
A3	360



91 per narrative in Site-Generated Traffic Volumes Section on Page 8 and Hourly Vehicle Traffic counts on Pages 26 and 27. Please revise.



600 300 0 600

ORIGINAL SCALE: 1" = 600'

LEGEND

X	EXISTING INTERSECTION
A#	SITE GENERATED AVERAGE DAILY TRAFFIC
xx	SATURDAY PEAK HOUR TRIPS
—●—	STOP SIGN CONTROL

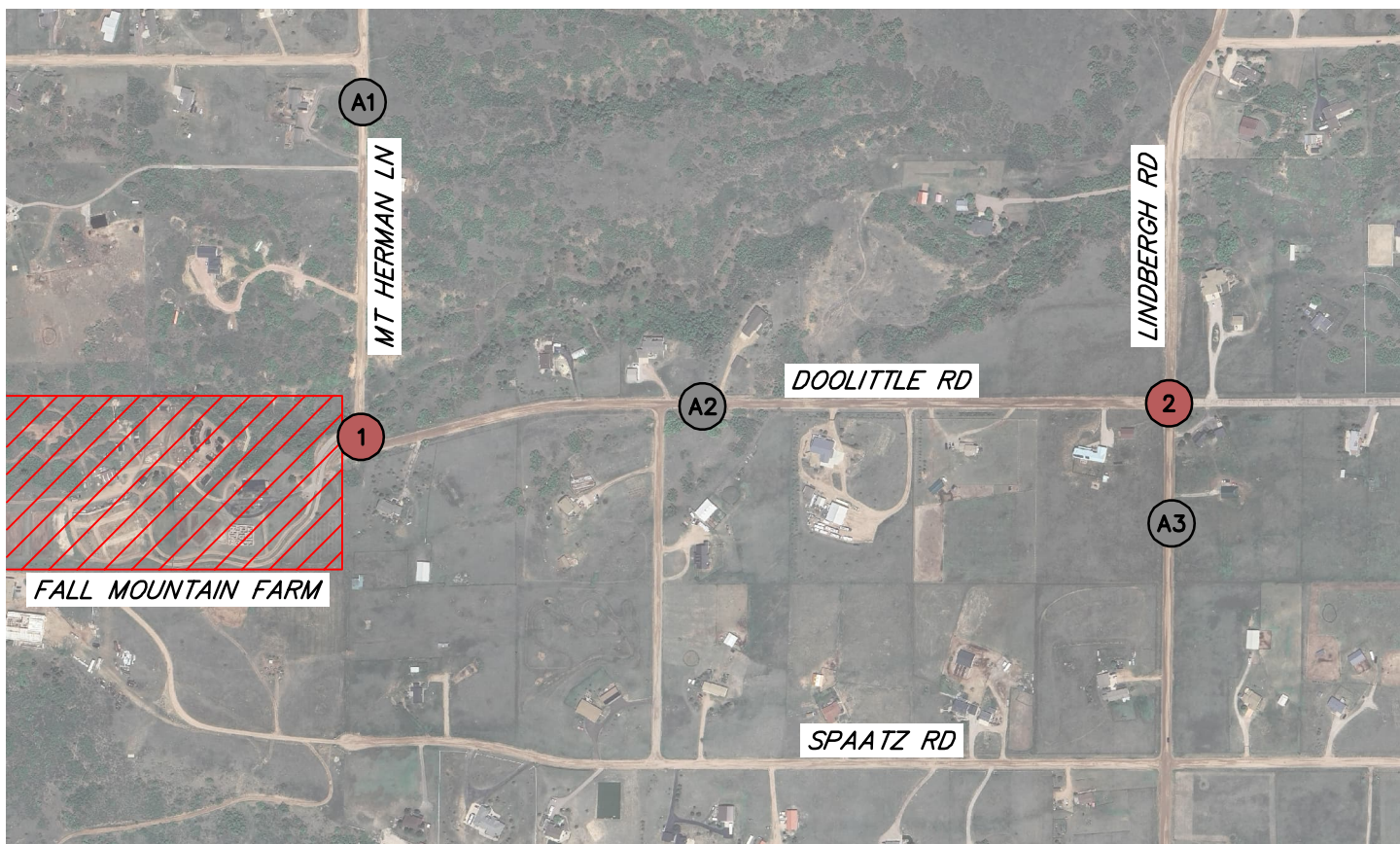
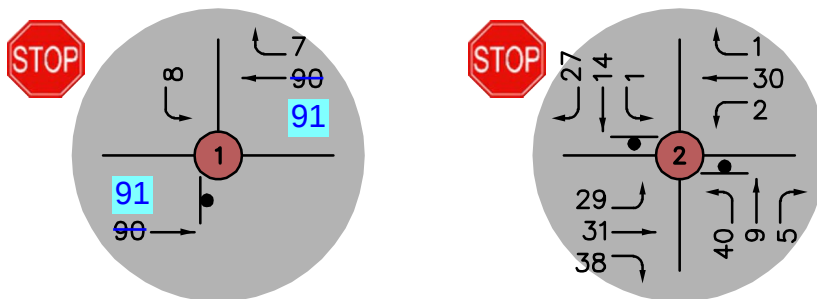


Figure 4 - Total Traffic Volumes

ADT

A1	75
A2	464
A3	440



600 300 0 600

ORIGINAL SCALE: 1" = 600'

LEGEND

X	EXISTING INTERSECTION
A#	2045 AVERAGE DAILY TRAFFIC
xx	SATURDAY PEAK HOUR TRIPS
●	STOP SIGN CONTROL

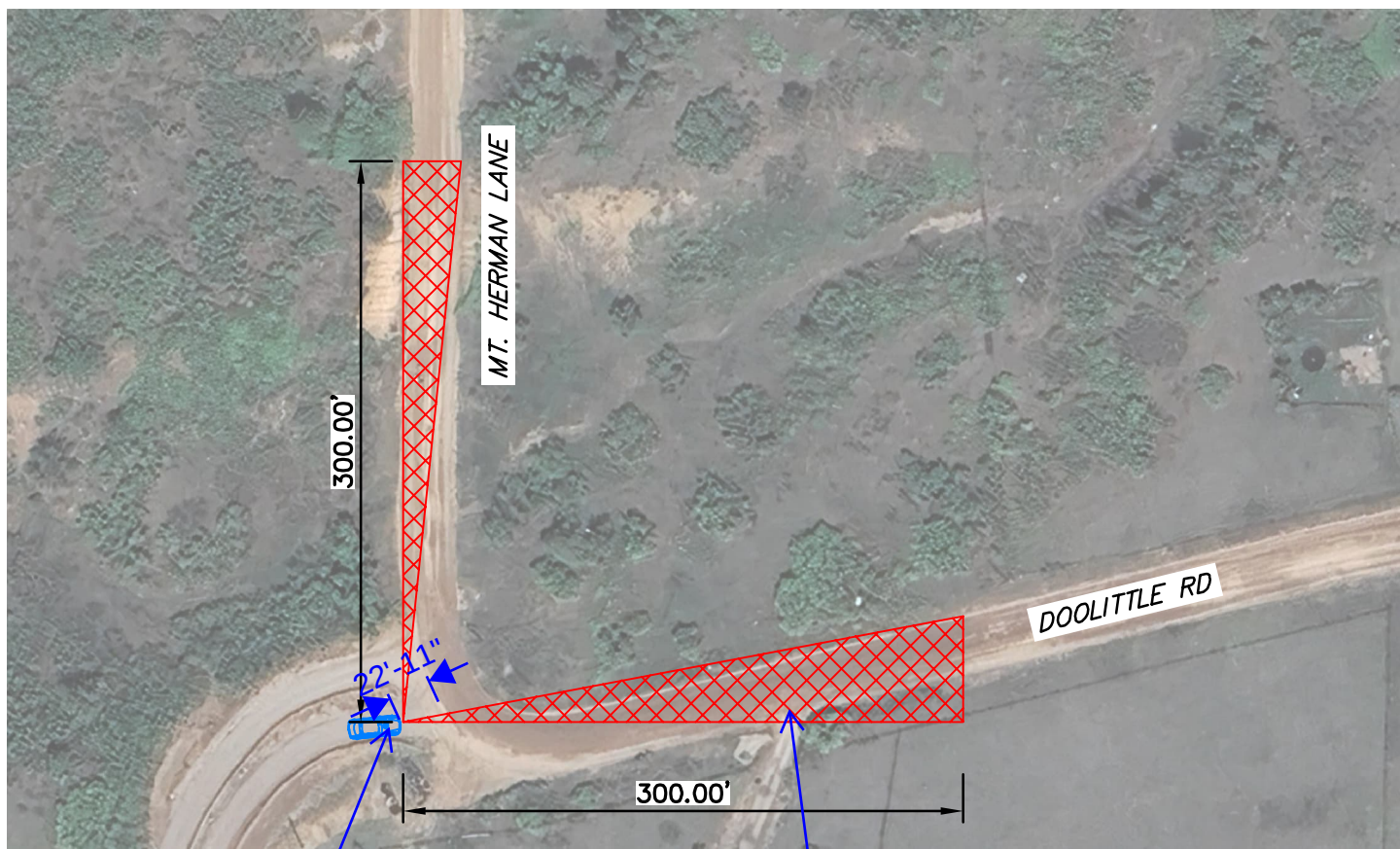
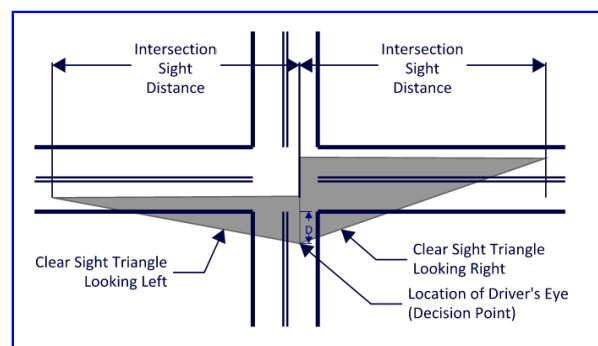


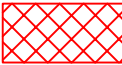
Figure 5 - Sight Distance Triangles

For entering sight distance for driveways, the entering driver's eyes shall be 10 feet behind the edge of the roadway (Per ECM Table 2-35. Entering Sight Distance for Driveways, Footnote 1).

Please update Figure 5 to follow the standard intersection sight-distance layout, using the example diagram below as a reference for the required sight-triangle geometry.



LEGEND

-  SIGHT DISTANCE TRIANGLE
-  VEHICLE



100 50 0 100
ORIGINAL SCALE: 1" = 100'

Traffic Operations Analysis

Traffic operations were analyzed using *Highway Capacity Manual*, 7th Edition methodology. Synchro reports are included in **Appendix C**.

Levels of Service

JR analyzed both of the Study intersections for peak hour level of service (LOS). **Table 2** includes the LOS for each approach under two conditions: 1) background traffic only, and 2) total traffic including site-generated traffic from Fall Mountain Farm.

Table 2: Levels of Service

	Intersection	Approach	Background LOS	Total LOS
	1: Doolittle Road/Site Access & Mt Herman Lane	Eastbound	-	B
		Westbound	A	A
		Southbound	A	A
	2: Doolittle Road & Lindbergh Road	Eastbound	A	A
		Westbound	A	A
		Northbound	A	B
		Southbound	A	A

Discussion on Levels of Service

In the background traffic condition, all traffic operations are LOS A, suggesting nominal delays at the Study intersections. In the total traffic condition, levels of service remain similar. The northbound approach at Doolittle & Lindbergh degrades slightly to LOS B, but this is not an operational concern.

Due to the low traffic volumes and satisfactory levels of service at the study intersection, JR does not anticipate any operational issues at nearby intersections such as Lindbergh Road/Mesa Top Drive and Fairchild Avenue/Arnold Avenue.

While a 20-year horizon analysis is typically performed, in this case it would serve limited purpose. The area surrounding Fall Mountain Farm appears to be generally built-out, meaning future growth is expected to be minimal. As a result, a 20-year forecast would be anticipated to show operational results similar to those identified for the 2025 analysis.

Queue Lengths

JR analyzed both of the Study intersections for 95th percentile queue lengths. **Table 3** includes the queue lengths for each approach under two conditions: 1) background traffic only, and 2) total traffic including site-generated traffic from Fall Mountain Farm.

Table 3: 95th Percentile Queue Lengths

	Intersection	Approach	Background Queue (ft)	Total Queue (ft)
	1: Doolittle Road/Site Access & Mt Herman Lane	Eastbound	-	<25
		Westbound	<25	<25
		Southbound	<25	<25
	2: Doolittle Road & Lindbergh Road	Eastbound	<25	<25
		Westbound	<25	<25
		Northbound	<25	<25
		Southbound	<25	<25

Discussion on Queue Lengths

Queue lengths are minimal at both intersections in the background condition. This is a result of low traffic volumes. In the total traffic condition, queue lengths remain nominal. No issues with queuing are identified.

Additional Analysis

Sight Distance

According to the ECM section 2.4.1 for Access Design Criteria, the entering sight distance between a non-public road/driveway and a public road is dependent on the posted speed and design vehicle. Vehicles accessing Fall Mountain Farm are typically passenger cars or pickup trucks and the posted speed limit along Doolittle Road is 30 mph. Table 2-35 in the ECM gives entering sight distance for posted speeds of 25 mph and 35 mph. Therefore, the 30 mph sight distance was interpolated using these two data points to be 300 feet.

The sight distance triangles are shown in **Figure 5**, where vehicles exiting Fall Mountain Farm have a clear view of the southbound approach along Mount Herman Lane as well as the westbound approach along Doolittle Road. In the future, trees on the sides of each approach may need to be trimmed and maintained in order to maintain satisfactory sight distance.

Access Location and Spacing

In the existing condition, the access point to Fall Mountain Farm is approximately 200 feet west of an existing driveway that services another residential home. The site access is also approximately 430 feet south of another existing residential driveway.

According to the El Paso County Engineering Criteria Manual (ECM) section 2.4.1 for Access Design Criteria, accesses shall be separated by a distance equal to the entering sight distance. The entering sight distance for Fall Mountain Farm is 300 feet, as discussed in the Sight Distance Section.

The spacing criteria is satisfied for the existing driveway to the north of the site. However, the spacing criteria is not satisfied for the existing driveway to the east of the site. As discussed in the queue length analysis, expected 95th percentile queues from site generated traffic are less than 25 feet and therefore do not block access to this residential driveway. In addition, El Paso County has provided community feedback, concerns, and questions in the form of a Traffic & Road Safety Public Comments Excerpts. Comments from local homeowners did not mention driveways being blocked when Fall Mountain Farm was operational. The property owner directly east of Fall Mountain Farm has previously written the County a letter of support stating they do not have concerns about traffic or road use. Therefore, it is recommended that this spacing be accepted.

Safety and Accident Analysis

Statewide crash data points are collected by investigating officers at the scene of an accident. They fill out a crash form and send it to the Department of Revenue (DOR). After this, data listings are collected, processed, and maintained by the Colorado Department of Transportation (CDOT) such that they have constructed an accessible crash database covering the Year 2007 to 2025.

Crash data from CDOT is publicly available and was used in order to assess the crash rate within the vicinity of the site for the past five years (Years 2021 to 2025). Accidents at the studied intersections of Doolittle Road & Mount Herman Lane (E1) and Doolittle Road & Lindbergh Road (E2) were considered for analysis.

Within the data provided by CDOT, there was a single accident that occurred at E2 in 2025. No other accidents were reported at either E1 or E2 within the 2021-2025 time period. This accident was a broadside collision that resulted in injury but no fatalities. CDOT's data lists the reason for the crash as careless driving. The data presented in **Table 4** shows crash rates over 1 per 1 million vehicles, however this is primarily due to the low existing ADT along rural roads within the vicinity of the site. Therefore, it is recommended to accept this abnormally high crash rate when taking into account the low existing average daily traffic. No additional improvements to the lane geometry or postage signage at Doolittle & Lindbergh (E2) are recommended at this time, however, the County may consider monitoring the safety operations of this intersection further.

Table 4: Crash Rates at Doolittle Road & Lindbergh Road

Year	Intersection	Number of Accidents	ADT	Crash Rate
2025	E2- Doolittle Road & Lindbergh Road	1	193	14.20

Site Observation

Field observations were conducted during an operating day to evaluate site access, traffic operations, and vehicle circulation. During the observation period, traffic entering and exiting the site operated in an orderly manner, and no significant vehicle queues or traffic safety concerns were observed on Doolittle Road. Based on the traffic analysis, field observations, and the operational assumptions documented in this study, the proposed maximum on-site parking limit of 225 vehicles is a reasonable operational cap for the seasonal use. Continued implementation of event-day traffic management measures, including staff-assisted parking and traffic control as needed, is recommended to support safe and efficient operations during peak periods.

Public and Community Feedback

El Paso County provided public comments received through the Electronic Development Application Review Program (EDARP). The comments were reviewed and considered during preparation of this Traffic Impact Study. The discussion below is limited to topics related to traffic operations, access, and roadway safety.

Several comments expressed concerns regarding emergency access and site evacuation. Emergency access and fire protection are under the jurisdiction of the applicable fire authority and are evaluated through the County's development review process; therefore, these topics are beyond the scope of this Traffic Impact Study.

Comments were also received regarding the traffic control at the Doolittle Road & Mount Herman Lane intersection. The operational analysis has been updated to reflect the existing intersection traffic control, with the site approach operating under stop control.

Public comments referenced a convex traffic mirror that was previously located near the Doolittle Road/Mount Herman Lane intersection. Convex mirrors are not considered standard traffic control devices for public roadways and were not evaluated as part of this Study. The operational analysis presented herein is based on the existing roadway geometry, traffic control, and available sight distance.

Questions were raised regarding the proposed on-site parking limit of 225 vehicles. The parking limit represents a reasonable operational cap on the maximum number of vehicles permitted on-site and is not equivalent to peak-hour traffic entering or exiting the site. Peak-hour trip generation used in this study is based on traffic volumes collected during site operations and represents a conservative analysis of traffic operations under peak operating conditions. The parking limit serves as an operational management measure and was not independently evaluated as part of a parking demand analysis.

Finally, comments questioned the traffic count methodology. Existing traffic counts were intentionally collected when Fall Mountain Farm was not fully operating to establish baseline roadway conditions. As stated previously, the existing 24-hour tube counts were collected while Fall Mountain Farm was hosting a private event. However, the traffic generated from these trips is separate to the site's primary & analyzed function as a pumpkin patch but were included in analysis to be conservative. Site-generated traffic was then added separately to the background traffic volumes to evaluate future operating conditions. Collecting existing counts during site operations would have included site traffic in the baseline volumes and resulted in double-counting when forecasting future conditions.



Road Impact Fee Program

Within El Paso County, the impact of new developments on the surrounding area is managed using the Road Impact Fee Program. The basis for these fees is established in the Transportation Corridors Plan (MTCP). The revenue generated by this program for new developments can establish a fair-share contribution to improve the county.

This statement is not correct. Fees are only calculated on a per trip basis when the land use is not clearly identified in the RIF program. This use clearly fits within the Outdoor Recreation category. Please remove this statement.

The cost of a road impact fee is typically dependent on the approved land use. El Paso County's website provides a table for each land use, their up-front fee, and two different fees if the developer wishes to join a Public Improvement District (PID). Road impact fees are typically calculated as \$421.46 per trip; however, El Paso County also calculates fees based on land use and acreage, which is more applicable for the purposes of this study. Information from the County's website is shown below in **Table 5**.

Table 5: Road Impact Fees by Land Use

Land Use	Unit	Fee	10 Mill PID Upfront Fee	5 Mill PID Upfront Fee
Single Family Detached	Dwelling	\$4,101	\$293	\$1,974
Multi-Family	Dwelling	\$2,585	\$559	\$1,572
Mobile Home Park	Pad/Site	\$2,736	\$1,508	\$2,122
Hotel/Motel	Room	\$3,208	\$858	\$2,033
General Commercial	1,000 sf	\$5,498	\$4,165	\$4,832
Fast Food Restaurant	1,000 sf	\$13,694	\$3,898	\$8,796
Fueling Position	Added*	\$2,283	\$529	\$1,406
Office	1,000 sf	\$3,340	\$2,007	\$2,674
Public/Institutional	1,000 sf	\$2,371	\$1,038	\$1,705
Industrial	1,000 sf	\$2,648	\$1,771	\$2,210
Warehouse	1,000 sf	\$931	\$230	\$580
Mini-Warehouse/Outdoor Storage	1,000 sf	\$447	\$0	\$96
Mining/Utility/Outdoor Industrial	Acre	\$21,519	\$16,258	\$18,889
Golf Course/Agritainment	Acre	\$1,264	\$738	\$1,001
RV Park/Campsite	Site	\$1,038	\$512	\$775

Fall Mountain Farm is subject to the fees implemented by this program. Fees were calculated using the "Golf Course/Agritainment" land use presented in **Table 5**. The calculated impact fees are shown in **Table 6**.

Table 6: Fall Mountain Farm Road Impact Fees Per Land Use

Land Use	Acres	Fee	10 Mill PID Upfront Fee	5 Mill PID Upfront Fee
Golf Course/Agritainment	19.18	\$24,244	\$14,155	\$19,199

This table is out of date. Please remove or provide current table per the current version of the RIF program: <https://publicworks.elpaso.com/road-impact-fees/#docaccess-f7ce30c7cb938d3653d2c8c2d6f617209f76cf8b2c0ce04bca96d59dc3a9d104>

This category is currently identified as Outdoor Recreation.

Petitioning to join a PID is only applicable if one or more non-residential buildings is proposed as a part of the land use. I am not aware that the developer is proposing new buildings and since this application is mostly an outdoor land use, a petition to join a PID may not be granted.

Please include whether the developer intends to petition to join a PID or pay the fees outright.

Recommendations

According to El Paso County's ECM Section 2.2.7 – Pavement Design, an existing gravel roadway is suitable for pavement when a development causes the projected ADT to exceed 200 or more.

As discussed in earlier sections of this study, Fall Mountain Farm is a seasonal business operating from 10AM to 5PM on Thursdays or Fridays through Sunday from mid-September to late October, with traffic concentrated primarily on weekends during the fall season. Although the forecasted ADT shown in **Table 1** exceeds 200 vehicles per day, this condition is temporary and does not represent the typical year-round average daily traffic on Doolittle Road. Therefore, full roadway paving may not be proportional to Fall Mountain Farm's year-round traffic impact. Instead, it is recommended for the applicant to coordinate with El-Paso County on appropriate seasonal mitigation measures, which may include the following: dust control, roadway grading, maintenance contributions, temporary traffic control, event signage, and on-site parking/queue management during peak weekends. Existing maintenance measures should be coordinated and maintained going forward as well.

In addition, there are no recommended changes to signage or lane geometry at either Doolittle & Mt. Herman or Doolittle & Lindbergh. The traffic operation analysis showed that each intersection operates at satisfactory levels of service in both the existing and future conditions. Therefore, no intersection or signage improvements are recommended at this time. However, the County may consider monitoring the intersection of Doolittle & Lindbergh (E2) for safety purposes.

In order to maintain appropriate sight distance for vehicles exiting the site, it is recommended to maintain and monitor the existing trees on the shoulders of the road if they need to be trimmed.

Based on field observations conducted during operational hours, it is recommended that the applicant continues to implement event-day traffic management measures such as staff-assisted parking and traffic control as needed in order to support safe and efficient operations during peak periods.

Conclusion

Below is a summary of the conclusions and findings of this TIS.

Levels of Service

Levels of service are LOS B or better at both Study intersections with the addition of site-generated traffic. No operational issues are identified.

Queue Lengths

95th percentile queue lengths are nominal at both Study intersections with the addition of site-generated traffic. No issues related to queuing are identified.

Recommendations

JR recommends that the County accept the traffic operations in the vicinity of Fall Mountain Farm. JR has determined that the site does not adversely impact traffic operations at the nearby intersections. At this time, no changes to roadway geometry or posted signage are recommended due to the satisfactory operation of both intersections.

Appendix A: Traffic Counts



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

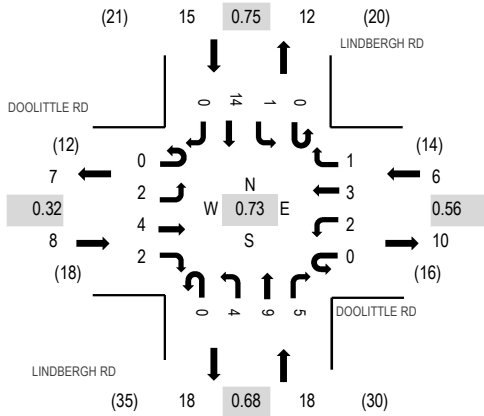
Location: 1 LINDBERGH RD & DOOLITTLE RD Noon

Date: Saturday, September 13, 2025

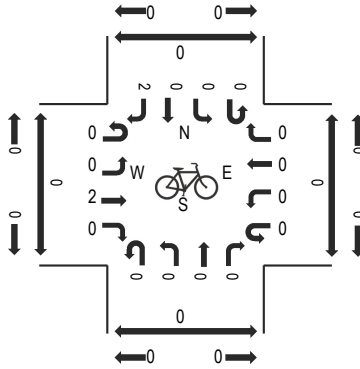
Peak Hour: 11:15 AM - 12:15 PM

Peak 15-Minutes: 11:30 AM - 11:45 AM

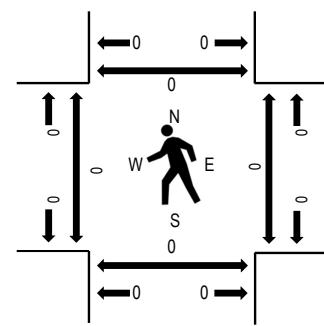
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DOOLITTLE RD Eastbound				DOOLITTLE RD Westbound				LINDBERGH RD Northbound				LINDBERGH RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	0	0	1	0	3	0	0	0	0	1	1	0	0	2	0	8	46	0	0	4	0
11:15 AM	0	0	0	1	0	0	1	0	0	2	1	1	0	0	3	0	9	47	0	0	0	0
11:30 AM	0	2	2	1	0	1	1	0	0	0	4	0	0	1	4	0	16	47	0	0	0	0
11:45 AM	0	0	2	0	0	0	1	0	0	1	3	2	0	0	4	0	13	45	0	0	0	0
12:00 PM	0	0	0	0	0	1	0	1	0	1	1	2	0	0	3	0	9	37	0	0	0	0
12:15 PM	0	0	0	0	0	0	3	1	0	1	1	0	0	0	3	0	9		0	0	0	0
12:30 PM	0	0	2	5	0	0	0	0	0	0	5	2	0	0	0	0	14		0	0	0	0
12:45 PM	0	0	0	2	0	0	1	0	0	0	0	1	0	0	1	0	5		0	0	0	0
Count Total	0	2	6	10	0	5	7	2	0	5	16	9	0	1	20	0	83		0	0	4	0
Peak Hour	0	2	4	2	0	2	3	1	0	4	9	5	0	1	14	0	47		0	0	0	0



All Traffic Data Services

2 - DOOLITTLE RD WEST OF LINDBERGH RD

Time	EB	WB	Total
9/13/2025	0	0	0
9/13/2025 12:15:00 AM	0	0	0
9/13/2025 12:30:00 AM	0	0	0
9/13/2025 12:45:00 AM	0	0	0
9/13/2025 1:00:00 AM	0	0	0
9/13/2025 1:15:00 AM	0	0	0
9/13/2025 1:30:00 AM	0	0	0
9/13/2025 1:45:00 AM	0	0	0
9/13/2025 2:00:00 AM	0	0	0
9/13/2025 2:15:00 AM	1	0	1
9/13/2025 2:30:00 AM	0	0	0
9/13/2025 2:45:00 AM	0	0	0
9/13/2025 3:00:00 AM	0	0	0
9/13/2025 3:15:00 AM	0	0	0
9/13/2025 3:30:00 AM	0	1	1
9/13/2025 3:45:00 AM	1	0	1
9/13/2025 4:00:00 AM	0	0	0
9/13/2025 4:15:00 AM	0	0	0
9/13/2025 4:30:00 AM	0	0	0
9/13/2025 4:45:00 AM	0	0	0
9/13/2025 5:00:00 AM	0	0	0
9/13/2025 5:15:00 AM	0	0	0
9/13/2025 5:30:00 AM	0	0	0
9/13/2025 5:45:00 AM	0	0	0
9/13/2025 6:00:00 AM	0	0	0
9/13/2025 6:15:00 AM	0	0	0
9/13/2025 6:30:00 AM	0	1	1
9/13/2025 6:45:00 AM	1	0	1
9/13/2025 7:00:00 AM	0	0	0
9/13/2025 7:15:00 AM	0	0	0
9/13/2025 7:30:00 AM	1	0	1
9/13/2025 7:45:00 AM	2	0	2
9/13/2025 8:00:00 AM	1	2	3
9/13/2025 8:15:00 AM	3	0	3
9/13/2025 8:30:00 AM	3	2	5
9/13/2025 8:45:00 AM	2	0	2
9/13/2025 9:00:00 AM	5	3	8
9/13/2025 9:15:00 AM	1	1	2
9/13/2025 9:30:00 AM	1	0	1
9/13/2025 9:45:00 AM	2	0	2
9/13/2025 10:00:00 AM	2	2	4
9/13/2025 10:15:00 AM	2	1	3
9/13/2025 10:30:00 AM	3	0	3
9/13/2025 10:45:00 AM	1	2	3
9/13/2025 11:00:00 AM	1	0	1
9/13/2025 11:15:00 AM	1	3	4
9/13/2025 11:30:00 AM	5	1	6
9/13/2025 11:45:00 AM	2	2	4
Total	41	21	62
Percentage	66.1%	33.9%	
Peak Hour	8:15 AM	11:00 AM	8:15 AM
Volume	13	8	19
PHF	0.650	0.667	0.594



All Traffic Data Services

2 - DOOLITTLE RD WEST OF LINDBERGH RD

Time	EB	WB	Total
9/13/2025 12:00:00 PM	0	1	1
9/13/2025 12:15:00 PM	0	4	4
9/13/2025 12:30:00 PM	7	0	7
9/13/2025 12:45:00 PM	2	1	3
9/13/2025 1:00:00 PM	1	5	6
9/13/2025 1:15:00 PM	1	1	2
9/13/2025 1:30:00 PM	2	2	4
9/13/2025 1:45:00 PM	1	0	1
9/13/2025 2:00:00 PM	4	2	6
9/13/2025 2:15:00 PM	0	0	0
9/13/2025 2:30:00 PM	2	1	3
9/13/2025 2:45:00 PM	1	4	5
9/13/2025 3:00:00 PM	3	2	5
9/13/2025 3:15:00 PM	1	3	4
9/13/2025 3:30:00 PM	1	2	3
9/13/2025 3:45:00 PM	1	2	3
9/13/2025 4:00:00 PM	1	2	3
9/13/2025 4:15:00 PM	0	5	5
9/13/2025 4:30:00 PM	2	2	4
9/13/2025 4:45:00 PM	2	1	3
9/13/2025 5:00:00 PM	3	1	4
9/13/2025 5:15:00 PM	1	0	1
9/13/2025 5:30:00 PM	2	1	3
9/13/2025 5:45:00 PM	1	0	1
9/13/2025 6:00:00 PM	0	4	4
9/13/2025 6:15:00 PM	3	2	5
9/13/2025 6:30:00 PM	2	4	6
9/13/2025 6:45:00 PM	3	3	6
9/13/2025 7:00:00 PM	2	0	2
9/13/2025 7:15:00 PM	1	1	2
9/13/2025 7:30:00 PM	1	3	4
9/13/2025 7:45:00 PM	0	2	2
9/13/2025 8:00:00 PM	0	2	2
9/13/2025 8:15:00 PM	1	1	2
9/13/2025 8:30:00 PM	5	0	5
9/13/2025 8:45:00 PM	0	1	1
9/13/2025 9:00:00 PM	0	0	0
9/13/2025 9:15:00 PM	3	1	4
9/13/2025 9:30:00 PM	0	0	0
9/13/2025 9:45:00 PM	0	0	0
9/13/2025 10:00:00 PM	0	1	1
9/13/2025 10:15:00 PM	0	1	1
9/13/2025 10:30:00 PM	0	2	2
9/13/2025 10:45:00 PM	0	1	1
9/13/2025 11:00:00 PM	0	0	0
9/13/2025 11:15:00 PM	0	0	0
9/13/2025 11:30:00 PM	0	0	0
9/13/2025 11:45:00 PM	0	0	0
Total	60	71	131
Percentage	45.8%	54.2%	
Peak Hour	12:30 PM	6:00 PM	6:00 PM
Volume	11	13	21
PHF	0.393	0.813	0.875
Grand Total	101	92	193
Percentage	52.3%	47.7%	

Appendix B: Fall Mountain Farm Traffic Data

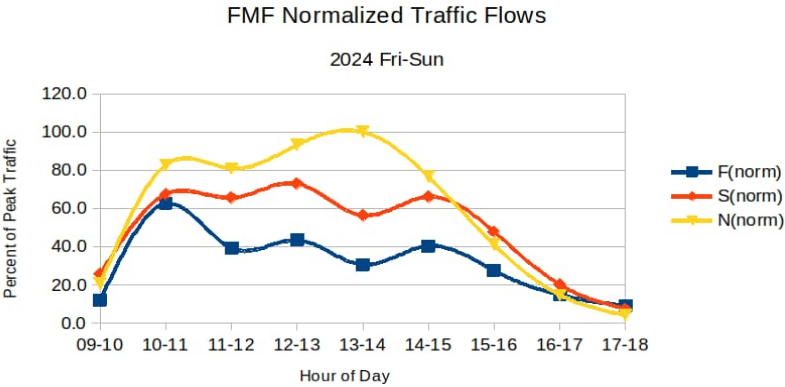
If this was counting ticket sales instead of vehicles, please revise to be correct.

HOURLY VEHICLE TRAFFIC
106 day-hours represented

DOW	Date	@ Hour,	#Ven
Sat	2024-09-14	@ 10hr,	3
Sat	2024-09-14	@ 11hr,	6
Sat	2024-09-14	@ 12hr,	3
Sat	2024-09-14	@ 13hr,	9
Sat	2024-09-14	@ 14hr,	3
Sat	2024-09-14	@ 15hr,	16
Sun	2024-09-15	@ 10hr,	4
Sun	2024-09-15	@ 11hr,	7
Sun	2024-09-15	@ 12hr,	7
Sun	2024-09-15	@ 13hr,	1
Sun	2024-09-15	@ 14hr,	4
Fri	2024-09-20	@ 10hr,	4
Fri	2024-09-20	@ 11hr,	5
Fri	2024-09-20	@ 12hr,	4
Fri	2024-09-20	@ 13hr,	1
Fri	2024-09-20	@ 14hr,	4
Fri	2024-09-20	@ 15hr,	1
Sun	2024-09-22	@ 10hr,	2
Sun	2024-09-22	@ 11hr,	1
Sun	2024-09-22	@ 12hr,	2
Sun	2024-09-22	@ 13hr,	6
Sun	2024-09-22	@ 14hr,	2
Sun	2024-09-22	@ 15hr,	6
Fri	2024-09-27	@ 10hr,	6
Fri	2024-09-27	@ 11hr,	4
Fri	2024-09-27	@ 12hr,	2
Fri	2024-09-27	@ 13hr,	2
Fri	2024-09-27	@ 14hr,	6
Fri	2024-09-27	@ 15hr,	2
Sun	2024-09-29	@ 09hr,	1
Sun	2024-09-29	@ 10hr,	19
Sun	2024-09-29	@ 11hr,	15
Sun	2024-09-29	@ 12hr,	12
Sun	2024-09-29	@ 13hr,	16
Sun	2024-09-29	@ 14hr,	14
Sun	2024-09-29	@ 15hr,	1
Fri	2024-10-04	@ 10hr,	13
Fri	2024-10-04	@ 11hr,	6
Fri	2024-10-04	@ 12hr,	3
Fri	2024-10-04	@ 13hr,	11
Fri	2024-10-04	@ 14hr,	10
Fri	2024-10-04	@ 15hr,	7
Sat	2024-10-05	@ 10hr,	36
Sat	2024-10-05	@ 11hr,	24
Sat	2024-10-05	@ 12hr,	23
Sat	2024-10-05	@ 13hr,	22
Sat	2024-10-05	@ 14hr,	25
Sat	2024-10-05	@ 15hr,	13
Sat	2024-10-05	@ 16hr,	3
Sun	2024-10-06	@ 14hr,	72
Sun	2024-10-06	@ 15hr,	72
Fri	2024-10-11	@ 10hr,	50
Fri	2024-10-11	@ 11hr,	34
Fri	2024-10-11	@ 12hr,	19
Fri	2024-10-11	@ 13hr,	12
Fri	2024-10-11	@ 14hr,	16
Fri	2024-10-11	@ 15hr,	7
Fri	2024-10-11	@ 16hr,	4
Sat	2024-10-12	@ 10hr,	70
Sat	2024-10-12	@ 11hr,	44
Sat	2024-10-12	@ 12hr,	33
Sat	2024-10-12	@ 13hr,	35
Sat	2024-10-12	@ 14hr,	36
Sat	2024-10-12	@ 15hr,	29
Sat	2024-10-12	@ 16hr,	8
Sat	2024-10-12	@ 21hr,	1

The following is a note from Fall Mountain Farm: "It was an atypical year in that our usually busiest day, Saturday Oct 19th, was snowed-out, and the following day was nice. So most of Saturday's guests came on Sunday, adding to Sunday's normal numbers.

Clarification on the following chart's legend. F = Friday, S = Saturday, N = Sunday

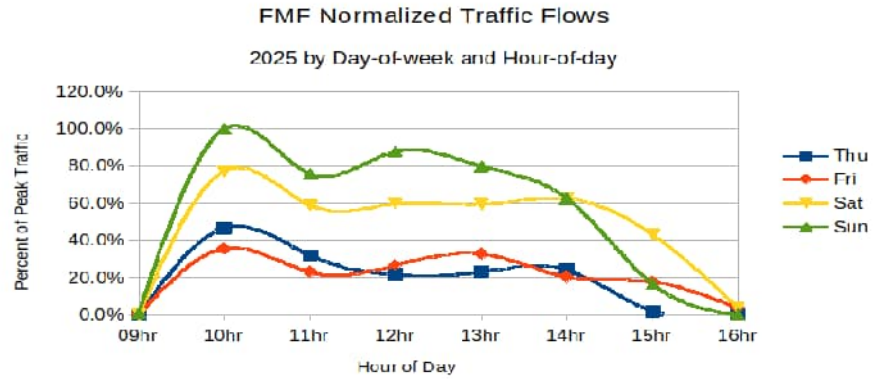


Sun 2024-10-13 @ 10hr,	70
Sun 2024-10-13 @ 11hr,	51
Sun 2024-10-13 @ 12hr,	32
Sun 2024-10-13 @ 13hr,	48
Sun 2024-10-13 @ 14hr,	37
Sun 2024-10-13 @ 15hr,	4
Sun 2024-10-13 @ 21hr,	5
Fri 2024-10-18 @ 10hr,	37
Fri 2024-10-18 @ 11hr,	24
Fri 2024-10-18 @ 12hr,	24
Fri 2024-10-18 @ 13hr,	18
Fri 2024-10-18 @ 14hr,	15
Fri 2024-10-18 @ 15hr,	3
Sun 2024-10-20 @ 10hr,	55
Sun 2024-10-20 @ 11hr,	58
Sun 2024-10-20 @ 12hr,	68
Sun 2024-10-20 @ 13hr,	91
Sun 2024-10-20 @ 14hr,	43
Sun 2024-10-20 @ 15hr,	16
Fri 2024-10-25 @ 10hr,	13
Fri 2024-10-25 @ 11hr,	9
Fri 2024-10-25 @ 12hr,	19
Fri 2024-10-25 @ 13hr,	14
Fri 2024-10-25 @ 14hr,	16
Fri 2024-10-25 @ 15hr,	13
Fri 2024-10-25 @ 16hr,	4
Sat 2024-10-26 @ 10hr,	56
Sat 2024-10-26 @ 11hr,	42
Sat 2024-10-26 @ 12hr,	50
Sat 2024-10-26 @ 13hr,	54
Sat 2024-10-26 @ 14hr,	49
Sat 2024-10-26 @ 15hr,	29
Sat 2024-10-26 @ 16hr,	6
Sun 2024-10-27 @ 10hr,	54
Sun 2024-10-27 @ 11hr,	43
Sun 2024-10-27 @ 12hr,	37
Sun 2024-10-27 @ 13hr,	47
Sun 2024-10-27 @ 14hr,	38
Sun 2024-10-27 @ 15hr,	9
Sun 2024-10-27 @ 16hr,	1

Total vehicles: 2241

If this was counting ticket sales instead of vehicles, please revise to be correct.

2025- Hourly Vehicle Traffic			
126 day-hours represented			
DOW	Date	Hour,	#Veh
Sun	9/28/2025	@ 10hr,	24
Sun	9/28/2025	@ 11hr,	14
Sun	9/28/2025	@ 12hr,	17
Sun	9/28/2025	@ 13hr,	9
Sun	9/28/2025	@ 14hr,	6
Sun	9/28/2025	@ 15hr,	5
Tue	9/30/2025	@ 06hr,	1
Thu	10/2/2025	@ 10hr,	3
Thu	10/2/2025	@ 11hr,	1
Thu	10/2/2025	@ 12hr,	2
Fri	10/3/2025	@ 10hr,	7
Fri	10/3/2025	@ 11hr,	7
Fri	10/3/2025	@ 12hr,	9
Fri	10/3/2025	@ 13hr,	4
Fri	10/3/2025	@ 14hr,	10
Fri	10/3/2025	@ 15hr,	11
Fri	10/3/2025	@ 16hr,	2
Sun	10/5/2025	@ 09hr,	3
Sun	10/5/2025	@ 10hr,	43
Sun	10/5/2025	@ 11hr,	30
Sun	10/5/2025	@ 12hr,	37
Sun	10/5/2025	@ 13hr,	24
Sun	10/5/2025	@ 14hr,	25
Sun	10/5/2025	@ 15hr,	5
Thu	10/9/2025	@ 10hr,	16
Thu	10/9/2025	@ 11hr,	7
Thu	10/9/2025	@ 12hr,	8
Thu	10/9/2025	@ 13hr,	14
Thu	10/9/2025	@ 14hr,	14
Thu	10/9/2025	@ 15hr,	1
Fri	10/10/2025	@ 10hr,	30
Fri	10/10/2025	@ 11hr,	23
Fri	10/10/2025	@ 12hr,	14
Fri	10/10/2025	@ 13hr,	30
Fri	10/10/2025	@ 14hr,	12
Fri	10/10/2025	@ 15hr,	12
Fri	10/10/2025	@ 16hr,	1
Sat	10/11/2025	@ 10hr,	70
Sat	10/11/2025	@ 11hr,	38
Sat	10/11/2025	@ 12hr,	44
Sat	10/11/2025	@ 13hr,	35
Sat	10/11/2025	@ 14hr,	43
Sat	10/11/2025	@ 15hr,	18
Sat	10/11/2025	@ 16hr,	6
Sun	10/12/2025	@ 10hr,	65
Sun	10/12/2025	@ 11hr,	59
Sun	10/12/2025	@ 12hr,	67
Sun	10/12/2025	@ 13hr,	56
Sun	10/12/2025	@ 14hr,	42
Sun	10/12/2025	@ 15hr,	4
Thu	10/16/2025	@ 10hr,	64
Thu	10/16/2025	@ 11hr,	46
Thu	10/16/2025	@ 12hr,	27
Thu	10/16/2025	@ 13hr,	28
Thu	10/16/2025	@ 14hr,	29
Thu	10/16/2025	@ 15hr,	3
Fri	10/17/2025	@ 10hr,	29
Fri	10/17/2025	@ 11hr,	19
Fri	10/17/2025	@ 12hr,	36
Fri	10/17/2025	@ 13hr,	34
Fri	10/17/2025	@ 14hr,	26
Fri	10/17/2025	@ 15hr,	15
Fri	10/17/2025	@ 16hr,	5
Sat	10/18/2025	@ 10hr,	78
Sat	10/18/2025	@ 11hr,	50
Sat	10/18/2025	@ 12hr,	64
Sat	10/18/2025	@ 13hr,	70
Sat	10/18/2025	@ 14hr,	62
Sat	10/18/2025	@ 15hr,	50
Sat	10/18/2025	@ 16hr,	4
Sun	10/19/2025	@ 10hr,	62
Sun	10/19/2025	@ 11hr,	57
Sun	10/19/2025	@ 12hr,	73
Sun	10/19/2025	@ 13hr,	58
Sun	10/19/2025	@ 14hr,	44
Sun	10/19/2025	@ 15hr,	12
Thu	10/23/2025	@ 10hr,	36
Thu	10/23/2025	@ 11hr,	29
Thu	10/23/2025	@ 12hr,	18
Thu	10/23/2025	@ 13hr,	12
Thu	10/23/2025	@ 14hr,	17
Thu	10/23/2025	@ 15hr,	1
Fri	10/24/2025	@ 10hr,	25
Fri	10/24/2025	@ 11hr,	10
Fri	10/24/2025	@ 12hr,	11
Fri	10/24/2025	@ 13hr,	19
Fri	10/24/2025	@ 14hr,	8
Fri	10/24/2025	@ 15hr,	10
Fri	10/24/2025	@ 16hr,	2
Sat	10/25/2025	@ 10hr,	66
Sat	10/25/2025	@ 11hr,	70
Sat	10/25/2025	@ 12hr,	53
Sat	10/25/2025	@ 13hr,	53
Sat	10/25/2025	@ 14hr,	63



Sat	10/25/2025	@ 15hr,	48
Sat	10/25/2025	@ 16hr,	1
Sun	10/26/2025	@ 10hr,	74
Sun	10/26/2025	@ 11hr,	47
Sun	10/26/2025	@ 12hr,	50
Sun	10/26/2025	@ 13hr,	71
Sun	10/26/2025	@ 14hr,	56
Sun	10/26/2025	@ 15hr,	18
Mon	10/27/2025	@ 10hr,	1
Thu	10/30/2025	@ 10hr,	11
Thu	10/30/2025	@ 11hr,	6
Thu	10/30/2025	@ 12hr,	5
Thu	10/30/2025	@ 13hr,	10
Thu	10/30/2025	@ 14hr,	7
Fri	10/31/2025	@ 10hr,	8
Fri	10/31/2025	@ 11hr,	5
Fri	10/31/2025	@ 12hr,	4
Fri	10/31/2025	@ 13hr,	4
Fri	10/31/2025	@ 14hr,	1
Fri	10/31/2025	@ 15hr,	1
Sat	11/1/2025	@ 10hr,	1
Sat	11/1/2025	@ 11hr,	6
Sat	11/1/2025	@ 12hr,	5
Sat	11/1/2025	@ 13hr,	7
Sat	11/1/2025	@ 14hr,	6
Sat	11/1/2025	@ 15hr,	4
Sun	11/2/2025	@ 10hr,	10
Sun	11/2/2025	@ 11hr,	4
Sun	11/2/2025	@ 12hr,	1
Sun	11/2/2025	@ 13hr,	4
Sun	11/2/2025	@ 14hr,	1
Sun	11/2/2025	@ 15hr,	2

Appendix C: Synchro Reports

Lanes, Volumes, Timings
1: Doolittle Road & Mt Herman Lane

JR Engineering
06/18/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Traffic Volume (vph)	0	0	0	7	8	0
Future Volume (vph)	0	0	0	7	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.865					
Fl _t Protected	0.950					
Satd. Flow (prot)	0	1863	1611	0	1770	0
Fl _t Permitted	0.950					
Satd. Flow (perm)	0	1863	1611	0	1770	0
Link Speed (mph)	30		30	30		
Link Distance (ft)	1211		2614	976		
Travel Time (s)	27.5		59.4	22.2		
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	0	0	0	9	10	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	9	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)	0		0	12		
Link Offset(ft)	0		0	0		
Crosswalk Width(ft)	16		16	16		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control	Stop		Free	Free		
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 13.3%				ICU Level of Service A		
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	7	8	0
Future Vol, veh/h	0	0	0	7	8	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	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	9	10	0

Major/Minor	Minor1	Major2	Major1
Conflicting Flow All	0	29	-
Stage 1	0	21	-
Stage 2	0	9	-
Critical Hdwy	7.12	6.52	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-
Follow-up Hdwy	3.518	4.018	-
Pot Cap-1 Maneuver	-	863	-
Stage 1	-	-	-
Stage 2	-	888	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	863	-
Mov Cap-2 Maneuver	-	863	-
Stage 1	-	-	-
Stage 2	-	888	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	
HCM LOS	A		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Lanes, Volumes, Timings
2: Lindbergh Road & Doolittle Road

JR Engineering
06/18/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	4	2	2	3	1	4	9	5	1	14	0
Future Volume (vph)	2	4	2	2	3	1	4	9	5	1	14	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.963			0.983			0.965				
Flt Protected		0.987			0.982			0.989			0.997	
Satd. Flow (prot)	0	1771	0	0	1798	0	0	1778	0	0	1857	0
Flt Permitted		0.987			0.982			0.989			0.997	
Satd. Flow (perm)	0	1771	0	0	1798	0	0	1778	0	0	1857	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2614			865			823			832	
Travel Time (s)		59.4			19.7			18.7			18.9	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	3	5	3	3	4	1	5	12	6	1	18	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	8	0	0	23	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 13.3%												
ICU Level of Service A												
Analysis Period (min) 15												

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	2	4	2	2	3	1	4	9	5	1	14	0
Future Vol, veh/h	2	4	2	2	3	1	4	9	5	1	14	0
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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	5	3	3	4	1	5	12	6	1	18	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	5	0	0	8	0	0	29	22	6	26	22	4
Stage 1	-	-	-	-	-	-	12	12	-	10	10	-
Stage 2	-	-	-	-	-	-	18	10	-	16	13	-
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	1616	-	-	1613	-	-	979	872	1076	985	871	1079
Stage 1	-	-	-	-	-	-	1009	886	-	1011	888	-
Stage 2	-	-	-	-	-	-	1001	887	-	1004	885	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1616	-	-	1613	-	-	956	869	1076	963	868	1079
Mov Cap-2 Maneuver	-	-	-	-	-	-	956	869	-	963	868	-
Stage 1	-	-	-	-	-	-	1007	885	-	1010	886	-
Stage 2	-	-	-	-	-	-	979	886	-	983	883	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.81			2.41			8.93			9.21		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	938	422	-	-	571	-	-	874				
HCM Lane V/C Ratio	0.025	0.002	-	-	0.002	-	-	0.022				
HCM Ctrl Dly (s/v)	8.9	7.2	0	-	7.2	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Lanes, Volumes, Timings
1: Doolittle Road & Mt Herman Lane

JR Engineering
06/18/2026

91

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	90	90	7	8	0
Future Volume (vph)	0	90	90	7	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990					
Flt Protected	0.950					
Satd. Flow (prot)	0	1863	1844	0	1770	0
Flt Permitted	0.950					
Satd. Flow (perm)	0	1863	1844	0	1770	0
Link Speed (mph)	30		30	30		
Link Distance (ft)	1211		2614	976		
Travel Time (s)	27.5		59.4	22.2		
Peak Hour Factor	0.78	0.82	0.82	0.78	0.78	0.78
Adj. Flow (vph)	0	110	110	9	10	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	110	119	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)	0		0	12		
Link Offset(ft)	0		0	0		
Crosswalk Width(ft)	16		16	16		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control	Stop		Free	Free		
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.2%			ICU Level of Service A		
Analysis Period (min)	15					

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Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↓	↓		↑	
Traffic Vol, veh/h	0	90	90	7	8	0
Future Vol, veh/h	0	90	90	7	8	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	78	82	82	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	110	110	9	10	0

Major/Minor	Minor1	Major2	Major1
Conflicting Flow All	110	139	-
Stage 1	0	21	-
Stage 2	110	119	-
Critical Hdwy	7.12	6.52	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-
Follow-up Hdwy	3.518	4.018	-
Pot Cap-1 Maneuver	869	752	-
Stage 1	-	-	-
Stage 2	895	797	-
Platoon blocked, %			
Mov Cap-1 Maneuver	869	752	-
Mov Cap-2 Maneuver	869	752	-
Stage 1	-	-	-
Stage 2	895	797	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	10.61	0	
HCM LOS	B		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	752	-	-
HCM Lane V/C Ratio	0.146	-	-
HCM Ctrl Dly (s/v)	10.6	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-

Lanes, Volumes, Timings
2: Lindbergh Road & Doolittle Road

JR Engineering
06/18/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	31	38	2	30	1	40	9	5	1	14	27
Future Volume (vph)	29	31	38	2	30	1	40	9	5	1	14	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.947			0.997			0.988			0.912	
Flt Protected		0.986			0.996			0.964			0.999	
Satd. Flow (prot)	0	1739	0	0	1850	0	0	1774	0	0	1697	0
Flt Permitted		0.986			0.996			0.964			0.999	
Satd. Flow (perm)	0	1739	0	0	1850	0	0	1774	0	0	1697	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2614			865			823			832	
Travel Time (s)		59.4			19.7			18.7			18.9	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	37	40	49	3	38	1	51	12	6	1	18	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	126	0	0	42	0	0	69	0	0	54	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	28.6%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	31	38	2	30	1	40	9	5	1	14	27
Future Vol, veh/h	29	31	38	2	30	1	40	9	5	1	14	27
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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	40	49	3	38	1	51	12	6	1	18	35
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	40	0	0	88	0	0	191	183	64	164	207	39
Stage 1	-	-	-	-	-	-	138	138	-	44	44	-
Stage 2	-	-	-	-	-	-	53	45	-	120	163	-
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	1570	-	-	1507	-	-	769	711	1000	801	690	1032
Stage 1	-	-	-	-	-	-	865	782	-	970	858	-
Stage 2	-	-	-	-	-	-	960	858	-	884	763	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1570	-	-	1507	-	-	704	692	1000	762	671	1032
Mov Cap-2 Maneuver	-	-	-	-	-	-	704	692	-	762	671	-
Stage 1	-	-	-	-	-	-	843	762	-	968	857	-
Stage 2	-	-	-	-	-	-	907	856	-	844	744	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.17			0.45			10.51			9.42		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	722	480	-	-	108	-	-	869				
HCM Lane V/C Ratio	0.096	0.024	-	-	0.002	-	-	0.062				
HCM Ctrl Dly (s/v)	10.5	7.3	0	-	7.4	0	-	9.4				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.2				

Joseph Sandstrom (19)

Subject: Line
Page Label: 5
Author: Joseph Sandstrom
Date: 8/11/2026 3:11:31 PM
Status:
Color: 
Layer:
Space:

Subject: Callout
Page Label: 5
Author: Joseph Sandstrom
Date: 8/11/2026 3:14:29 PM
Status:
Color: 
Layer:
Space:

Subject: Text Box
Page Label: 8
Author: Joseph Sandstrom
Date: 8/11/2026 9:27:41 PM
Status:
Color: 
Layer:
Space:

Subject: Highlight
Page Label: 8
Author: Joseph Sandstrom
Date: 8/11/2026 5:06:02 PM
Status:
Color: 
Layer:
Space:

Subject: Highlight
Page Label: 8
Author: Joseph Sandstrom
Date: 8/11/2026 5:06:25 PM
Status:
Color: 
Layer:
Space:

Subject: Callout
Page Label: 8
Author: Joseph Sandstrom
Date: 8/11/2026 5:06:36 PM
Status:
Color: 
Layer:
Space:

Ticket sales?

It seems like this should be total traffic.

Subject: Callout
Page Label: 8
Author: Joseph Sandstrom
Date: 8/11/2026 9:06:31 PM
Status:
Color: 
Layer:
Space:

It seems like this should be total traffic.

[illegible]

Subject: Callout
Page Label: 9
Author: Joseph Sandstrom
Date: 8/11/2026 9:07:18 PM
Status:
Color: 
Layer:
Space:

Explain/justify/provide calculations on how the number of site generated trips was produced. What is provided for the site generated ADT seems lower than what would be expected.

[illegible]

Subject: Highlight
Page Label: 9
Author: Joseph Sandstrom
Date: 8/11/2026 4:14:29 PM
Status:
Color: 
Layer:
Space:

For this reason, the TIS evaluates both the seasonal peak condition and the annualized traffic condition.

[illegible]

Subject: Callout
Page Label: 9
Author: Joseph Sandstrom
Date: 8/11/2026 9:08:03 PM
Status:
Color: 
Layer:
Space:

Please explain if and how the ADT was modified because of the seasonal condition of the Farm. I don't see a dual analysis in the report.

[illegible]

Subject: Callout
Page Label: 9
Author: Joseph Sandstrom
Date: 8/11/2026 5:09:35 PM
Status:
Color: 
Layer:
Space:

EPC DPW agrees that full roadway paving is not proportional to the current proposed project impacts. Development Services engineering is in discussion to determine the estimated proportional mitigation/maintenance to be required by the developer and the estimated associated cost. An update will be provided to the applicant/owner by 8/17 as discussions regarding this were not finalized prior to the review comment deadline.

It seems like this might be total traffic based on page 12. I agree with the assumption that we would not anticipate there to be much growth over time in this area.

Table 1: Average Traffic

Node	Count
A1	Year 2020
	Site G
A2	Year 2020
	Site G
A3	Year 2020
	Site G

As shown in **Table 1**, the average daily traffic was calculated for the north and southeast traffic along Mo...

Subject: Callout
Page Label: 9
Author: Joseph Sandstrom
Date: 8/11/2026 5:08:54 PM
Status:
Color: 
Layer:
Space:

It seems like this might be total traffic based on page 13. I agree with the assumption that we would not anticipate there to be much growth over time in this area.

Subject: Highlight
Page Label: 18
Author: Joseph Sandstrom
Date: 8/11/2026 4:30:07 PM
Status:
Color: 
Layer:
Space:

Road impact fees are typically calculated as \$421.46 per trip

Subject: Callout
Page Label: 18
Author: Joseph Sandstrom
Date: 8/11/2026 9:12:07 PM
Status:
Color: 
Layer:
Space:

This statement is not correct. Fees are only calculated on a per trip basis when the land use is not clearly identified in the RIF program. This use clearly fits within the Outdoor Recreation category. Please remove this statement.

Subject: Cloud+
Page Label: 18
Author: Joseph Sandstrom
Date: 8/11/2026 9:12:44 PM
Status:
Color: 
Layer:
Space:

This table is out of date. Please remove or provide current table per the current version of the RIF program:
<https://publicworks.elpasoco.com/road-impact-fees/#docaccess-f7ce30c7cb938d3653d2c8c2d6f617209f76cf8b2c0ce04bca96d59dc3a9d104>

Subject: Callout
Page Label: 18
Author: Joseph Sandstrom
Date: 8/11/2026 4:33:47 PM
Status:
Color: 
Layer:
Space:

This category is currently identified as Outdoor Recreation.

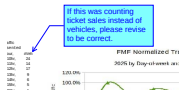
Subject: Callout
Page Label: 18
Author: Joseph Sandstrom
Date: 8/11/2026 4:42:18 PM
Status:
Color: 
Layer:
Space:

Petitioning to join a PID is only applicable if one or more non-residential buildings is proposed as a part of the land use. I am not aware that the developer is proposing new buildings and since this application is mostly an outdoor land use, a petition to join a PID may not be granted.

Please include whether the developer intends to petition to join a PID or pay the fees outright.

Subject: Callout
Page Label: 26
Author: Joseph Sandstrom
Date: 8/11/2026 4:54:37 PM
Status:
Color: 
Layer:
Space:

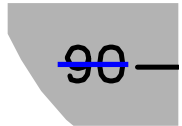
If this was counting ticket sales instead of vehicles, please revise to be correct.



Subject: Callout
Page Label: 28
Author: Joseph Sandstrom
Date: 8/11/2026 4:54:48 PM
Status:
Color: ■
Layer:
Space:

If this was counting ticket sales instead of vehicles, please revise to be correct.

Laura Besler (17)



Subject: Line
Page Label: 10
Author: Laura Besler
Date: 7/30/2026 4:20:32 PM
Status:
Color: ■
Layer:
Space:



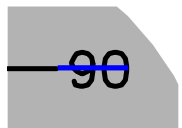
Subject: Callout
Page Label: 10
Author: Laura Besler
Date: 7/30/2026 4:20:44 PM
Status:
Color: ■
Layer:
Space:

91

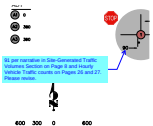


Subject: Callout
Page Label: 10
Author: Laura Besler
Date: 7/30/2026 4:20:42 PM
Status:
Color: ■
Layer:
Space:

91



Subject: Line
Page Label: 10
Author: Laura Besler
Date: 7/30/2026 4:20:37 PM
Status:
Color: ■
Layer:
Space:



Subject: Callout
Page Label: 10
Author: Laura Besler
Date: 7/30/2026 4:27:05 PM
Status:
Color: ■
Layer:
Space:

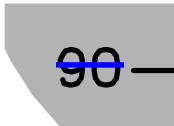
91 per narrative in Site-Generated Traffic Volumes Section on Page 8 and Hourly Vehicle Traffic counts on Pages 26 and 27. Please revise.



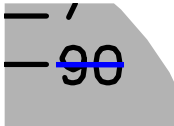
Subject: Callout
Page Label: 11
Author: Laura Besler
Date: 7/30/2026 4:19:33 PM
Status:
Color: ■
Layer:
Space:



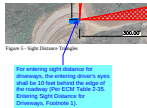
Subject: Callout
Page Label: 11
Author: Laura Besler
Date: 7/30/2026 4:19:35 PM
Status:
Color: ■
Layer:
Space:



Subject: Line
Page Label: 11
Author: Laura Besler
Date: 7/30/2026 4:19:59 PM
Status:
Color: ■
Layer:
Space:

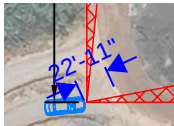


Subject: Line
Page Label: 11
Author: Laura Besler
Date: 7/30/2026 4:20:08 PM
Status:
Color: ■
Layer:
Space:

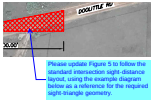


Subject: Callout
Page Label: 12
Author: Laura Besler
Date: 7/31/2026 10:38:14 AM
Status:
Color: ■
Layer:
Space:

For entering sight distance for driveways, the entering driver's eyes shall be 10 feet behind the edge of the roadway (Per ECM Table 2-35. Entering Sight Distance for Driveways, Footnote 1).

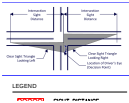


Subject: Length Measurement
Page Label: 12
Author: Laura Besler
Date: 7/31/2026 10:41:06 AM
Status:
Color: ■
Layer:
Space:



Subject: Callout
Page Label: 12
Author: Laura Besler
Date: 7/31/2026 11:10:56 AM
Status:
Color:
Layer:
Space:

Please update Figure 5 to follow the standard intersection sight-distance layout, using the example diagram below as a reference for the required sight-triangle geometry.



Subject: Image
Page Label: 12
Author: Laura Besler
Date: 7/31/2026 11:03:24 AM
Status:
Color:
Layer:
Space:

EBL	WBL
90	90
90	90
1900	1900

Subject: Highlight
Page Label: 35
Author: Laura Besler
Date: 7/30/2026 4:22:40 PM
Status:
Color:
Layer:
Space: 90 90

as, Timings
ad & Mt Herman Lane

EBL	EBT	WBT	WBR	SBL	SBR
0	90	90	7	8	
0	90	90	7	8	

Subject: Callout
Page Label: 35
Author: Laura Besler
Date: 7/30/2026 4:23:01 PM
Status:
Color:
Layer:
Space: 91

Road & Mt Herman Lane

EBL	EBT	WBT	WBR	SBL	SBR
0	90	90	7	8	
0	90	90	7	8	

Subject: Callout
Page Label: 36
Author: Laura Besler
Date: 7/30/2026 4:23:14 PM
Status:
Color:
Layer:
Space: 91

EBL	WBL
90	90
90	90
0	0

Subject: Highlight
Page Label: 36
Author: Laura Besler
Date: 7/30/2026 4:23:20 PM
Status:
Color:
Layer:
Space: 90 90