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The Commons at Falcon Field
Filing Nos. 1, 2, and 3
Traffic Impact Study (TIS) Addendum
PCD File Nos.: SF2435, SF255 & SF2524

(LSC #S234221)

July 24, 2026

Traffic Engineer's Statement

This 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.

COLORADO LICENSED
JEFFREY C. HODSDON
31684
7-24-26
PROFESSIONAL ENGINEER

Developer's Statement

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

_____ _____

Date

The Commons at Falcon Field
Filing Nos. 1, 2, and 3
Traffic Impact Study (TIS) Addendum

Prepared for:
Mr. Steve Rossoll, PE
1864 Woodmoor Drive, Unit 100
Monument, CO 80132

JULY 24, 2026

LSC Transportation Consultants
Prepared by: Jeffrey C. Hodsdon, P.E. & Kirstin D. Ferrin, P.E.

LSC #S234221

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LSC TRANSPORTATION CONSULTANTS, INC.
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July 24, 2026

Mr. Steve Rossoll, PE
1864 Woodmoor Drive, Unit 100
Monument, CO 80132

RE: The Commons at Falcon Field
Filing Nos. 1,2, and 3
El Paso County, CO
TIS Addendum
PCD File Nos.: SF2435, SF255 and SF2524
LSC #S234221

Dear Mr. Rossoll,

LSC Transportation Consultants, Inc. has prepared this TIS Addendum Memo to accompany the plat applications for The Commons at Falcon Field Filings 1, 2, and 3. This proposed subdivision location is adjacent to (and southeast of) the intersection of US Highway 24 (SH 24G) and Woodmen Road in the Falcon area of El Paso County, Colorado. This report has been prepared to accompany the final plat applications to El Paso County and as part of the access permit applications that are in-process/under review with the Colorado Department of Transportation (CDOT) Region 2.

This report is essentially an "Addendum Memo" to the previously completed (and accepted) LSC traffic report (TIS) for the Preliminary Plan (SP232) dated June 7, 2024.

LAND USE AND ACCESS

Figure 1 shows the site location relative to the adjacent and nearby roadways. The development is planned to have commercial and residential land uses. The site is directly southeast of the intersection of Woodmen Road/US Highway 24 in Parcels 4307000001 and 4307200015.

The currently-proposed land uses, referenced in this memo, and access are consistent with the assumptions in the Preliminary Plan TIS.

As shown in Figure 2, Filing No. 1 of the Commons at Falcon Field is planned to include six regional commercial lots, two tracts for future commercial uses (Tracts A and B), and two tracts (Tracts F and G) identified for future residential use. This report assumes the six regional commercial lots and Tracts A and B will be developed with up to 84,000 square feet of general retail floor space.

Filing 2 of the Commons at Falcon Field, which is a replat of Filing 1 Tract F, is planned to include 74 single-family residential dwelling units.

Filing 1 Tract G is planned to be developed as part of a future filing with 95 single-family residential dwelling units.

Access to this subdivision will be to US Highway 24 at the existing Woodmen Road intersection. The subdivision plat and planned development infrastructure will add a fourth leg to this existing intersection to provide access to the development. The subdivision also facilitates the closure of the Rio Lane/US Highway 24 intersection with implementation of a "replacement" Rio Lane connection to US Highway 24, as shown on the EPC *MTCP* and the *US Highway 24 Access Management Plan*. The closure of Rio Lane at US Highway 24 will be completed by this development. The subdivision will also provide ROW stubs to accommodate future access to/from adjacent parcels.

The Commons at Falcon Field Filing 3 replat includes street stubs to the west and to the east via Pinto Pony Drive, which would allow for a future connection to future adjacent development if ever needed. However, these possible future connections are not proposed for use by this project.

EXISTING ROADWAYS AND TRAFFIC VOLUMES

Area Roadways

The following are updates since the completion of the Preliminary Plan TIS dated June 7, 2024:

- The June 2024 TIS identified Rio Lane and Rio Road as two-lane Rural Local Roadways. The El Paso County *Major Transportation Corridors Plan* (MTCP) adopted July 18, 2024 now identifies Rio Lane and Rio Road as Rural Major Collectors.
- The project team has been coordinating with CDOT staff on the US Highway (Hwy) 24 improvement/capacity project (from Garrett Road to just east of Woodmen Road). This coordination will continue.

Existing Traffic Volumes

LSC conducted new traffic counts. Figure 3 shows the results of these recent peak-hour turning-movement traffic counts at the intersection of Woodmen Road/US Hwy 24. Both the morning and afternoon peak-hour traffic counts were conducted in May 2023. The afternoon peak hour was recounted in February 2025. As shown in Figure 3, the 2025 turning-movement traffic counts were generally lower than the previous 2023 traffic volumes.

Existing (2025) Levels of Service

Level of service (LOS) is a quantitative measure of the level of delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A represents control delay of less than 10 seconds for unsignalized and signalized intersections. LOS F represents control delay of more than 50 seconds for unsignalized intersections and more than 80 seconds for signalized intersections. Table 1 shows the level of service delay ranges.

Table 1: Intersection Levels of Service Delay Ranges

Level of Service	Signalized Intersections Average Control Delay (seconds per vehicle)	Unsignalized Intersections Average Control Delay (seconds per vehicle)(1)
A	10.0 sec or less	10.0 sec or less
B	10.1-20.0 sec	10.1-15.0 sec
C	20.1-35.0 sec	15.1-25.0 sec
D	35.1-55.0 sec	25.1-35.0 sec
E	55.1-80.0 sec	35.1-50.0 sec
F	80.1 sec or more	50.1 sec or more

(1) For unsignalized intersections, if V/C ratio is greater than 1.0 the level of service is LOS F, regardless of the projected average control delay per vehicle.

Figure 3 presents the results of the existing intersection level of service analysis. The signalized intersection of Woodmen/US Hwy 24 was analyzed using Synchro Version 11, based on the 2023 volumes shown in Figure 3 and the existing traffic-signal timing plan provided by CDOT. The level of service reports are attached.

The signalized intersection of Woodmen/US Hwy 24 is currently operating at an overall LOS B during the morning peak hour and an overall LOS C during the afternoon peak hour.

TRIP GENERATION

Estimates of the vehicle trips projected to be generated by the proposed development have been made using the nationally-published trip-generation rates from *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE). Table 2 (attached) presents the estimated trip generation for The Commons at Falcon Field development. **Table 2 is consistent with the trip-generation estimates assumed in the Preliminary Plan TIS.** Please refer to that report for a discussion of the internal, pass-by, and diverted trip reductions.

2028 TOTAL TRAFFIC VOLUMES

Figure 4 shows short-term total traffic at the intersection of Woodmen/US Hwy 24. These volumes were taken from Figure 9 of the June 2024 Preliminary Plan TIS. The short-term-total traffic volumes assume full buildout of the site, including the two commercial tracts (Tracts A and B) and the two residential tracts (Tracts F and G).

ROADWAY IMPROVEMENTS

New Proposed Roads and Road Improvements (El Paso County)

The following will be completed with the development. Unless otherwise noted, all improvements will be completed with the initial phase/subdivision:

- Construction of Woodmen Road within Falcon Field between US Highway 24 and the Retail Row Street roundabout intersection. Coordination with CDOT on timing, design phasing, etc. is continuing, as this new road segment will extend into CDOT ROW and form the new southeast leg of the US Highway 24/Woodmen Road intersection (please refer to the next section for details)
- Construction of Retail Row Street
- Construction of the street connection to existing Rio Lane and removal of short roadway segment connecting to US Highway 24
- Upgrade of south-side half-section of existing Rio Lane adjacent to the proposed residential subdivision
- Installation of the Retail Row St/Woodmen Road roundabout intersection
- Local residential subdivision streets (to be completed with the respective subdivision filings)
- Commercial subdivision streets (to be completed with the respective commercial areas east and west of Woodmen Road)

Intersection Improvements – US Highway 24/Woodmen Road (CDOT)

This subsection presents updates to the timing/phasing of improvements at the intersection of Woodmen Road/US Hwy 24. All of the intersection improvements needed for The Commons at Falcon Field will be required to be in-place for initial development (per CDOT); some are now programmed to be partially completed with highway widening as part of the CDOT US Hwy 24 improvement project, which will occur before development of Falcon Field begins. Coordination between the owner/Falcon Field consulting team and CDOT/CDOT's consultant is ongoing. Baseline capacity improvements (additional northeast-bound/southwest-bound through lanes) will occur on US Hwy 24. The plat includes the additional ROW needed to accommodate the US Hwy 24 improvements to be completed as part of the CDOT project. The plat will also accommodate the corner radii to be completed with the development and the full set of auxiliary turn lanes recommended at this intersection in the Preliminary Plan TIS.

The following improvements are needed for the Falcon Field development and the closure of Rio Lane intersection:

- Auxiliary turn lanes on US Hwy 24 to accommodate the trips/vehicle turning movements associated with the new fourth leg
- Sufficient highway width for future standard SHAC Auxiliary Lanes on US Highway 24 east of the Woodmen Road/US Highway 24 intersection for the future south-leg turning movements are expected to be incorporated into the CDOT project. Areas reserved for future turn lanes would be "striped out" or striped as outside paved shoulder in the interim. These include the westbound left-turn lane and the northbound-to-eastbound right-turn acceleration lane.
- A portion of the necessary width for the SHAC-standard, eastbound right-turn deceleration lane will be incorporated into the CDOT project. The developer will need to complete this remainder of this turn lane (a 600-foot-long eastbound right-turn deceleration lane plus 222-foot taper (consistent with the Preliminary Plan TIS);
- Intersection improvements, including radii, corner raised islands, pedestrian facilities, pavement markings, signs etc. on the southeast and southwest corners will be completed by the developer as part of the addition of the southeast leg of the intersection.
- Some signal system improvements will be completed as part of the CDOT project, but there will be additional signal system improvements/upgrades that the developer will need to complete. The developer will provide CDOT funds for the cost difference associated with larger diameter signal pole (and bolt pattern) and caisson and the longer mast arm so these can be installed with the CDOT project. It is our understanding that decisions have been made regarding most of the potential additional elements of the signal upgrades to accommodate the new intersection leg upon development. However, CDOT project coordination is continuing. The CDOT project plans show a striped island that will accommodate the future northeast corner curbed island, signal pole with mast arm, and pedestrian signal components.
- Dual left-turn lane realignment, and requisite median modifications on the existing Woodmen Road (southeast-bound) leg of the intersection, and addition of the through lane will be needed for the opening of the fourth leg of the intersection. The southeast-bound approach lanes would align with the new fourth leg laneage (to be added upon the start of development), as designed by Drexel Barrell and the Falcon Field consulting team.
- The CDOT will incorporate some final median curb in US Highway 24. However, some median modifications will need to be completed by the development project. CDOT project coordination will continue to finalize any remaining details.
- The developer would complete the new southeast leg of the intersection with a northwest-bound left-turn lane, two through lanes, and right-turn lane;
- The CDOT project will include modifications to the intersection of Rio Lane/US Hwy 24 (interim conversion to a right-in/right-out) then the developer would complete the closure of the Rio Lane intersection with US Hwy 24.

INTERSECTION SIGHT DISTANCE ANALYSIS

Woodmen Road/Retail Row

Please refer to the LSC *Roundabout Design Report Woodmen Road/Retail Row Street* (the most recent version is dated February 2, 2026) for the roundabout sight-distance analysis.

Retail Row Access Point intersections

Please refer to Figures 3a through 3d from the Preliminary Plan TIS for the sight-distance analysis of these access points. As there are no changes to the proposed access points to Retail Row, the analysis is still valid.

Woodmen Road/US Highway 24

Sight-distance for the northwest-bound and southwest-bound left-turn movements at the intersection of Woodmen Road/US Hwy 24 will continue to be an important consideration as coordination with CDOT continues. If median modifications on the existing Woodmen Road (southeast-bound) leg of the intersection are not incorporated into the CDOT project, the developer would likely need to complete median modifications. Otherwise, if the existing median were to remain as is, once the development occurs and the fourth leg is added, the left-turning movements would likely need to be restricted to protected-only due to limited sight distance. The level of service and queuing analysis presented in this report assume the protected-permissive left-turn phasing for these two left-turning movements.

LEVEL OF SERVICE ANALYSIS – SHORT TERM (PROJECTED)

Figure 4 shows the results of the updated short-term level of service analysis for the intersection of Woodmen/US Hwy 24, based on the 2028 projected short-term proposed traffic volumes and improvements described in the section above.

As shown in Figure 4, this intersection is projected to operate at an overall LOS C during the peak hours, based on the short-term total traffic volumes.

The projected queues will be reasonably served and queues will not overspill the turn lanes.

QUEUING ANALYSIS

A queuing analysis was performed using Synchro/SimTraffic for the key approach turning movements at the intersection of US Hwy 24/Woodmen Road to determine the projected queue lengths, based on the 2028 total traffic volumes and the lane geometry/operations analysis presented in the LOS section above. The simulation was run five times. The queuing reports are attached.

The projected maximum queue for the southeast-bound left-turn movement from Woodmen Road onto eastbound US Hwy 24 is about 215 feet.

The projected maximum queue for the northwest-bound left-turn movement from the new leg of Woodmen Road onto westbound US Hwy 24 is about 112 feet.

The projected maximum queue for the southwest-bound left-turn movement from westbound US Hwy 24 to the new leg of Woodmen Road is about 57 feet.

COUNTY ROAD IMPROVEMENT FEE PROGRAM

Fees

This project is subject to participation in the County Roadway Improvement Fee Program. The current "full fee" building permit fee associated with the **opt-out** option is $5,498 per thousand square feet of general commercial floor space and $4,101 per single-family detached residential dwelling unit.

- Filing 1: Based on 84,000 square feet of general commercial floor space, the "full fee" payable at building permit would be $461,832.
- Filing 2: Based on 74 single-family detached homes the "full fee" payable at building permit would be $303,474.
- Filing 3: Based on 95 single-family detached homes the "full fee" payable at building permit would be $389,595.

Credit Agreement

The applicant intends to submit a proposed credit agreement for EPC consideration. The agreement, once reviewed, revised, and deemed acceptable to the owner and the County and finalized, will establish pending credit amounts for "eligible improvements such as for any street construction/improvements to be completed with this project that are specifically shown in the *MTCP* or otherwise determined to be "eligible." Determination of credit amounts for eligible improvements will be based on the Roadway Improvement Fee Program Implementation Document and through the review process with County staff and the Fee Program steering committee. Allowable credit amounts are generally based on fee program **unit costs,** potentially with applicable adjustments applied.

Potentially-eligible improvements may be categorized as either roadway-segment improvements or future signals (or roundabouts) at eligible intersections.

The following are being proposed for consideration as "eligible" in the credit request application:

- Roadway segment improvements:
  - Woodmen Road (between US Highway 24 and Retail Row Street)
  - Retail Row Street (between Woodmen Road and Rio Lane)
  - Rio Lane (the north-south segment north of Retail Row Street)
  - Rio Lane (half section) (the east-west segment along the north property frontage)
- Signals or roundabouts at eligible intersections:
  - US Highway 24/Woodmen – The intersection is already signalized and signal upgrades are planned as part of the CDOT project. However, additional signal equipment/infrastructure will be needed to allow for addition of the south leg (an MTCP-eligible road). Therefore, a prorated signal unit cost associated with necessary **expansion** of the post-CDOT-project signal system will be included as part of the credit request.
  - Woodmen/Retail Row Street (roundabout intersection)

The eligibility of intersections is evaluated in part on a completed EPC Form "*Requests for Intersection/Signal Inclusion in the Road Impact Fee Checklist.*" This completed checklist with other with details will be included in the draft agreement submitted to the County for review with applicable reference to the Fee program implementation document.

Credit would be based on unit costs only and only as approved as "eligible" by the Fee Program steering committee. Only certain elements/components of development infrastructure improvement projects are potentially eligible. Excluded items and costs in excess of credits (based on unit cost) will be included in a proposed recovery agreement that will also be submitted to the county for review under the EPC cost recovery provision.

COST RECOVERY (FOR COSTS NOT ELIGIBLE FOR FEE-PROGRAM CREDIT & REIMBURSEMENT)

The applicant also intends to submit a proposed cost-recovery agreement (per EPC LDC section *8.7.2. Cost Recovery for Off Site Improvements*), for EPC review/consideration. The intent of the cost recovery agreement is to establish a fair-share recovery amount for improvements completed by that applicant that benefit others/adjacent owners but 1) deemed "not-eligible" under the RIF program, and 2) deemed eligible, but for which the actual/full cost to construct **is estimated to exceed** the agreed-upon Fee program credit amounts for the subject improvement (Fee program credit amounts are not intended to match actual costs, rather are based on pre-established **unit costs and** only certain elements/components of development infrastructure improvement projects are potentially eligible).

The following are likely-non-RIF-eligible improvements to be completed by Falcon Field which may be categorized as either roadway-segment improvements or intersection improvements

(including future signals (or roundabouts), auxiliary turn lanes, and other intersection improvement costs.

The following are proposed for consideration for Cost Recovery:

- Non RIF-Eligible **Roadway segment improvements:**
  - Retail Row Street west of the proposed Woodmen Road roundabout
  - Select Segments of Residential Urban Local Streets Hoatzin Drive, Dovekie Drive and Nunbird Court. Only portions forming the most direct path/connection between the roadway stub to the adjacent property (west end of Hoatzin Drive) and Retail Row Street at the intersection of Nunbird Court.
- **Cost difference** between **actual costs** and approved Fee program Credit amounts for the following:
  - Road Segments:
    - Woodmen Road (between US Highway 24 and Retail Row Street)
    - Retail Row Street (between Woodmen Road and Rio Lane)
    - Rio Lane (the north-south segment north of Retail Row Street)
    - Rio Lane (half section) (the east-west segment along the north property frontage)
  - For Eligible Intersections/Signals (or Roundabouts) at Eligible Intersections:
    - US Highway 24/Woodmen (if credit approved for prorated signal **upgrades/modifications) -** While already signalized with signal upgrades planned as part of the CDOT project, a prorated unit cost for **expansion** of the existing signal system needed for addition of the south leg is part of the credit request.
    - Woodmen/Retail Row Street (roundabout intersection)

  Components of actual costs for which RIF program credit may not be authorized could include Falcon Field construction of new auxiliary turn lanes at US Highway 24/Woodmen (any needed but not completed as part of the CDOT project) and other costs associated with intersection infrastructure at the above-mentioned two intersections.

DESIGN-VEHICLE TURNING-PATH ANALYSIS

AutoTurn exhibits of design-vehicle right-turning movements from US Highway 24 to Woodmen Road (and from Woodmen to eastbound Highway 24) have been prepared by Drexell Barrell. Copies of these exhibits are attached to this report.

ROUNDABOUT DESIGN REPORT

Please refer to the LSC-prepared *Roundabout Design Report Woodmen Road/Retail Row Street*, a separate document included with this submittal **(the most recent version is dated February 2, 2026)**. Note: The 2024 TIS included a roundabout design section and roundabout exhibits. These have been updated to address staff comments. The updated versions are included in the Roundabout Design Report.

Tables

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Table 2
Trip Generation Estimate
The Commons at Falcon Field

Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates [1] Average Weekday Traffic	Morning Peak-Hour In	Morning Peak-Hour Out	Afternoon Peak-Hour In	Afternoon Peak-Hour Out	Total Trips Generated Average Weekday Traffic	Morning Peak-Hour In	Morning Peak-Hour Out	Afternoon Peak-Hour In	Afternoon Peak-Hour Out	Total Internal Trips Generated[2] Average Weekday Traffic	Morning Peak-Hour In	Morning Peak-Hour Out	Afternoon Peak-Hour In	Afternoon Peak-Hour Out	Total External Trips Generated Average Weekday Traffic	Morning Peak-Hour In	Morning Peak-Hour Out	Afternoon Peak-Hour In	Afternoon Peak-Hour Out	Pass-by Trip Percent[3]	Total Passby Trips Generated Average Weekday Traffic	Diverted Link Trip Percent[3]	Total Diverted Link Trips Generated Average Weekday Traffic	Total New "External" Trips Generated Average Weekday Traffic
Filing No. 1 (Lots 1 through 6 and Tracts A and B)																											
821	Shopping Plaza (40-150 KSF No Supermarket)	84 KSF[5]	67.52	1.07	0.66	2.54	2.65	5,672	90	55	214	222	283	1	1	21	6	5,389	89	54	193	216	34%	1,832	26%	1,401	2,156
Filing 2 (A replat of Filing No. 1 Tract F)																											
210	Single-Family Detached Housing	74 DU[4]	9.43	0.18	0.53	0.59	0.35	698	13	39	44	26	166	1	1	6	21	532	12	38	38	5	0%	0	0%	0	532
Future Filing (A future replat of Filing No. 1 Tract G)																											
210	Single-Family Detached Housing	95 DU[4]	9.43	0.18	0.53	0.59	0.35	896	17	50	56	33	167	1	1	6	21	729	16	49	50	12	0%	0	0%	0	729
								6,568	**107**	**105**	**270**	**255**	**450**	**2**	**2**	**27**	**27**	**6,118**	**105**	**103**	**243**	**228**		**1,832**		**1,401**	**2,885**

Notes:

(1) Source: *Trip Generation* , 11th Edition, 2021 by the Institute of Transportation Engineers (ITE)

(2) Internal trips were based on the attached NCHRP 684 Internal Trip Capture Estimation Tool.

(3) Source: *Trip Generation Handbook - An ITE Proposed Recommended Practice 3rd Edition* , September 2017 by ITE

(4) DU = dwelling unit

(5) KSF = 1,000 square feet

Source: LSC Transportation Consultants, Inc.

Jul-26

Figures

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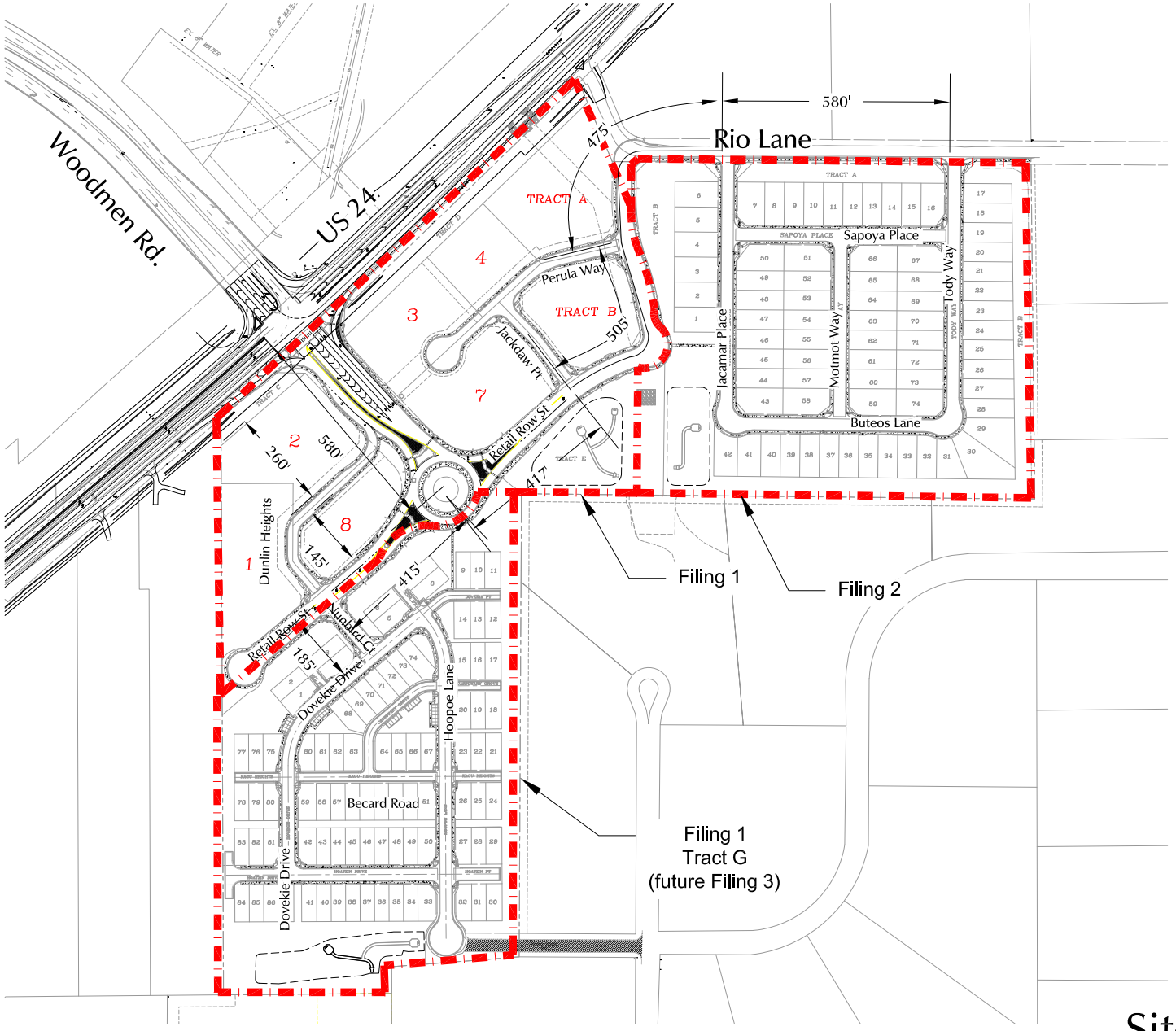
CONSULTANTS, INC.

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 1

Vicinity Map

The Commons at Falcon Field (LSC# S234221)



Approximate Scale 1" = 400'

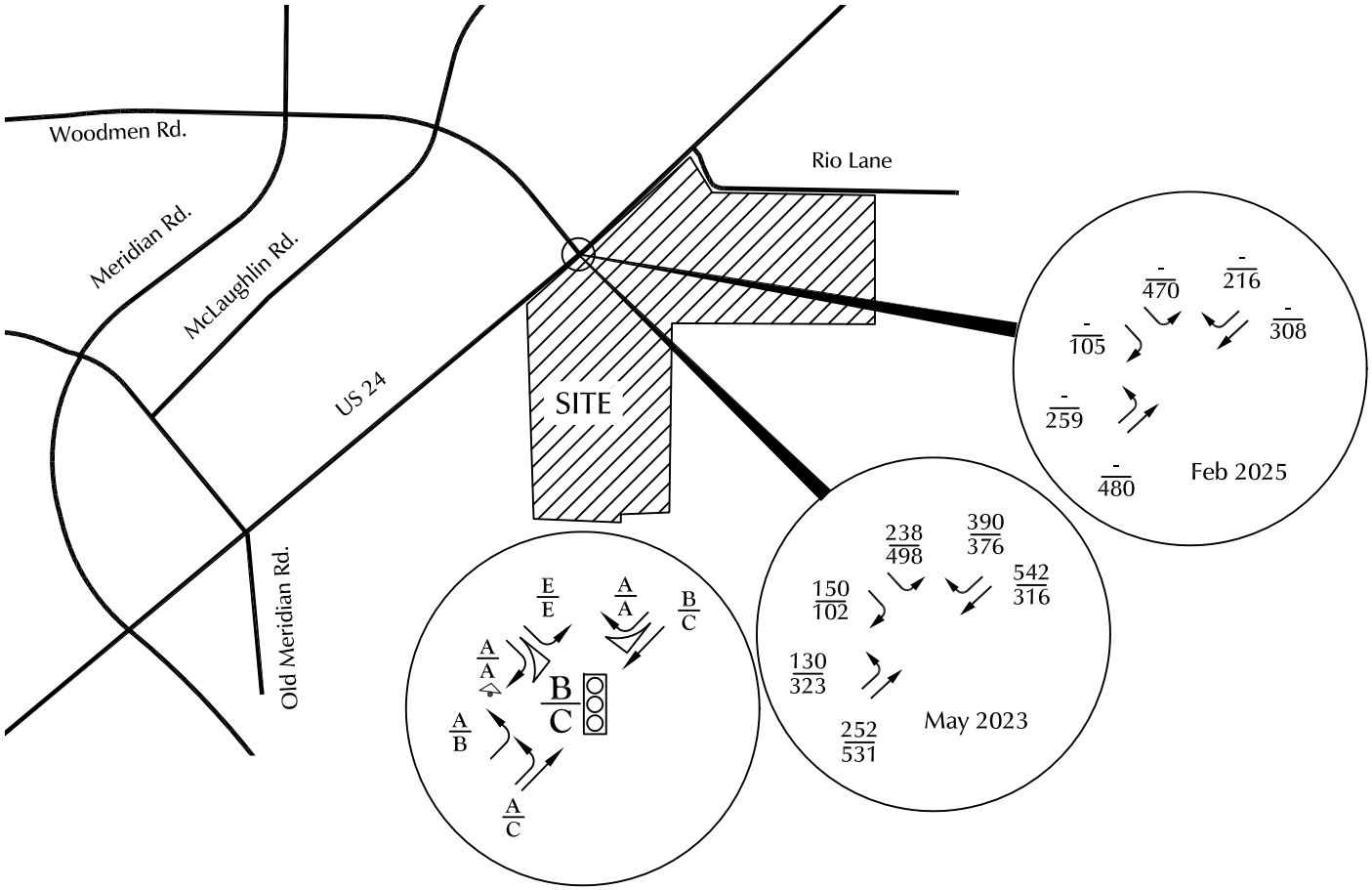
###' - Intersection/Access centerline spacing (measured along the street centerline(s))

Figure 2

Site Plan

Commons at Falcon Field (LSC# S234221)

LSC TRANSPORTATION CONSULTANTS, INC.



Not to scale

LEGEND:

$\frac{XX}{XX}$ = $\frac{\text{AM Peak-Hour Traffic (veh/hr)}}{\text{PM Peak-Hour Traffic (veh/hr)}}$ Counts by LSC

$\frac{A}{B}$ = $\frac{\text{AM Individual Movement Peak-Hour Level of Service}}{\text{PM Individual Movement Peak-Hour Level of Service}}$

$\frac{C}{D}$ = $\frac{\text{AM Entire Intersection Peak-Hour Level of Service}}{\text{PM Entire Intersection Peak-Hour Level of Service}}$

= Traffic Signal

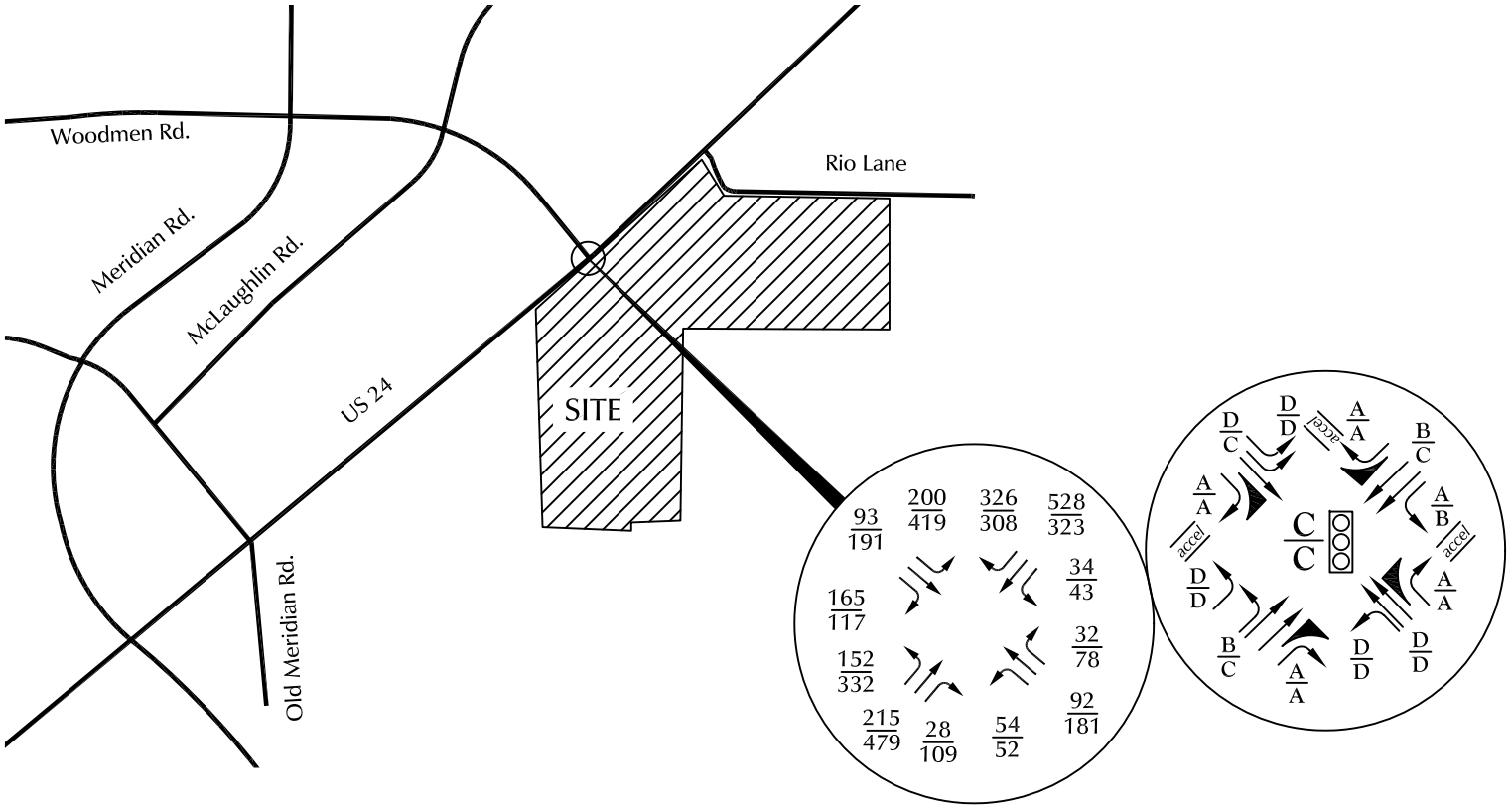
= Yield Sign

Figure 3

Existing Traffic, Lane Geometry, Traffic Control, and 2025 Level of Service

The Commons at Falcon Field (LSC# S234221)

LSC TRANSPORTATION CONSULTANTS, INC.



Not to scale

LEGEND:

$\frac{XX}{XX}$ = $\frac{\text{AM Peak-Hour Traffic (veh/hr)}}{\text{PM Peak-Hour Traffic (veh/hr)}}$

$\frac{A}{B}$ = $\frac{\text{AM Individual Movement Peak-Hour Level of Service}}{\text{PM Individual Movement Peak-Hour Level of Service}}$

$\frac{C}{D}$ = $\frac{\text{AM Entire Intersection Peak-Hour Level of Service}}{\text{PM Entire Intersection Peak-Hour Level of Service}}$

= Traffic Signal

= Yield Sign

Figure 4

Short-Term Total Traffic, Lane Geometry, Traffic Control, and Level of Service

Commons at Falcon Field (LSC# S234221)

TRANSPORTATION CONSULTANTS, INC.

Traffic Counts

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CONSULTANTS, INC.

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Hwy 24 - Woodmen Rd PM 2-6-25
Site Code : S234221
Start Date : 2/6/2025
Page No : 1

Groups Printed- Unshifted

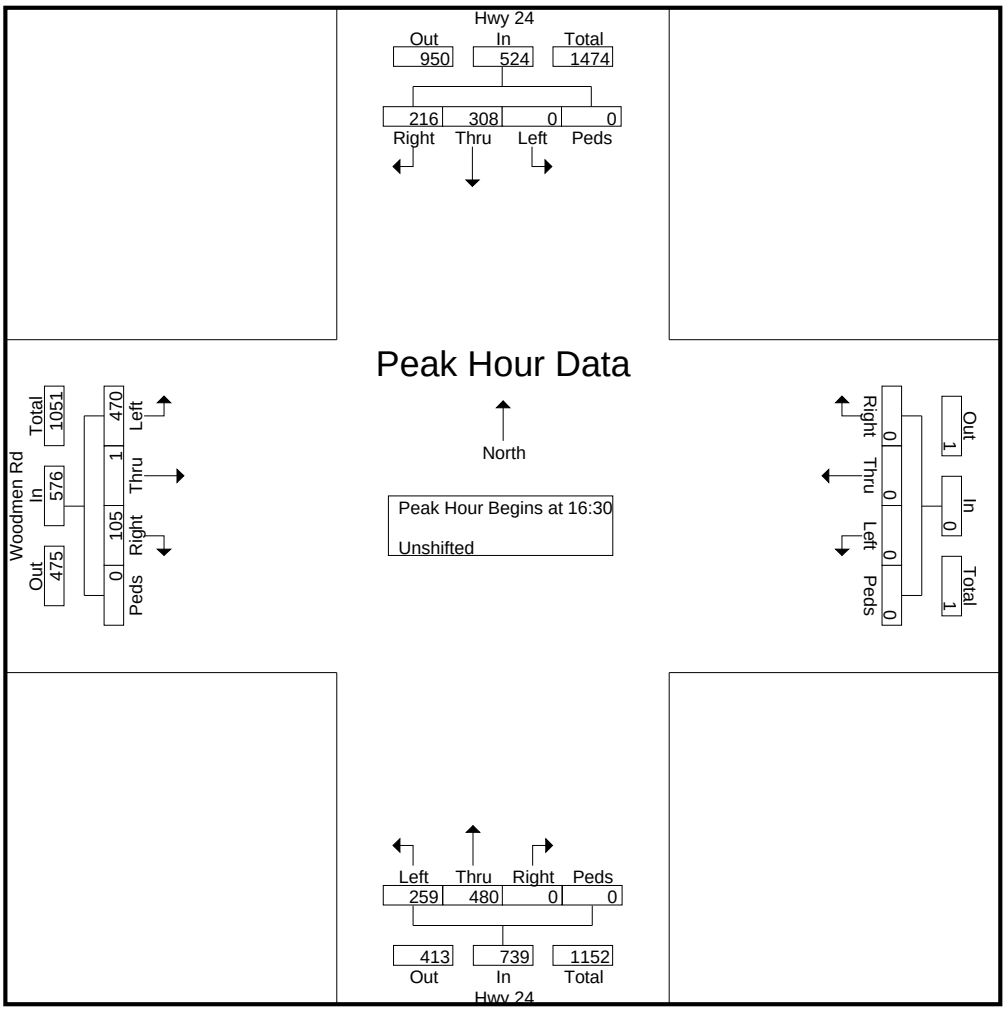
	Hwy 24 Southbound					Westbound					Hwy 24 Northbound					Woodmen Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	20	22	0	0	42	0	0	0	0	0	0	33	20	1	54	3	0	43	0	46	142
16:05	19	23	0	0	42	0	0	0	0	0	0	24	16	0	40	11	0	40	0	51	133
16:10	14	17	0	0	31	0	0	0	0	0	0	36	14	0	50	4	0	51	0	55	136
16:15	26	14	0	0	40	0	0	0	0	0	0	35	24	0	59	10	0	36	0	46	145
16:20	11	21	0	0	32	0	0	0	0	0	0	41	12	0	53	10	0	49	0	59	144
16:25	13	17	0	0	30	0	0	0	0	0	0	38	31	0	69	8	0	38	0	46	145
16:30	21	18	0	0	39	0	0	0	0	0	0	42	20	0	62	7	0	29	0	36	137
16:35	16	21	0	0	37	0	0	0	0	0	0	34	21	0	55	11	0	38	0	49	141
16:40	22	29	0	0	51	0	0	0	0	0	0	44	21	0	65	11	0	36	0	47	163
16:45	23	19	0	0	42	0	0	0	0	0	0	41	26	0	67	8	0	61	0	69	178
16:50	11	24	0	0	35	0	0	0	0	0	0	36	16	0	52	5	1	34	0	40	127
16:55	21	20	0	0	41	0	0	0	0	0	0	39	21	0	60	5	0	39	0	44	145
Total	217	245	0	0	462	0	0	0	0	0	0	443	242	1	686	93	1	494	0	588	1736
17:00	17	28	0	0	45	0	0	0	0	0	0	59	19	0	78	9	0	22	0	31	154
17:05	18	31	0	0	49	0	0	0	0	0	0	35	23	0	58	7	0	33	0	40	147
17:10	20	32	0	0	52	0	0	0	0	0	0	39	17	0	56	7	0	29	0	36	144
17:15	22	35	0	0	57	0	0	0	0	0	0	38	22	0	60	11	0	44	0	55	172
17:20	16	25	0	0	41	0	0	0	0	0	0	42	27	0	69	16	0	47	0	63	173
17:25	9	26	0	0	35	0	0	0	0	0	0	31	26	0	57	8	0	58	0	66	158
17:30	19	16	0	0	35	0	0	0	0	0	0	39	18	0	57	6	0	36	0	42	134
17:35	19	24	0	0	43	0	0	0	0	0	0	43	22	0	65	8	0	28	0	36	144
17:40	17	14	0	0	31	0	0	0	0	0	0	31	16	0	47	2	0	41	0	43	121
17:45	23	10	0	5	38	0	0	0	0	0	0	31	10	0	41	6	0	35	0	41	120
17:50	15	19	0	0	34	0	0	0	0	0	0	31	14	0	45	5	0	43	0	48	127
17:55	24	15	0	0	39	0	0	0	0	0	0	21	11	0	32	2	0	37	0	39	110
Total	219	275	0	5	499	0	0	0	0	0	0	440	225	0	665	87	0	453	0	540	1704
Grand Total	436	520	0	5	961	0	0	0	0	0	0	883	467	1	1351	180	1	947	0	1128	3440
Apprch %	45.4	54.1	0	0.5		0	0	0	0		0	65.4	34.6	0.1		16	0.1	84	0		
Total %	12.7	15.1	0	0.1	27.9	0	0	0	0	0	0	25.7	13.6	0	39.3	5.2	0	27.5	0	32.8	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Hwy 24 - Woodmen Rd PM 2-6-25
Site Code : S234221
Start Date : 2/6/2025
Page No : 2

	Hwy 24 Southbound					Westbound					Hwy 24 Northbound					Woodmen Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	21	18	0	0	39	0	0	0	0	0	0	42	20	0	62	7	0	29	0	36	137
16:35	16	21	0	0	37	0	0	0	0	0	0	34	21	0	55	11	0	38	0	49	141
16:40	22	29	0	0	51	0	0	0	0	0	0	44	21	0	65	11	0	36	0	47	163
16:45	**23**	19	0	0	42	0	0	0	0	0	0	41	26	0	67	8	0	**61**	0	**69**	**178**
16:50	11	24	0	0	35	0	0	0	0	0	0	36	16	0	52	5	**1**	34	0	40	127
16:55	21	20	0	0	41	0	0	0	0	0	0	39	21	0	60	5	0	39	0	44	145
17:00	17	28	0	0	45	0	0	0	0	0	0	**59**	19	0	**78**	9	0	22	0	31	154
17:05	18	31	0	0	49	0	0	0	0	0	0	35	23	0	58	7	0	33	0	40	147
17:10	20	32	0	0	52	0	0	0	0	0	0	39	17	0	56	7	0	29	0	36	144
17:15	22	**35**	0	0	**57**	0	0	0	0	0	0	38	22	0	60	11	0	44	0	55	172
17:20	16	25	0	0	41	0	0	0	0	0	0	42	**27**	0	69	**16**	0	47	0	63	173
17:25	9	26	0	0	35	0	0	0	0	0	0	31	26	0	57	8	0	58	0	66	158
Total Volume	216	308	0	0	524	0	0	0	0	0	0	480	259	0	739	105	1	470	0	576	1839
% App. Total	41.2	58.8	0	0		0	0	0	0		0	65	35	0		18.2	0.2	81.6	0		
PHF	.783	.733	.000	.000	.766	.000	.000	.000	.000	.000	.000	.678	.799	.000	.790	.547	.083	.642	.000	.696	.861



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Hwy 24 - Woodmen Rd AM 5-23
Site Code : S214730
Start Date : 5/2/2023
Page No : 1

Groups Printed- Unshifted

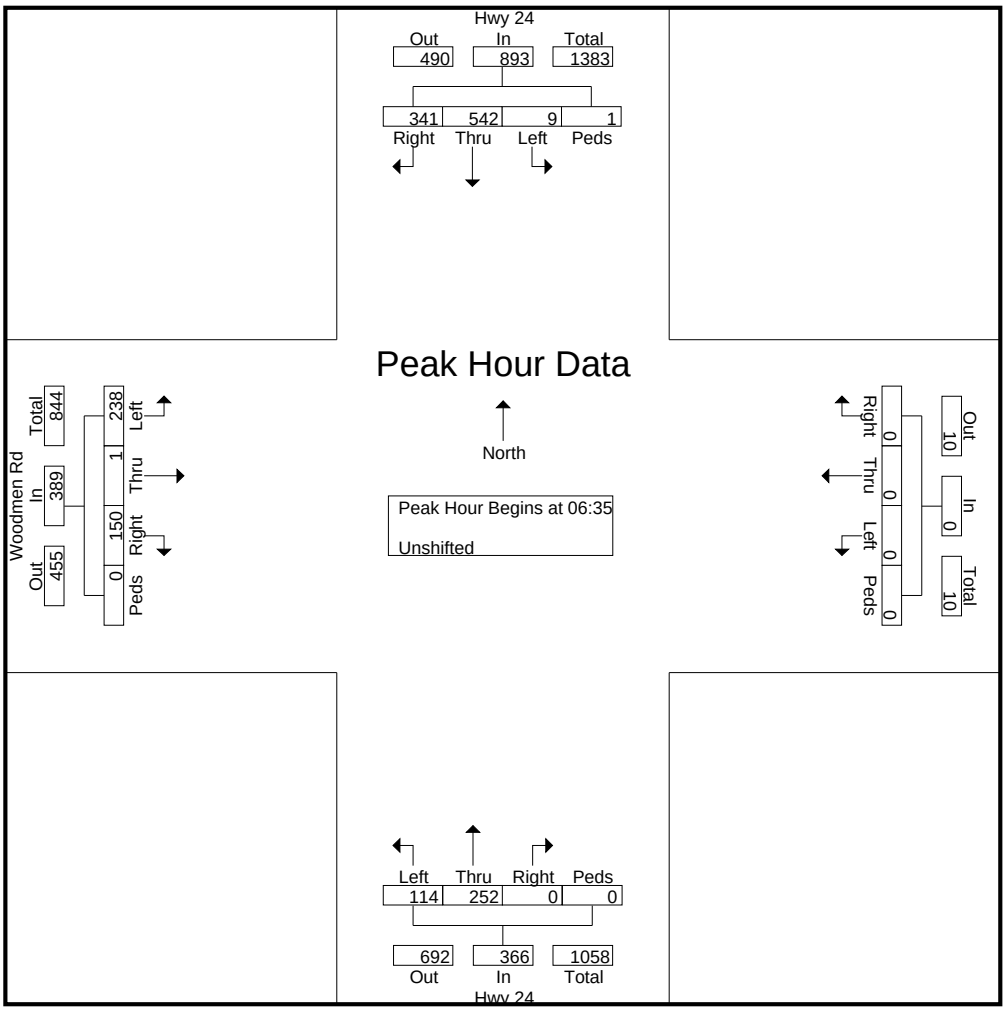
	Hwy 24 Southbound					Westbound					Hwy 24 Northbound					Woodmen Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30	36	45	0	0	81	0	0	0	0	0	0	16	15	0	31	14	0	9	0	23	135
06:35	29	50	0	0	79	0	0	0	0	0	0	27	5	0	32	7	0	12	0	19	130
06:40	39	53	0	0	92	0	0	0	0	0	0	24	5	0	29	14	0	15	0	29	150
06:45	36	54	0	0	90	0	0	0	0	0	0	24	12	0	36	12	0	20	0	32	158
06:50	19	46	9	0	74	0	0	0	0	0	0	14	4	0	18	16	0	27	0	43	135
06:55	20	40	0	0	60	0	0	0	0	0	0	17	11	0	28	12	0	21	0	33	121
Total	179	288	9	0	476	0	0	0	0	0	0	122	52	0	174	75	0	104	0	179	829
07:00	27	50	0	0	77	0	0	0	0	0	0	15	6	0	21	18	0	26	0	44	142
07:05	25	42	0	0	67	0	0	0	0	0	0	25	9	0	34	17	0	20	0	37	138
07:10	25	52	0	0	77	0	0	0	0	0	0	23	12	0	35	8	0	26	0	34	146
07:15	34	48	0	0	82	0	0	0	0	0	0	23	10	0	33	15	0	13	0	28	143
07:20	30	39	0	0	69	0	0	0	0	0	0	21	11	0	32	10	1	17	0	28	129
07:25	28	32	0	1	61	0	0	0	0	0	0	19	11	0	30	9	0	19	0	28	119
07:30	29	36	0	0	65	0	0	0	0	0	0	20	18	0	38	12	0	22	0	34	137
07:35	34	29	0	0	63	0	0	0	0	0	0	22	17	0	39	8	0	12	0	20	122
07:40	39	37	0	0	76	0	0	0	0	0	0	16	14	0	30	10	0	20	0	30	136
07:45	29	31	0	0	60	0	0	0	0	0	0	13	10	0	23	13	0	22	0	35	118
07:50	36	40	0	0	76	0	0	0	0	0	0	22	10	0	32	9	0	19	0	28	136
07:55	29	28	0	0	57	0	0	0	0	0	0	14	22	0	36	8	0	19	0	27	120
Total	365	464	0	1	830	0	0	0	0	0	0	233	150	0	383	137	1	235	0	373	1586
08:00	24	29	0	0	53	0	0	0	0	0	0	16	14	0	30	10	0	28	0	38	121
08:05	30	27	0	0	57	0	0	0	0	0	0	15	10	0	25	5	0	18	0	23	105
08:10	27	37	0	0	64	0	0	0	0	0	0	19	10	0	29	11	0	13	0	24	117
08:15	32	40	0	0	72	0	0	0	0	0	0	18	9	0	27	12	0	24	0	36	135
08:20	25	44	0	0	69	0	0	0	0	0	0	17	10	0	27	13	0	24	0	37	133
08:25	29	33	0	0	62	0	0	0	0	0	0	16	12	0	28	13	0	13	0	26	116
Grand Total	711	962	9	1	1683	0	0	0	0	0	0	456	267	0	723	276	1	459	0	736	3142
Apprch %	42.2	57.2	0.5	0.1		0	0	0	0		0	63.1	36.9	0		37.5	0.1	62.4	0		
Total %	22.6	30.6	0.3	0	53.6	0	0	0	0	0	0	14.5	8.5	0	23	8.8	0	14.6	0	23.4	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Hwy 24 - Woodmen Rd AM 5-23
Site Code : S214730
Start Date : 5/2/2023
Page No : 2

	Hwy 24 Southbound					Westbound					Hwy 24 Northbound					Woodmen Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:35																					
06:35	29	50	0	0	79	0	0	0	0	0	0	**27**	5	0	32	7	0	12	0	19	130
06:40	**39**	53	0	0	**92**	0	0	0	0	0	0	24	5	0	29	14	0	15	0	29	150
06:45	36	**54**	0	0	90	0	0	0	0	0	0	24	12	0	36	12	0	20	0	32	**158**
06:50	19	46	**9**	0	74	0	0	0	0	0	0	14	4	0	18	16	0	**27**	0	43	135
06:55	20	40	0	0	60	0	0	0	0	0	0	17	11	0	28	12	0	21	0	33	121
07:00	27	50	0	0	77	0	0	0	0	0	0	15	6	0	21	**18**	0	26	0	**44**	142
07:05	25	42	0	0	67	0	0	0	0	0	0	25	9	0	34	17	0	20	0	37	138
07:10	25	52	0	0	77	0	0	0	0	0	0	23	12	0	35	8	0	26	0	34	146
07:15	34	48	0	0	82	0	0	0	0	0	0	23	10	0	33	15	0	13	0	28	143
07:20	30	39	0	0	69	0	0	0	0	0	0	21	11	0	32	10	**1**	17	0	28	129
07:25	28	32	0	**1**	61	0	0	0	0	0	0	19	11	0	30	9	0	19	0	28	119
07:30	29	36	0	0	65	0	0	0	0	0	0	20	**18**	0	**38**	12	0	22	0	34	137
Total Volume	341	542	9	1	893	0	0	0	0	0	0	252	114	0	366	150	1	238	0	389	1648
% App. Total	38.2	60.7	1	0.1		0	0	0	0		0	68.9	31.1	0		38.6	0.3	61.2	0		
PHF	.729	.836	.083	.083	.809	.000	.000	.000	.000	.000	.000	.778	.528	.000	.803	.694	.083	.735	.000	.737	.869



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Hwy 24 - Woodmen Rd PM 5-23
Site Code : S214730
Start Date : 5/2/2023
Page No : 1

Groups Printed- Unshifted

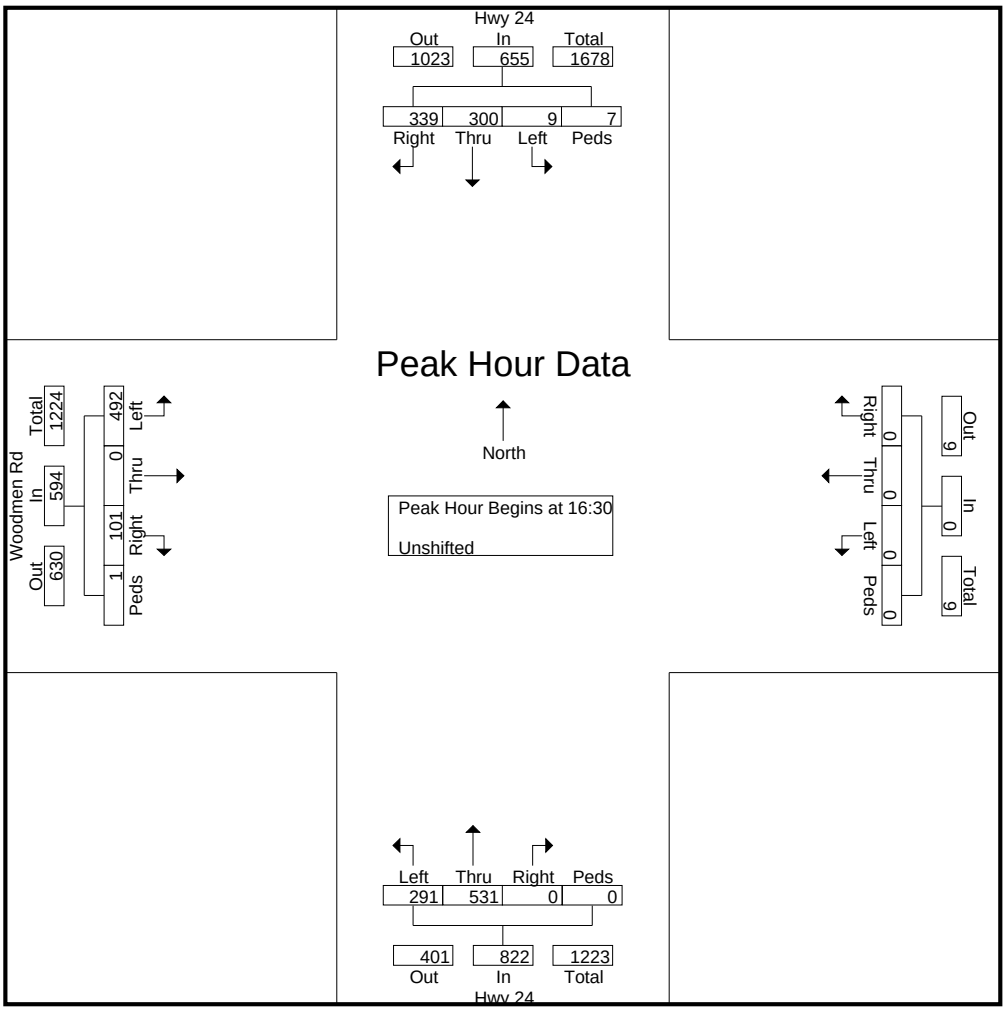
	Hwy 24 Southbound					Westbound					Hwy 24 Northbound					Woodmen Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	26	17	0	0	43	0	0	0	0	0	0	39	33	0	72	4	0	48	0	52	167
16:05	28	28	0	0	56	0	0	0	0	0	0	41	24	0	65	9	0	41	1	51	172
16:10	28	30	0	0	58	0	0	0	0	0	0	37	21	0	58	8	0	14	0	22	138
16:15	31	28	0	0	59	0	0	0	0	0	0	40	29	0	69	9	0	53	0	62	190
16:20	24	19	0	0	43	0	0	0	0	0	0	42	23	0	65	5	0	52	0	57	165
16:25	38	26	0	0	64	0	0	0	0	0	0	41	17	0	58	9	0	43	0	52	174
16:30	20	23	0	0	43	0	0	0	0	0	0	35	21	0	56	11	0	38	0	49	148
16:35	25	19	0	2	46	0	0	0	0	0	0	40	18	0	58	12	0	44	0	56	160
16:40	32	18	0	0	50	0	0	0	0	0	0	41	28	0	69	6	0	38	0	44	163
16:45	33	26	9	0	68	0	0	0	0	0	0	59	19	0	78	9	0	5	0	14	160
16:50	32	25	0	0	57	0	0	0	0	0	0	45	22	0	67	10	0	54	1	65	189
16:55	23	14	0	0	37	0	0	0	0	0	0	35	18	0	53	6	0	50	0	56	146
Total	340	273	9	2	624	0	0	0	0	0	0	495	273	0	768	98	0	480	2	580	1972
17:00	35	23	0	0	58	0	0	0	0	0	0	44	24	0	68	10	0	44	0	54	180
17:05	26	23	0	0	49	0	0	0	0	0	0	27	26	0	53	9	0	45	0	54	156
17:10	23	34	0	0	57	0	0	0	0	0	0	50	28	0	78	4	0	43	0	47	182
17:15	26	37	0	0	63	0	0	0	0	0	0	71	37	0	108	8	0	34	0	42	213
17:20	27	28	0	4	59	0	0	0	0	0	0	42	24	0	66	6	0	46	0	52	177
17:25	37	30	0	1	68	0	0	0	0	0	0	42	26	0	68	10	0	51	0	61	197
17:30	22	13	0	0	35	0	0	0	0	0	0	37	27	0	64	10	0	39	0	49	148
17:35	29	16	0	1	46	0	0	0	0	0	0	24	23	0	47	10	0	53	0	63	156
17:40	21	19	0	1	41	0	0	0	0	0	0	35	18	0	53	7	0	61	0	68	162
17:45	16	19	0	0	35	0	0	0	0	0	0	43	34	0	77	5	0	46	0	51	163
17:50	26	16	0	0	42	0	0	0	0	0	0	44	22	0	66	8	0	25	0	33	141
17:55	23	15	0	1	39	0	0	0	0	0	0	41	26	0	67	6	0	33	0	39	145
Total	311	273	0	8	592	0	0	0	0	0	0	500	315	0	815	93	0	520	0	613	2020
Grand Total	651	546	9	10	1216	0	0	0	0	0	0	995	588	0	1583	191	0	1000	2	1193	3992
Apprch %	53.5	44.9	0.7	0.8		0	0	0	0		0	62.9	37.1	0		16	0	83.8	0.2		
Total %	16.3	13.7	0.2	0.3	30.5	0	0	0	0	0	0	24.9	14.7	0	39.7	4.8	0	25.1	0.1	29.9	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Hwy 24 - Woodmen Rd PM 5-23
Site Code : S214730
Start Date : 5/2/2023
Page No : 2

	Hwy 24 Southbound					Westbound					Hwy 24 Northbound					Woodmen Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	20	23	0	0	43	0	0	0	0	0	0	35	21	0	56	11	0	38	0	49	148
16:35	25	19	0	2	46	0	0	0	0	0	0	40	18	0	58	**12**	0	44	0	56	160
16:40	32	18	0	0	50	0	0	0	0	0	0	41	28	0	69	6	0	38	0	44	163
16:45	33	26	**9**	0	**68**	0	0	0	0	0	0	59	19	0	78	9	0	5	0	14	160
16:50	32	25	0	0	57	0	0	0	0	0	0	45	22	0	67	10	0	**54**	**1**	**65**	189
16:55	23	14	0	0	37	0	0	0	0	0	0	35	18	0	53	6	0	50	0	56	146
17:00	35	23	0	0	58	0	0	0	0	0	0	44	24	0	68	10	0	44	0	54	180
17:05	26	23	0	0	49	0	0	0	0	0	0	27	26	0	53	9	0	45	0	54	156
17:10	23	34	0	0	57	0	0	0	0	0	0	50	28	0	78	4	0	43	0	47	182
17:15	26	**37**	0	0	63	0	0	0	0	0	0	**71**	**37**	0	**108**	8	0	34	0	42	**213**
17:20	27	28	0	**4**	59	0	0	0	0	0	0	42	24	0	66	6	0	46	0	52	177
17:25	**37**	30	0	1	68	0	0	0	0	0	0	42	26	0	68	10	0	51	0	61	197
Total Volume	339	300	9	7	655	0	0	0	0	0	0	531	291	0	822	101	0	492	1	594	2071
% App. Total	51.8	45.8	1.4	1.1		0	0	0	0		0	64.6	35.4	0		17	0	82.8	0.2		
PHF	.764	.676	.083	.146	.803	.000	.000	.000	.000	.000	.000	.623	.655	.000	.634	.701	.000	.759	.083	.762	.810



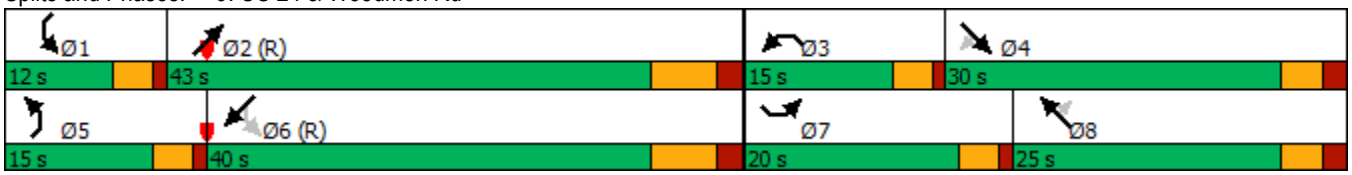
Level of Service Reports

TRANSPORTATION
CONSULTANTS, INC.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	200	93	165	54	92	32	152	215	28	34	528	362
Future Volume (vph)	200	93	165	54	92	32	152	215	28	34	528	362
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free	6		Free
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	15.0	15.0	5.0	10.0		5.0	15.0	
Minimum Split (s)	9.0	15.0	15.0	9.0	20.0	20.0	9.0	17.0		9.0	22.0	
Total Split (s)	20.0	30.0	30.0	15.0	25.0	25.0	15.0	43.0		12.0	40.0	
Total Split (%)	20.0%	30.0%	30.0%	15.0%	25.0%	25.0%	15.0%	43.0%		12.0%	40.0%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0		3.0	5.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	7.0		4.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	12.0	16.4	16.4	8.5	15.0	15.0	10.1	54.4	100.0	56.3	46.9	100.0
Actuated g/C Ratio	0.12	0.16	0.16	0.08	0.15	0.15	0.10	0.54	1.00	0.56	0.47	1.00
v/c Ratio	0.52	0.33	0.43	0.39	0.19	0.09	0.47	0.12	0.02	0.05	0.34	0.25
Control Delay	45.8	39.2	9.1	50.3	38.2	0.5	46.6	14.2	0.0	9.3	19.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	39.2	9.1	50.3	38.2	0.5	46.6	14.2	0.0	9.3	19.5	0.4
LOS	D	D	A	D	D	A	D	B	A	A	B	A
Approach Delay		31.3			35.1			25.6			11.7	
Approach LOS		C			D			C			B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 21.2	Intersection LOS: C
Intersection Capacity Utilization 44.8%	ICU Level of Service A
Analysis Period (min) 15	

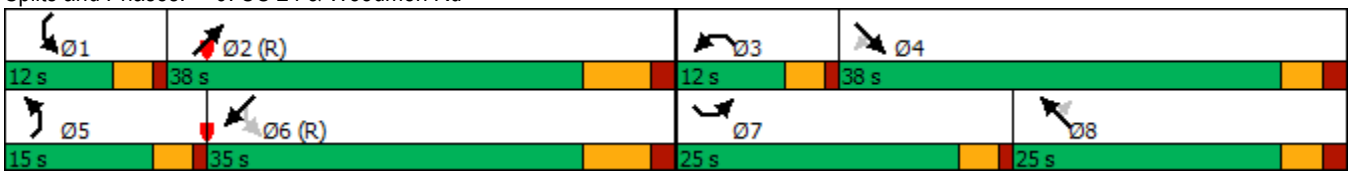
Splits and Phases: 9: US 24 & Woodmen Rd



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	419	191	117	52	181	78	332	479	109	43	323	308
Future Volume (vph)	419	191	117	52	181	78	332	479	109	43	323	308
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free	6		Free
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	15.0	15.0	5.0	10.0		5.0	15.0	
Minimum Split (s)	9.0	15.0	15.0	9.0	20.0	20.0	9.0	17.0		9.0	22.0	
Total Split (s)	25.0	38.0	38.0	12.0	25.0	25.0	15.0	38.0		12.0	35.0	
Total Split (%)	25.0%	38.0%	38.0%	12.0%	25.0%	25.0%	15.0%	38.0%		12.0%	35.0%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0		3.0	5.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	7.0		4.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	17.6	27.1	27.1	7.4	15.0	15.0	17.7	44.5	100.0	39.5	29.7	100.0
Actuated g/C Ratio	0.18	0.27	0.27	0.07	0.15	0.15	0.18	0.44	1.00	0.40	0.30	1.00
v/c Ratio	0.72	0.41	0.23	0.44	0.37	0.22	0.64	0.36	0.07	0.12	0.36	0.23
Control Delay	46.0	33.2	5.6	54.9	40.6	1.3	44.0	20.8	0.1	13.4	29.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	33.2	5.6	54.9	40.6	1.3	44.0	20.8	0.1	13.4	29.3	0.3
LOS	D	C	A	D	D	A	D	C	A	B	C	A
Approach Delay		36.1			33.1			27.0			15.1	
Approach LOS		D			C			C			B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 26.9	Intersection LOS: C
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: US 24 & Woodmen Rd



Queuing Reports

TRANSPORTATION
CONSULTANTS, INC.

Queuing and Blocking Report

Intersection: 9: US 24 & Woodmen Rd

Movement	SE	SE	SE	SE	NW	NW	NW	NE	NE	NE	NE	NE
Directions Served	L	L	T	R	L	T	T	L	L	T	T	R
Maximum Queue (ft)	120	129	131	57	103	92	104	96	137	83	98	11
Average Queue (ft)	59	77	59	3	35	24	44	35	64	23	26	0
95th Queue (ft)	108	119	114	32	78	64	86	79	116	61	68	8
Link Distance (ft)			655	655		459	459			1195	1195	1195
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350			270			855	855			
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 9: US 24 & Woodmen Rd

Movement	SW	SW	SW
Directions Served	L	T	T
Maximum Queue (ft)	57	207	176
Average Queue (ft)	15	120	95
95th Queue (ft)	44	182	163
Link Distance (ft)		865	865
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	500		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Intersection: 9: US 24 & Woodmen Rd

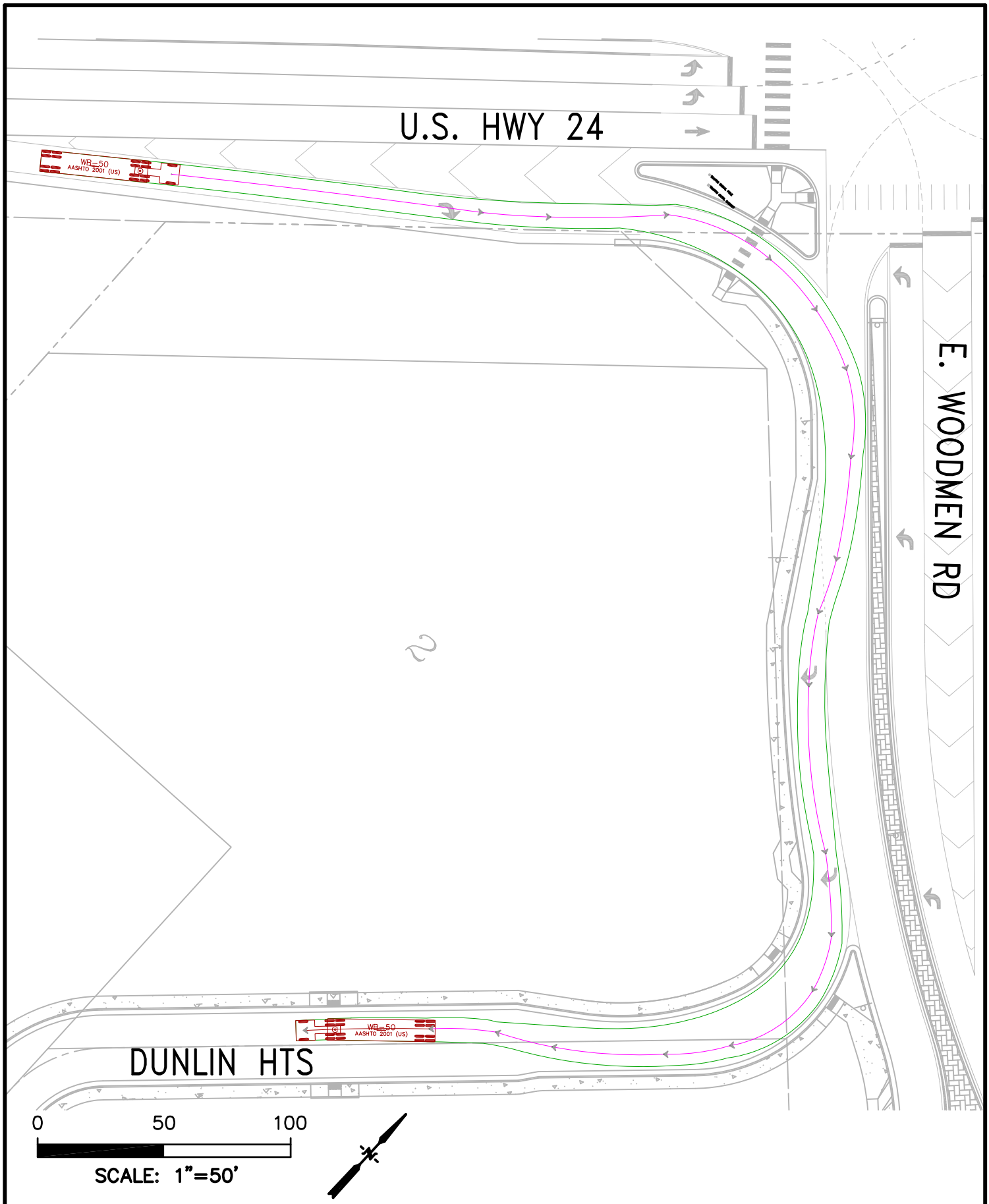
Movement	SE	SE	SE	SE	NW	NW	NW	NW	NE	NE	NE	NE
Directions Served	L	L	T	R	L	T	T	R	L	L	T	T
Maximum Queue (ft)	202	215	188	30	112	116	143	11	162	197	150	160
Average Queue (ft)	120	133	96	1	39	46	72	0	74	111	67	79
95th Queue (ft)	177	193	162	18	84	95	122	8	139	172	133	148
Link Distance (ft)			655	655		459	459	459			1195	1195
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350			270				855	855		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 9: US 24 & Woodmen Rd

Movement	SW	SW	SW	B23
Directions Served	L	T	T	T
Maximum Queue (ft)	53	169	164	13
Average Queue (ft)	19	95	70	0
95th Queue (ft)	48	153	135	7
Link Distance (ft)		865	865	537
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	500			
Storage Blk Time (%)				
Queuing Penalty (veh)				

AutoTurn Exhibits

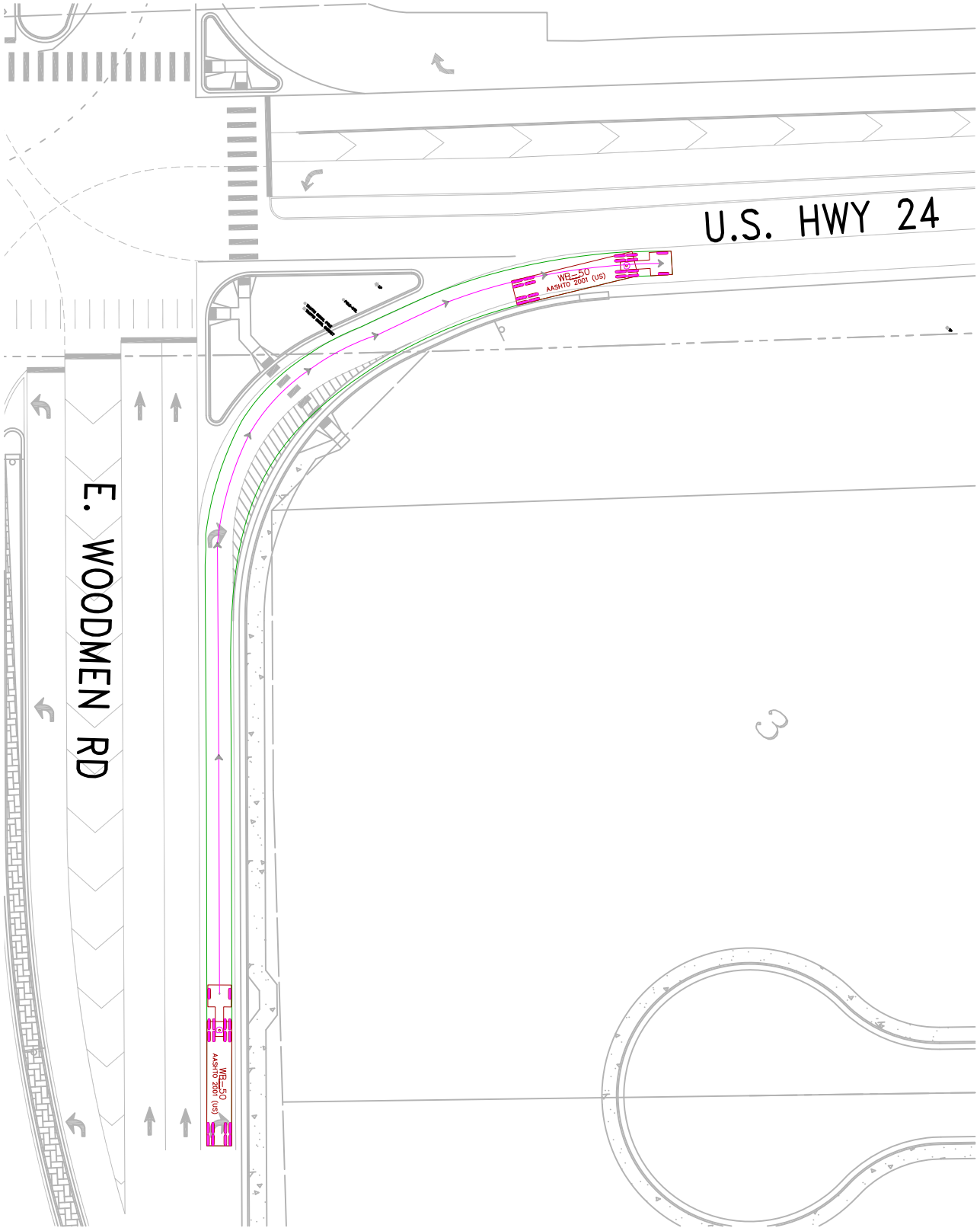
TRANSPORTATION
CONSULTANTS, INC.



THE COMMONS AT FALCON FIELD
FILING NO. 1
WB50-TURNING MOVEMENTS

Drexel, Barrell & Co.
Engineers • Surveyors

DATE: 3-24-2026	DWG. NO. VT1
JOB NO: 21604-00CSCV	SHEET 1 OF 4



0 50 100

SCALE: 1"=50'

THE COMMONS AT FALCON FIELD
FILING NO. 1
WB50-TURNING MOVEMENTS

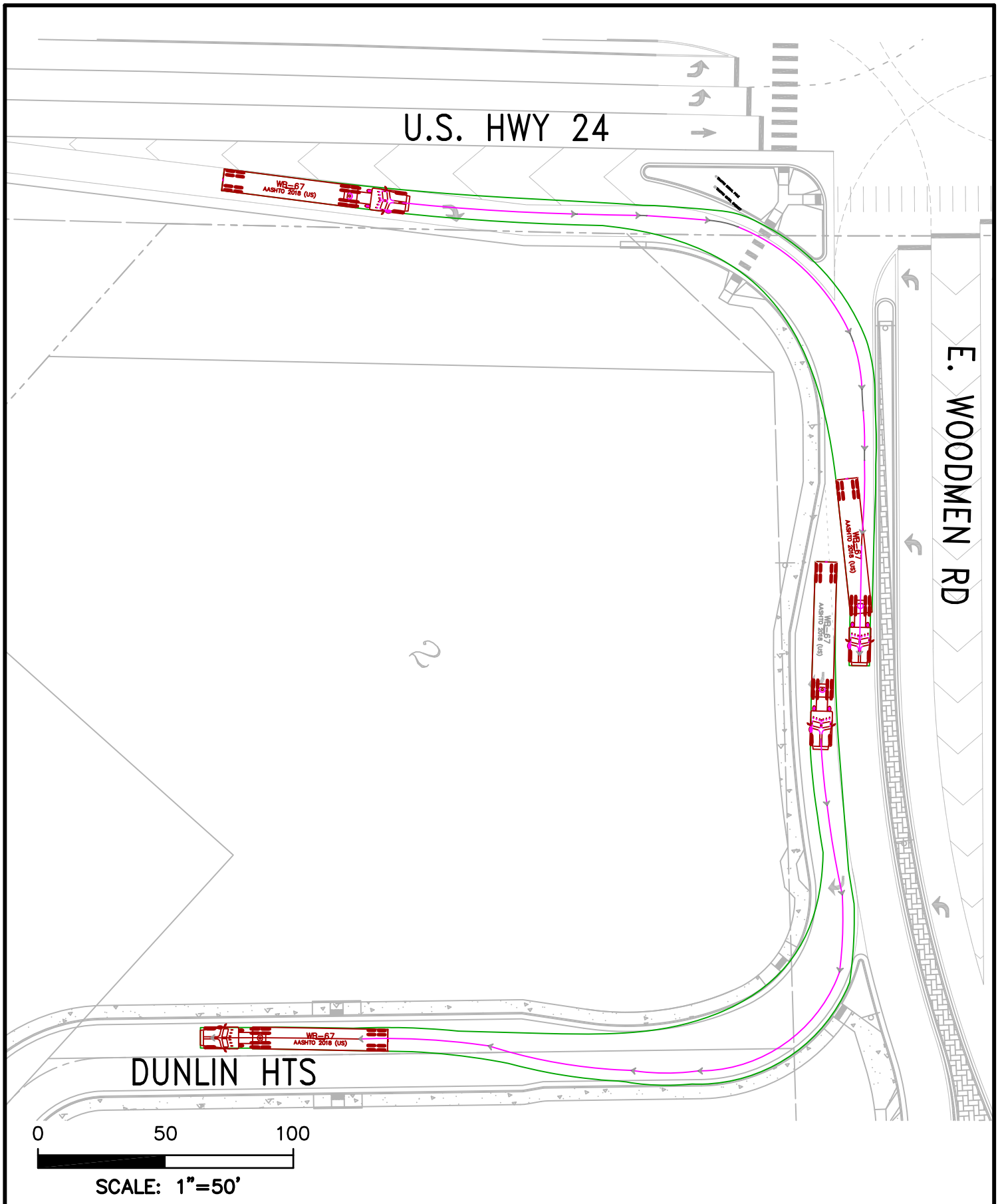
Drexel, Barrell & Co.
Engineers • Surveyors

DATE: 3-24-2026

JOB NO: 21604-00CSCV

DWG. NO. VT2

SHEET 2 OF 4



THE COMMONS AT FALCON FIELD
FILING NO. 1
WB67-TURNING MOVEMENTS

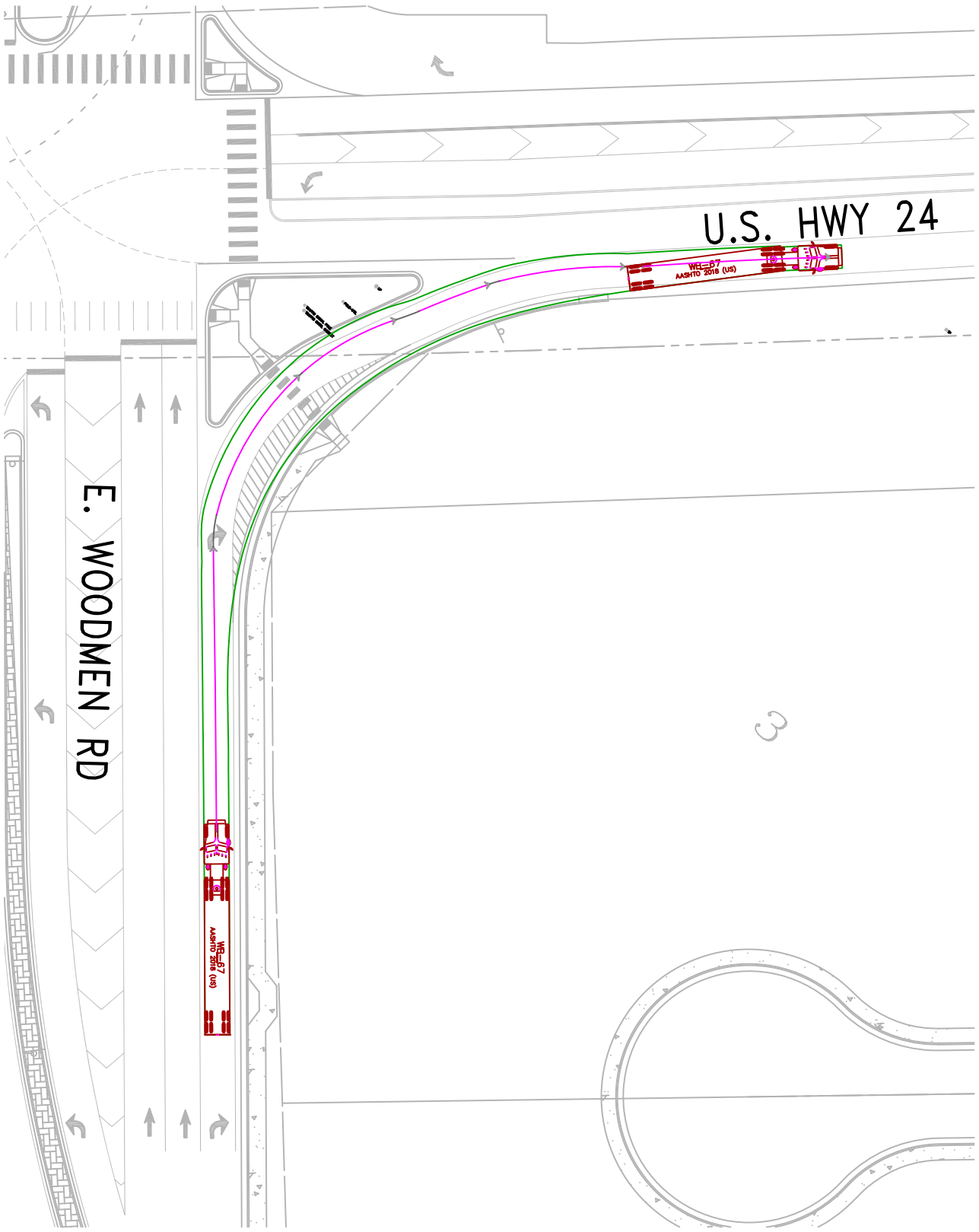
Drexel, Barrell & Co.
Engineers • Surveyors

DATE: 3-24-2026

JOB NO: 21604-00CSCV

DWG. NO. VT3

SHEET 3 OF 4



0 50 100

SCALE: 1"=50'

THE COMMONS AT FALCON FIELD
FILING NO. 1
WB67–TURNING MOVEMENTS

Drexel, Barrell & Co.
Engineers • Surveyors

DATE: 3–24–2026

JOB NO: 21604–00CSCV

DWG. NO. VT4

SHEET 4 OF 4