

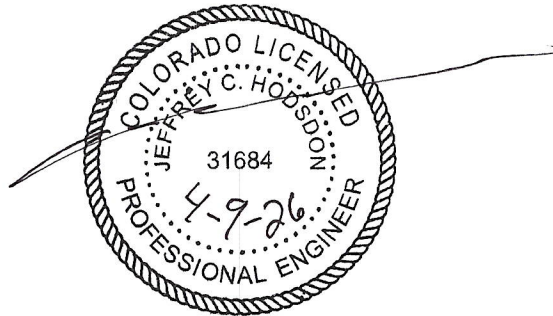


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The Commons at Falcon Field
Filing Nos. 1, 2, and 3
Traffic Impact Study (TIS) Addendum
PCD File Nos.: SF2435, SF255 & SF2524
(LSC #S234221)
April 9, 2026

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.



Developer's Statement

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



04/09/2026

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

APRIL 9, 2026

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

LSC #S234221



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April 9, 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 use, 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. 2

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	Unsignalized Intersections
	Average Control Delay (seconds per vehicle)	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 likely to be partially completed with highway widening as part of the CDOT US Highway 24 improvement project 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 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.
- 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.
- Potential incorporation of the median modification into the US Highway 24 project is “to-be- determined as part of ongoing CDOT project coordination).
- Potential elements of the signal upgrades (to be determined as part of ongoing CDOT project coordination), which are planned as part of the CDOT project regardless of this development but could be altered to accommodate the new intersection leg upon development. Notably, the location and of a new signal pole on the southeast corner and the pole (diameter, bolt pattern) and caisson design to accommodate the fourth leg, associated signal heads and mast-arm length for the southeast-bound approach. Also, the accommodation by the CDOT project for the future signal pole with mast arm and pedestrian signal components on northeast corner of the intersection.
- 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 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 residential dwelling units, the “full fee” payable at building permit would be \$389,595.

Credit Agreement

The applicant intends to submit a proposed agreement, once reviewed, revised, and deemed finalized, will establish creditable “eligible improvements” under the County Roadway Improvement Fee Program for any street construction/improvements associated with this project specifically shown in the *MTCP* or otherwise determined to be “eligible.”

This should be discussed with Victoria Chavez and possibly the Road impact fee advisory committee. Per the road impact fee implementation document improvements that are primarily triggered due to the development are not eligible for credit (see Appendix 2, #3)

Potentially-eligible roadway-segment improvements and intersection improvements at US Highway 24/Woodmen (turn-lane improvements and signal upgrades/modifications associated with the new southeast leg) and Woodmen/Retail Row Street (roundabout intersection) will likely be included in the draft 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) could be recovered through the EPC cost recovery provision.

COST RECOVERY (FOR COSTS NOT ELIGIBLE FOR FEE- **REIMBURSEMENT)**

identify the improvements. I assume this is for Woodmen and Retail Row

The applicant also intends to submit a proposed cost recovery agreement (EPC LDC section 8.7.2. *Cost Recovery for Off Site Improvements*), for EPC consideration. The intent of the cost recovery agreement is 1) fair-share amount for improvements completed by that applicant that benefit others/adjacent owners, and 2) portion of the actual cost of eligible improvements **in excess of** the agreed-upon Fee program credit amounts, which are based on unit costs, not actual costs. Also, only certain elements/components of development infrastructure improvement projects are potentially eligible. There are exclusions, which could potentially be covered in a development-specific, cost-recovery agreement.

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.

ROUNABOUT 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.

CDOT ACCESS PERMITTING & COORDINATION

Updates regarding the access permitting process and coordination with CDOT are as follows:

- CDOT access permit applications for this project were submitted following the Preliminary Plan for:
 - The new street connection/the proposed new southeast leg of the US Highway 24/Woodmen Road intersection
 - For the closure of the Rio Lane connection to (intersection with) US Highway 24.
 - Updated application forms with required accompanying documents are being submitted to CDOT to replace the previously submitted forms, per CDOT request and to update the permittee information to the current property ownership.
- A CDOT Design Waiver Form #110 (dated March 26, 2025) was prepared and submitted to CDOT for review and consideration. The design waiver presented previously proposed interim improvements by The Commons at Falcon Field project at the intersection of US Highway 24/Woodmen Road. This waiver request was submitted during a period of time during which the CDOT US Highway 24 project was **on-hold**. This Design Waiver was not approved by CDOT, and most elements of the request are no longer applicable.

- The status of the CDOT project has since changed, is moving forward, and is expected to begin prior to the start of the development.
- Therefore, 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. Sufficient width for a **portion of** the eastbound right-turn deceleration lane will be incorporated into the CDOT project. The developer will need to complete this turn lane.
- Intersection improvements on the southeast and southwest corners will be completed by the developer.
- 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. These details are part of ongoing discussions with CDOT and the US Highway 24 project consultant. These details will likely be documented within the access permit.
- CDOT will not allow work in the US Highway 24 ROW by the developer for construction of upgrades/improvements specific to the development and beyond the extent of the CDOT project so as not to coincide with their project construction activity (still anticipated for spring/summer 2027). These details will also likely be documented in the access permit.

* * * * *

Please contact me if you have any questions regarding this report.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.E.
Principal

JCH/KDF:jas

Enclosures: Table 2
Figures 1-4
Traffic Count Reports
Level of Service Reports
Queuing Reports
AutoTurn Exhibits

Tables



Table 2: Trip Generation Estimate
The Commons at Falcon Field

Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates ⁽¹⁾					Total Trips Generated					Internal Trip Percentage			Total Internal Trips Generated ⁽²⁾					Total External Trips Generated					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
			Average Weekday Traffic	Morning Peak-Hour In	Afternoon Peak-Hour In	Morning Peak-Hour Out	Afternoon Peak-Hour Out	Average Weekday Traffic	Morning Peak-Hour In	Afternoon Peak-Hour In	Morning Peak-Hour Out	Afternoon Peak-Hour Out	Weekday	AM	PM	Average Weekday Traffic	Morning Peak-Hour In	Afternoon Peak-Hour In	Morning Peak-Hour Out	Afternoon Peak-Hour Out	Average Weekday Traffic	Morning Peak-Hour In	Afternoon Peak-Hour In	Morning Peak-Hour Out	Afternoon Peak-Hour Out					
Trip Generation Estimate Based on the Currently Proposed Land Use																														
821	Shopping Plaza (40-150 KSF No Supermarket)	63 KSF ⁽⁵⁾	67.52	1.07	0.66	2.54	2.65	4,254	68	41	160	167	5%	3%	8%	213	2	1	13	13	4,041	66	40	147	154	40%	1,616	23%	929	1,496
945	Gasoline/Service Station with Convenience Market (VFP 16-24)	5.62 KSF	1283.38	45.675	45.68	39.48	39.48	7,213	257	257	222	222	4%	1%	9%	293	4	3	18	21	6,920	253	254	204	201	75%	5,190	0%	0	1,730
210	Single-Family Detached Housing	169 DU ⁽⁴⁾	9.43	0.18	0.53	0.59	0.35	1,594	30	89	100	59	5%	3%	8%	80	1	3	8	5	1,514	29	86	92	54	0%	0	0%	0	1,514
								13,061	355	387	482	448				586	7	7	39	39	12,475	348	380	443	409		6,806		929	4,740
Trip Generation Estimate From the Falcon Field 2021 Rezone Master Traffic Impact Study																														
821	Shopping Plaza (40-150 KSF No Supermarket)	84 KSF	67.52	1.07	0.65	2.55	2.64	5,672	90	55	214	222	4%	7%	7%	227	6	4	15	16	5,445	84	51	199	206	34%	1,851	0%	0	3,594
210	Single Family Detached Housing	80 DU	10.28	0.20	0.56	0.64	0.38	822	16	45	51	30	12%	8%	19%	102	2	3	8	7	720	14	42	43	23	0%	0	0%	0	720
220	Multi Family Housing (Low Rise)	145 KSF	6.93	0.11	0.36	0.36	0.21	1,005	16	52	52	31	12%	7%	19%	125	2	3	8	8	880	14	49	44	23	0%	0	0%	0	880
								7,499	122	152	317	283				454	10	10	31	31	7,045	112	142	286	252		1,851		0	5,194
								Change in Trip Generation Estimate	5,562	233	235	165	165				132	-3	-3	8	8	5,430	236	238	157	157		4,955		-454

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: *2021 Pass-By Tables for ITE TripGen Appendices*
 (4) DU = dwelling unit
 (5) KSF = 1,000 square feet

The prelim plan TIS did not account for this gas station land use and the traffic associated with this land use. Please update the Traffic analysis in its entirety (including all impacted intersections) if proposing this additional land use.

Figures

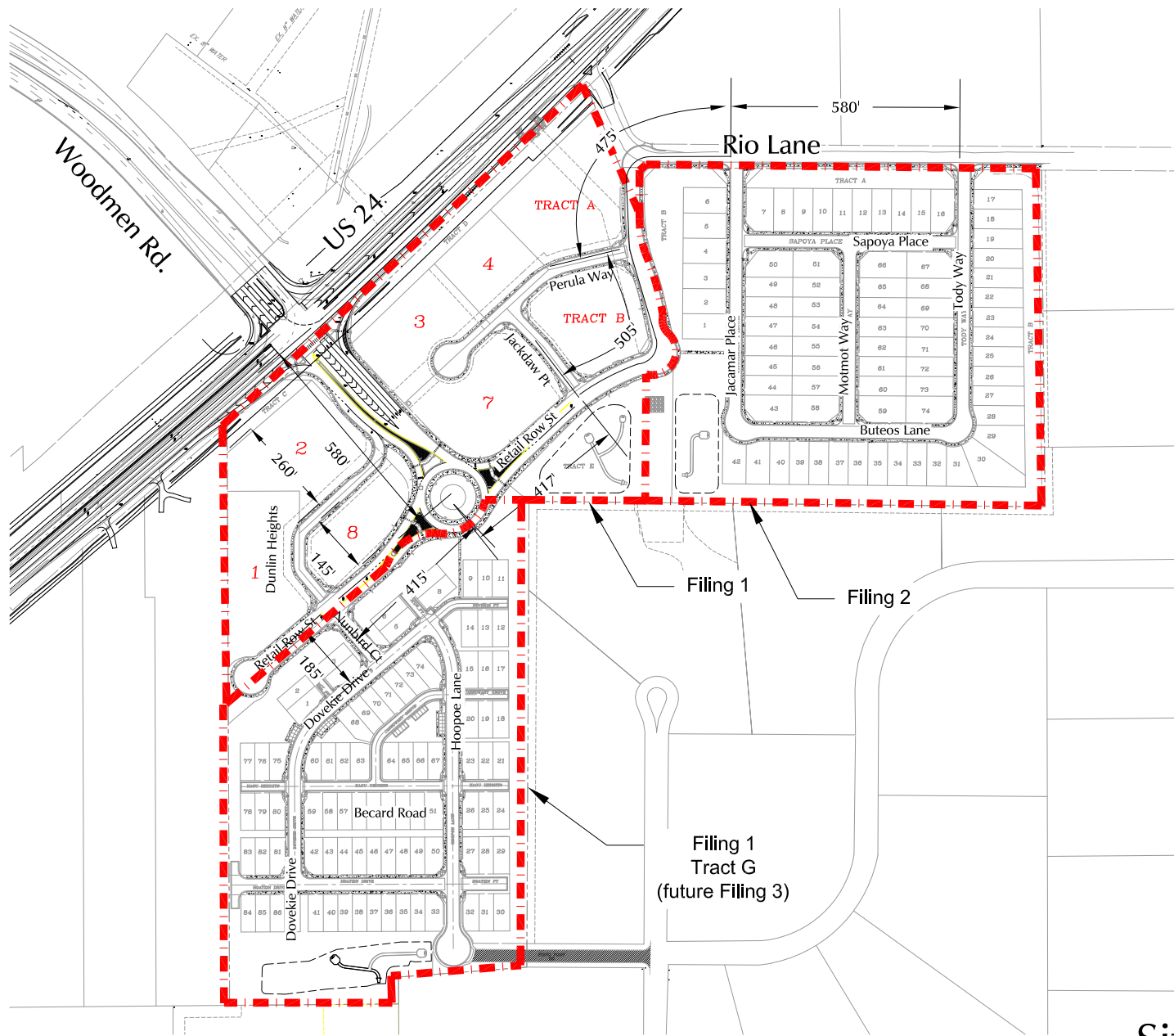




Figure 1

Vicinity Map

The Commons at Falcon Field (LSC# S234221)



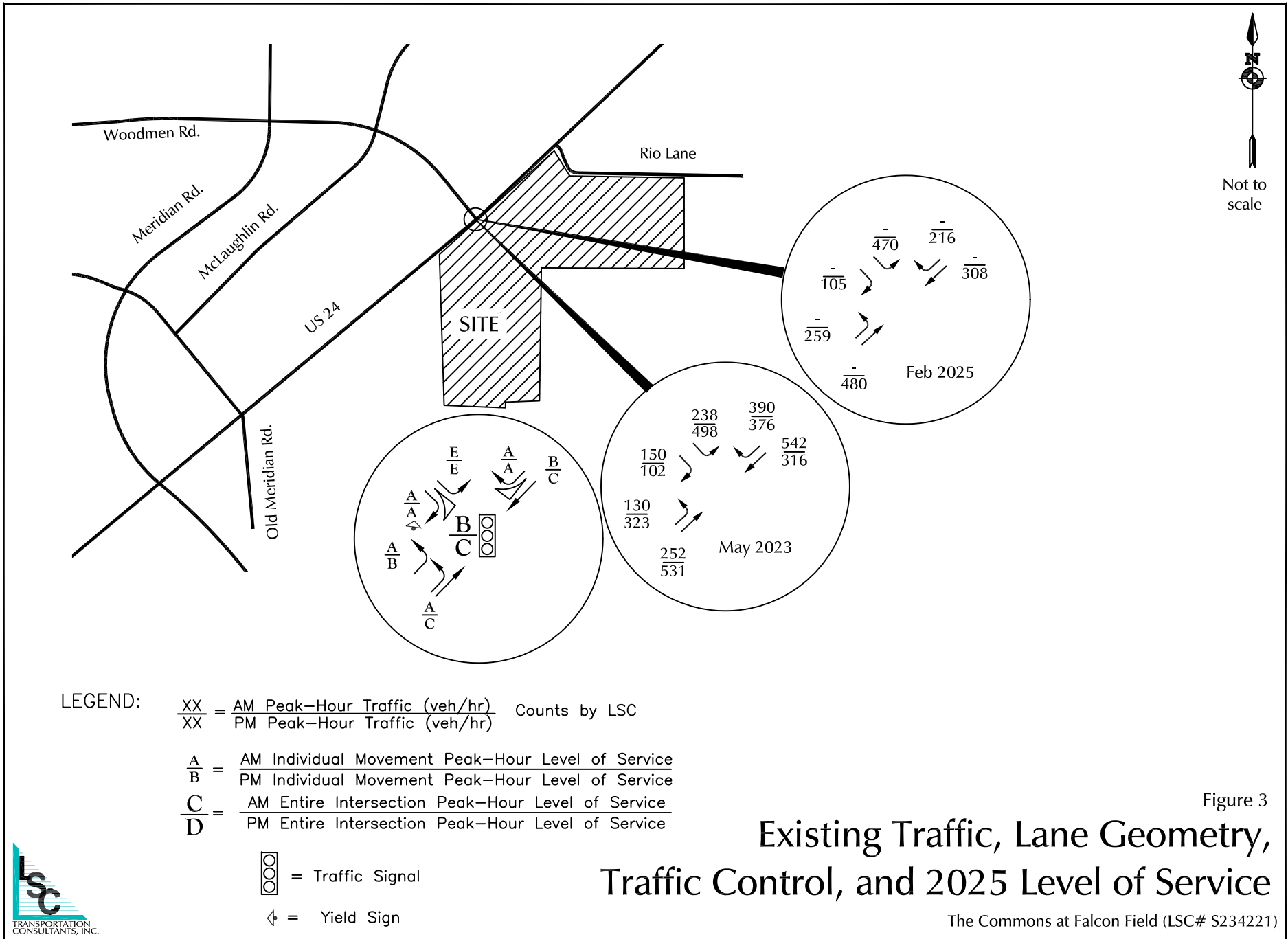
Approximate
Scale
1" = 400'

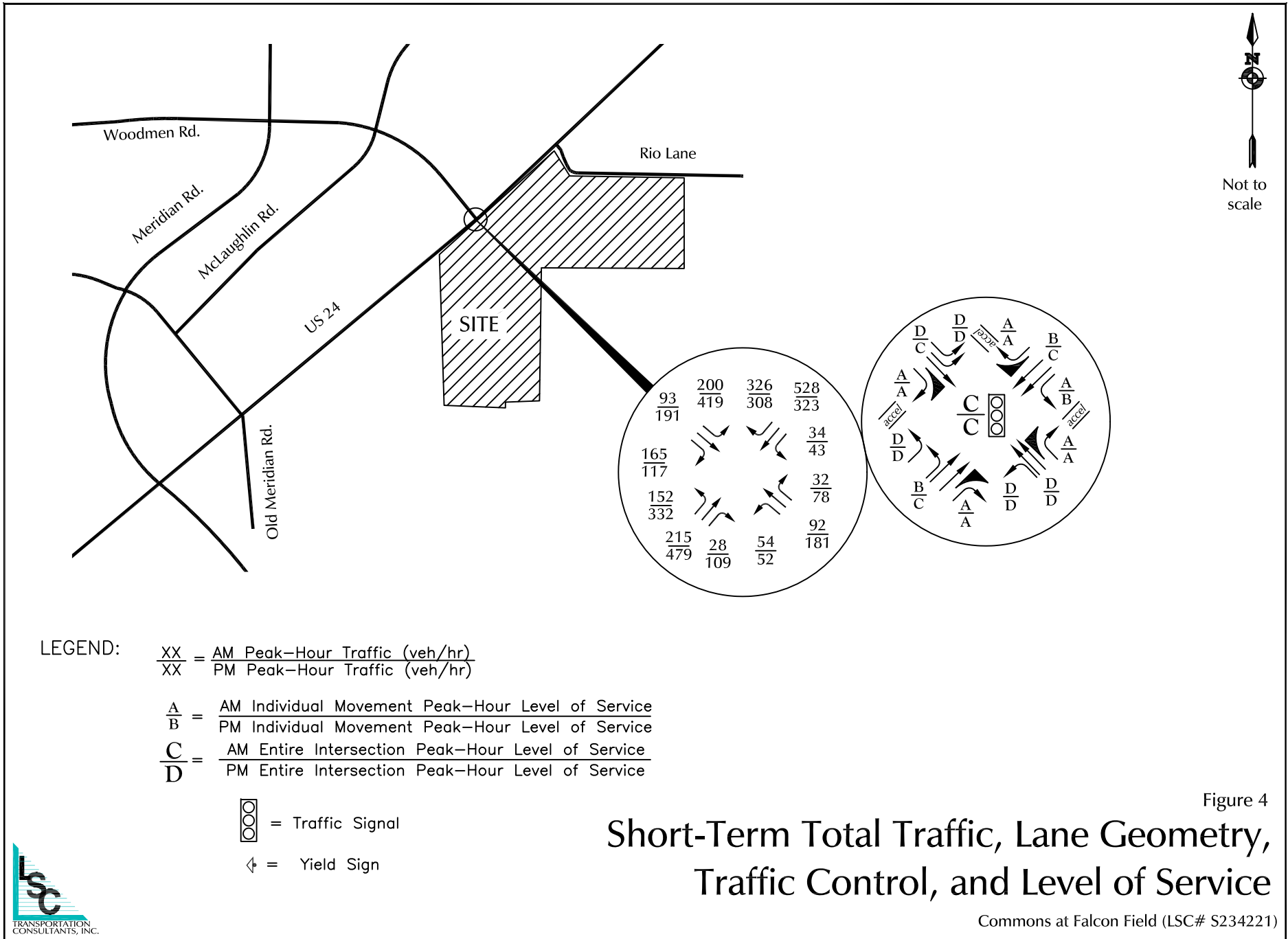
Figure 2
Site Plan

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

Commons at Falcon Field (LSC# S234221)







Traffic Counts



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

Start Time	Hwy 24 Southbound					Westbound					Hwy 24 Northbound					Woodmen Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. 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	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	

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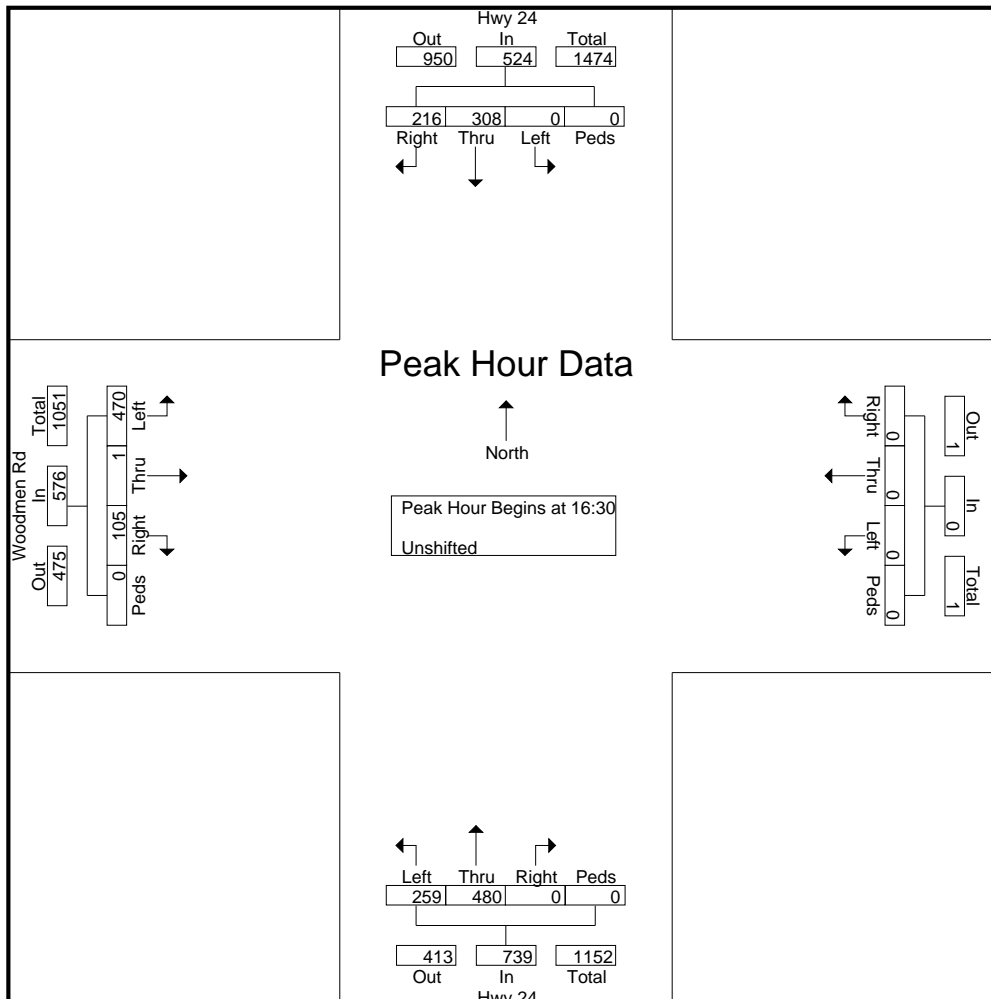
File Name : Hwy 24 - Woodmen Rd PM 2-6-25

Site Code : S234221

Start Date : 2/6/2025

Page No : 2

Start Time	Hwy 24 Southbound					Westbound					Hwy 24 Northbound					Woodmen Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. 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	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



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

Groups Printed- Unshifted

Start Time	Hwy 24 Southbound					Westbound					Hwy 24 Northbound					Woodmen Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. 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	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	

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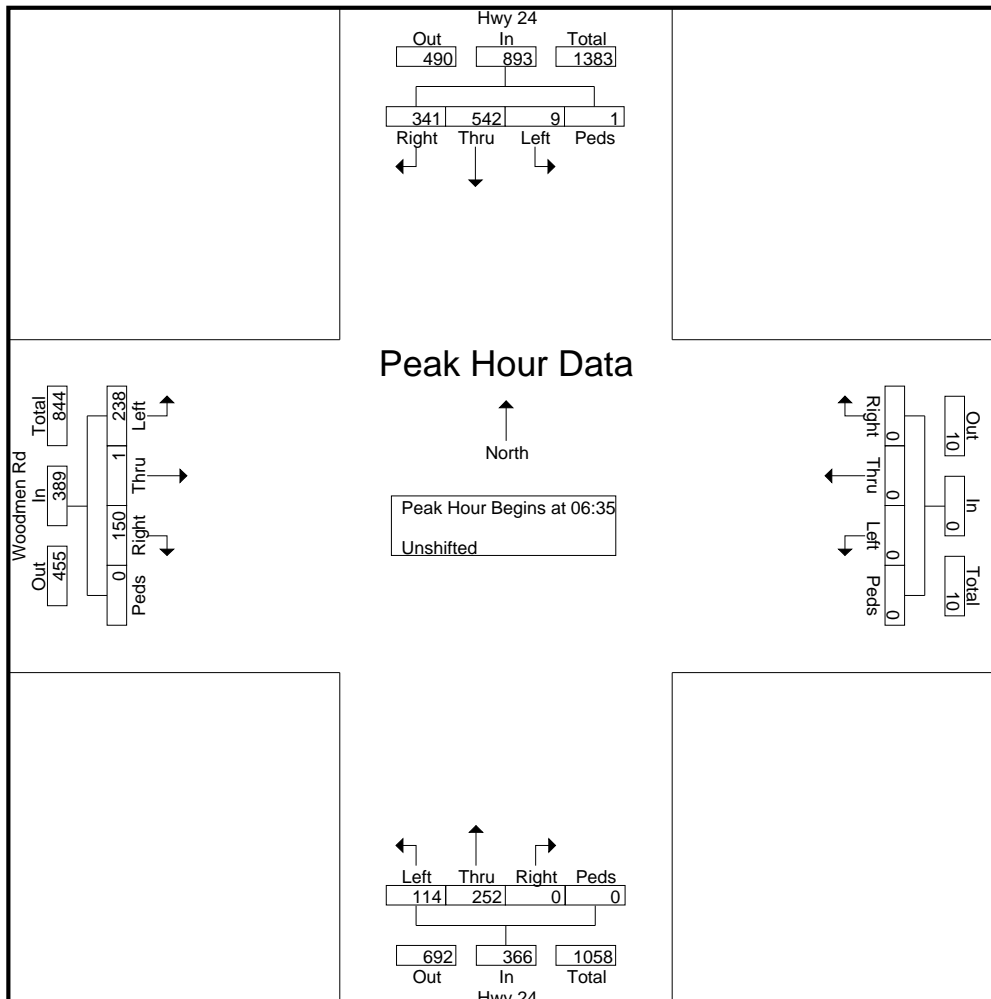
File Name : Hwy 24 - Woodmen Rd AM 5-23

Site Code : S214730

Start Date : 5/2/2023

Page No : 2

Start Time	Hwy 24 Southbound					Westbound					Hwy 24 Northbound					Woodmen Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. 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



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File Name : Hwy 24 - Woodmen Rd PM 5-23

Site Code : S214730

Start Date : 5/2/2023

Page No : 1

Groups Printed- Unshifted

Start Time	Hwy 24 Southbound					Westbound					Hwy 24 Northbound					Woodmen Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. 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	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	

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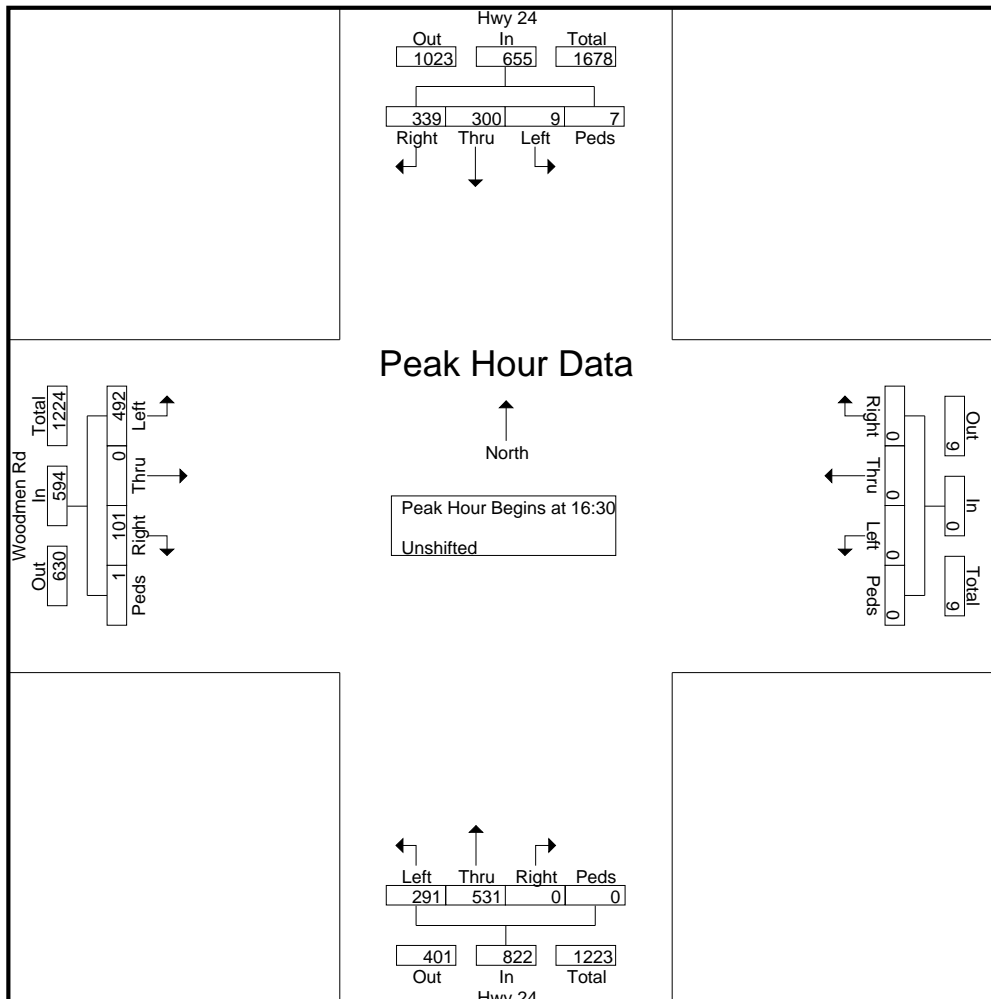
File Name : Hwy 24 - Woodmen Rd PM 5-23

Site Code : S214730

Start Date : 5/2/2023

Page No : 2

Start Time	Hwy 24 Southbound					Westbound					Hwy 24 Northbound					Woodmen Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. 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			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



Timings
9: US 24 & Woodmen Rd

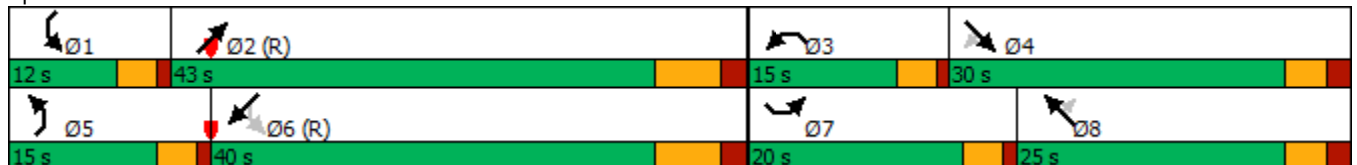
Short-Term Total Traffic
AM Peak Hour

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



Queuing Reports



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

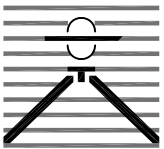
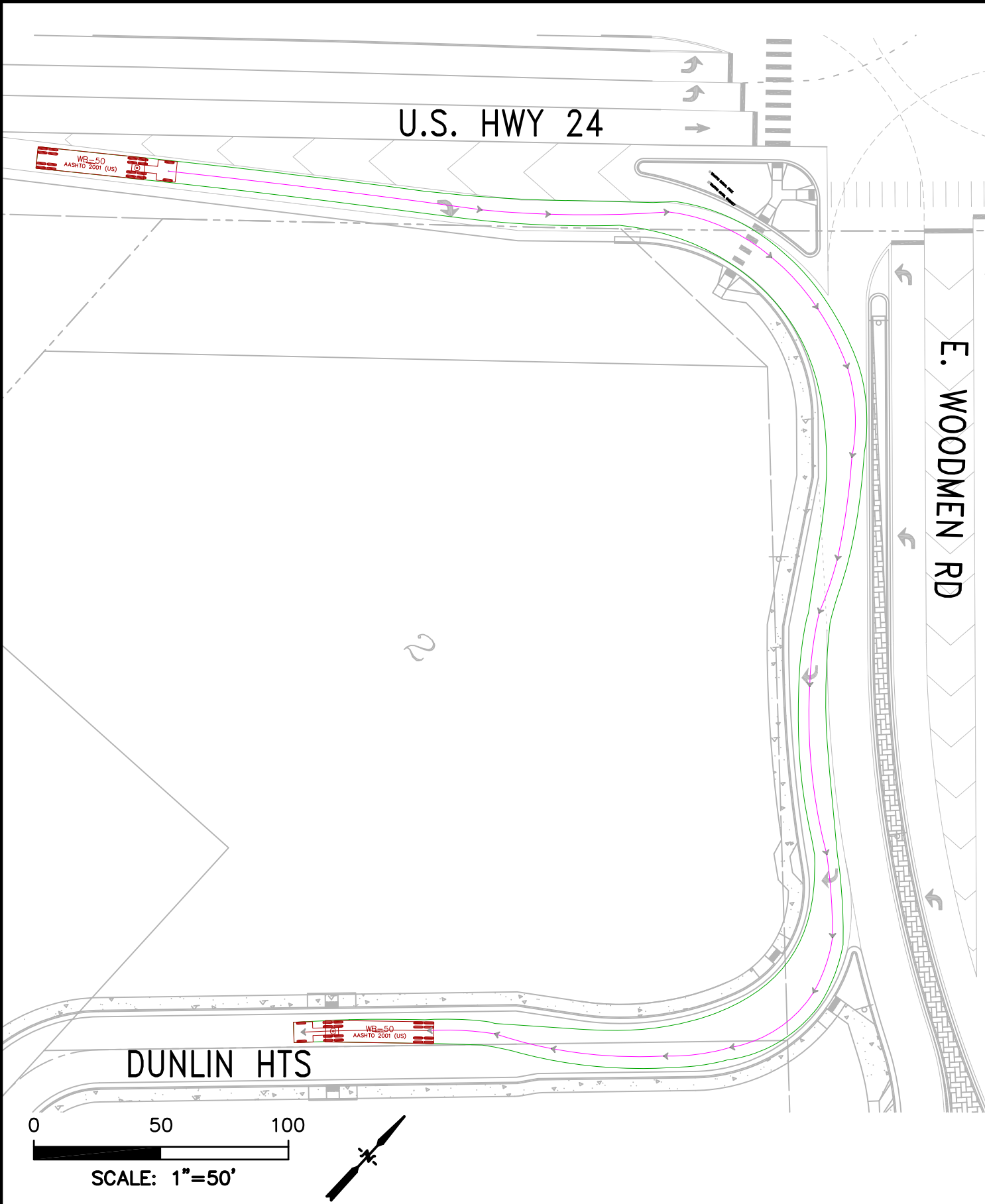
Movement	SE	SE	SE	SE	NW	NW	NW	NW	NE	NE	NE	NE
Directions Served	L	L	T	R	L	T	T	R	L	L	T	T
Maximum Queue (ft)	202	215	188	30	112	116	143	11	162	197	150	160
Average Queue (ft)	120	133	96	1	39	46	72	0	74	111	67	79
95th Queue (ft)	177	193	162	18	84	95	122	8	139	172	133	148
Link Distance (ft)			655	655		459	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



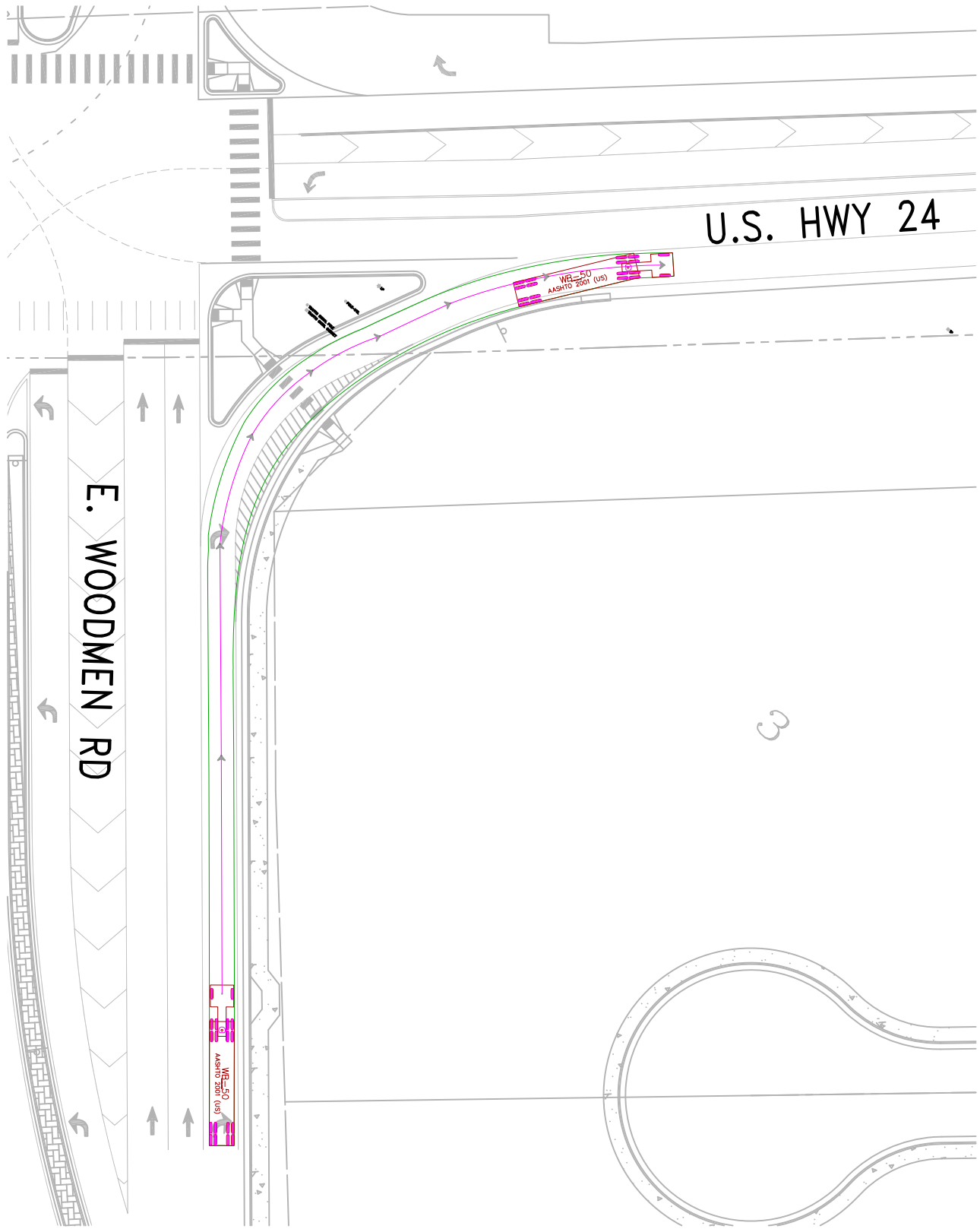


THE COMMONS AT FALCON FIELD
 FILING NO. 1
 WB50-TURNING MOVEMENTS

Drexel, Barrell & Co.
 Engineers • Surveyors

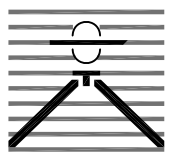
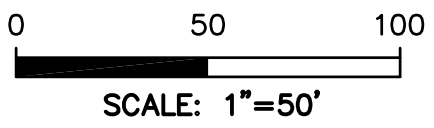
DATE:
 3-24-2026
 JOB NO:
 21604-00CSCV

DWG. NO.
 VT1
 SHEET 1 OF 4



U.S. HWY 24

E. WOODMEN RD



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

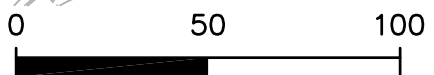
U.S. HWY 24

E. WOODMEN RD

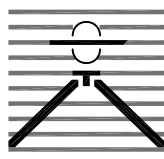
DUNLIN HTS



2



SCALE: 1"=50'

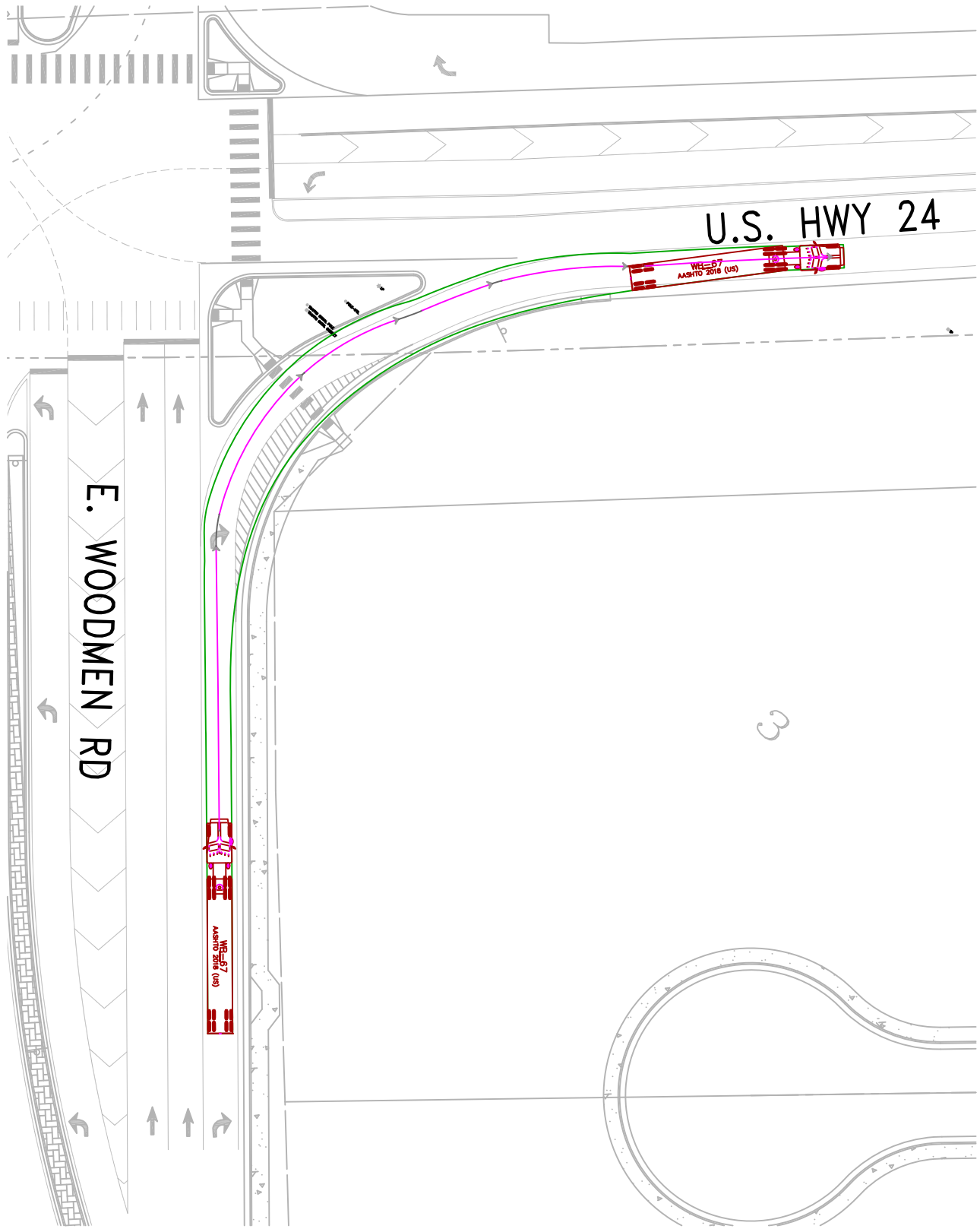


THE COMMONS AT FALCON FIELD
FILING NO. 1
WB67-TURNING MOVEMENTS

Drexel, Barrell & Co.
Engineers • Surveyors

DATE:
3-24-2026
JOB NO:
21604-00CSCV

DWG. NO.
VT3
SHEET 3 OF 4

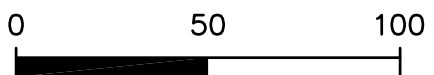


E. WOODMEN RD

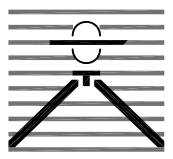
U.S. HWY 24

WB-67
ASHTO 2010 (US)

WB-67
ASHTO 2010 (US)



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