LSC TRANSPORTATION CONSULTANTS, INC.
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11401 E Highway 24 Property Rezone
Traffic Impact Study
(LSC #S224600)
December 16, 2022

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
12-19-22
PROFESSIONAL ENGINEER

Developer's Statement

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

12/19/2022
Date

11401 E Highway 24
Property Rezone
Traffic Impact Study

Prepared for:

Steve Kang
520 Edison St
Brush CO, 80723-2011

DECEMBER 16, 2022

LSC Transportation Consultants
Prepared by: Jeffrey C. Hodsdon, P.E.

LSC #S224600

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December 16, 2022

Steve Kang
520 Edison St
Brush CO, 80723-2011

RE: 11401 E Highway 24 Property Rezone
Traffic Impact Study
El Paso County, CO
LSC # S224600

Dear Mr. Kang,

LSC Transportation Consultants, Inc. has prepared this traffic impact for the proposed rezone of the property located southeast of the intersection of US Hwy 24/Falcon Highway in El Paso County, Colorado. The property address is 11401 E HIGHWAY 24 and the El Paso County parcel number is 5313001013. The planned land use for the 14.35-acre site, once rezoned, is mini storage. One access point to Falcon Highway is envisioned for the property. The applicant is not seeking access to US Highway 24.

This report has been prepared for submittal to El Paso County.

REPORT CONTENTS

The preparation of this report included the following:

- Inventory of existing adjacent and nearby area road system. This included surface conditions, functional classifications, roadway widths, lane configurations, traffic control, posted speed limits, pavement markings, intersection and access spacing, roadway and intersection alignments, auxiliary left- and right-turn lanes, intersection sight distances, etc.;
- Morning and late-afternoon peak-hour turning-movement traffic counts at the "study-area" intersection of US Hwy 24/Falcon Highway;
- Review of previously-completed traffic studies in the vicinity of this site, the *US 24 Planning & Environmental Linkages Study* (PEL), and the *US Highway 24 Access Control Plan* for information and findings relative to this development. Other recent studies completed in the

area and any applicable data/transferrable information/analysis etc. from previous LSC studies adjacent to the site were also utilized;

- Evaluation of intersection/access sight distance at the likely location of the site access -to Falcon Highway, based on current criteria in the County's *Engineering Criteria Manual* (*ECM*);
- Estimates of average weekday and peak-hour trip generation for the anticipated land use of the property, pending rezone approval;
- Estimation of directional distribution of site-generated vehicle trips on the area road system, at the study-area intersections, and at the proposed site-access point;
- Projections of site-generated turning-movement traffic volumes at the following study-area intersections:
    - US Hwy 24/Falcon Highway
    - Falcon Highway/proposed site access
- Estimates of short- and long-term background traffic volumes at the study-area intersections and access points;
- Total traffic (site traffic plus background traffic) projections at the study-area intersections for the short and long term;
- Level of service (LOS) analysis at the study-area intersections;
- Evaluation of existing, short-term, and long-term projected intersection volumes to determine the potential need for any new auxiliary right-/left-turn lanes on Falcon Highway at the proposed site access, based on the criteria in the County's *Engineering Criteria Manual;*
- Notice of required participation in the El Paso County Road Impact Fee Program;
- Other recommended improvements/modifications to study-area roads/intersections; and
- Summary of compiled data, analysis, findings, and recommendations.

LAND USE AND ACCESS

State the size of the proposed project (area/size of building square footage, proposed number of storage units, etc)

Proposed Land Use

Figure 1 shows the site location of the proposed rezone. The property is located on the southeast corner of the US Highway 24/Falcon Highway in El Paso County, Colorado. The 14.35-acre site is identified as El Paso County parcel ID 5313001013. The intended use for the property, once rezoned, is mini storage. A parcel detail is shown in Figure 2.

Please revise to mini- warehouse since report is using that land use for calculations.

Proposed Site Access

One access point is needed for the property, The most likely location for the access would be in the northeast corner of the property. The exact access location can be determined at the Site Development Plan stage, but for this rezone report, the estimated location would be 404 feet east of the intersection of US Hwy 24/Falcon Highway (centerline spacing). This access point would be stop-sign controlled on the northbound approach and has been analyzed as a full-movement intersection with Falcon Highway.

date Falcon
hway to state that
s is
ned/maintained by
City.

AND TRAFFIC CONDITIONS

1 shows the roads adjacent to and in the vicinity of the site. Adjacent roads serving the
e identified below followed by a brief description of each:

US Highway (US) 24 extends east/west across Colorado connecting the Buena Vista, Colorado Springs, and Limon areas. US Hwy 24 is planned to be widened to four lanes through the Falcon area and is classified as an Expressway by the Colorado Department of Transportation (CDOT) and the 2016 *El Paso County Major Transportation Corridors Plan (MTCP)*. Adjacent to the site, US Hwy 24 has a posted speed limit of 55 miles per hour (mph). Auxiliary northbound-right and southbound-left turn lanes exist on US Hwy 24 approaching Falcon Highway.

Falcon Highway extends east from US Hwy 24 to Ellicott Highway and is classified as a two-lane Minor Arterial on the 2040 El Paso County *MTCP*. Adjacent to the site, the posted speed limit is 45 mph. Currently, the T-intersection of US Hwy 24/Falcon Highway is signalized with auxiliary turn lanes on US Highv

The section of Falcon Highway adjacent to the parcel is under City of Colorado Springs jurisdiction. Contact COS for requirements and up to date road classification. Per county GIS, Falcon Highway is currently classified as a rural major collector with improvements by 2040 to 2-Lane Minor Arterial.

Existing Traffic Volum

Vehicular-turning-movement counts were conducted at the intersection of US Hwy 24/Falcon Highway. Figure 2 shows these turning-movement volumes, as well as the average weekday traffic volumes (estimated based on factored peak-hour count data) on the adjacent roadways. Raw count data is attached.

- US Hwy 24/Falcon Highway
  - Tuesday, November 17, 2022 from 6:30 – 8:30 a.m.
  - Tuesday, November 17, 2022 from 4:00 – 6:00 p.m.

Update sight distance section to list the Cities criteria. Driveway access permit is through the City.

SIGHT DISTANCE

El Paso County Requirements

Access points must meet *Engineering Criteria Manual* (*ECM*) standards for sight distance. The site-access point is anticipated to be a full-movement, stop-sign-controlled intersection with Falcon Highway. All sight-distance field measurements utilized a driver's-eye height of 3.5 feet and a height of 3.5 feet for vehicles approaching from the east or west.

Entering Sight Distance

With a 45-mph posted speed limit and minimal vertical curvature on Falcon Highway adjacent to the site, the minimum sight distance for both approaches at the proposed site-access location is 450 feet for passenger vehicles (per Table 2-35 of the County's *Engineering Criteria Manual*). Sight distances from the east at the proposed site-access location exceed the required 50-foot requirement for passenger vehicles, while sight distance is unobstructed to the signalized

US Hwy 24/Falcon Highway intersection looking to the west from the proposed site-access location.

TRIP GENERATION

State how the ADT is being calculated using the ITE (i.e. per GFA, net rentable area, storage units, etc).

Estimates of the existing and projected vehicle trips to be generated by the site have been made using nationally-published average trip-generation rates for land use code "151 – Mini-Warehouse" in *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE).

Table 1 below presents a summary of the estimated site trip generation. A detailed trip-generation estimate for the development, including ITE rates for the proposed land uses, is presented in Table 3 (attached).

Table 1: Estimated External Site Vehicle-Trip Generation

Analysis Period	Weekday		
	In	Out	Total
Morning Peak Hour	3	3	6
Evening Peak Hour	4	4	8
Daily/24-hour	45	45	90

Based on the ITE estimate for the proposed rezone, the site is projected to generate about 90 vehicle trips on the average weekday. During the weekday morning peak hour, approximately 3 vehicles would enter and 3 vehicles would exit the site. Approximately 4 entering vehicles and 4 exiting vehicles are projected for the weekday afternoon peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

Estimating the directional distribution of site-generated vehicle trips to the study-area roads and intersections is a necessary component in determining the site's traffic impacts. Figure 3 shows the percentages of the site-generated vehicle trips projected to be oriented to and from the site's major approaches. Estimates have been based on the following factors: the proposed land use, the area road system serving the site, the traffic-count data at the intersection of US Hwy 24/Falcon Highway, previously-conducted traffic studies in the area, and the site's geographic location relative to the Falcon area, the greater City of Colorado Springs metro area, El Paso County, and the Pikes Peak region.

Site-Generated Traffic

Short Term

Figure 4 shows the projected short-term site-generated traffic volumes for the weekday morning and evening peak hours. Site-generated traffic volumes at the study-area intersections have been calculated by applying the directional-distribution percentages estimated by LSC (from Figure 3) to the trip-generation estimates (from Table 3).

Existing-Plus-Site-Generated Traffic Volumes

Figure 5 shows the sum of existing traffic volumes (from Figure 3) and site-generated peak-hour traffic volumes (shown in Figure 4). These volumes represent the projected short-term total traffic.

Estimated Future 2042 Background Traffic Volumes

Figure 6 shows the projected 20-year background traffic volumes for the year 2042. Estimated 2042 background through traffic volumes on US Hwy 24 and Falcon Highway account for projected background growth of undeveloped parcels nearby and align with long-term traffic projections from previous LSC traffic studies in the vicinity of the site. Projected 20-year background traffic volumes do **not** include projected traffic to be generated by the proposed rezone.

Future 2042 Total Traffic Volumes

Figure 7 shows the projected 2040 total traffic volumes, which are the sum of 2042 background traffic volumes (from Figure 6) plus the site-generated traffic volumes (from Figure 4).

LEVEL OF SERVICE ANALYSIS

The following intersections have been analyzed to determine the projected intersection levels of service for short- and long-term traffic scenarios for the morning and evening peak-hour time periods:

- US Highway 24/Falcon Highway
- Falcon Highway/proposed site access

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection and is indicated on a scale from “A” to “F.” LOS A is indicative of little congestion or delay. LOS F indicates a high level of congestion or delay. Table 2 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 2: 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.

Detailed Synchro reports are attached. A summary of LOS during the weekday morning and evening peak hours for the following intersections is shown in the following figures:

- Figure 2: Existing Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 5: Short-Term Total Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 6: 2042 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 7: 2042 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

US Hwy 24/Falcon Highway

Short Term

The westbound approach at the intersection of US Hwy 24/Falcon Highway currently operates at LOS E during the morning peak hour and is projected to remain at LOS E during the short-term morning peak hour with the addition of site-generated traffic. All other turning movements currently operate at and are projected to remain at LOS D or better during both short-term peak hours, with or without the addition of site-generated traffic.

Long Term

Assuming US Hwy 24 would have six lanes adjacent to Falcon Highway, the westbound approach at the intersection of US Hwy 24/Falcon Highway is projected to operate at LOS F or worse during both long-term peak hours, with or without the addition of site-generated traffic). Overall, the signalized intersection of US Hwy 24/Falcon Highway is projected to operate at LOS D during both long-term peak hours, with or without the addition of site-generated traffic.

Falcon Highway/Proposed Site Access

All individual turning movements at the proposed site-access intersection with Falcon Highway are projected to operate at LOS C or better during all short-term and long-term scenarios following the addition of site-generated traffic.

Revise to City Criteria.

AUXILIARY TURN-LANE NEEDS ANALYSIS

The *Engineering Criteria Manual* contains turning-volume thresholds which require auxiliary left- or right-turn lanes by roadway classifications.

- Falcon Highway – Minor Arterial

Falcon Highway/Proposed Site Access

Update auxiliary turn lane analysis to match City criteria.

Left-Turn Deceleration Lanes

Left-turn deceleration auxiliary turn lanes are required for a Minor Arterial access with a projected peak-hour left-ingress turning volume of 25 vph or greater. The westbound-left turn volume is **not** projected to exceed this 25-vph threshold during either peak hour following the completion of the proposed development. As such, no modifications would be required to the existing westbound approach on Falcon Highway approaching the proposed site access.

Right-Turn Deceleration Lanes

Right-turn deceleration auxiliary turn lanes are required for a Minor Arterial access with a projected peak-hour right-ingress turning volume of 50 vph or greater. The eastbound-right turn volume is **not** projected to exceed this 50-vph threshold during either peak hour following the completion of the proposed development. As such, no modifications would be required to the existing eastbound approach on Falcon Highway approaching the proposed site access.

Right-Turn Acceleration Lanes

Per Section 2.3.7.D.2 of the *ECM*, a right-turn acceleration lane is generally not required on Minor Arterial roadways. As such, a northbound-to-eastbound right-turn acceleration lane would **not** be required at the proposed site access on Falcon Highway.

Revise to reference the City Criteria

MAJOR TRANSPORTATION CORRIDORS PLAN (MTCP)

Roadway Classifications

Roadway improvements to US Highway 24 are shown on the 2040 MTCP and listed on page 50. Please update section.

The following study-area roadway improvements are shown on Map 13 and Table 5 of the El Paso County 2016 *MTCP*.:

- Falcon Highway – 2-Lane Minor Arterial (Rural)
- Note: the Corridor Preservation Plan shows Falcon Highway as a four-lane Minor Arterial.

Reimbursable Improvements

Contact the City to verify if they require ROW preservation or dedication. Update the report to describe their requirements.

The following roadway improvement projects have been identified as being needed by the year 2040 per Map 13 and Table 4 of El Paso County's 2016 *MTCP*:

- U5 – Falcon Highway from US Hwy 24 to 1 mile east of Curtis Road ($16,509,000)
  - Existing conditions – 2-lane Rural Unimproved County Road
  - Future conditions – 2-lane Rural Minor Arterial

See the attached *MTCP* maps for reference.

COUNTY ROAD IMPROVEMENT FEE PROGRAM

Transportation Impact Fees

Add "per Resolution 19-471"

This project will be required to participate in the El Paso County Road Improvement Fee Program. The option for participation will be identified at the site development plan stage.

MULTI-MODAL TRANSPORTATION AND TDM OPPORTUNITIES

Falcon Hwy between SH24 and Meridian Road is owned by the City. Verify with the City that they do not require the road to be upgraded to with C&G and sidewalk. Update to identify their requirements.

No multi-modal improvement proje
per Map 15 and Table 5 of El Paso C
as all study-area roadways are Rura

There is a Park-N-Ride facility located nearby at the southeast corner of New Meridian Road and Swingline Road.

CDOT ACCESS PERMIT/REQUIREMENTS

The sit-generated traffic would not increase traffic on the east leg of US Hwy 24/Falcon Highway by more than 20 percent, and it is unlikely that CDOT would require highway improvements of this development. Therefore, an access permit is not likely to be required by CDOT. CDOT may require additional right-of-way for US Highway 24 along this property's frontage.

Contact CDOT for access permit requirements and improvements due to the access point's proximity to Highway 24 and inclusion in CDOT's 2006 Highway 24 Access Control Plan as access ID number 40. Per LSC Traffic Impact Study submitted to the county under file number MS05009 and PPR05037 coordination with CDOT was anticipated for future frontage road on the parcel. Please add a bibliography of reports used to the appendix and include the referenced TIS.

DEVIATIONS

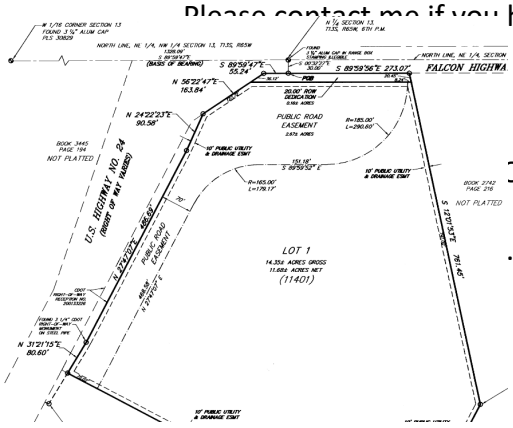
No transportation-related deviations to *ECM* design criteria are requested.

SUMMARY OF FINDINGS

- The proposed development is projected to generate about 90 vehicle trips on the average weekday.
- During the weekday morning peak hour, 3 vehicles would enter the site while 3 vehicles would exit the site.
- During the weekday evening peak hour, 4 vehicles would enter the site while 4 vehicles would exit the site.
- Please refer to the "Level of Service" section above for detailed LOS analysis results.
- Based on projected turning movement volumes and *ECM* criteria, no auxiliary turn-lane improvements would be required at the proposed site access on Falcon Highway. Please refer to the "Auxiliary Turn-Lane Analysis" section more details.
- Additional details regarding exact access location, access design details, and Roadway Improvement Fee Program option can be addressed in detail at the site development plan stage.

Per El Paso County LDC 6.2.5.C a proposed access connecting to County-maintained paved road shall be paved for a distance of at least 50 feet. Please contact the City of Colorado Springs and include a statement on the city's requirements for paving accesses connecting to COS ROW.

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



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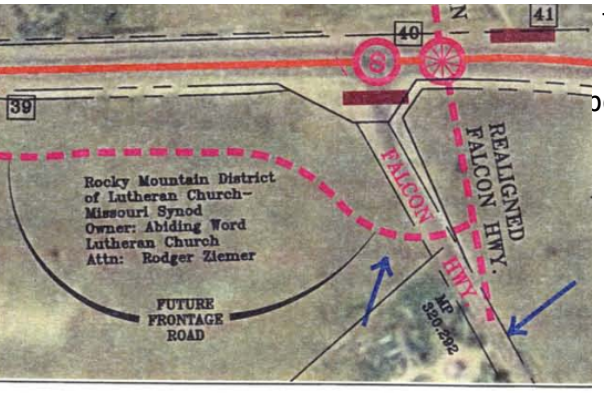
Enclosures: Table 3



Add a section regarding the Hwy 24 PEL and access management plan. Provide a summary of the current plan and how it impacts the site.

Example: The 2005 Access Control Plan identified future frontage road through the site. The existing plat identified easements for this frontage road. Is this still in effect with their latest plans/studies? The Future frontage is shown to connect to Falcon Hwy on the east side. How will this impact the proposed access for the property?

Coordinate with CDOT to determine if CDOT will require additional ROW preservation or easement relative to the existing public road easement already shown on the plat.

Tables

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CONSULTANTS, INC.

Table 3: Detailed Trip Generation Estimate

ITE		Value	Units [1]	Trip Generation Rates [2]					Driveway Trips Generated				
				Average	A.M.		P.M.		Average	A.M.		P.M.	
Code	Description			Weekday	In	Out	In	Out	Weekday	In	Out	In	Out
151	Mini-Warehouse	5.000	SU (100s)	17.96	0.62	0.59	0.84	0.84	90	3	3	4	4

[1] SU (100s) = 100 storage units

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

Figures

TRANSPORTATION
CONSULTANTS, INC.

NTS

TRANSPORTATION CONSULTANTS, INC.

Figure 1

Vicinity Map

11401 E Highway 24 Property Rezone (LSC # S224600)

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NTS

Figure 2

Site Rezone Information and Access Location

11401 E Highway 24 Property Rezone (LSC # S224600)

LSC TRANSPORTATION CONSULTANTS, INC.

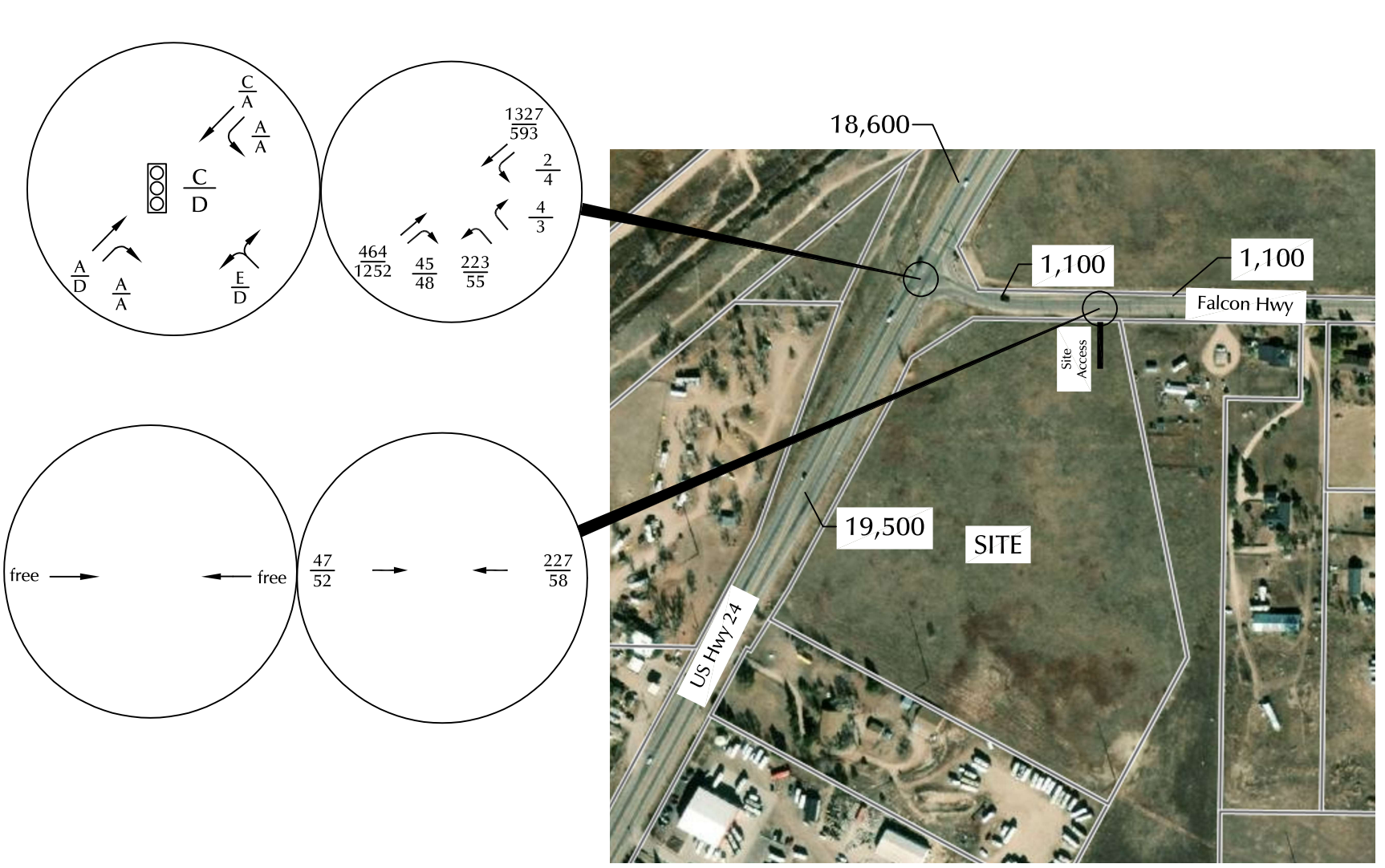

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Figure 3

Existing Traffic, Lane Geometry, Traffic Control, and LOS

11401 E Highway 24 Property Rezone (LSC # S224600)

X/X = AM Individual Movement Peak-Hour Level-of-Service / PM Individual Movement Peak-Hour Level-of-Service

XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

X,XXX = Average Daily Traffic (Vehicles/Day) CDOT 2022

= Traffic Signal

= Stop Sign

Counts by LSC (11/2022)

LSC TRANSPORTATION CONSULTANTS, INC.

NTS

LEGEND:

Estimated directional distribution of site-generated trips (% of entering or exiting traffic)

$$\frac{XX\%}{XX\%} = \frac{\text{Percent AM Peak-Hour Distribution}}{\text{Percent PM Peak-Hour Distribution}}$$

Figure 4

Estimated Directional Distribution

11401 E Highway 24 Property Rezone (LSC # S224600)

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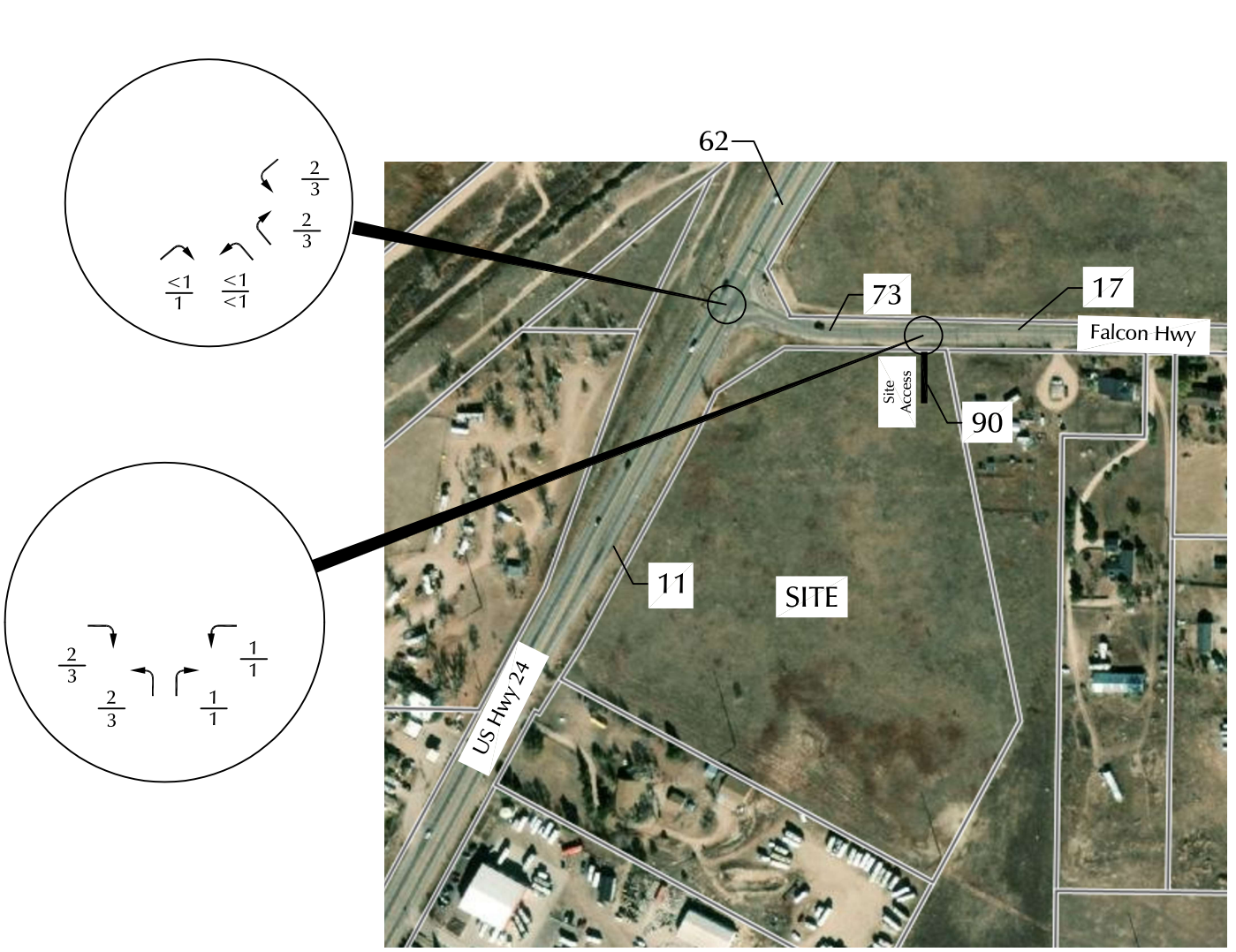


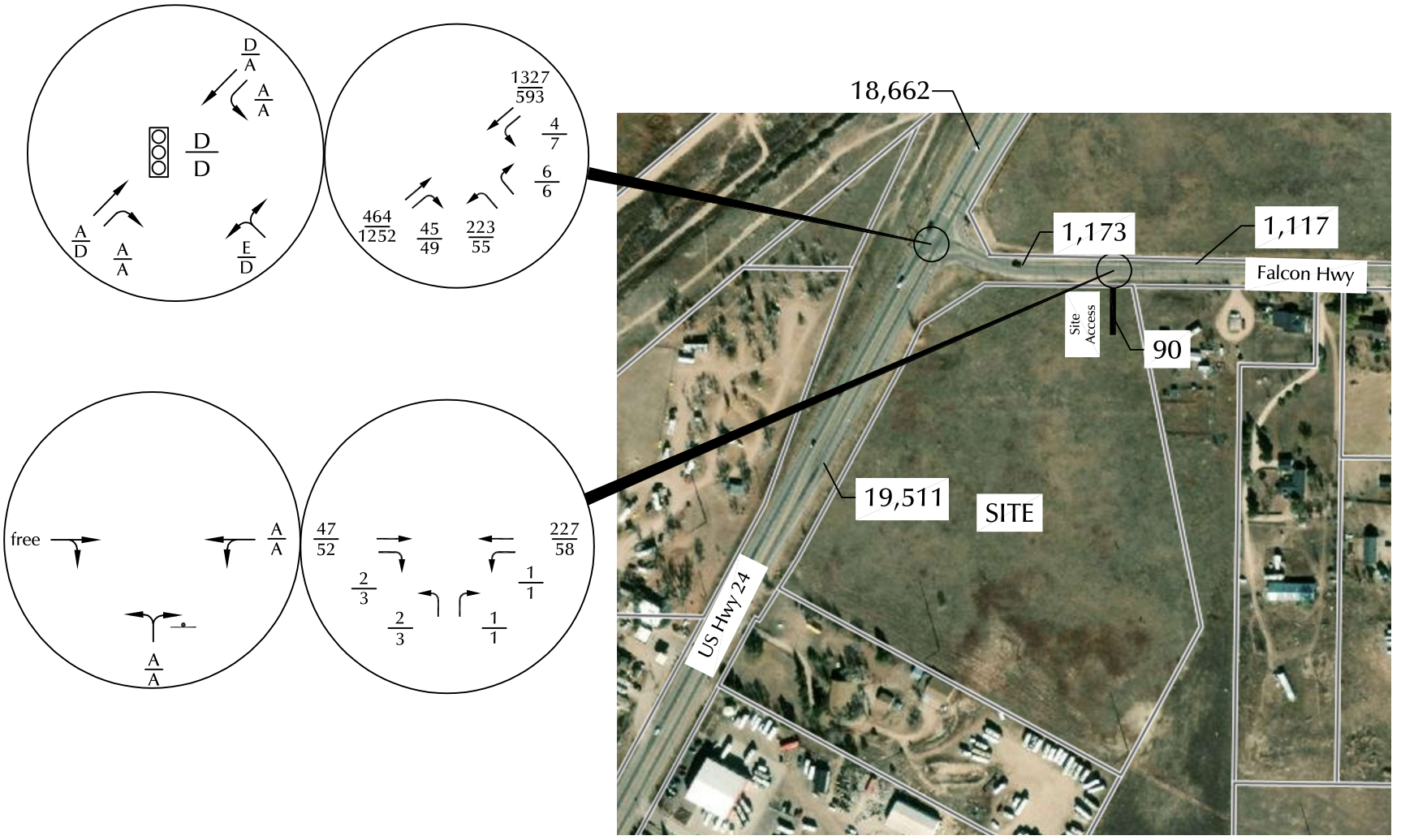
XX / XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

X,XXX = Average Daily Traffic (Vehicles/Day)

Figure 5

Site-Generated Traffic

11401 E Highway 24 Property Rezone (LSC # S224600)



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NTS

Figure 6

2022 Existing + Site-Generated Traffic, Lane Geometry, Traffic Control, and LOS

11401 E Highway 24 Property Rezone (LSC # S224600)

X/X = AM Individual Movement Peak-Hour Level-of-Service / PM Individual Movement Peak-Hour Level-of-Service

XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

X,XXX = Average Daily Traffic (Vehicles/Day)

= Traffic Signal

= Stop Sign

LSC TRANSPORTATION CONSULTANTS, INC.

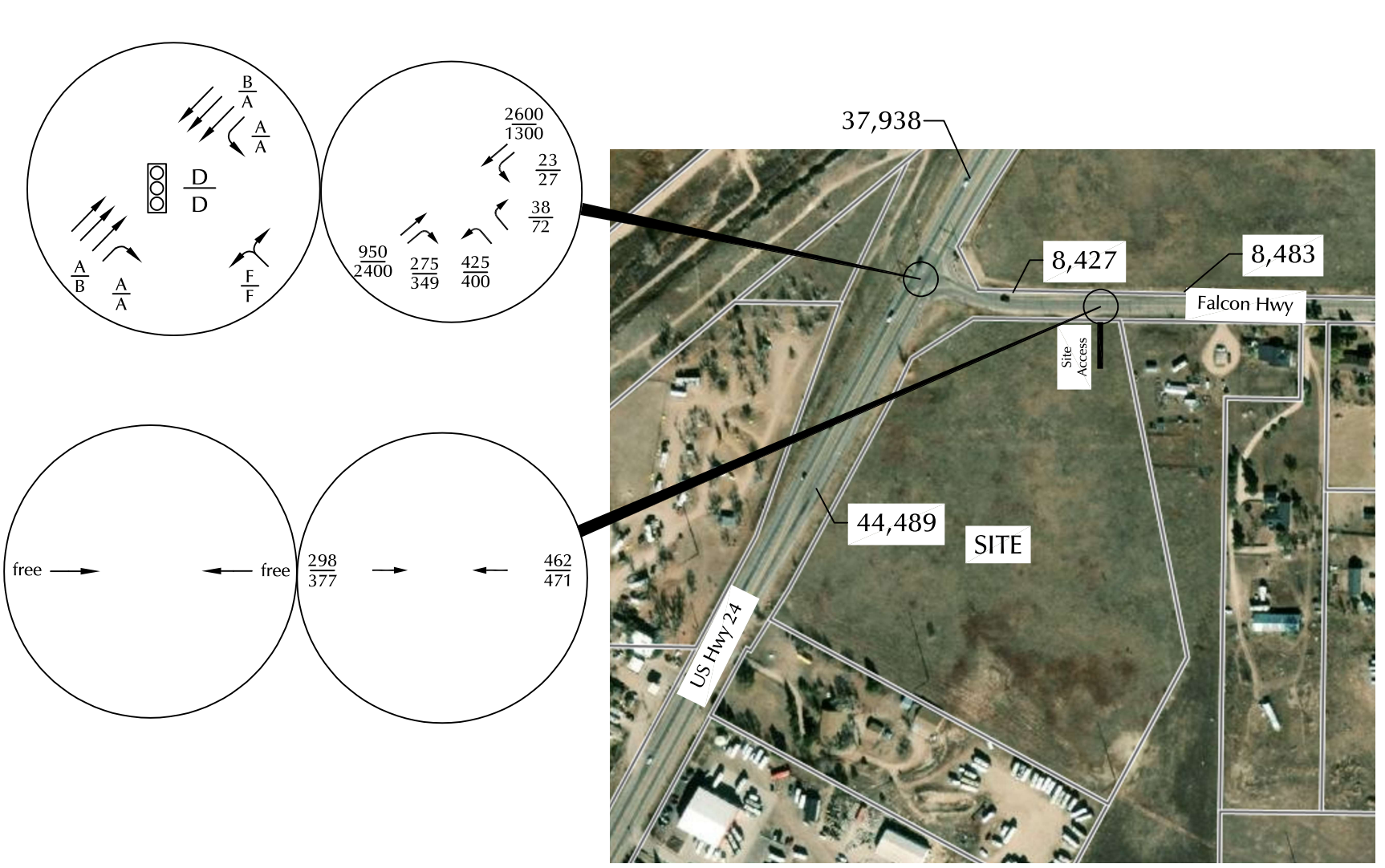


Figure 7

2042 Background Traffic, Lane Geometry, Traffic Control, and LOS

11401 E Highway 24 Property Rezone (LSC # S224600)

$\frac{X}{X}$ = AM Individual Movement Peak-Hour Level-of-Service / PM Individual Movement Peak-Hour Level-of-Service

$\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

X,XXX = Average Daily Traffic (Vehicles/Day)

= Traffic Signal

= Stop Sign

LSC TRANSPORTATION CONSULTANTS, INC.

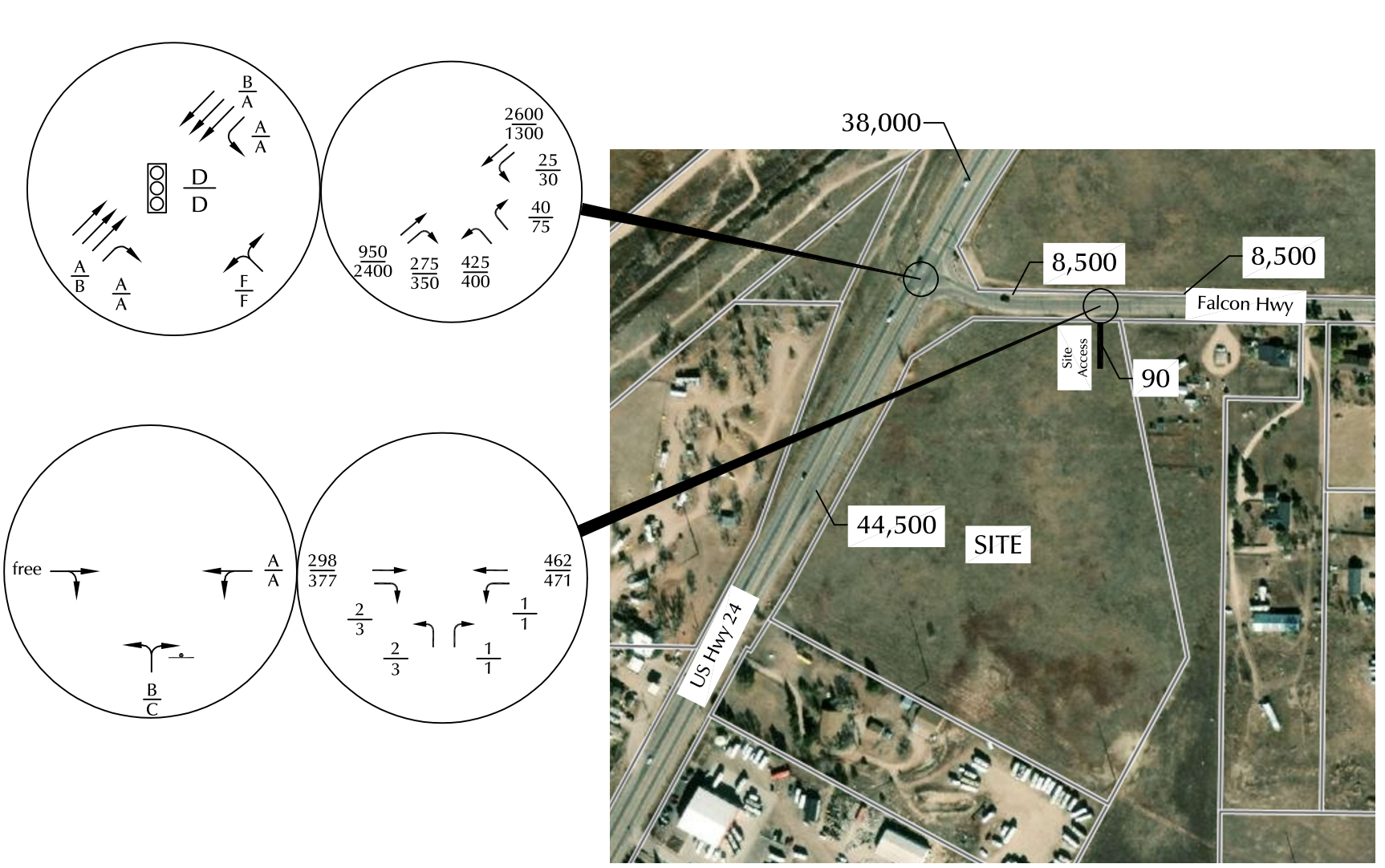


Figure 8

2042 Total Traffic, Lane Geometry, Traffic Control, and LOS

11401 E Highway 24 Property Rezone (LSC # S224600)

X/X = AM Individual Movement Peak-Hour Level-of-Service / PM Individual Movement Peak-Hour Level-of-Service

XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

X,XXX = Average Daily Traffic (Vehicles/Day)

= Traffic Signal

= Stop Sign

LSC TRANSPORTATION CONSULTANTS, INC.

Traffic Counts

TRANSPORTATION
CONSULTANTS, INC.

LSC Transportation Consultants, Inc.

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

File Name : Hwy 24 - Falcon Hwy AM
Site Code : S224600
Start Date : 11/17/2022
Page No : 1

Groups Printed- Unshifted

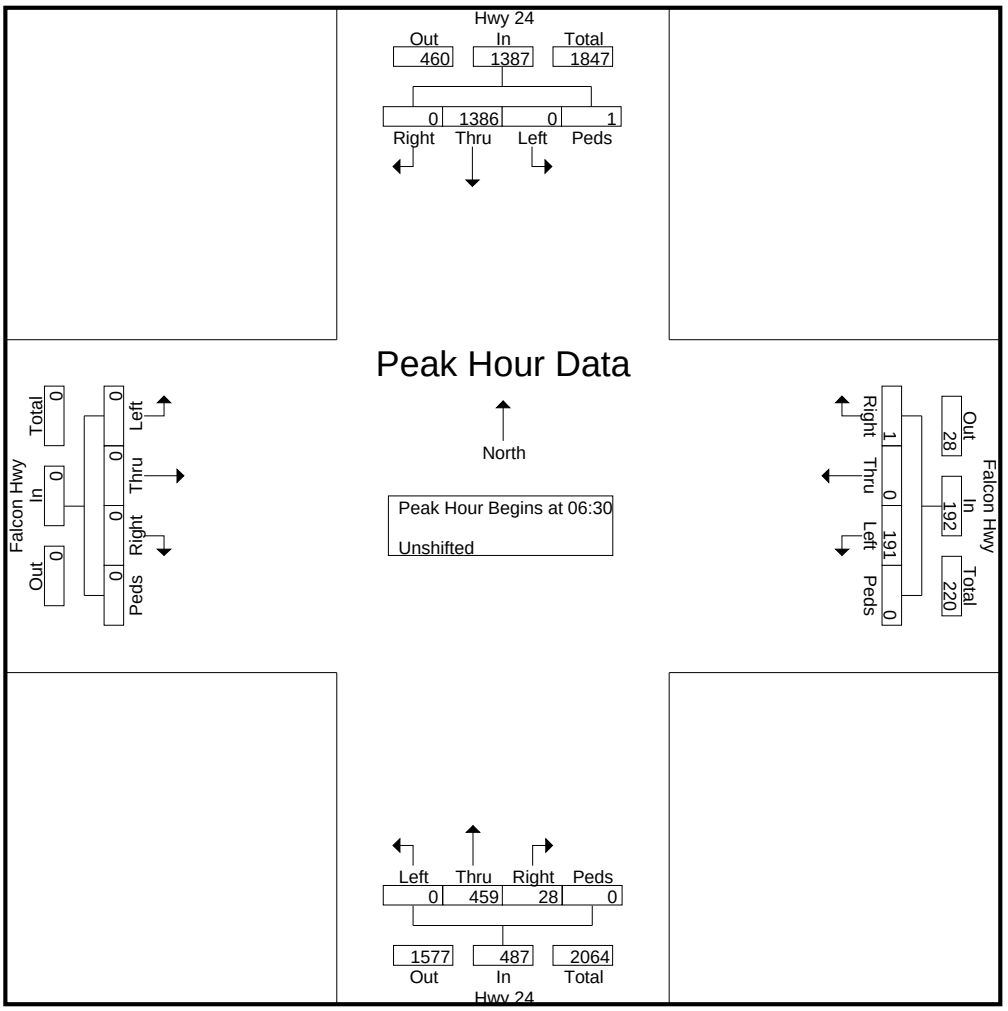
	Hwy 24 Southbound					Falcon Hwy Westbound					Hwy 24 Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30	0	123	0	0	123	0	0	10	0	10	1	52	0	0	53	0	0	0	0	0	186
06:35	0	123	0	0	123	0	0	5	0	5	2	42	0	0	44	0	0	0	0	0	172
06:40	0	118	0	0	118	0	0	9	0	9	3	54	0	0	57	0	0	0	0	0	184
06:45	0	119	0	0	119	0	0	7	0	7	3	33	0	0	36	0	0	0	0	0	162
06:50	0	119	0	0	119	0	0	17	0	17	3	39	0	0	42	0	0	0	0	0	178
06:55	0	111	0	0	111	0	0	16	0	16	1	28	0	0	29	0	0	0	0	0	156
Total	0	713	0	0	713	0	0	64	0	64	13	248	0	0	261	0	0	0	0	0	1038
07:00	0	106	0	0	106	0	0	18	0	18	0	28	0	0	28	0	0	0	0	0	152
07:05	0	103	0	1	104	0	0	25	0	25	1	37	0	0	38	0	0	0	0	0	167
07:10	0	113	0	0	113	1	0	16	0	17	2	29	0	0	31	0	0	0	0	0	161
07:15	0	113	0	0	113	0	0	27	0	27	2	47	0	0	49	0	0	0	0	0	189
07:20	0	129	0	0	129	0	0	17	0	17	6	39	0	0	45	0	0	0	0	0	191
07:25	0	109	0	0	109	0	0	24	0	24	4	31	0	0	35	0	0	0	0	0	168
07:30	0	109	0	0	109	0	0	17	0	17	6	29	0	0	35	0	0	0	0	0	161
07:35	0	107	0	0	107	0	0	33	0	33	2	40	0	0	42	0	0	0	0	0	182
07:40	0	117	0	0	117	2	0	12	0	14	5	46	0	0	51	0	0	0	0	0	182
07:45	0	113	0	0	113	0	0	16	0	16	5	32	0	0	37	0	0	0	0	0	166
07:50	0	114	0	0	114	0	0	11	0	11	7	56	0	0	63	0	0	0	0	0	188
07:55	0	94	2	0	96	1	0	7	0	8	5	50	0	0	55	0	0	0	0	0	159
Total	0	1327	2	1	1330	4	0	223	0	227	45	464	0	0	509	0	0	0	0	0	2066
08:00	0	81	0	0	81	1	0	5	0	6	4	40	0	0	44	0	0	0	0	0	131
08:05	0	66	0	0	66	1	0	4	0	5	5	44	0	0	49	0	0	0	0	0	120
08:10	0	88	1	0	89	0	0	4	0	4	1	37	0	0	38	0	0	0	0	0	131
08:15	0	94	0	0	94	0	0	9	0	9	4	37	0	0	41	0	0	0	0	0	144
08:20	0	68	1	0	69	0	0	4	0	4	2	35	0	0	37	0	0	0	0	0	110
08:25	0	67	0	0	67	0	0	7	0	7	3	36	0	0	39	0	0	0	0	0	113
Grand Total	0	2504	4	1	2509	6	0	320	0	326	77	941	0	0	1018	0	0	0	0	0	3853
Apprch %	0	99.8	0.2	0		1.8	0	98.2	0		7.6	92.4	0	0		0	0	0	0		
Total %	0	65	0.1	0	65.1	0.2	0	8.3	0	8.5	2	24.4	0	0	26.4	0	0	0	0	0	

LSC Transportation Consultants, Inc.

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

File Name : Hwy 24 - Falcon Hwy AM
Site Code : S224600
Start Date : 11/17/2022
Page No : 2

	Hwy 24 Southbound					Falcon Hwy Westbound					Hwy 24 Northbound					Falcon Hwy 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 06:30																					
06:30	0	123	0	0	123	0	0	10	0	10	1	52	0	0	53	0	0	0	0	0	186
06:35	0	123	0	0	123	0	0	5	0	5	2	42	0	0	44	0	0	0	0	0	172
06:40	0	118	0	0	118	0	0	9	0	9	3	**54**	0	0	**57**	0	0	0	0	0	184
06:45	0	119	0	0	119	0	0	7	0	7	3	33	0	0	36	0	0	0	0	0	162
06:50	0	119	0	0	119	0	0	17	0	17	3	39	0	0	42	0	0	0	0	0	178
06:55	0	111	0	0	111	0	0	16	0	16	1	28	0	0	29	0	0	0	0	0	156
07:00	0	106	0	0	106	0	0	18	0	18	0	28	0	0	28	0	0	0	0	0	152
07:05	0	103	0	**1**	104	0	0	25	0	25	1	37	0	0	38	0	0	0	0	0	167
07:10	0	113	0	0	113	**1**	0	16	0	17	2	29	0	0	31	0	0	0	0	0	161
07:15	0	113	0	0	113	0	0	**27**	0	**27**	2	47	0	0	49	0	0	0	0	0	189
07:20	0	**129**	0	0	**129**	0	0	17	0	17	**6**	39	0	0	45	0	0	0	0	0	**191**
07:25	0	109	0	0	109	0	0	24	0	24	4	31	0	0	35	0	0	0	0	0	168
Total Volume	0	1386	0	1	1387	1	0	191	0	192	28	459	0	0	487	0	0	0	0	0	2066
% App. Total	0	99.9	0	0.1		0.5	0	99.5	0		5.7	94.3	0	0		0	0	0	0		
PHF	.000	.895	.000	.083	.896	.083	.000	.590	.000	.593	.389	.708	.000	.000	.712	.000	.000	.000	.000	.000	.901

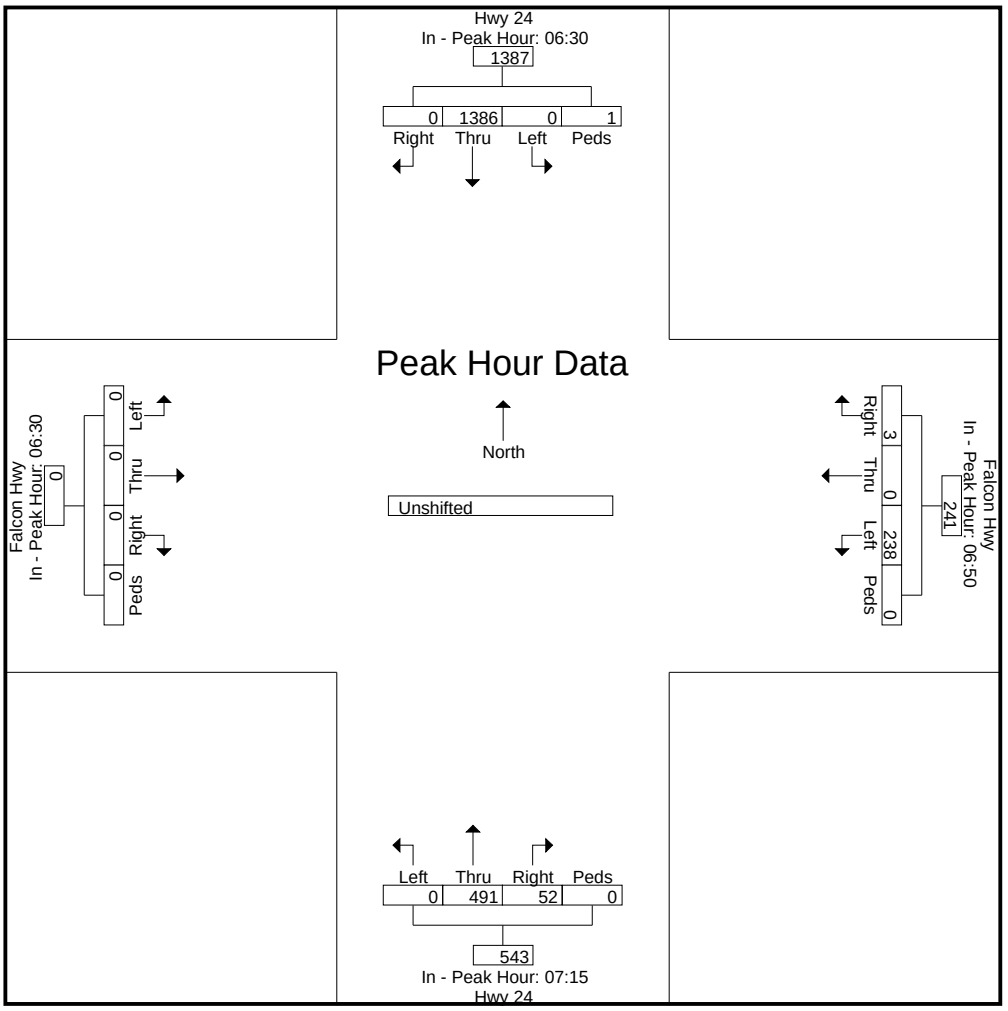


LSC Transportation Consultants, Inc.

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

File Name : Hwy 24 - Falcon Hwy AM
Site Code : S224600
Start Date : 11/17/2022
Page No : 3

	Hwy 24 Southbound					Falcon Hwy Westbound					Hwy 24 Northbound					Falcon Hwy 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 Each Approach Begins at:																					
	06:30					06:50					07:15					06:30					
+0 mins.	0	123	0	0	123	0	0	17	0	17	2	47	0	0	49	0	0	0	0	0	
+5 mins.	0	123	0	0	123	0	0	16	0	16	6	39	0	0	45	0	0	0	0	0	
+10 mins.	0	118	0	0	118	0	0	18	0	18	4	31	0	0	35	0	0	0	0	0	
+15 mins.	0	119	0	0	119	0	0	25	0	25	6	29	0	0	35	0	0	0	0	0	
+20 mins.	0	119	0	0	119	1	0	16	0	17	2	40	0	0	42	0	0	0	0	0	
+25 mins.	0	111	0	0	111	0	0	27	0	27	5	46	0	0	51	0	0	0	0	0	
+30 mins.	0	106	0	0	106	0	0	17	0	17	5	32	0	0	37	0	0	0	0	0	
+35 mins.	0	103	0	**1**	104	0	0	24	0	24	**7**	**56**	0	0	**63**	0	0	0	0	0	
+40 mins.	0	113	0	0	113	0	0	17	0	17	5	50	0	0	55	0	0	0	0	0	
+45 mins.	0	113	0	0	113	0	0	**33**	0	**33**	4	40	0	0	44	0	0	0	0	0	
+50 mins.	0	**129**	0	0	**129**	**2**	0	12	0	14	5	44	0	0	49	0	0	0	0	0	
+55 mins.	0	109	0	0	109	0	0	16	0	16	1	37	0	0	38	0	0	0	0	0	
Total Volume	0	1386	0	1	1387	3	0	238	0	241	52	491	0	0	543	0	0	0	0	0	
% App. Total	0	99.9	0	0.1		1.2	0	98.8	0		9.6	90.4	0	0		0	0	0	0		
PHF	.000	.895	.000	.083	.896	.125	.000	.601	.000	.609	.619	.731	.000	.000	.718	.000	.000	.000	.000	.000	



LSC Transportation Consultants, Inc.

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

File Name : Hwy 24 - Falcon Hwy PM
Site Code : S224600
Start Date : 11/15/2022
Page No : 1

Groups Printed- Unshifted

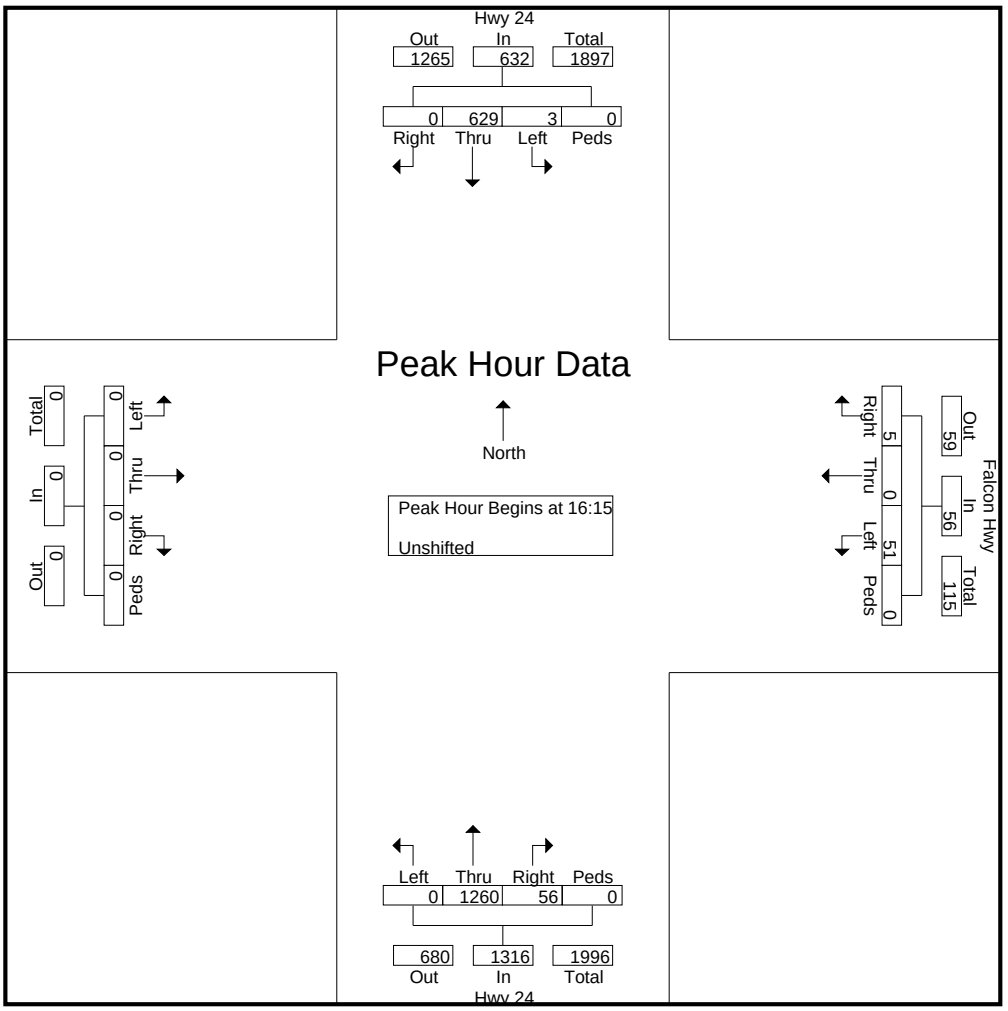
	Hwy 24 Southbound					Falcon Hwy Westbound					Hwy 24 Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	0	41	1	0	42	1	0	4	0	5	7	109	0	0	116	0	0	0	0	0	163
16:05	0	48	0	0	48	0	0	10	0	10	2	89	0	0	91	0	0	0	0	0	149
16:10	0	47	2	0	49	0	0	7	0	7	5	94	0	0	99	0	0	0	0	0	155
16:15	0	68	0	0	68	0	0	5	0	5	4	101	0	0	105	0	0	0	0	0	178
16:20	0	48	0	0	48	1	0	3	0	4	8	111	0	0	119	0	0	0	0	0	171
16:25	0	70	0	0	70	2	0	4	0	6	6	103	0	0	109	0	0	0	0	0	185
16:30	0	48	0	0	48	1	0	6	0	7	7	96	0	0	103	0	0	0	0	0	158
16:35	0	62	0	0	62	0	0	2	0	2	4	114	0	0	118	0	0	0	0	0	182
16:40	0	38	1	0	39	0	0	5	0	5	2	92	0	0	94	0	0	0	0	0	138
16:45	0	53	0	0	53	1	0	2	0	3	2	113	0	0	115	0	0	0	0	0	171
16:50	0	63	1	0	64	0	0	4	0	4	3	100	0	0	103	0	0	0	0	0	171
16:55	0	43	0	0	43	0	0	5	0	5	4	109	0	0	113	0	0	0	0	0	161
Total	0	629	5	0	634	6	0	57	0	63	54	1231	0	0	1285	0	0	0	0	0	1982
17:00	0	52	0	0	52	0	0	5	0	5	4	111	0	0	115	0	0	0	0	0	172
17:05	0	45	1	0	46	0	0	5	0	5	4	105	0	0	109	0	0	0	0	0	160
17:10	0	39	0	0	39	0	0	5	0	5	8	105	0	0	113	0	0	0	0	0	157
17:15	0	40	0	0	40	0	0	6	0	6	3	103	0	0	106	0	0	0	0	0	152
17:20	0	57	0	0	57	1	0	5	0	6	3	103	0	0	106	0	0	0	0	0	169
17:25	0	53	1	0	54	0	0	5	0	5	4	101	0	0	105	0	0	0	0	0	164
17:30	0	47	0	0	47	1	0	3	0	4	6	104	0	0	110	0	0	0	0	0	161
17:35	0	48	0	0	48	0	0	3	0	3	8	110	0	0	118	0	0	0	0	0	169
17:40	0	38	0	0	38	0	0	2	0	2	8	88	0	0	96	0	0	0	0	0	136
17:45	0	37	0	0	37	0	0	2	0	2	3	86	0	0	89	0	0	0	0	0	128
17:50	0	39	0	0	39	0	0	5	0	5	4	78	0	0	82	0	0	0	0	0	126
17:55	0	35	0	0	35	0	0	3	0	3	2	63	0	0	65	0	0	0	0	0	103
Total	0	530	2	0	532	2	0	49	0	51	57	1157	0	0	1214	0	0	0	0	0	1797
Grand Total	0	1159	7	0	1166	8	0	106	0	114	111	2388	0	0	2499	0	0	0	0	0	3779
Apprch %	0	99.4	0.6	0		7	0	93	0		4.4	95.6	0	0		0	0	0	0		
Total %	0	30.7	0.2	0	30.9	0.2	0	2.8	0	3	2.9	63.2	0	0	66.1	0	0	0	0	0	

LSC Transportation Consultants, Inc.

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

File Name : Hwy 24 - Falcon Hwy PM
Site Code : S224600
Start Date : 11/15/2022
Page No : 2

	Hwy 24 Southbound					Falcon Hwy Westbound					Hwy 24 Northbound					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 16:15																					
16:15	0	68	0	0	68	0	0	5	0	5	4	101	0	0	105	0	0	0	0	0	178
16:20	0	48	0	0	48	1	0	3	0	4	**8**	111	0	0	**119**	0	0	0	0	0	171
16:25	0	**70**	0	0	**70**	**2**	0	4	0	6	6	103	0	0	109	0	0	0	0	0	**185**
16:30	0	48	0	0	48	1	0	**6**	0	**7**	7	96	0	0	103	0	0	0	0	0	158
16:35	0	62	0	0	62	0	0	2	0	2	4	**114**	0	0	118	0	0	0	0	0	182
16:40	0	38	**1**	0	39	0	0	5	0	5	2	92	0	0	94	0	0	0	0	0	138
16:45	0	53	0	0	53	1	0	2	0	3	2	113	0	0	115	0	0	0	0	0	171
16:50	0	63	1	0	64	0	0	4	0	4	3	100	0	0	103	0	0	0	0	0	171
16:55	0	43	0	0	43	0	0	5	0	5	4	109	0	0	113	0	0	0	0	0	161
17:00	0	52	0	0	52	0	0	5	0	5	4	111	0	0	115	0	0	0	0	0	172
17:05	0	45	1	0	46	0	0	5	0	5	4	105	0	0	109	0	0	0	0	0	160
17:10	0	39	0	0	39	0	0	5	0	5	8	105	0	0	113	0	0	0	0	0	157
Total Volume	0	629	3	0	632	5	0	51	0	56	56	1260	0	0	1316	0	0	0	0	0	2004
% App. Total	0	99.5	0.5	0		8.9	0	91.1	0		4.3	95.7	0	0		0	0	0	0		
PHF	.000	.749	.250	.000	.752	.208	.000	.708	.000	.667	.583	.921	.000	.000	.922	.000	.000	.000	.000	.000	.903

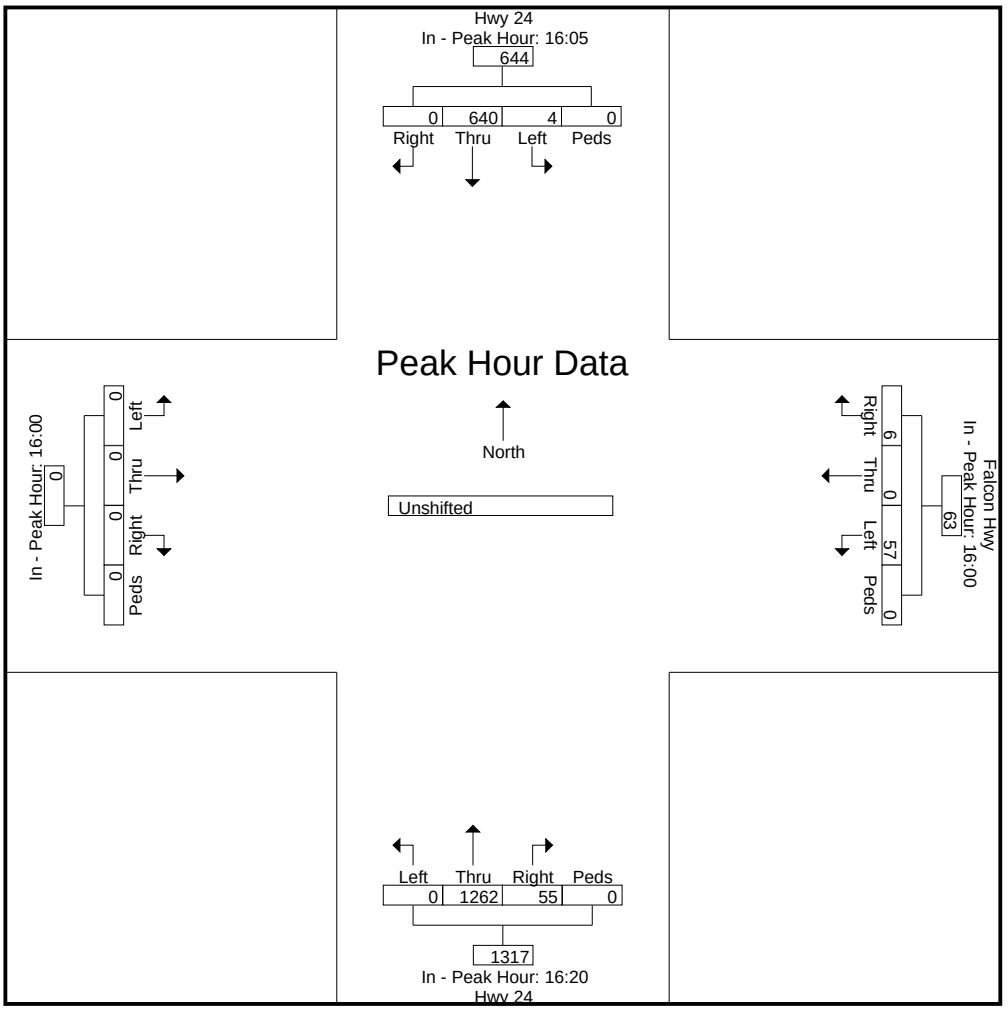


LSC Transportation Consultants, Inc.

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

File Name : Hwy 24 - Falcon Hwy PM
Site Code : S224600
Start Date : 11/15/2022
Page No : 3

	Hwy 24 Southbound					Falcon Hwy Westbound					Hwy 24 Northbound					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 Each Approach Begins at:																					
	16:05					16:00					16:20					16:00					
+0 mins.	0	48	0	0	48	1	0	4	0	5	**8**	111	0	0	**119**	0	0	0	0	0	
+5 mins.	0	47	**2**	0	49	0	0	**10**	0	**10**	6	103	0	0	109	0	0	0	0	0	
+10 mins.	0	68	0	0	68	0	0	7	0	7	7	96	0	0	103	0	0	0	0	0	
+15 mins.	0	48	0	0	48	0	0	5	0	5	4	**114**	0	0	118	0	0	0	0	0	
+20 mins.	0	**70**	0	0	**70**	1	0	3	0	4	2	92	0	0	94	0	0	0	0	0	
+25 mins.	0	48	0	0	48	**2**	0	4	0	6	2	113	0	0	115	0	0	0	0	0	
+30 mins.	0	62	0	0	62	1	0	6	0	7	3	100	0	0	103	0	0	0	0	0	
+35 mins.	0	38	1	0	39	0	0	2	0	2	4	109	0	0	113	0	0	0	0	0	
+40 mins.	0	53	0	0	53	0	0	5	0	5	4	111	0	0	115	0	0	0	0	0	
+45 mins.	0	63	1	0	64	1	0	2	0	3	4	105	0	0	109	0	0	0	0	0	
+50 mins.	0	43	0	0	43	0	0	4	0	4	8	105	0	0	113	0	0	0	0	0	
+55 mins.	0	52	0	0	52	0	0	5	0	5	3	103	0	0	106	0	0	0	0	0	
Total Volume	0	640	4	0	644	6	0	57	0	63	55	1262	0	0	1317	0	0	0	0	0	
% App. Total	0	99.4	0.6	0		9.5	0	90.5	0		4.2	95.8	0	0		0	0	0	0		
PHF	.000	.762	.167	.000	.767	.250	.000	.475	.000	.525	.573	.923	.000	.000	.922	.000	.000	.000	.000	.000	



Levels of Service

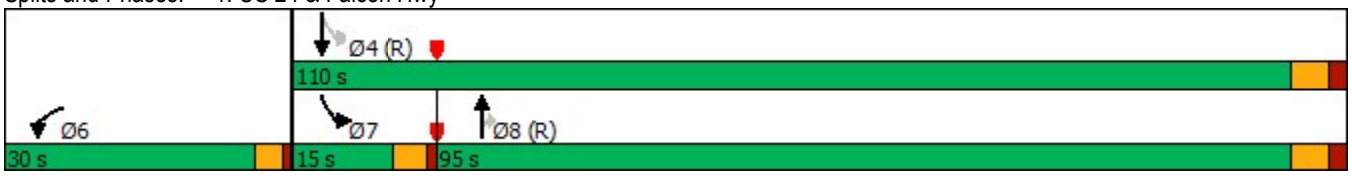
TRANSPORTATION
CONSULTANTS, INC.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	224	5	464	47	3	1237
Future Volume (vph)	224	5	464	47	3	1237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		490	775	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				90	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997			0.850		
Flt Protected	0.953				0.950	
Satd. Flow (prot)	1770	0	1759	1495	1736	1827
Flt Permitted	0.953				0.410	
Satd. Flow (perm)	1770	0	1759	1495	749	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	1			51		
Link Speed (mph)	45		65			65
Link Distance (ft)	414		1195			991
Travel Time (s)	6.3		12.5			10.4
Peak Hour Factor	0.87	0.87	0.92	0.92	0.95	0.95
Heavy Vehicles (%)	2%	2%	8%	8%	4%	4%
Adj. Flow (vph)	257	6	504	51	3	1302
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	0	504	51	3	1302
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	pm+pt	NA
Protected Phases	6		8		7	4

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				8	4	
Detector Phase	6		8	8	7	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	12.0		41.0	41.0	9.5	41.0
Total Split (s)	30.0		95.0	95.0	15.0	110.0
Total Split (%)	21.4%		67.9%	67.9%	10.7%	78.6%
Maximum Green (s)	26.0		89.0	89.0	10.5	104.0
Yellow Time (s)	3.0		4.0	4.0	3.5	4.0
All-Red Time (s)	1.0		2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0		6.0	6.0	4.5	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		C-Max	C-Max	None	C-Max
Act Effct Green (s)	26.0		102.0	102.0	105.5	104.0
Actuated g/C Ratio	0.19		0.73	0.73	0.75	0.74
v/c Ratio	0.80		0.39	0.05	0.00	0.96
Control Delay	72.9		8.8	1.9	4.3	33.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	72.9		8.8	1.9	4.3	33.6
LOS	E		A	A	A	C
Approach Delay	72.9		8.1			33.5
Approach LOS	E		A			C
Queue Length 50th (ft)	231		147	0	1	944
Queue Length 95th (ft)	#342		269	14	3	#1444
Internal Link Dist (ft)	334		1115			911
Turn Bay Length (ft)				490	775	
Base Capacity (vph)	329		1280	1102	638	1357
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.80		0.39	0.05	0.00	0.96

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 45 (32%), Referenced to phase 4:SBTL and 8:NBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 31.8		Intersection LOS: C	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: US 24 & Falcon Hwy



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	55	3	1252	48	4	593
Future Volume (vph)	55	3	1252	48	4	593
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		490	775	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				90	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992			0.850		
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1765	0	1759	1495	1736	1827
Flt Permitted	0.955				0.039	
Satd. Flow (perm)	1765	0	1759	1495	71	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			51		
Link Speed (mph)	45		65			65
Link Distance (ft)	414		1195			991
Travel Time (s)	6.3		12.5			10.4
Peak Hour Factor	0.83	0.83	0.95	0.95	0.93	0.93
Heavy Vehicles (%)	2%	2%	8%	8%	4%	4%
Adj. Flow (vph)	66	4	1318	51	4	638
Shared Lane Traffic (%)						
Lane Group Flow (vph)	70	0	1318	51	4	638
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	pm+pt	NA
Protected Phases	6		8		7	4

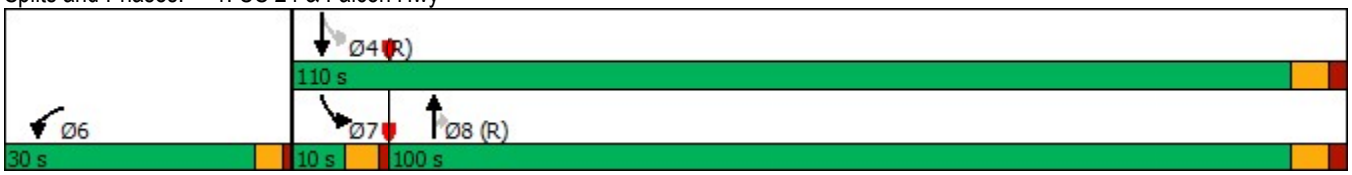
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				8	4	
Detector Phase	6		8	8	7	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	12.0		41.0	41.0	9.5	41.0
Total Split (s)	30.0		100.0	100.0	10.0	110.0
Total Split (%)	21.4%		71.4%	71.4%	7.1%	78.6%
Maximum Green (s)	26.0		94.0	94.0	5.5	104.0
Yellow Time (s)	3.0		4.0	4.0	3.5	4.0
All-Red Time (s)	1.0		2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0		6.0	6.0	4.5	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		C-Max	C-Max	None	C-Max
Act Effct Green (s)	26.0		102.0	102.0	105.5	104.0
Actuated g/C Ratio	0.19		0.73	0.73	0.75	0.74
v/c Ratio	0.21		1.03	0.05	0.03	0.47
Control Delay	48.9		52.8	1.8	4.8	8.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	48.9		52.8	1.8	4.8	8.5
LOS	D		D	A	A	A
Approach Delay	48.9		50.9			8.4
Approach LOS	D		D			A
Queue Length 50th (ft)	53		~1137	0	1	205
Queue Length 95th (ft)	91		#1641	14	4	274
Internal Link Dist (ft)	334		1115			911
Turn Bay Length (ft)				490	775	
Base Capacity (vph)	329		1281	1102	118	1357
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.21		1.03	0.05	0.03	0.47

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 45 (32%), Referenced to phase 4:SBTL and 8:NBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 37.7		Intersection LOS: D	
Intersection Capacity Utilization 78.4%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: US 24 & Falcon Hwy



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	223	6	464	45	4	1327
Future Volume (vph)	223	6	464	45	4	1327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		490	775	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				90	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.996			0.850		
Flt Protected	0.954				0.950	
Satd. Flow (prot)	1770	0	1759	1495	1736	1827
Flt Permitted	0.954				0.410	
Satd. Flow (perm)	1770	0	1759	1495	749	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	1			49		
Link Speed (mph)	45		65			65
Link Distance (ft)	414		1195			991
Travel Time (s)	6.3		12.5			10.4
Peak Hour Factor	0.87	0.87	0.92	0.92	0.95	0.95
Heavy Vehicles (%)	2%	2%	8%	8%	4%	4%
Adj. Flow (vph)	256	7	504	49	4	1397
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	0	504	49	4	1397
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	pm+pt	NA
Protected Phases	6		8		7	4

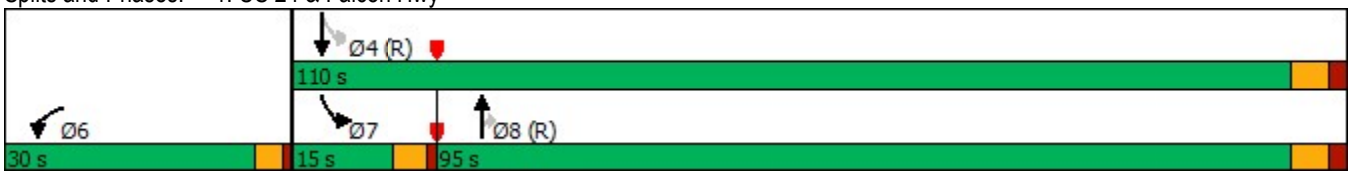
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				8	4	
Detector Phase	6		8	8	7	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	12.0		41.0	41.0	9.5	41.0
Total Split (s)	30.0		95.0	95.0	15.0	110.0
Total Split (%)	21.4%		67.9%	67.9%	10.7%	78.6%
Maximum Green (s)	26.0		89.0	89.0	10.5	104.0
Yellow Time (s)	3.0		4.0	4.0	3.5	4.0
All-Red Time (s)	1.0		2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0		6.0	6.0	4.5	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		C-Max	C-Max	None	C-Max
Act Effct Green (s)	26.0		101.9	101.9	105.5	104.0
Actuated g/C Ratio	0.19		0.73	0.73	0.75	0.74
v/c Ratio	0.80		0.39	0.04	0.01	1.03
Control Delay	72.9		8.8	1.9	4.2	51.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	72.9		8.8	1.9	4.2	51.2
LOS	E		A	A	A	D
Approach Delay	72.9		8.2			51.1
Approach LOS	E		A			D
Queue Length 50th (ft)	231		147	0	1	~1358
Queue Length 95th (ft)	#342		270	14	4	#1624
Internal Link Dist (ft)	334		1115			911
Turn Bay Length (ft)				490	775	
Base Capacity (vph)	329		1280	1102	638	1357
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.80		0.39	0.04	0.01	1.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 45 (32%), Referenced to phase 4:SBTL and 8:NBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 43.0		Intersection LOS: D	
Intersection Capacity Utilization 90.9%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: US 24 & Falcon Hwy



Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	47	2	1	227	2	1
Future Vol, veh/h	47	2	1	227	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	87	87	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	3	1	261	3	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	63	0	325	62
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	263	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1540	-	669	1003
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	781	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1540	-	668	1003
Mov Cap-2 Maneuver	-	-	-	-	668	-
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	780	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	752	-	-	1540	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Control Delay (s)	9.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	55	6	1252	49	7	593
Future Volume (vph)	55	6	1252	49	7	593
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		490	775	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				90	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987			0.850		
Flt Protected	0.957				0.950	
Satd. Flow (prot)	1759	0	1759	1495	1736	1827
Flt Permitted	0.957				0.039	
Satd. Flow (perm)	1759	0	1759	1495	71	1827
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	3			52		
Link Speed (mph)	45		65			65
Link Distance (ft)	414		1195			991
Travel Time (s)	6.3		12.5			10.4
Peak Hour Factor	0.83	0.83	0.95	0.95	0.93	0.93
Heavy Vehicles (%)	2%	2%	8%	8%	4%	4%
Adj. Flow (vph)	66	7	1318	52	8	638
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	1318	52	8	638
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	pm+pt	NA
Protected Phases	6		8		7	4

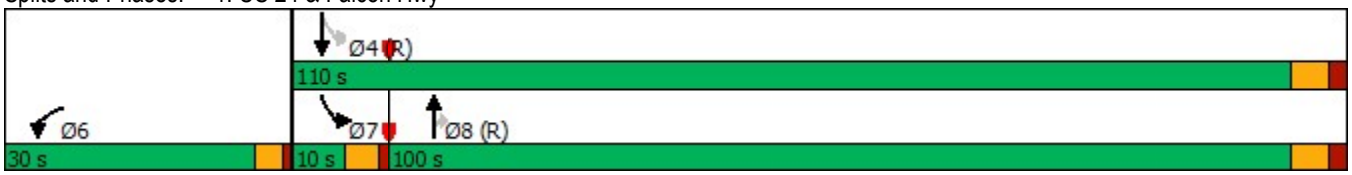
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				8	4	
Detector Phase	6		8	8	7	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	12.0		41.0	41.0	9.5	41.0
Total Split (s)	30.0		100.0	100.0	10.0	110.0
Total Split (%)	21.4%		71.4%	71.4%	7.1%	78.6%
Maximum Green (s)	26.0		94.0	94.0	5.5	104.0
Yellow Time (s)	3.0		4.0	4.0	3.5	4.0
All-Red Time (s)	1.0		2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0		6.0	6.0	4.5	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		C-Max	C-Max	None	C-Max
Act Effct Green (s)	26.0		102.0	102.0	105.5	104.0
Actuated g/C Ratio	0.19		0.73	0.73	0.75	0.74
v/c Ratio	0.22		1.03	0.05	0.07	0.47
Control Delay	48.5		52.8	1.8	5.4	8.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	48.5		52.8	1.8	5.4	8.5
LOS	D		D	A	A	A
Approach Delay	48.5		50.8			8.4
Approach LOS	D		D			A
Queue Length 50th (ft)	55		~1137	0	2	205
Queue Length 95th (ft)	94		#1641	14	6	274
Internal Link Dist (ft)	334		1115			911
Turn Bay Length (ft)				490	775	
Base Capacity (vph)	329		1281	1102	118	1357
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.22		1.03	0.05	0.07	0.47

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 45 (32%), Referenced to phase 4:SBTL and 8:NBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 37.6		Intersection LOS: D	
Intersection Capacity Utilization 78.4%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: US 24 & Falcon Hwy



Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	52	3	1	58	3	1
Future Vol, veh/h	52	3	1	58	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	4	1	70	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	67	0	137	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1535	-	856	999
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1535	-	855	999
Mov Cap-2 Maneuver	-	-	-	-	855	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	950	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	887	-	-	1535	-
HCM Lane V/C Ratio	0.006	-	-	0.001	-
HCM Control Delay (s)	9.1	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	425	38	950	275	23	2600
Future Volume (vph)	425	38	950	275	23	2600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		490	775	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				90	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt	0.989			0.850		
Flt Protected	0.956				0.950	
Satd. Flow (prot)	1761	0	3343	1495	1736	3471
Flt Permitted	0.956				0.239	
Satd. Flow (perm)	1761	0	3343	1495	437	3471
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	3			289		
Link Speed (mph)	45		65			65
Link Distance (ft)	414		1195			991
Travel Time (s)	6.3		12.5			10.4
Peak Hour Factor	0.92	0.92	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	8%	8%	4%	4%
Adj. Flow (vph)	462	41	1000	289	24	2737
Shared Lane Traffic (%)						
Lane Group Flow (vph)	503	0	1000	289	24	2737
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	pm+pt	NA
Protected Phases	6		8		7	4

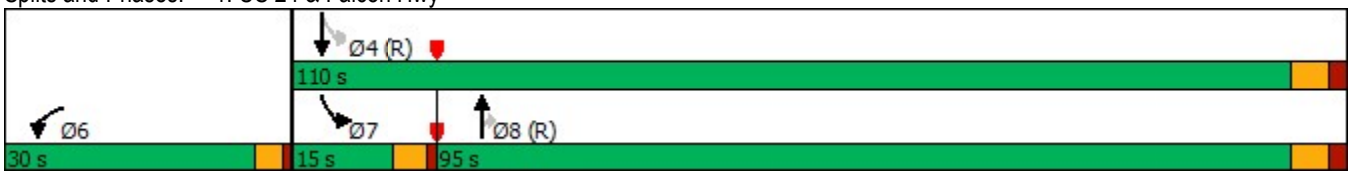
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				8	4	
Detector Phase	6		8	8	7	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	12.0		41.0	41.0	9.5	41.0
Total Split (s)	30.0		95.0	95.0	15.0	110.0
Total Split (%)	21.4%		67.9%	67.9%	10.7%	78.6%
Maximum Green (s)	26.0		89.0	89.0	10.5	104.0
Yellow Time (s)	3.0		4.0	4.0	3.5	4.0
All-Red Time (s)	1.0		2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0		6.0	6.0	4.5	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		C-Max	C-Max	None	C-Max
Act Effct Green (s)	26.0		97.6	97.6	105.5	104.0
Actuated g/C Ratio	0.19		0.70	0.70	0.75	0.74
v/c Ratio	1.53		0.43	0.26	0.06	1.06
Control Delay	290.6		10.4	1.5	4.7	56.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	290.6		10.4	1.5	4.7	56.1
LOS	F		B	A	A	E
Approach Delay	290.6		8.4			55.6
Approach LOS	F		A			E
Queue Length 50th (ft)	~642		211	0	5	~1440
Queue Length 95th (ft)	#868		259	30	12	#1558
Internal Link Dist (ft)	334		1115			911
Turn Bay Length (ft)				490	775	
Base Capacity (vph)	329		2329	1129	426	2578
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	1.53		0.43	0.26	0.06	1.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 45 (32%), Referenced to phase 4:SBTL and 8:NBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.53			
Intersection Signal Delay: 68.2		Intersection LOS: E	
Intersection Capacity Utilization 106.1%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: US 24 & Falcon Hwy



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	400	72	2400	349	27	1300
Future Volume (vph)	400	72	2400	349	27	1300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		490	775	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				90	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt	0.979			0.850		
Flt Protected	0.959				0.950	
Satd. Flow (prot)	1749	0	3343	1495	1736	3471
Flt Permitted	0.959				0.040	
Satd. Flow (perm)	1749	0	3343	1495	73	3471
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	6			367		
Link Speed (mph)	45		65			65
Link Distance (ft)	414		1195			991
Travel Time (s)	6.3		12.5			10.4
Peak Hour Factor	0.92	0.92	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	8%	8%	4%	4%
Adj. Flow (vph)	435	78	2526	367	28	1368
Shared Lane Traffic (%)						
Lane Group Flow (vph)	513	0	2526	367	28	1368
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	pm+pt	NA
Protected Phases	6		8		7	4

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				8	4	
Detector Phase	6		8	8	7	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	12.0		41.0	41.0	9.5	41.0
Total Split (s)	30.0		100.0	100.0	10.0	110.0
Total Split (%)	21.4%		71.4%	71.4%	7.1%	78.6%
Maximum Green (s)	26.0		94.0	94.0	5.5	104.0
Yellow Time (s)	3.0		4.0	4.0	3.5	4.0
All-Red Time (s)	1.0		2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0		6.0	6.0	4.5	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		C-Max	C-Max	None	C-Max
Act Effct Green (s)	26.0		98.0	98.0	105.5	104.0
Actuated g/C Ratio	0.19		0.70	0.70	0.75	0.74
v/c Ratio	1.56		1.08	0.32	0.23	0.53
Control Delay	302.9		66.4	1.5	8.9	8.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	302.9		66.4	1.5	8.9	8.5
LOS	F		E	A	A	A
Approach Delay	302.9		58.2			8.5
Approach LOS	F		E			A
Queue Length 50th (ft)	~658		~1395	0	6	247
Queue Length 95th (ft)	#886		#1520	32	13	293
Internal Link Dist (ft)	334		1115			911
Turn Bay Length (ft)				490	775	
Base Capacity (vph)	329		2340	1156	120	2578
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	1.56		1.08	0.32	0.23	0.53

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 45 (32%), Referenced to phase 4:SBTL and 8:NBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.56			
Intersection Signal Delay: 69.9		Intersection LOS: E	
Intersection Capacity Utilization 101.2%		ICU Level of Service G	
Analysis Period (min) 15			

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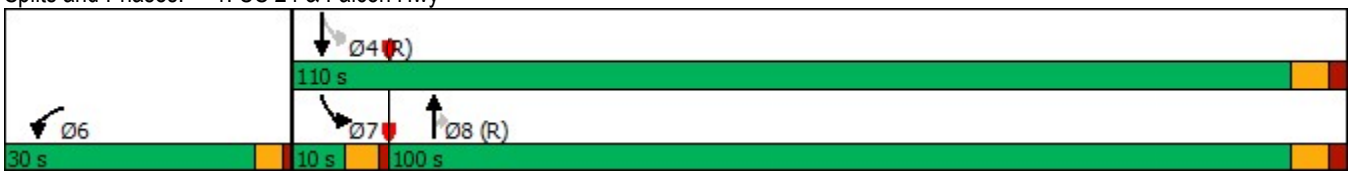
Queue shown is maximum after two cycles.

Splits and Phases: 1: US 24 & Falcon Hwy



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	425	40	950	275	25	2600
Future Volume (vph)	425	40	950	275	25	2600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		490	775	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				90	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt	0.989			0.850		
Flt Protected	0.956				0.950	
Satd. Flow (prot)	1761	0	3343	1495	1736	3471
Flt Permitted	0.956				0.239	
Satd. Flow (perm)	1761	0	3343	1495	437	3471
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	3			289		
Link Speed (mph)	45		65			65
Link Distance (ft)	414		1195			991
Travel Time (s)	6.3		12.5			10.4
Peak Hour Factor	0.92	0.92	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	8%	8%	4%	4%
Adj. Flow (vph)	462	43	1000	289	26	2737
Shared Lane Traffic (%)						
Lane Group Flow (vph)	505	0	1000	289	26	2737
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	pm+pt	NA
Protected Phases	6		8		7	4

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				8	4	
Detector Phase	6		8	8	7	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	12.0		41.0	41.0	9.5	41.0
Total Split (s)	30.0		100.0	100.0	10.0	110.0
Total Split (%)	21.4%		71.4%	71.4%	7.1%	78.6%
Maximum Green (s)	26.0		94.0	94.0	5.5	104.0
Yellow Time (s)	3.0		4.0	4.0	3.5	4.0
All-Red Time (s)	1.0		2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0		6.0	6.0	4.5	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		C-Max	C-Max	None	C-Max
Act Effct Green (s)	26.0		98.0	98.0	105.5	104.0
Actuated g/C Ratio	0.19		0.70	0.70	0.75	0.74
v/c Ratio	1.53		0.43	0.26	0.07	1.06
Control Delay	293.1		10.1	1.4	4.7	56.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	293.1		10.1	1.4	4.7	56.1
LOS	F		B	A	A	E
Approach Delay	293.1		8.2			55.6
Approach LOS	F		A			E
Queue Length 50th (ft)	~645		208	0	5	~1440
Queue Length 95th (ft)	#872		252	29	13	#1558
Internal Link Dist (ft)	334		1115			911
Turn Bay Length (ft)				490	775	
Base Capacity (vph)	329		2340	1132	380	2578
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	1.53		0.43	0.26	0.07	1.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 45 (32%), Referenced to phase 4:SBTL and 8:NBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.53			
Intersection Signal Delay: 68.5		Intersection LOS: E	
Intersection Capacity Utilization 106.2%		ICU Level of Service G	
Analysis Period (min) 15			

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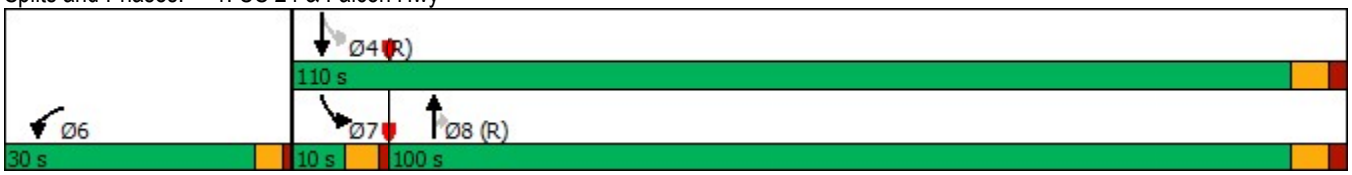
Splits and Phases: 1: US 24 & Falcon Hwy



Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	298	2	1	462	2	1
Future Vol, veh/h	298	2	1	462	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	324	2	1	502	3	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	326	0	829	325
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	504	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1234	-	340	716
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	607	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1234	-	340	716
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	606	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	412	-	-	1234	-
HCM Lane V/C Ratio	0.009	-	-	0.001	-
HCM Control Delay (s)	13.8	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	400	75	2400	350	30	1300
Future Volume (vph)	400	75	2400	350	30	1300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		490	775	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				90	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt	0.979			0.850		
Flt Protected	0.960				0.950	
Satd. Flow (prot)	1751	0	3343	1495	1736	3471
Flt Permitted	0.960				0.040	
Satd. Flow (perm)	1751	0	3343	1495	73	3471
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	6			368		
Link Speed (mph)	45		65			65
Link Distance (ft)	414		1195			991
Travel Time (s)	6.3		12.5			10.4
Peak Hour Factor	0.92	0.92	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	8%	8%	4%	4%
Adj. Flow (vph)	435	82	2526	368	32	1368
Shared Lane Traffic (%)						
Lane Group Flow (vph)	517	0	2526	368	32	1368
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	pm+pt	NA
Protected Phases	6		8		7	4

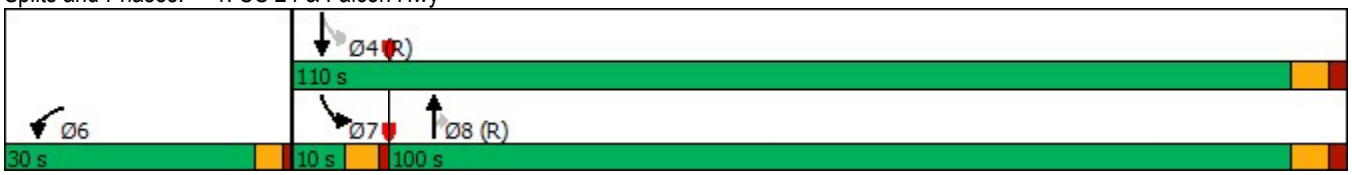
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				8	4	
Detector Phase	6		8	8	7	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	12.0		41.0	41.0	9.5	41.0
Total Split (s)	30.0		100.0	100.0	10.0	110.0
Total Split (%)	21.4%		71.4%	71.4%	7.1%	78.6%
Maximum Green (s)	26.0		94.0	94.0	5.5	104.0
Yellow Time (s)	3.0		4.0	4.0	3.5	4.0
All-Red Time (s)	1.0		2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0		6.0	6.0	4.5	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		C-Max	C-Max	None	C-Max
Act Effct Green (s)	26.0		98.0	98.0	105.5	104.0
Actuated g/C Ratio	0.19		0.70	0.70	0.75	0.74
v/c Ratio	1.57		1.08	0.32	0.27	0.53
Control Delay	305.9		66.4	1.5	9.7	8.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	305.9		66.4	1.5	9.7	8.5
LOS	F		E	A	A	A
Approach Delay	305.9		58.2			8.6
Approach LOS	F		E			A
Queue Length 50th (ft)	~665		~1395	0	6	247
Queue Length 95th (ft)	#894		#1520	32	15	293
Internal Link Dist (ft)	334		1115			911
Turn Bay Length (ft)				490	775	
Base Capacity (vph)	330		2340	1156	120	2578
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	1.57		1.08	0.32	0.27	0.53

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 45 (32%), Referenced to phase 4:SBTL and 8:NBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.57			
Intersection Signal Delay: 70.4		Intersection LOS: E	
Intersection Capacity Utilization 101.4%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: US 24 & Falcon Hwy



Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	377	3	1	471	3	1
Future Vol, veh/h	377	3	1	471	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	410	3	1	512	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	413	0	926	412
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	514	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1146	-	298	640
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	600	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1146	-	298	640
Mov Cap-2 Maneuver	-	-	-	-	298	-
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	599	-

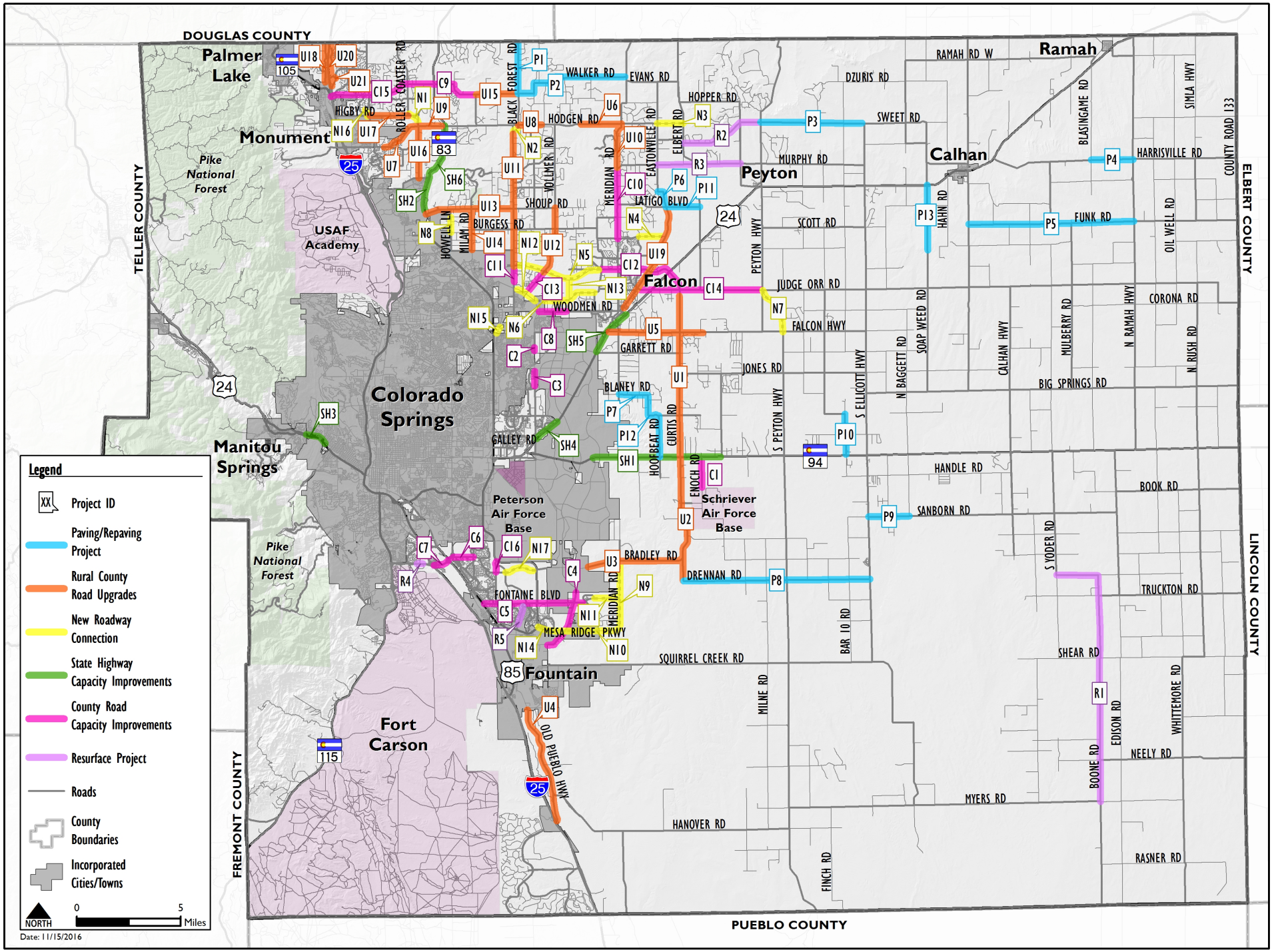
Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.6
HCM LOS			C

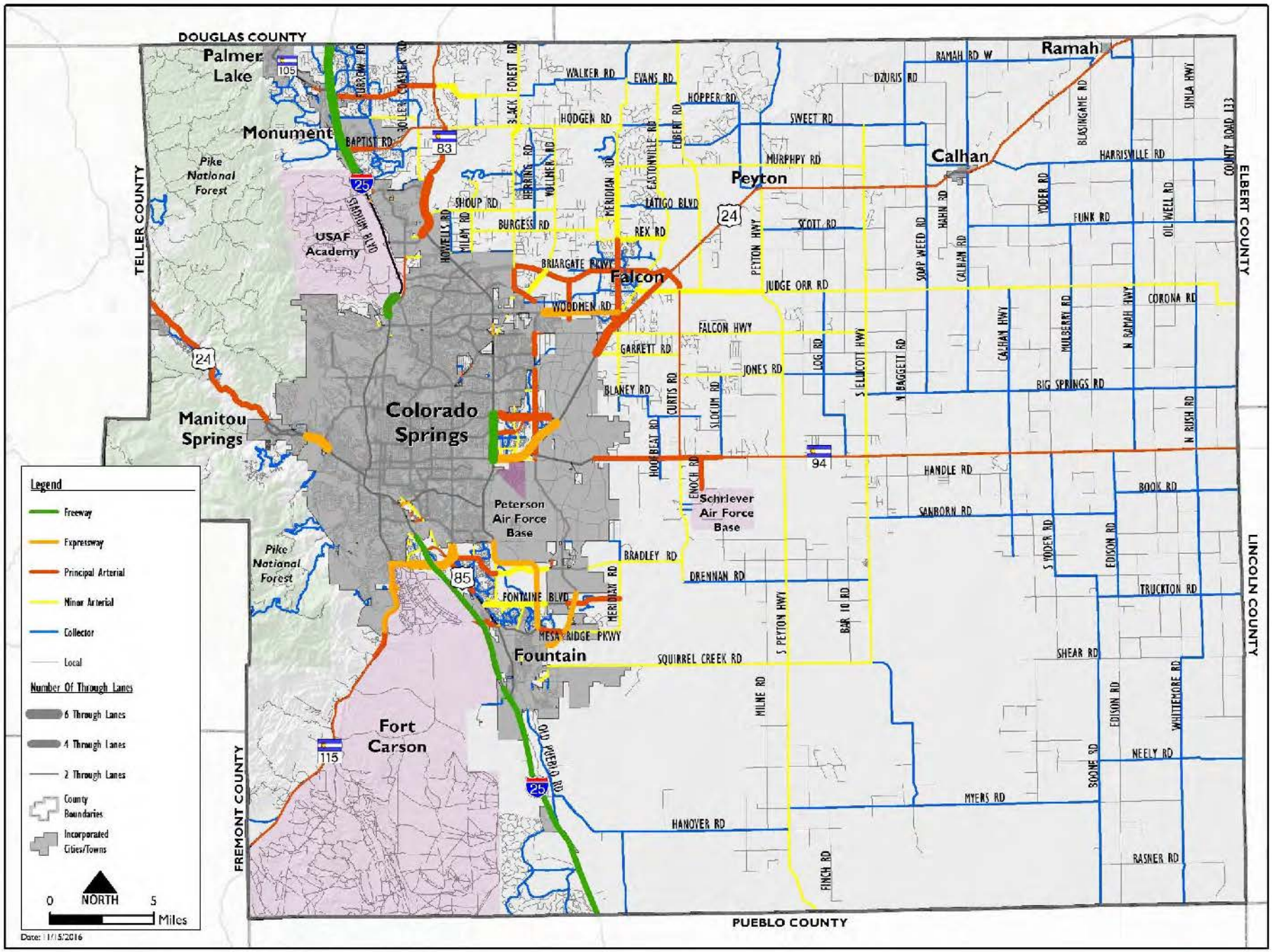
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	344	-	-	1146	-
HCM Lane V/C Ratio	0.015	-	-	0.001	-
HCM Control Delay (s)	15.6	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

MTCP Maps

TRANSPORTATION
CONSULTANTS, INC.

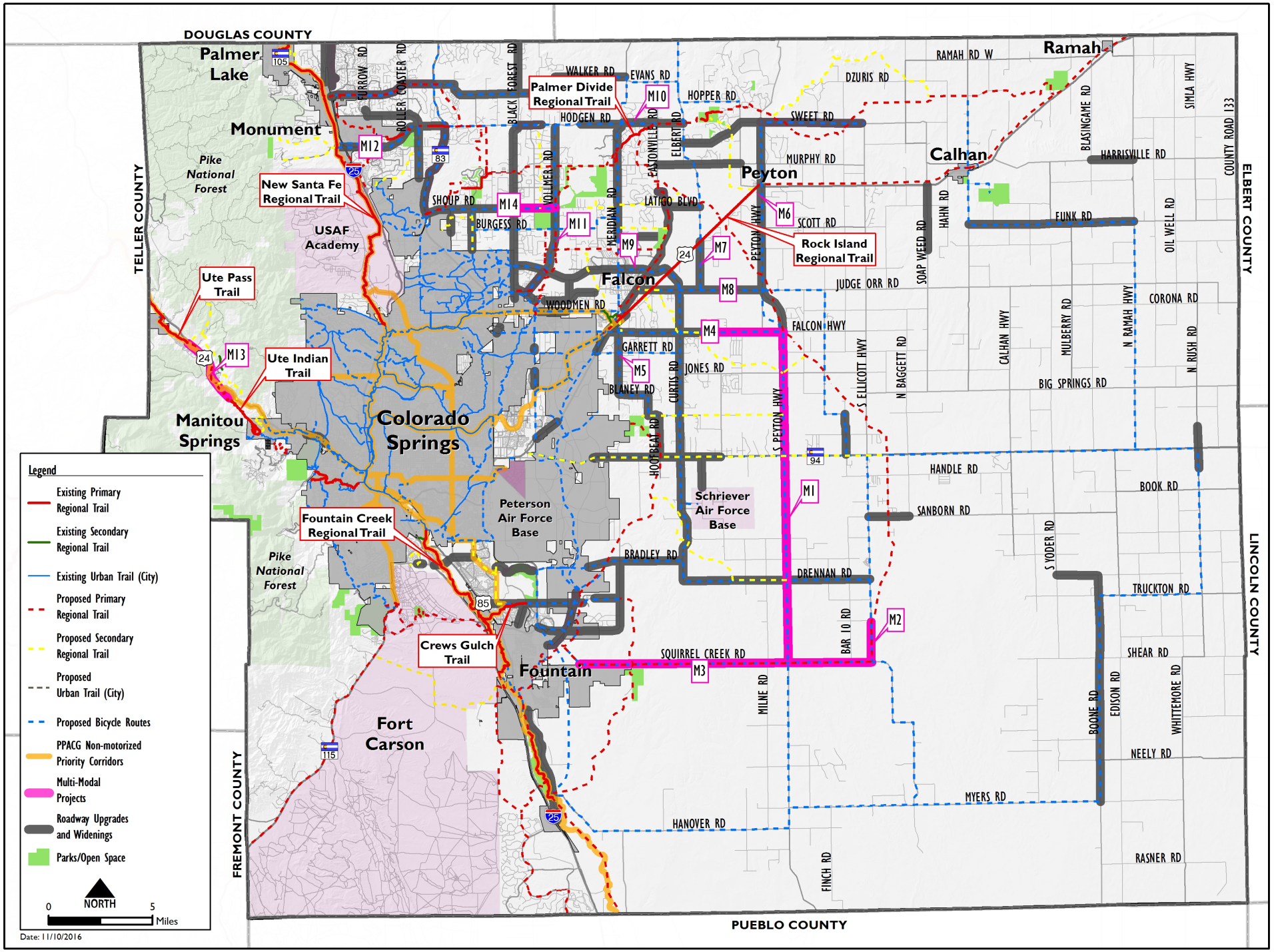
Map 13: Improvements Map





Map 14: 2040 Roadway Plan (Classification and Lanes)

Map 15: Multimodal Improvements



Map 17: 2060 Corridor Preservation

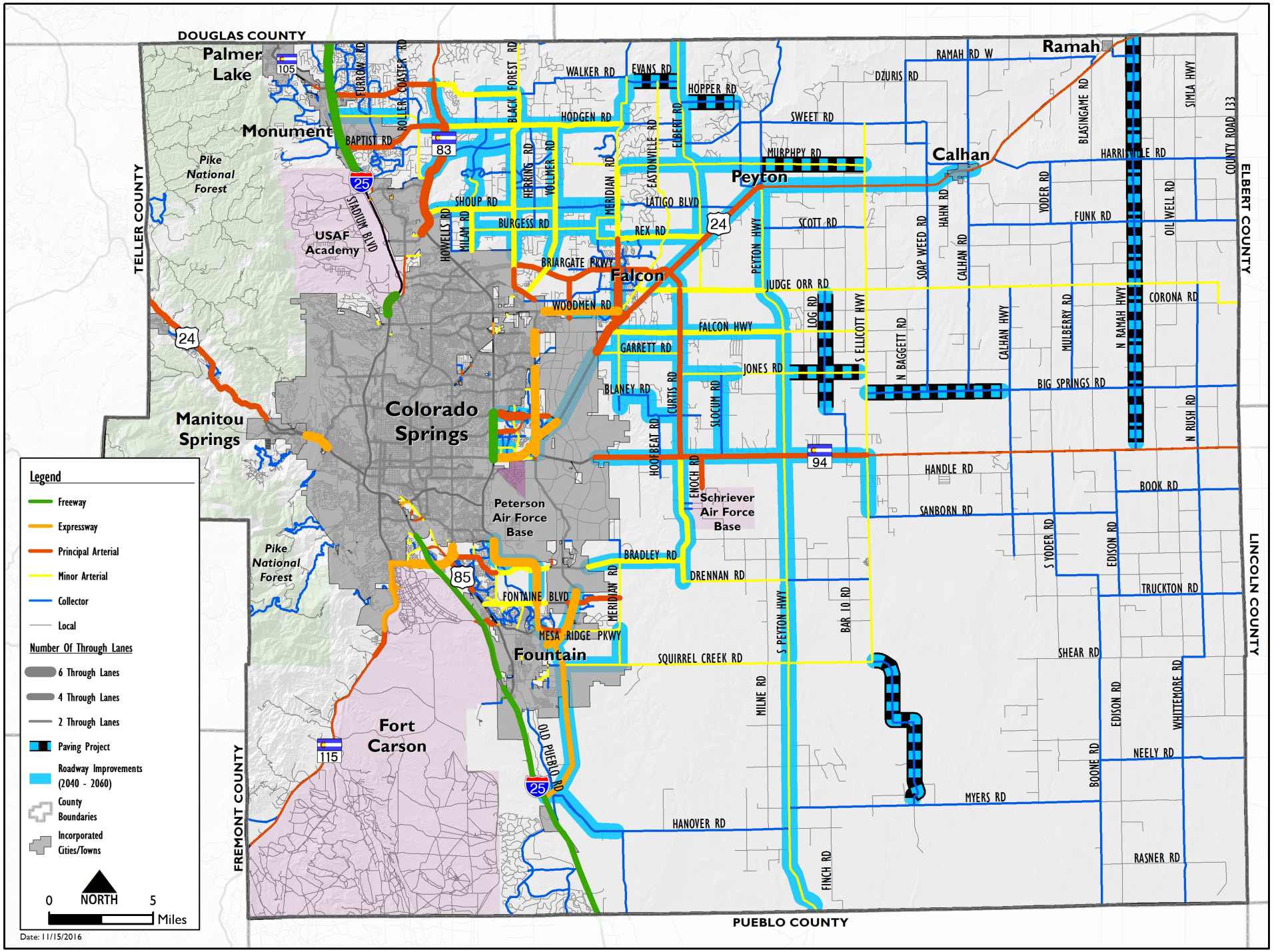


Table 4: 2040 Roadway Improvement Projects

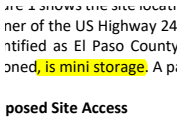
Project ID	Road Segment	Segment		PPRTA Project	Urban vs. Rural	Existing Conditions		Future Conditions		Total Cost
		Beginning	End			Lanes	Functional Class	Lanes	Functional Class	
County Road Upgrades										
U1	Curtis Rd	Judge Orr Rd.	SH 94		Rural	2	Unimproved County Road	2	Principal Arterial	$35,549,000
U2	Curtis Rd	SH 94	Drennan Rd		Rural	2	Unimproved County Road	2	Minor Arterial	$23,379,000
U3	Bradley Rd	COS City Limit	Curtis Rd		Rural	2	Unimproved County Road	2	Minor Arterial	$24,252,000
U4	Old Pueblo Rd	Fountain City Limits	I-25	B	Rural	2	Unimproved County Road	2	Collector	$16,722,000
U5	Falcon Hwy	US 24	1 mi east of Curtis Rd		Rural	2	Unimproved County Road	2	Minor Arterial	$16,509,000
U6	Hodgen Rd	Goshawk Rd	Meridian Rd.	B	Rural	2	Unimproved County Road	2	Minor Arterial	$7,698,000
U7	Baptist Rd	Desiree Dr	Roller Coaster Rd		Rural	2	Unimproved County Road	2	Collector	$5,286,000
U8	Hodgen Rd	Black Forest Rd	Bar X Rd	B	Rural	2	Unimproved County Road	2	Minor Arterial	$5,053,000
U9	Hodgen Rd	Roller Coaster Rd	SH 83		Rural	2	Unimproved County Road	2	Minor Arterial	$3,518,000
U10	Meridian Rd	Hodgen Rd	Murphy Rd	B	Rural	2	Unimproved County Road	2	Minor Arterial	$7,763,000
U11	Black Forest Rd	Hodgen Rd	Stapleton Dr	B	Rural	2	Unimproved County Road	2	Minor Arterial	$22,714,000
U12	Vollmer Rd	Stapleton Dr	Shoup Rd	B	Rural	2	Unimproved County Road	2	Minor Arterial	$11,691,000

V1_Traffic Impact Study Redlines.pdf Markup Summary

Carlos (10)

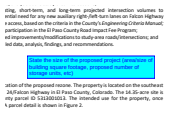
Subject: Callout
Page Label: 6
Author: Carlos
Date: 1/26/2023 9:48:06 AM

Please revise to mini- warehouse since report is using that land use for calculations.



Subject: Highlight
Page Label: 6
Author: Carlos
Date: 1/26/2023 7:45:41 AM

, is mini storage



Subject: Text Box
Page Label: 6
Author: Carlos
Date: 1/26/2023 9:46:30 AM

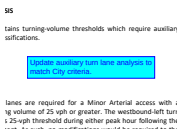
State the size of the proposed project (area/size of building square footage, proposed number of storage units, etc)

Subject: Text Box
Page Label: 7
Author: Carlos
Date: 1/26/2023 10:07:33 AM

The section of Falcon Highway adjacent to the parcel is under City of Colorado Springs jurisdiction. Contact COS for requirements and up to date road classification. Per county GIS, Falcon Highway is currently classified as a rural major collector with improvements by 2040 to 2-Lane Minor Arterial.

Subject: Text Box
Page Label: 8
Author: Carlos
Date: 1/26/2023 9:27:54 AM

State how the ADT is being calculated using the ITE (i.e. per GFA, net rentable area, storage units, etc).

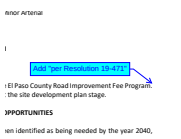


Subject: Text Box
Page Label: 11
Author: Carlos
Date: 1/30/2023 4:46:59 PM

Update auxiliary turn lane analysis to match City criteria.

Subject: Text Box
Page Label: 12
Author: Carlos
Date: 1/26/2023 10:10:39 AM

Roadway improvements to US Highway 24 are shown on the 2040 MTCP and listed on page 50. Please update section.

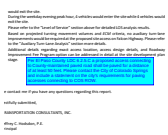


Subject: Text Box
Page Label: 12
Author: Carlos
Date: 1/26/2023 10:12:01 AM

Add "per Resolution 19-471"

Subject: Text Box
Page Label: 12
Author: Carlos
Date: 1/26/2023 10:31:05 AM

Contact CDOT for access permit requirements and improvements due to the access point's proximity to Highway 24 and inclusion in CDOT's 2006 Highway 24 Access Control Plan as access ID number 40. Per LSC Traffic Impact Study submitted to the county under file number MS05009 and PPR05037 coordination with CDOT was anticipated for future frontage road on the parcel. Please add a bibliography of reports used to the appendix and include the referenced TIS.



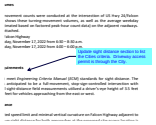
Subject: Text Box
Page Label: 13
Author: Carlos
Date: 1/26/2023 10:25:43 AM

Per El Paso County LDC 6.2.5.C a proposed access connecting to County-maintained paved road shall be paved for a distance of at least 50 feet. Please contact the City of Colorado Springs and include a statement on the city's requirements for paving accesses connecting to COS ROW.

dsdlaforce (10)

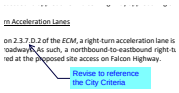
Subject: Callout
Page Label: 7
Author: dsdlaforce
Date: 1/30/2023 4:33:11 PM

Update Falcon Highway to state that this is owned/maintained by the City.



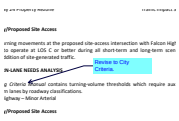
Subject: Callout
Page Label: 7
Author: dsdlaforce
Date: 1/30/2023 4:36:59 PM

Update sight distance section to list the Cities criteria. Driveway access permit is through the City.



Subject: Callout
Page Label: 11
Author: dsdlaforce
Date: 1/30/2023 4:47:10 PM

Revise to reference the City Criteria



Subject: Callout
Page Label: 11
Author: dsdlaforce
Date: 1/30/2023 4:49:09 PM

Revise to City Criteria.

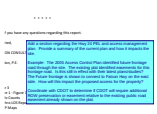
Subject: Highlight
Page Label: 12
Author: dsdlaforce
Date: 1/30/2023 4:53:55 PM

Subject: Callout
Page Label: 12
Author: dsdlaforce
Date: 1/30/2023 4:56:17 PM

Contact the City to verify if they require ROW preservation or dedication. Update the report to describe their requirements.

Subject: Callout
Page Label: 12
Author: dsdlaforce
Date: 1/30/2023 5:00:54 PM

Falcon Hwy between SH24 and Meridian Road is owned by the City. Verify with the City that they do not require the road to be upgraded to with C&G and sidewalk. Update to identify their requirements.

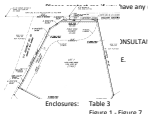


Subject: Text Box
Page Label: 13
Author: dsdlaforce
Date: 1/30/2023 5:10:43 PM

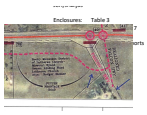
Add a section regarding the Hwy 24 PEL and access management plan. Provide a summary of the current plan and how it impacts the site.

Example: The 2005 Access Control Plan identified future frontage road through the site. The existing plat identified easements for this frontage road. Is this still in effect with their latest plans/studies? The Future frontage is shown to connect to Falcon Hwy on the east side. How will this impact the proposed access for the property?

Coordinate with CDOT to determine if CDOT will require additional ROW preservation or easement relative to the existing public road easement already shown on the plat.



Subject: Image
Page Label: 13
Author: dsdlaforce
Date: 1/30/2023 5:09:03 PM



Subject: Image
Page Label: 13
Author: dsdlaforce
Date: 1/30/2023 5:08:46 PM