

LSC Responses to TIS F2 Redline Comments



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The Commons at Falcon Field
Filing Nos. 1, 2, and 3
Traffic Impact Study (TIS) Addendum
PCD File Nos.: SF2435 and SF255
(LSC #S234221)
April 9, 2025

Please refer to comments ¹
from review 2, same
document was resubmitted

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.


Date

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 Number: 1 Author: Bret Subject: Engineer Date: 12/8/2025 2:24:38 PM -07'00'

[Please refer to comments from review 2, same document was resubmitted](#)

 Author: jeff Subject: Sticky Note Date: 1/8/2026 1:13:30 PM -07'00'

LSC RESPONSE: See below.

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.

Unresolved: Please include a table or summary of which improvements are triggered at each filing.


PROPOSED INTERIM INTERSECTION IMPROVEMENTS

Figure 5 shows the proposed interim improvements at the intersection of Woodmen Road/US Hwy 24. No baseline capacity improvements (additional northeast-bound/southwest-bound through lanes, due to the delay in the CDOT project) will occur on US Hwy 24. However, 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 interim conditions shown in Figure 5 are proposed to be allowed with a design waiver until CDOT completes their project. The proposed interim improvements at the intersection of US Hwy 24/Woodmen Road are as follows:

- The new southeast leg of the intersection with a left-turn lane, two through lanes, and right turn lane;
- Auxiliary turn lanes on US Hwy 24 to serve the trips/vehicle turning movements associated with the new fourth leg;
- A 600-foot-long eastbound right-turn deceleration lane plus 222-foot taper (consistent with the Preliminary Plan TIS);
- A 350-foot-long single westbound left-turn lane plus 100-foot reverse-curve transition taper (please refer to CDOT Design Waiver Form 112, dated 3-26-2025 - Falcon Field Development Filings Nos. 1, 2, and 3);
- **No** northbound right-turn acceleration lane (please refer to the CDOT Design Waiver Form 112, dated 3-26-2025 - Falcon Field Development Filings Nos. 1, 2, and 3);
- Raised right-turn islands for pedestrian accessibility;
- Lane alignment and interim median modifications on the existing southeast-bound leg of the intersection to align with the new fourth leg. The interim design is associated with the design waiver and continued operation with a single southeast-bound left-turn lane from Woodmen Road; and
- Signal modifications including installation of any traffic-signal components (including new signal pole(s) on the Woodmen side of the intersection) needed to accommodate the new intersection leg. Due to the interim lane alignment and associated line-of-sight issues, the north-west left-turn phase and the south-west left-turn phase will need to be operated as protected only.

Number: 1 Author: Bret Subject: Engineer Date: 12/5/2025 5:28:56 PM -07'00'

Unresolved: Please include a table or summary of which improvements are triggered at each filing.

 Author: jeff Subject: Sticky Note Date: 4/9/2026 10:55:42 AM

LSC Response: The report has been updated to include a summary of improvements. The updated report is significantly different from the prior version because the CDOT Highway 24 project has since begun to move forward.

The following is explained in the updated report:

Regarding the phasing of the development roadway infrastructure/improvements, **CDOT R2 Access** is requiring all Highway 24/Woodmen Road improvements to be complete with the initial phase/access permit - i.e., triggered by Filing No. 1.

Regarding the site development improvements, the developer plans to construct Woodmen, Retail Row Street and Jackdaw with the initial development. Other internal private/local commercial streets and access drives and local residential streets would be built later as individual developments progress.